

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KALM
Terminal Charts For KALM
Revision Letter For Cycle 08-2026
Change Notices
Notebook

General Information

Location: ALAMOGORDO NM USA
ICAO/IATA: KALM / ALM
Lat/Long: N32° 50.36', W105° 59.47'
Elevation: 4200 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: Albuquerque

Fuel Types: 100 Octane (LL)
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1230 Z
Sunset: 0145 Z

Runway Information

Runway: 04
Length x Width: 9207 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4150 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 3257 ft x 190 ft
Surface Type: dirt
TDZ-Elev: 4195 ft

Runway: 22
Length x Width: 9207 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4200 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 3257 ft x 190 ft
Surface Type: dirt
TDZ-Elev: 4193 ft

Communication Information

AWOS: 127.825
Alamogordo-White Sands Re UNICOM: 122.800 CTAF PCL
Holloman Approach: 120.600
Holloman Departure: 128.100
Albuquerque FSS: 122.400 RCO
Albuquerque ACC: 132.650 Remote Communications Air-Ground

KALM/ALM
-WHITE SANDS REGL

JEPPESSEN
16 APR 21 10-3 Eff 22 Apr

ALAMOGORDO, N MEX
RNAV DP

*HOLLOMAN Departure (R) 128.1	ALBUQUERQUE Center (R) 132.65 when Dep inop	Apt Elev 4200
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Trans alt: 18000
1. GPS required. 2. RNAV 1.

OBSTACLE
CORONA 1 RNAV DEPARTURE
(CRONA1.CNX)
(RWY 4)

CORONA
D (H) 115.5 CNX



GLINA

BEAK A MOA

RUIDOSO NM
Sierra Blanca Regl
KSRR

11888

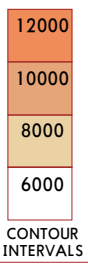
RW04

ZOOM

HOLLOMAN AFB
Alamogordo NM
KHMN

(R)-5103C

(R)-5103B



TAKEOFF OBSTACLE NOTES

Rwy 4: Tree 150 from DER, 440 right of centerline, 4207 MSL. Trees beginning 174 from DER, 475 left of centerline, up to 4208 MSL. Tree 326 from DER, 585 left of centerline, 4209 MSL. Pole 1018 from DER, 694 left of centerline, 51 AGL/4258 MSL. Pole 1342 from DER, 659 left of centerline, 51 AGL/4260 MSL.

This DP requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 4: Standard (or lower than standard, if authorized) with minimum climb of 320 per NM to 6800.
Rwy 17, 35: Not authorized - Environmental.
Rwy 22: Not authorized - Airspace.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

INITIAL CLIMB

Climb on heading 038° to 4700, then climbing LEFT turn direct ZOOM, and on track 352° to GLINA, and on track 030° to CNX VOR.

CHANGES: New procedure at this airport.

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KALM/ALM

Apt Elev **4200'**
N32 50.4 W105 59.5

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13 MAR 26

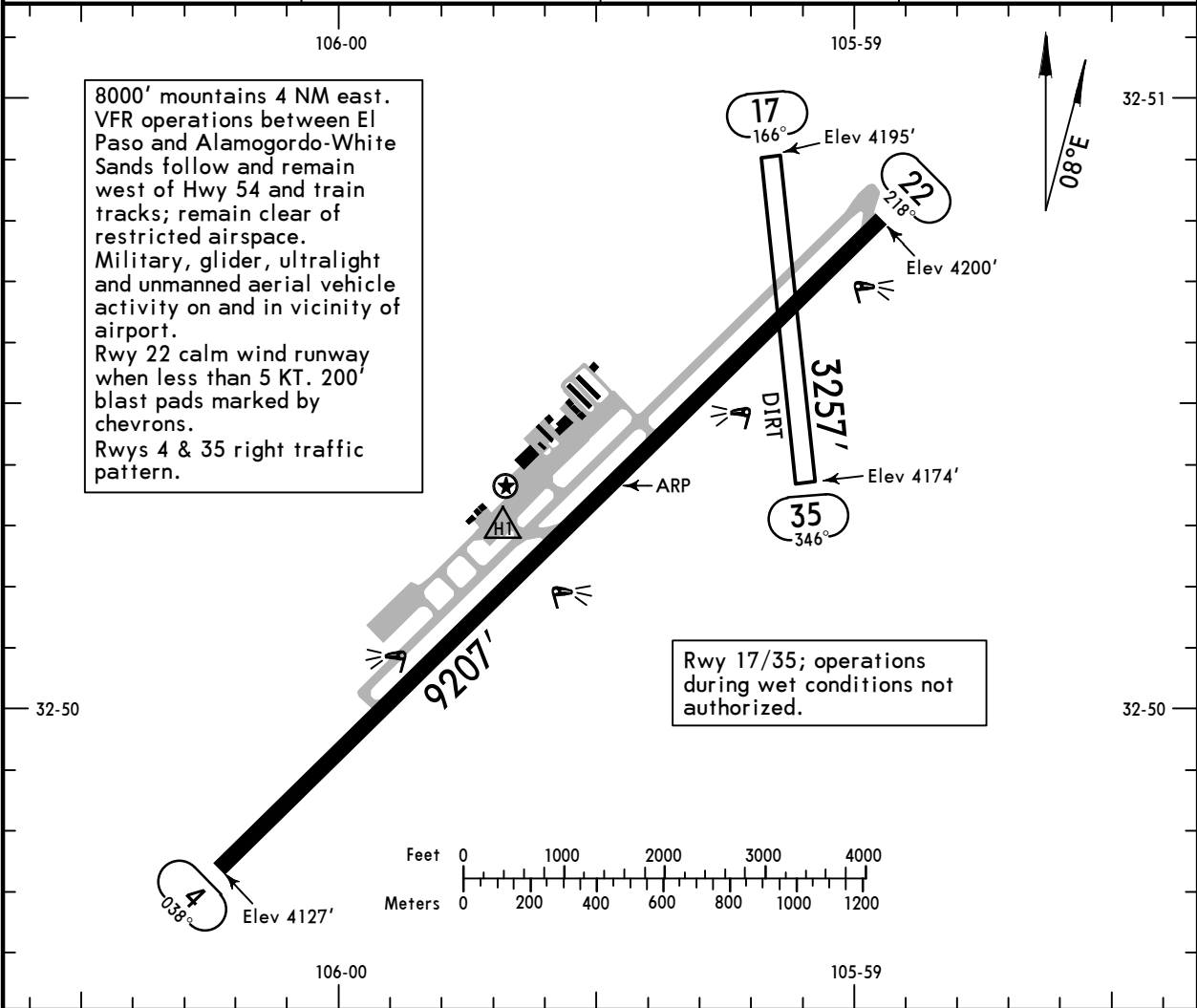
(10-9)

Eff 19 Mar

ALAMOGORDO, N MEX

ALAMOGORDO-WHITE SANDS REGL

AWOS-3 127.825	ALAMOGORDO-WHITE SANDS REGL UNICOM CTAF 122.8	*HOLLOMAN Departure (R) 128.1	ALBUQUERQUE Center (R) 132.65 when Dep inop.
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ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
4	1 MIRL	REIL	2 3 PAPI-R	porous friction			150'
22	1 MIRL	REIL	2 4 VASI-L	course overlay			
17							190'
35							

- 1 Preset medium intensity; increase intensity and activate on 122.8.
- 2 Activate on 122.8.
- 3 Angle 3.00°, TCH 55'.
- 4 Angle 3.00°, TCH 40'.

TERPS		TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
1 Rwy 4			Rwys 17, 22, 35			Authorized Only When Local Weather Available	
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD						
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng					
1/4			1/2	1	NA	A	800-2
						B	
						C	800-2 1/4
						D	800-2

1 Use CORONA Departure.

KALM/ALM

ALAMOGORDO-WHITE SANDS REGL

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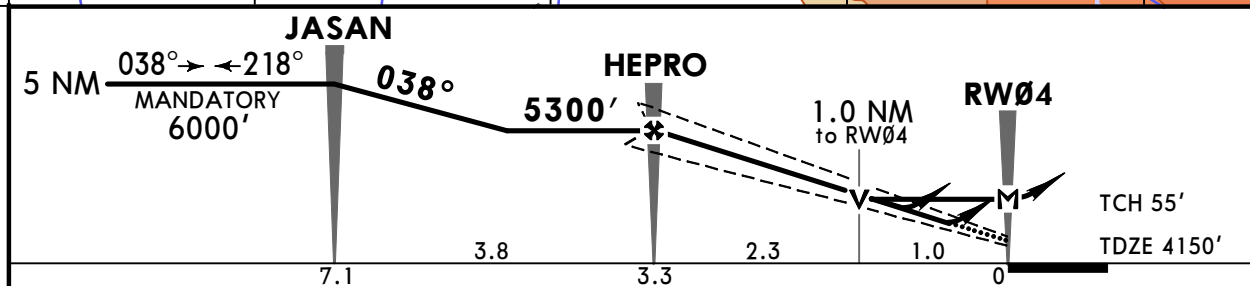
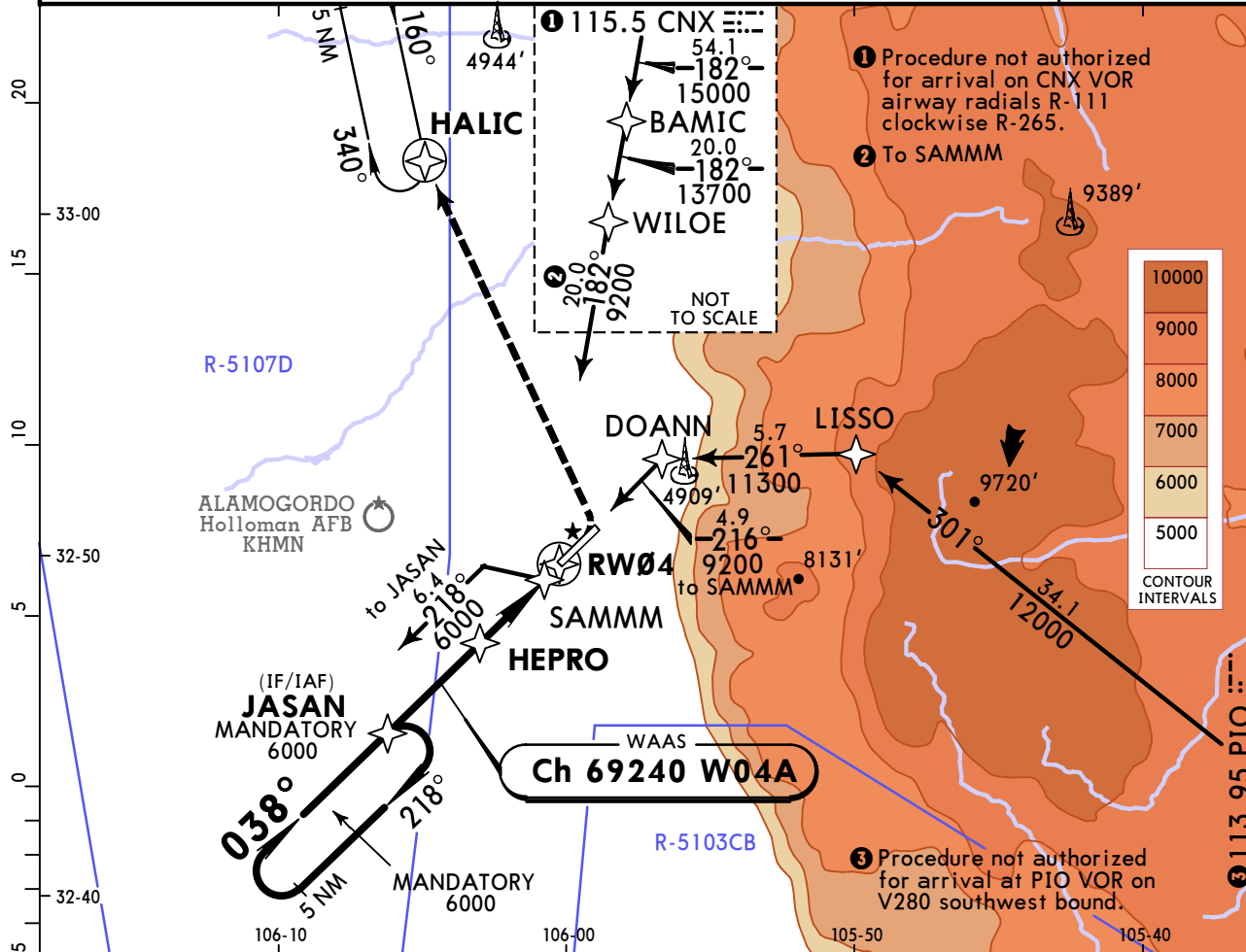
12-1

13 MAR 26
Eff 19 Mar

ALAMOGORDO, N MEX

RNAV (GPS) Rwy 4

AWOS-3 127.825		*HOLLOMAN Approach (R) 120.6		ALBUQUERQUE Center (R) 132.65 when App inop.		ALAMOGORDO-WHITE SANDS REGL UNICOM CTAF 122.8	
WAAS Ch 69240 W04A		Final Apch Crs 038°	HEPRO 5300' (1150')		LPV DA(H) 4400' (250')	Apt Elev 4200' TDZE 4150'	11,000 MSA RW04
MISSED APCH: Climb to 4600' then climbing LEFT turn to 6000' direct HALIC and hold.							
RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -23°C or above 54°C. 2. Civil aircraft require ATC clearance prior to entering restricted area R-5107D. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	REIL	4600'	6000'	HALIC
Glide Path Angle	3.20°	396	510	566	679	793	PAPI-R	↑	LT	→
MAP at RW04										

TERPS			STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
LPV		LNAV/VNAV	LNAV	Max Kts	Not authorized to Rwy 17 and 35	
DA(H) 4400' (250')		DA(H) 4420' (270')	MDA(H) 4500' (350')			
A				90	4760' (560') - 1	
B				120	4880' (680') - 1	
C	1	1	1	140	4960' (760') - 2 1/4	
D				D	NA	

1 Circling not authorized southeast of Rwy 4-22.

CHANGES: Airport name, notes, circling minimums, topo, format.

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ALAMOGORDO, NM (ALAMOGORDO-WHITE SANDS REGL - KALM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KALM

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile. Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.