

DCA23LA384

OPERATIONAL FACTORS

Attachment 8

IAH Jeppesen Charts [Excerpts]

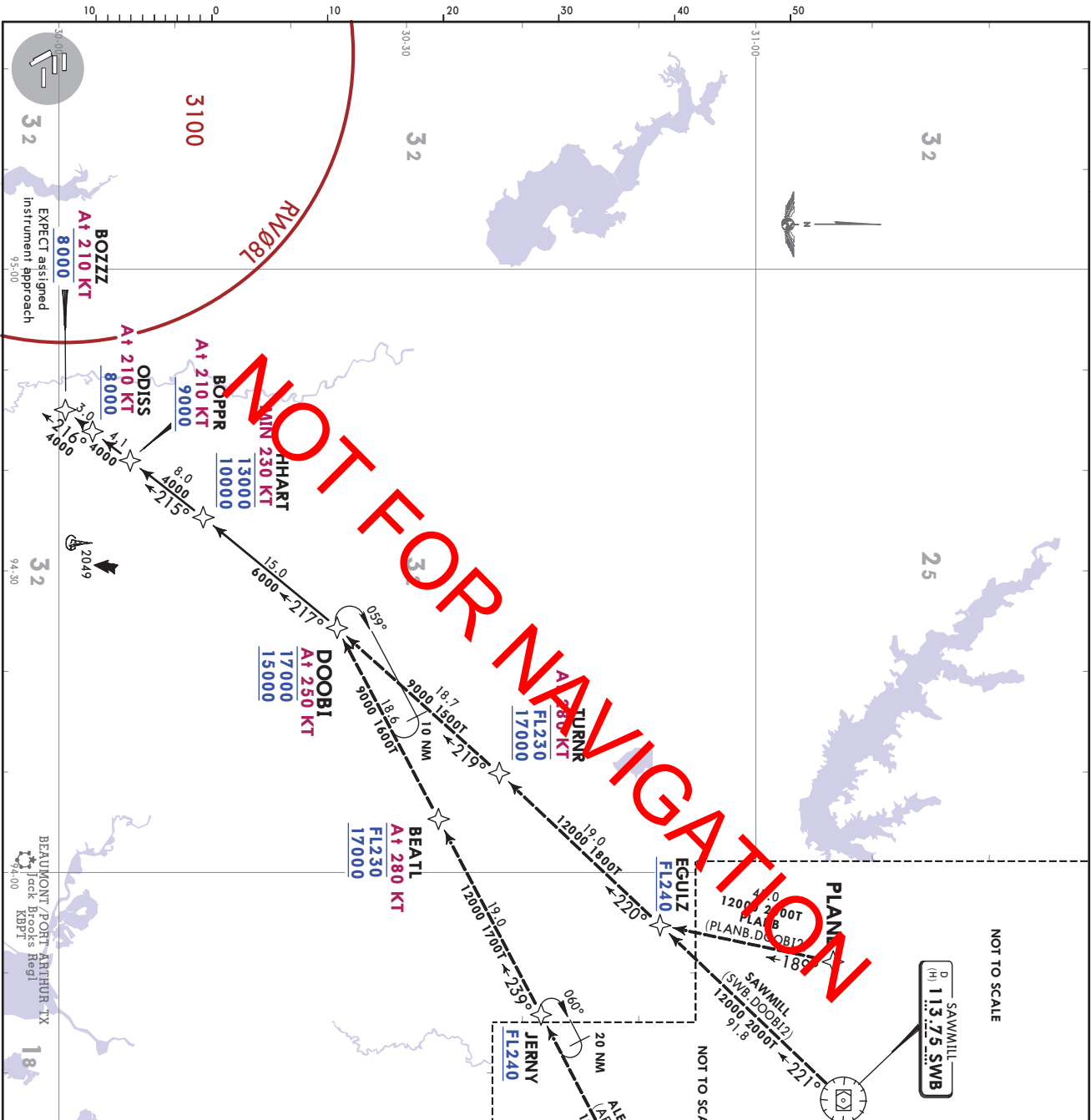
May 1, 2024

D-ATIS	Apt Elev
124.05	96

Alt Set: INCHES. Trans level: FL180
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/RKU or GPS required.
 4. Turboplet and turboprop aircraft capable of 280 KT or greater only. 5. EXPECT runway assignment from Houston TRACON upon initial contact.
 6. Corresponding RNAV STAR is SKNRD. EXPECT SKNRD when George Bush Intercontinental/Houston is Landing EAST.

DOOB1 2 RNAV ARRIVAL
(DOOB1.DOOB12)

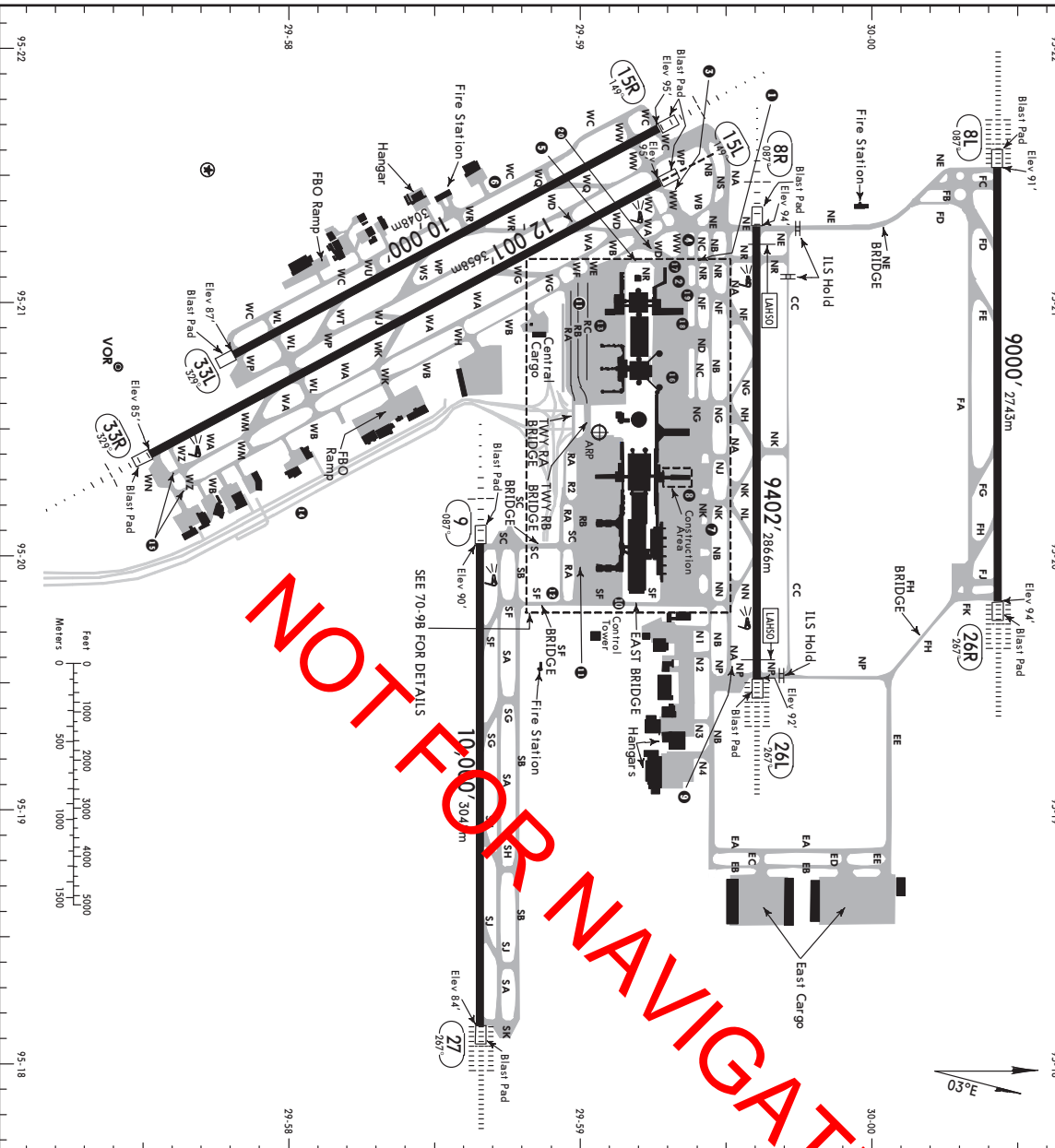
SPEED RESTRICTION
 Turboplet aircraft descend via mach number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.



ROUTING
 From DOOB1 on track 217° to HHAART, then on track 215° to BOPPP, then on track 215° to ODISS, then on track 216° to BOZZZ. EXPECT assigned instrument approach.

LOST COMMS
 In the event of lost communication prior to runway assignment, execute the ILS Rwy 26L approach.

124.05	128.1	119.95	121.7	120.725	123.35	135.15	127.3	126.675	132.25	133.6	127.125	130.825	131.275	121.625
D-ATIS	ACARS Data Comm PC TWP	GPI-C DCL	HOUSTON Clearance	Ground Meeting	Rwy's 15L/33R, 15R/35L Tower	Rwy's 8L/26R, 8R/26L, 9/27 Tower	Rwy's 15L/33R, 15R/35L	West 126.675	North 132.25	East 133.6	South 127.125	North 130.825	East 131.275	West 121.625



- CAUTION:** Be alert to runway crossing clearances. Readback of all runway holding instructions is required.
- CAUTION NOTES**
- OPERATIONAL NOTES**
- Rwy 9/27 closed to aircraft with wingspans 215' (66m) and above.
 - Rwy 15L/33R magnetic anomalies may affect compass heading for take-off. The following movement areas are not visible from the tower: Taxiway WA and WB from Twy WH to the approach end of Rwy 33R; Twy WA & WB from Twy WD north for 400'; Twy WD from Twy WA to Twy NR; Twy NR; Twy WL from Rwy 33L to Twy WB and Twy WM.
 - Helicopter hover and taxi restricted to hard surface movement areas only.
 - Twy NR between Twy NC and Twy WW closed to aircraft with wingspan more than 214' (65 m).
 - Twy WW run up pad for Rwy 15L closed to aircraft with wingspans greater than 125' (38m).
 - Twy WW between Twy NR and Twy WB closed to aircraft with wingspan more than 214' (65m).
 - Twy NR closed to aircraft with wingspans greater than 125' (38m) between Twy WD and Twy WB.
 - Twy WC west of Rwy 15R/35L is restricted to aircraft with 118' (36m) wingspan and below.
 - Dual taxiway operations: Twy NK between NB and north ramp; West centerline restricted to aircraft with maximum wingspans of 125' (38m) and east centerline maximum wingspans of 214' (65m).
 - Twy NK between Twy NB and Terminal D Ramp simultaneous aircraft operations prohibited when middle taxiway in use.
 - Twy NA lighting all between Twy WP and Twy NP not standard.
 - Twy SF between Twy NB and Taxiway RA is designated non-movement area.
 - Taxilanes RA, RB, RC, R2 and Twy SC North of Twy SB are designated non-movement areas operated by UAL ramp control.
 - Twy SF between Rwy 9/27 up to and including the East Bridge closed to aircraft with wingspan 215' (66m) and over.
 - Taxilane RC closed to aircraft with wingspans greater than 135' (41m).
 - Expressway lights paralleling Rwy 33R may be mistaken for Rwy lights on Rwy 15L-33R.
 - Twy's WA and WB magnetic anomalies may affect compass heading.
 - North ramp north AND south taxiways closed to aircraft with wingspans greater than 125' (38m).
 - Apron terminal alpha north ramp spot 5 closed to aircraft with wingspans greater than 118' (36m).
 - Apron terminal alpha north ramp east-west taxi lane closed to aircraft with wingspans greater than 118' (36m).
 - Apron terminal alpha north ramp spot 6 closed to aircraft with wingspans greater than 125' (38m).
 - Twy WD between Twy NR and Twy WB closed to aircraft with wingspans greater than 171' (52m).

CHANGES: ILS hold positions, wind socks, buildings, bridge labels, hangar, apron added on W/C taxiway near fire station.

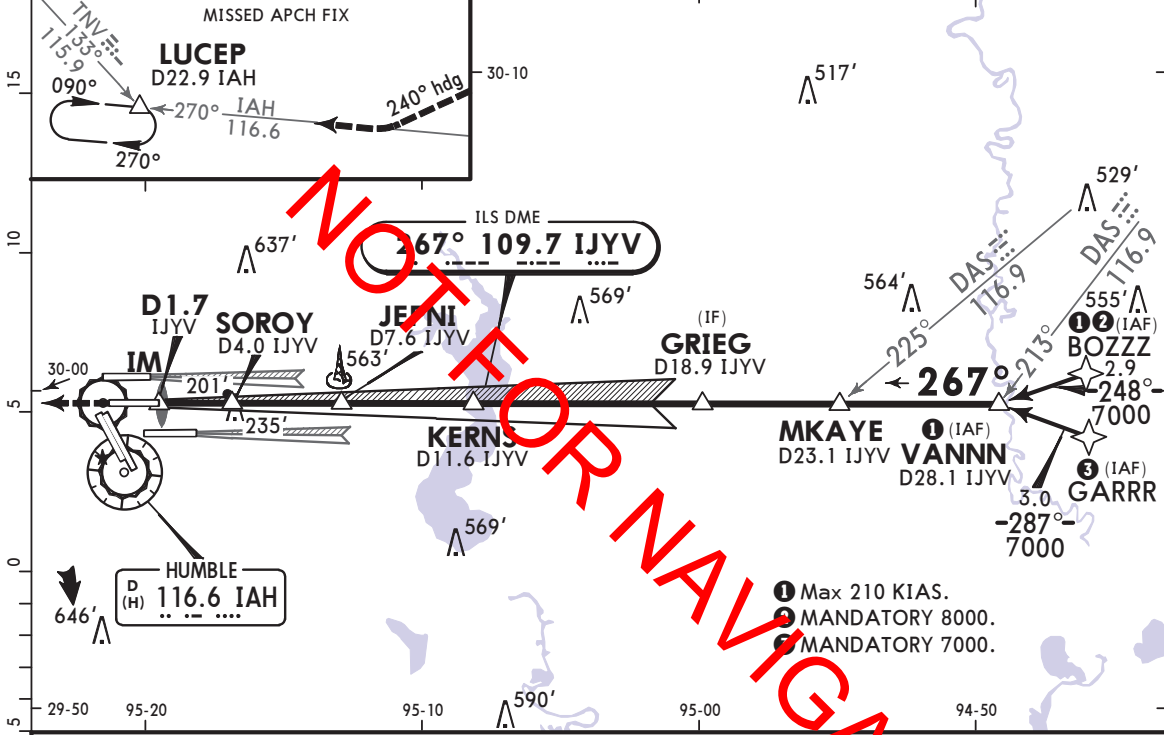
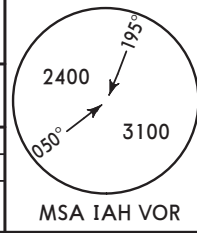
© JEPPESSEN, 2001, 2002. ALL RIGHTS RESERVED.

KIAH/IAH
 GEORGE BUSH
 INTERCONTINENTAL/HOUSTON

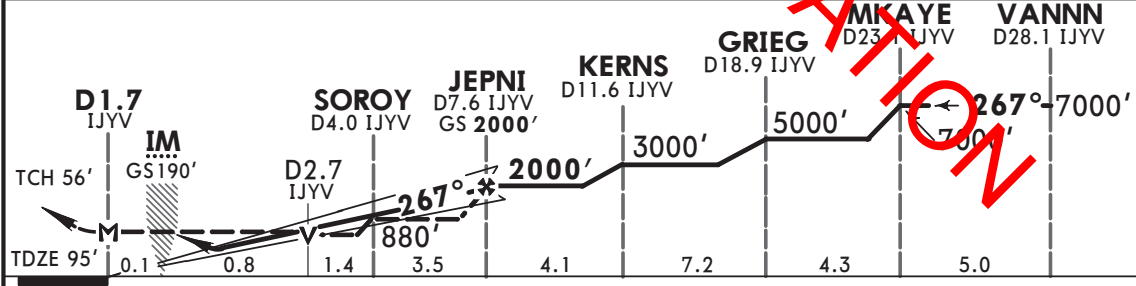
JEPPESEN
 19 APR 19
 Eff 25 Apr (71-5)

HOUSTON, TEXAS
 ILS or LOC Rwy 26L

BRIEFING STRIP	D-ATIS	HOUSTON Approach (R)		HOUSTON Tower			Ground		
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L	
	124.05	124.35	120.05	125.35	120.725	135.15	127.3	118.575	121.7
	LOC IJYV	Final Apch Crs	GS JEPNI	ILS DA(H)	Apt Elev 96'		TDZE 95'		
109.7	267°	2000' (1905')	295' (200')						
MISSED APCH: Climb to 3000' then LEFT turn heading 240° and outbound on IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
DME required. From BOZZZ, GARRR: RNAV 1-GPS required.									
1. Simultaneous approach authorized with Rwys 26R & 27. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').									
								MSA IAH VOR	



NOT FOR NAVIGATION



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'	LT	240° hdg and 116.6 IAH R-270
GS 3.00°	372	478	531	637	743	849				
MAP at D1.7 IJYV or JEPNI to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10			

TERPS					STRAIGHT-IN LANDING RWY 26L					
ILS DA(H) 295' (200')			LOC (GS out) MDA(H) 460' (365')							
FULL	TDZ/CL out	ALS out								
A						RVR 24 or 1/2			RVR 55 or 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4							
C						RVR 35 or 5/8			RVR 50 or 1	
D										

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 21D 25 APR 2019