THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
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AIP JORDAN
AMENDMENT 92/2019
01 MAY 2019

1. Insert the attached new or replacement pages dated 01 MAY 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 are hereby cancelled:- A0130/19 and A0140/19

4. AIP SUP is hereby cancelled:- NIL

5. AIC is hereby cancelled:- NIL

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN 0		GEN 0	
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0.4-1	01 FEB 2019	0.4-1	01 MAY 2019
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OJAQ		OJAQ	
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AIS HEADQUARTERS

GEN 0.2 Record of AIP Amendments

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43/06	01 NOV 2006			68/13	01 MAY 2013		
44/07	01 FEB 2007			69/13	01 AUG 2013		
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1/98	01 JAN 98	01 JAN 98					
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*0.2-1	01 MAY 2019	2.6-2	01 MAY 2007	4.1-5	01 NOV 2018
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*0.4-1	01 MAY 2019	2.7-3	01 NOV 2011		
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AD 1. AERODROMES - INTRODUCTION

→ AD 1.1 Aerodrome Availability and Conditions of Use

→AD 1.1.1 General Conditions

→1) the general conditions under which aerodrome and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of real emergency or when special permissions has been obtained from Chief Commissioner of Civil Aviation Regulatory Commission.
Other aerodromes not listed in this AIP may be used only after permission has been obtained from the Chief Commissioner of Civil Aviation Regulatory Commission.
Military aerodromes in the Hashemite Kingdom of Jordan are the responsibility of the Royal Jordanian Air Force. Prior Permission is required before use by civil operators.

1.1 Landing made other than at an international aerodrome or a designated alternate aerodrome.

1.1.1 All aircraft entering Jordan territory shall land at a customs airport and shall on departing from the territory leave from a customs airport unless authorized to fly over the territory without landing. If an aircraft not being authorized to land in Jordanian territory is compelled to land due to bad weather or any other force majeure, it must land at the nearest customs airport. If any aircraft is compelled to land outside a customs airport, the pilot in command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

1.1.2 The pilot in command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft to the previous landing, contact between other persons on the one hand and passengers and crew on the other is a voided;
b) Cargo, baggage and mail are not removed from the aircraft except as provided below;
c) Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones or fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.2 Traffic of persons and vehicles on aerodromes

1.2.1 Demarcation of Zones

The grounds of each aerodrome are divided into two zones:

A) A public zone comprising the part of the aerodrome open to the public; and
B) A restricted zone comprising the rest of the aerodrome.

1.2.2 Movement of Persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome.

The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty.

The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air traffic regulations and the special rules laid down by the person responsible for the management of the aerodrome.

1.2.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance.

Drivers of vehicles, of whatever type, operating within the confines of the aerodrome, must respect the direction of the traffic signs and the posted speed limits and generally comply with the provisions of the Highway Code and with instructions given by the competent authorities.

1.3 Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome, are not the responsibility of the state or any concessionaire, they cannot be held responsible for loss or damage, which is not incurred through action by them or their agents.

1.4 Landing, parking or storage of aircraft on Jordanian aerodromes

the conditions under which aircraft may land, and be parked, housed or otherwise dealt with any of the aerodrome under the control of the administration of the Hashemite kingdom of Jordan are set out in the Civil Aviation Law , 2007 (Law 41) .

a) The fees and charges for the landing, parking or housing of aircraft, as notified from time to time, shall be those published in the AIP, or by NOTAM. The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CARC at any aerodrome under the control of the CARC shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CARC for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the CARC on demand.

b) The CARC shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the CARC within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CARC shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) The government of Jordan does not accept any responsibility for loss or damage to aircraft or components thereof when on ground. Pilots in command or their designated representatives are required to complete a form indemnifying the government against all claims for any loss or damage, however caused.

e) In the case of Amman /Queen Alia International Airport, operators staging regular services through that airport may sign a general form of indemnity covering all their actual or projected operations.

2) Applicable ICAO documents

The standards and Recommended Practices of Annex 14, Volume I, is applied.
For differences Ref Page GEN 1.7-4, and GEN 1.7-5.

AD 1.1.2 Use of military air bases

Nil

AD 1.1.3 Low Visibility Procedures (LVP) at Amman/Queen Alia Aerodrome

1.1.3.1 General

Low Visibility Procedure (LVP) are the actions to ensure safe aircraft operation during periods of reduced visibility –RVR or low cloud base and shall be Implemented when safeguarding procedures have been completed and the airport configured for low visibility operation.

Special procedures and safeguards will be applied during CAT II operation. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signal.

Runways 26L, 26R and 08L are equipped with ILS and approved for CAT II operation.

Air Traffic Controllers at Queen Alia Aerodrome Tower shall initiate and terminate LVP as required and inform all concerned.

The enforcement of LVP will be transmitted on ATIS and /or on first contact with the aircraft on the appropriate control frequency.

During the period of LVP the lights on taxiways that are not being used should be switched off wherever possible.

Increase separation between traffic in low visibility condition, delays are expected during taxi, take-off and landing.

The ILS sensitive area shall be protected when landing aircraft within 2 NM, ATC for this purpose will provide adequate separation between aircraft on final approach to minimize the possibility of interference ILS signal.

1.1.3.2 use of stop bars

Remote-controlled stop bars are installed on Queen Alia aerodrome with runways certified for precision approaches CAT II. Their use is included in LVP.

-When Remote-controlled stop bars are illuminated (red light), The ground traffic will stop. Extinguish the stop bars will indicate that the taxiway is clear.

-When the line-up clearance is issued, the stop bar is extinguished and the confirmation segment is illuminated (green light).

-Pilots should never cross a stop bar whose red lights are on.

-When remote-controlled stop bars are extinguished, pilots should never cross the taxi-holding point if the confirmation segment is not illuminated, unless clearly authorized by ATC.

1.1.3.3 Initiation and termination of low visibility procedure

1.1.3.3.1 The preparation phase will commenced when RVR falls below 1200 M and /or cloud base between 400-200FT and CAT II operations are expected.

1.1.3.3.2 The operation of low visibility procedure will be commenced when:

a) Runways 26R/08L: when the RVR is less than 550M and equal/or greater than 300M and/or cloud base is less than 200FT but not less than 120FT, traffic is approved for landing.

b) Runway 26L : when the RVR is less than 550M and equal/or greater than 400M and/or cloud base is less than 200FT but not less than 140FT, traffic is approved for landing.

Note: LVP for Runway 08R is not applicable (CAT II precision approach not exist)

1.1.3.3.3 During the operation of LVP, one aircraft at a time is allowed to maneuver at Runways 26R/08L with the associated Taxiways and one aircraft at Runway 26L with associated Taxiways, any other traffic will hold until the preceding one either parked at the gate or departed the associated Runway.

1.1.3.3.4 Upon pilot request follow-me service shall be provided to/from stands to guide the aircraft, whenever RVR is 550M and less.

1.1.3.3.5 Low visibility procedures will be terminated when the RVR is greater than 550M together with the cloud base over 200FT and continuous improvement is expected.

1.1.3.3.6 Pilots must be advised of the termination of LVP through ATIS broadcast and/or the appropriate control frequency.

1.1.3.4 Low visibility take-off (LVTO)

1.1.3.4.1 LVTO for Runways 26R/08L and Runway 26L will be commenced when the RVR:

a) Runways 26R/08L: is less than 300M and equal/or greater than 150M.
b) Runway 26L: decreases to 300M but not less.

Note: LVTO for Runway 08R is not applicable.

1.1.3.4.2 Only one departure aircraft using Runways 26R/08L will be allowed to maneuver.

1.1.3.4.3 Follow-me service shall be provided from stands to guide aircraft except when on Taxiway G to Taxiway H to Runways 26R/08L, will be provided subject to pilot request.

1.1.3.4.4 Providing follow-me service will be subject to follow-me driver assessment and his ability to detect his path through the maneuvering areas.

Note: All operation at QAIA will be suspended when the RVR is less than 150M.

1.1.3.5 Runway and/or Taxiway pilot reports during LVP

1.1.3.5.1 Pilots shall report “rolling” when the aircraft commencing takeoff run.

1.1.3.5.2 Pilots shall report “Runway vacated” when the aircraft vacating the Runway and the whole aircraft becomes on the Taxiway.

1.1.3.5.3 Pilots shall report “airborne” as soon as practicable when the aircraft takeoff.

1.1.3.5.4 Pilots shall report “on stand” or “on gate” when the aircraft is parked.

Note: When follow-me service requested by the pilot, the follow-me personnel shall report on RTF when the aircraft vacating the Runway and/or the Taxiway, and when the aircraft is parked.

1.1.3.6 CAT II operations suspension

1.1.3.6.1 Pilots shall be advised when CAT II operation suspend.

1.1.3.6.2 CAT II operations will be suspended when any of the following equipment becomes unserviceable during the periods of the LVP:

a) Localizer.
b) Glide path.
c) ILS DME.
d) RVR.
e) Airfield Ground Lighting

AD 1.1.4 Aerodrome operating minima

1.1.4.1 Take off weather minimums for IFR flights using 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

1.1.4.2 Take off weather minimums for IFR flights using Amman/Queen Alia International Aerodrome are as follows:

-For Runway 08R

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

-LVTO for Runways 26R/08L for all ACFT CAT RVR minimum 150M.
-LVTO for Runway 26L for all ACFT CAT RVR minimum 300M.

AD 1.1.5 Other Information

Nil

AD 1.2 Rescue and firefighting services and snow plan

AD 1.2.1 Rescue and firefighting services

At aerodromes approved for scheduled and / or Non -scheduled traffic with aeroplanes carrying passengers, rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.
Information about whether there is service and what the extent of that service is given on the relevant page for each aerodrome.

Scale of protection has been determined in accordance with the guidance in attachment B to Annex 14.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Rescue and firefighting service are operated by Civil Defence in coordination with Civil Aviation Regulatory Commission and Royal Jordanian Air Force.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

	Rescue and firefighting services
Aerodrome category	*Amount of water in liters for production of performance level A foam*
7	18 200
8	27 300
9	36 400
10	48 200

Category 1, 2, 3, 4, 5 AND 6 are not used in the Hashemite Kingdome of Jordan.

AD 1.2.2 Snow Plan

1) Organization of the winter service;

The AD operator is responsible for inspection, reporting and improvement measures of the conditions at the respective AD.

2) Surveillance of movement areas;

The aerodrome administration for each aerodrome in coordination with ground operations is responsible for measuring, improving, and reporting pavement conditions.

3) Measuring methods and measurements taken;

3.1 For measuring the depth of snow and associated standing water on the movement areas and ordinary measuring rod will be used. On runways, measurement will be made at 300M intervals along the runway.

3.2 Breaking action is reported by Pilots of landing aircraft is repeated by ATC to successively landing aircraft.

4) Action taken to maintain the usability of movement areas;

4.1 Snow clearance, etc. will normally be carried out in the following order:

1. Runway in use and access road from the fire station.
2. Taxiway(s) to runway in use.
3. Apron.
4. Run-up area.

4.2 Runway Friction:

1. Where only water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place, and the runway will be reported as being "WET".

2. Information on braking action will be given in terms of friction numbers (friction coefficients indicated with two digits, 0 and decimal symbol being omitted) when based on measurements. In addition, the kind of measuring device used will be reported. When braking action is estimated, plain language will be used.

In MOTNE transmissions, a special code will be used.

Measured friction coefficient	Estimated braking action	Code
0.40 and above	good	5
0.39-0.36	good to medium	4
0.35-0.30	medium	3
0.29-0.26	medium to poor	2
0.25 or below	poor	1

Guidance on establishing the design objective for new runway surfaces and maintenance planning and minimum friction levels for runway surfaces in use as shown in the following table:

	Test tire				Design objective for new surface	Maintenance planning level	Minimum friction level
Test equipment	**Type**	**Pressure (kPA)**	**Test speed (km/h)**	**Test water Depth (mm)**			
(1)	**(2)**		**(3)**	**(4)**	**(5)**	**(6)**	**(7)**
Mu-meter Trailer	A	70	65	1.0	0.72	0.52	0.42
	A	70	95	1.0	0.66	0.38	0.26
Skiddometer Trailer	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.47	0.34
Surface Friction	B	210	65	1.0	0.82	0.60	0.50
Tester Vehicle	B	210	95	1.0	0.74	0.47	0.34
Runway Friction	B	210	65	1.0	0.82	0.60	0.50
Tester Vehicle	B	210	95	1.0	0.74	0.54	0.41
TATRA Friction	B	210	65	1.0	0.76	0.57	0.48
Tester Vehicle	B	210	95	1.0	0.67	0.52	0.42
GRIPTESTER	C	140	65	1.0	0.74	0.53	0.43
Trailer	C	140	95	1.0	0.64	0.36	0.24

5) System and means of reporting;

5.1 Aerodrome operator shall report information on snow conditions to:

1. The ATS unit at the aerodrome responsible for providing flight information service; and
2. The AIS division on the aerodrome designated to receive such information for briefing purposes and for dissemination to all to whom the information is of direct operational significance.

6) The cases of runway closure;

The movement area will be partially CLSD for improvement if necessary

7) Distribution of information about snow conditions

7.1 Information on snow conditions will be distributed directly from the NOF by means of SNOWTAM

7.2 SNOWTAM will be prepared in accordance with Annex 15, Appendix 2.

OJAM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED		
1	Associated MET Office	Amman/Marka
2	Hours of service MET Office outside hours	H24 -----
3	Office responsible for TAF preparation Periods of validity	Marka MET Office 18, 24
4	Trend forecast Interval of issuance	TAF, TREND TAF HOURLY
5	Briefing/consultation provided	P, T, FAX
6	Flight documentation Language(s) used	C, TAF Code Form English
7	Charts and other information available for briefing or consultation	SIG, W.C U "Upper" W "Wind" T^0 = TEMP 330,340 390FL, 050, 100, 140, 180, 240, and 300
8	Supplementary equipment available for Providing information	WX Radar APT, WEFAX HRPT of NOAA , AMSS
9	ATS units provided with information	Amman FIC, ACC, RCC
10	Additional information (limitation of service, etc.)	SPECI Warnings

OJAM 2.12 RUNWAY PHYSICAL CHARACTERISTICS							
Designations RWY NR	**True & MAG BRG**	**Dimensions of RWY (M)**	**Strength(PCN) and surface of RWY and SWY**	**THR coordinates and THR geoid undulation**		**THR elevation and highest elevation of TDZ of precision APP RWY**	
1	2	3	4	5		6	
06	065 T o 061 M o	3275 x 45	Runway PCN 55/F/C/W/U Asphalt Flexible Stopway Asphalt Flexible	315758.54N 0355833.52E 21.5 FT		THR 2555 FT (778M)	
24	245 T o 241 M o			315844.90N 0360025.79E 21.5 FT		THR 2458 FT (749M)	
Slopes of RWY-SWY	**SWY Dimension (M)**	**CWY Dimensions (M)**	**Strip Dimensions (M)**	**RESA**	**Location/ description of arresting system**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**	**13**	**14**
0.14(700) + 1.25(400) + 1.27(550) + 1.4(550) + 0.74(400) + 1.28(700)	120 x 45	329 x160	3630 x150	Nil	Nil	1500x150	Nil
	224 x 45	314 x160	3630 x150	Nil	Nil	Nil	Nil

OJAM AD 2.13 DECLARED DISTANCES					
RWY Designator	**TORA (M)**	**TODA (M)**	**ASDA (M)**	**LDA (M)**	**Remarks**
1	2	3	4	5	6
06	3275	3602	3395	3275	Nil
24	3275	3589	3499	3275	Nil

APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA (Cont.)

	Taxiway width, surface, and strength(CONT.)	(S) Surface : Concrete(Rigid) Strength : PCN 74/R/C/W/T Width : 35M (Y) Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T Width : 49M (Z) Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T Width : 41M
3	Altimeter checkpoint location and elevation	Apron / LAT / LONG / ELEV N 314329.58875 355915.95503 2363FT (720M) S 314312.18804 355918.79585 2360FT (719M) Cargo 314317.58140 355959.81714 2363FT (720M) Maintenance 314319.46532 360019.71123 2362FT (720M) Royal Pavilion 314305.80970 355849.98544 2360FT (719M) H 314339.12830 360001.26750 2372FT (723M)
4	VOR Check points	Nil
5	INS checkpoints	Nil
6	Remarks	1-Pilots requested to pay extra caution ahead of intersection with service roads while taxing on TWY's F and G 2-Illuminated Signage installed on the Terminal Fixed Link Bridge as an additional assistance for Pilots to identify Different Contact Stands, for MARS (Multiple Aircraft Ramp System) Stands, the number identifies the Central Position.

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 RWY end as appropriate, marked and lighted. TWY: Centre line, Intermediate holding positions, holding positions at all TWY/RWY intersections, marked and lighted. RWY Guard Lights 08R Nil – Available on 26L, 26R & 08L Holding position
→ 3	Stop bars	08R NIL - Available and Operational for H24 on 26L,26R & 08L Holding Positions (Marking, lighting & signage)
4	Remarks	Royal pavilion is Marked. See Charts: AD OJAI 2.24.1-1 and AD OJAI 2.24.2-1

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT:

NORTH APRON

	STAND NUMBER	***CAPACITY***	***GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS***	
			LAT	**LONG**
Remote Stands	N01	Code C Maximum except A321, B737-900, B737-800 ,MD80/90; DC9, CRJ, DH8,EMB195	31 43 31.29930	35 59 05.61286
	N03	Code C Maximum except MD80/90; DC9, DH8	31 43 31.52599	35 59 07.18510
	N05	Code C Maximum except MD80/90; DC9, DH8	31 43 31.75316	35 59 08.75877
	N07	Code C Maximum except MD80/90; DC9, DH8	31 43 31.97990	35 59 10.33139
	N09	Code C Maximum except MD80/90; DC9, DH8	31 43 32.20669	35 59 11.90445
	N11	Code C Maximum except MD80/90; DC9, DH8	31 43 32.43397	35 59 13.47764
	N13	Code C Maximum except MD80/90; DC9, DH8	31 43 32.66105	35 59 15.05068
	N15	Code C Maximum except MD80/90; DC9, DH8	31 43 32.88782	35 59 16.62369
	N17	Code C Maximum except MD80/90; DC9, DH8	31 43 33.11485	35 59 18.19662
	N19	Code E Maximum Except A340-600, A350-1000, B777-300, B777-300ER	31 43 34.30926	35 59 23.95745
	N21	Code E Maximum	31 43 34.70115	35 59 26.67289
	N30	Code C Maximum	31 43 27.65176	35 59 25.98830
	N32	Up to code E limited to B788 (maximum aircraft length58M)	31 43 27.79676	35 59 26.53850
	N34	Code C Maximum	31 43 28.43487	35 59 27.17973

OJAI 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True & MAG BRG	Dimensions of RWY (M)	Strength(PCN) and surface of RWY and SWY	THR coordinates and THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
26L	260.41ºT 255.98ºMAG	3660 x 61	Runway(PCN) 97/ F/C/W/T Asphalt Flexible	314311.58N 0360106.90E 20.3 M (66.6 FT)	THR 2366.0FT (721.2m) TDZ 2364.5FT (720.7M)
08R	080.39ºT 075.96ºMAG		Stopway Asphalt Flexible	314251.77N 0355849.84E 20.3 M (66.6 FT)	THR 2357.7 FT (718.6m) TDZ 2356.3FT (718.2M)
26R	260.41ºT 255.98ºMAG	3664 x 61	Runway(PCN) 88/ F/C/W/T Asphalt Flexible	314356.06N 0360027.40E 20.3 M (66.6 FT)	THR 2395.0FT (730M) TDZ 2395 FT (730M)
08L	080.39ºT 075.96ºMAG		Stopway Asphalt Flexible	314336.23N 0355810.15E 20.3M (66.6FT)	THR 2362 FT (720M) TDZ 2362 FT (720M)

Slopes of RWY-SWY	SWY Dimension (M)	CWY Dimension (M)	Strip Dimensions (M)	RESA Dimensions (M)	Location/ description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
08L/26R: SWY +1.13(150.0) RWY08L + 0.02 (1100.0) + 0.62 (1700.0) - 0.02 (864.9) RWY26R - 0.42(150.0) SWY	150 x 61	843 x 300	4084 x 300	240 x 125	Nil	1500x300	THR Asphalt
08R/26L: SWY 0.60 (150)- RWY 08R 0.23 (420)+ 0.45 (160)+ 0.00 (69.8)+ 0.80 (610)+ 0.02 (602.53)+ 0.02 (182.26)+ 0.14 (151.59)+ 0.41 (591.48)+ 0.24 (672.41)+ RWY 26L 0.10 (150)+ SWY	150x61	843 x 300	4080 x 300	240 x 125	Nil	1500x120	THR Asphalt

OJAI AD 2.13 DECLARED DISTANCES					
RWY Designator	**TORA (M)**	**TODA (M)**	**ASDA (M)**	**LDA (M)**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
26L	3660	4503	3810	3660	Nil
26R	3664	4507	3814	3664	Nil
08L	3664	4507	3814	3664	Nil
08R	3660	4503	3810	3660	Nil

OJAQ AD 2.10 AERODROME OBSTACLES				
Obstacles in Approach and Take off Areas				
RWY	**TYPE**	**ELEV (M)**	**From RWY THR**	
			DIST(M)	**MAG**
01	*Flag Mast	142	8525	184
*REMARK : Natural obstacle penetrating surface of all Runways are shown on Aerodrome obstacle charts Type A Slight terrain obstructions penetrates 2.5% the Approach and Take off Surface.				

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

OJAQ 2.12 RUNWAY PHYSICAL CHARACTERISTICS							
Designations RWY NR	**True & MAG BRG**	**Dimensions of RWY (M)**	**Strength(PCN) and surface of RWY and SWY**	**THR coordinates and THR geoid undulation**		**THR elevation and highest elevation of TDZ of precision APP RWY**	
1	**2**	**3**	**4**	**5**		**6**	
01	019 T o 014 M o	3000 x 45	Runway PCN 54/F/A/W/U Asphalt Flexible Stopway Asphalt Flexible	293552.96627N 350047.95052E 16.2 FT		THR 175 FT (53.3M)	
19	199 T o 194 M o			293726.26968N 350120.57876E 16.2 FT		THR 113 FT (34.34M)	
Slopes of RWY-SWY	**SWY Dimensions (M)**	**CWY Dimensions (M)**	**Strip Dimensions (M)**	**RESA Dimensions (M)**	**Location/ description of arresting system**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**	**13**	**14**
RWY 01 0.65 (3000)	150 x 45	Nil	3330 x 300	100x90	Nil	1500x300	Nil
RWY 19 0.65 (3000)	60 x 45	Nil	3330 x 300	240x90	Nil	1500x300	Nil

OJAQ AD 2.13 DECLARED DISTANCES					
RWY Designator	**TORA (M)**	**TODA (M)**	**ASDA (M)**	**LDA (M)**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
01	3000	3000	3150	3000	Nil
19	3000	3000	3060	3000	Nil