

HOUSTON, TEXAS

AL-5461 (FAA)

24305

WAAS CH 69626 W27A	APP CRS 267°	Rwy Idg 10000 TDZE 86 Apt Elev 96
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RNAV (GPS) Z RWY 27
GEORGE BUSH INTCNL/HOUSTON (IAH)

RNP APCH.

V Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cats C, D and E visibility to 1% SM.

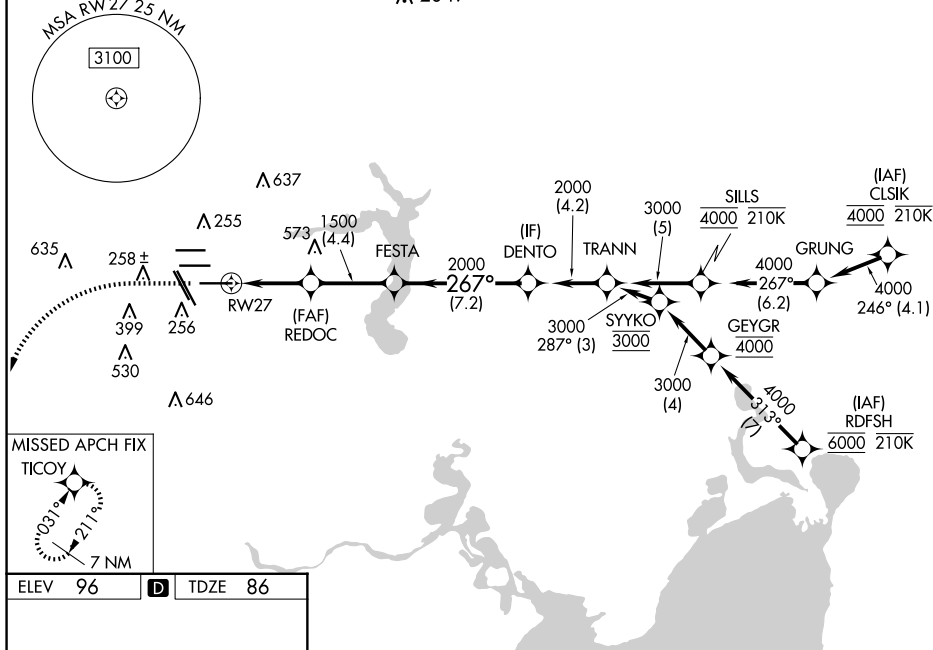
ALSF-2



MISSED APPROACH: Climb to 560 then climbing left turn to 3100 direct TICOY and hold.

D-ATIS 124.05	HOUSTON APP CON 120.05 379.1 EAST 124.35 316.15 WEST	HOUSTON TOWER 135.15 290.2	GND CON 118.575	CLNC DEL 128.1	CPDLC
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A 2049



The diagram illustrates the layout of the TDZ/CL intersection. It features several runways and taxiways, each labeled with its width and length: 9000 X 150, 9402 X 150, 12000 X 50, 10000 X 150, and 10600 X 150. A central taxiway is labeled TWR 422. Various markers are shown, including circles with 'A', 'AS', and 'P', and a star. A 267° bearing is indicated for a specific direction.

Diagram illustrating the RNAV 5 approach for LPV, LNAV/VNAV, and LNAV MDA. The approach is divided into five categories (A, B, C, D, E) based on distance from the runway. The MDA for LPV is 286/18, for LNAV/VNAV is 476/35, and for LNAV MDA is 560/24. The diagram also shows the VGSB and RNAV glidepath not coincident (VGSB Angle 3.00/TCH 70).

Category	MDA	Distance (NM)	Altitude (ft)
LPV	286/18	200 (200-1/2)	
LNAV/VNAV	476/35	390 (400-5/8)	
LNAV MDA	560/24	474 (500-1/2)	

HOUSTON, TEXAS
Amdt 5B 22APR21

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RNAV (GPS) Z RWY 27

29°59'N-95°20'W

SC-5, 10 JUL 2025 to 07 AUG 2025