

**THE HASHEMITE KINGDOM OF JORDAN  
CIVIL AVIATION REGULATORY COMMISSION  
DIRECTORATE OF AIR TRAFFIC MANAGEMENT  
AERONAUTICAL INFORMATION SERVICES  
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**AIP JORDAN**  
**AMENDMENT 84/2017**  
**01 MAY 2017**

1. Insert the attached new or replacement pages dated **01 MAY 2017** in accordance with the new checklist, new or replacement pages are indicated 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:- A0064/17 and A0131/17

4. AIP SUP is hereby cancelled:- 1/17

**PAGES TO BE DESTROYED**

**GEN 0**

**0.2-1            01 NOV 2016**  
**0.2-2            01 NOV 2016**  
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**3.6-1            01 MAY 2016**  
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**ENR 1**

**1.5-6            12 DEC 2013**  
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**AD**

**1.1-3            01 AUG 2007**  
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**AVIS HEADQUARTERS**



## GEN 0.2

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*0.2-2	01 MAY 2017	2.7-1	01 NOV 2011	4.1-6	01 MAY 2015
*0.3-1	01 MAY 2017	2.7-2	01 NOV 2011	4.1-7	01 MAY 2015
*0.4-1	01 MAY 2017	2.7-3	01 NOV 2011	4.1-8	01 MAY 2015
*0.4-2	01 MAY 2017	2.7-4	01 NOV 2011	4.1-9	01 MAY 2015
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2.8	01 NOV 2016	2.24.8-11	12 DEC 2013		

## GEN 3.6 SEARCH AND RESCUE

### GEN 3.6.1 Responsible service(s)

Civil aviation regulatory commission of Jordan ,under the civil aviation Act 41/2007 has been vested in collaboration with designated governmental and private agencies , the responsibility to ensure prompt and rapid aeronautical SAR services while Royal Jordanian Navy has been entrusted the task for provision of maritime SAR services within Amman SRR.

#### 3.6.1.1 Responsible service(s)

The search and rescue service in Jordan is provided by the civil Aviation Regulatory Commission in collaboration with the governmental entities which has the responsibility for making the necessary facilities available. The Rescue Coordination Centre (RCC) is established at QAIA directorate of air navigation of Queen Alia International Airport.

- 1) Name: RCC-Amman Rescue Coordination Center
- 2) Postal address: Rescue Coordination Center  
Civil Aviation Regulatory Commission / Queen Alia international Airport  
Box 7547-Amman, the Hashemite Kingdom of Jordan
- 3) AFS address: OJAIYCYX
- 4) Telephone Numbers: +962 6 4451114, +962 6 4451160, +962 6 4452026  
+962 6 4451607, +962 6 4451672
- 5) Fax: +962 6 4452033
- 6) E-mail address: [sar@carc.gov.jo](mailto:sar@carc.gov.jo)
- 7) Search and Rescue Area: Amman FIR
- 8) The Jordan Search and Rescue service is based upon ICAO Standards and Recommended Practices as contained in the following publications:  
JCARC PART 172 - SUBPART F - Search and rescue Service Regulations.  
Annex 12: Search and Rescue.  
Doc 7030: Regional Supplementary Procedures for Alerting and Search and Rescue Services applicable in the Middle East / Asia Region.  
Doc 9731: International Aeronautical and Maritime Search and Rescue Manuals Volume 1, 2 and 3.

3.6.1.2 Any differences to Standards and Recommended Practices are published in GEN 1.7

### 3.6.2 Area of Responsibility

3.6.2.1 The boundaries of Search and Rescue Region (SRR) are coincided with the boundaries of Amman Flight Information Region (Amman FIR) covering the whole territory of Jordan (H.K.J) including the territorial waters.

3.6.2.2 Amman (TACC) Area Control Center serves as the central points for collecting information relating to the State of emergency of an aircraft operating within its search and rescue region.

3.6.2.3 Amman RCC is responsible coordinating the provision of SAR operation, overdue actions and alerting services with the concerned ATS units and local governmental entities involved with SAR services, the provision of best SAR capabilities and resources for Civil Aviation within Amman FIR.



### 3.6.3 Types of Services and Procedures

3.6.3.1 Aerial Search and Rescue Service shall be provided by Royal Jordanian Air Force when requested. & private operators may be requested for aerial search if necessary. Marine Search and Rescue Service shall be provided by Royal Navy. Ground Search & Rescue service shall be provided by the Police, Army, and Gendarmerie when requested. Information on distressed aircraft shall be communicated to Amman TACC and or Amman RCC Rescue co-ordination center and or to the nearest ATS units.

3.6.3.2 The effectiveness of the Amman RCC (Search and Rescue Organization) requires prompt and accurate advice regarding all aircraft movements. Pilots are requested in their own interest to ensure that the ground organization is immediately made aware of the initiation, any variation, and conclusion of the planned flight.

3.6.3.3 Amman Rescue Co-ordination Centre (RCC) does not provide distress alert detection of Emergency Locator Transmitters (ELTs), Emergency Position Indicator Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs) using the Cospas-Sarsat Satellite Aided Tracking System. This system is available by sharing with Jeddah MCC. (By coordination)

3.6.3.4 Users of 406.000 MHz beacons that are coupled with the 121.500 MHz frequency will be able to use the 121.500 MHz for homing purposes only by search units.

**Table 3.6.3 Search and Rescue Units**

<i>Name</i>	<i>Location</i>	<i>Facilities</i>	<i>Remarks</i>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
AMMAN/Queen Alia	314319.09N 355936.11E	MRG HEL	
AQABA/ King Hussein	293638.99N 350103.05E	Rescue Boats	

### 3.6.4 SAR Agreements.

3.6.4.1 No SAR agreements in force permitting over-flight or entry by aircraft of other states.

3.6.4.2 Request for entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Center and or Amman TACC. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Amman Rescue Co-ordination Centre in accordance with the standing plan for the conduct of search and rescue in the area.

### 3.6.5 Availability

3.6.5.1 There are governmental entities available on a 24 hour basis within Jordan to conduct search and rescue activities. These entities are activated by the search and rescue co-ordination Center as required.

3.6.5.2 In addition to CARC Representative Departments, the participants to the SAR service are the following designated entities which have the responsibility for making the necessary facilities available for search and rescue missions:

- a) Ministry of Interior
- b) Ministry of Health \ EMR
- c) Jordanian Armed Forces \ OPS
- d) Royal Air Force\ OPS
- e) Member
- f) Royal Medical Services
- g) Civil Defense\OPS
- h) Police
- i) Royal Jordanian Naval Force (RJNF)
- j) Royal Jordanian Airline RJA \ OPS
- k) Gendarmerie\OPS
- l) Other agencies likely to be invited in the committee as Co-opt members are Meteorological, and any other public & private committees such as National Disaster agencies

3.6.5.3 The above entities maintain their own communications networks. Additional communication services available to the search and rescue organization include the aeronautical, maritime and public telecommunication service.

### **3.6.6 Procedures and Light Signals Used**

3.6.6.1 Procedures and signals employed by aircraft are detailed in Annex 12, Chapter 5.

3.6.6.2 Procedures and signals to be used by survivors are detailed in Annex 12, Appendix A.

*Ground/air visual signal codes for use by survivors*

<i>NO.</i>	<i>Message</i>	<i>Code symbol</i>
1	Require assistance	V
2	Require medical assistance	X
3	No or negative	N
4	Yes or affirmative	Y
5	Proceeding in this direction	↑
Instructions for use: 1- make signals not less than 8FT( 2.5M) 2- provide as much color contrast as possible between signals and background 3- make every effort to attract attention by other means such as radio, flares, smoke reflected light.		

### **3.6.7 Communications**

3.6.7.1 Transmission and acceptance of distress messages within Amman Search and Rescue Region are handled in accordance with Chapter 5 of Annex 10 to the Convention on International Civil Aviation.

3.6.7.2 For communication during search and rescue operations, the codes and Abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

3.6.7.3 Amman TACC maintain a continuous listening watch on their stated frequencies during the published hours of service and will accept and relay, if necessary, any distress message. The frequency 121.5 MHz guarded continuously during the hours of service at Amman TACC.

3.6.7.4 Aircraft engaged in SAR operations use normal call sign on RTF. Pilot hearing an aircraft giving this call sign shall maintain RTF silence except in an emergency until such time as it is clear no further message are being immediately passed to or from the aircraft.

### **3.6.8 Automatic Emergency Locator Transmitter (ELT)**

#### **3.6.8.1 General**

3.6.8.1.1 It is mandatory for aircraft registered in Jordan to be equipped with an automatic type emergency transmitter (ELT) according to JCAR-OPS.1 para OPS 1.820 and OPS 1.835.

3.6.8.1.2 All Jordanian registered aircraft are required to register the carriage and use of its emergency locator transmitters with the Civil Aviation Regulatory Commission.

3.6.8.1.3 If the aircraft is equipped with a functioning ELT this shall be shown in the ATS flight plan, item 19 by not crossing out the letters R/and E.

3.6.8.1.4 If the ELT has RTF capacity and can be used a portable emergency radio set, this should be shown by not crossing out the relevant letter (s) U for UHF 243 MHz, V for VHF 121.5 MHz

#### **3.6.8.2 ELT Testing**

Testing 406 MHz Beacon

406 MHz beacons should not be activated except in real distress situations or unless special prior arrangements have been made with the Cospas-Sarsat Mission Control Centre (MCC) that services your region.

#### **3.6.8.3 Training Operations**

Transmission from ELT approved for training purposes (121.875 and 243.750 MHz) may take place without special permission.

#### **3.6.8.4 False ELT Alarms**

3.6.8.4.1 Great caution should be exercised to prevent the inadvertent activation of ELT in the air or while they are being handled on the ground. Accidental or unauthorized activation will generate an ELT signal leading to unnecessary search action.

3.6.8.4.2 A false ELT alarm could also interfere with genuine emergency transmissions and hinder or delay the timely location of accident sites. Furthermore, frequent false alarms could result in complacency and decrease the vigorous reaction that must be attached to all ELT signals. The risk of false ELT alarms can be minimized by monitoring 121.5 MHz:

- a) in flight, whenever practicable;
- b) prior to engine shut-down at the end of each flight;
- c) when the ELT is handled during installation or maintenance;
- d) when maintenance is being performed in the vicinity of ELT and;
- e) when the aircraft is moved by ground crew.

3.6.8.4.3 If an ELT signal is heard, check if your own ELT is transmitting inadvertently by momentarily turning it off or listening on some frequencies around 121.5MHz. (A signal from your own ELT is transmitting, turn it off if possible, and notify the nearest ATS unit about the inadvertent ELT transmission including the time and position. This is absolutely necessary, since every alarm must be considered genuine until proven otherwise, see 3.6.8.5 below.

### **3.6.8.5 Listening watch on 121.5 MHz and ELT Reporting Procedures**

3.6.8.5.1 To make optimal use of the system, it is essential that signals transmitted be heard and reported as soon as possible. Therefore, pilots are encouraged to monitor the frequency 121.5 MHz in flight.

3.6.8.5.2 Whenever practicable with regard to other necessary radio communication (ref. Annex 10 volume II paragraph 5.2.2.1.1.2)

3.6.8.5.3 Upon receiving an ELT signal, carry out the check described in 3.6.8.4 above. If signal is established to originate from any other ELT, notify ATS immediately. To the extent possible, report your own position and level when the signal was first heard, and eventually, when signal was at maximum strength, and when it was last heard.

Remark: If the aircraft has homing equipment, provide the bearing to the emergency signal with each reported position

**3.6.9** When SAR operations are required, qualified personnel are deployed through the Air Traffic Control Centre. All enquiries and initial communication on SAR matters, including Cospas-Sarsat data, should be addressed to:

Name:	RCC-Amman Rescue Coordination Center
Postal address:	Rescue Coordination Center Civil Aviation Regulatory Commission / Queen Alia international Airport Box 7547-Amman, the Hashemite Kingdom of Jordan
AFS address:	OJAIYCYX
Telephone Numbers:	+962 6 4451114, +962 6 4451160, +962 6 4452026 +962 6 4451607, +962 6 4451672
Fax:	+962 6 4452033
E-mail address:	<a href="mailto:sar@carc.gov.jo">sar@carc.gov.jo</a>
Search and Rescue Area:	Amman FIR

**3.6.10 SPOC-SAR Points of Contact:-**

Focal Point:	Ahmad Al-hederes
Country/Region Code (MID):	438
Website:	<a href="http://www.carc.gov.jo">www.carc.gov.jo</a>
Telephone Numbers:	+962 6 4451672 and +962 6 4451607
Fax:	+962 6 4452033
E-mail address:	<a href="mailto:sar@carc.gov.jo">sar@carc.gov.jo</a>
AFS address:	OJACZQZX and OJAIYCYX
Postal address:	RCC-Rescue Coordination Center Civil Aviation Regulatory Commission / Queen Alia international Airport Box 7547-Amman, the Hashemite Kingdom of Jordan

**1.4.5 NDB RWY 08L**

Overhead MDB NDB at 6000FT AMSL, fly outbound on track 257 DEG MAG for one minute descending to 4500 FT, establish inbound track 077 DEG MAG to MDB NDB, on passing MDB NDB, establish track 077 DEG MAG descending to 2960 (QNH).

Initial Approach Altitude 6000FT (QNH).

**1.4.6 Missed Approach RWY 08L**

Missed Approach point 11 DME QAA (4.6 NM from MDB NDB) climb straight ahead to 5000FT(QNH) turn left to MDB/NDB maintaining 5000FT (QNH) or as directed by ATC.

**1.4.7 NDB RWY 08R**

When cleared for the approach, descend in MDB holding pattern to the intermediate approach altitude, leave MDB on bearing 276° (track 084°) towards the missed approach point (5NM MDB), 10.6 DME QAA, descend to MDA/H.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4500 (2235)
SDF MDB	4500 (1235)
MDA/H	2960 (603)

**1.4.8 Missed Approach RWY 08R**

Missed Approach Point 10.6 DME QAA (5 NM from MDB NDB) climb straight ahead to 5000FT (QNH) Turn left to MDB/NDB maintaining 5000FT (QNH), or as directed by ATC.

**1.4.9 ILS RWY 08L**

When cleared for the approach, descend in MDB holding pattern to the intermediate approach altitude , intercept the ILS RWY 08L, descend to DH/A.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4500 (2150)
ILS DA/H	2610 (250)
MDA/H No Glide Path (LOC ONLY)	2940 (580)

NOTE: Parallel Instrument RWY is not applied.

#### 1.4.10 ILS RWY 26R

When cleared for the approach, leave QAA, to establish QAA R050, to 6.5 NM, descend to 4600FT, and turn right to establish the ILS RWY 26R.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4600 (2205)
ILS DA/H	2605 (210)
SDF No Glide Path (LOC ONLY): abeam QAA	4600 (2205)
SDF No Glide Path (LOC ONLY): 3.5 NM TCH	3400 (1003)
MDA/H No Glide Path (LOC ONLY)	2650 (255)

Speed: 180 KTS or less.

**1.4.11 Missed Approach ILS RWY 26R:** Climb RWY heading to 5000FT (QNH), turn right, and proceed to QAA VOR maintaining 5000FT or as directed by ATC.

**Restriction:** Turn must be contained within TMA

#### 1.4.12 ILS RWY 26L

When cleared for approach, descend in the QAA holding pattern to intermediate approach altitude can intercept the ILS on the inbound leg. Descend on the Glide path to OCA/H.

	ALT (Height) FT
Minimum Holding Altitude	6000
Initial Approach Altitude	6000
Intermediate Approach	4600 (2235)
ILS OCA/H	2567 (200)
SDF No Glide Path (LOC ONLY): 4NM to TCH (3.4NM from QAA)	3600 (1235)
OCA/H No Glide Path (LOC ONLY)	2670 (305)

## **2. ARRIVING FLIGHTS**

### **2.1 GENERAL**

Arrival control is provided by Amman Approach Control within the Terminal Control Area from FL250- 6000FT.

### **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.

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

Amman/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.

##### **2.3.1.2 Amman/Marka**

Amman/Marka arrivals will descend in the QAA holding pattern. When leveling 6000FT set course for AMN/VOR on AMN R160 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 and L513**

In case of communication failure, the designated navigation aids to be used for holding is the AMN/VOR for inbound via LUDAN LOSAR, and RALNA. 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.

##### **2.3.2.1 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.

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

Amman/Queen Alia Arrivals will continue in accordance with LUDAN3A LOSAR3A, and RALNA3A profile then down to 6000FT 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.



### **2.3.3 Easterly Operations R652, UM449, and N318**

In case of communication failure, the designated navigation aid to be used for holding is the QTR/VOR for inbound via QTR EGLOT, KINUR and KULDI. After arrival over QTR commence descent to ALT 11000 FT 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 when leveling ALT 11000 FT proceeds as follows: -

#### **2.3.3.1 Amman/Marka**

Amman/Marka arrivals will continue in accordance with the QTR5A, KINUR5A and KULDI5A profile and carry out the procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

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

Amman/Queen Alia Arrivals will continue in accordance with the QTR3A, KINUR3A and KULDI3A profile to carry out the MDB NDB Instrument Approach Procedure and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

**2. Applicable ICAO documents**

The standards and Recommended Practices of Annex 14, Volume I, is applied.  
For differences Ref Page GEN 1.7-5, and GEN 1.7-6.

**3. Civil use of military air bases**

Nil

**4. CAT II / III operations at aerodromes**

Not Applicable.

**5. Aerodrome operating minima**

Take off weather minimums for IFR flights using Amman/Queen Alia, 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.

→ **6. Friction measuring device used and friction level below which the runway is declared slippery when it is wet**

For the friction measuring devices used, see AD 1.2. 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".

→ **7. Other Information**  
Nil

**AD 1.3 INDEX TO AERODROME**

<b>Aerodrome/Name location Indicator</b>	<b>Type Of Traffic Permitted To Use The Aerodrome</b>			<b>Reference To AD Section And Remarks</b>
	<b>International - National (INTL-NTL)</b>	<b>IFR-VFR</b>	<b>S=Scheduled NS =Non Scheduled P =Private</b>	
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
→ AMMAN/Marka OJAM	INTL-NTL	IFR-VFR	NS-P	AD 2 OJAM
AMMAN/Queen Alia OJAI	INTL-NTL	IFR-VFR	S-NS-P	AD 2 OJAI
AQABA/ King Hussein OJAQ	INTL-NTL	IFR-VFR	S-NS-P	AD 2 OJAQ

**OJAI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	Aerodrome category for fire fighting	Within AD HR CAT 10
2	Rescue equipment	Yes, MRG HEL (Minimum Range Helicopter)
3	Capability for removal of disabled aircraft	Limited Equipment available, companies should use IATA pooling arrangement.
4	Remarks	Nil

**OJAI AD 2.7 SEASONAL AVAILABILITY-CLEARING**

1	Types of clearing equipment	2 Fluid Spreaders(one equipped with hydraulic snow plough), 2 sweepers (one equipped with hydraulic snow plough) and 5 snow removal blades installed on 4x4 pickups (Additional equipment subcontracted)
2	Clearance Priorities	Runway in use, Taxiway and Aprons, Run-up area.
3	Remarks	Nil

**OJAI AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA**

1	Apron surface and strength	1) North Apron : Surface :Concrete (Rigid) Strength :PCN 72 /R/C/W/T  2) South Apron : Surface :Concrete (Rigid) Strength :PCN 72 /R/C/W/T  3) Cargo Apron : Surface :Concrete (Rigid) Strength :PCN 79 /R/C/W/T  4) Maintenance Apron : Surface :Concrete (Rigid) Strength :PCN 76/ R/C/W/T  5) Hotel Apron : Surface : Asphalt (Flexible) Strength : PCN 42 /F/C/W/U  6) Royal Pavilion: Surface : Concrete (Rigid) Strength :PCN 83/ R/C/W/U
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APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA (Cont.)

2	Taxiway width, surface, and strength	<p>(A) Surface : Asphalt (Flexible) Strength : PCN 57/ F/A/W/T Width : 30.5M</p> <p>(B.C.D, E) Surface : Asphalt (Flexible) Strength : PCN 57/ F/A/W/T Width : 35M</p> <p>(F) Surface : Concrete (Rigid) Strength : PCN 99 /R/C/W/T Width : 30.5M</p> <p>(G) Surface :Concrete (Rigid) Strength : PCN 94/ R/C/W/T Width : 30.5M</p> <p>(N) Surface :Concrete (Rigid) Strength : PCN 94/ R/C/W/T Width : 35M</p> <p>(H) Surface : Asphalt (Flexible) Strength : 68 F/C/W/T Width : 30.5M</p> <p>(K) Surface : Asphalt (Flexible) Strength : 68 F/C/W/T Width : 35M</p> <p>(L) Surface : Asphalt (Flexible) Strength : PCN 69/ F/C/W/T Width : 35M</p> <p>(M) Surface : Asphalt (Flexible) Strength : PCN 71 /F /C/W/T Width : 35M</p> <p>(J ) Surface : Asphalt (Flexible) Strength : PCN 57/ F/A/W/T Width : 35M</p> <p>(S) Surface : Concrete (Rigid) Strength : PCN 71/R/C/W/U Width : 35M</p>			
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	<p>1-Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWY's F and G</p> <p>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.</p>			

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT:				
<b>Contact Stands with Visual Guidance Docking System</b>	N02	Code C Maximum except B737-900, MD80/90; DC9, ATR F100 ,CRJ, DH8,EMB135,EMB145	31 43 25.71835	35 59 06.55923
	N04	Code E Maximum	31 43 25.39305	35 59 09.41678
	N06	Code C Maximum except MD80/90; DC9, ATR, CRJ, DH8, F100, EMB135,EMB145	31 43 25.78165	35 59 12.01523
	N08	Code E Maximum	31 43 25.79973	35 59 12.45492
	N12	Code C Maximum except MD80/90, DC9, ATR, CRJ, DH8, F100,EMB135,EMB145	31 43 26.21903	35 59 15.04891
	N14	Code E Maximum	31 43 26.24726	35 59 15.48638
	N18	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90- 30/B717-200	31 43 26.58759	35 59 18.62494
	N20	Code E Maximum	31 43 26.73470	35 59 19.17280
	N24	Code C Maximum except A318, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90- 30/B717-200	31 43 27.11388	35 59 22.34343
	N26	Code F Maximum Except AN124, AN225	31 43 27.28121	35 59 22.82909
<b>Contact Stands without Visual Guidance Docking System</b>	N10	Code C except A318, MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 26.90916	35 59 12.55933
	N16	Code C Maximum except A318, MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 27.37698	35 59 15.60944
	N22	Code C Maximum Except A318, EMB135, EMB145, ATR42, AT72, CRJ700,CRJ900, CRJ1000, F100	31 43 27.66545	35 59 19.31815
	N28	Code C Maximum Except, Embraer 135, Embraer , ATR42, AT72, CRJ700,CRJ900, CRJ1000, F100	31 43 28.18031	35 59 23.14478
<p>Note 1: Code E &amp; F aircraft pilots shall use minimum power while maneuvering on North Apron.</p> <p>Note 2: Marshaller availability is mandatory on north apron parking stands even when the parking stands are equipped with Visual Guidance Docking System.</p> <p>Note 3 : Code F operations on North apron: At Arrival and Departure phases :</p> <ul style="list-style-type: none"> <li>▪ A follow – me vehicle shall be provided for guiding the aircraft through its taxiing route as soon as it vacates the runway.</li> <li>▪ Aircraft shall taxi using its outer engines to minimize the impact of jet blast.</li> </ul> <p>Code F entry to north apron:</p> <ul style="list-style-type: none"> <li>▪ Code F Aircraft shall only enter and exit via Taxiway Juliet and park on stand N26.</li> <li>▪ Stands N17 and N19 shall be clear of all aircraft types.</li> </ul> <p>Code F pushback procedure on north apron :</p> <ul style="list-style-type: none"> <li>▪ Minimum engine power shall be maintained.</li> <li>▪ The aircraft shall be pushed back facing south towards taxiway Juliet until it reaches taxiway Hotel then facing east such that the aircraft main gear is aligned with the Taxiway centerline until its nose wheel becomes after the intermediate holding position marking, the aircraft may break away from this point when taxi clearance has been issued by the ATC.</li> </ul>				

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)				
SOUTH APRON				
	NAME	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
			LAT	LONG
Remote Stands	S01	Code C maximum except A321, B737-900, MD80/90, DC9, CRJ, DH8	31 43 07.48844	35 59 08.74767
	S02	Code C maximum	31 43 13.59345	35 59 09.18005
	S03	Code C maximum	31 43 07.63208	35 59 10.33620
	S05	Code C maximum	31 43 07.85891	35 59 11.90827
	S07	Code C maximum	31 43 08.08523	35 59 13.48073
	S09	Code C maximum	31 43 08.31231	35 59 15.05296
	S11	Code C maximum	31 43 08.53843	35 59 16.62519
	S13	Code C maximum	31 43 08.76056	35 59 18.16458
	S15	Code C maximum	31 43 09.45758	35 59 23.05060
	S17	Code C maximum	31 43 09.68556	35 59 24.63437
	S19	Code C maximum	31 43 09.91367	35 59 26.21861
	S21	Code C maximum	31 43 10.16645	35 59 27.98273
	S23	Code C maximum	31 43 10.42197	35 59 29.74499
	S25	Code C maximum	31 43 10.65615	35 59 31.36612
Contact Stands with Visual Guidance Docking System	S04	Code C maximum except MD80/90, DC9, ATR, CRJ, DH8, F100	31 43 13.42540	35 59 11.21549
	S06	Code E maximum except B727-200/W, CRJ, MD82/90.	31 43 14.60295	35 59 13.21841
	S10	Code E maximum	31 43 15.04105	35 59 16.25292
	S12	Code C maximum except MD80/90; DC9, ATR, CRJ, DH8, F100	31 43 15.05068	35 59 16.69326
	S16	Not in operation		
	S18	Not in operation		
	S20	Code C maximum except EMB135, EMB145, ATR42, ATR72, CRJ, CRJ700, CRJ1000, MD82, MD83, MD87, MD88, MD90, F100, B717	31 43 15.65576	35 59 21.85444
	S24	Code E maximum except A380-800, A380-900, B747-8, AN124	31 43 16.19915	35 59 24.20089
	S26	Code C maximum except A318, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90-30/B717-200	31 43 16.36257	35 59 24.74631
	S30	Code F except AN124 , AN225 ,B747-8	31 43 16.71613	35 59 27.78473
	S32	Code C maximum except A318, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90-30;B717-200	31 43 16.87895	35 59 28.33081

**2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)**

<b>Contact Stands without Visual Guidance Docking System</b>	S08	Code C maximum except A318, B737-200, B737-300/W, B737-400, B737-500/W, B737-600, B737-700/W, B737-BBJ, B737-800/W, B737- 900/W/ER/ERW, B737-BBJ2/BBJ3, MD80/90; DC9, ATR, CRJ, DH8, EMB170LR/SU/SE/STD, EMB175LR/STD, F100	31 43 13.92802	35 59 16.15156
	S14	Not in operation		
	S22	Code C maximum except A318, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100	31 43 15.28627	35 59 24.05205
	S28	Code C maximum except A318, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100	31 43 15.80455	35 59 27.63721

Note 1: Marshaller availability is mandatory on south apron parking stands even when the parking stands are equipped with Visual Guidance Docking System

Note 2: Code E & F, pilots shall use minimum power while maneuvering on South Apron.

Note 3: S02 is equipped with Visual Guidance Docking System.

Note 4 : Code F operations on south apron: At Arrival and Departure phases :

- A follow – me vehicle shall be provided for guiding the aircraft through its taxing route as soon as it vacates the runway.
- Aircraft shall taxi using its outer engines to minimize the impact of jet blast.
- Code F Aircraft shall enter only via Taxiway Sierra.
- Stands S21, S23 & S25 shall be clear of all aircraft types.

Code F Pushback procedure on south apron :

- Minimum engine power shall be maintained.
- The aircraft shall be pushed back facing west through taxiway Sierra until it reaches taxiway Foxtrot then facing south such that the aircraft main gear is aligned on the Taxiway centerline until its nose wheel becomes after the intermediate holding position marking, the aircraft may break away from this point after taxi clearance has been issued by the ATC Ground Controller.



2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)				
CARGO APRON				
STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS		Remark
		LAT	LONG	
1	Code F maximum to B747-8F	31 43 19.49684	35 59 56.48185	NIL
2	Code D maximum to B767/A300	31 43 19.96526	35 59 58.93869	Not available if 2A occupied
2A	Code F maximum	31 43 19.90996	35 59 59.64942	Not available if 2 or 3 occupied
3	Code D maximum to B767/A300	31 43 20.26794	36 00 01.02013	Not available if 2A or 3A occupied
3A	Code E maximum B747-400	31 43 20.32632	36 00 02.53649	Not available if 3 or 4 occupied
4	Code D maximum B767/A300	31 43 20.09234	36 00 03.20445	Not available if 3A occupied
Note 1: Marshaling is Mandatory on all cargo parking stands.				
Note 2: All cargo stands capacity are subject to compatibility requirements.				

HOTEL APRON				
STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS		Remark
		LAT	LONG	
28	Code D maximum to B767/A300	31 43 37.99077	35 59 56.06989	Limited to B if 28A occupied
28A	Code C maximum to EMB175 /CRJ 900	31 43 38.56517	35 59 57.19030	
29	Code E maximum to B747-400	31 43 37.89444	35 59 58.55975	Limited to B if 28A or 29A occupied
29A	Code C maximum to B737/300	31 43 38.96228	35 59 59.74235	
30	Code E maximum to B747-400	31 43 38.35549	36 00 01.27826	Limited to B if 29A or 30A occupied
30A	Code C maximum to EMB175 /CRJ 900	31 43 39.29913	36 00 02.33629	
31	Code D maximum to B767/A300	31 43 39.20896	36 00 03.54814	Limited to B if 30A or 31A occupied
31A	Code C maximum to B737/300	31 43 39.64364	36 00 05.36437	
32	Code E maximum to B747-400	31 43 39.05673	36 00 06.09141	Limited to B if 31A occupied
32A	Code C maximum to B737/300	31 43 39.98959	36 00 06.62943	Limited to B if 28A occupied
Note 1: Marshaling is Mandatory on all hotel parking stands.				
Note 2: All hotel stands capacity are subject to compatibility requirements.				

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	262 T ° 259M °	3660 x 61	Runway(PCN) 79/ F/C/W/T Asphalt Flexible	314311.57N 0360106.88E  20.3 FT	THR 2367FT (722M)	
08R	082 T ° 079 M °		Stopway Asphalt Flexible	314251.76N 0355849. 83E  20.3 FT	THR 2359 FT (719M)	
26R	262 T ° 259 M °	3660 x 61	Runway (PCN) 79/ F/C/W/T Asphalt Flexible	314356.03N 0360027.05E  20.3 FT	THR 2397 FT (730M)	
08L	082 T ° 079M °		Stopway Asphalt Flexible	314336.30N 0355810.05E  20.3 FT	THR 2362 FT (720M)	
Slopes of RWY-SWY	SWY Dimension (M)	CWY Dimension (M)	Strip Dimensions (M)	RESA Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12	13
<u>08L/26R</u> 0.00(1045.8) + 0.64(1569.4) + 0.00(1045.8)	150 x 61	843 x 300	3960 x 300	-----	900x300	THR Asphalt
<u>08R/26L</u> 0.60(523) + 0.00(523) + 0.20(523) + 0.00(523) + 0.20(523) + 0.40(523) + 0.20(523)	150x61	843 x 300	4080 x 300	240x125	1500x120	THR Asphalt

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

<b>OJAI AD 2.19 RADIO NAVIGATION AND LANDING AIDS</b>						
Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ML S, give declination)	ID	FREQ	Hours of operatio n	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MDB	399 KHZ	H24	314233.51N 355100.84E		Out put power 62.5 Watts
NDB	QA	410 KHZ	H24	314349.96N 360540.49E		3.94 NM FM THR 26L
DVOR/ DME	QAA	115.2 MHZ CH99X	H24	314423.41N 360926.58E	834M	7.3 NM FM THR RWY 26L
LLZ 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.
LLZ 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.
LLZ 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.

**OJAI AD 2.20 LOCAL TRAFFIC REGULATIONS**

Regulations applicable to the traffic at aerodrome including:

**1- Aircraft taxi procedures:**

RWY	TAXI DIRECTION	APRON	PARKING LOCATION OR STAND NUMBER	PUSHBACK DIRECTION Facing:	RWY VACATING EXIT	TAXI -ROUTE
26L	OUT/DEP	SOUTH	West side of the South Apron	EAST	-	S → G → A , or E → A
26L	OUT/DEP	SOUTH	East side of the South Apron	WEST	-	E → A
26L	OUT/DEP	NORTH	West side of the North Apron	EAST	-	N → G → A or J → H → G → A
26L	OUT/DEP	NORTH	East side of the North Apron	WEST	-	J → H → G → A
08R	OUT/DEP	SOUTH	West side of the South Apron	EAST	-	E → A
08R	OUT/DEP	SOUTH	East side of the South Apron	WEST	-	E → A
08R	OUT/DEP	NORTH	West side of the North Apron	EAST	-	N → F → A or J → H → F → A
08R	OUT/DEP	NORTH	East side of the North Apron	WEST	-	J → H → F → A
26L	IN/ARR	SOUTH	West side of the South Apron	-	C , D or END	A → E
26L	IN/ARR	SOUTH	East side of the South Apron	-	C , D or END	C → A → F → S D or End → A → E
26L	IN/ARR	NORTH	ANY	-	C , D or END	A → F → N
08R	IN/ARR	SOUTH	West side of the South Apron	-	C , B or END	A → E
08R	IN/ARR	SOUTH	East side of the South Apron	-	C , B or END	C → A → F → S B or End → A → G → S
08R	IN/ARR	NORTH	ANY	-	C , B or END	C → A → F → N B or End → A → G → N
26L	OUT/DEP	HOTEL	ALL	-	-	H → G → A
08R	OUT/DEP	HOTEL	ALL	-	-	H → F → A
26L	IN/ARR	HOTEL	ALL	-	-	A → F → H
08R	IN/ARR	HOTEL	ALL	-	-	A → G → H
26L	IN & OUT	CARGO	ALL	-	C , D or END	A → Cargo Taxiing in Cargo → A Taxiing Out
08R	IN & OUT	CARGO	ALL	-	C , B or END	A → Cargo Taxiing in Cargo → A Taxiing Out
26L	IN & OUT	Royal Pavilion	ALL	-	C , D or END	A → Royal Pavilion Taxiing in Royal Pavilion → A Taxiing Out
08R	IN & OUT	Royal Pavilion	ALL	-	C , B or END	A → Royal Pavilion Taxiing in Royal Pavilion → A Taxiing Out

Note1: No back track on the Runway.

Note2: Non- standard may be used according to traffic situation, facilitation for expedition or in case of RWY closure and LVP.

Note3: For code F taxi procedures, see specific instructions for code F operations included in OJAI AIP 2.9.1

→ **2- Disabled Aircraft Removal**

For removal of disabled aircraft from RWY and TWY, airlines and operators should use IATA pooling arrangement.

→ **3- Aircraft Turn**

Aircraft turn on all aprons is prohibited. All aircrafts must consider ground handling arrangements for push back equipment.

→ **4- Landing Intervals RWY 26L and 08L**

- Landing interval between successive arrivals is 5NM
- Pilots shall use minimum required occupancy time to vacate RWY in the most expeditious manner. Pilots unable to comply with this requirement shall notify ATC prior landing.

→ **5- TWY F and G**

Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWY's Foxtrot and Golf

**OJAI AD 2.21 NOISE ABATEMENT PROCEDURE**

**NIL**

**OJAI AD 2.22 FLIGHT PROCEDURES**

Local Flying Regulations: Controlled VFR flight – PPR

**OJAI AD 2.23 ADDITIONAL INFORMATION**

**NIL**

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<b>OJAI AD 2.24 CHARTS RELATED TO AN AERODROME</b>		
<b>No.</b>	<b>CHART TYPE</b>	<b>PAGE NR</b>
1.	AERODROME CHART - ICAO	AD 2.24.1-1
2.	AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2.24.2-1
3.	AERODROME PARKING/DOCKING CHART ICAO-NORTH APRON	AD 2.24.2-2
4.	AERODROME PARKING/DOCKING CHART ICAO-SOUTH APRON	AD 2.24.2-3
5.	AERODROME PARKING/DOCKING CHART ICAO-HOTEL APRON	AD 2.24.2-4
6.	AERODROME PARKING/DOCKING CHART ICAO-CARGO APRON	AD 2.24.2-5
7.	AERODROME PARKING/DOCKING CHART ICAO-ROYAL PAVILION APRON	AD 2.24.2-6
8.	AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.24.3-1
9.	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 08L	AD 2.24.4-1
10.	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 08R	AD 2.24.4-2
11.	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 26L	AD 2.24.4-3
12.	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 26R	AD 2.24.4-4
13.	PRECISION APPROACH TERRAIN CHART – ICAO RWY 26L	AD 2.24.5-1
14.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 08L	AD 2.24.6-1
15.	ROUTE DESCRIPTION RNAV (GNSS) DEPARTURE RWY 08L	AD 2.24.6-3
16.	AERONAUTICAL DATA TABULATION RNAV (GNSS) DEPARTURE RWY 08L	AD 2.24.6-4
17.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 08R	AD 2.24.6-5
18.	ROUTE DESCRIPTION RNAV (GNSS) DEPARTURE RWY 08R	AD 2.24.6-7
19.	AERONAUTICAL DATA TABULATION RNAV (GNSS) DEPARTURE RWY 08R	AD 2.24.6-8
20.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 26L	AD 2.24.6-9
21.	ROUTE DESCRIPTION RNAV (GNSS) DEPARTURE RWY 26L	AD 2.24.6-11
22.	AERONAUTICAL DATA TABULATION RNAV (GNSS) DEPARTURE RWY 26L	AD 2.24.6-12
23.	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 26R	AD 2.24.6-13
24.	ROUTE DESCRIPTION RNAV (GNSS) DEPARTURE RWY 26R	AD 2.24.6-15
25.	AERONAUTICAL DATA TABULATION RNAV (GNSS) DEPARTURE RWY 26R	AD 2.24.6-16
26.	STANDARD DEPARTURE CHART INSTRUMENT – ICAO RWY 08L	AD 2.24.6-17
27.	STANDARD DEPARTURE CHART INSTRUMENT – ICAO RWY 08R	AD 2.24.6-18
28.	STANDARD DEPARTURE CHART INSTRUMENT – ICAO RWY 26R	AD 2.24.6-19
29.	STANDARD DEPARTURE CHART INSTRUMENT – ICAO RWY 26L	AD 2.24.6-20
30.	STANDARD ARRIVAL CHART INSTRUMENT-ICAO-RNAV(GNSS)RWY 08L/R	AD 2.24.7-1
31.	ROUTE DESCRIPTION RNAV (GNSS) ARRIVAL RWY 08L/R	AD 2.24.7-3
32.	AERONAUTICAL DATA TABULATION RNAV (GNSS) ARRIVAL RWY 08L/R	AD 2.24.7-4
33.	STANDARD ARRIVAL CHART INSTRUMENT-ICAO-RNAV(GNSS)RWY 26L/R	AD 2.24.7-5
34.	ROUTE DESCRIPTION RNAV (GNSS) ARRIVAL RWY 26L/R	AD 2.24.7-7
35.	AERONAUTICAL DATA TABULATION RNAV (GNSS) ARRIVAL RWY 26L/R	AD 2.24.7-8
36.	STANDARD ARRIVAL CHART INSTRUMENT- ICAO RWY 08R/08L	AD 2.24.7-9
37.	STANDARD ARRIVAL CHART INSTRUMENT- ICAO RWY 26R/26L	AD 2.24.7-10



<b>OJAI AD 2.24      CHARTS RELATED TO AN AERODROME (Cont.)</b>		
<b>No.</b>	<b>CHART TYPE</b>	<b>PAGE NR</b>
38.	INSTRUMENT APPROACH CHART - ICAO – CAT II - ILS RWY 26L	AD 2.24.8-1
39.	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 26R	AD 2.24.8-2
40.	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 26L	AD 2.24.8-3
41.	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 08L	AD 2.24.8-4
42.	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 08L	AD 2.24.8-6
43.	HOLDING INSTRUCTION/AREAS RNAV (GNSS) RWY 08L	AD 2.24.8-7
44.	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 08R	AD 2.24.8-8
45.	HOLDING INSTRUCTION/AREAS RNAV (GNSS) RWY 08R	AD 2.24.8-9
46.	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 26L	AD 2.24.8-10
47.	HOLDING INSTRUCTION/AREAS RNAV (GNSS) RWY 26L	AD 2.24.8-11
48.	INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 26R	AD 2.24.8-12
49.	HOLDING INSTRUCTION/AREAS RNAV (GNSS) RWY 26R	AD 2.24.8-13
50.	INSTRUMENT APPROACH CHART - ICAO - NDB RWY 08L	AD 2.24.8-15
51.	INSTRUMENT APPROACH CHART - ICAO - NDB RWY 08R	AD 2.24.8-16