

1.4 QUEEN ALIA INTERNATIONAL

1.4.1 QAA RWY 26L VOR/ILS

When cleared for approach-descend in the QAA holding pattern to intercept the localizer on the inbound leg. Descend on the Glide path to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
D/4NM	3600 FT ALT (1235 FT QFE)
ILS	2565 FT ALT(200 FT QFE)
OCA/ H VOR	2865 FT ALT (500 FT QFE)
No Glide Path	2665 FT ALT(300 FT QFE)

Circling: ALL Types of aircraft 3500FT (1105 FT QFE).

1.4.2 QAA RWY 26L VOR

When cleared for approach-descend in the QAA holding pattern to intercept R077 on the inbound leg. Descend after passing QAA VOR on R257 to the Outer Marker descend after the outer marker to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
→ D/4NM	3600 FT ALT (1235 FT QFE)
OCA/H VOR	2865 FT ALT(500 FT QFE)

Circling: ALL Types of aircraft 3500FT (1105 FT QFE).

1.4.3 QA RWY 26L NDB

When cleared for approach-proceed outbound for 2 minutes Descend in the QA Holding pattern to the intermediate Approach Altitude. Intercept track 257 DEG on the inbound leg. After 1 minute Descend to the Outer Marker Height descend after the Outer Marker to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
→ D/4NM	3600 FT ALT (1235 FT QFE)
OCA/H VOR	2805 FT ALT(440 FT QFE)
No Glide Path	2665 FT ALT(300 FT QFE)

Circling: ALL Types of aircraft 3500FT (1105 FT QFE)..

1.4.4 ILS/DME IQA CAT II RWY 26L

When cleared for ILS/DME CAT II approach (THR ELEV 2365FT) for RWY 26L descend in the QAA hold to ALT 4600FT (2235FT QFE), then on the inbound magnetic track 257 DEG descend to maintain 3 DEG GP to the decision ALT/Height as follows:

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
Cross DME 7.4	4600FT ALT (2235FT QFE)
Cross DME 4 at	3600FT ALT (1235FT QFE)
ILS OCA/H	2505FT ALT (140FT QFE)
No GP OCA/H	2665FT ALT (300FT QFE)
MAP at DME 0.7	

Circling: All type of aircraft 3500FT ALT (1105FT QFE).

1.4.5 Visual Approach RWY 26L

Visual Approach will be approved subject to Meteorological and traffic condition, when requested by pilot. Initial clearance to descend to 4600 FT ALT will be given on passing 10d QAA. Visual Approach may only be approved if there is no traffic on V1 Route.

1.4.6 Visual Approach for RWY 26R

When RWY 26L is closed Inbound IFR Flight has to carry normal instrument approach procedure as for RWY 26L and to turn to the right after passing (QA) NDB to intercept final approach for RWY 26R when having RWY 26R in sight.

1.4.7 Missed Approach RWY 26L

Climb straight ahead to 5000 FT(QNH) , Turn left to QAA or QA maintaining 5000 FT(QNH) or as directed by ATC.

Restriction: Turn must be contained within TMA.

1.4.8 NDB (L) MDB/DME QAA RWY 08L

Overhead MDB NDB at 6000 FT 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 6000 FT (QNH).

1.4.9 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 5000 FT (QNH) or as directed by ATC.

1.4.10 NDB (L) MDB/DME QAA RWY 08R

Overhead MDB NDB at 6000 FT 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 084 DEG MAG descending to 2960FT QNH (600 FT).

Initial Approach Altitude 6000 FT QNH

1.4.11 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.

1.4.12 Instrument Approach/Missed Approach procedure NDB (L) MDB ILS (IQAN) RWY 08L

→ NDB (L) MDB ILS (IQAN) RWY 08L (THR. ELEV. 2360 FT) Initial Approach Altitude 6000 FT (QNH). Overhead NDB/MDB fly outbound on track 257 DEG MAG. For one minute descending to 4500 FT establish inbound track turning right on 077 DEG MAG to intercept the localizer, descending on the Glide Path to ALT 2610 FT, QNH (250 FT QFE) OCA/H, The Missed Approach point 0.5NM from THR 08L). GP inoperative OCA/H 2940 (580 FT QFE), If field is not insight, Climb straight ahead to 5000FT, Turn left to MDB/NDB maintaining 5000FT or as directed by ATC.

NOTE: Parallel Instrument RWY is not applied.

1.4.13 Instrument Approach /Missed Approach Procedures QL NDB/QAAVOR/ DME RWY 26R.

When cleared for Approach descends after passing QAA VOR/DME on R268 from 6000FT(QNH) to 3400FT (QNH). At 4DME QAA VOR/DME intercept track 257DEG (QL locator) descend to the Missed Approach point, (6.4 DME QAA/VOR DME. 1.25NM from THR RWY 26R to ALT 2875FT QNH (480 FT).

* **The previous procedure starts from QAA VOR/DME**, and in certain cases the procedure might be started from QL (1 MIN 30 SEC Racetrack hold), where the ACFT will descend from 6000FT (QNH) on track 077DEG to 4600FT QNH, then Inbound on track 257DEG descending to ALT 2875FT QNH (480 FT) to the Missed Approach point.

Missed Approach Procedure RWY 26R:

Climb straight a head to 5000FT (QNH), turn Left to QL hold maintaining 5000FT or as directed by ATC.

1.4.14 Instrument Approach/Missed Approach Procedure QAA VOR/DME and MDB/ NDB RWY 26R (alternate for QL NDB/QAA VOR /DME RWY 26R)

Descend in the QAA holding pattern to 4600 FT to intercept R077 on the inbound leg. Proceed on R268 (QAA VOR/DME) Cross 4 DME (QAA VOR/DME) 4600 FT or above, proceed to the Missed Approach Point 5.8 DME (QAA VOR/DME) Altitude 2865, Thereafter track 078 MDB/NDB.

Missed Approach: Climb straight ahead to 5000FT turn left to QAA VOR maintaining 5000FT, or as directed by ATC.

RESTRICTION: Turn must be contained within TMA.

1.4.15 Instrument Approach/Missed Approach Procedures ILS (IQAR) / QAA VOR/DME RWY 26R.

Overhead QAA VOR, proceed on radial 050 QAA VOR, for one minute and forty five seconds or 6.5DME QAA/VOR DME descending from 6000FT (QNH) to 4600FT (QNH) (2205FT), turn right to intercept ILS Localizer maintain 4600FT (QNH) (2205ft) until establishing on the glide slop, thereafter descend to cross 3.5DME (IQAR, DME CH48X) at 3400FT (QNH) (1005FT) or above, then to the missed approach point at 2605FT (QNH).

NO GP 2645FT (QNH) (250FT) to leave 4600FT (QNH) abeam QAA VOR/DME.

Missed Approach Point 1.25 DME (IQAR).

Speed: 180 KTS or less.

Missed Approach Procedure: Climb straight ahead to 5000FT (QNH), turn left, and proceed to QAA VOR maintaining 5000FT or as directed by ATC.

RESTRICTION: Turn must be contained within TMA

1.5 AQABA/King Hussein

1.5.1 Instrument Approach procedure RWY 01

Instrument approach procedure: ILS/VOR/DME RWY 01 (RWY 01 THR. ELEV.175FT) from BAKIR FIX, proceed to AQB/VOR/DME, Descending from 8000FT to 6300 FT, turn left to Intercept R194 AQB/VOR, for 149/329 DEG procedure turn starting from 08 DME AQB/VOR/DME and to 4000FT don't descend below 5000FT until passing point 05 DME AQB/VOR/DME. On establishing track 329 MAG descend from 4000FT to 3200FT until intercepting the localizer (Inbound track 014(M) then on the Glide Path to 1200FT QNH (1025FT QFE), thereafter to 575FT QNH (400FT QFE) to the Missed Approach Point (1.2 DME AQB/VOR DME, 2.1NM from RWY 01 THR).

NOTE: Procedure is to be contained within 13 DME AQB/VOR/DME, when doing the procedure turn aircraft must remain within Jordanian Airspace all the time. After executing the procedure turn, aircraft should remain East of R206 AQB/VOR until fully established on the final approach track. Minimum Sector Altitude 8000 FT within Jordanian Airspace. MAX. IAS 180 KTS.

1.5.2 Missed Approach Procedure RWY 01

Maintain present heading to AQB/VOR then on R014 AQB/VOR to AQC/NDB (FREQ 326 kHz 295408.21439E 350708.39340N) thereafter on track 013 MAG climb to 8000FT, after crossing 6300FT turn right to join BAKIR hold or as directed by ATC.

3. DEPARTING FLIGHTS

3.1 GENERAL

Departure Control is provided by Amman Approach Control within the Terminal Control Area from 6000 FT to FL155.

3.2 All IFR aircraft departing from Amman/Queen Alia INTL Aerodrome and Amman/Marka INTL Aerodrome, to call 5 minutes before ready to start engines and to pass total number of persons on board.

3.3 If no delay expected a standard clearance would be issued before start up, Aircraft will then request start up clearance when ready.

3.4 If the aircraft is unable to achieve the SID profile, Nonstandard clearance should be requested.

3.5 RADIO FAILURE

Aircraft experiencing radio failure, in the departure phase within the terminal area , will climb to the level specified in the clearance, If no time or geographical limit was included in the clearance, maintain level for 3 minutes then continue climb to the Flight Level specified in the current Flight Plan after passing the terminal Exit point i.e.: AMRAH, REEMA or QATRANEH.

4. TERMINAL PROCEDURES AMMAN/Marka

WESTERLY DEPARTURES AMMAN/Marka RWY 24

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 4 SID A412 KAMEL	Climb on runway heading to ALT5000 then turn right to AMN VOR intercept AMN R070 to AMRAH.	Cross d7 AMN R070 8500 FT+. Cross (AMRAH) ALT 11000 FT or above or at assigned level
QATRANEH 4 SID AQABA METSА	Climb on runway heading turn left to intercept AMN R209 (or track 030M) to MDB NDB intercept QTR 336 to QTR.	Climb on runway heading 5000FT. Cross AMN 15d (R 209) above 6500FT. Cross QTR 9000 FT or above climb to assigned level.
→ REEMA 4 SID R652 GURIAT	Climb on runway heading Turn left to intercept AMN R209 (or track 030M) to MDB NDB intercept QTR R336 to QTR turn left to intercept QTR R078 to REEMA (25d QTR).	Climb on runway heading to 5000 FT ALT. Cross AMN 15d (R 209) above 6500 FT. Cross QTR 9000 FT or above. Cross REEMA FL150 or at assigned level.
OSAMA 4 SID OSAMA- SALAM JI0C-PSN ALROD	Climb on track to 10d AMN/VOR, then turn right track 270 DEG, proceed to OSAMA then SALAM.	Cross 14.5d. AMN. R250 at 6000 FT ALT or above. Cross OSAMA position Maintaining ALT 8000 FT.
MOUAB 4 SID MOUAB/ TALMI / J10	Climb on runway heading until 15d AMN. Then to intercept AMN R241 proceeds to MOUAB then turn right to TALMI position 31 49.7 N 35 30.3 E.	Cross 15d. AMN on runway heading at 6000 FT ALT or above. Cross MOUAB at ALT11000FT or above. Cross TALMI ALT12000FT.

NOTE 1: Aircraft unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to AMN to enter the holding pattern.

NOTE 2: Departure traffic on OSAMA SID and MOUAB SID shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart (AD 2-31).

WESTERLY ARRIVALS AMMAN / Marka RWY 24

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 4W STAR	At AMRAH (AMN 25d or QAA 30d) intercept QAA R037 to QAA. If QAA not available intercept track 220M to QA NDB. REPORT QAA 20d.	Cross AMRAH ALT11000 FT or above. Cross QAA 10d (AMN R123) 8500 FT or above.
QATRANEH 4W STAR	At QTR intercept QAA R187 (QTR R007) to QAA. If QAA is not available track 001M to QA NDB. REPORT QAA 15d.	Cross QTR 9000FT or above. Cross QAA 15d 6500 FT or above.
REEMA 4W STAR	At REEMA (QTR 25D) intercept QAA R140 to QAA. If QAA is not available track 316M to QA NDB.REPORT QAA 20d.	Cross REEMA FL150 or above. Cross QAA 15d (QTR R037) 6500 FT or above.
SALAM 4 W STAR	At SALAM (31 56.0 N 35 31.0 E) intercept AMN R259, proceed to AMN/VOR or JYO/NDB REPORT 13d INBOUND TO AMN/VOR	Cross SALAM ALT11000 FT. Cross AMN 13d 6000 FT ALT or above.

NOTE: Follow ATC descent clearance instructions. But not below published profiles which are minimum safety profiles.

AMMAN INBOUND TRAFFIC WILL BE INITIALLY CLEARED TO QAA TO AWAIT ONWARD CLEARANCE.

RMK: See related chart (AD 2-35).

EASTERLY DEPARTURES AMMAN / Marka RWY 06

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 5 SID A412 KAMEL	Climb on track to AMN Turn left to re cross AMN /VOR, intercept AMN R160 (QAA R340) to QAA. Turn left to intercept QAA R037 to AMRAH QAA.30d (AMN R070).	Cross AMN above 4000 FT Turn left climbing to re cross AMN at 5500 or above. Cross QAA at 6000 FT or above. Cross QAA 10d (R037) above 8500 FT. Cross AMRAH ALT 11000 FT or above or at assigned level.
QATRANEH 5 SID R652 AQABA METSА	Climb on track to AMN turn left to depart AMN on AMN R160 (QAA R340) to QAA. Turn Right to intercept QAA R187 (QTR R007) to QTR.	Cross AMN above 4000 FT turn left climbing to re cross AMN at 5500 FT or above. Cross QAA at 6000 FT or above. Cross QTR at 9000 FT or at assigned level.
REEMA 5 SID R652 GURIAT	Climb on track to AMN turn left to depart. AMN on AMN R160 (QAA R340) to QAA Turn left to intercept QAA R140 to REEMA (311847N 363214E).	Cross AMN above 4000 FT turn left climbing to re cross AMN at 5500 FT. Cross QAA at 6000 FT or above. Cross REEMA FL150 or above or at assigned level.
OSAMA 5 SID AMN-OSAMA- SALAM JI0C - ALROD	Climb on track to AMN/VOR then turn right track 270 DEG until crossing QAA R306 then proceed to OSAMA then proceed to SALAM.	Cross AMN/VOR at 4000 FT ALT Or above. Cross AMN R180 at 5000 FT or Above. Cross D14.5 AMN R250 at 6000 FT ALT or above. Cross OSAMA Position maintaining 8000 FT ALT.
MOUAB 5 SID AMN/VOR MOUAB TALMI/ J10	Climb on track to AMN/VOR then turn right 270 DEG track to intercept AMN R241 to MOUAB then turn right to TALMI position 31 49.7 N 35 30.3 E	Cross AMN/VOR at 4000 FT ALT Or above. Cross AMN R180 at 5000 FT ALT or above. Cross 15d. AMN R241 at 6000 FT ALT or above. Cross MOUAB at ALT 11000 FT or above Cross TALMI ALT 12000FT.

NOTE: Turn must be completed within 5d. AMN/VOR/DME to avoid OJD2.

* All departures shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establishing contact with TEL-AVIV ACC.

* Low level arrival traffic from BEN-GURION to AMMAN or Queen Alia Airports shall follow SALAM STAR profile.

NOTE: Aircraft unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to AMN VOR/NDB to enter the holding pattern.

(REF NOTE 2 PAGE ENR 1.5-16)

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart (AD 2-31A).

WESTERLY ARRIVALS AMMAN /Queen Alia RWY 26R/26L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 2W STAR	At AMRAH (AMN 25d or QAA 30d) intercept QAA R037 to QAA. If QAA is not available track 220M to QA NDB REPORT QAA 20d.	Cross AMRAH ALT11000 FT or above. Cross QAA 10d (AMN R123) 8500 FT or above.
QATRANEH 2W STAR	At QTR intercept QAA R187 (QTR R007) to QAA. If QAA is not available track 001M to QA NDB.	Cross QTR 9000 FT or above. Cross QAA 15d 6500 FT or above.
AMRAH 6W STAR	At AMRAH (QTR 58d R022) intercept QTR R022 to intercept IQA localizer. REPORT 50d QTR AND ESTABLISHED ON THE LOCALIZER.	Cross AMRAH ALT11000 FT or above. Cross QTR 40d 8500FT or above maintain 6000 FT until established on the LLZ descend on Glide Path to cross QAA 4600 FT or above.
REEMA 2W STAR	At REEMA (QTR 25d) intercept QAA R140 to QAA If QAA is not available track 316M to QA NDB REPORT QAA 20d.	Cross REEMA FL150 or above. Cross QAA 15d (QTR R037) 6500 FT or above.
SALAM 2W STAR	AT SALAM (31 56.0 N 35 31.0 E Proceed to AMN/VOR or JYO/NDB then turn right to QAA/VOR intercept AMN R160. REPORT: 13d AMN R259 10d AMN R160	Cross SALAM ALT11000 FT. Cross 10d AMN R160at ALT 6000 FT or above.

NOTE: Follow ATC descent clearance instructions. But not below published profiles, which are Minimum safety profiles.

RMK: See related chart (AD 2-35A).

EASTERLY DEPARTURES AMMAN / Queen Alia RWY 08L

ROUTE	NAVIGATIONS	ALT/FL RESTRICTIONS
AMRAH 3 SID A412 KAMEL	Climb on track until crossing R002 QTR VOR (AMN R174) (3.1d QAA/VOR/DME) turn left to intercept QAA R037 to AMRAH (QAA 30d) or crossing (AMN R070).	Climb to cross R002 QTR VOR (AMN R174) (3.1d QAA/VOR/DME) at 3200FT QNH cross (AMN R123 10d QAA at 8500FT or above, Cross AMRAH ALT11000 FT or at assigned level.
AMRAH 7 SID A412 KAMEL	Climb on QAA R259 to QAA, continue on R079 to 08d turn left to intercept QTR R022 to AMRAH QTR 58d or AMN R070.	Climb to cross QAA 4000 FT cross QTR 40d above 8500FT Cross AMRAH ALT11000 FT or at assigned level.
*QATRANEH 3 SID R652 AQABA METSА	Climb on track until crossing QTR R002 (AMN R174) (3.1d QAA) turn right to intercept QAA R187 (QTR R007) to QTR VOR	Climb to cross R002 QTR VOR (AMN R174) (3.1d QAA/VOR/DME) at 3200 FT (QNH) or above, Cross QAA 15d R187 above 6500 FT. Cross QTR 9000 FT or at assigned level.
REEMA 3 SID R652 GURIAT	Climb on track until crossing QTR R002 (AMN R174) (3.1d QAA) turn right to intercept QAA R140 to REEMA (QAA 32d) turn left to intercept QTR R078.	Climb to cross QTR R002 (AMN R174) (3.1d QAA) at 3200 FT QNH or above. Cross QAA 15d R140 above 6500 FT cross REEMA FL150 or at assigned level.
OSAMA 3 SID OSAMA PSN SALAM PSN J10C-ALROD PSN	Climb on track until crossing 3.1d QAA or crossing AMN R174. then turn left to intercept QAA R290 proceed to OSAMA position, Then turn left on track 270 to SALAM .	Cross 3.1d QAA or AMN R174 at ALT 3200 FT or above . Cross 20.5d QAA R290 at 6000 FT ALT or above. Cross OSAMA (29d QAA R290) maintaining 8000 FT ALT .
MOUAB 3 SID QAA/VOR MOUAB- TALMI/J10	Climb on track until crossing 3.1d QAA/VOR. Turn left to intercept QAA R274 proceed to MOUAB then proceed to TALMI PSN (31 49.7 N 35 30.3 E) .	Cross 3.1d QAA or AMN R174 at ALT 3200 FT or above. Cross 22d QAA R274 at 6000 FT ALT or above. Cross MOUAB ALT 11000FT or above. Cross TALMI ALT 12000FT.
SUFFIX H SIDS	Follow basic SID except climb in QAA holding pattern .	Climb in QAA hold to altitude to achieve SID restrictions or as instructed by ATC.

NOTE 1 :Aircraft unable to comply with the SID profiles restrictions MUST request NONSTANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions When airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to QAA to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED

*NOTE 2 : In case of VFR traffic flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000 FT QNH, or until passing by QAA/VOR or abeam QAA/VOR.

REF NOTE 2 PAGE ENR 1.5-16) RMK : See related chart (AD 2-31).

EASTERLY ARRIVALS AMMAN /Queen Alia RWY 08R/08L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 3E STAR	At AMRAH (AMN 25d or QAA 30d) intercept AMN R070 or track 250M to JYO At AMN turn left to intercept R209 or track 209M proceeding to MDB NDB. REPORT 10d INBOUND AND OUTBOUND AMN VOR	Cross AMRAH ALT11000 FT or above Cross AMN 07d (QAA R010) 8500 FT or above. Cross AMN 10d (QAA R306) 7000 FT or above.
QATRANEH 3E STAR	At QTR turn left to intercept QTR R336 or track 336M to MDB NDB. REPORT 15d INBOUND AND OUTBOUND QTR VOR.	Cross QTR 9000 FT or above Cross QTR 15d at 6500 FT or above.
REEMA 3E STAR	AT REEMA continue on QTR R078 to QTR then turn right to intercept QTR R336 or track 336M to MDB NDB. REPORT 15d INBOUND AND OUTBOUND QTR VOR.	Cross REEMA FL150 or above Cross QTR 9000 FT or above. Cross QTR 15d at 6500FT or above.
SALAM 3 E STAR	At SALAM position 31 56.0 N 35 31.0 E proceed to MDB/NDB track 306. Report crossing QAA R273,21d.	Cross SALAM ALT11000 FT. Cross QAA R273,21d at 6000 FT ALT. or above .

NOTE :Initial holding clearance may be issued for QTR or AMN follow ATC descent clearance instructions. But not below published profiles which are minimum safety profiles.

RMK : See related chart (AD 2-35) .

WESTERLY DEPARTURE AMMAN/Queen Alia RWY 26R

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 2 SID A412 KAMEL	Climb on track until crossing AMN R206 (14d QAA) then turn right to intercept AMN R209 to AMN/VOR intercept AMN R070 to AMRAH (AMN 25d) or passing QAA R037.	Cross 14d QAA (AMN R206) at 3200 FT or above. Cross AMN 09d (R209) above 6000FT. Cross AMN 07d (R070) above 8500FT. Cross AMRAH ALT11000 FT or at assigned level.
→ QATRANEH2 SID R652 AQABA METSА	Climb on track until 14d QAA (AMN R206) then turn left to intercept QTR R336 to QTR VOR	Cross 14d QAA(AMN R206) at 3200 FT or above. Cross QTR 15d R336 (QAA R209) above 6500 FT. Cross QTR at 9000 FT 6500 FT. or at assigned level.
REEMA 2 SID R652 GURIAT	Climb on track until 14d QAA (AMN R206) turn left to intercept QTR R336 to QTR VOR then turn left to intercept QTR R078 to REEMA or passing QAA R139.	Cross 14d QAA(AMN R206) at 3200 FT or above. Cross QTR 15d R336(QAA R209) above 6500FT. Cross QTR 9000 FT or above. Cross REEMA FL150 or at assigned level
MOUAB 2 SID MDB/NDB MOUAB -TALMI J10	Climb on track to MDB/NDB, turn right to intercept MDB track 291 to MOUAB then proceed to TALMI position 31 49.7 N 35 30.3 E) .	Cross QAA R269, 22d at 6000 FT or above. Cross MOUAB ALT11000 FT or above. Cross TALMI maintaining ALT12000FT.
OSAMA 2 SID OSAMA PSN SALAM J10C- ALROD PSN	Climb on track until crossing 14d QAA or crossing AMN R206, then turn right on track 315 to OSAMA position then turn left on track 270 to SALAM .	Cross 14d QAA or AMN R206 at 3200 FT ALT or above. Cross R277 QAA 21d at 6000 FT ALT or above. Cross OSAMA (29d QAA R290) maintaining 8000 FT QNH.

NOTE 1: Aircraft unable to comply with SID profile restrictions MUST request NONSTANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to QAA to enter the holding pattern.

NOTE 2 : In case of VFR traffic flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000 FT QNH, or until passing by MDB/NDB or abeam MDB/NDB.

(REF NOTE 2 PAGE ENR 1.5-16)

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK : See related chart (AD 2-31B) .