

KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.



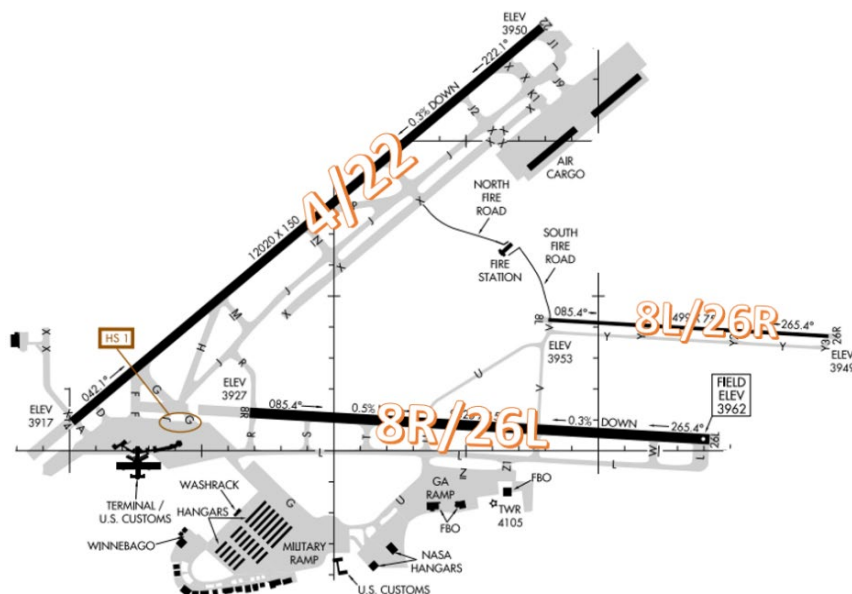
[View the FAA's From the Flight Deck video](#) to see actual KELP airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

El Paso International Airport (KELP) is a medium sized, multi-use airport located north and east of the city of El Paso, Texas. Pilots inbound for KELP should note that the airport is located only 3.5 miles north of the US/Mexico border. Biggs Army Airfield (KBIF) is less than two miles north of KELP. This warrants additional awareness because RWY 04/22 at KBIF can be mistaken for RWY 04/22 at KELP.

The traffic mix at KELP consists of scheduled air carriers (domestic/international), business, general, transient, and military aircraft. Flight schools from nearby airports frequent KELP for practice at a towered airport. This diverse mix of traffic and operations traffic mix makes KELP challenging.

The airport consists of two parallel RWYs with staggered thresholds designated RWY 08L/26R and RWY 08R/26L. Additionally, there is a larger RWY 04/22. A complex TWY system provides access to all terminals, ramps, and services located primarily on the south side of the airport.

KELP Tower Hours of Operation - Continuous
Administrative Office Open 0730L to 1600L – M through F
Business Phone 915-774-9410



The **airspace** at KELP is **Class C**.



[illegible]

- ✓ RWY 08R approach considered active, do not proceed on or cross without ATC clearance especially when taxiing to RWY 04 via the terminal ramp.



- ✓ Risk exists where pilots will turn in the wrong direction during Intersection Takeoffs.
- ✓ Always check the magnetic compass / Horizontal Situation Indicator (HSI) to confirm departure in the proper direction. (See illustration below.)



Wrong Surface Taxiway Takeoffs

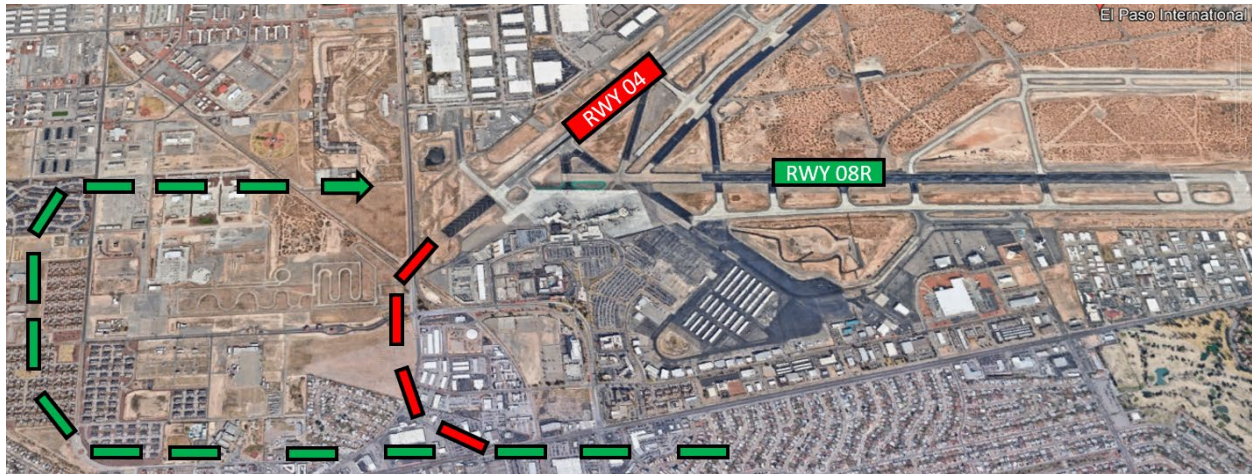
- ✓ There are full-length parallel TWYs at KELP.
- ✓ The risk of landing or taking off on a TWY exists.
- ✓ Runway Markings are **White**.
- ✓ Surfaces not used for Takeoff/Landing like Taxiway Markings, Chevrons, Runway Shoulder, and Runway Turn-on Markings, etc., are **Yellow**.



Wrong Surface Landings - See [Arrival Alert Notices](#).

- ✓ A Wrong Surface Landing risk exists due to parallel RWYs with staggered thresholds.
- ✓ Pilots approaching from the east/southeast on a right downwind for RWY 08R

should be aware that RWY 04 comes into view on base leg. This could cause pilots to roll out for that RWY instead of RWY 08R as assigned. (See illustration below.)



Wrong Airport Landings

- ✓ A Wrong Airport Landing risk exist between KBIF and KELP, especially when landing on RWY 04 or RWY 22 because both airports are only located only 2NM apart with similar RWY numbers.



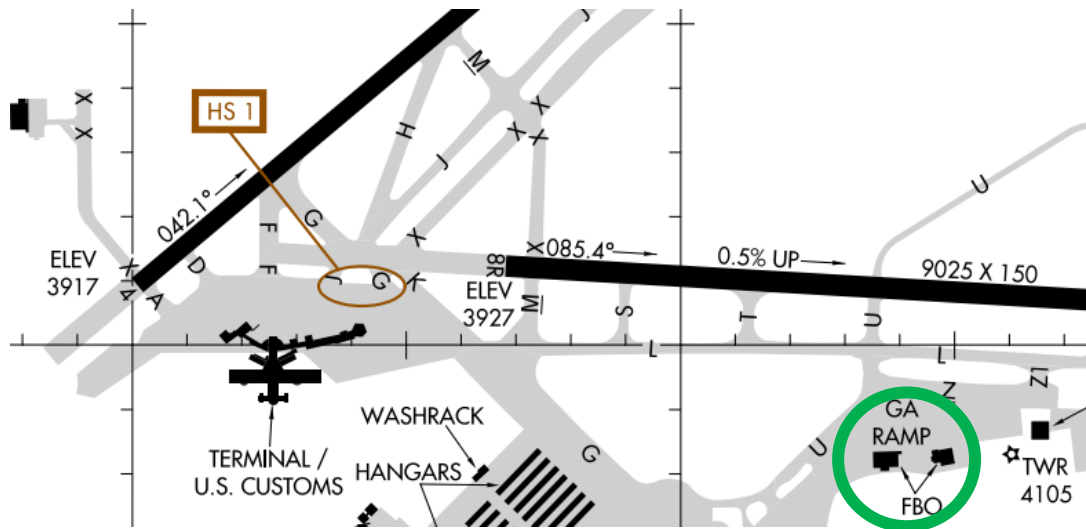
View from the southwest showing RWYs 04 at KBIF and KELP

Surface Risk – Movement Area Cautions

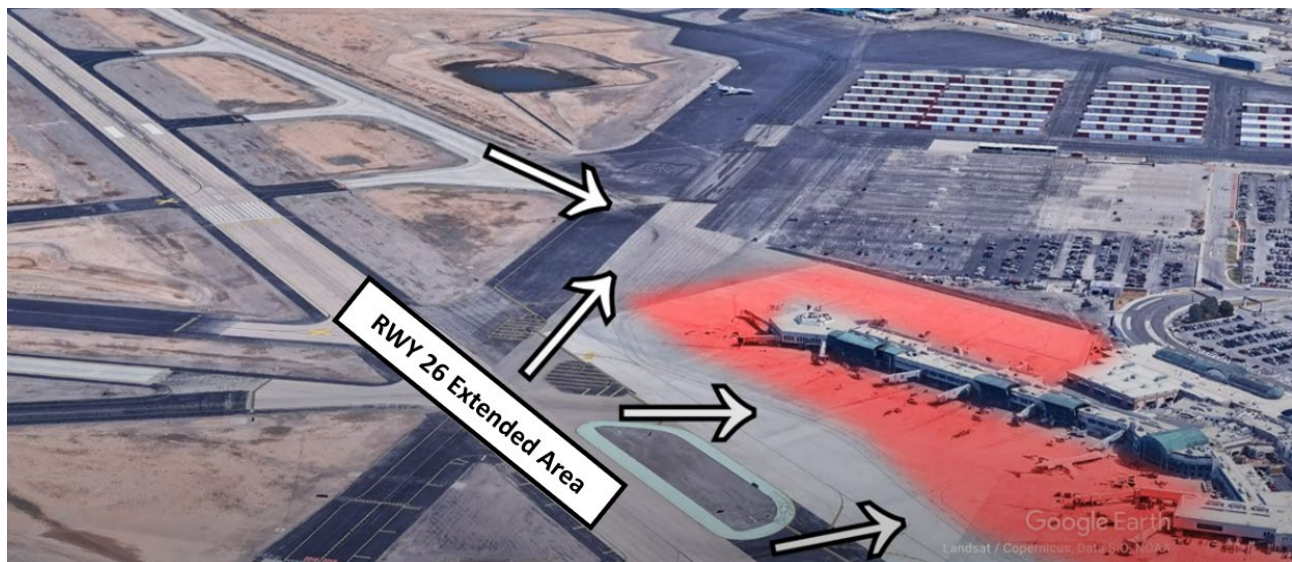
- ✓ **Hot Spot (HS) 1** is a large complex area of concrete where several TWYs and an extended RWY centerline come together. Some pilots have been confused especially

when taxiing from the general aviation (GA) ramp for takeoff on either RWY 04 or RWY 08R.

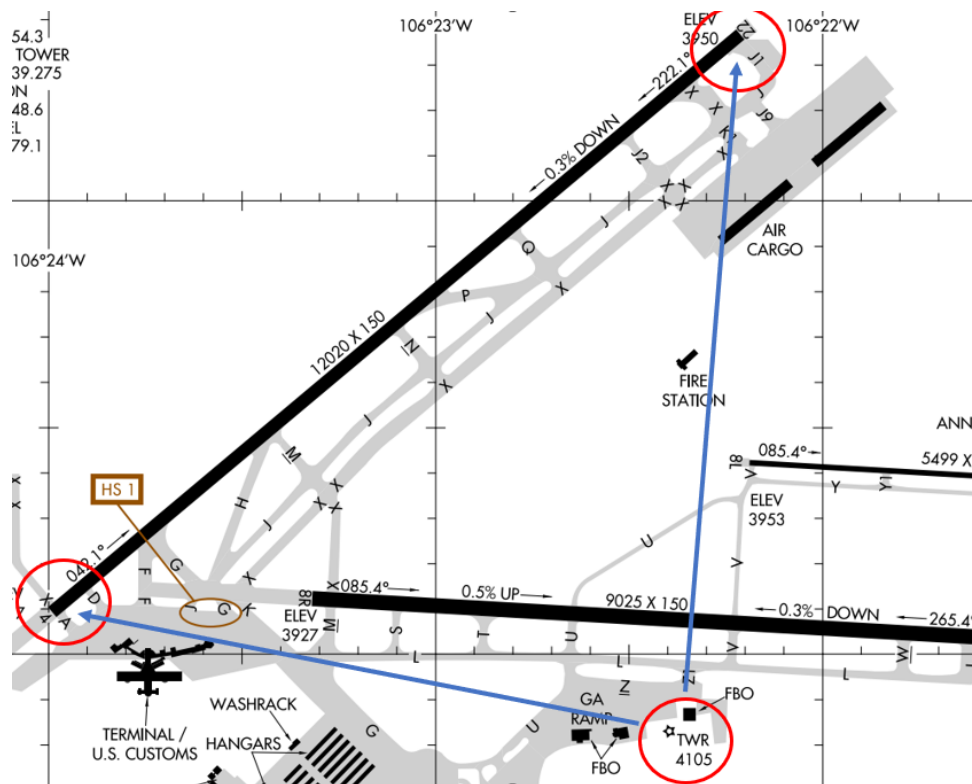
- Additionally, general aviation aircraft taxiing to RWY 04 from the east ramp may encounter congestion and confusion in this area.



- ✓ There is a large, non-movement area surrounding the terminal where air-carrier aircraft push back from the gates. Pilots should use caution if rolling out on the RWY 26L extended runoff area.



Additional Cautions



The approach ends of RWY 04/22 are not visible from the TWR.

Transmit and receive radio issues sometimes occur at these locations.

Pilots should review the Letter to Airmen (LTA-ELP-20) in NOTAMS for detailed information on additional "Areas Not Visible or Not Controlled by the Control Tower".

Mountainous Terrain (See Sectional Chart)

Franklin Mountains West/Northwest of KELP



Mountainous Terrain West of KELP

FROM THE KELP TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

General

- ✓ The RWY 08R Approach area is easily confused as several TWY's converge onto the Terminal Ramp area. If you have any questions regarding taxi instructions, please verify with ATC prior to entering the RWY 08R approach.
- ✓ It is important to note that the RWY 08R approach area serves as an overrun area for aircraft landing RWY 26L. If possible, you should avoid stopping in the RWY 08R approach area as it may initiate Go-Around instructions for aircraft on approach to the RWY.

Traffic Patterns

- ✓ Traffic pattern altitude for small, fixed wing traffic is 5000' MSL.
- ✓ Traffic Pattern altitude for large aircraft is 5500' MSL.
- ✓ Traffic Pattern altitude for jets is 6000' MSL.
- ✓ Verify traffic pattern direction with ATC as there may be multiple aircraft in the pattern.

Takeoff/Departure]

- ✓ ELP has two informal VFR departure areas known as the "Downtown" transition or the "Gap" Transition that are utilized to gain altitude above the Franklin mountains.
- ✓ The **Downtown transition** is a VFR departure to the Southwest over the downtown area of EL Paso. Once you feel confident in your ability to climb above obstructions you may continue westbound unless otherwise instructed by ATC.
- ✓ The **Gap transition** refers to the Anthony Gap which is the northernmost part of the Franklin mountains. Aircraft on the Gap transition should fly North westbound until they clear obstructions and then may continue westbound unless otherwise instructed by ATC.



Arrival/Landing

- ✓ When inbound from the west, over downtown El Paso, contact Approach Control prior to the Class C Airspace for departure advisories.
- ✓ When inbound from the east, on the right downwind to runway 08R, use caution when turning base to Runway 08R, potential for WSL to RWY 04.
- ✓ Pilots should review the Letter to Airmen (ELP-LTA-21) in NOTAMS for detailed information on "VFR Aircraft Conducting Practice Approaches at El Paso International Airport (KELP)".

Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ The Southeast Practice Area is an area southeast of El Paso Class C airspace, east of the Mexican border, south of the ELP VORTAC 090 Radial and within approximately 30NM from the ELP VORTAC
- ✓ Numerous government, military and medivac helicopters operate along the border west and east of El Paso.
- ✓ Pilots should review the Letter to Airmen (ELP-LTA-22) in NOTAMS for detailed information on "El Paso Class C Airspace and Southeast Practice Area Operations".

Weather

- ✓ High winds are common during certain seasons and can gust up to 50-60 MPH, causing the dust to reduce visibility to zero. Additionally, during the Monsoon Season, rapidly building thunderstorms and high winds can develop causing visibility to diminish to zero.

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