

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

**PHONE : ++96264872681**  
**FAX: +962 6 4891266**  
**AFS : OJAMYHYX**  
**E-mail: [ais.hq@carc.gov.jo](mailto:ais.hq@carc.gov.jo)**

**AIRAC  
AIP**

**AMENDMENT 9  
19 MARCH 2015**

**EFFECTIVE DATE: 30 APRIL 2015**

- 1. Contents**
- **New Instrument Approach procedure for AQABA / King Hussain - ILS RWY 19**
- 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 hereby cancelled:**

**NOTAM: A0113/15**

- 4. On 30 April 2015 destroy and insert the following pages:**

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
<b>GEN</b>		<b>GEN</b>	<b>GEN</b>
<b>0.4-1</b>	<b>01 FEB 2015</b>	<b>0.4-1</b>	<b>30 APR 2015</b>
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**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:

<u>Level up to and including</u>	<u>IAS</u>
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**

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.

#### 1.2.8 AQC NDB RWY 19

Holding fix: AQC NDB  
Inbound bearing: 13° (track 193°)  
Turn direction: left  
Outbound limit: 1min  
Minimum holding altitude: 7000ft  
Maximum IAS: 185Kts  
Entries: Only direct or off-set entries, parallel entire is not allowed.  
Remain within Amman FIR.

**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 ILS RWY 19**

When cleared for the approach, commence a race track pattern from AQC descend to intermediate approach altitude, intercept the localizer of RWY19 on the inbound leg, do not descend below 6000ft until established on LOC, LOC only used within ±10° of the RWY Center line to avoid terrain to the east and political boarder to the west, descend to the minima.

Minimum Holding Altitude: 7000ft  
Initial Approach Altitude: 7000ft  
Intermediate Approach: 6000 (5886) ft  
Final approach minima: 3400 (3286) ft  
ILS minima: CAT A: 320 (205) ft, CAT B: 332 (217) ft, CAT C: 552 (438) ft, CAT D: 563 (449) ft.  
RDH: 54ft

**1.5.4 Missed Approach Procedure RWY 19**

Climb to 2650ft on DVOR AQB R193 until (KIVAR) AQB D12, then turn left to heading 328° with bank angle 25°, intercept AQB R193 inbound to AQB, and then as directed, MAX IAS 185Kt.  
Remain within Amman FIR.



## **1.5.5 VFR PROCEDURES**

### **1.5.5.1 GENERAL**

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

### **1.5.5.2 LATERAL LIMITS**

VFR corridor width is 3 NM.

### **1.5.5.3 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

### **1.5.5.4 RESPONSIBILITIES**

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

### **1.5.5.5 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.

### **1.5.5.6 REPORTING POINTS**

<b>Name</b>	<b>Type</b>	<b>Coordinates</b>
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

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

### **1.5.6 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.

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

**1.5.6.2** 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.

**1.5.6.3** 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).

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

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

### **1.5.7 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.

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

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

*RMK: See page AD 2-39*

### **1.5.8 HOLDING**

**1.5.8.1** 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.

**1.5.8.2** 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.

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

### **1.5.9 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.

### **1.5.10 AIRSPACE CLASSIFICATIONS**

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

**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.

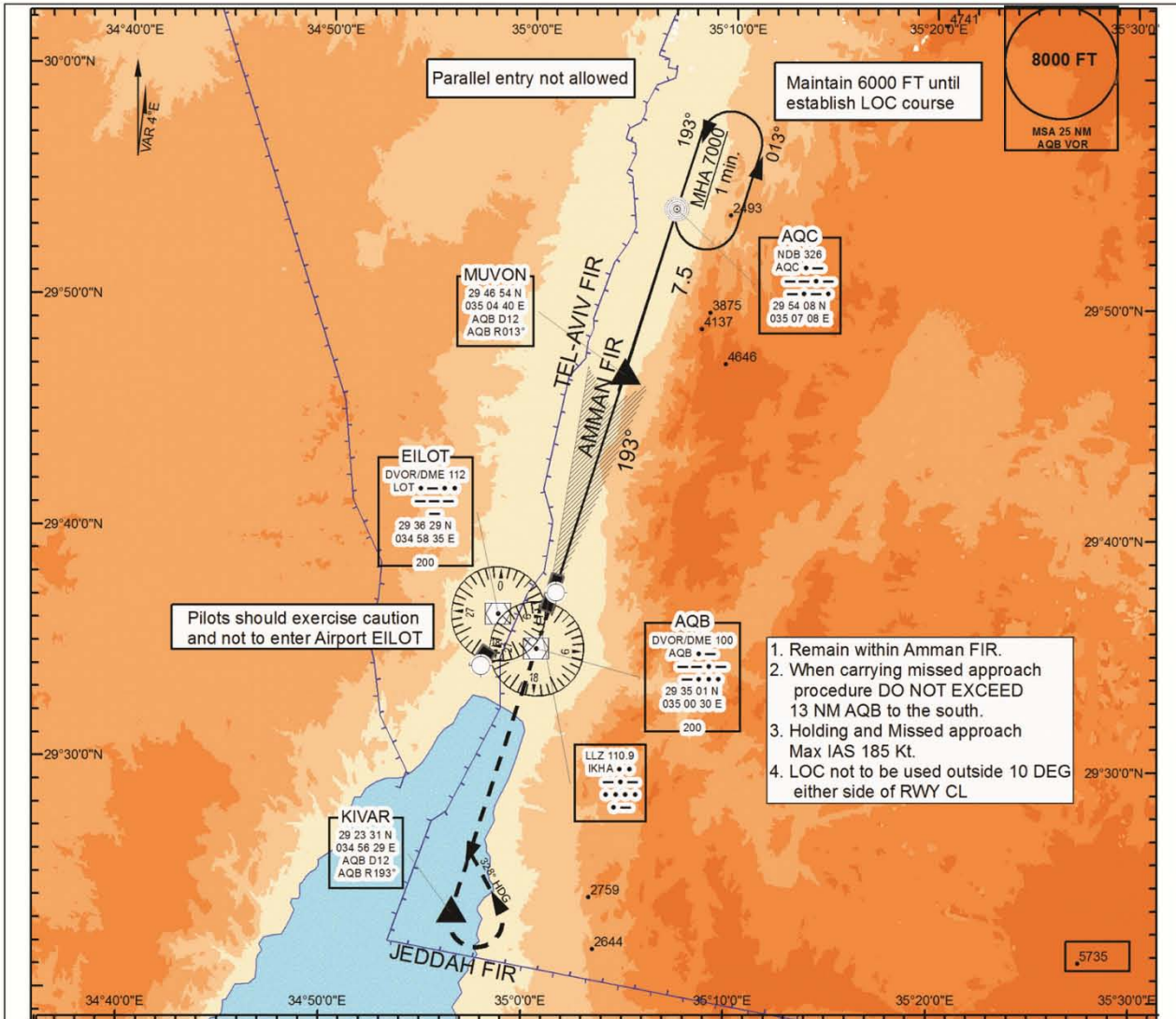
<b>CHARTS RELATED TO AN AERODROME OJAQ AD 2.24</b>		
<b>NR</b>	<b>CHART TYPE</b>	<b>PAGE NR (OJAQ)</b>
1.	AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.24.3-1
2.	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 01	AD 2.24.4-1
3.	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 19	AD 2.24.4-2
4.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 01	AD 2.24.6-1
5.	ROUTE DESCRIPTION RNAV(GNSS)DEPARTURE RWY 01	AD 2.24.6-3
6.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 19	AD 2.24.6-5
7.	ROUTE DESCRIPTION RNAV(GNSS)DEPARTURE RWY 19	AD 2.24.6-7
8.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO RWY 01	AD 2.24.6-9
9.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO RWY 19	AD 2.24.6-10
10.	STANDARD ARRIVAL CHART INSTRUMENT- ICAO - RNAV (GNSS) RWY 01	AD 2.24.7-1
11.	ROUTE DESCRIPTION RNAV(GNSS)ARRIVAL RWY 01	AD 2.24.7-3
12.	STANDARD ARRIVAL CHART INSTRUMENT- ICAO - RNAV (GNSS) RWY 19	AD 2.24.7-5
13.	ROUTE DESCRIPTION RNAV(GNSS)ARRIVAL RWY 19	AD 2.24.7-7
14.	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 01	AD 2.24.8-1
15.	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 01	AD 2.24.8-3
16.	HOLDING INSTRUCTION/AREAS RNAV(GNSS)RWY 01	AD 2.24.8-4
17.	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 19	AD 2.24.8-5
18.	HOLDING INSTRUCTION/AREAS RNAV(GNSS)RWY 19	AD 2.24.8-6
→ 19.	INSTRUMENT APPROACH CHART - ICAO – ILS RWY 19	AD 2.24.8-7
20.	VISUAL APPROACH CHART - ICAO	AD 2.24.9-1

INSTRUMENT APPROACH  
CHART - ICAO

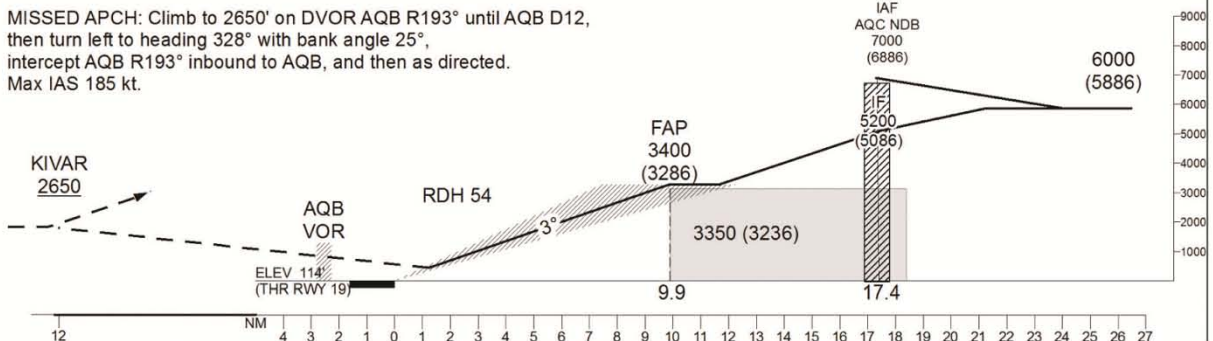
AERODROME ELEV. 174 FT  
HEIGHTS RELATED TO  
RWY 19 ELEV. 114 FT  
TRANSITION ALT. 13000 FT

APP 119.2  
TWR 118.1

AQABA / KING HUSSAIN  
ILS RWY 19  
(OJAQ)



MISSED APCH: Climb to 2650' on DVOR AQB R193° until AQB D12, then turn left to heading 328° with bank angle 25°, intercept AQB R193° inbound to AQB, and then as directed. Max IAS 185 kt.



Aircraft Category	Aircraft Category				AQB	12	11	10	9	8	7	6	5	4
	A	B	C	D										
Straight-in	OCA(H)	320 (205)	332 (217)	552 (438)	563 (449)									
	DIST THR	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5				
	ALTITUDE	3193	2875	2557	2238	1920	1601	1283	964	646				
Circle - to - land					HEIGHT	3079	2761	2442	2124	1806	1487	1169	850	532
GS		Kts	80	100	120	140	160	180	200					
Desc.Rate(5.24%)		ft/min	425	531	637	743	849	955	1061					