

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 10/29/2026	APWS Task ID: E2924575CFD94D4E9CF9101EF7FEF79A	APWS Project ID: 5552990EC36444BEA7FE7C598E6F8CAB
Procedure: STAR BAZBL TWO (RNAV) HOUSTON TX KIAH		Enroute: YES	Specialist: Bradshaw, Henry		Agreement Number:
Airport ID: KIAH			Airport City: HOUSTON		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ADD GOZDA TRANSITION. ACTIVE AIRPORT DATA USED. CONTACT: TARA MARTINELLI (AJV-A421) 405-954-8376 KIAH_BAZBL_TWO_ARRIVAL_(RNAV)_1 - PRIMARY AIRPORT KIAH_BAZBL_TWO_ARRIVAL_(RNAV)_2 - SATELLITE AIRPORT WAIVER (1): NO ALTITUDE ON COMMON ROUTE OR RWY TRANSITIONS. 06/15/2026 QUALITY 14 CHECKED QUALITY 41 CHECKED					

1. FLIGHT PROCEDURE IDENTIFICATION:

Houston, TX
George Bush INTCNTL Airport
BAZBL STAR (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Do not publish or code any altitudes on the procedure. Per 8260.3G, para 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The BAZBL STAR serves multiple airports and runway configurations within KIAH airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The BAZBL STAR is not used as a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic. Coding the procedure with an altitude that serves multiple airports with mixed aircraft types and differing performance characteristics will cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

With RADAR required and ATC issuing a CROSS (FIX) AT AND MAINTAIN or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZHU/I90 Letter of Agreement for separation, including obstacle clearance.

5.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios. A procedure with one coded altitude restriction on the common route that authorizes mixed aircraft performance characteristics and numerous airports of intended landing will create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

HOUSTON ARTCC (ZHU), HOUSTON Approach Control, CSC OSG

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
06/11/2026	AJV-C24	CSC PBN CO-LEAD	

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers

WADE EK TERRELL Digitally signed by WADE
EK TERRELL
Date: 2023.01.31 09:21:16
-06'00'

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov



Federal Aviation Administration

Memorandum

Date: July 18, 2023

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal
Instrument Procedures (TERPS), STAR Termination Altitude

This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

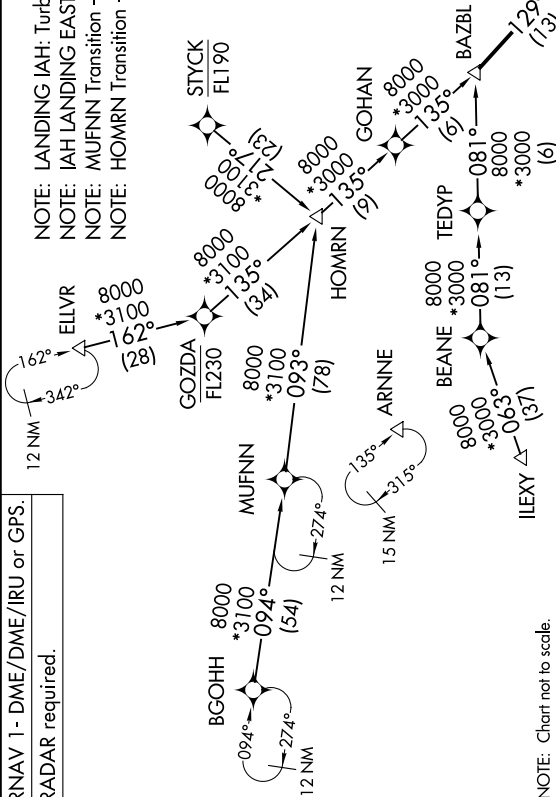
No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.

SC-5, 16 APR 2026 to 14 MAY 2026

RNAV 1- DME/DME/IRU or GPS.
RADAR required.

HOUSTON APP CON
134.3 360.85
CXO ATIS
118.325
DWH ATIS
128.375
IAH D-ATIS
124.05

NOTE: LANDING IAH: Turboprop and piston aircraft only.
NOTE: IAH LANDING EAST expect RADAR vectors prior to DOMNO.
NOTE: MUFNN Transition - Do not file - To be assigned by ATC.
NOTE: HOMRN Transition - Do not file - To be assigned by ATC.



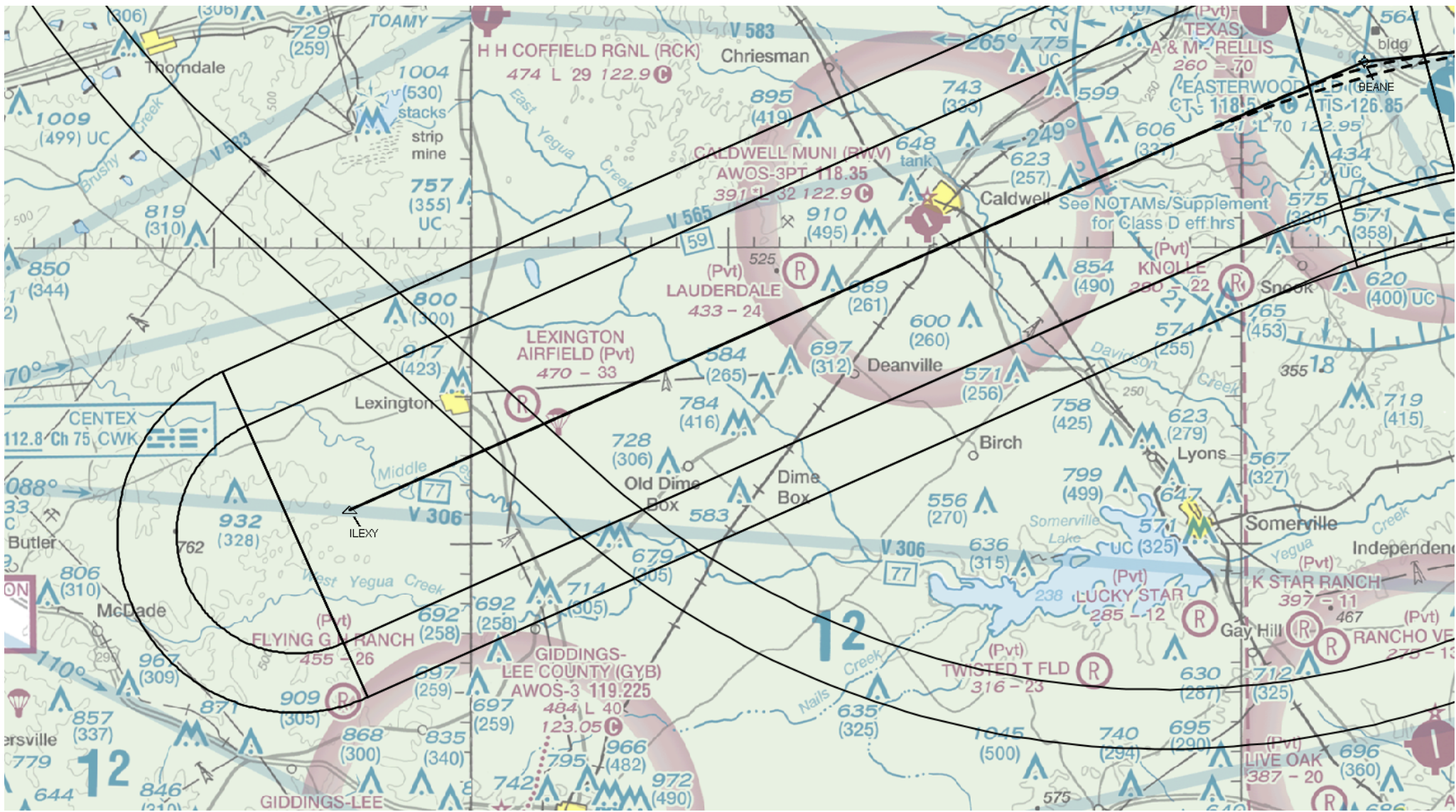
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

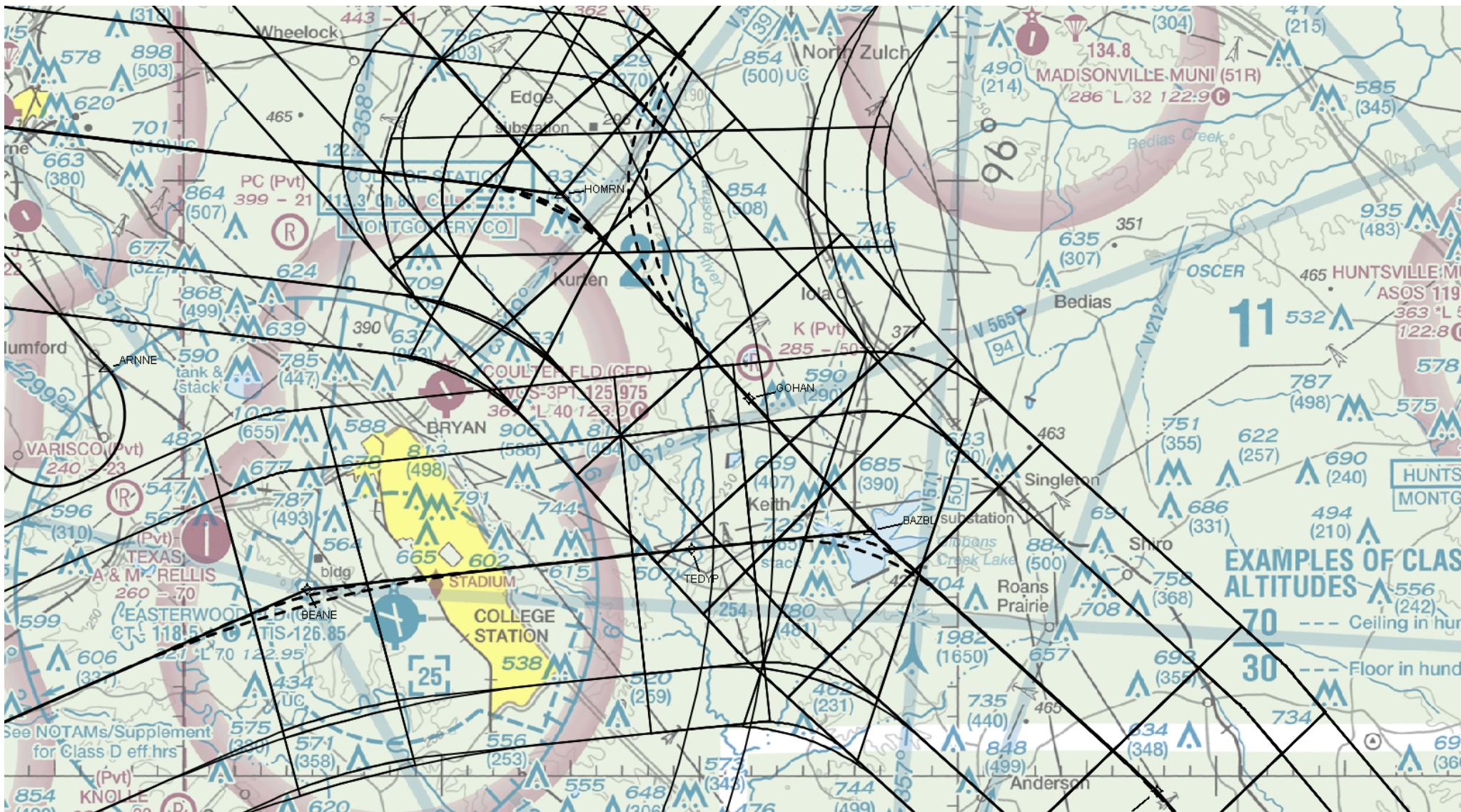
BGOHH TRANSITION (BGOHH.BAZBL1)
ELLVR TRANSITION (ELLVR.BAZBL1)
HOMRN TRANSITION (HOMRN.BAZBL1)
IILEY TRANSITION (IILEY.BAZBL1)
MUFNN TRANSITION (MUFNN.BAZBL1)
STYCK TRANSITION (STYCK.BAZBL1)

IAH: From BAZBL on track 129° to MPORT.
LANDING IAH RUNWAYS 8L/R, 9, 15L/R, 27, 33L/R: From MPORT on track 137° to DOMNO, then on track 087° to SKLER, then on track 087°.
Expect RADAR vectors to final approach course.
LANDING CXO/DWH/T78/6R3: From BAZBL on track 129° to MPORT, then on track 137° to MTRSS, then on track 137°. Expect RADAR vectors to final approach course.

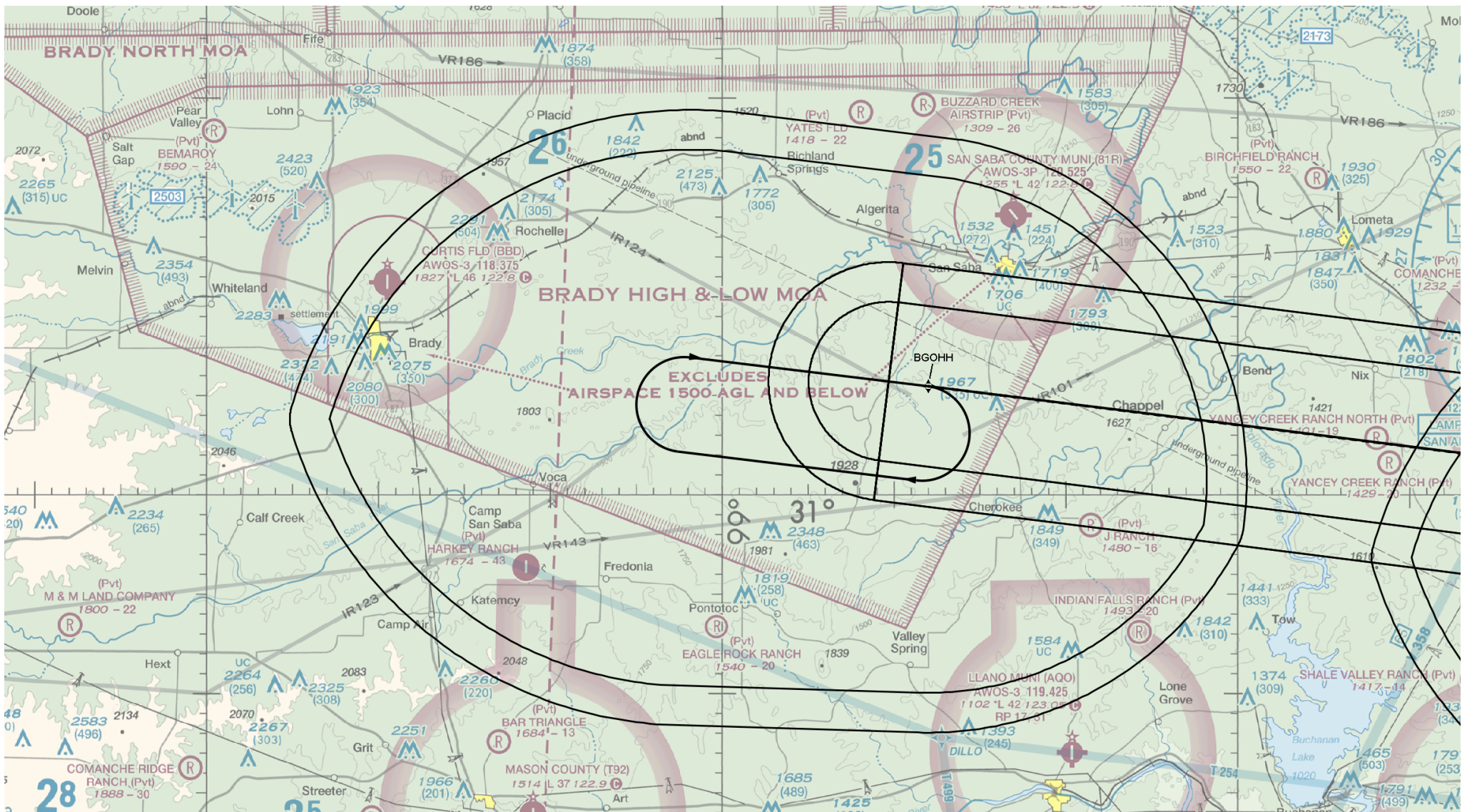
SC-5, 16 APR 2026 to 14 MAY 2026



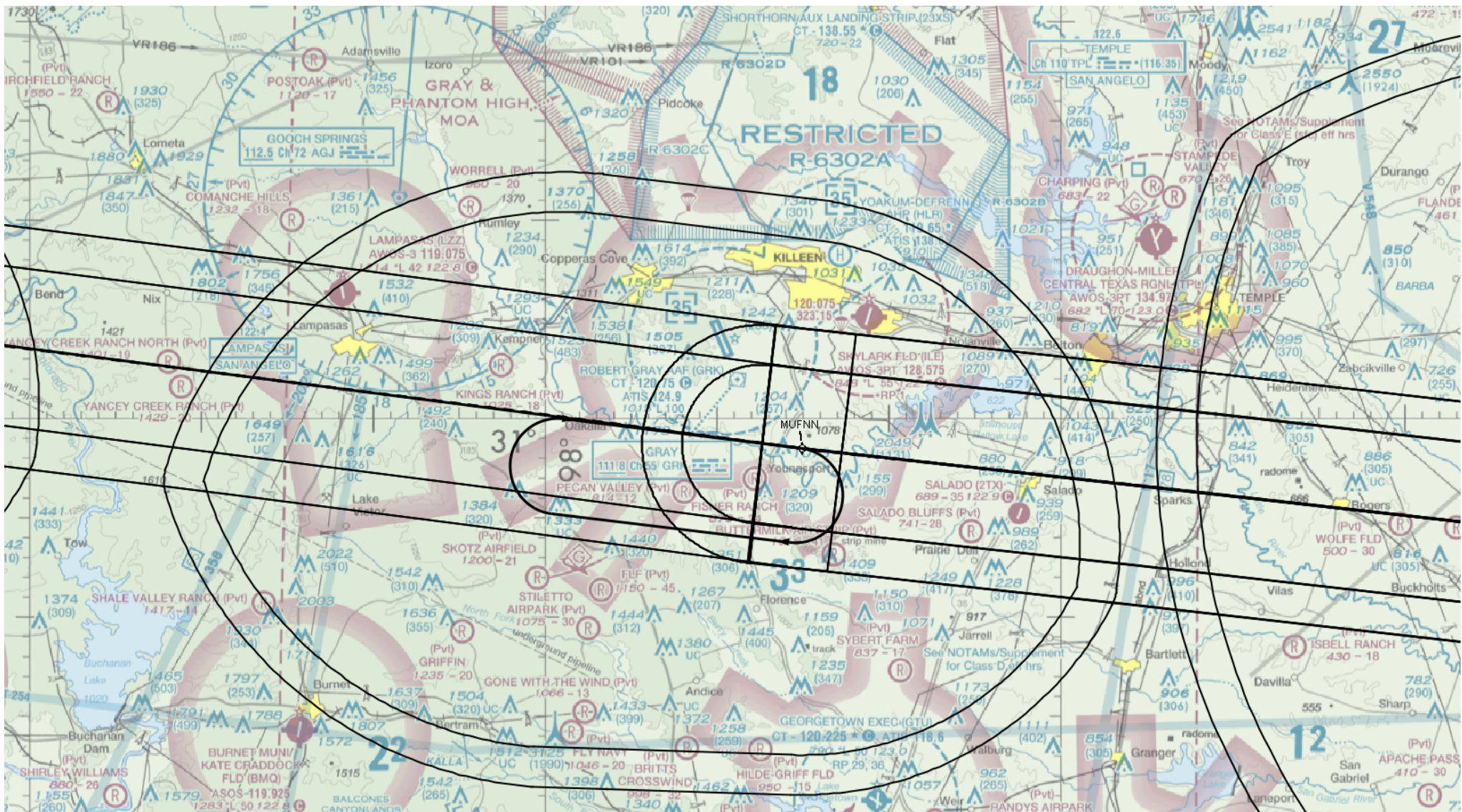
BAZBL (RNAV)



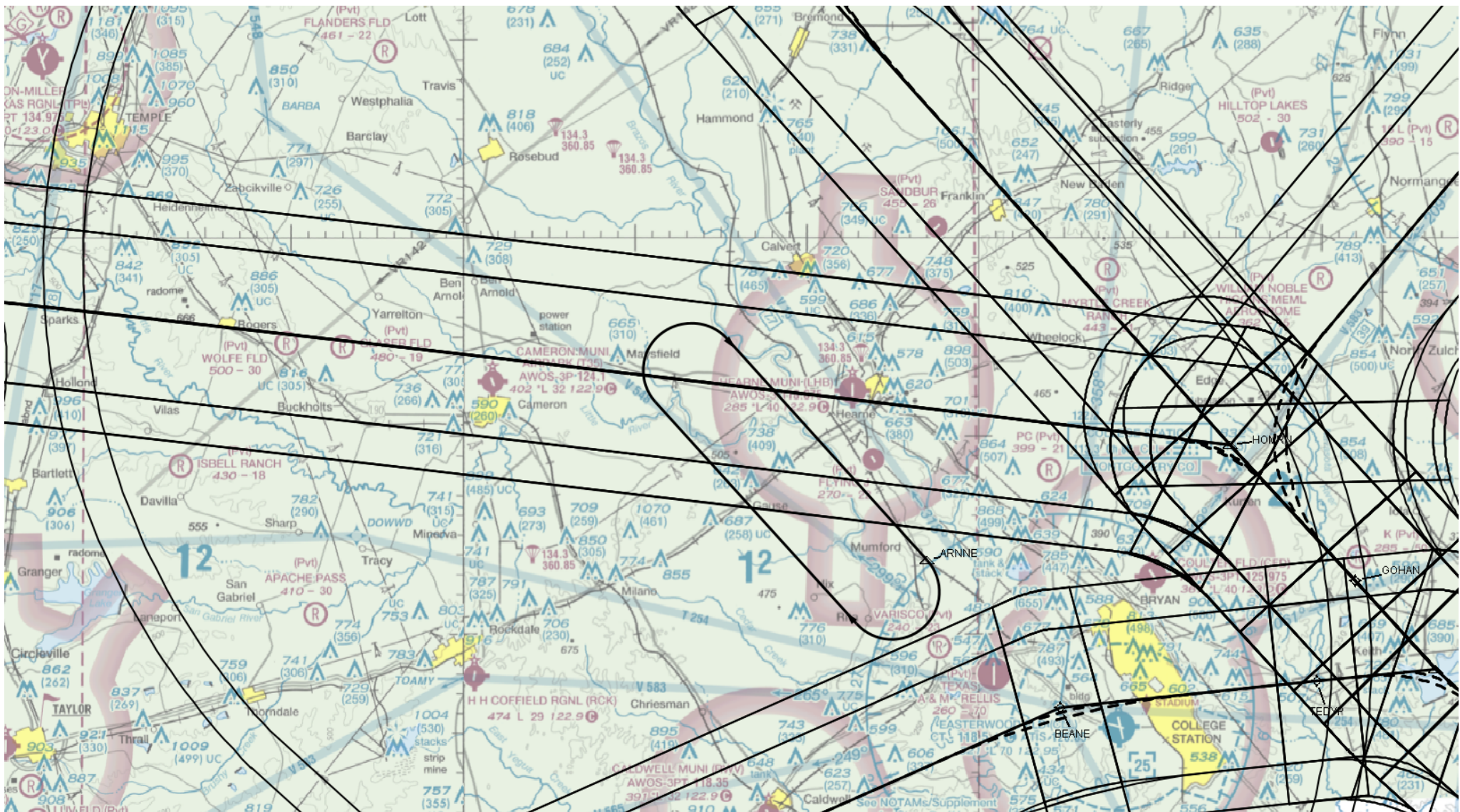
BAZBL (RNAV)



BAZBL (RNAV)



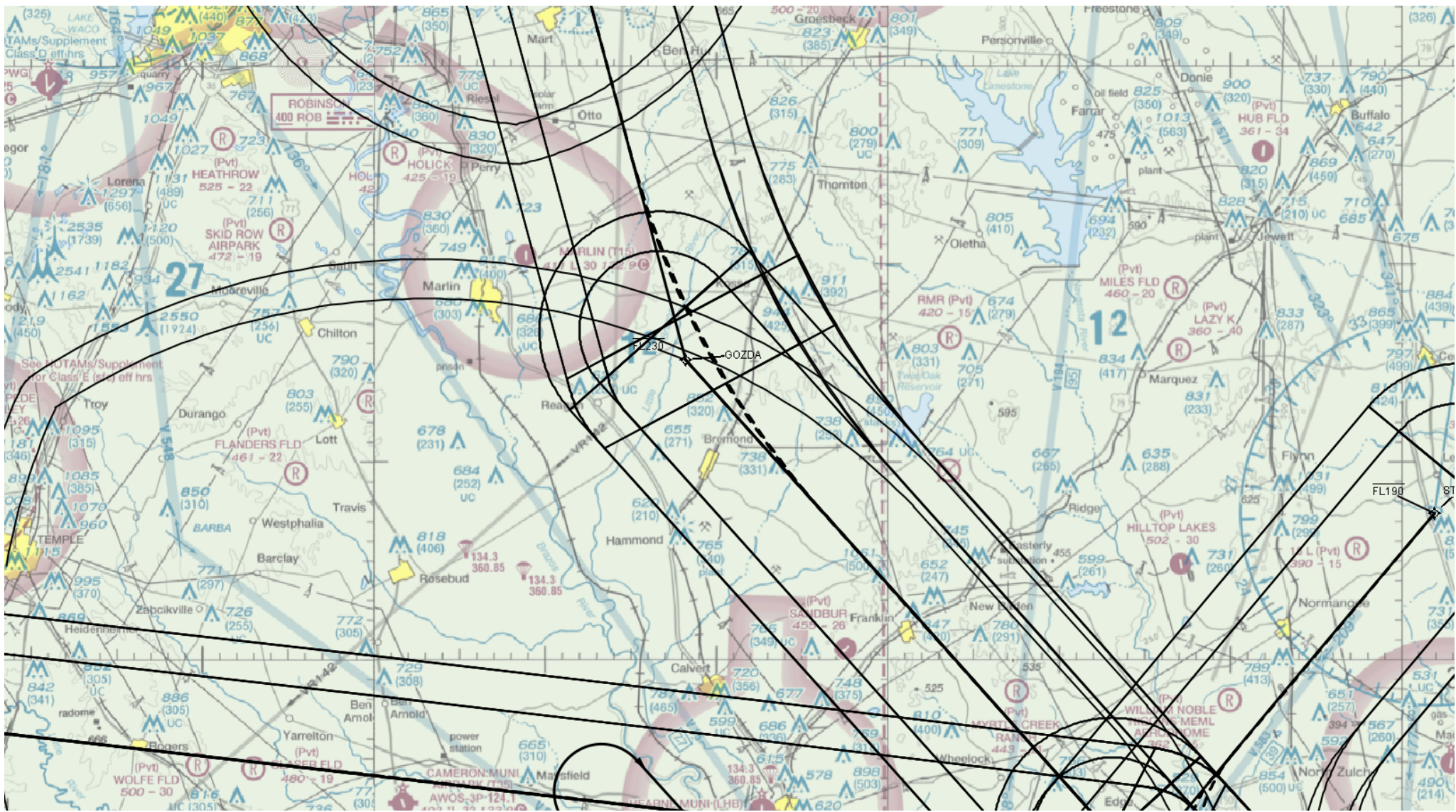
BAZBL (RNAV)



BAZBL (RNAV)



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