

18-MAY-2017

ADJ-OJAM

1-10

A0I**A0I****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**PCN:** RWY 06/24: 55/FC/W/U**Operation****TWY Restriction**

TWY C width 17m / 56ft.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Unless otherwise advised:

MAX IAS 200KT within AD traffic area and in airspace beneath lateral limits of any TMA.

Communication**COM Failure**

Westerly operations:

Designated NAV aid for HLDG is QAA VOR. After arrival over QAA commence descent at or as close as possible to EAT last received and acknowledged or as close as possible to ETA given by current flightplan if no EAT has been received.

Descend in QAA HLDG pattern. When leveling 6000ft set course for AMN VOR on AMN R160 to commence normal instrument APCH published for AMN VOR and land if possible within 30min of last acknowledged EAT or ETA whichever is later.

Easterly operation A412, L513

Designated NAV aid for HLDG is AMN VOR for inbound via LUDAN, LOSAR and RALNA. After arrival over AMN commence descent at or as close as possible to ETA given by current flightplan if no EAT has been received.

Complete normal instrument APCH published for AMN VOF and land if possible within 30min of last acknowledged EAT or ETA whichever is later.

Easterly operation R652, UM449, UN318

Designated NAV aid for HLDG is QTR VOR for inbound via QTR EGLOT, KINUR and KULDI. After arrival over QTR commence descent to ALT 11000ft at or as close as possible to EAT last received and acknowledged or as close as possible to ETA given by current flightplan, if no EAT has been received when leveling ALT 11000ft proceeds as follows:

Continue in accordance with QTR 5A, KINUR 5A, KULDI 5A to carry out PROC published for AMN VOR and land if possible within 30min of last acknowledged EAT or ETA whichever is later.

DEPARTURE**Take-off Minima**

| RWY | | 06/24 | |
|------|-----------|---------------|---------|
| 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.

Communication

COM Failure: See CRAR Jordan.

Departure Procedure**Start-up/Push-back**

All ACFT shall call 5min before ready to start ENGs and give total number of persons on board.

Noise Abatement Procedure

RWY 24: ACFT of AUW more than 5700kg shall climb with TKOF thrust at V₂+10KT, at 4000ft reduce to climb thrust and continue at V₂+10KT. At 5500ft accelerate to normal TKOF speed.

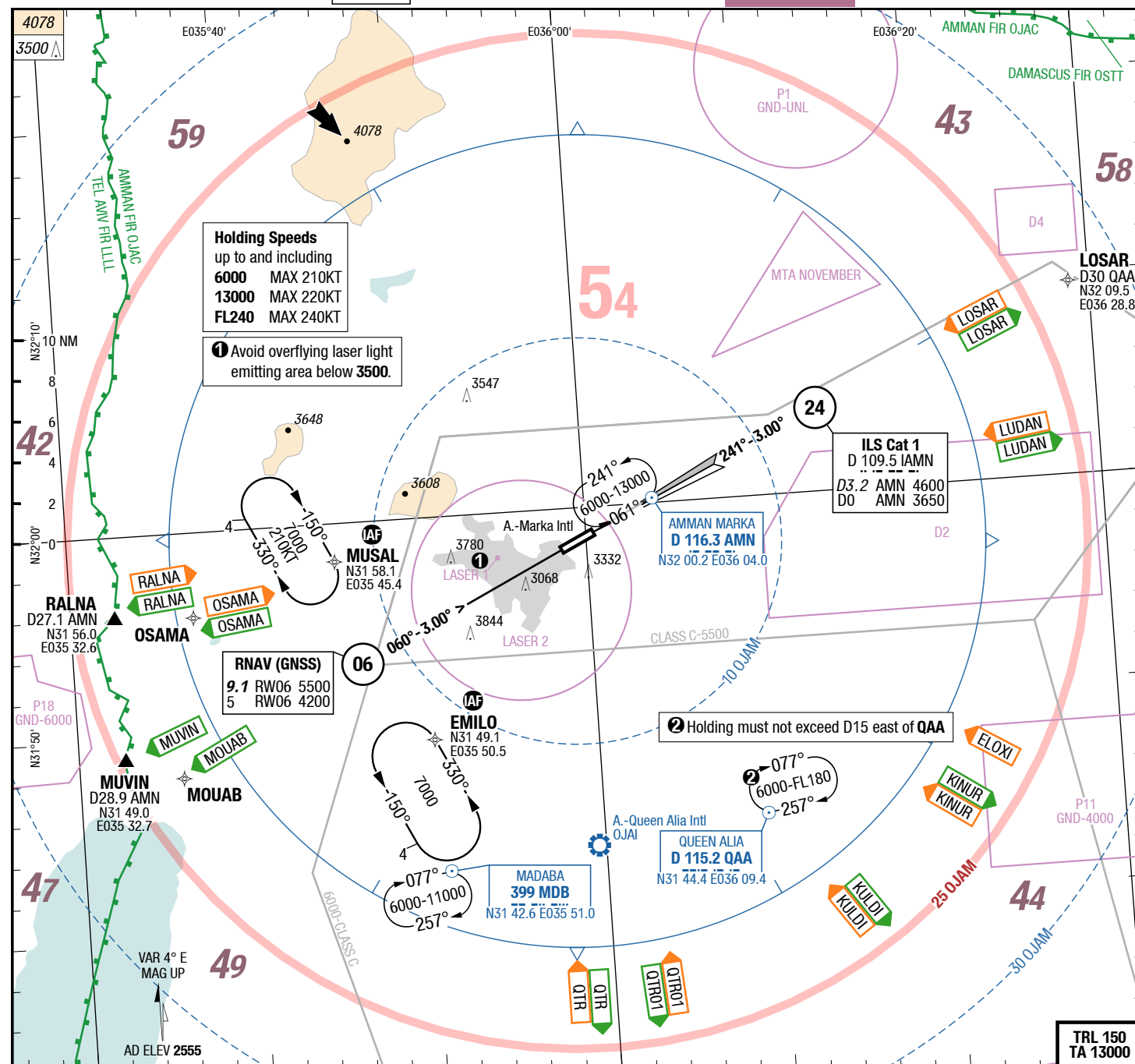
ADJ-OJAM

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| | |
|--------------|---------|
| ATIS | 127.600 |
| CTL | 128.300 |
| Tel Aviv CTL | 121.400 |
| | 132.050 |
| APP | 128.900 |
| TWR | 118.100 |
| GND | 121.700 |

Landing RWY system:

06

3.0°

3275 x 45

100

2555 / 89hPa

TDZ ---%

-0.9%

60 H

3275 ■■■■

3.0°

—

+0.9%

2458 / 86hPa

| | |
|--|--|
| | |
|--|--|

24

H-P1

Changes: MGA, SUAs, OBST, TOPO

29-SEP-2016
ADJ-OJAM

Jordan Amman Marka Intl

Marka Intl Amman Jordan

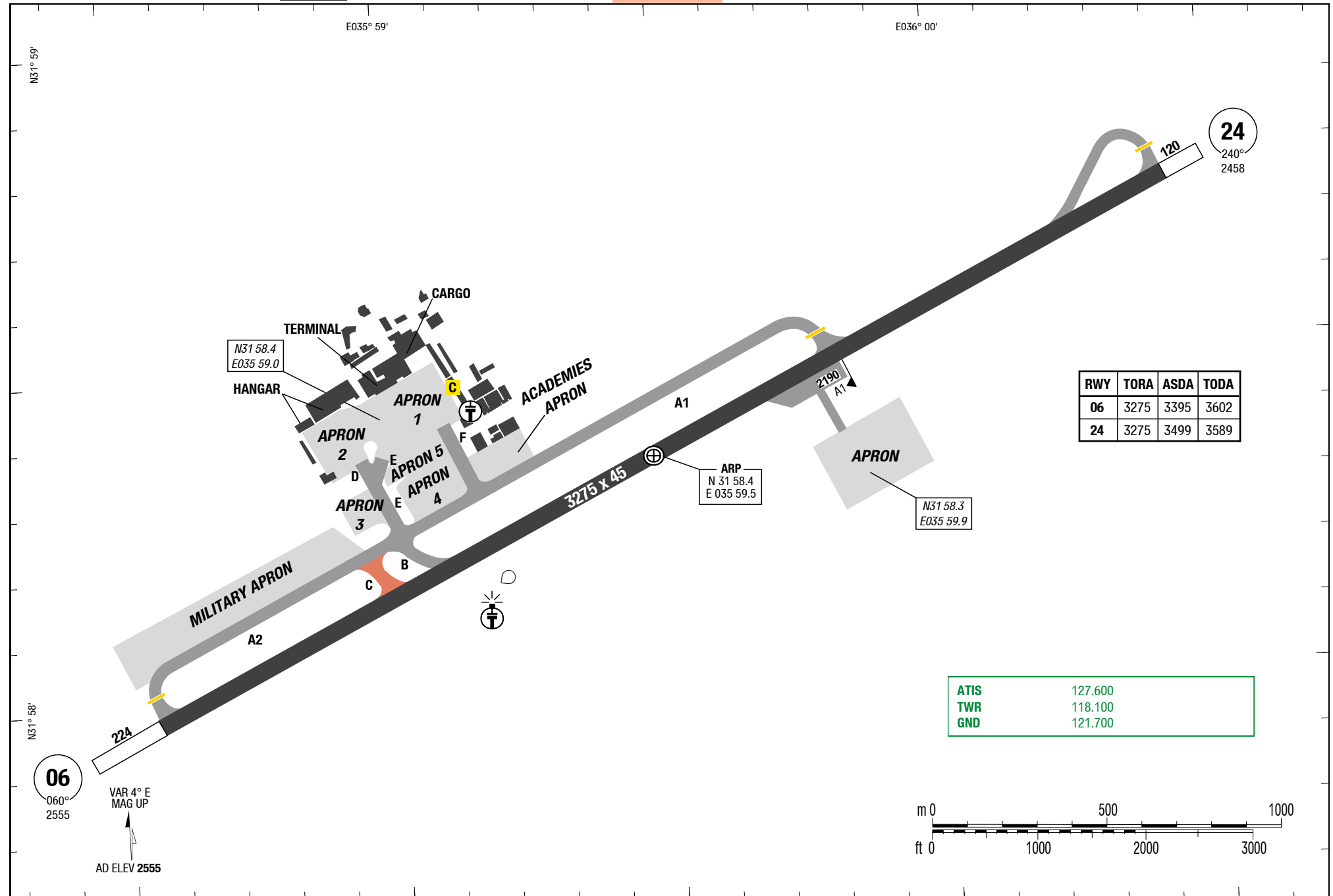
3-20

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29-SEP-2016

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Jordan Amman Marka Intl

RNAV SIDs RWY 24

4-10

RNAV SIDs RWY 06

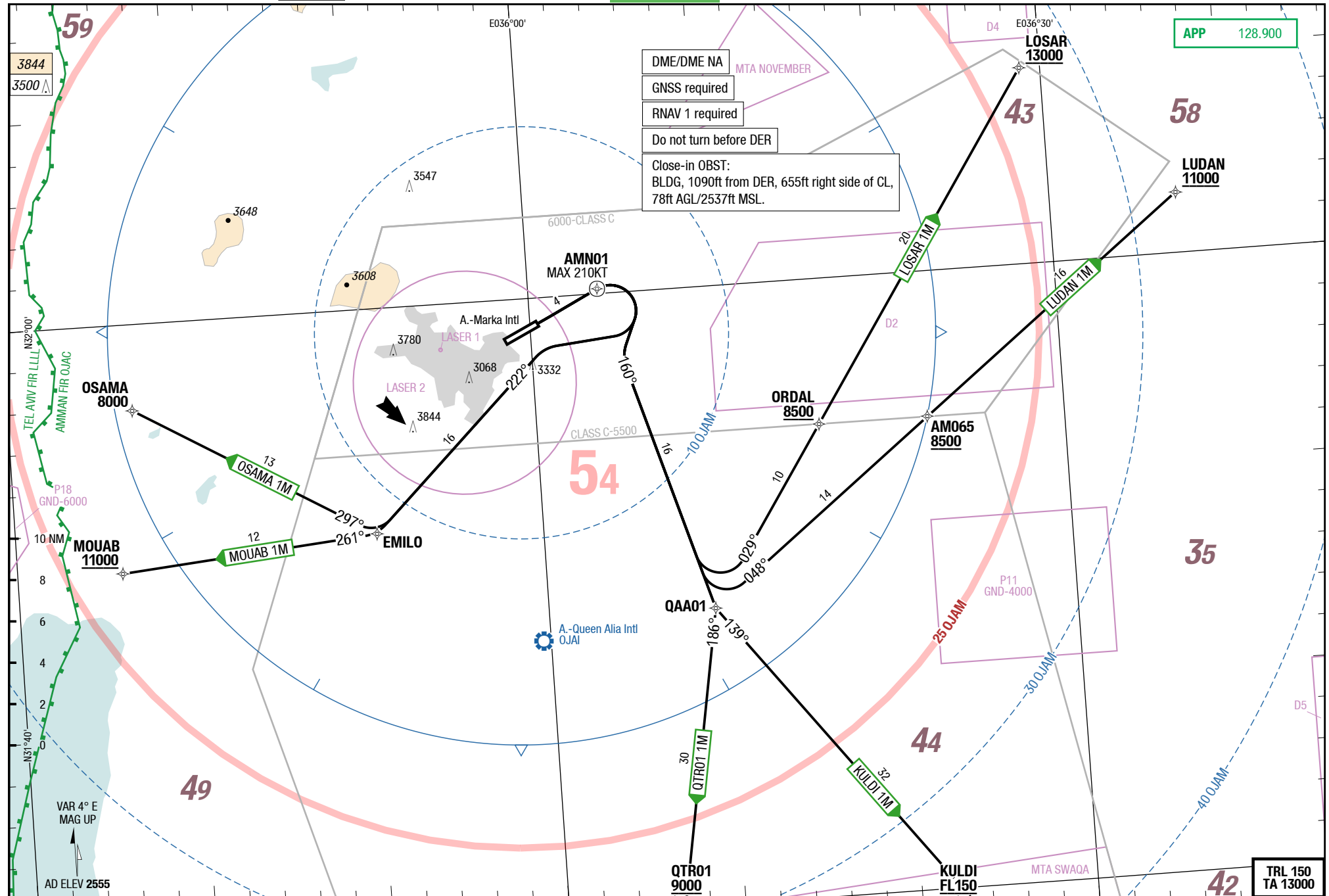
SID

SID

Marka Intl Amman Jordan

RNAV SIDs RWY 24

RNAV SIDs RWY 06



Changes: ASP, MGA, SUAs, OBST, TOPO

29-SEP-2016

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Jordan Amman Marka Intl

Marka Intl Amman Jordan

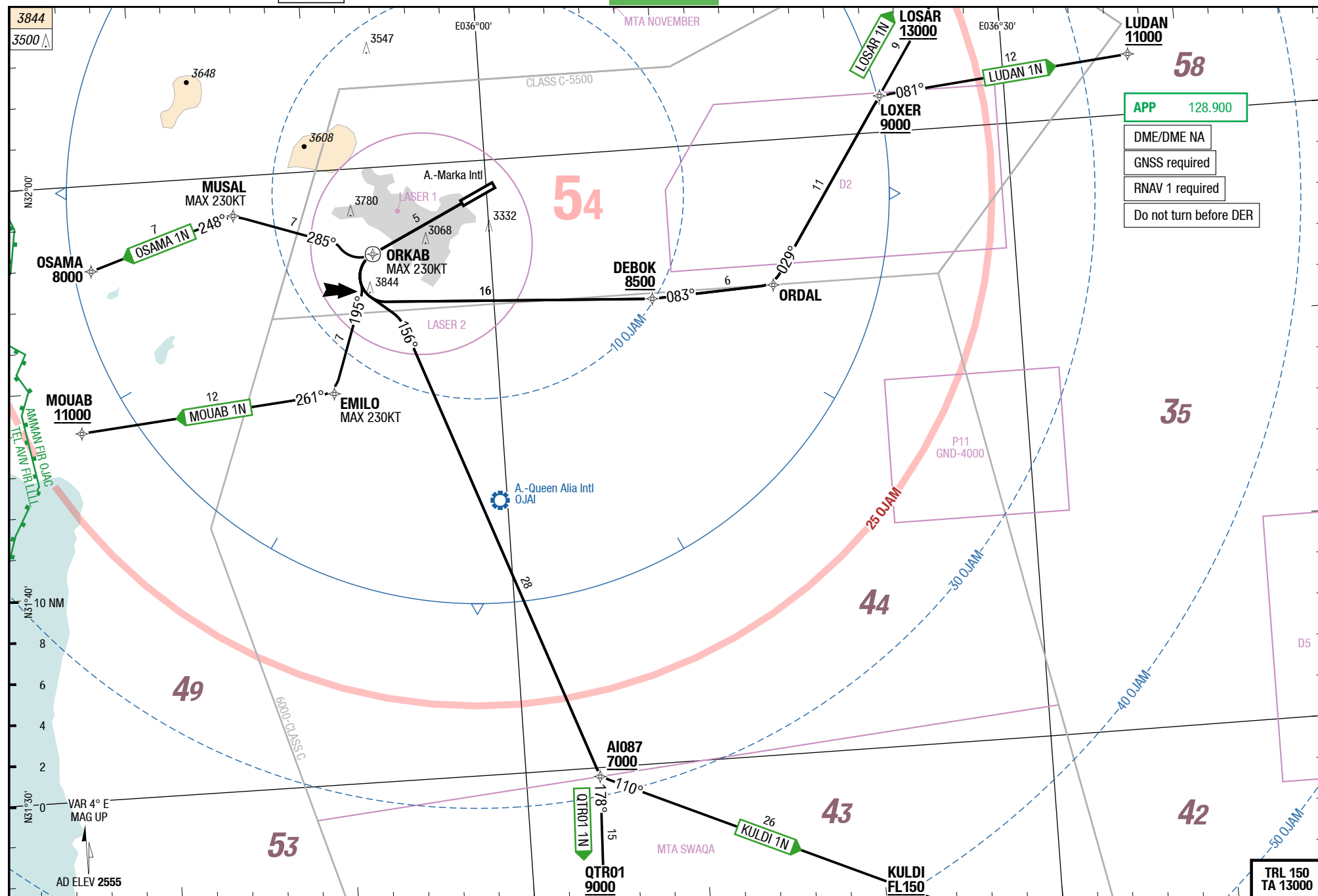
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RNAV SIDs RWY 24

SID

SID

RNAV SIDs RWY 24



APP 128.900
DME/DME NA
GNSS required
RNAV 1 required
Do not turn before DER

Changes: ASP, MGA, SUAs, OBST, TOPO

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SIDs RWY 24

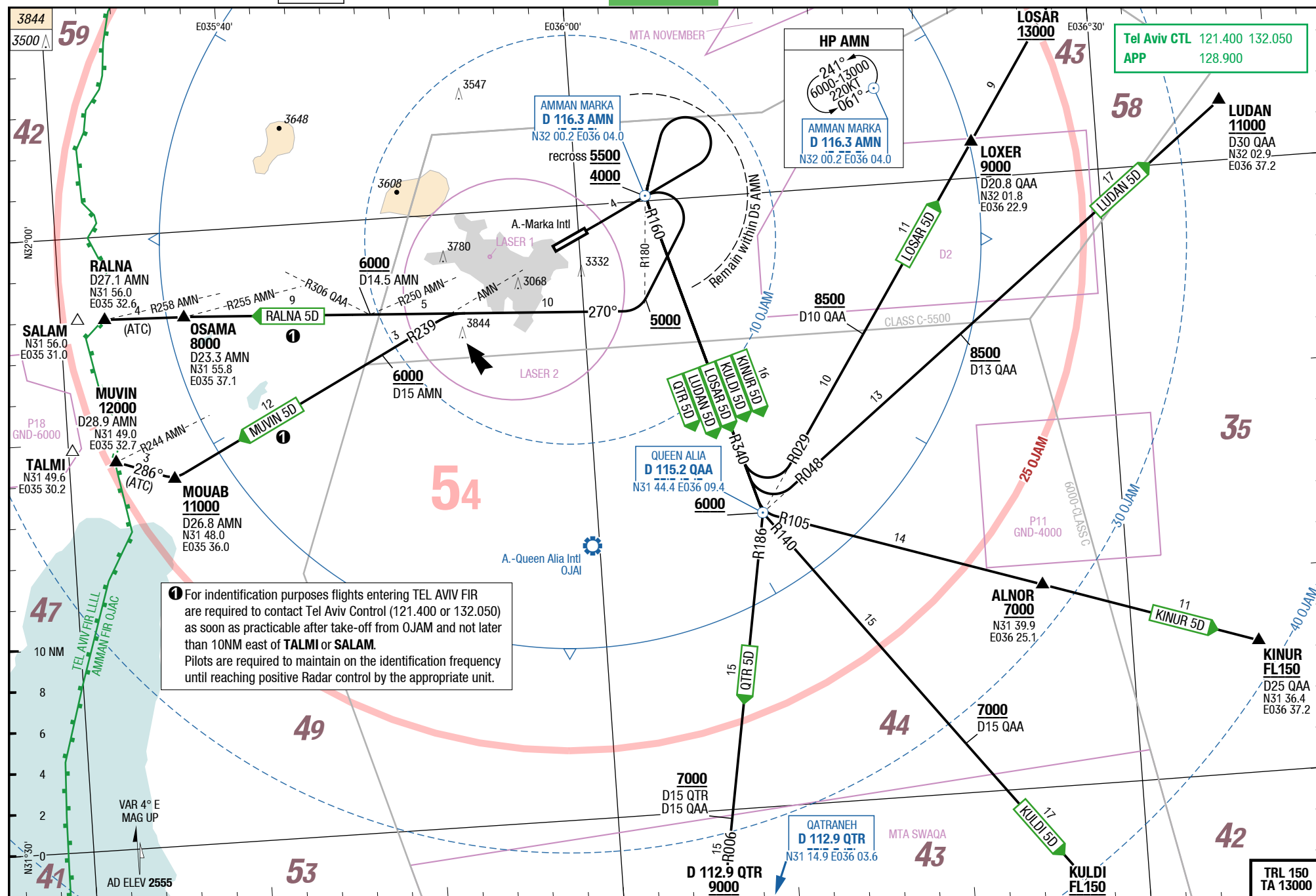
SIDs RWY 06

SID

SID

SIDs RWY 24

SIDs RWY 06



Changes: ASP, MGA, SUAs, OBST, TOPO

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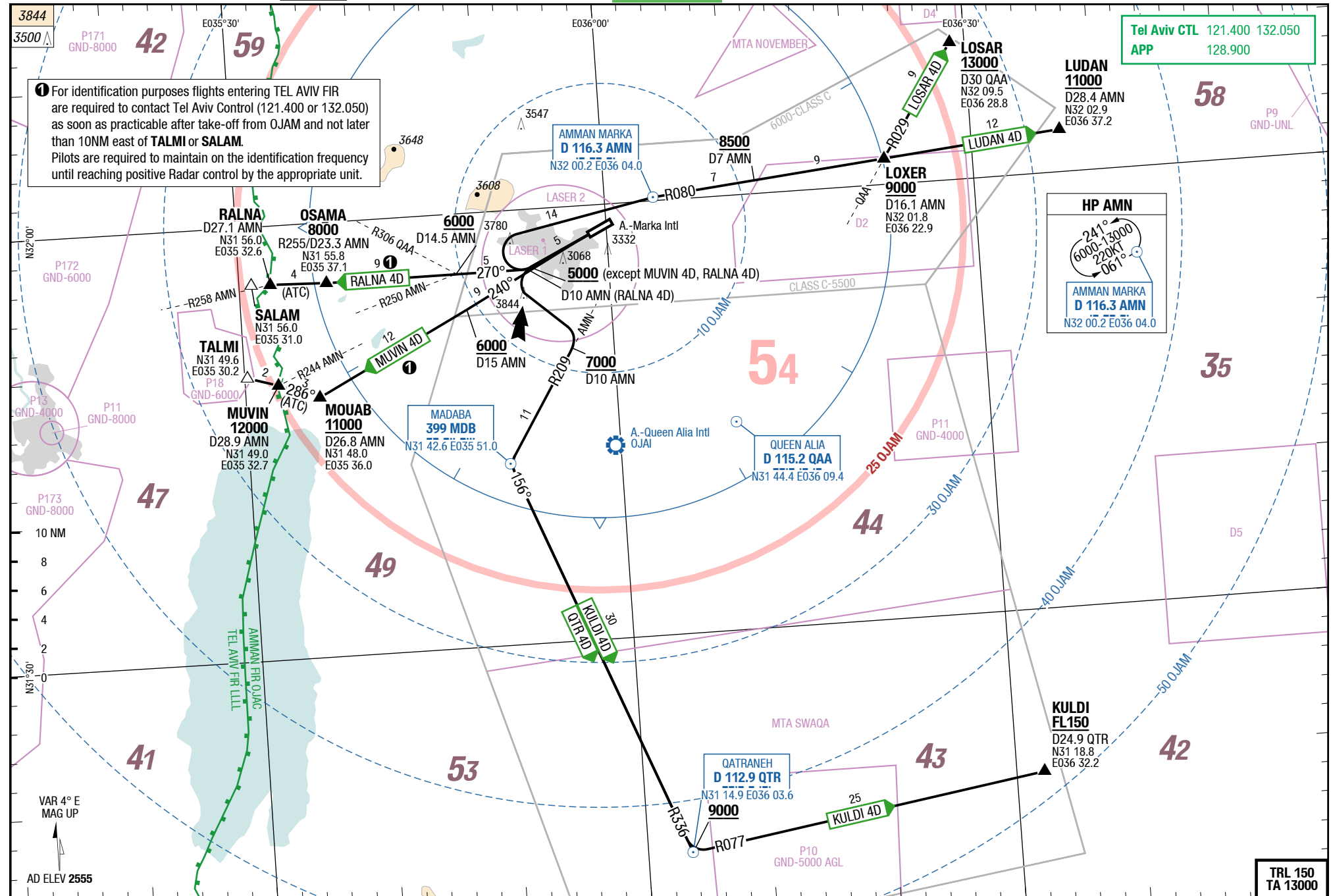
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SIDs RWY 24

SID

SID

SIDs RWY 24



Changes: ASP, MGA, OBST, SUAs, TOPO

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29-SEP-2016

ADJ-OJAM**5-10****RNAV SIDs RWY 06**

KULDI 1M / LOSAR 1M / LUDAN 1M / MOUAB 1M / OSAMA 1M / QTR01 1M
RWY 06 (060°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 3.5% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |
| 4.4% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 06 | |
| KULDI 1M 5.0% to 3200 3.9% to KULDI 128.900 ① | AMN01 [K210-; R] - QAA01 [L] - KULDI | KULDI MNM FL150 |
| LOSAR 1M 5.0% to 3200 3.5% to LOSAR 128.900 ② | AMN01 [K210-; R] - QAA01 [L] - ORDAL - LOSAR | ORDAL MNM 8500 LOSAR MNM 13000 |
| LUDAN 1M 5.0% to 3200 128.900 | AMN01 [K210-; R] - QAA01 [L] - AM065 - LUDAN | AM065 MNM 8500 LUDAN MNM 11000 |
| MOUAB 1M 5.0% to 3200 4.4% to MOUAB 128.900 ③ | AMN01 [K210-; R] - EMILO [R] - MOUAB | MOUAB MNM 11000 |
| OSAMA 1M 5.0% to 3200 128.900 | AMN01 [K210-; R] - EMILO [R] - OSAMA | OSAMA at 8000 |
| QTR01 1M 5.0% to 3200 128.900 | AMN01 [K210-; R] - QAA01 [R] - QTR01 | QTR01 MNM 9000 |

① Climb gradient 3.9% due to ASP restrictions.

② Climb gradient 3.5% due to ASP restrictions.

③ Climb gradient 4.4% due to ASP restrictions.

Changes: Editorial

29-SEP-2016

ADJ-OJAM**5-20****RNAV SIDs RWY 24**

KULDI 1N / LOSAR 1N / LUDAN 1N / MOUAB 1N / OSAMA 1N / QTR01 1N
RWY 24 (240°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 4.5% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |
| 5.7% | ft/MIN | 700 | 900 | 1100 | 1300 | 1400 | 1600 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 24 | |
| KULDI 1N 7.0% to 3200 128.900 | <u>ORKAB</u> [K230-; L] - AI087 [L] - KULDI | AI087 MNM 7000 KULDI MNM FL150 |
| LOSAR 1N 7.0% to 3200 128.900 | <u>ORKAB</u> [K230-; L] - DEBOK - ORDAL - LOXER - LOSAR | DEBOK MNM 8500 LOXER MNM 9000 LOSAR MNM 13000 |
| LUDAN 1N 7.0% to 3200 128.900 | <u>ORKAB</u> [K230-; L] - DEBOK - ORDAL - LOXER [R] - LUDAN | DEBOK MNM 8500 LOXER MNM 9000 LUDAN MNM 11000 |
| MOUAB 1N 7.0% to 3200 5.7% to MOUAB 128.900 ① | <u>ORKAB</u> [K230-; L] - EMILO [R] - MOUAB | MOUAB MNM 11000 |
| OSAMA 1N 7.0% to 3200 4.5% to OSAMA 128.900 ② | <u>ORKAB</u> [K230-; R] - MUSAL [L] - OSAMA | OSAMA at 8000 |
| QTR01 1N 7.0% to 3200 128.900 | <u>ORKAB</u> [K230-; L] - AI087 [R] - QTR01 | AI087 MNM 7000 QTR01 MNM 9000 |

① Climb gradient 5.7% due to ASP restrictions.

② Climb gradient 4.5% due to ASP restrictions.

ADJ-OJAM

5-30

SIDs RWY 06

KINUR 5D / KULDI 5D / LOSAR 5D / LUDAN 5D / MUVIN 5D / QATRANEH 5D
RWY 06 (060°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 06 | |
| KINUR 5D 128.900 ①②③ | direct AMN - LT direct AMN - intercept R340 QAA to QAA - R105 QAA to ALNOR - KINUR | AMN MNM 4000 recross AMN MNM 5500 QAA MNM 6000 ALNOR MNM 7000 KINUR MNM FL150 |
| KULDI 5D 128.900 ①②③ | direct AMN - LT direct AMN - intercept R340 QAA to QAA - R140 QAA to KULDI | AMN MNM 4000 recross AMN MNM 5500 QAA MNM 6000 R140/D15 QAA MNM 7000 KULDI MNM FL150 |
| LOSAR 5D 128.900 ①②③ | direct AMN - LT direct AMN - intercept R340 QAA to QAA - R029 QAA to LOXER - LOSAR | AMN MNM 4000 recross AMN MNM 5500 QAA MNM 6000 R029/D10 QAA MNM 8500 LOXER MNM 9000 LOSAR MNM 13000 |
| LUDAN 5D 128.900 ①②③ | direct AMN - LT direct AMN - intercept R340 QAA to QAA - R048 QAA to LUDAN | AMN MNM 4000 recross AMN MNM 5500 QAA MNM 6000 R048/D13 QAA MNM 8500 LUDAN MNM 11000 |
| MUVIN 5D 128.900 ①②③④ | direct AMN - RT 270° - intercept R239 AMN to MOUAB - 286° to MUVIN | AMN MNM 4000 R180 AMN MNM 5000 R239/D15 AMN MNM 6000 MOUAB MNM 11000 MUVIN at 12000 |
| QATRANEH 5D QTR 5D 128.900 ①②③ | direct AMN - LT direct AMN - intercept R340 QAA to QAA - RT R006 QTR to QTR | AMN MNM 4000 recross AMN MNM 5500 QAA MNM 6000 R186/D15 QAA MNM 7000 QTR MNM 9000 |

- ① Turn must be completed within D5 AMN to avoid OJ-D2.
 ② ACFT unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up.
 ③ ACFT unable to comply with the SID profile restriction turn L or R as appropriate at 5000 to enter AMN HP.
 ④ Contact Tel Aviv Control (121.400 or 132.050) as soon as practicable and not later than 10NM east of TALMI.

Changes: Completely revised

05-DEC-2013

ADJ-OJAM

5-40

SIDs RWY 06**SIDPT****RALNA 5D**

RWY 06 (060°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 06 | |
| RALNA 5D 128.900 ①②③④ | direct AMN - RT 270° to OSAMA - RALNA | AMN MNM 4000 R180 AMN MNM 5000 R250/D14.5 AMN MNM 6000 OSAMA at 8000 |

- ① Turn must be completed within D5 AMN to avoid OJ-D2.
- ② ACFT unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up.
- ③ ACFT unable to comply with the SID profile restriction turn L or R as appropriate at 5000 to enter AMN HP.
- ④ Contact Tel Aviv Control (121.400 or 132.050) as soon as practicable and not later than 10NM east of SALAM.

Changes: Completely revised

KULDI 4D / LOSAR 4D / LUDAN 4D / MUVIN 4D / QATRANEH 4D / RALNA 4D

RWY 24 (240°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 24 | |
| KULDI 4D 128.900 ①② | at 5000 LT intercept R209 AMN to MDB - intercept R336 QTR to QTR - R077 QTR to KULDI | R209/D10 AMN MNM 7000 QTR MNM 9000 KULDI MNM FL150 |
| LOSAR 4D 128.900 ①② | at 5000 RT direct AMN - R080 AMN to LOXER - LT intercept R029 QAA to LOSAR | R080/D7 AMN MNM 8500 LOXER MNM 9000 LOSAR MNM 13000 |
| LUDAN 4D 128.900 ①② | at 5000 RT direct AMN - R080 AMN to LOXER - LUDAN | R080/D7 AMN MNM 8500 LOSAR MNM 11000 |
| MUVIN 4D 128.900 ①②④ | at MOUAB RT 286° to MUVIN - TALMI | D15 AMN MNM 6000 MOUAB MNM 11000 MUVIN at 12000 |
| QATRANEH 4D QTR 4D 128.900 ①② | at 5000 LT intercept R209 AMN to MDB - intercept R336 QTR to QTR | R209/D10 AMN MNM 7000 QTR MNM 9000 |
| RALNA 4D 128.900 ①②③ | at D10 AMN RT 270° to OSAMA - RALNA | R250/D14.5 AMN MNM 6000 OSAMA at 8000 |

- ① ACFT unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up.
- ② ACFT unable to comply with the SID profile restriction turn L or R as appropriate at 5000 to enter AMN HP.
- ③ Contact Tel Aviv Control (121.400 or 132.050) as soon as practicable and not later than 10NM east of SALAM.
- ④ Contact Tel Aviv Control (121.400 or 132.050) as soon as practicable and not later than 10NM east of TALMI.

ADJ-OJAM

RNAV STARs RWY 24

RNAV STARs RWY 06

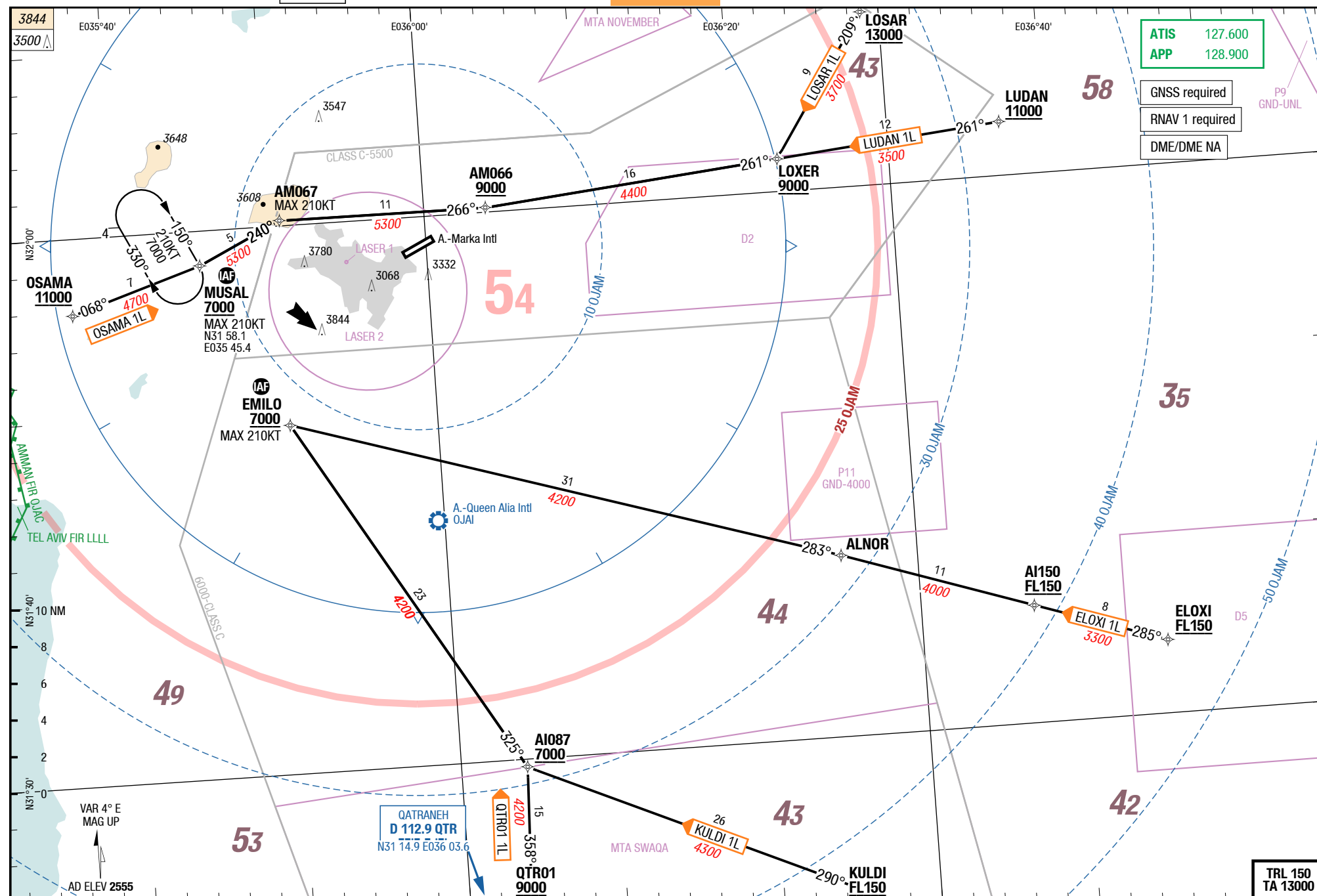
STAR

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RNAV STARs RWY 24

RNAV STARs RWY 06

6-10



Changes: ASP, MGA, MTCA, SUAs, OBST, TOPO

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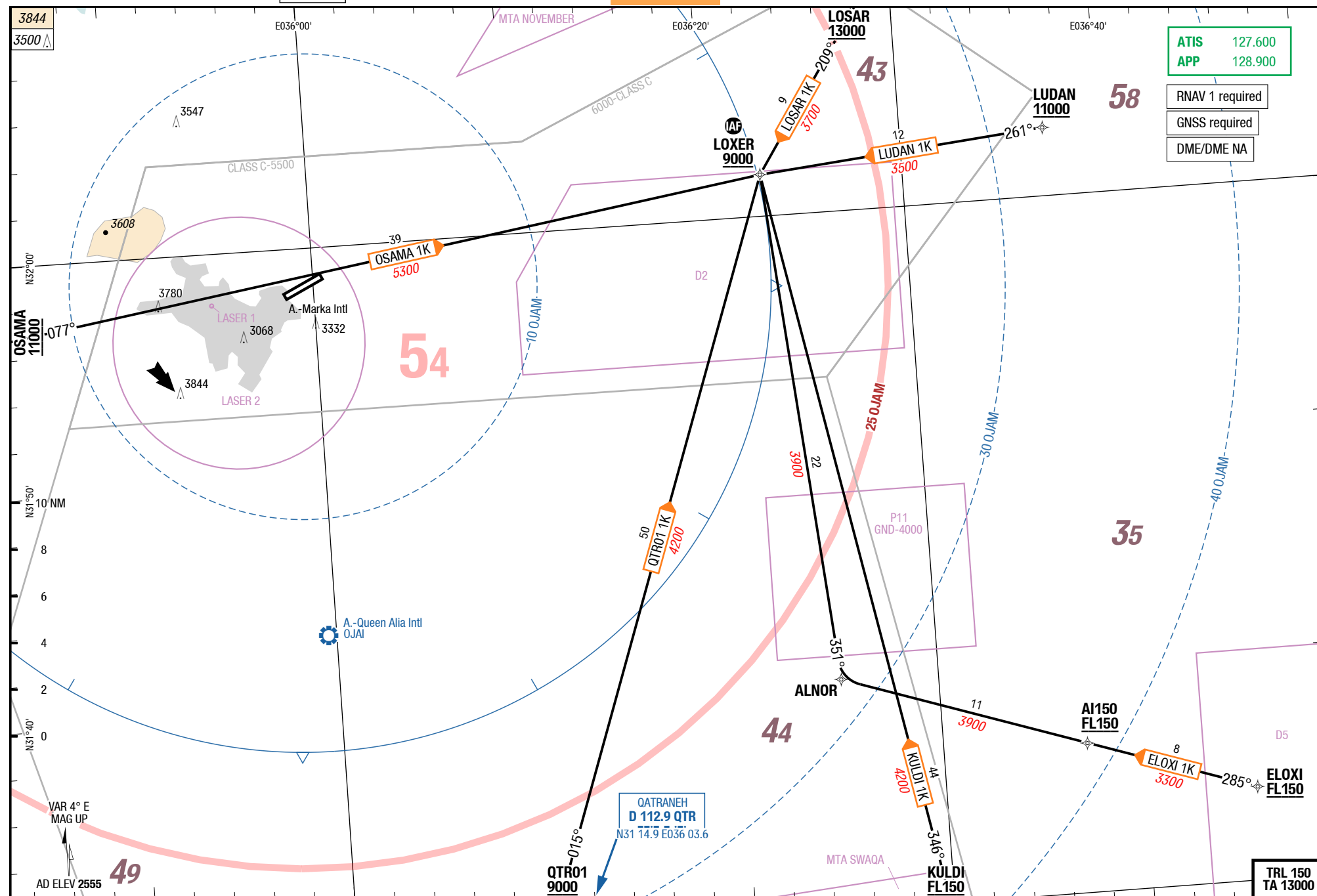
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RNAV STARs RWY 24

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RNAV STARs RWY 24



Changes: ASP, MGA, SUAs, OBST, TOPO

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STARs RWY 24

STARs RWY 06

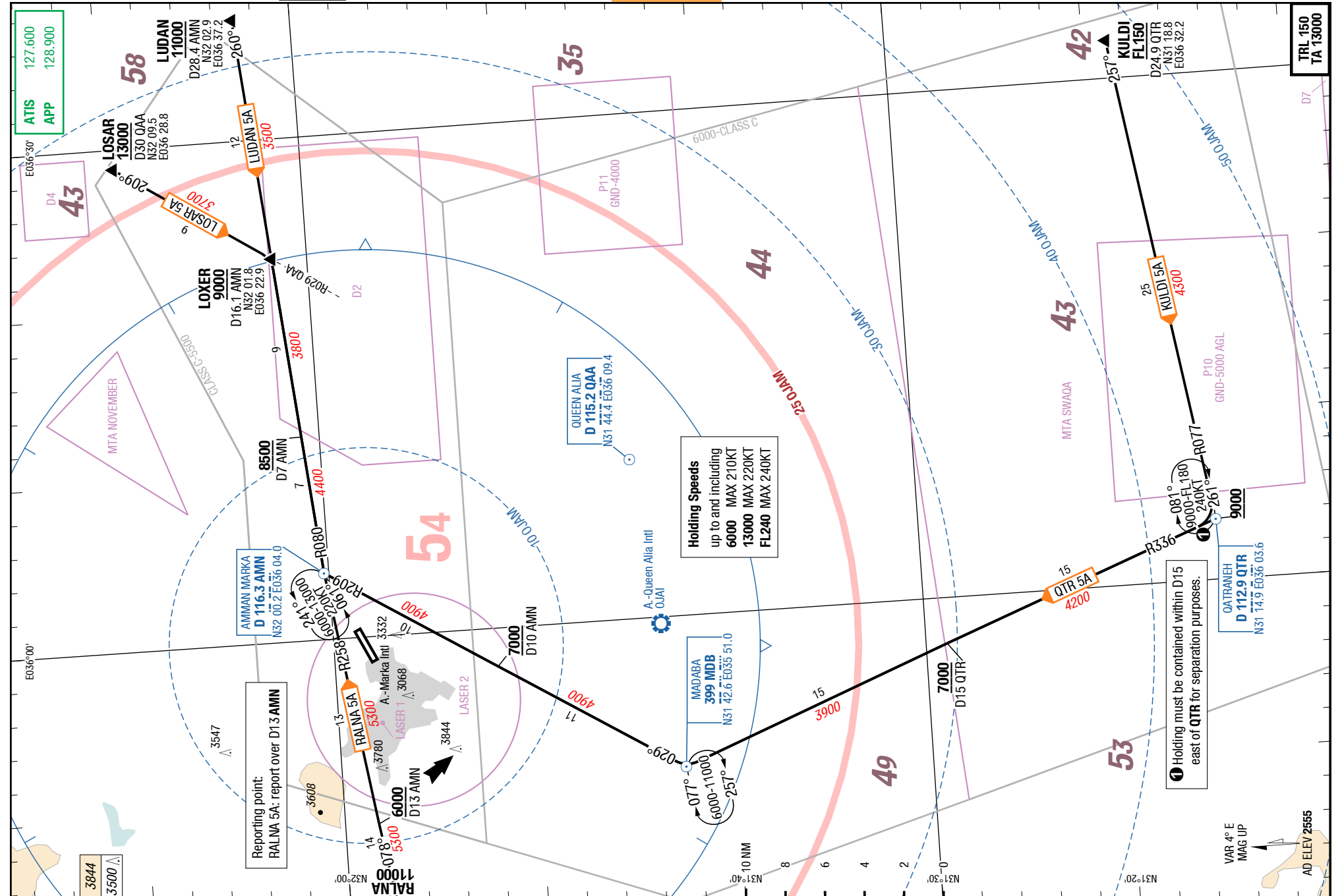
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STARs RWY 24

STARs RWY 06



Changes: ASP, MTCA, MGA, OBST, SUAs, TOPO

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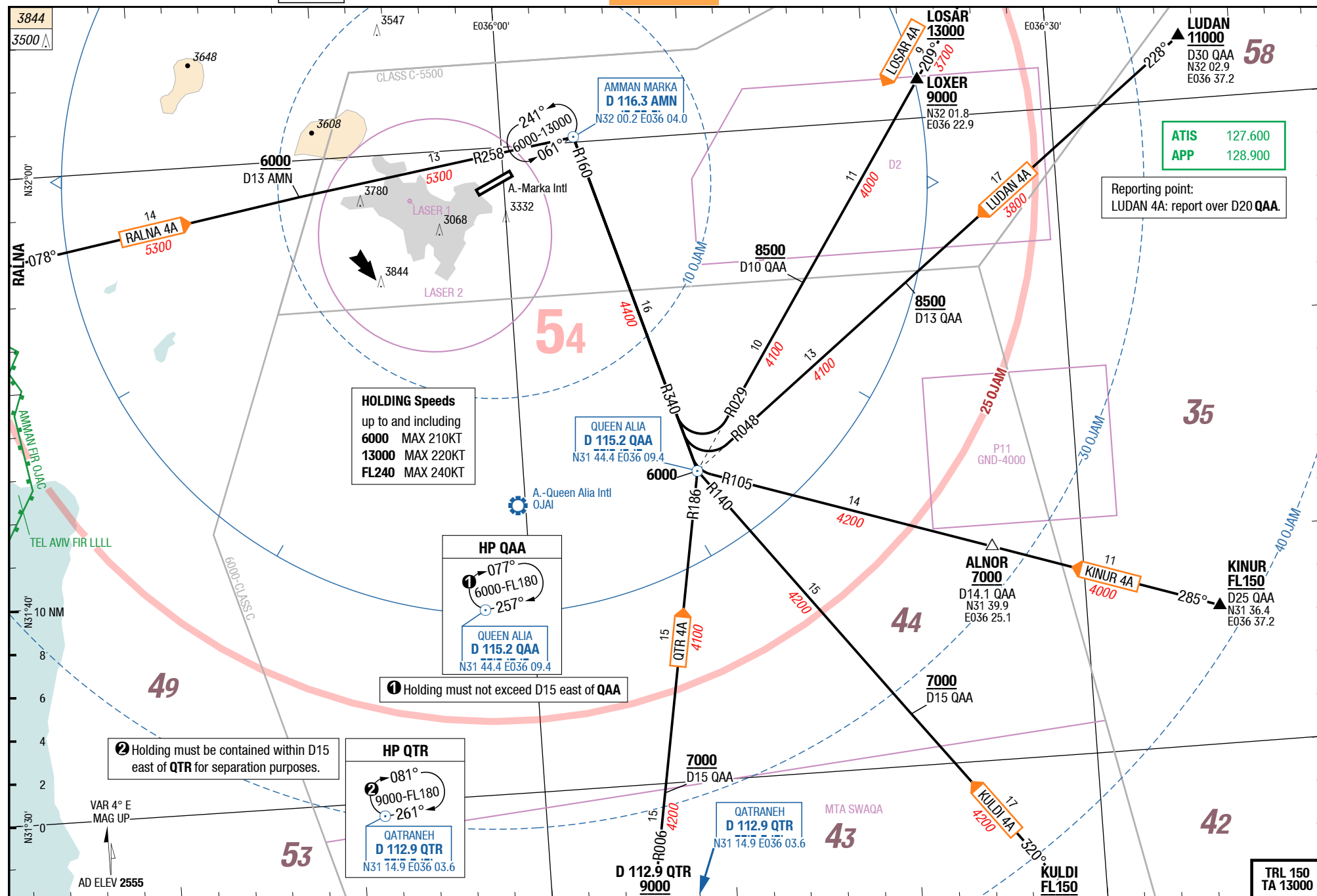
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STARs RWY 24

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STARs RWY 24

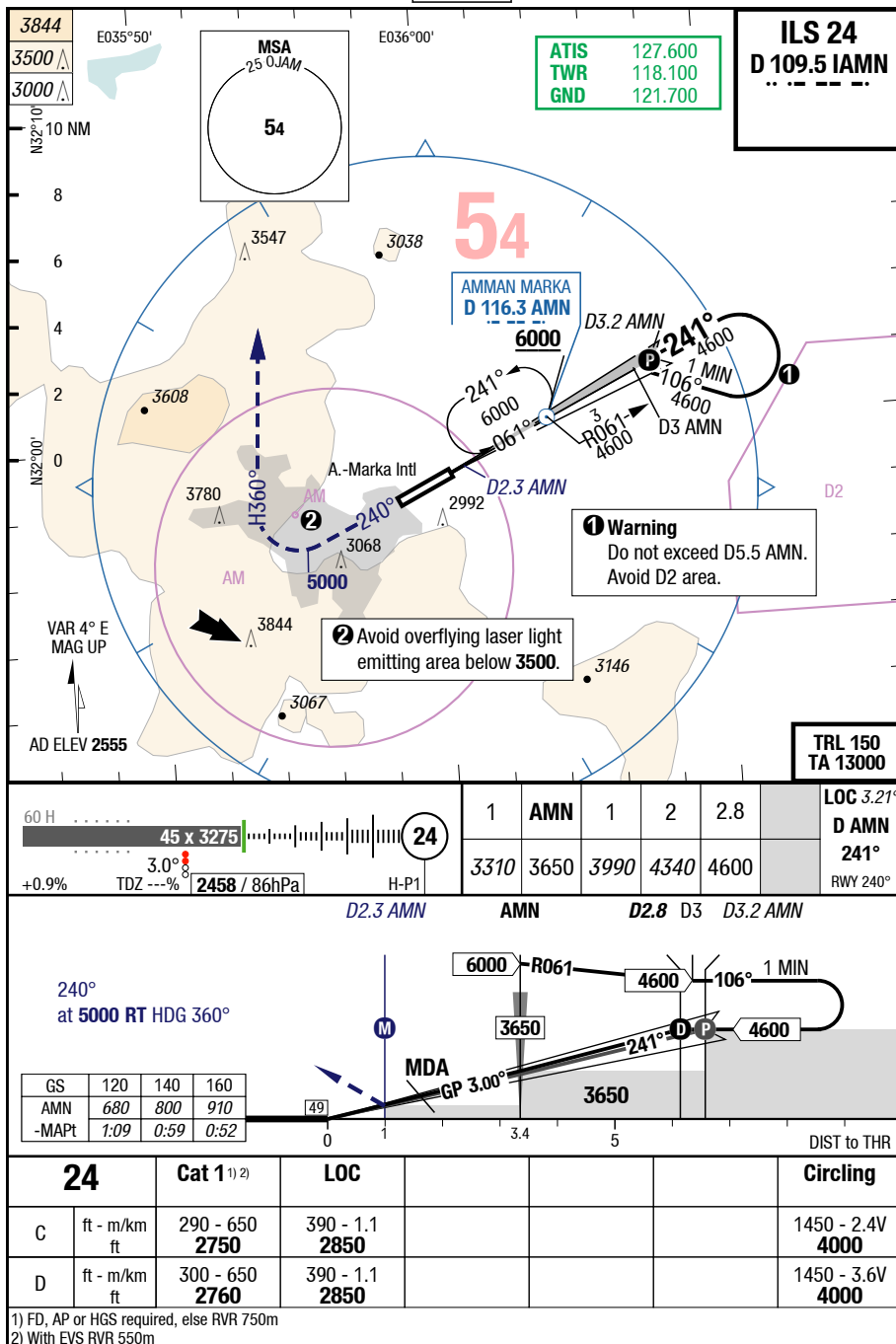


Changes: MGA, MTCA, ASP, SUAs, OBST, TOPO

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7-10

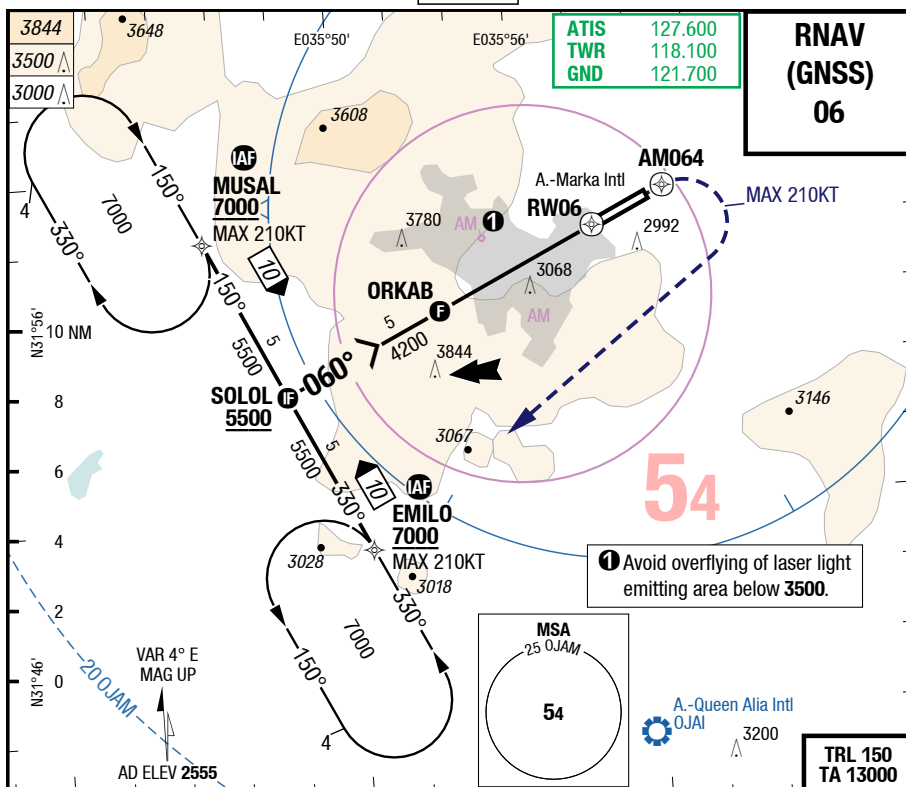
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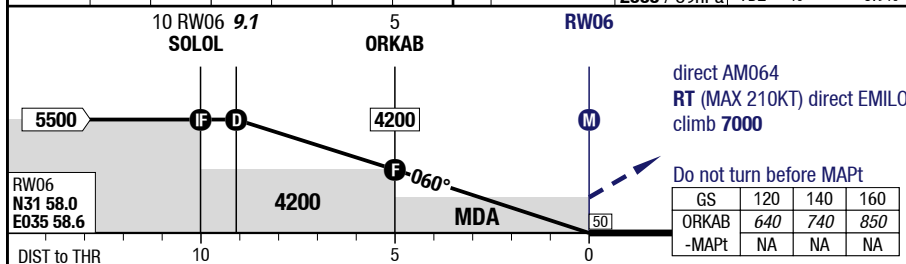
ADJ-OJAM

7-30

RNAV (GNSS) 06



| | | | | | | | | | | | |
|-------|------|------|------|------|------|------|----|-------------------|--------------|----------|-------|
| 3.00° | 9.1 | 8 | 7 | 6 | 4 | 3 | 06 | 3275 x 45 60 H | 2555 / 89hPa | TDZ ---% | -0.9% |
| RW06 | 5500 | 5160 | 4840 | 4520 | 3880 | 3560 | | | | | |



| 06 | | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 2) | | | | Circling |
|----|-----------------|-------------------------------|-------------------------|--|--|--|----------------|
| C | ft - m/km ft | 830 - 2.4 3380 | 930 - 2.4 3480 | | | | Not authorized |
| D | ft - m/km ft | 830 - 2.4 3380 | 930 - 2.4 3480 | | | | Not authorized |

1) Uncompensated BARO VNAV NA below 5°C (41°F)

3) With EVS 1.6km

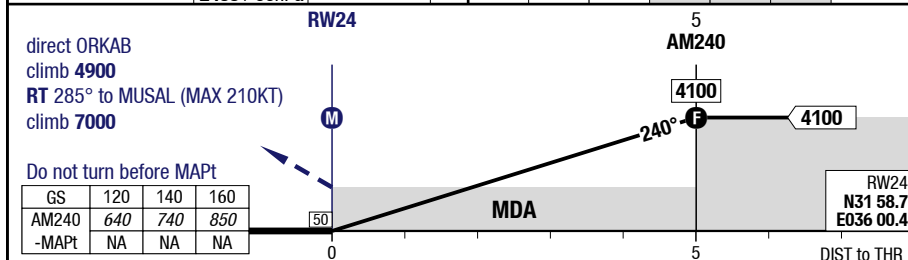
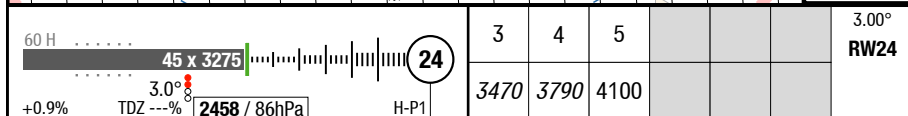
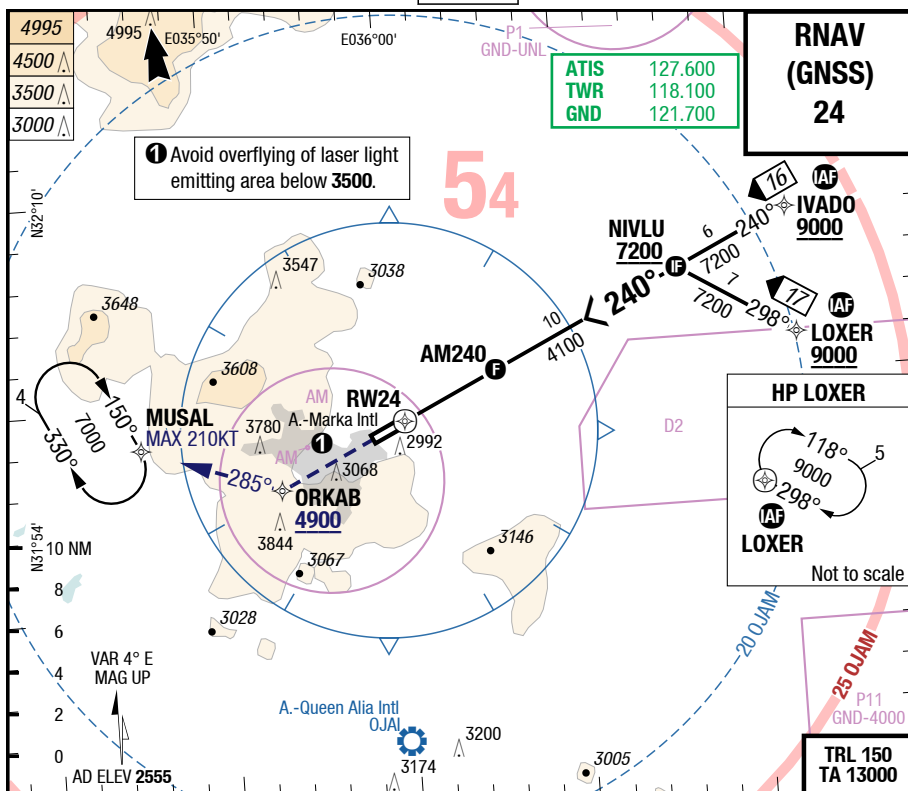
2) Use with Amman (OJAM) QNH only

Changes: new

ADJ-OJAM

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RNAV (GNSS) 24



| 24 | | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 2) | | | | Circling |
|----|-----------------|-------------------------------|-------------------------|--|--|--|----------------|
| C | ft - m/km ft | 680 - 2.4 3130 | 700 - 2.4 3150 | | | | Not authorized |
| D | ft - m/km ft | 680 - 2.4 3130 | 700 - 2.4 3150 | | | | Not authorized |

1) Uncompensated BARO VNAV NA below 5°C (41°F)

3) With EVS 1.6km

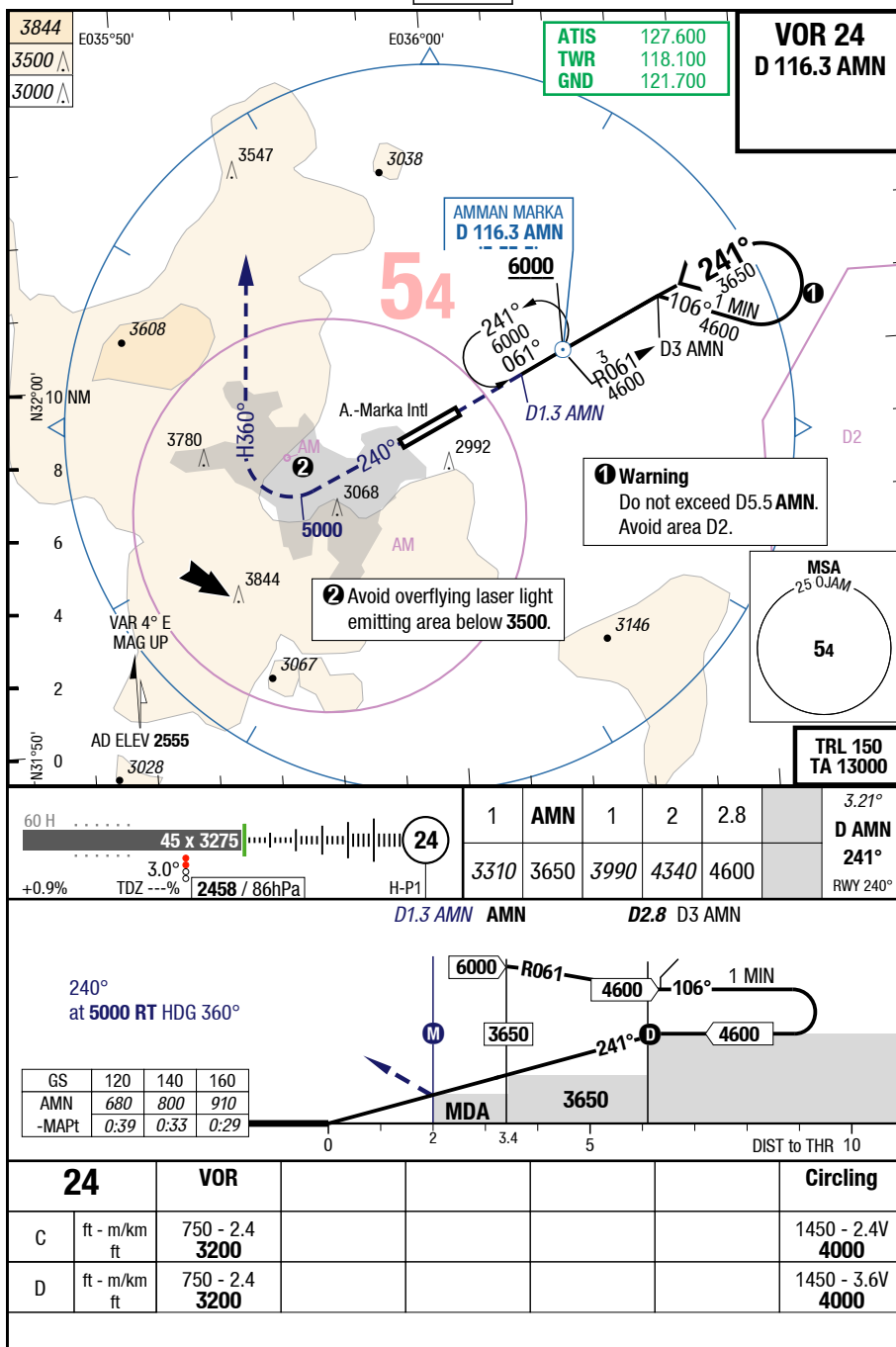
2) Use with Amman (OJAM) QNH only

Changes: new

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VOR 24



29-SEP-2016

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NIL

MRC

MRC

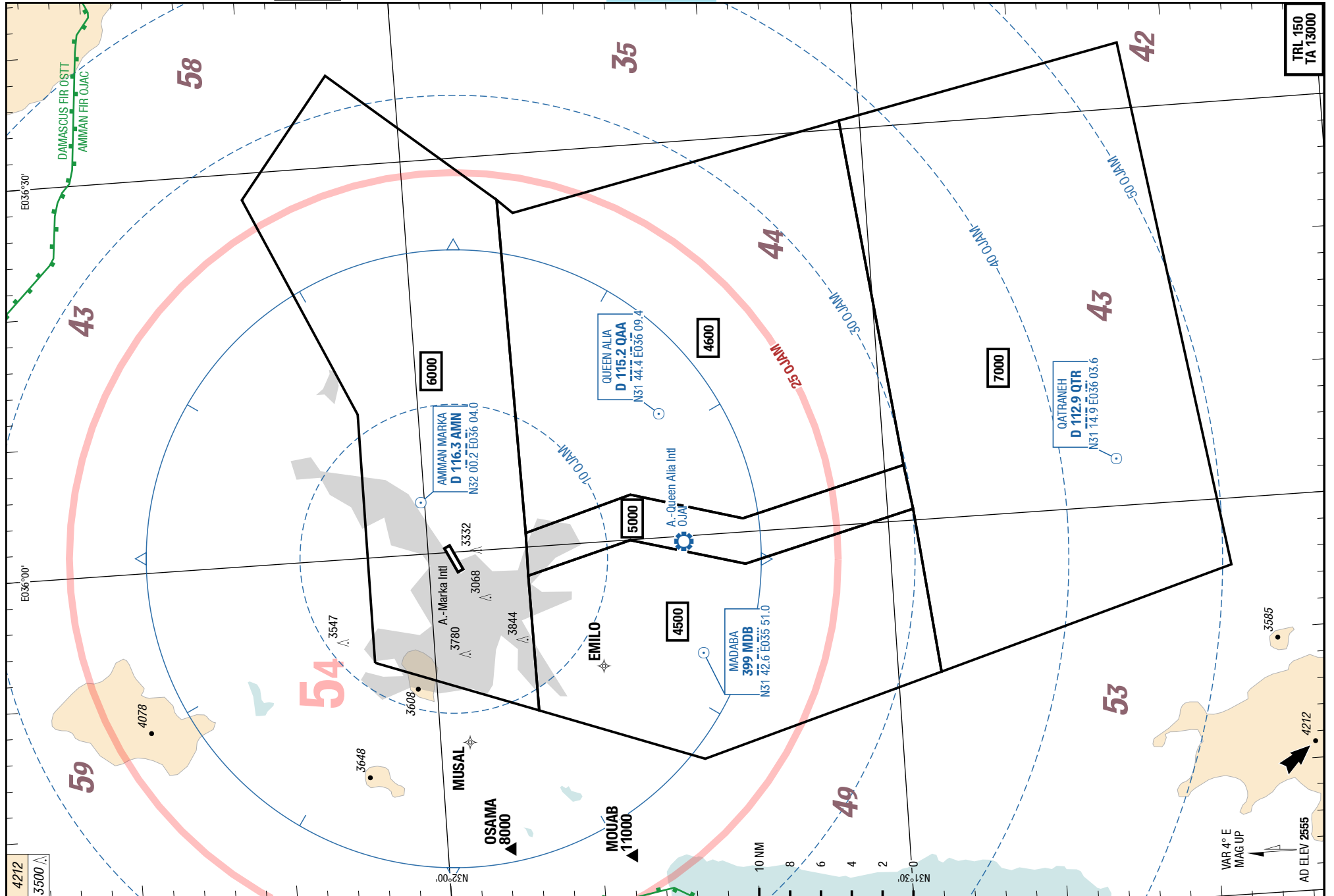
MRC

Marka Intl Amman Jordan

NIL

MRC

8-10



Changes: MRVA, MGA, MSA, OBST, AD Name, Editorial