

**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 108/2023
01 MAY 2023**

1. Insert the attached new or replacement pages dated 01 MAY 2023 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:- A0030/23 & A0373/22

4. AIP SUP is hereby cancelled:- NIL

PAGES TO BE DESTROYED

GEN 0	
0.4-1	01 FEB 2023
0.4-2	01 FEB 2023
0.4-3	01 FEB 2023
GEN 2	
2.1-2	01 NOV 2021
ENR 2	
2.1-5	28 APR 2016
ENR 6	
6-3	01 MAY 2009

AD 2 OJAI

2.3	01 AUG 2021
2.4	01 AUG 2021
2.5	01 AUG 2021
2.6	01 AUG 2021
2.7	01 AUG 2021
2.8	01 AUG 2021
2.9	19 MAY 2022
2.10	01 AUG 2021
2.13	01 MAY 2019
2.16	14 SEP 2017
2.17	01 AUG 2021
2.21	14 SEP 2017
2.22	01 AUG 2021
2.24.2-5	01 AUG 2021

PAGES TO BE INSERTED

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GEN 2	
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ENR 6	
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AD 2 OJAI

2.3	01 MAY 2023
2.4	01 MAY 2023
2.5	01 MAY 2023
2.6	01 MAY 2023
2.7	01 MAY 2023
2.8	01 MAY 2023
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2.10	01 MAY 2023
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0.1-2	01 FEB 2016	2.5-1	01 AUG 2021	4.1-3	19 MAY 2022
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-4	19 MAY 2022
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*0.4-1	01 MAY 2023	2.7-4	01 NOV 2011		
*0.4-2	01 MAY 2023	2.7-5	01 NOV 2011		
*0.4-3	01 MAY 2023	GEN 3			
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1.1-1	01 NOV 2010	3.1-6	01 NOV 2018		
1.2-1	01 FEB 2023	3.2-1	01 NOV 2010		
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1.2-3	01 FEB 2023	3.2-3	12 DEC 2013		
1.2-4	01 FEB 2023	3.3-1	01 AUG 2021		
1.3-1	01 MAY 2011	3.3-2	01 AUG 2021		
1.3-2	01 FEB 2014	3.3-3	01 AUG 2021		
1.4-1	01 MAY 2011	3.4-1	01 AUG 2021		
1.5-1	01 MAY 2010	3.4-2	01 AUG 2021		
1.6-1	01 AUG 2021	3.4-3	01 AUG 2021		
1.7-1	01 NOV 2011	3.4-5	01 FEB 2018		
1.7-2	01 AUG 2016	3.5-1	01 MAY 2009		
1.7-3	01 AUG 2021	3.5-2	01 AUG 2015		
1.7-4	01 NOV 2010	3.5-3	01 FEB 2010		
1.7-5	01 NOV 2010	3.5-4	01 FEB 2010		
1.7-6	01 AUG 2021	3.5-5	01 NOV 2007		
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*2.1-2	01 MAY 2023	3.5-8	01 NOV 2006		
2.1-3	01 FEB 2018	3.5-9	01 NOV 2006		
2.2-1	01 NOV 2010	3.5-10	01 NOV 2006		
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2.2-8	01 NOV 2010	3.5-17	01 NOV 2006		
2.2-9	01 NOV 2010	3.5-18	01 FEB 2010		
2.2-10	01 NOV 2010	3.5-19	01 FEB 2010		
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2.2-17	01 NOV 2010	3.6-4	01 MAY 2017		
2.2-18	01 NOV 2010	3.6-5	01 MAY 2017		
2.2-19	01 NOV 2010	3.6-6	01 AUG 2019		
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0.6-1	01 FEB 2014	1.10-7	01 FEB 2016	4.2-1	01 MAY 2007
0.6-2	15 DEC 2011	1.10-8	01 FEB 2016	4.3-1	01 MAY 2007
		1.10-9	01 FEB 2016	4.4-1	06 OCT 2022
ENR 1		1.10-10	01 FEB 2016	4.4-2	06 OCT 2022
1.1-1	01 MAY 2008	1.10-11	01 FEB 2016	4.5-1	01 MAY 2007
1.1-2	01 MAY 2008	1.10-12	01 FEB 2016	ENR 5	
1.1-3	01 MAY 2008	1.10-13	01 FEB 2016	5.1-1	23 MAR 2023
1.2-1	01 FEB 2019	1.10-14	01 FEB 2016	5.1-2	23 MAR 2023
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1.2-3	12 DEC 2013	1.11-1	01 FEB 2014	5.3-1	01 NOV 2009
1.2-4	12 DEC 2013	1.12-1	01 FEB 2007	5.4-1	01 MAY 2007
1.2-5	12 DEC 2013	1.12-2	01 FEB 2007	5.5-1	01 AUG 2015
1.3-1	12 DEC 2013	1.12-3	01 FEB 2007	5.6-1	01 MAY 2008
1.4-1	14 SEP 2017	1.12-4	01 FEB 2007	5.6-2	01 MAY 2008
1.5-1	01 MAY 2014	1.13-1	01 FEB 2007	5.6-3	01 MAY 2008
1.5-2	01 FEB 2018	1.14-1	01 MAY 2008	5.6-4	01 MAY 2008
1.5-3	12 DEC 2013	1.14-2	01 MAY 2008	5.6-5	01 MAY 2008
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1.5-5	07 DEC 2017	1.14-4	01 FEB 2007	6-1	23 MAR 2023
1.5-6	07 DEC 2017	1.14-5	01 FEB 2007	6-7	12 DEC 2013
1.5-7	30 APR 2015	1.14-6	01 FEB 2007	6-8	01 MAY 2008
1.5-8	01 NOV 2015	1.14-7	01 FEB 2007	6-9	01 MAY 2008
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1.5-11	12 DEC 2013	2.1-2	08 DEC 2016		
1.5-12	01 MAY 2017	2.1-3	28 APR 2016		
1.5-13	12 DEC 2013	2.1-4	28 APR 2016		
1.5-14	12 DEC 2013	*2.1-5	01 MAY 2023		
1.5-15	12 DEC 2013	2.2-1	12 DEC 2013		
1.5-16	12 DEC 2013	2.2-2	12 DEC 2013		
1.5-17	12 DEC 2013	ENR 3			
1.5-18	12 DEC 2013	3.1.1	19 MAY 2022		
1.5-19	12 DEC 2013	3.1-2	01 FEB 2023		
1.5-20	01 AUG 2018	3.1-3	06 OCT 2022		
1.5-21	12 DEC 2013	3.1-4	06 OCT 2022		
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1.5-27	01 FEB 2019	3.2-2	08 DEC 2016		
1.5-28	01 FEB 2019	3.2-3	08 DEC 2016		
1.5-29	01 FEB 2019	3.2-4	02 DEC 2021		
1.6-1	12 DEC 2013	3.2-5	08 DEC 2016		
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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	02 DEC 2021		
1.10-1	19 MAY 2022	3.3-12	08 DEC 2016		
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1.10-3	01 FEB 2016	3.4-1	01 FEB 2007		
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0.6-1	14 SEP 2017	2.24.7-9	12 DEC 2013	2.24.5-1	12 DEC 2013
0.6-2	14 SEP 2017	2.24.7-10	12 DEC 2013	2.24.5-5	07 DEC 2017
AD 1		2.24.8-1	12 DEC 2013	2.24.5-7	07 DEC 2017
1.1-1	01 MAY 2019	2.24.8-3	12 DEC 2013	2.24.6-1	01 NOV 2018
1.1-2	01 MAY 2008	2.24.8-4	12 DEC 2013	2.24.6-3	01 NOV 2018
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1.2-3	19 MAY 2022				
1.3-1	01 NOV 2018	2.2	01 AUG 2021	2.24.6-11	12 DEC 2013
1.4-1	01 AUG 2007	*2.3	01 MAY 2023	2.24.6-12	12 DEC 2013
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		*2.6	01 MAY 2023	2.24.6-16	01 NOV 2018
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2.2	01 MAY 2009	*2.8	01 MAY 2023	2.24.6-18	12 DEC 2013
2.3	01 MAY 2009	*2.9	01 MAY 2023	2.24.6-19	01 AUG 2018
2.4	01 MAY 2009	*2.10	01 MAY 2023	2.24.6-20	12 DEC 2013
2.5	01 AUG 2007	2.11	21 JUL 2016	2.24.7-1	12 DEC 2013
2.6	06 OCT 2022	2.12	21 JUL 2016	2.24.7-3	12 DEC 2013
2.7	01 MAY 2008	*2.13	01 MAY 2023	2.24.7-4	12 DEC 2013
2.8	01 MAY 2008	2.14	14 SEP 2017	2.24.7-5	12 DEC 2013
2.9	01 AUG 2015	2.15	14 SEP 2017	2.24.7-7	12 DEC 2013
2.10	01 MAY 2018	*2.16	01 MAY 2023	2.24.7-8	12 DEC 2013
2.11	01 FEB 2014	*2.17	01 MAY 2023	2.24.7-9	12 DEC 2013
2.24.1-1	12 DEC 2013	2.18	01 AUG 2021	2.24.7-10	12 DEC 2013
2.24.3-1	12 DEC 2013	2.19	01 FEB 2018	2.24.7-13	01 AUG 2018
2.24.4-1	12 DEC 2013	2.20	01 AUG 2021	2.24.7-15	01 AUG 2018
2.24.4-2	12 DEC 2013	*2.21	01 MAY 2023	2.24.7-16	07 DEC 2017
2.24.6-1	12 DEC 2013	*2.22	01 MAY 2023	2.24.7-17	01 AUG 2018
2.24.6-3	12 DEC 2013	2.23	01 AUG 2021	2.24.7-19	01 AUG 2018
2.24.6-4	12 DEC 2013	2.24	01 FEB 2018	2.24.7-20	07 DEC 2017
2.24.6-5	12 DEC 2013	2.24.1-1	01 NOV 2021	2.24.8-1	01 FEB 2014
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2.24.7-3	12 DEC 2013	2.24.2-6	14 SEP 2017	2.24.8-16	12 DEC 2013
2.24.7-4	12 DEC 2013	2.24.4-1	12 DEC 2013	2.24.8-19	07 DEC 2017
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2.24.8-31	07 DEC 2017	2.24.8-6	01 MAY 2016
2.24.8-33	07 DEC 2017	2.24.8-7	01 AUG 2015
2.24.8-35	07 DEC 2017	2.24.9-1	01 AUG 2015
2.24.8-37	07 DEC 2017		
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2.2	26 APR 2018		
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2.8	26 APR 2018		
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2.10	23 MAR 2023		
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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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GEN 2. TABLES AND CODES

GEN 2.1 Measuring system, aircraft markings, public holidays

2.1.1 Units of measurements

The table of units of measurement shown below will be used by aeronautical stations within Amman FIR, for air and ground operations.

Listed below are the quantities in common use and their respective units of measurements.

For Measurement of	Units used
Distance used in navigation, positions reporting, etc.....	Nautical mile
Relatively short distances such as those relating to aerodromes, e.g. runway lengths.	Meter or Feet
Altitudes, elevations and heights.	Feet
Horizontal speed including wind speed	Knots
Vertical Speed.	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off.	Degrees True
Visibility including RVR.	Kilometers or Meters
Altimeter Setting.	Hectopascals
Temperature	Degrees Celsius
Mass	Kilograms
Time	Minute MIN Hour H Day D Week, Month, Year

2.1.2 Temporal reference system

General

Coordinated Universal Time (UTC) is used by Air Navigation Services and in publications issued by the Aeronautical Information Services. Reporting of Time is expressed to the nearest Minute, e.g. 12:40:35 is reported as 1241.

Midnight is expressed as 2400 for the end of the day and 0000 for the beginning of the day.

→ Local time throughout the Hashemite kingdom of Jordan is three hours Ahead of coordinated universal time

2.1.3 Horizontal reference system

1) Name/Designation of the reference system;

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System- 1984 (WGS-84) geodetic reference datum.

2) Identification and parameters of the projection;

Universal transverse Mercator (UTM)

3) Identification of the ellipsoid used;

The World Geodetic System – 1984 (WGS-84) ellipsoid.

4) Identification of the datum used;

The World Geodetic System-1984 (WGS-84) is used.

5) Area of application;

The area of application for the published geographical coordinates coincides with the area of Aeronautical Information Services, i.e. the entire territory of the Hashemite Kingdom of Jordan.

6) Use of asterisk to identify published geographical Co-ordinates

An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed into WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2 and Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in Annex 11, Chapter 2 and in Annex 14, Volume I and II, Chapter 2.

2.1.4 Vertical reference system

1) Name/Designation of the reference system

The vertical reference system corresponds to mean sea level (MSL)

2) Geoid Model;

The World Geodetic System- 1984 (WGS-84) geodetic reference datum.

3) Use of asterisk to identify published geographical Co-ordinates;

An asterisk (*) will be used to identify those elevations/geoid undulations that do not meet Annex 14 accuracy requirements.

2.1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Hashemite kingdom of Jordan is JY.

The nationality mark is followed by a hyphen and registration mark consisting of 3 letters, e.g. JY-AGA.

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS Class Of Airspace	UNIT PROVIDING SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS OF USE HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	2	3	4	5
<u>QUEEN ALIA CTR</u> 315256N0362529E 313129N0363034E 312821N0354758E 314256N0354259E 315256N0354716E 315256N0362529E <u>5500FT ALT</u> SFC Class Of Airspace: C	TWR Queen Alia	Queen Alia Tower ENGLISH , ARABIC H24	FREQ: 119.8 MHz	
→ <u>KING HUSSEIN CTR</u> Radius 8NM centered on AQB VOR 293501N0350030E within Jordanian Airspace <u>6500FT ALT</u> SFC Class Of Airspace: C	TWR King Hussein	King Hussein Tower ENGLISH,ARABIC H24	FREQ: 118.1 MHz	
UIR : NIL				
Upper Sector is responsible for all controlled airspace within Amman FIR At FL350 or above. Lower East sector is responsible for all controlled airspace within Amman FIR East of the western boundary of UR785 from its intersection with Amman FIR boundary. At ZELAF to RASLI, and within political boundaries, at A11000ft up to FL340. Lower West Sector is responsible for all controlled airspace Within Amman FIR which is located west of the extended line between DAXEN and the point located 20nm west of RASLI along the political boundary, From ALT 7000FT up to and including FL340. Excluding Amman TMA & Aqaba App at or below FL255, and Lower East Sector area of responsibility.				

OJAI AD 2.6		RESCUE AND FIRE FIGHTING SERVICES
1	Aerodrome category for fire fighting	CAT 10
2	Rescue equipment	Yes, Under the management of Jordanian Civil Defense Directorate
3	Capability for removal of disabled aircraft	Limited Equipment available, companies should use IATA pooling arrangement.
4	Remarks	Nil

OJAI AD 2.7		SEASONAL AVAILABILITY-CLEARING
1	Types of clearing equipment	2 Fluid Spreaders(one equipped with hydraulic snow plough), 2 sweepers equipped with hydraulic snow ploughs and 5 snow removal blades installed on 4x4 pickups (Additional equipment subcontracted)
2	Clearance Priorities	Runway in use, Taxiways and Aprons.
3	Remarks	Nil

OJAI AD 2.8		APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA
1	Apron surface and strength	1) North Apron Surface : Concrete (Rigid) Strength : PCN 72/R/C/W/T 2) South Apron Surface : Concrete (Rigid) Strength : PCN 72/R/C/W/T 3) Cargo Apron Surface : Concrete (Rigid) Strength : PCN 59/R/C/W/T 4) Maintenance Apron <u>Maintenance Apron 1</u> Surface : Concrete (Rigid) Strength : PCN 59/R/C/W/T <u>Maintenance Apron 2</u> Surface : Asphalt (Flexible) Strength : PCN 77/F/C/W/T 5) Hotel Apron Surface : Asphalt (Flexible) Strength : PCN 65/F/C/W/T 6) Royal Pavilion Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T

APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA (Cont.)

2	Taxiway width, surface, strength and usage limitations	(A)		
		Surface	: Asphalt (Flexible)	
		Strength	: PCN 97/F/C/W/T	
		Width	: 30.5M	
		(B.C.D)		
		Surface	: Asphalt (Flexible)	Runway 26L/08R exit only (Runway entry through this taxiway prohibited)
		Strength	: PCN 97/F/C/W/T	
		Width	: 35M	
		(E)		
		Surface	: Concrete (Rigid)	
		Strength	: PCN 97/F/C/W/T	
		Width	: 35M	
		(F)		
		Surface	: Concrete (Rigid)	
		Strength	: PCN 74/R/C/W/T	
		Width	: 30.5M	
		(G)		
		Surface	: Asphalt (Flexible)	
		Strength	: 91.5/F/A/X/T	
		Width	: 30.5M	
		(H)		
		Surface	: Asphalt (Flexible)	
		Strength	: PCN 93/F/C/W/T	
		Width	: 30.5M	
		(J)		
		Surface	: Concrete (Rigid)	
		Strength	: PCN 96/R/C/W/T	
		Width	: 35M	
		(K)		
		Surface	: Asphalt (Flexible)	Runway 26R/08L exit only (Runway entry through this taxiway prohibited)
		Strength	: PCN 80/F/C/W/T	
		Width	: 35M	
		(L)		
		Surface	: Asphalt (Flexible)	Runway 26R/08L exit only (Runway entry through this taxiway prohibited)
		Strength	: PCN 80/F/C/W/T	
		Width	: 35M	
		(M)		
		Surface	: Asphalt (Flexible)	Runway 26R/08L exit only (Runway entry through this taxiway prohibited)
		Strength	: PCN 82/F /C/W/T	
		Width	: 35M	
		(N)		
		Surface	: Concrete (Rigid)	
		Strength	: PCN 94/R/C/W/T	
		Width	: 35M	

APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA (Cont.)

→	Taxiway width, surface, strength and usage limitations (CONT.)	(S) Surface : Concrete(Rigid) Strength : PCN 74/R/C/W/T Width : 35M (T) Surface : Asphalt (Flexible) Strength : PCN 102/F/C/W/T Width : 46M (Y) Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T Width : 49M (Z) Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T Width : 41M			
3	Altimeter checkpoint location and elevation	Apron	LAT	LONG	ELEV
		N	314329.58875	355915.95503	2363FT (720M)
		S	314312.18804	355918.79585	2360FT (719M)
		Cargo	314317.58140	355959.81714	2363FT (720M)
		Maintenance	314319.46532	360019.71123	2362FT (720M)
		Royal Pavilion	314305.80970	355849.98544	2360FT (719M)
		H	314339.12830	360001.26750	2372FT (723M)
4	VOR Check points	Nil			
5	INS checkpoints	Nil			
6	Remarks	1-Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWY's F and G 2-Illuminated Signage installed on the Terminal Fixed Link Bridge as an additional assistance for Pilots to identify Different Contact Stands, for MARS (Multiple Aircraft Ramp System) Stands, the number identifies the Central Position.			

OJAI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

→	1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Day and night : TWY sign boards Day: Finger sign boards. VDGS is not available on all aircraft stands (see: 2.9.1)
	2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centerline, edge RWY end as appropriate, marked and lighted. TWY: Centre line, Intermediate holding positions, holding positions at all TWY/RWY intersections, marked and lighted. RWY Guard Lights 08R Nil – Available on 26L, 26R & 08L Holding Position
	3	Stop bars	08R NIL - Available and Operational for H24 on 26L,26R & 08L Holding Positions (Marking, lighting & signage)
	4	Remarks	Royal pavilion is Marked. See Charts: AD OJAI 2.24.1-1 and AD OJAI 2.24.2-1

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT:

NORTH APRON				
	STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
			LAT	LONG
Remote Stands	N01	Code C Maximum except A321, B737-900, B737-800, MD80/90, DC9, CRJ, DH8,EMB195, B727 Series, B737 Max	31 43 31.29930	35 59 05.61286
	N03	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 31.52599	35 59 07.18510
	N05	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 31.75316	35 59 08.75877
	N07	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 31.97990	35 59 10.33139
	N09	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 32.20669	35 59 11.90445
	N11	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 32.43397	35 59 13.47764
	N13	Code C Maximum except MD80/90, DC9, DH8, B727 Series	31 43 32.66105	35 59 15.05068
	N15	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 32.88782	35 59 16.62369
	N17	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 33.11485	35 59 18.19662
	N19	Code E Maximum except A340-600, B777-300, B777-300ER A340-500, A350 Series and B747 Series	31 43 34.30926	35 59 23.95745
	N21	Code E Maximum	31 43 34.70115	35 59 26.67289
	N30	Code C Maximum except ATR42, ATR72, CRJ900, CRJ1000, MD82, MD83, MD87, MD88, MD90, F100, B727 Series	31 43 27.65176	35 59 25.98830
	N32	Up to code E excluding A330 Series, A340 Series, A350 Series, B747 Series, B777 Series, B789, B78X, B764 ER (maximum aircraft length58M)	31 43 27.79676	35 59 26.53850
	N34	Code C Maximum except ATR42,ATR72,CRJ900, CRJ1000,MD82,MD83,MD87,MD88, MD9,F100,A321,A321 NEO B717,B737- 800,B727 Family, B737-800W,B737-900,B737- 900ER,B737-900W,B737-900ERW,B737- BBJ2,B737-BBJ2W, B737-BBJ3, B737-BBJ3W, B737-700MAX,B737-800MAX, B737- 900MAX, , EMBRAER Series	31 43 28.43487	35 59 27.17973

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 except: Code A, B and EMB 135,EMB 145 ,ATR42,AT72,CRJ700,CRJ900,CRJ1000, F100,MD82/ MD83/ MD87/ MD88/ MD90-30/ B717-200,B727 series	31 43 25.39305	35 59 09.41678
	N08	Code E Maximum except Code A, B and C	31 43 25.79973	35 59 12.45492
	N14	Code E Maximum except Code A, B and C	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 except Code A, B and C	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, Code A, B and C	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
Note 1: Code E & F aircraft pilots shall use minimum power while maneuvering on North Apron. Note 2: Marshaller availability is mandatory on north apron parking stands even when the parking stands are equipped with Visual Guidance Docking System. 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. Note 4: Code F operations on North apron: At Arrival and Departure phases : ▪ 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.				

Code F entry to north apron:

- Code F entry to North apron via taxiway Juliet:
 - Code F Aircraft enter and exit via Taxiway Juliet and park on stand N26
 - Stands N17 and N19 shall be clear of all aircraft types.
 - Airside staff will inspect stands N17 & N19 before the aircraft arrival to TWY J.
- Code F Aircraft enter and exit via Taxiway November and park on stand N26,
 - Stands N19, N21, N30, N32 and N34 shall be clear of all aircraft types.
 - Airside staff will inspect stands N19, N21, N30, N32 and N34 before the aircraft arrival to taxiway November.
 - A follow-me vehicle shall be provided for guiding the aircraft

Code F pushback procedure on north apron :

- Minimum engine power shall be maintained.
- Pushback procedure via taxiway Juliet:
 - 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 or 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.
 - Airside OPS will ensure that there are no GSEs or any other type of equipment within the red hatched area of stands N17 & N19 to maintain the safe clearance of the A380 wingtips. In addition, Airside OPS will communicate with ATC to stop the aircraft push back if there were any GSEs equipment within the aircraft safety clearness's and follow up with concerned ground handler to have it removed. then confirm to ATC to communicate the safe status with pilot.
- Aircraft Pushback procedure via taxiway November:
 - The aircraft shall be pushed back facing west towards taxiway November until it reaches taxiway Foxtrot then facing North if runway in use was 26R/08L or facing south if runway in use was 26L/08R, such that the aircraft main gear is aligned with the Taxiway centerline, the aircraft.

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)**SOUTH APRON**

	NA ME	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 , Code A & B	31 43 14.60295	35 59 13.21841
	S10	Code E maximum except Code A, B and C	31 43 15.04105	35 59 16.25292
	S16	Code E maximum except Code A, B and C	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 except Code A, B and C	31 43 16.19915	35 59 24.20089

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)

Contact Stands with Visual Guidance Docking System	S26	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90-30 B717- 200, B727 Series Code A, B and C	31 43 16.36257	35 59 24.74631
	S30	Code F except AN124 , AN225 ,B747-8 Code A, B and C	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 Code A, B and C	31 43 16.71613	35 59 28.33081
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

Note 1: Marshaller availability is mandatory on south apron parking stands even when the parking stands are equipped with Visual Guidance Docking System

Note 2: Code E & F, pilots shall use minimum power while maneuvering on South Apron.

Note 3: S02 is equipped with Visual Guidance Docking System.

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.

Note 5 : **Code F operations on south apron:**

At Arrival and Departure phases :

- A follow – me vehicle shall be provided for guiding the aircraft on South Apron entrance at Taxiway S.
- 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 S, and park on stand S30
- Stands S21, S23 & S25 shall be clear of all aircraft types.

Code F Pushback procedure on south apron :

- Minimum engine power shall be maintained.
- The aircraft shall be pushed back facing west through taxiway S until it reaches taxiway F 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	
C1	Code F maximum except A380-800, AN124, AN225 -wing span 68.5	31 43 19.49684	35 59 56.48185	NIL
C2	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11 – Maximum length 58m	31 43 19.96526	35 59 58.93869	Not available if 2A occupied
C2A	Code F maximum	31 43 19.90996	35 59 59.64942	Not available if 2, 3 and/or 3A occupied
C3	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11- maximum wing span 48 m and maximum length 58m	31 43 20.26794	36 00 01.02013	Not available if 2A or 3A occupied
C3A	Code E maximum length 71 m	31 43 20.32632	36 00 02.53649	Not available if 3 or 4 occupied
C4	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30,MD11- maximum wing span 48 m and maximum length 58m	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 except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11. Maximum wing span 48m & length 58m	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 length 75.3m	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 length 75.3m	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 except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11. Maximum wing span 48m & length 58m	31 43 39.20896	36 00 03.54814	Limited to B if 30A or 31A occupied
31A	Code C except B737-900/W/ERW, B737-800/W, B737-700/W, B737-600, B737BBJ, B737BBJ2, B737BBJ3. Maximum wing span 34 m & length 47m.	31 43 39.64364	36 00 05.36437	
32	Code F except AN 225, A380, B747-800 Maximum wing span 80m & length 76.3m	31 43 39.05673	36 00 06.09141	Not available when 31,31A and 32A occupied
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.

OJAI 2.12 RUNWAY PHYSICAL CHARACTERISTICS							
Designations RWY NR	True & MAG BRG	Dimensions of RWY (M)	Strength(PCN) 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 255.98°MAG	3660 x 61	Runway(PCN) 97/ F/C/W/T Asphalt Flexible	314311.58N 0360106.90E 20.3 M (66.6 FT)		THR 2366.0FT (721.2m) TDZ 2364.5FT (720.7M)	
08R	080.39°T 075.96°MAG		Stopway Asphalt Flexible	314251.77N 0355849.84E 20.3 M (66.6 FT)		THR 2357.7 FT (718.6m) TDZ 2356.3FT (718.2M)	
26R	260.41°T 255.98°MAG	3664 x 61	Runway(PCN) 88/ F/C/W/T Asphalt Flexible	314356.06N 0360027.40E 20.3 M (66.6 FT)		THR 2395.0FT (730M) TDZ 2395 FT (730M)	
08L	080.39°T 075.96°MAG		Stopway Asphalt Flexible	314336.23N 0355810.15E 20.3M (66.6FT)		THR 2362 FT (720M) 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	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	3664	4507	3814	3664	Nil
08L	3664	4507	3814	3664	Nil
08R	3660	4503	3810	3660	Nil

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING

1	RWY Designator	26L
2	APPROACH LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
	Color	Approach Center: White, Approach Side Row: Red
3	THR LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	Green
	WBAR	Green
	SPACING	3M
4	PAPI	
	(MEHT)	19.08M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 386.02M from
	INTENSITY	6.6A (5 Steps)
5	TDZ LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	LENGTH	900M
	COLOUR	White
	SPACING	30M
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	15M
	COLOUR	White (last 900M – 600M White and Red, last 300M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	60M
	COLOUR	White (last 600M Umber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	3M
	COLOUR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil
1	RWY Designator	26R
2	APPROACH LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
	Color	Approach Center: White, Approach Side Row: Red / sequential
3	THR LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	3M
	COLOUR	Green
	WBAR	Green
4	PAPI	
	(MEHT)	22.80M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 426.23M from THR
	INTENSITY	6.6A (5 Steps)

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING (CONT)

26R(CONT)		
5	TDZ LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	White
	SPACING	30M
	LENGTH	901.4M
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	14.8M
	COLOUR	White (last 887.5M – 591.1M White and Red, last 296.4M
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	60M
	COLOUR	White (Last 600M Umber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Red
9	STOPWAY LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	60M
	COLOUR	Red
10	REMARK	Ni
1	RWY Designator	08L
2	APPROACH LIGHT	
	TYPE	CAT II / LED LIGHTS
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
	Color	Approach Center: White, Approach Side Row: Red
3	THR LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Green
	WBAR	Green
4	PAPI	
	(MEHT)	22.80M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 430.2M from
5	TDZ LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	White
	SPACING	30M
	Length	901M
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	14.8M
	COLOUR	White (last 887.7M – 591.5M White and Red, last 296.4M
	INTENSITY	6.6A (5 Steps)

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING (CONT.)

08L(CONT.)

7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	60M
	COLOUR	White (last 600M Umber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Red
9	STOPWAY LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	60M
	COLOUR	Red
10	REMARK	Nil
1	RWY Designator	08R
2	APPROACH LIGHT	Nil
3	THR LIGHT	
	TYPE	Non-Instrument/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	Green
	WBAR	Nil
4	PAPI	
	(MEHT)	19M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 474.93M from THR
5	TDZ LIGHT	Nil
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	15M
	COLOUR	White (last 900M – 600M White and Red, last 300M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	60M
	COLOUR	White (last 600M Umber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	Non-Instrument/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil

OJAI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	ABN On top of Control TWR, FLG Green + White HN + IMC, during night and low visibility IBN over maintenance Hanger FLG GREEN QA HN + IMC, during night
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Edge: All TWYs curves / except H, K, L & M as they are equipped with reflective markers on curves Centre line: All TWYs
4	Secondary power supply switch-over time	Secondary power supply to all RWYs TWYs, NAV AIDS / Switch-over time: 0 SEC
5	Remarks	Nil

OJAI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	Remarks	

OJAI AD 2.20 LOCAL TRAFFIC REGULATIONS

Regulations applicable to the traffic at aerodrome including:

→ **1. Disabled Aircraft Removal**

- 1.1 For removal of disabled aircraft from RWY and TWY, airlines and operators should use IATA pooling arrangement.
- 1.2 The telephone numbers of the office of the aerodrome coordinator of operations are as follows:-

Airport Duty Manager	+962798302555
Out-Source Company	+971506244781

→ **2. Aircraft 180° Turn**

Aircraft 180° turn on all aprons is prohibited. All aircrafts must consider ground handling arrangements for push back equipment.

→ **3. Landing Intervals RWY 26L and 08L**

- 3.1 Landing interval between successive arrivals is 5NM
- 3.2 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.

4. TWY F and G

Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWY's Foxtrot and Golf

5. APU Usage

To reduce aircraft engines emission at OJAI, the usage of the aircraft auxiliary power unit (APU) is restricted. All aircrafts parked on any parking stand must have their APU switched off, all traffic types concerned, including, but not limited to, commercial, cargo, technical. General aviation, etc.

At contact and remote parking stand, APU usage is authorized within 10 minutes maximum after block-in to allow the ground handler to connect the aircraft to the bridge mounted 400hz, or to the mobile GPU unit, and if needed to the bridge mounted PCA, or to the mobile ACU unit.

APU is authorized 10 minutes maximum prior to TOBT to allow the ground handler to disconnect the 400hz/PCA/GPU/ACU from the aircraft. APU might be used, in case of very high temperature requesting additional power, or in case of no available GPU/ACU unit on remote stand, if shared with ATC and airport ground operations

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

Reserved page

APRON BEARING STRENGTH
PCN 59 R/C/W/T

