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General Information

Location: AMARILLO TX USA
ICAO/IATA: KAMA / AMA
Lat/Long: N35° 13.16', W101° 42.35'
Elevation: 3607 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A-1, Jet B
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1209 Z
Sunset: 0132 Z

Runway Information

Runway: 04
Length x Width: 13502 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 3607 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 7901 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 3603 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 13502 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 3606 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 7901 ft x 150 ft
Surface Type: concrete

TDZ-Elev: 3601 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 118.850
ATIS: 35.030 Military
ASOS: 118.850
Amarillo Tower: 25.790 Military
Amarillo Tower: 118.300 CTAF PCL
Amarillo Ground: 34.860 Military
Amarillo Ground: 121.900
Amarillo Clearance Delivery: 23.927 Military
Amarillo Clearance Delivery: 121.650
Amarillo Approach: 121.150 Secondary
Amarillo Approach: 119.500 Initial Contact
Amarillo Approach: 30.790 Secondary Military
Amarillo Approach: 30.700 Initial Contact Military
Amarillo Airport Radar Service Area: 119.500
Amarillo Airport Radar Service Area: 121.150 Secondary
Amarillo Airport Radar Service Area: 30.700 Military
Amarillo Departure: 30.700 Initial Contact Military
Amarillo Departure: 119.500 Initial Contact
Amarillo Departure: 121.150 Secondary
Amarillo UNICOM: 122.950
Albuquerque ACC: 127.850 Remote Communications Air-Ground
Albuquerque ACC: 28.547 Military
Ft Worth FSS: 122.300 RCO

KAMA/AMA

Apt Elev **3607'**
N35 13.2 W101 42.4

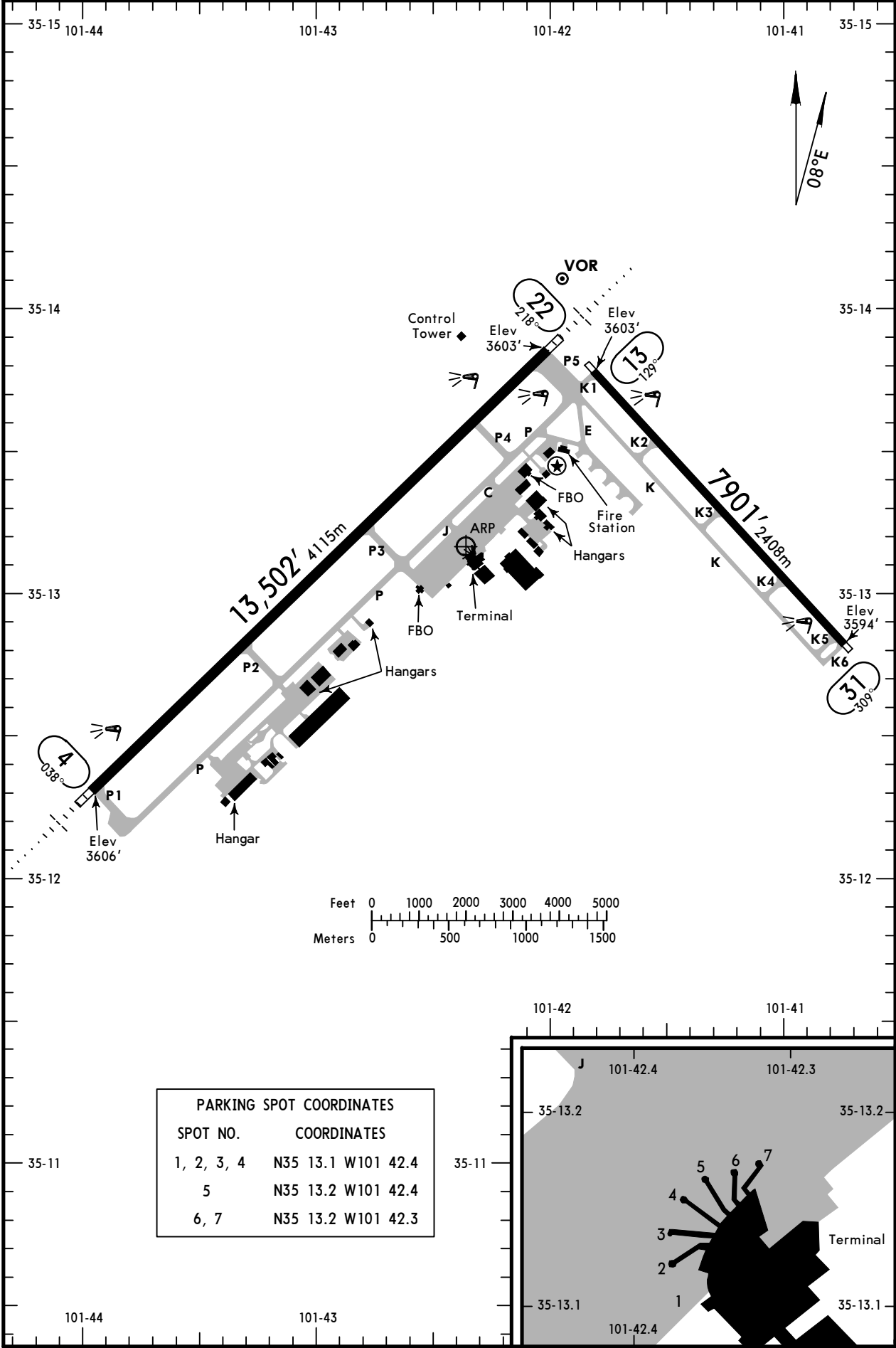
JEPPESSEN

1 AUG 25
Eff 7 Aug (10-9)

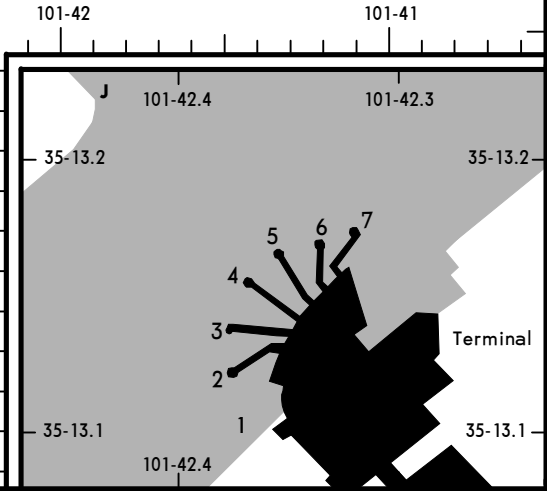
AMARILLO, TEXAS

HUSBAND AMARILLO INTL

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Clearance 121.65	*Ground 121.9	*Tower CTAF 118.3
UNICOM 122.95	*AMARILLO Departure (R) 340°-160° 161°-339° 124.8 119.5		ALBUQUERQUE Center (R) 127.85 when Dep inop.



PARKING SPOT COORDINATES	
SPOT NO.	COORDINATES
1, 2, 3, 4	N35 13.1 W101 42.4
5	N35 13.2 W101 42.4
6, 7	N35 13.2 W101 42.3



KAMA/AMA



AMARILLO, TEXAS

1 AUG 25
Eff 7 Aug 10-9A

HUSBAND AMARILLO INTL

GENERAL

Tiltrotor activity in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING Threshold	BEYOND Glide Slope		
4	22	①②HIRL ②MALSR PAPI-L (angle 3.0°) ③grooved RVR	12,450' 3795m		200' 61m

- ① Non standard HIRL due to spacing. HIRL 50' (16m) from Rwy edge, non standard distance from centerline - pavement outside Rwy edge stripes may not be full strength and depth perception problems may exist during periods of darkness.
- ② When Tower is closed, increase intensity and activate MALSR, HIRL, and all taxiways on 118.3.
- ③ Center 130' (40m) grooved full length.

13	④HIRL ④REIL PAPI-L (angle 3.0°)	grooved			150' 46m
31	④HIRL PAPI-L (angle 3.0°)	grooved			

- ④ When Tower is closed, increase intensity and activate REIL on Rwy 13, HIRL, and all taxiways on 118.3.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 4, 22

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 13, 31

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 22 - Climb heading 218° to 4100' before turning northbound.
- Rwy 31 - Climbing right turn to heading 360° to 5400' before turning westbound.

TAKE-OFF OBSTACLE NOTES

- Rwy 4, sign 12' from DER, 302' right of centerline, 3' AGL/3605' MSL. VOR 1306' from DER, 849' left of centerline, 42' AGL/3637' MSL.
- Rwy 31, sign 22' from DER, 257' right of centerline, 7' AGL/3605' MSL. Sign 103' from DER, 379' left of centerline, 3' AGL/3606' MSL.

FOR FILING AS ALTERNATE

Authorized Only When Tower Operating Authorized Only When Local Weather Available			RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 13 RNAV (RNP) Z Rwy 22 RNAV (RNP) Z Rwy 31 VOR Rwy 13	Authorized Only When Tower Operating RADAR-1	VOR Rwy 22 VOR Rwy 31	Authorized Only When Local Weather Available
ILS Rwy 4	LDA Rwy 22 With GS	LDA Rwy 22 Without GS LOC Rwy 4				RNAV (GPS) Y Rwy 4 RNAV (GPS) Y Rwy 13 RNAV (GPS) Y Rwy 22 RNAV (GPS) Y Rwy 31
A	600-2	600-2	800-2	800-2	800-2	800-2
B						
C						
D		800-2 1/4	800-2 1/4		800-2 1/4	800-2 1/4

KAMA/AMA

HUSBAND AMARILLO INTL

4 AUG 23

11-1

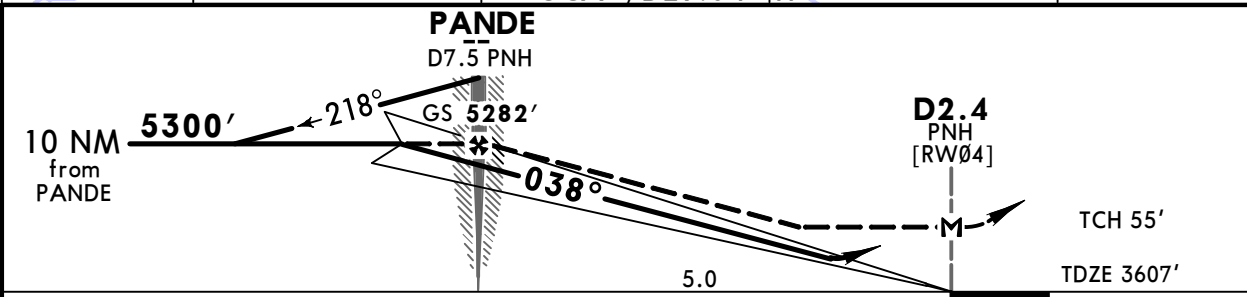
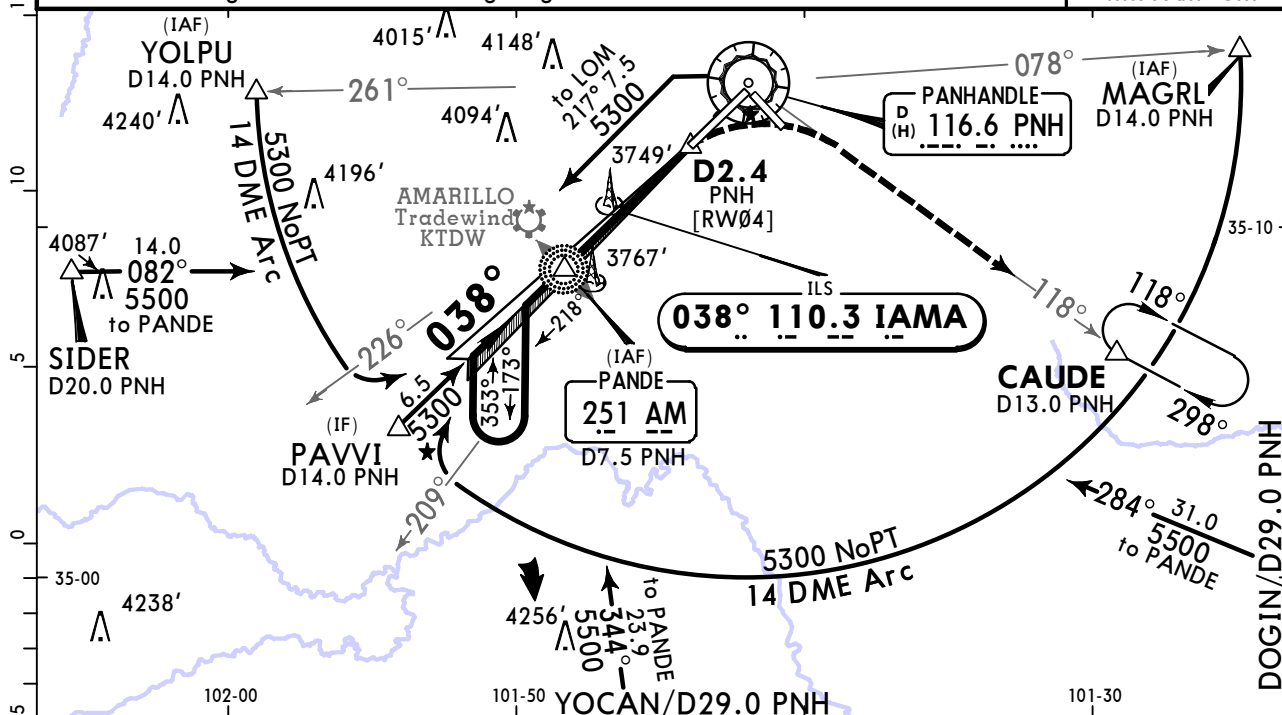
Eff 10 Aug

JEPPesen

AMARILLO, TEXAS

ILS or LOC Rwy 4

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
LOC IAMA 110.3	Final Apch Crs 038°	PADE 5282' (1675')	ILS DA(H) (CONDITIONAL) 3807' (200')	Apt Elev 3607' TDZE 3607'
MISSED APCH: Climb to 4100', then climbing RIGHT turn to 5000' on PNH VOR R-118 to CAUDE INT/D13.0 PNH and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Borger altimeter setting. 3. Pilot controlled lighting 118.3.				
				MSA AM LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4100'	5000'	PNH	CAUDE
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	116.6	R-118
MAP at D2.4 PNH or PANDE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

TERPS				STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
				With Local Altimeter Setting		With Local Altimeter Setting	
				ILS	LOC (GS out)	Max Kts	MDA(H)
				DA(H) 3807' (200')	MDA(H) 4000' (393')	90	4080' (473') - 1
				FULL	RAIL/ALS out	120	4240' (633') - 1 3/4
				RVR 24 or 1/2	RVR 40 or 3/4	140	4280' (673') - 2 1/4
				RVR 30 or 5/8	RVR 55 or 1	165	4400' (793') - 2 1/4
				RVR 60 or 1 1/4	1 5/8	165	4440' (833') - 2 3/4
				With Borger Altimeter Setting		With Borger Altimeter Setting	
				ILS	LOC (GS out)	Max Kts	MDA(H)
				DA(H) 3960' (353')	MDA(H) 4160' (553')	90	4240' (633') - 1
				FULL	RAIL/ALS out	120	4400' (793') - 2 1/4
				RVR 30 or 5/8	RVR 55 or 1	140	4440' (833') - 2 3/4
				RVR 60 or 1 1/4	1 5/8	165	4440' (833') - 2 3/4
1 RVR 18 with Flight Director or Autopilot or HUD to DA.							

CHANGES: None.

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KAMA/AMA

HUSBAND AMARILLO INTL

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4 AUG 23

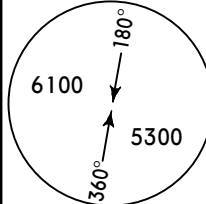
11-2

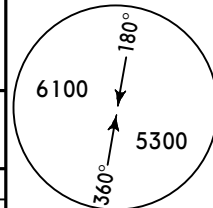
Eff 10 Aug

AMARILLO, TEXAS

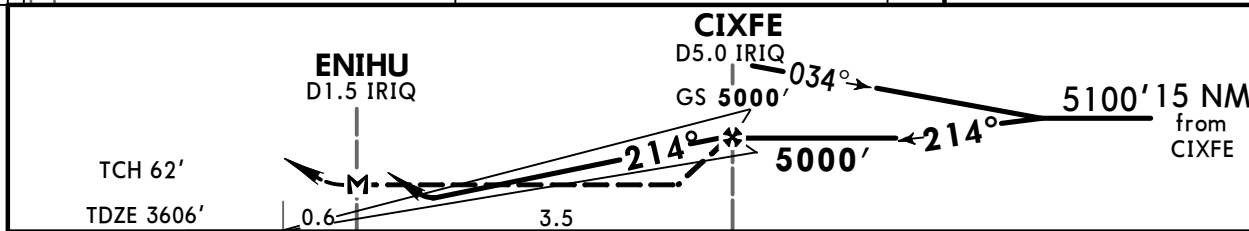
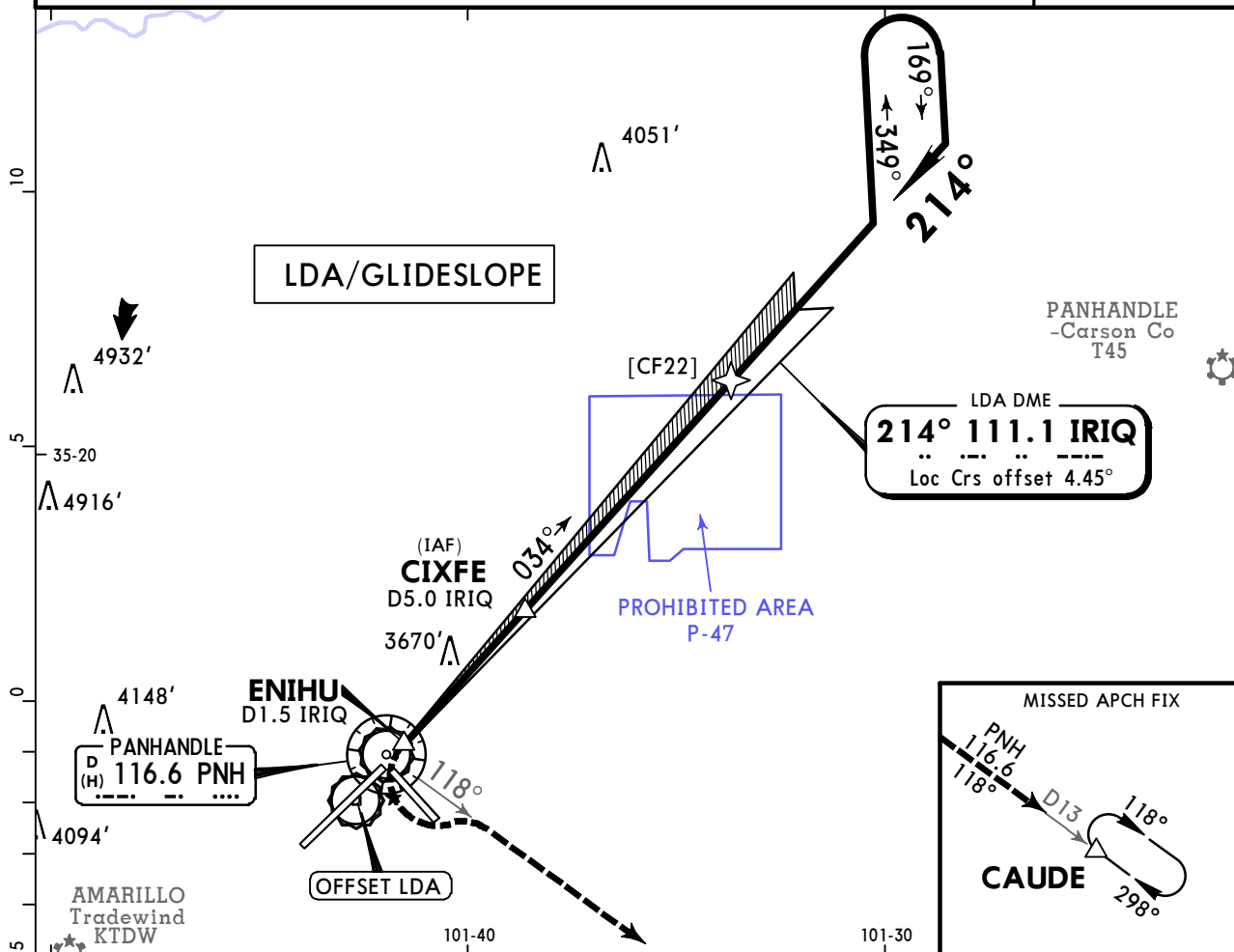
LDA Rwy 22

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		*AMARILLO Approach (R)		ALBUQUERQUE Center (R)		*AMARILLO Tower		*Ground	
118.85		119.5		127.85 when App inop.		CTAF 118.3		121.9	
LDA IRIQ 111.1	Final Apch Crs 214°		CIXFE 5000' (1394')		LDA WITH GS DA(H) 3856' (250')		Apt Elev 3607' TDZE 3606'		
MISSED APCH: Climbing LEFT turn to 5000' on PNH VOR R-118 to CAUDE and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Radar required for procedure entry. 2. Final approach course offset 4.45° intersects the rwy centerline 2509' from Rwy 22 threshold. 3. VGSI and LDA glidepath not coincident (VGSI angle 3.0°/TCH 77'). 4. Pilot controlled lighting 118.3.									



MSA PNH VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000' on LT	PNH 116.6 R-118	CAUTION
GS 3.00°	372	478	531	637	743	849				
MAP at ENIHU										

TERPS				STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
LDA WITH GS		LDA WITHOUT GS		LDA WITH GS		LDA WITHOUT GS		LDA WITH GS		LDA WITHOUT GS	
DA(H) 3856' (250')		MDA(H) 3920' (314')		DA(H) 3856' (250')		MDA(H) 3920' (314')		DA(H) 3856' (250')		MDA(H) 3920' (314')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A											
B											
C	1/2	3/4	1/2	1	1/2	3/4	7/8	140	4240' (633')	1 3/4	
D			3/4					165	4280' (673')	2 1/4	

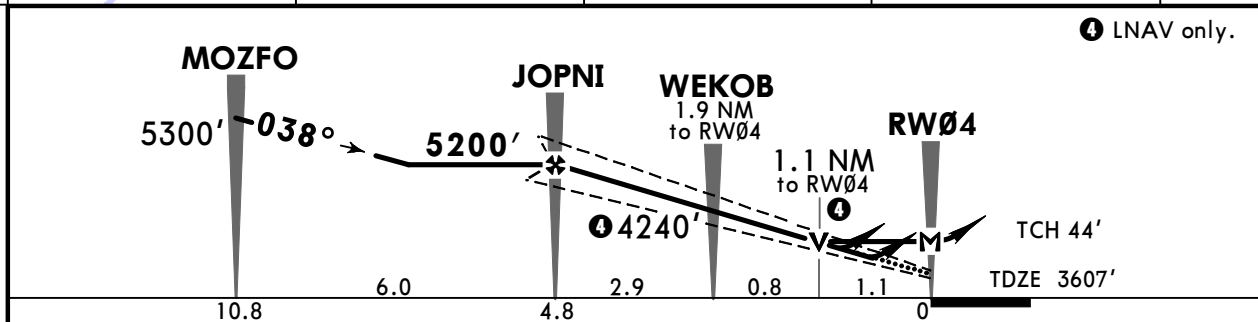
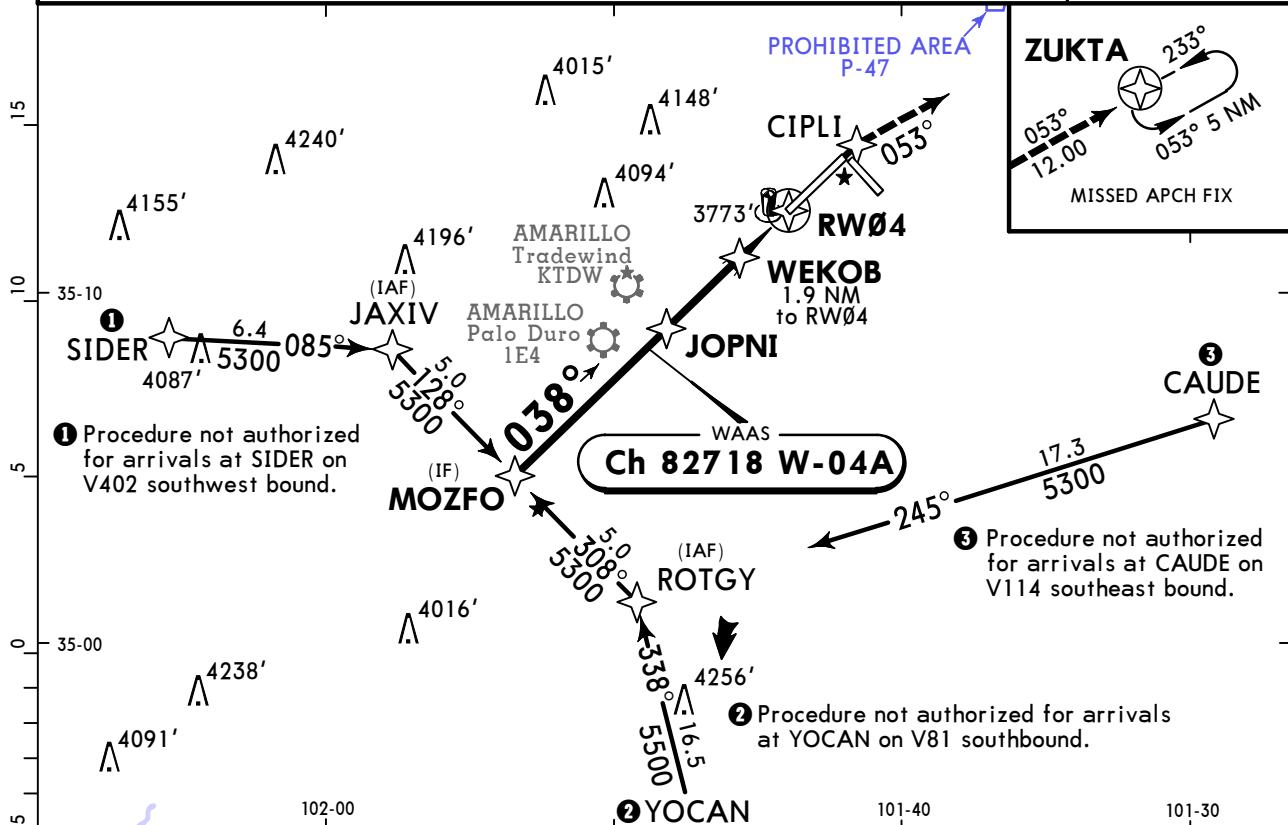
TERPS AMEND 1D 10 AUG 2023

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JEPPESSEN

4 SEP 20 **(12-1)**
AMARILLO, TEXAS
RNAV (GPS) Y Rwy 4

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
WAAS Ch 82718 W-04A	Final Apch Crs 038°	JOPNI 5200' (1593')	LPV DA(H) 3807' (200')	Apt Elev 3607' TDZE 3607'
MISSED APCH: Climb to 5400' direct CIPLI and on track 053° to ZUKTA and hold.				
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 41°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 61'). 3. Pilot controlled lighting 118.3.				
				6100 MSA RW04



MAJLSR	5400'	→	CIPLI
PAPI	↑		

TERPS				STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV		LNAV		LNAV	
DA(H) 3807' (200')		DA(H) 4028' (421')		MDA(H) 4040' (433')		MDA(H) 4040' (433')		Max Kts		MDA(H)	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		90		4080' (473') - 1	
A 1								120			
B RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2		RVR 24 or 1/2		RVR 55 or 1	
C								140		RVR 40 or 3/4	
D								165		RVR 60 or 1 1/4	
										RVR 50 or 1	
										1 1/2	
										4240' (633') - 1 3/4	
										4280' (673') - 2 1/4	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1B 10 OCT 2019

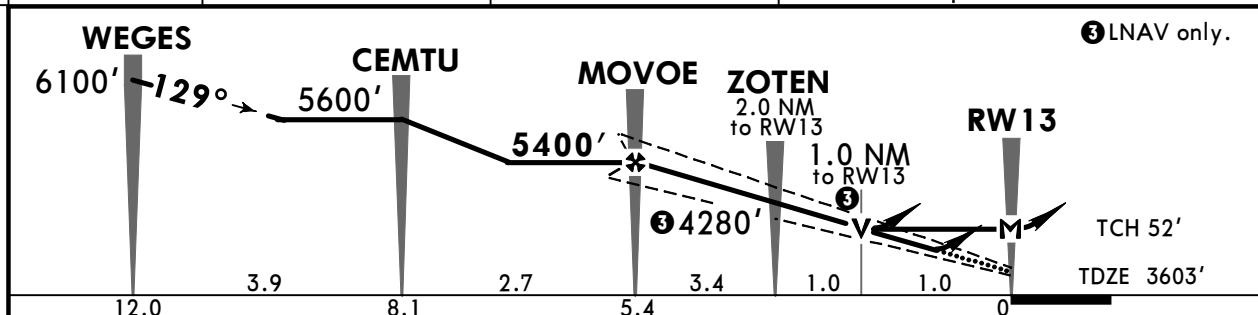
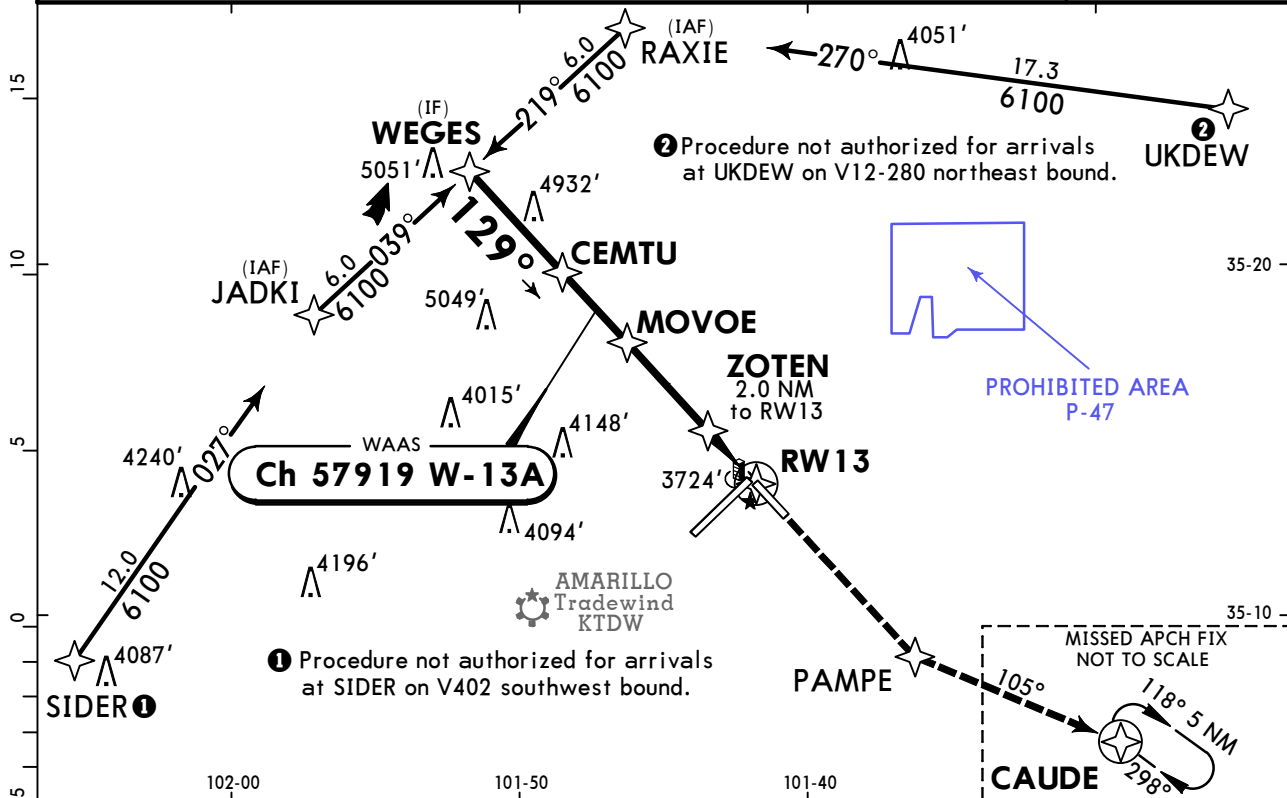
KAMA/AMA
HUSBAND AMARILLO INTL

4 SEP 20

12-2
JEPPESSEN
AMARILLO, TEXAS
RNAV (GPS) Y Rwy 13

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		*AMARILLO Approach (R)		ALBUQUERQUE Center (R)		*AMARILLO Tower		*Ground	
118.85		119.5		127.85 when App inop.		CTAF 118.3		121.9	
WAAS Ch 57919 W-13A	Final Apch Crs 129°	MOVEO 5400' (1797')		LPV DA(H) 3803' (200')		Apt Elev 3607' TDZE 3603'		6100 MSA RW13	
MISSED APCH: Climb to 5400' direct PAMPE and on track 105° to CAUDE and hold.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
RNP Apch									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 41°C. 2. Pilot controlled lighting 118.3.									



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW13										

TERPS STRAIGHT-IN LANDING RWY 13

LPV			LNAV/VNAV			LNAV			CIRCLE-TO-LAND	
DA(H) 3803' (200')			DA(H) 3976' (373')			MDA(H) 3980' (377')			Max Kts	MDA(H)
$\frac{3}{4}$			$1\frac{1}{4}$			1			90	4080' (473') - 1
									120	
									140	4240' (633') - 1 $\frac{3}{4}$
									165	4280' (673') - 2 $\frac{1}{4}$

TERPS AMEND 1A 13 JAN 2011

KAMA/AMA

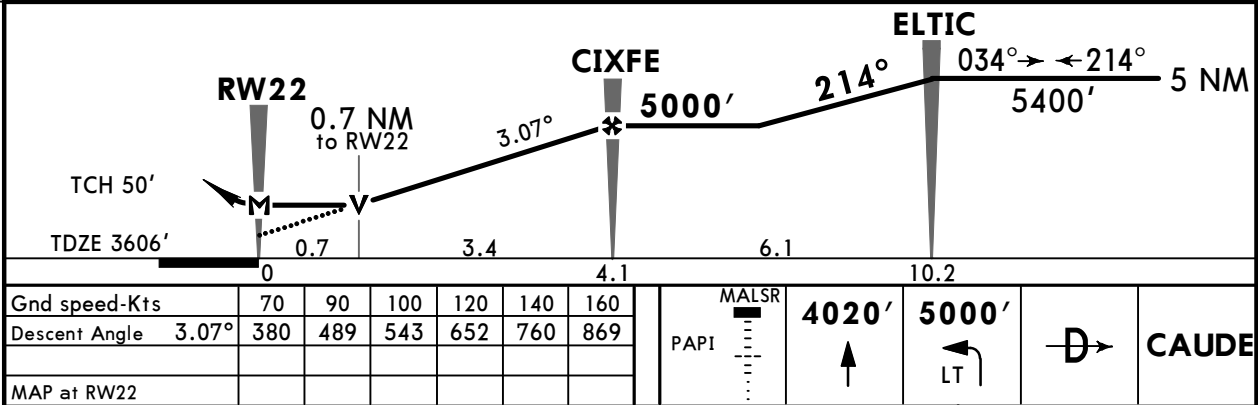
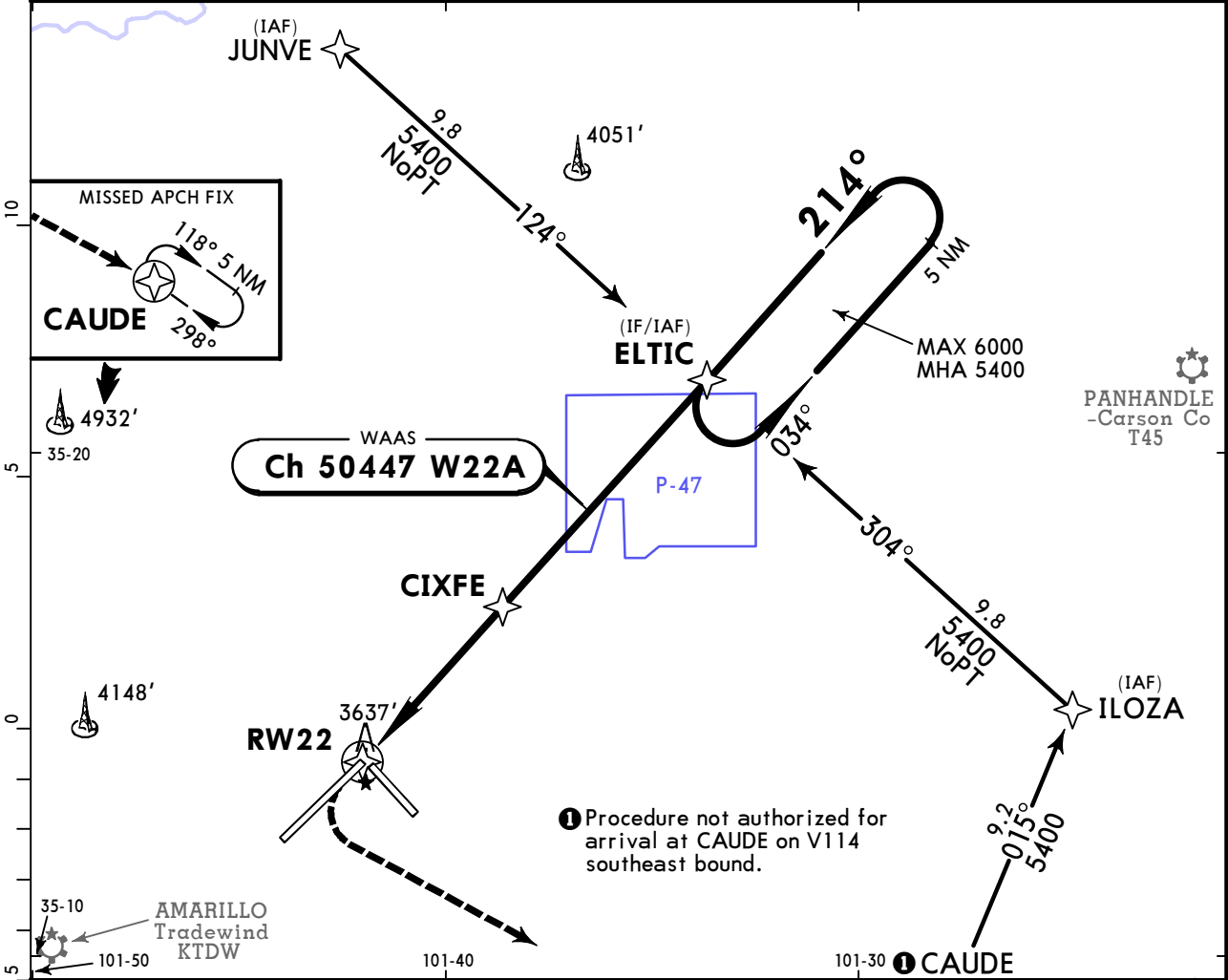
HUSBAND AMARILLO INTL

1 AUG 25
Eff 7 Aug

12-3

AMARILLO, TEXAS
RNAV (GPS) Y Rwy 22

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
WAAS Ch 50447 W22A	Final Apch Crs 214°	CIXFE 5000' (1394')	LP MDA(H) 3900' (294')	Appt Elev 3607' TDZE 3606'
MISSED APCH: Climb to 4020' then climbing LEFT turn to 5000' direct CAUDE and hold.				
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. Final approach course offset 4.01°. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 77'). 3. Pilot controlled lighting 118.3.				
6100				
MSA RW22				



TERPS				STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
LP		LNAV		RAIL/ALS out		RAIL/ALS out		Max Kts	MDA(H)
MDA(H) 3900' (294')		MDA(H) 4020' (414')						90	4080' (473') - 1
3/4		3/4		1		1 1/8		120	4240' (633') - 1 3/4
7/8								140	4280' (673') - 2 1/4
								165	

CHANGES: Procedure.

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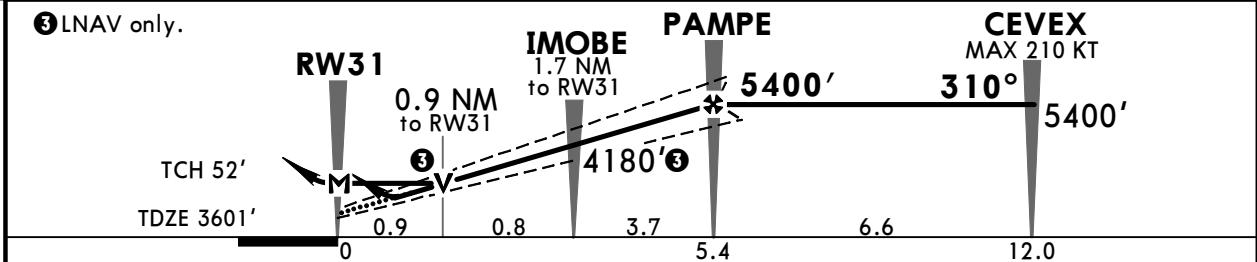
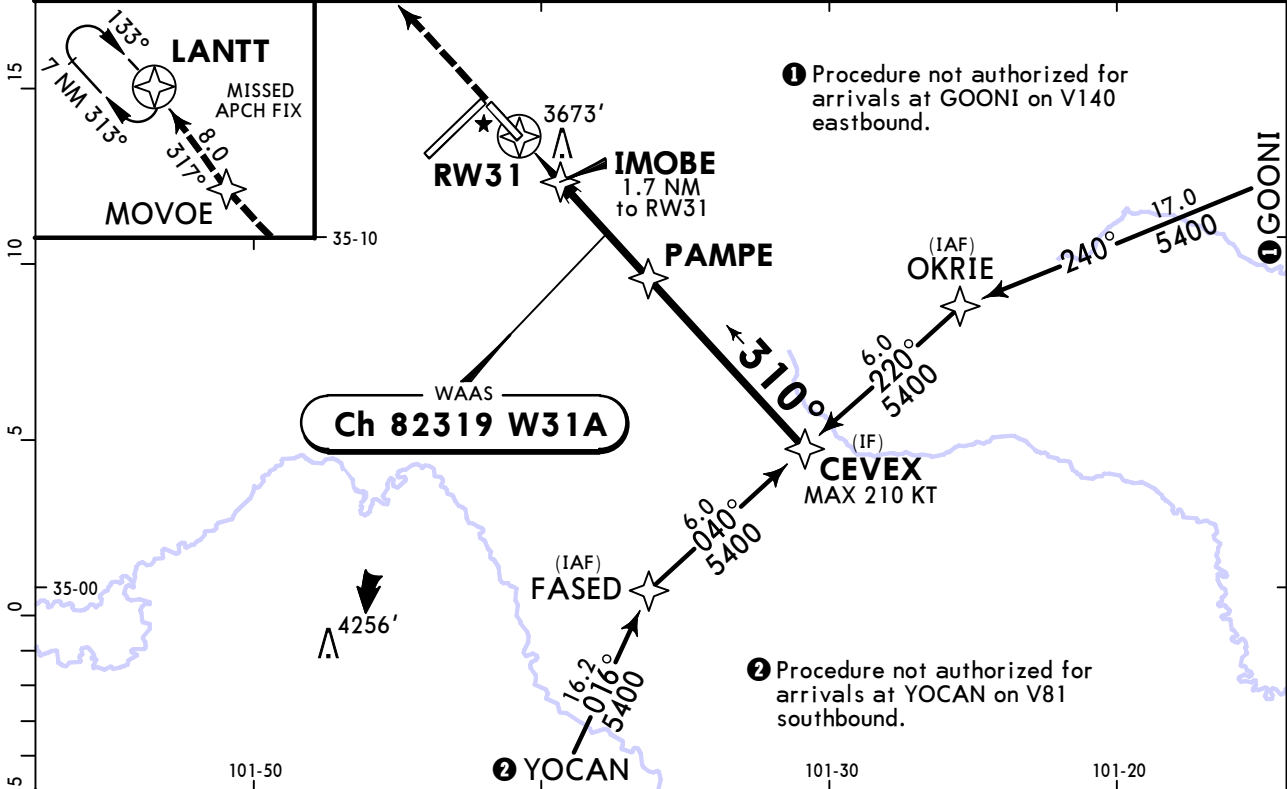
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HUSBAND AMARILLO INTL

JEPPESEN
1 AUG 25
Eff 7 Aug (12-4)

AMARILLO, TEXAS
RNAV (GPS) Y Rwy 31

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
WAAS Ch 82319 W31A	Final Apch Crs 310°	PAMPE 5400' (1799')	LPV DA(H) (CONDITIONAL) 3851' (250')	Apt Elev 3607' TDZE 3601'
MISSED APCH: Climb to 6100' direct MOVOE and on track 317° to LANTT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Borger altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C (7°F) or above 46°C (116°F). 4. Baro-VNAV and VDP not authorized with Borger altimeter setting. 5. Pilot controlled lighting 118.3.				
6100 MSA RW31				



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	6100'	D	MOVOE
Glide Path Angle 3.04°	376	484	538	645	753	861					
MAP at RW31											

TERPS				STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting			
				LPV DA(H) 3851' (250')	LNAV/VNAV DA(H) 3851' (250')	LNAV MDA(H) 3940' (339')		Max Kts	MDA(H)		
A								90		4080' (473') - 1	
B								120		4240' (633') - 1 3/4	
C								140		4280' (673') - 2 1/4	
D								165			
				With Borger Altimeter Setting				Max Kts	MDA(H)		
A				LPV DA(H) 4004' (403')	LNAV/VNAV DA(H) 4004' (403')	LNAV MDA(H) 4100' (499')		90		4240' (633') - 1	
B								120		4400' (793') - 2 1/4	
C								140		4440' (833') - 2 3/4	
D								165			

CHANGES: Topography, format.

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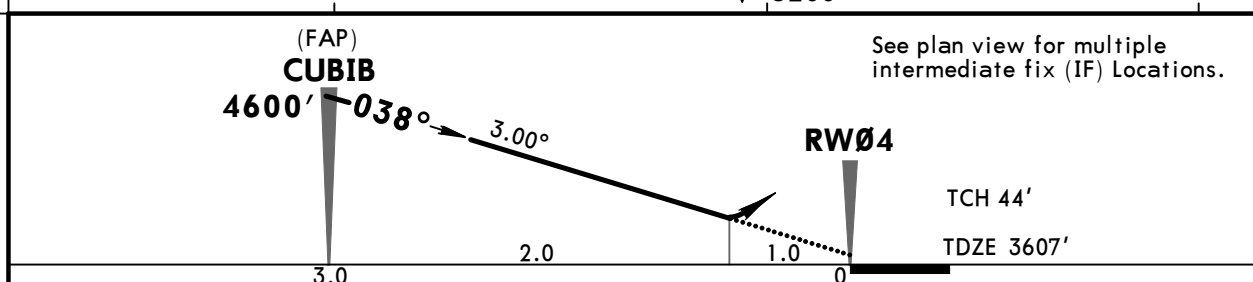
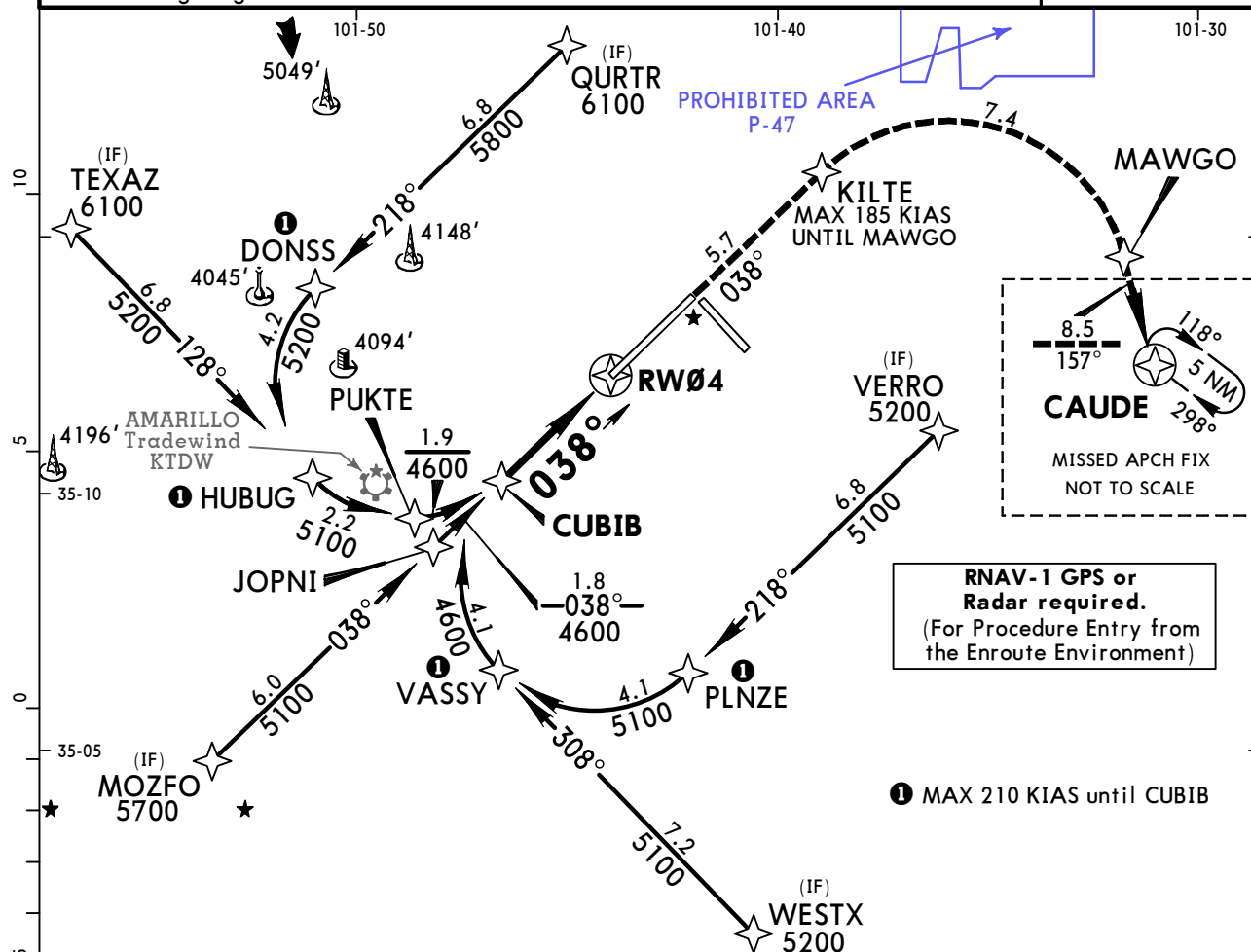
KAMA/AMA
HUSBAND AMARILLO INTL
JEPPESSEN

6 OCT 17

Eff 12 Oct
12-20
AMARILLO, TEXAS
RNAV (RNP) Z Rwy 4

BRIEFING STRIP™

*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 038°	Minimum Alt CUBIB 4600' (993')	RNP 0.12 DA(H) 3969' (362')	Apt Elev 3607' TDZE 3607'
MISSED APCH: Climb to 5400' on track 038° to KILTE, RIGHT turn to MAWGO, then on track 157° to CAUDE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 53°C (128°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 61'). 5. Pilot controlled lighting 118.3.				
				6100 MSA RW04



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

TERPS		STRAIGHT-IN LANDING RWY 4	
RNP 0.12 DA(H) 3969' (362')	RAIL/ALS out	RNP 0.30 DA(H) 4019' (412')	RAIL/ALS out

A			
B			
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1
D			1 3/8

CHANGES: Procedure.

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HUSBAND AMARILLO INTL

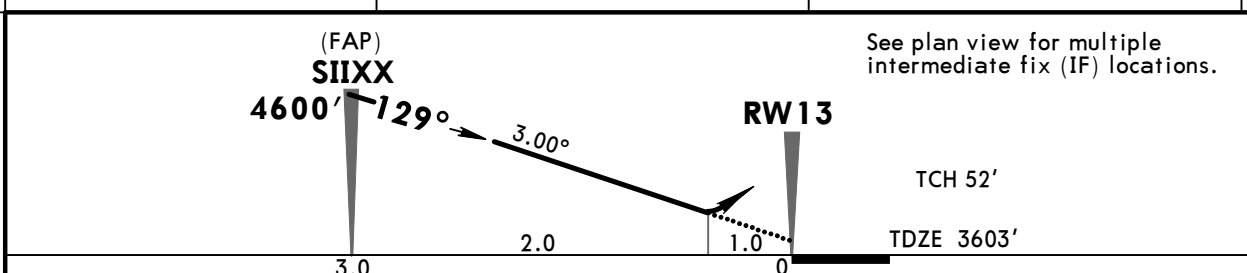
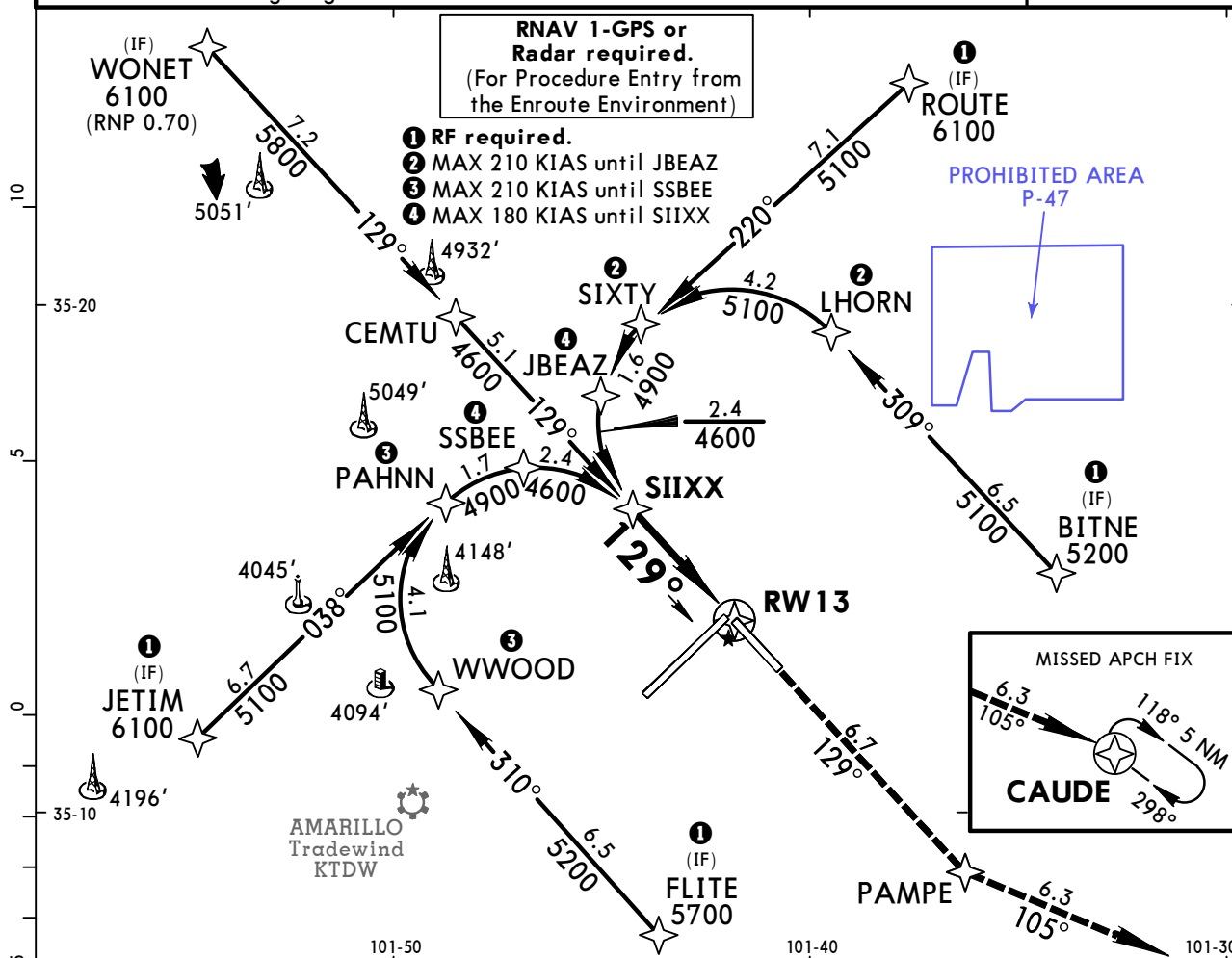
JEPPESEN

AMARILLO, TEXAS

RNAV (RNP) Z Rwy 13

6 OCT 17
Eff 12 Oct 12-21

*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 129°	Minimum Alt SIIXX 4600' (997')	RNP 0.30 DA(H) 3976' (373')	Apt Elev 3607' TDZE 3603'
MISSED APCH: Climb to 5400' on track 129° to PAMPE and on track 105° to CAUDE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 51°C (124°F). 4. Pilot controlled lighting 118.3.				
				6100 MSA RW13



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	5400'	on 129°	PAMPE
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

TERPS STRAIGHT-IN LANDING RWY 13
RNP 0.30
DA(H) 3976' (373')

A	
B	
C	
D	

1 1/4

KAMA/AMA

HUSBAND AMARILLO INTL

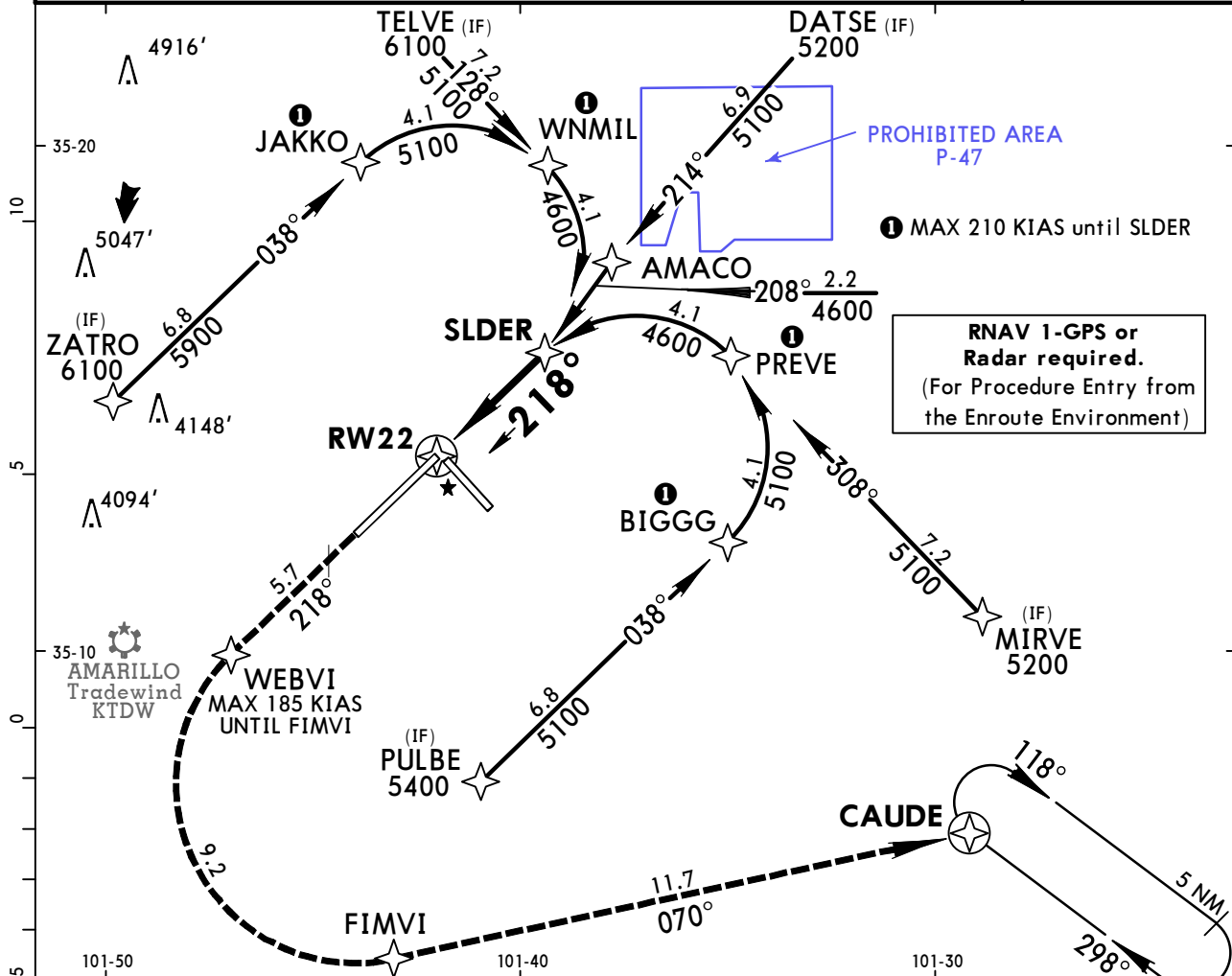
10 NOV 23

(12-22)

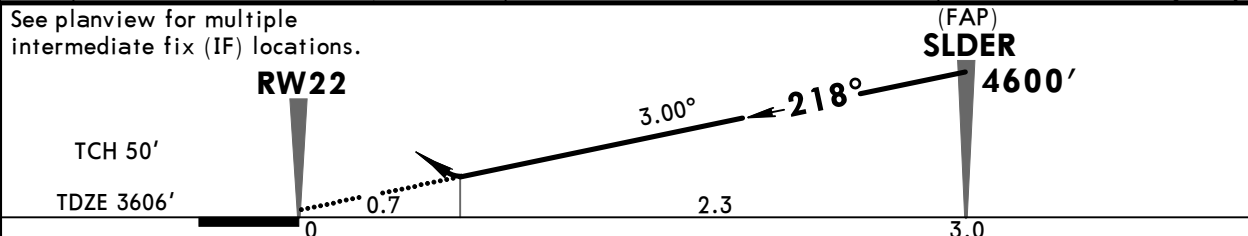
AMARILLO, TEXAS

RNAV (RNP) Z RWY 22

ATIS (ASOS when Twr inop) 118.85		*AMARILLO Approach (R) 119.5		ALBUQUERQUE Center (R) 127.85 when App inop.		*AMARILLO Tower CTAF 118.3		*Ground 121.9	
RNAV	Final Apch Crs 218°	Minimum Alt SLDER 4600' (994')	RNP 0.14 DA(H) 3884' (278')	Apt Elev 3607' TDZE 3606'		 6100 MSA RW22			
MISSED APCH: Climb to 5400' on track 218° to WEBVI, LEFT turn to FIMVI, then on track 070° to CAUDE and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 52°C (125°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77'). 5. Pilot controlled lighting 118.3.									



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

TERPS

STRAIGHT-IN LANDING RWY 22

		RNP 0.14 DA(H) 3884' (278')		RNP 0.30 DA(H) 3958' (352')	
		RAIL/ALS out		RAIL/ALS out	
A	1/2	7/8	3/4	1 1/8	
B					
C					
D					

CHANGES: Topography.

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AMARILLO, TEXAS

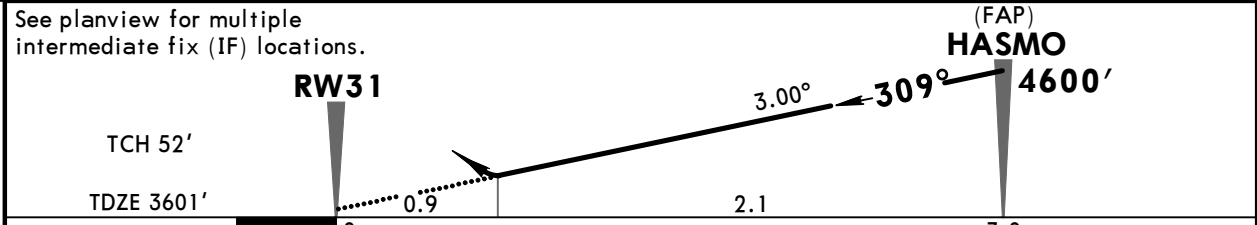
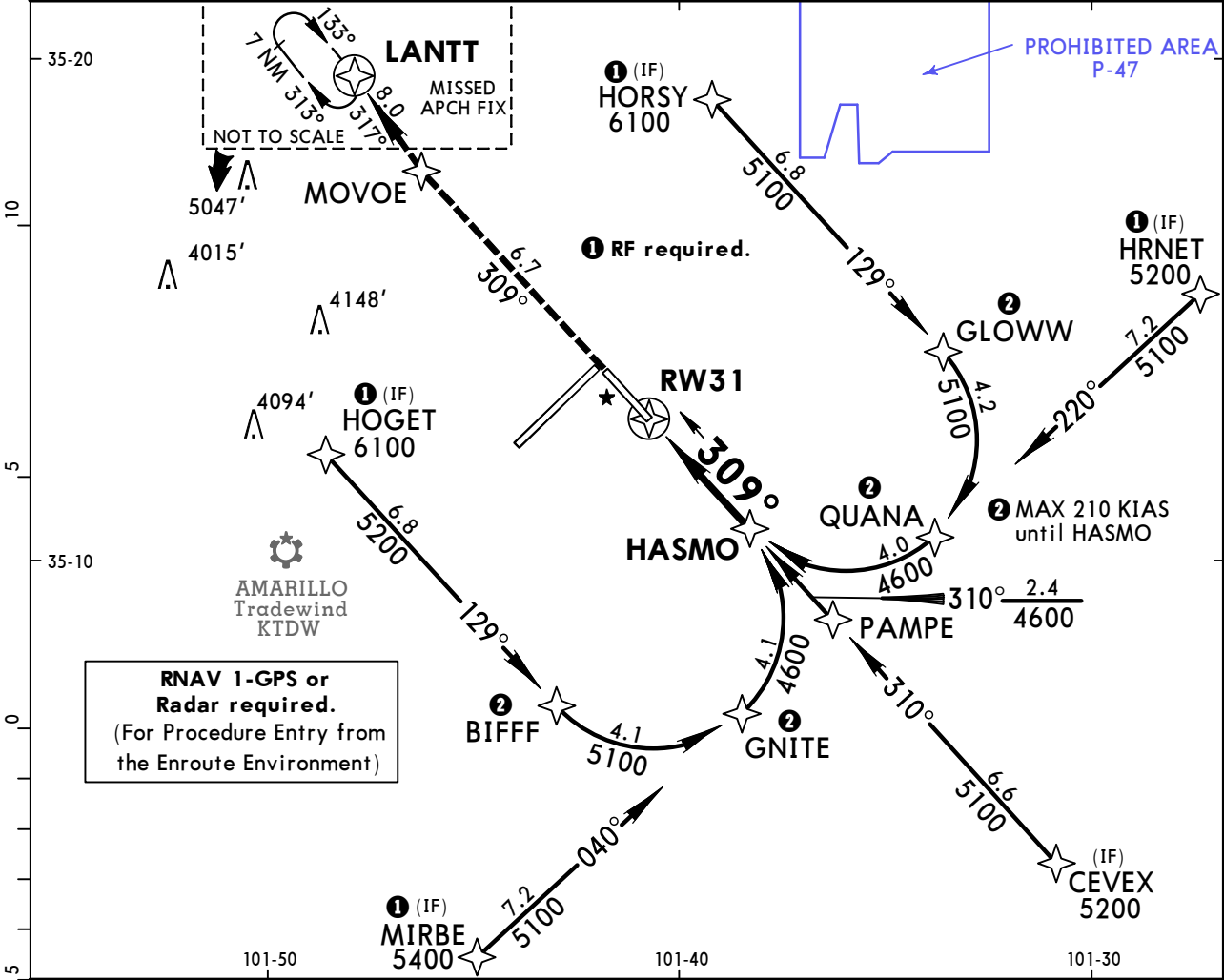
HUSBAND AMARILLO INTL

10 NOV 23

12-23

RNAV (RNP) Z Rwy 31

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 309°	Minimum Alt HASMO 4600' (999')	RNP 0.30 DA(H) 3930' (329')	Apt Elev 3607' TDZE 3601'
MISSED APCH: Climb to 6200' on track 309° to MOVEOE and on track 317° to LANTT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below authorized below -14°C (7°F) or above 51°C (124°F). 4. Pilot controlled lighting 118.3.				
6100				
MSA RW31				



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

TERPS STRAIGHT-IN LANDING RWY 31
RNP 0.30
DA(H) 3930' (329')

A	
B	
C	
D	

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HUSBAND AMARILLO INTL
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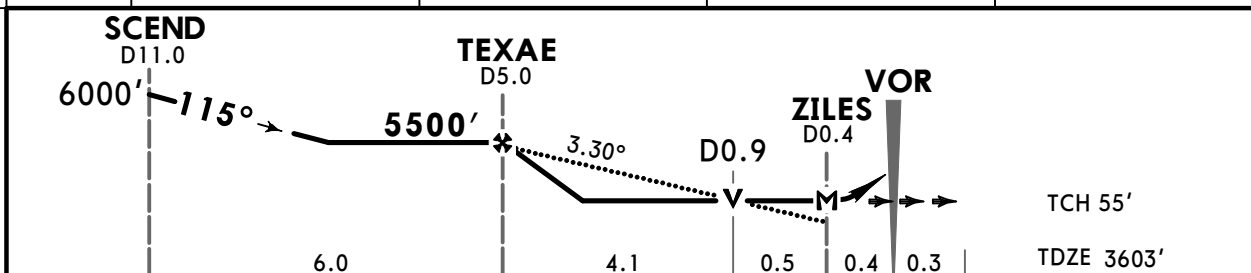
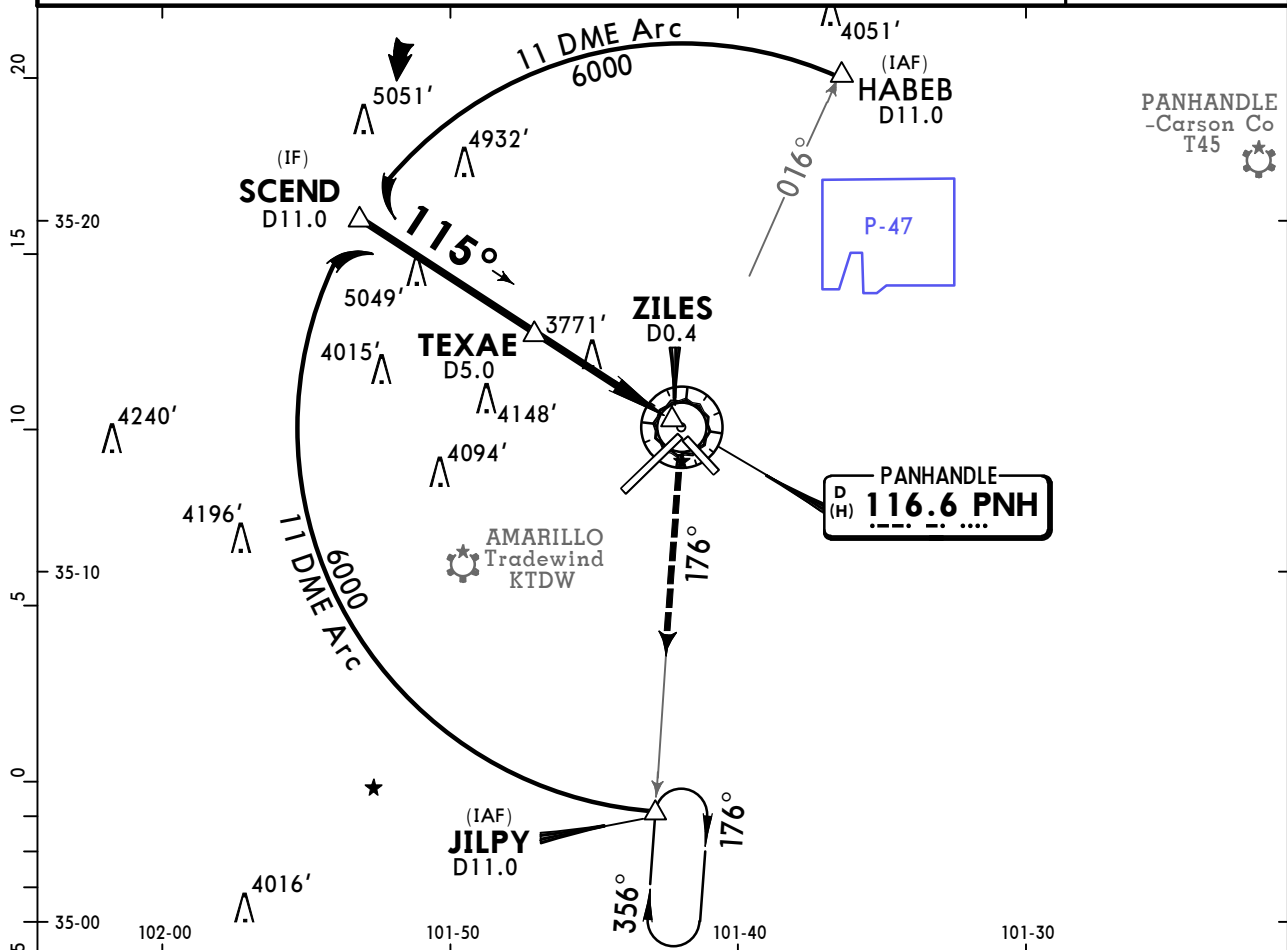
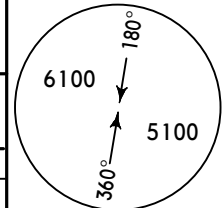
4 OCT 19 **(13-1)** Eff 10 Oct

AMARILLO, TEXAS
VOR Rwy 13

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 118.85		*AMARILLO Approach (R) 119.5		ALBUQUERQUE Center (R) 127.85 when App inop.		*AMARILLO Tower CTAF 118.3		*Ground 121.9	
VOR PNH 116.6		Final Apch Crs 115°		Minimum Alt TEXAE 5500' (1897')		MDA(H) 4040' (437')		Apt Elev 3607' TDZE 3603'	
MISSED APCH: Climbing RIGHT turn to 5300' outbound on PNH VOR R-176 to JILPY/D11.0 and hold.									
Alt Set: INCHES				Trans level: FL 180			Trans alt: 18000'		
1. DME required. 2. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 52'). 3. Pilot controlled lighting 118.3.									

MSA PNH VOR



Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle	3.30°	409	526	584	701	817	934					
MAP at ZILES												

TERPS **STRAIGHT-IN LANDING RWY 13**

MDA(H) 4040' (437')		CIRCLE-TO-LAND	

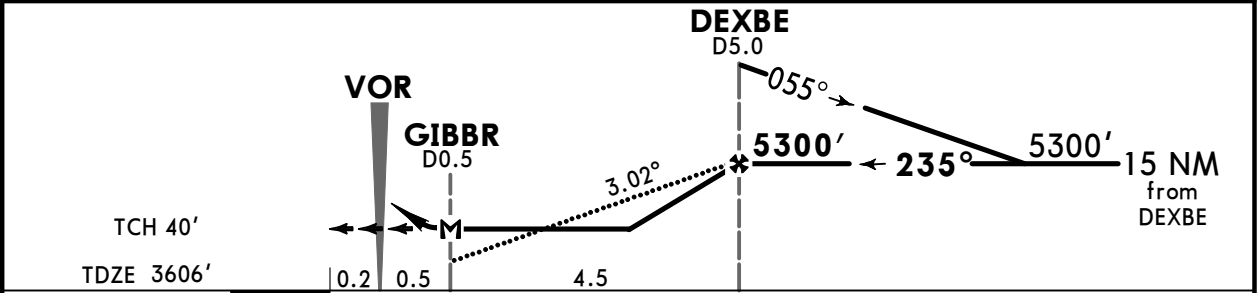
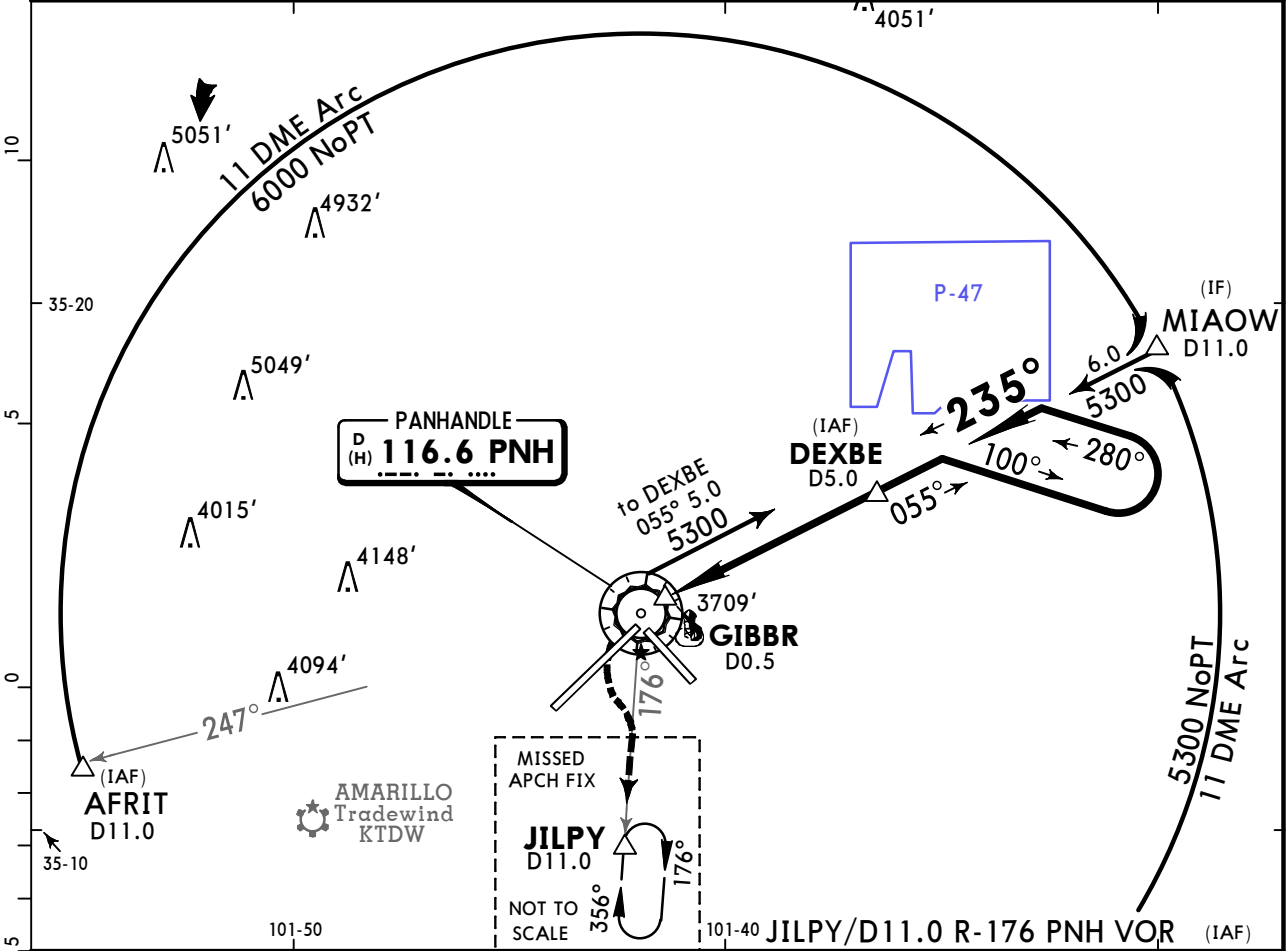
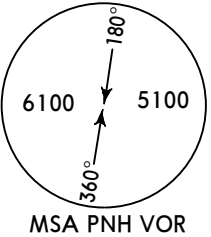
A	1	90	4080'(473') - 1
B		120	
C	1 1/4	140	4240'(633') - 1 1/2
D		165	4280'(673') - 2

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HUSBAND AMARILLO INTL

JEPPESSEN
4 OCT 19 13-2 Eff 10 Oct

AMARILLO, TEXAS
VOR Rwy 22

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
VOR PNH 116.6	Final Apch Crs 235°	Minimum Alt DEXBE 5300' (1694')	MDA(H) 3960' (354')	Apt Elev 3607' TDZE 3606'
MISSED APCH: Climbing LEFT turn to 5300' outbound on PNH R-176 to JILPY/D11.0 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 77'). 3. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5300' on 116.6 PNH R-176 LT	JILPY
Descent Angle	3.02°	374	481	534	641	748			
MAP at GIBBR									

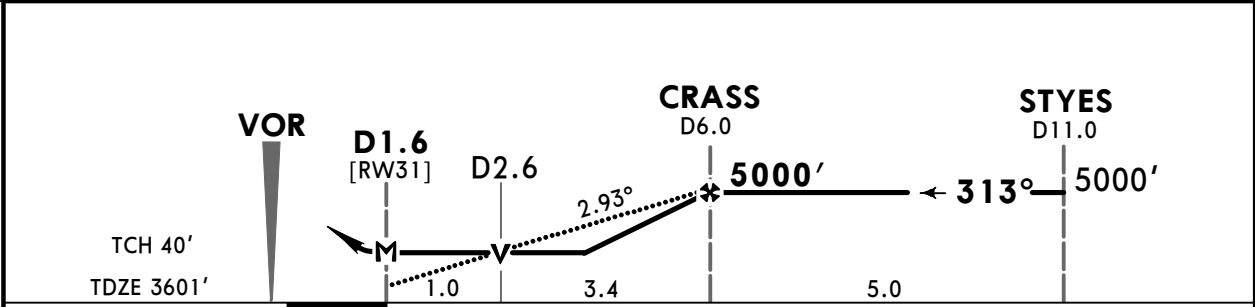
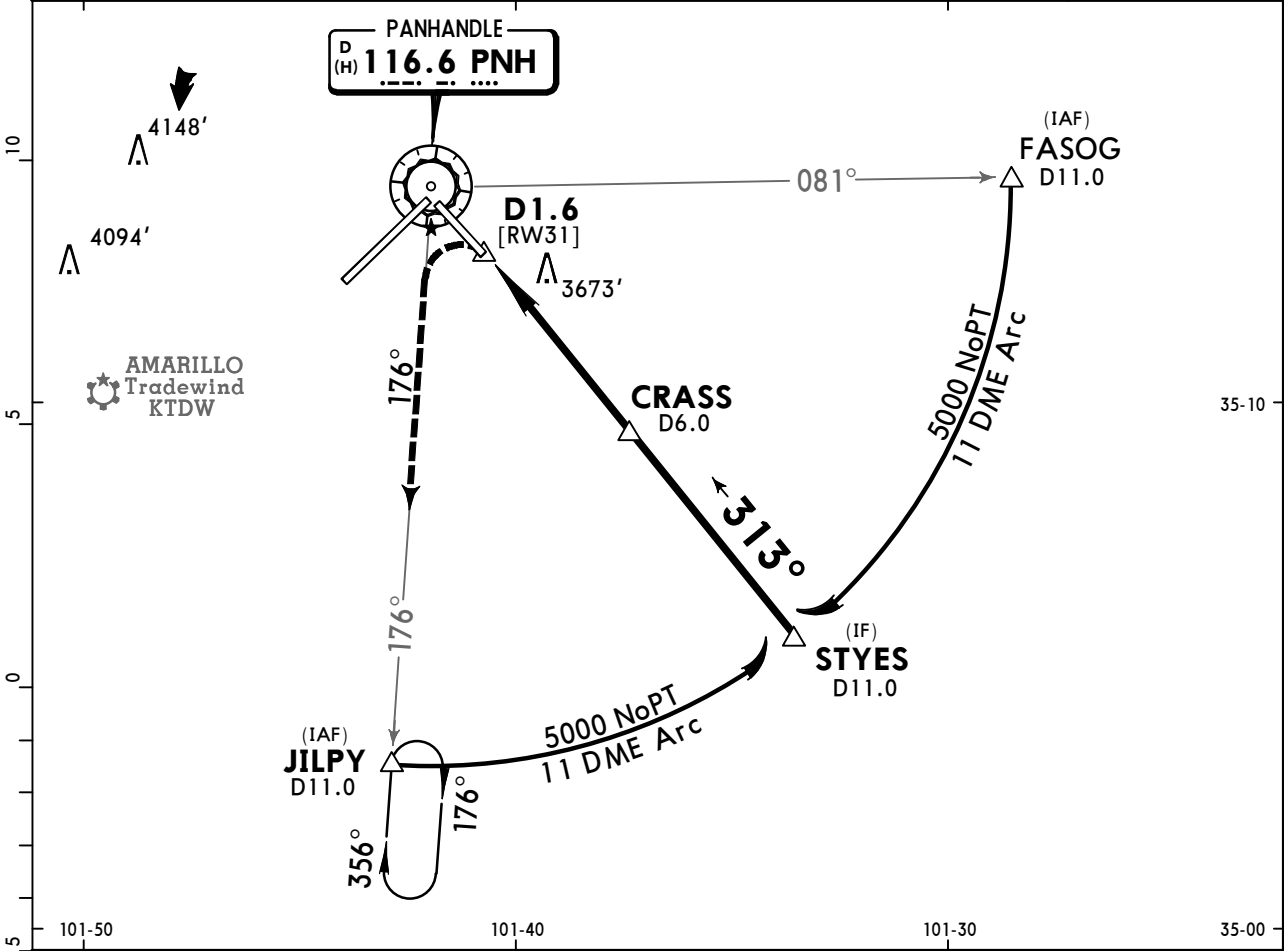
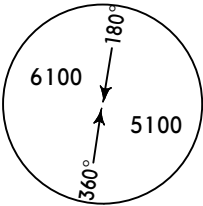
TERPS STRAIGHT-IN LANDING RWY 22					CIRCLE-TO-LAND				
MDA(H) 3960' (354')					Max Kts				
RAIL/ALS out					MDA(H)				
A	1/2		1		90	4080' (473') - 1			
B					120				
C	3/4		1		140	4240' (633') - 1 3/4			
D	1		1 1/2		165	4280' (673') - 2 1/4			

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HUSBAND AMARILLO INTL

10 NOV 23 (13-3)

AMARILLO, TEXAS
VOR Rwy 31

ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
VOR PNH 116.6	Final Apch Crs 313°	Minimum Alt CRASS 5000' (1399')	MDA(H) 3960' (359')	Apt Elev 3607' TDZE 3601'
MISSED APCH: Climbing LEFT turn to 5300' outbound on PNH VOR R-176 to JILPY/D11.0 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 52'). 3. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	5300' on 116.6 PNH LT R-176 JILPY
Descent Angle 2.93°	363	466	518	622	726	829		
MAP at D1.6 PNH or CRASS to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39		

TERPS STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
MDA(H) 3960' (359')			Max Kts		
1			90	MDA(H)	
			120	4080' (473') - 1	
			140	4240' (633') - 1¾	
			165	4280' (673') - 2¼	

CHANGES: Lighting.

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AMARILLO, TEXAS

HUSBAND AMARILLO INTL

16 APR 21

(18-1)

RADAR-1 ASR All Rwys

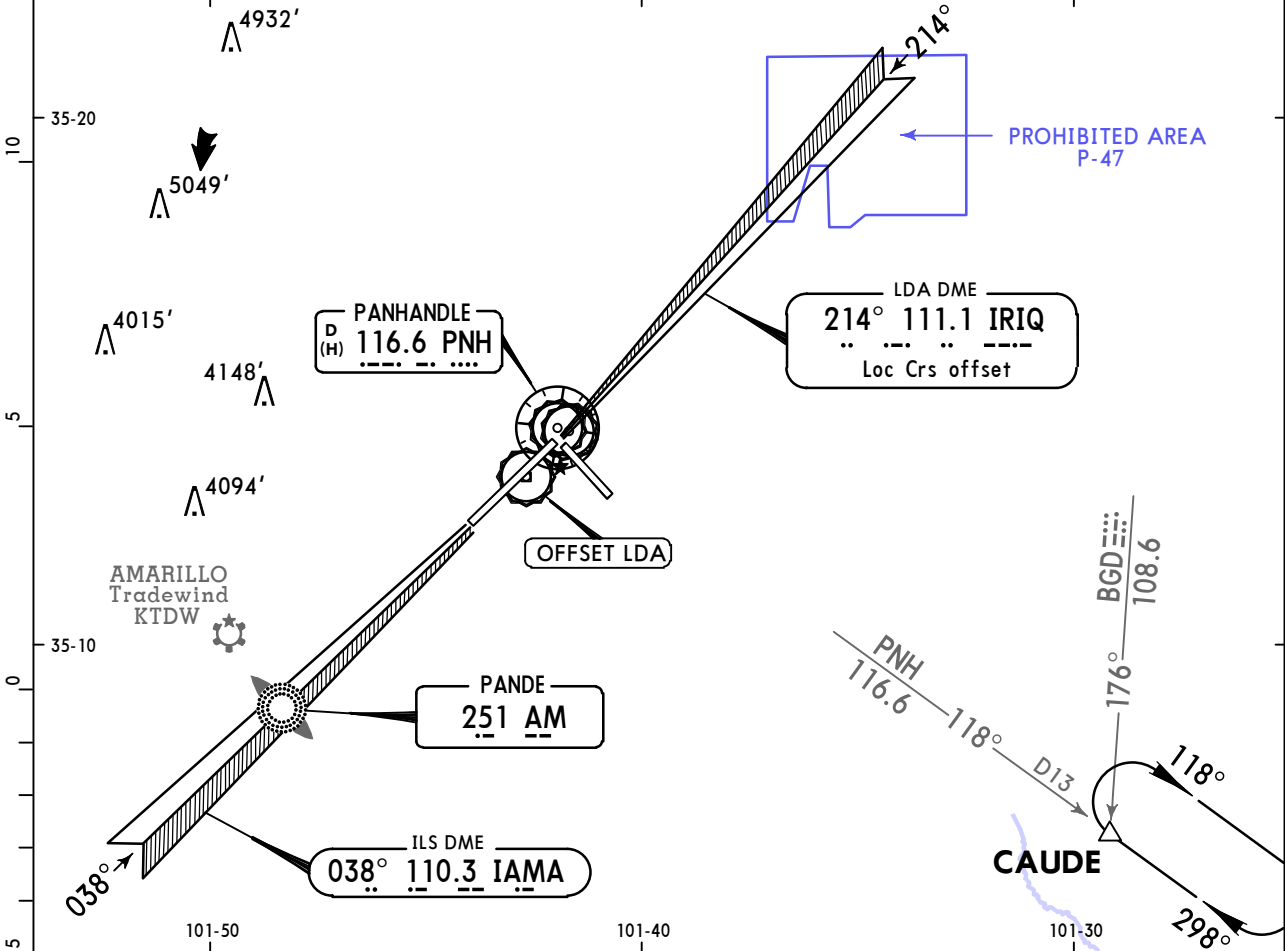
ATIS (ASOS when Twr inop) 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Radar 119.5	*AMARILLO Tower CTAF 118.3	*Ground 121.9
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RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 3607' TDZE-See Below	No MSA published
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Missed Approach - See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. When Twr inop, procedure not authorized. 2. Pilot controlled lighting 118.3.



RWY 13	NM to THR	3.0		2.0	
	ALTITUDE	4660'		4300'	
RWYS 4, 22, 31	NM to THR	4.0	3.0	2.0	
	ALTITUDE	4720'	4440'	4160'	

MISSED APPROACH:

Runways 4 & 31: Climbing RIGHT turn to 5000' direct CAUDE INT and hold.

Runways 13 & 22: Climbing LEFT turn to 5000' direct CAUDE INT and hold.

RWY 4 TDZE 3605'	RWY 13 TDZE 3603'	RWY 22 TDZE 3603'	RWY 31 TDZE 3598'
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ASR Rws 4, 13, 22, 31: MAP at Rwy Thr

Lighting
Refer to
Airport
Chart

TERPS

ASR 4			STRAIGHT-IN LANDING			ASR 31			CIRCLE-TO-LAND	
MDA(H) 4160' (555')			ASR 13 MDA(H) 4040' (437')			MDA(H) 3960' (357')			MDA(H)	
RAIL/ALS out			RAIL/ALS out			RAIL/ALS out			Max Kts	
A	RVR 24 or 1/2	RVR 50 or 1	1						90	4160' (553') - 1
B									120	
C	RVR 50 or 1	1 1/2							140	4240' (633') - 1 3/4
D	RVR 60 or 1 1/4	1 3/4	1 1/4						165	4280' (673') - 2 1/4

CHANGES: Circling icon added, circling minimums, chart format.

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AMARILLO, TX (HUSBAND AMARILLO INTL - KAMA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAMA

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.