

**HMN-KHMN**

**1-10**

**AOI**

**AOI**

**GENERAL**

**Operational Hours**

**ATS Hours:** TWR MON 0900‡ - FRI 0100‡, SAT 1500-2200‡, SUN/HOL CLSD

**AD OPS Hours:** by NOTAM

**Airport Information**

**RFF:** O/R

**Fuel:** Jet A++

**PCN:** RWY 04/22: 56/R/A/W/T

RWY 07/25: 40/R/B/W/T

RWY 16/34: 53/R/B/W/T

**Operation**

**Traffic Note**

AD PPR MIN 24HR and not more than 7 days prior.

PPR valid +/- 30min, LDG/TKOF outside off block time requires new PPR.

**Preferential RWY**

Heavy ACFT expect to land RWY 22.

**RWY Restriction**

180° turns on RWY prohibited without approval from AD manager.

RWY 16/34 MAX wingspan 53m / 175ft.

RWY 07/25:

Prohibited for heavy ACFT.

No 180° turns on RWY.

RWY 22:

Exit RWY on TWY R and hold short TWY G.

RWY 04/22, 16/34:

180° turns on RWY end only.

**TWY Restriction**

TWY B MAX wingspan 42m / 138ft.

TWY E and F (north of RWY 25) MAX wingspan 43m /140ft.

TWY D (north of TWY C) MAX wingspan 53m / 175ft.

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**Hot Spots**

<b>Hot Spot No.</b>	<b>DESCRIPTION</b>
HS1	TWY R, TWY G and TWY L have multiple hold lines for RWY 07/25 and RWY 04/22. Contact TWR if confused or lost.
HS2	Hold line on TWY/EOR A and TWY/EOR H have multiple POV access roads, possibility of high vehicle TFC.
HS3	Hold line on TWY/EOR B and TWY C for RWY 07/25 have multiple POV access roads, possibility of high vehicle TFC.
HS4	Multiple hold lines at intersecting RWYs. LDG/DEP ACFT disregard hold lines, taxiing ACFT contact TWR prior to crossing hold lines.
HS5	Multiple hold lines where RWYs intersect. Hold line also at TWY D. Contact TWR if confused or lost.
HS6	POC crossing controlled by TWR. Hold line located on each side of RWY 07/25. Possibility of high vehicle TFC.

**Taxi**

High risk of RWY incursion on INT TWYs G/R and RWY 04/22, excercise extreme caution. See HS1. Minimize thrust during GND OPS, airfield has a high potential for FOD from engine blast.

**Warnings**

**HMN DME** unusable:

R030-R120 beyond 25NM below 18000ft.

**HMN DME** unmonitored when RAPCON closed.

**HMN DME MAINT:** TUE 1200-1400‡.

**I-MUK ILS** RWY 16 MAINT: FRI 1200-1400‡.

**I-MUK GS** RWY 16 MAINT: THU 1200-1400‡.

**I-HMN ILS** RWY 22 MAINT: MON 1200-1400‡.

**I-HMN GS** RWY 22 MAINT: WED 1200-1400‡.

**| LOC/GS RWY 16** unmonitored outside OPS Hours.

RWYs 04, 16 and 22: Reduced braking action on end of RWY when RWY is wet.

Portions of AD not visible from TWR.

Mountainous terrain 10NM E and 20NM W of AD.

Uncontrolled Vehicles on movement area.

Unmanned ACFT Systems operating in AD airspace.

**HMN-KHMN****1-30****AOI****AOI****ARRIVAL****Speed**

Max IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Arrival Procedure****ILS RWY 16** AVBL for circling APCH RWY 22.**Noise Abatement Procedure**

Avoid over flying the White Sands National Monument (WSNM) Visitor's Center by at least 1500 AGL or 1NM.

**DEPARTURE****Take-off Minima**

RWY		22	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 7.4% up to 14100
3+4 ENG		0 - 0.5V	
All ACFT		c8000 - 3.0V	
RWY		04	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 7.8% up to 14100
3+4 ENG		0 - 0.5V	
All ACFT		c8000 - 3.0V	
RWY		34	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 7.9% up to 14100
3+4 ENG		0 - 0.5V	
All ACFT		c8000 - 3.0V	
RWY		25	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 8.1% up to 14100
3+4 ENG		0 - 0.5V	
All ACFT		c8000 - 3.0V	
RWY		16	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 8.2% up to 14100
3+4 ENG		0 - 0.5V	
All ACFT		c8000 - 3.0V	
RWY		07	
All ACFT	ft - ft/SM	Not authorized	-

**HMN-KHMN**

**1-40**

**AOI**

**AOI**

**DEPARTURE**

**Speed**

Max IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

**Effective 19-JUL-2018**

## United States **Alamogordo** Holloman AFB

12-JUL-2018

HMN-KHMN

2-10

6

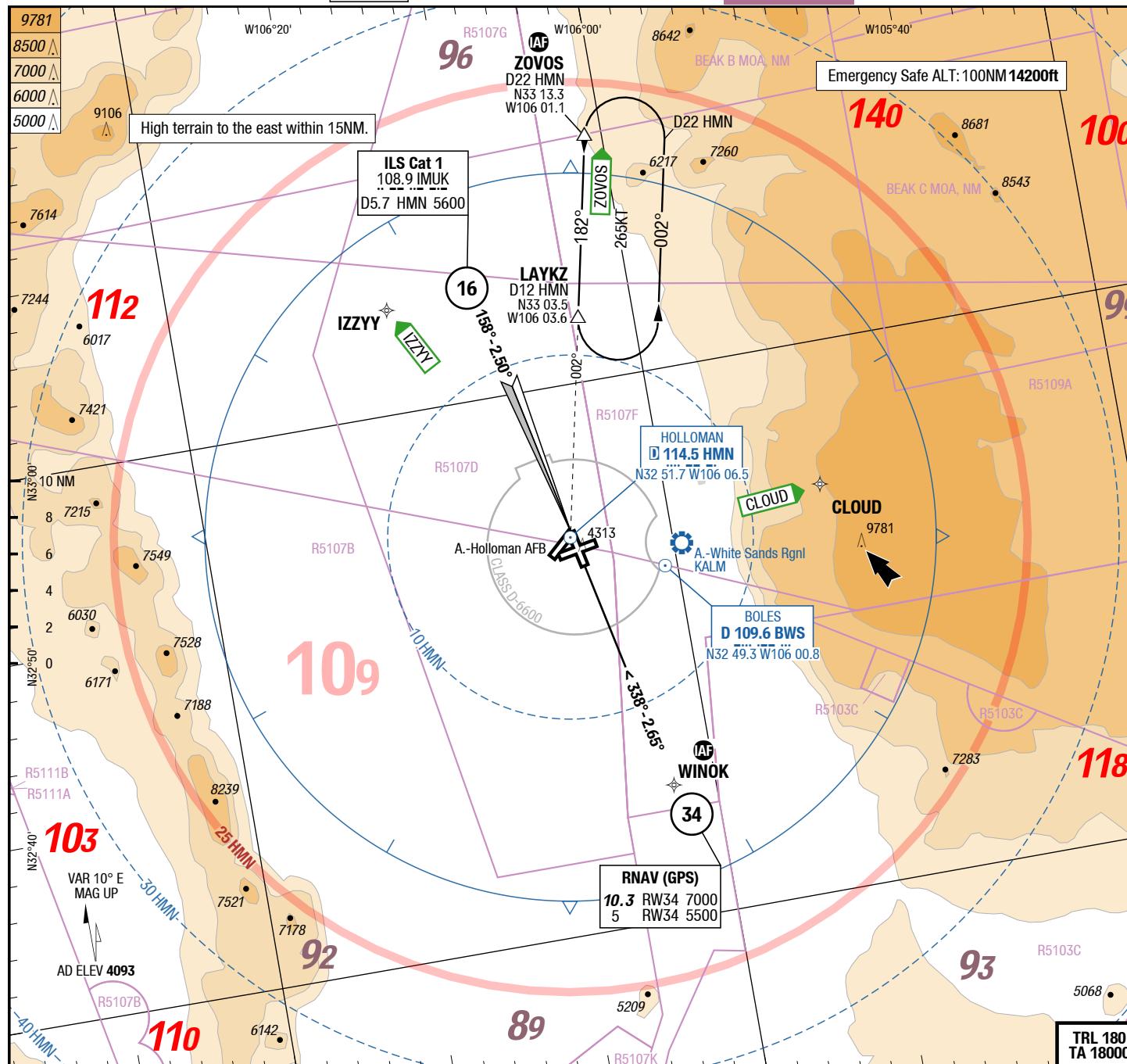
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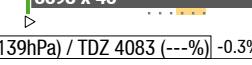
## Holloman AFB **Alamogordo** United States

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<b>Holloman APP</b>	120.600	020°-140° beyond 15NM; MON 0900± - FRI 0100± SAT 1500± - 2200±
<b>Holloman DEP</b>	128.100	020°-140° beyond 15NM; MON 0900± - FRI 0100±
<b>Albuquerque APP/DEP</b>	132.650	FRI 0100± - SAT 1500± SAT 2200± - MON 0100±
<b>Holloman TWR</b>	119.300	020°-140° beyond 15NM; MON 0900± - FRI 0100± SAT 1500-2200±
<b>GND</b>	127.050	
<b>DLV</b>	126.700	
<b>Landing RWY system:</b>		
<b>04</b>		<b>THR 4059 (138hPa) / TDZ 4059 (---%) +0.2%</b>
<b>22</b>		<b>-0.2% TDZ 4083 (---%) / THR 4083 (139hPa) HL-P1F</b>
<b>07</b>		<b>THR 4051 (138hPa) / TDZ 4057 (---%) +0.3%</b>
<b>25</b>		<b>-0.3% TDZ 4093 (---%) / THR 4093 (139hPa)</b>
<b>16</b>		<b>THR 4083 (139hPa) / TDZ 4083 (---%) -0.3%</b>
<b>34</b>		<b>+0.3% TDZ 4058 (---%) / THR 4049 (138hPa)</b>

Effective 19-JUL-2018

12-JUL-2018

# United States Alamogordo Holloman AFB

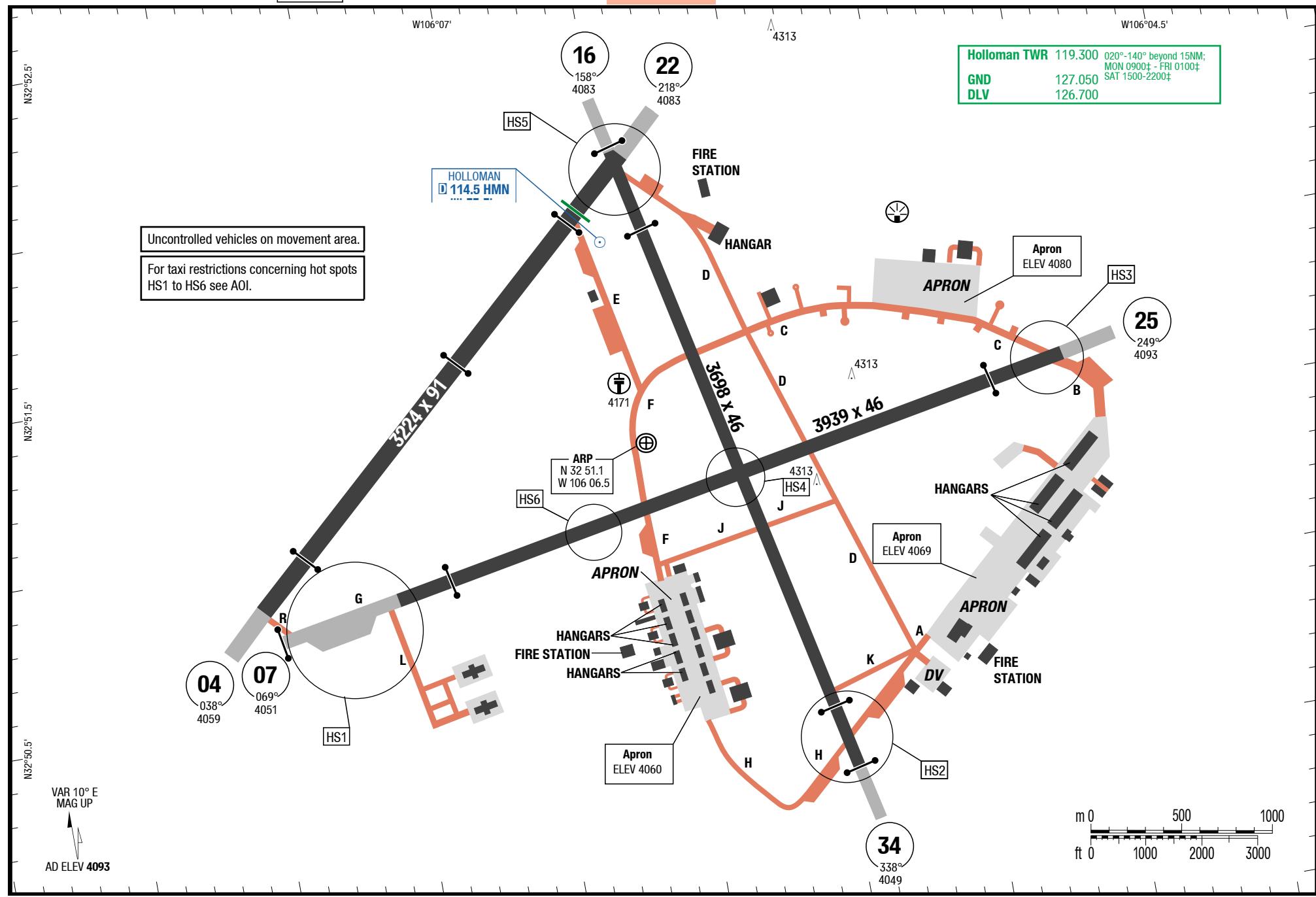
HMN-KHMN

3-20

AGC

AGC

Holloman AFB Alamogordo United States



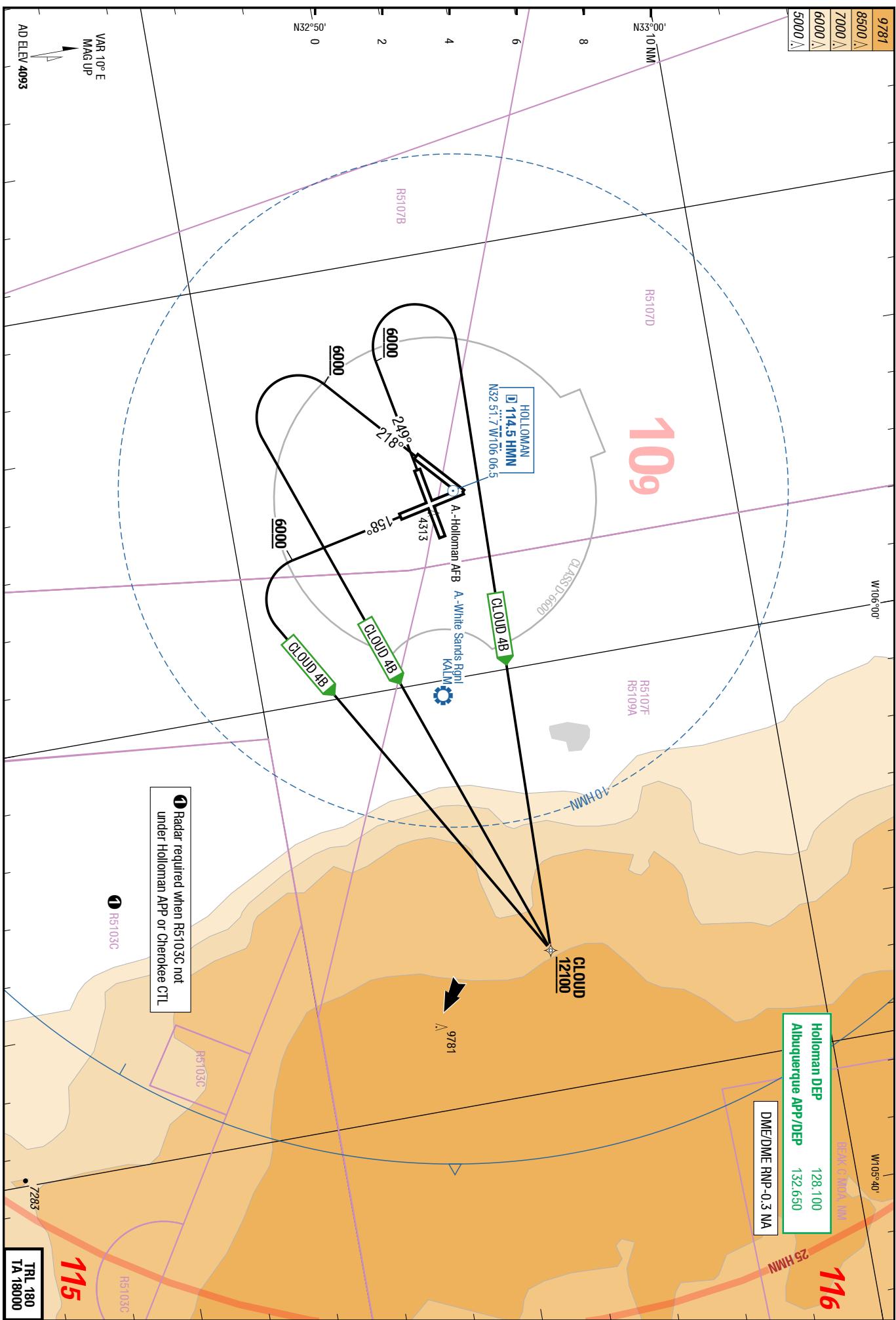
01-FEB-2018

HMN-KHMN

**United States Alamogordo Holloman AFB**  
[IZZY 1 RNAV] **CLOUD 4B RNAV**

SID

**Holloman AFB Alamogordo United States**  
[ZZZY 1 RNAV] CLOUD 4B RNAV



01-FEB-2018

HMN-KHMN

United States Alamogordo Holloman AFB

4-20

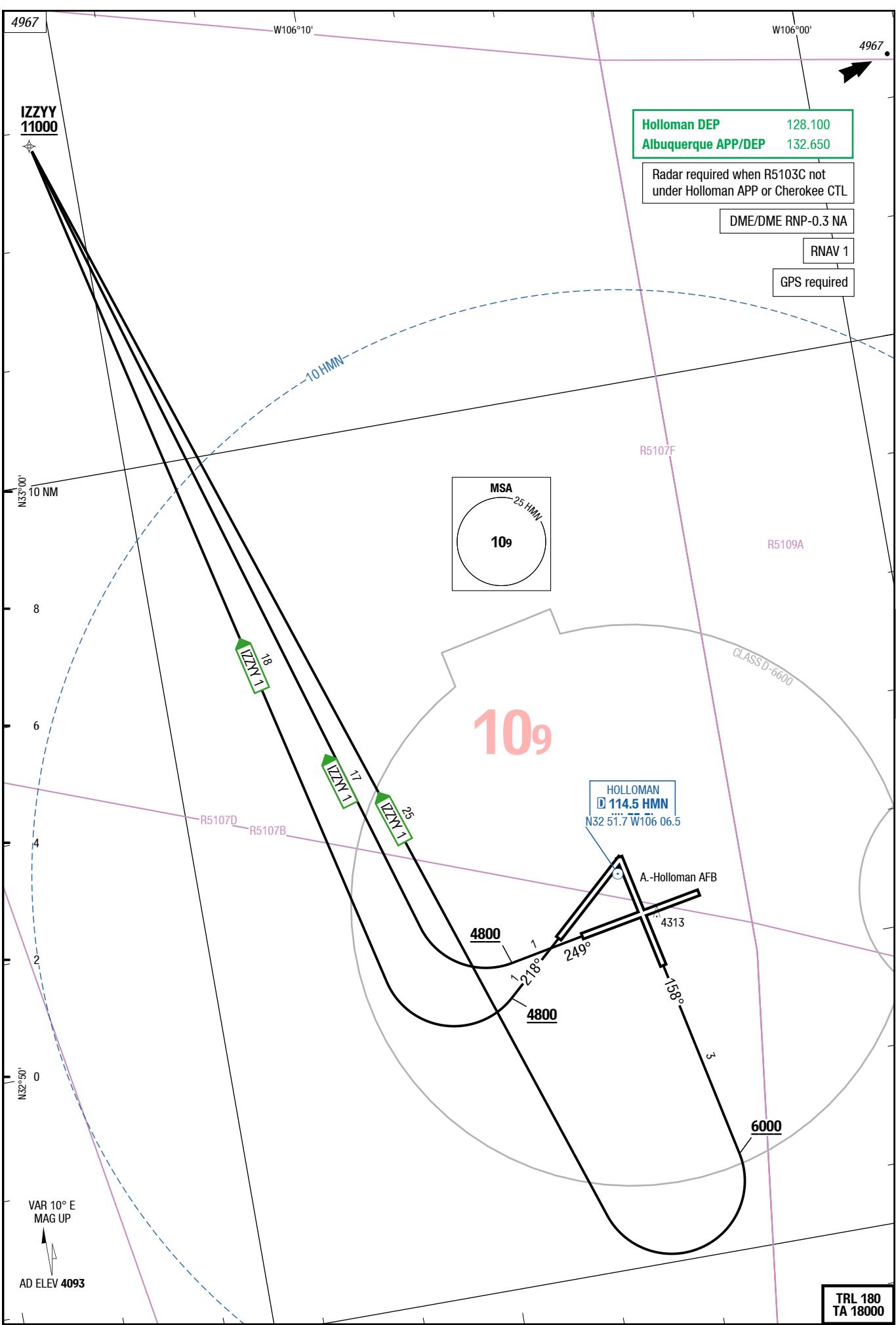
IZYY 1 RNAV

SID  
SID

IZYY 1 RNAV

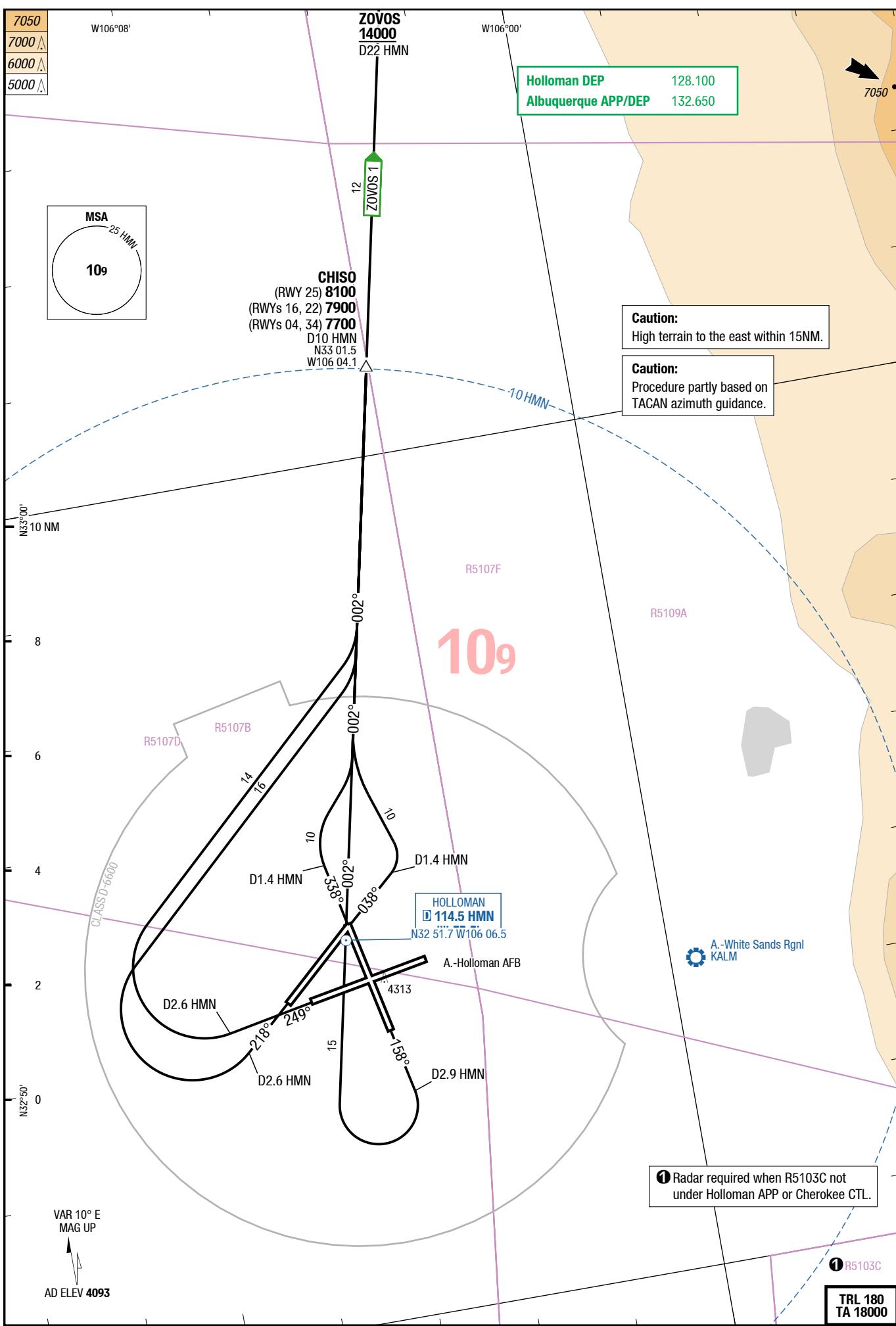
Holloman AFB Alamogordo United States

Changes: MSA





## Changes: Nil



12-JAN-2017

**HMN-KHMN****5-10****CLOUD 4B RNAV**

SIDPT

**CLOUD 4B**

RWYs 16 (158°) / 22 (218°) / 25 (249°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
<b>CLOUD 4B</b>		<b>CLOUD MNM 12100</b>
<b>CLOU 4B</b>		
8.0% to 12100		
<b>128.100</b>		
<b>RWY 16</b>	at MNM <b>6000 LT</b> direct to CLOUD	
<b>RWY 22</b>	at MNM <b>6000 LT</b> direct to CLOUD	
<b>RWY 25</b>	at MNM <b>6000 RT</b> direct to CLOUD	

12-JAN-2017

**HMN-KHMN****5-20****IZZYY 1 RNAV**

SIDPT

**IZZYY 1**

RWYs 16 (158°) / 22 (218°) / 25 (249°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
<b>IZZYY 1</b> 128.100		<b>IZZYY MNM 11000</b>
<b>RWY 16</b> 7.0% to 11000	at MNM <b>6000 RT</b> direct IZZYY	
<b>RWY 22</b> 6.6% to 11100	at MNM <b>4800 RT</b> direct IZZYY	
<b>RWY 25</b> 7.9% to 11000	at MNM <b>4800 RT</b> direct IZZYY	

**HMN-KHMN**

**5-30**

**CLOUD 4A**

SIDPT

**CLOUD 4A**

RWYs 16 (158°) / 22 (218°) / 25 (249°)

	GS	120	150	180	210	240	270
7.2%	ft/MIN	900	1100	1400	1600	1800	2000
7.3%	ft/MIN	900	1200	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>CLOUD 4A</b>		<b>HMN MNM 9000</b>
<b>CLOU 4A</b>		<b>CLOUD MNM 12100</b>
<b>128.100</b>		
<b>RWY 16</b> 7.3% to 12100	at MNM <b>6000 RT</b> direct HMN - intercept 078° HMN outbound to CLOUD	
<b>RWY 22</b> 7.2% to 12100	at MNM <b>6000 LT</b> direct HMN - intercept 078° HMN outbound to CLOUD	
<b>RWY 25</b> 7.3% to 12100	at MNM <b>6000 LT</b> direct HMN - intercept 078° HMN outbound to CLOUD	

**HMN-KHMN****5-40****ZOVOS 1****ZOVOS 1**

RWYs 04 (038°) / 16 (158°) / 22 (218°) / 25 (249°) / 34 (338°)

	GS	120	150	180	210	240	270
6.9%	ft/MIN	900	1100	1300	1500	1700	1900
7.2%	ft/MIN	900	1100	1400	1600	1800	2000
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
<b>ZOVOS 1</b> <b>128.100</b> ①		
<b>RWY 04</b> 7.5% to 14100	at D1.4 after HMN LT intercept 002° HMN outbound CHISO - ZOVOS	CHISO at <b>7700</b> ZOVOS MNM <b>14000</b>
<b>RWY 16</b> 7.2% to 14100	at D2.9 HMN RT intercept 002° HMN outbound CHISO - ZOVOS	CHISO at <b>7900</b> ZOVOS MNM <b>14000</b>
<b>RWY 22</b> 7.2% to 14100	at D2.6 HMN RT intercept 002° HMN outbound CHISO - ZOVOS	CHISO at <b>7900</b> ZOVOS MNM <b>14000</b>
<b>RWY 25</b> 6.9% to 14100	at D2.6 HMN RT intercept 002° HMN outbound CHISO - ZOVOS	CHISO at <b>8100</b> ZOVOS MNM <b>14000</b>
<b>RWY 34</b> 7.5% to 14100	at D1.4 after HMN RT intercept 002° HMN outbound CHISO - ZOVOS	CHISO at <b>7700</b> ZOVOS MNM <b>14000</b>

① High terrain to the east within 15NM.

01-FEB-2018

**HMN-KHMN****5-50****Obstacle Departure**

SIDPT

**Obstacle Departure**

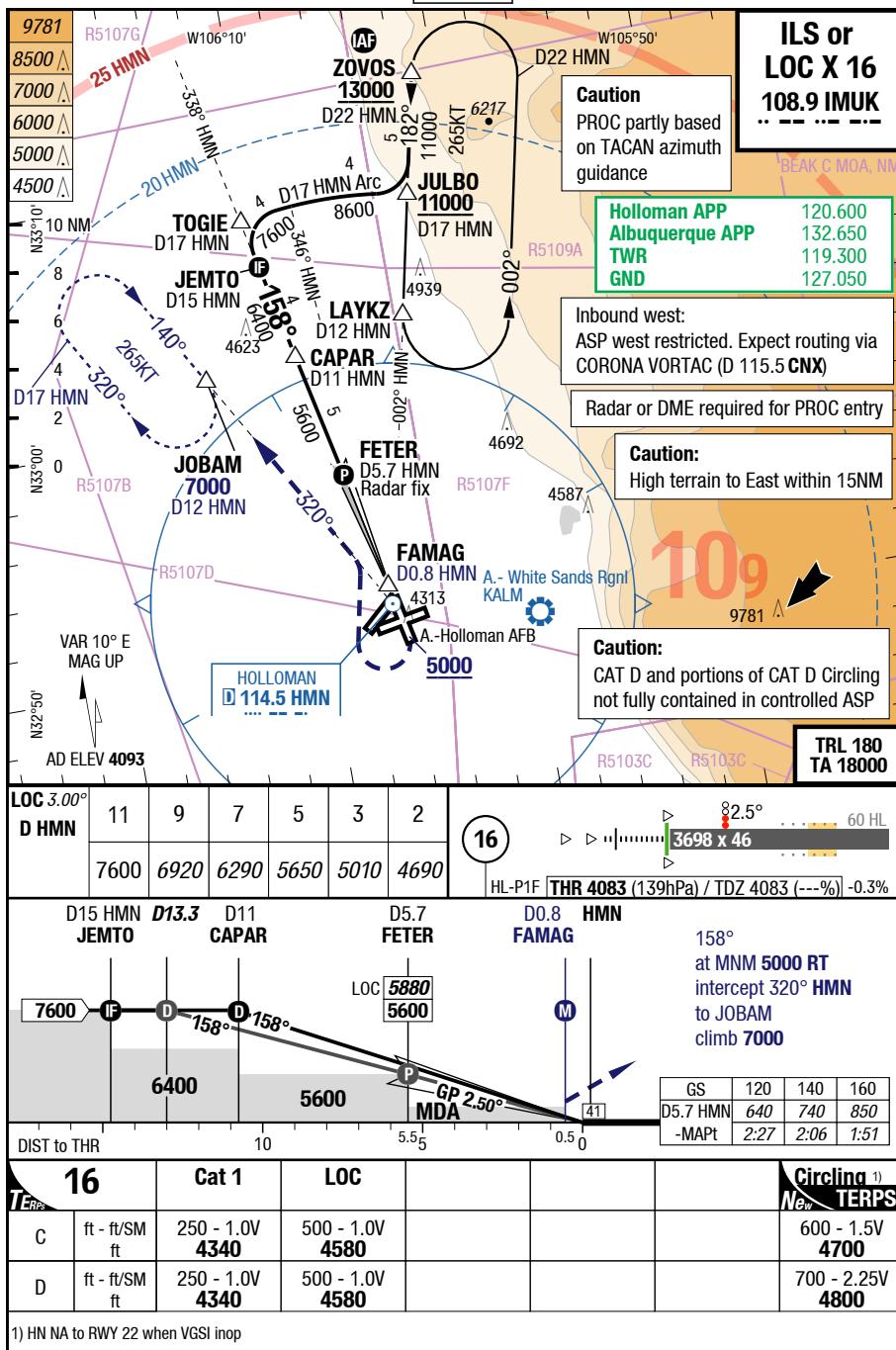
<b>RWY</b>	<b>Notes</b>
<b>04</b>	Terrain 4084ft MSL, 16ft from DER, 420ft right of centerline. Aircraft tail 20ft AGL/4101ft MSL, 60ft from DER, 546ft right of centerline. Tree 180ft AGL/4301ft MSL, 1.2NM from DER, 2504ft right of centerline. Tree 180ft AGL/4301ft MSL, 1.3NM from DER, 2488ft right of centerline.
<b>16</b>	Tree 60ft AGL/4113ft MSL, 3326ft from DER, 925ft left of centerline. Building 10ft AGL/4059ft MSL, 62ft from DER, 270ft right of centerline. Building 10ft AGL/4060ft MSL, 57ft from DER, 270ft left of centerline. Tree 60ft AGL/4110ft MSL, 3084ft from DER, 1216ft left of centerline. Terrain 4052ft MSL, 8ft from DER, 320ft left of centerline. Terrain 4052ft MSL, 0ft from DER, 500ft left of centerline. Building 9ft AGL/4059ft MSL, 124ft from DER, 90ft left of centerline. Tree 180ft AGL/4219ft MSL, 1.1NM from DER, 980ft left of centerline. Tree 180ft AGL/4223ft MSL, 5877ft from DER, 2075ft left of centerline.
<b>22</b>	Terrain 4058ft MSL, 0ft from DER, 500ft left of centerline. Terrain 4058ft MSL, 14ft from DER, 327ft left of centerline. Terrain 4058ft MSL, 0ft from DER, 28ft right of centerline. Terrain 4058ft MSL, 53ft from DER, 391ft right of centerline. Terrain 4058ft MSL, 0ft from DER, 353ft right of centerline. Terrain 4059ft MSL, 0ft from DER, 500ft right of centerline. Aircraft tail 20ft AGL/4069ft MSL, 26ft inward of DER, 414ft left of centerline. Tree 180ft AGL/4252ft MSL, 1.2NM from DER, 13ft right of centerline. Tree 180ft AGL/4258ft MSL, 5894ft from DER, 2081ft right of centerline.
<b>25</b>	Vehicle 12ft AGL/4064ft MSL, 1090ft from DER, 591ft left of centerline. Aircraft tail 20ft AGL/4069ft MSL, 121ft from DER, 232ft left of centerline. Terrain 4054ft MSL, 0ft from DER, 500ft left of centerline. Terrain 4055ft MSL, 17ft from DER, 450ft left of centerline. Terrain 4055ft MSL, 18ft from DER, 475ft right of centerline. Terrain 4055ft MSL, 0ft from DER, 500ft right of centerline. Terrain 4055ft MSL, 63ft from DER, 517ft right of centerline. Tree 180ft AGL/4258ft MSL, 1.3NM from DER, 205ft left of centerline. Tree 180ft AGL/4252ft MSL, 6029ft from DER, 1287ft right of centerline.
<b>34</b>	Tree 180ft AGL/4268ft MSL, 1.1NM from DER, 1408ft left of centerline. Tree 180ft AGL/4278ft MSL, 5950ft from DER, 1781ft right of centerline. Terrain 4083ft MSL, 28ft from DER, 290ft right of centerline.

29-MAR-2018

IAC

**HMN-KHMN**

7-10

**ILS or LOC X 16**

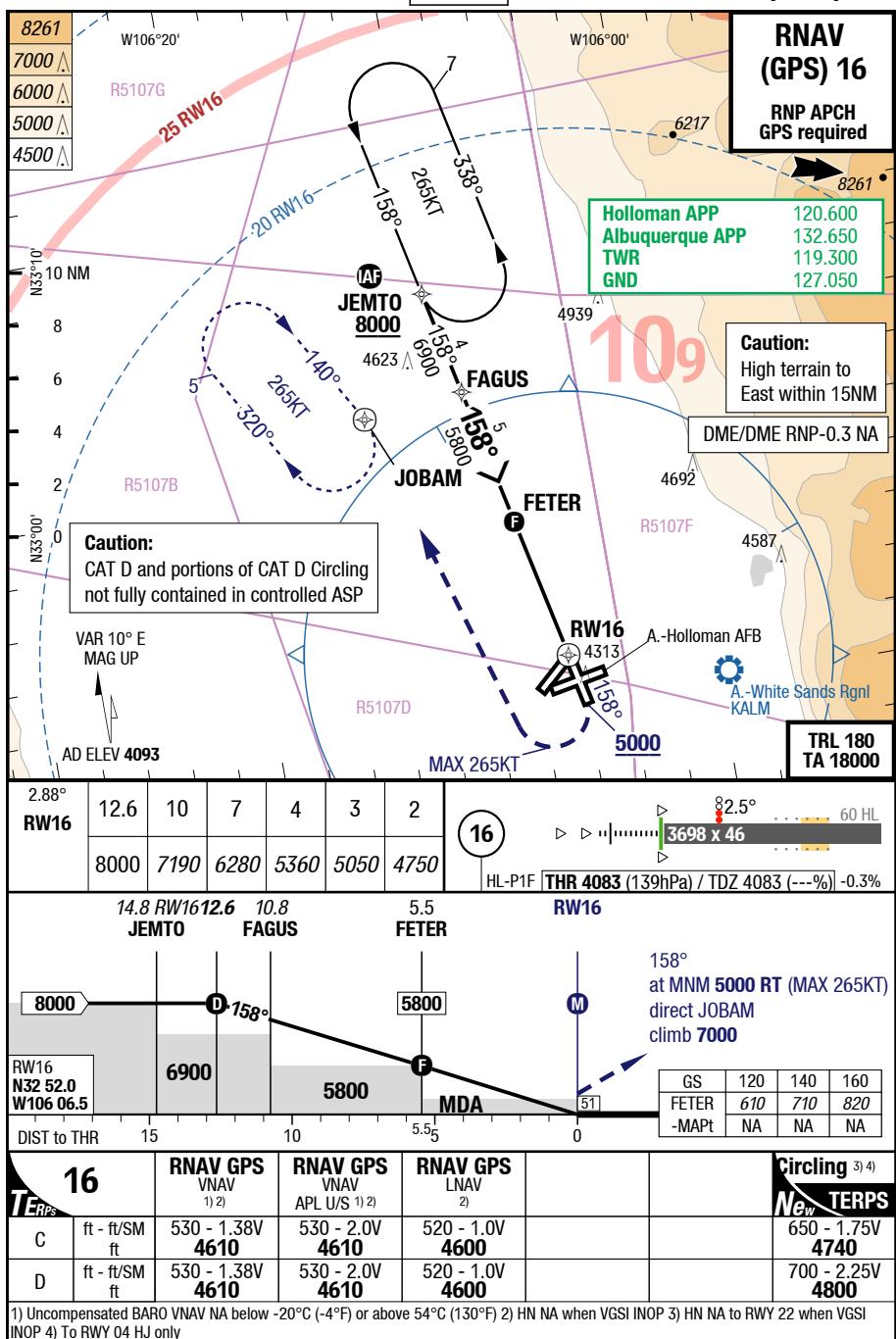
29-MAR-2018

HMN-KHMN

7-30

RNAV (GPS) 16

IAC



29-MAR-2018

HMN-KHMN

7-40

RNAV (GPS) 34

IAC

