

ENR 1.2 VISUAL FLIGHT RULES

QUEEN ALIA CONTROL ZONE VFR PROCEDURES

1. VFR CORRIDOR VICTOR 1

1.1 General

The VFR corridor has been established to be used by Civil and Military Aircraft proceeding from Amman/Marka Control Zone to the training area or south of QATRANEH and vice versa. This corridor has been used in cases, Westerly and Easterly flow of traffic within AMMAN TMA and according to the following conditions:

1.2 Lateral Limits

Width 3NM based on a centerline from SAHAB to GHARBIYAH village then crossing over Queen Alia Control Tower, proceeding to the QUARRY (West of the highway, the railroad and green houses).

1.3 Vertical Limits

Surface up to 5000 FT Altitude.

1.4 Reporting Points and Tracks

The following are mandatory reporting points and tracks to be flown:

SAHAB-Abeam SAHAB city (Track from AMMAN Circuit) GHARBIYA Over THEHAIBAT EL-GHARBIYA village (314703.09228N 360104.11188E)

QUARRY-Over the QUARRY (West of the highway, the railroad and the green houses) Approximately 6NM from Queen Alia Control Tower (313956.08619N 355829.10954E) track 195 DEG (MAG) from GHARBIYAH and overhead Queen Alia Tower.

SWAQA-Abeam TEL-ALZABIB railroad station.

1.5 Holding

When required Visual Holding will be carried out over GHARBIYA (Left Hand Turn, inbound track 170 DEG (MAG) Quarry (Right Hand turn, inbound track 340 DEG (MAG)).

1.6 Weather Minima

The corridor will be closed for VFR operations if the Amman /Marka or Queen Alia weather is below VFR minima or if reports indicate that weather along the route is below VFR minima .

1.7 Responsibilities

It is the direct responsibility of the pilot using this corridor to avoid collision with other Aircraft and maintain VFR.

1.8 Operating Rules

Pilots are required to comply with the following operating rules:

- a) Maintain VMC
- b) Maintain a continuous listening watch on the required ATC frequency.
- c) Make Visual position reports at the mandatory reporting points.
- d) Follow ATC instructions.
- e) Advise ATC if unable to comply with ATC instructions
- f) Pass "Operation Normal" reports to Queen Alia Control Tower every 15 minutes while

Operating within the training area.

1.9 Operating Altitudes

- a) Helicopters: 3500 FT ALT. (North and South bound).
- b) Light Aircraft: 4000 FT ALT. (South bound)
- c) Light Aircraft: 4500 FT ALT. (North bound) join up-wind side at 4500 or as directed by ATC.

1.10 Clearances

All traffic leaving Amman Control Zone South bound must obtain clearance to enter the corridor at SAHAB from Amman Tower - before getting airborne or before leaving Amman Traffic area.

All traffic proceeding North bound must obtain clearance to enter the corridor at SWAQA before entering.

All traffic proceeding South bound intending to rejoin after operating in training areas will provide an estimate for rejoining SWAQA (for Alerting and Radio Failure purposes) before entry at SAHAB.

1.11 Radio Communication Equipment Failure Procedures

All Traffic must establish two ways Radio contact with Queen Alia Tower before entering the corridor.

Traffic experiencing loss of two ways radio contact, will if South bound between SAHAB and GHARBIYA, return to Amman if south bound South of GHARBIYAH, proceed to SWAQA and carry out the radio failure rejoin procedure.

Traffic experiencing radio failure, will rejoin at SWAQA on the previously given estimate, and proceed to the QUARR. On arrival at the QUARRY 360 DEG MAG turn will be carried out to the left, traffic will then proceed to cross overhead Queen Alia Control Tower, keeping a good lookout for conflicting traffic in the Queen Alia traffic patterns then through the corridor to Amman/Marka.