THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
P. O. BOX : 7547 - AMMAN

PHONE : +962 6 4872681
FAX: +962 6 4891266
AFS : OJAMYHYX
E-mail: ais.hq@carc.gov.jo

Website: www.carc.jo

AIP JORDAN
AMENDMENT 59/2011
01 FEB 2011

1. Insert the attached new or replacement pages dated 01FEB 2011 in accordance with the new checklist, new or replacement pages are indicated by a star * against the relevant page numbers in the checklist.

This bar and arrow are inserted on reprint pages to indicate any changes that have been incorporated

2. Record entry of Amendment on page GEN 0.2-1.

3. The following NOTAM is herby cancelled:

A0193/10

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN		**GEN**	
0.4-1	01 NOV 2010	0.4-1	01 FEB 2011
0.4-2	01 NOV 2010	0.4-2	01 FEB 2011
1.7-2	01 NOV 2010	1.7-2	01 FEB 2011
2.1-2	01 NOV 2010	2.1-2	01 FEB 2011
2.5-1	01 FEB 2010	2.5-1	01 FEB 2011
3.2-5	01 NOV 2006	3.2-5	01 FEB 2011
AD 1			
1.5-1	01 FEB 2010	1.5-1	01 FEB 2011
AD 2 (OJAQ)			
2.1	01 AUG 2007	2.1	01 FEB 2011
2.2	01 AUG 2007	2.2	01 FEB 2011
2.3	01 AUG 2007	2.3	01 FEB 2011
2.4	01 AUG 2007	2.4	01 FEB 2011
2.5	01 AUG 2007	2.5	01 FEB 2011
2.6	01 AUG 2007	2.6	01 FEB 2011
2.7	01 AUG 2007	2.7	01 FEB 2011
2.8	01 AUG 2007	2.8	01 FEB 2011
2.9	01 MAY 2008	2.9	01 FEB 2011
2.10	01 MAY 2008	2.10	01 FEB 2011

AIS HEADQUARTERS

GEN 0.4 CHECK LIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 – GENERAL (GEN)		2.3-4	01 NOV 2006	4.1-2	01 NOV 2010
GEN 0		2.3-5	01 NOV 2006	4.1-3	01 NOV 2010
0.1-1	01 NOV 2010	2.4-1	01 FEB 2010	4.1-4	01 NOV 2010
0.1-2	01 NOV 2010	*2.5-1	01 FEB 2011	4.1-5	01 NOV 2010
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-6	01 NOV 2010
0.2-1	01 AUG 2009	2.6-2	01 MAY 2007	4.1-7	01 NOV 2010
0.2-2	01 MAY 2008	2.7-1	01 NOV 2006	4.1-8	01 NOV 2010
0.3-1	01 MAY 2009	2.7-2	01 NOV 2006	4.2-1	01 NOV 2010
*0.4-1	01 FEB 2011	2.7-3	01 NOV 2006	4.2-2	01 NOV 2010
*0.4-2	01 FEB 2011	2.7-4	01 NOV 2006		
0.5-1	01 NOV 2006	2.7-5	01 NOV 2006	**PART 2 – EN – ROUT (ENR)**	
0.6-1	01 NOV 2006	GEN 3		ENR 0	
0.6-2	01 NOV 2006	3.1-1	01 NOV 2010	0.6-1	01 MAY 2007
		3.1-2	01 NOV 2010	0.6-2	01 NOV 2008
GEN 1		3.1-3	01 MAY 2010		
1.1-1	01 NOV 2010	3.1-4	01 MAY 2010	ENR 1	
1.2-1	01 MAY 2008	3.1-5	01 MAY 2010	1.1-1	01 MAY 2008
1.2-2	01 MAY 2008	3.1-6	01 FEB 2010	1.1-2	01 MAY 2008
1.2-3	01 MAY 2008	3.1-7	01 AUG 2009	1.1-3	01 MAY 2008
1.3.1	01 NOV 2006	3.2-1	01 NOV 2010	1.2-1	01 MAY 2008
1.3.2	01 NOV 2006	3.2-2	01 NOV 2010	1.2-2	01 MAY 2008
1.4.1	01 NOV 2006	3.2-3	01 FEB 2010	1.2-3	01 NOV 2010
1.5-1	01 MAY 2010	3.2-4	01 MAY 2009	1.3-1	01 FEB 2007
1.6-1	01 NOV 2007	*3.2-5	01 FEB 2011	1.4-1	01 FEB 2007
1.7-1	01 NOV 2010	3.3-1	01 NOV 2010	1.5-1	01 AUG 2009
*1.7-2	01 FEB 2011	3.3-2	01 FEB 2010	1.5-2	01 FEB 2007
1.7-3	01 NOV 2010	3.3-3	01 MAY 2008	1.5-3	01 FEB 2007
1.7-4	01 NOV 2010	3.4-1	01 NOV 2010	1.5-4	01 FEB 2007
1.7-5	01 NOV 2010	3.4-2	01 NOV 2010	1.5-5	01 MAY 2008
1.7-6	01 NOV 2010	3.4-3	01 FEB 2010	1.5-6	01 AUG 2009
GEN 2		3.4-4	01 FEB 2010	1.5-7	01 AUG 2009
2.1-1	01 NOV 2010	3.5-1	01 MAY 2009	1.5-8	01 AUG 2009
*2.1-2	01 FEB 2011	3.5-2	01 AUG 2009	1.5-9	01 FEB 2007
2.1-3	01 NOV 2010	3.5-3	01 FEB 2010	1.5-10	01 FEB 2007
2.2-1	01 NOV 2010	3.5-4	01 FEB 2010	1.5-11	01 MAY 2010
2.2-2	01 NOV 2010	3.5-5	01 NOV 2007	1.5-12	01 MAY 2010
2.2-3	01 NOV 2010	3.5-6	01 NOV 2006	1.5-13	01 FEB 2010
2.2-4	01 NOV 2010	3.5-7	01 NOV 2006	1.5-14	01 FEB 2010
2.2-5	01 NOV 2010	3.5-8	01 NOV 2006	1.5-15	01 FEB 2010
2.2-6	01 NOV 2010	3.5-9	01 NOV 2006	1.5-16	01 FEB 2010
2.2-7	01 NOV 2010	3.5-10	01 NOV 2006	1.5-17	01 FEB 2010
2.2-8	01 NOV 2010	3.5-11	01 NOV 2006	1.5-18	01 FEB 2010
2.2-9	01 NOV 2010	3.5-12	01 NOV 2006	1.5-19	01 FEB 2010
2.2-10	01 NOV 2010	3.5-13	01 NOV 2006	1.5-20	01 FEB 2010
2.2-11	01 NOV 2010	3.5-14	01 NOV 2006	1.5-21	01 FEB 2010
2.2-12	01 NOV 2010	3.5-15	01 NOV 2006	1.5-22	01 FEB 2010
2.2-13	01 NOV 2010	3.5-16	01 NOV 2006	1.5-23	01 FEB 2010
2.2-14	01 NOV 2010	3.5-17	01 NOV 2006	1.5-24	01 FEB 2010
2.2-15	01 NOV 2010	3.5-18	01 FEB 2010	1.5-25	01 FEB 2010
2.2-16	01 NOV 2010	3.5-19	01 FEB 2010	1.5-26	01 FEB 2010
2.2-17	01 NOV 2010	3.5-20	01 FEB 2010	1.6-1	01 MAY 2008
2.2-18	01 NOV 2010	3.5-21	01 FEB 2010	1.6-2	01 MAY 2008
2.2-19	01 NOV 2010	3.5-22	01 FEB 2010	1.6-3	01 MAY 2008
2.2-20	01NOV 2010	3.6-1	01 NOV 2008	1.6-4	01 MAY 2008
2.3-1	01 NOV 2006	3.6-2	01 MAY 2008	1.6-5	01 FEB 2007
2.3-2	01 NOV 2006	3.6-3	01 NOV 2006	1.6-6	01 FEB 2008
2.3-3	01 NOV 2006	GEN 4		1.6-7	01 FEB 2007
		4.1-1	01 NOV 2010		

GEN 0.4 CHECK LIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
1.7-1	01 FEB 2007	PART 3 - AERODROMES (AD)		2-31A	01 MAY 2001
1.7-2	01 FEB 2007	AD 0		2-31B	01 MAY 2001
1.7-3	01 FEB 2007	0.6-1	01 FEB 2010	2-31C	01 MAY 2001
1.8-1	01 FEB 2007	0.6-2	01 FEB 2010	2-35	01 MAY 2001
1.8-2	01 FEB 2007	AD 1		2-35A	01 MAY 2001
1.9-1	01 FEB 2007	1.1-1	01 MAY 2008	2-37	01 MAY 2006
1.10-1	01 NOV 2010	1.1-2	01 MAY 2008	2-37A	01 MAY 2006
1.10-2	01 MAY 2008	1.1-3	01 AUG 2007	2037B	01 MAY 2006
1.10-3	01 FEB 2007	1.2-1	01 MAY 2008	2-37C	01 MAY 2006
1.10-4	01 FEB 2007	1.2-2	01 MAY 2008	2-37D	01 MAY 2006
1.10-5	01 FEB 2007	1.3-1	01 FEB 2010	2-37E	01 MAY 2006
1.10-6	01 FEB 2007	1.4-1	01 AUG 2007	2-37F	01 MAY 2006
1.11-1	01 FEB 2007	*1.5-1	01 FEB 2011	2.37G	01 MAY 2008
1.12-1	01 FEB 2007	AD 2 (OJAM)		AD 2 (OJAQ)	
1.12-2	01 FEB 2007	2.1	01 MAY 2009	*2.1	01 FEB 2011
1.12-3	01 FEB 2007	2.2	01 MAY 2009	*2.2	01 FEB 2011
1.12-4	01 FEB 2007	2.3	01 MAY 2009	*2.3	01 FEB 2011
1.13-1	01 FEB 2007	2.4	01 MAY 2009	*2.4	01 FEB 2011
1.14-1	01 MAY 2008	2.5	01 AUG 2007	*2.5	01 FEB 2011
1.14-2	01 MAY 2008	2.6	01 AUG 2007	*2.6	01 FEB 2011
1.14-3	01 FEB 2007	2.7	01 MAY 2008	*2.7	01 FEB 2011
1.14-4	01 FEB 2007	2.8	01 MAY 2008	*2.8	01 FEB 2011
1.14-5	01 FEB 2007	2.9	01 MAY 2009	*2.9	01 FEB 2011
1.14-6	01 FEB 2007	2.10	01 MAY 2009	*2.10	01 FEB 2011
1.14-7	01 FEB 2007	2.11	01 AUG 2007	2.11	01 NOV 2009
2.1-1	01 FEB 2007	2-19	01 MAY 2009	2-23	01 AUG 2005
2.1-2	01 FEB 2007	2-23	01 MAY 2009	2-25	01 AUG 2005
2.1-3	01 MAY 2008	2-25	01 MAY 2009	2-25A	01 MAY 2004
2.1-4	01 FEB 2009	2-25A	01 MAY 2009	2-31	01 MAY 2004
2.1-5	01 FEB 2007	2-31	01 MAY 2001	2-31A	01 MAY 2004
2.2-1	01 FEB 2007	2-31A	01 MAY 2001	2-37	01 AUG 2005
3.1-1	01 NOV 2008	2-35	01 MAY 2001	2-39	01 AUG 2005
3.1-2	01 AUG 2009	2-35A	01 MAY 2001		
3.1-3	01 NOV 2008	2-37	01 FEB 2002		
3.1-4	01 FEB 2010	2-37A	01 FEB 2002		
3.2-1	01 MAY 2008	2-37B	01 FEB 2002		
3.3-1	01 MAY 2008	AD 2 (OJAI)			
3.4-1	01 FEB 2007	2.1	01 AUG 2009		
3.5-1	01 FEB 2007	2.2	01 MAY 2008		
3.6-1	01 FEB 2007	2.3	01 MAY 2009		
4.1-1	01 MAY 2007	2.4	01 NOV 2009		
4.2-1	01 MAY 2007	2.5	01 AUG 2007		
4.3-1	01 MAY 2007	2.6	01 AUG 2009		
4.4-1	01 MAY 2010	2.7	01 AUG 2007		
4.5-1	01 MAY 2007	2.8	01 AUG 2009		
5.1-1	01 MAY 2009	2.9	01 AUG 2009		
5.1-2	01 MAY 2008	2.10	01 AUG 2007		
5.2-1	01 NOV 2009	2.11	01 FEB 2010		
5.3-1	01 NOV 2009	2.12	01 MAY 2009		
5.4-1	01 MAY 2007	2.13	01 AUG 2007		
5.5-1	01 NOV 2007	2.14	01 AUG 2007		
5.6-1	01 MAY 2008	2.15	01 MAY 2010		
5.6-2	01 MAY 2008	2-19	01 MAY 2009		
5.6-3	01 MAY 2008	2-21	01 MAY 2009		
5.6-4	01 MAY 2008	2-23	01 MAY 2009		
5.6-5	01 MAY 2008	2-25	01 MAY 2006		
6-1	01 FEB 2008	2-25A	01 MAY 2006		
6-3	01 MAY 2009	2-25B	01 MAY 2006		
6-7	01 MAY 2009	2-25C	01 MAY 2006		
6-8	01 MAY 2008	2-27	31 JULY 2008		
6-9	01 MAY 2008	2-31	01 MAY 2001		

GEN1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 - PERSONNEL LICENSING: NIL

---

2. ANNEX 2 - RULES OF THE AIR (9th EDITION)

Chapter 2 Territorial Application for the Rules of the Air

Para 2.2 Compliance with the Rules of the Air

Flight shall be conducted in accordance with either the general flight rules and VFR, or the general flight rules and IFR except those flights at and above FL150 and all flights at any level at night shall be conducted in accordance with the general flight rules and IFR. Flight within a control zone in IMC or at night shall be conducted in accordance with, either the general flight rules and IFR or the general flight rules and ATC instructions.

Para 2.3.1 Responsibility of Pilot in Command

If a pilot in command should deviate from the rules of the air in the interests of safety, he should inform the appropriate ATS unit as soon as practicable and submit a written report to the Chief Commissioner of Civil Aviation Regulatory Commission.

Chapter 3
3.3.1 Submission of a flight Plan

Para 3.3.1.2

Flight plan shall be submitted prior to operating within Amman FIR comprising information as contained in the items of ICAO flight plan.
FPL shall be submitted through one or more of the following methods:

a. Directly through the Operator (by filing the approved ICAO FPL Form personally)
b. Through the AFTN/AMHS Link.

Para 3.3.1.4

-For flights subject to Air Traffic Flow Management (ATFM) measures, FPL must be submitted at least 3 hours before estimated off block time, any change to EOBT of more than 15 minutes must be subject to a Modification Message.

Chapter 4 Visual Flight Rules

Para 4.4a Above FL 150.

No VFR aircraft are permitted to operate over Jordanian territory at less than 500 FT above ground level. In the Dead Sea area (1296 FT below mean Sea level) no aircraft are permitted to operate below 2000 FT above the level of the Dead Sea.

Chapter 5 IFR Rules

Para 5.1.2 Minimum Levels

Within the Jordan Valley/Dead Sea area, No aircraft shall be flown at less than ALT 11000, except when necessary for take-offs and landings or unless specifically authorized by the appropriate authority.

---

3. (PANS-ATM, DOC 4444) -PROCEDURES FOR AIR NAVIGATION SERVICES-AIR TRAFFIC MANAGEMENT

Appendix 2
Para 2.2 Instructions for insertion of ATS data

- In addition to the information required in items (7) to (18), full details of total number of persons on board and endurance shall be included in item (19).

-In addition, the pilot in command shall ensure that necessary overflight /landing approval for The Hashemite kingdom of Jordan territorial airspace has been obtained in accordance with requirements listed in GEN 1.2, before the flights is commenced; a copy of the approval shall be carried on board the aircraft and, except for air carriers scheduled services, the clearance number thereof shall be stated on the flight plan.

- In addition, the overflight/landing permission number and date, shall be stated in Remarks column of the appropriate flight plan (FPL- Item 18, RPL-Column Q)

4. ANNEX 3 - METEOROLOGY: NIL

---

5. ANNEX 4 - AERONAUTICAL CHARTS: NIL

---

6. ANNEX 5 - UNITES OF MEASUREMENTS: NIL

---

7. ANNEX 6 - OPERATION OF AIRCRAFT: NIL

---

8. ANNEX 7- AIRCRAFT NATIONALITY AND REGISTRATION MARKS NIL

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, PUBLIC HOLIDAYS

1. UNITS OF MEASUREMENTS

The table of units of measurement shown below will be used by aeronautical stations within Amman FIR, for air and ground operations.
Listed below are the quantities in common use and their respective units of measurements.

For Measurement of	Units used
Distance used in navigation, positions reporting, etc.....	Nautical mile
Relatively short distances such as those relating to aerodromes, e.g. runway lengths.	Meter or Feet
Altitudes, elevations and heights.	Feet
Horizontal speed including wind speed	Knots
Vertical Speed.	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off.	Degrees True
Visibility including RVR.	Kilometers or Meters
Altimeter Setting.	Hectopascal
Temperature	Degrees Celsius
Mass	Kilograms
Time	Minute MIN Hour H Day D Week, Month, Year

2. TEMPORAL REFERENCE TIME

General

Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service.

Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

Midnight is expressed as 2400 for the end of the day and 0000 for the beginning of the day.

Winter Local Time throughout the Hashemite Kingdom of Jordan is two hours ahead of Coordinated Universal Time. The winter time period, will commence at the last Friday of October at 01:00 UTC and cease on the last Thursday of March at 23:59 UTC.

Summer Local Time throughout the Hashemite Kingdom of Jordan is Three hours ahead of Coordinated Universal Time. The Summer time period, will commence at the last Friday of March at 01:00 UTC and cease on the last Thursday of October at 23:59 UTC.

3. GEODETIC REFERENCE DATUM

Name/designated of datum

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System- 1984 (WGS-84) geodetic reference datum.

Area of application

The area of application for the published geographical coordinates coincides with the area of Aeronautical Information Services, i.e. the entire territory of the Hashemite Kingdom of Jordan.

Use of asterisk to identify published geographical Co-ordinates

An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed into WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2 and Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in Annex 11, Chapter 2 and in Annex 14, Volume I and II, Chapter 2.

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for aircraft registered in the Hashemite kingdom of Jordan is JY.
The nationality mark is followed by a hyphen and registration mark consisting of 3 letters, e.g. JY-AGA.

GEN 2.5 ALPHABETICAL LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Aid	Purpose	Station Name	Aid	ID	Purpose
AMN	AMMAN/Marka	DVOR/DME	AE	AMMAN/Marka	DVOR/DME	AMN	AE
AQ	AQABA/ King Hussein	L	A	AQABA/ King Hussein	L	AQ	A
AQA	AQABA/ King Hussein	NDB	AE	AQABA/ King Hussein	NDB	AQA	AE
AQB	AQABA/ King Hussein	DVOR/DME	AE	AQABA/ King Hussein	DVOR/DME	AQB	AE
AQC	AQABA/ King Hussein	NDB	AE	AQABA/ King Hussein	NDB	AQC	AE
IAMN	AMMAN/Marka	ILS	A	AMMAN/Marka	ILS	IAMN	A
IAQA	AQABA/ King Hussein	ILS	A	AQABA/ King Hussein	ILS	IAQA	A
IQA	AMMAN/Queen Alia	ILS	A	AMMAN/Queen Ali	ILS	IQA	A
IQAN	AMMAN/Queen Alia	ILS	A	AMMAN/Queen Alia	ILS	IQAN	A
IQAR	AMMAN/Queen Alia	ILS	A	AMMAN/Queen Alia	ILS	IQAR	A
JYO	AMMAN/Marka	NDB	AE	AMMAN/Marka	NDB	JYO	AE
JYT	QATRANEH	NDB	AE	QATRANEH	NDB	JYT	AE
MDB	AMMAN/Queen Alia	NDB(L)	A	AMMAN/ Queen Alia	NDB(L)	MDB	A
QA	AMMAN/Queen Alia	NDB	AE	AMMAN/ Queen Alia	NDB	QA	AE
QAA	AMMAN/Queen Alia	VOR/DME	AE	AMMAN/ Queen Alia	VOR/DME	QAA	AE
QL	AMMAN/Queen Alia	NDB(L)	AE	AMMAN/Queen Alia	NDB(L)	QL	AE
QTR	QATRANEH	VOR/DME	AE	QATRANEH	VOR/DME	QTR	AE

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) 1: 1 000 000

NIL

7. TOPOGRAPHICAL CHARTS

To supplement the aeronautical charts, a wide range of topographical chats is available from:

Royal Jordanian Geographical Center

Postal Address	P.O. BOX : 20214- Amman
	414- AL Jubeiha-Jordan
Telephone Number	: ++962 6 5345188
Fax	: ++962 6 5347694

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location Indicator	Validity and date of certification	Remarks
1	2	3
Amman/Queen Alia OJAI	Partially Certified 01 May 2009	Partial Interim operating certificate for South RWY 26L/08R and its active areas.
Amman/ Marka OJAM	Not certified	Scheduled to be certified in May 2010
Aqaba/King Hussein OJAQ	Certified 23 May 2010	Fully Airport operating certificate

OJAQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OJAQ – AQABA/King Hussein International

OJAQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	ARP coordinates and site at AD	293641.82613N 350105.03805E MID point of RWY
2	Direction and Distance from city	4.86 NM North
3	Elevation / Reference temperature	175 FT (53M) / 40.1^{0}C
4	Geoid undulation at AD ELEV PSN	16.2 FT
5	Magnetic variation / Annual change	3^0 20' E / 0.4' E
6	AD administration, address, telephone, fax, AFS	Aqaba/King Hussein Airport P.O.BOX : 2662 AQABA - JORDAN TEL : ++ 962 3 2012111. ++ 962 3 2012445 ++ 962 3 2034010 FAX : ++ 962 3 2012397 AFS : OJAQGOYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

OJAQ AD 2.3 OPERATIONAL HOURS		
1	Aerodrome Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	Air Traffic Service (ATS)	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-Icing	Nil
12	Remarks	Nil

OJAQ AD 2.4 HANDLING SERVICES AND FACILITIES		
1	Cargo-handling facilities	Available H24
2	Fuel / oil Types	Fuel : JET A1.only Oil : all grades not available
3	Fueling facilities / Capacity	Available H24 / (156Tones)
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

OJAQ AD 2.5 PASSENGER FACILITIES		
1	Hotels	In the city of Aqaba
2	Restaurant	In the city of Aqaba
3	Transportation	Taxis to city of Aqaba
4	Medical facilitates	First aid treatment, Ambulances to Hospitals in city of Aqaba
5	Bank and Post Office	Bank available H24 Post office Not available
6	Tourist Office	In the city of Aqaba
7	Remarks	Nil

OJAQ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES		
1	Aerodrome category for fire fighting	H24, CAT 9 Trained personnel: 60
2	Rescue equipment	Yes, Patrol Vessel
3	Capability for removal of disabled aircraft	Limited Equipment available, companies should use IATA pooling arrangement.
4	Remarks	Nil

OJAQ AD 2.7 SEASONAL AVAILABILITY-CLEARING		
1	Types of clearing equipment	Two sweepers
2	Clearance Priorities	Runway in use, TWYs, and Aprons, Run-up areas
3	Remarks	AD available all seasons

OJAQAD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA			
1	Apron surface and strength	**Apron 1**	
		Dimensions:	89M x 425M
		Surface:	Concrete (Rigid)
		Strength:	PCN-42/R/A/W/U
		Apron shoulder:	7.5M
		Apron 2 (Cargo)	
		Dimensions:	198M x 600M
		Surface:	Concrete (Rigid)
		Strength:	PCN-42/R/A/W/U
		Apron shoulder:	7.5M
		Apron 3 (Aero sports Apron)	
		Dimensions:	111M x 40M
		Surface:	Asphalt (Flexible)
		Strength:	Axle load 12 Ton
		Apron shoulder:	non
2	Taxiway width, surface, and strength	**Taxiway A**	
		Width :	44M including shoulders , 23 M without shoulders
		Surface:	Asphalt (flexible)
		Strength:	PCN-54/F/A/W/U
		Taxiway B	
		Width :	37.5M including shoulders, 23 M without shoulders
		Surface:	Asphalt (flexible)
		Strength:	PCN-54/F/A/W/U
		Taxiway C	
		Width :	42.5M including shoulders, 26.5 M without shoulders
		Surface:	Asphalt (flexible)
		Strength:	PCN-54/F/A/W/U
		Taxiway D	
		Width :	44M including shoulders, 27.5 M without shoulders
		Surface:	Asphalt (Flexible)
		Strength:	PCN-54/F/A/W/U
		Taxiway M	
		Width :	38M including shoulders, 23 M without shoulders
		Surface:	Asphalt (Flexible)
		Strength:	PCN-54/F/A/W/U
3	Altimeter checkpoint location and elevation	Holding Point RWY 01: 221 FT (67.5M) RWY 19: 221 FT (67.5M)	
4	VOR check points	Nil	
5	INS checkpoints	RWY 01: 175 FT (53M) RWY 19: 113 FT (34.34M)	
6	Remarks	Nil	

OJAQ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	Use of aircrafts stand ID sign, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at aprons.
2	RWY and TWY markings and LGT	RWY: Designation, THR, centerline, edge runway end as appropriate, marked and lighted. TDZ: marked and not lighted. TWY: Centre line, holding positions at all TWY/RWY intersections, marked and not lighted.
3	Stop bars	Nil
4	Remarks	Nil

OJAQ AD 2.10 AERODROME OBSTACLES

Obstacles in Approach and Take off Areas

RWY	**TYPE**	**ELEV (M)**	**From RWY THR**	
			DIST(M)	**MAG**
01	*Pole	78	2070	195
	*Pole	78	2078	197
	*Flag Mast	142	8525	184

*REMARK :Natural obstacle penetrating surface of all Runways are shown on Aerodrome obstacle charts Type A Slight terrain obstructions penetrates 2.5% the Approach and Take off Surface.

OJAQ AD 2.11 METEROLOGICAL INFORMATION PROVIDED		
1	Associated MET Office	Aqaba/King Hussein
2	Hours of service MET Office outside hours	H24 -----
3	Office responsible for TAF preparation Periods of validity	Marka MET Office 18,24
4	Trend forecast Interval of issuance	TAF Every 3 hours
5	Briefing/consultation provided	P, T, FAX
6	Flight documentation Language(s) used	C, TAF Code Form English
7	Charts and other information available for briefing or consultation	SIG, W.C U "Upper" W "Wind" T^0 = TEMP 330,340 390FL and any levels on request
8	Supplementary equipment available for Providing information	FAX
9	ATS units provided with information	Amman FIC, ACC, RCC, ATS
10	Additional information (limitation of service, etc.)	SPECI Warnings

OJAQ 2.12 RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY NR	**True & MAG BRG**	**Dimensions of RWY (M)**	**Strength(PCN) and surface of RWY and SWY**	**THR coordinates and THR geoid undulation**	**THR elevation and highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
01	019 T o 014 M o	3000 x 45	Runway PCN 54/F/A/W/U Asphalt Flexible Stopway Asphalt Flexible	293552.96627N 350047.95052E 16.2 FT	THR 175 FT (53.3M)
19	199 T o 194 M o			293726.26968N 350120.57876E 16.2 FT	THR 113 FT (34.34M)
Slopes of RWY-SWY	**SWY Dimensions (M)**	**CWY Dimensions (M)**	**Strip Dimensions (M)**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
0.65 (3000)	195 x 45	Nil	3120 x 300	900 x 300	Nil
	Nil	Nil	3200 x 300	900 x 300	Nil

OJAQ AD 2.13 DECLARED DISTANCES					
RWY Designator	**TORA (M)**	**TODA (M)**	**ASDA (M)**	**LDA (M)**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
01	3000	3000	3195	3000	Nil
19	3000	3000	3000	3000	Nil

OJAQ AD 2.14 APPROACH AND RUNWAY LIGHTING		
1	RWY Designator	01
2	**APPROACH LIGHT**	
	TYPE	CAT 1
	LENGTH	900M - colour white
	Intensity	High
3	**THR LIGHT**	
	COLOUR	Green
	WBAR	Green
4	**VASIS**	Nil
	(MEHT)	MEHT. 23.6M
	PAPI	4 units 3° left side (Distance 420M from THR)
5	**TDZ LIGHT**	Nil
6	**RWY CENTER LINE LIGHT**	Nil
7	**RWY EDGE LIGHT**	
	LENGTH	3000M
	SPACING	60M
	COLOUR	White
	Intensity	High
8	**RWY END LIGHT**	
	COLOUR	Red
	WBAR	Nil
9	**STOPWAY LIGHT**	
	Length	195M
	COLOUR	Red
10	**REMARK**	Nil
1	**RWY Designator**	19
2	**APPROACH LIGHT**	
	TYPE	Simple Approach Light
	LENGTH	3000M with cross bar – colour white
	Intensity	High
3	**THR LIGHT**	
	COLOUR	Green
	WBAR	Nil
4	**VASIS**	Nil
	(MEHT)	MEHT. 23.6M
	PAPI	4 units 3° left side (Distance 420M from THR)
5	**TDZ LIGHT**	Nil
6	**RWY CENTER LINE LIGHT**	Nil
7	**RWY EDGE LIGHT**	
	LENGTH	3000M
	SPACING	60M
	COLOUR	White
	Intensity	High
8	**RWY END LIGHT**	
	COLOUR	Red
	WBAR	Nil
9	**STOPWAY LIGHT**	Nil
10	**REMARK**	Nil

OJAQ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	ABN/IBN Location, Characteristics and hours of operation	IBN : NIL ABN : On the top of Tower , FLG G+W , HN+IMC, H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: All TWY Centre line: Not available
4	Secondary power supply Switch-over time	3 Secondary power supply to all lighting at AD, 775KVA Switch-over time: 15 SEC
5	Remarks	Nil

OJAQ AD 2.16 HELICOPTER LANDING AREA		
1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	Remarks	

OJAQ AD 2.17 ATS AIRSPACE		
1	Designation and lateral limits	King Hussein CTR Radius of 8NM 293638.98710N 0350103.05263E Within jordanian airspace
2	Vertical limits	SFC to 6500 FT ALT
3	Airspace classification	C
4	ATS unit call sign Language(s)	King Hussein TWR, English, Arabic
5	Transition altitude	13000 FT AMSL
6	Remarks	Nil

OJAQ AD 2.18 ATS COMMUNICATION FACILITIES				
Service designation	**Call Sign**	**Frequency**	**Hours of operation**	**Remarks**
1	**2**	**3**	**4**	**5**
APP	Aqaba Approach	119.2 MHZ 119.2 MHZ	H24	Operating Authority: Civil Aviation Regulatory Commission From 1800 until 0400 next day, Freq will be used for APP, TWR, and Aircraft Surface Movement Control.
		121.5 MHZ 121.5 MHZ	H24	Emergency Frequency.
TWR	King Hussein TWR	118.1 MHZ 118.1 MHZ	0400-1800	For TWR control and Aircraft Surface Movement Control.
		121.5 MHZ 121.5 MHZ	H24	Emergency Frequency.
Fir Fighting	Civil Defense	121.6 MHZ 121.6 MHZ	H24	

OJAQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS						
Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	**ID**	**FREQ**	**Hours of operation**	**Position of transmitting antenna coordinates**	**Elevation of DME transmitting antenna**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**
L	AQ	404 KHZ	H24	293448.53N 0350025.37E		Out put power 1000 watts.
NDB	AQC	326 KHZ	H24	295408.21N 0350708.39E		17NM from THR RWY 01.
NDB	AQA	418 KHZ	H24	301335.33N 0351316.94E		39.3NM from THR RWY 01.
DVOR/ DME	AQB	113.1 MHZ CH78X	H24	293458.54N 0350028.90E	57.5 M	Coverage 56NM. 0.9NM from THR RWY 01.
LLZ RWY 01 ILS CAT I	IAQA	110.10 MHZ	H24	293736.30N 0350124.09E		330M from THR RWY 19.
GP RWY 01		334.4 MHZ	H24	293603.92N 0350047.37E		212M from THR RWY 01. Angle 3 DEG. RDH 14.54M. OM : 3.7NM THR RWY 01 MM : 1020M THR RWY 01

OJAQ AD2.20 LOCAL TRAFFIC REGULATIONS

Removal of Disabled Aircraft from Runways

Limited equipment available, companies should use IATA pooling arrangement

OJAQ AD 2.21 NOISE ABATEMENT PROCEDURE

NIL