

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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**AIP JORDAN
AMENDMENT 94/2019
01 NOV 2019**

1. Insert the attached new or replacement pages dated 01 NOV 2019 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. NOTAMs are hereby cancelled:- A0259/19 AND A0283/19
4. AIP SUP is hereby cancelled:- NIL
5. AIC is hereby cancelled:- NIL

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN 0		GEN 0	
0.2-1	01 AUG 2019	0.2-1	01 NOV 2019
0.4-1	01 AUG 2019	0.4-1	01 NOV 2019
0.4-3	01 AUG 2019	0.4-3	01 NOV 2019
0.4-4	01 MAY 2019	0.4-4	01 NOV 2019
AD 1		AD 1	
1.5-1	01 AUG 2019	1.5-1	01 NOV 2019
AD 2 OJAQ		AD 2 OJAQ	
2.4	26 APR 2018	2.4	01 NOV 2019

AIS HEADQUARTERS



001

GEN 0.2 Record of AIP Amendments

Amendment number	Publication Date	Date Inserted	Inserted By	Amendment number	Publication Date	Date Inserted	Inserted By
43/06	01 NOV 2006			71/14	01 FEB 2014		
44/07	01 FEB 2007			72/14	01 MAY 2014		
45/07	01 MAY 2007			73/14	01 AUG 2014		
46/07	01 AUG 2007			74/14	01 NOV 2014		
47/07	01 NOV 2007			75/15	01 FEB 2015		
48/08	01 FEB 2008			76/15	01 MAY 2015		
49/08	01 MAY 2008			77/15	01 AUG 2015		
50/08	01 NOV 2008			78/15	01 NOV 2015		
51/09	01 FEB 2009			79/16	01 FEB 2016		
52/09	01 MAY 2009			80/16	01 MAY 2016		
53/09	01 AUG 2009			81/16	01 AUG 2016		
54/09	01 NOV 2009			82/16	01 NOV 2016		
55/10	01 FEB 2010			83/17	01 FEB 2017		
56/10	01 MAY 2010			84/17	01 MAY 2017		
57/10	01 AUG 2010			85/17	01 AUG 2017		
58/10	01 NOV 2010			86/17	01 NOV 2017		
59/11	01 FEB 2011			87/18	01 FEB 2018		
60/11	01 MAY 2011			88/18	01 MAY 2018		
61/11	01 AUG 2011			89/18	01 AUG 2018		
62/11	01 NOV 2011			90/18	01 NOV 2018		
63/12	01 FEB 2012			91/19	01 FEB 2019		
64/12	01 MAY 2012			92/19	01 MAY 2019		
65/12	01 AUG 2012			93/19	01 AUG 2019		
66/12	01 NOV 2012			94/19	01 NOV 2019		
67/13	01 FEB 2013						
68/13	01 MAY 2013						
69/13	01 AUG 2013						
70/13	01 NOV 2013						

GEN 0.2 Record of AIRAC AIP Amendments

Amendment number	Publication Date	Effective Date	Inserted By	Amendment number	Publication Date	Effective Date	Inserted By
1/98	01 JAN 98	01 JAN 98					
2/98	10 SEP 98	10 SEP 98					
3/05	07 JUL 05	07 JUL 05					
4/08	19 JUN 08	31 JUN 08					
5/11	06 FEB 11	07 APR 11					
6/11	04 NOV 11	15 DEC 11					
7/13	27 DEC 12	07 FEB 13					
8/13	30 OCT 13	12 DEC 13					
9/15	19 MAR 15	30 APR 15					
10/15	06 AUG 15	17 SEP 15					
11/15	16 NOV 15	07 JAN 16					
12/16	17 MAR 16	28 APR 16					
13/16	09 JUN 16	21 JUL 16					
14/16	27 OCT 16	08 DEC 16					
15/17	03 AUG 17	14 SEP 2017					
16/17	26 OCT 2017	07 DEC 2017					
17/18	15 MAR 2018	26 APR 2018					

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PART 1 – GENERAL (GEN)		2.3-4	01 NOV 2006	GEN 4	
GEN 0		2.3-5	01 NOV 2006	4.1-1	01 NOV 2018
0.1-1	01 NOV 2010	2.4-1	01 FEB 2015	4.1-2	01 NOV 2018
0.1-2	01 FEB 2016	2.5-1	01 AUG 2015	4.1-3	01 NOV 2018
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-4	01 NOV 2018
*0.2-1	01 NOV 2019	2.6-2	01 MAY 2007	4.1-5	01 NOV 2018
0.2-2	01 NOV 2018	2.7-1	01 NOV 2011	4.2-1	01 NOV 2018
0.3-1	01 AUG 2019	2.7-2	01 NOV 2011		
*0.4-1	01 NOV 2019	2.7-3	01 NOV 2011		
0.4-2	01 FEB 2019	2.7-4	01 NOV 2011		
*0.4-3	01 NOV 2019	2.7-5	01 NOV 2011		
*0.4-4	01 NOV 2019	GEN 3			
0.5-1	01 NOV 2006	3.1-1	01 NOV 2018		
0.6-1	12 DEC 2013	3.1-2	01 NOV 2018		
0.6-2	12 DEC 2013	3.1-3	01 NOV 2018		
GEN 1		3.1-4	01 NOV 2018		
1.1-1	01 NOV 2010	3.1-5	01 NOV 2018		
1.2-1	01 MAY 2008	3.1-6	01 NOV 2018		
1.2-2	01 MAY 2008	3.2-1	01 NOV 2010		
1.2-3	01 MAY 2012	3.2-2	01 NOV 2010		
1.3-1	01 MAY 2011	3.2-3	12 DEC 2013		
1.3-2	01 FEB 2014	3.3-1	01 NOV 2010		
1.4-1	01 MAY 2011	3.3-2	12 DEC 2013		
1.5-1	01 MAY 2010	3.3-3	01 AUG 2011		
1.6-1	01 MAY 2011	3.4-1	01 FEB 2018		
1.7-1	01 NOV 2011	3.4-2	01 AUG 2019		
1.7-2	01 AUG 2016	3.4-3	01 FEB 2018		
1.7-3	01 NOV 2012	3.4-5	01 FEB 2018		
1.7-4	01 NOV 2010	3.5-1	01 MAY 2009		
1.7-5	01 NOV 2010	3.5-2	01 AUG 2015		
1.7-6	01 NOV 2010	3.5-3	01 FEB 2010		
GEN 2		3.5-4	01 FEB 2010		
2.1-1	01 FEB 2018	3.5-5	01 NOV 2007		
2.1-2	01 FEB 2018	3.5-6	01 NOV 2006		
2.1-3	01 FEB 2018	3.5-7	01 NOV 2006		
2.2-1	01 NOV 2010	3.5-8	01 NOV 2006		
2.2-2	01 NOV 2010	3.5-9	01 NOV 2006		
2.2-3	01 NOV 2010	3.5-10	01 NOV 2006		
2.2-4	01 NOV 2010	3.5-11	01 NOV 2006		
2.2-5	01 NOV 2010	3.5-12	01 NOV 2006		
2.2-6	01 NOV 2010	3.5-13	01 NOV 2006		
2.2-7	01 NOV 2010	3.5-14	01 NOV 2006		
2.2-8	01 NOV 2010	3.5-15	01 NOV 2006		
2.2-9	01 NOV 2010	3.5-16	01 NOV 2006		
2.2-10	01 NOV 2010	3.5-17	01 NOV 2006		
2.2-11	01 NOV 2010	3.5-18	01 FEB 2010		
2.2-12	01 NOV 2010	3.5-19	01 FEB 2010		
2.2-13	01 NOV 2010	3.5-20	01 FEB 2010		
2.2-14	01 NOV 2010	3.5-21	01 FEB 2010		
2.2-15	01 NOV 2010	3.5-22	01 FEB 2010		
2.2-16	01 NOV 2010	3.6-1	01 MAY 2017		
2.2-17	01 NOV 2010	3.6-2	01 MAY 2016		
2.2-18	01 NOV 2010	3.6-3	01 MAY 2017		
2.2-19	01 NOV 2010	3.6-4	01 MAY 2017		
2.2-20	01 NOV 2010	3.6-5	01 MAY 2017		
2.3-1	01 NOV 2006	3.6-6	01 AUG 2019		
2.3-2	01 NOV 2006				
2.3-3	01 NOV 2006				

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PART 2 – EN – ROUT (ENR)		1.10-5	01 FEB 2016	ENR 4	
ENR 0		1.10-6	01 FEB 2016	4.1-1	12 DEC 2013
0.6-1	01 FEB 2014	1.10-7	01 FEB 2016	4.2-1	01 MAY 2007
0.6-2	15 DEC 2011	1.10-8	01 FEB 2016	4.3-1	01 MAY 2007
		1.10-9	01 FEB 2016	4.4-1	08 DEC 2016
ENR 1		1.10-10	01 FEB 2016	4.4-2	08 DEC 2016
1.1-1	01 MAY 2008	1.10-11	01 FEB 2016	4.5-1	01 MAY 2007
1.1-2	01 MAY 2008	1.10-12	01 FEB 2016	ENR 5	
1.1-3	01 MAY 2008	1.10-13	01 FEB 2016	5.1-1	01 MAY 2012
1.2-1	01 FEB 2019	1.10-14	01 FEB 2016	5.1-2	01 FEB 2017
1.2-2	12 DEC 2013	1.10-15	01 FEB 2016	5.2-1	28 APR 2016
1.2-3	12 DEC 2013	1.11-1	01 FEB 2014	5.3-1	01 NOV 2009
1.2-4	12 DEC 2013	1.12-1	01 FEB 2007	5.4-1	01 MAY 2007
1.2-5	12 DEC 2013	1.12-2	01 FEB 2007	5.5-1	01 AUG 2015
1.3-1	12 DEC 2013	1.12-3	01 FEB 2007	5.6-1	01 MAY 2008
1.4-1	14 SEP 2017	1.12-4	01 FEB 2007	5.6-2	01 MAY 2008
1.5-1	01 MAY 2014	1.13-1	01 FEB 2007	5.6-3	01 MAY 2008
1.5-2	01 FEB 2018	1.14-1	01 MAY 2008	5.6-4	01 MAY 2008
1.5-3	12 DEC 2013	1.14-2	01 MAY 2008	5.6-5	01 MAY 2008
1.5-4	01 FEB 2018	1.14-3	01 FEB 2007	ENR 6	
1.5-5	07 DEC 2017	1.14-4	01 FEB 2007	6-1	08 DEC 2016
1.5-6	07 DEC 2017	1.14-5	01 FEB 2007	6-3	01 MAY 2009
1.5-7	30 APR 2015	1.14-6	01 FEB 2007	6-7	12 DEC 2013
1.5-8	01 NOV 2015	1.14-7	01 FEB 2007	6-8	01 MAY 2008
1.5-9	30 APR 2015	ENR 2		6-9	01 MAY 2008
1.5-10	30 APR 2015	2.1-1	01 MAY 2016		
1.5-11	12 DEC 2013	2.1-2	08 DEC 2016		
1.5-12	01 MAY 2017	2.1-3	28 APR 2016		
1.5-13	12 DEC 2013	2.1-4	28 APR 2016		
1.5-14	12 DEC 2013	2.1-5	28 APR 2016		
1.5-15	12 DEC 2013	2.2-1	12 DEC 2013		
1.5-16	12 DEC 2013	2.2-2	12 DEC 2013		
1.5-17	12 DEC 2013	ENR 3			
1.5-18	12 DEC 2013	3.1-1	08 DEC 2016		
1.5-19	12 DEC 2013	3.1-2	01 MAY 2018		
1.5-20	01 AUG 2018	3.1-3	08 DEC 2016		
1.5-21	12 DEC 2013	3.1-4	08 DEC 2016		
1.5-22	01 AUG 2018	3.1-5	08 DEC 2016		
1.5-23	12 DEC 2013	3.1-6	08 DEC 2016		
1.5-24	01 FEB 2019	3.1-7	08 DEC 2016		
1.5-25	01 FEB 2019	3.2-1	08 DEC 2016		
1.5-26	01 FEB 2019	3.2-2	08 DEC 2016		
1.5-27	01 FEB 2019	3.2-3	08 DEC 2016		
1.5-28	01 FEB 2019	3.2-4	08 DEC 2016		
1.5-29	01 FEB 2019	3.2-5	08 DEC 2016		
1.6-1	12 DEC 2013	3.2-6	08 DEC 2016		
1.6-2	12 DEC 2013	3.3-1	08 DEC 2016		
1.6-3	12 DEC 2013	3.3-2	08 DEC 2016		
1.6-4	01 AUG 2015	3.3-3	01 MAY 2018		
1.6-5	01 FEB 2017	3.3-4	08 DEC 2016		
1.6-6	12 DEC 2013	3.3-5	08 DEC 2016		
1.6-7	12 DEC 2013	3.3-6	08 DEC 2016		
1.7-1	01 FEB 2017	3.3-7	08 DEC 2016		
1.7-2	01 FEB 2017	3.3-8	08 DEC 2016		
1.7-3	01 FEB 2017	3.3-9	08 DEC 2016		
1.8-1	01 AUG 2011	3.3-10	08 DEC 2016		
1.8-2	01 AUG 2011	3.3-11	08 DEC 2016		
1.9-1	01 AUG 2011	3.3-12	08 DEC 2016		
1.10-1	01 FEB 2016	3.3-13	08 DEC 2016		
1.10-2	01 FEB 2016	3.4-1	01 FEB 2007		
1.10-3	01 FEB 2016	3.5-1	01 FEB 2007		
1.10-4	01 FEB 2016	3.6-1	01 FEB 2007		

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PART 3 - AERODROMES (AD)		2.24.7-7	12 DEC 2013	2.24.4-3	12 DEC 2013
AD 0		2.24.7-8	12 DEC 2013	2.24.4-4	12 DEC 2013
0.6-1	14 SEP 2017	2.24.7-9	12 DEC 2013	2.24.5-1	12 DEC 2013
0.6-2	14 SEP 2017	2.24.7-10	12 DEC 2013	2.24.5-5	07 DEC 2017
AD 1		2.24.8-1	12 DEC 2013	2.24.5-7	07 DEC 2017
1.1-1	01 MAY 2019	2.24.8-3	12 DEC 2013	2.24.6-1	01 NOV 2018
1.1-2	01 MAY 2008	2.24.8-4	12 DEC 2013	2.24.6-3	01 NOV 2018
1.1-3	01 MAY 2019	2.24.8-5	12 DEC 2013	2.24.6-4	01 NOV 2018
1.1-4	01 MAY 2019	2.24.8-6	12 DEC 2013	2.24.6-5	12 DEC 2013
1.1-5	01 MAY 2019	2.24.8-7	12 DEC 2013	2.24.6-7	12 DEC 2013
1.2-1	01 MAY 2019	AD 2 (OJAI)		2.24.6-8	12 DEC 2013
1.2-2	01 MAY 2019	2.1	01 FEB 2018	2.24.6-9	12 DEC 2013
1.3-1	01 NOV 2018	2.2	01 FEB 2018	2.24.6-11	12 DEC 2013
1.4-1	01 AUG 2007	2.3	01 FEB 2018	2.24.6-12	12 DEC 2013
*1.5-1	01 NOV 2019	2.4	14 SEP 2017	2.24.6-13	01 NOV 2018
AD 2 (OJAM)		2.5	01 MAY 2019	2.24.6-15	01 NOV 2018
		2.6	14 SEP 2017	2.24.6-16	01 NOV 2018
2.1	12 DEC 2013	2.7	14 SEP 2017	2.24.6-17	01 AUG 2018
2.2	01 MAY 2009	2.8	14 SEP 2017	2.24.6-18	12 DEC 2013
2.3	01 MAY 2009	2.9	14 SEP 2017	2.24.6-19	01 AUG 2018
2.4	01 MAY 2009	2.10	01 NOV 2016	2.24.6-20	12 DEC 2013
2.5	01 AUG 2007	2.11	21 JUL 2016	2.24.7-1	12 DEC 2013
2.6	01 MAY 2019	2.12	21 JUL 2016	2.24.7-3	12 DEC 2013
2.7	01 MAY 2008	*2.13	01 MAY 2019	2.24.7-4	12 DEC 2013
2.8	01 MAY 2008	2.14	14 SEP 2017	2.24.7-5	12 DEC 2013
2.9	01 AUG 2015	2.15	14 SEP 2017	2.24.7-7	12 DEC 2013
2.10	01 MAY 2018	2.16	14 SEP 2017	2.24.7-8	12 DEC 2013
2.11	01 FEB 2014	2.17	14 SEP 2017	2.24.7-9	12 DEC 2013
2.24.1-1	12 DEC 2013	2.18	14 SEP 2017	2.24.7-10	12 DEC 2013
2.24.3-1	12 DEC 2013	2.19	01 FEB 2018	2.24.7-13	01 AUG 2018
2.24.4-1	12 DEC 2013	2.20	01 FEB 2018	2.24.7-15	01 AUG 2018
2.24.4-2	12 DEC 2013	2.21	14 SEP 2017	2.24.7-16	07 DEC 2017
2.24.6-1	12 DEC 2013	2.22	01 MAY 2018	2.24.7-17	01 AUG 2018
2.24.6-3	12 DEC 2013	2.23	01 FEB 2018	2.24.7-19	01 AUG 2018
2.24.6-4	12 DEC 2013	2.24	01 FEB 2018	2.24.7-20	07 DEC 2017
2.24.6-5	12 DEC 2013	2.24.1-1	01 MAY 2018	2.24.8-1	01 FEB 2014
2.24.6-7	12 DEC 2013	2.24.2-1	01 MAY 2018	2.24.8-3	12 DEC 2013
2.24.6-8	12 DEC 2013	2.24.2-2	14 SEP 2017	2.24.8-8	12 DEC 2013
2.24.6-9	12 DEC 2013	2.24.2-3	14 SEP 2017	2.24.8-9	12 DEC 2013
2.24.6-10	12 DEC 2013	2.24.2-4	14 SEP 2017	2.24.8-10	12 DEC 2013
2.24.7-1	12 DEC 2013	2.24.2-5	14 SEP 2017	2.24.8-11	12 DEC 2013
2.24.7-3	12 DEC 2013	2.24.2-6	14 SEP 2017	2.24.8-16	12 DEC 2013
2.24.7-4	12 DEC 2013	2.24.4-1	12 DEC 2013	2.24.8-19	07 DEC 2017
2.24.7-5	12 DEC 2013	2.24.4-2	12 DEC 2013	2.24.8-21	07 DEC 2017

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2.24.8-25	07 DEC 2017	2.24.8-5	01 MAY 2015
2.24.8-31	07 DEC 2017	2.24.8-6	01 MAY 2016
2.24.8-33	07 DEC 2017	2.24.8-7	01 AUG 2015
2.24.8-35	07 DEC 2017	2.24.9-1	01 AUG 2015
2.24.8-37	07 DEC 2017		
AD 2 (OJAQ)			
2.1	26 APR 2018		
2.2	26 APR 2018		
2.3	26 APR 2018		
*2.4	01 NOV 2019		
2.5	26 APR 2018		
2.6	01 MAY 2019		
2.7	26 APR 2018		
2.8	26 APR 2018		
2.9	01 NOV 2011		
2.10	01 MAY 2018		
2.11	26 APR 2018		
2.24.1-1	26 APR 2018		
2.24.2-1	26 APR 2018		
2.24.2-2	26 APR 2018		
2.24.3-1	26 APR 2018		
2.24.4-1	12 DEC 2013		
2.24.4-2	12 DEC 2013		
2.24.6-1	12 DEC 2013		
2.24.6-3	12 DEC 2013		
2.24.6-5	12 DEC 2013		
2.24.6-7	12 DEC 2013		
2.24.6-9	01 AUG 2015		
2.24.6-10	01 AUG 2015		
2.24.7-1	12 DEC 2013		
2.24.7-3	12 DEC 2013		
2.24.7-5	12 DEC 2013		
2.24.7-7	12 DEC 2013		
2.24.8-1	12 DEC 2013		

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

aerodrome name and ICAO location indicator	date and validity of certification	remarks
1	2	3
Amman/Queen Alia OJAI	Certified As of DEC 10 th 2018 until DEC 10 th 2020	The following Code F aircraft are permitted to operate into the Aerodrome under special operational procedure : a) A380-XXX b) B747-800
Amman/ Marka OJAM	General Aviation (not to be filed as Alternate Aerodrome)	The following flights will be permitted to use the aerodrome: -State Flights -Relief Flights -ACFT in emergency with special procedure -Private Flights: the maximum actual operational weight for the private aircraft(taxiing ,take-off, landing)shall not exceed 45000 KGS, provided that the number of occupants on board shall not exceed 9 occupants (passengers and crew) -Training Academy Flights -Ferry Flights positioning for maintenance
Aqaba/King Hussein OJAQ	Certified As of SEP 09 th 2019 until JAN 31 th 2021	The Aerodrome shall not operate outside the limitations of the Aerodrome Reference Code of 4E for the designated Runways (01/19) and its associated facilities. Operational Restriction Fuel Farm wall is partially intruding portion TWY A strip by 8 meters, airport operation department and ATC will coordinate with the fuel farm to prevent any fuel vehicle movement for 10 minutes period before and after any code E aircraft rolling on TWY A.

OJAQ AD 2.7 SEASONAL AVAILABILITY-CLEARING		
1	Types of clearing equipment	Two sweepers
2	Clearance Priorities	Runway in use, TWYs AND Aprons, Run-up areas
3	Remarks	AD available all seasons

OJAQ AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA		
1	Apron surface and strength	Passenger Apron
		Surface: Concrete (Rigid)
		Strength: PCN 42/R/A/W/U
		Cargo Apron
		Surface: Concrete (Rigid)
		Strength: PCN 42/R/A/W/U
		Aero sports Apron
		Surface: Asphalt (Flexible)
		Strength: Axle load 12 Ton
		JP JET Apron (GA-1)
		Surface: Asphalt
		Strength: PCN 42/F/A/X/T
		Helicopters Apron (for Military use only)
		Surface: Asphalt
Strength: PCN 42/F/A/X/T		
2	Taxiway width, surface, and strength	Maintenance Apron
		Surface: Asphalt (Flexible)
		Strength: PCN 47/F/A/W/T
		Taxiway A
		Width : 23M
		Surface: Asphalt (flexible)
		Strength: PCN 54/F/A/W/U
		Taxiway B
		Width : 23M
		Surface: Asphalt (flexible)
		Strength: PCN 54/F/A/W/U
		Taxiway C
		Width : 26.5M
		Surface: Asphalt (flexible)
Strength: PCN 54/F/A/W/U		
3	Altimeter checkpoint location and elevation	Taxiway D
		Width : 27.5M
		Surface: Asphalt (Flexible)
		Strength: PCN 54/F/A/W/U
		Taxiway M
		Width : 23M
4	VOR check points	Holding Point RWY 01: 175 FT (53M)
		RWY 19: 113 FT (34.34M)
5	INS checkpoints	Nil
6	Remarks	RWY 01: 175 FT (53M)
		RWY 19: 113 FT (34.34M)
6	Remarks	Nil

OJAQ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	Use of aircrafts stand ID sign, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at aprons.
2	RWY and TWY markings and LGT	RWY: Designation, THR, centerline, edge runway end as appropriate, marked and lighted. TDZ: marked and not lighted. TWY: Centre line, holding positions at all TWY/RWY intersections, marked and not lighted.
3	Stop bars	Nil
4	Remarks	Nil

OJAQ AD 2.9.1 AIRCRAFT PARKING STANDS AT KING HUSSEIN INTERNATIONAL AIRPORT:

PASSENGERS APRON

Stand Number	Capacity	Geographical Coordinates For Aircraft Stands	
		LAT	LONG
01	Code D Maximum	29° 36' 30"	35° 01' 11"
02	Code D Maximum	29° 36' 31"	35° 01' 12"
03	Code D Maximum	29° 36' 33"	35° 01' 12"
04	Code D Maximum	29° 36' 35"	35° 01' 13"
05	Code D Maximum	29° 36' 36"	35° 01' 14"
06	Code D Maximum	29° 36' 38"	35° 01' 14"
07	Code E Maximum	29° 36' 30"	35° 01' 11"

CARGO APRON

Stand Number	Capacity	Geographical Coordinates For Aircraft Stands	
		LAT	LONG
C1	Code E Maximum	29° 37' 01"	35° 01' 27"
C2	Code E Maximum	29° 37' 04"	35° 01' 27"
C3	Code E Maximum	29° 37' 06"	35° 01' 28"
C4	Code E Maximum	29° 37' 08"	35° 01' 29"
C5	Code E Maximum	29° 37' 10"	35° 01' 30"
C6	Code E Maximum	29° 37' 13"	35° 01' 30"
C7	Code E Maximum	29° 37' 15"	35° 01' 31"
C8	Code E Maximum	29° 37' 17"	35° 01' 32"

PUSH BACK PROCEDURE:

- A follow me vehicle shall be provided for guiding the ACFT when requested by pilot in command.
- Stands from 1 to 6 shall be used for code D or below only.
- Stand 7 at main apron shall be used by ACFT code E only for free parking maneuvering (without push back) provided that no ACFT to be on stand 6 during the maneuvering of the code E ACFT.
- Marshaller availability is mandatory on head of each stands.
- All code F operations will be on cargo apron only.
- No 180 maneuvering on the main apron except for ACFT of code C or below can use its own power provided that no ACFT to be on the adjacent stand and clear from any other obstacle.
- All ACFT using the main apron entering or taxiing out shall use minimum power only.
- The ACFT shall be pushed back until main gear is aligned with center line of TWY A facing south while RWY 01 is in use and facing north while RWY 19 in use.
- All pilots are requested to adhere strictly to obtain the push back permission from the ATC tower controllers with assuring that 2 winger man walkers are available while push back procedure is implemented.

LANDING FOR HELICOPTER (For military use only):

- Landing or hovering on or above the aprons, TWYs, and the RWY are not accepted for helicopter.
- Land will be only on the portion of the TWY of cargo apron and then to proceed to the intended apron/stands for parking.
- Follow ATC instructions.