

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RADAR - STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.31**

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.

Initial approach minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
KELP	RADAR-1	15C	EL PASO	TX		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
3962		RADAR-1	15B	03/26/2020	8E	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
ELP ASR		25 FEBRUARY 2021	ROUTINE			

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (*Sectors and distances measured from radar antenna*)

<u>FROM</u>	<u>TO</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AS ESTABLISHED BY THE CURRENT EL PASO ASR MINIMUM VECTORING ALTITUDE											

MISSED APPROACH

MAP:

RWY 4, 22, 26L - THRESHOLD

MISSED APPROACH INSTRUCTIONS:

RWY 4: CLIMBING RIGHT TURN TO 6900 DIRECT ELP VORTAC AND HOLD E, LT, 261.48 INBOUND, CONTINUE CLIMB-IN-HOLD TO 6900.

RWY 22: CLIMB TO 4800, THEN CLIMBING LEFT TURN TO 6900 DIRECT ELP VORTAC AND HOLD E, LT, 261.48 INBOUND, CONTINUE CLIMB-IN-HOLD TO 6900.

RWT 26L: CLIMB TO 4500, THEN CLIMBING RIGHT TURN TO 6900 DIRECT ELP VORTAC AND HOLD E, LT, 261.48 INBOUND, CONTINUE CLIMB-IN-HOLD TO 6900.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

NA

NOTES:

RWY 4: 11 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7500; 8 MILES FROM THRESHOLD, MINIMUM ALTITUDE 6600. FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 5700; MINIMUM ALTITUDE 3 MILE FIX 5000; FINAL APPROACH COURSE 041.95. RECOMMENDED ALTITUDE 4 MILES 5360, 2 MILES 4660.

RWY 22: 10 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7000. FAF 5 MILES FROM THRESHOLD. MINIMUM ALTITUDE 5500, MINIMUM ALTITUDE 3 MILE FIX 4900; FINAL APPROACH COURSE 222.04. RECOMMENDED ALTITUDE; 4 MILES 5200, 2 MILES 4620, 1 MILE 4440.

RWY 26L: 10 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7000. FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 5500, MINIMUM ALTITUDE 3 MILE FIX 4920; FINAL APPROACH COURSE 265.36. RECOMMENDED ALTITUDE; 4 MILES 5200, 2 MILES 4620.

CHART NOTE: CIRCLING NA FOR CATS D AND E W OF RWY 4-22.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-22 CAT C/D/E VISIBILITY TO 1 3/8 SM, INCREASE S-26L CAT A/B VISIBILITY TO 1 SM, AND CAT E TO 1 1/4 SM.

CHART NOTE: CAUTION: STEEPLY RISING TERRAIN 4.5 NM WEST OF AIRPORT

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA:

TDZE: 3923 **RWY:** 4 **TDZE:** 3950 **RWY:** 22 **TDZE:** 3962 **RWY:** 26L

FAS OBST: **RWY 4** - 4119 TOWER 314626N/1062419W; **RWY 22** - 4126 BUILDING 314959N/1061934W; **RWY 26L** - 4137 TANK 314837N/1061759W;
CHART CIRCLING ICON

MINIMUMS:

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



ALTERNATE: NA ☐ STANDARD, CAT D 800 - 2 1/4, CAT E 800 - 2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:		A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	
S-4	4400	5500	477	4400	5500	477	4400	1 3/8	477	4400	1 3/8	477	4400	1 3/8	477	
S-22	4440	2400	490	4440	2400	490	4440	5000	490	4440	5000	490	4440	5000	490	
S-26L	4400	3/4	438	4400	3/4	438	4400	3/4	438	4400	3/4	438	4400	3/4	438	
CIRCLING	4440	1	478	4440	1	478	4460	1 1/2	498	4680	2 1/4	718	4700	2 1/2	738	

CHANGES - REASONS:

1. CHANGED ASR RWY S-22 HAT ALL CATS FROM "4320/371" TO "4440/490" - NEW CONTROLLING OBSTACLE IDENTIFIED - INCORPORATES T-NOTAM FDC 0/1029.
2. CHANGED ASR RWY S-4 HAT ALL CATS FROM "483" TO "477" - HAT CHANGE DUE TO THRE TO TDZE CHANGE, FAAO 8260.19H 8-6-2 G.(1)
3. CHANGED S-22 CAT C/D/E VISIBILITY FROM 4000 TO 5000 - CRITERIA, 8260.3C CHAPTER 3, VISIBILITY TABLES.
4. CHANGED CHART NOTE: "FOR INOPERATIVE ALS, INCREASE S-4 CAT C/D/E VISIBILITY TO 1 3/8 SM, INCREASE S-22 CAT C/D/E VISIBILITY TO RVR 5500, INCREASE S-26L CAT E VISIBILITY TO 1 1/4 SM" TO "FOR INOPERATIVE ALS, INCREASE S-22 CAT C/D/E VISIBILITY TO 1 3/8 SM, INCREASE S-26L CAT A/B VISIBILITY TO 1 SM, AND CAT E TO 1 1/4 SM" - CRITERIA, 8260.3C CHAPTER 3, VISIBILITY TABLES.
5. CHANGED CIRCLING MDA/HAA CAT A FROM "4420/458" TO "4440/478" - INCREASED DUE TO S-22 STRAIGHT-IN MINIMA INCREASE FOR NEW CONTROLLING OBSTACLE - INCORPORATES T-NOTAM FDC 0/1029.
6. CHANGED CHART NOTE RWY 22: 10 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7000. FAF 5 MILES FROM THRESHOLD. MINIMUM ALTITUDE 5500, MINIMUM ALTITUDE 3 MILE FIX 4900 FINAL APPROACH COURSE 222.04. RECOMMENDED ALTITUDE; 4 MILES 5200, 2 MILES 4620, 1 MILE 4320 TO 10 MILES FROM THRESHOLD, MINIMUM ALTITUDE 7000. FAF 5 MILES FROM THRESHOLD. MINIMUM ALTITUDE 5500, MINIMUM ALTITUDE 3 MILE FIX 4900; FINAL APPROACH COURSE 222.04. RECOMMENDED ALTITUDE; 4 MILES 5200, 2 MILES 4620, 1 MILE 4440 - NEW CONTROLLING OBSTACLE IDENTIFIED - INCORPORATES T-NOTAM FDC 0/1029.
7. CHANGED THRE 3917 TO TDZE 3923 FOR RWY 04 - REVISED AIRNAV DATA.
8. CHANGED THRE 3949 TO TDZE 3950 FOR RWY 22 - REVISED AIRNAV DATA.
9. CHANGED THRE 3962 TO TDZE 3962 FOR RWY 26L - REVISED AIRNAV DATA.
10. CHANGED FAS OBST RWY 22: FROM 4044 LIGHT POLE 315045NL1061852W TO 4126 BUILDING 314959NL1061934W - NEW CONTROLLING OBSTACLE IDENTIFIED - INCORPORATES T-NOTAM FDC 0/1029.
11. ALTERNATE MINIMUMS: ADDED NA WHEN LOCAL WEATHER NOT AVAILABLE - IAW MEMO #266

COORDINATED WITH:

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

FLIGHT CHECKED BY	OFFICE	DATE	<i>Digitally signed by</i> ALLAN WILL
PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-1000) MEMO, DATED JUNE 4, 2020, SUBJECT: FLIGHT INSPECTION OF NEW CONTROLLING OBSTACLES.		Sep 02, 2020	
DEVELOPED BY	OFFICE	DATE	<i>Digitally signed by</i> ALLAN WILL
ALLAN WILL (SILVIA YOUNG)	AJV-A423	08/26/2020	
APPROVED BY	OFFICE	DATE	<i>Digitally signed by</i> ALLAN WILL
MARLON ROBINSON	AJV-A420		Sep 02, 2020 TITLE MANAGER

