

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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EFFECTIVE DATE: 19 MAY 2022

1. Contents

- **ATS ROUTE SEGMENTS LOWER LIMITS CHANGED**
- **EN-ROUTE CHART**
- **FPL PROCEDUR UPDATED**
- **CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES UPDATED**
- **GRF AND SNOWTAM PROCEDURES**
- **NEW PROCEDURES AT QUEEN ALIA AIRPORT (OJAI) FOR AIRCRCFT OPERATIONS**
- **TAXIING AT KING HUSSEIN INTERNATIONAL AIRPORT (OJAQ) PROCEDURE**

2. Record entry of Amendment on page GEN 0.2-2

3. NOTAM is hereby cancelled:- 2021: A0619 , A0620 , A0629 2022 : A0097

4. AIC is hereby cancelled:- 5/10

5. On 19 MAY 2022 destroy and insert the following pages:

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AIS HEADQUARTERS



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GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodromes charges

1) landing of aircraft;

- A. Landing charges shall be collected as per the maximum permissible Take-off weight for any aircraft according to the certificate of its air worthiness per each ton or part of a ton as follows:

Amman/Queen Alia International Aerodrome		
Rates per ton (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	2	377
Following 75 tons	3	565
Exceeding 100 tons	4	041

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Rates per ton (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	1	535
Following 75 tons	2	305
Exceeding 100 tons	2	561

The minimum landing charges are not less than 30 JD.

B. A surcharge of 35% of the charges prescribed in item (A) of this paragraph shall be collected for every landing or take off during night. Night is defined as the period between 30 minutes after sunset and 30 minutes before sunrise.

C. A surcharge of 10% of the charges prescribed in item (A) of this paragraph shall be collected against Air Traffic Control Services. The minimum ATC charges are not less than 15JD.

D. A charge of 50% of the landing charges prescribed in item (A) of this paragraph shall be collected on the following:

1. Helicopter Aircraft engaged in commercial flights.
2. Aircraft engaged in charter flights carrying tourists groups to the Kingdom.

E. A charge of 30% of the landing charges prescribed in (A) of this paragraph shall be collected on the following:

1. Aircraft engaged in non-commercial flights.
2. Foreign aircraft used for training or examining flight crew for the purpose of - acquiring licensed or ratings or testing of the aircraft and its equipment subject to the prior written approval of the Airport Director.
3. Aircraft engaged in aerial activities for the service of the state.

2) parking and hangarage of aircraft;

2.1 parking charges outside hangers

A. Parking charges shall be collected according to the maximum permissible takeoff weight of any aircraft as indicated in the certificate of its Air Worthiness.

The first two hours of parking charges shall be exempted and this charge will be collected on every following hour as follows:

Amman/Queen Alia International Aerodrome		
Rates per ton (or part thereof) per hour (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	-	238
Following 75 tons	-	174
Exceeding	-	095

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Rates per ton (or part thereof) per hour (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	-	155
Following 75 tons	-	108
Exceeding	-	062

Provided that in any case, the minimum parking charges are not less than 15 JD.

B. In any case of submitting a request for parking for a period exceeding 72 hours, parking fees shall be collected according to the maximum permissible takeoff weight of any aircraft as indicated in the certificate of air worthiness for a period of 24 hours or part thereof as follows:

Amman/Queen Alia International Aerodrome		
Description	JD	Fils
1. For aircraft weight 5700KG or less	39	614
2. For aircraft weight 5701KG or more	79	227

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Description	JD	Fils
1. For aircraft weight 5700 kg or less	26	500
2. For aircraft weight 5701 kg or more	51	191

C. Rebates specified in items (D, E) of paragraph (1) shall be applicable of the aircraft parking charges.

2.2 parking charges inside hangers

A. Parking charges inside the hangers shall be collected according to the maximum permissible takeoff weight of any aircraft as indicated in the certificate of its air worthiness as follows:

Amman/Queen Alia International Aerodrome		
Hanger charges for the period of 24 hours (or part thereof) per ton (or part thereof)		
Description	JD	Fils
For the first 25 tons of Aircraft weight	4	041
For the following 75 tons	2	377
Exceeding 100 tons	1	188

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Hanger charges for the period of 24 hours (or part thereof) per ton (or part thereof)		
Description	JD	Fils
For the first 25 tons of Aircraft weight	2	561
For the following 75 tons	1	535
Exceeding 100 tons	-	768

Provided that in any case, the minimum collected parking charges inside the hangar be not less than 30 JD.

B. Rebates specified in items (D, E) of paragraph (1) shall be applied on the charges applicable on the parking charges inside the hangars.

2.3 AIR BRIDGES (JET WAYS) CHARGES

A charge for the use of Air Bridge for embarkation and disembarkation to and from Aircraft shall be collected on every two-hour period (or any part thereof) as follows:

Amman/Queen Alia International Aerodrome:-		
Description	JD	Fils
1. For aircraft of 90 tons weight or more	95	072
2. For aircraft of less than 90 tons weight	63	382

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Description	JD	Fils
1. For aircraft of 90 tons weight or more	61	429
2. For aircraft of less than 90 tons weight	40	953

- 2.4 The issuance landing permit at Jordanian Civil Airports for non-scheduled flights per each landing 25 JD.
- 2.5 Aircraft arriving for maintenance shall be exempted from parking charges only provided that parking time does not exceed the period of 3 months.
- 2.6 Except otherwise stipulated in special agreements between the Government and other parties, 50% of the original charges realized according to the provisions of paragraph (1,2) excluding what is stipulated in items (D, E) of paragraph (1) shall be collected for aircraft operating to AQABA/King Hussein International Airport.

3) passengers service;

3.1 Amman/Queen Alia Aerodrome:-

- 3.1.1 Transit Passenger charge JD 5.546
- 3.1.2 Terminal User Charge JD 11.691
- 3.1.3 Passengers departing on international flight from Queen Alia International Airport are charged Forty Jordanian Dinars (JD 40) as sales tax on the ticket for regular flights and cash for charter flights.
- 3.1.4 Common User Terminal Equipment Charge : JD 2.146

3.2 Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome

- 3.2.1 Transit Passenger charge JD 4
- 3.2.2 Common User Terminal Equipment Charge : JD 2.146
- 3.2.3 Passengers departing on international flight from Queen Alia International Airport are charged Forty Jordanian Dinars (JD 40) as sales tax on the ticket for regular flights and cash for charter flights.

4) security;

Article (6) Bylaw NR (7) of the year 2020 Advanced Passenger Information (API):-

- a. A fee for applying, implementing and operating the Advanced Passenger Information System and its supporting services shall be levied on Passengers in accordance with the following:
- i. (1.750 JOD) one dinar and 750 fils for each Passenger arriving to or departing from the Kingdom.
- 2- (1.250 JOD) one dinar and 250 fils for each Transfer or Transit Passenger.
- B. The fee set out in Paragraph (A) of this Article is imposed on the Transfer Passenger upon arriving to and departing from the Kingdom.
- C. Aircraft crews, extra crews, and children of two (2) years age and less are exempted from the fee set out in Paragraph (A) of this Article.

5) noise related items;

NIL

6) other

NIL

7) exemptions

- 7.1 Aircraft belonging to the United Nations or its specialized agencies, International and Regional Organizations.
- 7.2 Aircraft engaged in non-revenue flights, search and rescue operations or other humanitarian services.
- 7.3 Aircraft of official guests of the state.
- 7.4 Aircraft owned by recognized aeronautical clubs, institutions on reciprocal basis.
- 7.5 Government aircraft engaged in public services.
- 7.6 State aircraft engaged in the training of citizens or testing navigational aids or flight tests on condition that they obtain written approval of Chief Commissioner of Civil Aviation Regulatory Commission and to whom he delegates authority 24 hours before departure.
- 7.7 Emergency landing after take-off due to technical or weather reasons or on instructions issued by Civil Aviation Regulatory Commission.
- 7.8 Any other aircraft exempted by the Minister of Transport completely or partially according to certain circumstances recommended by the Chief Commissioner of Civil Aviation Regulatory Commission.

ENR 1.10 FLIGHT PLANNING

1. General

- 1.1 IFR or VFR flight conducted within the Jordanian Airspace shall be submitted in person by Flight Crew members or their designated representatives to the appropriate ATS unit serving the aerodrome of departure.
- 1.2 At aerodrome where such unit is not available, the pilot shall submit his flight plan by telephone, teletypewriter, or Radio, as soon as possible, to appropriate ATS Unit after being airborne.
- 1.3 ICAO Flight Plan is accepted in New Format
- 1.4 Flight Plan for flights operating in Amman FIR (OJAC) and departing from any Jordanian Aerodrome shall adhere to the following:
 - 1.4-1 To ensure the acceptance of FPLs and associated messages by Amman/Jordan AIS, the part of the route inside Hashemite Kingdom of Jordan must be filed in accordance with the AIP of Jordan.
 - 1.4-2 All FPLs associated with all flights departing from Jordan Airports shall be submitted only to and via the ARO of the Departure Aerodrome as defined in Jordan AIP, page ENR 1.10-1, PARA 1.5
 - 1.4-3 Failure to comply with the direct filing of the FPLs for flights departing from Jordan airports may result in the cancellation of your FPL by Jordan AIS.
 - 1.4-4 Jordan AIS will not be responsible for any FPL which was not submitted through any Jordanian Aerodrome ARO.

1.5 Submission of Flight Plan

A Flight Plan for all types of flights shall be submitted to the ATS unit at the aerodrome of departure at least 30 minutes before the estimated off block time except traffic bounded to JEDDAH, and TELAVIV FIRs. flight plans should be submitted at least one hour and not more than 120 hours of the estimated off block time. And if during flight at least 10 minutes before reaching the point of entry into Amman FIR or the point of crossing an Airway or Terminal Area .

2. Instruction for the completion of the Flight Plan Form

2.1 General

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

2.3 Filed by: INSERT the name of the unit, agency or person filing the flight plan.

2.4 Acceptance of the flight plan: Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

3. Inclusion of Registration Mark and Type of Aircraft in the Flight Plan

All traffic Overflying Amman FIR should include registration marks in item 18 and types of aircraft in item 9 of the flight plans and the flight plans should be addressed to AFS address OJACZQZX. Modification message should be addressed to AFS address OJACZQZX in case of change concerning type or registration mark of aircraft. If registration marks are not included in the flight plans the Civil Aviation Regulatory Commission reserves the right of charge according to maximum take-off weight of the aircraft.

4. Cancellation of Flight Plan

In addition to the delay procedure specified in ICAO DOC 4444, a submitted flight plan will be automatically canceled after one hour in excess of the estimated off-block time mentioned in the flight plan, unless an amendment or cancellation has been reported to the AIS unit to which the flight plan has been submitted.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a) The ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511,NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA213, JESTER 25);
- OR* b) The nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
 - 1) In radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);
 - 2) The aircraft is not equipped with radio.

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under the IFR
V	if it is intended that the entire flight will be operated under the VFR
Y	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or
Z	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S	if scheduled air service
N	if non-scheduled air transport operation
G	if general aviation
M	if military
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

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) ◆ OSAMA 315550.00N 0353706.00E	108° 288° 30NM	FL600 ALT 7000FT ALT 7000FT 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
◇ QAA01 QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E	047° 227° 23NM	FL600 ALT 9000FT ALT 8500FT CLASS A+C				
◇ GETUP 315833.47N0363037.47E	047° 227° 7NM	FL600 ALT 9000FT ALT 8500FT CLASS A+C				
◇ LUDAN 320256.60N 0363713.29E	047° 227° 9NM	FL600 ALT 11000 FT ALT 11000FT CLASS A+C				
◇ KUPRI 320825.87N 0364530.21E	047° 227° 6NM	FL600 ALT 13000 FT ALT 13000FT CLASS A+C				
◇ ASLON 321211.02N 0365111.25E	047° 227° 25NM	FL600 ALT 13000 FT ALT 13000FT CLASS A+C				
◇ NADEK 322728.00N 0371429.00E	048° 228° 28NM	FL600 ALT 12000 FT ALT 13000FT CLASS A+C				
◇ DAXEN 324444.79N 0374105.26E	048° 228° 20NM	FL600 FL 220 FL 220 CLASS A+C				Portion ASLON-NADEK is excluded from Prohibited area OJP9
◆ FIR BDRY (ZELAF) 325656.20N 0375959.26E					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
L53 (RNAV5) ◆ FIR BDRY (MUVIN) 314858.00N 0353242.00E ◇ MOUAB 314758.00N 0353559.00E	285° 3NM	FL600 ALT 6000FT CLASS A+C	10 NM	↑		For Continuation Refer To AIP of Israel. Transfer of CTL Westbound Only Amman Upper Sector 128.5MHZ. Amman Lower West Sector 132.425MHZ. Amman Approach 128.9MHZ.
L200 (RNAV5) ◆ (OSAMA) 315550.00N 0353706.00E ◇ AMN01 AMMAN DVOR/DME (AMN) 320014.65N 0360357.55E ◇ LOXER 320147.76N 0362251.46E ◇ MESLO 320231.00N 0363148.00E ◇ 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 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	↓	↑	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 3.1 LOWER 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
◇ <u>DAXEN</u> 324444.79N 0374105.26E	<u>066°</u> 246° 10NM	<u>FL600</u> FL 220 FL 220 CLASS A+C				
◇ <u>ORNAL</u> 324754.59N 0375152.73E	<u>067°</u> 247° 10NM	<u>FL600</u> FL 220 FL 220 CLASS A+C				
◇ <u>KAREM</u> 325110.40N 0380324.38E	<u>066°</u> 246° 22NM	<u>FL600</u> FL 220 FL 220 CLASS A+C	10 NM	↓	↑	
◇ <u>KUMLO</u> 325811.82N 0382807.67E	<u>067°</u> 247° 11NM	<u>FL600</u> FL 220 FL 220 CLASS A+C				
◇ <u>DAPUK</u> 330139.44N 0384026.29E	<u>067°</u> 247° 14NM	<u>FL600</u> FL 220 FL 220 CLASS A+C				
◆ <u>FIR BDRY (PASIP)</u> 330600.00N 0385600.00E						Transfer of CTL For continuation, refer to Iraq AIP

ENR 3.1 LOWER 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
<u>L513 (RNAV5)</u> ◇MUNRA 304944.29N 0360834.88E	346° 166° 26NM	<u>FL600</u> ALT 9000FT ALT 9000FT CLASS A+C	10 NM	↑	↓	ATS Route Segment QTR01-BUSRA Non-ICAO Standard according to the table of cruising level
◇QTR01 QATRANEH DVOR/DME (QTR) 311454.41N 0360334.31E	005° 185° 30NM	<u>FL600</u> ALT 7000FT ALT 7000FT CLASS A+C				
◇QAA01 QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E	029° 209° 21NM	<u>FL600</u> ALT 9000FT ALT 8500FT CLASS A+C				
◇LOXER 320147.76N 0362251.46E	029° 209° 9NM	<u>FL600</u> ALT 9000FT ALT 8500FT CLASS A+C				
◇LOSAR 320930.06N 0362849.77E	029° 209° 13NM	<u>FL600</u> ALT 13000FT ALT 13000FT CLASS A+C				
♦FIR BDRY (BUSRA) 322000.00N 0363700.00E						Transfer of CTL For continuation, refer to Syria AIP

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

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
A412 (RNAV 5) ♦(OSAMA) 315550.00N 0353706.00E	QAA R288 29.8NM 2800FT	30NM	FL600 ALT 7000FT CLASS A+C	↓	↑	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
◇ QAA01 QUEEN ALIA DVOR/DME (QAA) 314423.41N 0360926.59E		23NM	FL600 ALT 9000FT CLASS A+C			
◇ GETUP 315833.47N0363037.47E	QAA R047 23NM 2800FT	7NM	FL600 ALT 9000FT CLASS A+C			
◇ LUDAN 320256.60N 0363713.29E	QAA R047 30NM 2800FT	9NM	FL600 11000 FT ALT CLASS A+C	↑	↓	ATS Route Segment LUDAN-ZELAF Non-ICAO Standard according to the table of cruising level.
◇ KUPRI 320825.87N 0364530.21E	QAA R047 38.9NM 2800FT	6NM	FL600 ALT 13000FT CLASS A+C			
◇ ASLON 321211.02N 0365111.25E	QAA R047 45NM 2800FT	25NM	FL600 ALT 13000FT CLASS A+C			
◇ NADEK 322728.00N 0371429.00E	QAA R047 69.9NM 2800FT	28NM	FL600 ALT 13000FT CLASS A+C			
◇ DAXEN 324444.79N 0374105.26E	QAA R047 98.2NM 2800FT	20NM	FL600 FL 220 CLASS A+C			
♦FIR BDRY (ZELAF) 325656.20N 0375959.26E	QAA R047 118.3NM 2800FT					Transfer of CTL For continuation, refer to Syria AIP

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
<p>G662 (RNAV 5)</p> <p>♦<u>FIR BDRY (ALKOT)</u> 313254.00N 0371122.00E</p> <p>◇<u>DESLI</u> 314900.10N 0365900.60E</p> <p>◇<u>KUPRI</u> 320825.87N 0364530.21E</p> <p>♦<u>FIR BDRY (BUSRA)</u> 322000.00N 0363700.00E</p>	<p>QAA R102 54.1NM 2800FT</p> <p>QAA R084 45.5NM 2800FT</p> <p>QAA R052 39.0NM 2800FT</p> <p>QAA R033 42.6NM 2800FT</p>	<p>19NM</p> <p>23NM</p> <p>14NM</p>	<p><u>FL600</u> <u>FL250</u> CLASS A</p> <p><u>FL600</u> <u>FL250</u> CLASS A</p> <p><u>FL600</u> ALT 11000 FT CLASS A+C</p>	<p>↑</p>	<p>↓</p>	<p>For continuation, refer to Saudi AIP Transfer of CTL</p> <p>Amman Upper Sector 128.5MHz Amman Lower West Sector 132.425MHz According to ENR.1.6-5 Para 2.7</p> <p>Transfer of CTL For continuation, refer to Syria AIP.</p>
<p>L53 (RNAV 5)</p> <p>♦<u>FIR BDRY (MUVIN)</u> 314858.00N 0353242.00E</p> <p>◇<u>MOUAB</u> 314758.00N 0353559.00E</p>	<p>QAA R274 31.7NM 2800FT</p> <p>QAA R273 28.8NM 2800FT</p>	<p>3NM</p>	<p><u>FL600</u> ALT 6000FT CLASS A+C</p>	<p>↑</p>		<p>For continuation refer to AIP of Israel. Transfer of CTL</p> <p>Westbound Only</p> <p>Amman Upper Sector 128.5MHz Amman Lower West Sector 132.425MHz. Amman Approach 128.9MHz.</p>

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) ◆ (OSAMA) 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	
	QAA R029 20.8NM 2800FT	16NM	<u>FL600</u> ALT 9000FT CLASS A+C				
	QAA R042 26.3NM 2800FT	8NM	<u>FL600</u> ALT 9000FT CLASS A+C				
	QAA R047 30NM 2800FT	5NM	9NM	<u>FL600</u> ALT 9000FT CLASS A+C	↑	↓	All traffic shall adhere to airway centerline 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	9NM	<u>FL600</u> ALT 13000FT CLASS A+C				
	QAA R047 69.9NM 2800FT	25NM	28NM	<u>FL600</u> ALT 13000FT CLASS A+C	↑	↓	Portion ASLON-NADEK is excluded from Prohibited area OJP9
	QAA R047 98.2NM 2800FT	6NM	10NM	<u>FL600</u> FL 220 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	QAA R049 107.4NM 2800FT	10NM	<u>FL600</u> FL 220 CLASS A+C			
◇ <u>KAREM</u> 325110.40N 0380324.38E	QAA R050 117.2NM 2800FT	22NM	<u>FL600</u> FL 220 CLASS A+C			
◇ <u>KUMLO</u> 325811.82N 0382807.67E	QAA R053 138.5NM 2800FT	11NM	<u>FL600</u> FL 220 CLASS A+C	↓	↑	
◇ <u>DAPUK</u> 330139.44N 0384026.29E	QAA R054 149.1NM 2800FT	14NM	<u>FL600</u> FL 220 CLASS A+C			
◆ <u>FIR BDRY (PASIP)</u> 330600.00N 0385600.00E	QAA R055 162.6NM 2800					Transfer of CTL For continuation, refer to Iraq AIP

AD 1.2 Rescue and firefighting services and snow plan

AD 1.2.1 Rescue and firefighting services

At aerodromes approved for scheduled and / or Non -scheduled traffic with aeroplanes carrying passengers, rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Information about whether there is service and what the extent of that service is given on the relevant page for each aerodrome.

Scale of protection has been determined in accordance with the guidance in attachment B to Annex 14.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Rescue and firefighting service are operated by Civil Defence in coordination with Civil Aviation Regulatory Commission and Royal Jordanian Air Force.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

<i>Rescue and firefighting services</i>	
<i>Aerodrome category</i>	<i>Amount of water in liters for production of performance level A foam</i>
7	18 200
8	27 300
9	36 400
10	48 200

Category 1, 2, 3, 4, 5 AND 6 are not used in the Hashemite Kingdome of Jordan.

AD 1.2.2. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1. Organization of the runway surface condition reporting and the winter service

During the winter period, approximately from the 1st of November until the 15th of April, the Aerodrome Operators will conduct the following activities:

- Runway surface assessment, to note presence of water, frost, ice, snow, or slush.
- Implementation of measures to maintain the usability of the runway(s) (plowing and de-icing, treatment of paved surfaces with chemical substances).
- Provision of RWYCC if contaminants cover more than 10% of at least one third of the runway.
- Reporting conditions mentioned in item c) above.

Winter service is established at the following aerodromes:

- king Hussein International Airport/ OJAQ
- Queen Alia International Airport/ OJAI
- Amman Civil Airport/ OJAM

Operational priorities established for the clearance of movement areas:

- Runway
- Primary taxiway routings
- Aircraft parking stands
- Service roads on aprons

2. Surveillance of movement areas

Movement area inspection is carried out at least twice each day and the runway(s) is additionally inspected whenever its surface conditions may have changed significantly due to meteorological conditions.

3. Surface condition assessment methods used; operations on specially prepared winter runways

Trained and competent aerodrome personnel will assess the runway surface conditions for each third of the runway length, generate Runway Condition Code (RWYCC) by using Runway Condition Assessment Matrix (RCAM), and report it by means of a Runway Condition Report (RCR).

4. Actions taken to maintain the usability of movement areas

Surface friction characteristics will be improved when surface friction characteristics of the runway are evaluated to be below specified maintenance planning level.

Coordination between aerodrome operators and Air Traffic Services providers is provided through legal agreements between them.

5. System and means of reporting

If there is more than 10% of runway third covered with contaminant, Information on runway surface condition will be disseminated through RCR.

6. The cases of runway closure

On aerodromes with winter service established, the manoeuvring areas may be temporarily closed for traffic to carry out an inspection, assessment of braking conditions, snow removal and de-icing. Also, runways will be closed if RWYCC is 0.

7. Distribution of information about runway surface conditions

NOTAM will be issued for “Slippery wet runway” condition when surface friction characteristics of the runway are evaluated to be below the minimum specified standards.

SNOWTAM will be issued to notify the presence or cessation of hazardous conditions due to snow, ice, slush, frost, or standing water or water associated with snow, slush and ice, or frost on the movement area

Dissemination of information (RCR) is provided through:

- the AIS and ATS services (SNOWTAM, ATIS, Radio): when the runway is wholly or partly contaminated by standing water, snow, slush, ice or frost, or is wet associated with the clearing or treatment of snow, slush, ice or frost.
- the ATS only (ATIS, Radio): when the runway is wet, not associated with the presence of standing water, snow, slush, ice or frost.

Runway condition assessment matrix (RCAM)			
Assessment criteria		Downgrade assessment criteria	
RWYCC	Runway surface description	Aeroplane deceleration or directional control observation	Special air-report of runway braking action
6	DRY	-	-
5	-FROST -WET (The runway surface is covered by any visible dampness or water up to and including 3mm depth) Up to and including 3 mm depth: -SLUSH -DRY SNOW -WET SNOW	Braking deceleration is normal for the wheel braking effort AND directional control is normal	GOOD
4	-SPECIALLY PREPARED WINTER RUNWAY -15°C and lower outside temperature -COMPACTED SNOW	Braking deceleration OR directional control is between good and medium	GOOD TO MEDIUM
3	-SLIPPERY WET -DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW More than 3 mm depth: -DRY SNOW -WET SNOW Higher than -15°C outside air temperature: -COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced	MEDIUM
2	More than 3 mm: -STANDING WATER -SLUSH	Braking deceleration OR directional control is between medium and poor	MEDIUM TO POOR
1	-ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced	POOR
0	-WET ICE -WATER ON TOP OF COMPACTED SNOW -DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain	LESS THAN POOR

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT (Cont.):				
Contact Stands with Visual Guidance Docking System	N02	Code C Maximum except MD80/90; DC9, ATR F100, CRJ, DH8,EMB135,EMB145, B727 Series	31 43 25.71835	35 59 06.55923
	N04	Code E Maximum	31 43 25.39305	35 59 09.41678
	N08	Code E Maximum	31 43 25.79973	35 59 12.45492
	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, B727 Series	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, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 27.11388	35 59 22.34343
	N26	Code F Maximum Except AN124, AN225	31 43 27.28121	35 59 22.82909
Contact Stands without Visual Guidance Docking System	N06	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 25.78165	35 59 12.01523
	N10	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 26.90916	35 59 12.55933
	N12	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 26.21903	35 59 15.04891
	N16	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 27.37698	35 59 15.60944
	N22	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 27.66545	35 59 19.31815
	N28	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717-200, B727 Series	31 43 28.18031	35 59 23.14478
<p>Note 1: Code E & 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 A & B Aircraft can taxi-out from stand N19 without the need of pushback by following the lead-out line, marshaling shall be available during such operations.</p> <p>Note 4: Code F operations on North apron:</p> <p>At Arrival and Departure phases :</p> <ul style="list-style-type: none"> ▪ A follow – me vehicle shall be provided for guiding the aircraft upon pilot request. ▪ Aircraft shall taxi with inner engines, and keep outer engines at idle thrust to minimize the impact of jet blast. <p>Code F entry to north apron:</p> <ul style="list-style-type: none"> ▪ Code F Aircraft shall only enter and exit via Taxiway Juliet and park on stand N26. ▪ Stand N17 shall be clear of all aircraft types. <p>Code F pushback procedure on north apron :</p> <ul style="list-style-type: none"> ▪ Minimum engine power shall be maintained. ▪ The aircraft shall be pushed back facing south towards taxiway Juliet until it reaches taxiway Hotel then facing east, If runway in use was 26R, 26L, 08R, or facing west if runway in use was 08L, 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. 				

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	S02	Code C maximum	31 43 13.59345	35 59 09.18005
	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 B727 Series/MD80/90, DC9, ATR, CRJ, DH8, EMB 135/145, F100	31 43 13.42540	35 59 11.21549
	S06	Code E maximum except B727-200/W, CRJ, MD82/90, F100, EMB 135/145	31 43 14.60295	35 59 13.21841
	S10	Code E maximum	31 43 15.04105	35 59 16.25292
	S16	Code E maximum	31 43 15.47801	35 59 19.28552
	S20	Code C maximum except EMB135, EMB145, ATR42, ATR72, CRJ, CRJ700, CRJ1000, MD82, MD83, MD87, MD88, MD90, F100, B717, B727 Series	31 43 15.65576	35 59 21.85444
	S24	Code E maximum	31 43 16.19915	35 59 24.20089
	S26	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90-30 B717-200, B727 Series	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 EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90-30 B717-200, B727 Series	31 43 16.87895	35 59 28.33081	

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)				
Contact Stands without Visual Guidance Docking System	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, B727 Series	31 43 13.92802	35 59 16.15156
	S12	Code C maximum except MD80/90; DC9, ATR, CRJ, DH8, F100, EMB 135/145, B727 Series	31 43 15.05068	35 59 16.69326
	S14	Code C maximum except MD80/90, DC9, ATR, CRJ, DH8, F100, EMB, Series B737 Series & B727 Series.	31 43 14.37454	35 59 19.22833
	S18	Code C maximum except MD80/90, DC9, ATR, CRJ, DH8, F100, EMB, Series B737 Series & B727 Series	31 43 15.51951	35 59 19.61635
	S22	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, B727 Series	31 43 15.28627	35 59 24.05205
	S28	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, B727 Series	31 43 15.80455	35 59 27.63721
<p>Note 1: Marshaller availability is mandatory on south apron parking stands even when the parking stands are equipped with Visual Guidance Docking System</p> <p>Note 2: Code E & F, pilots shall use minimum power while maneuvering on South Apron.</p> <p>Note 3: S02 is equipped with Visual Guidance Docking System.</p> <p>Note 4: Code A & B Aircrafts can taxi-out from stand S15 without the need of pushback by following the lead-out line, marshaling shall be available during such operations.</p> <p>Note 5 : Code F operations on south apron:</p> <p>At Arrival and Departure phases :</p> <ul style="list-style-type: none"> ▪ A follow-me vehicle shall be provided for guiding the aircraft on South Apron entrance at Taxiway Sierra. ▪ Aircraft shall taxi with inner engines and keep outer engines at idle thrust to minimize the impact of jet blast. ▪ Code F Aircraft shall enter only via Taxiway Sierra, and park on stand S30 ▪ Stands S21, S23 & S25 shall be clear of all aircraft types. <p>Code F Pushback procedure on south apron :</p> <ul style="list-style-type: none"> ▪ 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 (26L, 08R in use) or facing north (26R, 08L in use) 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 wing span 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, 3 and/or 3A 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 F Maximum	31 43 39.05673	36 00 06.09141	Not available when 31, 31A and 32A occupied - Operational Procedure apply
32A	Code C maximum to B737/300	31 43 39.98959	36 00 06.62943	
Note 1: Marshaling is Mandatory on all hotel parking stands.				
Note 2: All hotel stands capacity are subject to compatibility requirements.				

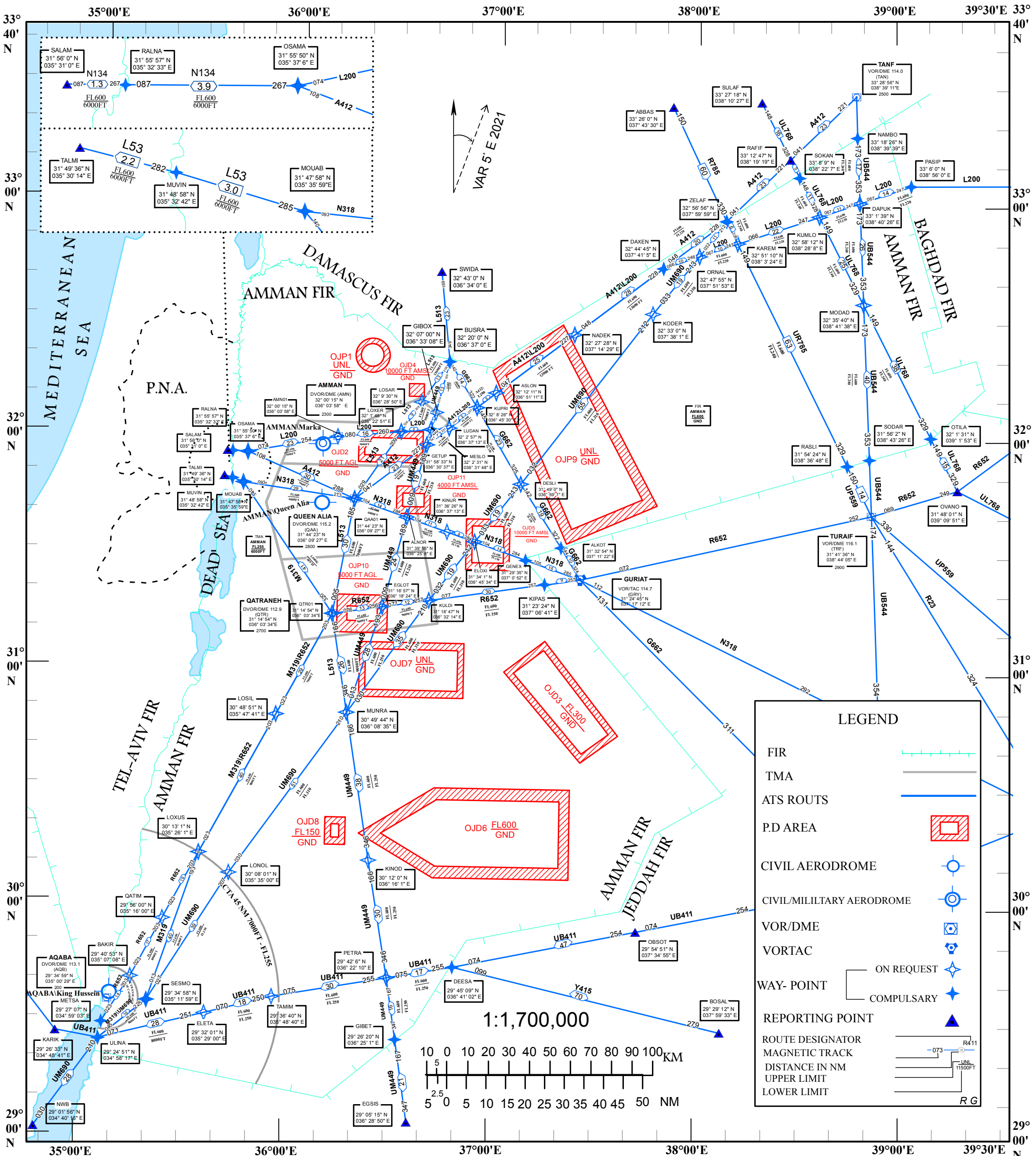
OJAQ AD 2.7 SEASONAL AVAILABILITY-CLEARING		
1	Types of clearing equipment	Two sweepers
2	Clearance Priorities	Runway in use, TWYs AND Aprons, Run-up areas
3	Remarks	AD available all seasons

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		
Taxiway D		
Width : 27.5M		
Surface: Asphalt (Flexible)		
Strength: PCN 54/F/A/W/U		
Taxiway M		
Width : 23M		
Surface: Asphalt (Flexible) (50M concrete, 150M asphalt)		
Strength: PCN 54/F/A/W/U		
3	Altimeter checkpoint location and elevation	Holding Point RWY 01: 175 FT (53M) RWY 19: 113 FT (34.34M)
4	VOR check points	Nil
5	INS checkpoints	RWY 01: 175 FT (53M) RWY 19: 113 FT (34.34M)
6	Remarks	Pilots are requested to adhere strictly to the center line of TWY (A, B, C, D, M) during taxiing in or out of aprons at King Hussein International airport, Due to presence of Rain ditches outside the graded areas of the TWYs strips mentioned above, as well as, due to presence of fuel farm fence outside the graded area of a portion of TWY A. For more precautions, all aeroplanes within the category (E) will be assisted by follow me vehicle upon pilot request.

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:				
<ul style="list-style-type: none"> -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):				
<p>Landing or hovering on or above the aprons, TWYs, and the RWY are not accepted for helicopter.</p> <p>Land will be only on the portion of the TWY of cargo apron and then to proceed to the intended apron/stands for parking.</p> <p>Follow ATC instructions.</p>				

EN-ROUTE CHART-ICAO



CHANGE: LOWER LIMIT CHANGED FOR SIGMENTS IN L200 & A412