THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
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AIRAC
AIP

AMENDMENT 8
30 OCT 2013

EFFECTIVE DATE: 12 DEC 2013

1. **Contents**

- New RNAV SID/STAR/ IAC
- lower ATS routs re structure
- Upper ATS routs re structuring
- RNAV ATS routs re structuring
- New ENR waypoints
- New Radar Section
- IFR/ VFR revised procedure
- SID /STAR revised procedure
- Revised ATS Airspace

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

3. **This amendment incorporates information contained in the following AIP SUP and NOTAM which are herby cancelled:**

NOTAM: A0077/08, A0079/08, A0080/08, A0023/10, A0027/10, A038/12, A0131/12, A0132/12, A0162/13, A0215/12, A0250/12, A0135/13, A0192/13, A0200/13,

AIP SUP: 10/2004, 1 /2008, and 2/2008

4. **On 12 DEC 2013 destroy and insert the following pages:**

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
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GEN 0		GEN 0	
0.3-1	01 FEB2012	0.3-1	12 DEC 2013
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0.4-2	01 MAY 2013	0.4-2	12 DEC 2013
		0.4-3	12 DEC 2013
0.6-1	01 NOV 2006	0.6-1	
0.6-2	01 NOV 2006	0.6-2	
GEN 2		GEN 2	
2.5-1	01 MAY 2013	2.5-1	12 DEC 2013
GEN 3		GEN 3	
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ENR 0		ENR 0	
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ENR 1		ENR 1	
1.2-1	01 MAY 2008	1.2-1	12 DEC 2013
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		1.2-4	12 DEC 2013
		1.2-5	12 DEC 2013
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1.4-1	01 FEB 2007	1.4-1	12 DEC 2013
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1.5-8	01 AUG 2009	1.5-8	12 DEC 2013
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1.5-10	01 FEB 2007	1.5-10	12 DEC 2013
1.5-11	01 MAY 2010	1.5-11	12 DEC 2013
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1.5-13	01 FEB 2012	1.5-13	12 DEC 2013
1.5-14	01 FEB 2012	1.5-14	12 DEC 2013
1.5-15	01 FEB 2012	1.5-15	12 DEC 2013
1.5-16	15 DEC 2011	1.5-16	12 DEC 2013
1.5-17	01 FEB 2012	1.5-17	12 DEC 2013
1.5-18	01 FEB 2012	1.5-18	12 DEC 2013
1.5-19	01 FEB 2012	1.5-19	12 DEC 2013
1.5-20	15 DEC 2011	1.5-20	12 DEC 2013
1.5-21	01 FEB 2012	1.5-21	12 DEC 2013
1.5-22	15 DEC 2011	1.5-22	12 DEC 2013
1.5-23	01 FEB 2012	1.5-23	12 DEC 2013
1.5-24	01 FEB 2012	1.5-24	12 DEC 2013
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1.5-26	01 FEB 2010		
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1.6-4	01 AUG 2011	1.6-4	12 DEC 2013
1.6-5	01 AUG 2011	1.6-5	12 DEC 2013
		1.6-6	12 DEC 2013
1.6-7	01 FEB 2007	1.6-7	12 DEC 2013
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3.3-8	01 FEB 2012	3.3-8	12 DEC 2013
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2-25	**01 MAY 2009**	**2.24.4-1**	**12 DEC 2013**
2-25A	**01 MAY 2009**	**2.24.4-2**	**12 DEC 2013**
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2-35	**15 DEC 2011**	**2.24.7-9**	**12 DEC 2013**
2-35A	**15 DEC 2011**	**2.24.7-10**	**12 DEC 2013**
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2-37A	**01 FEB 2002**	**2.24.8-7**	**12 DEC 2013**
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AD 2 OJAI			
2.6	**01 MAY 2013**	**2.6**	**12 DEC 2013**
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2.8	**01 MAY 2013**	**2.8**	**12 DEC 2013**
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2.19	**08 FEB 2013**	**2.19**	**12 DEC 2013**
2-20	**07 FEB 2013**	**2.24.1-1**	**12 DEC 2013**
2-21	**07 FEB 2013**	**2.24.2-1**	**12 DEC 2013**
2-21A	**07 FEB 2013**	**2.24.2-2**	**12 DEC 2013**
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2-21D	**07 FEB 2013**	**2.24.2-5**	**12 DEC 2013**
2-23	**07 FEB 2013**	**2.24.3-1**	**12 DEC 2013**
2-25B	**01 MAY 2006**	**2.24.4-1**	**12 DEC 2013**
2-25	**01 MAY 2006**	**2.24.4-2**	**12 DEC 2013**
2-25A	**01 MAY 2006**	**2.24.4-3**	**12 DEC 2013**
2-25C	**01 MAY 2006**	**2.24.4-4**	**12 DEC 2013**
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		2.24.8-6	12 DEC 2013
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		2.24.8-8	12 DEC 2013
		2.24.8-9	12 DEC 2013
		2.24.8-10	12 DEC 2013
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		2.24.8-12	12 DEC 2013
		2.24.8-13	12 DEC 2013
2-37A	01 MAY 2006	2.24.8-15	12 DEC 2013
2-37	01 MAY 2006	2.24.8-16	12 DEC 2013
AD 2 OJAQ			
2.1	01 FEB 2011	2.1	12 DEC 2013
2.10	01 FEB 2011	2.10	12 DEC 2013
2.11	01 NOV 2009	2.11	12 DEC 2013
2-23	01 AUG 2005	2.24.3-1	12 DEC 2013
2-25	01 AUG 1005	2.24.4-1	12 DEC 2013
2-25A	01 MAY 2004	2.24.4-2	12 DEC 2013
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2-37	01 AUG 2005	2.24.8-1	12 DEC 2013
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2-39	01 AUG 2005	2.24.9-1	12 DEC 2013

AIS HEADQUARTERS

GEN 0.3 RECORDS OF AIP SUPPLEMENTS

NR/YEAR	SUBJECT	SECTION(s) AFFECTED	PERIOD Of VALIDITY	CANCELLATION RECORD
8/2003	Amman/FIR Reduced Vertical Separation Minimum (RVSM)	ENR	12 JUN 2003/PERM	
1/2013	Checklist			

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0.1-2	01 NOV 2010	*2.5-1	12 DEC 2013	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 2011	4.1-8	01 MAY 2013
*0.3-1	12 DEC 2013	2.7-2	01 NOV 2011	4.2-1	01 NOV 2010
*0.4-1	12 DEC 2013	2.7-3	01 NOV 2011	4.2-2	01 NOV 2010
*0.4-2	12 DEC 2013	2.7-4	01 NOV 2011		
*0.4-3	12 DEC 2013	2.7-5	01 NOV 2011	PART 2 – EN – ROUT (ENR)	
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1.7-3	01 NOV 2012	3.4-1	01 NOV 2010	*1.5-2	12 DEC 2013
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2.2-15	01 NOV 2010	3.5-19	01 FEB 2010	*1.5-24	12 DEC 2013
2.2-16	01 NOV 2010	3.5-20	01 FEB 2010	*1.5-25	12 DEC 2013
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1.10-6	01 FEB 2007	ENR 5			
1.11-1	01 MAY 2012	5.1-1	01 MAY 2012		
1.12-1	01 FEB 2007	5.1-2	01 MAY 2008		
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1.12-3	01 FEB 2007	5.3-1	01 NOV 2009		
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1.14-4	01 FEB 2007	5.6-4	01 MAY 2008		
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*2.1-1	12 DEC 2013	*6-7	12 DEC 2013		
*2.1-2	12 DEC 2013	6-8	01 MAY 2008		
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*0.6-2	12 DEC 2013	2.9	07 FEB 2013	*2.24.8-13	12 DEC 2013
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2.2	01 MAY 2009	*2.24.2-1	12 DEC 2013	2.9	01 NOV 2011
2.3	01 MAY 2009	*2.24.2-2	12 DEC 2013	*2.10	12 DEC 2013
2.4	01 MAY 2009	*2.24.2-3	12 DEC 2013	*2.11	12 DEC 2013
2.5	01 AUG 2007	*2.24.2-4	12 DEC 2013	*2.24.3-1	12 DEC 2013
2.6	01 AUG 2007	*2.24.2-5	12 DEC 2013	*2.24.4-1	12 DEC 2013
2.7	01 MAY 2008	*2.24.3-1	12 DEC 2013	*2.24.4-2	12 DEC 2013
2.8	01 MAY 2008	*2.24.4-1	12 DEC 2013	*2.24.6-1	12 DEC 2013
2.9	01 NOV 2011	*2.24.4-2	12 DEC 2013	*2.24.6-3	12 DEC 2013
2.10	01 MAY 2009	*2.24.4-3	12 DEC 2013	*2.24.6-5	12 DEC 2013
*2.11	12 DEC 2013	*2.24.4-4	12 DEC 2013	*2.24.6-7	12 DEC 2013
*2.24.1-1	12 DEC 2013	*2.24.5-1	12 DEC 2013	*2.24.6-9	12 DEC 2013
*2.24.3-1	12 DEC 2013	*2.24.6-1	12 DEC 2013	*2.24.6-10	12 DEC 2013
*2.24.4-1	12 DEC 2013	*2.24.6-3	12 DEC 2013	*2.24.7-1	12 DEC 2013
*2.24.4-2	12 DEC 2013	*2.24.6-4	12 DEC 2013	*2.24.7-3	12 DEC 2013
*2.24.6-1	12 DEC 2013	*2.24.6-5	12 DEC 2013	*2.24.7-5	12 DEC 2013
*2.24.6-3	12 DEC 2013	*2.24.6-7	12 DEC 2013	*2.24.7-7	12 DEC 2013
*2.24.6-4	12 DEC 2013	*2.24.6-8	12 DEC 2013	*2.24.8-1	12 DEC 2013
*2.24.6-5	12 DEC 2013	*2.24.6-9	12 DEC 2013	*2.24.8-3	12 DEC 2013
*2.24.6-6	12 DEC 2013	*2.24.6-11	12 DEC 2013	*2.24.8-4	12 DEC 2013
*2.24.6-7	12 DEC 2013	*2.24.6-12	12 DEC 2013	*2.24.8-5	12 DEC 2013
*2.24.6-8	12 DEC 2013	*2.24.6-13	12 DEC 2013	*2.24.8-6	12 DEC 2013
*2.24.6-9	12 DEC 2013	*2.24.6-15	12 DEC 2013	*2.24.9-1	12 DEC 2013
*2.24.6-10	12 DEC 2013	*2.24.6-16	12 DEC 2013		
*2.24.7-1	12 DEC 2013	*2.24.6-17	12 DEC 2013		
*2.24.7-3	12 DEC 2013	*2.24.6-18	12 DEC 2013		
*2.24.7-4	12 DEC 2013	*2.24.6-19	12 DEC 2013		
*2.24.7-5	12 DEC 2013	*2.24.6-20	12 DEC 2013		
*2.24.7-7	12 DEC 2013	*2.24.7-1	12 DEC 2013		
*2.24.7-8	12 DEC 2013	*2.24.7-3	12 DEC 2013		
*2.24.7-9	12 DEC 2013	*2.24.7-4	12 DEC 2013		
*2.24.7-10	12 DEC 2013	*2.24.7-5	12 DEC 2013		
*2.24.8-1	12 DEC 2013	*2.24.7-7	12 DEC 2013		
*2.24.8-3	12 DEC 2013	*2.24.7-8	12 DEC 2013		
*2.24.8-4	12 DEC 2013	*2.24.7-9	12 DEC 2013		
*2.24.8-5	12 DEC 2013	*2.24.7-10	12 DEC 2013		
*2.24.8-6	12 DEC 2013	*2.24.8-1	12 DEC 2013		
*2.24.8-7	12 DEC 2013	*2.24.8-2	12 DEC 2013		
AD 2 (OJAI)		*2.24.8-3	12 DEC 2013		
2.1	07 FEB 2013	*2.24.8-4	12 DEC 2013		
2.2	07 FEB 2013	*2.24.8-6	12 DEC 2013		
2.3	07 FEB 2013	*2.24.8-7	12 DEC 2013		
2.4	07 FEB 2013	*2.24.8-8	12 DEC 2013		
2.5	07 FEB 2013	*2.24.8-9	12 DEC 2013		

GEN 0.6 TABLES OF CONTENTS TO PART ONE

GEN 2.5 ALPHABETICAL LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Aid	Purpose	STATION NAME	Aid	ID	Purpose
AMN	MARKA	DVOR/DME	AE	MARKA	DVOR/DME	AMN	AE
AQA	KING HUSSEIN	NDB	AE	KING HUSSEIN	NDB	AQA	AE
AQB	KING HUSSEIN	DVOR/DME	AE	KING HUSSEIN	DVOR/DME	AQB	AE
AQC	KING HUSSEIN	NDB	AE	KING HUSSEIN	NDB	AQC	AE
IAMN	MARKA	ILS	A	MARKA	ILS	IAMN	A
IAQA	KING HUSSEIN	ILS	A	KING HUSSEIN	ILS	IAQA	A
IQA	QUEEN ALIA	ILS	A	QUEEN ALI	ILS	IQA	A
IQAN	ALIA QUEEN	ILS	A	QUEEN ALIA	ILS	IQAN	A
IQAR	QUEEN ALIA	ILS	A	QUEEN ALIA	ILS	IQAR	A
JYO	MARKA	NDB	AE	MARKA	NDB	JYO	AE
MDB	MADABA	NDB(L)	A	MADABA	NDB(L)	MDB	A
QA	QUEEN ALIA	NDB	AE	QUEEN ALIA	NDB	QA	AE
QAA	QUEEN ALIA	DVOR/DME	AE	QUEEN ALIA	DVOR/DME	QAA	AE
QTR	QATRANEH	DVOR/DME	AE	QATRANEH	DVOR/DME	QTR	AE
IKHA	KING HUSSEIN	ILS	AE	KING HUSSEIN	ILS	IKHA	AE

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

TITLE OF SERIES	SCALE	CHART NAME AND OR NUMBER	PRICE (JD) OUTSIDE / INSIDE JORDAN	DATE
All chart series form part of the AIP are not for sale separately				

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

GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

The Authority responsible for the overall administration of the air traffic services provided for International Civil Aviation is the Chief Commissioner of Civil Aviation Regulatory Commission.

Postal Address	Civil Aviation Regulatory Commission Directorate of Air Traffic Management P.O.Box 7574-AMMAN The Hashemite Kingdom of Jordan
AFS	OJAMYHYX
Fax	++962 6 4891266
Tel	++962 6 4897729
E-mail	datm@carc.gov.jo

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 - Rules of the Air, Annex 11 - Air Traffic Services
DOC 4444 – Procedures for Air Navigation Services (PANS-ATM)
DOC 8168- Procedures of Air Navigation Services –Aircraft Operations (PANS-OPS)
DOC 7030 – Regional Supplementary Procedures

Differences to these provisions are detailed in subsection GEN 1.7-1 up to GEN 1.7-6

2. AREA OF RESPONSIBILITY

Air traffic services are provided for the entire territory of the Hashemite kingdom of Jordan within Amman FIR. See page ENR 6.1.

Special Procedures for Aircraft Overflying Jordanian Territory

Aircraft may overfly Jordanian territory routes specified in ENR 2 and 3;
Aircraft shall contact the appropriate ATS unit and reports, as soon as approaching FIR entry point:
a- Aircraft Identification.
b- ETA at FIR boundary.
c- Flight Level and Route.
d- ETA at point of leaving AMMAN FIR (or landing at Jordanian Aerodrome) Aircraft shall also report when leaving AMMAN FIR.
e- Type and registration of the aircraft.

3. TYPES OF SERVICES

Air Traffic Services are provided: -

1- On Airways and ATS routes
2- In the Terminal Control Area and the Control Zone of AMMAN/Queen Alia Aerodrome, the Control Zone of AMMAN/Marka Aerodrome and in AQABA/ King Hussein control zone and Aqaba Approach Control.

Air Traffic Control services and Alerting services are provided by: -

1- AMMAN ACC along Airways and ATS Routes
2- The Approach control office at AMMAN/Queen Alia and AQABA/Approach Control, in coordination with Amman ACC and /or the relevant Aerodrome Control Tower, as necessary, for arriving and departing aircraft.

Flight Information Services may be provided, whenever necessary, by the appropriate ATS Unit, for traffic operating within AMMAN FIR.

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Differences to the provisions are detailed in subsection GEN 1.7.

ENR 1.7-1 till ENR 1.7-3 contains the altimeter setting procedures.

ENR 2 and ENR 3 describe the air traffic service system.

Holding, approach and Departure procedures SIDS and STARS are contained in ENR 1.5-1 till 1.5-25.

A few Prohibited, Restricted and Danger areas are established within Jordanian territory and are described in ENR 5.

Automatic Terminal Information Services (ATIS) Broadcasts are contained in GEN 3.4-2 item 3.3.

Interception procedures used in Jordan are shown in ENR 1.12-1 till ENR 1.12-4.

5. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Coordination between the operator and Air Traffic Services is effected in accordance with Annex 11. Paragraph 2.16 and (DOC 4444 ATM/501) Para 10.2

6. MINIMUM FLIGHT ALTITUDE

The minimum flight altitudes specified for ATS routes shown in ENR 3.1-1till ENR 3.1-7, ENR 3.2-1 till ENR 3.2-4, and ENR 3.3-1 till ENR 3.3-11, have been determined to ensure at least 300M (1000 FT) clearance above the highest obstacle within 5 NM on each side of the center line of the airway.

ENR 0.6 TABLE OF CONTENTS TO PART TWO

ENR 1.2 VISUAL FLIGHT RULES

1. REQUIREMENTS

a. All aircraft shall be equipped with two-way radio communication with ATC on the appropriate frequency.
b. Comply with ATC clearances and instructions.
c. Operating transponder, with the assigned squawk code by ATC.
d. VFR flights shall be conducted:-
    1. Between 30 minutes before Sunrise until 30 minutes after Sunset.
    2. At FL150 or below.
e. Maximum circuit capacity is 4 fixed wings aircraft, and 3 helicopters.
f. Weather minima

Aircraft Type	Ground visibility	Ceiling
All aircraft	5 KM	Clear of cloud and ground surface in sight.

g. Weather minima required for VFR operation within Amman Airspace class C:

Altitude Band	Airspace classification	Flight Visibility	Distance from Cloud
At and above 3 050 (10 000 ft.) AMSL	A, C, G	8 KM	1500M horizontally 300 M (1000FT) vertically
Below 3 050 m (10 000 ft.) AMSL and above 900 m (3 000 ft.) AMSL, or above 300 m (1 000 ft.) above terrain, whichever is the higher	A, C, G	5 KM	1500M horizontally 300 M (1000FT) vertically
At and below 900 m (3 000 ft.) AMSL, or 300 m (1 000 ft.) above terrain, whichever is the higher	A, C	5km	Clear of cloud and with the surface in sight

Note: it is the pilot responsibility to be clear of cloud and ground surface in sight.

1.1 Night Flying

Night VFR Flights within Amman/Marka and Aqaba/King Hussein International Airports may be authorized by ATC, provided that:

a) VFR minimum weather conditions exist in the aerodrome traffic circuit.
b) Only 3 ACFT are cleared for night flying in the circuit and 2 helicopters.
c) 48 hours prior notice is provided.

1.2 Radio Communication Failure procedure

VFR traffic operating within Amman/Marka or Aqaba/King Hussein airports, experience radio communication failure, shall follow Radio Communication Procedure as follows:

a) Watch out for the other traffic.
b) Follow the last acknowledged ATC instruction.
c) Set SSR code 7600.
d) Pass over the runway, rock the aircraft wings in front of the tower, and circle again to land.
e) Monitor Tower Cabin for light signals instructions provided by ATC, for landing instructions.

1.3 Priorities

With the increased number of scheduled IFR operations, and to avoid unreasonable delays to scheduled air transport operations at times of peak demand, it has become necessary to introduce limitations on training flights, either IFR or VFR, within Amman/Marka control zone, and TMA control airspace. The availability of clearances to training aircraft to operate within terminal airspace will be subject to traffic priorities, workload, weather conditions, equipment limitations, and other factors. These factors may be affected by holiday periods and special events.

1.4 Special VFR (SVFR)

This operation allows the pilot of an aircraft to perform a VFR operation within controlled airspace in weather conditions below those normally prescribed in Para. 1. f provided that the operation is performed:

a. in compliance with an ATC clearance and ATC instructions;
b. by day time only;
c. Clear of clouds; and as stated below in Para. 1.4.1 below.
d. With the ceiling and visibility detailed in the table below, except that helicopters may operate with lower minima, if the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstructions in order to avoid collisions; and
e. Individual aircraft shall be handled at each period of time.

1.4.1 Ceiling and Visibility Minima for SVFR

It is the responsibility of the pilot in command to be clear of clouds and terrain all the time, and in accordance to ICAO Annex II.

Aircraft Type	Conditions
All Aircraft	Visibility is not less than 1500M Clear of clouds and ground surface in sight

2 PROCEDURES

2.1 VFR corridor vector 1

2.1.1 General

The VFR corridor was established to be used by civil and military aircraft, proceeding from Amman Control Zone to the training area SWAQA or south of QTR, (King Hussein aerodrome , WADI RUM) and vice versa. This corridor is used during westerly and easterly flow of traffic within AMMAN TMA.

2.1.2 Lateral Limits and reporting points

Total width is 3NM, based on the centerline of the route, route legs are as follows:

- SAHAB – GHARBIYAH
- GHARBIYAH – QUARRY, crossing over Queen Alia Tower.
- QUARRY – SWAQA

And vice versa.

2.1.3 Vertical Limits

Surface up to 5000FT Altitude.

2.1.4 Reporting Points, Tracks and holdings:

The following instructions are mandatory to all traffic using VFR corridor V1, and subject to ATC clearance:

2.1.4.1 Southbound Traffic

Nr.	Instructions	Remarks
1	Pilot should request to proceed via V1 prior to start up, from Amman Ground Movement Control.	Amman GMC FREQ: 121.7 MHz
2	Depart from Amman/Marka airport, climb to 4000FT.	Amman TWR FREQ: 118.1MHz
3	Turn left, south bound towards SAHAB city, (reference Industrial City of Sahab 315000N 0360000E), SAHAB is the common border Point between Amman control zone and Queen Alia control zone.	Queen Alia TWR FREQ: 119.8 MHz

4	Proceed southbound to GHARBIYA village (314703.09N 0360104.11E), approximately 6 NM south of Amman/Marka airport, hold over GHARBIYA, **and expect onward clearance from Queen Alia Tower.**	
5	Cross over Queen Alia tower south bound.	
6	Proceed to QUARRY (313956.09 N0355829.11E), approximately 3.5NM Track 195° from Queen Alia Tower, abeam the green houses farm.	
7	Follow the highway to SWAQA point (312904.51N 0360212.00E), to Enter SWAQA Training area; report to Queen Alia tower when establishing the training area and the expected time of rejoining.	
8	Do not exceed Amman TMA.	
9	For traffic proceeding south of QTR, Avoid OJ P10 area, expect climb clearance west of QTR to 7000FT or higher, as instructed by ATC, with Amman approach RADAR.	Amman Approach FREQ: 128.9 MHz
10	Maintain VFR rules, VMC conditions and own separation.	
11	Report operation normal every 15 MIN to Queen Alia tower, remain watch and listening to Queen Alia Tower frequency, while in training area.	
12	Aircraft using this route should be equipped with operating transponder Mode A and C.	
13	Interval between successive aircraft is five minutes.	

Note: All traffic is subject to ATC clearance

2.1.4.2 Northbound Traffic:

Nr.	Instructions	Remarks
1	Traffic should request rejoining clearance from Queen Alia Tower, at 4500FT. Rejoining V1 corridor will be via SWAQA training area exit point (312904.51N 0360212.00 E).	Queen Alia TWR FREQ: 119.8 MHz
2	Northbound traffic shall proceed via V1 to QUARRY (313956.09N 0355829.11E), approximately 3.5 NM track 195° from Queen Alia Tower, abeam the green houses Farm, hold over QUARRY; **expect onward clearance from Queen Alia Tower.**	
3	Cross over Queen Alia tower northbound.	
4	Proceed to GHARBIYA village (314703.09 N0360104.11 E).	
5	Northbound towards SAHAB city, (reference Industrial City of Sahab 315000N 0360000E), SAHAB is the common border point between Queen Alia control zone and Amman control zone.	Amman TWR FREQ: 118.1MHz
7	Maintain VFR rules, VMC conditions and own separation.	
8	Aircraft using this route should be equipped with operating transponder mode A and C.	
9	Traffic joining from south of QTR, should request to proceed via V1 prior to 50 NM south of QTR, prior approval by Amman Approach RADAR, proceed West of QTR to avoid OJP10 at 7000FT or above, as instructed by ATC.	Amman Approach FREQ: 128.9 MHz
10	Interval between successive aircraft is five minutes.	

Note: All traffic is subject to ATC clearance

2.1.4.3 Holding

Nr.	Point	Turn direction	Inbound track
1	GHARBIYA	Left hand turn	170°
2	QUARRY	Right hand turn	340°

Note: South bound traffic should hold over GHARBIYA and North bound traffic should hold over QUARRY, until a crossing clearance is obtained, from Queen Alia Tower.

2.2 Weather Minima

The corridor will be closed for VFR operations if Amman/Marka or Amman/Queen Alia weather is below VFR minima or if reports indicate that weather along the V1 route is below VFR minima. Except for flight under Special VFR, a pilot is not permitted to take-off or land an aircraft, or fly in the vicinity of an aerodrome under VFR when the flight visibility, or the cloud ceiling, is less than the minima stated in page ENR 1.2-1, Para 1.f.

2.3 Responsibilities

It is the direct responsibility of the pilot using this corridor to avoid collision with other Aircraft and maintain VFR.

2.4 Operating Rules

Pilots are required to comply with the following operating rules:

a) Maintain VMC
b) Maintain a continuous listening watch on the required ATC frequency.
c) Make Visual position reports at the mandatory reporting points.
d) Follow ATC instructions.
e) Advise ATC if unable to comply with ATC instructions
f) Pass "Operation Normal" reports to Queen Alia Control Tower every 15 minutes while operating within the training area.

2.5 Operating Altitudes.

Nr.	Aircraft	Altitude	Direction	Remarks
1	Helicopters	3500 FT	North and South bound	
2	Fixed wings light aircraft	4000 FT	South bound	
3	Fixed wings light aircraft	4500 FT	North bound	

Note: when Joining Amman/Marka circuit: Maintain 4500FT, and proceed to the upwind side, unless otherwise instructed by ATC.

2.6 Clearances

a) All traffic requesting to proceed southbound via V1, shall obtain an ATC clearance from Amman Tower before entering the VFR corridor,

b) All traffic requesting to proceed northbound via V1, shall obtain an ATC clearance from Queen Alia Tower before entering the VFR corridor,

c) All traffic proceeding southbound intending to operate in training areas shall provide estimate time for rejoining from SWAQA training area (for Alerting and Radio Failure purposes) before entering the training area.

2.7 Radio Communication Equipment Failure Procedures

Traffic experiences loss of radio communication, shall comply with the following procedures:

a) Southbound traffic, at or before GHARBIYA, return to Amman/Marka.

b) Southbound traffic, south of GHARBIYA, continue to proceed to the Training area, and carry out the Radio Failure re-joining procedure, as follows:

i. Upon establish the training area, rejoin at the previously given estimate time, or commence re-joining procedure upon arrival SWAQA training area, at 4500FT.
ii. Proceed to QUARRY, on arrival at the QUARRY 360 DEG MAG turn will be carried out to the left watch out for traffic on final approaches of Queen Alia, keep a good lookout for conflicting traffic in the Queen Alia traffic patterns then through the corridor to Amman/Marka.
iii. Watch out for traffic operating on V1.
iv. Follow Amman/Marka Radio communication failure procedure, upon entering Amman control zone.
v. Set Mode A 7600.

3 MILITARY OPERATING PROCEDURES

3.1 VFR Amman Control Zone

a) Traffic leaving and joining the Amman control Zone will do so at the specified VFR entry/exit points.
b) Amman North - 6NM North of Amman/Marka Aerodrome for traffic entering and leaving to the North and East.
c) Amman West- 8NM on the centerline of RWY 24 for traffic leaving to the South.
d) SAHAB - Abeam SAHAB, for traffic entering and leaving the VFR corridor.

3.2 VFR Corridor Victor 1

The procedures specified in Para 2.1.4, apply also to military traffic.

3,3 VFR Amman/Queen Alia

All VFR traffic inbound to Amman/Queen Alia Airport is subject to prior approval.
Traffic inbound and outbound to Amman/Queen Alia operating VFR will enter and leave the Control zone via the VFR corridor Victor 1.

ENR 1.3 INSTRUMENT FLIGHT RULES

1. IFR DEPARTURES

1.1 Traffic departing Amman/Marka or Amman/Queen Alia Aerodromes for ATS routes, will follow the normal Standard Instrument Departure (SIDs).

1.2 Traffic departing Amman/Marka or Amman/Queen Alia Aerodromes is required to follow SIDs profiles (RNAV or Conventional) Tracks/levels and flight restrictions, and to exit TMA controlled airspace from:
QTR – LUDAN – LOSAR –KULDI – RALNA- MUVIN except when the aircraft is under radar control ,and might be authorized by ATC for direct path to the exist points.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. CLASSIFICATION OF AIRSPACE

The following classes are available in Jordan:

a) Class A: Comprises all controlled airspace within Amman FIR above FL150.
b) Class C: Comprises all controlled airspace within Amman FIR at FL150 or below.
c) Class G: Comprises the rest of Amman FIR.

2. VMC CRITERIA

Jordan criteria for VFR flights:

Altitude Band	Flight visibility	Distance from cloud	Remarks
At and above 10000FT AMSL	8 KM	1500M horizontally 300M (1000FT) vertically	VFR traffic operating according to Annex2.
Below 10000FT AMSL and above 3000FT AMSL, or above 1000FT above terrain, whichever is the higher	5 KM	1500M horizontally 300M (1000FT) vertically	
At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher	5 KM	1500M horizontally 300M (1000FT) vertically	

Note: pilot responsibility to comply with the table above, according to ICAO Annex 2.

3. AIRCRAFT SPEED LIMITATION

Aircraft operating in the vicinity of any Aerodrome shall comply with speed limitation as Follows:

a. No person may operate an aircraft at 10000FT or below at an Indicated Airspeed of more than 250 KT.

b. No person may operate an aircraft within an airport traffic area at Indicated Airspeed of more than:

1. For propeller engined Aircraft 156 KT.
2. For turbine powered Aircraft 200 KT.
3. No person may operate aircraft in the airspace beneath the lateral limits of any terminal control area at an indicated airspeed of more than 200 KT.

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, then the aircraft may be operated at that minimum speed.

c. Minimum Rate of Climb and Descent
In order to ensure that controllers can accurately predict flight profiles to maintain standard vertical separation between aircraft, pilots of aircraft commencing a climb or descent in accordance with an ATC Clearance should **inform the controller** if they anticipate that their rate of climb or descent during the level change will be more than 1000FT per minute, or if at any time during such a climb or descent their vertical speed is, in fact, more than 1000FT per minute.

Note: This is not a prohibition on the use of rates of climb or descent of more than 1000FT. per minute put in order where necessary to comply with other operating requirements.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

1.1 The procedures used in Jordan are generally in accordance with ICAO DOC 8168. Holding patterns in Jordan are based on the following criteria:

Level up to and including	IAS
6000FT ALT	210 KT
13000FT ALT	220 KT
FL 240	240 KT

Patterns are based on Omni directional winds of

45 KT	at 6000 FT
55 KT	at 13000 FT ALT
85 KT	at FL 240

1.2 Holding Procedures

All holding aircraft shall not exceed TMA boundary.

1.2.1 AMN VOR / JYO NDB

Holding fix	AMN VOR
Inbound	R241 (track 061°)
Turns direction	Left
Outbound	1 MIN
MHA	6000FT
Maximum holding level	13000FT

1.2.2 QAA VOR / (LOW LEVEL)

Holding fix	QAA VOR
Inbound	R077 (track 257°)
Turns direction	Right
Outbound	1 MIN
Minimum holding level	6000FT
Maximum holding level	FL 180

Note: Holding must not exceed 15 DME East of QAA VOR.

1.2.3 QAA VOR / (HIGH LEVEL)

Holding fix	QAA VOR
Inbound	R189 (track 009°)
Turns direction	Right
Outbound	1 MIN
Minimum holding level	FL 190
Maximum holding level	FL 300

1.2.4 QTR VOR

Holding fix	QTR VOR
Inbound	R081 (track 261°)
Turns direction	Right
Outbound	1 MIN
Minimum holding level	9000FT

Inbound QTR R261; turn right, outbound for one-minute.
Minimum Holding Level 9000FT ALT.
Maximum Holding Level FL180.

NOTE: Holding must be contained within 15NM to the East of QTR for separation purposes.

1.2.5 MDB NDB /QAA DME

Holding fix	MDB NDB
Inbound	bearing 077 (track 077°)
Turns direction	Right
Outbound	1 MIN
Minimum holding level	6000FT
Maximum holding level	11000FT

Inbound MDB track 077, turn right, outbound for one minute.
Minimum Holding Level 6000FT.
Maximum Holding Level 11000FT.

1.2.6 BAKIR FIX (AQABA CTA)

BAKIR FIX:	293930N 0350530E
Holding fix	BAKER (AQB R042 07NM)
Inbound	R042 (track 222°)
Turns direction	Left
Outbound	1 MIN
Minimum holding level	8000FT
Maximum holding level	FL 180
Emergency holding level	7000FT

Restriction: The hold must be contained within Aqaba APP Control Area boundaries, and associated hold shall serve traffic proceeding to or departing from Aqaba/King Hussein International Aerodrome.

NOTE1: Pilots are requested to relay their messages to King Hussein Tower on FREQ 118.1 or 119.2MHz whenever they are unable to maintain two ways communication with Amman Terminal Area Control Center (TACC).

NOTE 2: All operations below 7000FT ALT will be in accordance with Visual Flight Rules, and controlled by King Hussein Tower within CTR and controlled by Aqaba Approach within CTA.

1.2.7 RNAV holds are as prescribed in RNAV charts.

1.3 Instrument Approach/Missed Approach Procedures, Amman/Marka International Airport (OJAM)

Aerodrome elevation: 2556 FT.
RWY 24 THR ELEV: 2459 FT.
RWY 06 THR ELEV: 2556 FT.
MSA: 5400FT, 25NM FROM ARP.
CIRCLING: All aircraft types 4000 FT (1445FT QFE), both RWYs.

1.3.1 ILS RWY 24

When cleared for the approach, commence a 45° / 180° procedure turn from AMN to establish the ILS as follows:

- Outbound AMN R061, for 1 MIN. (AMN 03 DME), descend to 4600 FT.
- Turn right 45°, track 106°, for 1 MIN.
- Turn left 180° to establish ILS RWY 24. Descend on the glide path to DA/H

	ALT (Height) FT
Initial Approach Altitude	6000
Minimum Holding Altitude	6000
Descend in procedure turn to	4600 (2142)
No GP (LOC ONLY) Cross AMN (3.4 NM TCH)	3650 (1190)
MDA	2850 (392)

DA/H	A	B	C	D
straight-in CAT 1 Approach	2728(270)	2738(280)	2748(290)	2758(300)
No GP (LOC ONLY)	2848 (390)			

1.3.2 VOR RWY 24

When cleared for the approach, commence a 45° / 180° procedure turn from AMN to establish the inbound track as follows:

- Outbound AMN R061, for 1 MIN. (AMN 03 DME), descend to 4600FT.
- Turn right 45°, track 106°, for 1 MIN.
- Turn left 180° to intercept AMN R061 inbound.
- After passing AMN continue on AMN R241, descend to MDA.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Descend in procedure turn to	4600 (2142)
SDF AMN 3.55 DME	4600 (2142)
SDF AMN	3650 (1190)
MDA	3260 (802)

1.3.3 Missed Approach RWY 24

Aircraft initiating missed approach will climb on RWY heading to 5000FT (2542FT QFE) then turn right to 360 ° and contact ATC for further instructions.

1.4 Instrument Approach / Missed Approach Procedures, Queen Alia International Airport (OJAI)

Aerodrome elevation 2397 FT,
RWY 26L THR ELEV: 2367 FT, RWY 26R THR ELEV: 2397 FT,
RWY 08L THR ELEV: 2362 FT, RWY 08R THR ELEV: 2359 FT,
MSA: 4900 FT, 25NM FROM ARP.
CIRCLING: All aircraft types 3500 FT (1105 FT QFE), All RWYs.

1.4.1 ILS RWY 26L

When cleared for approach, descend in the QAA holding pattern to intermediate approach altitude can intercept the ILS on the inbound leg. Descend on the Glide path to DA/H.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4600 (2235)
ILS DA/H	2565 (200)
SDF No Glide Path (LOC ONLY): 4NM to TCH (3.4NM from QAA)	3600 (1235)
MDA/H No Glide Path (LOC ONLY)	2670 (305)

1.4.2 VOR RWY 26L

When cleared for Approach, descend in QAA holding pattern to the intermediate altitude, Leave QAA on R257 (track 077°) to the THR 26L (QAA 7.3NM).

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4600 (2235)
SDF: 4NM to TCH (3.4NM from QAA)	3600 (1235)
MDA/H	28650 (500)

1.4.3 Visual Approach RWY 26L/26R

Visual Approach will be approved subject to Meteorological and traffic condition, when requested by pilot. Initial clearance to descend to 4600FT ALT will be given on passing 10d QAA.

1.4.4 Missed Approach RWY 26L

Climb on RWY heading to 5000FT (QNH), Turn left to QAA or QA maintaining 5000FT (QNH) or as directed by ATC.
Restriction: Turn must be contained within TMA.

1.4.5 NDB RWY 08L

Overhead MDB NDB at 6000FT AMSL, fly outbound on track 257 DEG MAG for one minute descending to 4500 FT, establish inbound track 077 DEG MAG to MDB NDB, on passing MDB NDB, establish track 077 DEG MAG descending to 2960 (QNH).

Initial Approach Altitude 6000FT (QNH).

1.4.6 Missed Approach RWY 08L

Missed Approach point 11 DME QAA (4.6 NM from MDB NDB) climb straight ahead to 5000FT(QNH) turn left to MDB/NDB maintaining 5000FT (QNH) or as directed by ATC.

1.4.7 NDB RWY 08R

When cleared for the approach, descend in MDB holding pattern to the intermediate approach altitude, leave MDB on bearing 276° (track 084°) towards the missed approach point (5NM MDB), 10.6 DME QAA, descend to MDA/H.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4500 (2235)
SDF MDB	4500 (1235)
MDA/H	2960 (603)

1.4.8 Missed Approach RWY 08R

Missed Approach Point 10.6 DME QAA (5 NM from MDB NDB) climb straight ahead to 5000FT (QNH) Turn left to MDB/NDB maintaining 5000FT (QNH), or as directed by ATC.

1.4.9 ILS RWY 08L

When cleared for the approach, descend in MDB holding pattern to the intermediate approach altitude , intercept the ILS RWY 08L, descend to DH/A.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4500 (2150)
ILS DA/H	2610 (250)
MDA/H No Glide Path (LOC ONLY)	2940 (580)

NOTE: Parallel Instrument RWY is not applied.

1.4.10 ILS RWY 26R

When cleared for the approach, leave QAA, to establish QAA R050, to 6.5 NM, descend to 4600FT, and turn right to establish the ILS RWY 26R.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4600 (2205)
ILS DA/H	2605 (210)
SDF No Glide Path (LOC ONLY): abeam QAA	4600 (2205)
SDF No Glide Path (LOC ONLY): 3.5 NM TCH	3400 (1003)
MDA/H No Glide Path (LOC ONLY)	2650 (255)

Speed: 180 KTS or less.

1.4.11 Missed Approach ILS RWY 26R: Climb RWY heading to 5000FT (QNH), turn right, and proceed to QAA VOR maintaining 5000FT or as directed by ATC.

Restriction: Turn must be contained within TMA

1.5 Instrument Approach / Missed Approach Procedures , AQABA / King Hussein International Airport (OJAQ)

Aerodrome elevation 174FT.
RWY 01 THR ELEV 174FT, RWY 19 THR ELEV 114FT.
MSA 8000FT 25NM FROM ARP.

1.5.1 ILS RWY01

When cleared for the approach leave BAKIR inbound to AQB track 222°, descend to 6300 FT, after AQB commence 45°/180° procedure turn as follows:

- Outbound AQB R194 for 8 NM,
- Turn left 45°, track 149°, for 1 MIN.
- Turn right 180°, track 329°, to establish ILS RWY 01.

	ALT (Height) FT
Minimum Holding Altitude	8000
Initial Approach Altitude	8000
AQB	6300
AQB 5 NM outbound	5000
AQB 8 NM outbound	4000
On establishing track 329 °	3200
ILS DA/H	575 (400)
SDF No Glide Path (LOC ONLY) 3.7 NM TCH	1200 (1025)
MDA/H No Glide Path (LOC ONLY)	680 (505)

NOTE 1: Remain within Jordanian FIR all the time.
NOTE 2: While in the procedure turn DO NOT EXCEED 13NM AQB to the south.
NOTE 3: While turning inbound remain within AQB R206.
NOTE 4: Max IAS 180Kts.

1.5.2 Missed Approach Procedure RWY 01

When initiating missed approach, fly on R014° AQB climb to 8000FT, after passing 6300FT turn right to enter BAKIR hold, contact ATC for further instructions.

1.5.3 VFR PROCEDURES

1.5.3.1 GENERAL

The VFR corridor has been established to be used by civil and military aircraft proceeding to and from Aqaba/King Hussein aerodrome.

1.5.3.2 LATERAL LIMITS

VFR corridor width is 3 NM.

1.5.3.3 WEATHER MINIMA

The corridor will be closed for routine operations if the Aqaba weather is below VFR minima or if reports indicate that weather along the route is below VFR minima

1.5.3.4 RESPONSIBILITIES

It is the direct responsibility of the pilot using this corridor to avoid collision with other aircraft and to maintain VFR.

1.5.3.5 OPERATING RULES

Pilots are required to comply with the following operating rules.

a) Maintain VMC
b) Maintain a continuous listening watch on the required ATC frequency.
c) Make visual position reports at the mandatory reporting points.
d) Follow ATC instructions.
e) Advise ATC if unable to comply with ATC instructions.

1.5.3.6 REPORTING POINTS

Name	Type	Coordinates
RAS-ENNAQAB	visual mandatory reporting points	295949.00N 0353024.00E
RED SAND	visual mandatory reporting points	295801.00N 0351252.00E
EL-QUWEIRA	visual mandatory reporting points	294811.45N 0351848.72E
BAKIR	Terminal Reporting Point	293930.00N 0350530.00E
QATIM	Terminal Reporting Point	295600.00N 0351600.00E

1.5.3.7 Traffic inbound and outbound from Aqaba/King Hussein operating VFR shall enter and leave Aqaba Approach Control via VFR corridors

1.5.4 ARRIVAL VFR ROUTE (V4)

After QTR/VOR proceed to RAS-ENNAQAB then proceed to EL-QUWEIRA hold descending to ALT 6500 FT to maintain by EL-QUWEIRA after EL-QUWEIRA fly heading 280 DEG MAG then fly by ARABA highway to final RWY 19 or join right hand down wind RWY 01.

1.5.4.1 All arrival VFR traffic flying on V4 should not leave EL- QUWEIRA holding area unless instructed by Aqaba Approach.

1.5.4.2 In case of radio communication failure with the ARR VFR traffic on V4 route, the aircraft should stick to the expected onward CLEARANCE and not to leave EL-QUWEIRA before that time.

1.5.4.3 In case of arriving aircraft is unable to get onward expected clearance or to establish two ways communication with Aqaba Approach the aircraft must return to point of departure (Amman/Marka or Amman/Queen Alia Airport).

1.5.4.4 Contact point for VFR traffic inbound to Aqaba/King Hussein via V4 Route shall be 5 MIN before RAS-ENNAQAB.

1.5.4.5 Release point for VFR traffic inbound to Aqaba/King Hussein shall be RAS-ENNAQAB.

1.5.5 VFR DEPARTURE ROUTE (V3)

After departure proceed to RED SAND to cross RED SAND 6500 FT or above. Then continue to RAS- ENNAQAB and then to QTR/VOR.

1.5.5.1 Contact point for VFR traffic departing Aqaba/King Hussein to the North via V3 is RED SAND.

1.5.5.2 Release point for VFR traffic departing Aqaba/King Hussein to the North via V3 is RAS- ENNAQAB.

RMK: See page OJAQ AD 2.24.9-1

1.5.6 HOLDING

1.5.6.1 Maximum holding level for BAKIR is FL180 and the upper limit for Aqaba Approach Area is 13000FT ALT. Minimum holding level for BAKIR is 8000FT, 7000FT ALT may be used for emergency.

1.5.6.2 Holding for VFR traffic at RAS-ENNAQAB with minimum holding ALT 7000FT and maximum holding ALT 8500FT inbound track 200 turn right outbound for one minute outbound leg.

1.5.6.3 Holding for VFR traffic at EL -QUWEIRA only ALT 6500FT and inbound track 235 turn left outbound for one minute outbound leg.

1.5.7 OVERFLYING TRAFFIC

Overflying traffic entering Aqaba Approach at 13000FT ALT or below shall contact Aqaba Approach 10 minutes before METSA or QATIM and remain under their control until passing the boundary of Aqaba Approach Control.

1.5.8 AIRSPACE CLASSIFICATIONS

Aqaba Approach airspace is classified as class "A and C" airspace.

2. ARRIVING FLIGHTS

2.1 GENERAL

Arrival control is provided by Amman Approach Control within the Terminal Control Area from FL250- 6000FT.

2.2 Arriving Flights

Aircraft inbound to Amman/Queen Alia International will follow Standard Arrival Routes (STARS). Strict adherence to these routes is essential as procedural separation between inbound and outbound aircraft is based on these criteria.

2.3 Radio Failure

2.3.1 Westerly Operations

In case of communication failure, the designated navigation aid to be used for holding is QAA/VOR. After arrival over the QAA commence descent at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

2.3.1.1 Amman/Queen Alia

Amman/Queen Alia Arrivals will complete the normal Instrument Approach Procedure published for the QAA/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.1.2 Amman/Marka

Amman/Marka arrivals will descend in the QAA holding pattern. When leveling 6000FT set course for AMN/VOR on AMN R160 to commence the normal instrument approach procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.2 Easterly Operations A412 and L513

In case of communication failure, the designated navigation aids to be used for holding is the AMN/VOR for inbound via LUDAN LOSAR, and RALNA. After arrival over the AMN commence descent at or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

2.3.2.1 Amman/Marka

Amman/Marka arrivals will complete the normal instrument approach procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.2.2 Amman/Queen Alia

Amman/Queen Alia Arrivals will continue in accordance with LUDAN3A LOSAR3A, and RALNA3A profile then down to 6000FT to carry out MDB NDB instrument approach procedure and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.3 Easterly Operations R652, UM449, and UN318

In case of communication failure, the designated navigation aid to be used for holding is the QTR/VOR for inbound via QTR EGLOT, KINUR and KULDI. After arrival over QTR commence descent to ALT 11000 FT at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given by the current Flight Plan. If no EAT has been received when leveling ALT 11000 FT proceeds as follows: -

2.3.3.1 Amman/Marka

Amman/Marka arrivals will continue in accordance with the QTR5A, KINUR5A and KULDI5A profile and carry out the procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.3.2 Amman/Queen Alia

Amman/Queen Alia Arrivals will continue in accordance with the QTR3A, KINUR3A and KULDI3A profile to carry out the MDB NDB Instrument Approach Procedure and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.4 Take off weather minimums for IFR flights using Amman/Queen Alia , Amman/Marka and Aqaba/ King Hussein International Aerodromes are as follows:

AIRCRAFT CAT A AND B	RVR 400M / VIS 1500M.
AIRCRAFT CAT C AND D	RVR 400M / VIS 800M.

3. DEPARTING FLIGHTS

3.1 GENERAL

Departure Control is provided by Amman Approach Control within the Terminal Control Area from 6000FT to FL 250.

3.2 All IFR aircraft departing from Amman/Queen Alia INTL Aerodrome and Amman/Marka INTL Aerodrome, to call 5 minutes before ready to start engines and to pass total number of persons on board.

3.3 If no delay expected a standard clearance would be issued before start up, Aircraft will then request start up clearance when ready.

3.4 If the aircraft is unable to achieve the SID profile. Non-standard clearance should be requested.

3.5 RADIO FAILURE

Aircraft experiencing radio failure, in the departure phase within the terminal area, will climb to the level specified in the clearance, If no time or geographical limit was included in the clearance, maintain level for 3 minutes then continue climb to the Flight Level specified in the current Flight Plan.

4. TERMINAL PROCEDURES AMMAN/Marka

4.1 DEPARTURES AMMAN/Marka RWY 24

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR4D	Climb on runway heading until passing ALT 5000FT then turn right to AMN/VOR, intercept AMN R080 to LOXER then turn left to establish QAA R029 to LOSAR.	Cross d7 AMN R080 8500FT or above. Cross LOXER 9000FT or above. Cross LOSAR 13000FT or above.
LUDAN4D	Climb on runway heading until passing ALT 5000FT then turn right to AMN/VOR intercept AMN R080 to LOXER then to LUDAN.	Cross d7 AMN R080 8500FT or above. Cross LUDAN 11000FT or above.
QTR4D	Climb on runway heading until passing ALT 5000FT then turn left to intercept AMN R209 to MDB NDB then intercept QTR R336 to QTR/VOR	Cross AMN 10d (R 209) 7000FT or above. Cross QTR 9000FT or above.
KULDI4D	Climb on runway heading until passing ALT 5000FT. Turn left to intercept AMN R209 to MDB NDB intercept QTR R336 to QTR turn left to intercept QTR R077 to KULDI.	Cross AMN 10d (R 209) 7000FT or above. Cross QTR 9000FT or above. Cross KULDI FL150 or above.
RALNA4D	Climb on runway heading until 10d AMN/VOR, then turn right to OSAMA then to RALNA	Cross 14.5d AMN R250 at 6000FT or above. Cross OSAMA Maintaining 8000FT.
MUVIN4D	Climb on runway heading proceed to MOUAB then turn right to MUVIN track 286 then proceed to TALMI.	Cross 15d. AMN on runway heading at 6000FT or above. Cross MOUAB at 11000FT or above. Cross MUVIN 12000FT then proceed to TALMI.

NOTES:

1: Aircraft unable to comply with the SID profile restrictions MUST request Non-Standard departure clearance on start up.

2: Aircraft unable to achieve SID profile restrictions when airborne should carry out the following contingency: Turn left or right as appropriate at 5000FT fly to AMN/VOR to enter the holding pattern.

3: Departure traffic on RALNA SID and MUVIN SID shall call TEL-AVIV ACC on FREQ 121.4 or 132.05MHz as early as possible and in any case traffic should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart OJAM AD 2.24.6-10

4.2 ARRIVALS AMMAN / Marka RWY 24

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR4A	At LOSAR intercept QAA R029.After QAA. Intercept AMN R160.	Cross LOSAR 13000FT or above. Cross LOXER 9000FT or above. Cross 10d QAA 8500FT
LUDAN4A	At LUDAN intercept QAA R048 After QAA intercept AMN R160. REPORT QAA 20d.	Cross LUDAN 11000FT or above. Cross QAA 13d 8500FT or above.
QTR4A	At QTR intercept QAA R186 After QAA intercept AMN R160. REPORT QAA 15d.	Cross QTR 9000FT or above. Cross QAA 15d 7000FT or above.
KULDI4A	At KULDI intercept QAA R140. After QAA intercept AMN R 160. REPORT QAA 20d.	Cross KULDI FL150 or above. Cross QAA 15d 7000FT or above.
RALNA4A	At RALNA intercept AMN R258, proceed to AMN/VOR	Cross RALNA 11000FT. Cross AMN 13d 6000FT or above.
KINUR4A	AT KINUR intercept QAA R105. After QAA intercept AMN R160.	Cross KINUR FL150. Cross ALNOR 7000FT or above. Cross QAA 6000FT or above.

NOTE: Follow ATC descent clearance instructions. But not below published profile altitude restrictions which are minimum safety profiles.

AMMAN INBOUND TRAFFIC WILL BE INITIALLY CLEARED TO QAA TO AWAIT ONWARD CLEARANCE.

RMK: See related chart OJAM 2.24.7-9

4.3 DEPARTURS AMMAN/Marka RWY 06

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR5D	Climb runway heading on track to AMN Turn left to re- cross AMN/VOR, intercept QAA R340. Turn left to establish QAA R029 to LOXER then to LOSAR	Cross AMN above 4000FT Turn left climbing to re-cross AMN at 5500FT or above. Cross QAA at 6000FT or above. Cross QAA 10d 8500FT or above. Cross LOXER 9000FT or above. Cross LOSAR 13000FT or above.
LUDAN5D	Climb runway heading on track to AMN Turn left to re- cross AMN/VOR, intercept QAA R340 Turn left to establish QAA R048 to LUDAN.	Cross AMN above 4000FT Turn left climbing to re-cross AMN at 5500FT or above. Cross QAA at 6000FT or above. Cross QAA 13d 8500FT or above. Cross LUDAN 11000FT or above.
QTR5D	Climb runway heading on track to AMN turn left to re-cross AMN/VOR. Intercept QAA R340. Turn Right to intercept QTR R006.	Cross AMN above 4000FT turn left climbing to re-cross AMN at 5500FT or above. Cross QAA at 6000FT or above. Cross QAA 15d 7000FT or above. Cross QTR at 9000FT or above.
KULDI5D	Climb runway heading on track to AMN turn left to re-cross AMN/VOR. Intercept QAA R340 Turn left to intercept QAA R140 to KULDI.	Cross AMN above 4000FT turn left climbing to re-cross AMN at 5500FT. Cross QAA at 6000FT or above. Cross QAA 15d 7000FT or above. Cross KULDI FL150 or above.
RALNA5D	Climb on track to AMN/VOR then turn right to OSAMA then proceed to RALNA.	Cross AMN/VOR at 4000FT or above. Cross AMN R180 at 5000FT or above. Cross AMN 14.5d R250 at 6000FT or above. Cross OSAMA maintaining 8000FT then proceed to RALNA.
MUVIN5D	Climb runway heading to AMN/VOR then turn right to intercept AMN R239 to MOUAB then turn right to MUVIN	Cross AMN/VOR at 4000FT or above. Cross AMN R180 at 5000FT or above. Cross AMN 15d. R241 at 6000FT or above. Cross MOUAB at 11000FT or above. Cross MUVIN 12000FT.
KINUR 5 D	Climb runway heading to AMN turn left to re- cross AMN/VOR. Intercept QAA R340 Turn left to intercept QAA R105 to ALNOR then to KINUR.	Cross AMN above 4000FT Turn left climbing to re-cross AMN at 5500FT or above. Cross QAA at 6000FT or above. Cross ALNOR 7000FT or above. Cross KINUR FL150 or above.

NOTE 1: Turn must be completed within 5NM. AMN/VOR/DME to avoid OJD2.
NOTE 2: All departures via MUVIN and RALNA SIDs profiles, shall call TEL-AVIV ACC on FREQ 121.4 or 132.05MHz as early as possible, and in any case traffic should not cross 10 NM East of SALAM or TALMI without establishing contact with TEL-AVIV ACC.
NOTE 3: Low level arrival traffic from BEN-GURION to AMMAN/Marka or Amman/Queen Alia Airports shall follow RALNA STAR profile.
NOTE 4: Aircraft unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up.
NOTE 5: Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to AMN/VOR to enter the holding pattern.
ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart OJAM AD 2.24.6-9

4.4 ARRIVALS AMMAN/Marka RWY 06

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR5A	At LOSAR intercept QAA R029 at LOXER intercept AMN R080 to AMN/VOR.	Cross LOSAR 13000 FT or above. Cross LOXER 9000FT or above. Cross AMN 07d 8500FT or above.
LUDAN5A	At LUDAN intercept AMN R080 to AMN.	Cross LUDAN 11000 FT or above. Cross AMN 07d 8500 FT.
QTR5A	At QTR establish QTR R336 to MDB. Intercept AMN R209 to AMN.	Cross QTR 9000FT or above. Cross QTR 15d 7000FT or above. Cross AMN 10d 7000FT or above.
KULDI5A	At KULDI establish QTR R077 to QTR turn right to intercept QTR R336 to MDB intercept AMN R209 to AMN.	Cross KULDI FL150 or above. Cross QTR 9000 FT or above. Cross QTR 15d R336 7000FT or above. Cross AMN 10d 7000FT or above.
RALNA5A	At RALNA Intercept AMN R258, proceed to AMN/VOR. REPORT 13d INBOUND TO AMN/VOR.	Cross RALNA 11000FT. Cross AMN 13d 6000 FT or above.

NOTE: Follow ATC decent clearance instructions but not below published profile altitude restrictions, which are Minimum safety profiles.
Initial holding clearance may be issued for QTR or AMN.

RMK: See related chart OJAM AD 2.24.7-10

5. TERMINAL PROCEDURES AMMAN/Queen Alia

5.1 DEPARTURES AMMAN/Queen Alia RWY 26L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR2D	Climb Runway Heading until crossing 13.5d QAA. Turn right to intercept AMN R209. Intercept AMN R080 to LOXER. Turn left to intercept QAA R029 to LOSAR	Cross 13.5NM QAA (or AMN R206 or QTR R341) at 3200FT or above. Cross AMN 10d R209 7000FT or above. Cross 07d AMN (R080) 8500 FT or above. Cross LOXER 9000FT or above. Cross LOSAR 13000FT or at assigned level.
LUDAN2D	Climb Runway Heading until crossing 13.5d QAA. Turn right to intercept AMN R209 to AMN. intercept AMN R080 to LUDAN	Cross QAA 13.5d at 3200FT or above. Cross AMN 10d R209 7000FT or above. Cross AMN 07d R080 8500FT or above. Cross LUDAN 11000FT or at assigned level.
QTR2D	Climb Runway Heading until crossing 13.5d QAA turn left to intercept QTR R336 to QTR	Cross QAA 13.5d at 3200FT or above. Cross QTR 15d R336 7000FT or above. Cross QTR at 9000 FT or above.
KULDI2D	Climb Runway Heading until crossing 13.5d QAA turn left to intercept QTR R336 to QTR. turn left to intercept QTR R077 to KULDI	Cross QAA 13.5d at 3200FT or above. Cross QTR 15d R336 7000FT or above. Cross QTR at 9000FT or above Cross KULDI FL150 or above.
RALNA2D	Climb Runway Heading until crossing 13.5d QAA then turn right to OSAMA then turn left to RALNA.	Cross 13.5d QAA or AMN R206 at 3200FT or above. Cross QAA 21d R277 at 7000FT or above. Cross OSAMA maintaining 8000FT.
MUVIN2D	Climb Runway Heading to 13.5d QAA turn right to MOUAB then turn left to MUVIN.	Cross 13.5d QAA or AMN R206 at 3200FT or above. Cross QAA 22d R269 at 7000 FT or above. Cross MOUAB 11000FT or above. Cross MUVIN maintaining 12000FT.

NOTE:

1. Aircraft unable to comply with SID profile restrictions MUST request non-standard departure clearance on start up.
2. Aircraft unable to achieve SID profile restrictions after airborne should carry out the following contingency: Turn left or right as appropriate at 5000FT fly to QAA/VOR to enter the holding pattern.
3. In case of VFR traffic is flying on V1 Corridor between GHARBIYA and QUARRY, ATC shall instruct the appropriate departure traffic to maintain on track until passing MDB/NDB or passing ALT 5000FT.
4. Departure traffic on RALNA and MUVIN SIDs shall call TEL-AVIV ACC on FREQ 121.4 or 132.05MHz as early as possible, and in any case traffic should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart OJAI AD 2.24.6-20

5.2 WESTERLY ARRIVALS AMMAN /Queen Alia RWY 26R/26L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR2A	At LOSAR ,intercept QAA R029 to LOXER then to QAA/VOR	Cross LOSAR 13000FT or above. Cross LOXER at 9000FT or above. Cross QAA 10d 8500 FT or above.
LUDAN2A	At LUDAN intercept QAA R048 to QAA.	Cross LUDAN 11000FT or above. Cross QAA 13d 8500 FT or above.
QTR2A	At QTR intercept QAA R186 to QAA..	Cross QTR 9000FT or above. Cross QAA 15d 7000FT or above.
KULDI2A	At KULDI intercept QAA R140 to QAA.	Cross KULDI FL150 or above. Cross QAA 15d 7000FT or above.
RALNA2A	AT RALNA intercept AMN R258 to AMN then turn right to intercept AMN R160 to QAA.	Cross RALNA 11000FT. Cross AMN 10d R160 at 6000FT or above.
KINUR2A	AT KINUR intercept QAA R105 to QAA	Cross KINUR FL150 or above. Cross ALNOR 7000FT or above.

NOTE:

1. ACFT not able to comply with STAR profile. It will be subject to radar control.
2. ACFT on KINUR2A not able to comply with the arrival profile, may ask to Proceed via KULDI2A.

NOTE: Follow ATC descent clearance instructions. But not below published profiles, which are Minimum safety profiles.

RMK: See related chart OJAI AD 2.24.7-10

5.3 DEPARTURES AMMAN / Queen Alia RWY 08L

ROUTE	NAVIGATIONS	ALT/FL RESTRICTIONS
LOSAR3D	Climb Runway Heading until crossing 3.1d QAA turn left to intercept QAA R029 to LOXER. Continue to LOSAR.	Climb to cross AMN R174 (3.1d to QAA/VOR/DME) at 3200FT or above. Cross 10d QAA at 8500FT or above. Cross LOXER 9000FT or above. Cross LOSAR 13000FT or above.
LUDAN3D	Climb Runway Heading until crossing 3.1d QAA turn left to intercept QAA R048 to LUDAN	Climb to cross 3.1d to QAA at 3200FT or above. Cross QAA 13d at 8500FT or above, Cross LUDAN 11000FT or above .
QTR3D	Climb Runway Heading until crossing 3.1d QAA turn right to intercept QAA R186 to QTR	Climb to cross 3.1d to QAA at 3200FT or above. Cross QAA 15d 7000FT or above. Cross QTR 9000FT or above
KULDI3D	Climb Runway Heading until crossing 3.1d QAA turn right to intercept QAA R140 to KULDI	Climb to cross 3.1d to QAA at 3200FT or above. Cross QAA 15d 7000FT or above. Cross KULDI FL150 or above
RALNA3D	Climb Runway Heading until crossing 3.1d QAA then turn left to intercept QAA R290 proceed to OSAMA, then turn left to RALNA.	Cross 3.1d to QAA at 3200FT or above. Cross QAA 12d R290 at 6000FT or above. Cross OSAMA maintaining 8000FT.
MUVIN3D	Climb Runway Heading until crossing 3.1d QAA. Turn left to intercept QAA R273 proceed to MOUAB then turn right to MUVIN.	Cross 3.1d to QAA at 3200FT or above. Cross QAA 12d at 6000FTor above. Cross MOUAB 11000FT or above. Cross MUVIN maintaining 12000FT.
KINUR3D	Climb runway heading until crossing 3.1d QAA. Turn right to intercept QAA R105 proceed to ALNOR then KINUR.	Climb to cross 3.1d to QAA at 3200FT or above. Cross ALNOR 7000FT or above. Cross KINUR FL150 or above.

NOTES:

1. Aircraft unable to comply with the SID profiles restrictions MUST request non-standard departure clearance on start up.
2. Aircraft unable to achieve SID profile restrictions when airborne should carry out the following contingency: Turn left or right as appropriate at 5000FT fly to MDB/NDB to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED

3. In case of VFR traffic is flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000FT QNH, or until passing by QAA/VOR or abeam QAA/VOR.
4. Departure traffic on RALNA and MUVIN SIDs shall call TEL-AVIV ACC on FREQ 121.4 or 132.05MHz as early as possible, and in any case traffic should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

RMK: See related chart OJAI AD 2.24.6-17

5.4 ARRIVALS AMMAN /Queen Alia RWY 08R/08L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR3A	At LOSAR intercept QAA R029. At LOXER turn right to intercept AMN R080. At AMN turn left to intercept R209 to MDB NDB.	Cross LOSAR 13000FT or above. Cross LOXER 9000FT or above. Cross AMN 07d 8500FT or above. Cross AMN 10d 7000FT or above.
LUDAN3A	At LUDAN intercept AMN R080. At AMN turn left to intercept AMN R209 proceed to MDB NDB. REPORT over LOXER	Cross LUDAN 11000FT or above. Cross AMN 07d R080 8500FT or above. Cross AMN 10d R209 7000 FT or above.
QTR3A	At QTR turn left to intercept QTR R336 to MDB NDB. REPORT 15d OUTBOUND QTR/VOR.	Cross QTR 9000FT or above. Cross QTR 15d at 7000FT or above.
KULDI3A	AT KULDI establish QTR R077 to QTR then over QTR turn right to intercept QTR R336 to MDB NDB. REPORT 15d OUTBOUND QTR/VOR.	Cross KULDI FL150 or above. Cross QTR 9000FT or above. Cross QTR 15d R336 at 7000FT or above.
RALNA3A	At RALNA intercept AMN R258 to AMN. Turn right to intercept AMN R209 to MDB/NDB.	Cross RALNA 11000FT. Cross AMN 10d R209 7000FT or above.

NOTE: Initial holding clearance may be issued for QTR or AMN follow ATC descent clearance instructions, but not below published profiles which are minimum safety profiles.

RMK: See related chart OJAI 2.24.7-9

5.5 DEPARTURE AMMAN/Queen Alia RWY 26R

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR2D	Climb Runway Heading until crossing (14d QAA) then turn right to intercept AMN R209 to AMN/VOR intercept AMN R080 to LOXER, then turn left to intercept QAA R029 to LOSAR.	Cross 14d QAA (AMN R206) at 3200FT or above. Cross AMN 10d (R209) 7000FT or above. Cross AMN 07d (R080) 8500FT or above. Cross LOXER 9000FT or above. Cross LOSAR 13000FT or above.
LUDAN2D	Climb Runway Heading until crossing QAA 14d then turn right to intercept AMN R209 to AMN intercept AMN R080 to LUDAN .	Cross 14d QAA at 3200 FT or above. Cross AMN 10d R209 7000FT or above. Cross AMN 07d R080 8500FT or above. Cross LUDAN 11000FT or above.
QTR2D	Climb Runway Heading until 14d QAA, then turn left to intercept QTR R336 to QTR.	Cross 14d QAA at 3200FT or above. Cross QTR 15d 7000FT or above. Cross QTR at 9000FT or above.
KULDI2D	Climb Runway Heading until 14d QAA, turn left to intercept QTR R336 to QTR, then turn left to intercept QTR R077 To KULDI.	Cross 14d QAA at 3200 FT or above. Cross QTR 15d 7000FT or above. Cross QTR 9000FT or above. Cross KULDI FL150 or above.
MUVIN2D	Climb Runway Heading to MDB/NDB, turn right to intercept MDB bearing 291 to MOUAB then turn left to MUVIN.	Cross 14d QAA at 3200 FT or above. Cross QAA 22d R269 at 7000 FT or above. Cross MOUAB 11000FT or above. Cross MUVIN maintaining 12000FT.
RALNA2D	Climb Runway Heading until crossing 14d QAA, then turn right on track 315 to OSAMA then turn left to RALNA.	Cross 14d QAA at 3200FT or above. Cross QAA 21d R277 at 7000FT or above. Cross OSAMA maintaining 8000FT then to RALNA point.

NOTES:

1. Aircraft unable to comply with SID profile restrictions MUST request non-standard departure clearance on start up.
2. Aircraft unable to achieve SID profile restrictions when airborne should carry out the following contingency: Turn left or right as appropriate at 5000FT to QAA/VOR to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED

3. In case of VFR traffic is flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000FT QNH, or until passing by MDB/NDB or abeam MDB/NDB.

4. Departure traffic on RALNA and MUVIN SIDs shall call TEL-AVIV ACC on FREQ 121.4 or 132.05 MHz as early as possible, and in any case traffic should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

RMK: See related chart OJAI AD 2.24.6-19

5.6 DEPARTURES AMMAN / Queen Alia RWY 08R

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
LOSAR3D	Climb Runway Heading to QA/NDB then turn left to intercept QAA R029 to LOXER .then to LOSAR	Climb to Cross QA NDB 3200 FT or above. Cross (QAA 10d) 8500 FT or above. Cross LOXER 9000FT or above. Cross LOSAR 13000FT or above.
LUDAN3D	Climb Runway Heading to QA/NDB then turn left to intercept QAA R048 to LUDAN.	Climb to Cross QA NDB 3200FT or above. Cross QAA 13d 8500FT or above. Cross LUDAN 11000FT or above.
QTR3D	Climb Runway Heading to QA/NDB then turn right to intercept QAA R186 to QTR.	Climb to cross QA NDB at 3200FT or above. Cross QAA 15d 7000 FT or above. Cross QTR 9000 FT or above.
KULDI3D	Climb-Runway Heading-to QA/NDB then turn right to intercept QAA R140 to KULDI.	Climb to cross QA NDB 3200 FT or above. Cross QAA 15d 7000FT or above. Cross KULDI FL150 or above.
MUVIN3D	Climb-Runway Heading to QA/NDB. Turn left to intercept QAA R273 proceed to MOUAB then MUVIN.	Cross QA/NDB at 3200FT or above. Cross QAA 12d at 6000FT or above. Cross MOUAB 11000FT or above. Cross MUVIN maintaining 12000FT.
RALNA3D	Climb-Runway Heading to QA/NDB then turn left to intercept QAA R290 proceed to OSAMA, then turn left to RALNA.	Cross QA/NDB at 3200FT or above. Cross QAA 12d at 6000FT or above. Cross OSAMA maintaining 8000FT.
KINUR3D	Climb runway heading to QA/NDB then turn right to intercept QAA R105 to ALNOR .then to KINUR	Climb to Cross QA/NDB 3200FT or above. Cross ALNOR 7000FT or above. Cross KINUR FL150 or above.

NOTES:

1. Aircraft unable to comply with the SID profiles restrictions MUST request non-standard departure clearance on start up.
2. Aircraft unable to achieve SID profile restrictions after airborne should carry out the following contingency: Turn left or right as appropriate at 5000FT fly to QAA/VOR to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

3. In case of VFR traffic is flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000FT QNH, or until passing by QAA/VOR or abeam QAA/VOR.
4. Departure traffic on RALNA SID and MUVIN SID shall call TEL-AVIV ACC on FREQ 121.4 MHz or 132.05 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

RMK: See related chart OJAI AD 2.24.6-18

6. TERMINAL PROCEDURES AQABA/ King Hussein

6.1 ARABA DEPARTURE RWY 01

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AQC/NDB R652 QTR/VOR	Climb on track until passing ALT 7000FT then turn right to join R652 to QTR/VOR	Don't initiate right turn before passing ALT 7000FT.

NOTE: Right turn at ALT 6500FT may be approved if there is no traffic on V4 route.

6.2 RAHMA DEPARTURE RWY 01

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AQC/NDB R652 METSA CAIRO FIR	Climb on track until passing ALT 7000FT turn right to BAKIR FIX (turn should be completely contained within AQABA Approach Control Area) then proceed to METSA.	Don't initiate right turn before passing ALT 7000FT. Cross METSA at ALT 12000FT or above.

NOTE: Right turn at ALT 6500FT may be approved if there is no traffic on V4 route.

RMK: See related chart OJAQ AD 2.24.6-9

6.3 PETRA DEPARTURE RWY 19

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
BAKIR FIX R652 QTR	Climb on track until passing ALT 5000FT (minimum climbing gradient 5%) turn left to join ATS Route R652 to QTR/VOR. Cross AQB/VOR. R090 at ALT 7000FT or above (turn should be completely contained within Aqaba Approach Control Area). Maximum IAS 210 KTS.	Don't initiate left turn before passing ALT 5000FT. Cross AQB/VOR R090 at ALT 7000FT or above.

6.4 METSA DEPARTURE RWY 19

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
BAKIR FIX R652,METSA	Climb on track until passing ALT 5000FT (minimum climbing gradient 5%) turn left proceeds to BAKIR hold. Cross AQB/VOR R090 at ALT 7000FT or above Climb in the hold to cross METSA at ALT 12000 FT or above then to the assigned level. Maximum IAS 210 KTS.	Don't initiate left turn before passing ALT 5000FT. (don't exceed 7 NM from AQB). Cross AQB/VOR R090 at ALT 7000FT or above.

NOTES:

1. The turns to the left after departure should be completely contained within Aqaba Approach Control Area.
2. All traffic departing or arriving Aqaba/King Hussein International aerodrome shall adhere to the standard SIDs and Approach IFR joining instructions as published in Jordan AIP.
3. ACFT unable to comply with the SID profiles restrictions must request non-standard departure clearance on start up.

RMK: See related chart OJAQ AD 2.24.6-10

ENR 1.6 RADAR SERVICES AND PROCEDURES

1. GENERAL

1.1 SERVICES

a) Radar units in the Amman FIR operate as integral parts of the ATS system and provide Radar Control Service and Radar information service as applicable to the maximum extent practicable;

b) Unless otherwise requested by ATC, position reports may be omitted when receiving Radar Service

1.2 APPLICATION OF RADAR CONTROL SERVICE

a) Radar is used for the provision of Air Traffic Services in accordance with ICAO DOC 4444), Part X.;

b) Radar Services are provided by the units listed below within their areas of responsibility.

i. Amman Control Center/ Upper Sector (Radar Control Service)
ii. Amman Control Center/Lower East Sector (Radar Control Service).
iii. Amman Control Center/Lower West Sector (Radar Control Service).
iv. Amman TMA (Radar Control Service).

1.3 RADIO AND RADAR FAILURE PROCEDURES

1.3.1 In case of communication failure aircraft shall conform to the general procedures specified in Annex 2, Chapter 3, para. 3.6.5.2.

1.3.2 Aircraft Radio Transmitter Failure

If two-ways communication is lost with an aircraft, the radar controller should first determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the frequency to operate IDENT or to make code changes.

NOTE: Transponder equipped aircraft experiencing Radio communication failure will operate the transponder on Mode A code 7600.

1.3.2.1 If the action prescribed in para 1.3.2.is unsuccessful, it shall be repeated on any other available frequency on which it is believed that the aircraft might be listening;

1.3.2.2 In both cases covered in para 1.3.2. and 1.3.2.1, any maneuvering instructions shall be such that the aircraft would regain its current cleared track after having complied with the instructions received ;

1.3.2.3 Where it has been established by the action in par 1.3.2 that the aircraft's radio receiver is functioning, continued control of transponder equipped aircraft where MSSR is available can be affected using IDENT transmissions or Code changes to obtain acknowledgment of clearances issued to the aircraft.

1.3.3 Complete Aircraft Communication Failure

1.3.3.1 When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where radar separation is applied, such separation may continue to be used. However, if the aircraft experiencing failure is not identified, radar separation shall be applied between aircraft under radar control and all unidentified aircraft observed along the expected route of the aircraft with the communication failure, until as such time as it is known, or can safely be assumed, that the aircraft with radio failure has passed through the air-space concerned, has landed, or has proceeded elsewhere.

1.3.3.2 Aircraft transponder failure in areas where the carriage of functioning transponder is mandatory.

1.3.3.2.1 When an aircraft experiencing transponder failure after departure is operating or expected to operate in an area where the carriage of a functioning transponder with specified capabilities is mandatory, the ATC units concerned should endeavor to provide for continuation of the flight to the aerodrome of first intended landing in accordance with the Flight Plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible particularly when failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at nearest suitable aerodrome acceptable to the operator concerned and to ATC.

1.3.3.2.2 In case of a transponder failure which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

2. MONOPULSE SECONDARY SURVEILLANCE RADAR (MSSR)

2.1 RADAR EMERGENCY PROCEDURES

Aircraft are required to operate MSSR transponder in accordance with ICAO PANS-OPS (DOC 8168), Volume 1, Part VIII.

2.2 RADIO COMMUNICATION FAILURE AND UNLAWFUL INTERFERENCE PROCEDURES

a) Radio communication failure procedure whilst under radar control is detailed in ENR 1.6-1, and ENR 1.6-2

b) Aircraft subject to unlawful interference shall follow the procedures specified in Attachment B to Annex 2- Rules of the Air.

c) Whenever possible aircraft experiencing unlawful interference shall select MSSR Mode 3/A Code 7500.

d) If known traffic is not identified due to Aircraft MSSR failure procedural separation must be used.

2.3 SYSTEM OF MSSR CODE ALLOCATION

Jordan is part of Middle East Region MSSR code allocation plan. All States in the region are allocated code Blocks from the Mode 3/A codes.

a) Aircraft entering the Amman FIR shall retain the MSSR code previously issued by ATC in an adjacent FIR.

b) The following MSSR codes (Mode A) will be assigned by Amman TACC:

1. Inbound Flights

Flights inbound or overflying the Amman FIR will be allocated codes by the first country in the region. Amman ACC will accept this code as part of the ACFT estimate and use it for the flight in the FIR until landing or pass the code with the ACFT estimate to the next FIR.
Any inbound flight that dose not have a code allocated by the originating FIR will be allocated a Code from the block 0400 - 0477

2. Outbound Flights

Outbound flights will be allocated a code from the series 0700 - 0777

3. Overflying Flights

Overflying flights will be allocated from the series 0700- 0777

4. Domestic Flight

a) All internal IFR flights (Domestic) will be allocated codes from the Block 1101-1177

b) Flights without stored Flight Plan and automatic code allocation, the following codes block will be allocated manually by the sectors 2400-2477.

c) All flights using Amman FIR shall be allocated codes from the following list; and which reserved for the following functions:

Training flights (civil and military ACFT)	Internal code block used for IFR Domestic Flights	Arrival	Transit and Departure
2400-2477	1101-1177	0400-0477	0700-0777

d) All uncontrolled VFR Flight within Amman FIR should use the conspicuity code 2400 to improve Radar detection. Discrete codes will not normally be allocated to VFR Flights unless traffic is to receive Radar service.

2.4 RADAR SEPARATION MINIMA

The horizontal and lateral Radar separation Minima prescribed for use in Amman TACC are:

SECTOR	MINIMUM SEPARATION	SERVICE PROVIDED
Within QAIA TMA	5NM for climb & descend and landing interval	Radar Control Service
Within lower east sector	5NM for lateral separation, climb and descend Purpose 20NM longitudinal separation constant or increasing.	Radar control service
Within lower west sector	5NM for lateral separation ,climb and descend purposes 20NM longitudinal separation constant or increasing.	Radar control service
Within upper sector	5NM for lateral separation ,climb and descend purposes 20NM longitudinal separation constant or increasing.	Radar control service

2.5 RADAR/PROCEDURAL SEPARATION

If separation is provided between traffic in MSSR only coverage areas, extreme care shall be taken to ensure that known traffic is squawking and identified.

Radar Separation may only be provided between identified Aircraft.

2.6 VOR/DME SEPARATION

Under no circumstances must Radar position be substituted for VOR or DME separation, except where geographical separation is deemed to exist providing vertical separation established by a particular Radar position of identified aircraft may be substituted for VOR/DME position.

2.7 AMMAN TERMINAL AREA CONTROL CENTER (TACC) SECTORISATION

SECTOR	FREQUENCY	AIRSPACE	SERVICE PROVIDED
UPPER SECTOR	128.5 MHz	All controlled Airspace within Amman FIR at FL 350 and above.	**RADAR control**
LOWER EAST	132.525 MHz	The part of controlled Airspace within Amman FIR which is located East of the eastern boundary of the Lower West Sector. From ALT. 13000FT up to and including FL 340.	**RADAR control**
LOWER WEST	132.425 MHz	All Controlled Airspace within Amman FIR which is located west of the extended line between DAXEN and the point located 20nm west of RASLI along the political boundary, From ALT. 7000FT up to and including FL340. Excluding Amman TMA and Aqaba App bellow FL255.	**RADAR control**
AMMAN APPROACH	128.9 MHz	All controlled airspace extends between QAA/VOR and the following reporting points which are considered to be the Entry/Exit to the TMA boundary - BUSRA - ASLON - GENEX - PARAM - MAZAR - LOSIL - MUVIN - RALNA The lower limit is A6000FT and the Upper limit is FL255 FT. Excluding QAIA CTZ and Amman Marka CTZ below A5500FT.	**RADAR control**
AQABA APPROACH	119.2 MHz	All controlled airspace within semi-circle 45NM from AQB VOR, the lower is A7000 and the Upper limit is FL255 to include the following reporting points as Entry/Exit for Aqaba Approach area of responsibility. LOXUS LONOL TAMIM ROVAR Excluding King Hussein CTZ below A6500FT.	**Non–RADAR control**

2.8 MSSR COVERAGE

MSSR Coverage is provided throughout the FIR. Maximum Range of the monopulse Secondary radars used of air traffic services are:

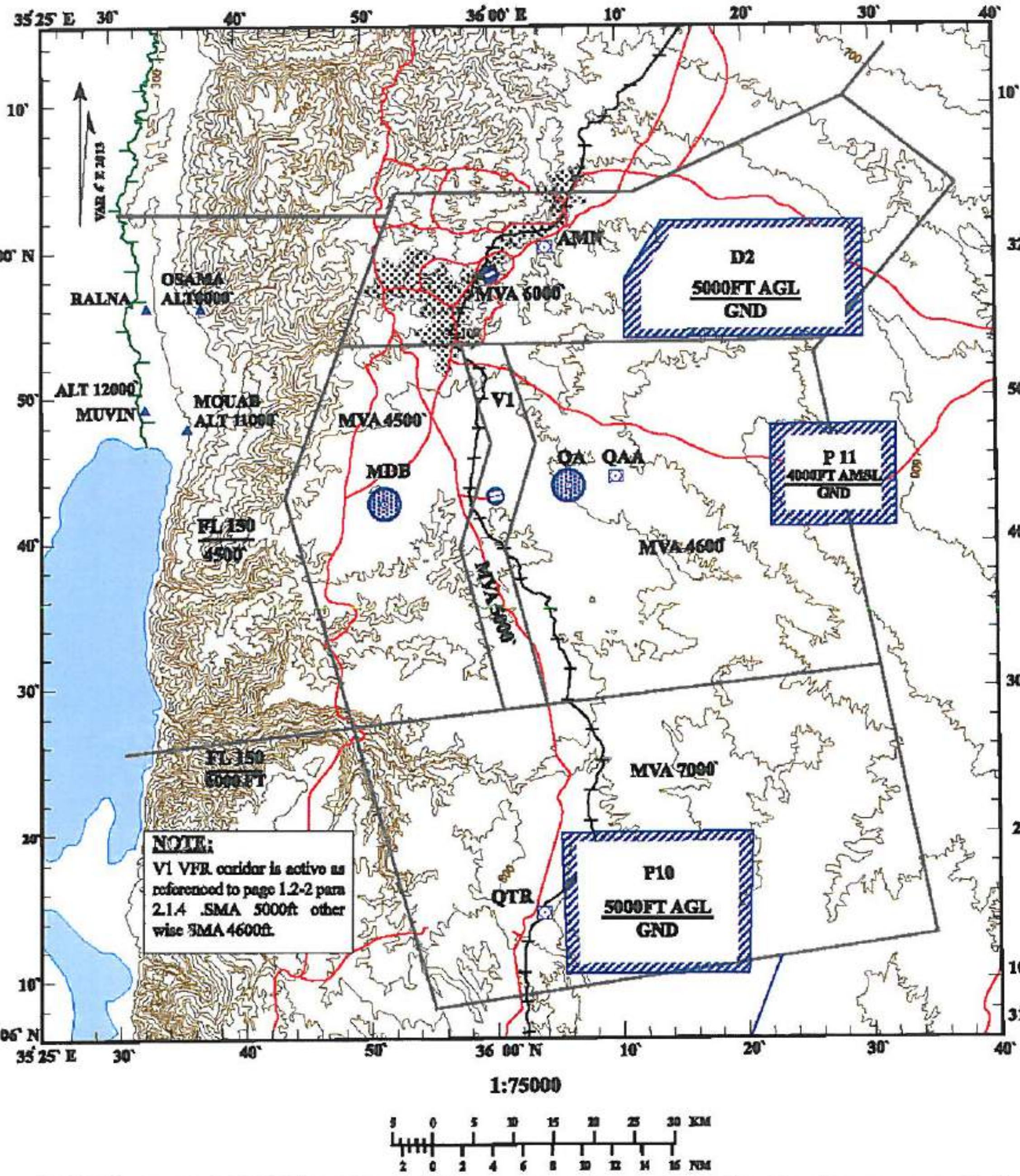
LOCATION	TYPE	MAX RANGE (NM)
AMMAN/ Queen Alia Airport	MSSR	256NM
AMMAN/ Queen Alia Airport	Mode S	256NM
Aqaba/ King Hussein Airport ARREESHA Amman /Marka Airport SAFAWI	4x ADS-B stations	256nm For each station

2.9 RADAR SPECIFICATIONS

ITEM	DESCRIPTION
Operating Agency	Civil Aviation Regulatory Commission of Jordan
Type	INDRA MSSR Mode-S Sensor type IRS-20MP/S
Location	Amman /Queen Alia international aerodrome
Coordinates	314503.2N 0360047.6E
Operating Frequency	1030MHZ Uplink, and 1090MHZ Downlink
Hours of Operations	H24
Polarization	Vertical
Interrogation Modes	A, C, S and Intermode
Peak Power Output	2500Watt
Effective Range	250NM
Elevation	800M AMSL
Antenna TWR Height	15M

ATC Surveillance Minimum Altitude

The Minimum Vectoring Altitudes Within AMMAN TMA are as shown below



ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

NAME LATERAL LIMITS VERTICAL LIMITS CLASS OF AIRSPACE	UNIT PROVIDED SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	2	3	4	5
AMMAN FIR Includes the territory of the H.K.J 292125.97639N 345743.05062E On the Gulf of Aqaba 291102.97696N 360420.13946E 293002.99253N 363021.17108E 295203.00938N 364521.18791E 300003.01954N 373021.24657E 302003.03505N 374021.25737E 303003.04435N 380021.28285E 313003.08503N 370021.19432E 320002.12110N 390021.35305E TO 320911.12984N 391206.36799E At Jordan, Saudi Arabia and Iraqi boundaries. Then the point 321349N 391804E At the Southern corner of the Jordanian-Iraqi boundaries	AMMAN ACC	AMMAN CONTROL ENGLISH , ARABIC H24	Upper Sector 128.5MHz Lower East Sector 132.525MHz Lower West Sector 132.425MHz	
NOTE 1 : No alternate occurred to Jordanian Airspace Boundaries which will remain as published in ICAO Regional Plans (EUR,MID And AFI)				

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS CLASS OF AIRSPACE	UNIT PROVIDED SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	4	3	2	
Thereafter the points 322120N 391536E 321815N 390237E 322840N 385910E 323006N 390510E And point 332229N 384737E At the Jordanian –Iraqi – Syrian boundaries. Thereafter to the point east of KAMEL at 321834N 365017E follow the Jordanian-Syrian political boundaries to the point 324107N 353809E AT Jordanian-Syrian-Israeli boundaries UNL GND Class of Airspace: A,C,G	AMMAN ACC	AMMAN CONTROL ENGLISH , ARABIC H24	Upper Sector 128.5MHz Lower East Sector 132.525MHz Lower West Sector 132.425MHz	

NOTE 1 : No alternate occurred to Jordanian Airspace Boundaries which will remain as published in ICAO Regional Plans (EUR,MID And AFI)

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS OF USE HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	4	3	2	
Control Areas in AMMAN FIR *AMMAN TMA 320356.10518N 355159.09688E 320356.10741N 361059.12258E 321026.11481N 362759.14456E 320426.11076N 363659.15768E 315256.09991N 362529.14390E 311256.06870N 363459.16270E 310756.06033N 355459.10985E 314256.08680N 354259.08822E FL 255 6000FT ALT Class of Airspace: A & C	AMMAN APP	AMMAN APPROACH ENGLISH , ARABIC H24	FREQ: 128.9 MHZ	
	AMMAN ACC	AMMAN CONTROL ENGLISH , ARABIC H24	Upper Sector 128.5MHz Lower East Sector 132.525MHz Lower West Sector 132.425MHz	

NOTE: * TMA - INSTRUMENT/VISUAL

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS OF USE HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	2	3	4	5
Aqaba CTA Radius of 45 NM centered on AQABA VOR (AQB) 293458.54N 350028.90E within Jordanian airspace, limited by the National Boundaries of Jordan. FL255 7000FT ALT Class of Airspace: A & C	AQABA Approach Control	AQABA Approach Control ENGLISH, ARABIC H24	FREQ: 119.2 MHZ	NOTE1: Pilots are requested to relay their messages to King Hussein Tower on FREQ 118.1 or 119.2MHz whenever they are unable to maintain two ways communication with Amman Terminal Area Control Center (TACC). NOTE 2: All operations below 7000FT ALT will be in accordance with Visual Flight Rules, and controlled by King Hussein Tower within CTR and controlled by Aqaba Approach within CTA.
Control Zones in AMMAN FIR AMMAN CTR 320356.10518N 355159.09688E 320356.10741N 361059.12258E 321026.11481N 362759.14456E 320426.11076N 363659.15768E 315256.09991N 362529.14390E 315256.09547N 354659.09195E 5500 FT ALT SFC Class of Airspace: C	TWR AMMAN	AMMAN TOWER ENGLISH, ARABIC H24	FREQ: 118.1 MHZ	

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS Class Of Airspace	UNIT PROVIDING SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS OF USE HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	2	3	4	5
QUEEN ALIA CTR 315256.09991N 362529.14390E 313126.08290N 362959.15323E 312826.07583N 354859.09862E 314256.08680N 354259.08822E 315256.09547N 354659.09195E 5500FT ALT SFC Class Of Airspace: C	TWR Queen Alia	Queen Alia Tower ENGLISH , ARABIC H24	FREQ: 119.8 MHz	
KING HUSSEIN CTR Radius 8NM 293638.98710N 350103.05263E within Jordanian Airspace 6500FT ALT SFC Class Of Airspace: C	TWR King Hussein	King Hussein Tower ENGLISH,ARABIC 0400 - 1800	FREQ: 118.1 MHz	
UIR : NIL				

Upper Sector is responsible for all controlled airspace within Amman FIR At FL350 or above.
Lower East sector is responsible for all controlled airspace within Amman FIR East of the western boundary of UR785 from its intersection with Amman FIR boundary.
At ZELAF to RASLI, and within political boundaries, at A11000ft up to FL340.
Lower West Sector is responsible for all controlled airspace Within Amman FIR which is located west of the extended line between DAXEN and the point located 20nm west of RASLI along the political boundary, From ALT 7000FT up to and including FL340. Excluding Amman TMA & Aqaba App at or below FL255, and Lower East Sector area of responsibility.

ENR 2.2 Other Regulated Airspace

Performance Based Navigation within Amman FIR

1.1 AMMAN PBN AIRSPACE

1.1.1 Amman implementing PBN performance based navigation in its airspace, for En-Route and terminal areas (SATRs & SIDs profiles and Approaches).

1.2 AREA OF APPLICATION

1.2.1 Amman airspace has adopted PBN Performance Based Navigation. Only equipped aircraft will operate within Amman PBN airspace and shall be certified for PBN operation, and according to the details below.

1.3 FLIGHT PLANNING

1.3.1 Operators of aircraft fitted with RNAV equipment having a navigation accuracy meeting PBN requirements, shall insert the designator "R" in item 10 of IFR flight plan.

1.4 PROCEDURES FOR OPERATION IN PBN AIRSPACE

1.4.1 Correct operation of the aircraft RNAV system shall be verified before operating within and during operation on a PBN route. This shall include confirmation that:

a) The routing is in accordance with the clearance; and
b) The aircraft navigation accuracy meets the PBN Required Navigation Performance of the segment.

1.4.2 If, as a result of failure of the PBN system or its degradation to below the Required Navigation Performance, an aircraft is unable to enter the PBN designated airspace or continue operations in accordance with the current ATC clearance; a revised clearance should be obtained by the pilot for other mean of navigation

1.4.3 Subsequent ATC action in respect of that aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation.

1.5 ATC PROCEDURES FOR AIRCRAFT EXPERIENCING FAILURE OR DEGRADATION OF ITS PBN SYSTEM

1.5.1 If as a result of failure or degradation of PBN system, detected either before or after departure, the aircraft cannot meet the requirements of 1.2.1 the following ATC procedures are applicable:

1.5.2 Failure Coordination message

a) Computer-assisted coordination of estimate message. In the case of automated message not containing the information provided in item 18 of flight plan, the sending ATC unit shall inform the receiving ATC by supplementing the ACT message verbally with the phrase "**RNAV OUT OF SERVICE**" after the call sign of the aircraft concerned.

b) Verbal coordination of estimate message when a verbal coordination process is being used, the sending air traffic control unit shall include the phrase "RNAV OUT OF SERVICE" at the end of the message.

1.5.3 Pilot phraseology

The phrase **"UNABLE RNAV DUE EQUIPMENT"** shall be included by the pilot immediately following the aircraft call sign whenever initial contact on an ATC frequency is established.

1.6 ATC PROCEDURES FOR STATE AIRCRAFT NOT EQUIPPED WITH RNAV EQUIPMENT BUT HAVING A NAVIGATION ACCURACY MEETING RNAV5

1.6.1 Instructions for completion of the flight plan (A2-3,3,3: P-ATM 4.4.1 and Appendix 2)

1.6.2 Operators of state aircraft not equipped with RNAV equipment meeting RNAV5 shall not insert "S" or "R" in item 10-a of flight plan.

1.6.3 Since such flight requires special handling by ATC, **"STS/NORNAV"** shall be inserted in item 18 of the flight plan.

1.6.4 ATC clearances

1.6.5 Within CTA (TMA), State aircraft not equipped with RNAV approved for PBN performance should be routed via non-RNAV SIDs and STARs.

1.6.6 Such aircraft operating within the en-route should be routed via VOR/DME defined ATS routes.

1.6.7 When the above procedures cannot be applied, the ATC unit shall provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

1.7 EQUIPMENT, REQUIREMENTS AND CERTIFICATION

1.7.1 PBN defines RNAV operations which satisfy a required track keeping accuracy ± 5NM for at least 95% of the flight plan time in accordance with the requirements set out in **ICAO DOC 7030/4- Regional Supplementary Procedures for the Middle East Region, as amended, and DOC 9613- PBN Manual.**

RNAV equipped aircraft operating in designated PBN airspace must be certified for PBN operations by the state of operation or the state registry of the aircraft.

Conformance to the navigation requirement shall be verified by the state registry or the state operation, as appropriate.

1.7.2 In Jordan, the address for information regarding PBN Certification and Operations is:

Civil Aviation Regulatory Commission
Director of Air Traffic Management
Nayef Al-Marshoud
Tel:+962 6 489 7729
Mobile: +962 797498992
Fax: +962 6 4891 266
E-mail: datm@carc.gov.jo

ENR 3 ATS ROUTES
ENR 3.1 LOWER ATS ROUTES

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
A412(RNAV5) ▲ QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E	048° 228° 2.3NM	UNL ALT 9000FT ALT 8500FT CLASS A+C	10NM	↓	↑	AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz AMMAN APPROACH 128.9MHz According to ENR.1.6-5 Para 2-7
▲GETUP 315833.47N0363037.47E	048° 228° 7NM	UNL ALT 9000FT ALT 8500FT CLASS A+C				
▲LUDAN 320256.60N 0363713.29E	048° 228° 9NM	UNL 11000 FT ALT ALT 11000FT CLASS A+C				
▲KUPRI 320825.87N 0364530.21E	048° 228° 6NM	UNL 13000 FT ALT ALT 13000FT CLASS A+C				
▲ASLON 321211.02N 0365111.25E	048° 228° 25NM	UNL 13000 FT ALT ALT 13000FT CLASS A+C				
ANADEK 322728.00N 0371429.00E	048° 228° 28NM	UNL 1٢000 FT ALT ALT 13000FT CLASS A+C				

ENR 3.1 LOWER ATS ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
▲DAXEN 324444.79N 0374105.26E	048° 228° 20NM	UNL 13000 FT ALT ALT 13000FT CLASS A+C	10NM	↑	↓	AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7 ATS Route Segment DAXEN-ZELAF Non-ICAO Standard TRANSFER OF CTL
▲ZELAF 325656.20N 0375959.26E						For continuation, refer to Syria AIP
B544(RNAV5)						AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7
▲SODAR 315432.12N 0384317.33E	354° 174° 41NM	UNL FL240 FL240 CLASS A	10 NM	↓	↑	
▲MODAD 323539.88N 0384138.14E	354° 174° 26NM	UNL FL 240 FL 240 CLASS A				
▲DAPUK 330139.44N 0384026.29E	354° 174° 16NM	UNL FL 240 FL 240 CLASS A				TRANSFER OF CTL
▲NAMBO 331825.68N 0383938.59E						For continuation, refer to Syria AIP

ENR 3.1 LOWER ATS ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
L200 (RNAV5)						
▲ AMMAN DVOR/DME (AMN) 320014.65N 0360357.55E	080° 260° 16NM	UNL 9000FT ALT ALT 8500FT CLASS A+C	10 NM	↓	↑	1-ACFT to cross LUDAN 11000 FT or above. 2- All traffic shall adhere to airway centerline. 3- Westbound level from Baghdad FIR to Amman shall be FL280, FL260, FL240, FL220, and FL180. 4- Eastbound level from Amman to Baghdad shall be FL270, FL250, FL230, FL210, and FL190
▲ LOXER 320147.76N 0362251.46E	080° 260° 7NM	UNL 9000FT ALT ALT 8500FT CLASS A+C				
∆MESLO 320231N0363148E	080° 260° 4NM	UNL 9000FT ALT ALT 8500FT CLASS A+C				
▲ LUDAN 320256.60N 0363713.29E	048° 228° 9NM	UNL 11000FT ALT ALT 11000FT CLASS A+C				
▲ KUPRI 320825.87N 0364530.21E	048° 228° 6NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				
▲ ASLON 321211.02N 0365111.25E	048° 228° 25NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				

ENR 3.1 LOWER ATS ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
△ NADEK 322728.00N 0371429.00E	048° 228° 28NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				
▲ DAXEN 324444.79N 0374105.26E	067° 247° 9NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				
▲ ORNAL 324754.59N 0375152.73E	067° 247° 11NM	UNL 13000FT ALT ALT 13000FT CLASS A+C		↓	↑	
▲ KAREM 325110.40N 0380324.38E	067° 247° 22NM	UNL 13000FT ALT ALT 13000FT CLASS A+C	10 NM			
▲ KUMLO 325811.82N 0382807.67E	067° 247° 11NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				
▲ DAPUK 330139.44N 0384026.29E	067° 247° 14NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				
▲ PASIP 330600.00N 0385600.00E						TRANSFER OF CTL For continuation, refer to Iraq AIP

ENR 3.1 LOWER ATS ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
L513 (RNAV5)						
▲MAZAR 304800.00N 0361000.00E	345° 165° 28NM	UNL 9000FT ALT ALT 9000FT CLASS A+C	10 NM	↑	↓	
▲ QATRANEH DVOR/DME (QTR) 311454.41N 0360334.31E	006° 186° 30NM	UNL 7000FT ALT ALT 7000FT CLASS A+C				MINIMUM ALT OVER QTR 9000 FT.
▲QUEENALIADVOR/DME (QAA) 314423.41N 0360926.59E	029° 209° 21NM	UNL 9000FT ALT ALT 9000FT CLASS A+C				
▲LOXER 320147.76N 0362251.46E	029° 209° 9NM	UNL 9000FT ALT ALT 9000FT CLASS A+C				
▲LOSAR 320930.06N 0362849.77E	029° 209° 13NM	UNL 13000FT ALT ALT 13000FT CLASS A+C				
▲BUSRA 322000.00N 0363700.00E						TRANSFER OF CTL For continuation, refer to Syria AIP

ENR 3.1 LOWER ATS ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
N318(RNAV5)						
▲GENEX 312935.47N 0370051.52E	285° 105° 13NM	FL 300 FL 150 FL 150 CLASS A	10NM	↑	↓	For continuation, refer to Saudi AIP
▲ELOXI 313400.99N 0364534.23E	285° 105° 8NM	FL 300 FL 150 FL 150 CLASS A				1- ACFT to cross point KINUR or above FL150 2- All traffic shall adhere to airway centerline.
▲KINUR 313626.07N 0363712.78E	285° 105° 11NM	UNL 7000FT ALT ALT 7000FT CLASS A				AMMAN APP 128.9 MHZ According to ENR.1.6-5 Para 2-7 TRANSFER OF CTL
▲ALNOR 313955.26N 0362507.52E	285° 105° 14NM	UNL 7000FT ALT ALT 5000FT CLASS A				
▲QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E						
R652(RNAV5)						
▲ROVAR 292159.248N 0345512.545E	025° 205° 58NM	UNL 7000FT ALT ALT 7000FT CLASS A+C	10 NM	↓	↑	AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz AMMAN APPROACH 128.9MHz AQABA approach sector 119.2MHz
▲LOXUS 301300.90N 0352600.70E	024° 204° 38NM	UNL 7000FT ALT ALT 7000FT CLASS A+C				According to ENR.1.6-5 Para 2-7

ENR 3.1 LOWER ATS ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
▲LOSIL 304851.20N 0354741.31E	024° 204° 30NM	UNL 9000FT ALT ALT 7000FT CLASS A+C				
▲ QATRANEH DVOR/DME (QTR) 311454.41N 0360334.31E	077° 257° 13NM	UNL 9000FT ALT ALT 9000FT CLASS A+C				
▲EGLOT 311656.94N 0361823.86E	077° 257° 12NM	UNL 9000FT ALT ALT 9000FT CLASS A+C	10 NM	↓	↑	
▲KULDI 311847.07N 0363214.16E	077° 257° 30NM	FL 300 FL 150 FL 150 CLASS A+C				
▲PARAM 312320.08N 0370641.20E						

CLASS A : comprises all controlled airspace within Amman FIR from FL150 and above
CLASS C : comprises all controlled airspace within Amman FIR below FL 150
CLASS G: comprises the rest of Amman FIR.

ENR 3.2 UPPER ATS ROUTES (Cont.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
G662 (RNAV5)						
▲ALKOT 313254.22N 0371121.51E	324° 144° 19NM	UNL FL250 CLASS A	10 NM	↑	↓	Caution: TFC transiting Jordan FIR southbound via G662 shall be restricted only to FL330, and upon passing GRY requested to proceed via route UN318 within Jeddah FIR. AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7 For continuation, refer to Syria AIP.
▲DESLI 314900.10N 0365900.60E	324° 144° 23NM	UNL FL250 CLASS A				
▲KUPRI 320825.87N 0364530.21E	324° 144° 14NM	UNL FL250 CLASS A				
▲BUSRA 322000.00N 0363700.00E						
UB411 (RNAV5)						
▲ROVAR 292159.248N 0345512.545E	066° 246° 31NM	UNL 7000FT ALT CLASS A+C	10NM	↓	↑	AQABA APPROACH SECTOR 119.2MHz AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7 This route is bidirectional for overflying, and for arrival / departure to / from King Hussein international TRANSFER OF CTL
▲ELETA 293200.80N 0352900.10E	074° 254° 17NM	UNL FL 250 CLASS A				
▲TAMIM 293640.00N 0354840.00E	074° 254° 30NM	UNL FL 250 CLASS A				

ENR 3.2 UPPER ATS ROUTES (Cont.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS / LOWER LIMITS AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
▲PETRA 294206.00N 0362210.00E	074° 254° 17NM	UNL FL 250 CLASS A	10NM	↓	↑	
▲DEESA 294509.00N 0364120.00E						For continuation, refer to Saudi AIP
UL768 (RNAV 5)						AMMAN UPPER EAST SECTOR 128.5MHz AMMAN LOWER EAST SECTOR 132.525MHz TRANSFER OF CTL
▲OTILA 320131.00N 0390152.84E	329° 149° 39NM	UNL FL 240 CLASS A	10NM		↓	
▲MODAD 323539.88N 0384138.14E	329° 149° 25NM	UNL FL 240 CLASS A				
▲KUMLO 325811.82N 0382807.67E	329° 149° 11NM	UNL FL 240 CLASS A				
▲SOKAN 330809.00N 0382207.00E						For continuation, refer to Syria AIP
UM449 (RNAV5)						AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7
▲GIBET 292600.20N 0362500.10E	347° 167° 16NM	UNL FL 250 CLASS A	10NM	↓	↑	
▲PETRA 294206.00N 0362210.00E	347° 167° 30NM	UNL FL 250 CLASS A				
Δ HIDAN 301200.30N 0361600.60E	347° 167° 36NM	UNL FL 250 CLASS A				

ENR 3.2 UPPER ATS ROUTES (Cont.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS / LOWER LIMITS AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
▲MAZAR 304800.00N 0361000.00E	010° 190° 30NM	UNL FL 250 CLASS A	10NM	↑	↓	ATS Route Segment MAZAR-BUSRA Non-ICAO Standard
▲EGLOT 311656.94N 0361823.86E	010° 190° 23NM	UNL 9000FT ALT CLASS A +C				
▲ ALNOR 313955.26N 0362507.52E	010° 190° 20NM	UNL 9000FT ALT CLASS A +C				
▲GETUP 315833.47N0363037.47E	010° 190° 4NM	UNL 9000FT ALT CLASS A +C				
△ MESLO 320231N0363148E	010° 190° 5NM	UNL 9000FT ALT CLASS A +C				
▲GIBOX 320700N0363308E	010° 190° 13NM	UNL 13000FT ALT CLASS A +C				
▲BUSRA 322000.00N 0363700.00E						For continuation, refer to Syria AIP

ENR 3.2 UPPER ATS ROUTES (Cont.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
UM690 (RNAV5)						
▲ ROVAR 292159.248N 0345512.545E	033° 213° 58NM	UNL FL 250 CLASS A	10NM	↓	↑	AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz AQABA Approach Sector 119.2MHz According to ENR.1.6-5 Para 2-7 HOURS OF OPERATION: SUN 1300-0300 Next Day MON 1300-0300 Next Day TUE 1300-0300 Next Day WED 1300-0300 Next Day THU 1300-2400 Next Day SAT 0000-0300 Next Day
▲ LONOL 300800.60N 0353500.10E	034° 214° 50NM	UNL FL 310 CLASS A				
▲ MAZAR 304800.00N 0361000.00E	028° 208° 36NM	UNL FL 310 CLASS A				
▲ KULDI 311847.07N 0363214.16E	035° 215° 19NM	UNL FL 310 CLASS A				
▲ ELOXI 313400.99N 0364534.23E	033° 213° 19NM	UNL FL 310 CLASS A		↑	↓	ATS Route Segment ELOXI-ZELAF Non-ICAO Standard AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER EAST SECTOR 132.525MHz
▲ DESLI 314900.10N 0365900.60E	033° 213° 55NM	UNL FL 310 CLASS A				
▲ KODER 323300.00N 0373800.50E	033° 213° 19NM	UNL FL 310 CLASS A				
▲ ORNAL 324754.59N 0375152.73E	033° 213° 11NM	UNL FL310 CLASS A				TRANSFER OF CTL For continuation, refer to Syria AIP

ENR 3.2 UPPER ATS ROUTES (Cont.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				Odd	Even	
1	2	3	4	5		6
▲ZELAF 325656.20N 0375959.26E						
UR785 (RNAV 5) ▲RASLI 315420.11N 0383647.32E ▲KAREM 325110.40N 0380324.38E ▲ZELAF 325656.20N 0375959.26E	329° 149° 63NM 329° 149° 6NM	UNL FL 240 CLASS A UNL FL 240 CLASS A	10NM	↑		AMMAN UPPER EAST SECTOR 128.5MHz AMMAN LOWER EAST SECTOR 132.525MHz According to ENR.1.6-5 Para 2-7 TRANSFER OF CTL For continuation, refer to Syria AIP

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
A412 (RNAV 5) ▲ QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E			UNL ALT 9000FT CLASS A+C			AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz AMMAN APPROACH 128.9MHz According to ENR.1.6-5 Para 2-7
▲ GETUP 315833.47N0363037.47E	QAA 228° 23NM 2800FT	23NM	UNL ALT 9000FT CLASS A+C			
▲LUDAN 320256.60N 0363713.29E	QAA 228° 30NM 2800FT	7NM	UNL 11000 FT ALT CLASS A+C	↓	↑	
▲KUPRI 320825.87N 0364530.21E	QAA 228° 39NM 2800FT	6NM	UNL 13000 FT ALT CLASS A+C			
▲ ASLON 321211.02N 0365111.25E	QAA 228° 45NM 2800FT	25NM	UNL 13000 FT ALT CLASS A+C			
▲NADEK 322728.00N 0371429.00E	QAA 228° 70NM 2800FT	28NM	UNL 1٣000 FT ALT CLASS A+C			BTN SEGMENT ASLON-LUDAN, ACFT TO MAINTAIN ROUTE CENTER LINE.

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
▲DAXEN 324444.79N 0374105.26E	QAA 228° 98NM 2800FT	20NM	UNL ALT 13000 FT CLASS A+C	↑	↓	ATS Route Segment DAXEN-ZELAF Non-ICAO Standard
▲FIR BDRY (ZELAF) 325656.20N 0375959.26E	TAN 042° 45NM 2500FT					TRANSFER OF CTL For continuation, refer to Syria AIP
B544(RNAV5)						AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7
▲SODAR 315432.12N 0384317.33E	TRF 174° 14NM 2900FT	41NM	UNL FL240 CLASS A			
▲MODAD 323539.88N 0384138.14E	TRF 174° 54NM 2900FT	26NM	UNL FL 240 CLASS A	↓	↑	
▲DAPUK 330139.44N 0384026.29E	TAN 354° 27NM 2500FT	16NM	UNL FL 240 CLASS A			TRANSFER OF CTL
▲NAMBO 331820.00N 0383942.00E	TAN 354° 11NM 2500FT					For continuation, refer to Syria AIP.

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
G662 (RNAV 5)						
▲FIR BDRY (ALKOT) 313254.22N 0371121.51E	GRY 144° 10NM 1728FT	19NM	UNL FL250 CLASS A	↑	↓	Caution: TFC transiting Jordan FIR southbound via G662 shall be restricted only to FL330, and upon passing GRY requested to proceed via route UN318 within Jeddah FIR.
▲DESLI 314900.10N 0365900.60E	GRY 144° 29NM 1728FT	23NM	UNL FL250 CLASS A			AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7
▲KUPRI 320825.87N 0364530.21E	GRY 144° 52NM 1728FT	14NM	UNL ALT 11000 FT CLASS A+C			For continuation, refer to Syria AIP.
▲FIR BDRY (BUSRA) 322000.00N 0363700.00E						
L200 (RNAV5)						
▲AMMAN DVOR/DME (AMN) 320014.65N 0360357.55E	AMN 260° 16NM 2300FT	16NM	UNL 9000FT ALT CLASS A+C	↓	↑	
▲LOXER 320147.76N 0362251.46E		12NM	UNL 9000FT ALT ALT 8500FT CLASS A+C			

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
AMESLO 320231N0363148E	AMN 260° 23NM 2300FT	7NM	????????	↓	↑	1- ACFT to cross LUDAN 11000 FT or above. 2- All traffic shall adhere to airway centerline. 3- Westbound level from Baghdad FIR to Amman shall be FL280, FL260, FL240, FL220, and FL180. 4- Eastbound level from Amman to Baghdad shall be FL270, FL250, FL230, FL210, and FL190
▲LUDAN 320256.60N 0363713.29E	AMN 260° 28NM 2300FT	4NM	UNL 11000FT ALT CLASS A+C			
▲KUPRI 320825.87N 0364530.21E	QAA 228° 39NM 2800FT	9NM	UNL 13000FT ALT CLASS A+C			
▲ ASLON 321211.02N 0365111.25E	QAA 228° 45NM 2800FT	6NM	UNL 13000FT ALT CLASS A+C			
Δ NADEK 322728.00N 0371429.00E	QAA 228° 70NM 2800FT	25NM	UNL 13000FT ALT CLASS A+C			
▲DAXEN 324444.79N 0374105.26E	QAA 228° 98NM 2800FT	28NM	UNL 13000FT ALT CLASS A+C			
▲ORNAL 324754.59N 0375152.73E	QAA 231 107NM 2800FT	10NM	UNL 13000FT ALT CLASS A+C			
▲KAREM 325110.40N 0380324.38E	TRF 149° 87NM 2900FT	10NM	UNL 13000FT ALT CLASS A+C			

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS ODD	EVEN	REMARKS CONTROLLING UNIT CHANNEL
1	2	3	4	5		6
▲KUMLO 325811.82N 0382807.67E	TAN 012 32NM 2500FT	11NM	UNL 13000FT ALT CLASS A+C	↓	↑	
▲DAPUK 330139.44N 0384026.29E	TAN 354° 27NM 2500FT	14NM	UNL 13000FT ALT CLASS A+C			
▲FIR BDRY (PASIP) 330600.00N 0385600.00E	TAN 324 27NM 2500					TRANSFER OF CTL For continuation, refer to Iraq AIP
L513 (RNAV5) ▲MAZAR 304800.00N 0361000.00E	QTR 345° 28NM 2700FT	28NM	UNL 9000FT ALT CLASS A+C			
▲QATRANEH DVOR/DME (QTR) 311454.41N 0360334.31E		30NM	UNL 7000FT ALT CLASS A+C	↑	↓	MINIMUM ALT OVER QTR 9000FT.
▲ QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E		21NM	UNL 9000FT ALT CLASS A+C			

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
▲LOXER 320147.76N 0362251.46E	QAA 209° 21NM 2800FT	9NM	UNL 9000FT ALT CLASS A+C	↑	↓	
▲LOSAR 320930.06N 0362849.77E	QAA 209° 30NM 2800FT	13NM	UNL 13000FT ALT CLASS A+C			
▲FIR BDRY (BUSRA) 322000.00N 0363700.00E	QAA 209° 43NM 2800FT					TRANSFER OF CTL For continuation, refer to Syria AIP
N318 (RNAV5) ▲FIR BDRY (GENEX) 312935.47N 0370051.52E	GRY 105° 15NM 1728FT	13NM	FL 300 FL 150 CLASS A	↑	↓	For continuation, refer to Saudi AIP 1- ACFT to cross point KINUR or above FL150 2- All traffic shall adhere to airway centerline. AMMAN APP 128.9 MHZ According to ENR.1.6-5 Para 2-7 TRANSFER OF CTL
▲ELOXI 313400.99 N0364534.23E	GRY 105° 28NM 1728FT	8NM	FL 300 FL 150 CLASS A			
▲KINUR 313626.07N 0363712.78E	QAA 105 25NM 2800FT	11NM	UNL 7000FT ALT CLASS A			
▲ ALNOR 313955.26N 0362507.52E	QAA 285° 14NM 2800FT	14NM	UNL 7000FT ALT CLASS A			
▲QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E						

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
R652(RNAV5)						
▲ FIR BDRY ROVAR 292159.248N 0345512.545E	QTR 205° 128NM 2700FT	58NM	UNL 7000FT ALT CLASS A+C	↓	↑	AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz AMMAN APPROACH 128.9MHz AQABA approach sector 119.2MHz According to ENR.1.6-5 Para 2-7
▲LOXUS 301300.90N 0352600.70E	QTR 204° 68NM 2700FT	40NM	UNL 7000FT ALT CLASS A+C			
▲LOSIL 304851.20N 0354741.31E	QTR 204° 30NM 2700FT	29NM	UNL 9000FT ALT CLASS A+C			
▲ QATRANEH DVOR/DME (QTR) 311454.41N 0360334.31E	QTR 204° 13NM 2700FT	13NM	UNL 9000FT ALT CLASS A+C			
▲EGLOT 311656.94N 0361823.86E	QTR 077° 25NM 2700FT	12NM	UNL 9000FT ALT CLASS A+C			
▲KULDI 311847.07N 0363214.16E	QTR 077° 55NM 2700FT	30NM	FL 300 FL 150 CLASS A+C			
▲PARAM 312320.08N 0370641.20E						TRANSFER OF CTL For continuation, refer to Saudi AIP
UB411 (RNAV5)						
▲ FIR BDRY ROVAR 292159.248N 0345512.545E	QTR 205° 128NM 2700FT	31NM	UNL 7000FT ALT CLASS A	↓	↑	
▲ ELETA 293200.80N 0352900.10E	AQB 093 25NM	17NM	UNL FL 250 CLASS A			

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS / LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
▲TAMIM 293640.00N 0354840.00E	ASH 074 159NM	30NM	UNL FL 250 CLASS A	↓	↑	AQABA APPROACH SECTOR 119.2MHz AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz According to ENR.1.6-5 Para 2-7 This route is bidirectional for overflying, and for arrival / departure to / from King Hussein international TRANSFER OF CTL
▲PETRA 294206.00N 0362210.00E	ASH 074 129NM	17NM	UNL FL 250 CLASS A			
▲FIR BDRY (DEESA) 294509.00N 0364120.00E	ASH 074 112NM					For continuation, refer to Saudi AIP
UL768 (RNAV 5) ▲FIR BDRY (OTILA) 320131.00N 0390152.84E	TRF 035 25NM 2900FT	39NM	UNL FL 240 CLASS A		↓	AMMAN UPPER EAST SECTOR 128.5MHz AMMAN LOWER EAST SECTOR 132.525MHz TRANSFER OF CTL
▲MODAD 323539.88N 0384138.14E	TAN 354° 53NM 2500FT	25NM	UNL FL 240 CLASS A			
▲KUMLO 325811.82N 0382807.67E	TAN 012 32NM 2500	11NM	UNL FL 240 CLASS A			
▲FIR BDRY (SOKAN) 330809.00N 0382207.00E	TAN 031 25NM 2500FT					For continuation, refer to Syria AIP

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
UM449 (RNAV5) ▲FIR BDRY (GIBET) 292600.20N 0362500.10E	QTR 346° 110NM 2700FT	16NM	UNL FL 250 CLASS A			AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz
▲PETRA 294206.00N 0362210.00E	QTR 346° 94NM 2700FT	30NM	UNL FL 250 CLASS A	↓	↑	According to ENR.1.6-5 Para 2-7
Δ HIDAN 301200.30N 0361600.60E	QTR 346° 64NM 2700FT	36NM	UNL FL 250 CLASS A			
▲MAZAR 304800.00N 0361000.00E	QTR 345° 28NM 2700FT	30NM	UNL FL 250 CLASS A	↑	↓	ATS Route Segment MAZAR-BUSRA Non-ICAO Standard
▲EGLOT 311656.94N 0361823.86E	QTR 257° 13NM 2700FT	23NM	UNL 9000FT ALT CLASS A +C			
▲ ALNOR 313955.26N 0362507.52E	QAA 285° 14NM 2800FT	20NM	UNL 9000FT ALT CLASS A +C			
▲ GETUP 315833.47N0363037.47E	QAA 228° 23NM 2800FT	4NM	UNL 9000FT ALT CLASS A +C			
▲MESLO 320231N0363148E	AMN 260° 23NM 2300FT	5NM	UNL 9000FT ALT CLASS A +C			
▲GIBOX 320700N0363308E	AMN 250° 26NM 2300FT	13NM	UNL 11000FT ALT CLASS A +C			
▲FIR BDRY (BUSRA) 322000.00N 0363700.00E	QAA 209° 43NM 2800FT					For continuation, refer to Syria AIP

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS ODD	EVEN	REMARKS CONTROLLING UNIT CHANNEL
1	2	3	4	5		6
UM690 (RNAV5)						
▲ FIR BDRY ROVAR 292159.248N 0345512.545E	QTR 205° 128NM 2700FT	58NM	UNL FL 250 CLASS A			AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER WEST SECTOR 132.425MHz AQABA Approach Sector 119.2MHz According to ENR.1.6-5 Para 2-7
▲LONOL 300800.60N 0353500.10E	AQB 218 45NM	50NM	UNL FL 310 CLASS A	↓	↑	HOURS OF OPERATION: SUN 1300-0300 Next Day MON 1300-0300 Next Day TUE 1300-0300 Next Day WED 1300-0300 Next Day THU 1300-2400 Next Day SAT 0000-0300 Next Day
▲MAZAR 304800.00N 0361000.00E	QTR 345° 28NM 2700FT	36NM	UNL FL 310 CLASS A			
▲KULDI 311847.07N 0363214.16E	QTR 257° 25NM 2700FT	18NM	UNL FL 310 CLASS A			
▲ELOXI 313400.99N0364534.23E	QAA 285° 33NM 2800FT	19NM	UNL FL 310 CLASS A	↑	↓	ATS Route Segment ELOXI-ZELAF Non-ICAO Standard
▲DESLI 314900.10N 0365900.60E	GRY 144° 29NM 1728FT	55NM	UNL FL 310 CLASS A			AMMAN UPPER SECTOR 128.5MHz AMMAN LOWER EAST SECTOR 132.525MHz
▲KODER 323300.00N 0373800.50E	TAN 038 76NM 2500FT	19NM	UNL FL 310 CLASS A			

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG &DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
▲ORNAL 324754.59N 0375152.73E	QAA 231 107NM 2800FT	12NM	UNL FL310 CLASS A	↑	↓	
▲FIR BDRY (ZELAF) 325656.20N 0375959.26E	TAN 042° 45NM 2500FT					TRANSFER OF CTL For continuation, refer to Syria AIP
UR785 (RNAV 5)						
▲FIR BDRY (RASLI) 315420.11N 0383647.32E	TRF 149° 14NM 2900FT	63NM	UNL FL 240 CLASS A	↑		AMMAN UPPER EAST SECTOR 128.5MHz AMMAN LOWER EAST SECTOR 132.525MHz According to ENR.1.6-5 Para 2-7
▲KAREM 325110.40N 0380324.38E	TRF 149° 87NM 2900FT	6NM	UNL FL 240 CLASS A			TRANSFER OF CTL
▲FIR BDRY (ZELAF) 325656.20N 0375959.26E	TRF 149° 93NM 2900FT					For continuation, refer to Saudi and Syria AIPs.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

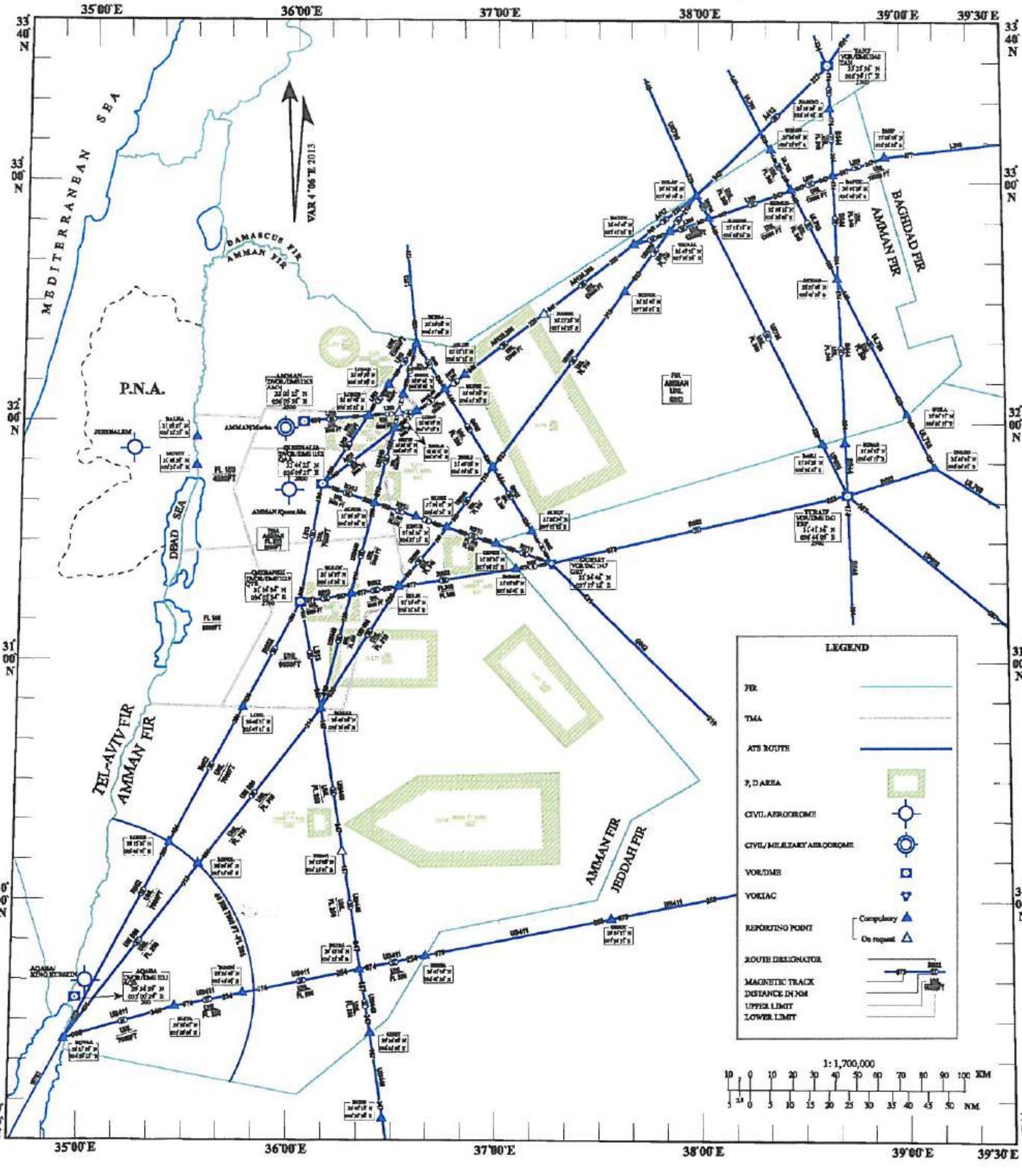
ENR 4.1 RADIO NAVIGATION AIDS-EN-ROUTE

Name of station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
DVOR/DME	AMN	116.3 MHz CH110X	H24	320014.65N 360357.55E	690M	Elevation including antenna
NDB	QA	410KHz	H24	314349.96N 360540.49E		
DVOR/DME	QAA	115.2 MHz CH99X	H24	314423.41N 360926.58E	834M	Elevation including antenna
DVOR/DME	QTR	112.9 MHZ CH76X	H24	311454.41N 360334.31E	801M	Elevation including antenna

ENR 4.3 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINT

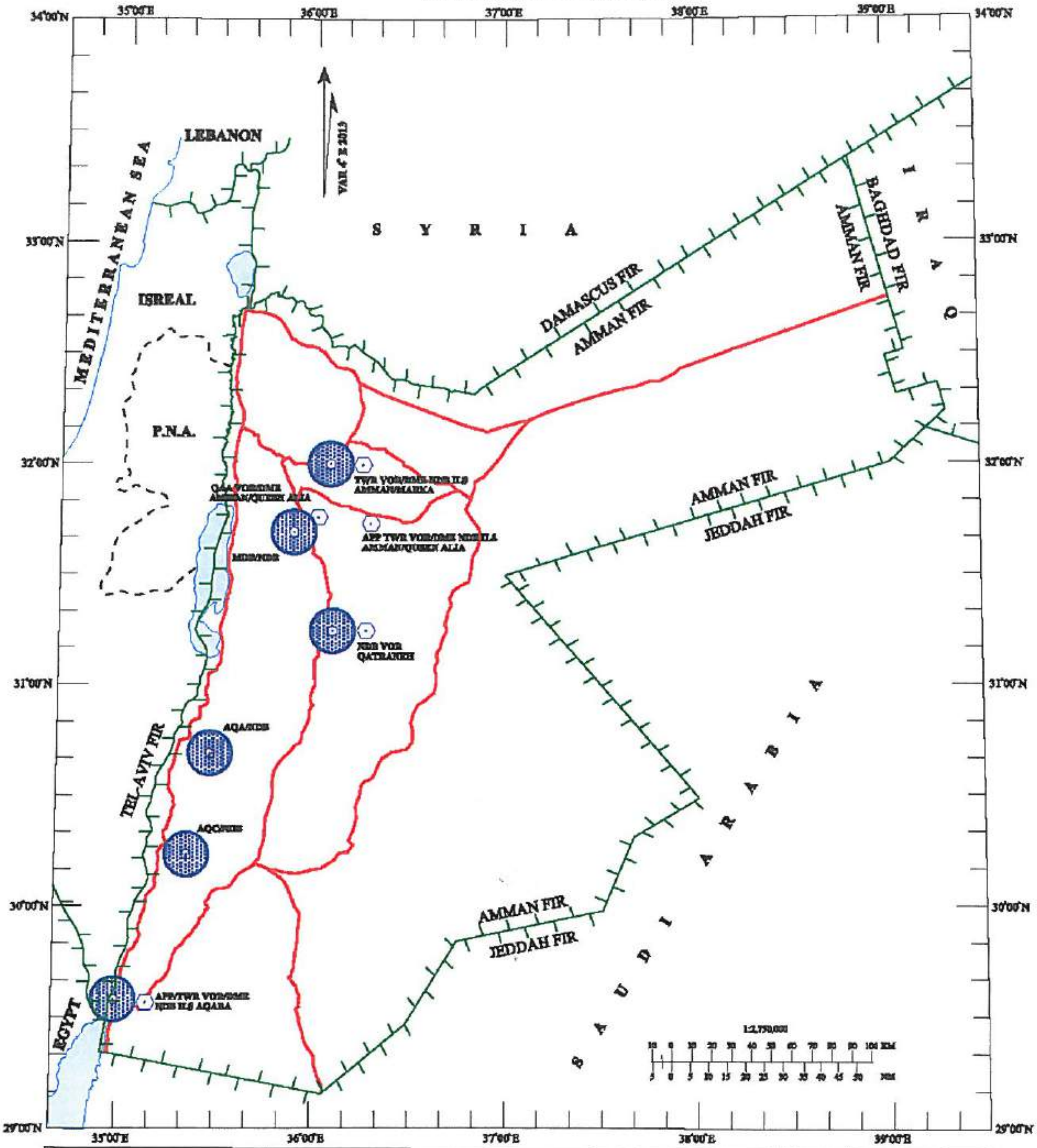
Name-Code Designator	Coordinates	ATS route or other route
▲ALKOT	313254.22N 0371121.51E	G662
▲ ALNOR	313955.26N 0362507.52E	N318 UM449
▲ASLON	321211.02N 0365111.25E	A412 L200
▲BUSRA	322000.00N 0363700.00E	L513 UM449 G662
▲DAPUK	330139.44N 0384026.29E	B544 L200
▲DAXEN	324444.79N 0374105.26E	A412 L200
▲DEESA	294509.00N 0364120.00E	UB411
▲DESLI	314900.10N 0365900.60E	UM690 G662
▲EGLOT	311656.94N 0361823.86E	R652 UM449
▲ ELETA	293200.80N 0352900.10E	UB411
▲ELOXI	313400.99N 0364534.23E	N318 UM690
▲GENEX	312935.47N 0370051.52E	N318
▲GETUP	315833.47N0363037.47E	A412 UM449
▲GIBET	292600.20N 0362500.10E	UM449
▲GIBOX	320700.00N 0363308E	UM449
∆ HIDAN	301200.30N 0361600.60E	UM449
▲KAREM	325110.40N 0380324.38E	L200 UR785
▲KINUR	313626.07N 0363712.78E	N318
▲KODER	323300.00N 0373800.50E	UM690
▲KULDI	311847.07N 0363214.16E	R652 UM690
▲KUMLO	325811.82N 0382807.67E	L200 UL768
▲KUPRI	320825.87N 0364530.21E	A412 L200 G662
▲LONOL	300800.60N 0353500.10E	UM690
▲LOSAR	320930.06N 0362849.77E	L513
▲LOSIL	304851.20N 0354741.31E	R652
▲LOXER	320147.76N 0362251.46E	L513 L200
▲LOXUS	301300.90N 0352600.70E	R652
▲LUDAN	320256.60N 0363713.29E	A412 L200
▲MAZAR	304800.00N 0361000.00E	L513 UM690 UM449
∆ MESLO	320231.00N 0363148.00E	L200
▲METSA	292707.00N 0345903.00E	R652 UM690 UB411
▲MODAD	323539.88N 0384138.14E	B544 UL768
∆ NADEK	322728.00N 0371429.00E	A412 L200
▲NAMBO	331820.00 N 0383942.00E	B544
▲ORNAL	324754.59N 0375152.73E	L200 UM690
▲OTILA	320131.00N 0390152.84E	UL768
▲PARAM	312320.08N 0370641.20E	R652
▲PASIP	330600.00N 0385600.00E	L200
▲PETRA	294206.00N 0362210.00E	UM449 UB411
▲RASLI	315420.11N 0383647.32E	UR785
▲ROVAR	292159.248N 0345512.545E	R652 UB411
▲SODAR	315432.12N 0384317.33E	B544
▲SOKAN	330809.00N 0382207.00E	UL768
▲TAMIM	293640.00N 0354840.00E	UB411
▲ZELAF	325656.20N 0375959.26E	A412 UR785 UM690

EN-ROUTE CHART-ICAO



Within East Sector, Non RNAV equiped ACFT may operate only along Airway B544.

RADIO FACILITY-INDEX CHART



PART 3 – AERODROMES (AD)

AD 0.6 TABLE OF CONTENTS TO PART THREE

AD 2. AERODROMES

OJAM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OJAM - AMMAN/Marka International

OJAM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	ARP coordinates and site at AD	315821.73194N 355929.65800E from center of Runway
2	Direction and Distance from city center	2.77 NM North East.
3	Elevation / Reference temperature	2555FT (779M) 32^0.6C
4	Geiod undulation at AD ELEV PSN	21.5 FT
5	Magnetic variation / Annual change	4^0 E / 4' E
6	AD administration, address, telephone, fax, AFS	AMMAN/Marka Airport P.O.Box :7547 AMMAN-JORDAN TEL :4891401-6,4894218 FAX :4892624 AFS :OJAMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

OJAM 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

OJAM AD 2.4 HANDLING SERVICES AND FACILITIES		
1	Cargo-handling facilities	One 6 tones Fork Left 14FT High Loader 7 tones, Belt conveyor, sufficient vehicles and handling equipment.
2	Fuel / oil types	Fuel : JET A1.AVGAS 100/130 Oil : all types normally available
3	Fueling facilities/ Capacity	Available H24, No limit.
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	1500M square unheated hangar PPR Door 35x15 M.
6	Repair facilities for visiting aircraft	Saber liner 75A, PA28, B707, B727, B720, B737, and B747.
7	Remarks	Nil

OJAM AD 2.5 PASSENGER FACILITIES		
1	Hotels	Nil, available at city.
2	Restaurants	Nil, available at city
3	Transportation	Airport Taxi, Buses and Taxis to Amman.
4	Medical facilities	First aid treatment at AD, Hospitals in Amman 1 NM.
5	Bank Post Office	Available at aerodrome H24 Nil
6	Tourist Office	Nil, available in city center.
7	Remarks	Nil

OJAM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES		
1	AD category for fire fighting	H24 : CAT 8
2	Rescue equipment	Minimum Range Helicopter , with 73 trained persons
3	Capability for removal of disabled aircraft	Limited equipment available, companies should use IATA pooling arrangement.
4	Remarks	Nil

OJAM AD 2.7 SEASONAL AVAILABILITY-CLEARING		
1	Types of clearing equipment	Nil
2	Clearance Priorities	RWY in use, TWYs, Aprons, and Run-up area.
3	Remarks	Limited equipment is available.

OJAM AD 2.23 ADDITIONAL INFORMATION

NIL

OJAM AD 2.24 CHARTS RELATED TO AN AERODROME		
NR	CHART TYPE	PAGE NR (OJAM)
1	AERODROME CHART - ICAO	AD 2.24.1-1
2	AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.24.3-1
3	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 06	AD 2.24.4-1
4	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 24	AD 2.24.4-2
5	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 06 - CHART	AD 2.24.6-1
6	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 24 - CHART	AD 2.24.6-5
7	STANDARD DEPARTURE CHART INSTRUMENT - ICAO RWY 06	AD 2.24.6-9
8	STANDARD DEPARTURE CHART INSTRUMENT - ICAO RWY 24	AD 2.24.6-10
9	STANDARD ARRIVAL CHART INSTRUMENT- ICAO - RNAV (GNSS) RWY 06	AD 2.24.7-1
10	STANDARD ARRIVAL CHART INSTRUMENT- ICAO - RNAV (GNSS) RWY 24	AD 2.24.7-5
11	STANDARD ARRIVAL CHART INSTRUMENT- ICAO RWY 24	AD 2.24.7-9
12	STANDARD ARRIVAL CHART INSTRUMENT- ICAO RWY 06	AD 2.24.7-10
13	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 24	AD 2.24.8-1
14	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY	AD 2.24.8-3
15	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY	AD 2.24.8-5
16	INSTRUMENT APPROACH CHART - ICAO - RWY 24	AD 2.24.8-7

AERODROME / CHART - ICAO

315821.73194 N
355929.65800 E

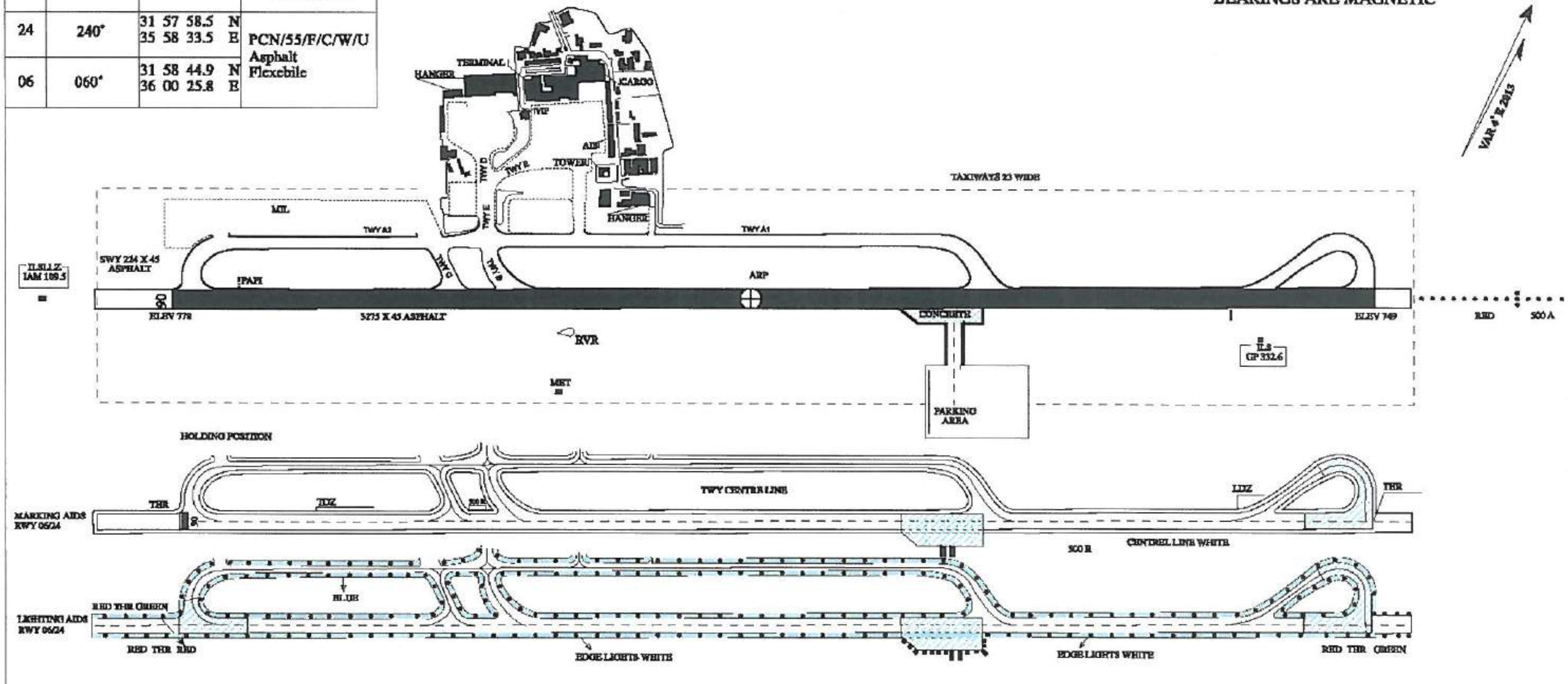
ELEV 779 M
(2556 FT)

TWR 118.1
APRON 121.7

AMMAN / MARKA
(OJAM)

RWY	DIRECTION	THR	BEARING STRENGTH
24	240°	31 57 58.5 N 35 58 33.5 E	PCN/55/F/C/W/U Asphalt Flexebile
06	060°	31 58 44.9 N 36 00 25.8 E	

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



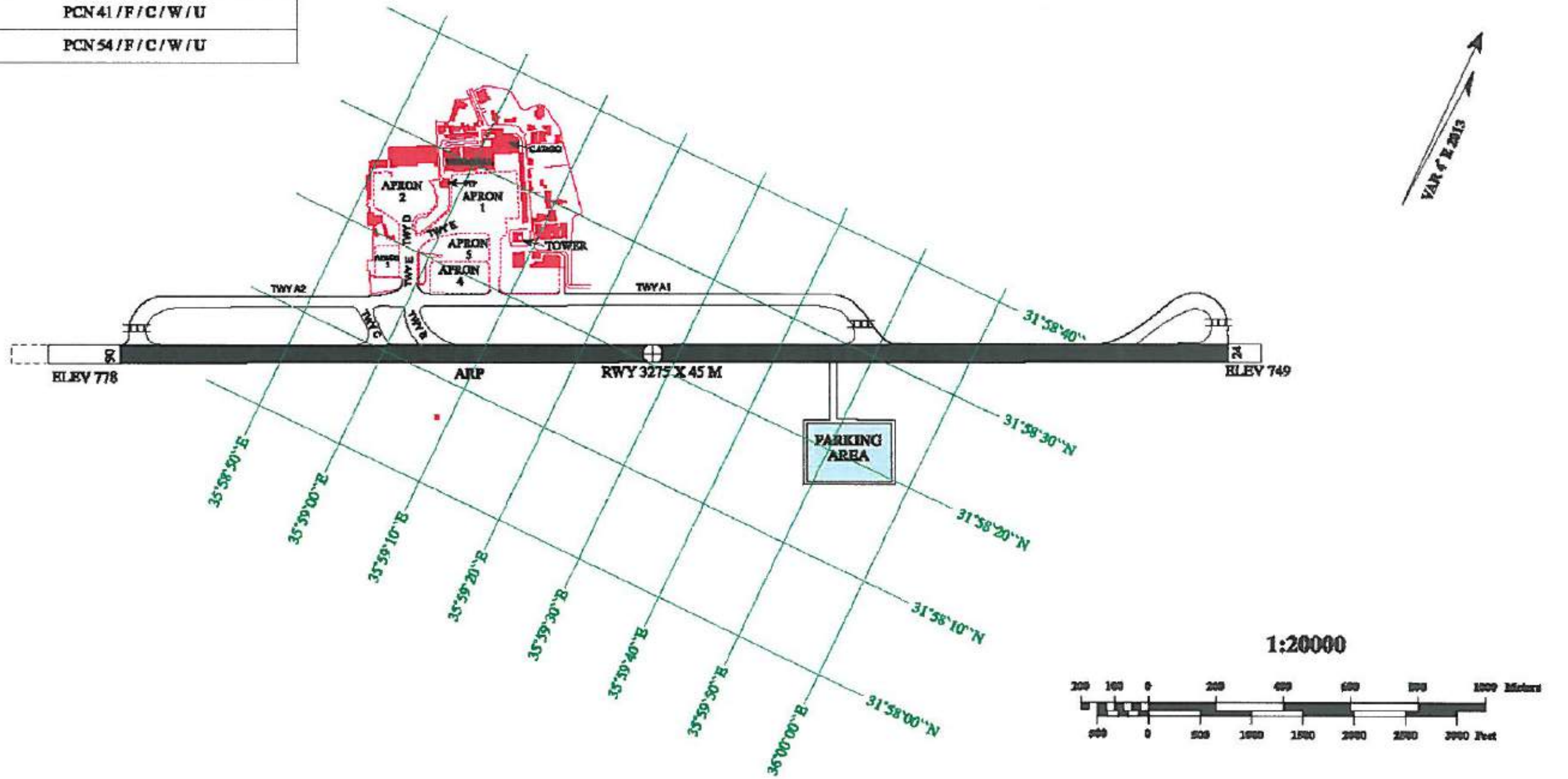
AERODROME GROUD MOVEMENT CHART - ICAO

TWR 118.1
APRON 121.7

AMMAN / MARKA (OJAM)

TWY	BEARING STRENGTH
A	PCN 55 / F / C / W / U
B, C	PCN 41 / F / C / W / U
D, E, F	PCN 54 / F / C / W / U

ELEVATIONS IN METERS
BEARINGS ARE MAGNETIC



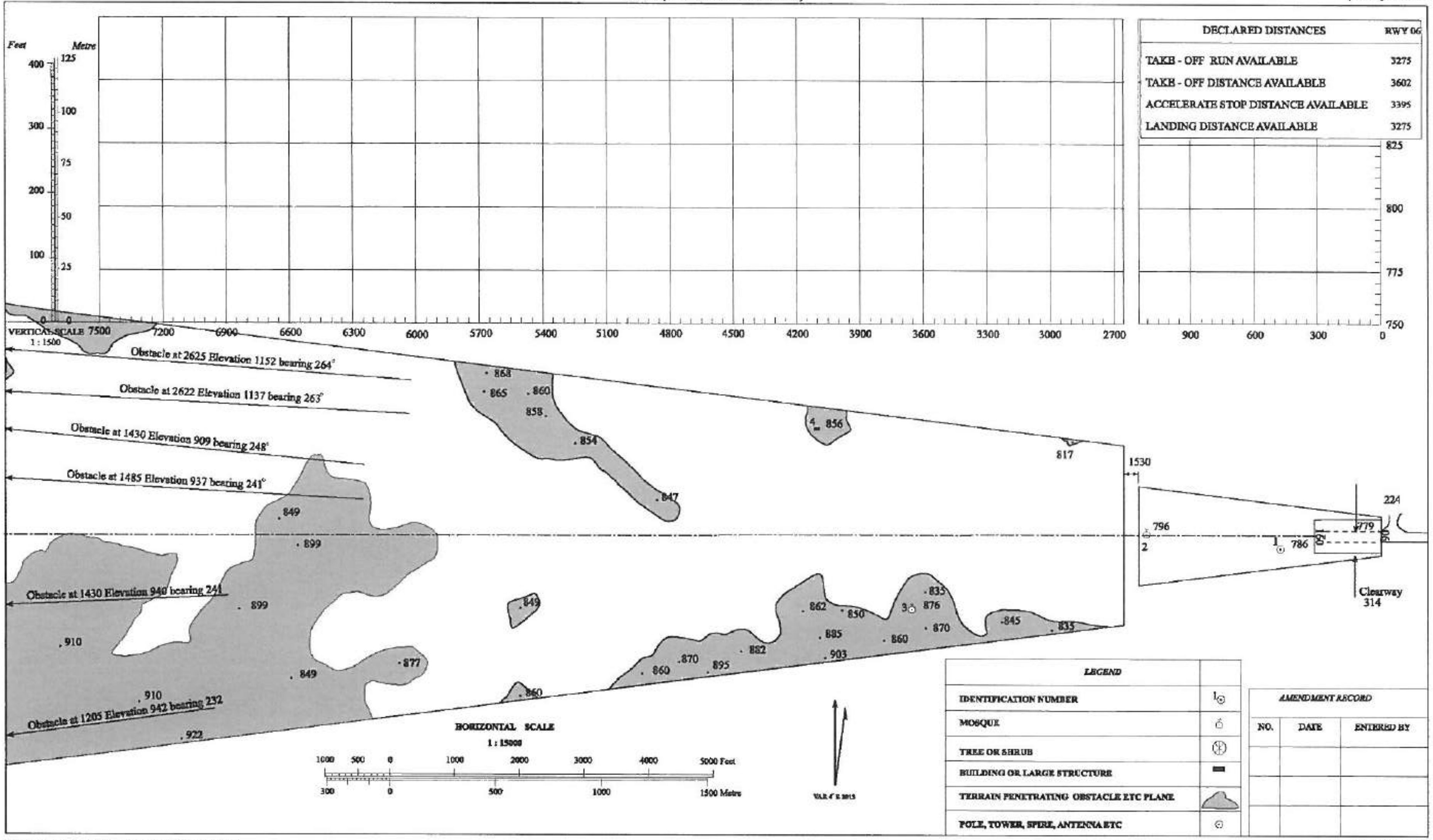
DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

AMMAN / MARKA
(OJAM) RWY 06

DECLARED DISTANCES	RWY 06
TAKE - OFF RUN AVAILABLE	3275
TAKE - OFF DISTANCE AVAILABLE	3602
ACCELERATE STOP DISTANCE AVAILABLE	3395
LANDING DISTANCE AVAILABLE	3275



LEGEND

IDENTIFICATION NUMBER	1
MOSQUE	
TREE OR SHRUB	
BUILDING OR LARGE STRUCTURE	
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	

AMENDMENT RECORD

NO.	DATE	ENTERED BY

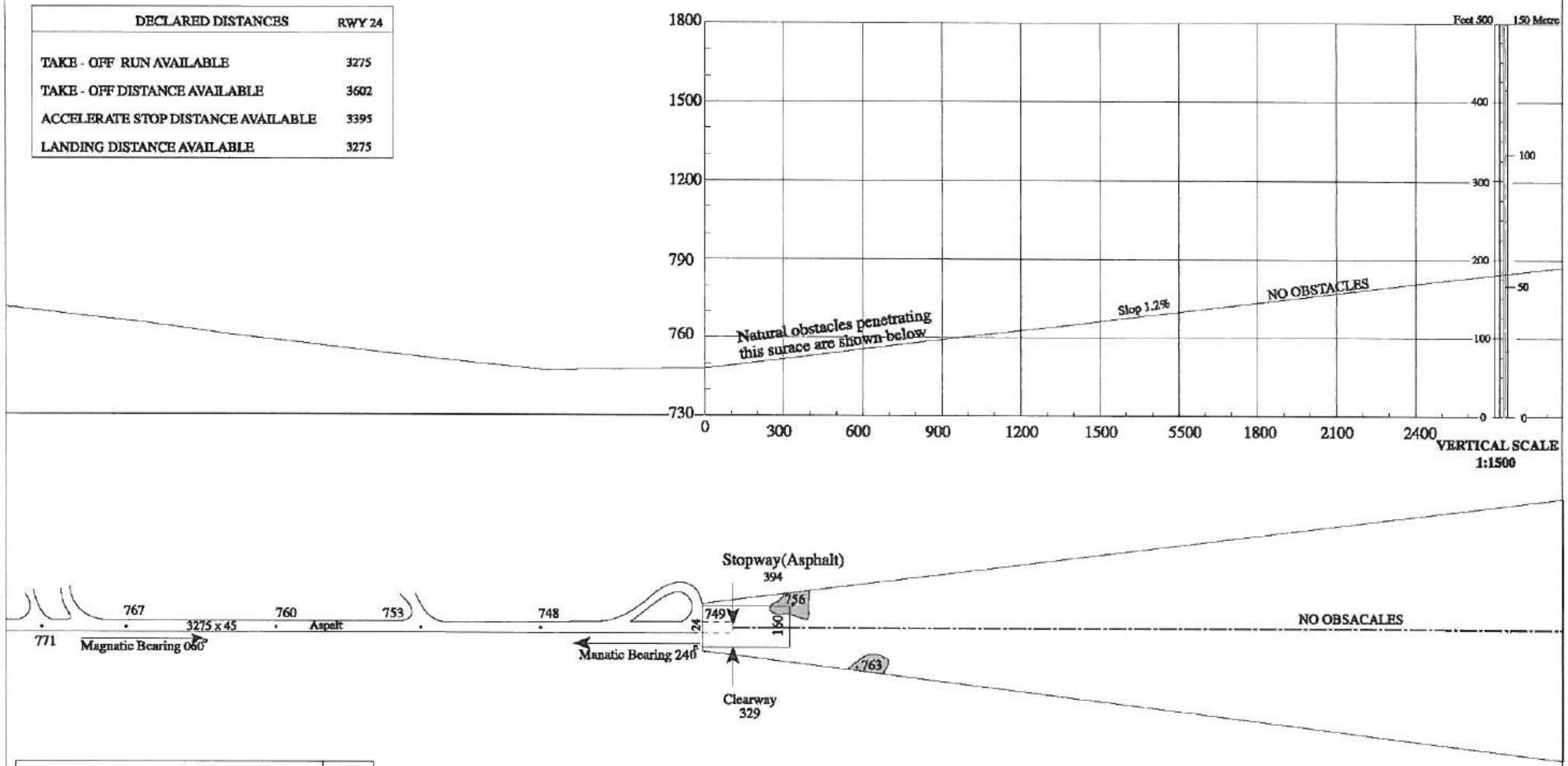
DIMENSIONS AND ELEVATIONS IN METERS

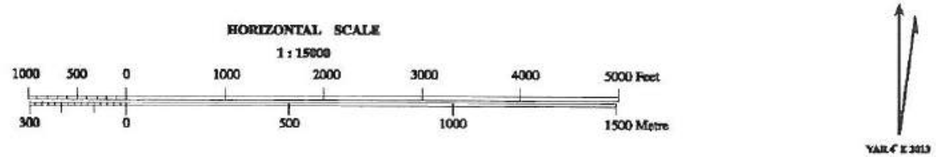
AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

AMMAN / MARKA
(OJAM) RWY 24

DECLARED DISTANCES	RWY 24
TAKE - OFF RUN AVAILABLE	3275
TAKE - OFF DISTANCE AVAILABLE	3602
ACCELERATE STOP DISTANCE AVAILABLE	3395
LANDING DISTANCE AVAILABLE	3275





LEGEND	
IDENTIFICATION NUMBER	1⊙
MOSQUE	♁
TREE OR SHRUB	⁎
BUILDING OR LARGE STRUCTURE	▬
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	⊙

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

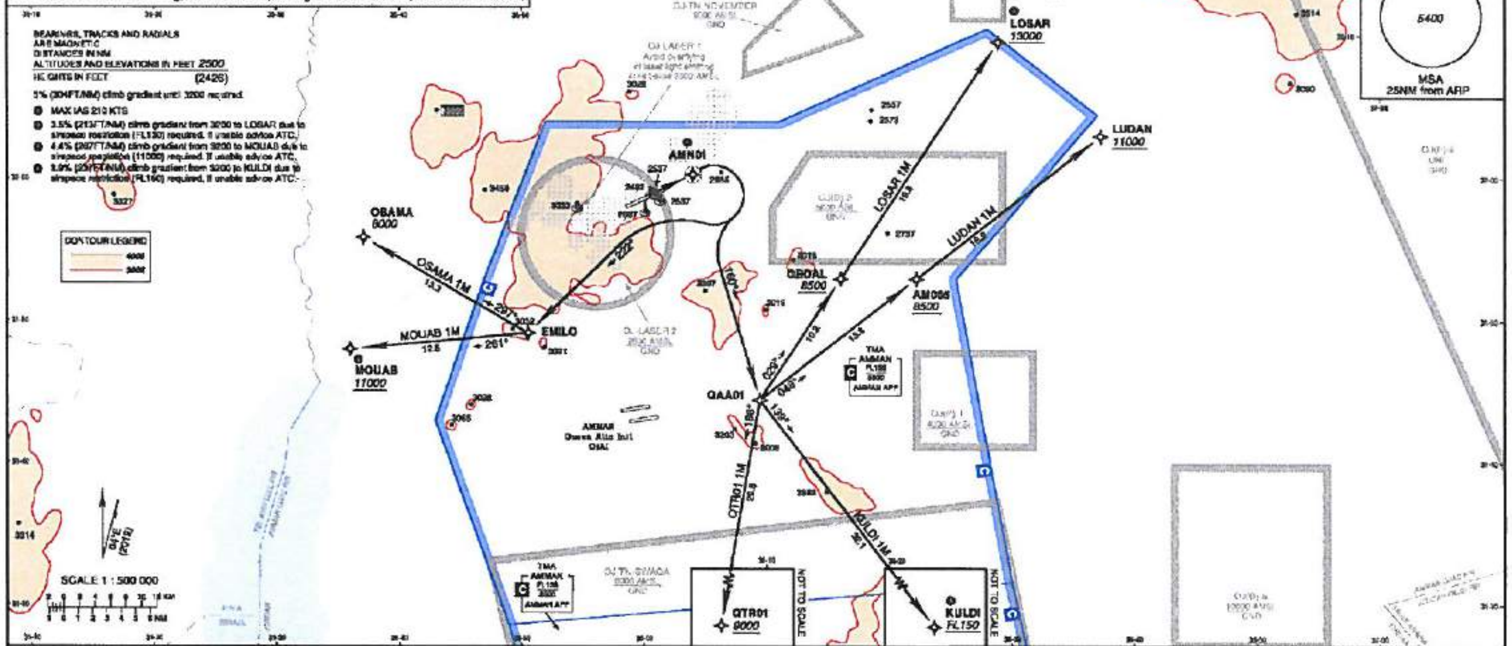
AD ELEV 2556 FT
Trans Alt 13000
Trans Level FL 130

ATIS	127.600
APP	128.900
TWR	118.100

AMMAN/Marka Intl (OJAM)
SID RNAV (GNSS) RWY 06

LOSAR 1M, LUDAN 1M, KULDI 1M, QTR01 1M, MOUAB 1M, OSAMA 1M RNAY (GNSS) DEPARTURE

NOTE: DME/DME not authorized.
RESTRICTION: No turns before Departure End of Runway.
CLOSE-IN-OBSTACLE: Building, 1090' from DER, 655' right side of centreline, 78' AGL/2537' AMSL.



INITIAL CLIMB	
AMN01	Climb direct to AMN01, then
TRANSITION	**ROUTING**
LOSAR 1M	RIGHT turn on track 160° to QAA01, then LEFT turn on track 029° to ORDAL, cross ORDAL at or above 8500, then proceed on track 029° to LOSAR, cross LOSAR at or above 13000.
LUDAN 1M	RIGHT turn on track 160° to QAA01, then LEFT turn on track 048° to AM065, cross AM065 at or above 8500, then proceed on track 048° to LUDAN, cross LUDAN at or above 11000.
KULDI 1M	RIGHT turn on track 160° to QAA01, then LEFT turn on track 139° to KULDI, cross KULDI at or above FL150.
QTR01 1M	RIGHT turn on track 160° to QAA01, then RIGHT turn on track 188° to QTR01, cross QTR01 at or above 9000.
MOUAB 1M	RIGHT turn on track 222° to EMILO, then RIGHT turn on track 261° to MOUAB, cross MOUAB at or above 11000.
OSAMA 1M	RIGHT turn on track 222° to EMILO, then RIGHT turn on track 297° to OSAMA, cross OSAMA at 8000.

Route Description: RNAV (GNSS) DEPARTURE RWY 06

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOSAR 1M									
	AER 06						4°E		RNAV 1
DF	AMN01	Y				210 kts	4°E		RNAV 1
TF	QAA01	N	159.53°	right			4°E	16.50*	RNAV 1
TF	ORDAL	N	029.26°	left	+8500		4°E	10.22*	RNAV 1
TF	LOSAR	N	029.33°		+13000		4°E	19.78*	RNAV 1
LUDAN 1M									
	AER 06						4°E		RNAV 1
DF	AMN01	Y				210 kts	4°E		RNAV 1
TF	QAA01	N	159.53°	right			4°E	16.50*	RNAV 1
TF	AM065	N	047.82°	left	+8500		4°E	13.82*	RNAV 1
TF	LUDAN	N	047.94°		-11000		4°E	16.21*	RNAV 1
KULDI 1M									
	AER 06						4°E		RNAV 1
DF	AMN01	Y				210 kts	4°E		RNAV 1
TF	QAA01	N	159.53°	right			4°E	16.50*	RNAV 1
TF	KULDI	N	138.58°	left	+FL150		4°E	32.13*	RNAV 1
QTR01 1M									
	AER 06						4°E		RNAV 1
DF	AMN01	Y				210 kts	4°E		RNAV 1
TF	QAA01	N	159.53°	right			4°E	16.50*	RNAV 1
TF	QTR01	N	185.71°	right	+9000		4°E	29.84*	RNAV 1
MOUAB 1M									
	AER 06						4°E		RNAV 1
DF	AMN01	Y				210 kts	4°E		RNAV 1
TF	EMILO	N	221.79°	right			4°E	15.94*	RNAV 1
TF	MOUAB	N	260.89°	right	+11000		4°E	12.46*	RNAV 1
OSAMA 1M									
	AER 06						4°E		RNAV 1
DF	AMN01	Y				210 kts	4°E		RNAV 1
TF	EMILO	N	221.79°	right			4°E	15.94*	RNAV 1
TF	OSAMA	N	296.50°	right	@8000		4°E	13.28*	RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 06

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 06	N31°57'58.60''	E035°58'33.61''	N31°57.977'	E035°58.560'	
AMN01	N32°00'14.65''	E036°03'57.55''	N32°00.244'	E036°03.960'	
QAA01	N31°44'23.41''	E036°09'26.59''	N31°44.390'	E036°09.443'	
ORDAL	N31°52'57.18''	E036°16'01.69''	N31°52.953'	E036°16.028'	
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
AM065	N31°52'56.56''	E036°22'12.24''	N31°52.943'	E036°22.204'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
EMILO	N31°49'05.53''	E035°50'32.71''	N31°49.092'	E035°50.545'	
MOUAB	N31°47'58.00''	E035°35'59.00''	N31°47.967'	E035°35.983'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 2556 FT
Trans Alt 13000
Trans Level FL 150

ATIS 127.600
APP 128.900
TWR 118.100

AMMAN/Marka Intl (OJAM)
SID RNAV (GNSS) RWY 24

LOSAR 1N, LUDAN 1N, KULDI 1N, QTR01 1N, MOUAB 1N, OSAMA 1N RNAV (GNSS) DEPARTURE

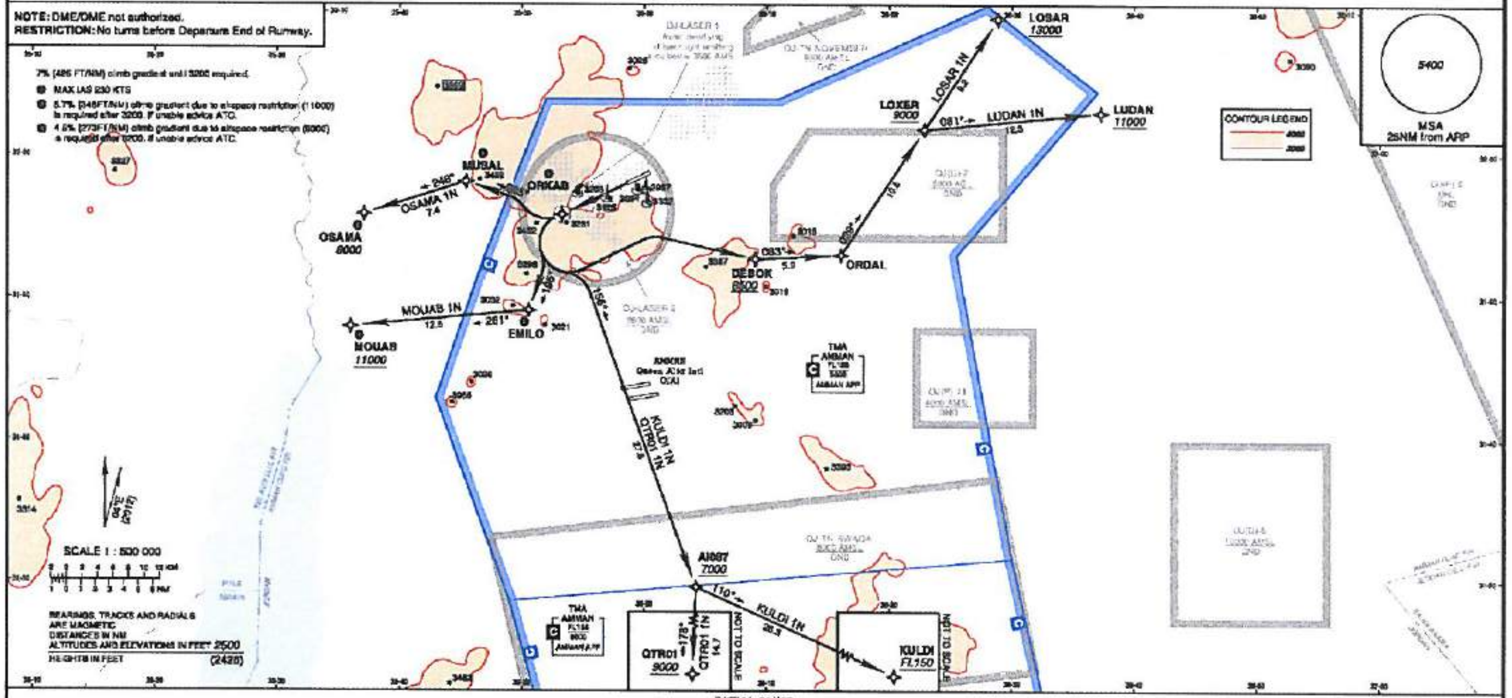
NOTE: DME/DME not authorized.
RESTRICTION: No turns before Departure End of Runway.

7% (426 FT/NM) climb gradient until 3200 required.

MAX IAS 230 KTS

5.7% (346FT/NM) climb gradient due to airspace restriction (11000) is required after 3200. If unable advice ATC.

4.5% (273FT/NM) climb gradient due to airspace restriction (8000) is required after 3200. If unable advice ATC.



INITIAL CLIMB

ORKAB	Climb direct to ORKAB, then
TRANSITION	ROUTING
LOSAR 1N	LEFT turn direct to DEBOK, cross DEBOK at or above 8500, then on track 083° to ORDAL, then LEFT turn on track 029° to LOXER to, cross LOXER at or above 9000, then proceed on track 029° to LOSAR, cross LOSAR at or above 13000.
LUDAN 1N	LEFT turn direct to DEBOK, cross DEBOK at or above 8500, then on track 083° to ORDAL, then LEFT turn on track 029° to LOXER to, cross LOXER at or above 9000, then RIGHT turn on track 081° to LUDAN, cross LUDAN at or above 11000.
KULDI 1N	LEFT turn on track 156° to AI087, cross AI087 at or above 7000, then LEFT turn on track 110° to KULDI, cross KULDI at or above FL150.
QTR01 1N	LEFT turn on track 156° to AI087, cross AI087 at or above 7000, then RIGHT turn on track 178° to QTR01, cross QTR01 at or above 9000.
MOUAB 1N	LEFT turn on track 195° to EMILO, then RIGHT turn on track 261° to MOUAB, cross MOUAB at or above 11000.
OSAMA 1N	RIGHT turn on track 265° to MUSAL, then LEFT turn on track 248° to OSAMA, cross OSAMA at 8000.

Route Description: RNAV (GNSS) DEPARTURE RWY 24

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOSAR 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
DF	DEBOK	N		left	+8500		4°E		RNAV 1
TF	ORDAL	N	083.32°	left			4°E	5.94*	RNAV 1
TF	LOXER	N	029.33°		+9000		4°E	10.57*	RNAV 1
TF	LOSAR	N	029.39°		+13000		4°E	9.21*	RNAV 1
LUDAN 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
DF	DEBOK	N		left	+8500		4°E		RNAV 1
TF	ORDAL	N	083.32°	left			4°E	5.94*	RNAV 1
TF	LOXER	N	029.33°		+9000		4°E	10.57*	RNAV 1
TF	LUDAN	N	080.58°		+11000		4°E	12.26*	RNAV 1
KULDI 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	AI087	N	156.31°	left	+7000		4°E	27.77*	RNAV 1
TF	KULDI	N	110.05°	left	+FL150		4°E	26.29*	RNAV 1
QTR01 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	AI087	N	156.31°	left	+7000		4°E	27.77*	RNAV 1
TF	QTR01	N	178.14°	right	+9000		4°E	14.66*	RNAV 1
MOUAB 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	EMILO	N	195.17°	left		230 kts	4°E	7.08*	RNAV 1
TF	MOUAB	N	260.89°	right	+11000		4°E	12.46*	RNAV 1
OSAMA 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	MUSAL	N	285.17°	right		230 kts	4°E	7.07*	RNAV 1
TF	OSAMA	N	248.24°	right	@8000		4°E	7.44*	RNAV 1

* Direct distance (NM) between waypoints.

Route Description: RNAV (GNSS) DEPARTURE RWY 24

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOSAR 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
DF	DEBOK	N		left	+8500		4°E		RNAV 1
TF	ORDAL	N	083.32°	left			4°E	5.94*	RNAV 1
TF	LOXER	N	029.33°		+9000		4°E	10.57*	RNAV 1
TF	LOSAR	N	029.39°		+13000		4°E	9.21*	RNAV 1
LUDAN 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
DF	DEBOK	N		left	+8500		4°E		RNAV 1
TF	ORDAL	N	083.32°	left			4°E	5.94*	RNAV 1
TF	LOXER	N	029.33°		+9000		4°E	10.57*	RNAV 1
TF	LUDAN	N	080.58°		+11000		4°E	12.26*	RNAV 1
KULDI 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	AI087	N	156.31°	left	+7000		4°E	27.77*	RNAV 1
TF	KULDI	N	110.05°	left	+FL150		4°E	26.29*	RNAV 1
QTR01 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	AI087	N	156.31°	left	+7000		4°E	27.77*	RNAV 1
TF	QTR01	N	178.14°	right	+9000		4°E	14.66*	RNAV 1
MOUAB 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	EMILO	N	195.17°	left		230 kts	4°E	7.08*	RNAV 1
TF	MOUAB	N	260.89°	right	+11000		4°E	12.46*	RNAV 1
OSAMA 1N									
	AER 24						4°E		RNAV 1
DF	ORKAB	Y				230 kts	4°E		RNAV 1
TF	MUSAL	N	285.17°	right		230 kts	4°E	7.07*	RNAV 1
TF	OSAMA	N	248.24°	right	@8000		4°E	7.44*	RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 24

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 24	N31°58'45.00''	E036°00'26.02''	N31°58.750'	E036°00.433'	
ORKAB	N31°55'47.33''	E035°53'15.96''	N31°55.789'	E035°53.266'	
DEBOK	N31°52'40.65''	E036°09'03.77''	N31°52.678'	E036°09.063'	
ORDAL	N31°52'57.18''	E036°16'01.69''	N31°52.953'	E036°16.028'	
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
AI087	N31°29'34.49''	E036°04'12.59''	N31°29.575'	E036°04.210'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
EMILO	N31°49'05.53''	E035°50'32.71''	N31°49.092'	E035°50.545'	
MOUAB	N31°47'58.00''	E035°35'59.00''	N31°47.967'	E035°35.983'	
MUSAL	N31°58'06.72''	E035°45'25.61''	N31°58.112'	E035°45.427'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	

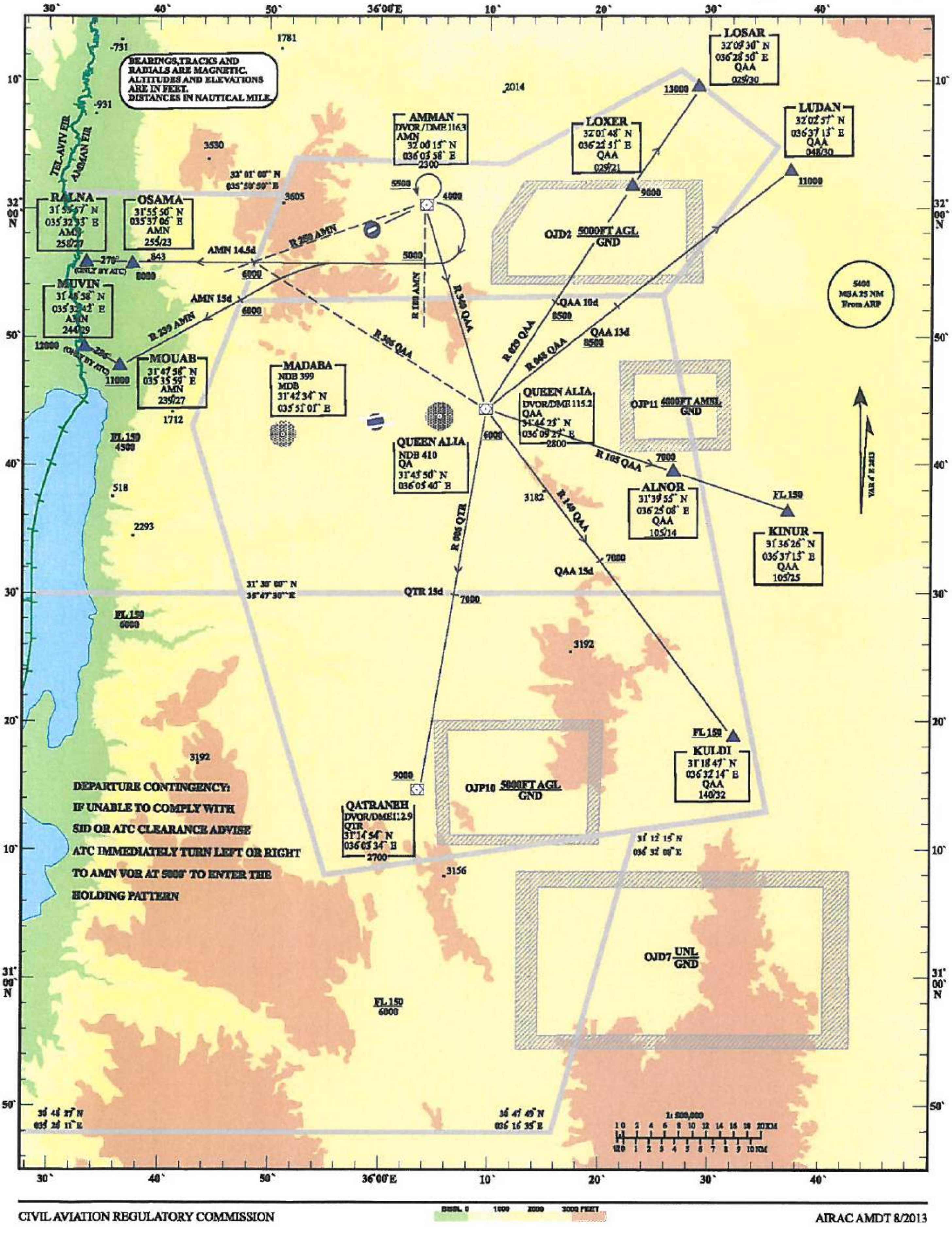
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 118.1
APP 128.9

AMMAN / MARKA
(OJAM) RWY 06

KINUR 5D
KULDI 5D
QTR 5D
LUDAN 5D
LOSAR 5D
RALNA 5D
MUVIN 5D



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000FT

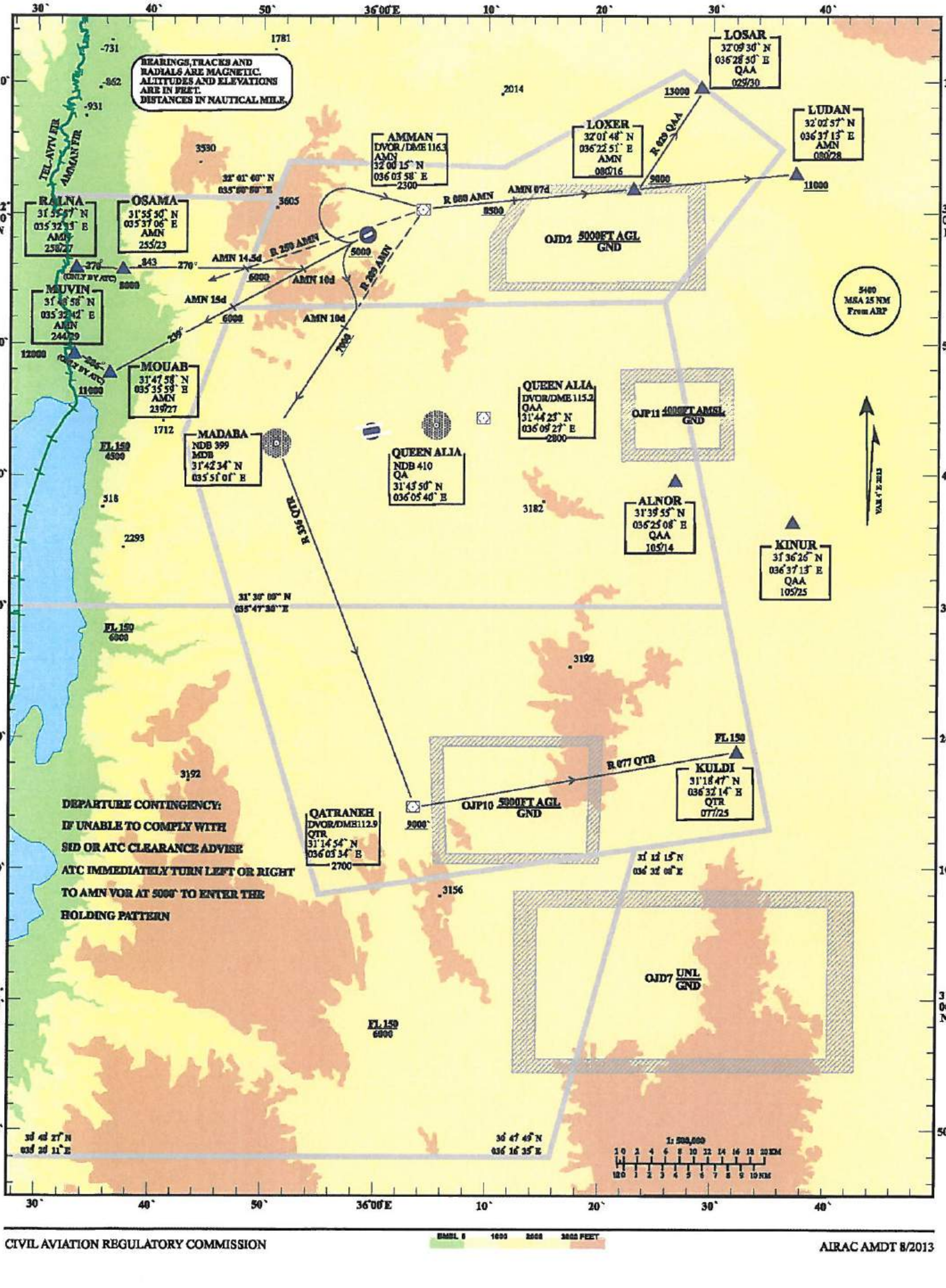
TWR 118.1
APP 128.9

AMMAN / MARKA
(OJAM) RWY 24

KULDI 4D
QTR 4D

LUDAN 4D
LOSAR 4D

RALNA 4D
MUVIN 4D



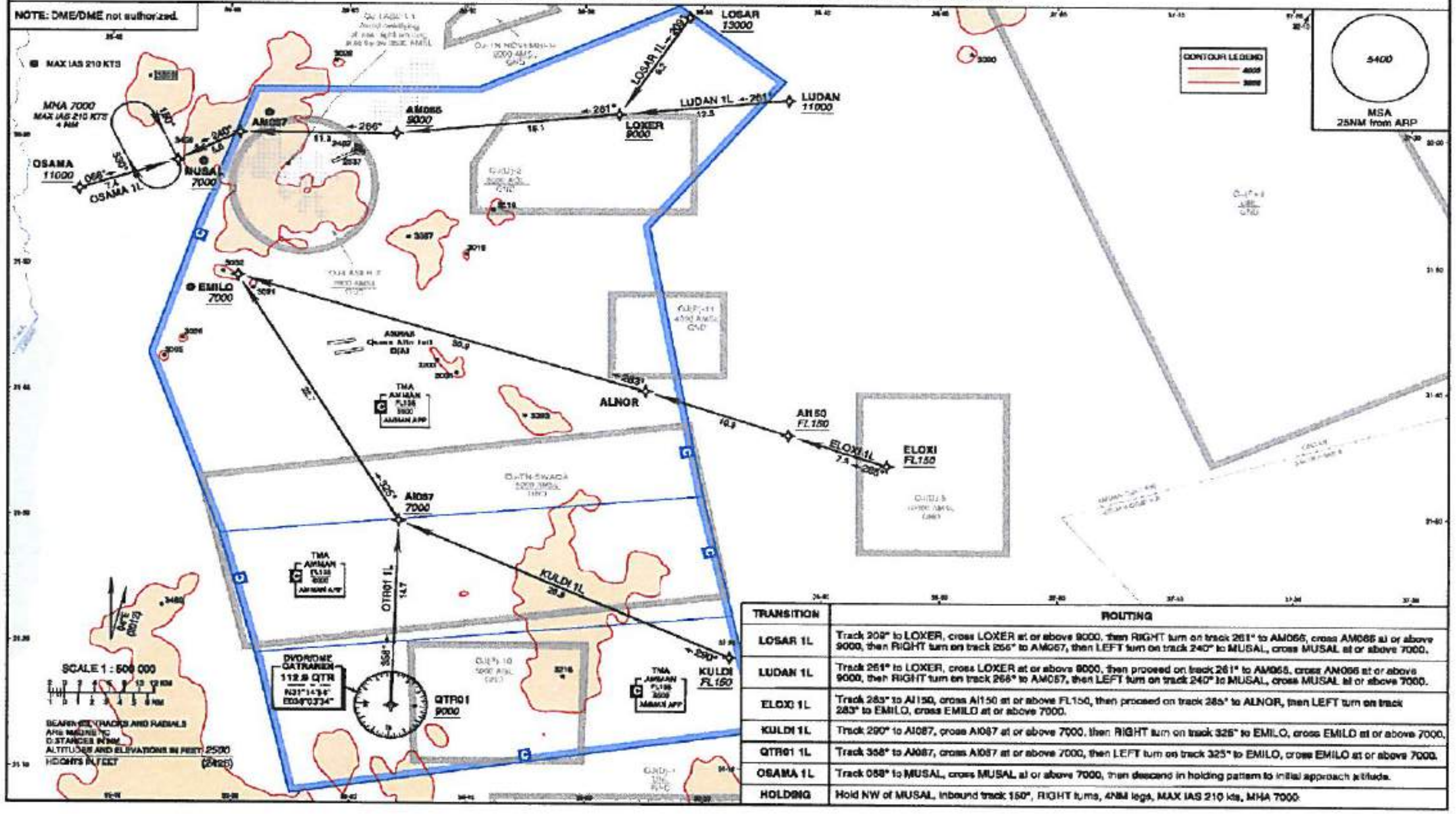
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

AD ELEV	3556 FT	
Trans Alt	13000	
Trans Level	FL 150	

ATIS	127.600
APP	128.900
TWR	118.100

AMMAN/Marka Intl (OJAM)
STAR RNAV (GNSS) RWY 06

LOSAR 1L, LUDAN 1L, ELOXI 1L, KULDI 1L, QTR01 1L, OSAMA 1L RNAV (GNSS) ARRIVAL



TRANSITION	ROUTING
LOSAR 1L	Track 209° to LOXER, cross LOXER at or above 9000, then RIGHT turn on track 261° to AM066, cross AM066 at or above 9000, then RIGHT turn on track 256° to AM087, then LEFT turn on track 240° to MUSAL, cross MUSAL at or above 7000.
LUDAN 1L	Track 261° to LOXER, cross LOXER at or above 9000, then proceed on track 261° to AM066, cross AM066 at or above 9000, then RIGHT turn on track 266° to AM087, then LEFT turn on track 240° to MUSAL, cross MUSAL at or above 7000.
ELOXI 1L	Track 283° to AI150, cross AI150 at or above FL150, then proceed on track 285° to ALNOR, then LEFT turn on track 283° to EMILO, cross EMILO at or above 7000.
KULDI 1L	Track 290° to AI087, cross AI087 at or above 7000, then RIGHT turn on track 326° to EMILO, cross EMILO at or above 7000.
QTR01 1L	Track 358° to AI087, cross AI087 at or above 7000, then LEFT turn on track 325° to EMILO, cross EMILO at or above 7000.
OSAMA 1L	Track 068° to MUSAL, cross MUSAL at or above 7000, then descend in holding pattern to initial approach altitude.
HOLDING	Hold NW of MUSAL, inbound track 150°, RIGHT turns, 4NM legs, MAX IAS 210 kts, MHA 7000

Route Description: RNAV (GNSS) ARRIVAL RWY 06

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance	Turn Direction	Altitude	Speed	Navigation Specification
LOSAR 1L									
IF	LOSAR	N		4.0°E			+13000		RNAV 1
TF	LOXER	N	209.44°	4.0°E	9.21*		+9000		RNAV 1
TF	AM066	N	260.58°	4.0°E	16.14*	right	+9000		RNAV 1
TF	AM067	N	266.30°	4.0°E	11.25*	right		210 kts	RNAV 1
TF	MUSAL	N	240.25°	4.0°E	5.00*	left	+7000	210 kts	RNAV 1
LUDAN 1L									
IF	LUDAN	N		4.0°E			+11000		RNAV 1
TF	LOXER	N	260.71°	4.0°E	12.26*		+9000		RNAV 1
TF	AM066	N	260.58°	4.0°E	16.14*		+9000		RNAV 1
TF	AM067	N	266.30°	4.0°E	11.25*	right		210 kts	RNAV 1
TF	MUSAL	N	240.25°	4.0°E	5.00*	left	+7000	210 kts	RNAV 1
ELOXI 1L									
IF	ELOXI	N		4.0°E			+FL150		RNAV 1
TF	AI150	N	284.71°	4.0°E	7.54*		+FL150		RNAV 1
TF	ALNOR	N	284.69°	4.0°E	10.89*				RNAV 1
TF	EMILO	N	283.39°	4.0°E	30.88*	left	+7000	210 kts	RNAV 1
KULDI 1L									
IF	KULDI	N		4.0°E			+FL150		RNAV 1
TF	AI087	N	290.30°	4.0°E	26.29*		+7000		RNAV 1
TF	EMILO	N	325.14°	4.0°E	22.70*	right	+7000	210 kts	RNAV 1
QTR01 1L									
IF	QTR01	N		4.0°E			+9000		RNAV 1
TF	AI087	N	358.13°	4.0°E	14.65*		+7000		RNAV 1
TF	EMILO	N	325.14°	4.0°E	22.70*	left	+7000	210 kts	RNAV 1
OSAMA 1L									
IF	OSAMA	N		4.0°E			+11000		RNAV 1
TF	MUSAL	N	068.17°	4.0°E	7.44*		+7000	210 kts	RNAV 1

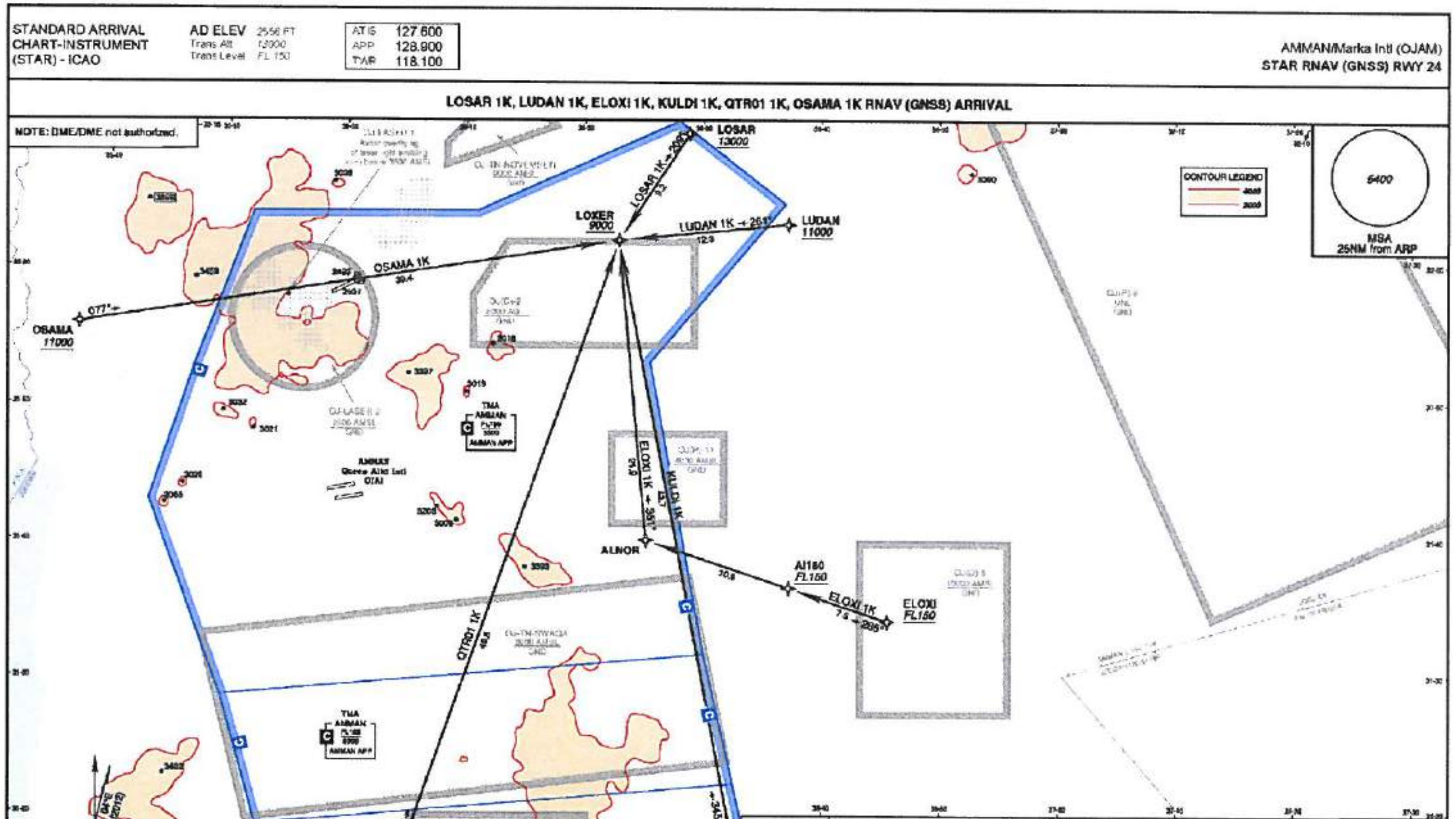
* Direct distance (NM) between waypoints.

Holding Instruction/Areas RNAV (GNSS) ARRIVAL RWY 06

Path descriptor	Fix identifier	Inbound course °M	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Mag Var	Navigation specification
Hold	MUSAL	150.14	4 NM	R	7000	-	210 kts	4.0°E	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 06

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
LOXER	N32°01'47.76''	E036°22'51.46''	N32°01.796'	E036°22.858'	
AM066	N32°00'14.65''	E036°03'57.55''	N32°00.244'	E036°03.960'	
AM067	N32°00'17.49''	E035°50'43.40''	N32°00.292'	E035°50.723'	
MUSAL	N31°58'06.72''	E035°45'25.61''	N31°58.112'	E035°45.427'	
ELOXI	N31°34'00.99''	E036°45'34.23''	N31°34.017'	E036°45.571'	
AI150	N31°36'26.07''	E036°37'12.78''	N31°36.435'	E036°37.213'	
ALNOR	N31°39'55.26''	E036°25'07.52''	N31°39.921'	E036°25.125'	
EMILO	N31°49'05.53''	E035°50'32.71''	N31°49.092'	E035°50.545'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
AI087	N31°29'34.49''	E036°04'12.59''	N31°29.575'	E036°04.210'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	



TRANSITION	ROUTING
LOSAR 1K	Track 209° to LOXER, cross LOXER at or above 9000.
LUDAN 1K	Track 281° to LOXER, cross LOXER at or above 9000.
ELOXI 1K	Track 285° to AI150, cross AI150 at or above FL150, then proceed on track 285° to ALNOR, then RIGHT turn on track 351° to LOXER, cross LOXER at or above 9000.
KULDI 1K	Track 345° to LOXER, cross LOXER at or above 9000.
QTR01 1K	Track 015° to LOXER, cross LOXER at or above 9000.
OSAMA 1K	Track 077° to LOXER, cross LOXER at or above 9000.

Route Description: RNAV (GNSS) ARRIVAL RWY 24

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance	Turn Direction	Altitude	Speed	Navigation Specification
LOSAR 1K									
IF	LOSAR	N		4.0°E			+13000		RNAV 1
TF	LOXER	N	209.44°	4.0°E	9.21*		+9000		RNAV 1
LUDAN 1K									
IF	LUDAN	N		4.0°E			+11000		RNAV 1
TF	LOXER	N	260.71°	4.0°E	12.26*		+9000		RNAV 1
ELOXI 1K									
IF	ELOXI	N		4.0°E			+FL150		RNAV 1
TF	AI150	N	284.71°	4.0°E	7.54*		+FL150		RNAV 1
TF	ALNOR	N	284.68°	4.0°E	10.89*				RNAV 1
TF	LOXER	N	350.95°	4.0°E	21.91*		+9000		RNAV 1
KULDI 1K									
IF	KULDI	N		4.0°E			+FL150		RNAV 1
TF	LOXER	N	345.48°	4.0°E	43.66*		+9000		RNAV 1
QTR01 1K									
IF	QTR01	N		4.0°E			+9000		RNAV 1
TF	LOXER	N	015.31°	4.0°E	49.60*		+9000		RNAV 1
OSAMA 1K									
IF	OSAMA	N		4.0°E			+11000		RNAV 1
TF	LOXER	N	077.11°	4.0°E	39.37*		+9000		RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 24

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOSAR	N32°09'30.06"	E036°28'49.77"	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60"	E036°37'13.29"	N32°02.943'	E036°37.222'	
ELOXI	N31°34'00.99"	E036°45'34.23"	N31°34.017'	E036°45.571'	
AI150	N31°36'26.07"	E036°37'12.78"	N31°36.435'	E036°37.213'	
ALNOR	N31°39'55.26"	E036°25'07.52"	N31°39.921'	E036°25.125'	
KULDI	N31°18'47.07"	E036°32'14.16"	N31°18.785'	E036°32.236'	
QTR01	N31°14'54.41"	E036°03'34.31"	N31°14.907'	E036°03.572'	
OSAMA	N31°55'50.00"	E035°37'06.00"	N31°55.833'	E035°37.100'	
LOXER	N32°01'47.76"	E036°22'51.46"	N32°01.796'	E036°22.858'	

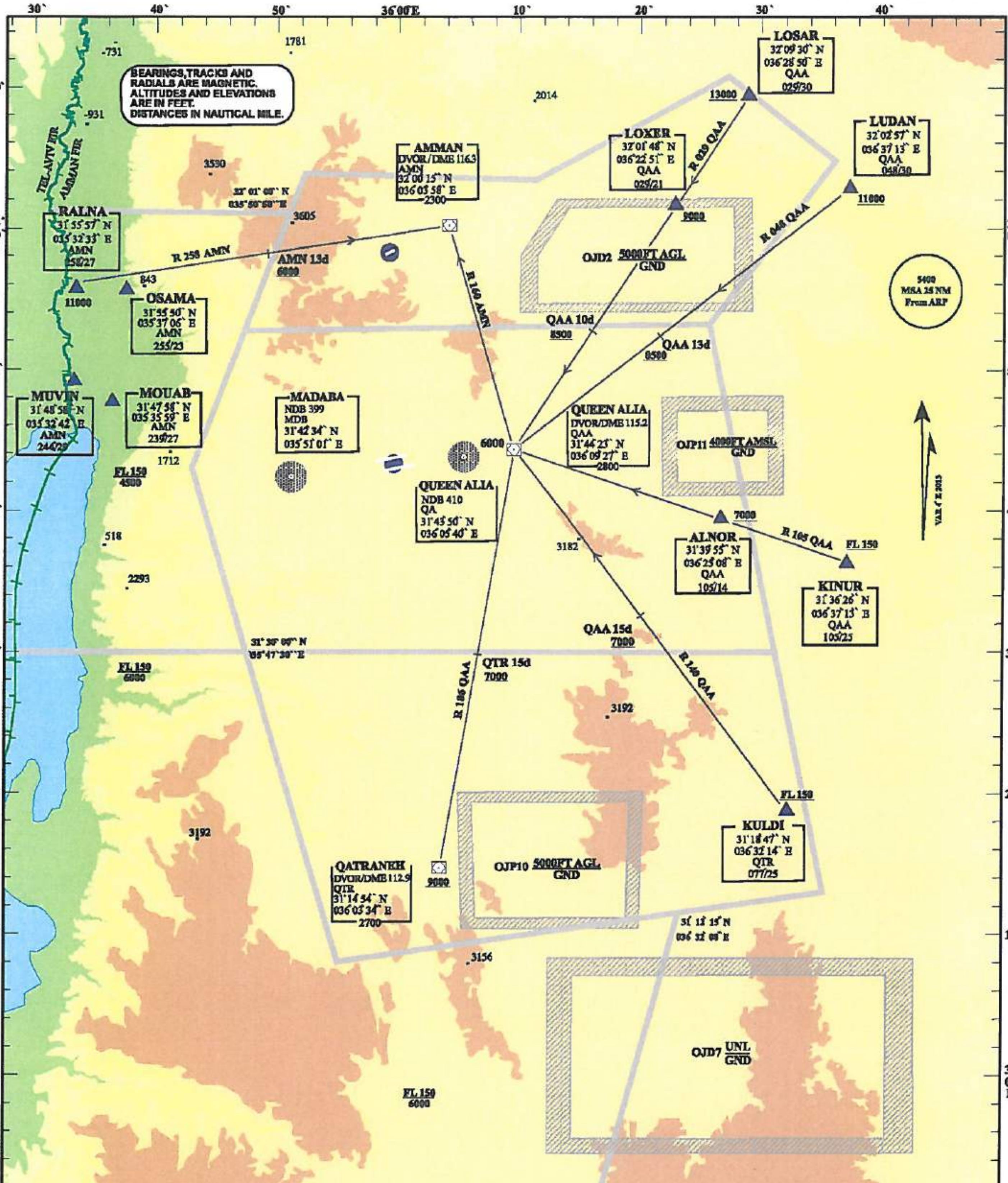
STANDARD ARRAIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 118.1
APP 128.9

AMMAN / MARKA
(OJAM) RWY 24

KULDI 4A QTR 4A LUDAN 4A LOSAR 4A RALAN 4A KINUR 4A



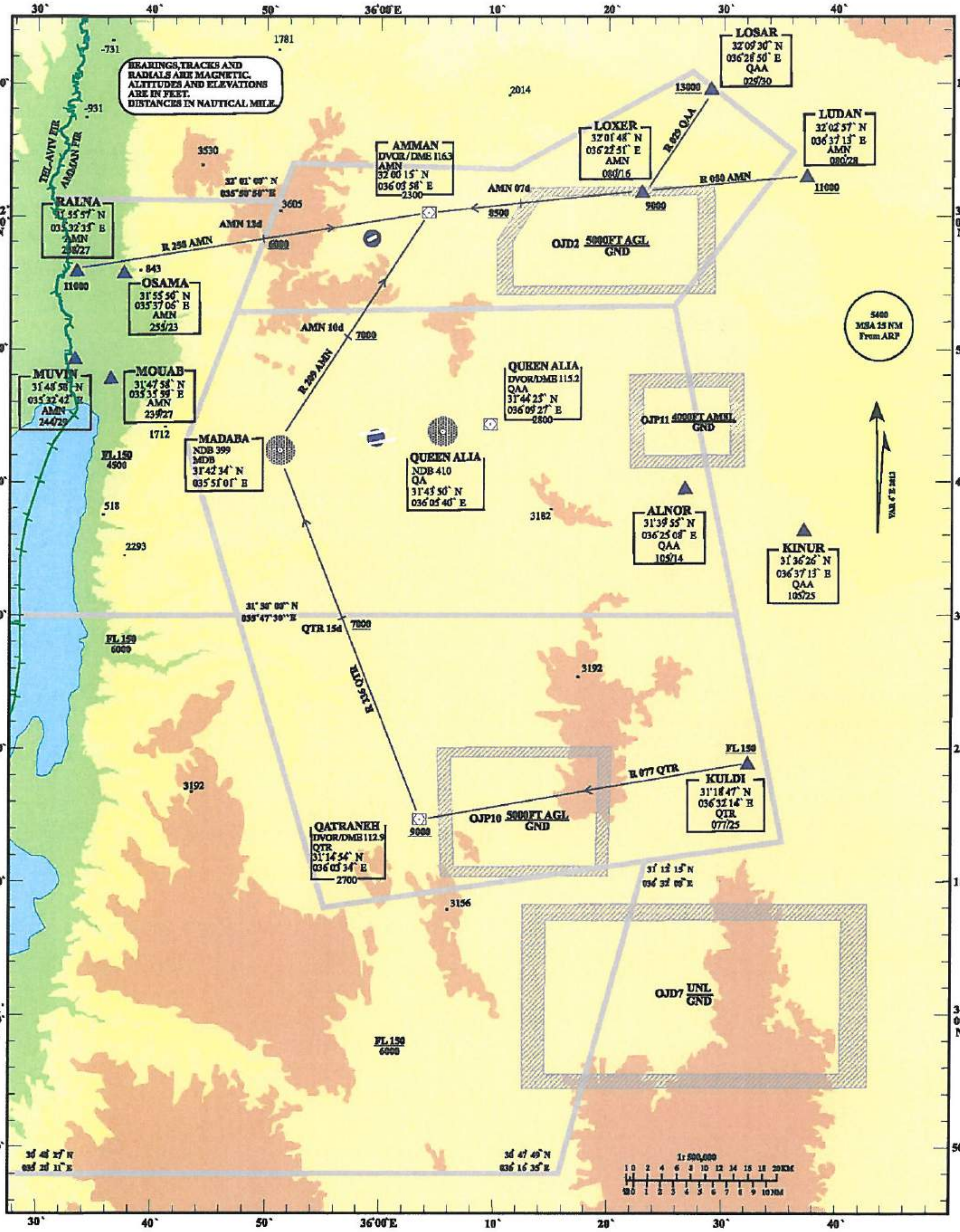
STANDARD ARRAIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 118.1
APP 128.9

AMMAN / MARKA
(OJAM) RWY 06

KULDI 5A
LUDAN 5A
QTR 5A
RALNA 5A
LOSAR 5A



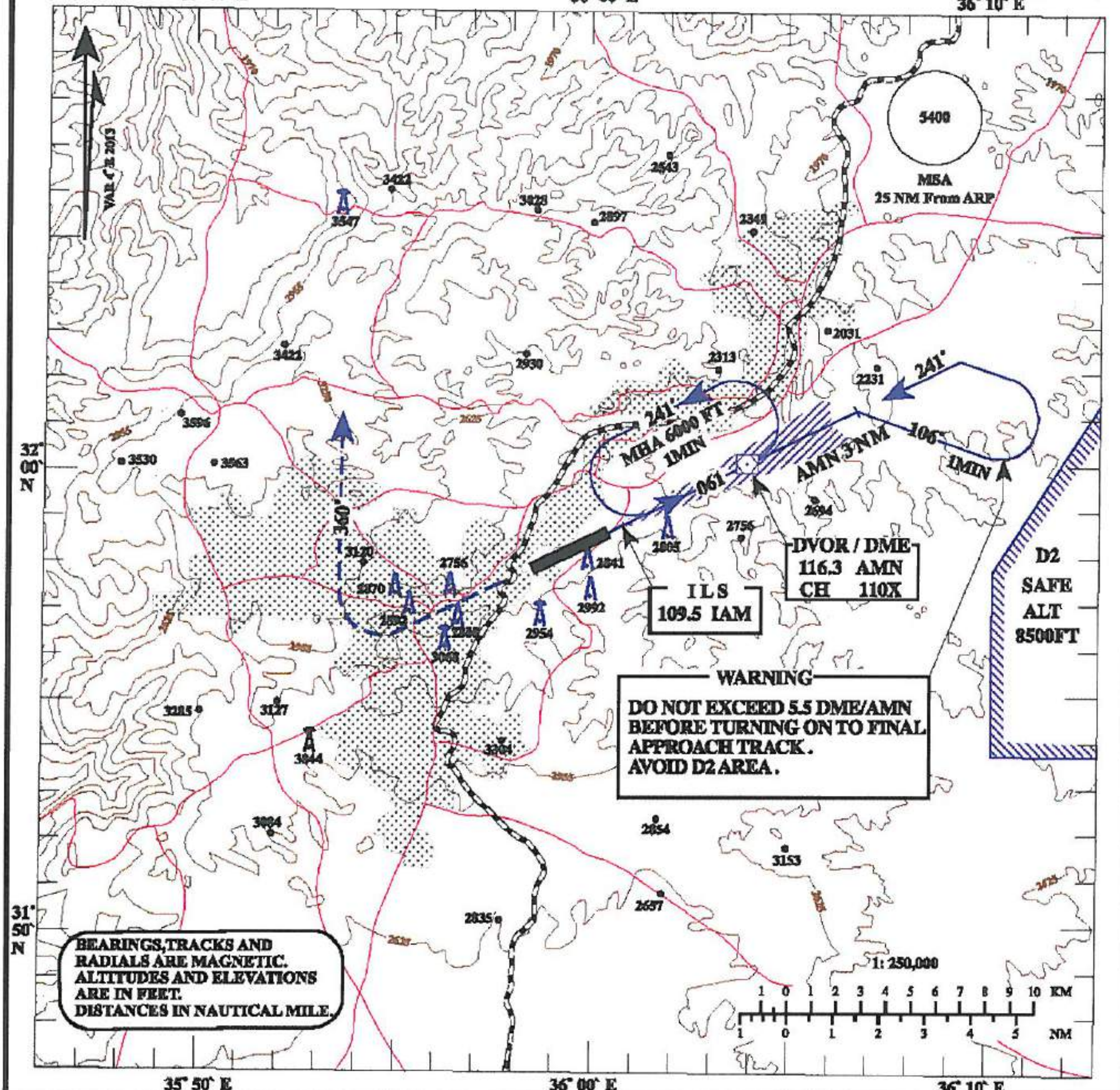
MSL 0 1000 2000 3000 FEET

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV.2556 FT
HEIGHTS RELATED TO
THE RWY 24 ELEV.2459 FT

APP 128.9
TWR 118.1

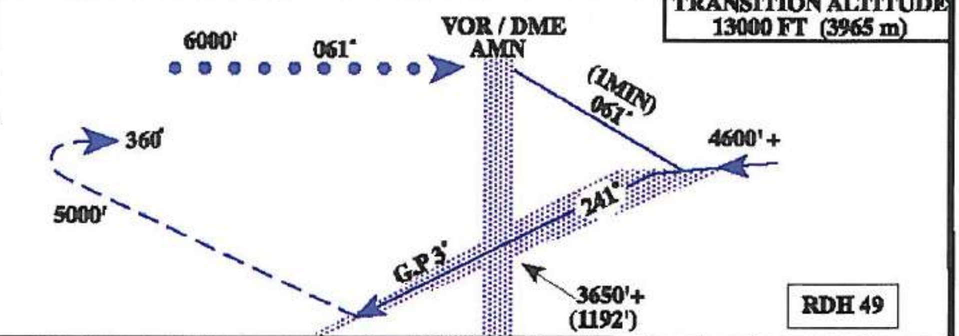
AMMAN / MARKA
ILS RWY 24
(OJAM)



MISSED APPROACH:

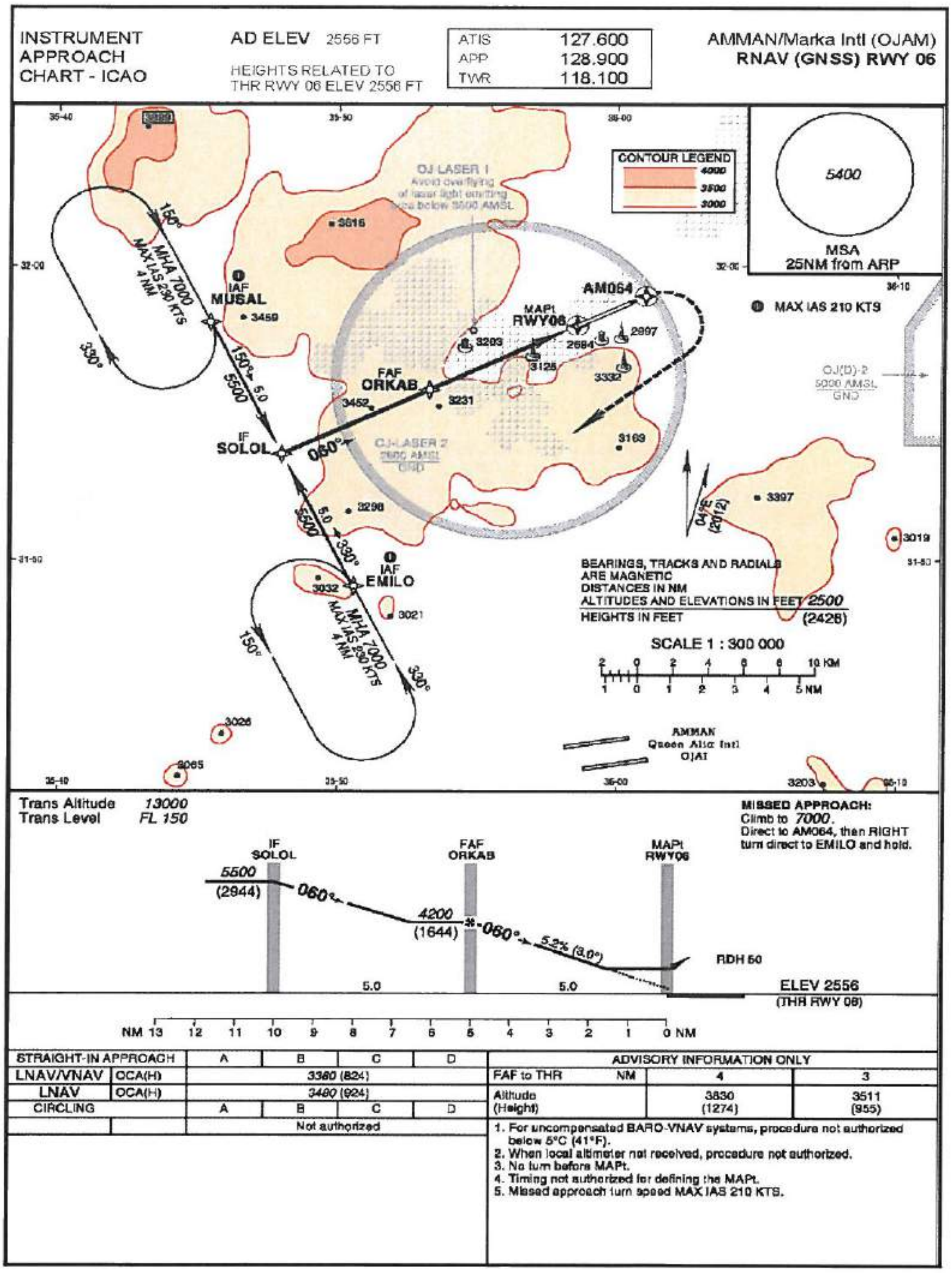
CLIMB ON RWY HDG TO 5000 FT THEN TURN RIGHT HDG 360° AND CONTACT ATC

TRANSITION ALTITUDE
13000 FT (3965 m)



ELEV 2459 FT
(THR RWY 24) 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

DA/H		A	B	C	D	CIRCLING
STRAIGHT-IN APPROACH	CAT 1	2728 (270)	2738 (280)	2748 (290)	2758 (300)	ALL AIRCRAFT TYPES
	NO GP (LOC ONLY)	2848 (390)				4000 (1445)



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	3380 (824)			
LNAV	OCA(H)	3480 (924)			
CIRCLING		A	B	C	D
		Not authorized			

ADVISORY INFORMATION ONLY

FAF to THR	NM	4	3
Altitude (Height)		3830 (1274)	3511 (955)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.
5. Missed approach turn speed MAX IAS 210 KTS.

Holding Instruction/Areas RNAV (GNSS) RWY 06

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	MUSAL	150.14	4.0 NM	R	7000	-	230 kts	4.0°E	
Hold	EMILO	330.19	4.0 NM	L	7000	-	230 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 06

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	MUSAL	N		4.0°E			+7000	210 kts		RNP APCH
TF	SOLOL	N	150.14°	4.0°E	5.0		+5500			RNP APCH
TF	ORKAB	N	060.07°	4.0°E	5.0	left	+4200			RNP APCH
TF	RWY06	Y	060.12°	4.0°E	5.0		@2606		3.0° / 50'	RNP APCH
DF	AM064	Y		4.0°E				210 kts		RNP APCH
DF	EMILO	Y		4.0°E		right	+7000	210 kts		RNP APCH

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	EMILO	N		4.0°E			+7000	210 kts		RNP APCH
TF	SOLOL	N	330.19°	4.0°E	5.0		+5500			RNP APCH
TF	ORKAB	N	060.07°	4.0°E	5.0	right	+4200			RNP APCH
TF	RWY06	Y	060.12°	4.0°E	5.0		@2606		3.0° / 50'	RNP APCH
DF	AM064	Y		4.0°E				210 kts		RNP APCH
DF	EMILO	Y		4.0°E		right	+7000	210 kts		RNP APCH

Aeronautical Data Tabulation: RNAV (GNSS) RWY 06

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
MUSAL (IAF)	N31°58'06.72''	E035°45'25.61''	N31°58.112'	E035°45.427'	
EMILO (IAF)	N31°49'05.53''	E035°50'32.71''	N31°49.092'	E035°50.545'	
SOLOL (IF)	N31°53'36.15''	E035°47'58.28''	N31°53.603'	E035°47.971'	
ORKAB (FAF)	N31°55'47.33''	E035°53'15.96''	N31°55.789'	E035°53.266'	
RWY06 (MAPt)	N31°57'58.60''	E035°58'33.61''	N31°57.977'	E035°58.560'	
AM064 (MAF)	N31°58'58.94''	E036°00'59.73''	N31°58.982'	E036°00.996'	
EMILO (MAHF)	N31°49'05.53''	E035°50'32.71''	N31°49.092'	E035°50.545'	

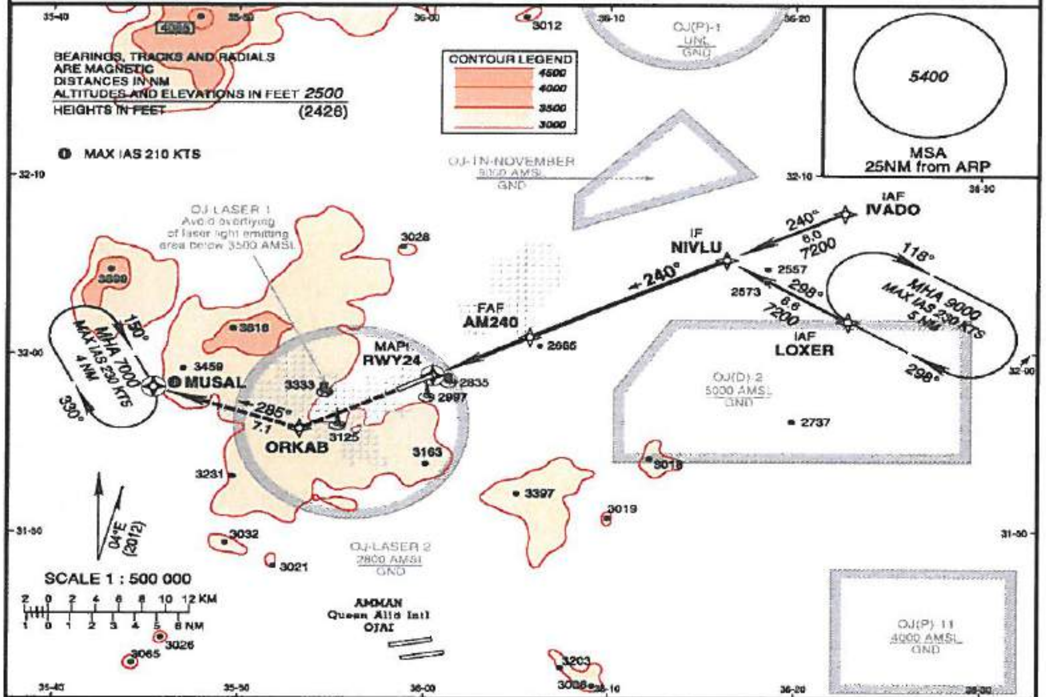
INSTRUMENT APPROACH CHART - ICAO

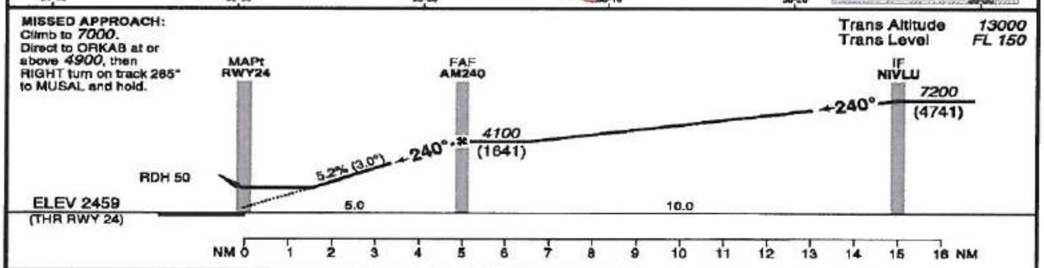
AD ELEV 2556 FT

HEIGHTS RELATED TO THR RWY 24 ELEV 2459 FT

ATIS	127.600
APP	128.900
TWR	118.100

AMMAN/Marka Intl (OJAM)
RNAV (GNSS) RWY 24





STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	3120 (661)	3130 (671)		
LNAV	OCA(H)	3150 (691)			
CIRCLING		A	B	C	D
		Not authorized			

ADVISORY INFORMATION ONLY			
FAF to THR NM	4	3	2
Altitude (Height)	3733 (1274)	3414 (955)	3096 (637)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.

Holding Instruction/Areas RNAV (GNSS) RWY 24

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	LOXER	298.06	5.0 NM	R	9000	-	230 kts	4.0°E	
Hold	MUSAL	150.14	4.0 NM	R	7000	-	230 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 24

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	LOXER	N		4.0°E			+9000			RNP APCH
TF	NIVLU	N	298.06°	4.0°E	6.6		+7200			RNP APCH
TF	AM240	N	240.31°	4.0°E	10.0	left	+4100			RNP APCH
TF	RWY24	Y	240.22°	4.0°E	5.0		@2509		3.0° / 50'	RNP APCH
DF	ORKAB	N		4.0°E			+4900			RNP APCH
TF	MUSAL	Y	285.20°	4.0°E	7.1	right	+7000	210 kts		RNP APCH

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	IVADO	N		4.0°E			+9000			RNP APCH
TF	NIVLU	N	240.37°	4.0°E	6.0		+7200			RNP APCH
TF	AM240	N	240.31°	4.0°E	10.0		+4100			RNP APCH
TF	RWY24	Y	240.22°	4.0°E	5.0		@2509		3.0° / 50'	RNP APCH
DF	ORKAB	N		4.0°E			+4900			RNP APCH
TF	MUSAL	Y	285.20°	4.0°E	7.1	right	+7000	210 kts		RNP APCH

Aeronautical Data Tabulation: RNAV (GNSS) RWY 24

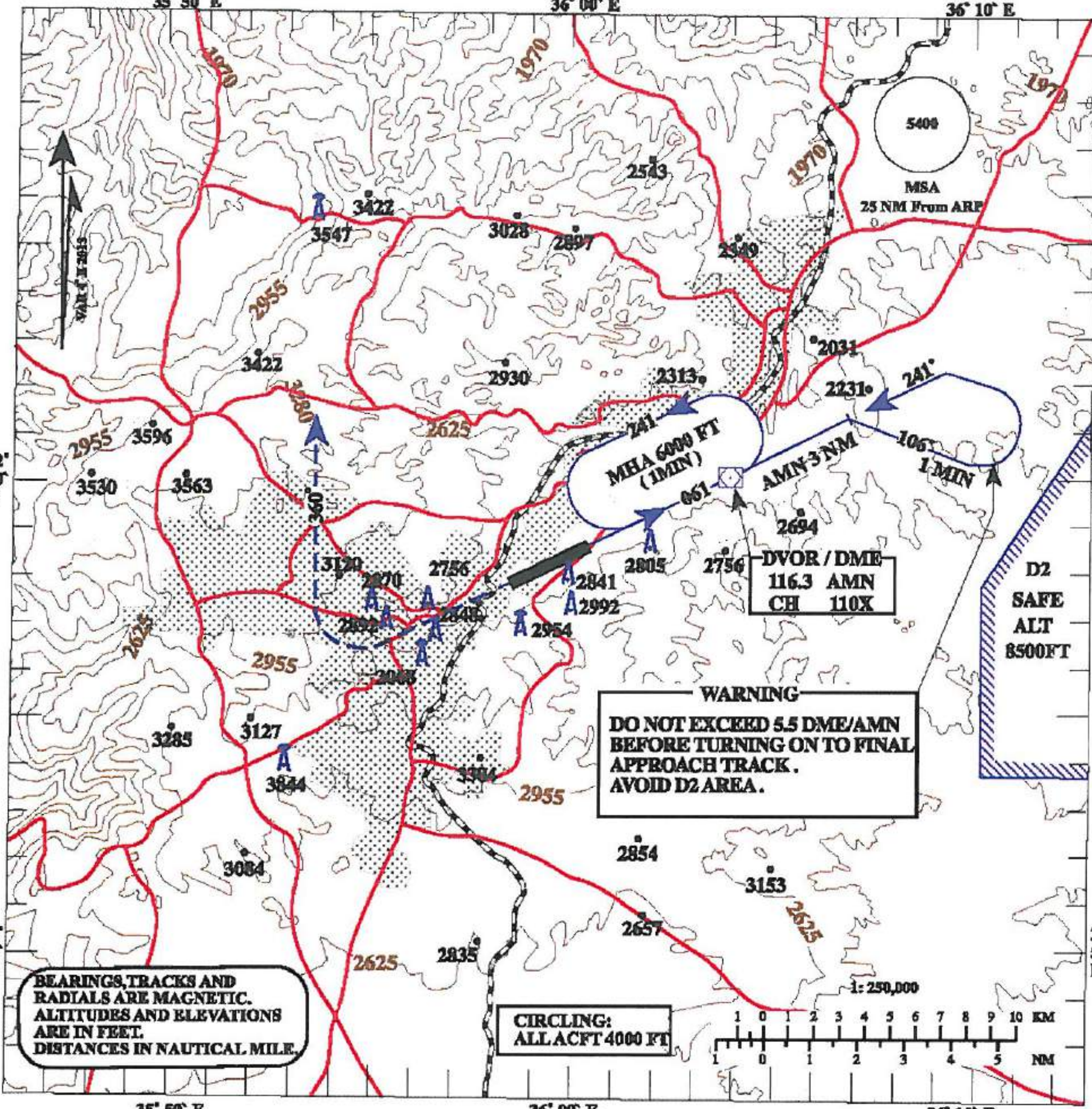
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOXER (IAF)	N32°01'47.76"	E036°22'51.46"	N32°01.796'	E036°22.858'	
IVADO (IAF)	N32°07'52.92"	E036°22'40.99"	N32°07.882'	E036°22.683'	
NIVLU (IF)	N32°05'16.79"	E036°16'19.11"	N32°05.280'	E036°16.319'	
AM240 (FAF)	N32°00'55.88"	E036°05'43.61"	N32°00.931'	E036°05.727'	
RWY24 (MAPt)	N31°58'45.00"	E036°00'26.02"	N31°58.750'	E036°00.434'	
ORKAB (MAF)	N31°55'47.33"	E035°53'15.96"	N31°55.789'	E035°53.266'	
MUSAL (MAHF)	N31°58'06.72"	E035°45'26.61"	N31°58.112'	E035°45.427'	

INSTRUMENT APPROACH
CHART - ICAO

AERODROME ELEV.2556 FT
HEIGHTS RELATED TO
THE RWY 24 ELEV.2459 FT

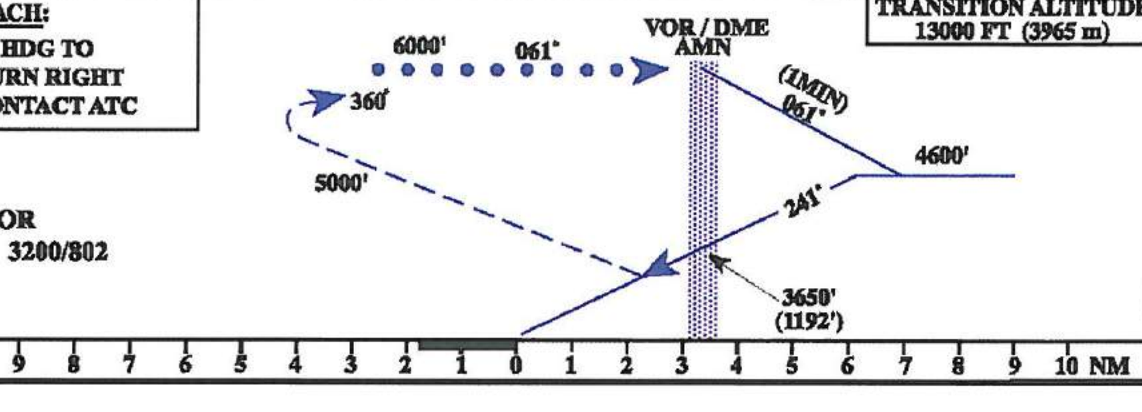
APP 128.9
TWR 118.1

AMMAN / MARKA
VOR RWY 24
(OJAM)



TRANSITION ALTITUDE
13000 FT (3965 m)

MISSED APPROACH:
CLIMB ON RWY HDG TO
5000 FT THEN TURN RIGHT
HDG 360° AND CONTACT ATC



VOR
MDA/H 3200/802

ELEV 2459 FT
(THR RWY 24)

OJAI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Day and night TWY sign boards Day : Finger sign boards .
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centerline, edge runway end as appropriate, marked and lighted. TWY: Centre line, holding positions at all TWY/RWY intersections, marked and lighted.
3	Stop bars	Nil
4	Remarks	Royal pavilion is Marked.

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT:

NORTH APRON				
	STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
			LAT	LONG
New Remote Stands	N01	All Code C except A321, B737-900, MD80/90; DC9, CRJ, DH8	31 43 31.29930	35 59 05.61286
	N03	All Code C except MD80/90; DC9, DH8	31 43 31.52599	35 59 07.18510
	N05	All Code C except MD80/90; DC9, DH8	31 43 31.75316	35 59 08.75877
	N07	All Code C except MD80/90; DC9, DH8	31 43 31.97990	35 59 10.33139
	N09	All Code C except MD80/90; DC9, DH8	31 43 32.20669	35 59 11.90445
	N11	All Code C except MD80/90; DC9, DH8	31 43 32.43397	35 59 13.47764
	N13	All Code C except MD80/90; DC9, DH8	31 43 32.66105	35 59 15.05068
	N15	All Code C except MD80/90; DC9, DH8	31 43 32.88782	35 59 16.62369
	N17	All Code C except MD80/90; DC9, DH8	31 43 33.11485	35 59 18.19662
	N19	Up to code E	31 43 34.30926	35 59 23.95745
	N21	Up to code E	31 43 34.70115	35 59 26.67289
New Contact Stands with Docking System	N02	All Code C except A321, B737-900, MD80/90; DC9, CRJ, DH8	31 43 25.71835	35 59 06.55923
	N04	Up to code E	31 43 25.39305	35 59 09.41678
	N06	All Code C except MD80/90; DC9, ATR, CRJ, DH8, F100	31 43 25.78165	35 59 12.01523
	N08	Up to code E	31 43 25.79973	35 59 12.45492
	N10	All Code C except A318, MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 26.90916	35 59 12.55933
	N12	All Code C except MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 26.21903	35 59 15.04891
	N14	Up to code E	31 43 26.24726	35 59 15.48638
	N16	All Code C except A318, MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 27.37698	35 59 15.60944

Note 1: Pushing Back Procedure from Stands N01 to N12 shall be pushed back facing East and Towed till Stand N14, during which pilots can start up one engine.

Note 2: Marshaling is Mandatory on all parking stands.

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)

SOUTH APRON				
	NAME	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
			LAT	LONG
Remote Stands	S01	All code C except A321, B737-900, MD80/90, DC9, CRJ, DH8	31 43 07.48844	35 59 08.74767
	S02	All code C	31 43 13.59345	35 59 09.18005
	S03	All code C	31 43 07.63208	35 59 10.33620
	S05	All code C	31 43 07.85891	35 59 11.90827
	S07	All code C	31 43 08.08523	35 59 13.48073
	S09	All code C	31 43 08.31231	35 59 15.05296
	S11	All code C	31 43 08.53843	35 59 16.62519
	S13	All code C	31 43 08.76056	35 59 18.16458
	S15	All code C	31 43 09.45758	35 59 23.05060
	S17	All code C	31 43 09.68556	35 59 24.63437
	S19	All code C	31 43 09.91367	35 59 26.21861
	S21	All code C	31 43 10.16645	35 59 27.98273
	S23	All code C	31 43 10.42197	35 59 29.74499
	S25	All code C	31 43 10.65615	35 59 31.36612
New Contact Stands (with docking system)	S04	All Code C except MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 13.42540	35 59 11.21549
	S06	All code E except B727-200/W, CRJ, MD82/90.	31 43 14.60295	35 59 13.21841
	S08	All code C except A318, B737-200, B737-300/W, B737-400, B737-500/W, B737-600, B737-700/W, B737-BBJ, B737-800/W, B737-900/W/ER/ERW, B737-BBJ2/BBJ3, MD80/90; DC9, ATR, CRJ, DH8, EMB170LR/SU/SE/STD, EMB175LR/STD, F100	31 43 13.92802	35 59 16.15156
	S10	Up to code E	31 43 15.04105	35 59 16.25292
	S12	All code C except MD80/90; DC9, ATR, CRJ, DH8, F100	31 43 15.05068	35 59 16.69326
Note: Marshaling is Mandatory on all parking stands.				

CARGO APRON			
STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
		LAT	LONG
1	Aircraft up to B747-8F	31 43 19.49684	35 59 56.48185
2	Aircraft up to B767/A300	31 43 19.96526	35 59 58.93869
2A	Aircraft up to B747-400	31 43 19.90996	35 59 59.64942
3	Aircraft up to B767/A300	31 43 20.26794	36 00 01.02013
3A	Aircraft up to B747-400	31 43 20.32632	36 00 02.53649
4	Aircraft up to B767/A300	31 43 20.09234	36 00 03.20445
Note: Marshaling is Mandatory on all parking stands.			

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)

HOTEL APRON			
STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
		LAT	LONG
28	Aircraft up to B767/A300	31 43 37.99077	35 59 56.06989
28A	Aircraft EMB175 /CRJ 900	31 43 38.56517	35 59 57.19030
29	Aircraft up to B747	31 43 37.89444	35 59 58.55975
29A	Aircraft B737/300	31 43 38.96228	35 59 59.74235
30	Aircraft up to B747	31 43 38.35549	36 00 01.27826
30A	Aircraft EMB175 /CRJ 900	31 43 39.29913	36 00 02.33629
31	Aircraft up to B767/A300	31 43 39.20896	36 00 03.54814
31A	Aircraft B737/300	31 43 39.64364	36 00 05.36437
32	Aircraft up to B747	31 43 39.05673	36 00 06.09141
32A	Aircraft B737/300	31 43 39.98959	36 00 06.62943
Note: Marshaling is Mandatory on all parking stands.			

ROYAL PAVILON APRON			
STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
		LAT	LONG
Royal Pavilion	---------------	31 43 06.13129	35 58 50.04313
Note: Marshaling is Mandatory on all parking stands.			

OJAI AD 2.10 AERODROME OBSTACLES				
Obstacles in Approach and Take off Areas				
RWY	TYPE	ELEV (M)	From RWY THR	
			DIST(M)	MAG
26L	* Telecommunication TWR	779	3500	-
26R	Pole	760	2748	266
08R	Pole	805	6681	252
08L				

* REMARK: Telecommunication Tower Geographical Coordinates is 314106N 355825E

OJAI AD 2.18 ATS COMMUNICATION FACILITIES				
Service designation	**Call Sign**	**Frequency**	**Hours of operation**	**Remarks**
1	2	3	4	5
APP	Amman Approach	128.9 MHZ 128.9 MHZ	H24	Primary Frequency
		121.5 MHZ 121.5 MHZ	H24	Emergency
TWR	Queen Alia TWR	119.8 MHZ 119.8 MHZ	H24	
		121.5 MHZ 121.5 MHZ	H24	Emergency Frequency
	SMC	121.6 MHZ 121.6 MHZ	H24	Fire Fighting Vehicles
	SMC	121.9 MHZ 121.9 MHZ	H24	Used for aircraft

OJAI 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
NDB	MDB	399 KHZ	H24	314233.51N 355100.84E		Out put power 62.5 Watts
NDB	QA	410 KHZ	H24	314349.96N 360540.49E		3.94 NM FM THR 26L
DVOR/ DME	QAA	115.2 MHZ CH99X	H24	314423.41N 360926.58E	834M	7.3 NM FM THR RWY 26L
LLZ RWY 08L ILS CAT II	IQAN	109.3 MHZ	H24	314357.63N 360038.20E		292M FM THR RWY 26R.
GP RWY 08L	Dots/Dashes	332.00 MHZ	H24	314342.11N 355822.31E		Angle 3 DEG.
DME	IQAN	991.00 MHZ CH 30X	H24	314342.11N 355822.31E	727M Including Antenna	345M FM THR RWY 08L. 125M FM CL RWY 08L.
LLZ RWY 26R ILS CAT II	IQAR	111.10 MHZ	H24	314335.09N 355802.35E		207M FM THR RWY 08L
GP RWY 26R	Dots/Dashes	331.70 MHZ	H24	314358.25N 360015.05E		Angel 3 DEG. RDH 15.7M
DME	IQAR	1009.00 MHZ CH 48X	H24	314358.25N 360015.05E	737M Including Antenna	300M FM THR RWY 26R. 120M FM CL RWY 26R.
LLZ RWY 26L ILS CAT II	IQA	110.90 MHZ	H24	314250.08N 355838.18E		310M FM THR RWY 08R.
GP RWY 26L	Dots/Dashes	330.80 MHZ	H24	314305.73N 360055.66E		Angel 3 DEG. RDH 16.67 M
DME	IQA	1007.00 MHZ CH 46X	H24	314305.73N 360055.66E	727M Including Antenna	332M FM THR RWY 26L. 127M FM CL RWY 26L.

OJAI AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME / CHART - ICO

31° 43' 21'' N
35° 59' 36'' E ELEV 730 M

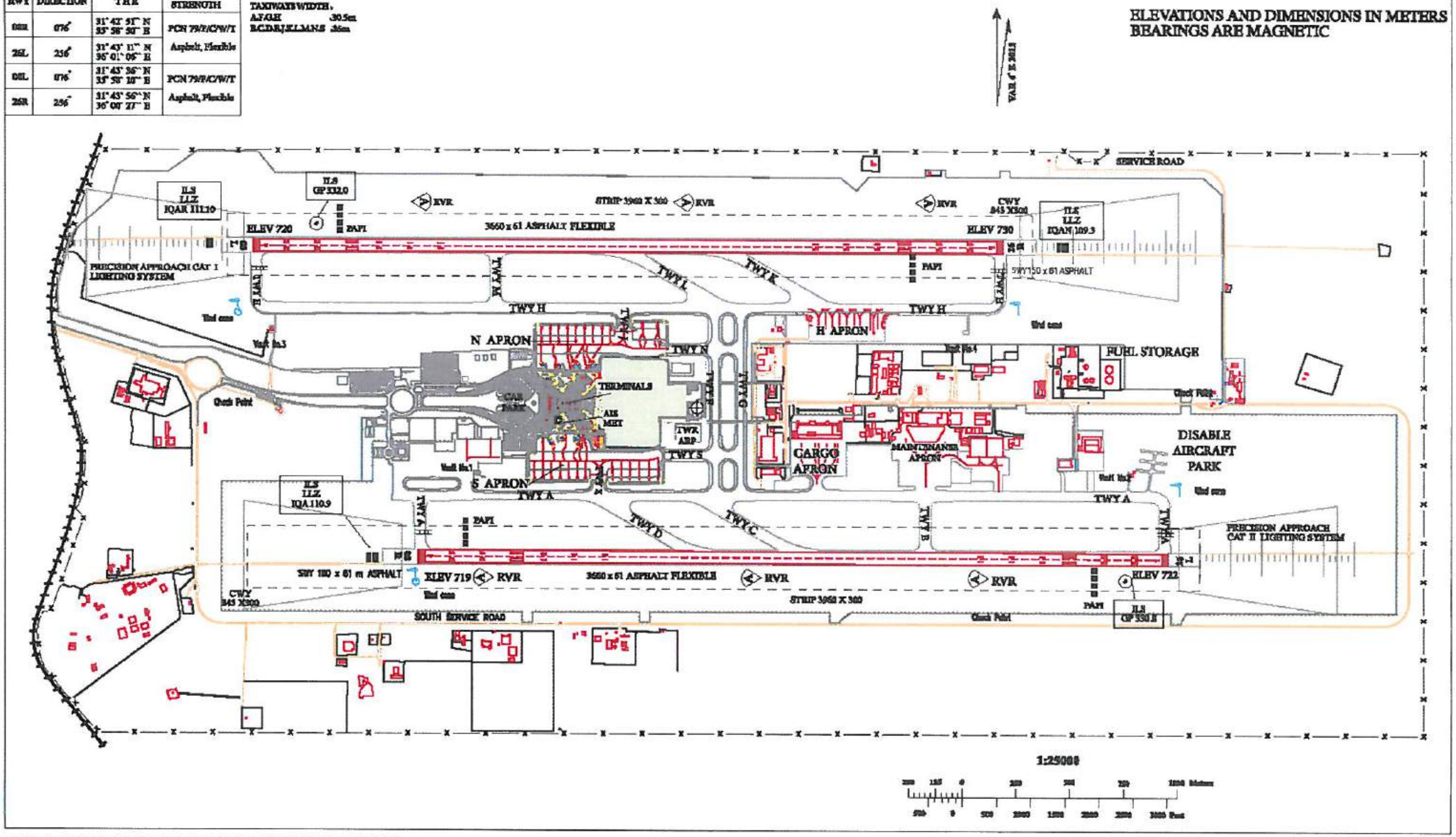
TWR 119.8
APRON 121.9

AMMAN / QUEEN ALIA
(OJAI)

RWY	DIRECTION	THR	BEARING STRENGTH
08R	076°	31° 42' 51'' N 35° 58' 50'' E	PCN 79/F/C/W/T Asphalt, Flexible
26L	256°	31° 43' 11'' N 36° 01' 06'' E	
08L	076°	31° 43' 36'' N 35° 58' 10'' E	PCN 79/F/C/W/T Asphalt, Flexible
26R	256°	31° 43' 56'' N 36° 00' 27'' E	

TAXIWAYS WIDTH :
A.F.G.H 30.5m
B.C.D.E.J.K.L.M.N.S 26m

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



AIRCRAFT PARKING / DOCKING CHART - ICAO

TWR 119.8
APRON 121.9

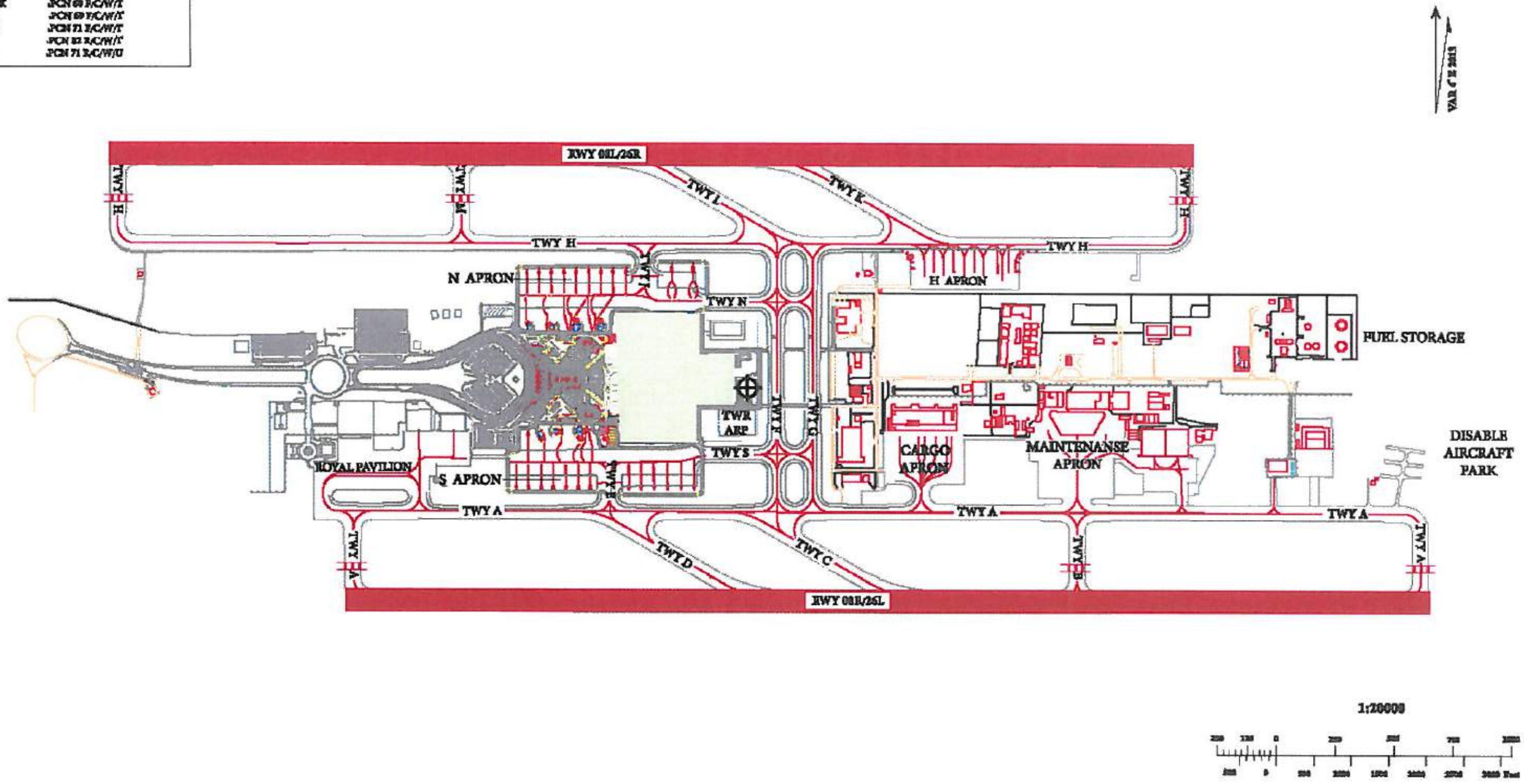
AMMAN / QUEEN ALIA (OJAI)

TAXIWAYS WIDTH;
A,F,G,H .30.5m
B,C,D,E,J,K,L,M,N,S .35m

TAXIWAYS BEARING STRENGTH.

A,B,C,D,E	.PCN 57 F/A/W/T
F	.PCN 99 R/C/W/T
G,N	.PCN 94 R/C/W/T
H,K	.PCN 60 R/C/W/T
L	.PCN 69 F/C/W/T
M	.PCN 71 R/C/W/T
J	.PCN 82 R/C/W/T
S	.PCN 71 R/C/W/U

ELEVATIONS IN METERS

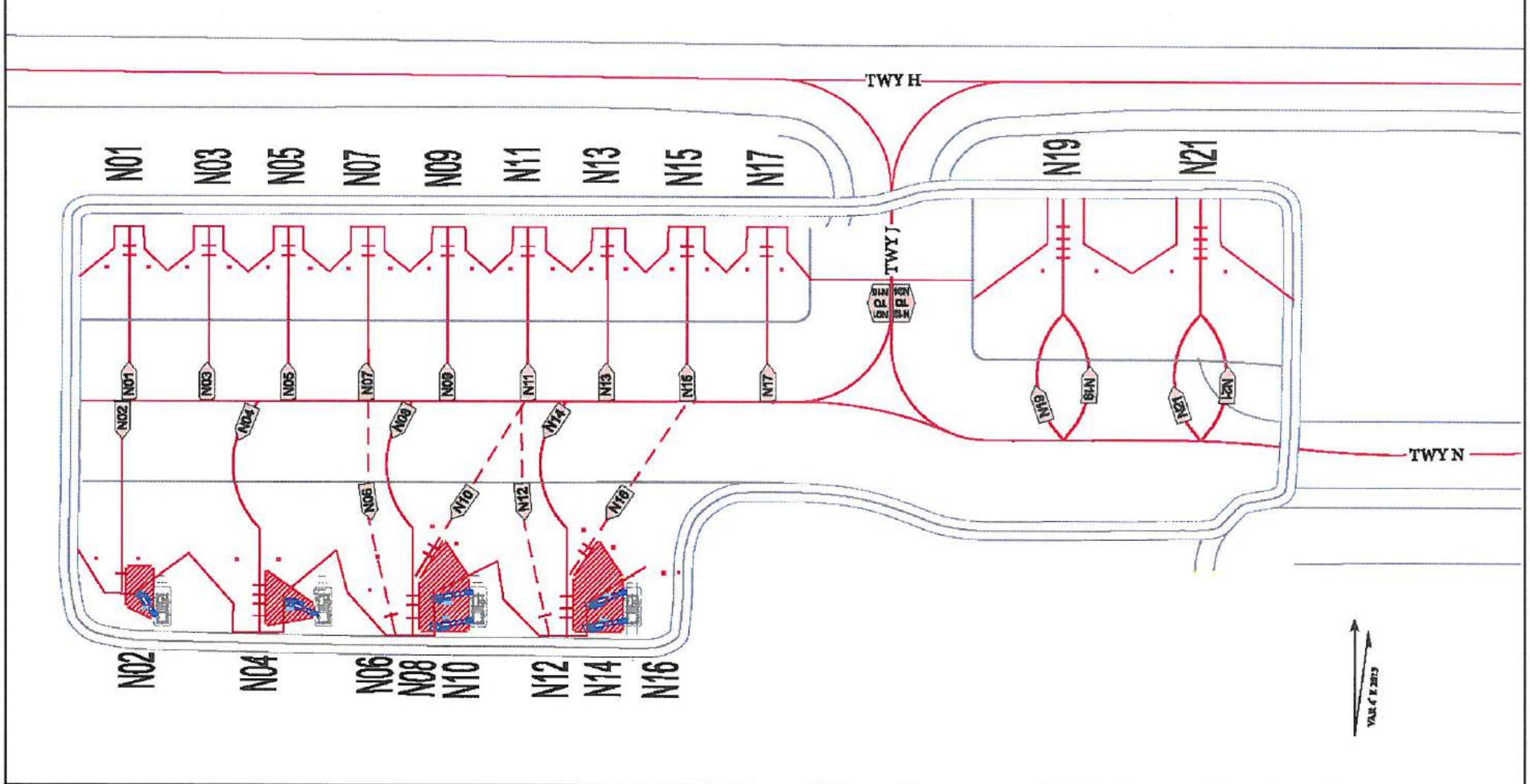


AIRCRAFT PARKING /
DOCKING CHART - ICAO

NORTH APRON
ELEV 720

AMMAN / QUEEN ALIA
(OJAI)

APRON BEARING STRENTH
PCN 72 R/C/W/T

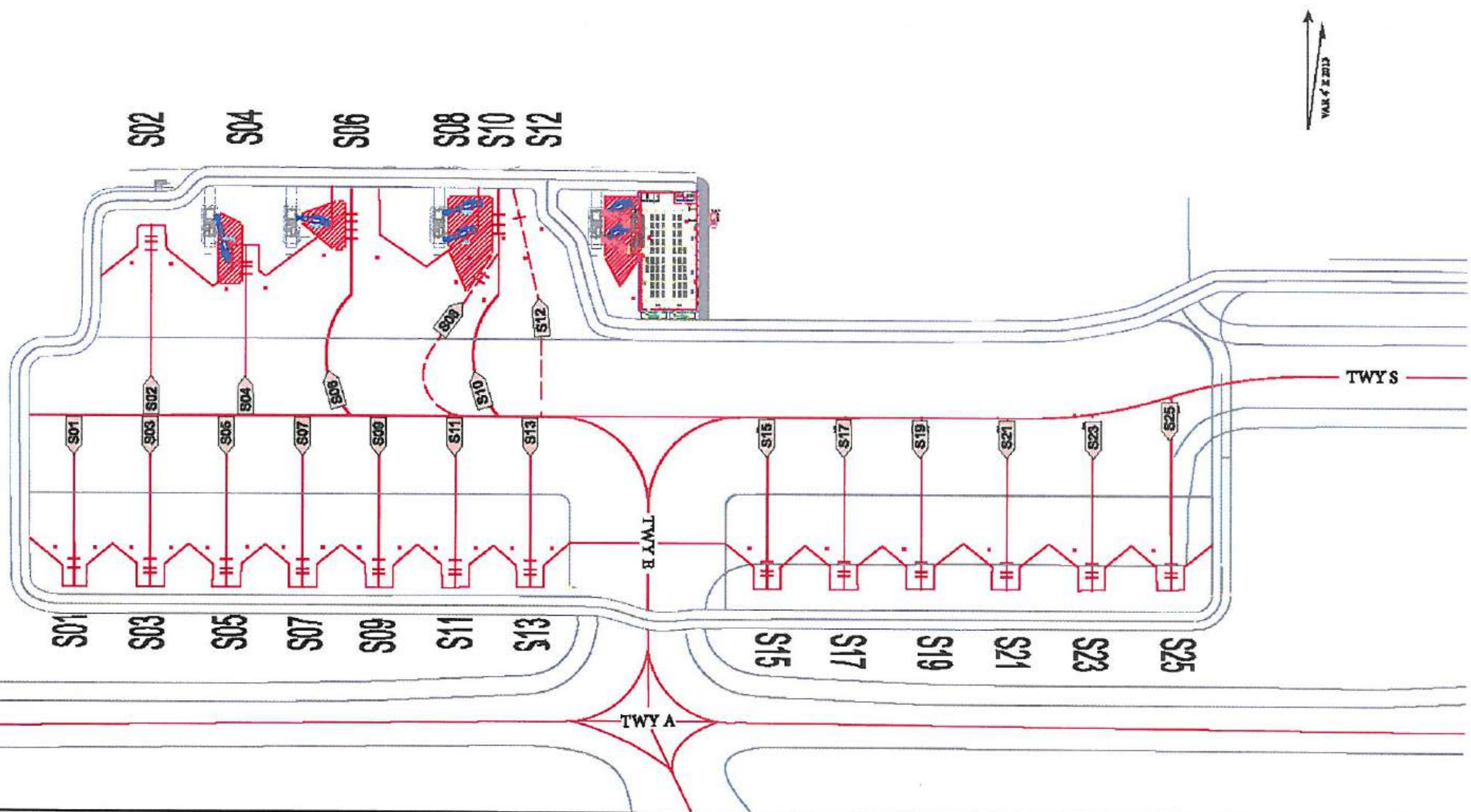


AIRCRAFT PARKING /
DOCKING CHART-ICAO

SOUTH APRON
ELEV 719

AMMAN / QUEEN ALIA
(OJAI)

APRON BEARING STRENTH
PCN 72 R/C/W/T

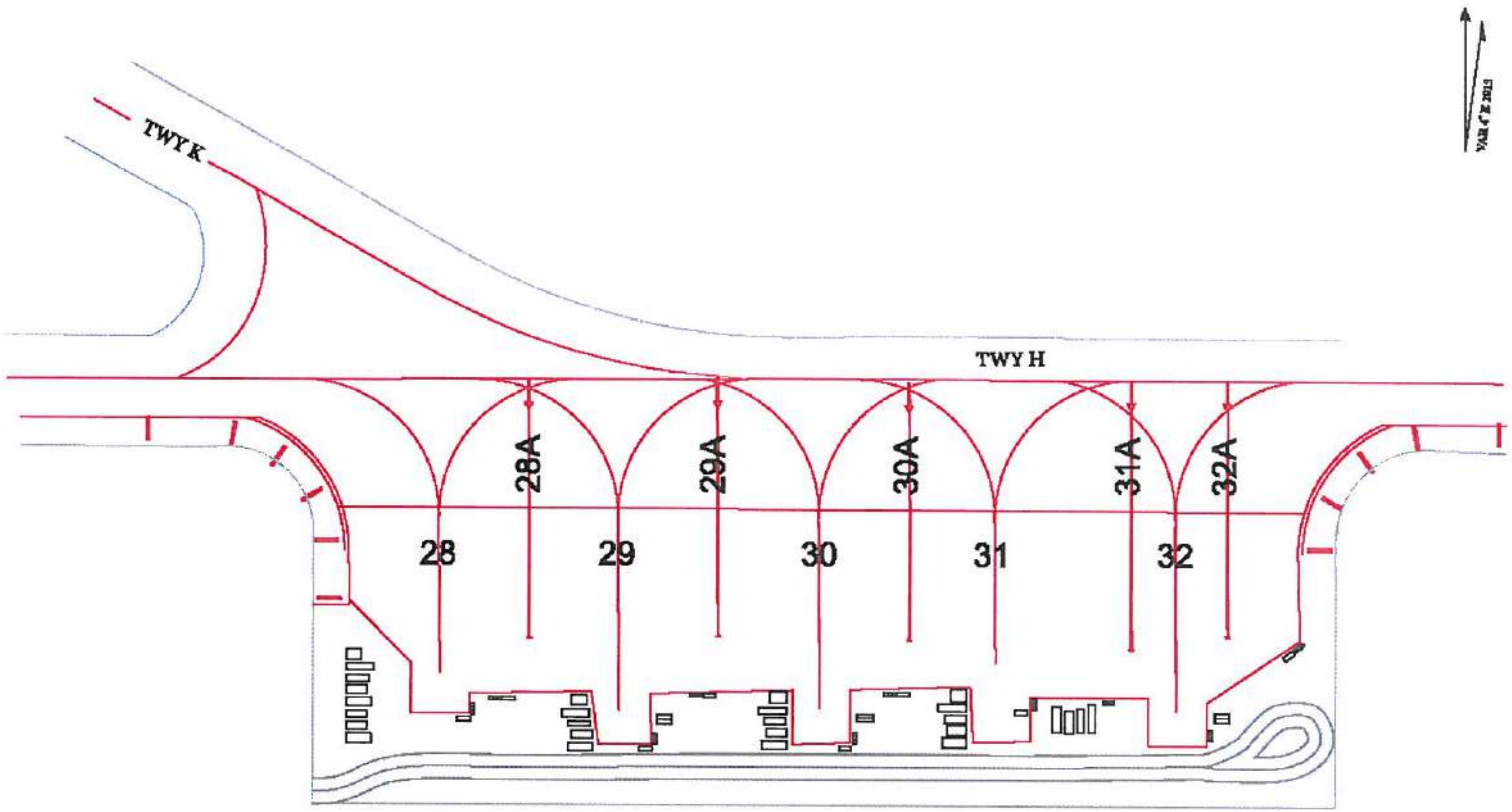


AIRCRAFT PARKING / DOCKING CHART-ICAO

H APRON
ELEV 723

AMMAN / QUEEN ALIA (OJAI)

APRON BEARING STRENTH
PCN 42 F.C/W/U



AIRCRAFT PARKING /
DOCKING CHART-ICAO

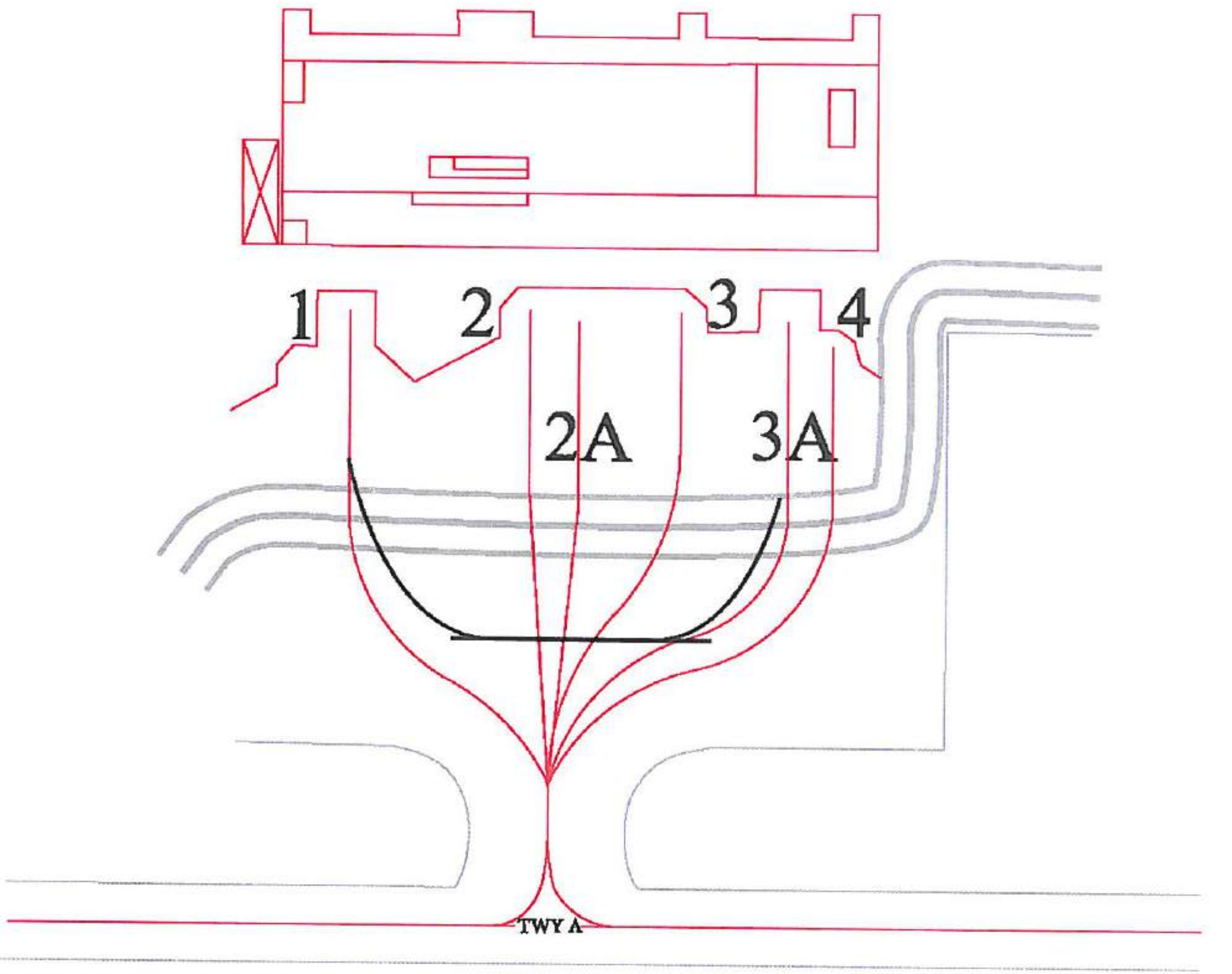
CARGO APRON

ELEV 720

AMMAN / QUEEN ALIA
(OJAI)

APRON BEARING STRENTH

PCN 79 R/C/W/T



AERODROME GROUND
MOVEMENT CHART-ICAO

TWR 119.8
APRON 121.9

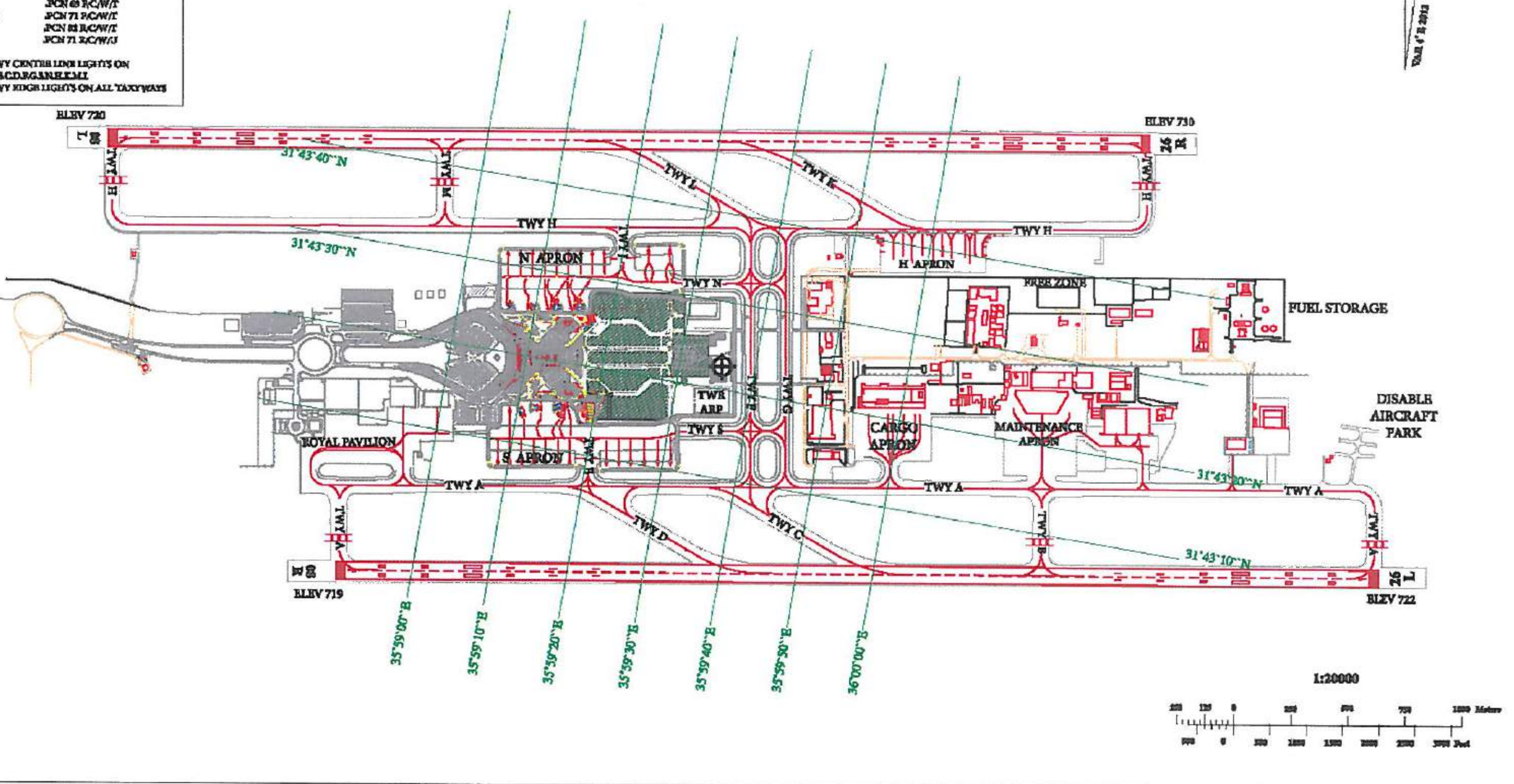
AMMAN / QUEEN ALIA
(OJAI)

TAXIWAYS WIDTH :
A.F.G.H 30.5m
B.C.D.E.J.K.L.M.N.S 35m

TAXIWAYS BEARING STRENGTH.
A.B.C.D.E PCN 57 F/A/W/T
F PCN 99 R/C/W/T
G.N PCN 94 R/C/W/T
H.K PCN 68 F/C/W/T
L PCN 69 R/C/W/T
M PCN 71 F/C/W/T
J PCN 88 R/C/W/T
S PCN 71 R/C/W/J

TWY CENTER LINE LIGHTS ON
A.B.C.D.F.G.A.N.H.K.M.L
TWY EDGE LIGHTS ON ALL TAXYWAYS

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

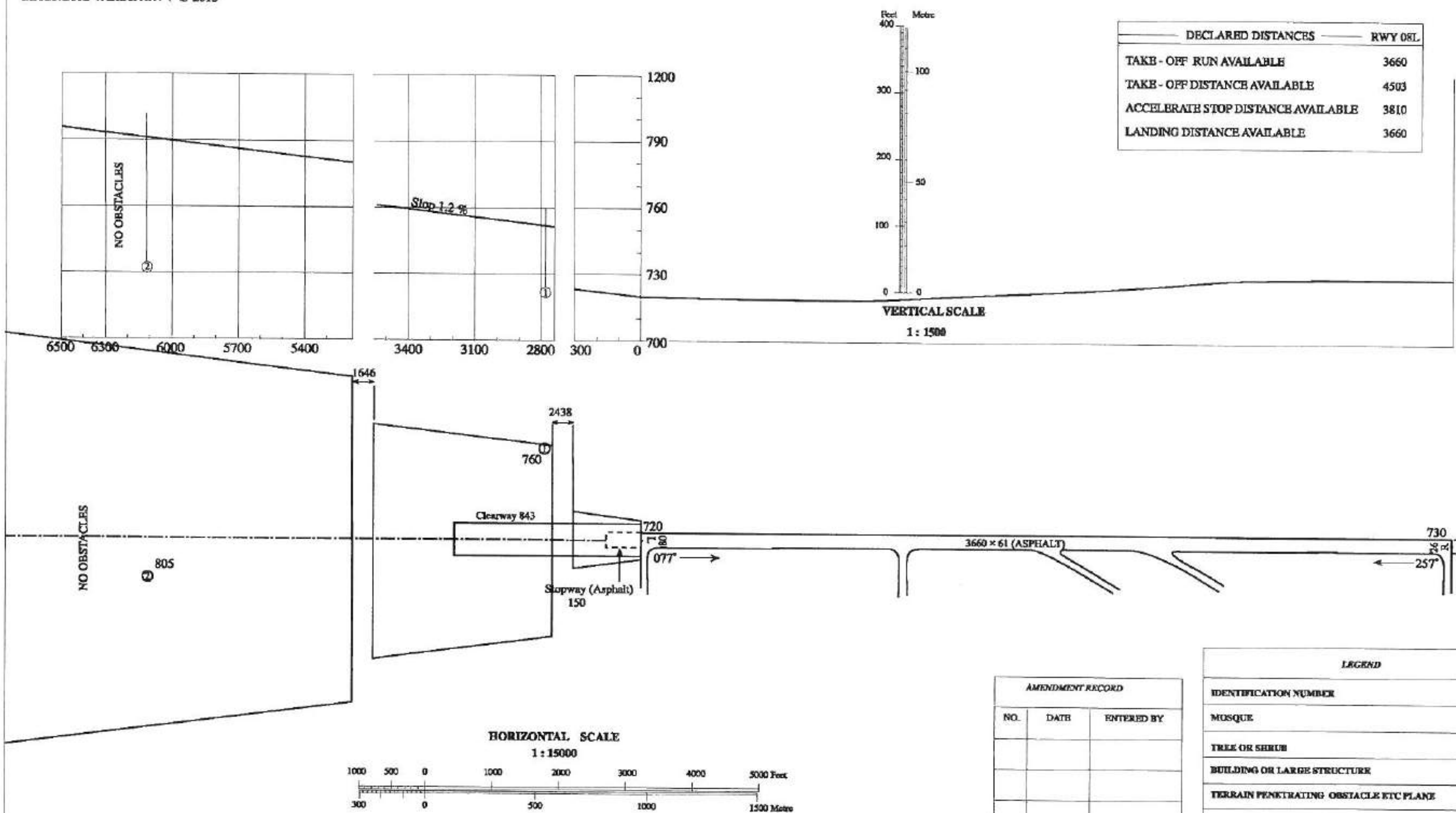


DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 4° E 2013



DECLARED DISTANCES	RWY 08L
TAKE - OFF RUN AVAILABLE	3660
TAKE - OFF DISTANCE AVAILABLE	4503
ACCELERATE STOP DISTANCE AVAILABLE	3810
LANDING DISTANCE AVAILABLE	3660

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

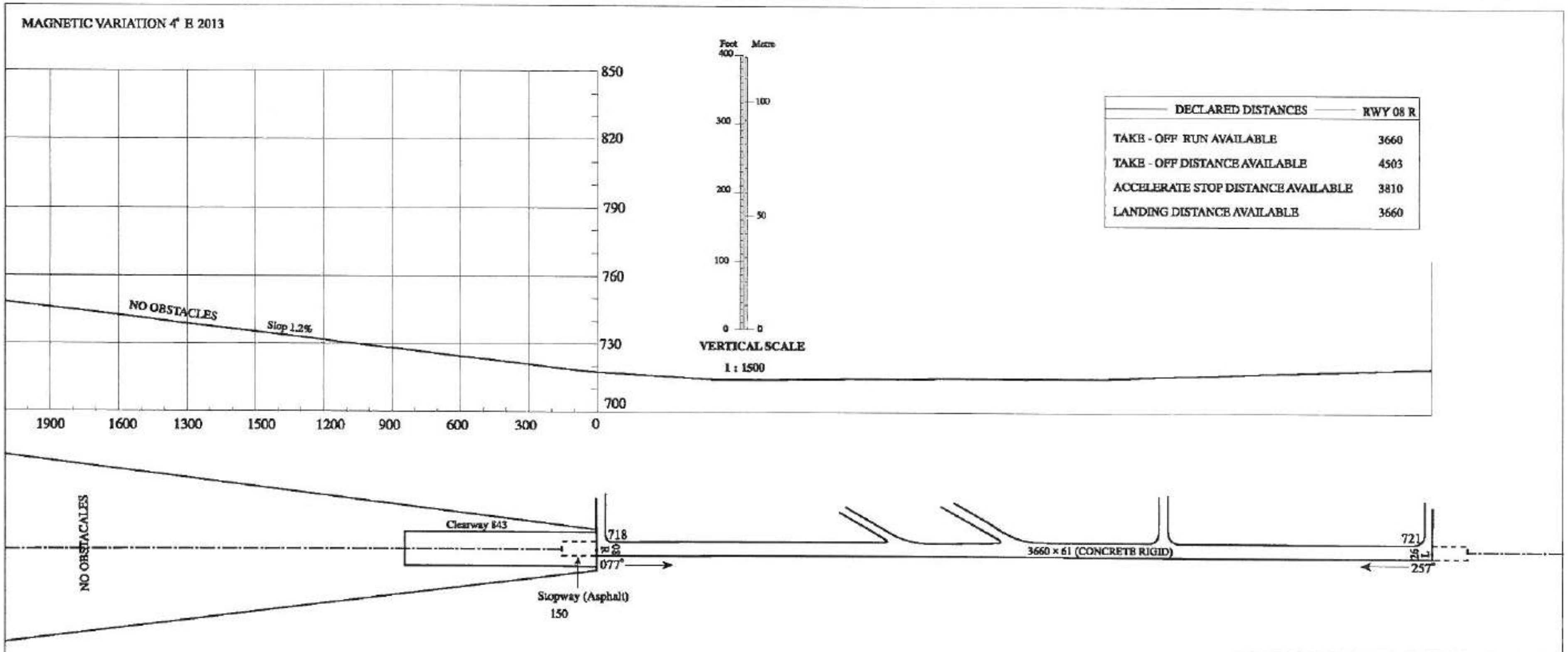
IDENTIFICATION NUMBER	1
MOSQUE	
TREE OR SHRUB	
BUILDING OR LARGE STRUCTURE	
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	

DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

AMMAN / QUEEN ALIA
(OJAI) RWY 08R



DECLARED DISTANCES	RWY 08 R
TAKE - OFF RUN AVAILABLE	3660
TAKE - OFF DISTANCE AVAILABLE	4503
ACCELERATE STOP DISTANCE AVAILABLE	3810
LANDING DISTANCE AVAILABLE	3660

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

IDENTIFICATION NUMBER	①
MOSQUE	♁
TREE OR SHRUB	✳
BUILDING OR LARGE STRUCTURE	▬
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	⊙

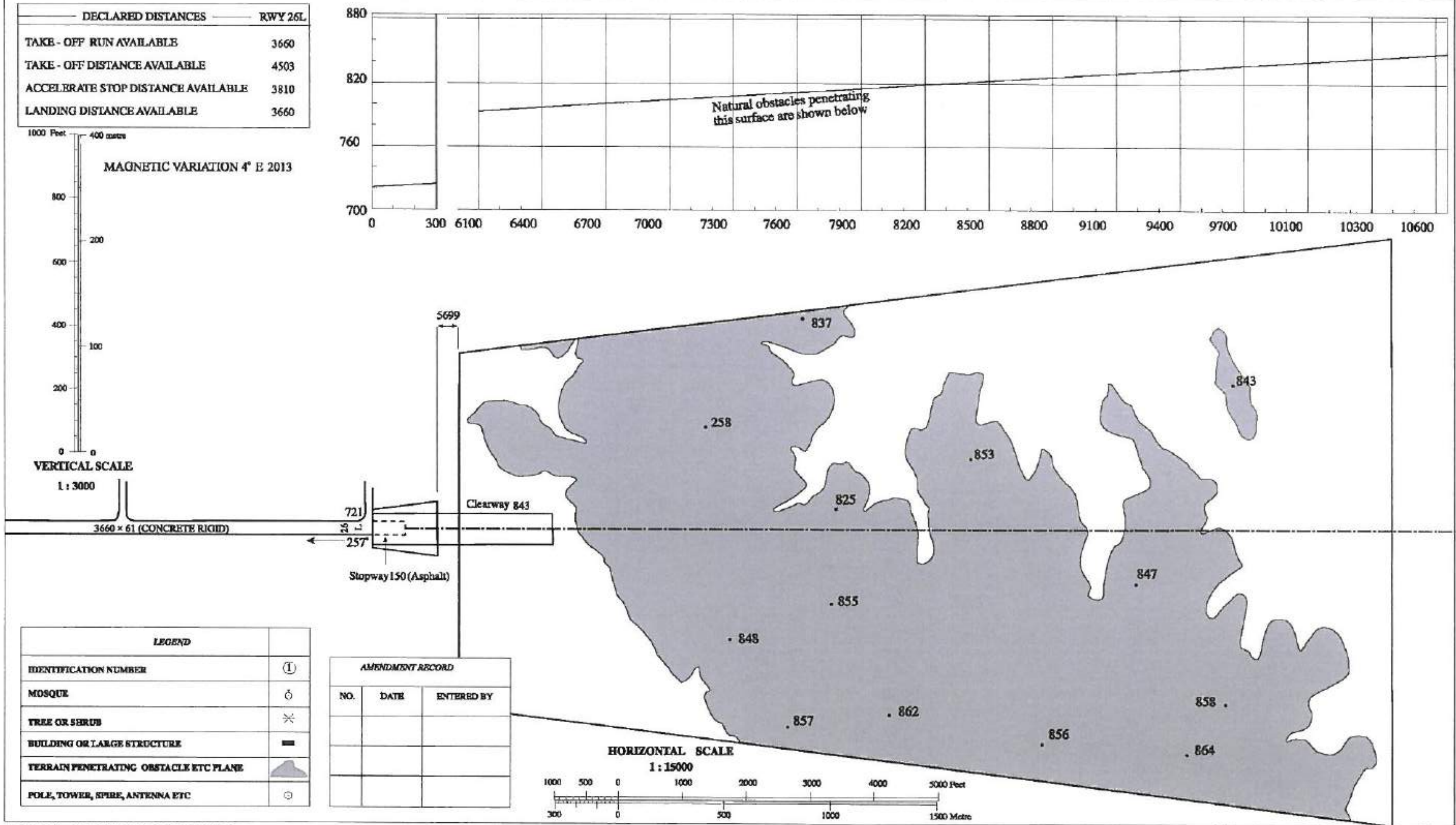
DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

AMMAN / QUEEN ALIA
(OJAI) RWY 26L

DECLARED DISTANCES	RWY 26L
TAKE - OFF RUN AVAILABLE	3660
TAKE - OFF DISTANCE AVAILABLE	4503
ACCELERATE STOP DISTANCE AVAILABLE	3810
LANDING DISTANCE AVAILABLE	3660



LEGEND	
IDENTIFICATION NUMBER	①
MOSQUE	ǒ
TREE OR SHRUB	⚹
BUILDING OR LARGE STRUCTURE	▬
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	⊙

AMENDMENT RECORD

NO.	DATE	ENTERED BY

DIMENSIONS AND ELEVATIONS IN METERS

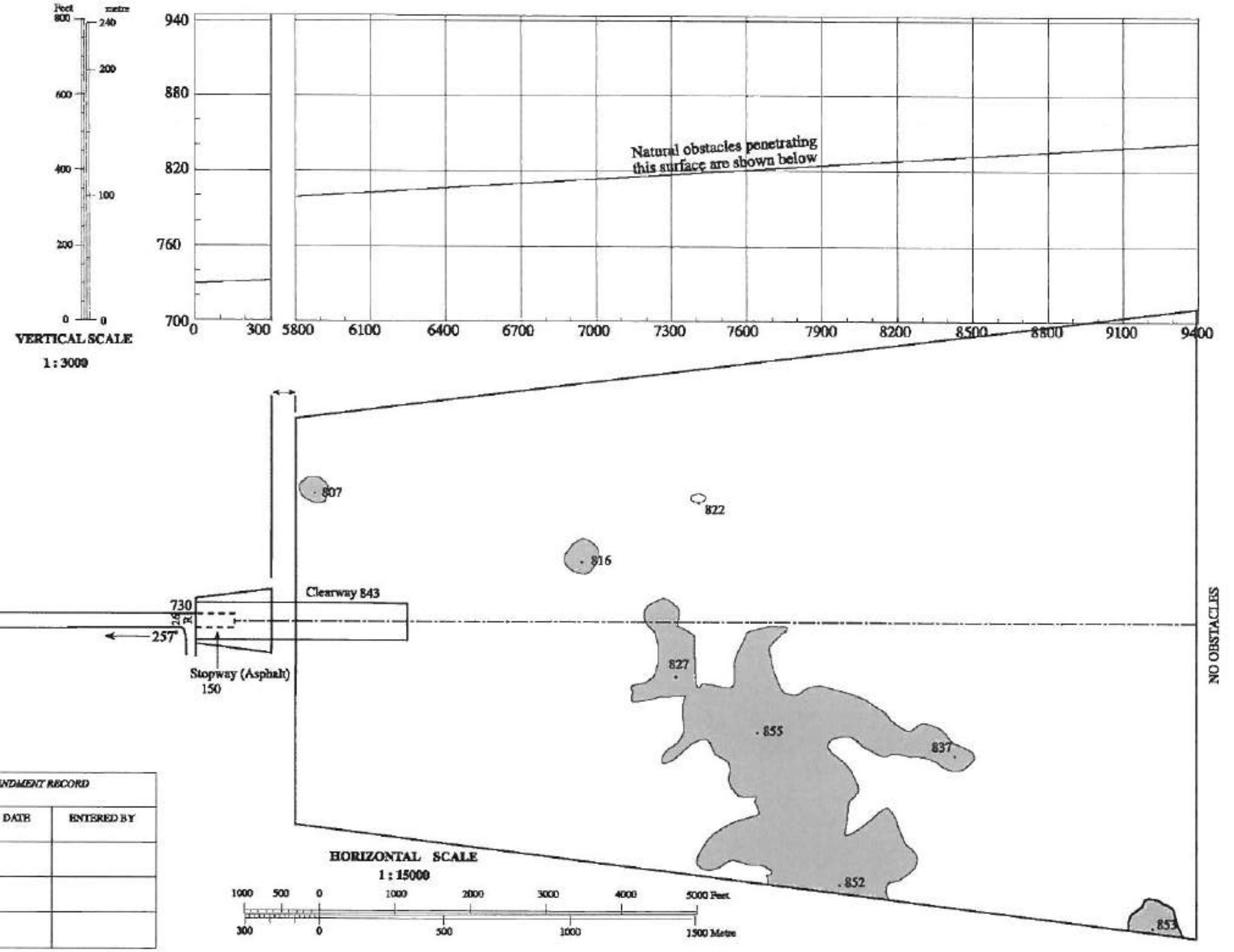
AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

AMMAN / QUEEN ALIA
(OJAI) RWY 26R

MAGNETIC VARIATION 4° E 2013

DECLARED DISTANCES	RWY 26R
TAKE - OFF RUN AVAILABLE	3660
TAKE - OFF DISTANCE AVAILABLE	4503
ACCELERATE STOP DISTANCE AVAILABLE	3810
LANDING DISTANCE AVAILABLE	3660



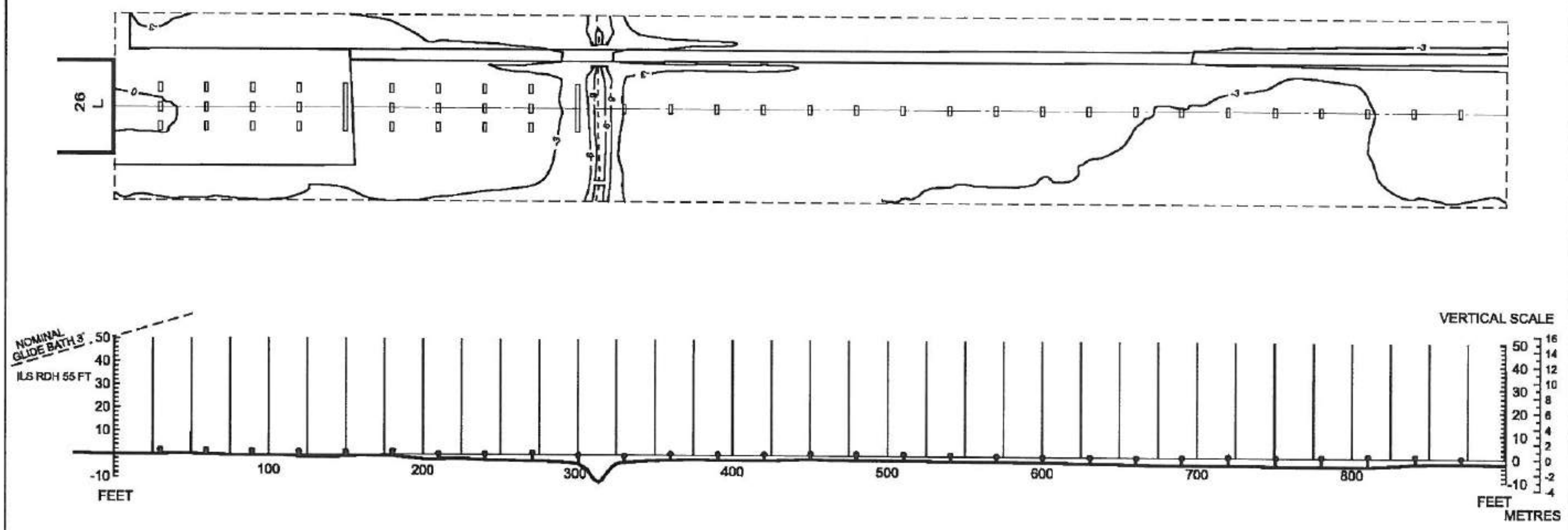
LEGEND	
IDENTIFICATION NUMBER	①
MOSQUE	
TREE OR SHRUB	
BUILDING OR LARGE STRUCTURE	
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

DISANCES IN METRES, HEIGHTS FEET
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION FOR RWY THR

PRECISION APPROACH TERRAIN CHART - ICAO

AMMAN / QUEEN ALIA
(OJAI) RWY 26L



LEGEND	
CENTER- LINE PROFILE	
CONTOUR	3
APPROACH LIGHTS	
Wadi	
Bridge or Culvert	

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500

MAGNETIC VARIATION 4° E 2013

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

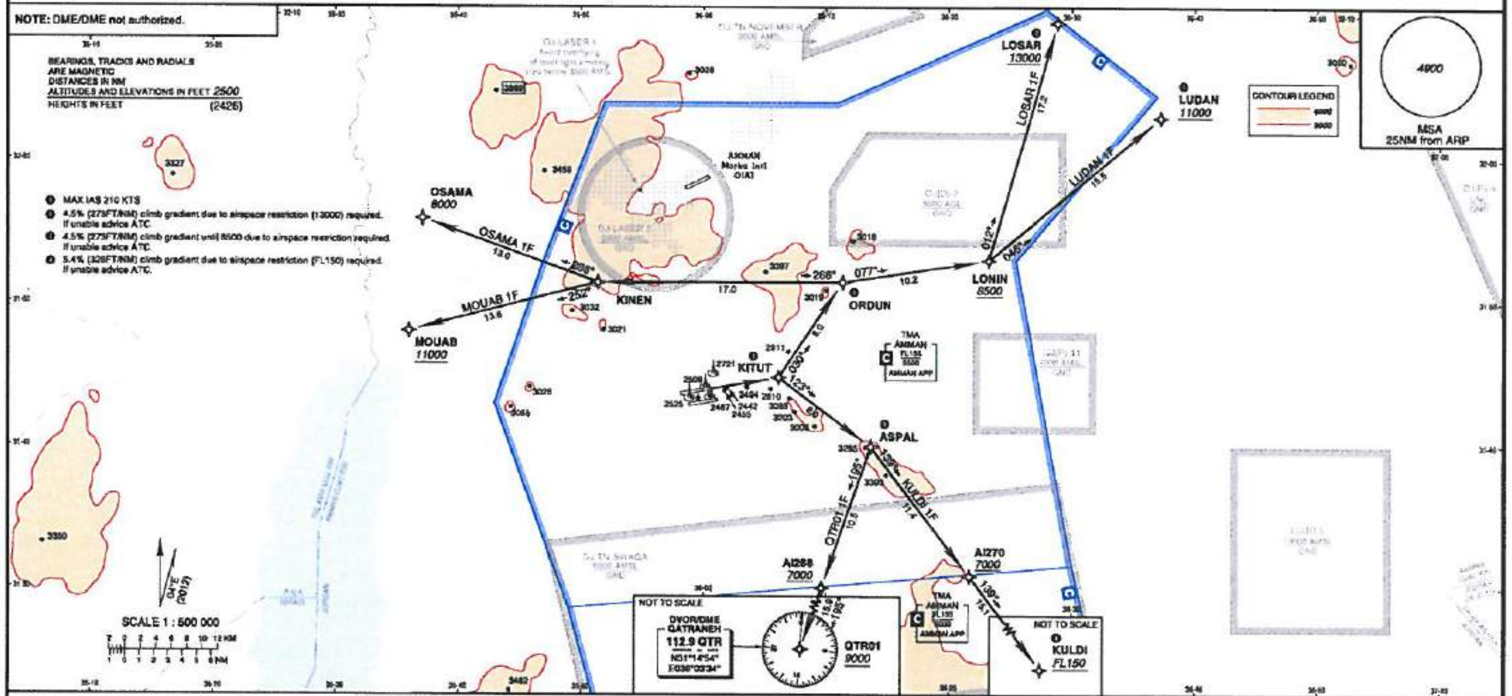
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 2397 FT
Trans Alt 13000
Trans Level FL 150

ATIS 127.600
APP 128.900
TWR 119.800

AMMAN/Queen Alia Intl (OJAI)
SID RNAV (GNSS) RWY 08L

LOSAR 1F, LUDAN 1F, KULDI 1F, QTR01 1F, MOUAB 1F, OSAMA 1F RNAV (GNSS) DEPARTURE



INITIAL CLIMB	
KITUT	Climb direct to KITUT, then
TRANSITION	ROUTING
LOSAR 1F	LEFT turn on track 030° to ORDUN, then RIGHT turn on track 077° to LONIN, cross LONIN at or above 8500, then LEFT turn on track 012° to LOSAR, cross LOSAR at or above 13000.
LUDAN 1F	LEFT turn on track 030° to ORDUN, then RIGHT turn on track 077° to LONIN, cross LONIN at or above 8500, then LEFT turn on track 046° to LUDAN, cross LUDAN at or above 11000.
KULDI 1F	RIGHT turn on track 123° to ASPAL, then RIGHT turn on track 139° to AI270, cross AI270 at or above 7000, then proceed on track 139° to KULDI, cross KULDI at or above FL150.
QTR01 1F	RIGHT turn on track 123° to ASPAL, then RIGHT turn on track 195° to AI268, cross AI268 at or above 7000, then proceed on track 195° to QTR01, cross QTR01 at or above 9000.
MOUAB 1F	LEFT turn on track 030° to ORDUN, then LEFT turn on track 266° to KINEN, then LEFT turn on track 252° to MOUAB, cross MOUAB at or above 11000.
OSAMA 1F	LEFT turn on track 030° to ORDUN, then LEFT turn on track 266° to KINEN, then RIGHT turn on track 286° to OSAMA, cross OSAMA at 8000.

Route Description: RNAV (GNSS) DEPARTURE RWY 08L

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOSAR 1F									
	AER 08L						4°E		RNAV 1
DF	KITUT	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	029.99°	left		210 kts	4°E	8.00*	RNAV 1
TF	LONIN	N	077.35°	right	+8500		4°E	10.24*	RNAV 1
TF	LOSAR	N	012.00°	left	+13000		4°E	17.20*	RNAV 1
LUDAN 1F									
	AER 08L						4°E		RNAV 1
DF	KITUT	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	029.99°	left		210 kts	4°E	8.00*	RNAV 1
TF	LONIN	N	077.35°	right	+8500		4°E	10.24*	RNAV 1
TF	LUDAN	N	045.91°	left	+11000		4°E	15.53*	RNAV 1
KULDI 1F									
	AER 08L						4°E		RNAV 1
DF	KITUT	N				210 kts	4°E		RNAV 1
TF	ASPAL	N	122.79°	right		210 kts	4°E	8.04*	RNAV 1
TF	AI270	N	138.91°	right	+7000		4°E	11.35*	RNAV 1
TF	KULDI	N	138.97°		+FL150		4°E	15.06*	RNAV 1
QTR01 1F									
	AER 08L						4°E		RNAV 1
DF	KITUT	N				210 kts	4°E		RNAV 1
TF	ASPAL	N	122.79°	right		210 kts	4°E	8.04*	RNAV 1
TF	AI268	N	195.08°	right	+7000		4°E	10.51*	RNAV 1
TF	QTR01	N	195.03°		+9000		4°E	15.90*	RNAV 1
MOUAB 1F									
	AER 08L						4°E		RNAV 1
DF	KITUT	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	029.99°	left		210 kts	4°E	8.00*	RNAV 1
TF	KINEN	N	266.00°	left			4°E	16.98*	RNAV 1
TF	MOUAB	N	251.56°	left	+11000		4°E	13.58*	RNAV 1
OSAMA 1F									
	AER 08L						4°E		RNAV 1
DF	KITUT	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	029.99°	left		210 kts	4°E	8.00*	RNAV 1
TF	KINEN	N	266.00°	left			4°E	16.98*	RNAV 1
TF	OSAMA	N	286.13°	right	@8000		4°E	12.97*	RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 08L

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 08L	N31°43'36.22''	E035°58'10.11''	N31°43.604'	E035°58.169'	
KITUT	N31°44'45.05''	E036°06'05.76''	N31°44.751'	E036°06.096'	
ORDUN	N31°51'24.02''	E036°11'21.01''	N31°51.400'	E036°11.350'	
LONIN	N31°52'56.14''	E036°23'14.71''	N31°52.936'	E036°23.245'	
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
ASPAL	N31°39'55.45''	E036°13'38.19''	N31°39.924'	E036°13.637'	
AI270	N31°30'50.56''	E036°21'38.84''	N31°30.843'	E036°21.647'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
AI268	N31°29'58.35''	E036°09'37.21''	N31°29.973'	E036°09.620'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
KINEN	N31°51'22.45''	E035°51'24.66''	N31°51.374'	E035°51.411'	
MOUAB	N31°47'58.00''	E035°35'59.00''	N31°47.967'	E035°35.983'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	

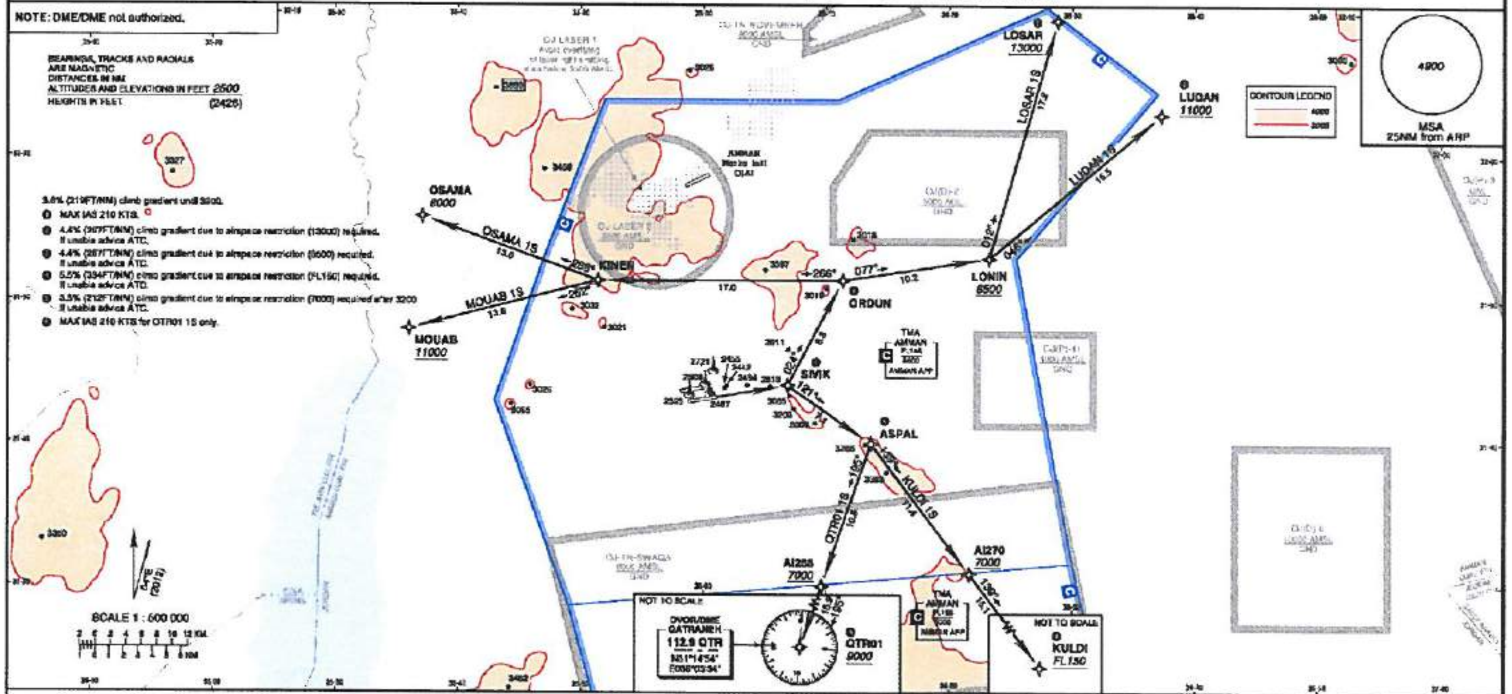
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 2397 FT
Trans Alt 13000
Trans Level FL 150

ATIS 127.600
APP 128.900
TWR 119.800

AMMAN/Queen Alia Intl (OJAI)
SID RNAV (GNSS) RWY 08R

LOSAR 1S, LUDAN 1S, KULDI 1S, QTR01 1S, MOUAB 1S, OSAMA 1S RNAV (GNSS) DEPARTURE



INITIAL CLIMB

SIVIK	Climb direct to SIVIK, then
TRANSITION	ROUTING
LOSAR 1S	LEFT turn on track 024° to ORDUN, then RIGHT turn on track 077° to LONIN, cross LONIN at or above 6500, then LEFT turn on track 012° to LOSAR, cross LOSAR at or above 13000.
LUDAN 1S	LEFT turn on track 024° to ORDUN, then RIGHT turn on track 077° to LONIN, cross LONIN at or above 6500, then LEFT turn on track 046° to LUDAN, cross LUDAN at or above 11000.
KULDI 1S	RIGHT turn on track 121° to ASPAL, then RIGHT turn on track 139° to AI270, cross AI270 at or above 7000, then proceed on track 139° to KULDI, cross KULDI at or above FL150.
QTR01 1S	RIGHT turn on track 121° to ASPAL, then RIGHT turn on track 195° to AI268, cross AI268 at or above 7000, then proceed on track 195° to QTR01, cross QTR01 at or above 9000.
MOUAB 1S	LEFT turn on track 024° to ORDUN, then LEFT turn on track 266° to KINEN, then LEFT turn on track 252° to MOUAB, cross MOUAB at or above 11000.
OSAMA 1S	LEFT turn on track 024° to ORDUN, then LEFT turn on track 266° to KINEN, then RIGHT turn on track 286° to OSAMA, cross OSAMA at 8000.

Route Description: RNAV (GNSS) DEPARTURE RWY 08R

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	.Distance	Navigation Specification
LOSAR 1S									
	AER 08R						4°E		RNAV 1
DF	SIVIK	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	023.50°	left		210 kts	4°E	8.30*	RNAV 1
TF	LONIN	N	077.35°	right	+8500		4°E	10.24*	RNAV 1
TF	LOSAR	N	012.00°	left	+13000		4°E	17.20*	RNAV 1
LUDAN 1S									
	AER 08R						4°E		RNAV 1
DF	SIVIK	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	023.50°	left		210 kts	4°E	8.30*	RNAV 1
TF	LONIN	N	077.35°	right	+8500		4°E	10.24*	RNAV 1
TF	LUDAN	N	045.91°	left	+11000		4°E	15.53*	RNAV 1
KULDI 1S									
	AER 08R						4°E		RNAV 1
DF	SIVIK	N				210 kts	4°E		RNAV 1
TF	ASPAL	N	121.21°	right		210 kts	4°E	7.09*	RNAV 1
TF	AI270	N	138.91°	right	+7000		4°E	11.35*	RNAV 1
TF	KULDI	N	138.97°		+FL150		4°E	15.06*	RNAV 1
QTR01 1S									
	AER 08R						4°E		RNAV 1
DF	SIVIK	N				210 kts	4°E		RNAV 1
TF	ASPAL	N	121.21°	right		210 kts	4°E	7.09*	RNAV 1
TF	AI268	N	195.08°	right	+7000		4°E	10.51*	RNAV 1
TF	QTR01	N	195.03°		+9000		4°E	15.90*	RNAV 1
MOUAB 1S									
	AER 08R						4°E		RNAV 1
DF	SIVIK	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	023.50°	left		210 kts	4°E	8.30*	RNAV 1
TF	KINEN	N	266.00°	left			4°E	16.98*	RNAV 1
TF	MOUAB	N	251.56°	left	+11000		4°E	13.58*	RNAV 1
OSAMA 1S									
	AER 08R						4°E		RNAV 1
DF	SIVIK	N				210 kts	4°E		RNAV 1
TF	ORDUN	N	023.50°	left		210 kts	4°E	8.30*	RNAV 1
TF	KINEN	N	266.00°	left			4°E	16.98*	RNAV 1
TF	OSAMA	N	286.13°	right	@8000		4°E	12.97*	RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 08R

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 08R	N31°42'51.78''	E035°58'49.84''	N31°42.863'	E035°58.831'	
SIVIK	N31°44'01.40''	E036°06'50.97''	N31°44.023'	E036°06.850'	
ORDUN	N31°51'24.02''	E036°11'21.01''	N31°51.400'	E036°11.350'	
LONIN	N31°52'56.14''	E036°23'14.71''	N31°52.936'	E036°23.245'	
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
ASPAL	N31°39'55.45''	E036°13'38.19''	N31°39.924'	E036°13.637'	
AI270	N31°30'50.56''	E036°21'38.84''	N31°30.843'	E036°21.647'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
AI268	N31°29'58.35''	E036°09'37.21''	N31°29.973'	E036°09.620'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
KINEN	N31°51'22.45''	E035°51'24.66''	N31°51.374'	E035°51.411'	
MOUAB	N31°47'58.00''	E035°35'59.00''	N31°47.967'	E035°35.983'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	

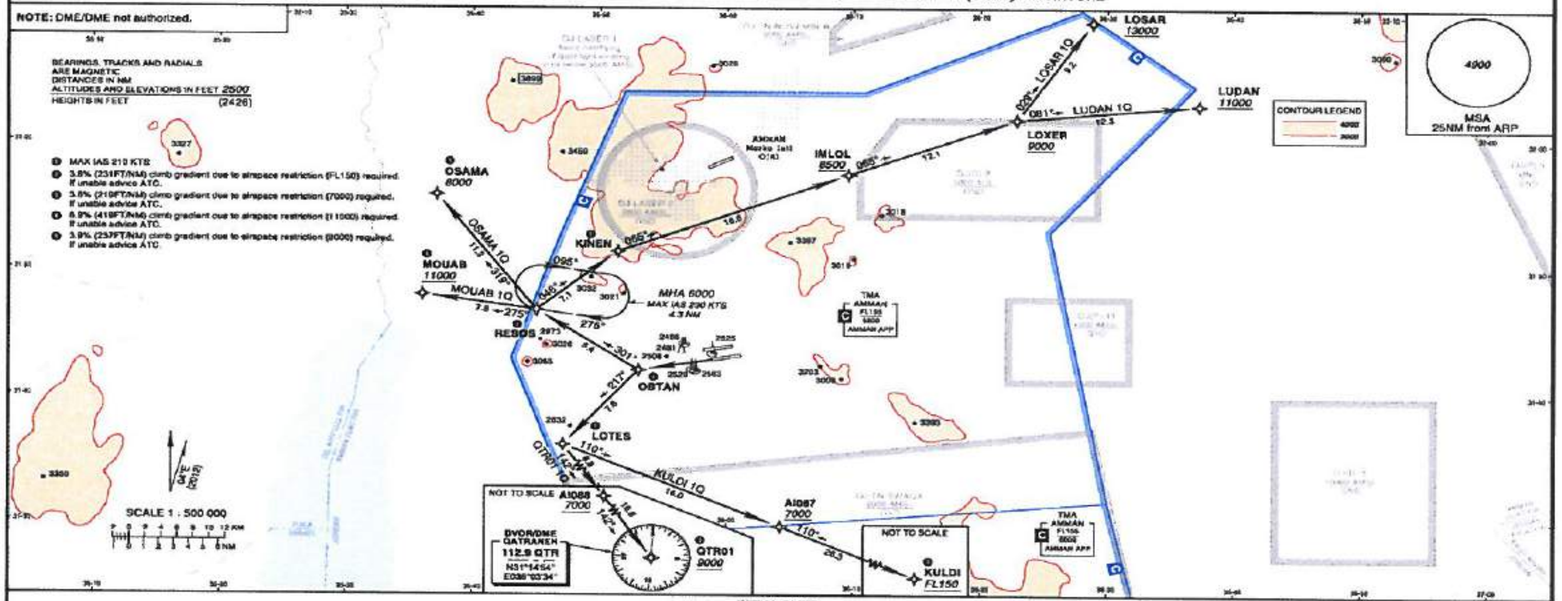
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 2397 FT
Trans Alt 13000
Trans Level FL 150

ATIS 127.600
APP 128.900
TWR 119.800

AMMAN/Queen Alia Intl (OJAI)
SID RNAV (GNSS) RWY 26L

LOSAR 1Q, LUDAN 1Q, KULDI 1Q, QTR01 1Q, MOUAB 1Q, OSAMA 1Q RNAV (GNSS) DEPARTURE



INITIAL CLIMB

OBTAN	Climb direct to OBTAN, then
TRANSITION	ROUTING
LOSAR 1Q	RIGHT turn on track 301° to RESOS, then RIGHT turn on track 046° to KINEN, then RIGHT turn on track 065° to IMLOL, cross IMLOL at or above 8500, then proceed on track 065° to LOXER, cross LOXER at or above 9000, then LEFT turn on track 029° to LOSAR, cross LOSAR at or above 13000.
LUDAN 1Q	RIGHT turn on track 301° to RESOS, then RIGHT turn on track 046° to KINEN, then RIGHT turn on track 065° to IMLOL, cross IMLOL at or above 8500, then proceed on track 065° to LOXER, cross LOXER at or above 9000, then RIGHT turn on track 081° to LUDAN, cross LUDAN at or above 11000.
KULDI 1Q	LEFT turn on track 217° to LOTES, then LEFT turn on track 110° to AI087, cross AI087 at or above 7000, then proceed on track 110° to KULDI, cross KULDI at or above FL150.
QTR01 1Q	LEFT turn on track 217° to LOTES, then LEFT turn on track 142° to AI088, cross AI088 at or above 7000, then proceed on track 142° to QTR01, cross QTR01 at or above 9000.
MOUAB 1Q	RIGHT turn on track 301° to RESOS, then LEFT turn on track 275° to MOUAB, cross MOUAB at or above 11000.
OSAMA 1Q	RIGHT turn on track 301° to RESOS, then RIGHT turn on track 319° to OSAMA, cross OSAMA at 8000.

Route Description: RNAV (GNSS) DEPARTURE RWY 26L

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOSAR 1Q									
	AER 26L						4°E		RNAV 1
DF	OBTAN	N				210 kts	4°E		RNAV 1
TF	RESOS	N	300.59°	right		210 kts	4°E	8.36*	RNAV 1
TF	KINEN	N	046.01°	right		210 kts	4°E	7.14*	RNAV 1
TF	IMLOL	N	064.62°	right	+8500		4°E	16.62*	RNAV 1
TF	LOXER	N	064.79°		+9000		4°E	12.09*	RNAV 1
TF	LOSAR	N	029.39°	left	+13000		4°E	9.21*	RNAV 1
LUDAN 1Q									
	AER 26L						4°E		RNAV 1
DF	OBTAN	N				210 kts	4°E		RNAV 1
TF	RESOS	N	300.59°	right		210 kts	4°E	8.36*	RNAV 1
TF	KINEN	N	046.01°	right		210 kts	4°E	7.14*	RNAV 1
TF	IMLOL	N	064.62°	right	+8500		4°E	16.62*	RNAV 1
TF	LOXER	N	064.79°		+9000		4°E	12.09*	RNAV 1
TF	LUDAN	N	080.58°	right	+11000		4°E	12.26*	RNAV 1
KULDI 1Q									
	AER 26L						4°E		RNAV 1
DF	OBTAN	N				210 kts	4°E		RNAV 1
TF	LOTES	N	216.63°	left		210 kts	4°E	7.81*	RNAV 1
TF	AI087	N	109.87°	left	+7000		4°E	16.00*	RNAV 1
TF	KULDI	N	110.05°		+FL150		4°E	26.29*	RNAV 1
QTR01 1Q									
	AER 26L						4°E		RNAV 1
DF	OBTAN	N				210 kts	4°E		RNAV 1
TF	LOTES	N	216.63°	left		210 kts	4°E	7.81*	RNAV 1
TF	AI088	N	142.22°	left	+7000		4°E	8.83*	RNAV 1
TF	QTR01	N	142.27°		+9000		4°E	16.57*	RNAV 1
MOUAB 1Q									
	AER 26L						4°E		RNAV 1
DF	OBTAN	N				210 kts	4°E		RNAV 1
TF	RESOS	N	300.59°	right		210 kts	4°E	8.36*	RNAV 1
TF	MOUAB	N	274.84°	left	+11000		4°E	7.76*	RNAV 1
OSAMA 1Q									
	AER 26L						4°E		RNAV 1
DF	OBTAN	N				210 kts	4°E		RNAV 1
TF	RESOS	N	300.59°	right		210 kts	4°E	8.36*	RNAV 1
TF	OSAMA	N	319.42°	right	@8000		4°E	11.26*	RNAV 1

* Direct distance (NM) between waypoints.

Holding Instruction/Areas RNAV (GNSS) DEPARTURE RWY 26L

Path descriptor	Fix identifier	Inbound course °M	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Mag Var	Navigation specification
Hold	RESOS	274.84°	4.3 NM	R	6000	-	230 kts	4.0°E	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 26L

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 26L	N31°43'11.58"	E036°01'06.90"	N31°43.193'	E036°01.115'	
OBTAN	N31°42'01.61"	E035°53'03.34"	N31°42.027'	E035°53.056'	
RESOS	N31°46'46.57"	E035°44'59.07"	N31°46.776'	E035°44.985'	
KINEN	N31°51'22.45"	E035°51'24.66"	N31°51.374'	E035°51.411'	
IMLOL	N31°57'25.37"	E036°09'35.87"	N31°57.423'	E036°09.598'	
LOXER	N32°01'47.76"	E036°22'51.46"	N32°01.796'	E036°22.858'	
LOSAR	N32°09'30.06"	E036°28'49.77"	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60"	E036°37'13.29"	N32°02.943'	E036°37.222'	
LOTES	N31°36'04.89"	E035°47'05.83"	N31°36.082'	E035°47.097'	
AI087	N31°29'34.49"	E036°04'12.59"	N31°29.575'	E036°04.210'	
KULDI	N31°18'47.07"	E036°32'14.16"	N31°18.785'	E036°32.236'	
AI088	N31°28'43.56"	E035°52'50.16"	N31°28.726'	E035°52.836'	
QTR01	N31°14'54.41"	E036°03'34.31"	N31°14.907'	E036°03.572'	
MOUAB	N31°47'58.00"	E035°35'59.00"	N31°47.967'	E035°35.983'	
OSAMA	N31°55'50.00"	E035°37'06.00"	N31°55.833'	E035°37.100'	

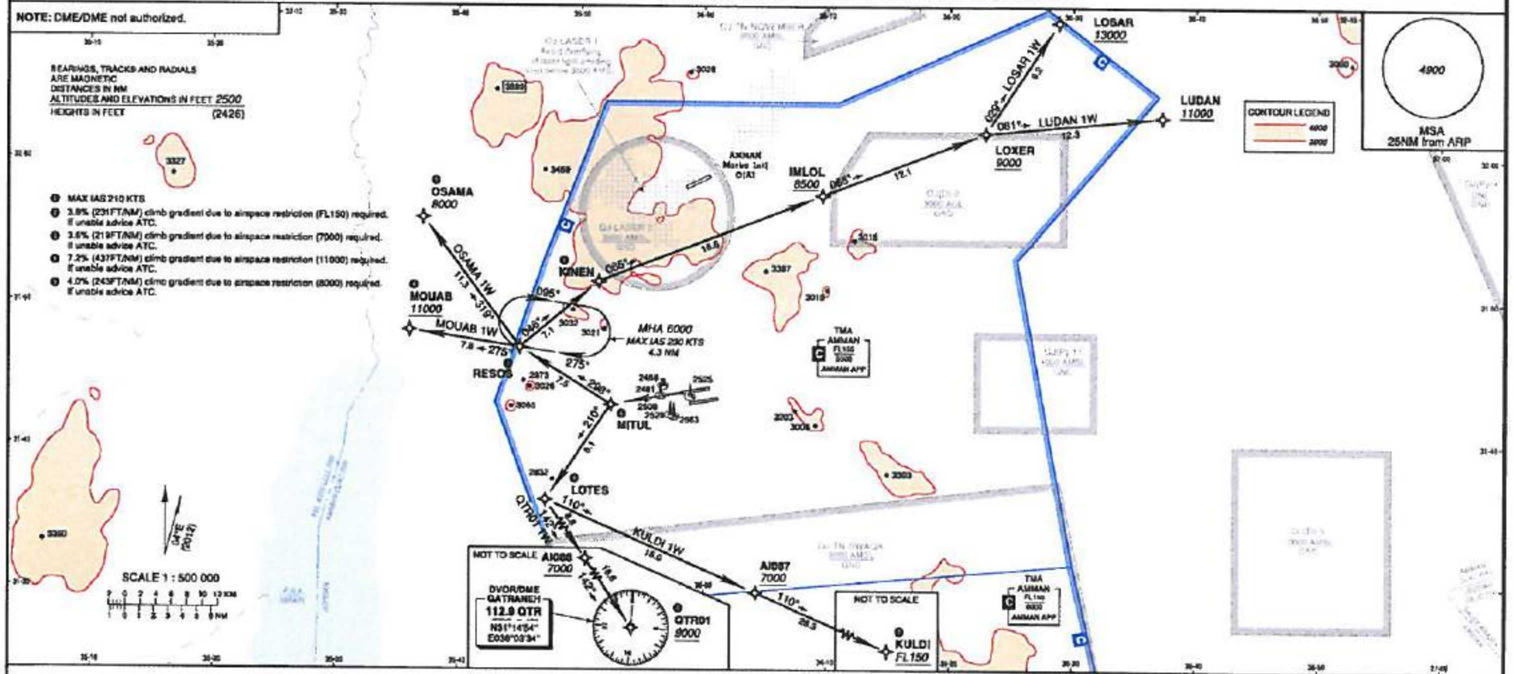
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 2397 FT
Trans Alt 13000
Trans Level FL 150

ATIS 127.600
APP 128.900
TWR 119.800

AMMAN/Queen Alia Intl (OJAI)
SID RNAV (GNSS) RWY 26R

LOSAR 1W, LUDAN 1W, KULDI 1W, QTR01 1W, MOUAB 1W, OSAMA 1W RNAV (GNSS) DEPARTURE



INITIAL CLIMB	
MITUL	Climb direct to MITUL, then
TRANSITION	ROUTING
LOSAR 1W	RIGHT turn on track 298° to RESOS, then RIGHT turn on track 046° to KINEN, then RIGHT turn on track 065° to IMLOL, cross IMLOL at or above 8500, then proceed on track 065° to LOXER, cross LOXER at or above 9000, then LEFT turn on track 029° to LOSAR, cross LOSAR at or above 13000.
LUDAN 1W	RIGHT turn on track 298° to RESOS, then RIGHT turn on track 046° to KINEN, then RIGHT turn on track 065° to IMLOL, cross IMLOL at or above 8500, then proceed on track 065° to LOXER, cross LOXER at or above 9000, then RIGHT turn on track 081° to LUDAN, cross LUDAN at or above 11000.
KULDI 1W	LEFT turn on track 210° to LOTES, then LEFT turn on track 110° to AI087, cross AI087 at or above 7000, then proceed on track 110° to KULDI, cross KULDI at or above FL150.
QTR01 1W	LEFT turn on track 210° to LOTES, then LEFT turn on track 142° to AI088, cross AI088 at or above 7000, then proceed on track 142° to QTR01, cross QTR01 at or above 9000.
MOUAB 1W	RIGHT turn on track 298° to RESOS, then LEFT turn on track 275° to MOUAB, cross MOUAB at or above 11000.
OSAMA 1W	RIGHT turn on track 298° to RESOS, then RIGHT turn on track 319° to OSAMA, cross OSAMA at 8000.

Route Description: RNAV (GNSS) DEPARTURE RWY 26R

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOSAR 1W									
	AER 26R						4°E		RNAV 1
DF	MITUL	N				210 kts	4°E		RNAV 1
TF	RESOS	N	298.31°	right		210 kts	4°E	7.48*	RNAV 1
TF	KINEN	N	046.01°	right		210 kts	4°E	7.14*	RNAV 1
TF	IMLOL	N	064.62°	right	+8500		4°E	16.62*	RNAV 1
TF	LOXER	N	064.79°		+9000		4°E	12.09*	RNAV 1
TF	LOSAR	N	029.39°	left	+13000		4°E	9.21*	RNAV 1
LUDAN 1W									
	AER 26R						4°E		RNAV 1
DF	MITUL	N				210 kts	4°E		RNAV 1
TF	RESOS	N	298.31°	right		210 kts	4°E	7.48*	RNAV 1
TF	KINEN	N	046.01°	right		210 kts	4°E	7.14*	RNAV 1
TF	IMLOL	N	064.62°	right	−8500		4°E	16.62*	RNAV 1
TF	LOXER	N	064.79°		+9000		4°E	12.09*	RNAV 1
TF	LUDAN	N	080.58°	right	+11000		4°E	12.26*	RNAV 1
KULDI 1W									
	AER 26R						4°E		RNAV 1
DF	MITUL	N				210 kts	4°E		RNAV 1
TF	LOTES	N	210.18°	left		210 kts	4°E	8.07*	RNAV 1
TF	AI087	N	109.87°	left	+7000		4°E	16.00*	RNAV 1
TF	KULDI	N	110.05°		+FL150		4°E	26.29*	RNAV 1
QTR01 1W									
	AER 26R						4°E		RNAV 1
DF	MITUL	N				210 kts	4°E		RNAV 1
TF	LOTES	N	210.18°	left		210 kts	4°E	8.07*	RNAV 1
TF	AI088	N	142.22°	left	+7000		4°E	8.83*	RNAV 1
TF	QTR01	N	142.27°		−9000		4°E	16.57*	RNAV 1
MOUAB 1W									
	AER 26R						4°E		RNAV 1
DF	MITUL	N				210 kts	4°E		RNAV 1
TF	RESOS	N	298.31°	right		210 kts	4°E	7.48*	RNAV 1
TF	MOUAB	N	274.84°	left	+11000		4°E	7.76*	RNAV 1
OSAMA 1W									
	AER 26R						4°E		RNAV 1
DF	MITUL	N				210 kts	4°E		RNAV 1
TF	RESOS	N	298.31°	right		210 kts	4°E	7.48*	RNAV 1
TF	OSAMA	N	319.42°	right	@8000		4°E	11.26*	RNAV 1

* Direct distance (NM) between waypoints.

Holding Instruction/Areas RNAV (GNSS) DEPARTURE RWY 26R

Path descriptor	Fix identifier	Inbound course °M	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Mag Var	Navigation specification
Hold	RESOS	274.84°	4.3 NM	R	6000	-	230 kts	4.0°E	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 26R

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 26R	N31°43'56.07''	E036°00'27.45''	N31°43.935'	E036°00.458'	
MITUL	N31°42'46.29''	E035°52'24.22''	N31°42.772'	E035°52.404'	
RESOS	N31°46'46.57''	E035°44'59.07''	N31°46.776'	E035°44.985'	
KINEN	N31°51'22.45''	E035°51'24.66''	N31°51.374'	E035°51.411'	
IMLOL	N31°57'25.37''	E036°09'35.87''	N31°57.423'	E036°09.598'	
LOXER	N32°01'47.76''	E036°22'51.46''	N32°01.796'	E036°22.858'	
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
LOTES	N31°36'04.89''	E035°47'05.83''	N31°36.082'	E035°47.097'	
AI087	N31°29'34.49''	E036°04'12.59''	N31°29.575'	E036°04.210'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
AI088	N31°28'43.56''	E035°52'50.16''	N31°28.726'	E035°52.836'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
MOUAB	N31°47'58.00''	E035°35'59.00''	N31°47.967'	E035°35.983'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	

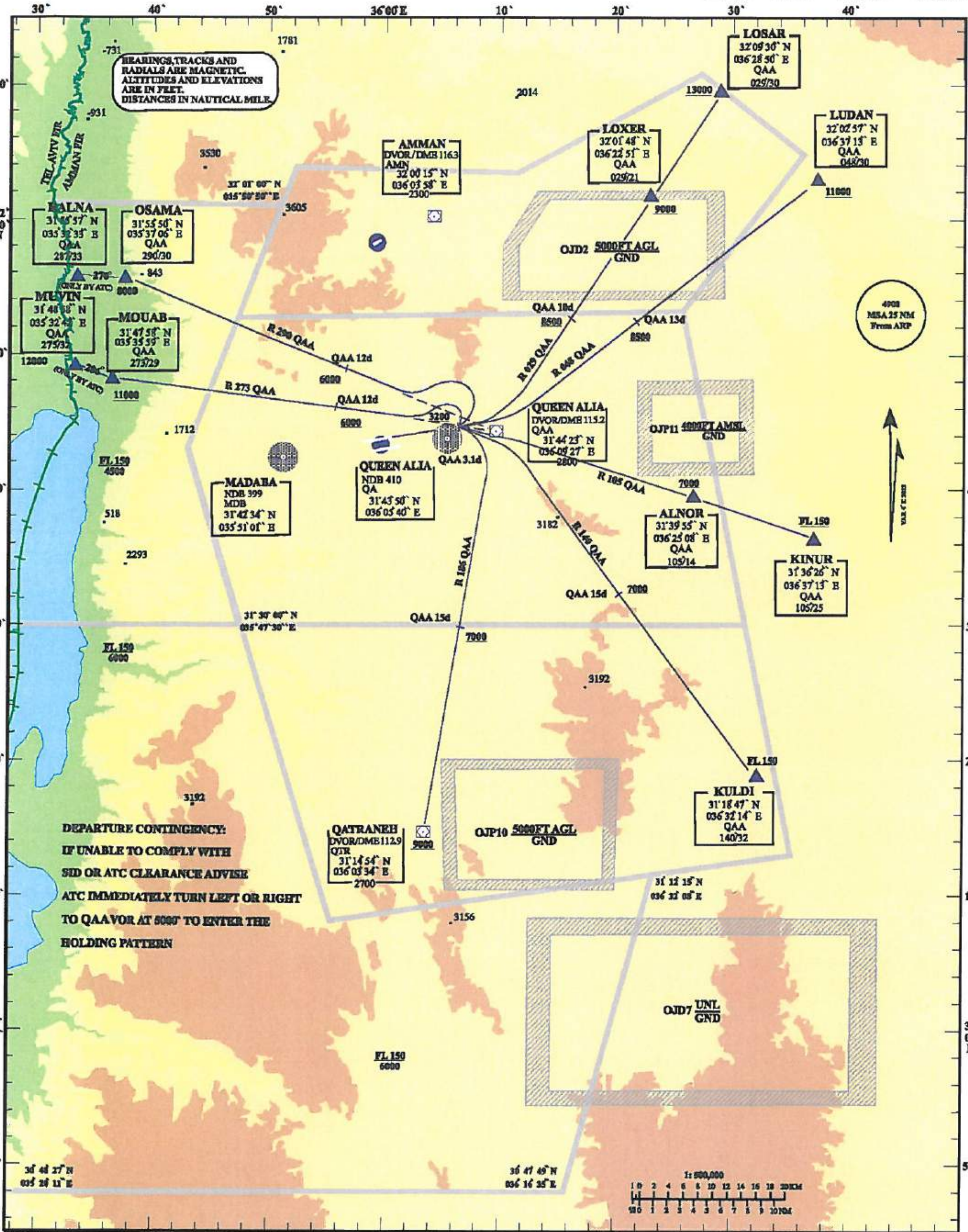
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
(OJAI) RWY 08L

KINUR 3D
KULDI 3D
QTR 3D
LUDAN 3D
LOSAR 3D
RALNA 3D
MUVIN 3D



BMSL 0 1000 2000 3000 FEET

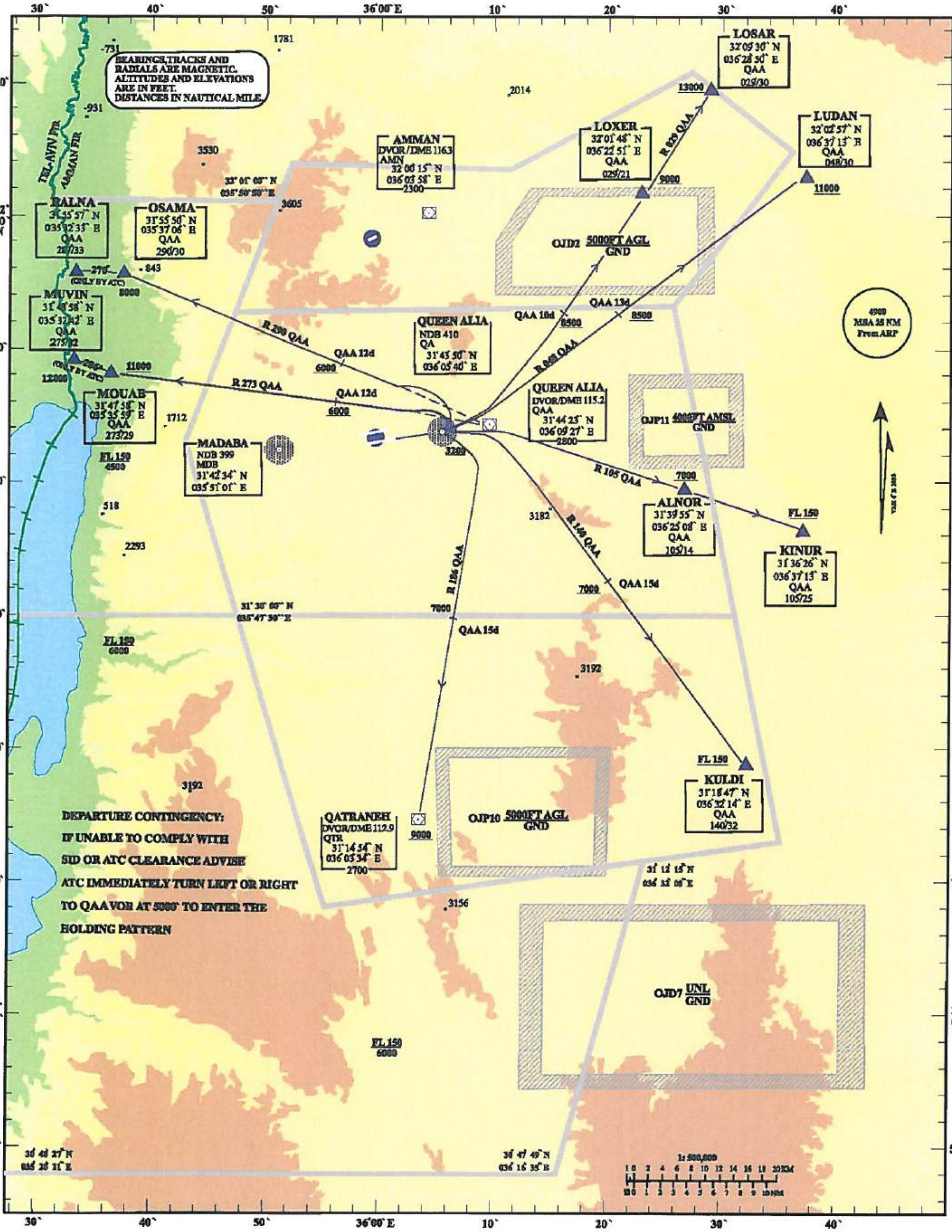
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
(OJAI) RWY 08R

KINUR 3D
KULDI 3D
QTR 3D
LUDAN 3D
LOSAR 3D
RALNA 3D
MUVIN 3D



MSL 0 1000 2000 3000 FEET

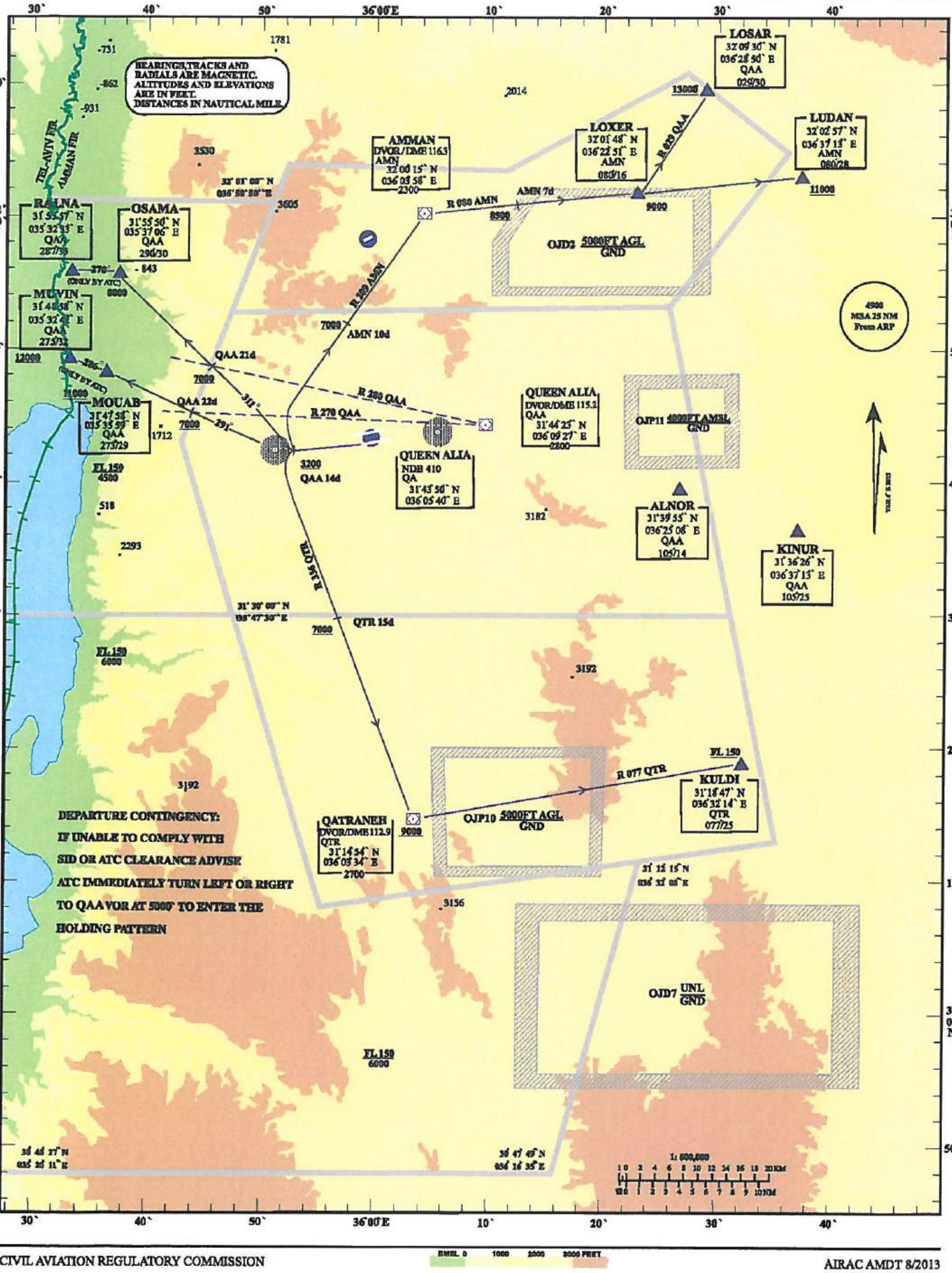
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
(OJAI) RWY 26R

KULDI 2D LUDAN 2D RALNA 2D
QTR 2D LOSAR 2D MUVIN 2D



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
13000FT

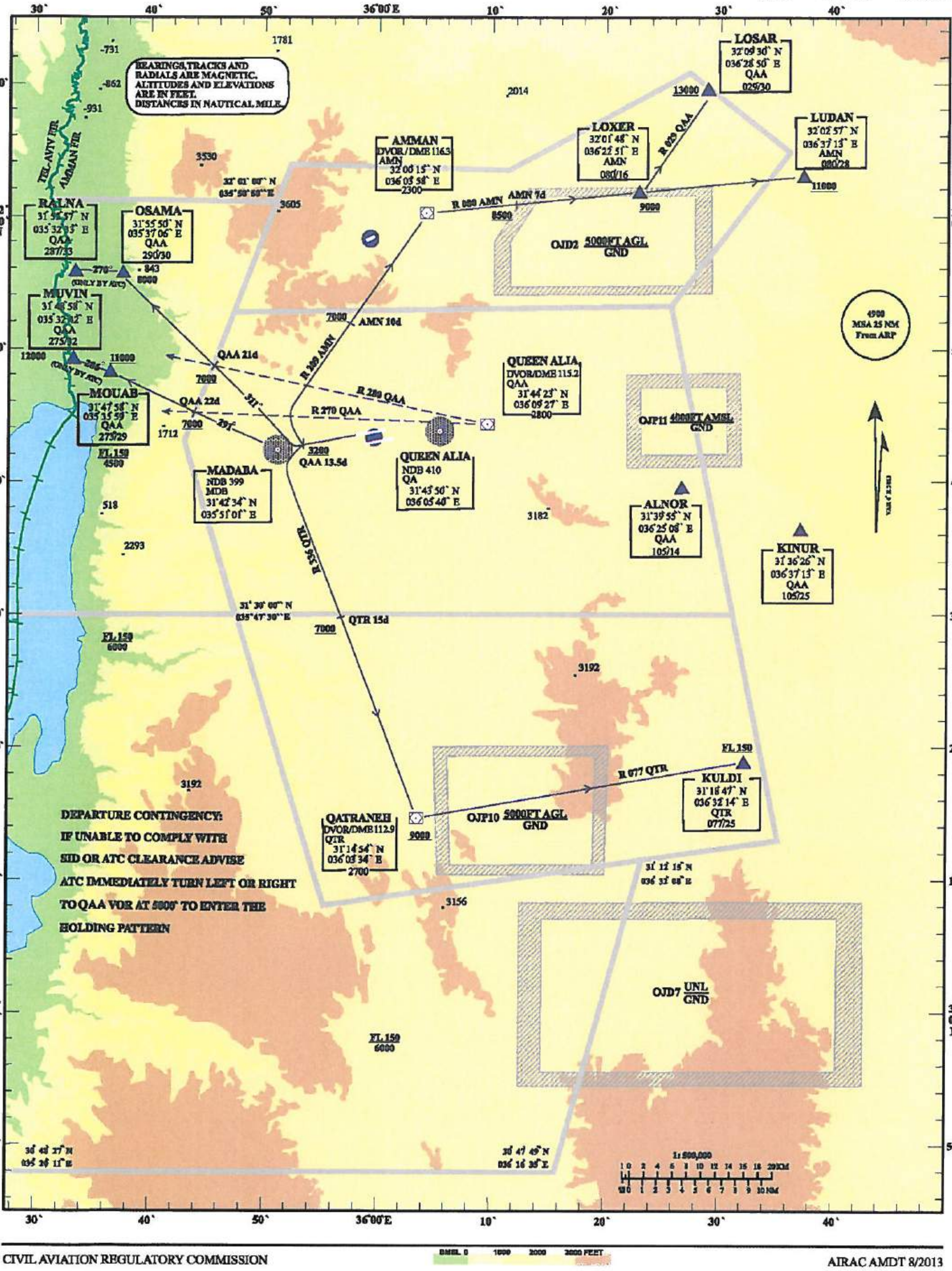
TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
(OJAI) RWY 26L

KULDI 2D
QTR 2D

LUDAN 2D
LOSAR 2D

RALNA 2D
MUVIN 2D



BMSL 0 1000 2000 3000 FEET

STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

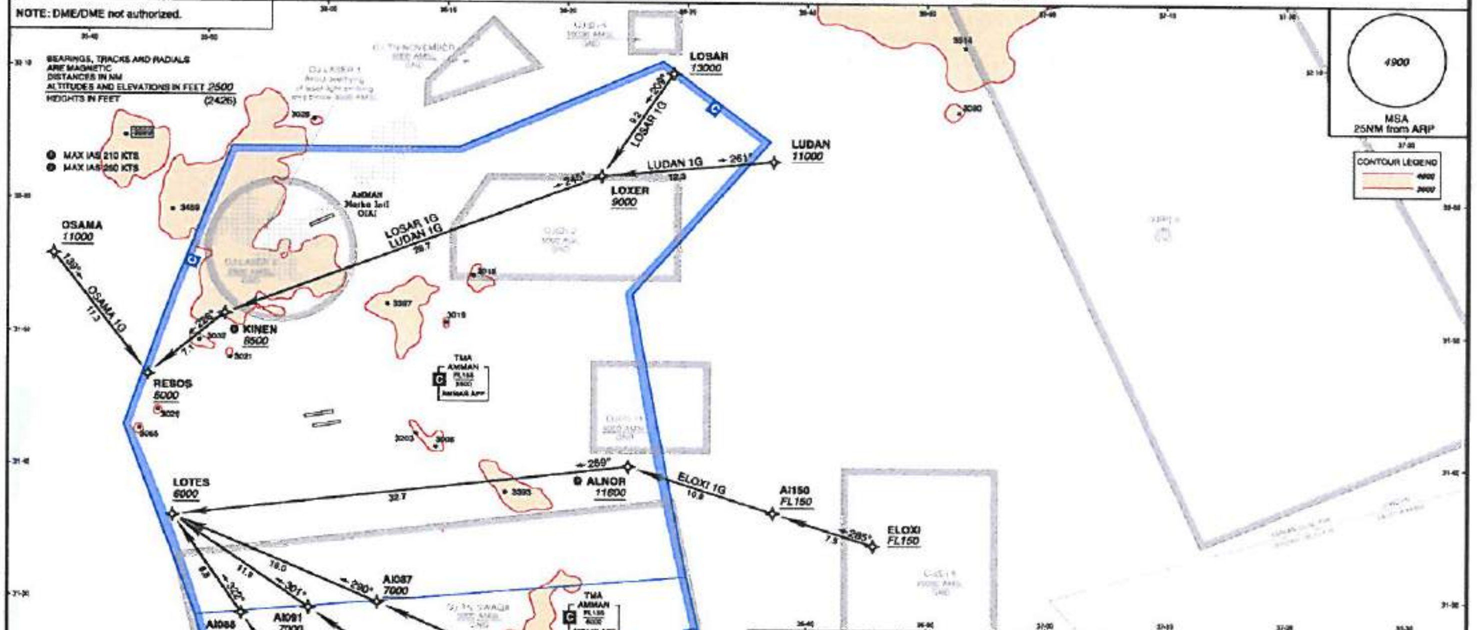
AD ELEV 2307 FT
Trans Alt 13000
Trans Level FL 130

ATIS	127.600
APP	128.900
TWR	119.800

AMMAN/Queen Alia Intl (OJAI)
STAR RNAV (GNSS) RWY 08L/R

LOSAR 1G, LUDAN 1G, ELOXI 1G, KULDI 1G, EGLOT 1G, QTR01 1G, OSAMA 1G RNAV (GNSS) ARRIVAL

NOTE: DME/DME not authorized.



TRANSITION	
LOSAR 1G	Track 209° to LOXER, cross LOXER at or above 9000, then RIGHT turn on track 245° to KINEN, cross KINEN at or above 8500, then LEFT turn on track 266° to RESOS, cross RESOS at or above 6000.
LUDAN 1G	Track 261° to LOXER, cross LOXER at or above 9000, then LEFT turn on track 245° to KINEN, cross KINEN at or above 8500, then LEFT turn on track 226° to RESOS, cross RESOS at or above 6000.
ELOXI 1G	Track 285° to AI150, cross AI150 at or above FL150, then proceed on track 285° to ALNOR, cross ALNOR at or above 11600, then LEFT turn on track 259° to LOTES, cross LOTES at or above 6000.
KULDI 1G	Track 290° to AI087, cross AI087 at or above 7000, then proceed on track 290° to LOTES, cross LOTES at or above 6000.
EGLOT 1G	Track 302° to AI091, cross AI091 at or above 7000, then proceed on track 301° to LOTES, cross LOTES at or above 6000.
QTR01 1G	Track 322° to AI088, cross AI088 at or above 7000, then proceed on track 322° to LOTES, cross LOTES at or above 6000.
OSAMA 1G	Track 139° to RESOS, cross RESOS at or above 6000.

Route Description: RNAV (GNSS) ARRIVAL RWY 08L/R

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance	Turn Direction	Altitude	Speed	Navigation Specification
LOSAR 1G									
IF	LOSAR	N		4.0°E			+13000		RNAV 1
TF	LOXER	N	209.44°	4.0°E	9.21*		+9000		RNAV 1
TF	KINEN	N	244.90°	4.0°E	28.71*	right	+8500	210 kts	RNAV 1
TF	RESOS	N	226.07°	4.0°E	7.14*	left	+6000		RNAV 1
LUDAN 1G									
IF	LUDAN	N		4.0°E			+11000		RNAV 1
TF	LOXER	N	260.71°	4.0°E	12.26*		+9000		RNAV 1
TF	KINEN	N	244.90°	4.0°E	28.71*	left	+8500	210 kts	RNAV 1
TF	RESOS	N	226.07°	4.0°E	7.14*	left	+6000		RNAV 1
ELOXI 1G									
IF	ELOXI	N		4.0°E			+FL150		RNAV 1
TF	AI150	N	284.71°	4.0°E	7.54*		+FL150		RNAV 1
TF	ALNOR	N	284.68°	4.0°E	10.89*		+11600	250 kts	RNAV 1
TF	LOTES	N	259.44°	4.0°E	32.69*	left	+6000		RNAV 1
KULDI 1G									
IF	KULDI	N		4.0°E			+FL150		RNAV 1
TF	AI087	N	290.30°	4.0°E	26.29*		+7000		RNAV 1
TF	LOTES	N	290.02°	4.0°E	16.00*		+6000		RNAV 1
EGLOT 1G									
IF	EGLOT	N		4.0°E			+9000		RNAV 1
TF	AI091	N	301.62°	4.0°E	20.95*		+7000		RNAV 1
TF	LOTES	N	301.45°	4.0°E	11.94*		+6000		RNAV 1
QTR01 1G									
IF	QTR01	N		4.0°E			+9000		RNAV 1
TF	AI088	N	322.36°	4.0°E	16.57*		+7000		RNAV 1
TF	LOTES	N	322.27°	4.0°E	8.83*		+6000		RNAV 1
OSAMA 1G									
IF	OSAMA	N		4.0°E			+11000		RNAV 1
TF	RESOS	N	139.35°	4.0°E	11.26*		+6000		RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 08L/R

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOSAR	N32°09'30.06''	E036°28'49.77''	N32°09.501'	E036°28.830'	
LUDAN	N32°02'56.60''	E036°37'13.29''	N32°02.943'	E036°37.222'	
LOXER	N32°01'47.76''	E036°22'51.46''	N32°01.796'	E036°22.858'	
KINEN	N31°51'22.45''	E035°51'24.66''	N31°51.374'	E035°51.411'	
RESOS	N31°46'46.57''	E035°44'59.07''	N31°46.776'	E035°44.985'	
OSAMA	N31°55'50.00''	E035°37'06.00''	N31°55.833'	E035°37.100'	
ELOXI	N31°34'00.99''	E036°45'34.23''	N31°34.017'	E036°45.571'	
AI150	N31°36'26.07''	E036°37'12.78''	N31°36.435'	E036°37.213'	
ALNOR	N31°39'55.26''	E036°25'07.52''	N31°39.921'	E036°25.125'	
LOTES	N31°36'04.89''	E035°47'05.83''	N31°36.082'	E035°47.097'	
KULDI	N31°18'47.07''	E036°32'14.16''	N31°18.785'	E036°32.236'	
AI087	N31°29'34.49''	E036°04'12.59''	N31°29.575'	E036°04.210'	
EGLOT	N31°16'56.94''	E036°18'23.86''	N31°16.949'	E036°18.398'	
AI091	N31°29'08.98''	E035°58'29.07''	N31°29.150'	E035°58.485'	
QTR01	N31°14'54.41''	E036°03'34.31''	N31°14.907'	E036°03.572'	
AI088	N31°28'43.56''	E035°52'50.16''	N31°28.726'	E035°52.836'	

STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

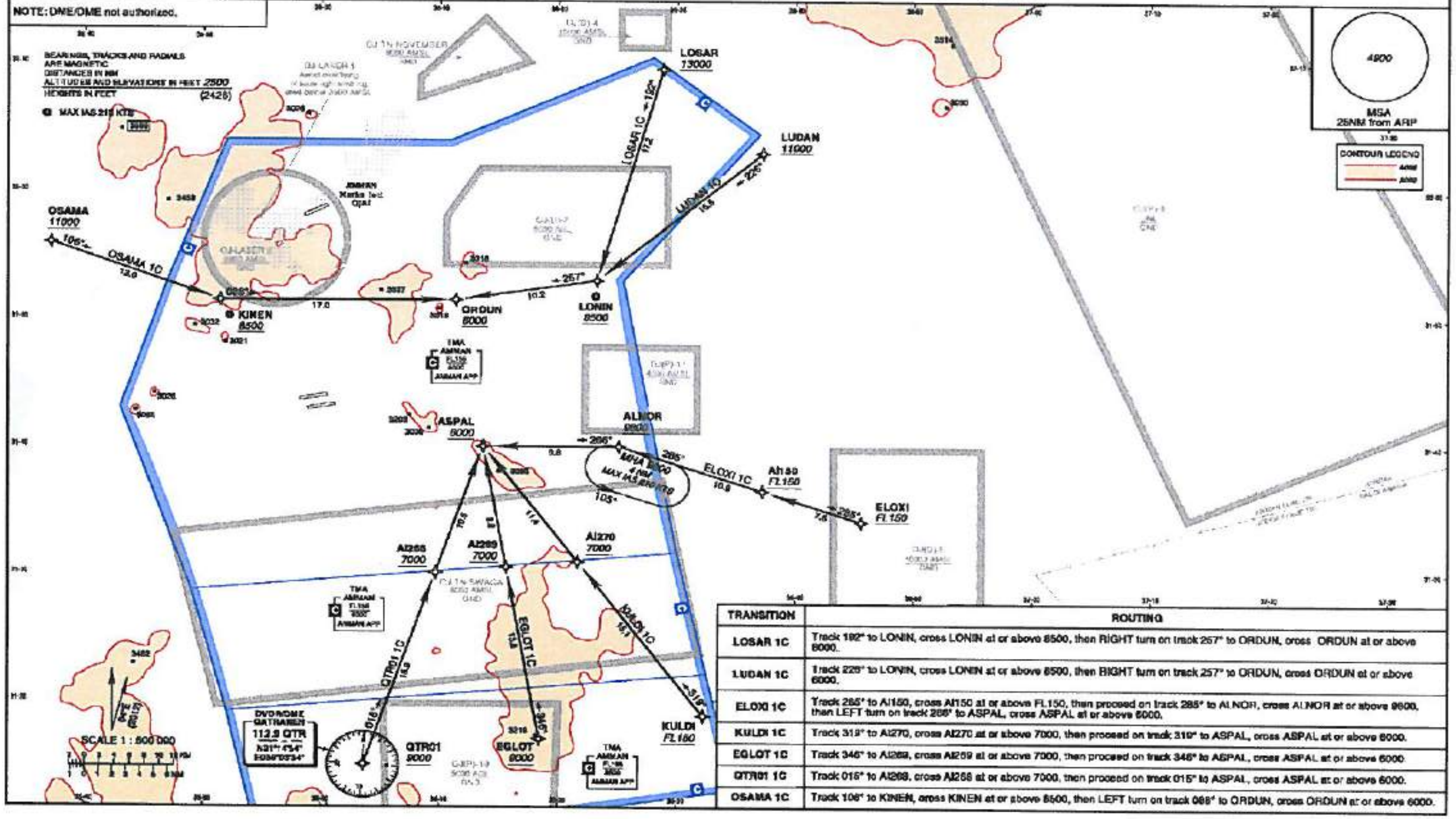
AD ELEV 2397 FT
Trans Alt 13000
Trans Level FL 150

ATIS	127.600
APP	128.900
TWR	119.600

AMMAN/Queen Alia Intl (OJAI)
STAR RNAV (GNSS) RWY 26L/R

LOSAR 1C, LUDAN 1C, ELOXI 1C, KULDI 1C, EGLOT 1C, QTR01 1C, OSAMA 1C RNAV (GNSS) ARRIVAL

NOTE: DME/DME not authorized.



TRANSITION	ROUTING
LOSAR 1C	Track 192° to LONIN, cross LONIN at or above 8500, then RIGHT turn on track 257° to ORDUN, cross ORDUN at or above 8000.
LUDAN 1C	Track 226° to LONIN, cross LONIN at or above 8500, then RIGHT turn on track 257° to ORDUN, cross ORDUN at or above 8000.
ELOXI 1C	Track 285° to AI150, cross AI150 at or above FL150, then proceed on track 285° to ALNOR, cross ALNOR at or above 9600, then LEFT turn on track 266° to ASPAL, cross ASPAL at or above 6000.
KULDI 1C	Track 319° to AI270, cross AI270 at or above 7000, then proceed on track 319° to ASPAL, cross ASPAL at or above 6000.
EGLOT 1C	Track 346° to AI269, cross AI269 at or above 7000, then proceed on track 346° to ASPAL, cross ASPAL at or above 6000.
QTR01 1C	Track 015° to AI268, cross AI268 at or above 7000, then proceed on track 015° to ASPAL, cross ASPAL at or above 6000.
OSAMA 1C	Track 106° to KINEN, cross KINEN at or above 8500, then LEFT turn on track 088° to ORDUN, cross ORDUN at or above 8000.

Route Description: RNAV (GNSS) ARRIVAL RWY 26L/R

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance	Turn Direction	Altitude	Speed	Navigation Specification
LOSAR 1C									
IF	LOSAR	N		4.0°E			+13000		RNAV 1
TF	LONIN	N	192.05°	4.0°E	17.20*		+8500	210 kts	RNAV 1
TF	ORDUN	N	257.45°	4.0°E	10.24*	right	+6000		RNAV 1
LUDAN 1C									
IF	LUDAN	N		4.0°E			+11000		RNAV 1
TF	LONIN	N	226.03°	4.0°E	15.53*		+8500	210 kts	RNAV 1
TF	ORDUN	N	257.45°	4.0°E	10.24*	right	+6000		RNAV 1
ELOXI 1C									
IF	ELOXI	N		4.0°E			+FL150		RNAV 1
TF	AI150	N	284.71°	4.0°E	7.54*		+FL150		RNAV 1
TF	ALNOR	N	284.68°	4.0°E	10.89*		+9800		RNAV 1
TF	ASPAL	N	266.07°	4.0°E	9.81*	left	+6000		RNAV 1
KULDI 1C									
IF	KULDI	N		4.0°E			+FL150		RNAV 1
TF	AI270	N	319.06°	4.0°E	15.06*		+7000		RNAV 1
TF	ASPAL	N	318.98°	4.0°E	11.35*		+6000		RNAV 1
EGLOT 1C									
IF	EGLOT	N		4.0°E			+9000		RNAV 1
TF	AI269	N	345.95°	4.0°E	13.64*		+7000		RNAV 1
TF	ASPAL	N	345.93°	4.0°E	9.64*		+6000		RNAV 1
QTR01 1C									
IF	QTR01	N		4.0°E			+9000		RNAV 1
TF	AI268	N	014.98°	4.0°E	15.90*		+7000		RNAV 1
TF	ASPAL	N	015.04°	4.0°E	10.51*		+6000		RNAV 1
OSAMA 1C									
IF	OSAMA	N		4.0°E			+11000		RNAV 1
TF	KINEN	N	106.00°	4.0°E	12.97*		+8500	210 kts	RNAV 1
TF	ORDUN	N	085.83°	4.0°E	16.98*	left	+6000		RNAV 1

* Direct distance (NM) between waypoints.

Holding Instruction/Areas RNAV (GNSS) ARRIVAL RWY 26L/R

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	ALNOR	284.68°	4.0 NM	L	9800	-	210 kts	4.0°E	

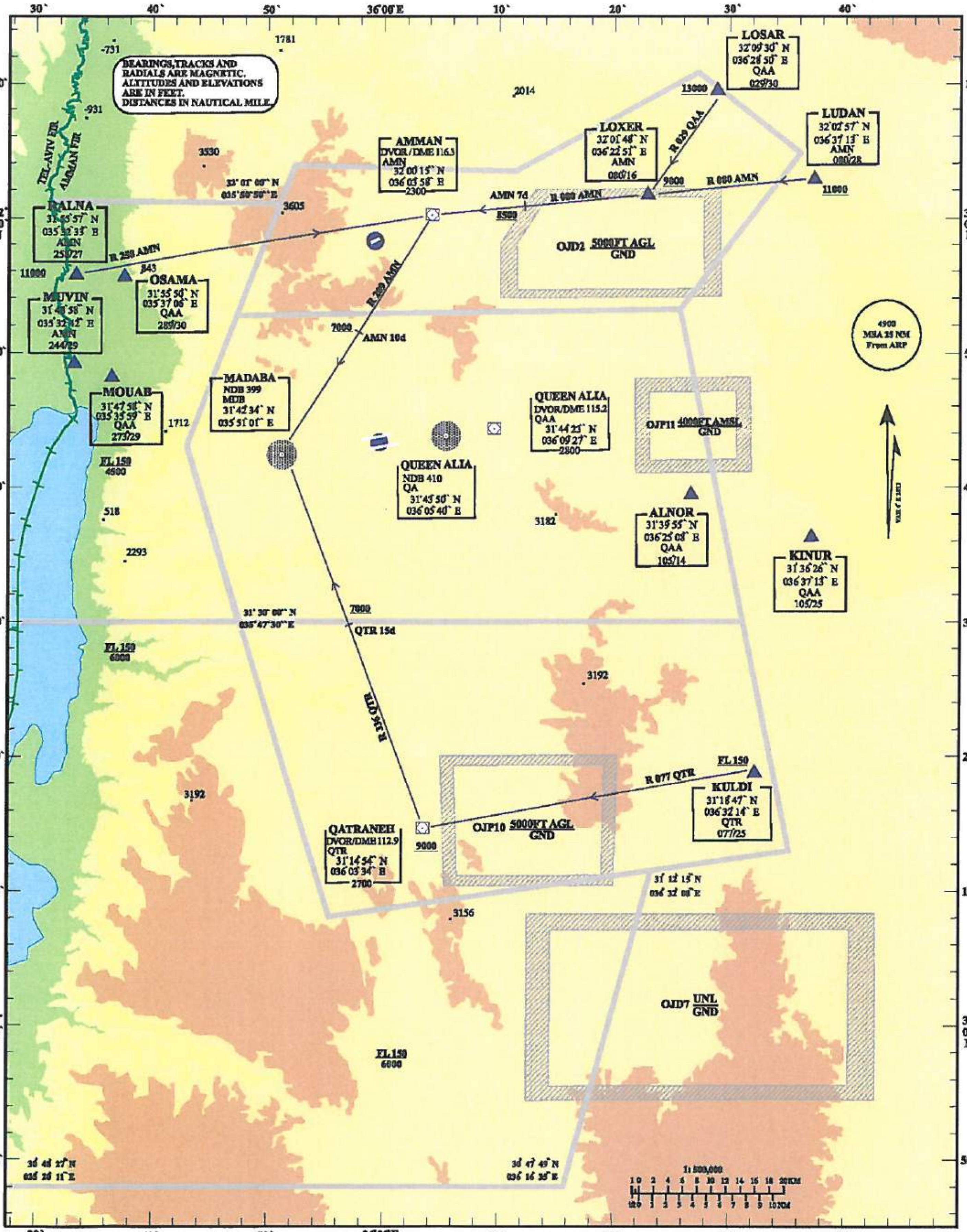
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
(OJAI) RWY 08L / 08R

KULDI 3A
QTR 3A
LUDAN 3A
LOSAR 3A
RALNA 3A



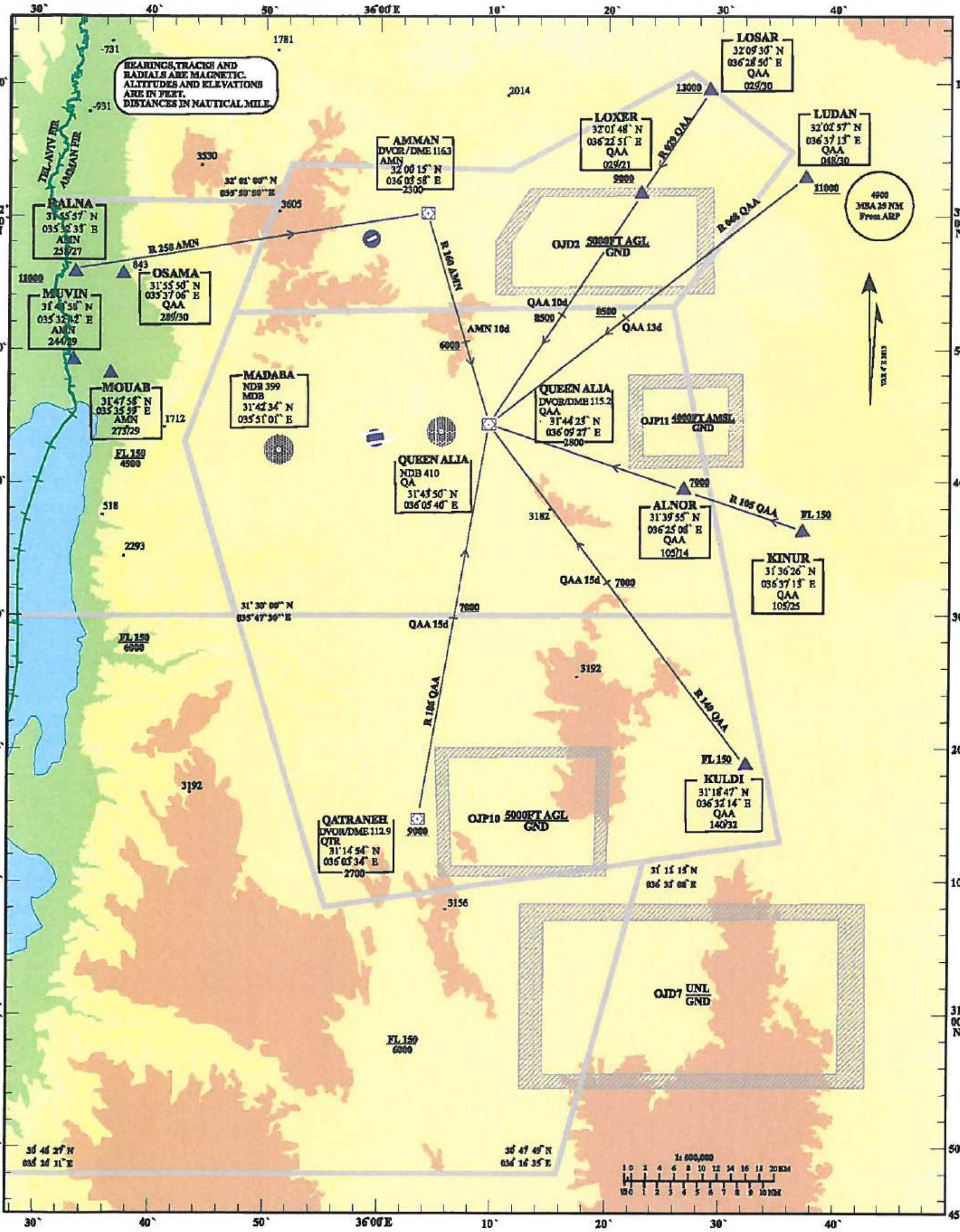
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000FT

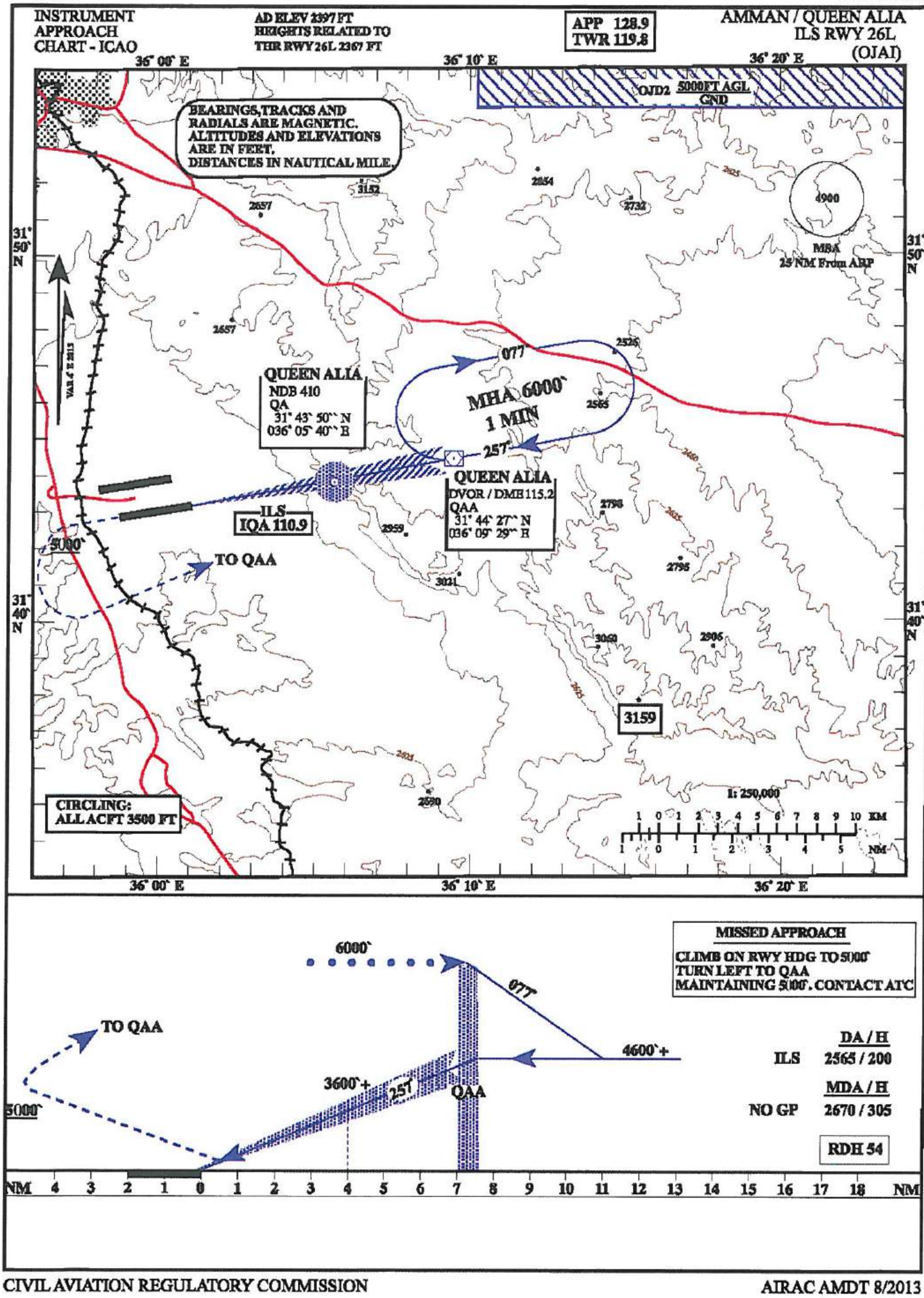
TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
(OJAI) RWY 26R/26L

KULDI 2A QTR 2A LUDAN 2A LOSAR 2A BALNA 2A KINUR 2A



MSL 0 1000 2000 3000 FEET

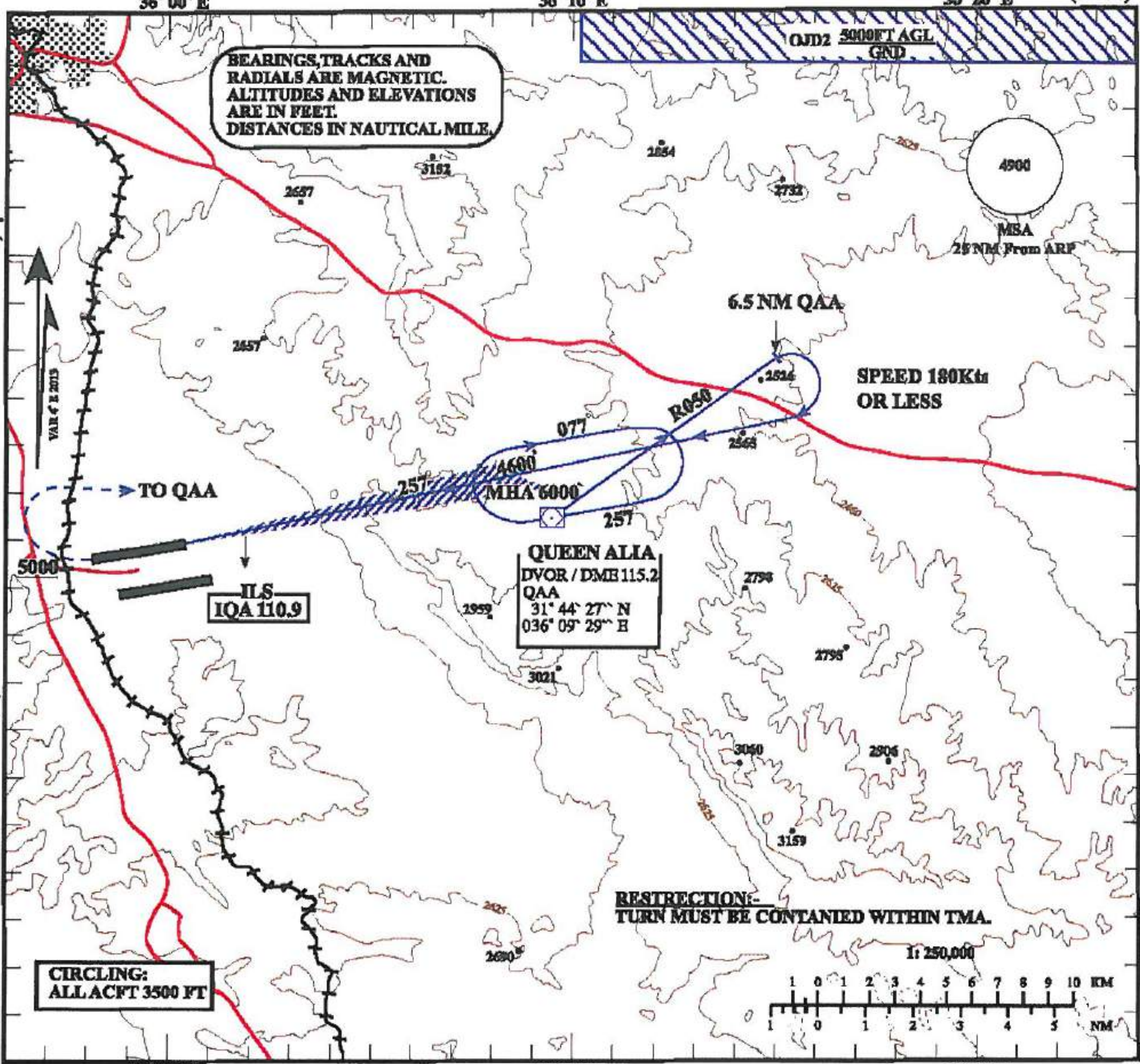

INSTRUMENT
APPROACH
CHART - ICAO
AD ELEV 2397 FT
HEIGHTS RELATED TO
THR RWY 26L 2367 FT
APP 128.9
TWR 119.8
AMMAN / QUEEN ALIA
ILS RWY 26L
(OJAI)
36° 00' E
36° 10' E
36° 20' E
31° 50' N
31° 40' N
OJD2 5000FT AGL
GND
BEARINGS,TRACKS AND
RADIALS ARE MAGNETIC.
ALTITUDES AND ELEVATIONS
ARE IN FEET.
DISTANCES IN NAUTICAL MILE.
4900
MSA
25 NM From ARP
077
MHA 6000'
1 MIN
257°
QUEEN ALIA
NDB 410
QA
31° 43' 50'' N
036° 05' 40'' E
QUEEN ALIA
DVOR / DME 115.2
QAA
31° 44' 27'' N
036° 09' 29'' E
ILS
IQA 110.9
5000'
TO QAA
3159
CIRCLING:
ALL ACFT 3500 FT
1: 250,000
KM
NM
MISSED APPROACH
CLIMB ON RWY HDG TO 5000'
TURN LEFT TO QAA
MAINTAINING 5000'. CONTACT ATC
6000'
077°
TO QAA
4600'+
3600'+
257°
QAA
5000'
DA / H
ILS 2565 / 200
MDA / H
NO GP 2670 / 305
RDH 54
NM 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 NM

INSTRUMENT APPROACH CHART - ICAO

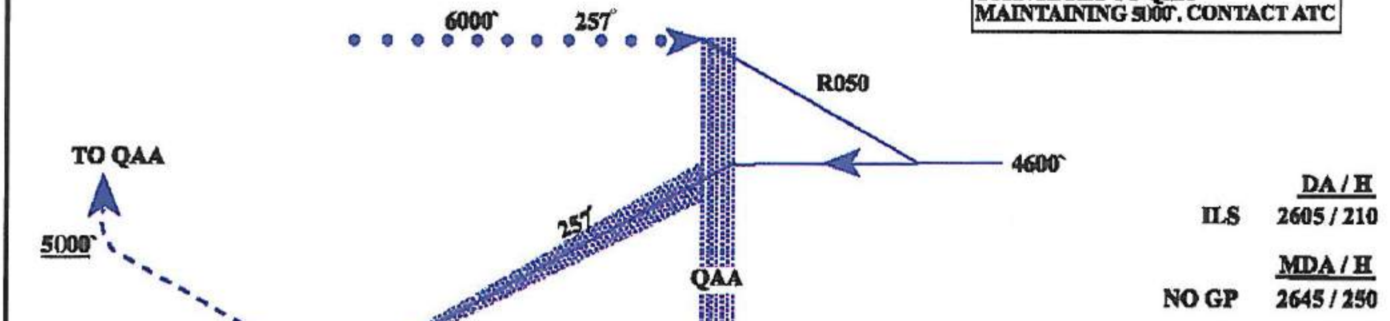
AD ELEV 2397 FT
HEIGHTS RELATED TO THR RWY 26R 2397 FT

APP 128.9
TWR 119.8

AMMAN / QUEEN ALIA
ILS RWY 26R
(OJAI)



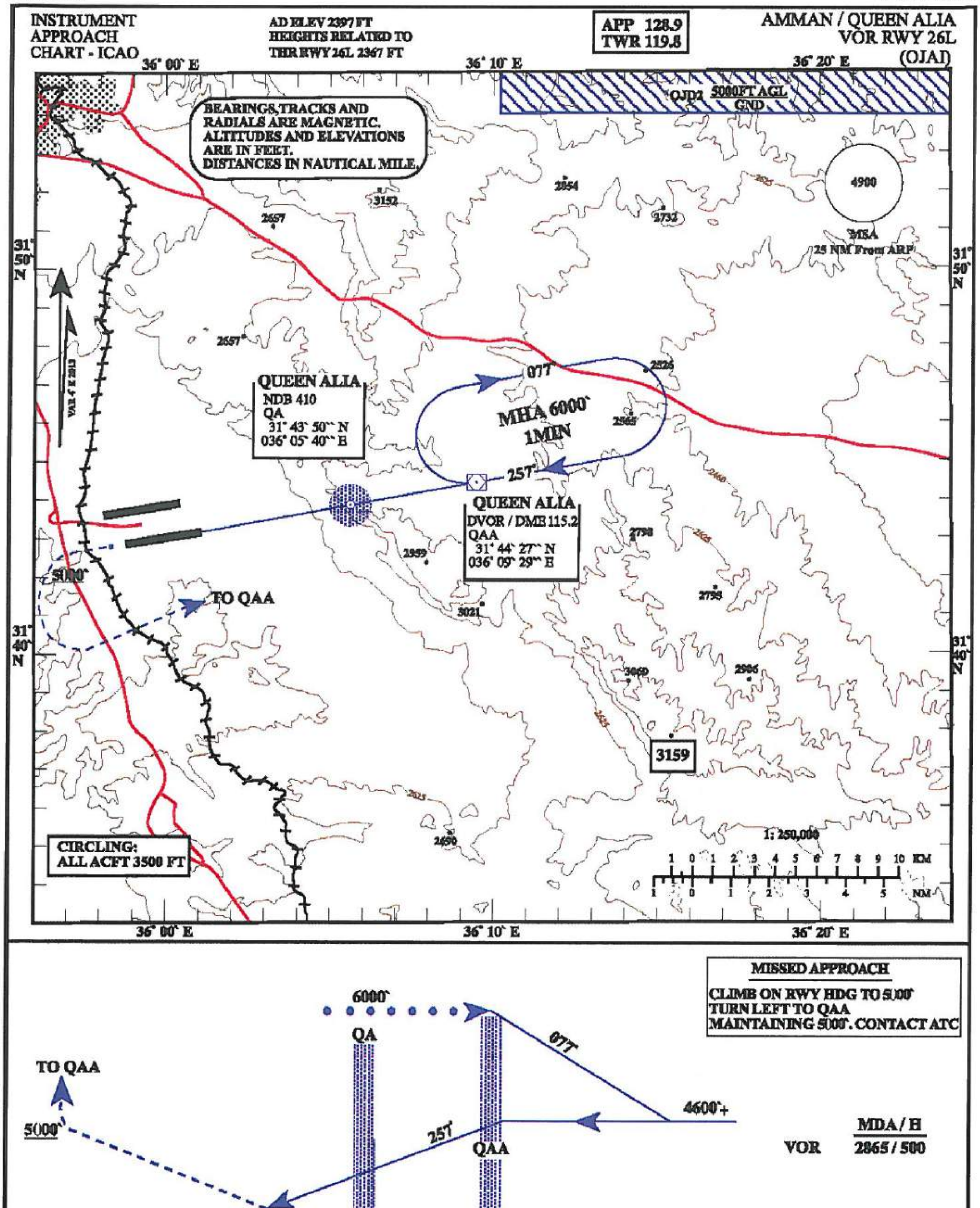
MISSED APPROACH
CLIMB ON RWY HDG TO 5000'
TURN RIGHT TO QAA
MAINTAINING 5000', CONTACT ATC



	DA / H
ILS	2605 / 210

	MDA / H
NO GP	2645 / 250

RDH 51

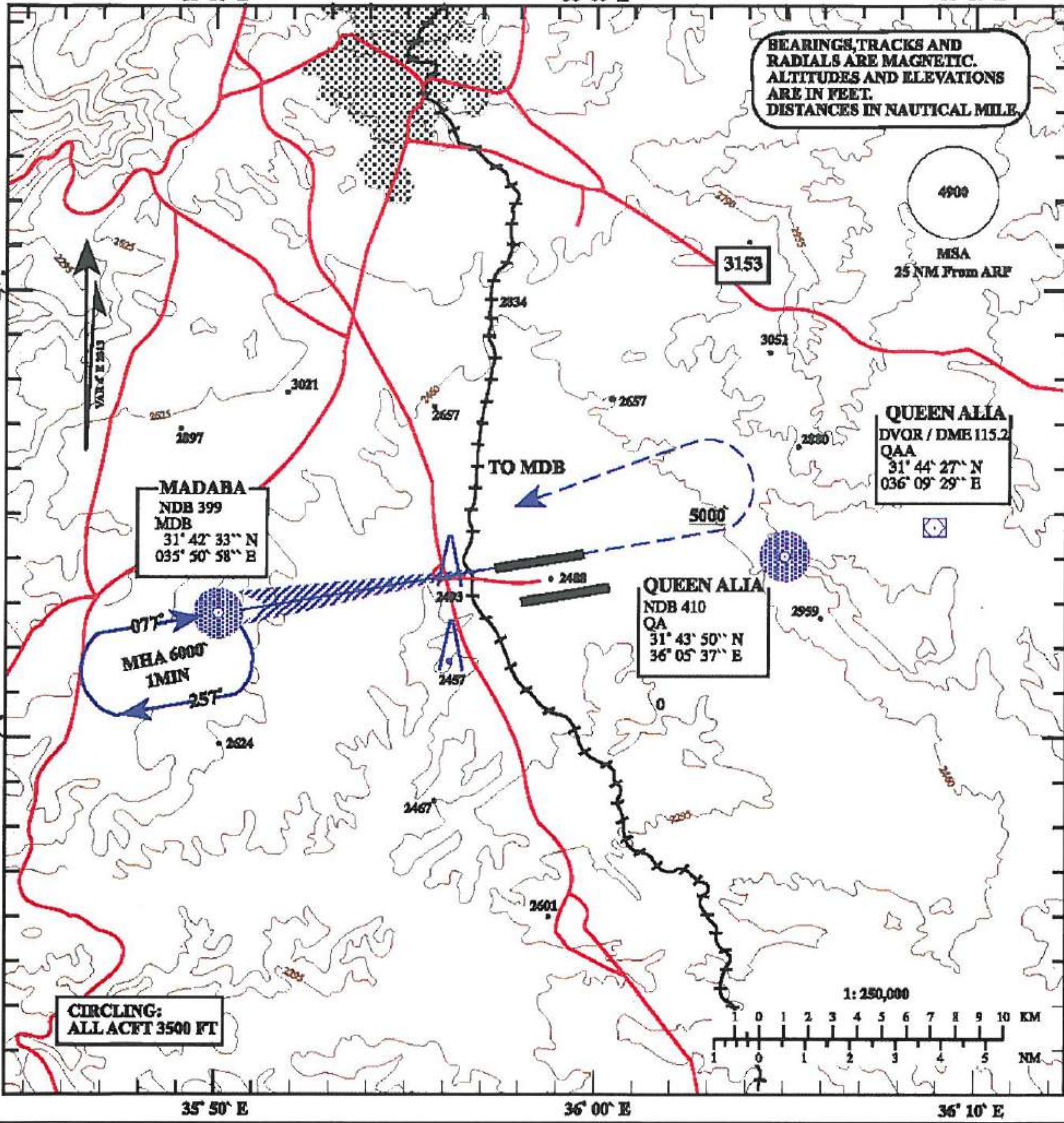

INSTRUMENT
APPROACH
CHART - ICAO
AD ELEV 2397 FT
HEIGHTS RELATED TO
THR RWY 26L 2367 FT
APP 128.9
TWR 119.8
AMMAN / QUEEN ALIA
VOR RWY 26L
(OJAI)
36° 00' E
36° 10' E
36° 20' E
31° 50' N
31° 40' N
BEARINGS,TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES AND ELEVATIONS ARE IN FEET.
DISTANCES IN NAUTICAL MILE.
OJD2 5000FT AGL / GND
4900
MSA
25 NM From ARP
2854
3152
2657
2732
2557
077°
2526
MHA 6000'
1MIN
2565
257°
QUEEN ALIA
NDB 410
QA
31° 43' 50'' N
036° 05' 40'' E
QUEEN ALIA
DVOR / DME 115.2
QAA
31° 44' 27'' N
036° 09' 29'' E
2798
2959
2795
5000'
TO QAA
3021
3060
2906
3159
2650
1: 250,000
KM
NM
CIRCLING:
ALL ACFT 3500 FT
MISSED APPROACH
CLIMB ON RWY HDG TO 5000'
TURN LEFT TO QAA
MAINTAINING 5000'. CONTACT ATC
6000'
QA
077°
TO QAA
4600'+
5000'
257°
QAA
MDA / H
VOR 2865 / 500
NM 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 NM

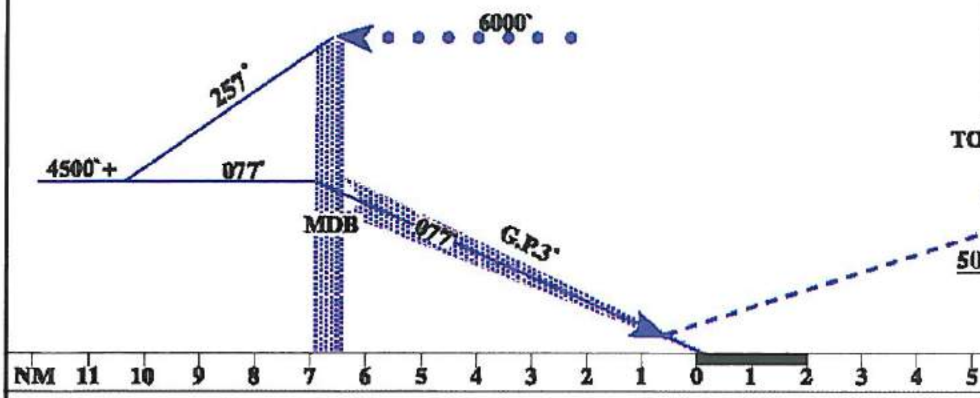
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 2397 FT
HEIGHTS RELATED TO
THR RWY 08L 2362 FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
ILS RWY 08L
(OJAI)





MISSED APPROACH

CLIMB STRAIGHT AHEAD TO 5000'
TURN LEFT TO MDB
MAINTAINING 5000', CONTACT ATC

	DA / H
ILS	2610 / 250
	MDA / H
NO GP	2940 / 580

RDH 55

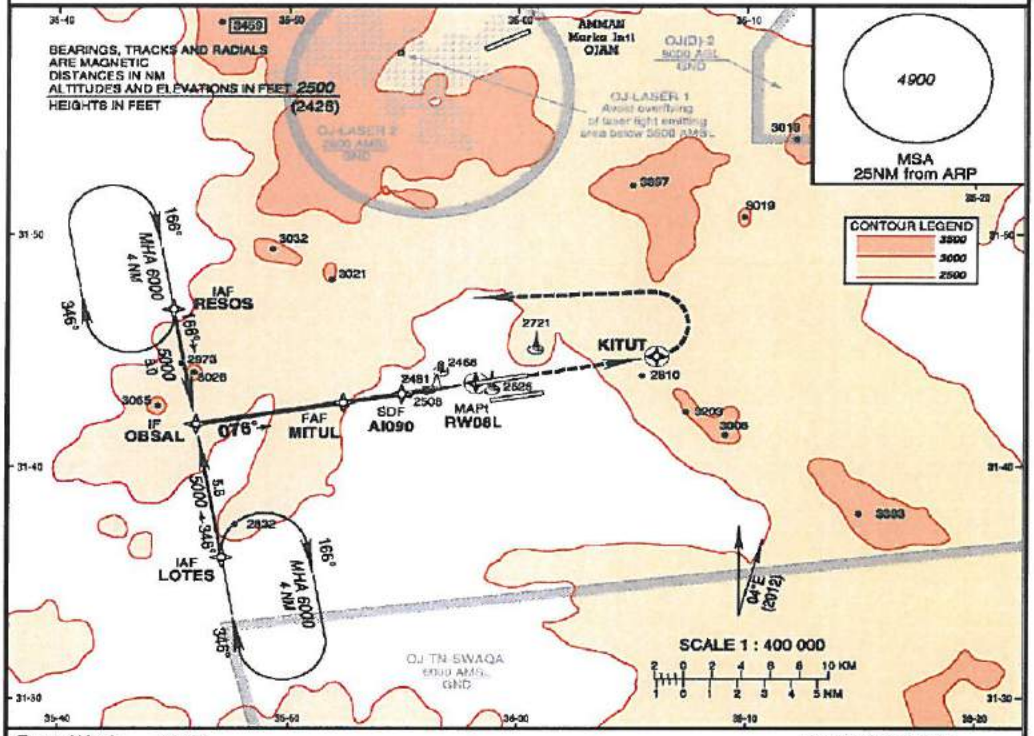
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 2397 FT

HEIGHTS RELATED TO THR RWY 08L ELEV 2362 FT

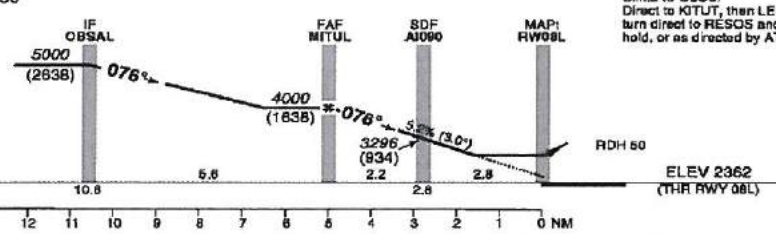
ATIS	127.600
APP	128.900
TWR	118.100

AMMAN/Queen Alia Intl (OJAI)
RNAV (GNSS) RWY 08L



Trans Altitude 13000
Trans Level FL 150

MISSED APPROACH:
Climb to *6000*.
Direct to KITUT, then LEFT turn direct to RESOS and hold, or as directed by ATC.



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	*2720* (358)			
LNAV	OCA(H)	*2760* (398)			
CIRCLING		A	B	C	D
	OCA(H)	*3020* (623)		*3210* (813)	*3400* (1003)

ADVISORY INFORMATION ONLY			
FAF to THR NM	4	3	2
Altitude (Height)	3636 (1274)	3317 (955)	2999 (637)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.
5. DME/DME not authorized.
6. MAX IAS 210 KTS for Initial Approach, Missed Approach and Holdings.

Holding Instruction/Areas RNAV (GNSS) RWY 08L

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	RESOS	166.44°	4.0 NM	R	6000	-	210 kts	4.0°E	
Hold	LOTES	346.41°	4.0 NM	R	6000	-	210 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 08L

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	RESOS	N		4.0°E			+6000	210 kts		RNP APCH
TF	OBSAL	N	166.44°	4.0°E	5.0*		+5000	210 kts		RNP APCH
TF	MITUL	N	076.39°	4.0°E	5.6*	left	+4000			RNP APCH
TF	AI090	N	076.43°	4.0°E	2.2*		+3296			RNP APCH
TF	RW08L	Y	076.38°	4.0°E	2.8*		@2412		-3.0 / 50'	RNP APCH
DF	KITUT	Y		4.0°E				210 kts		RNP APCH
DF	RESOS	Y		4.0°E		left	+6000	210 kts		RNP APCH

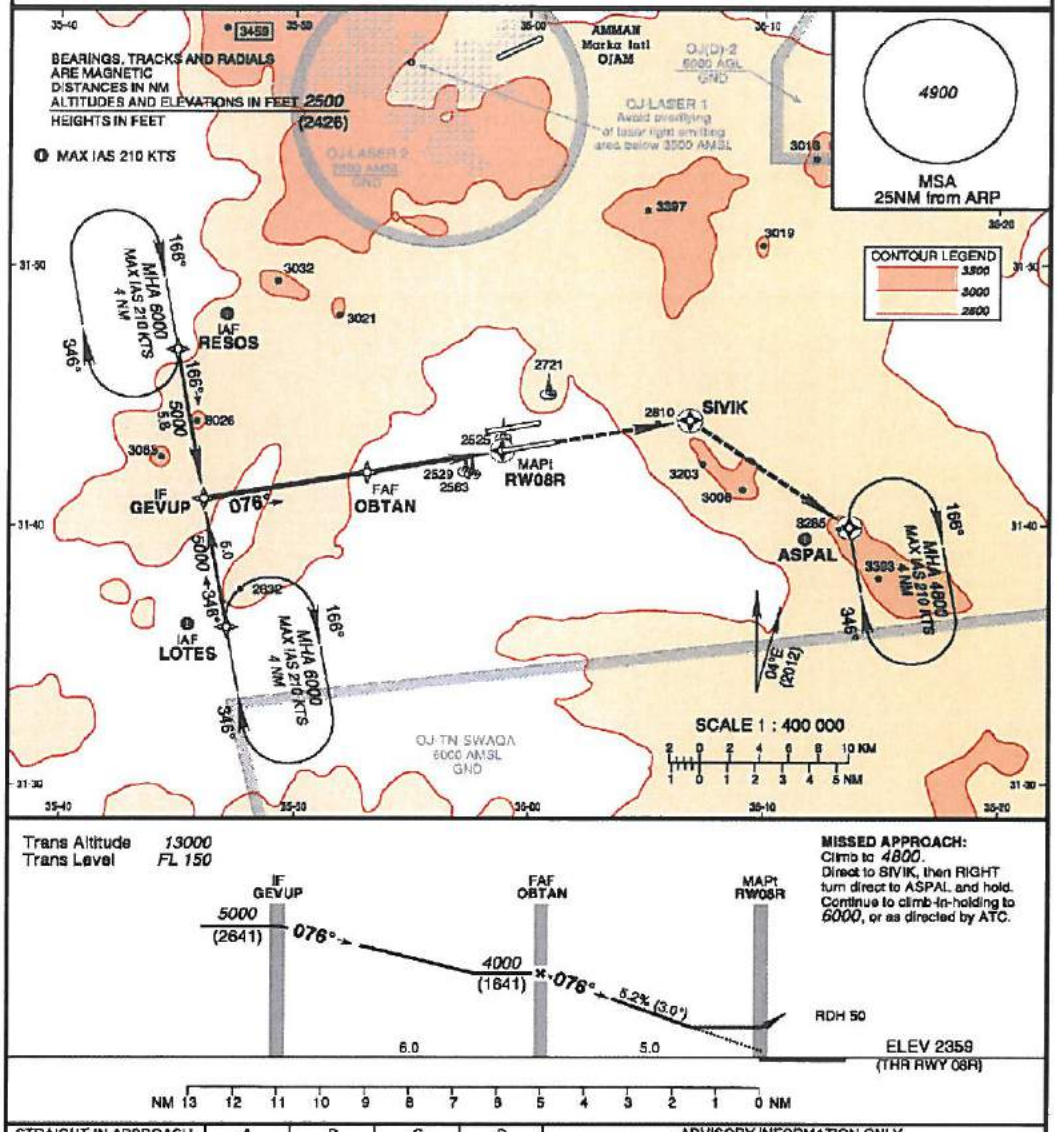
Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	LOTES	N		4.0°E			+6000	210 kts		RNP APCH
TF	OBSAL	N	346.39°	4.0°E	5.8*		+5000	210 kts		RNP APCH
TF	MITUL	N	076.39°	4.0°E	5.6*	right	+4000			RNP APCH
TF	AI090	N	076.43°	4.0°E	2.2*		+3296			RNP APCH
TF	RW08L	Y	076.38°	4.0°E	2.8*		@2412		-3.0 / 50'	RNP APCH
DF	KITUT	Y		4.0°E				210 kts		RNP APCH
DF	RESOS	Y		4.0°E		left	+6000	210 kts		RNP APCH

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) RWY 08L

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
RESOS (IAF)	N31°46'46.57''	E035°44'59.07''	N31°46.776'	E035°44.985'	
LOTES (IAF)	N31°36'04.89''	E035°47'05.83''	N31°36.082'	E035°47.097'	
OBSAL (IF)	N31°41'50.47''	E035°45'57.39''	N31°41.841'	E035°45.957'	
MITUL (FAF)	N31°42'46.29''	E035°52'24.22''	N31°42.772'	E035°52.404'	
AI090 (SDF)	N31°43'08.36''	E035°54'57.49''	N31°43.139'	E035°54.958'	
RW08L (MAPt)	N31°43'36.22''	E035°58'10.11''	N31°43.604'	E035°58.169'	
KITUT (MAF)	N31°44'45.05''	E036°06'05.76''	N31°44.751'	E036°06.096'	
RESOS (MAHF)	N31°46'46.57''	E035°44'59.07''	N31°46.776'	E035°44.985'	

INSTRUMENT APPROACH CHART - ICAO	AD ELEV 2397 FT HEIGHTS RELATED TO THR RWY 08R ELEV 2359 FT	ATIS 127.600 APP 128.900 TWR 118.100	AMMAN/Queen Alia Intl (OJAI) **RNAV (GNSS) RWY 08R**



STRAIGHT-IN APPROACH		A	B	C	D
LNAV	OCA(H)	2780 (421)			
LNAV/VNAV	OCA(H)	2810 (451)			
CIRCLING		A	B	C	D
	OCA(H)	3020 (623)		3210 (813)	3400 (1003)

ADVISORY INFORMATION ONLY			
FAF to THR NM	4	3	2
Altitude (Height)	3633 (1274)	3314 (955)	2996 (637)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.
5. DME/DME not authorized.

Holding Instruction/Areas RNAV (GNSS) RWY 08R

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	RESOS	166.40°	4.0 NM	R	6000	-	210 kts	4.0°E	
Hold	LOTES	346.41°	4.0 NM	R	6000	-	210 kts	4.0°E	
Hold	ASPAL	346.34°	4.0 NM	R	4800	-	210 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 08R

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	RESOS	N		4.0°E			+6000	210 kts		RNP APCH
TF	GEVUP	N	166.40°	4.0°E	5.8*		+5000			RNP APCH
TF	OBTAN	N	076.37°	4.0°E	6.0*	left	+4000			RNP APCH
TF	RW08R	Y	076.34°	4.0°E	5.0*		@2409		-3.0 / 50'	RNP APCH
DF	SIVIK	Y		4.0°E						RNP APCH
DF	ASPAL	Y		4.0°E		right	+4800	210 kts		RNP APCH

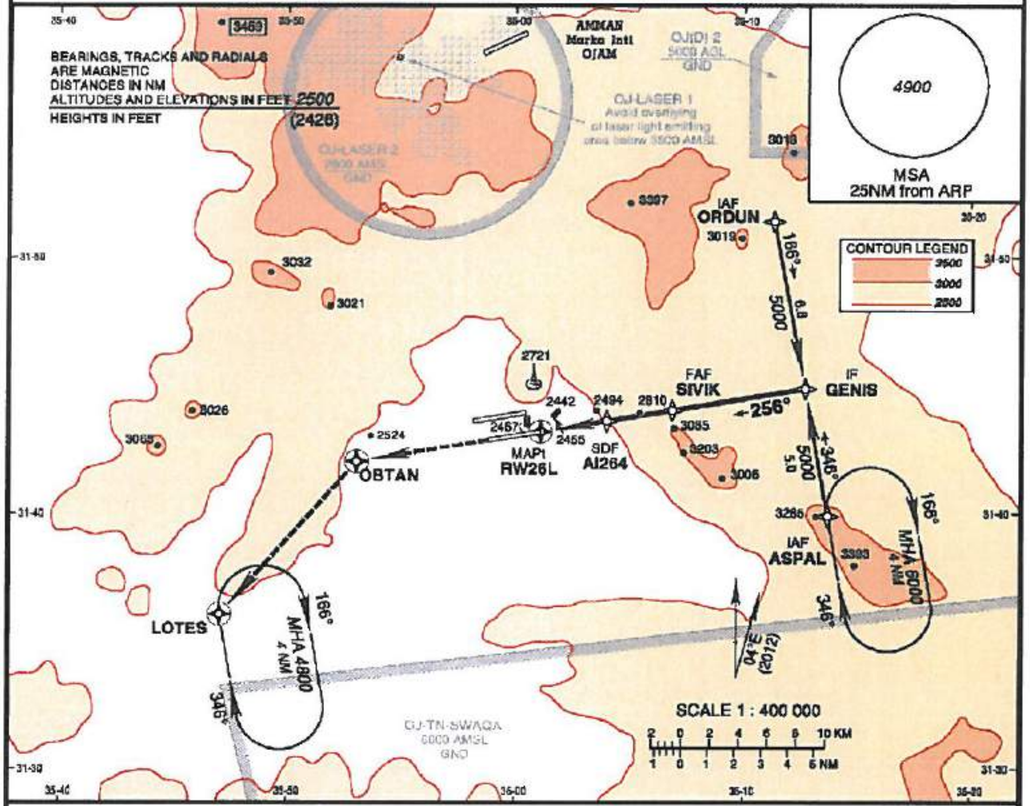
Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	LOTES	N		4.0°E			+6000	210 kts		RNP APCH
TF	GEVUP	N	346.42°	4.0°E	5.0*		+5000			RNP APCH
TF	OBTAN	N	076.37°	4.0°E	6.0*	right	+4000			RNP APCH
TF	RW08R	Y	076.34°	4.0°E	5.0*		@2409		-3.0 / 50'	RNP APCH
DF	SIVIK	Y		4.0°E						RNP APCH
DF	ASPAL	Y		4.0°E		right	+4800	210 kts		RNP APCH

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) RWY 08R

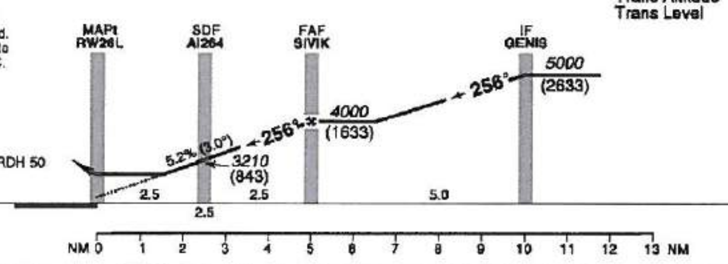
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
RESOS (IAF)	N31°46'46.57''	E035°44'59.07''	N31°46.776'	E035°44.985'	
LOTES (IAF)	N31°36'04.89''	E035°47'05.83''	N31°36.082'	E035°47.097'	
GEVUP (IF)	N31°41'01.34''	E035°46'07.33''	N31°41.022'	E035°46.122'	
OBTAN (FAF)	N31°42'01.53''	E035°53'03.54''	N31°42.026'	E035°53.059'	
RW08R (MAPt)	N31°42'51.78''	E035°58'49.84''	N31°42.863'	E035°58.831'	
SIVIK (MAF)	N31°44'01.40''	E036°06'50.97''	N31°44.023'	E036°06.850'	
ASPAL (MAHF)	N31°39'55.45''	E036°13'38.19''	N31°39.924'	E036°13.637'	

INSTRUMENT APPROACH CHART - ICAO	AD ELEV 2397 FT HEIGHTS RELATED TO THR RWY 26L ELEV 2367 FT	ATIS APP TWR	127.600 128.900 118.100	AMMAN/Queen Alia Intl (OJAI) **RNAV (GNSS) RWY 26L**



MISSED APPROACH:
Climb to *4800*.
Direct to OBTAN, then LEFT turn direct to LOTES and hold.
Continue to climb-in-holding to *6000*, or as directed by ATC.

Trans Altitude	*13000*
Trans Level	*FL 150*



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	*2690* (323)	*2710* (343)		
LNAV	OCA(H)	*2740* (373)			
CIRCLING		A	B	C	D
	OCA(H)	*3020* (623)		*3210* (813)	*3400* (1003)

ADVISORY INFORMATION ONLY				
FAF to THR	NM	2	3	4
Altitude (Height)		3004 (637)	3322 (955)	3641 (1274)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.
5. DME/DME not authorized.
6. MAX IAS 210 KTS for Approach and Holdings.

Holding Instruction/Areas RNAV (GNSS) RWY 26L

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	LOTES	346.42	4.0 NM	R	4800	-	210 kts	4.0°E	
Hold	ASPAL	346.34	4.0 NM	R	6000	-	210 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 26L

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	ASPAL	N		4.0°E			+6000	210 kts		RNP APCH
TF	GENIS	N	346.34°	4.0°E	5.0*		+5000	210 kts		RNP APCH
TF	SIVIK	N	256.41°	4.0°E	5.0*	left	+4000	210 kts		RNP APCH
TF	AI264	N	256.38°	4.0°E	2.5*		+3210	210 kts		RNP APCH
TF	RW26L	Y	256.42°	4.0°E	2.5*		@2417	210 kts	-3.0 / 50'	RNP APCH
DF	OBTAN	Y		4.0°E						RNP APCH
DF	LOTES	Y		4.0°E		left	+4800	210 kts		RNP APCH

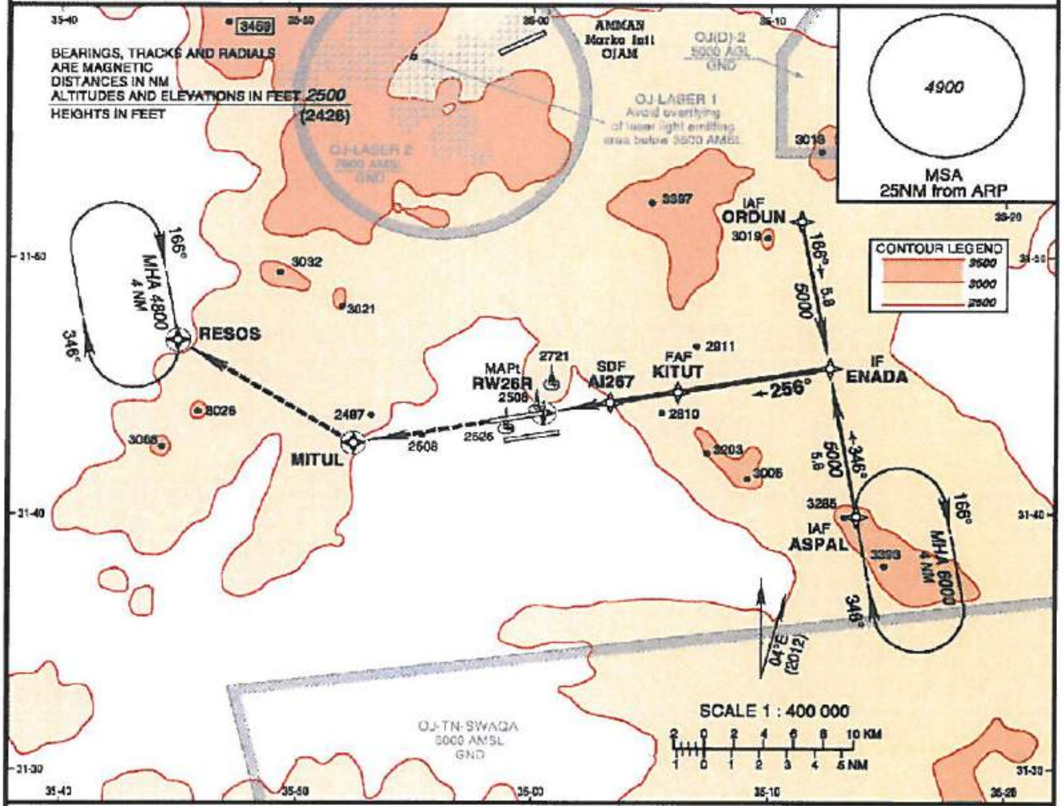
Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	ORDUN	N		4.0°E			+6000	210 kts		RNP APCH
TF	GENIS	N	166.34°	4.0°E	6.6*		+5000	210 kts		RNP APCH
TF	SIVIK	N	256.41°	4.0°E	5.0*	right	+4000	210 kts		RNP APCH
TF	AI264	N	256.38°	4.0°E	2.5*		+3210	210 kts		RNP APCH
TF	RW26L	Y	256.42°	4.0°E	2.5*		@2417	210 kts	-3.0 / 50'	RNP APCH
DF	OBTAN	Y		4.0°E						RNP APCH
DF	LOTES	Y		4.0°E		left	+4800	210 kts		RNP APCH

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) RWY 26L

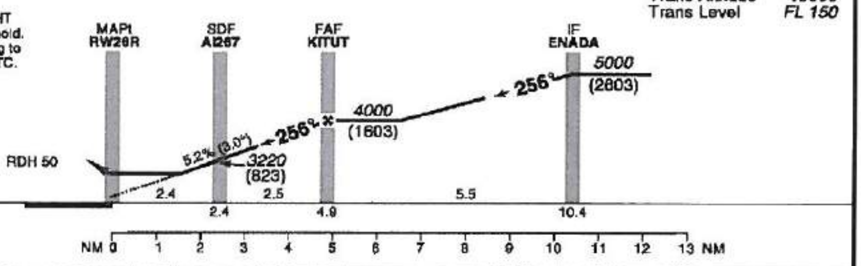
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
ASPAL (IAF)	N31°39'55.45"	E036°13'38.19"	N31°39.924'	E036°13.637'	
ORDUN (IAF)	N31°51'24.02"	E036°11'21.01"	N31°51.400'	E036°11.350'	
GENIS (IF)	N31°44'51.83"	E036°12'39.17"	N31°44.864'	E036°12.653'	
SIVIK (FAF)	N31°44'01.40"	E036°06'50.97"	N31°44.023'	E036°06.850'	
AI264 (SDF)	N31°43'36.57"	E036°03'59.82"	N31°43.610'	E036°03.997'	
RW26L (MAPt)	N31°43'11.58"	E036°01'06.90"	N31°43.193'	E036°01.115'	
OBTAN (MAF)	N31°42'01.53"	E035°53'03.54"	N31°42.026'	E035°53.059'	
LOTES (MAHF)	N31°36'04.89"	E035°47'05.83"	N31°36.082'	E035°47.097'	

INSTRUMENT APPROACH CHART - ICAO	AD ELEV 2397 FT HEIGHTS RELATED TO THR RWY 26R ELEV 2397 FT	ATIS APP TWR	127.600 128.900 118.100	AMMAN/Queen Alia Intl (OJAI) **RNAV (GNSS) RWY 26R**



MISSED APPROACH:
Climb to *4800*.
Direct to MITUL, then RIGHT turn direct to RESOS and hold.
Continue to climb-in-holding to *6000*, or as directed by ATC.

Trans Altitude *13000*
Trans Level *FL 150*



STRAIGHT-IN APPROACH		A	B	C	D
LNAV	OCA(H)	*2760* (363)			
LNAV/VNAV	OCA(H)	*2780* (383)	*2800* (403)	*2820* (423)	
CIRCLING		A	B	C	D
	OCA(H)	*3020* (623)		*3210* (813)	*3400* (1003)

ADVISORY INFORMATION ONLY				
FAF to THR	NM	2	3	4
Altitude (Height)		3034 (637)	3352 (955)	3671 (1274)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.
5. DME/DME not authorized.
6. MAX IAS 210 KTS for Approach and Holdings.

Holding Instruction/Areas RNAV (GNSS) RWY 26R

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	ASPAL	346.34	4.0 NM	R	6000	-	210 kts	4.0°E	
Hold	RESOS	166.44	4.0 NM	R	4800	-	210 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 26R

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	ASPAL	N		4.0°E			+6000	210 kts		RNP APCH
TF	ENADA	N	346.36°	4.0°E	5.8*		+5000	210 kts		RNP APCH
TF	KITUT	N	256.41°	4.0°E	5.5*	left	+4000	210 kts		RNP APCH
TF	AI267	N	256.39°	4.0°E	2.5*		+3220	210 kts		RNP APCH
TF	RW26R	Y	256.40°	4.0°E	2.4*		@2447	210 kts	-3.0 / 50'	RNP APCH
DF	MITUL	Y		4.0°E						RNP APCH
DF	RESOS	Y		4.0°E		right	+4800	210 kts		RNP APCH

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	ORDUN	N		4.0°E			+6000	210 kts		RNP APCH
TF	ENADA	N	166.32°	4.0°E	5.8*		+5000	210 kts		RNP APCH
TF	KITUT	N	256.41°	4.0°E	5.5*	right	+4000	210 kts		RNP APCH
TF	AI267	N	256.39°	4.0°E	2.5*		+3220	210 kts		RNP APCH
TF	RW26R	Y	256.40°	4.0°E	2.4*		@2447	210 kts	-3.0 / 50'	RNP APCH
DF	MITUL	Y		4.0°E						RNP APCH
DF	RESOS	Y		4.0°E		right	+4800	210 kts		RNP APCH

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) RWY 26R

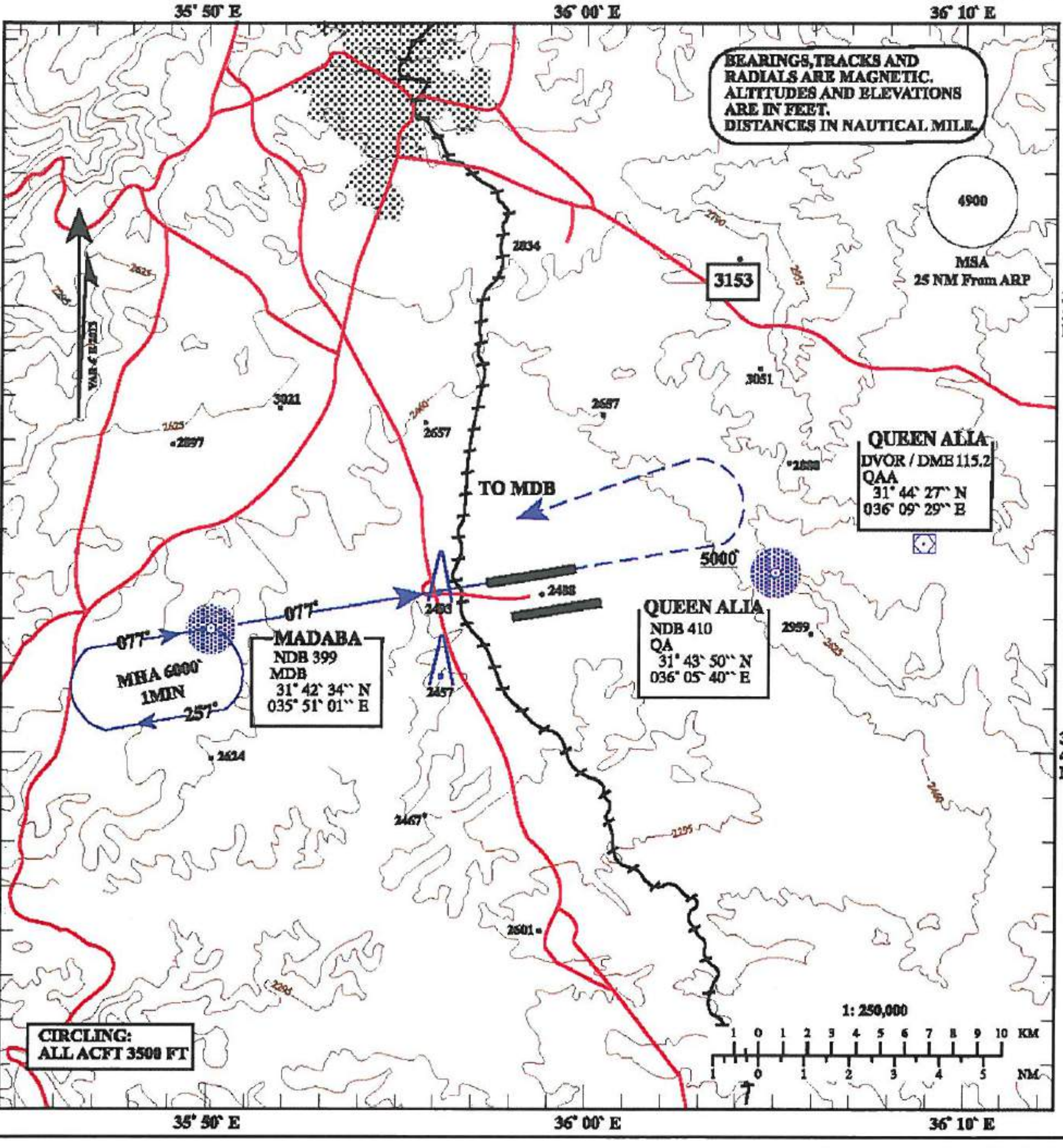
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
ASPAL (IAF)	N31°39'55.45"	E036°13'38.19"	N31°39.924'	E036°13.637'	
ORDUN (IAF)	N31°51'24.02"	E036°11'21.01"	N31°51.400'	E036°11.350'	
ENADA (IF)	N31°45'40.61"	E036°12'29.57"	N31°45.677'	E036°12.493'	
KITUT (FAF)	N31°44'45.05"	E036°06'05.76"	N31°44.751'	E036°06.096'	
AI267 (SDF)	N31°44'20.43"	E036°03'15.84"	N31°44.341'	E036°03.264'	
RW26R (MAPt)	N31°43'56.07"	E036°00'27.45"	N31°43.935'	E036°00.458'	
MITUL (MAF)	N31°42'46.29"	E035°52'24.22"	N31°42.772'	E035°52.404'	
RESOS (MAHF)	N31°46'46.57"	E035°44'59.07"	N31°46.776'	E035°44.985'	

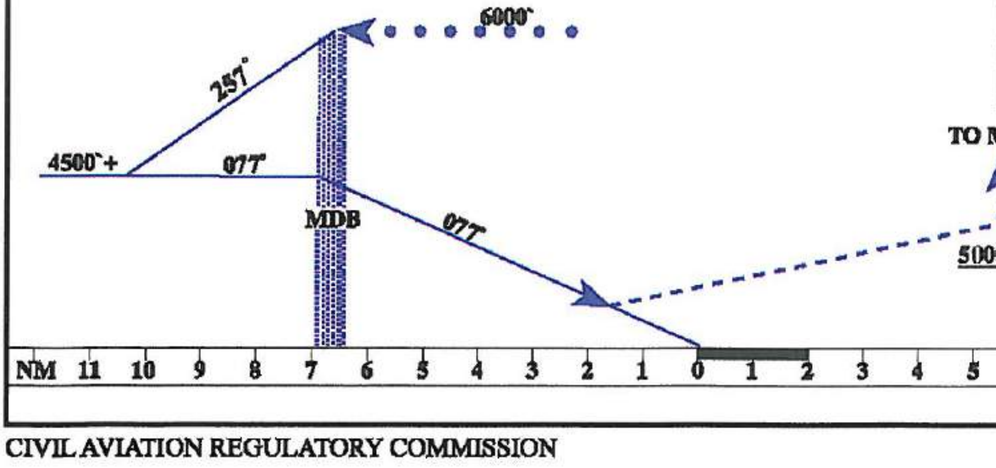
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 2397 FT
HEIGHTS RELATED TO
THR RWY 08L 2362 FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
NDB RWY 08L
(OJAI)





MISSED APPROACH
CLIMB STRAIGHT AHED TO 5000'
TURN LEFT TO MDB
MAINTAINING 5000'. CONTACT ATC

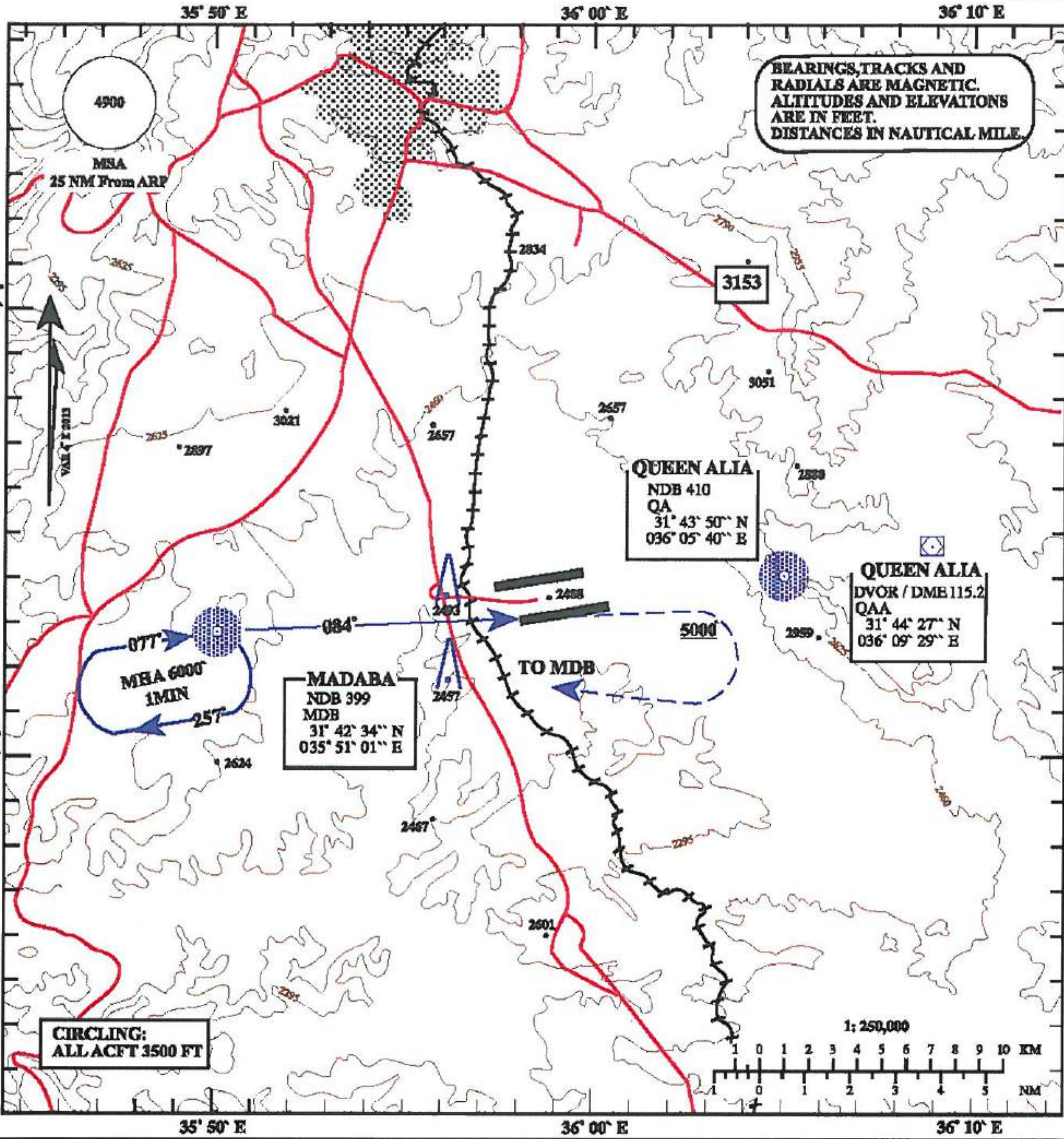
	MDA / H
NDB	2960 / 600

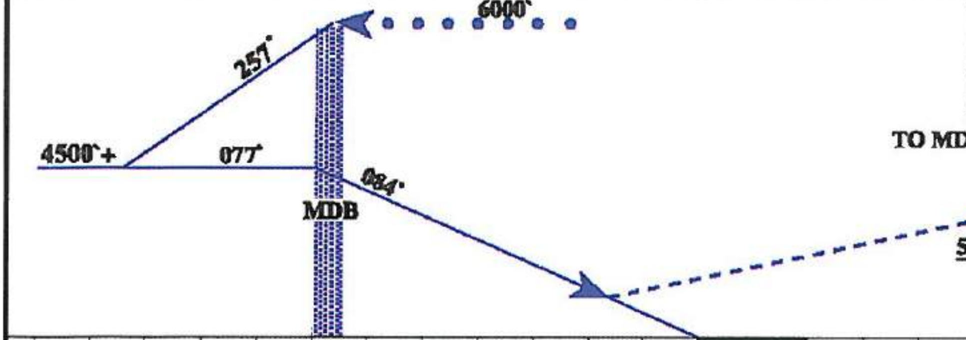
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 2397 FT
HEIGHTS RELATED TO
THR RWY 08R 2359 FT

TWR 119.8
APP 128.9

AMMAN / QUEEN ALIA
NDB RWY 08R
(OJAI)





MISSED APPROACH

CLIMB STRAIGHT AHEAD TO 5000'
TURN RIGHT TO MDB
MAINTAINING 5000'. CONTACT ATC

MDA / H	
NDB	2957 / 600

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	4^0 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 2.18 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.
Fire 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
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	113.1MHZ CH78X	H24	293458.54N 0350028.90E	57.5 M	Coverage 56NM. 0.9NM from THR RWY 01.
LLZ RWY 01 ILS CAT I	IAQA	110.10MHZ	H24	293736.30N 0350124.09E		330M from THR RWY 19.
GP RWY 01		334.4MHZ	H24	293603.92N 0350047.37E		212M from THR RWY 01. Angle 3 DEG. RDH 14.54M.
DME	IAQA	999MHZ CH38X	H24	293603.92N 0350047.37E	57M	
LLZ RWY 19 ILS CAT I	IKHA	110.9MHZ	H24	293544.009N 0350044.812E	52.875M	290M from THR RWY 01
GP RWY 19		330.8MHZ	H24	293719.189N 0350113.247E		265M from THR RWY 19 Angel 3 DEG
DME	IKHA	1007MHZ CH46X	H24	293719.189N 035113.247E	37M	

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

OJAQ AD 2.22 FLIGHT PROCEDURES

Local Flying Regulations: Right hand circuit RWY 01 , Left hand circuit RWY 19 , pilots to use caution to remain within Jordanian Airspace .

OJAQ AD 2.23 ADDITIONAL INFORMATION

NIL.

OJAQ AD 2.24 CHARTS RELATED TO AN AERODROME

NR	CHART TYPE	PAGE NR (OJAQ)
1	AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.24.3-1
2	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 01	AD 2.24.4-1
3	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 19	AD 2.24.4-2
4	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 01	AD 2.24.6-1
5	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY	AD 2.24.6-5
6	STANDARD DEPARTURE CHART INSTRUMENT - ICAO RWY 01	AD 2.24.6-9
7	STANDARD DEPARTURE CHART INSTRUMENT - ICAO RWY 19	AD 2.24.6-10
8	STANDARD ARRIVAL CHART INSTRUMENT- ICAO - RNAV (GNSS) RWY 01	AD 2.24.7-1
9	STANDARD ARRIVAL CHART INSTRUMENT- ICAO - RNAV (GNSS) RWY 19	AD 2.24.7-5
10	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 01	AD 2.24.8-1
11	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 01	AD 2.24.8-3
12	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 19	AD 2.24.8-5
13	VISUAL APPROACH CHART - ICAO	AD 2.24.9-1

AERODROME GROUND
MOVEMENT CHART - ICAO

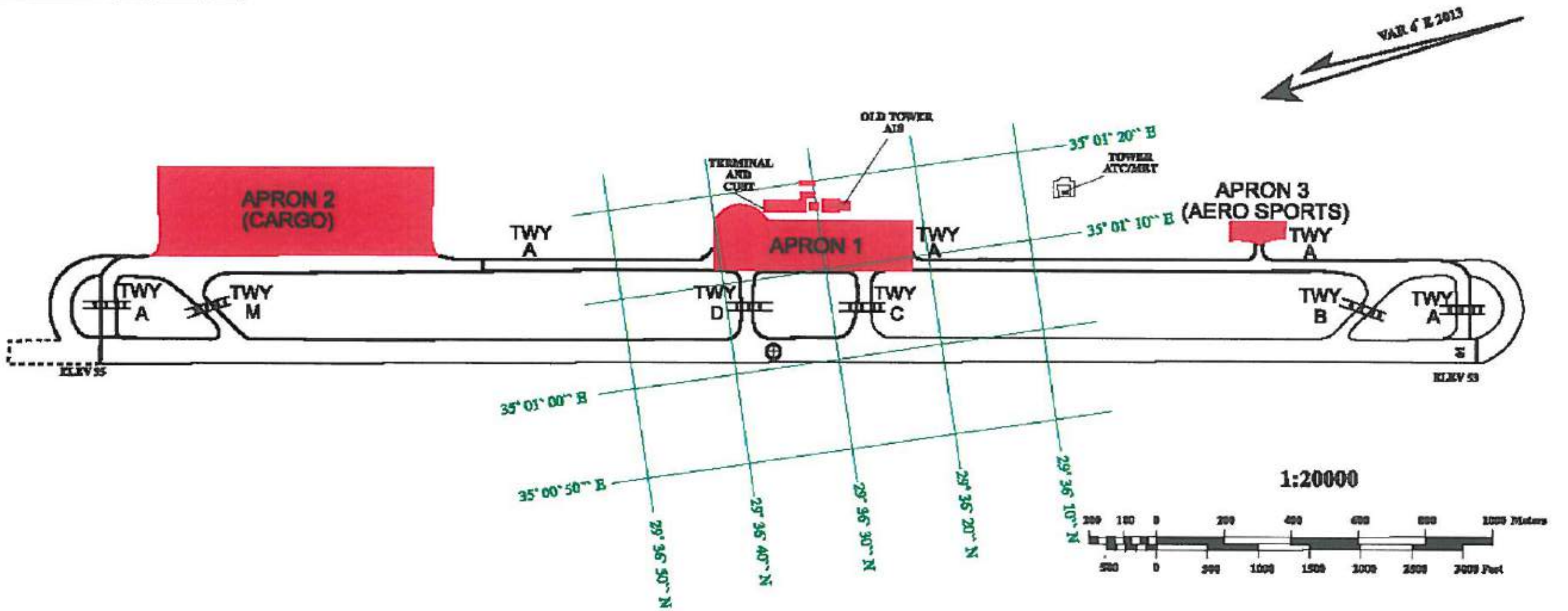
TWR 118.1
APRON 121.9

AQABA/KING HUSSEIN
(OJAQ)

TWY A and B	33.5m WIDE
TWY C	38m WIDE
TWY D and M	39m WIDE

BEARING STRENGTH PCN-54/F/A/W

ELEVATIONS IN METERS.
BEARINGS ARE MAGNETIC.



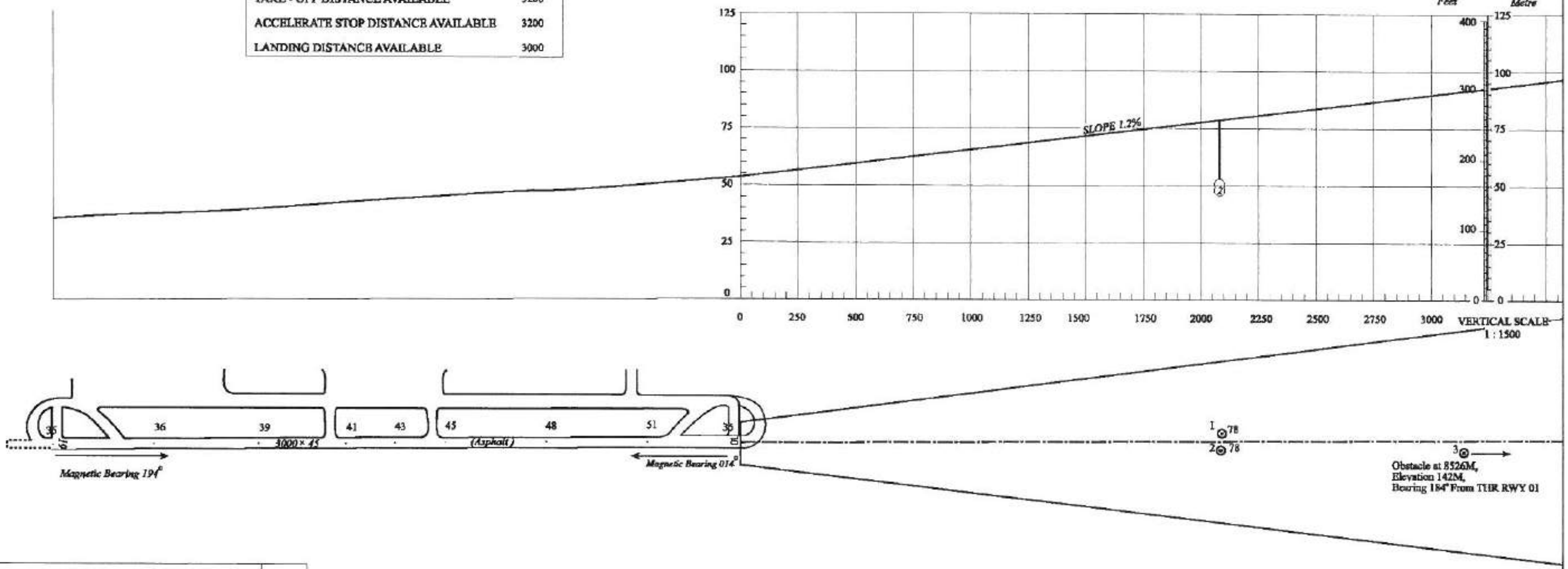
DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO

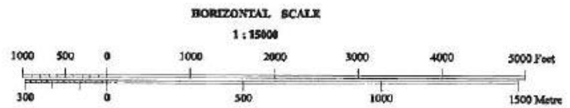
TYPE A (OPERATING LIMITATIONS)

AQABA/KING HUSSEIN
(OJAQ) RWY 01

DECLARED DISTANCES	RWY 01
TAKE - OFF RUN AVAILABLE	3000
TAKE - OFF DISTANCE AVAILABLE	3200
ACCELERATE STOP DISTANCE AVAILABLE	3200
LANDING DISTANCE AVAILABLE	3000



LEGEND	
IDENTIFICATION NUMBER	(1)
MOSQUE	
TREE OR SHRUB	
BUILDING OR LARGE STRUCTURE	
TERRAIN PENETRATING OBSTACLE ETC PLANE	
POLE, TOWER, SPIRE, ANTENNA ETC	



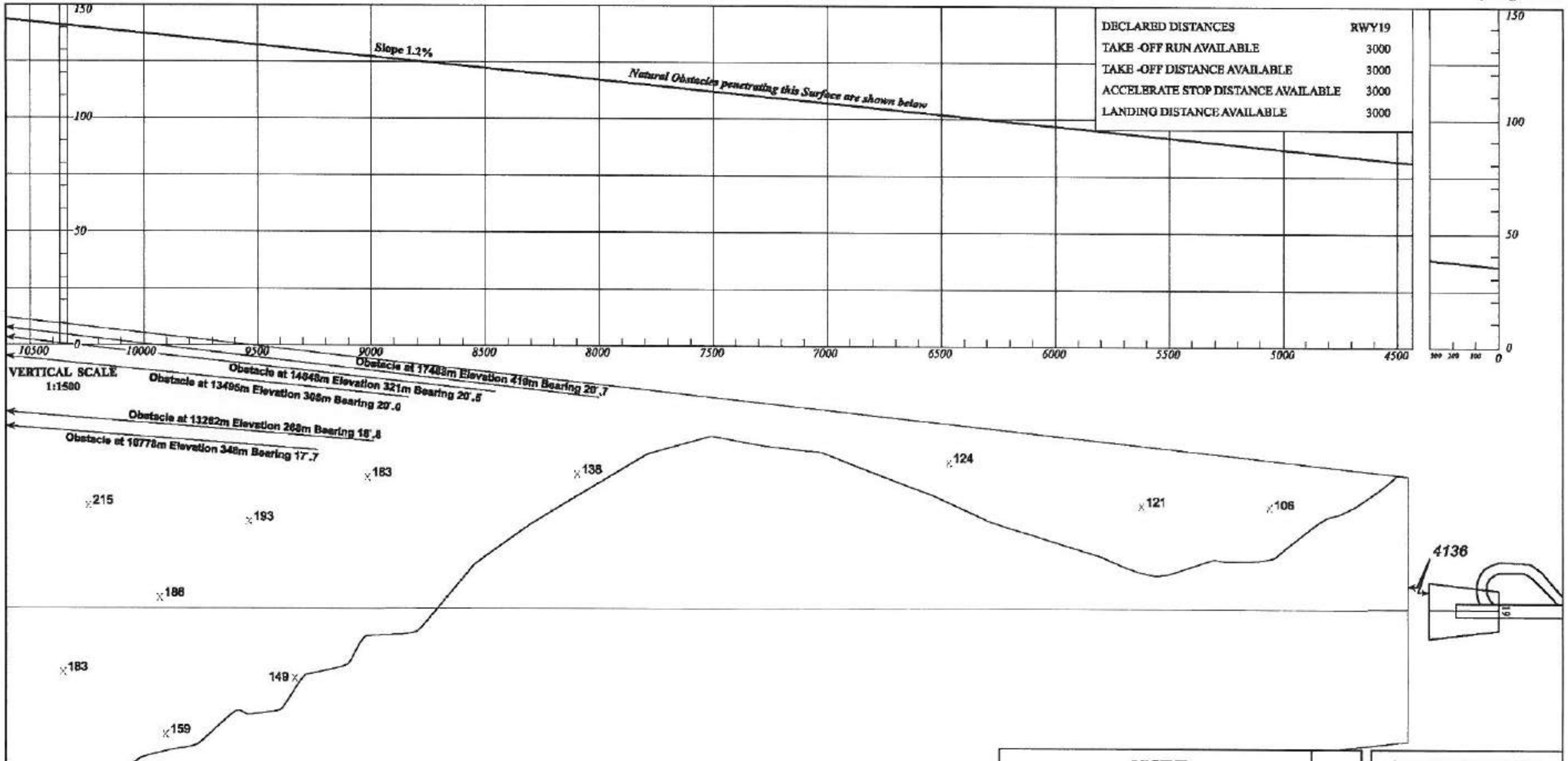
AMENDMENT RECORD		
NO.	DATE	ENTERED BY

DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

AQABA/KING HUSSEIN
(OJAQ) RWY 19



DECLARED DISTANCES	RWY19
TAKE -OFF RUN AVAILABLE	3000
TAKE -OFF DISTANCE AVAILABLE	3000
ACCELERATE STOP DISTANCE AVAILABLE	3000
LANDING DISTANCE AVAILABLE	3000

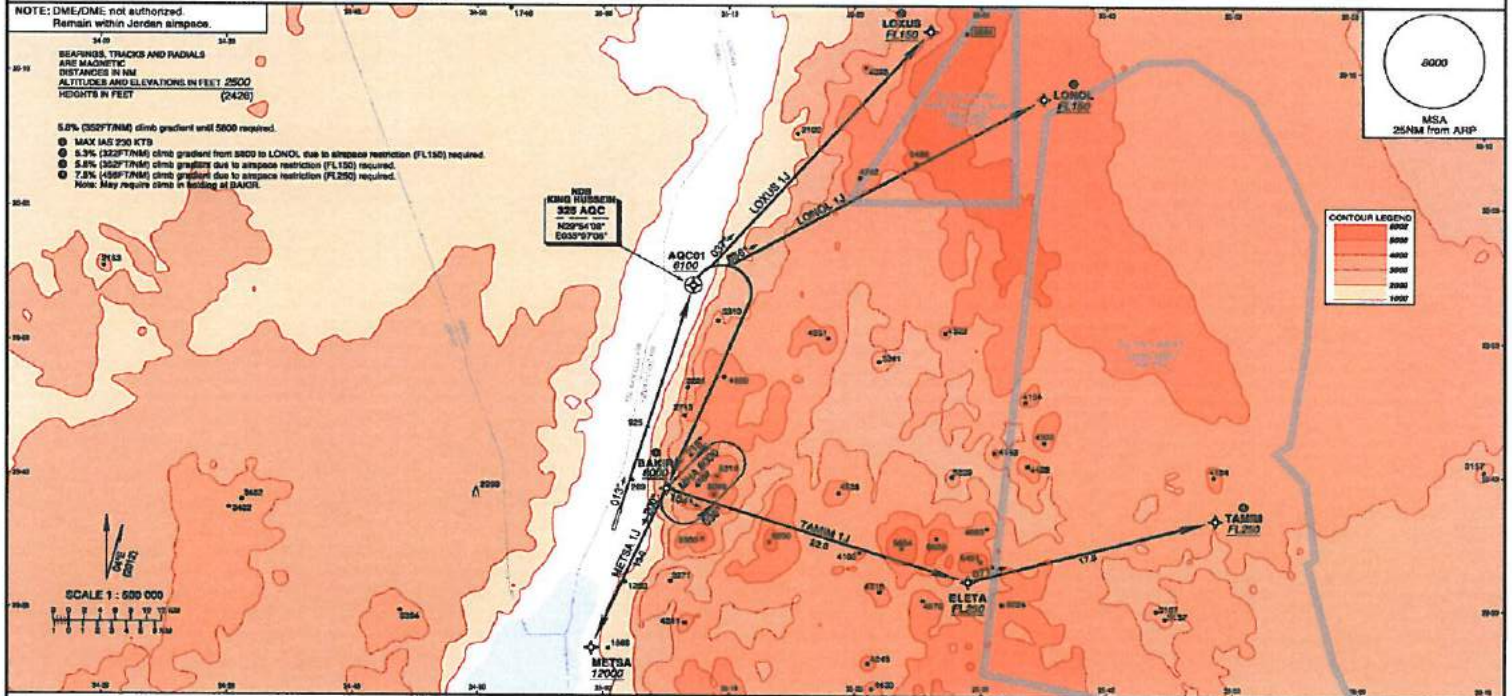
LEGEND

- IDENTIFICATION NUMBER
- MOSQUE
- TREE OF SHRUB
- BUILDING OF LARGE STRUCTURE
- TERRAIN PENETRATING OBSTACLE PLANE
- POLE, TOWER, SPIRE, ANTENNA ETC

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO	AD ELEV 174 FT Trans Alt 13000 Trans Level FL 150	ATIS 127.600 APP 119.200 TWR 118.100	AQABA/King Hussein Intl (OJAQ) **SID RNAV (GNSS) RWY 01**

LOXUS 1J, LONOL 1J, TAMIM 1J, METSA 1J RNAV (GNSS) DEPARTURE



	INITIAL CLIMB
AQC01	Climb direct to AQC01, cross AQC01 at or above 6100, then
TRANSITION	**ROUTING**
LOXUS 1J	RIGHT turn on track 037° to LOXUS, cross LOXUS at or above FL150.
LONOL 1J	RIGHT turn on track 056° to LONOL, cross LONOL at or above FL150.
TAMIM 1J	RIGHT turn direct to BAKIR, cross BAKIR at or above 8000, then LEFT turn on track 104° to ELETA, cross ELETA at or above FL250, then LEFT turn on track 071° to TAMIM, cross TAMIM at or above FL250.
METSA 1J	RIGHT turn direct to BAKIR, cross BAKIR at or above 8000, then on track 200° to METSA, cross METSA at or above 12000.

Route Description: RNAV (GNSS) DEPARTURE RWY 01

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOXUS 1J									
	AER 01						4°E		RNAV 1
DF	AQC01	Y			+6100		4°E		RNAV 1
TF	LOXUS	N	036.93°	right	+FL150		4°E	24.96*	RNAV 1
LONOL 1J									
	AER 01						4°E		RNAV 1
DF	AQC01	Y			+6100		4°E		RNAV 1
TF	LONOL	N	056.11°	right	+FL150		4°E	27.87*	RNAV 1
TAMIM 1J									
	AER 01						4°E		RNAV 1
DF	AQC01	Y			+6100		4°E		RNAV 1
DF	BAKIR	N		right	+8000		4°E		RNAV 1
TF	ELETA	N	104.34°	left	+FL250		4°E	22.06*	RNAV 1
TF	TAMIM	N	070.77°	left	+FL250		4°E	17.77*	RNAV 1
METSA 1J									
	AER 01						4°E		RNAV 1
DF	AQC01	Y			+6100		4°E		RNAV 1
DF	BAKIR	N		right	+8000		4°E		RNAV 1
TF	METSA	N	199.66°		+12000		4°E	12.95*	RNAV 1

* Direct distance (NM) between waypoints.

Holding Instruction/Areas RNAV (GNSS) DEPARTURE RWY 01

Path descriptor	Fix identifier	Inbound course °M	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Mag Var	Navigation specification
Hold	BAKIR	218.00°	4 NM	L	8000	-	230 kts	4.0°E	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 01

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 01	N29°35'53.00''	E035°00'47.97''	N29°35.883'	E035°00.800'	
AQC01	N29°54'08.21''	E035°07'08.39''	N29°54.137'	E035°07.140'	
LOXUS	N30°13'00.90''	E035°26'00.70''	N30°13.015'	E036°26.012'	
LONOL	N30°08'00.60''	E035°35'00.10''	N30°08.010'	E035°35.002'	
BAKIR	N29°39'00.40''	E035°05'00.05''	N29°39.007'	E035°05.001'	
ELETA	N29°32'00.80''	E035°29'00.10''	N29°32.013'	E035°29.002'	
TAMIM	N29°36'40.00''	E035°48'40.00''	N29°36.667'	E035°48.667'	
METSA	N29°27'07.00''	E034°59'03.00''	N29°27.117'	E034°59.050'	

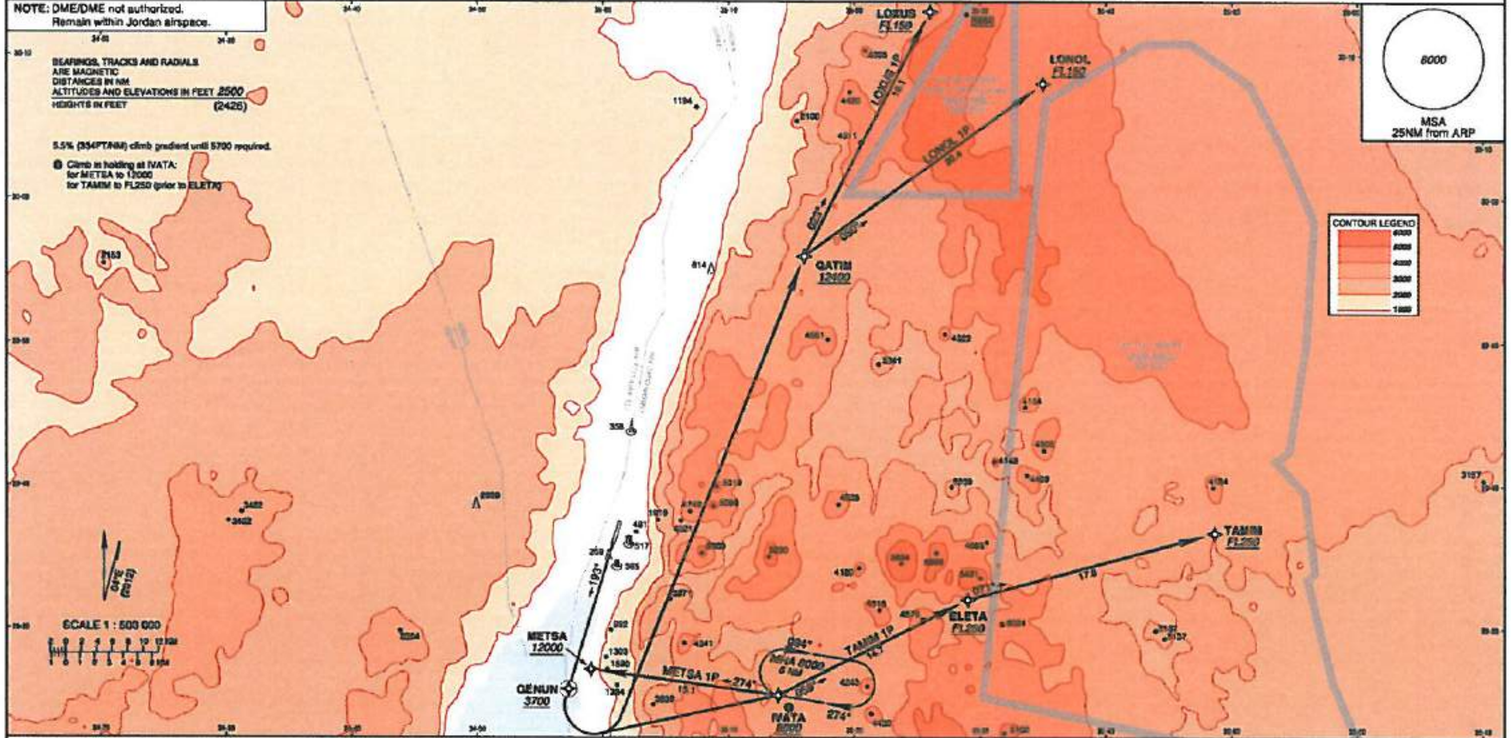
STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 174 FT
Trans Alt 13000
Trans Level FL 150

ATIS	127.600
APP	119.200
TWR	118.100

AQABA/King Hussein Intl (OJAQ)
SID RNAV (GNSS) RWY 19

LOXUS 1P, LONOL 1P, TAMIM 1P, METSA 1P RNAV (GNSS) DEPARTURE



INITIAL CLIMB	
IVATA	Climb direct to GENUN, cross GENUN at or above 3700, then
TRANSITION	**ROUTING**
LOXUS 1P	LEFT turn direct to QATIM, cross QATIM at or above 12400, then on track 023° to LOXUS, cross LOXUS at or above FL150.
LONOL 1P	LEFT turn direct to QATIM, cross QATIM at or above 12400, then RIGHT turn on track 050° to LONOL, cross LONOL at or above FL150.
TAMIM 1P	LEFT turn direct to IVATA, cross IVATA at or above 8000, then climb in hold at IVATA to FL250, then on track 059° to ELETA, then RIGHT turn on track 071° to TAMIM.
METSA 1P	LEFT turn direct to IVATA, cross IVATA at or above 8000, then climb in hold at IVATA to 12000, then on track 274° to METSA.

Route Description: RNAV (GNSS) DEPARTURE RWY 19

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Turn Direction	Altitude	Speed	Magnetic Variation	Distance	Navigation Specification
LOXUS 1P									
	AER 19						4°E		RNAV 1
DF	GENUN	Y			+3700		4°E		RNAV 1
DF	QATIM	N		left	+12400		4°E		RNAV 1
TF	LOXUS	N	023.06°		+FL150		4°E	19.07*	RNAV 1
LONOL 1P									
	AER 19						4°E		RNAV 1
DF	GENUN	Y			-3700		4°E		RNAV 1
DF	QATIM	N		left	+12400		4°E		RNAV 1
TF	LONOL	N	049.93°	right	+FL150		4°E	20.39*	RNAV 1
TAMIM 1P									
	AER 19						4°E		RNAV 1
DF	GENUN	Y			+3700		4°E		RNAV 1
DF	IVATA	N		left	+8000		4°E		RNAV 1
TF	ELETA	N	059.05°		+FL250		4°E	14.74*	RNAV 1
TF	TAMIM	N	070.77°	right	+FL250		4°E	17.77*	RNAV 1
METSA 1P									
	AER 19						4°E		RNAV 1
DF	GENUN	Y			+3700		4°E		RNAV 1
DF	IVATA	N		left	-8000		4°E		RNAV 1
TF	METSA	N	273.86°	left	+12000		4°E	13.13*	RNAV 1

* Direct distance (NM) between waypoints.

Holding Instruction/Areas RNAV (GNSS) DEPARTURE RWY 19

Path descriptor	Fix identifier	Inbound course °M	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Mag Var	Navigation specification
Hold	IVATA	273.86°	5.0 NM	R	8000	-		4.0°E	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 19

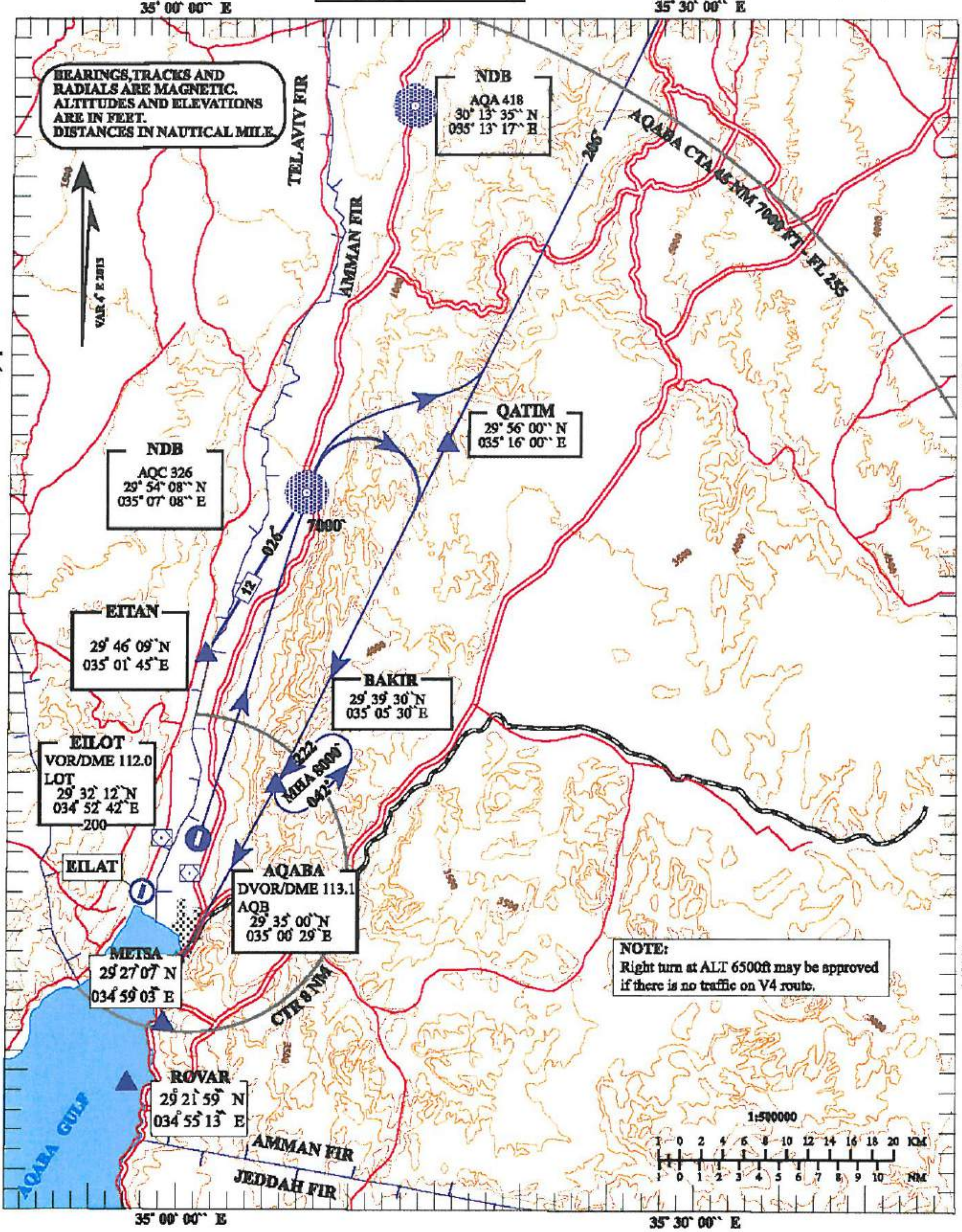
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
AER 19	N29°37'26.26''	E035°01'20.59''	N29°37.438'	E035°01.343'	
GENUN	N29°25'44.63''	E034°57'15.28''	N29°25.744'	E034°57.255'	
QATIM	N29°56'00.00''	E035°16'00.00''	N29°56.000'	E035°16.000'	
LOXUS	N30°13'00.90''	E035°26'00.70''	N30°13.015'	E036°26.012'	
LONOL	N30°08'00.60''	E035°35'00.10''	N30°08.010'	E035°35.002'	
IVATA	N29°25'19.92''	E035°13'56.69''	N29°25.332'	E035°13.945'	
ELETA	N29°32'00.80''	E035°29'00.10''	N29°32.013'	E035°29.002'	
TAMIM	N29°36'40.00''	E035°48'40.00''	N29°36.667'	E035°48.667'	
METSA	N29°27'07.00''	E034°59'03.00''	N29°27.117'	E034°59.050'	

STANDARD DEPARTURE CHART
INSTRUMENT (SID) ICAO

TRANSITION ALTITUDE
13000 FT

APP 119.2
TWR 118.1

AQABA/KING HUSSEIN
(OJAQ) RWY 01

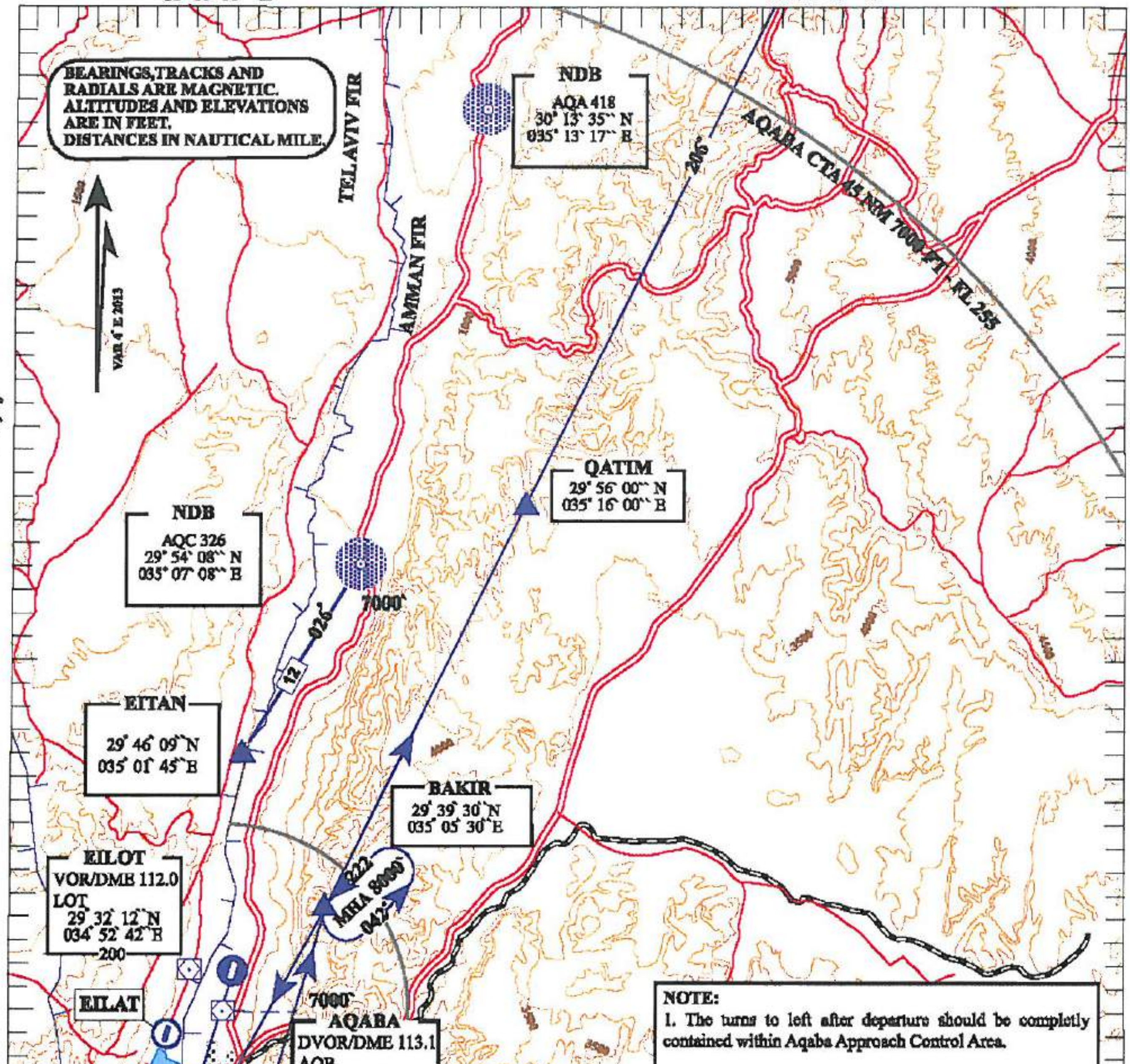


STANDARD DEPARTURE CHART
INSTRUMENT (SID) ICAO

TRANSITION ALTITUDE
13000 FT

APP 119.2
TWR 118.1

AQABA/KING HUSSEIN
(OJAQ) RWY 19



NOTE:

1. The turns to left after departure should be completely contained within Aqaba Approach Control Area.

2. All traffic departing or arriving Aqaba/King Hussein International aerodrome shall adhere to the standard SIDs and Approach IFR joining instructions as published in Jordan AIP.

3. ACFT unable to comply with the SID profiles restrictions must request non-standard departure clearance on start up.

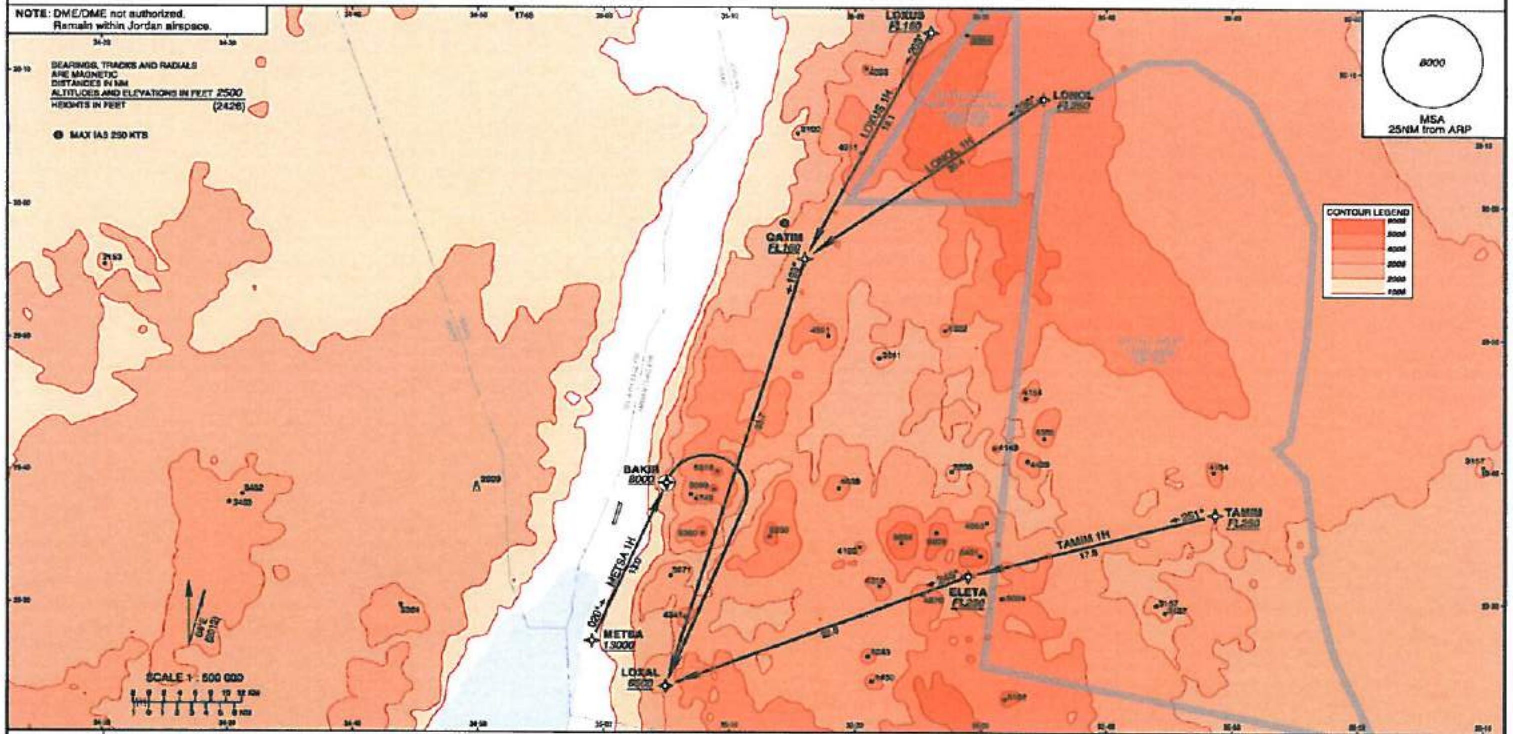
STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

AD ELEV 174 FT
Trans Alt 13000
Trans Level FL 150

ATIS	127.600
APP	119.200
TWR	118.100

AQABA/King Hussein Intl (OJAQ)
STAR RNAV (GNSS) RWY 01

LOXUS 1H, LONOL 1H, TAMIM 1H, METSA 1H RNAV (GNSS) ARRIVAL



TRANSITION	ROUTING
LOXUS 1H	Track 203° to QATIM, cross QATIM at or above FL160, then LEFT turn on track 193° to LOXAL, cross LOXAL at or above 6500.
LONOL 1H	Track 230° to QATIM, cross QATIM at or above FL160, then LEFT turn on track 193° to LOXAL, cross LOXAL at or above 6500.
TAMIM 1H	Track 251° to ELETA, cross ELETA at or above FL250, then LEFT turn on track 245° to LOXAL, cross LOXAL at or above 6500.
METSA 1H	Track 020° to BAKIR, cross BAKIR at or above 8000, then RIGHT turn direct to LOXAL, cross LOXAL at or above 6500.

Route Description: RNAV (GNSS) ARRIVAL RWY 01

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance	Turn Direction	Altitude	Speed	Navigation Specification
LOXUS 1H									
IF	LOXUS	N		4.0°E			+FL160		RNAV 1
TF	QATIM	N	203.14°	4.0°E	19.07*		-FL160	250 kts	RNAV 1
TF	LOXAL	N	192.72°	4.0°E	33.65*	left	+6500		RNAV 1
LONOL 1H									
IF	LONOL	N		4.0°E			+FL250		RNAV 1
TF	QATIM	N	230.08°	4.0°E	20.39*		+FL160	250 kts	RNAV 1
TF	LOXAL	N	192.72°	4.0°E	33.65*	left	+6500		RNAV 1
TAMIM 1H									
IF	TAMIM	N		4.0°E			+FL250		RNAV 1
TF	ELETA	N	250.93°	4.0°E	17.77*		-FL250		RNAV 1
TF	LOXAL	N	244.54°	4.0°E	22.60*	left	+6500		RNAV 1
METSA 1H									
IF	METSA	N		4.0°E			+13000		RNAV 1
TF	BAKIR	N	019.61°	4.0°E	12.95*		+8000		RNAV 1
TF	LOXAL	N		4.0°E		right	+6500		RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 01

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOXUS	N30°13'00.90''	E035°26'00.70''	N30°13.015'	E036°26.012'	
LONOL	N30°08'00.60''	E035°35'00.10''	N30°08.010'	E035°35.002'	
QATIM	N29°56'00.00''	E035°16'00.00''	N29°56.000'	E035°16.000'	
LOXAL	N29°23'41.23''	E035°04'55.06''	N29°23.687'	E035°04.918'	
TAMIM	N29°36'40.00''	E035°48'40.00''	N29°36.667'	E035°48.667'	
ELETA	N29°32'00.80''	E035°29'00.10''	N29°32.013'	E035°29.002'	
METSA	N29°27'07.00''	E034°59'03.00''	N29°27.117'	E034°59.050'	
BAKIR	N29°39'00.40''	E035°05'00.05''	N29°39.007'	E035°05.001'	

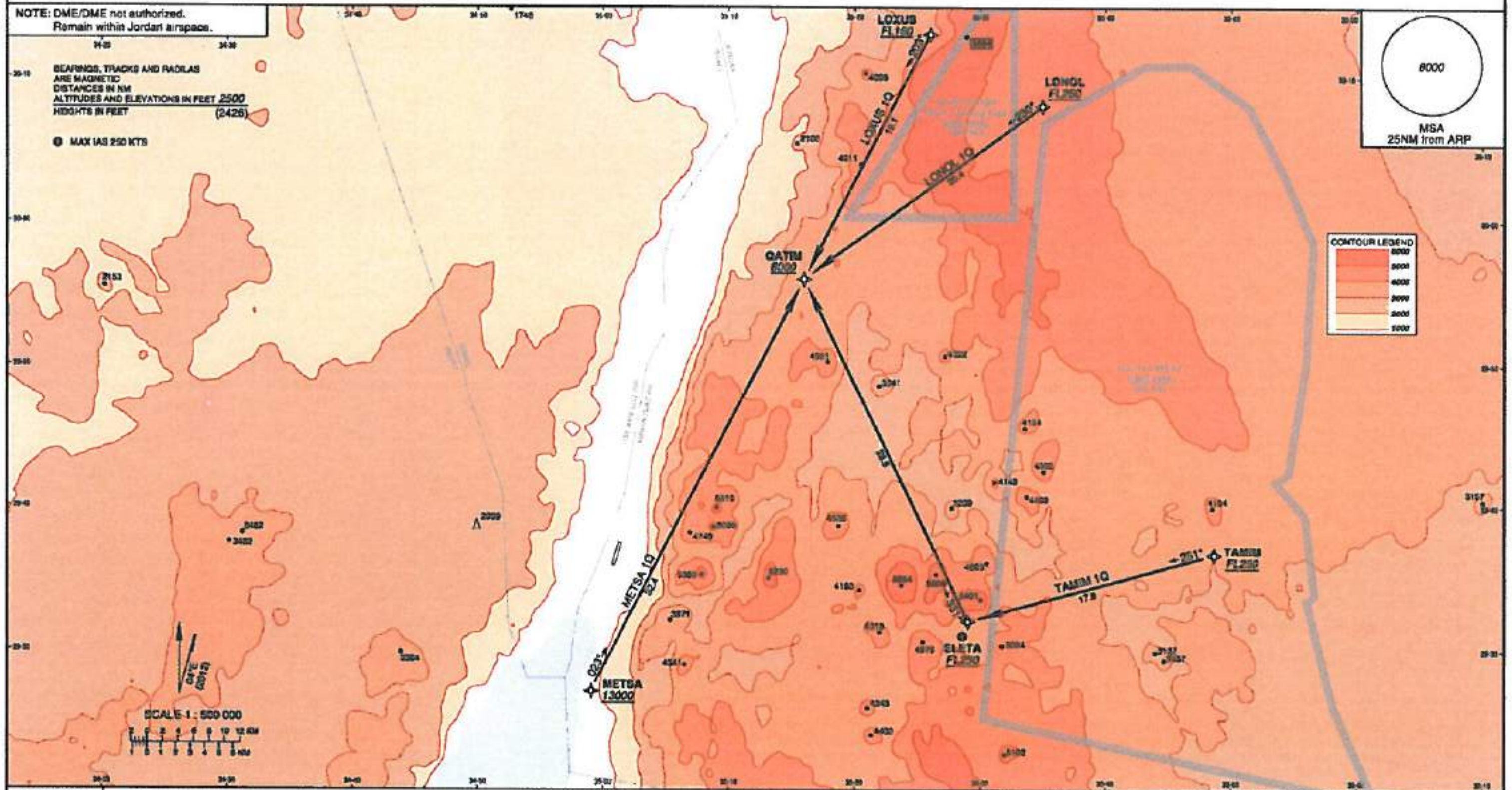
STANDARD ARRIVAL
CHART-INSTRUMENT
(STAR) - ICAO

AD ELEV 174 FT
Trans Alt 13000
Trans Level FL 150

ATIS 127.600
APP 119.200
TWR 118.100

AQABA/King Hussein Intl (OJAQ)
STAR RNAV (GNSS) RWY 19

LOXUS 1Q, LONOL 1Q, TAMIM 1Q, METSA 1Q RNAV (GNSS) ARRIVAL



TRANSITION	ROUTING
LOXUS 1Q	Track 203° to QATIM, cross QATIM at or above 8000.
LONOL 1Q	Track 230° to QATIM, cross QATIM at or above 8000.
TAMIM 1Q	Track 251° to ELETA, cross ELETA at or above FL250, then RIGHT turn on track 331° to QATIM, cross QATIM at or above 8000.
METSA 1Q	Track 023° to QATIM, cross QATIM at or above 8000.

Route Description: RNAV (GNSS) ARRIVAL RWY 19

Path Descriptor	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance	Turn Direction	Altitude	Speed	Navigation Specification
LOXUS 1Q									
IF	LOXUS	N		4.0°E			+FL160		RNAV 1
TF	QATIM	N	203.14°	4.0°E	19.07*		+8000		RNAV 1
LONOL 1Q									
IF	LONOL	N		4.0°E			+FL250		RNAV 1
TF	QATIM	N	230.08°	4.0°E	20.39*		+8000		RNAV 1
TAMIM 1Q									
IF	TAMIM	N		4.0°E			+FL250		RNAV 1
TF	ELETA	N	250.93°	4.0°E	17.77*		+FL250	250 kts	RNAV 1
TF	QATIM	N	330.74°	4.0°E	26.47*	right	+8000		RNAV 1
METSA 1Q									
IF	METSA	N		4.0°E			+13000		RNAV 1
TF	QATIM	N	023.06°	4.0°E	32.37*		+8000		RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 19

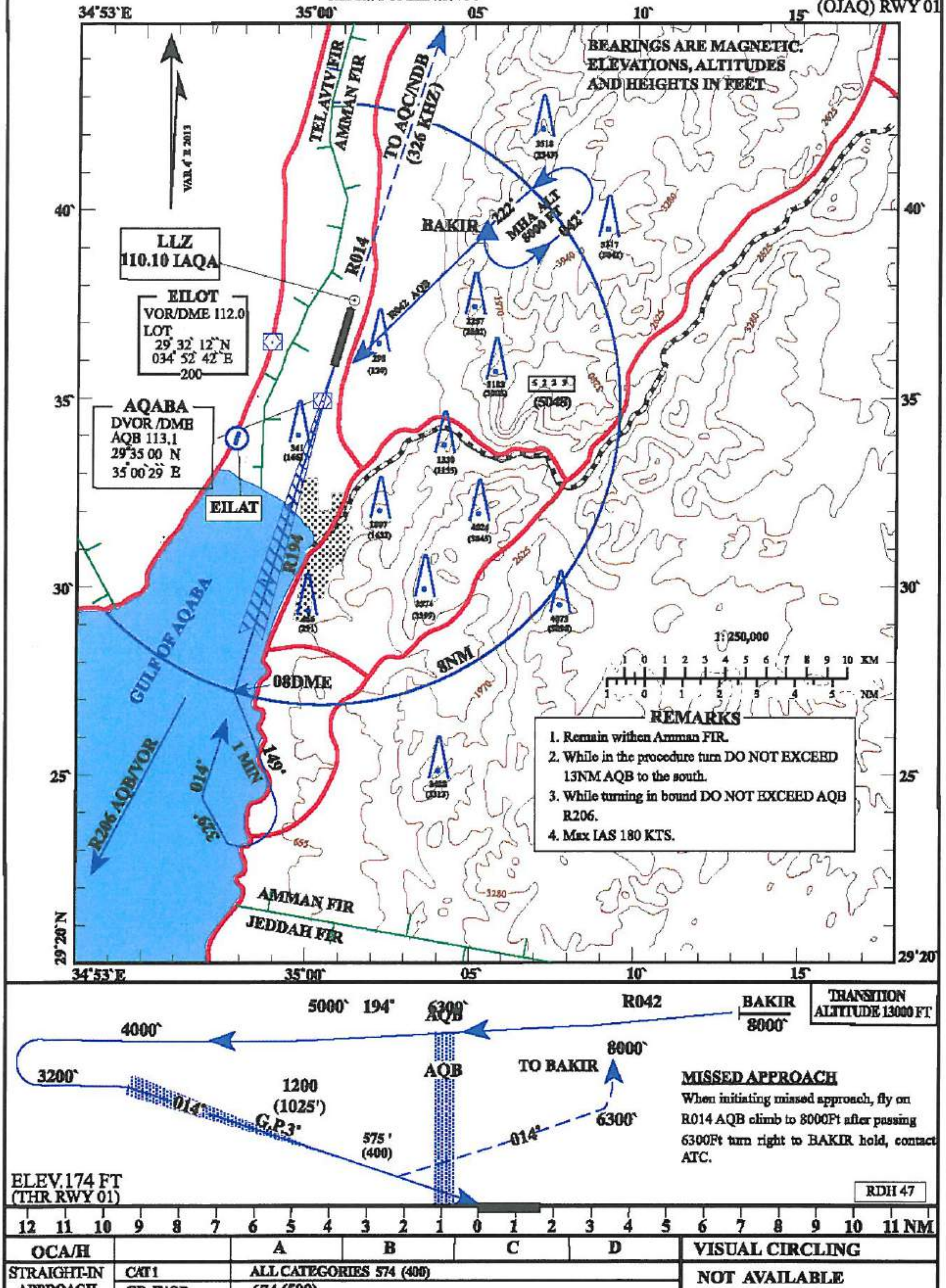
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOXUS	N30°13'00.90"	E035°26'00.70"	N30°13.015'	E036°26.012'	
LONOL	N30°08'00.60"	E035°35'00.10"	N30°08.010'	E035°35.002'	
TAMIM	N29°36'40.00"	E035°48'40.00"	N29°36.667'	E035°48.667'	
ELETA	N29°32'00.80"	E035°29'00.10"	N29°32.013'	E035°29.002'	
METSA	N29°27'07.00"	E034°59'03.00"	N29°27.117'	E034°59.050'	
QATIM	N29°56'00.00"	E035°16'00.00"	N29°56.000'	E035°16.000'	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV.174 FT
HEIGHTS RELATED TO THE RWY 01 ELEV.174 FT

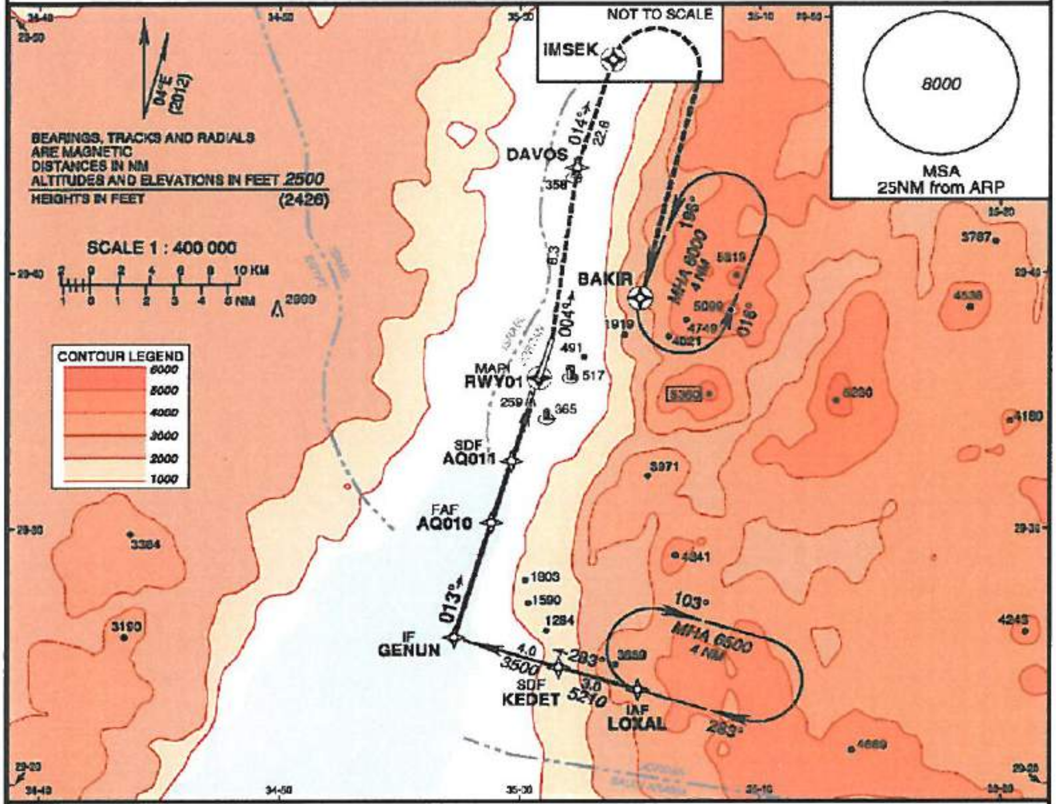
APP 119.2
TWR 118.1

AQABA/KING HUSSEIN
ILS VOR
(OJAQ) RWY 01

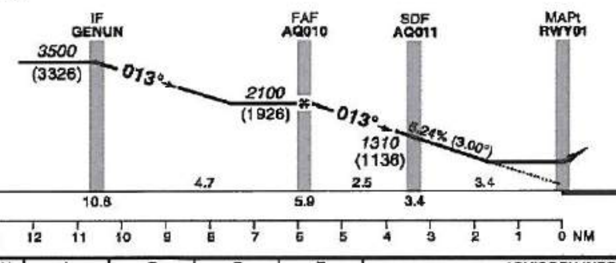


OCA/H		A	B	C	D	VISUAL CIRCLING
STRAIGHT-IN APPROACH	CAT 1	ALL CATEGORIES 574 (400)				NOT AVAILABLE
	GP INOP	674 (500)				

INSTRUMENT APPROACH CHART - ICAO	AD ELEV 174 FT HEIGHTS RELATED TO THR RWY 01 ELEV 174 FT	ATIS APP TWR GND	127.600 119.200 118.100 121.900	AQABA/King Hussein Intl (OJAQ) **RNAV (GNSS) RWY 01**



Trans Altitude 13000
Trans Level FL 150



MISSED APPROACH:
Climb to *8000*. Proceed on track 004° to DAVOS, cross DAVOS at or above *1600*, then RIGHT turn on course 014° to IMSEK, cross IMSEK at or above *5100*, then RIGHT turn direct BAKIR and hold at *8000*, or as directed by ATC.

RDH 50

ELEV 174
(THR RWY 01)

STRAIGHT-IN APPROACH		A	B	C	D
LNAV	OCA(H)	530 (358)			
LNAV/VNAV	OCA(H)	550 (376)	560 (386)	580 (406)	590 (416)
CIRCLING		A	B	C	D
		Not authorized			

ADVISORY INFORMATION ONLY				
FAF to THR NM	5	4	3	2
Altitude (Height)	1766 (1592)	1448 (1274)	1129 (955)	811 (637)

1. For uncompensated BARO-VNAV systems, procedure not authorized below 5°C (41°F).
2. When local altimeter not received, procedure not authorized.
3. No turn before MAPt.
4. Timing not authorized for defining the MAPt.
5. DME/DME not authorized.
6. Remain within Jordan airspace.
7. MAX IAS 180 KTS.

Holding Instruction/Areas RNAV (GNSS) RWY 01

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	LOXAL	283.07°	4.0 NM	R	6500	-	180 kts	4.0°E	
Hold	BAKIR	195.58°	4.0 NM	L	8000	-	180 kts	4.0°E	

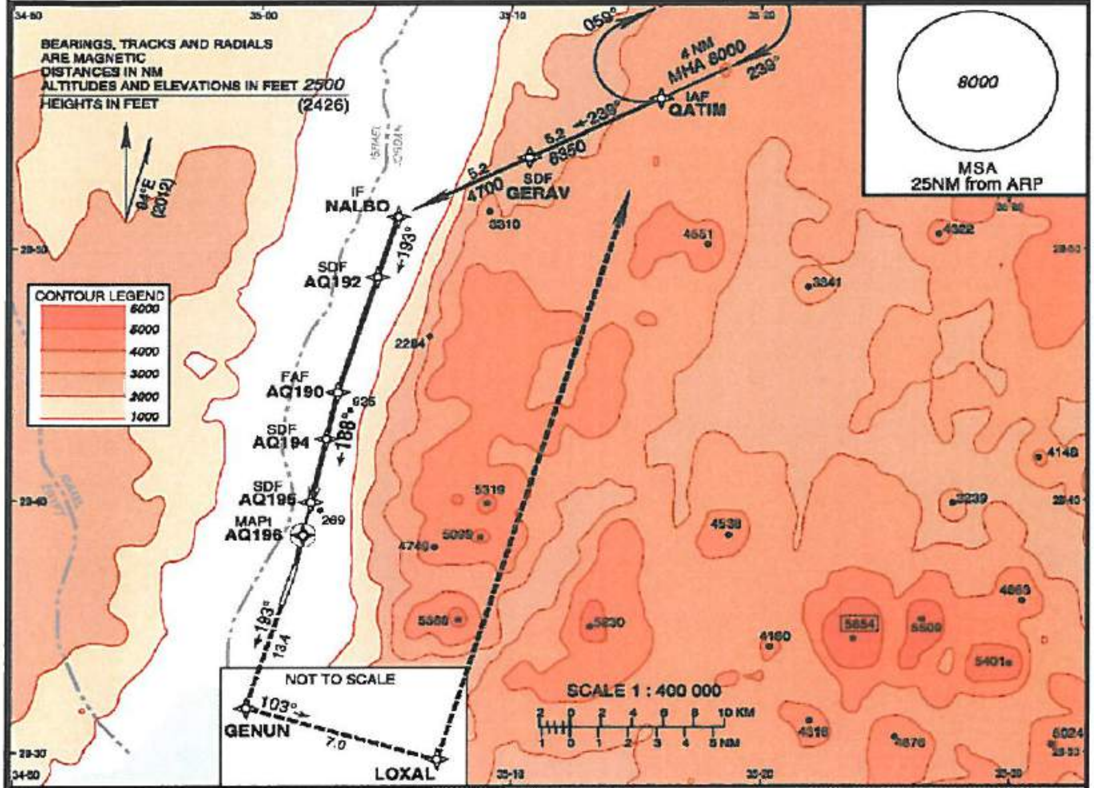
Route Description: RNAV (GNSS) RWY 01

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	LOXAL	N		4.0°E			+6500	180 kts		RNP APCH
TF	KEDET	N	283.07°	4.0°E	3.0		+5214	180 kts		RNP APCH
TF	GENUN	N	283.05°	4.0°E	4.0		+3500	180 kts		RNP APCH
TF	AQ010	N	013.00°	4.0°E	4.7	right	+2100	180 kts		RNP APCH
TF	AQ011	N	013.00°	4.0°E	2.5		+1310	180 kts		RNP APCH
TF	RWY01	Y	013.00°	4.0°E	3.4		@224	180 kts	-3.0 / 50'	RNP APCH
TF	DAVOS	N	004.16°	4.0°E	8.3		+1600	180 kts		RNP APCH
CF	IMSEK	Y	013.81°	4.0°E	22.6	right	+5100	180 kts		RNP APCH
DF	BAKIR	Y		4.0°E		right	+8000	180 kts		RNP APCH

Aeronautical Data Tabulation: RNAV (GNSS) RWY 01

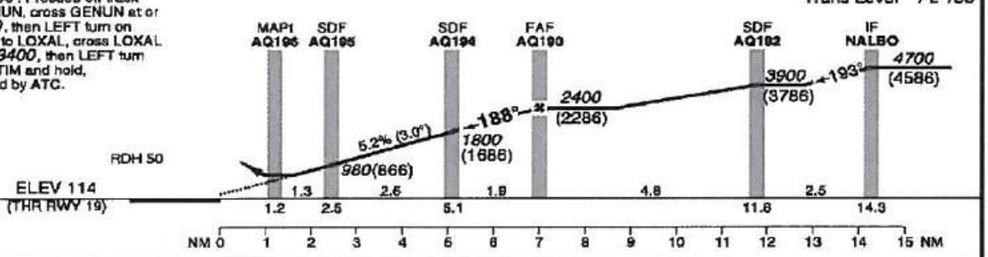
Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOXAL (IAF)	N29°23'41.23"	E035°04'55.06"	N29°23.687'	E035°04.918'	
KEDET (SDF)	N29°24'34.17"	E035°01'38.05"	N29°24.570'	E035°01.634'	
GENUN (IF)	N29°25'44.63"	E034°57'15.28"	N29°25.744'	E034°57.255'	
AQ010 (FAF)	N29°30'14.16"	E034°58'49.47"	N29°30.236'	E034°58.825'	
AQ011 (SDF)	N29°32'37.97"	E034°59'39.74"	N29°32.633'	E034°59.662'	
RWY01 (MAPt)	N29°35'53.00"	E035°00'47.97"	N29°35.883'	E035°00.800'	
DAVOS (MAF)	N29°44'06.92"	E035°02'22.39"	N29°44.115'	E035°02.373'	
IMSEK (TP)	N30°05'39.41"	E035°10'20.05"	N30°05.657'	E035°10.334'	
BAKIR (MAHF)	N29°39'00.40"	E035°05'00.05"	N29°39.007'	E035°05.001'	

INSTRUMENT APPROACH CHART - ICAO	AD ELEV 174 FT HEIGHTS RELATED TO THR RWY 19 ELEV 114 FT	ATIS APP TWR GND	127.600 119.200 118.100 121.900	AQABA/King Hussein Intl (OJAQ) **RNAV (GNSS) RWY 19**



MISSED APPROACH:
Climb to *8000*. Proceed on track 193° to GENUN, cross GENUN at or above *2300*, then LEFT turn on course 103° to LOXAL, cross LOXAL at or above *3400*, then LEFT turn direct to QATIM and hold, or as directed by ATC.

Trans Altitude *13000*
Trans Level *FL 150*



STRAIGHT-IN APPROACH		A	B	C	D
LNAV	OCA(H)	520 (406)			
LNAV/VNAV	OCA(H)	Not authorized			
CIRCLING		A	B	C	D
		Not authorized			

ADVISORY INFORMATION ONLY						
FAF to THR	NM	2	3	4	5	6
Altitude (Height)		751 (637)	1069 (955)	1388 (1274)	1706 (1592)	2025 (1911)

1. When local altimeter not received, procedure not authorized.
2. No turn before MAPt.
3. Timing not authorized for defining the MAPt.
4. DME/DME not authorized.
5. Remain within Jordan airspace.
6. MAX IAS 180 KTS.

Holding Instruction/Areas RNAV (GNSS) RWY 19

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	QATIM	239.02	4.0 NM	R	8000	-	180 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 19

Path Terminator	Waypoint Identifier	Flyover	Course/ Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/ TCH	Navigation Specification
IF	QATIM	N		4.0°E			+8000	180 kts		RNP APCH
TF	GERAV	N	238.98°	4.0°E	5.2		+6350	180 kts		RNP APCH
TF	NALBO	N	239.02°	4.0°E	5.2		+4700	180 kts		RNP APCH
TF	AQ192	N	192.81°	4.0°E	2.5	left	+3900	180 kts		RNP APCH
TF	AQ190	N	192.80°	4.0°E	4.8		+2400	180 kts		RNP APCH
TF	AQ194	N	187.99°	4.0°E	1.9		+1800	180 kts		RNP APCH
TF	AQ195	N	188.00°	4.0°E	2.6		+980	180 kts		RNP APCH
TF	AQ196	Y	187.98°	4.0°E	1.3		@164	180 kts	-3.0 / 50'	RNP APCH
TF	GENUN	N	192.56°	4.0°E	13.4		+2300	180 kts		RNP APCH
CF	LOXAL	N	103.01°	4.0°E	7.0	left	+3400	180 kts		RNP APCH
DF	QATIM	Y		4.0°E		left	+8000	180 kts		RNP APCH

Aeronautical Data Tabulation: RNAV (GNSS) RWY 19

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
QATIM (IAF)	N29°56'00.00"	E035°16'00.00"	N29°56.000'	E035°16.000'	
GERAV (SDF)	N29°53'39.06"	E035°10'43.07"	N29°53.651'	E035°10.718'	
NALBO (IF)	N29°51'18.29"	E035°05'26.05"	N29°51.305'	E035°05.434'	
AQ192 (SDF)	N29°48'54.39"	E035°04'36.20"	N29°48.907'	E035°04.603'	
AQ190 (FAF)	N29°44'19.40"	E035°03'01.06"	N29°44.323'	E035°03.018'	
AQ194 (SDF)	N29°42'28.51"	E035°02'34.07"	N29°42.475'	E035°02.568'	
AQ195 (SDF)	N29°39'57.01"	E035°01'57.20"	N29°39.950'	E035°01.953'	
AQ196 (MAPt)	N29°38'39.30"	E035°01'38.32"	N29°38.655'	E035°01.639'	
GENUN (MAF)	N29°25'44.63"	E034°57'15.28"	N29°25.744'	E034°57.255'	
LOXAL (MAF)	N29°23'41.23"	E035°04'55.06"	N29°23.687'	E035°04.918'	
QATIM (MAHF)	N29°56'00.00"	E035°16'00.00"	N29°56.000'	E035°16.000'	

VISUL APPROACH
CHART

TRANSITION ALTITUDE
13000 FT

APP 119.2
TWR 118.1

AQABA/KING HUSSEIN
(OJAQ)