

LOC/DME I-ELP <b>111.5</b> Chan <b>52</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>12020</b> <b>3950</b> <b>3962</b>
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# ILS or LOC RWY 22

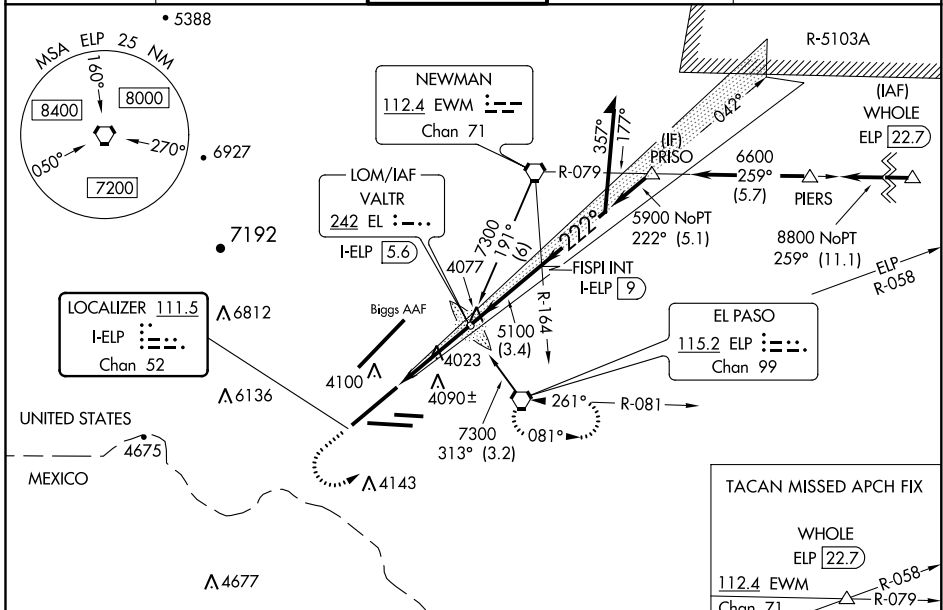
EL PASO INTL (ELP)

**RADAR** required when R-5103 in use.

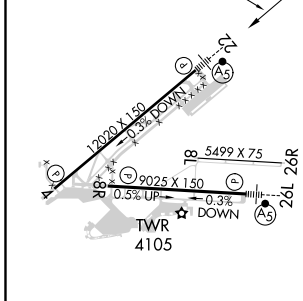
**ASR** Circling NA for Cat D and E west of Rwy 4-22. For inop ALS increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat C/D/E visibility to RVR 5500. Procedure turn NA for Cat E aircraft.  
\*Maintain 7300 or above until established outbound for PT.

**MALSR** MISSED APPROACH: 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)

D-ATIS <b>120.0 254.3</b>	EL PASO APP CON <b>124.25 298.85</b>	EL PASO TOWER <b>118.3 239.275</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.0 379.1</b>
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ELEV 3962	<b>D</b>	TDZE 3950
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MIRL Rwy 8L-26R  
REIL Rwys 4 and 8R  
HIRL Rwys 4-22 and 8R-26L  
FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

4600 7300 ELP

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

\*VALTR LOM I-ELP 5.6

Remain within 10 NM

Use I-ELP DME when on the LOC course.

I-ELP 2.2

5100 5900 7100

042° 222°

GS 3.00° TCH 55

CATEGORY	A	B	C	D	E
S-ILS 22	4150/24 200 (200-½)				
S-LOC 22	4300/24	350 (400-½)	4300/30 350 (400-¾)	4300/40	350 (400-¾)
<b>C</b> CIRCLING	4420-1 458 (500-1)	4440-1 478 (500-1)	4460-1½ 498 (500-1½)	4680-2¼ 718 (800-2¼)	4700-2½ 738 (800-2½)

SC-3, 22 APR 2021 to 20 MAY 2021

SC-3, 22 APR 2021 to 20 MAY 2021