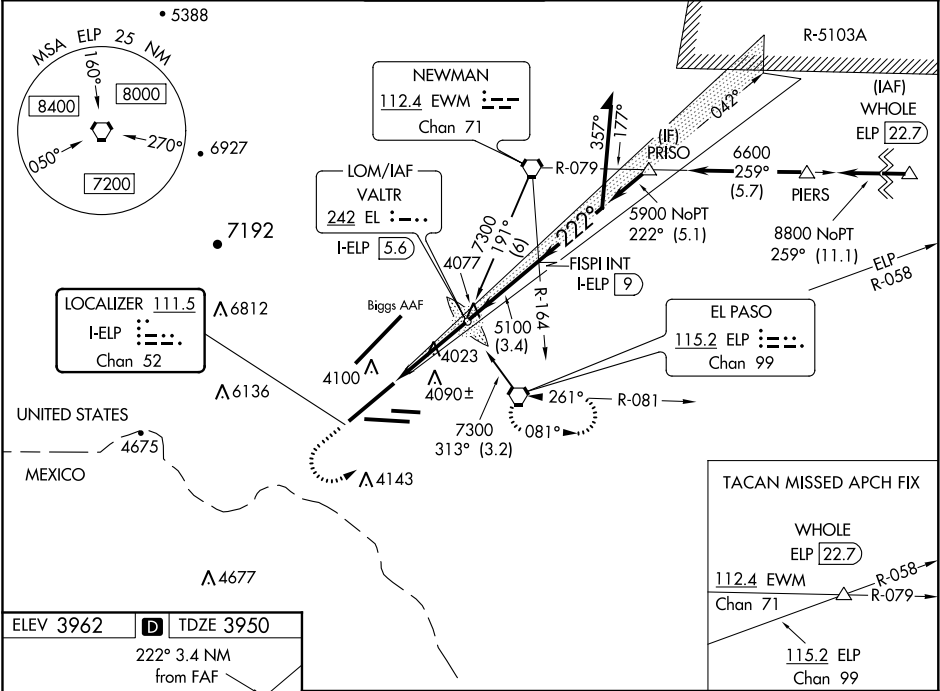


LOC/DME I-ELP	APP CRS	Rwy Idg	12020
111.5	222°	TDZE	3950
Chan 52		Apt Elev	3962

ILS or LOC RWY 22
EL PASO INTL (ELP)

RADAR required when R-5103 in use.		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)
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.			

D-ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



ELEV 3962	D	TDZE 3950
222° 3.4 NM from FAF		
MIRL Rwy 8L-26R		
REIL Rwy 4 and 8R		
HIRL Rwy 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).	
Use I-ELP DME when on the LOC course.		*VALTR LOM I-ELP 5.6	Remain within 10 NM	
I-ELP 2.2		5100	5100	7100
3.4 NM		3.4 NM	5900	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)
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)