

**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 88/2018
01 MAY 2018

1. Insert the attached new or replacement pages dated 01 MAY 2018 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 is hereby cancelled:- A0112/18

4. AIP SUP is hereby cancelled:- NIL

PAGES TO BE DESTROYED

GEN 0

0.2-1 **01 FEB 2018**
0.4-1 **26 APR 2018**
0.4-2 **01 FEB 2018**
0.4-3 **01 FEB 2018**
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ENR 3

3.1-2 **08 DEC 2016**
3.3-3 **08 DEC 2016**

AD 1

1.3-1 **01 MAY 2017**
1.5-1 **01 FEB 2017**

OJAM

2.10 **01 MAY 2009**

OJAI

2.22 **14 SEP 2017**
2.24.1-1 **01 FEB 2018**
2.24.2-1 **01 FEB 2018**

OJAQ

2.10 **26 APR 2018**

PAGES TO BE INSERTED

GEN 0

0.2-1 **01 MAY 2018**
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ENR 3

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2.10 **01 MAY 2018**

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OJAQ

2.10 **01 MAY 2018**

AIS HEADQUARTERS



GEN 0.2 RECORDS OF AIP AMENDMENTS

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43/06	01 NOV 2006			68/13	01 MAY 2013		
44/07	01 FEB 2007			69/13	01 AUG 2013		
45/07	01 MAY 2007			70/13	01 NOV 2013		
46/07	01 AUG 2007			71/14	01 FEB 2014		
47/07	01 NOV 2007			72/14	01 MAY 2014		
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49/08	01 MAY 2008			74/14	01 NOV 2014		
50/08	01 NOV 2008			75/15	01 FEB 2015		
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1/98	01 JAN 98	01 JAN 98					
2/98	10 SEP 98	10 SEP 98					
3/05	07 JUL 05	07 JUL 05					
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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					
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0.1-2	01 FEB 2016	2.5-1	01 AUG 2015	4.1-3	01 MAY 2016
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-4	01 MAY 2016
*0.2-1	01 MAY 2018	2.6-2	01 MAY 2007	4.1-5	01 MAY 2014
0.2-2	26 APR 2018	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 2018	2.7-3	01 NOV 2011	4.1-8	01 MAY 2015
*0.4-2	01 MAY 2018	2.7-4	01 NOV 2011	4.1-9	01 MAY 2015
*0.4-3	01 MAY 2018	2.7-5	01 NOV 2011	4.1-10	01 MAY 2015
*0.4-4	01 MAY 2018	GEN 3		4.1-11	01 MAY 2015
0.5-1	01 NOV 2006	3.1-1	01 AUG 2016	4.1-12	01 MAY 2015
0.6-1	12 DEC 2013	3.1-2	01 AUG 2016	4.2-1	01 MAY 2015
0.6-2	12 DEC 2013	3.1-3	01 MAY 2010	4.2-2	01 MAY 2015
GEN 1		3.1-4	01 MAY 2010		
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1.2-1	01 MAY 2008	3.1-6	01 FEB 2015		
1.2-2	01 MAY 2008	3.1-7	01 FEB 2015		
1.2-3	01 MAY 2012	3.2-1	01 NOV 2010		
1.3-1	01 MAY 2011	3.2-2	01 NOV 2010		
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1.5-1	01 MAY 2010	3.3-2	12 DEC 2013		
1.6-1	01 MAY 2011	3.3-3	01 AUG 2011		
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2.2-5	01 NOV 2010	3.5-11	01 NOV 2006		
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0.6-1	01 FEB 2014	1.10-11	01 FEB 2016	4.5-1	01 MAY 2007
0.6-2	15 DEC 2011	1.10-12	01 FEB 2016	ENR 5	
ENR 1		1.10-13	01 FEB 2016	5.1-1	01 MAY 2012
1.1-1	01 MAY 2008	1.10-14	01 FEB 2016	5.1-2	01 FEB 2017
1.1-2	01 MAY 2008	1.10-15	01 FEB 2016	5.2-1	28 APR 2016
1.1-3	01 MAY 2008	1.11-1	01 FEB 2014	5.3-1	01 NOV 2009
1.2-1	01 AUG 2016	1.12-1	01 FEB 2007	5.4-1	01 MAY 2007
1.2-2	12 DEC 2013	1.12-2	01 FEB 2007	5.5-1	01 AUG 2015
1.2-3	12 DEC 2013	1.12-3	01 FEB 2007	5.6-1	01 MAY 2008
1.2-4	12 DEC 2013	1.12-4	01 FEB 2007	5.6-2	01 MAY 2008
1.2-5	12 DEC 2013	1.13-1	01 FEB 2007	5.6-3	01 MAY 2008
1.3-1	12 DEC 2013	1.14-1	01 MAY 2008	5.6-4	01 MAY 2008
1.4-1	14 SEP 2017	1.14-2	01 MAY 2008	5.6-5	01 MAY 2008
1.5-1	01 MAY 2014	1.14-3	01 FEB 2007	ENR 6	
1.5-2	01 FEB 2018	1.14-4	01 FEB 2007	6-1	08 DEC 2016
1.5-3	12 DEC 2013	1.14-5	01 FEB 2007	6-3	01 MAY 2009
1.5-4	01 FEB 2018	1.14-6	01 FEB 2007	6-7	12 DEC 2013
1.5-5	07 DEC 2017	1.14-7	01 FEB 2007	6-8	01 MAY 2008
1.5-6	07 DEC 2017	ENR 2		6-9	01 MAY 2008
1.5-7	30 APR 2015	2.1-1	01 MAY 2016		
1.5-8	01 NOV 2015	2.1-2	08 DEC 2016		
1.5-9	30 APR 2015	2.1-3	28 APR 2016		
1.5-10	30 APR 2015	2.1-4	28 APR 2016		
1.5-11	12 DEC 2013	2.1-5	28 APR 2016		
1.5-12	01 MAY 2017	2.2-1	12 DEC 2013		
1.5-13	12 DEC 2013	2.2-2	12 DEC 2013		
1.5-14	12 DEC 2013	ENR 3			
1.5-15	12 DEC 2013	3.1-1	08 DEC 2016		
1.5-16	12 DEC 2013	*3.1-2	01 MAY 2018		
1.5-17	12 DEC 2013	3.1-3	08 DEC 2016		
1.5-18	12 DEC 2013	3.1-4	08 DEC 2016		
1.5-19	12 DEC 2013	3.1-5	08 DEC 2016		
1.5-20	12 DEC 2013	3.1-6	08 DEC 2016		
1.5-21	12 DEC 2013	3.1-7	08 DEC 2016		
1.5-22	12 DEC 2013	3.2-1	08 DEC 2016		
1.5-23	12 DEC 2013	3.2-2	08 DEC 2016		
1.5-24	12 DEC 2013	3.2-3	08 DEC 2016		
1.5-25	12 DEC 2013	3.2-4	08 DEC 2016		
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1.6-3	12 DEC 2013	3.3-1	08 DEC 2016		
1.6-4	01 AUG 2015	3.3-2	08 DEC 2016		
1.6-5	01 FEB 2017	*3.3-3	01 MAY 2018		
1.6-6	12 DEC 2013	3.3-4	08 DEC 2016		
1.6-7	12 DEC 2013	3.3-5	08 DEC 2016		
1.7-1	01 FEB 2017	3.3-6	08 DEC 2016		
1.7-2	01 FEB 2017	3.3-7	08 DEC 2016		
1.7-3	01 FEB 2017	3.3-8	08 DEC 2016		
1.8-1	01 AUG 2011	3.3-9	08 DEC 2016		
1.8-2	01 AUG 2011	3.3-10	08 DEC 2016		
1.9-1	01 AUG 2011	3.3-11	08 DEC 2016		
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0.6-1	14 SEP 2017	2.24.7-9	12 DEC 2013	2.24.4-1	12 DEC 2013
0.6-2	14 SEP 2017	2.24.7-10	12 DEC 2013	2.24.4-2	12 DEC 2013
AD 1		2.24.8-1	12 DEC 2013	2.24.4-3	12 DEC 2013
1.1-1	01 MAY 2008	2.24.8-3	12 DEC 2013	2.24.4-4	12 DEC 2013
1.1-2	01 MAY 2008	2.24.8-4	12 DEC 2013	2.24.5-1	12 DEC 2013
1.1-3	01 MAY 2017	2.24.8-5	12 DEC 2013	2.24.5-5	07 DEC 2017
1.2-1	01 MAY 2008	2.24.8-6	12 DEC 2013	2.24.5-7	07 DEC 2017
1.2-2	01 MAY 2008	2.24.8-7	12 DEC 2013	2.24.6-1	14 SEP 2017
*1.3-1	01 MAY 2018	AD 2 (OJAI)		2.24.6-3	14 SEP 2017
1.4-1	01 AUG 2007			2.24.6-4	14 SEP 2017
*1.5-1	01 MAY 2018			2.24.6-5	12 DEC 2013
AD 2 (OJAM)		2.1	01 FEB 2018	2.24.6-7	12 DEC 2013
		2.2	01 FEB 2018	2.24.6-8	12 DEC 2013
2.1	12 DEC 2013	2.3	01 FEB 2018	2.24.6-9	12 DEC 2013
2.2	01 MAY 2009	2.4	14 SEP 2017	2.24.6-11	12 DEC 2013
2.3	01 MAY 2009	2.5	01 FEB 2018	2.24.6-12	12 DEC 2013
2.4	01 MAY 2009	2.6	14 SEP 2017	2.24.6-13	14 SEP 2017
2.5	01 AUG 2007	2.7	14 SEP 2017	2.24.6-15	14 SEP 2017
2.6	01 AUG 2007	2.8	14 SEP 2017	2.24.6-16	14 SEP 2017
2.7	01 MAY 2008	2.9	14 SEP 2017	2.24.6-17	14 SEP 2017
2.8	01 MAY 2008	2.10	01 NOV 2016	2.24.6-18	12 DEC 2013
2.9	01 AUG 2015	2.11	21 JUL 2016	2.24.6-19	14 SEP 2017
*2.10	01 MAY 2018	2.12	21 JUL 2016	2.24.6-20	12 DEC 2013
2.11	01 FEB 2014	2.13	07 DEC 2017	2.24.7-1	12 DEC 2013
2.24.1-1	12 DEC 2013	2.14	14 SEP 2017	2.24.7-3	12 DEC 2013
2.24.3-1	12 DEC 2013	2.15	14 SEP 2017	2.24.7-4	12 DEC 2013
2.24.4-1	12 DEC 2013	2.16	14 SEP 2017	2.24.7-5	12 DEC 2013
2.24.4-2	12 DEC 2013	2.17	14 SEP 2017	2.24.7-7	12 DEC 2013
2.24.6-1	12 DEC 2013	2.18	14 SEP 2017	2.24.7-8	12 DEC 2013
2.24.6-3	12 DEC 2013	2.19	01 FEB 2018	2.24.7-9	12 DEC 2013
2.24.6-4	12 DEC 2013	2.20	01 FEB 2018	2.24.7-10	12 DEC 2013
2.24.6-5	12 DEC 2013	2.21	14 SEP 2017	2.24.7-13	07 DEC 2017
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2.24.6-8	12 DEC 2013	2.23	01 FEB 2018	2.24.7-16	07 DEC 2017
2.24.6-9	12 DEC 2013	2.24	01 FEB 2018	2.24.7-17	07 DEC 2017
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2.24.7-4	12 DEC 2013	2.24.2-3	14 SEP 2017	2.24.8-3	12 DEC 2013
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AD 2 (OJAQ)			
2.1	26 APR 2018		
2.2	26 APR 2018		
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2.6	26 APR 2018		
2.7	26 APR 2018		
2.8	26 APR 2018		
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2.24.2-1	26 APR 2018		
2.24.2-2	26 APR 2018		
2.24.3-1	26 APR 2018		
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2.24.4-2	12 DEC 2013		
2.24.6-1	12 DEC 2013		
2.24.6-3	12 DEC 2013		
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2.24.6-9	01 AUG 2015		

ENR 3 ATS ROUTES
ENR 3.1 LOWER ATS ROUTES

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
A412 (RNAV 5) ♦ FIR BDRY (OSAMA) 315550.00N 0353706.00E ♦ QAA01 QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E ♦ GETUP 315833.47N0363037.47E ♦ LUDAN 320256.60N 0363713.29E ♦ KUPRI 320825.87N 0364530.21E ♦ ASLON 321211.02N 0365111.25E ♦ NADEK 322728.00N 0371429.00E ♦ DAXEN 324444.79N 0374105.26E ♦ FIR BDRY (ZELAF) 325656.20N 0375959.26E	108° 288° 30NM 047° 227° 23NM 047° 227° 7NM 047° 227° 9NM 047° 227° 6NM 047° 227° 25NM 048° 228° 28NM 048° 228° 20NM	FL600 ALT 7000FT ALT 7000FT CLASS A+C FL600 ALT 9000FT ALT 8500FT CLASS A+C FL600 ALT 9000FT ALT 8500FT CLASS A+C FL600 ALT 11000 FT ALT 11000FT CLASS A+C FL600 ALT 13000 FT ALT 13000FT CLASS A+C FL600 ALT 13000 FT ALT 13000FT CLASS A+C FL600 ALT 12000 FT ALT 13000FT CLASS A+C FL600 ALT 13000 FT ALT 13000FT CLASS A+C	10NM	↓	↑	For continuation refer to AIP of Israel. Transfer of CTL Amman Upper Sector 128.5MHz Amman Lower West Sector 132.425MHz. Amman Approach 128.9MHz. According to ENR.1.6-5 Para 2.7 ATS Route Segment LUDAN-ZELAF Non-ICAO Standard according to the table of cruising level. Portion ASLON-NADEK is excluded from Prohibited area OJP9 Transfer of CTL For continuation, refer to Syria AIP

ATS ROUTES (CONT.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	TRACK (MAG) DIST (NM)	UPPER LIMITS LOWER LIMITS OR MINIMUM EN-ROUTE ALT AIRSPACE CLASSIFICATION	LATERAL LIMITS (NM)	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
L200 (RNAV5) ◆ FIR BDRY (OSAMA) 315550.00N 0353706.00E ◆ AMN01 AMMAN DVOR/DME (AMN) 320014.65N 0360357.55E ◆ LOXER 320147.76N 0362251.46E ◆ MESLO 320231.00N0363148.00E ◆ LUDAN 320256.60N 0363713.29E ◆ KUPRI 320825.87N 0364530.21E ◆ ASLON 321211.02N 0365111.25E ◆ NADEK 322728.00N 0371429.00E	074° 254° 23NM 080° 260° 16NM 080° 260° 8NM 080° 260° 5NM 047° 227° 9NM 047° 227° 6NM 047° 227° 25NM 048° 228° 28NM	FL600 ALT 7000FT ALT 6000FT CLASS A+C FL600 ALT 9000FT ALT 8500FT CLASS A+C FL600 ALT 9000FT ALT 8500FT CLASS A+C FL600 ALT 9000FT ALT 8500FT CLASS A+C FL600 ALT 11000FT ALT 11000FT CLASS A+C FL600 ALT 13000FT ALT 13000FT CLASS A+C FL600 13000FT ALT ALT 13000FT CLASS A+C FL600 ALT 13000FT ALT 13000FT CLASS A+C	10 NM 10 NM	↓	↑	For continuation refer to AIP of Israel. Transfer of CTL All traffic shall adhere to airway centerline. ATS Route Segment LUDAN-DAXEN Non-ICAO Standard according to the table of cruising level Portion ASLON-NADEK is excluded from Prohibited area OJP9

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT.)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG & DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
L200 (RNAV5) ♦ <u>FIR BDRY (OSAMA)</u> 315550.00N 0353706.00E ♦ <u>AMN01</u> AMMAN DVOR/DME (AMN) 320014.65N 0360357.55E ♦ <u>LOXER</u> 320147.76N 0362251.46E ♦ <u>MESLO</u> 320231.00N 0363148.00E ♦ <u>LUDAN</u> 320256.60N 0363713.29E ♦ <u>KUPRI</u> 320825.87N 0364530.21E ♦ <u>ASLON</u> 321211.02N 0365111.25E ♦ <u>NADEK</u> 322728.00N 0371429.00E ♦ <u>DAXEN</u> 324444.79N 0374105.26E	QAA R288 29.8NM 2800FT	23NM	<u>FL600</u> ALT 7000FT CLASS A+C	↓	↑	For continuation, refer to Israel AIP Transfer of CTL
		16NM	<u>FL600</u> ALT 9000FT CLASS A+C			
	QAA R029 20.8NM 2800FT	8NM	<u>FL600</u> ALT 9000FT CLASS A+C			
	QAA R042 26.3NM 2800FT	5NM	<u>FL600</u> ALT 9000FT CLASS A+C			All traffic shall adhere to airway centerline
	QAA R047 30NM 2800FT	9NM	<u>FL600</u> ALT 11000FT CLASS A+C	↑	↓	ATS Route Segment LUDAN-DAXEN Non-ICAO Standard according to the table of cruising level
	QAA R047 38.9NM 2800FT	6NM	<u>FL600</u> ALT 13000FT CLASS A+C			
	QAA R047 45NM 2800FT	25NM	<u>FL600</u> ALT 13000FT CLASS A+C			
	QAA R047 69.9NM 2800FT	28NM	<u>FL600</u> ALT 13000FT CLASS A+C			Portion ASLON-NADEK is excluded from Prohibited area OJP9
	QAA R047 98.2NM 2800FT	10NM	<u>FL600</u> ALT 13000FT CLASS A+C			

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES (CONT)

ROUTE DESIGNATOR (RNP/RNAV) NAME OF SIGNIFICANT POINTS COORDINATES	WAY-POINT IDENT OF VOR/DME BRG & DIST ELEV DME ANTENNA	DISTANCE NM	UPPER LIMITS LOWER LIMITS AIRSPACE CLASSIFICATION	DIRECTIONS OF CRUISING LEVELS		REMARKS CONTROLLING UNIT CHANNEL
				ODD	EVEN	
1	2	3	4	5		6
<u>◇ORNAL</u> 324754.59N 0375152.73E <u>◇KAREM</u> 325110.40N 0380324.38E <u>◇KUMLO</u> 325811.82N 0382807.67E <u>◇DAPUK</u> 330139.44N 0384026.29E <u>◆FIR BDRY (PASIP)</u> 330600.00N 0385600.00E	QAA R049 107.4NM 2800FT QAA R050 117.2NM 2800FT QAA R053 138.5NM 2800FT QAA R054 149.1NM 2800FT QAA R055 162.6NM 2800	10NM 22NM 11NM 14NM	FL600 ALT 13000FT CLASS A+C FL600 ALT 13000FT CLASS A+C FL600 ALT 13000FT CLASS A+C FL600 ALT 13000FT CLASS A+C	↓ ↑		Transfer of CTL For continuation, refer to Iraq AIP

AD 1.3 INDEX TO AERODROME

Aerodrome/Name location Indicator	Type Of Traffic Permitted To Use The Aerodrome			Reference To AD Section And Remarks
	International - National (INTL-NTL)	IFR-VFR	S=Scheduled NS =Non Scheduled P =Private	
1	2	3	4	5
AMMAN/Marka OJAM	General Aviation			AD 2 OJAM AD 1.5-1
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

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location Indicator	Validity and date of certification	Remarks
1	2	3
Amman/Queen Alia OJAI	Certified As of DEC 11th 2016 until DEC 10th 2018	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	The following flights will be permitted to use the aerodrome: -State Flights -Relief Flights -ACFT in emergency with special procedure -Private Flights (business jets with maximum take-off mass not Exceeding 25000KG) -Training Academy Flights -Ferry Flights positioning for maintenance
Aqaba/King Hussein OJAQ	Certified As of FEB 1st 2017 until JAN 31st 2019	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. Code E aircraft is usually escorted by ground operation car to ensure that the aircraft is not deviating from the centerline of the TWY.

OJAM AD 2.18 ATS COMMUNICATION FACILITIES				
Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Amman Tower	118.1 MHZ	H24	Primary Frequency
	SMC	118.1 MHZ		
		121.7 MHZ	H24	Used for aircraft
		121.7 MHZ		
		121.6 MHZ	H24	Used for civil Defence
		121.6 MHZ		
		121.5 MHZ	H24	Used for Emergency
		121.5 MHZ		

OJAM 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	AMN	116.3 MHZ CH110 X	H24	320014.65594N 360357.55473E		
LOC RWY 24 ILS CAT I	IAMN	109.5 MHZ	H24	315753.41000N 355821.21440E	748.89M	359M FM THR RWY06.
GP RWY 24		332.6 MHZ	H24	315837.33000N 360017.58000E		Angle 3 DEG. RDH 14.996M.
DME	IAMN	993 MHZ CH32X	H24	315837.33000N 360017.58000E	764M Including Antenna	296M FM THR RWY24. 116M FM CL RWY24.

OJAM AD 2.20 LOCAL TRAFFIC REGULATIONS

AMMAN MARKA TOWER CONTROL

Out - Bound Procedures

1. Start – Up

- 1.1 Ground Controller will request start - up and ATC clearance from TACC for traffic subject to APP.
- 1.2 Ground Controller will advise TWR of traffic starting - up.
- 1.3 TWR will pass ATC clearance to flights not subject to APP (5000' and below)

2. Taxiing and Taxiways.

- 2.1 GMC will coordinate taxiing traffic with Tower. GMC will release taxiing traffic to Tower before entering the taxiway unless coordinated.
- 2.2 Helicopter operations will normally take place on TWYA1. Approval may be given by the Tower to use TWY A2 or the Runway, if traffic conditions permit.
- 2.3 Academies ACFT will normally be cleared to the holding point of the runway in use. For Runway 24, academies ACFT will wait at the holding point for clearance to back track to the loop.
- 2.4 For academies ACFT, take off from the old holding point of RWY 24 is not permitted.
- 2.5 If Runway 06 is in use, Academies ACFT can use Taxiway B for holding, lining-up and take-off when requested by the pilot. Take-off from this position for Runway 24 is not permitted.
- 2.6 ACFT taxiing from parking area will be held before the circle road, and must be warned from circle road traffic.
- 2.7 Traffic will be permitted to backtrack the runway when traffic conditions permit, however, priority may be given to backtracking ACFT over departing and arriving aircraft in special circumstances. Ex. RJAF operational reasons, Expeditious of IFR traffic, Royal, VIP, Ambulances, etc.

3. Removal of Disabled Aircraft from Runways

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

Ground Operations on-duty officer	+96264894139-3216
Airport Duty Manager	+962779004040
Operations Manager	+962795359234
Maintenance Manager	+962772854405
Ground Handling Manager	+962798301185
Out Source Crane Company	+962795549052

OJAM AD 2.21 NOISE ABATEMENT PROCEDURE

Aircraft of AUW more than 5700 KGS departing from AMMAN/Marka RWY 24 shall Climb with take-off thrust to 4000 FT at V2 + 10KT, At 4000 FT QNH reduce to climb thrust and continue at V2 + 10KT. At 5500, FT QNH accelerates to normal climbing speed.

OJAM AD 2.22 FLIGHT PROCEDURES

Local Flying Regulations: Aircraft landing on RWY 06 taking off RWY 24 are to avoid Royal Palace and Broadcast Station.

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

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

2.2 The telephone numbers of the office of the aerodrome coordinator of operations are as follows:-

Airport Duty Manager	+962798302555
Out-Source Company	+971506244781

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

4.1 Landing interval between successive arrivals is 5NM

4.2 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

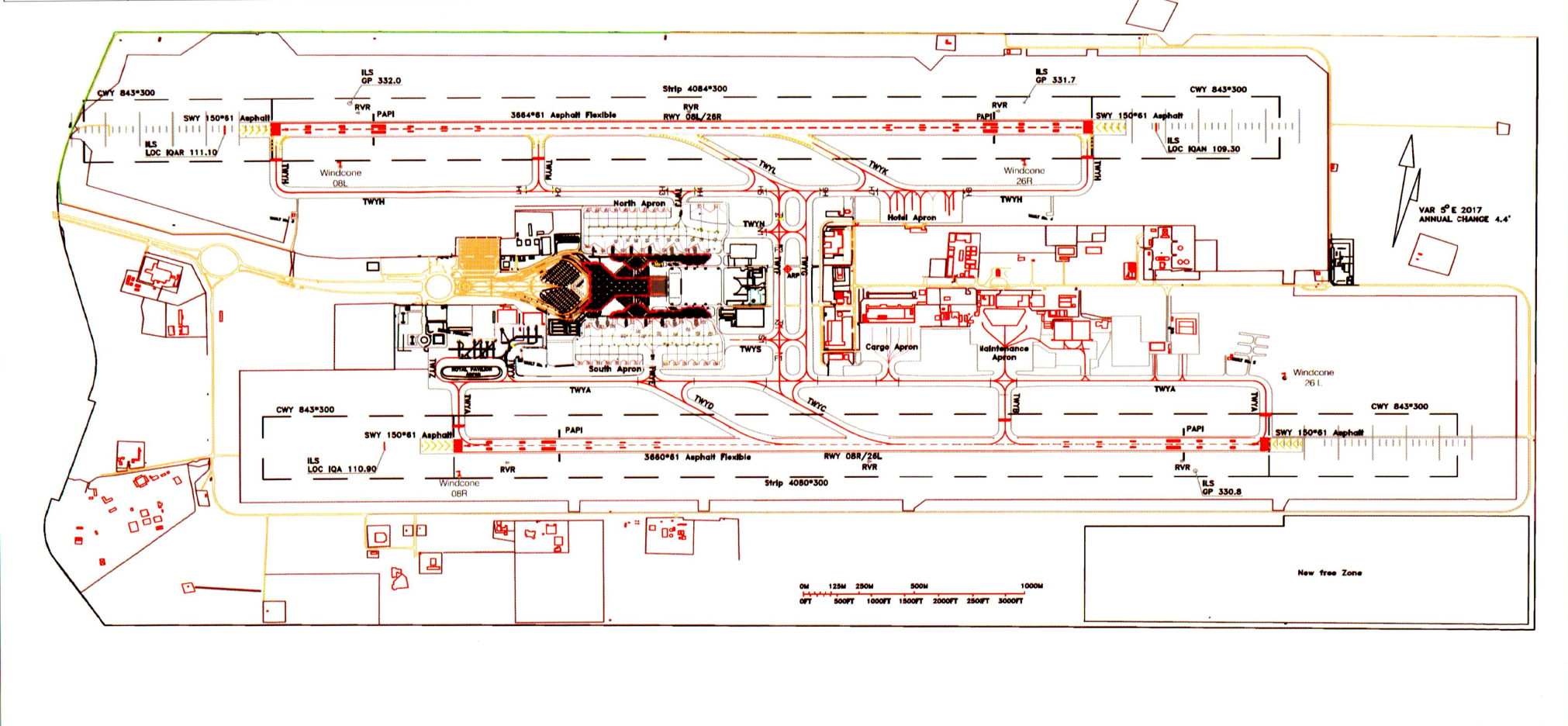
OJAI AD 2.22 FLIGHT PROCEDURES

Local Flying Regulations: Controlled VFR flight – PPR

OJAI AD 2.23 ADDITIONAL INFORMATION

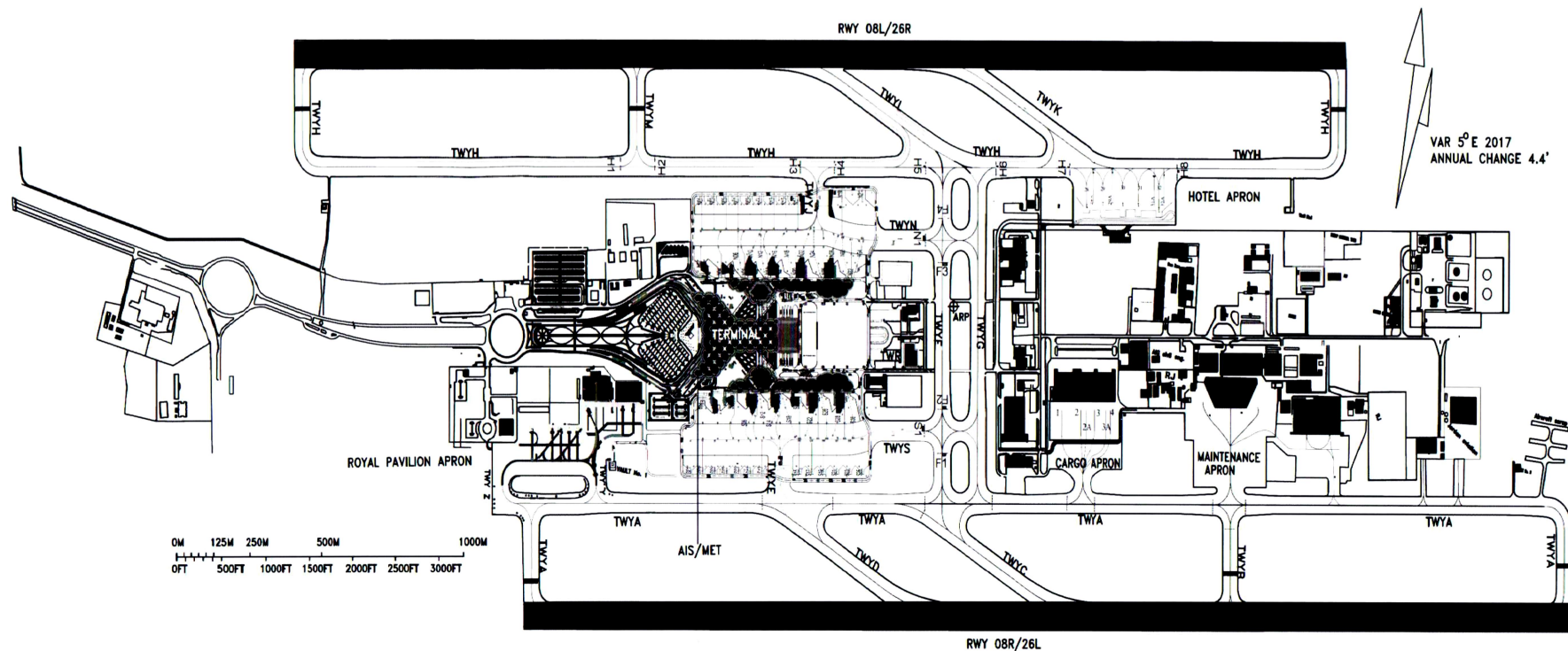
NIL

RWY	DIRECTION	THR COORDINATES	THR ELEVATION	BEARING STRENGTH
08R	076°	31° 42' 51" N 35° 58' 49" E	2357.7FT (718.6M)	PCN 97/F/C/W/T ASPHALT, FLEXIBLE
26L	256°	31° 43' 11" N 36° 01' 06" E	2366.0FT (721.2M)	
08L	076°	31° 43' 36" N 35° 58' 10" E	2362.0FT (720M)	PCN 88/F/C/W /T ASPHALT, FLEXIBLE
26R	256°	31° 43' 56" N 36° 00' 27" E	2395.0FT (730M)	



07 JAN 2018

TWY	Width	Bearing Strength	TWY	Width	Bearing Strength
A	30.5M	PCN 97/F/C/W/T	J	35M	PCN 96/R/C/W/T
B	35M	PCN 97/F/C/W/T	K	35M	PCN 80/F/C/W/T
C	35M	PCN 97/F/C/W/T	L	35M	PCN 80/F/C/W/T
D	35M	PCN 97/F/C/W/T	M	35M	PCN 82/F/C/W/T
E	35M	PCN 97/F/C/W/T	N	35M	PCN 94/R/C/W/T
F	30.5M	PCN 74/R/C/W/T	S	35M	PCN 74/R/C/W/T
G	30.5M	PCN 74/R/C/W/T	Y	49M	PCN 62/R/C/W/T
H	30.5M	PCN 93/F/C/W/T	Z	41M	PCN 62/R/C/W/T



OJAQ AD 2.18 ATS COMMUNICATION FACILITIES				
Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Aqaba Approach	119.2 MHZ	H24	Operating Authority: Civil Aviation Regulatory Commission From 1800 until 0400 next day, Freq will be used for APP, TWR, and Aircraft Surface Movement Control.
		121.5 MHZ	H24	Emergency Frequency.
TWR	King Hussein TWR	118.1 MHZ	0400-1800	For TWR control and Aircraft Surface Movement Control.
		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
NDB	AQC	326 KHZ	H24	295408.21N 0350708.39E		17NM from THR RWY 01.
DVOR/ DME	AQB	113.1MHZ CH78X	H24	293458.54N 0350028.90E	57.5 M	Coverage 56NM. 0.9NM from THR RWY 01.
LOC RWY 01 ILS CAT I	IAQA	110.10MHZ	H24	293736.30N 0350124.09E		330M from THR RWY 19.
GP RWY 01		334.4MHZ	H24	293603.92N 0350047.37E		212M from THR RWY 01. Angle 3 DEG. RDH 14.54M.
DME	IAQA	999MHZ CH38X	H24	293603.92N 0350047.37E	57M	
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 +962797334334
Airport Safety Manager +962795259574

OJAQ AD 2.21 NOISE ABATEMENT PROCEDURE

NIL