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

PHONE : +96264872681
FAX: +962 6 4891266
AFS : OJAMYHYX
E-mail: ais.hq@carc.gov.jo

AIRAC
AIP

AMENDMENT 27/26
21 MAY 2026

EFFECTIVE DATE: 09 JUL 2026

1. **This amendment contains:**
   - **New dimensions for OJAI RWY 08L/26R SWY &CWY.**
   - **Removal of MDB NDB.**

2. **Remove and insert the following pages:**

Remove			Insert		
	Page No.	**Date**		**Page No.**	**Date**
GEN 0	**0.4-1**	**14 MAY 2026**	**GEN 0**	**0.4-1**	**09 JUL 2026**
	0.4-2	**14 MAY 2026**		**0.4-2**	**09 JUL 2026**
	0.4-3	**14 MAY 2026**		**0.4-3**	**09 JUL 2026**
	0.4-4	**25 DEC 2025**		**0.4-4**	**09 JUL 2026**
GEN 2	**2.5-1**	**22 JAN 2026**	**GEN 2**	**2.5-1**	**09 JUL 2026**
GEN 3	**3.1-1**	**25 DEC 2025**	**GEN 3**	**3.1-1**	**09 JUL 2026**
	3.1-3	**01 NOV 2018**		**3.1-3**	**09 JUL 2026**
	3.3-1	**25 DEC 2025**		**3.3-1**	**09 JUL 2026**
	3.4-1	**01 AUG 2021**		**3.4-1**	**09 JUL 2026**
ENR 2	**2.2-2**	**12 DEC 2013**	**ENR 2**	**2.2-2**	**09 JUL 2026**
ENR 4	**4.1-1**	**22 JAN 2026**	**ENR 4**	**4.1-1**	**09 JUL 2026**
AD2 (OJAI)	**2.OJAI-13**	**14 MAY 2026**	**AD2 (OJAI)**	**2.OJAI-13**	**09 JUL 2026**
	2.OJAI-20	**01 AUG 2021**		**2.OJAI-20**	**09 JUL 2026**
	2.24.1-1	**30 OCT 2025**		**2.24.1-1**	**09 JUL 2026**
	2.24.7-7	**04 SEP 2025**		**2.24.7-7**	**09 JUL 2026**
AD2 (OJAQ)	**2.8**	**26 APR 2018**	**AD2 (OJAQ)**	**2.OJAQ-8**	**09 JUL 2026**
	2.OJAQ-10	**25 DEC 2025**		**2.OJAQ-10**	**09 JUL 2026**
	2.24.9-1	**01 AUG 2015**			

3. **Record entry of amendment in GEN 0-2.**

4. **This amendment incorporates the following AIP supplements and NOTAM which are hereby cancelled:**

   AIRAC AIP SUP: NIL

   AIP SUP: 01/26

   NOTAM: NIL

AIS HEADQUARTERS

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0.1-5	01 FEB 2026
0.2-1	01 FEB 2026
0.3-1	01 FEB 2026
*0.4-1	09 JUL 2026
*0.4-2	09 JUL 2026
*0.4-3	09 JUL 2026
*0.4-4	09 JUL 2026
0.5-1	23 MAR 2023
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0.6-2	01 FEB 2026
0.6-3	01 FEB 2026
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2.2-10	01 FEB 2026
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2.3-1	01 NOV 2024
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2.3-3	01 NOV 2024
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2.3-5	01 NOV 2024
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3.5-3	01 FEB 2026
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3.5-5	01 FEB 2026
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3.5-7	01 FEB 2026
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3.5-17	01 FEB 2026
3.6-1	01 FEB 2026
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3.6-3	01 FEB 2026
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3.6-5	01 FEB 2026
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2.OJAM-11	25 DEC 2025
2.24.1-1	25 DEC 2025
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2.24.6-11	25 DEC 2025
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2.OJAI-4	30 OCT 2025
2.OJAI-5	30 OCT 2025
2.OJAI-6	30 OCT 2025
2.OJAI-7	01 NOV 2024
2.OJAI-8	04 SEP 2025
2.OJAI-9	01 NOV 2024
2.OJAI-10	01 MAY 2023
2.OJAI-11	21 JUL 2016
2.OJAI-12	21 JUL 2016
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2.OJAI-18	01 AUG 2021
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2.24.4-4	12 DEC 2013
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2.24.5-5	07 DEC 2017
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2.24.6-14	30 OCT 2025
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2.24.6-24	04 SEP 2025
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2.24.8-13	30 OCT 2025
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2.24.8-24	04 SEP 2025
2.24.8-25	30 OCT 2025
2.24.8-27	04 SEP 2025
2.24.8-28	04 SEP 2025
2.24.8-29	30 OCT 2025
2.24.8-31	04 SEP 2025
2.24.8-33	30 OCT 2025
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2.7	26 APR 2018	2.24.8-11	30 OCT 2025		
*2.OJAQ-8	09 JUL 2026	2.24.8-12	04 SEP 2025		
2.OJAQ-9	01 NOV 2025	2.24.8-13	25 DEC 2025		
*2.OJAQ-10	09 JUL 2026	2.24.8-15	30 OCT 2025		
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2.24.6-9	30 OCT 2025				
2.24.6-11	30 OCT 2025				
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2.24.7-3	30 OCT 2025				
2.24.7-4	04 SEP 2025				
2.24.7-5	04 SEP 2025				
2.24.7-7	30 OCT 2025				
2.24.7-8	04 SEP 2025				
2.24.7-9	30 OCT 2025				
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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Aid	Purpose	STATION NAME	Aid	ID	Purpose
AMN	AMMAN	DVOR/DME	AE	AMMAN	DVOR/DME	AMN	AE
AQB	AQABA	DVOR/DME	AE	AMMAN	ILS	IAMN	A
IAMN	AMMAN	ILS	A	AMMAN	DME	IAMN	A
IAMN	AMMAN	DME	A	AQABA	DVOR/DME	AQB	AE
IAQA	KING HUSSEIN	ILS	A	KING HUSSEIN	ILS	IAQA	A
IAQA	KING HUSSEIN	DME	A	KING HUSSEIN	DME	IAQA	A
IKHA	KING HUSSEIN	ILS	A	KING HUSSEIN	ILS	IKHA	A
IKHA	KING HUSSEIN	DME	A	KING HUSSEIN	DME	IKHA	A
IQA	QUEEN ALIA	ILS	A	QATRANEH	DVOR/DME	QTR	E
IQA	QUEEN ALIA	DME	A	QUEEN ALIA	ILS	IQA	A
IQAN	QUEEN ALIA	ILS	A	QUEEN ALIA	DME	IQA	A
IQAN	QUEEN ALIA	DME	A	QUEEN ALIA	DME	IQAN	A
IQAR	QUEEN ALIA	ILS	A	QUEEN ALIA	ILS	IQAN	A
IQAR	QUEEN ALIA	DME	A	QUEEN ALIA	DME	IQAR	A
QAA	QUEEN ALIA	DVOR/DME	AE	QUEEN ALIA	ILS	IQAR	A
QTR	QATRANEH	DVOR/DME	E	QUEEN ALIA	DVOR/DME	QAA	AE

GEN 3. SERVICES

GEN 3.1 Aeronautical Information Services

GEN 3.1.1 Responsible Service

The Aeronautical Information Service in the Hashemite Kingdom of Jordan is a part of the Air Navigation Services Operations Directorate, within the Civil Aviation Regulatory Commission, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under item GEN 3.1.2

It consists of AIS Headquarters, International NOTAM Office (NOF), AIS Divisions at Amman City Airport and AIS Divisions at Aqaba/King Hussein Intl Airport.

Website address www.carc.gov.jo

GEN 3.1.1.1 AIS Headquarters (AIS HQ)

1)	**Division name**	**AIS Headquarters (AIS HQ)**
2)	**postal address**	The Hashemite Kingdom Of Jordan Civil Aviation Regulatory Commission Jordan Air Navigation Services Air Navigation Services Operations Aeronautical Information Services Headquarters 7547-Amman
3)	**telephone number**	+962 6 4872681 and +962 6 4892282 Ext. 3525
4)	**fax number**	+962 6 4891266
5)	**e-mail address**	ais.hq@carc.gov.jo
6)	**AFS address**	OJAMYHYX
7)	The services is provided in accordance with ICAO Annex 15, Annex 4, DOC 8126, DOC 10066 and DOC 8697	
8)	Working Hours	From 08:30 to 15:30 Local Time (+3 UTC)

GEN 3.1.1.2 International NOTAM Office (NOF)

1)	**Division name**	**International NOTAM Office (NOF)**
2)	**postal address**	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission Jordan Air Navigation Services Air Navigation Services Operations / AIS HQ AIS /AMMAN Queen Alia International Airport P.O.Box 7547-Amman
3)	**telephone number**	+962 6 4982282 Ext. 5706/5709 , +962 6 4293390 Mob: +962 79 7679735
4)	**e-mail address**	nof@carc.gov.jo and nofoffice@carc.gov.jo

5) **AFS address** EUECYIYN for receiving NOTAM
OJAIYNYX for Amman/Queen Alia NOF
OJAIZPZX for Amman/Queen Alia ATS Reporting Office

6) The services is provided in accordance with ICAO Annex 15,Annex 2, DOC 8126, DOC10066, and DOC 4444

7) Working Hours 24/7

GEN 3.1.1.3 AIS Division and ATS Reporting office at Amman City Airport (ACA)

1) **Division name** **AIS Division and ATS Reporting office at Amman City Airport (ACA)**

2) **postal address** The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
Jordan Air Navigation Services
Air Navigation Services Operations / AIS HQ
AIS/ Amman City Airport
P.O.Box 7547 – Amman

3) **telephone number** +962 6 4892282 Ext. 3258/3282
Mob: +962 79 7679738

4) **e-mail address** ais.amm@carc.gov.jo

5) **AFS address** OJAMYOYX for Amman City Airport AIS Division
OJAMZPZX for Amman City Airport ATS Reporting office

6) The services is provided in accordance with ICAO Annex 15,Annex 2, DOC 8126, DOC10066 and DOC 4444

7) Working Hours 24/7

GEN 3.1.1.4 AIS Division and ATS Reporting Office, at Aqaba/King Hussein

1) **Division name** **AIS Division and ATS Reporting Office, at Aqaba / King Hussein**

2) **postal address** The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
Jordan Air Navigation Services
Air Navigation Services Operations / AIS HQ
AIS / King Hussein International Airport
P.O.Box 7547-Amman

3) **telephone number** +962 6 4892282 Ext. 7241

4) **e-mail address** ais.khia@carc.gov.jo

5) **AFS address** OJAQYOYX for AQABA/ King Hussein AIS Division
OJAQZPZX for AQABA/ King Hussein ATS Reporting Office

6) The services is provided in accordance with ICAO Annex 15,Annex 2, DOC 8126, DOC10066 and DOC 4444

7) Working Hours 24/7

GEN 3.1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of Aeronautical Information for the entire territory of the Hashemite Kingdom of Jordan.

GEN 3.1.3 Aeronautical publication

The aeronautical information is provided in the form of the Aeronautical information products including:

1) AIP and related amendment service;

Jordan AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation. It is published in one volume, in a loose-leaf form and in English only, for use in international and domestic operations, whether the flight is a commercial or a privet one.

1.1 AIP amendments

Amendments to the AIP are made by replacement sheets. Two types of AIP AMDT are produced:

1.1.1. Regular AIP AMDT issued in accordance with the established regular interval (ref GEN 0.1-2), and identified by a blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and

1.1.2. AIRAC AIP Amendment is issued in accordance with the AIRAC system and identified by a pink sheet and the acronym-AIRAC, incorporates into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line or by a horizontal arrow in the left margin (or immediately to the left) of the change/addition, and for charts; the changes are identified by textual annotations in the left margin of the page.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Aeronautical information products which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive. The year, indicated by two digits, is a part of the serial number of the amendments.

A checklist of AIP pages containing page number and the publication of effective date (day, month, by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

→ 2) AIP Supplements;

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and /or graphics, supplementing the permanent information contained in the AIP, are published a AIP Supplements (AIP SUP). Operationally significant temporary changes of the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are placed accordingly at the beginning of each AIP part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself.

The Checklist of AIP Supplements currently in force is issued as an AIP SUP when needed and in the weekly printed plain-language list of valid NOTAM.

→ 3) AIC;

The Aeronautical Information Circulars (AIC) contain information of: long-term forecast of any major changes in legislation, regulations procedures or facilities; purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisor nature concerning technical, legislative or purely administrative matters. AICs are divided in accordance with subjects and their affects and are issued in one series (A).
Each AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/03.
A checklist of AIC currently in force is issued as an AIC once a year and in the weekly printed plain-language list of valid NOTAM.

→ 4) NOTAM and pre-flight information bulletins (PIB);

NOTAM contain information concerning the establishment condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operation. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations /uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Amman FIR and are distributed in One series identified by the letter A. NOTAM is issued via the Aeronautical Fixed Service (AFS).

Pre-flight Information Bulletins (PIB), which contains a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at each aerodrome AIS Division. The extent of the information contained in the PIB is indicated under GEN 3.1.5 of this subsection.

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 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 Navigation Services Operations P.O.Box 7574-AMMAN The Hashemite Kingdom of Jordan
AFS	OJAMYHYX
Fax	+962 6 4891266
Tel	+962 6 4892282 & +962 6 4799120 Ext. 3241
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

GEN 3.3.2 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) 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.

GEN 3.3.3 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 City Airport 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 International Airport, 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.

→ GEN 3.3.4 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

→ GEN 3.3.5 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.

GEN 3.4 Communication services

GEN 3.4.1 Responsible service

The Authority responsible for the administration of communication services in the Hashemite Kingdom of Jordan is the Director of Technical Support within the Civil Aviation Regulatory Commission.

Postal Address	The Hashemite kingdom of Jordan Civil Aviation Regulatory Commission Director of Technical Support P.O.Box 7547 Amman-Jordan
AFS	OJAMYFYX, OJAMYTYX
Tel	+962 6 4892282 ext. 3451
Fax	+962 6 4896111
e-mail	dcom@carc.gov.jo

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 VOL I ,II, III, IIII and V	Aeronautical Telecommunications
DOC 8400	Procedures for Air Navigation Services- ICAO Abbreviations and Codes (PANS-ABC)
DOC 8585	Designators for aircraft operating agencies Aeronautical Authorities and Services
DOC 7030	Regional Supplementary Procedures
DOC 7910	Location Indicator
DOC 9880	Manual on detailed technical specification Network (ATN)USING ISO/OSI STANDARD and protocols
DOC 9896	Manual for the ATN using IPS standards protocols
DOC 9855	Guidelines of the use for the Public Internet for aeronautical publications

GEN 3.4.2 Area of responsibility

Arrangements for such Services on a continuing basis should be made with the Director of Technical support .Inquiry suggestions or complaints regarding any telecommunications services should be referred to the Director of Technical Support .

GEN 3.4.3 Types of service

1) Radio Navigation Services

The following types of radio aids to navigation are available:
Instrument Landing System (ILS).
Doppler VHF Omni-Directional Radio Range (DVOR).
Distance Measuring Equipment (DME).
Radar Service.

2) Voice and /or data link services;

a. Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of services, unless otherwise notified. Aircraft should communicate with appropriate Jordanian Ground/Air Control Radio Station at least Ten Minutes before entering AMMAN FIR, and should thereafter maintain a continuous watch on the appropriate radio frequency until cleared to close watch or change to another frequency. The language used for Ground/Air Communication is English however exceptionally Arabic may be used.

b. Fixed Service

Messages to be transmitted over the Aeronautical Fixed Telecommunications Network /ATS Message Handling system are accepted only if:

a- The text of AFS messages shall not exceed 1800 printed characters in length; and

b- Messages shall be addressed to a station forming part of the international AFS, (unless special arrangements exist).

3) Broadcasting Service

Digital Automatic Terminal Information Service (D-ATIS) Broadcasts *

STATION	*CALL SIGN/ IDENTIFICATION*	*FREQ (MHz)*	*HOURS (UTC)*
AMMAN/Queen Alia International Airport	Queen Alia International Airport Information	127.6	H24

* D-ATIS also can be obtained for Amman/Queen Alia aerodrome all RWYs via the following phone Number: +96264451489

Data Link ARINC Address: AMMATXA

4) Languages Used

The language used for Ground/Air Communication is English however exceptionally Arabic may be used

5) Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In case where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

GEN 3.4.4 Requirements and conditions

The requirements and conditions of the Directorate of Technical Support are available for international uses which are applied in accordance with the required ICAO standards and regulations as documented in the relevant ICAO documentations.

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 Navigation Services Operations
Tel: +962 6 4892282 & +962 6 4799120 Ext. 3241
Fax: +962 6 4891 266
E-mail: datm@carc.gov.jo

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
AMMAN DVOR/DME	AMN	116.3 Mhz CH110X	H24	320014.65N 0360357.55E	690M	Elevation including antenna
QUEEN ALIA DVOR/DME	QAA	115.2 Mhz CH99X	H24	314423N 0360927E	834M	Elevation including antenna
QATRANEH DVOR/DME	QTR	112.9 Mhz CH76X	H24	311454.41N 0360334.31E	801M	Elevation including antenna
AQABA DVOR/DME	AQB	113.1 Mhz	H24	293501.00N 0350030.00E	57.5M	Elevation including antenna

OJAI 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True & MAG BRG	Dimensions of RWY (M)	Strength(PCR) 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	260.41°T 255.41°MAG	3660 x 61	Runway(PCR) 1060/R/A/W/T Asphalt Flexible	314311.59N 0360106.91E 20.3 M (66.6 FT)	THR 2366.3FT (721.2m) TDZ 2364.5FT (720.7M)
08R	080.39°T 075.39°MAG		Stopway Asphalt Flexible	314251.78N 0355849.85E 20.3 M (66.6 FT)	THR 2358.1 FT (718.8m) TDZ 2356.3FT (718.2M)
26R	260.41°T 255.41°MAG	3668 x 61	Runway(PCR) 1500/ F/A/X/T Asphalt Flexible	314356.08N 0360027.48E 20.3 M (66.6 FT)	THR 2395.2FT (730.1M) TDZ 2395 FT (730.1M)
08L	080.39°T 075.39°MAG		Stopway Asphalt Flexible	314336.23N 0355810.09E 20.3M (66.6FT)	THR 2360.8 FT (719.6M) 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	146 x 61	839 x 300	4084 x 300	240 x 150	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	150x61	843 x 300	4080 x 300	240 x 150	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	3668	4507	3814	3668	Nil
08L	3668	4507	3814	3668	Nil
08R	3660	4503	3810	3660	Nil

OJAI AD 2.17 ATS AIRSPACE		
1	Designation and lateral limits	QUEEN ALIA CTR 315256N0362529E 313129N0363034E 312821N0354758E 314256N0354259E 315256N0354716E 315256N0362529E
2	Vertical limits	SFC to 5500 FT ALT
3	Airspace classification	C
4	ATS unit call sign Language(s)	Queen Alia TWR English, Arabic
5	Transition altitude	13000 FT AMSL
6	Remarks	Nil

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	H24	Primary Frequency
		121.5 MHZ	H24	Emergency
TWR	Queen Alia TWR	119.8 MHZ	H24	Primary Frequency
		121.5 MHZ	H24	Emergency Frequency
	SMC	121.6 MHZ	H24	Fire Fighting Vehicles
	SMC	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**
DVOR/ DME	QAA	115.2 MHZ CH99X	H24	314423N 360927E	834M	7.3 NM FM THR RWY 26L
LOC 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.
LOC 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.
LOC 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.

AERODROME / CHART- ICAO

ARP
31˚43'26.857" N 035˚59'40.641" E

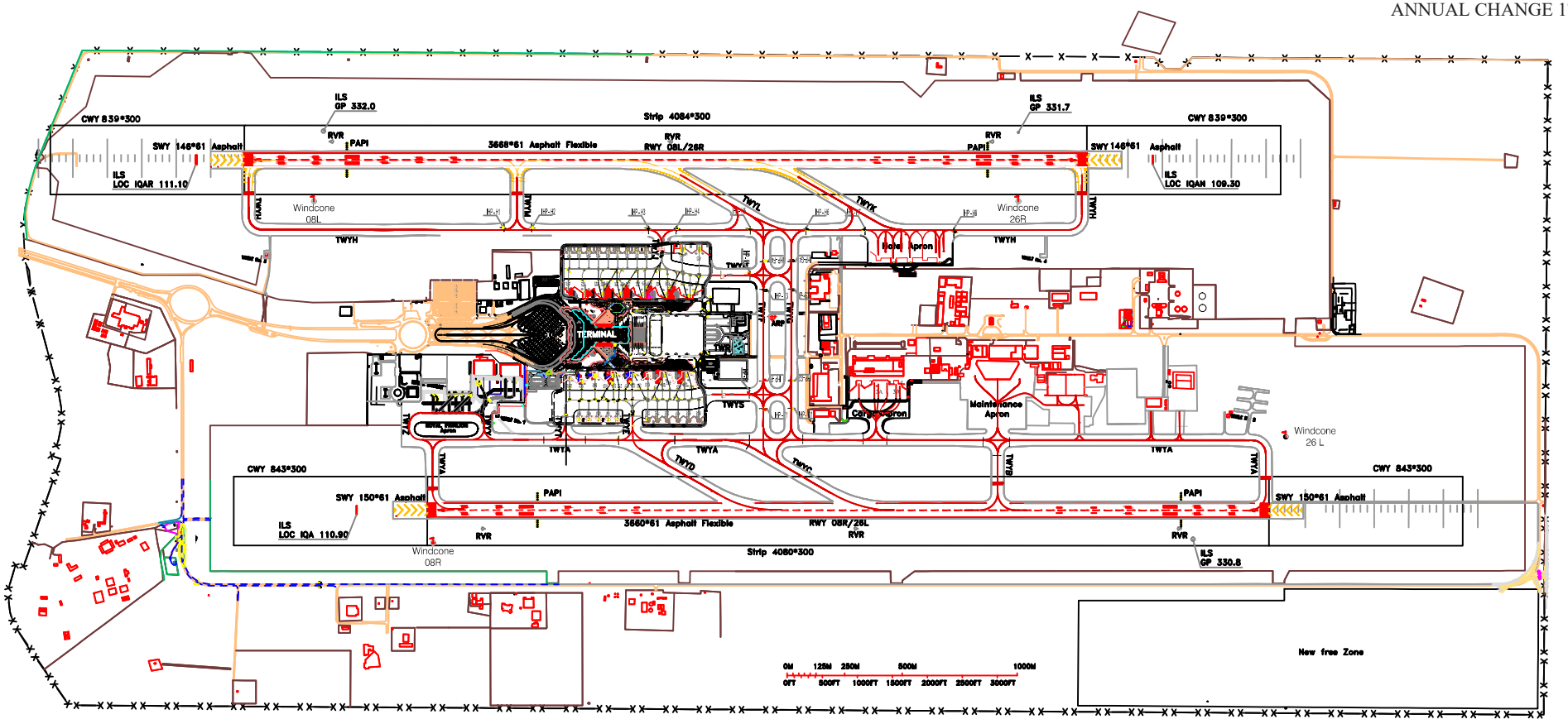
ELV
2396FT(730)

GND 121.9
TWR 119.8

AMMAN/ QUEEN ALIA
(OJAI)

RWY	DIRECTION	THE COORDINATES	THE ELEVATION	BEARING STRENGTH
80R	076˚	31° 42' 52" N 035° 58' 50"E	2358.1FT(718.8M)	PCR 1060/R/A/W/T ASPHALT, FLEXIBLE
26L	256˚	31° 43' 12" N 036° 01' 07"E	2366.3FT(721.2M)	
80L	076˚	31° 43' 36" N 035° 58' 10"E	2360.8FT(719.6M)	PCR 1500/F/A/X/T ASPHALT, FLEXIBLE
26R	256˚	31° 43' 56" N 036° 00' 27"E	2395.2FT(730.1M)	

VAR 5˚ E 2025
ANNUAL CHANGE 1' E



Change: dimensions of SWY & CWY of RWY 08L/26R

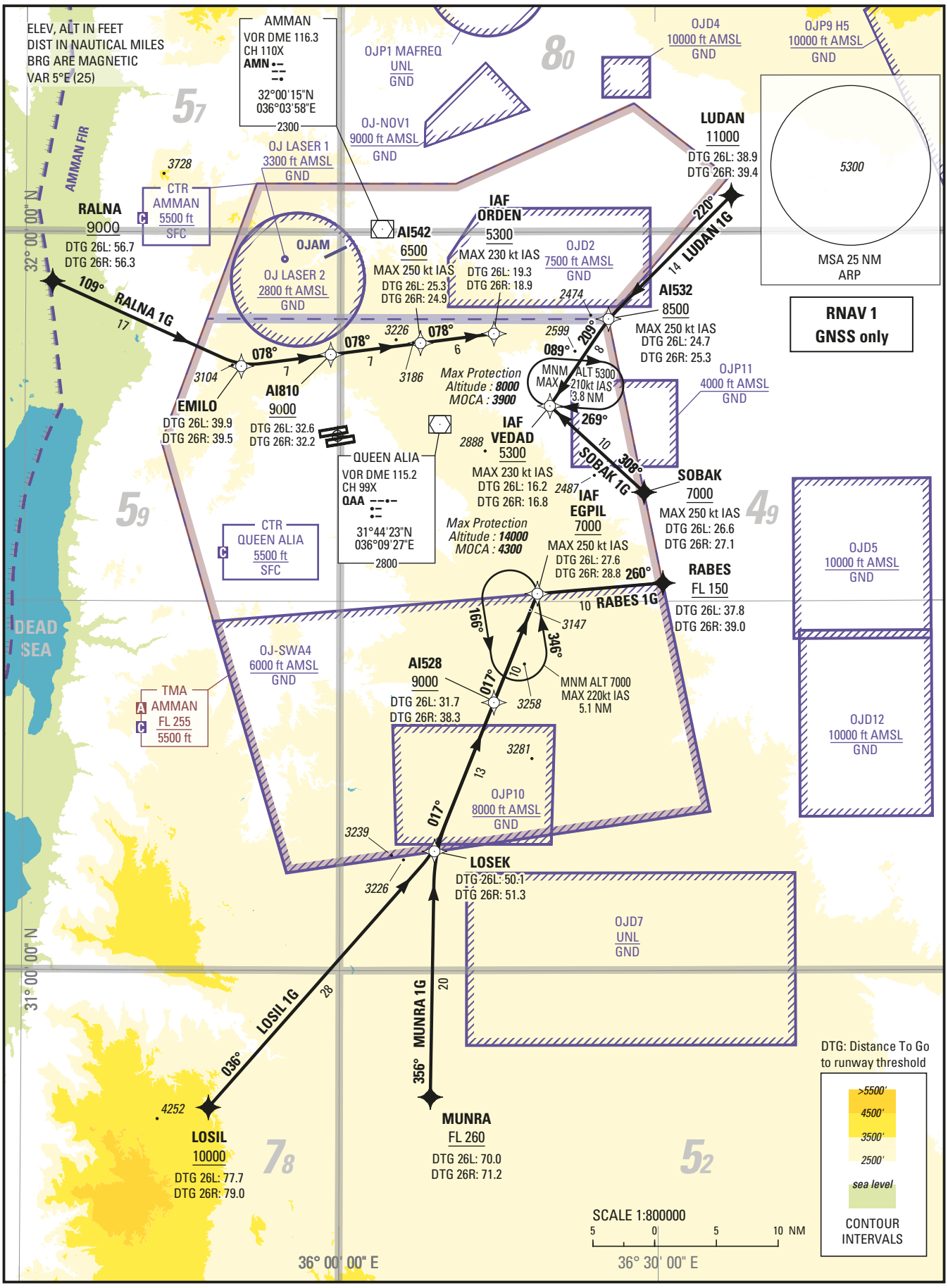
STANDARD ARRIVAL CHART — INSTRUMENT (STAR) — ICAO

TRANSITION LEVEL
FL 150
TRANSITION ALTITUDE
13000 ft

ATIS 127.6
APP 128.9
TWR 119.8

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

SOBAK 1G RABES 1G LOSIL 1G
LUDAN 1G MUNRA 1G RALNA 1G



change: correction of typo in the distance unit of measurement on VEDAD holding

OJAQ AD 2.14 APPROACH AND RUNWAY LIGHTING		
1	RWY Designator	01
2	**APPROACH LIGHT**	
	TYPE	CAT 1
	LENGTH	900M - color white (with 5 cross bars)
	Intensity	High
3	**THR LIGHT**	
	COLOUR	Green
	WBAR	Green
4	**VASIS**	Nil
	(MEHT)	MEHT. 23.6M
	PAPI	4 units 3° left side (Distance 420M from THR)
5	**TDZ LIGHT**	Nil
6	**RWY CENTER LINE LIGHT**	
	LENGTH	3000 M
	SPACING	30 M
	COLOUR	White
	INTENSITY	5000 cd
7	**RWY EDGE LIGHT**	
	LENGTH	3000M
	SPACING	60M
	COLOUR	White
	Intensity	High
8	**RWY END LIGHT**	
	COLOUR	Red
	WBAR	Nil
9	**STOPWAY LIGHT**	
	LENGTH	150 M
	COLOUR	Red
10	**REMARK**	Nil
1	**RWY Designator**	19
2	**APPROACH LIGHT**	
	TYPE	CAT I
	LENGTH	900M with 5 cross bars
	INTENSITY	20000 cd
3	**THR LIGHT**	
	COLOUR	Green
	SPACING	3 M
	INTENSITY	10000 cd
	WBAR	Nil
4	**VASIS**	Nil
	(MEHT)	MEHT. 23.6M
	PAPI	4 units 3° left side (Distance 420M from THR)
5	**TDZ LIGHT**	Nil
6	**RWY CENTER LINE LIGHT**	
	LENGTH	3000 M
	SPACING	30 M
	COLOUR	White
	INTENSITY	5000 cd
7	**RWY EDGE LIGHT**	
	LENGTH	3000M
	SPACING	60M
	COLOUR	White
	Intensity	High
8	**RWY END LIGHT**	
	COLOUR	Red
	WBAR	Nil
9	**STOPWAY LIGHT**	
	LENGTH	60 M
	COLOUR	Red
10	**REMARK**	Nil

OJAQ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	ABN/IBN Location, Characteristics and hours of operation	IBN : NIL ABN : On the top of Tower , FLG G+W , HN+IMC, H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: All TWY Centre line: Not available
4	Secondary power supply Switch-over time	7 Secondary power supply to all lighting at AD, 2300KVA Switch-over time: 15 SEC
5	Remarks	Nil

OJAQ AD 2.16 HELICOPTER LANDING AREA		
1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	Remarks	

OJAQ AD 2.17 ATS AIRSPACE		
1	Designation and lateral limits	King Hussein CTR Radius of 8NM 293638.98710N 0350103.05263E Within jordanian airspace
→ 2	Vertical limits	SFC to 7500 FT ALT
3	Airspace classification	C
4	ATS unit call sign Language(s)	King Hussein TWR, English, Arabic
5	Transition altitude	13000 FT AMSL
6	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 Sector	132.425 MHZ	H24	
		121.5 MHZ	H24	Emergency Frequency.
TWR	King Hussein TWR	119.2 MHZ	H24	For TWR control and Aircraft Surface Movement Control.
		118.1 MHz	H24	SDBY FREQ
		121.5 MHZ	H24	Emergency Frequency.
Fire Fighting	Civil Defense	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**
DVOR/ DME	AQB	113.1MHZ CH78X	H24	293501N 0350030 E	57.5 M	0.9NM from THR RWY 01.
LOC RWY 01 ILS CAT I	IAQA	110.10MHZ	H24	293736.30N 0350124.09E		350M from THR RWY 19.
GP RWY 01		334.4MHZ	H24	293603.92N 0350047.37E	64.27 m 60.00 m 55.48 m	330M from THR RWY 01. Angle 3 DEG. RDH 16.46M (54 FT)
DME	IAQA	999MHZ CH38X	H24	293603.92N 0350047.37E	53.7M	330M from THR RWY 01.
LOC 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 0350113.247E	37M	

OJAQ AD2.20 LOCAL TRAFFIC REGULATIONS

1. Removal of Disabled Aircraft from Runways

1.1 Limited equipment available, companies should use IATA pooling arrangement
1.2 The telephone numbers of the office of the aerodrome coordinator of operations are as follows:-

Airport General Director +962797115159
Airport Safety Manager +962799959525

OJAQ AD 2.21 NOISE ABATEMENT PROCEDURE

NIL