

List of pages in this Trip Kit

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

General Information

Location: ALAMOSA CO USA
ICAO/IATA: KALS / ALS
Lat/Long: N37° 26.11', W105° 52.07'
Elevation: 7540 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +7:00 = UTC
Magnetic Variation: 9.0° E
Sectional Chart: Denver

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

Sunrise: 1223 Z
Sunset: 0152 Z

Runway Information

Runway: 02
Length x Width: 8521 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7540 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 20
Length x Width: 8521 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7540 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS: 135.175
San Luis Valley Regl/Berg UNICOM: 122.800 CTAF PCL
Denver ACC: 128.375 Remote Communications Air-Ground
Denver FSS: 122.300 RCO
Denver FSS: 122.200 RCO

KALS/ALS



ALAMOSA, COLO

SAN LUIS VALLEY REGL/BERGMAN

10-1W

27 OCT 23

COLD TEMPERATURE TABLE

COLD TEMPERATURE RESTRICTED AIRPORT

Refer to FAA publications for method and application of cold temperature restrictions for procedures.

COLD TEMPERATURE CORRECTION TABLE

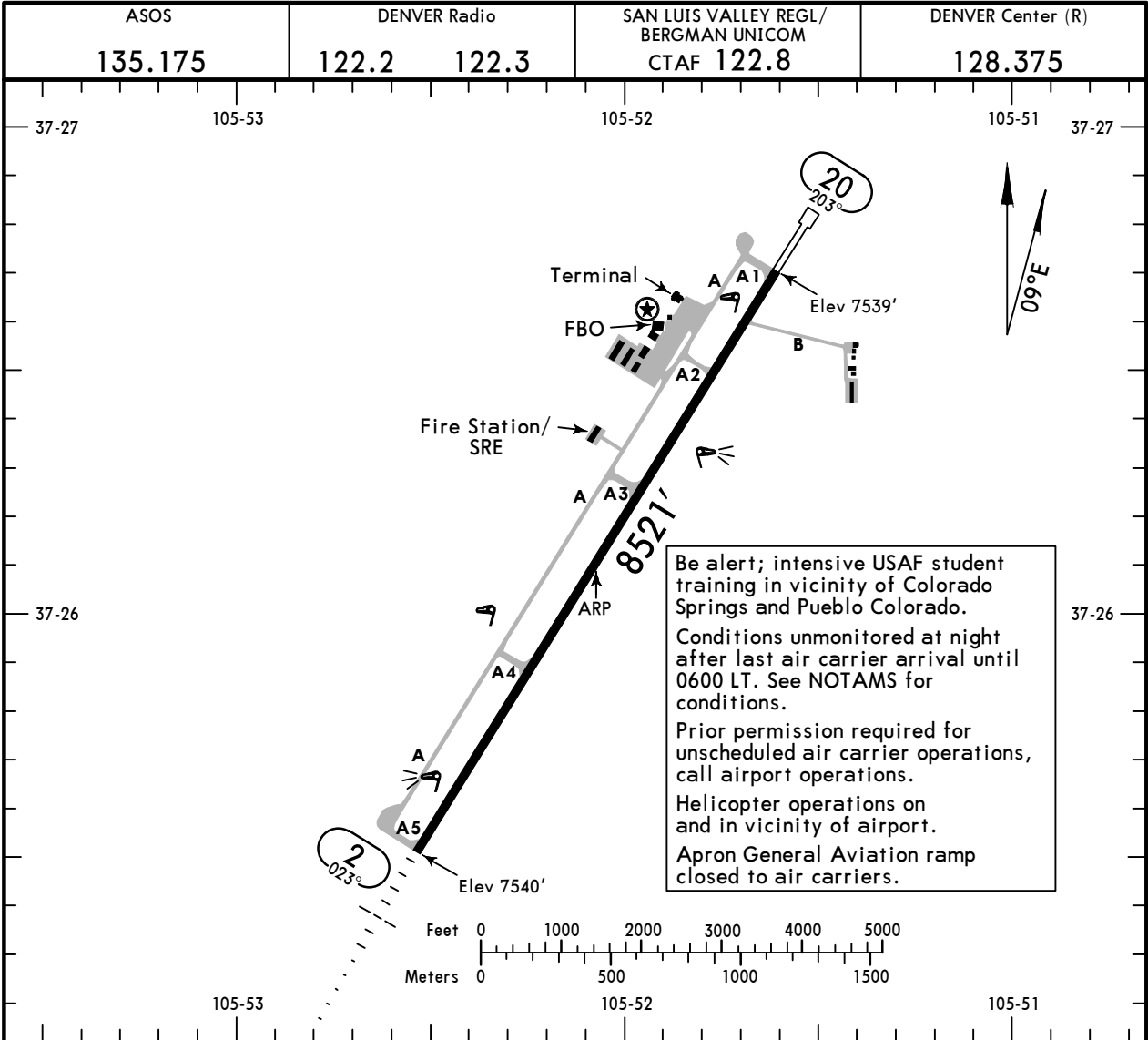
The temperature restriction depicted on affected approach indicates a cold temperature altitude correction is required for this procedure. When the reported temperature is at or below the published procedure restricted temperature use the following table to make manual corrections.

		HEIGHT ABOVE AIRPORT (FEET)													
REPORTED TEMP		200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
	+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
	0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
	-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
	-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
	-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
	-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
	-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

KALS/ALS
Apt Elev **7540'**
N37 26.1 W105 52.1

JEPPESEN
11 APR 25
Eff 17 Apr (10-9)

ALAMOSA, COLO
SAN LUIS VALLEY REGL/BERGMAN



ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
2	① HIRL ① MALSR ② PAPI-L	grooved	④	7571'	8519'	100'	
20	① HIRL ① REIL ①③ VASI-L	grooved					
① Activate on 122.8. ② Angle 3.00°, TCH 48'. ③ Angle 3.00°, TCH 41'. ④ LDA 8519'.							
TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							
All Rwys							
LOWER THAN STANDARD OpSpec Authorization Required			STANDARD				
RCLM or HIRL or Adequate Vis Ref			3 & 4 Eng		1 & 2 Eng		
1/4			1/2		1		
OBSTACLE DP: Rwy 2, climbing right turn, thence... Rwy 20 climbing left turn, thence... ...direct ALS VOR. Continue climb in ALS VOR holding pattern (hold southeast, right turns, 301° inbound) to depart ALS VOR at airway MEA/MCA, all others climb to 16000'.							
FOR FILING AS ALTERNATE							
RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 VOR-B			Other				
A	800-2			NA			
B							
C							
D							

KALS/ALS

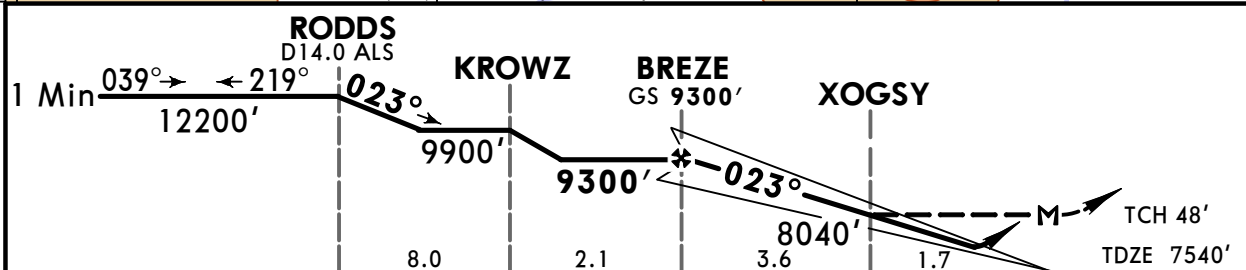
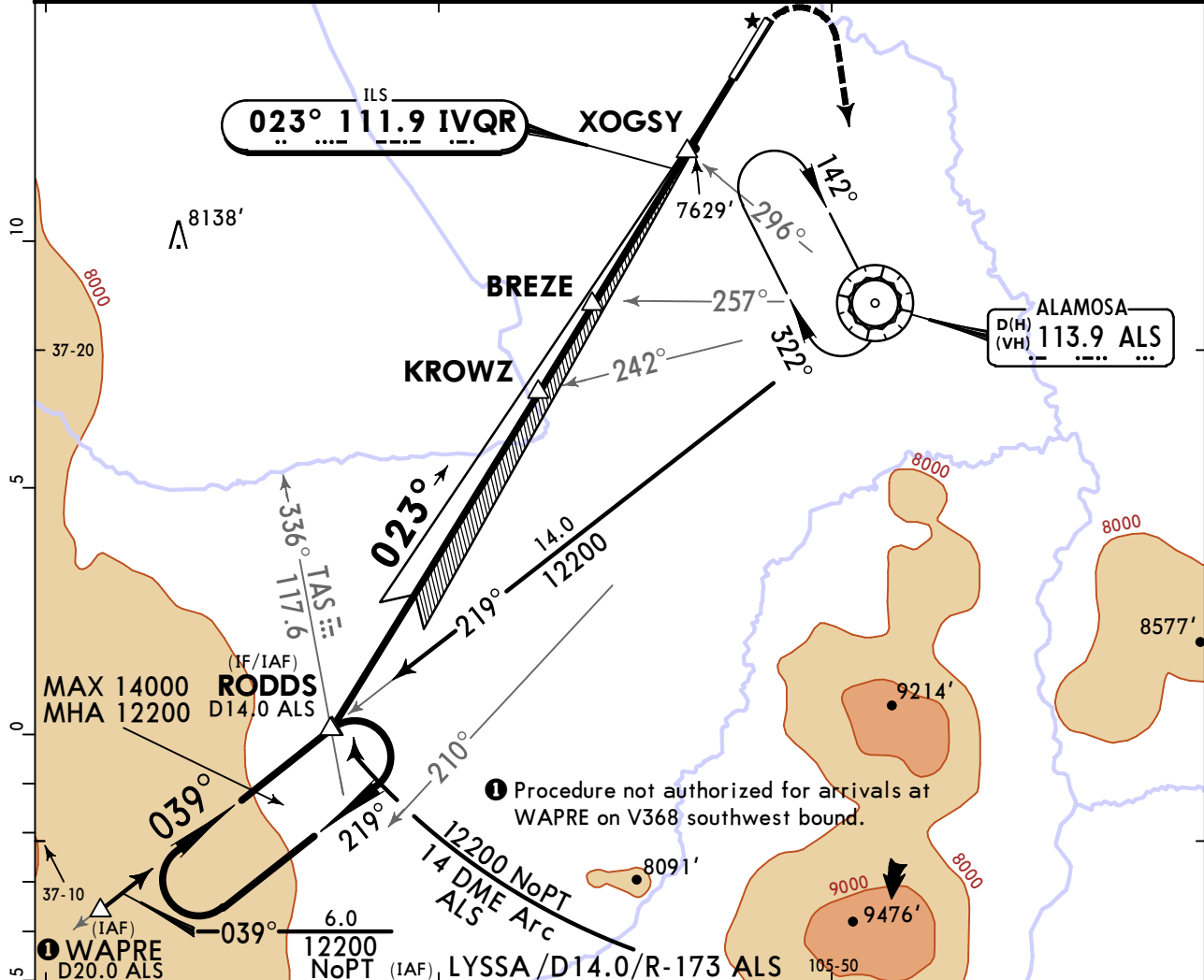
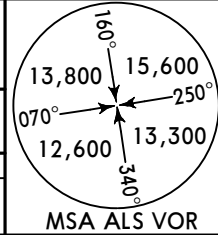
SAN LUIS VALLEY REGL/BERGMAN

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(11-1)
26 SEP 25
Eff 2 Oct

ALAMOSA, COLO

ILS or LOC Rwy 2

ASOS 135.175	DENVER Center(R) 128.375	DENVER Radio 122.2	DENVER Radio 122.3	SAN LUIS VALLEY REGL/ BERGMAN UNICOM CTAF 122.8
LOC IVQR 111.9	Final Apch Crs 023°	BREZE 9300' (1760')	ILS DA(H) 7740' (200')	Appt Elev 7540' TDZE 7540'
MISSED APCH: Climb to 8700' then climbing RIGHT turn to 11000' direct ALS VOR and hold. Continue climb-in-hold to 11000.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Cold temperature altitude correction required at or below -25°C. 2. Pilot controlled lighting 122.8.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	8700'	11000'	ALS
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	RT	113.9
BREZE to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02			

TERPS				STRAIGHT-IN LANDING RWY 2				CIRCLE-TO-LAND			
ILS		LOC (GS out)		With XOGSY		Without XOGSY		Max Kts		MDA(H)	
DA(H)	7740'(200')	DA(H)	7880'(340')	MDA(H)	7880'(340')	MDA(H)	8040'(500')	90		8040'(500')	-1
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		120		8080'(540')	-1 1/2
A	1/2	3/4	1/2	1	1/2	1	1 3/8	140		8100'(560')	-2
B								165			
C											
D											

1 Dual VOR receivers required.

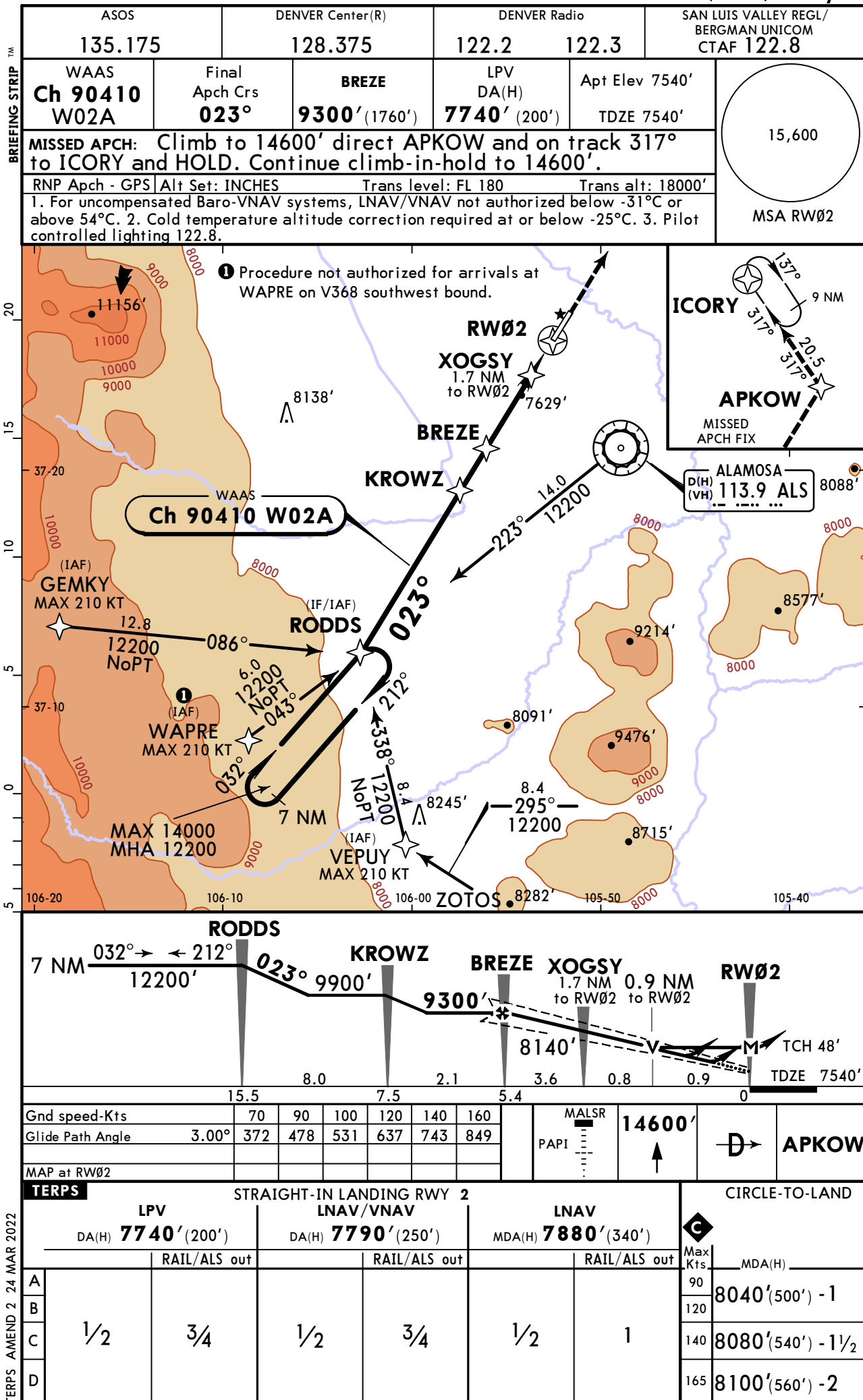
CHANGES: WAPRE formation, chart format.

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KALS/ALS
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(12-1) 9 MAY 25

ALAMOSA, COLO
RNAV (GPS) Rwy 2



TERPS AMEND 2 24 MAR 2022

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KALS/ALS
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(13-1)

9 MAY 25

ALAMOSA, COLO
VOR-B

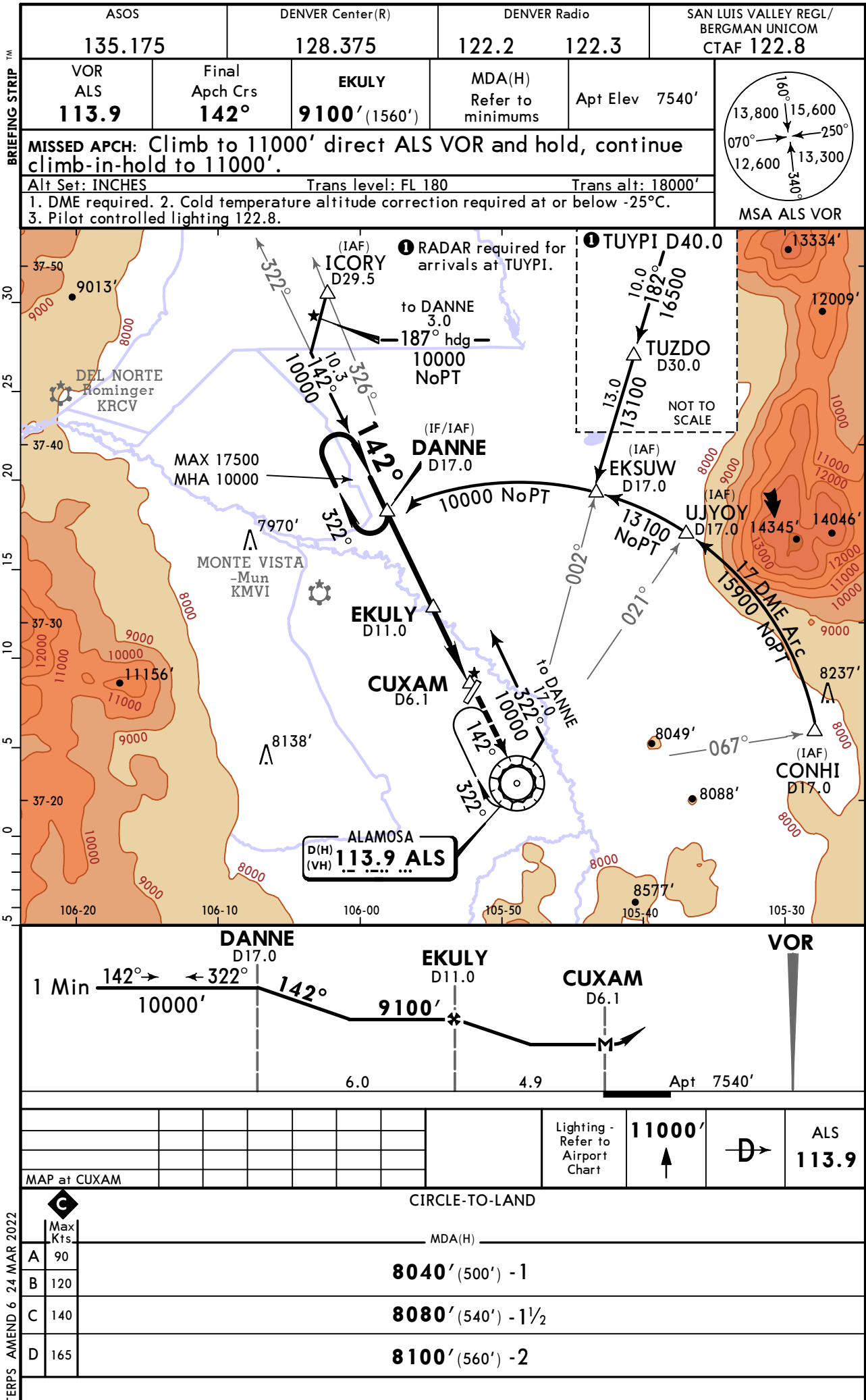


Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ALAMOSA, CO (SAN LUIS VALLEY REGL/BERGMAN - KALS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KALS

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.