

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KELP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 33	<u>CITY</u> EL PASO	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 3962	<u>TDZE</u> 3950	<u>SUPERSEDED</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 32E	<u>DATED</u> 11/05/2020	<u>MAG VAR</u> 8E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-ELP	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 29 DECEMBER 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
WHOLE INT/EWM 20.87 DME	IAF	PIERS INT					259.01	11.07 (EWM R-079)	8800
PIERS INT		PRISO INT/I-ELP 14.11 DME					259.01	5.67 (EWM R-079)	6800
PRISO INT/I-ELP 14.11 DME	IF	FISPI INT/I-ELP 9.04 DME					222.00	5.07 (I-ELP)	5900
FISPI INT/I-ELP 9.04 DME		KRUMM INT/I-ELP 5.65 DME					222.00	3.39 (I-ELP)	5100

MISSED APPROACH

MAP:
ILS: DA
LOC: 3.44 NM AFTER KRUMM INT/I-ELP 5.65 DME OR AT I-ELP 2.20 DME

MISSED APPROACH INSTRUCTIONS:
CLIMB TO 4600 THEN CLIMBING LEFT TURN TO 8000 ON HEADING 050 AND ON ELP VORTAC R-081 TO GIFEN INT/ELP 7.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 8000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. PROFILE STARTS AT PRISO

3. FAF: 222.00 FAF: KRUMM INT/I-ELP 5.65 DME DIST FAF TO MAP: 3.44 DIST FAF TO THLD: 3.44

4. MIN ALT: PRISO INT/I-ELP 14.11 DME 6800, FISPI INT/I-ELP 9.04 DME 5900, KRUMM INT/I-ELP 5.65 DME 5100

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1220

6. MIN GS INCPT: 5100 GS ALT AT PFAF: KRUMM INT/I-ELP 5.65 DME 5100 OM: MM: IM:

7. GS ANGLE: 3.00 34:1: 20:1: TCH: 54.5

8. MSA FROM: ELP VORTAC 090-230 7000, 230-340 8300, 340-090 7900

QUALITY
16
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED WHEN R-5103 IN USE.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART PROFILE NOTE: USE I-ELP DME WHEN ON THE LOCALIZER COURSE.

CHART NOTE: CIRCLING NA FOR CAT D AND E N OF RWY 26R AND NW OF RWY 4.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 22 CAT E VISIBILITY TO RVR 4000, S-LOC 22 CATS C/D/E TO RVR 5500.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WHOLE ON V560 EASTBOUND AND ON V280 NORTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

CHART KBIF IN PLAN AND PROFILE VIEWS.

CHART ELP R-040 AT PIERS.

CHART ELP R-058 AT WHOLE.

HOLD E, LT, 261.48 INBOUND.

CHART FAS OBST: 4038 POLE (48-137764) 315114N/1062000W.

CHART 4165 TANK 315230N/1061906W.

CHART R-5103A.

CHART VDP AT 3.08 DME

DISTANCE VDP TO THLD 0.88 NM.

CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 22	4150	2400	200	4150	2400	200	4150	2400	200	4150	2400	200	4150	2400	200
S-LOC 22	4300	2400	350	4300	2400	350	4300	3000	350	4300	3000	350	4300	3000	350
CIRCLING	4420	1	458	4440	1	478	4480	1 1/2	518	4680	2 1/4	718	4700	2 1/2	738

CHANGES - REASONS

1. TERMINAL ROUTE FEEDER FROM ELP VORTAC TO VALTR LOM REMOVED. - FPT REQUEST/VALTR OM DECOMMISSIONED.
2. TERMINAL ROUTE FEEDER FROM EWM VORTAC TO VALTR LOM REMOVED. - FPT REQUEST/VALTR OM DECOMMISSIONED.
3. TERMINAL ROUTE CHANGED FROM WHOLE INT/ELP 22.72 TO PIERS INT COURSE 259.0 TO WHOLE INT/EWM 20.87 COURSE 259.01. - NEW BUILD/EVALUATION AND NAVID CONSOLIDATION.
4. TERMINAL ROUTE PIERS INT TO PRISO INT COURSE/ALT 259.00/6600 CHANGED TO PIERS INT TO PRISO INT/I-ELP 14.11 COURSE/ALT 259.01/6800. - NEW BUILD AND EVALUATION.
5. TERMINAL ROUTE PRISO INT TO FISPI/I-ELP 9.04 DME CHANGED TO PRISO INT/I-ELP 14.11 DME TO FISPI INT/I-ELP 9.04 DME. - INTERSECTION ADDED.
6. TERMINAL ROUTE FISPI/I-ELP 9.04 DME TO VALTR LOM/I-ELP 5.61 DME/DIST 3.43 CHANGED TO FISPI INT/I-ELP 9.04 DME TO KRUMM INT/I-ELP 5.65 DME/DIST 3.39. - VALTOR LOM DECOMMISSIONED. REPLACED WITH KRUMM.
7. MAP CHANGED FROM LOC: 3.41 NM AFTER VALTR LOM/I-ELP 5.61 DME OR AT I-ELP 2.20 DME TO : 3.44 NM AFTER KRUMM INT/I-ELP 5.65 DME OR AT I-ELP 2.20 DME. - NEW FAF.
8. MISSED APPROACH INSTRUCTIONS CHANGED FROM CLIMB TO 4600 THEN CLIMBING LEFT TURN TO 7300 DIRECT ELP VORTAC AND HOLD. (TACAN EQUIPPED AIRCRAFT CONTINUE CLIMBING TO 9000 ON ELP R-058 TO WHOLE INT/ELP 22.7 DME). TO CLIMB TO 4600 THEN CLIMBING LEFT TURN TO 8000 ON HEADING 050 AND ON ELP VORTAC R-081 TO GIFEN INT/ELP 7.00 DME AND HOLD, CONTINUE TO CLIMB-IN-HOLD TO 8000. - FPT REQUEST NEW MISSED APPROACH TO ENCOMPASS TACAN AIRCRAFT.
9. PROFILE LINE ONE COURSE REVERSAL REMOVED. - COURSE REVERSAL REMOVED UPON FPT DIRECTION.
10. PROFILE LINE TWO ADDED PROFILE STARTS AT PRISO. - COURSE REVERSAL REMOVED.
11. PROFILE LINE THREE FAF/DIST FAF TO MAP/DIST FAF TO THLD CHANGED FROM VALTR LOM/I-ELP 5.61 DME/3.41/3.41 TO KRUMM INT/I-ELP 5.65 DME/3.44/3.44. - NEW FAF.
12. PROFILE LINE FOUR CHANGED FROM FISPI/I-ELP 9.04 DME 5900, VALTR LOM/I-ELP 5.61 DME 5100 TO PRISO INT/I-ELP 14.11 DME 6800, FISPI INT/I-ELP 9.04 DME 5900, KRUMM INT/I-ELP 5.65 DME 5100. - COURSE REVERSAL REMOVED, NEW FAF.
13. PROFILE LINE 5 DELETED 3.41 FROM DIST TO THLD FROM OM. - 8260.19I COMPLIANCE.
14. PROFILE LINE 6 CHANGED FROM OM: 5100 TO GS ALT AT PFAF: KRUMM INT/I-ELP 5.65 DME 5100. - OM REPLACED.
15. CHART PLANVIEW NOTE ADDED: PROCEDURE NA FOR ARRIVALS AT WHOLE ON V560 EASTBOUND AND ON V280 NORTHEAST BOUND. - 8260.3E COMPLIANCE.
16. CHART NOTE REMOVED: * MAINTAIN 7300 OR ABOVE UNTIL ESTABLISHED OUTPOUND FOR PT. - COURSE REVERSAL REMOVED.
17. CHART NOTE REMOVED: PROCEDURE TURN NOT AUTHORIZED FOR CAT E AIRCRAFT. - COURSE REVERSAL REMOVED.
18. CHART NOTE CHANGED FROM CIRCLING NA FOR CAT D AND E W OF RWY 4-22 TO CHART NOTE: CIRCLING NA FOR CAT D AND E N OF RWY 26R AND NW OF RWY 4. - FPT REQUEST.
19. ADDITIONAL FLIGHT DATA FAS OBST CHANGED FROM 4023 POLE 315027N/1062029W TO 4038 POLE (48-137764) 315114N/1062000W. - NEW EVALUATION.
20. ADDITIONAL FLIGHT DATA ADDED CHART 4165 TANK 315230N/1061906W. - NEW EVAL 7:1 OBSTACLE.
21. ADDITIONAL FLIGHT DATA ADDED CHART VDP AT 3.08 DME. - 8260.19I COMPLIANCE.
22. ADDITIONAL FLIGHT DATA ADDED DISTANCE VDP TO THLD 0.88 NM. - 8260.19I COMPLIANCE.
23. ADDITIONAL FLIGHT DATA ADDED CHART ELP R-040 AT PIERS. - FPT REQUEST FOR U.S. ARMY USE.
24. ADDITIONAL FLIGHT DATA ADDED CHART ELP R-058 AT WHOLE. - FPT REQUEST FOR U.S. ARMY USE.
25. MINIMUMS LOC CAT D,E RVR CHANGED FROM 4000 TO 3000. - NEW VISIBILITY EVALUATION.
26. MINIMUMS CIRCLING CAT D,E MDA/HAA CHANGED FROM 4460/498 TO 4480/518. - NEW OBSTACLE FOUND.
27. REMOVED CHART ASR FROM ADDITIONAL FLIGHT DATA. - 8260.19I COMPLIANCE.
28. PROFILE LINE 8 MSA ALTITUDES CHANGED FROM ELP VORTAC 090-230 7200, 230-340 8400, 340-090 8000 TO ELP VORTAC 090-230 7000, 230-340 8300, 340-090 7900. - NEW EVALUATION.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZAB ARTCC, ELP APP CON, ELP ATCT, AMGR

FLIGHT CHECKED BY

GARY BELL

Digitally signed by
CASIMIR L TABAKA
Sep 27, 2022

OFFICE

FPO

DATE

09/26/2022

DEVELOPED BY

JOHN KEEFER

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CASIMIR L TABAKA
Jul 25, 2022

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AJV-A432

DATE

05/04/2022

APPROVED BY

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DATE

TITLE
MANAGER

