

24-MAY-2018

**AQJ-OJAQ**

1-10

**A01****A01****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information**

**RFF:** CAT 9  
**Fire:** "Civil Defense" 121.600 AVBL.  
**PCN:** RWY 01/19: 54/F/A/W/U

**Warnings**

High terrain E of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft; in addition;  
 within AD area:  
 - PROP MAX IAS 156KT.  
 - JET MAX IAS 200KT.  
 However, if MNM speed for safe OPS is greater, proceed at MNM safe speed.

**Arrival Procedure****VFR Traffic Pattern:** RWY 01 right-hand circuit. Use caution to remain within Jordanian airspace.**Non-standard GP intercept position on RWY 19**GP intercepts RWY 19 at *314m / 1030ft* after landing threshold.Remaining DIST beyond GP is *2686m / 8813ft*.**DEPARTURE****Take-off Minima**

RWY		01/19	
A, B	ft - m/km	0 - 400R/1.5V	HJ only
		0 - 800R/1.5V	HN
C, D		0 - 400R/800v	HJ only
		0 - 800R/800v	HN

**Speed**

MAX IAS 250KT below 10000ft and in addition;  
 within AD area:  
 - PROP MAX IAS 156KT.  
 - JET MAX IAS 200KT.  
 However, if MNM speed for safe OPS is greater, proceed at MNM safe speed.

**Communication****COM Failure**

Climb to LVL specified in clearance. If no time or geographical limit was included in the clearance, maintain LVL for 3min, continue climb to FL specified in CPL after passing exit point.

Jordan **Aqaba** King Hussein Intl  King Hussein Intl **Aqaba** Jordan

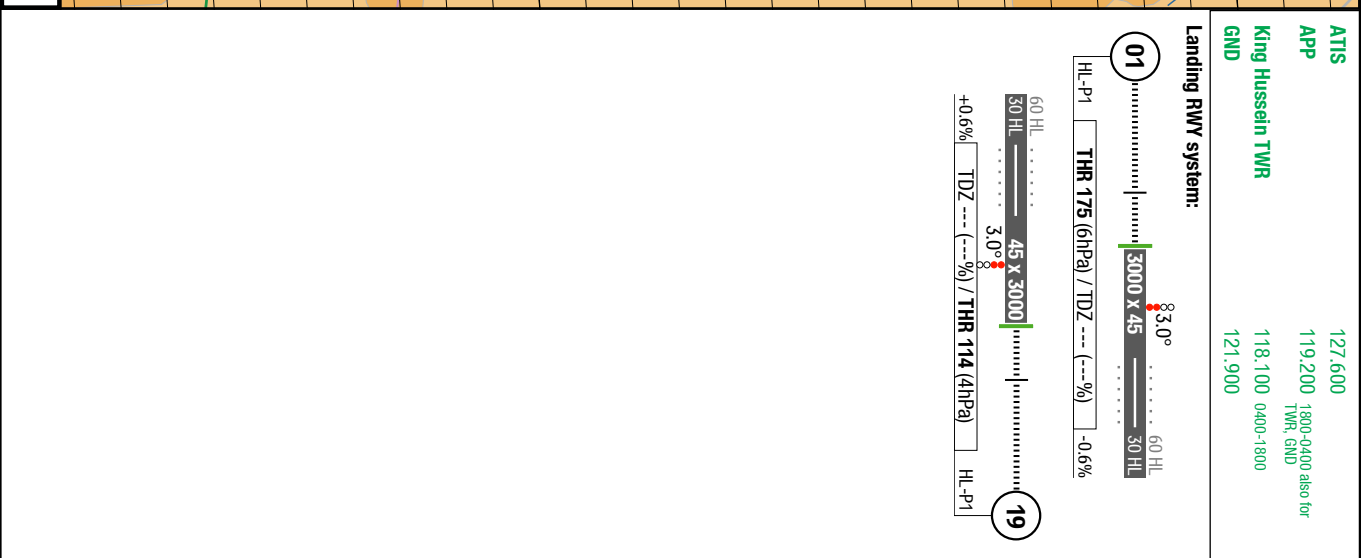
**AQJ-0JAQ**

**AGC**  
**AFC**

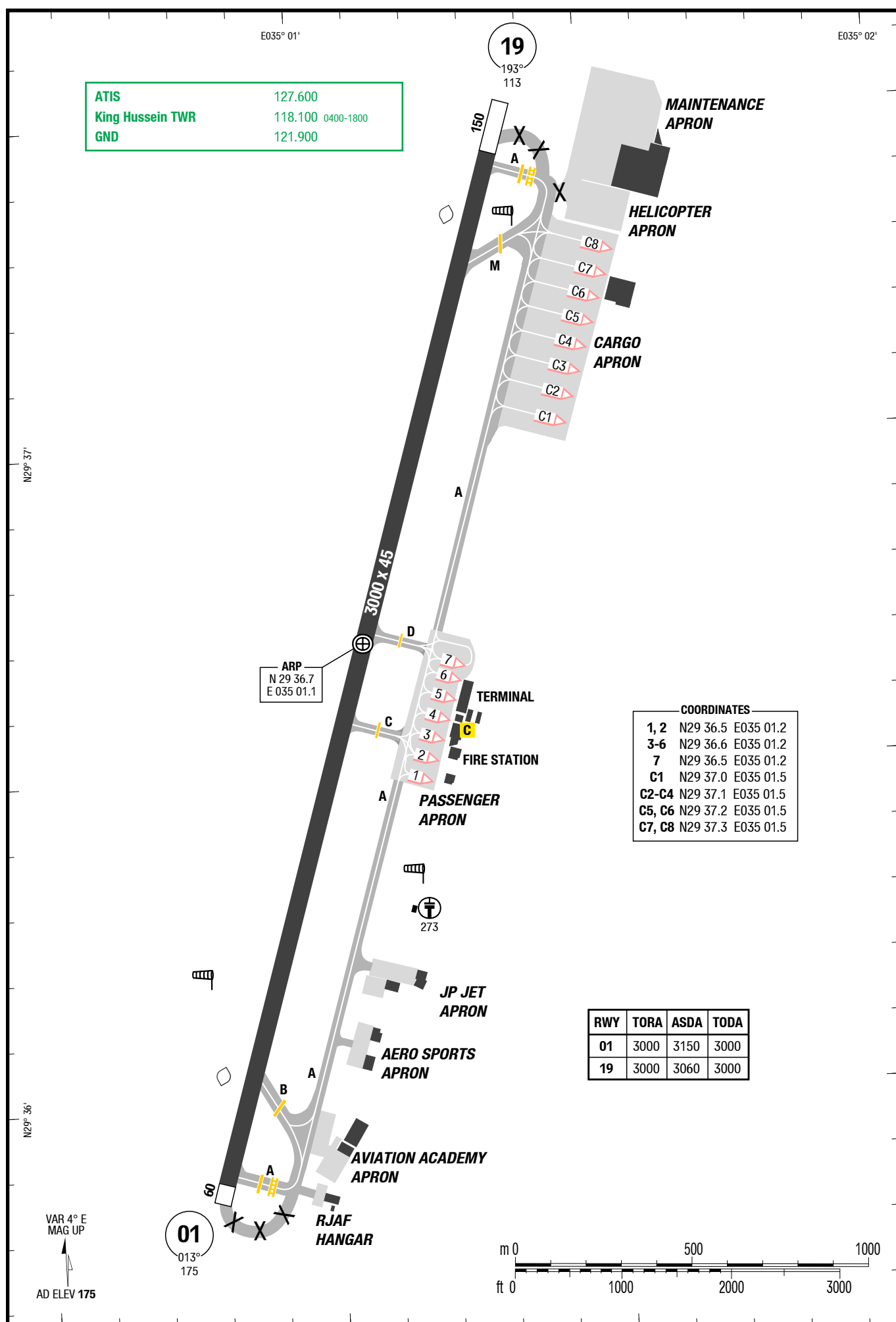
**AFC**



AGC  
AFC

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RNAV SIDs RWY 19

4-10

RNAV SIDs RWY 01

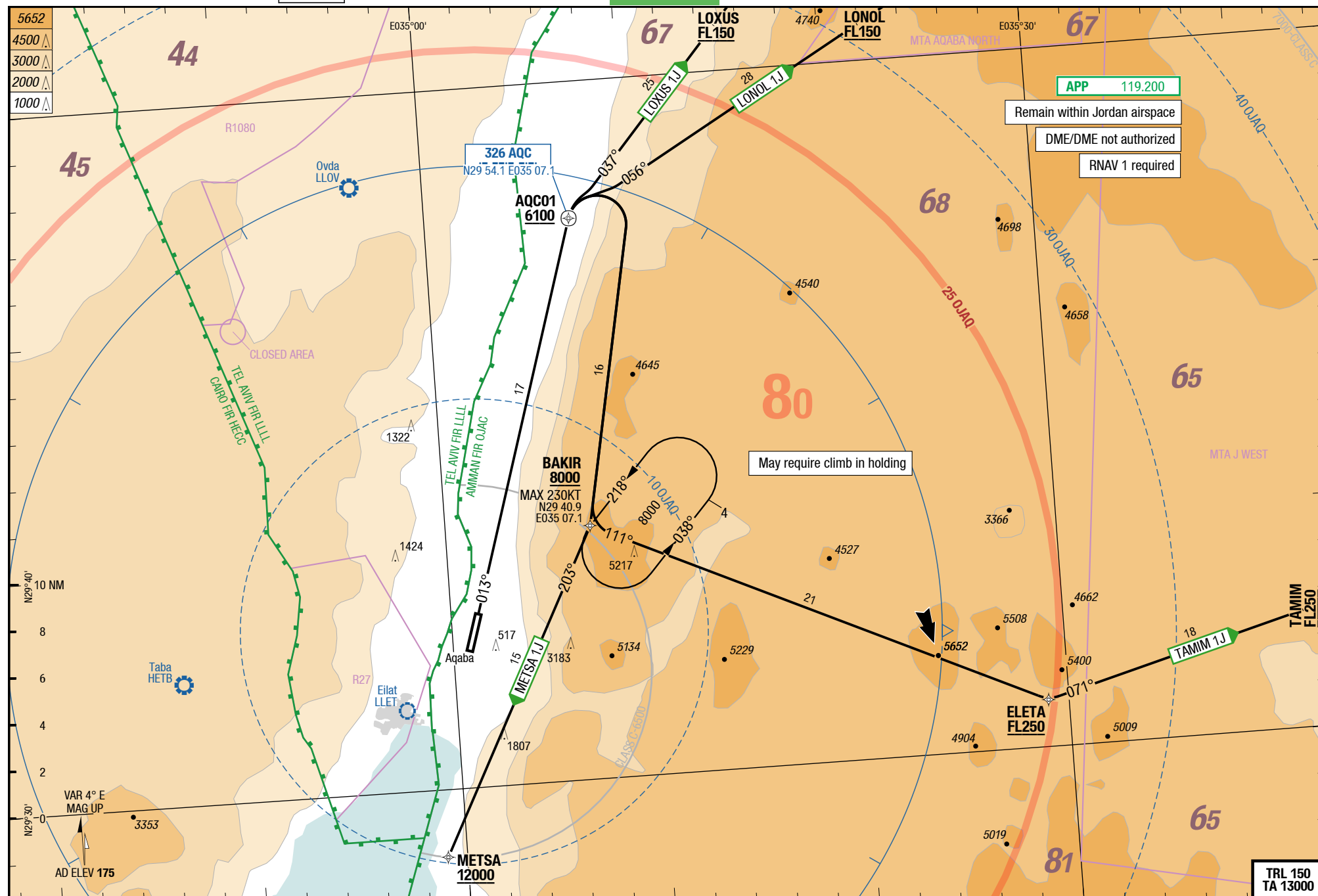
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RNAV SIDs RWY 19

RNAV SIDs RWY 01



Changes: ASP, Track, SUAs, HLDG, OBST, TOPO, FIR

**AQJ-OJAQ**

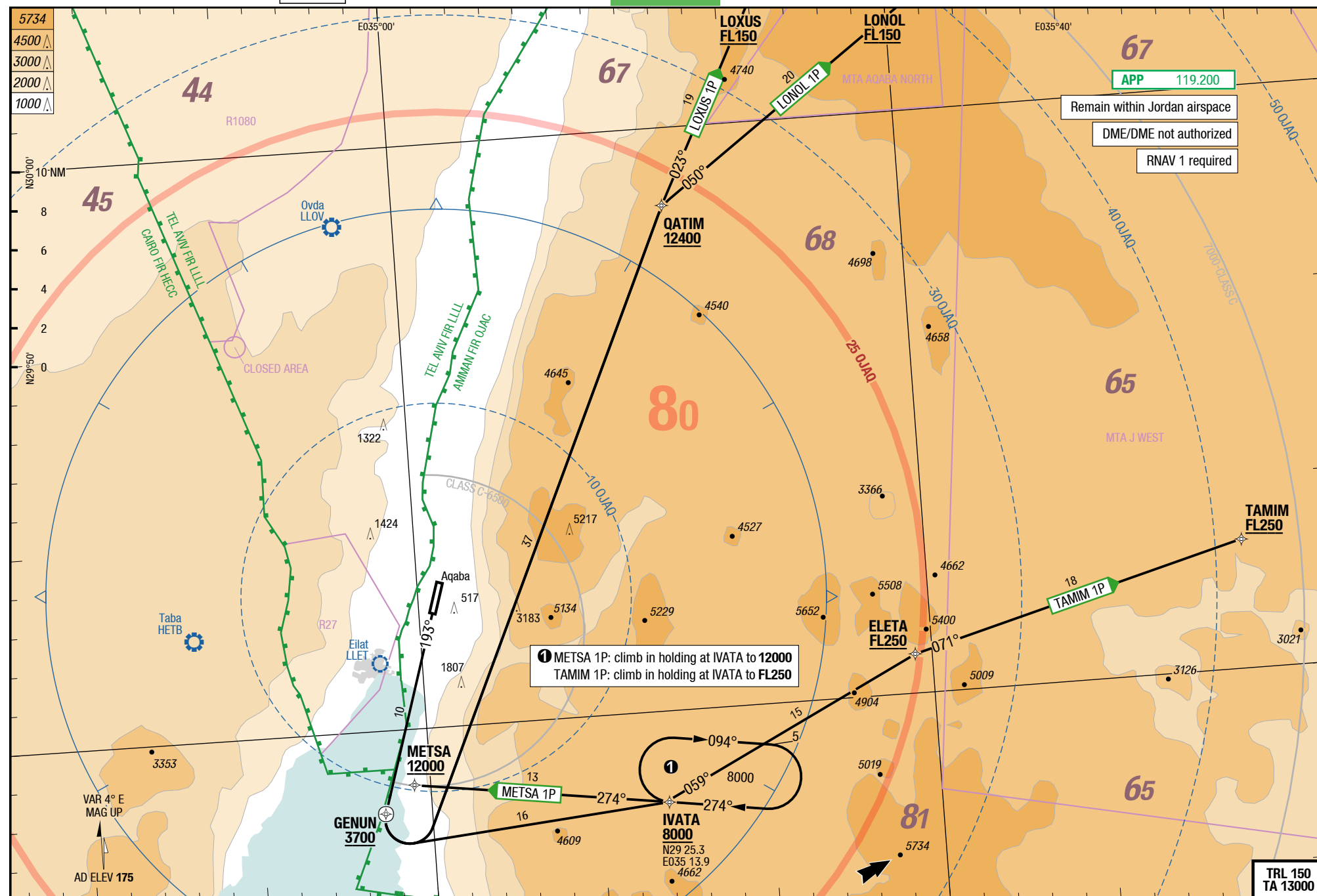
## RNAV SIDs RWY 19

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## RNAV SIDs RWY 19

4-20



Changes: ASP, SUAs, OBST, TOPO, FIR

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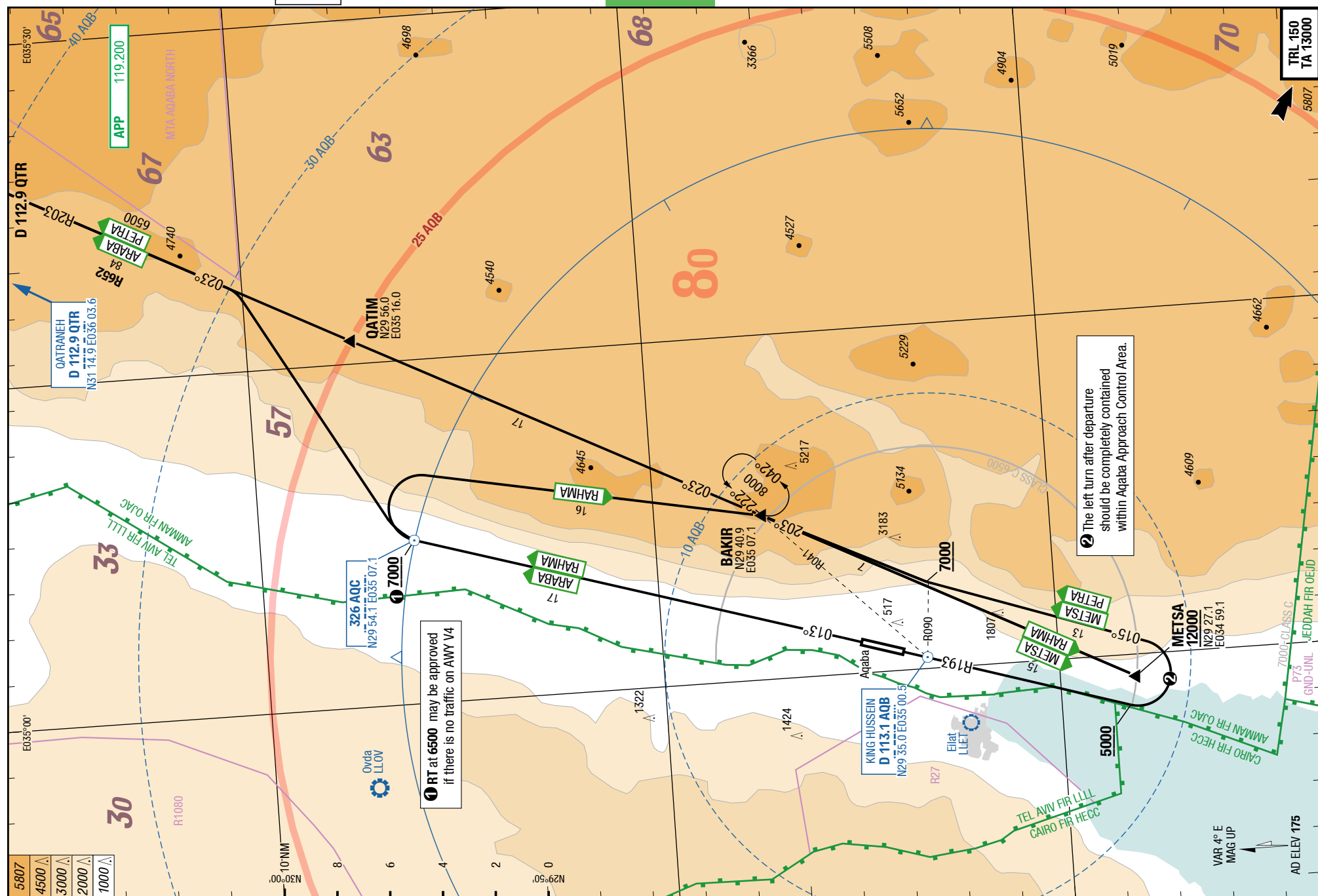
## SIDs

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## SIDs



Changes: ASP, Track, SUAs, HLDG, OBST, TOPO, FIR

24-AUG-2017

**AQJ-OJAQ**

5-10

**RNAV SIDs RWY 01****LONOL 1J / LOXUS 1J / METSA 1J / TAMIM 1J**

RWY 01 (013°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.8%	ft/MIN	800	900	1100	1300	1500	1600
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>LONOL 1J</b> 5.8% to 5800 5.3% to LONOL <b>119.200</b> ①②	at AQC01 RT 056° to LONOL  <b>FMS</b> <u>AQC01</u> [R] - LONOL	AQC01 MNM <b>6100</b> LONOL MNM <b>FL150</b>  AQC01 MNM <b>6100</b> LONOL MNM <b>FL150</b>
<b>LOXUS 1J</b> 5.8% to FL150 <b>119.200</b> ①②	at AQC01 RT 037° to LOXUS  <b>FMS</b> <u>AQC01</u> [R] - LOXUS	AQC01 MNM <b>6100</b> LOXUS MNM <b>FL150</b>  AQC01 MNM <b>6100</b> LOXUS MNM <b>FL150</b>
<b>METSA 1J</b> 5.8% to 5800 <b>119.200</b> ②	at AQC01 RT direct BAKIR (MAX 230KT) - 203° to METSA  <b>FMS</b> <u>AQC01</u> [R] - BAKIR [K230-] - METSA	AQC01 MNM <b>6100</b> BAKIR MNM <b>8000</b> METSA MNM <b>12000</b>  AQC01 MNM <b>6100</b> BAKIR MNM <b>8000</b> METSA MNM <b>12000</b>
<b>TAMIM 1J</b> 5.8% to 5800 7.5% to FL250 <b>119.200</b> ①②	at AQC01 RT direct BAKIR (MAX 230KT) - LT 111° to ELETA - LT 071° to TAMIM  <b>FMS</b> <u>AQC01</u> [R] - BAKIR [K230- ;L] - ELETA [L] - TAMIM	AQC01 MNM <b>6100</b> BAKIR MNM <b>8000</b> ELETA MNM <b>FL250</b> TAMIM MNM <b>FL250</b>  AQC01 MNM <b>6100</b> BAKIR MNM <b>8000</b> ELETA MNM <b>FL250</b> TAMIM MNM <b>FL250</b>

① Climb gradient due to airspace restriction.

② Remain within Jordan airspace.

24-AUG-2017

**AQJ-OJAQ****5-20****RNAV SIDs RWY 19****LONOL 1P / LOXUS 1P / METSA 1P / TAMIM 1P**

RWY 19 (193°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>LONOL 1P</b> 5.5% to 5700 <b>119.200</b> ①	at GENUN LT direct QATIM - RT 050° to LONOL  <b>FMS</b> <u>GENUN</u> [L] - QATIM [R] - LONOL	GENUN MNM <b>3700</b> QATIM MNM <b>12400</b> LONOL MNM <b>FL150</b>  GENUN MNM <b>3700</b> QATIM MNM <b>12400</b> LONOL MNM <b>FL150</b>
<b>LOXUS 1P</b> 5.5% to 5700 <b>119.200</b> ①	at GENUN LT direct QATIM - RT 023° to LOXUS  <b>FMS</b> <u>GENUN</u> [L] - QATIM [R] - LOXUS	GENUN MNM <b>3700</b> QATIM MNM <b>12400</b> LOXUS MNM <b>FL150</b>  GENUN MNM <b>3700</b> QATIM MNM <b>12400</b> LOXUS MNM <b>FL150</b>
<b>METSA 1P</b> 5.5% to 5700 <b>119.200</b> ①	at GENUN LT direct IVATA - climb in holding at IVATA to <b>12000</b> - 274° to METSA  <b>FMS</b> <u>GENUN</u> [L] - IVATA - METSA	GENUN MNM <b>3700</b> IVATA MNM <b>8000</b> METSA MNM <b>12000</b>  GENUN MNM <b>3700</b> IVATA MNM <b>8000</b> METSA MNM <b>12000</b>
<b>TAMIM 1P</b> 5.5% to 5700 <b>119.200</b> ①	at GENUN LT direct IVATA - climb in holding at IVATA to <b>FL250</b> - 059° to ELETA - RT 071° to TAMIM  <b>FMS</b> <u>GENUN</u> [L] - IVATA - ELETA [R] - TAMIM	GENUN MNM <b>3700</b> IVATA MNM <b>8000</b> ELETA MNM <b>FL250</b> TAMIM MNM <b>FL250</b>  GENUN MNM <b>3700</b> IVATA MNM <b>8000</b> ELETA MNM <b>FL250</b> TAMIM MNM <b>FL250</b>

① Remain within Jordan airspace.



24-AUG-2017

**AQJ-OJAQ**

5-30

**SIDs****SIDPT****ARABA / RAHMA / METSA / PETRA**

RWYs 01 (013°) / 19 (193°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>ARABA</b> <b>119.200</b> ①	inbound to <b>AQC</b> - at MNM <b>7000 RT</b> intercept R203 <b>QTR</b> (AWY R652) to <b>QTR</b>	
<b>RAHMA</b> <b>119.200</b> ①	inbound to <b>AQC</b> - at MNM <b>7000 RT</b> to BAKIR - METSA	METSA MNM <b>12000</b>
	<b>Runway 19</b>	
<b>METSA</b> 5.0% to 5000 <b>119.200</b> ②	R193 <b>AQB</b> - at MNM <b>5000 LT</b> direct BAKIR - METSA	R090 <b>AQB 7000</b> METSA MNM <b>12000</b>
<b>PETRA</b> 5.0% to 5000 <b>119.200</b> ②	R193 <b>AQB</b> - at MNM <b>5000 LT</b> 015° to BAKIR - 023° to QATIM - intercept R203 <b>QTR</b> (AWY R652) to <b>QTR</b>	R090 <b>AQB 7000</b>

① Right turn at 6500 may be approved if there is no traffic on V4 route.

② If unable to comply with climb gradient, ACFT must request non standard departure clearance on start-up.

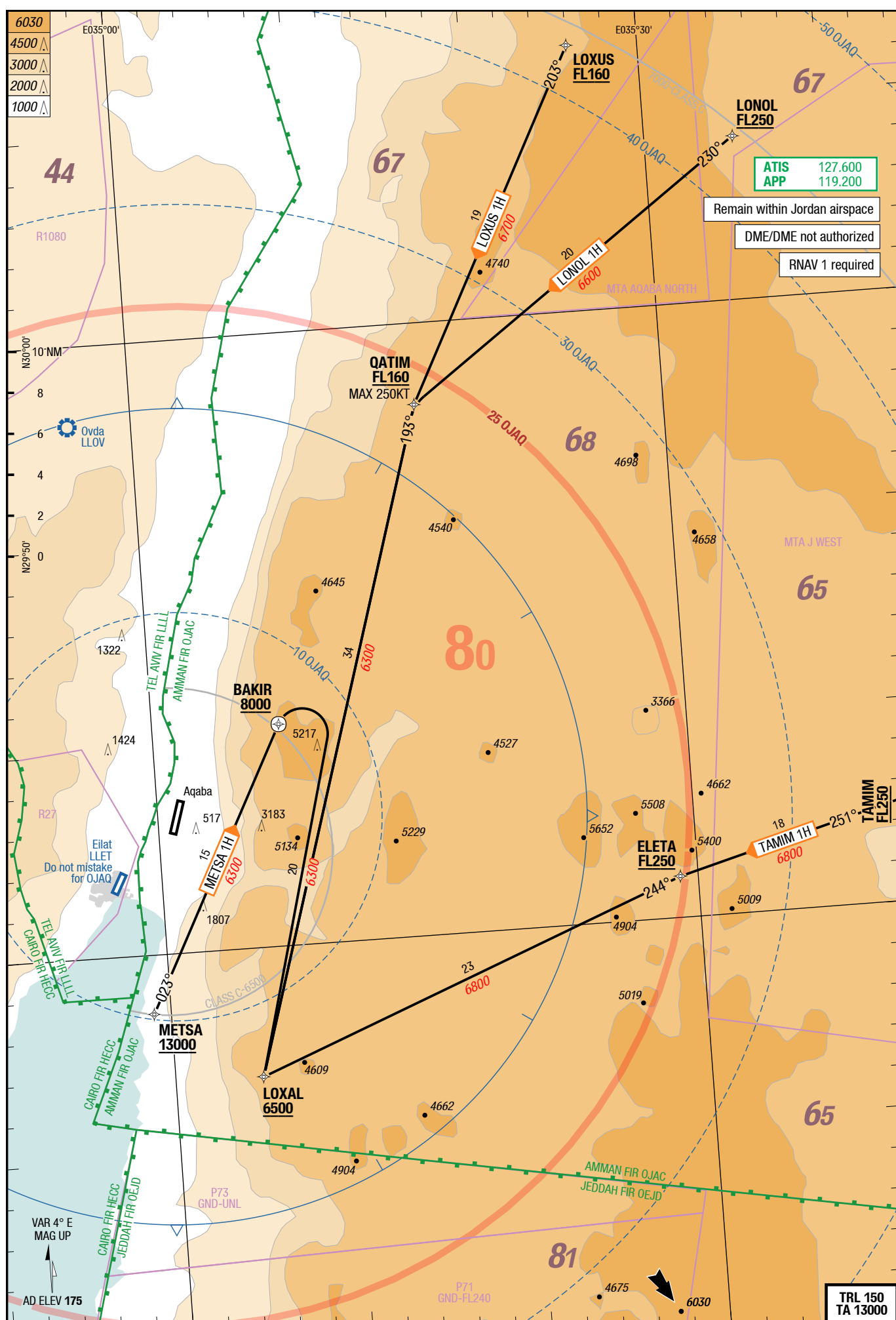
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RNAV STARS RWY 19  
RNAV STARS RWY 01

# STAR

# STAR

## RNAV STARS Rwy 19



24-AUG-2017

AQJ-OJAO

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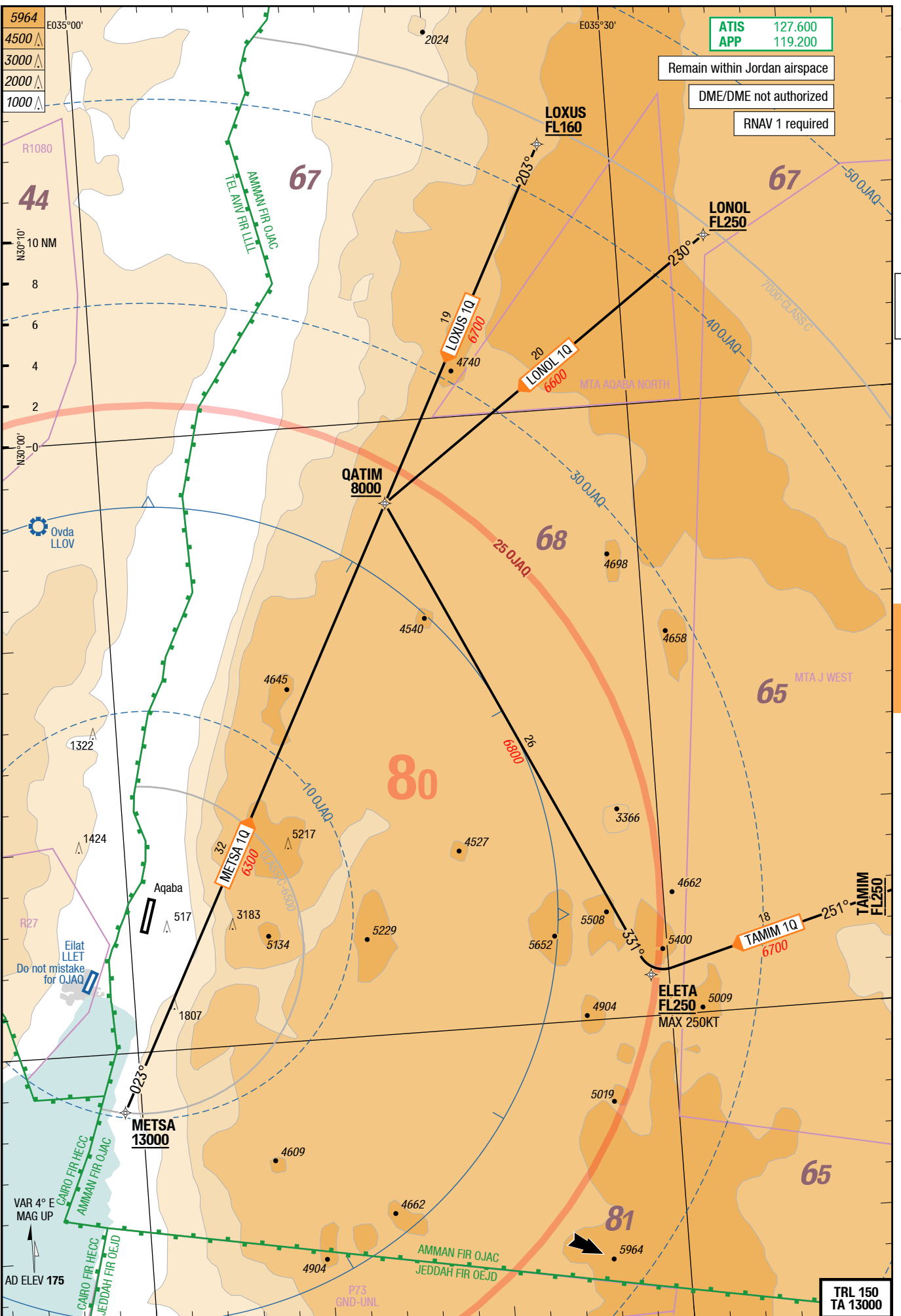
RNAV STARS RWY 19

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King Hussein Intl Aqaba Jordan

RNAV STARS RWY 19



Changes: ASP, SUs, OBS, TOPO, FIR

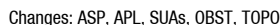
# ILS + VOR 01



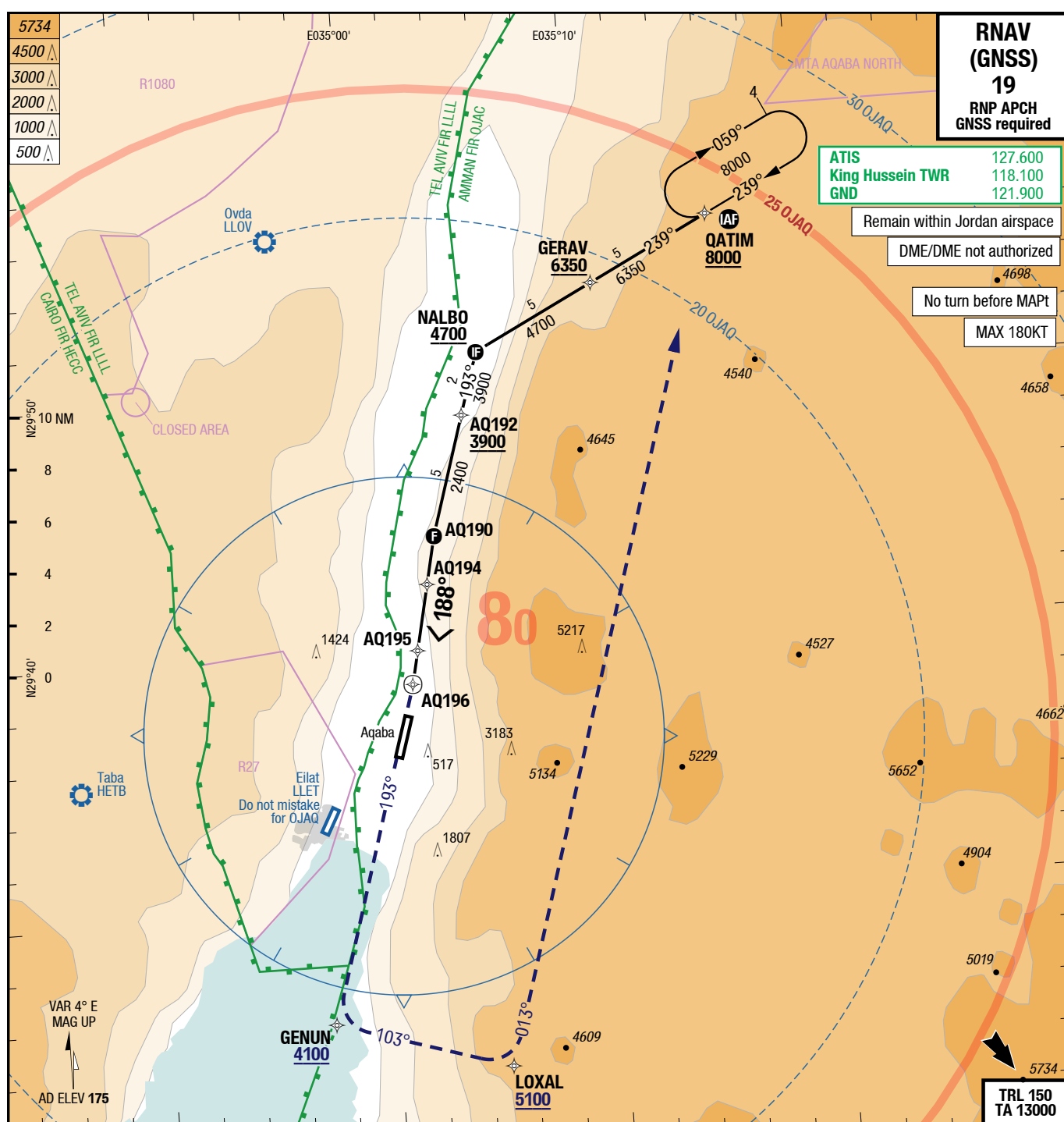
01		Cat 1 DME AQB <sup>1)</sup>	LOC DME AQB				Circling
C	ft - m/km ft	400 - 1.1 <b>580</b>	510 - 1.6 <b>680</b>				Not authorized
D	ft - m/km ft	400 - 1.1 <b>580</b>	510 - 1.6 <b>680</b>				Not authorized

Changes: ASP, APL, PROC, Track, OBST, SUAs, TOPO

## ILS 19







Changes: ASP, APL, SUAs, OBST, TOPC