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AIP JORDAN
AMENDMENT 91/2019
01 FEB 2019

1. Insert the attached new or replacement pages dated 01 FEB 2019 in accordance with the new checklist, new or replacement pages are indicate d by a star * against the relevant page numbers in the checklist.

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

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

3. NOTAM is hereby cancelled:- A0282/18

4. AIP SUP is hereby cancelled:- 13/18

5. AIC is hereby cancelled:- NIL

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN 0		GEN 0	
0.2-1	01 NOV 2018	0.2-1	01 FEB 2019
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AIS HEADQUARTERS

GEN 0.2 Record of AIP Amendments

Amendment number	Publication Date	Date Inserted	Inserted By	Amendment number	Publication Date	Date Inserted	Inserted By
43/06	01 NOV 2006			68/13	01 MAY 2013		
44/07	01 FEB 2007			69/13	01 AUG 2013		
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67/13	01 FEB 2013						

GEN 0.2 Record of AIRAC AIP Amendments

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2/98	10 SEP 98	10 SEP 98					
3/05	07 JUL 05	07 JUL 05					
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GEN 0.3 Record of AIP Supplements

Supplement number	Supplement subject	AIP section(s) affected	period of validity	cancellation record
8/2003	Amman/FIR Reduced Vertical Separation Minimum (RVSM)	ENR	12 JUN 2003/PERM	
2/2018	ATS ROUTE N318	ENR	02 APR 2018/PERM	
3/2018	OJAI RWY 26L/08R BEARINGS	AD	02 APR 2018/PERM	
4/2018	QAA DVOR/DME COORDINATES	ENR & AD	02 APR 2018/PERM	
5/2018	CIRCLING ALTITUDE - Amman/Queen Alia INTL AD	AD	02 APR 2018/PERM	
6/2018	ADVISORY ALTITUDE, OJAI - RNAV (GNSS) RWY 08R/26L	AD	02 APR 2018/PERM	
7/2018	ADVISORY ALTITUDE, OJAM - RNAV (GNSS) RWY 24/06	AD	02 APR 2018/PERM	
8/2018	ADVISORY ALTITUDE, OJAQ - RNAV (GNSS) RWY 01/19	AD	02 APR 2018/PERM	
9/2018	OJ-AQB2	ENR & AD	02 APR 2018/PERM	
10/2018	UM449 ATS ROUTE SEGMENT EGLOT-BUSRA	ENR	02 APR 2018/PERM	
11/2018	BAKIR POINT COORDINATES	ENR & AD	01 AUG 2018/PERM	
12/2018	Checklist			
14/2018	RNAV SIDs, STARs, and APP Procedures revision	AD	12 DEC 2018/12 JUN 2019	

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*0.2-1	01 FEB 2019	2.6-2	01 MAY 2007	4.1-5	01 NOV 2018
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*1.5-24	01 FEB 2019
*1.5-25	01 FEB 2019
*1.5-26	01 FEB 2019
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*1.5-29	01 FEB 2019
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0.6-1	14 SEP 2017	2.24.7-9	12 DEC 2013	2.24.4-1	12 DEC 2013
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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 sunrise and 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 sigl

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

Altitude Band	Airspace classification	Flight Visibilit	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 training between sunset and sunrise will be permitted according to JCAR 91.155 and 91.205 according to the conditions specified below:
1. Night VFR training between sunset and sunrise to be conducted only at OJAM aerodrome;
2. Operators shall coordinate night VFR training 48 hours prior operations;
3. VFR flight plan (Flight Details) has been filed and submitted to the appropriate ATS unit at least one hour prior operations;
4. VMC conditions prevail and the official reported ceiling is at least 1000ft above the traffic circuit altitude;
5. Reported visibility is 5km or more;
6. The aircraft remain in direct communication with the control tower;
7. The aircraft will remain clear of clouds and in sight of the ground at all times;
8. The flight will originate and terminate at the at the same aerodrome;
9. Two fixed wing aircraft as maximum will be allowed for training in the circuit and two helicopters. One Additional fixed wing could be added subject to ATC;
10. Traffic situation permit;
11. Noise abatement shall be considered during Night VFR Training;
12. Radio communication failure procedures as stated in Jordan AIP page ENR 1.2-1 Para 1.2

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.

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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

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

1.5-4 Other relevant information and procedures (CONT.)

5.7 STAR RNAV GNSS Amman\Queen Alia RWY 08L

Route	Navigation	Max Speed
LOSAR 6L	Track 179° to AI610, cross AI610 at or above 13000FT, then right turn on track 227° to AI620, cross AI620 at or above 12000FT, then right turn on track 254° to AI614, cross AI614 at or above 10000FT, then proceed on track 254°to RESOS, cross RESOS at or above 6000FT.	250KT below 10000ft. 210KT at RESOS.
LUDAN 6L	Track 227° to AI610, cross AI610 at or above 13000FT, then proceed on track 227° to AI620, cross AI620 at or above 12000FT, then right turn on track 254° to AI614, cross AI614 at or above 10000FT, then proceed on track 254° to RESOS, cross RESOS a or above 6000FT.	250KT below 10000ft. 210KT at RESOS.
OSAMA 6L	Track 107° to AI803, cross AI803 at or above 6000FT, then right turn on track 166° to RESOS, cross RESOS at or above 6000FT.	250KT below 10000ft. 210KT at RESOS.
KIPAS 6L	Track 238° to AI606, cross AI606 at or above FL200, then right turn on track 257° to AI605, cross AI605 at or above FL150, then right turn on track 274° to EGLOT, then right turn on track 291° to AI618, cross AI618 at or above 12000FT, then proceed on track 291° to AI617, cross AI617 at or above 7000FT, then right turn on track 334° to LOTES, cross LOTES at or above 6000FT.	250KT below 10000ft. 210KT at LOTES.
MUNRA 6L	Track 334° to AI616, cross AI616 at or above FL160, then proceed on track 334° to AI617, cross AI617 at or above 7000FT, then proceed on track 334° to LOTES, cross LOTES at or above 6000FT.	250KT below 10000ft. 210KT at LOTES.
LOSIL 6L	Track 359° to AI617, cross AI617 at or above 7000FT, then left turn on track 334° to LOTES, cross LOTES at or above 6000FT.	250KT below 10000ft. 210KT at LOTES.

All fixes' coordinates are charted.

Notes:

1. If unable to comply with STAR profile, advice ATC when first contact is established and:

a. Expect to follow conventional STAR profile or;

b. Expect non-standard arrival (Radar vector).

2. Follow ATC descent clearance instructions, but not below published profile levels/altitudes.

RMK: See related chart OJAI AD 2.24.7-13

1.5-4 Other relevant information and procedures (CONT.)

5.8 STAR RNAV GNSS Amman\Queen Alia RWY 26R

Route	Navigation	Max Speed
LOSAR 6A	Track 179° to AI610 , cross AI610 at or above 13000ft, then right turn on track 227° to AI620 , cross AI620 at or above 8500FT , then left turn on track 190° to AIWAH, cross AIWAH at or above 6000FT.	250KT below 10000FT. 210KT from AI610 until AIWAH.
LUDAN 6A	Track 227° to AI610, cross AI610 at or above 13000FT, then proceed on track 227° to AI620, cross AI620 at or above 8500FT, then left turn on track 190° to AIWAH, cross AIWAH at or above 6000FT.	250KT below 10000FT. 210KT from AI610 until AIWAH.
OSAMA 6A	Track 111° to AI613, cross AI613 at or above 9000FT, then left turn on track 073° to ORDUN, cross ORDUN at or above 6000FT.	250KT below 10000FT. 210KT at ORDUN.
GENEX 6A	Track 284° to ELOXI, cross ELOXI at or above FL150, then proceed on track 284° to KINUR, cross KINUR at or above FL150, then proceed on track 284° to AI809, cross AI809 at or above 7000FT, then right turn on track 307° to AIWAH, cross AIWAH at or above 6000FT.	250KT below 10000FT. 210KT from AI809 until AIWAH.
KIPAS 6A	Track 267° to AI806, cross AI806 at or above FL200, then left turn on track 257° to AI805, cross AI805 at or above FL150, then right turn on track 296° to AI269, cross AI269 at or above 7000FT, then right turn on track 345° to ASPAL, cross ASPAL at or above 6000FT.	250KT below 10000FT. 210KT at ASPAL.
MUNRA 6A	Track 356° to AI608, cross AI608 at or above 13000FT, then right turn on track 011° to AI607,cross AI607 at or above 13000FT, then proceed on track 011° to AI269, cross AI269 at or above 7000FT, then left turn on track 345° to ASPAL, cross ASPAL at or above 6000FT.	250KT below 10000FT. 210KT at ASPAL.
LOSIL 6A	Track 037° to AI609, then proceed on track 037° to AI608, cross AI608 at or above 13000FT, then left turn on track 011° to AI607, cross AI607 at or above 13000FT, then proceed on track 011° to AI269, cross AI269 at or above 7000FT, then left turn on track 345° to ASPAL, cross ASPAL at or above 6000FT.	250KT below 10000FT. 210KT at ASPAL.

All fixes' coordinates are charted.

Notes:

1- If unable to comply with STAR profile, advice ATC when first contact is established and:

a. Expect to follow conventional STAR profile or;

b. Expect non-standard arrival (Radar vector).

2- Follow ATC descent clearance instructions, but not below published profile levels/altitudes.

3- If ACFT unable to comply with GENEX 6A; may ask to proceed via KIPAS 6A.

RMK: See related chart OJAI AD 2.24.7-17

1.5-4 Other relevant information and procedures (CONT.)

5.9 Departure RNAV GNSS Amman\Queen Alia RWY 08L

Route	Navigation
KITUT	Climb on track 076° to KITUT, then
Transition	Routing
LOSAR 6T	Left turn direct to AI801, cross AI801 between 6000FT and 9000FT, then right turn on track 021° to AI808, cross AI808 at or above 8500FT, then right turn on track 067° to LOXER, then left turn on track 029° to LOSAR, cross LOSAR at or above 13000FT.
LUDAN 6T	Left turn direct to AI801, cross AI801 between 6000FT and 9000FT, then right turn on track 021° to AI808, cross AI808 at or above 8500FT, then right turn on track 067° to LOXER, then right turn on track 080° to LUDAN, cross LUDAN at or above 13000FT.
OSAMA 6T	Left turn direct to AI801, cross AI801 between 6000FT and 9000FT, then left turn on track 306° to AI802, then left turn on track 254° to AI803, then right turn on track 287° to OSAMA, cross OSAMA at or above 8000FT.
MOUAB 6T	Left turn direct to AI801, cross AI801 between 6000FT and 9000FT, then left turn on track 306° to AI802, then left turn on track 254° to AI803, then left turn on track 225° to MOUAB, cross MOUAB at or above 12000FT.
KIPAS 6T	Right turn direct to AI804, cross AI804 at or above 7000FT, then left turn on track 113° to AI805, cross AI805 at or above FL150, then left turn on track 078° to AI806, then right turn on track 087° to KIPAS.
GENEX 6T	Right turn direct to AI809, cross AI809 at or above 13000FT, then proceed on track 104° to KINUR, cross KINUR at or above FL150, then proceed on track 104° to ELOXI, then proceed on track 104° to GENEX.
MUNRA 6T	Right turn direct to AI804, cross AI804 at or above 7000FT, then right turn on track 186° to AI807, then left turns on track 177° to MUNRA, cross MUNRA at or above FL250.
LOSIL 6T	Right turn direct to AI804, cross AI804 at or above 7000ft, then right turn on track 186° to AI807, then right turn on track 217° to LOSIL, cross LOSIL at or above FL150.

MAX IAS 250KT below 10000

All fixes' coordinates are charted.
NOTES:

1. If unable to comply with the altitude / speed restrictions:
   a. Advice ATC on startup; expect non-standard departure.
   b. If after departure, turn left or right to QAA, as appropriate, to enter QAA holding pattern, Advice ATC immediately.
2. Departure traffic on MOUAB and OSAMA shall call TEL-AVIV identification on 121.4MHz, or 132.05 MHz or 122.15MHz as early as practicable after takeoff and not later than 5NM to MOUAB and OSAMA.

RMK: See related chart OJAI AD 2.24.6-1

1.5-4 Other relevant information and procedures (CONT.)

5.10 Departure RNAV GNSS Amman\Queen Alia RWY 26R

Route	Navigation
AI601	Climb on track 256° to AI601, then
Transition	Routing
LOSAR 6D	Right turn direct to AI603, cross AI603 between 6000FT and 8000FT, then right turn on track 067° to AI604, cross AI604 at or above 8500FT, then proceed on track 067° to LOXER, then left turn on track 029° to LOSAR, cross LOSAR at or above 13000FT.
LUDAN 6D	Right turn direct to AI603, cross AI603 between 6000FT and 8000FT, then right turn on track 067° to AI604, cross AI604 at or above 8500FT, then proceed on track 067° to LOXER, then right turn on track 080° to LUDAN, cross LUDAN at or above 13000FT.
OSAMA 6D	Fly direct to AI602, then right turn on track 338° to OSAMA, cross OSAMA at or above 8000FT.
MOUAB 6D	Fly direct to AI602, then right turn on track 315° to MOUAB, cross MOUAB at or above 12000FT.
KIPAS 6D	Left turn direct to AI088, cross AI088 at or above 7000FT, then left turn on track 114° to EGLOT, then left turn on track 094° to AI605, cross AI605 at or above FL150, then left turn on track 077° to AI606, then left turn on track 058° to KIPAS.
MUNRA 6D	Left turn direct to AI088, cross AI088 at or above 7000FT, then left turn on track 156° to MUNRA, cross MUNRA at or above FL250.
LOSIL 6D	Left turn direct to AI088, cross AI088 at or above 7000FT, then right turn on track 182° to LOSIL, cross LOSIL at or above FL150.

MAX IAS 250KT below 10000
All fixes' coordinates are charted.

NOTES:

1. If unable to comply with the altitude / speed restrictions:

a. Advice ATC on startup; expect non-standard departure.

b. If after departure, turn left or right to QAA, as appropriate, to enter QAA holding pattern, Advice ATC immediately.

2. Departure traffic on MOUAB and OSAMA shall call TEL-AVIV identification on 121.4MHz, or 132.05MHz or 122.15MHz as early as practicable after takeoff and not later than 5NM to MOUAB and OSAMA.

RMK: See related chart OJAI AD 2.24.6-13

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

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

aerodrome name and ICAO location indicator	date and validity of certification	remarks
1	2	3
Amman/Queen Alia **OJAI**	**Certified** **As of DEC 10th 2018 until DEC 10th 2020**	The following Code F aircraft are permitted to operate into the Aerodrome under special operational procedure : a) A380-XXX b) B747-800
Amman/ Marka **OJAM**	**General Aviation** **(not to be filed as Alternate Aerodrome)**	The following flights will be permitted to use the aerodrome: -State Flights -Relief Flights -ACFT in emergency with special procedure -Private Flights: the maximum actual operational weight for the private aircraft(taxiing ,take-off, landing)shall not exceed 45000 KGS, provided that the number of occupants on board shall not exceed 9 occupants (passengers and crew) -Training Academy Flights -Ferry Flights positioning for maintenance
Aqaba/King Hussein **OJAQ**	**Certified** **As of FEB 1st 2017 until JAN 31st 2019**	The Aerodrome shall not operate outside the limitations of the Aerodrome Reference Code of 4E for the designated Runways (0 1/19) and its associated facilities. Operational Restriction Fuel Farm wall is partially intruding portion TWY A strip by (8) meters. Code E aircraft is usually escorted by ground operation car to ensure that the aircraft is not deviating from the centerline of the TWY.