

**1.5.6 HOLDING**

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

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

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

**OVERFLYING TRAFFIC**

Overflying traffic entering Aqaba Approach at 13000 FT 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.

**AIRSPACE CLASSIFICATIONS**

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

## **2. ARRIVING FLIGHTS**

### **2.1 GENERAL**

Arrival control is provided by Amman Approach Control within the Terminal Control Area from 6000 FT to FL 155.

#### **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.

##### **Amman/Queen Alia**

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.

##### **AMMAN/Marka**

Amman/Marka arrivals will descend in the QAA holding pattern. When leveling 6000 FT set course for AMN on AMN R162 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**

In case of communication failure, the designated navigation aids to be used for holding is the AMN VOR for inbound on **A412** through AMRAH. 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.

##### **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.

##### **Amman/Queen Alia**

Queen Alia Arrivals will continue in accordance with AMRAH 3 E STAR profile then down to 6000 FT 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.