

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
AIR NAVIGATION SERVICES
DIRECTORATE OF AIR NAVIGATION OPERATIONS
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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**AIRAC
AIP**

**AMENDMENT 26/26
09 APR 2026**

EFFECTIVE DATE: 14 MAY 2026

- 1. This amendment contains:**
 - **RVSM General Rules.**
 - **New VFR V7 Training Route**
 - **OJAI Declared Distances**

- 2. Remove and insert the following pages:**

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| | 2.OJAI-14 | 14 SEP 2017 | | 2.OJAI-14 | 14 MAY 2026 |

3. Record entry of amendment in GEN 0-2.

4. This amendment incorporates the following AIP supplements and NOTAM which are hereby cancelled:

AIRAC AIP SUP: 08/2003

AIP SUP: NIL

NOTAM: A0120/24



AIS HEADQUARTERS

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GEN 3.2 AERONAUTICAL CHARTS

→ GEN 3.2.1 RESPONSIBLE SERVICES

1.1 The Civil Aviation Regulatory Commission of the Hashemite kingdom of Jordan provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP. Charts can be obtained from the address in Para 3 below.

The charts are produced in accordance with the provisions contained in Annex 4- Aeronautical Charts.

→ GEN 3.2.2 MAINTENANCE OF CHARTS

2.1 Aeronautical charts included in the AIP are kept-up-to date by amendments by AIP. Information concerning the planning for or issuance of new maps and charts are notified by Aeronautical Information Circular.

2.2 Incorrect information detected on published charts are corrected by NOTAM or AIP SUP if they are of operational significance.

2.3 The authority responsible for the chart maintenance is Aeronautical Information Service in coordination with the Royal Jordanian Geographic Center.

→ GEN 3.2.3 PURCHASE ARRANGEMENT

3.1 The charts listed under point 5 of this section may be obtained from the following address:

| | |
|------------------|---|
| Postal Address | The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission Jordan Air Navigation Services Air Navigation Services Operations Aeronautical Information Services Headquarters |
| P.O.Box | : 7547-Amman |
| AFS | : OJAMYHYX |
| Telephone Number | : ++962 6 4872681 |
| Fax | : ++962 6 4891266 |
| E-mail | : ais.hq@carc.gov.jo |

3.2 Civil Aviation Regulatory Commission, the Aeronautical Information Services have copies of the ICAO Doc 7101- Aeronautical Chart Catalogue , wherein are listed all aeronautical charts or chart series produced by this and other countries, and known to be generally available to Civil Aviation.

→ GEN 3.2.4 AERONAUTICAL CHARTS SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced:

- a- Instrument Approach Chart;
- b- Visual Approach Chart;
- c- Aerodrome Chart-ICAO;
- d- Aerodrome Obstacle Chart ICAO Type A;
- e- Precision Approach Terrain Chart – ICAO (Precision Approach CAT II and III Runways);
- f- Standard Departure Chart - Instrument (SID) –ICAO;
- g- Standard Arrival Chart-Instrument (STAR)- ICAO;
- h- Aerodrome Ground Movement Chart – ICAO;
- i- Aircraft Parking / Docking Chart – ICAO;

j- En-route Chart – ICAO;

4.2 General description of each series:

- a) **Instrument Approach Chart:** Instrument Approach Charts conforming to the specifications of Annex 4 are available for AQABA/King Hussein, Amman City Airport, and AMMAN/Queen Alia Aerodromes where instrument approach procedures have been established. Separate charts are available for each procedure established for the aerodrome. These charts are included in Aerodrome section.
- b) **Visual Approach Chart:** Visual Approach Chart is available for AQABA/ King Hussein International Aerodrome and is included in AD section. The chart provides a graphic presentation of the approach to the aerodrome by visual reference.
- c) **Aerodrome Chart-ICAO:** Aerodrome Chart-ICAO is available for Amman City Airport and AMMAN/Queen Alia International Aerodromes, and are included in AD section. The charts provide flight crews with information that will facilitate ground movement to and from the runway and apron and portrays the major flight operation facilities at the Aerodrome.
- d) **Aerodrome obstacle Chart-ICAO Type A:** Aerodrome obstacle Chart ICAO-Type A (operating limitation) are available for Amman City Airport, AMMAN/Queen Alia and AQABA/ King Hussein International Airport, and are included in AD section.
- e) **Precision Approach Terrain Chart – ICAO.** This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach CAT II and III Runways.
- f) **Standard Departure Chart (SID):** These charts are available for AMMAN/Queen Alia, Amman City Airport and AQABA/ King Hussein International Aerodromes.
- g) **Standard Arrival Chart (STAR):** These charts are available for AMMAN/Queen Alia and Amman City Airport and AQABA/ King Hussein International Airport.
- h) **Aerodrome Ground Movement Chart-ICAO:** These charts are available for AMMAN/Queen Alia, Amman City Airport and AQABA/ King Hussein International Aerodromes.
- i) **Aircraft Parking / Docking Chart – ICAO:** This chart is available for AMMAN/Queen Alia International Aerodrome and Amman City Airport.
- j) **En-route Chart – ICAO:** This chart is produced for the entire AMMAN FIR. Provide information on radio navigation aids with appropriate symbols identification, **FREQ**, and geographical coordinates, and an indication of all designated airspace, including lateral and vertical limits, and the appropriate class of airspace.

The ascent of flying models of less than 5 kg total weight requires no permission, with the exception of rocket-propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the local aeronautical authority. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

11. Aerial photography

Aerial Photography over the entire territory of the Hashemite Kingdom of Jordan is strictly prohibited without special authorization from the Minister of Defense.

12. Reduced Vertical Separation Minimum (RVSM)

1. General

Operations within Amman FIR RVSM airspace shall be conducted in accordance with:

- Applicable ICAO Regional Supplementary Procedures
- MID Regional Monitoring Agency (MID RMA) requirements
- Applicable ATC procedures.
- Altimeter setting procedures applicable to RVSM operations are published in ENR 1.7 — *Altimeter Setting Procedures*
- Cruising level allocation within RVSM airspace shall be in accordance with the cruising level allocation scheme published in ENR 1.7-3

2. RVSM Airspace

- RVSM airspace within Amman FIR (OJAC) extends from FL290 to FL410 inclusive.
- RVSM operations are applicable throughout the entire lateral limits of Amman FIR (OJAC).

3. RVSM Operational Approval

- Aircraft operating within RVSM airspace shall be approved by the State of Registry or State of the Operator in accordance with applicable ICAO provisions.
- Operators shall ensure that aircraft meet RVSM requirements for the intended route of flight.
- State aircraft not RVSM approved may be authorized to operate within RVSM airspace in accordance with ATC approval and applicable procedures.
- Operators of RVSM-approved aircraft shall ensure participation in the regional RVSM height monitoring programme as per ICAO Annex 6 part 1 and as required by the MID Regional Monitoring Agency (MID RMA). <https://midrma.com/en/list-of-rmas>

4. Flight Planning Requirements

- RVSM approved aircraft shall indicate the letter “W” in Item 10 of the ICAO flight plan.
- Non-RVSM aircraft intending to operate within RVSM airspace shall indicate STS/NONRVSM in Item 18 of the ICAO flight plan.

5. Priority for RVSM Aircraft

- RVSM-approved aircraft shall be given priority for flight level allocation over non-RVSM aircraft.

6. Non-RVSM Aircraft Operations

- Non-RVSM aircraft operations may be permitted to operate within RVSM airspace subject to prior ATC approval.
- A minimum vertical separation of 2000 ft shall be applied between non-RVSM aircraft and other aircraft operating within RVSM airspace.

7. In-flight and Contingency Procedures

Before entering Amman FIR RVSM airspace, pilots shall review the status of required equipment. The following equipment shall be operating normally:

- Two independent primary altimetry systems
- One automatic altitude-keeping device
- One altitude-alerting device

If any RVSM-required equipment failure occurs, or the aircraft is no longer RVSM compliant or unable to maintain the assigned flight level due to turbulence or weather conditions,

Pilots shall:

- Notify ATC immediately
- Maintain the assigned flight level when possible
- Request revised clearance when required
- Follow ATC instructions or applicable contingency procedures

ATC will provide alternative separation and assign suitable flight levels as necessary.

8. RVSM Suspension

In the event of RVSM suspension due to system failure, technical issues, or operational contingency:

- ATC will apply vertical separation of 2000 ft between all aircraft in affected airspace.
- Pilots shall comply with ATC instructions and report any inability to maintain assigned levels.

9. Coordination

ATC may coordinate with adjacent FIRs or sectors to ensure safe separation during:

- RVSM suspension events
- Severe turbulence deviations
- Equipment failure affecting RVSM compliance

ENR 1.2 Visual Flight Rules

1. REQUIREMENTS

- a. All aircraft shall be equipped with two-way radio communication with ATC on the appropriate frequency.
- b. Comply with ATC clearances and instructions.
- c. Operating transponder, with the assigned squawk code by ATC.
- d. VFR flights shall be conducted 20 min before sunrise and 20 min after sunset.
- e. Unless authorized by the appropriate ATS authority, VFR flight shall not be operated above FL200.
- f. Weather minima

| Aircraft Type | Ground visibility | Ceiling |
|---------------|-------------------|--|
| All aircraft | 5 KM | Clear of cloud and ground surface in sight |

- g. Weather minima required for VFR operation within Amman Airspace class C:

| Altitude Band | Airspace classification | Flight Visibilit | Distance from Cloud |
|--|-------------------------|------------------|---|
| At and above 3 050 (10 000 ft.) AMSL | A, C, G | 8 KM | 1500M horizontally 300 M (1000FT) vertically |
| Below 3 050 m (10 000 ft.) AMSL and above 900m (3 000 ft.) AMSL, or above 300 m (1 000 ft.) above terrain, whichever is the higher | A, C, G | 5 KM | 1500M horizontally 300 M (1000FT) vertically |
| At and below 900 m (3 000 ft.) AMSL, or 300 m (1 000 ft.) above terrain, whichever is the higher | A, C | 5km | Clear of cloud and with the surface in sight |

- h. It is the pilot responsibility to be clear of cloud and ground surface in sight.

1.1 Night Flying

Night VFR training between sunset and sunrise will be permitted according to JCAR 91.155 and 91.205 according to the conditions specified below:

1. Night VFR training conducted at OJAM and OJAQ aerodromes 20 minutes after sunset until (2100) UTC;
2. Operators shall coordinate night VFR training with ATC Tower 48 hours before the estimated off-block time (EOBT).
3. The VFR flight plan (flight details) shall be filed and submitted to the appropriate ATS unit at least 60 minutes before the EOBT.
4. VMC conditions prevail, and the official reported ceiling shall be at least (1000) ft above the traffic circuit altitude.
5. The aircraft remains in direct communication with the control tower.
6. Squawk code shall be assigned by the air traffic controller.
7. The flight will originate and terminate at the same aerodrome.
8. Noise abatement shall be considered during Night VFR Training.
9. Dual flight shall only be permitted.
10. At OJAQ, night VFR flying is permitted only for light aircraft.
11. Radio communication failure procedures as stated in Jordan AIP page ENR 1.2-1 Para 1.2

1.2 Radio Communication Failure procedure

In case of radio communication failure, the pilot of an aircraft shall continue to the final approach followed by a go-around and do as follows:

- (DAYLIGHT) :

- a) Look out for the other traffic.
- b) Follow the last acknowledged ATC instruction.
- c) Set SSR code (7600).
- d) After passing over the runway, rock the aircraft wings in front of the tower, then circle again to land.
- e) Monitor the Tower cabin for light signals for landing instructions, which are provided by ATC.

- (NIGHT):

The pilot shall use the landing lights by flashing them twice (ON and OFF). If using the landing lights is not possible, the pilot shall switch the navigation lights (ON and OFF) twice. Tower shall issue ATC instructions by using the signal lamp, as appropriate.



1.3 Priorities

With the increased number of scheduled IFR operations, and to avoid unreasonable delays to scheduled air transport operations at times of peak demand, it has become necessary to introduce limitations on training flights, either IFR or VFR, within Amman control zone, and TMA control airspace. The availability of clearances to training aircraft to operate within terminal airspace will be subject to traffic priorities, workload, weather conditions, equipment limitations, and other factors. These factors may be affected by holiday periods and special events.

1.4 Special VFR (SVFR)

This operation allows the pilot of an aircraft to perform a VFR operation within Amman CTR in weather conditions below those normally prescribed in Para. 1.g provided that the operation is performed:

- a. in compliance with an ATC clearance and ATC instructions;
- b. by day time only;
- c. Clear of clouds; and as stated below in Para. 1.4.1 below.
- d. With the ceiling and visibility detailed in the table below except that helicopters may operate with lower minima, if the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstructions in order to avoid collisions; and
- e. Individual aircraft shall be handled at each period of time.

1.4.1 Ceiling and Visibility Minima for SVFR

It is the responsibility of the pilot in command to be clear of clouds and terrain all the time, and in accordance to ICAO Annex II.

| Aircraft Type | Conditions |
|---------------|--|
| All Aircraft | Visibility is not less than 1500M Clear of clouds and ground surface in sight |

2 PROCEDURES

2.1 VFR corridor vector 1

2.1.1 General

The VFR corridor was established to be used by civil and military aircraft, proceeding from Amman Control Zone to the training area SWAQA or south of QTR, (King Hussein aerodrome , RAS-ENNAQAB) and vice versa. This corridor is used during westerly and easterly flow of traffic within AMMAN TMA.

2.1.2 Lateral Limits and reporting points

Total width is 3NM, based on the centerline of the route, route legs are as follows:

- SAHAB – GHARBIYAH
- GHARBIYAH – QUARRY, crossing over Queen Alia Tower.
- QUARRY – SWAQA
and vice versa.

2.1.3 Vertical Limits

Surface up to 5000FT Altitude.

2.1.4 Reporting Points, Tracks and holdings:

The following instructions are mandatory to all traffic using VFR corridor V1, and subject to ATC Clearance:

2.1.4.1 Southbound Traffic

| Nr. | Instructions | Remarks |
|-----|--|-----------------------------------|
| 1 | Pilot should request to proceed via V1 prior to start up, from Amman Ground Movement Control. | Amman GMC FREQ: 121.7 MHz |
| 2 | Depart from Amman City Airport, climb to 4000FT. | Amman TWR FREQ: 118.1MHz |
| 3 | Turn left, south bound towards SAHAB city, (reference Industrial City of Sahab 315000N 0360000E), SAHAB is the common border Point between Amman control zone and Queen Alia control zone. | Queen Alia TWR FREQ: 119.8 MHz |

| | | |
|-----|--|-----------------------------------|
| → 4 | Proceed southbound to GHARBIYA village (314703.09N 0360104.11E), approximately 6 NM south of Amman City Airport, hold over GHARBIYA, and expect onward clearance from Queen Alia Tower. | |
| 5 | Cross over Queen Alia tower south bound. | |
| 6 | Proceed to QUARRY (313956.09 N0355829.11E), approximately 3.5NM Track 195° from Queen Alia Tower, abeam the green houses farm. | |
| 7 | Follow the highway to SWAQA point (312904.51N 0360212.00E), to Enter SWAQA Training area; report to Queen Alia tower when establishing the training area and the expected time of rejoining. | |
| 8 | Do not exceed Amman TMA. | |
| 9 | For traffic proceeding south of QTR, Avoid OJ P10 area, expect climb clearance west of QTR to 7000FT or higher, as instructed by ATC, with Amman approach RADAR. | Amman Approach FREQ: 128.9 MHz |
| 10 | Maintain VFR rules, VMC conditions and own separation. | |
| 11 | Report operation normal every 15 MIN to Queen Alia tower, remain watch and listening to Queen Alia Tower frequency, while in training area. | |
| 12 | Aircraft using this route should be equipped with operating transponder Mode A and C. | |
| 13 | Interval between successive aircraft is five minutes. | |

Note: All traffic is subject to ATC clearance

2.1.4.2 Northbound Traffic:

| Nr. | Instructions | Remarks |
|-----|--|-----------------------------------|
| 1 | Traffic should request rejoining clearance from Queen Alia Tower, at 4500FT. Rejoining V1 corridor will be via SWAQA training area exit point (312904.51N 0360212.00 E). | Queen Alia TWR FREQ: 119.8 MHz |
| 2 | Northbound traffic shall proceed via V1 to QUARRY (313956.09N 0355829.11E), approximately 3.5 NM track 195° from Queen Alia Tower, abeam the green houses Farm, hold over QUARRY; expect onward clearance from Queen Alia Tower. | |
| 3 | Cross over Queen Alia tower northbound. | |
| 4 | Proceed to GHARBIYA village (314703.09 N0360104.11 E). | |
| 5 | Northbound towards SAHAB city, (reference Industrial City of Sahab 315000N 0360000E), SAHAB is the common border point between Queen Alia control zone and Amman control zone. | Amman TWR FREQ: 118.1MHz |
| 7 | Maintain VFR rules, VMC conditions and own separation. | |
| 8 | Aircraft using this route should be equipped with operating transponder mode A and C. | |
| 9 | Traffic joining from south of QTR, should request to proceed via V1 prior to 50 NM south of QTR, prior approval by Amman Approach RADAR, proceed West of QTR to avoid OJP10 at 7000FT or above, as instructed by ATC. | Amman Approach FREQ: 128.9 MHz |
| 10 | Interval between successive aircraft is five minutes. | |

Note: All traffic is subject to ATC clearance

2.1.4.3 Holding

| Nr. | Point | Turn direction | Inbound track |
|-----|----------|-----------------|---------------|
| 1 | GHARBIYA | Left hand turn | 170° |
| 2 | QUARRY | Right hand turn | 340° |

Note: South bound traffic should hold over GHARBIYA and North bound traffic should hold over QUARRY, until a crossing clearance is obtained, from Queen Alia Tower.

→ **2.1.5 Weather Minima**

The corridor will be closed for VFR operations if Amman City Airport or Amman/Queen Alia Airport weather is below VFR minima or if reports indicate that weather along the V1 route is below VFR minima.

→ **2.1.6 Responsibilities**

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

→ **2.1.7 Operating Rules**

Pilots are required to comply with the following operating rules:

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

→ **2.1.8 Operating Altitudes.**

| Nr. | Aircraft | Altitude | Direction | Remarks |
|-----|----------------------------|----------|-----------------------|---------|
| 1 | Helicopters | 3500 FT | North and South bound | |
| 2 | Fixed wings light aircraft | 4000 FT | South bound | |
| 3 | Fixed wings light aircraft | 4500 FT | North bound | |

Note: when Joining Amman City Airport circuit: Maintain 4500FT, and proceed to the upwind side, unless otherwise instructed by ATC.

→ **2.1.9 Clearances**

- a) all traffic requesting to proceed southbound via V1, shall obtain an ATC clearance from Amman Tower before entering the VFR corridor,
- b) All traffic requesting to proceed northbound via V1, shall obtain an ATC clearance from Queen Alia Tower before entering the VFR corridor,
- c) All traffic proceeding southbound intending to operate in training areas shall provide estimate time for rejoining from SWAQA training area (for Alerting and Radio Failure purposes) before entering the training area.

→ **2.1.10 Radio Communication Equipment Failure Procedures**

Traffic experiences loss of radio communication, shall comply with the following procedures:

- a) Southbound traffic, at or before GHARBIYA, return to Amman City Airport.
- b) Southbound traffic, south of GHARBIYA, continue to proceed to the Training area, and carry out the Radio Failure re-joining procedure, as follows:
 - i. Set Mode A 7600.
 - ii. Upon establish the training area, rejoin at the previously given estimate time, or commence re-joining procedure upon arrival SWAQA training area, at 4500FT.
 - iii. Proceed to QUARRY, on arrival at the QUARRY 360 DEG MAG turn will be carried out to the left watch out for traffic on final approaches of Queen Alia, keep a good lookout for conflicting traffic in the Queen Alia traffic patterns then through the corridor to Amman City Airport.
 - iv. Watch out for traffic operating on V1.
 - v. Follow Amman City Airport Radio communication failure procedure, upon entering Amman control zone.

→ **2.1.11 MILITARY OPERATING PROCEDURES**

→ **11.1 VFR Amman Control Zone**

- a) Traffic leaving and joining the Amman control Zone will do so at the specified VFR entry/exit points.
- b) Amman North - 6NM North of Amman City Airport for traffic entering and leaving to the North and East.
- c) Amman West- 8NM on the centerline of RWY 24 for traffic leaving to the South.
- d) SAHAB - Abeam SAHAB, for traffic entering and leaving the VFR corridor.

→ **11.2 VFR Corridor Victor 1**

The procedures specified in Para 2.1.4, apply also to military traffic.

→ **11.3 VFR Amman/Queen Alia**

All VFR traffic inbound to Amman/Queen Alia Airport is subject to prior approval.

Traffic inbound and outbound to Amman/Queen Alia operating VFR will enter and leave the Control zone via the VFR corridor Victor 1.

2.2 VFR Route Vector 7

2.2.1 General

The VFR corridor was established to be used by civil and military aircraft, operating to and from OJAQ via the V7 corridor, including operations within the J West Training Area (OJ-JWE3), for both RWY 01 and RWY 19, subject to ATC clearance.

2.2.2 Lateral and Vertical Limits

a) Lateral limits:

The V7 corridor total width is 3NM, based on the centerline of the route, route legs are as follows:

Segment 1 – Orbit Area to WADI AL YETIM

Following the Desert Highway between the two highest mountains to WADI AL YETIM. estimated flight time: 4 minutes.

Segment 2 – WADI AL YETIM to RUM INTERSECTION

Following the Desert Highway northbound to RUM INTERSECTION, estimated flight time: 7 minutes.

Segment 3 – RUM INTERSECTION to CAMEL TRACK

following Wadi Rum access road toward Al Disah Area, estimated flight time: 8 minutes.

Note -. Applicable for training operations inbound to Camel Track Area.

Segment 4 – CAMEL TRACK to RAS AL NAQAB

maintaining visual reference with the Desert Highway, estimated flight time: 13 minutes.

Note -. Applicable for training operations outbound from Camel Track Area.

Segment 5 – RAS AL NAQAB to WADI AL YETIM

Follow the Desert Highway via AL-QUWEIRA, RUM INTERSECTION, and WADI AL YETIM, estimated flight time: approx. 18 minutes.

Note -. Aircraft may be cleared to proceed direct from WADI AL YETIM to the Orbit Area as instructed by ATC.

Note -. Aircraft may be cleared to proceed direct from AL-QUWEIRA toward WADI ARABA Highway as instructed by ATC provided NO IFR Dep when RWY01 in use.

Segment 6 – WADI AL YETIM to CONTAINERS PORT

Follow Aqaba Rear Road via LICENSING INTERSECTION to CONTAINERS PORT, estimated flight time: approx. 7 minutes.

Segment 7 – CONTAINERS PORT to SHORELINE

Follow South Shoreline to SHORELINE (Aqaba Flagpole), estimated flight time: approx. 2 minutes.

After reporting SHORELINE, proceed to Orbit Area subject to ATC clearance.

b) Vertical limits: the following altitude shall be applied:

Outbound traffic 7000 FT AMSL

Inbound traffic: 6500 FT AMSL

2.2.3 Visual Reporting Points (VRPs)

The following Visual Reporting Points (VRPs) define the routing structure of the V7 route:

| VFR Reporting Point | Coordinates (WGS-84) | Description / Landmark | Outbound Altitude | Inbound Altitude |
|-----------------------------|---------------------------|--|---|---------------------------------|
| ORBIT AREA | As per local chart | East side of RWY 01/19 (as per OJAQ CTR) | As instructed by ATC (Climb to 7000 ft) | As instructed by ATC (6500 ft) |
| WADI AL YETIM | N29°32.88' E035°08.08' | Desert Highway intersection east of Aqaba | 7000 ft | 6500 ft |
| RUM INTERSECTION | N29°43.48' E035°16.95' | Junction leading to Wadi Rum | 7000 ft | 6500 ft |
| AL-QUWEIRA | N29°48.00' E035°18.83' | Al-Quweira town on Desert Highway | 7000 ft | 6500 ft |
| RAS AL NAQAB | N29°59.82' E035°30.40' | Mountain pass near Ras Al-Naqab radar location | 7000 ft | 6500 ft |
| CAMEL TRACK (Training Area) | N29°41.74' E035°31.84' | Camel racing track near Disah village | From 500 ft AGL up to 12500 ft AMSL | — |
| LICENSING INTERSECTION | N29°27.37' E035°02.17' | Licensing building on Aqaba rear road | — | 6500 ft |
| CONTAINERS PORT | N29°27.83' E034°58.53' | Container terminal south of Aqaba | — | 6500 ft or as instructed by ATC |
| SHORELINE | N29°31.29' E035°00.05' | Aqaba shoreline (flagpole reference) | — | As instructed by ATC |
| ARABA HIGHWAY | N29°50.00' E035°05.58' | Desert Highway (Wadi Araba corridor) | — | 6500 ft or as instructed by ATC |

2.2.4 V7 Operating procedures

4.1 (RWY 01):

Departure: After airborne, follow ATC instructions to proceed to the Orbit Area. When maintaining 7000 Ft, follow ATC instructions to proceed to WADI AL YETIM, then follow the VFR reporting points:

RUM INTERSECTION > AL-QUWEIRA > RAS AL NAQAB > follow ATC instructions

Arrival: From RAS AL NAQAB, fly south to AL-QUWEIRA, then follow the VFR reporting points:

RUM INTERSECTION > WADI AL YETIM > LICENSING INTERSECTION > CONTAINERS PORT > follow ATC instructions.

4.2 (RWY 19):

Departure: After airborne, follow ATC instructions to proceed to the Orbit Area. When maintaining 7000 ft, follow ATC instructions to proceed to WADI AL YETIM, then follow the VFR reporting points:

WADI AL YETIM > RUM INTERSECTION > AL-QUWEIRA > RAS AL NAQAB > follow ATC instructions.

Arrival: From RAS AL NAQAB, fly south to AL-QUWEIRA, then follow the VFR reporting points:

RUM INTERSECTION > WADI AL YETIM > LICENSING INTERSECTION > CONTAINERS PORT > follow ATC instructions.

4.3 Training Area Operations:

Training operations are conducted within the Camel Track Area.

Aircraft shall proceed from RUM INTERSECTION to the CAMEL TRACK Area and shall exit the area to RAS AL NAQAB as instructed by ATC.

Pilots shall report their position at least every 10 minutes and shall advise ATC of the estimated time of return and the estimated time over RAS AL NAQAB.

In case of balloon activity within the training area, solo flights shall not proceed to the training area and shall proceed from RUM INTERSECTION to RAS AL NAQAB via AL-QUWEIRA as instructed by ATC.

All training operations shall be suspended in case of military activity or when approval from ADOC is not available.

Separation Between Successive Aircraft:

- Successive departures to the V7 corridor shall be separated by a minimum of 3 minutes.
- Successive aircraft rejoining from the V7 corridor shall be separated by a minimum of 5 minutes, based on passing RAS AL NAQAB

2.2.5 Operating rules

- V7 corridor shall not be used when weather conditions at KHIA or along the route are below VFR minima.
- Aircraft operating within the V7 corridor shall maintain VMC conditions at all times.
- Pilots are responsible for maintaining visual separation from other aircraft and obstacles.
- Pilots shall maintain continuous listening watch on the appropriate ATC frequency.
- Position reports shall be made at designated VFR reporting points and every 10 minutes CAMEL TRACK Area, unless otherwise instructed by ATC.
- All operations within V7 corridor are subject to ATC clearance and instructions, and pilots shall comply with all ATC instructions.
- Pilots shall advise ATC immediately if unable to comply with instructions.
- Aircraft shall remain within the lateral limits of the V7 corridor.
- VFR operations in V7 corridor shall be conducted between sunrise and sunset in accordance with AIP ENR 1.2.
- IFR traffic conducting instrument approaches (ILS, VOR, RNAV) shall have priority over VFR traffic, V7 corridor except in emergency, SAR operations, communication failure, or as determined by ATC.

2.2.6 Radio Communication Failure (RCF):

A condition in which two-way radio communication between an aircraft and an ATS unit cannot be established or is lost, resulting in the aircraft being unable to comply with ATC instructions by voice communication.

These procedures apply to all VFR aircraft operating within OJAQ CTR, training areas, Orbit Area, and published VFR routes.

6.1 Types of Communication Failure:

Radio communication failure may occur in one of the following forms:

a) Complete Communication Failure: A condition in which the aircraft is unable to transmit and receive radio communications on any assigned or available frequency.

Operational impact:

- ATC cannot issue instructions or receive pilot intentions.
- Aircraft shall apply published radio failure procedures and rely on visual separation, standard routing, altitude restrictions, and ATC light signals.

b) Partial Communication Failure: A condition in which the aircraft can either transmit or receive, but not both.

Operational impact:

- If reception only is available, pilots may comply with instructions but cannot confirm.
- If transmission only is available, pilots shall continue blind transmissions and apply applicable radio failure procedures if acknowledgement is not received.

c) **Frequency-Specific Failure:** A condition in which communication is lost on the assigned frequency only, while communication may still be possible on alternative ATS or emergency frequency 121.5 MHz

Operational impact:

- Pilots shall attempt contact on alternate published frequencies or via relay through other aircraft before applying full radio failure procedures.

6.2 Radio Communication Failure Procedures

Upon recognition of a radio communication failure, pilots and ATS units shall apply the appropriate procedure corresponding to the type of failure, ensuring:

- Predictable aircraft behaviour
- Protection of IFR operations
- Use of visual means (including ATC light signals)
- Compliance with published local and ICAO procedures

a) General Rules

1. Each Academy shall implement their own procedure to check the equipment as described in their own manual.
2. It's the responsibility of the pilot to maintain their own separation from other traffic.
3. It's the responsibility of the pilot to maintain cautious and good lookout procedures.
4. Pilots may use phone calls, when necessary and available, to advise that they are encountering Radio Failure (Tower Direct Telephone: +96232031424).
5. KHIA Tower Unit to inform TACC Unit immediately.

b) Procedure Within Circuit

1. Set Transponder Code to SQ 7600.
2. Continue to transmit RT calls as normal (Blind Transmissions).

Pilots shall continue Blind Transmissions stating callsign, position, altitude, and intentions, and attempt contact on alternate frequencies or via relay with other aircraft when practicable.

3. On final approach, maintain 700 ft QNH execute a low pass, rock the wings, and cycle the landing light ON and OFF abeam the Tower, then execute an overshoot.
4. Rejoin downwind again at an altitude of 1500 ft QNH and continuously monitor the Tower for light signals.
5. On final, maintain vigilance for the Tower light signal and proceed with landing only upon receiving a steady green light (Maintaining cautious and good lookout procedures).

c) Procedure Within Orbit Area

1. Set Transponder Code to SQ 7600.
2. Continue to transmit RT calls as normal (Blind Transmissions).
3. Maintain 2500 ft Mean Sea Level (MSL) and monitor the Traffic Flow.
4. Cross abeam the Tower and descend to Circuit Altitude 1500 ft (Maintaining cautious and good lookout procedures).
5. Follow the Circuit Radio Failure Procedure (Section B).

d) Procedure Within South Training Area

1. Set Transponder Code to SQ 7600.
2. Continue to transmit RT calls as normal (Blind Transmissions).
3. At the designated Rejoining Time, maintain 2500 ft MSL, proceed to the shoreline, and then to the Orbit Area.
4. Maintain 2500 ft MSL until the Traffic Flow Direction has been determined.
5. Cross abeam the Tower and descend to Circuit Altitude 1500 ft (Maintaining cautious and good lookout procedures).
6. Follow the Circuit Radio Failure Procedure (Section B).

e) Procedure Within J West Training Area (CAMEL TRACK)

1. Set Transponder Code to SQ 7600.
2. Continue to transmit RT calls as normal (Blind Transmissions).
3. Rejoin Ras al-Naqab at 6500 ft MSL at the designated rejoining time.
4. Continue to Rum Intersection - Wadi AL Yetim Intersection, maintaining 6500 ft MSL and a good lookout.
5. Continue forward to Orbit Area, and when clear of mountainous terrain, descend to 2500 ft MSL (Maintaining cautious and good lookout procedures).
6. Maintain 2500 ft MSL until the Traffic Flow Direction has been determined.
7. Cross abeam the Tower and Descend to Circuit Altitude 1500 ft (Maintaining cautious and good lookout procedures).
8. Follow the Circuit Radio Failure Procedure (Section B).

Note -. In case of the VFR Traffic passing Wadi AL Yetim to Rum Intersection, descend and maintain 6500 ft MSL and back again to Orbit area and follow the ORBIT AREA Radio Failure Procedure (Section C).

Note -.In case of the VFR Traffic passing Rum Intersection to JW (Camel Track), continue to Camel Track then Ras al-Naqab 6500 ft MSL and follow the JW TRAINING AREA Radio Failure Procedure (Section E). The OJAQ TWR will expect the rejoining time over Ras al-Naqab 21min from the position report over Rum Intersection.

f) Procedure during Flight From OJAM (Amman City Airport) to OJAQ (King Hussein Intl Airport)

1. Set Transponder Code to SQ 7600.
2. Continue to transmit RT calls as normal (Blind Transmissions).
3. If the aircraft has not passed QTR, return to V1 (SWAGA) and follow the radio failure procedure for V1 arrival to OJAM as published in the AIP (4500 ft MSL).
4. If the aircraft has passed QTR, maintain last assigned altitude to OJAQ, then follow the radio failure procedure for JW TRAINING AREA (CAMEL TRACK).

g) Procedure During Flight From OJAQ (King Hussein Intl Airport) to OJAM (Amman City Airport)

1. Set Transponder Code to SQ 7600.
2. Continue to transmit RT calls as normal (Blind Transmissions).
3. If the aircraft has not passed RAS AL-NAQAB, over RAS AL-NAQAB descend to maintain 6500 MSL and follow the radio failure procedure for JW TRAINING AREA (CAMEL TRACK).
4. If the aircraft has passed RAS AL-NAQAB, continue as cleared and maintain the last assigned altitude to Amman (OJAM), then follow the radio failure procedure for V1 arrival.

Note -. Maintain descent to the operational altitude of 4500 ft MSL in the Training Area.

h) LIGHT SIGNAL

In case of communication failure, the signal given shall have the meaning indicated therein:

| Signal | Meaning ACFT in Flight |
|-----------------------|--|
| Steady Green | Cleared to Land |
| Steady Red | Give way to other ACFT and continue circling |
| Green Flashes | Return to Land |
| Red Flashes | Aerodrome Unsafe, Don't Land |
| White Flashes | Land at this Aerodrome and Proceed to Apron |
| alternating red/green | Exercise extreme caution |

2.2.7 Safety and Contingency Procedures

- In case of weather deterioration, pilots shall inform ATC and request alternative routing.
- In case of navigation uncertainty, pilots shall notify ATC immediately.
- Pilots shall maintain terrain clearance and continuous visual reference at all times.
- In case of communication failure, pilots shall follow the applicable communication failure procedures.

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

Training areas for light aircraft are established outside controlled airspace in accordance with RJAF and RJ Air Academy procedures.

| Name Lateral limits | Upper/Lower limits and system/means of activation announcement INFO for CIV FLT | Remarks Time of ACT Risk of interception (ADIZ) |
|--|--|--|
| 1 | 2 | 3 |
| TRAINING AREAS | | |
| NOVEMBER Training Area OJ-NOV1 320656.10957N 360759.11806E 320956.11325N 361759.13109E 321346.11602N 361349.12486E 320856.11125N 360804.11785E | <u>9000 FT QNH</u> GND | Established within Amman FIR. |
| J WEST Training Area OJ-JWE3 291908N0360143E 293221N0355611E 293739N0355632E 294134N0355420E 295857N0355642E 300721N0355159E 301057N0354636E 301100N0354300E 300700N0353500E 292500N0353000E 291908N0360143E | <u>12500 FT QNH</u> 500 FT AGL | -Activated from Sunrise to Sunset. NOTE 1: VFR flights are not permitted to operate in J WEST Training Area when there is Military Activity NOTE 2: Solo flights are not permitted to operate in J WEST Training Area when there is Balloon Activity |
| SWAQA Trainig Area OJ-SWA4 313129N0363034E 311256N0363459E 310756N0355459E 312821N0354758E 313129N0363034E | <u>6000 FT QNH</u> GND | -Activated from Sunrise to Sunset. -Report every 15 minutes to Queen Alia TWR (operations normal). - A route from SWAQA to QATRANEH is used by military Helicopter aircrafts at Altitude 3500 FT QNH -Excluding the overlapping area with OJP10 |
| NOTAMs are issued to notify activation of areas which are activated on a non scheduled basis. | | |

ENR 5.4 AIR NAVIGATION OBSTACLES EN-ROUTE

Ref the following pages:

AD 2.4 PARA 2.10 OJAM Aerodrome Obstacle.

AD 2.OJAI-12 PARA 2.10 OJAI Aerodrome Obstacle.

AD 2.5 PARA 2.10 OJAQ Aerodrome Obstacle.

| OJAI 2.12 RUNWAY PHYSICAL CHARACTERISTICS | | | | | | | |
|--|------------------------|-----------------------|--|--|--|---|----------------|
| Designations RWY NR | True & MAG BRG | Dimensions of RWY (M) | Strength(PCR) and surface of RWY and SWY | THR coordinates and THR geoid undulation | | THR elevation and highest elevation of TDZ of precision APP RWY | |
| 1 | 2 | 3 | 4 | 5 | | 6 | |
| 26L | 260.41°T 255.41°MAG | 3660 x 61 | Runway(PCR) 1060/R/A/W/T Asphalt Flexible | 314311.59N 0360106.91E 20.3 M (66.6 FT) | | THR 2366.3FT (721.2m) TDZ 2364.5FT (720.7M) | |
| 08R | 080.39°T 075.39°MAG | | Stopway Asphalt Flexible | 314251.78N 0355849.85E 20.3 M (66.6 FT) | | THR 2358.1 FT (718.8m) TDZ 2356.3FT (718.2M) | |
| 26R | 260.41°T 255.41°MAG | 3668 x 61 | Runway(PCR) 1500/ F/A/X/T Asphalt Flexible | 314356.08N 0360027.48E 20.3 M (66.6 FT) | | THR 2395.2FT (730.1M) TDZ 2395 FT (730.1M) | |
| 08L | 080.39°T 075.39°MAG | | Stopway Asphalt Flexible | 314336.23N 0355810.09E 20.3M (66.6FT) | | THR 2360.8 FT (719.6M) TDZ 2362 FT (720M) | |
| Slopes of RWY-SWY | SWY Dimension (M) | CWY Dimension (M) | Strip Dimensions (M) | RESA Dimensions (M) | Location/description of arresting system | OFZ | Remarks |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 08L/26R: SWY +1.13(150.0) RWY08L + 0.02 (1100.0) + 0.62 (1700.0) - 0.02 (864.9) RWY26R - 0.42(150.0) SWY | 150 x 61 | 843 x 300 | 4084 x 300 | 240 x 150 | Nil | 1500x300 | THR Asphalt |
| 08R/26L: SWY 0.60 (150)- RWY 08R 0.23 (420)+ 0.45 (160)+ 0.00 (69.8)+ 0.80 (610)+ 0.02 (602.53)+ 0.02 (182.26)+ 0.14 (151.59)+ 0.41 (591.48)+ 0.24 (672.41)+ RWY 26L | 150x61 | 843 x 300 | 4080 x 300 | 240 x 150 | Nil | 1500x120 | THR Asphalt |

| OJAI AD 2.13 DECLARED DISTANCES | | | | | |
|--|---------------------|---------------------|---------------------|--------------------|----------------|
| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 26L | 3660 | 4503 | 3810 | 3660 | Nil |
| 26R | 3668 | 4507 | 3814 | 3668 | Nil |
| 08L | 3668 | 4507 | 3814 | 3668 | Nil |
| 08R | 3660 | 4503 | 3810 | 3660 | Nil |