GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 10
PCN: RWY 26L/08R: 97/F/C/W/T
RWY 26R/08L: 88/F/C/W/T

Operation

Low Visibility Procedures
LVP in force when RVR is below 550m.

Vacate RWY at the first suitable exit and report "RWY vacated" when leaving the ILS sensitive area.

Follow-me is mandatory when taxiing via TWYs A, F and G.

Follow-me is AVBL O/R.

RWY Restriction
No backtrack on RWY.

Taxi/Parking
Code letter E and F ACFT must use MNM PWR when manoeuvring on North and South APN.

Visual docking guidance system AVBL:
North APN: Stands N02, N04, N08, N14, N18, N20, N24, N26
South APN: Stands S02, S04, S06, S10, S16, S20, S24, S26, S30, S32

Code F Operations
A follow-me vehicle shall be provided for guidance.
Taxi using only the inner engines, in order to minimize the impact of jet blast.
Maintain MNM engine PWR during push-back.
North Apron: enter via TWY J, expect stand N26.
South Apron: enter via TWY S.

Warning

TWY F and TWY G: Pay extra caution ahead of intersection with service roads.

ARRIVAL

Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT within airport traffic area.

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

ARRIVAL

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.
Continue in accordance with LUDAN 3A, LOSAR 3A, RALNA 3A down to 6000ft to carry out MDB NDB instrument APCH 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 3A, KINUR 3A, KULDI 3A to carry out MDB NDB instrument APCH and land if possible within 30min of last acknowledged EAT or ETA whichever is later.

Arrival Procedure

Non-standard GP intercept position on RWY 26L
GP intercepts RWY 26L at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *3346m / 10978ft.*

RWY 08L
GP intercepts RWY 08L at *320m / 1049ft* after landing threshold.
Remaining LDG DIST beyond GP is *3344m / 10972ft.*

Minimum Runway Occupancy Time (MROT)
Ensure Standard MROT PROC when LDG on RWY 26L and RWY 08L and in addition:
When unable to comply with the MROT procedure, notify ATC prior to LDG.

DEPARTURE

Take-off Minima

RWY		08L/26R, 08R/26L	
A, B	ft - m/km	0 - 400R/1.5V	-
C, D		0 - 400R/800V	-

Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT within airport traffic area.

Communication

ACFT unable to comply with SID profile restrictions must request nonstandard departure clearance on start-up.

COM Failure: See CRAR.

DEPARTURE

Departure Procedure

Start-up/Push-back

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

Push-back at all APNs is mandatory.

Stand N1-N12: Push-back/towing to stand N14 entrance, ENG start from this point only.

Departure Note

Departure Contingency:

If unable to comply with SID or ATC clearance when airborne advise ATC immediately, turn left or right to AMN VOR at 5000ft to enter holding.

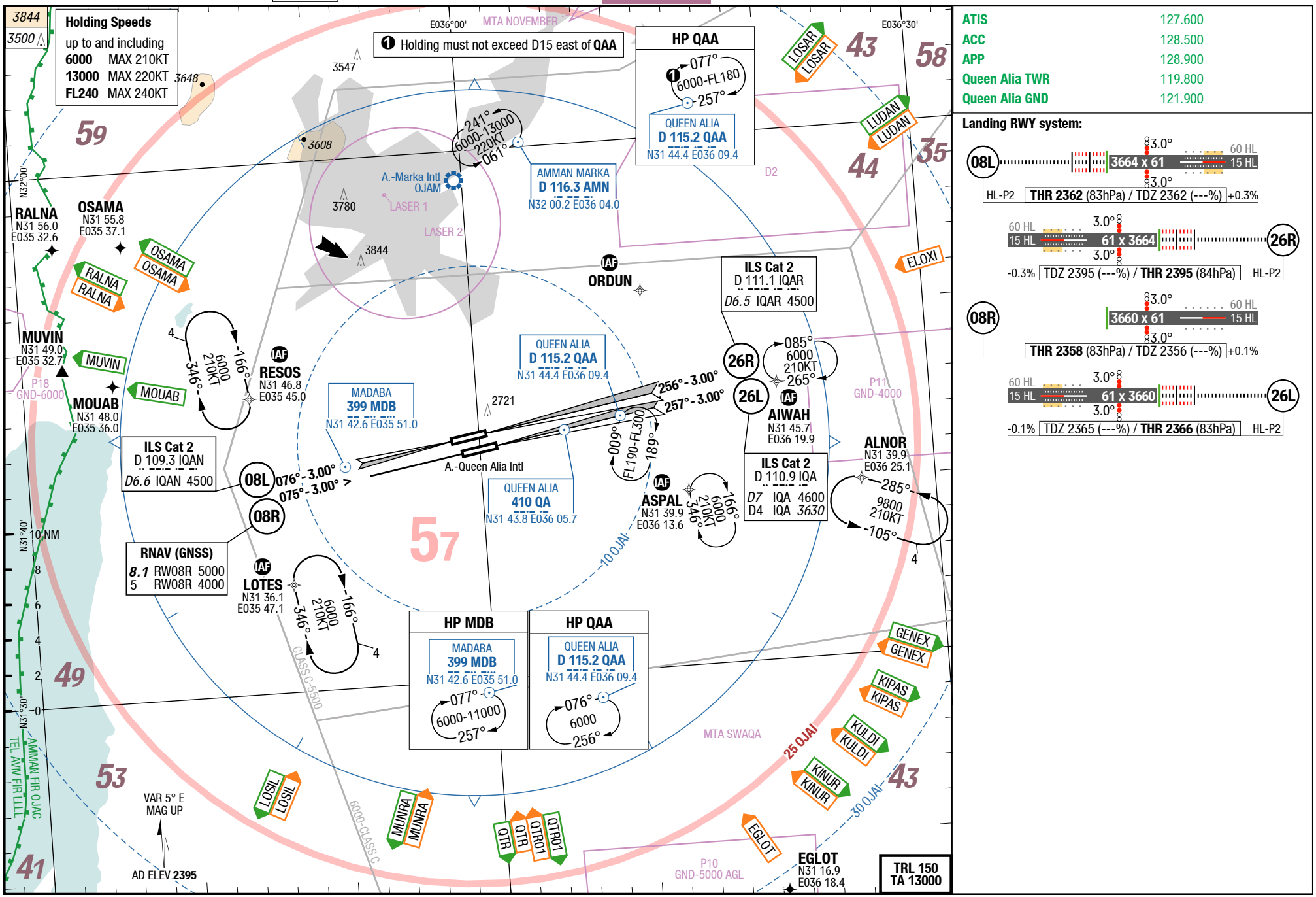
De-Icing

AVBL.

North APN operations: TWY J, push-back until designated anti-icing stop bar. Vacate de-icing area via TWY N.

South APN operations: TWY E, taxi under own PWR until anti-icing stop bar. Marschaller required. Vacate de-icing area via TWY E and TWY A.

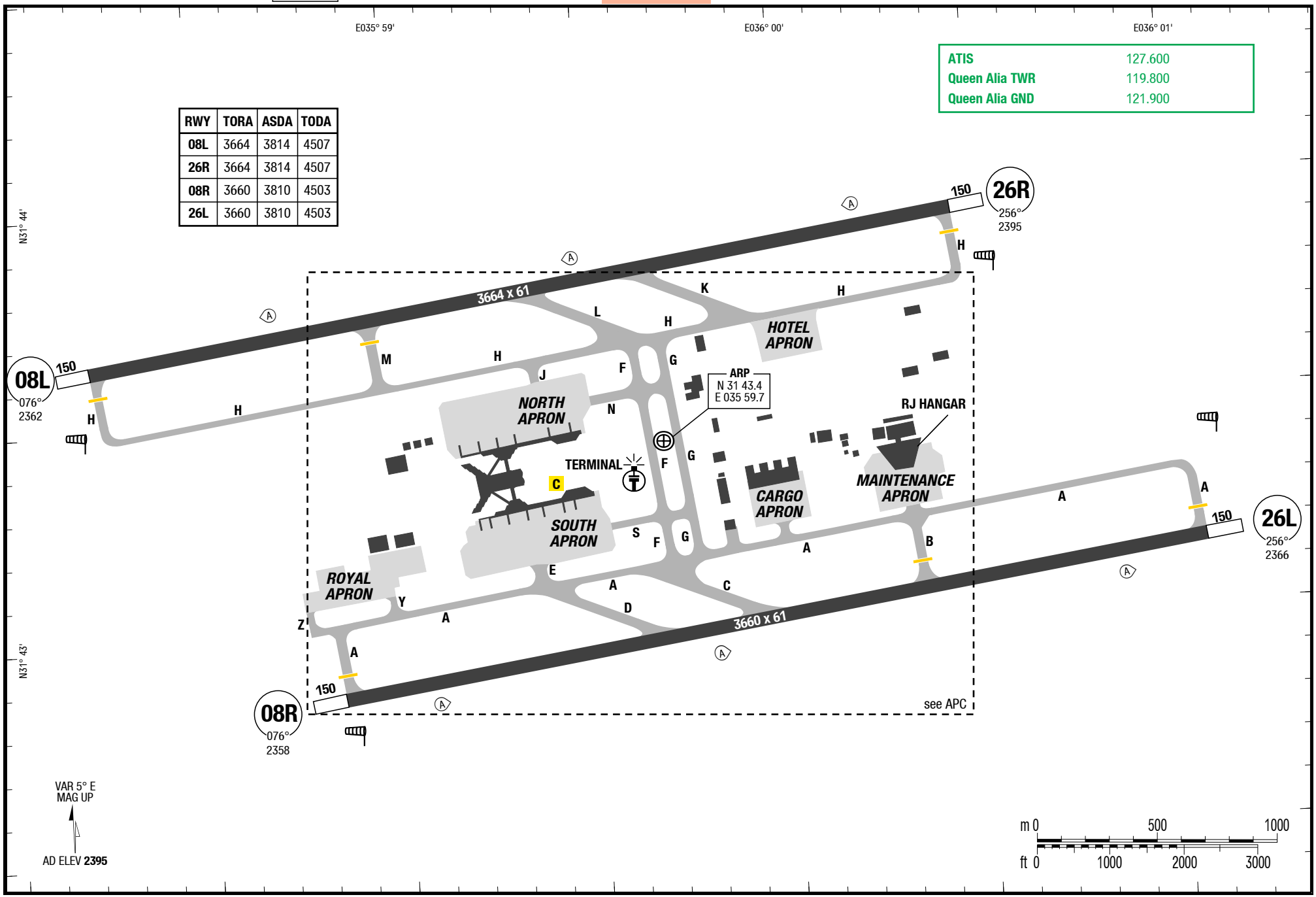
Additional de-icing area located at Cargo APN for Hotel and Cargo APNs.



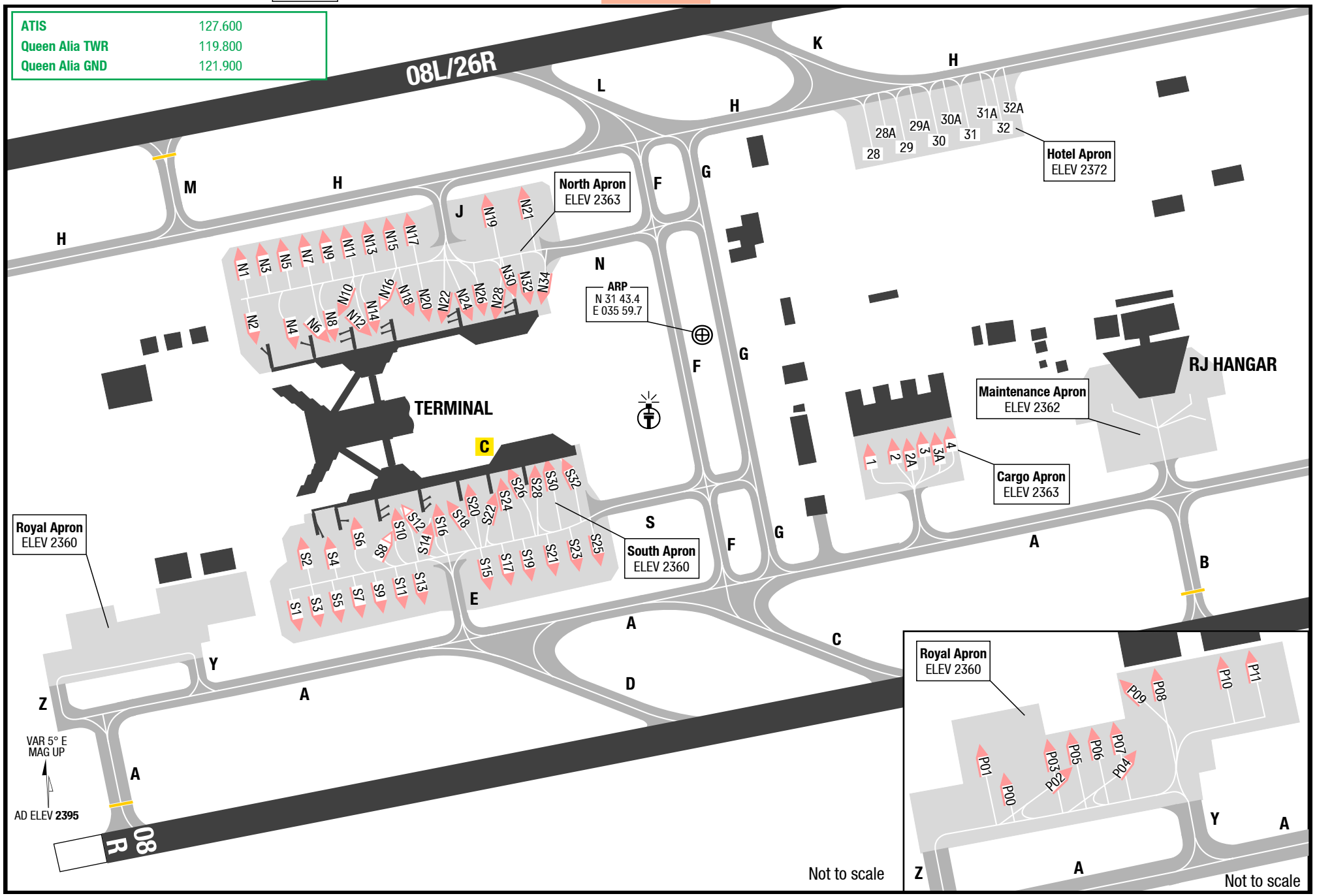
ATIS	127.600
ACC	128.500
APP	128.900
Queen Alia TWR	119.800
Queen Alia GND	121.900

Landing RWY system:

Changes: Completely revised



Changes: Nil



Changes: ARP, TWY , AD ELEV

Stand Coordinates

North Apron

N1, N3	N31 43.5 E035 59.1
N2	N31 43.4 E035 59.1
N4	N31 43.4 E035 59.2
N5	N31 43.5 E035 59.1
N6	N31 43.4 E035 59.2
N7, N9	N31 43.5 E035 59.2
N8, N10	N31 43.4 E035 59.2
N11	N31 43.5 E035 59.2
N12, N14	N31 43.4 E035 59.3
N13, N15	N31 43.5 E035 59.3
N16	N31 43.5 E035 59.3
N17	N31 43.6 E035 59.3
N18, N20	N31 43.4 E035 59.3
N19, N21	N31 43.6 E035 59.4
N22	N31 43.5 E035 59.3
N24, N26	N31 43.5 E035 59.4
N28, N30, N32	N31 43.5 E035 59.4
N34	N31 43.5 E035 59.5

South Apron

S1	N31 43.1 E035 59.1
S2	N31 43.2 E035 59.2
S3	N31 43.1 E035 59.2
S4	N31 43.2 E035 59.2
S5	N31 43.1 E035 59.2
S6	N31 43.2 E035 59.2
S7	N31 43.1 E035 59.2
S8	N31 43.2 E035 59.3
S9	N31 43.1 E035 59.3
S10	N31 43.3 E035 59.3
S11, S13	N31 43.1 E035 59.3
S12	N31 43.3 E035 59.3
S14	N31 43.2 E035 59.3
S15	N31 43.2 E035 59.4
S16, S18	N31 43.3 E035 59.3
S17, S19	N31 43.2 E035 59.4
S20, S24	N31 43.3 E035 59.4
S21, S23	N31 43.2 E035 59.5
S25	N31 43.2 E035 59.5
S22, S26	N31 43.3 E035 59.4
S28, S30, S32	N31 43.3 E035 59.5

Royal Pavilion Stand

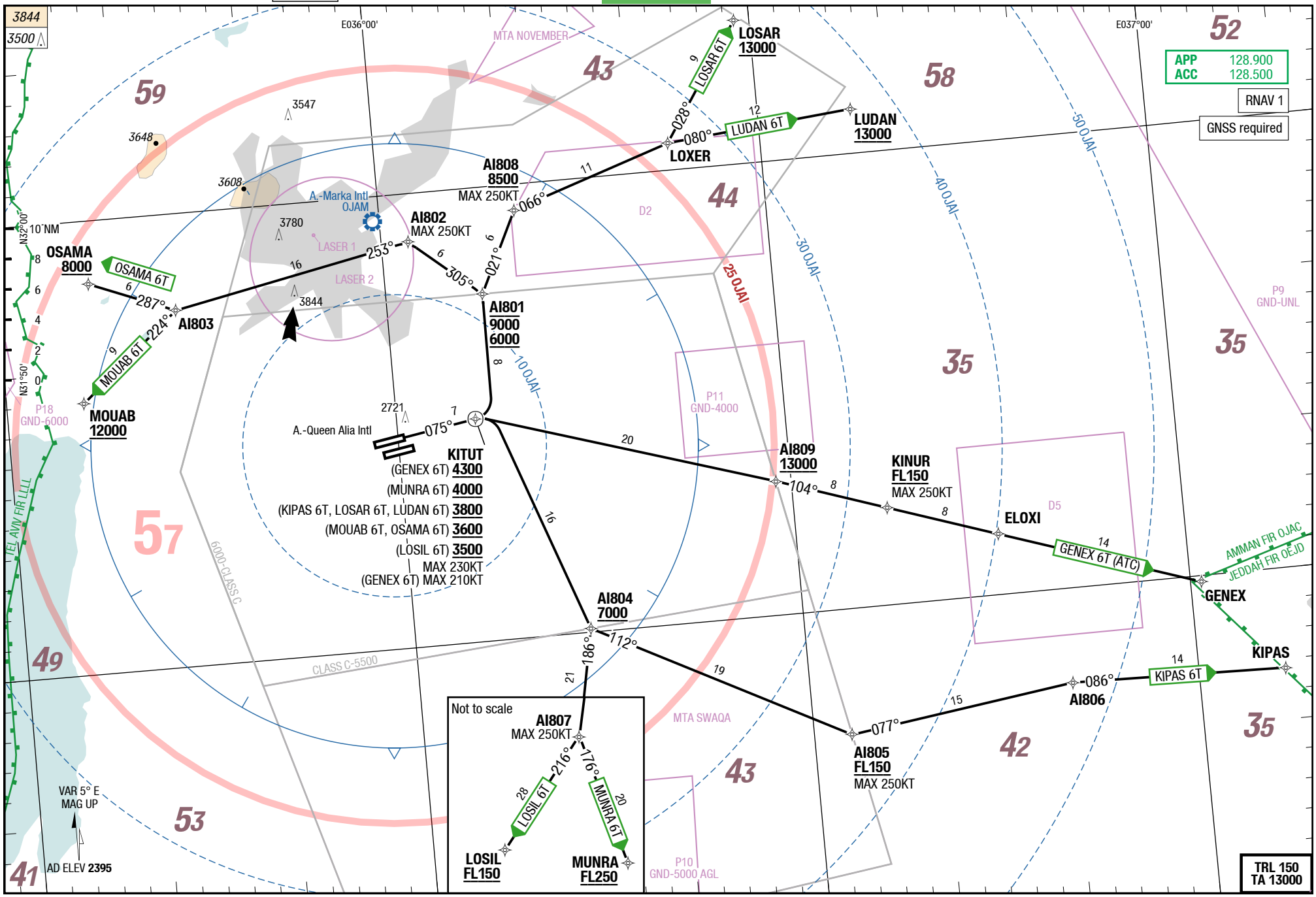
P00-P03	N31 43.1 E035 58.8
P04-P07	N31 43.1 E035 58.9
P08	Reserved
P09	N31 43.2 E035 58.9
P10, P11	N31 43.2 E035 59.0

Hotel Apron

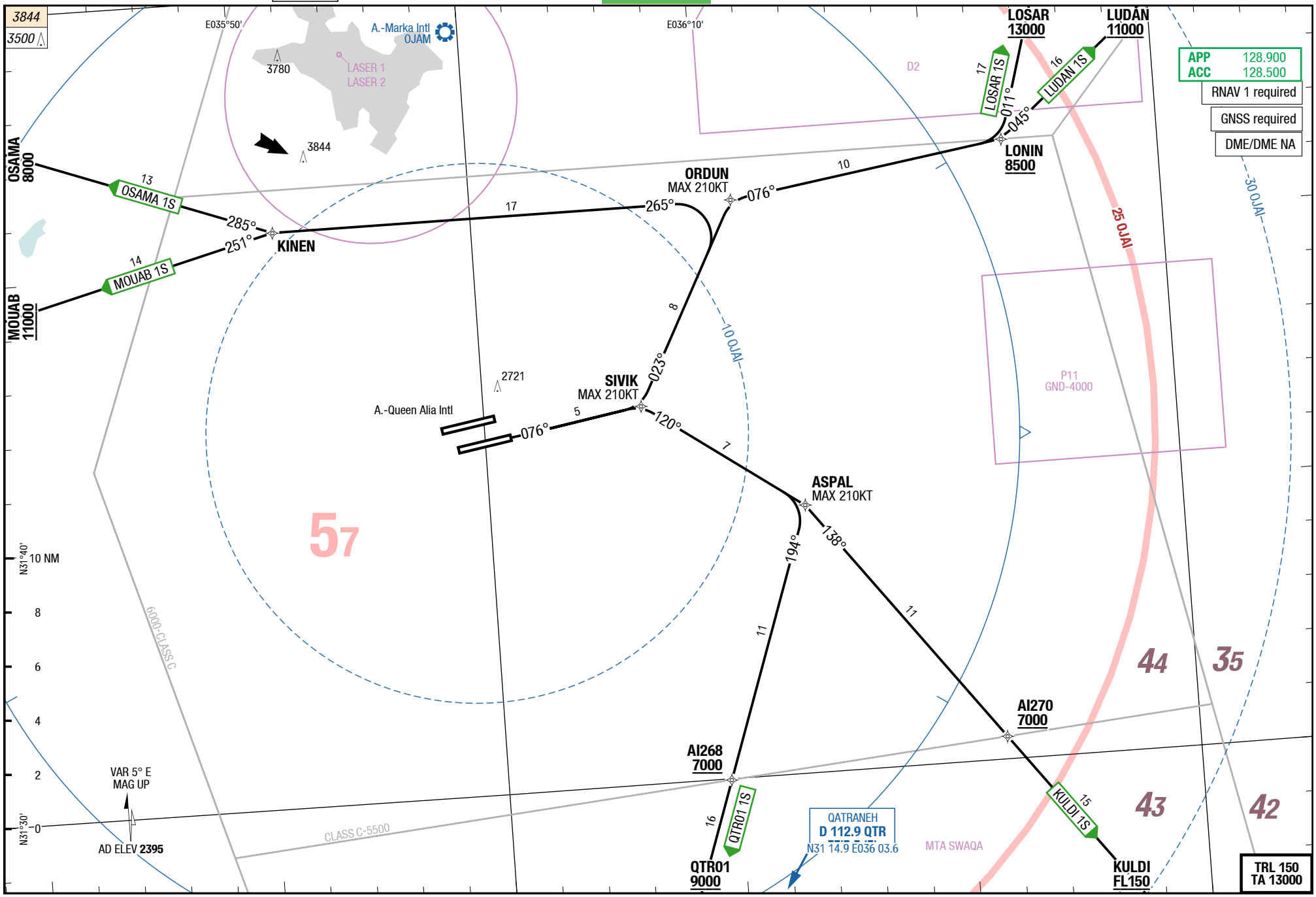
28	N31 43.6 E035 59.9
28A	N31 43.6 E036 00.0
29, 29A	N31 43.6 E036 00.0
30	N31 43.6 E036 00.0
30A	N31 43.7 E036 00.0
31, 31A	N31 43.7 E036 00.1
32, 32A	N31 43.7 E036 00.1

Cargo Stands

1	N31 43.3 E035 59.9
2, 2A	N31 43.3 E036 00.0
3, 3A	N31 43.3 E036 00.0
4	N31 43.3 E036 00.1



Changes: ALT, Speed RESTR

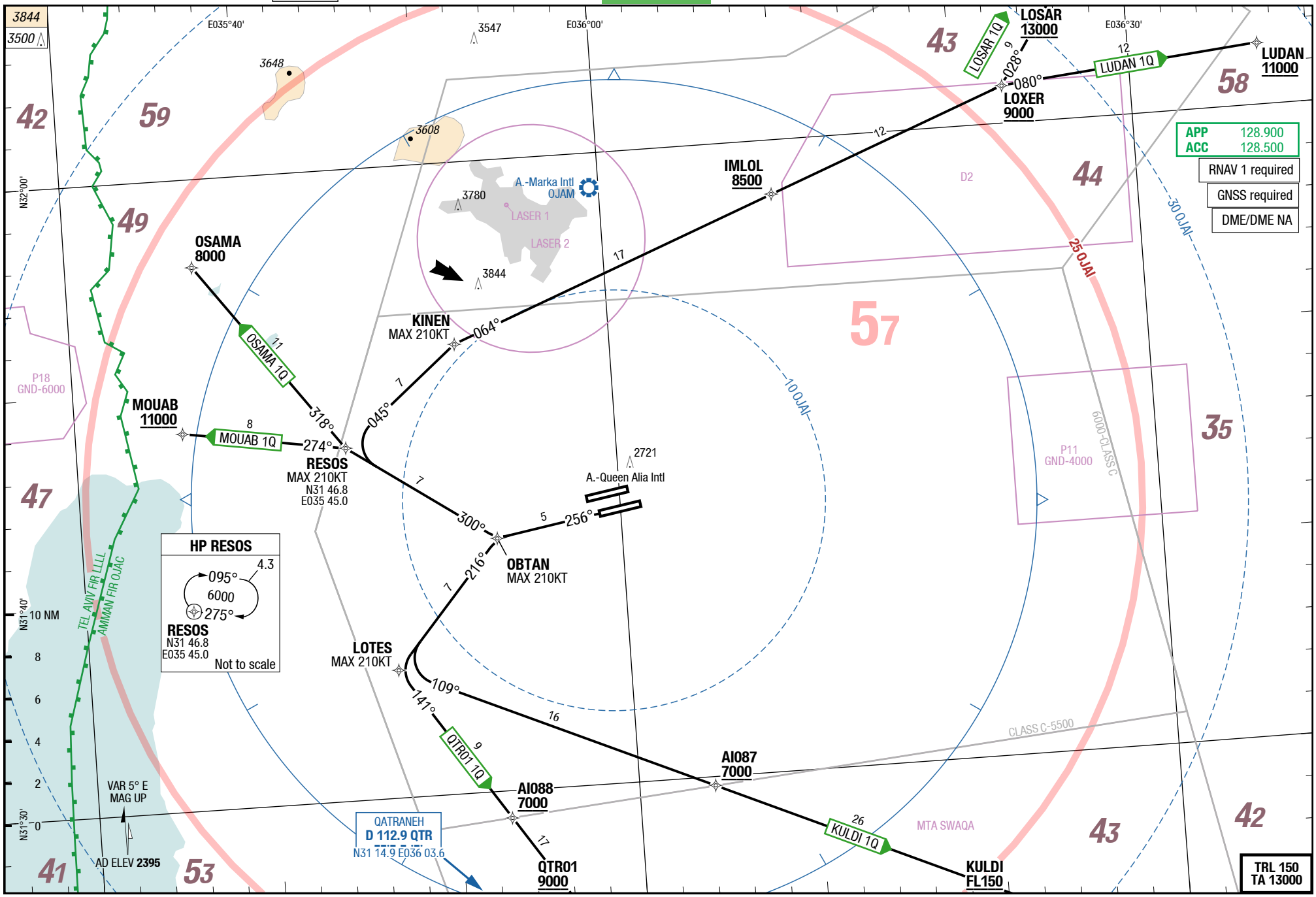


Changes: Nil

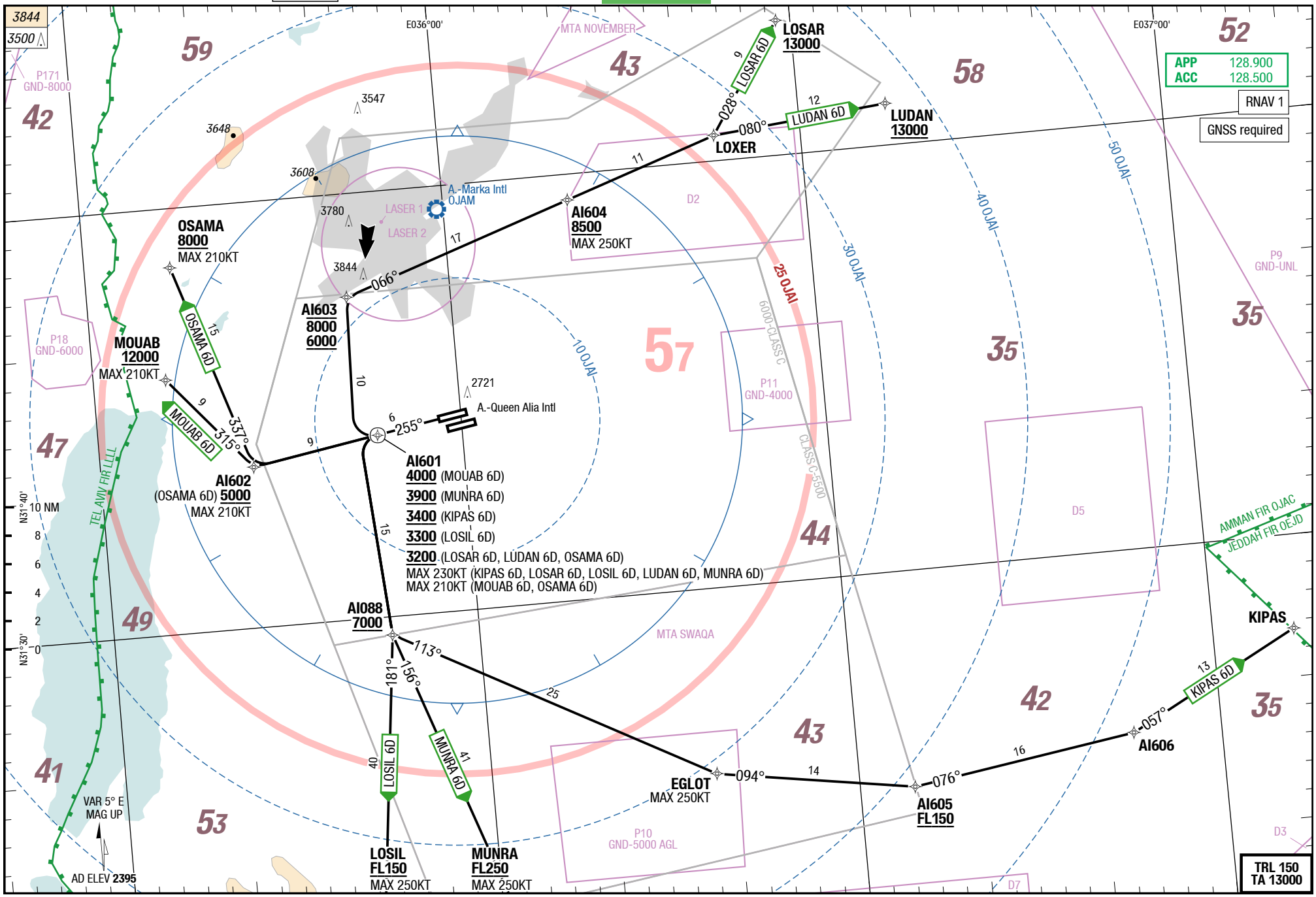
Jordan **Amman** Queen Alia Intl
RNAV SIDs RWY 26R
RNAV SIDs RWY 26L

SID SID

Queen Alia Intl **Amman** Jordan
RNAV SIDs RWY 26R
RNAV SIDs RWY 26L



Changes: Nil

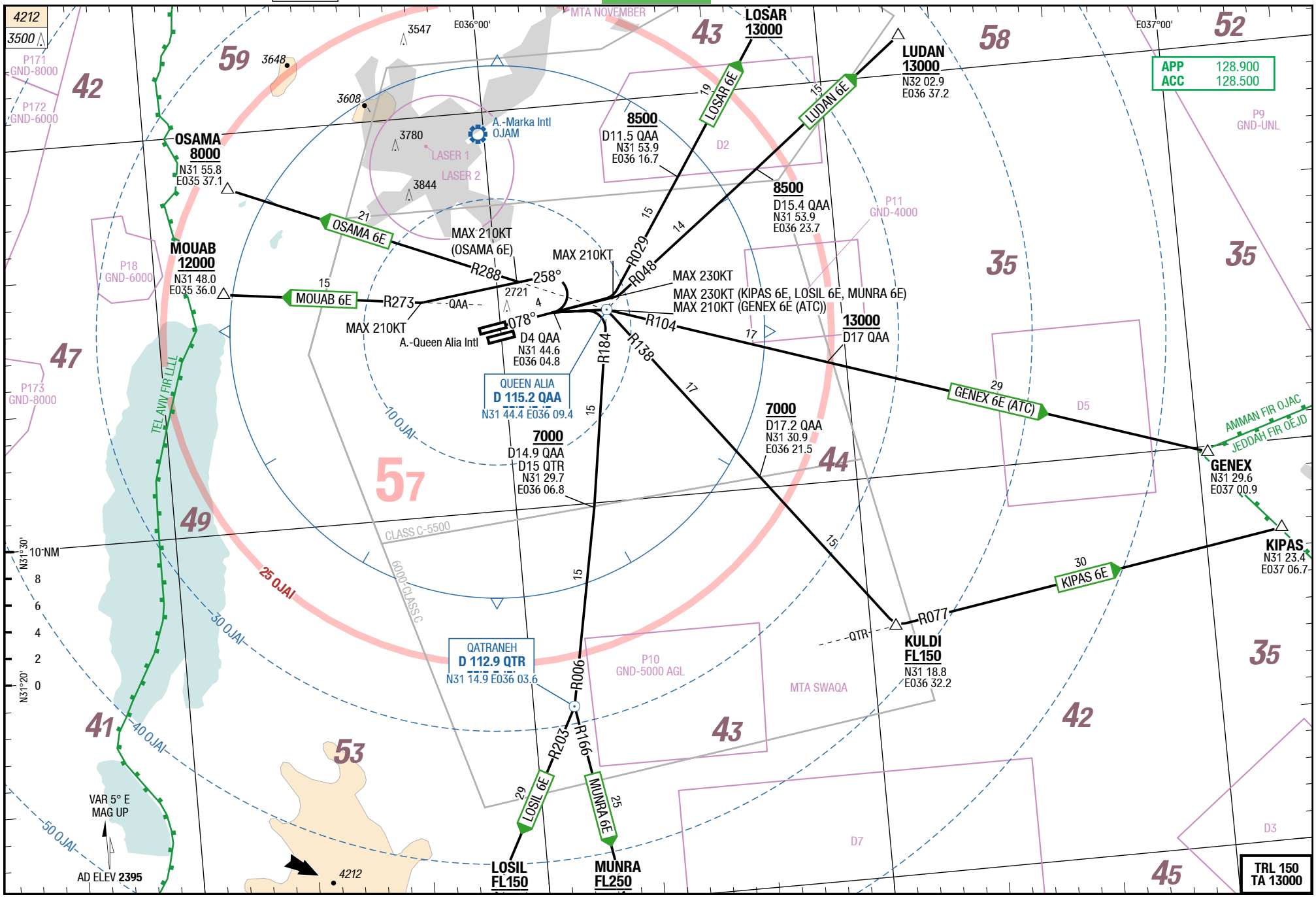


Changes: ALT, Speed RESTR

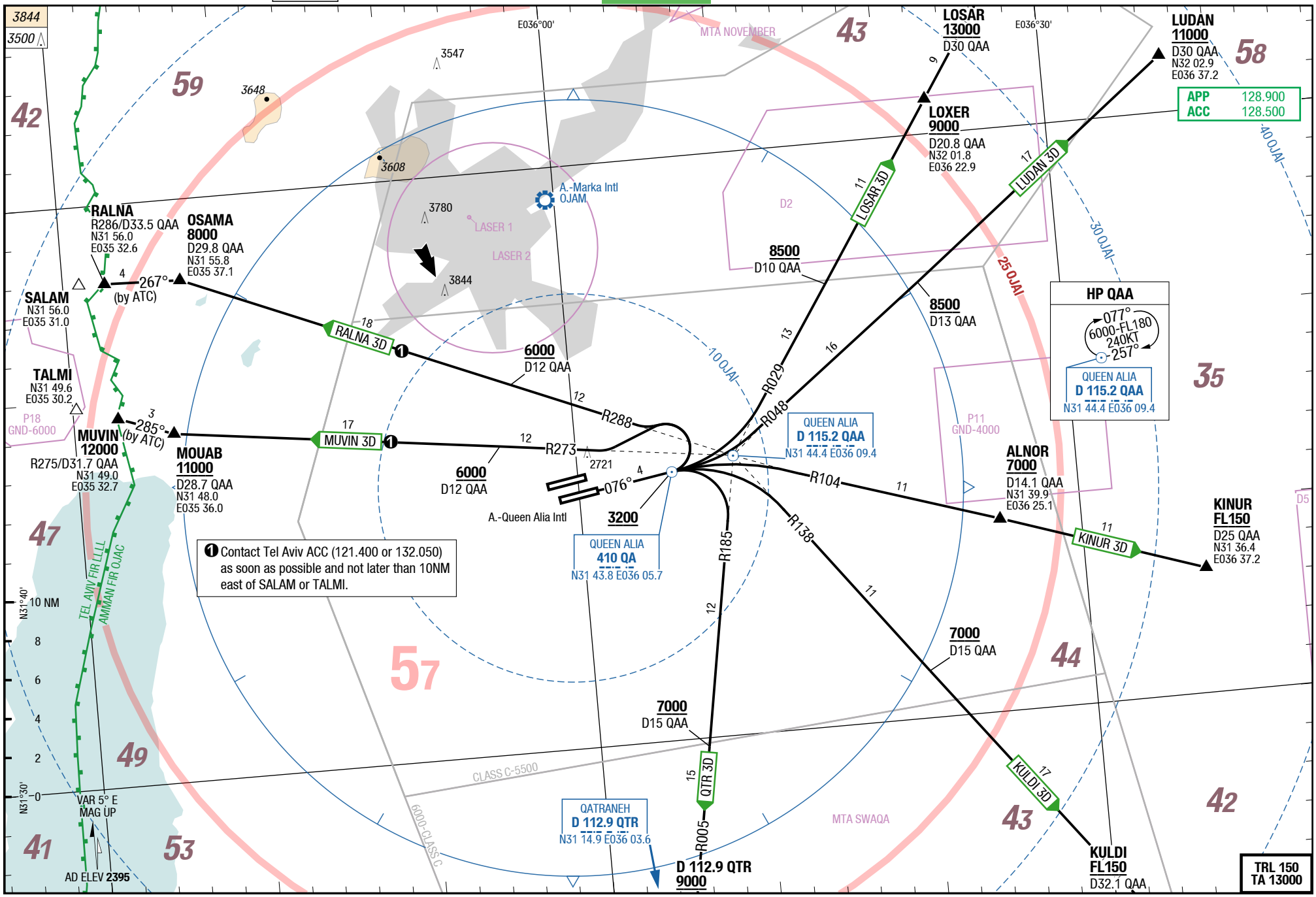
Jordan **Amman** Queen Alia Intl
SIDs RWY 08R
SIDs RWY 08L

SID SID

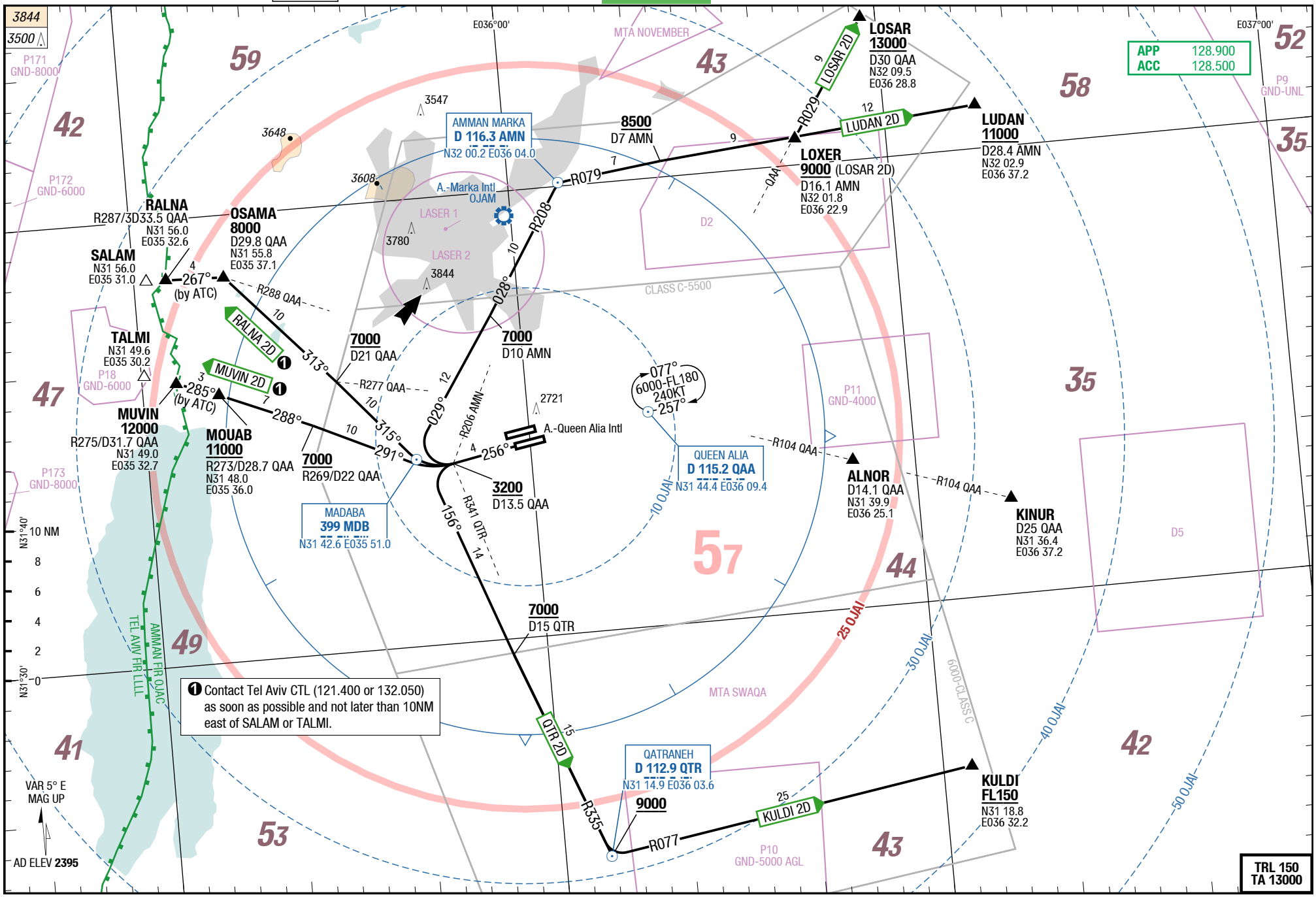
Queen Alia Intl **Amman** Jordan
SIDs RWY 08R
SIDs RWY 08L



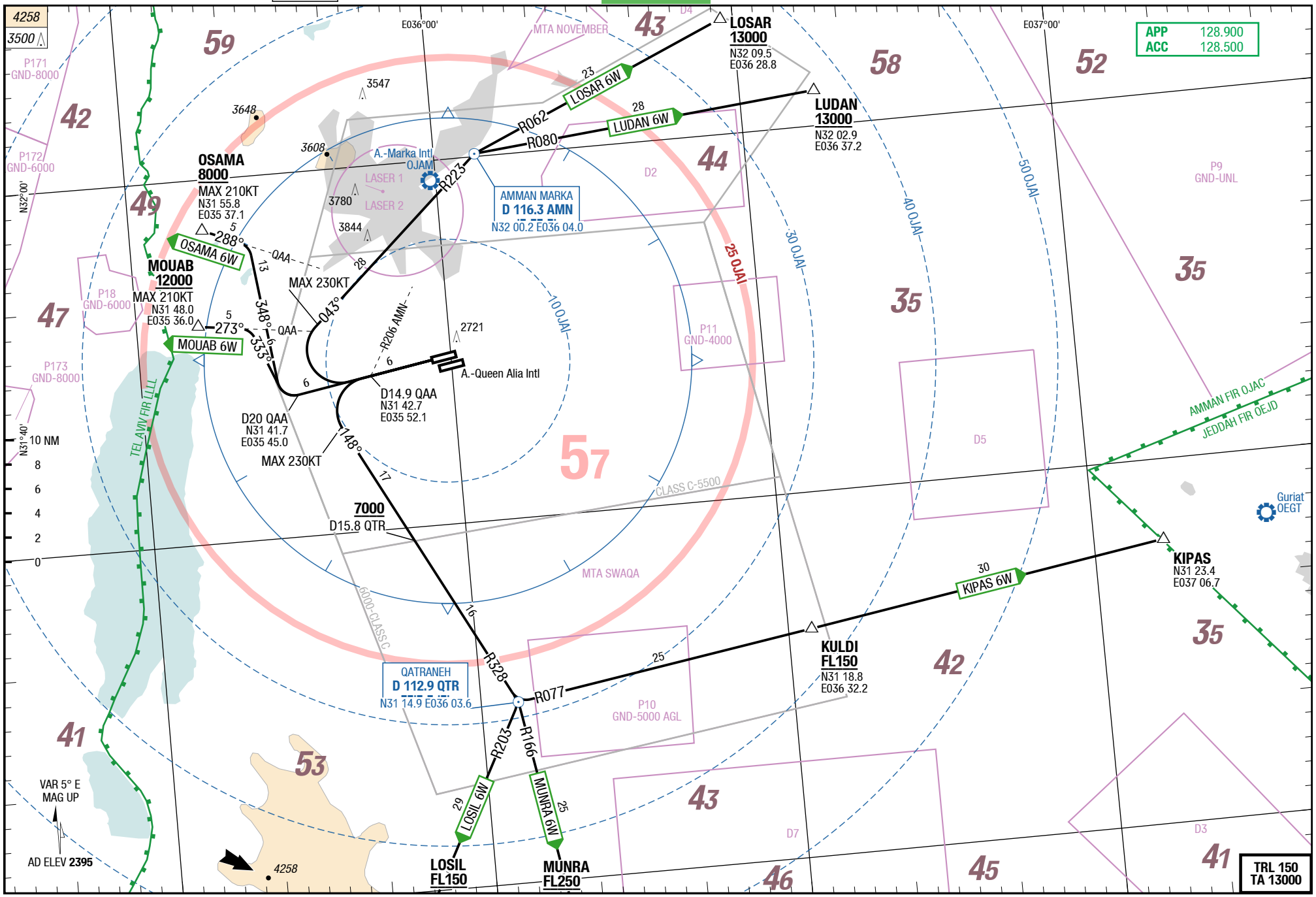
Changes: Speed RESTR


RALNA
R286/D33.5 QAA
N31 56.0
E035 32.6
OSAMA
8000
D29.8 QAA
N31 55.8
E035 37.1
SALAM
N31 56.0
E035 31.0
TALMI
N31 49.6
E035 30.2
MUVIN
12000
R275/D31.7 QAA
N31 49.0
E035 32.7
MOUAB
11000
D28.7 QAA
N31 48.0
E035 36.0
LOSAR
13000
D30 QAA
LOXER
9000
D20.8 QAA
N32 01.8
E036 22.9
LUDAN
11000
D30 QAA
N32 02.9
E036 37.2
APP 128.900
ACC 128.500
8500
D10 QAA
8500
D13 QAA
6000
D12 QAA
6000
D12 QAA
7000
D15 QAA
7000
D15 QAA
ALNOR
7000
D14.1 QAA
N31 39.9
E036 25.1
KINUR
FL150
D25 QAA
N31 36.4
E036 37.2
KULDI
FL150
D32.1 QAA
D 112.9 QTR
9000
HP QAA
077°
6000-FL180
240KT
257°
QUEEN ALIA
D 115.2 QAA
N31 44.4 E036 09.4
QUEEN ALIA
410 QA
N31 43.8 E036 05.7
QATRANEH
D 112.9 QTR
N31 14.9 E036 03.6
A.-Marka Intl
OJAM
A.-Queen Alia Intl
3200
RALNA 3D
MUVIN 3D
LOSAR 3D
LUDAN 3D
KINUR 3D
KULDI 3D
QTR 3D
R288
R273
R029
R048
R104
R138
R185
R005
267° (by ATC)
285° (by ATC)
076°
❶ Contact Tel Aviv ACC (121.400 or 132.050) as soon as possible and not later than 10NM east of SALAM or TALMI.
TEL AVIV FIR LLLL
AMMAN FIR OJAC
CLASS C-5500
6000-CLASS C
MTA NOVEMBER
MTA SWAQA
10 OJAI
25 OJAI
30 OJAI
40 OJAI
P18 GND-6000
P11 GND-4000
D2
LASER 1
LASER 2
VAR 5° E MAG UP
AD ELEV 2395
TRL 150
TA 13000
© Lido 2018

Changes: Nil


APP 128.900
ACC 128.500
AMMAN MARKA
D 116.3 AMN
N32 00.2 E036 04.0
A.-Marka Intl
OJAM
A.-Queen Alia Intl
RALNA
R287/3D33.5 QAA
N31 56.0
E035 32.6
SALAM
N31 56.0
E035 31.0
267° (by ATC)
OSAMA
8000
D29.8 QAA
N31 55.8
E035 37.1
TALMI
N31 49.6
E035 30.2
MUVIN
12000
R275/D31.7 QAA
N31 49.0
E035 32.7
285° (by ATC)
MOUAB
11000
R273/D28.7 QAA
N31 48.0
E035 36.0
MADABA
399 MDB
N31 42.6 E035 51.0
QUEEN ALIA
D 115.2 QAA
N31 44.4 E036 09.4
QATRANEH
D 112.9 QTR
N31 14.9 E036 03.6
LOSAR
13000
D30 QAA
N32 09.5
E036 28.8
LOXER
9000 (LOSAR 2D)
D16.1 AMN
N32 01.8
E036 22.9
LUDAN
11000
D28.4 AMN
N32 02.9
E036 37.2
ALNOR
D14.1 QAA
N31 39.9
E036 25.1
KINUR
D25 QAA
N31 36.4
E036 37.2
KULDI
FL150
N31 18.8
E036 32.2
8500
D7 AMN
7000
D21 QAA
7000
D10 AMN
7000
R269/D22 QAA
3200
D13.5 QAA
7000
D15 QTR
9000
077° 6000-FL180 240KT 257°
R079
R208
R029
R313
R288 QAA
R277 QAA
R206 AMN
R341 QTR
R104 QAA
R335
R077
LOSAR 2D
LUDAN 2D
RALNA 2D
MUVIN 2D
QTR 2D
KULDI 2D
QAA
029°
028°
256°
156°
315°
291°
288°
10 OJAI
25 OJAI
30 OJAI
40 OJAI
50 OJAI
CLASS C-5500
6000-CLASS C
MTA NOVEMBER
MTA SWAQA
P171 GND-8000
P172 GND-6000
P18 GND-6000
P173 GND-8000
P11 GND-4000
P9 GND-UNL
P10 GND-5000 AGL
D2
D5
LASER 1
LASER 2
3547
3648
3608
3780
3844
2721
E036°00'
E037°00'
N31°40'
N31°30'
10 NM
8
6
4
2
0
TEL AVIV FIR LLLL
AMMAN FIR OJAC
❶ Contact Tel Aviv CTL (121.400 or 132.050) as soon as possible and not later than 10NM east of SALAM or TALMI.
VAR 5° E
MAG UP
AD ELEV 2395
TRL 150
TA 13000
© Lido 2018

Changes: Nil



Changes: Speed RESTR

GENEX 6T / KIPAS 6T / LOSAR 6T / LOSIL 6T / LUDAN 6T / MOUAB 6T / MUNRA 6T

RWY 08L (076°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.2%	ft/MIN	700	800	1000	1200	1300	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
GENEX 6T 7.1% to FL150 **128.900** ①	RW08L - KITUT [K210-] - DCT AI809 - KINUR [K250-] - ELOXI - GENEX	KITUT MNM **4300** AI809 MNM **13000** KINUR MNM **FL150**
KIPAS 6T 5.2% to FL150 **128.900** ①	RW08L - KITUT [K230- ;R] - DCT AI804 - AI805 [K250-] - AI806 - KIPAS	KITUT MNM **3800** AI804 MNM **7000** AI805 MNM **FL150**
LOSAR 6T 5.2% to 8500 **128.900** ①	RW08L - KITUT [K230- ;L] - DCT AI801 - AI808 [K250-] - LOXER - LOSAR	KITUT MNM **3800** AI801 between **6000** and **9000** AI808 MNM **8500** LOSAR MNM **13000**
LOSIL 6T 3.6% to 7000 **128.900** ①	RW08L - KITUT [K230- ;R] - DCT AI804 - AI807 [K250-] - LOSIL	KITUT MNM **3500** AI804 MNM **7000** LOSIL MNM **FL150**
LUDAN 6T 5.2% to 8500 **128.900** ①	RW08L - KITUT [K230- ;L] - DCT AI801 - AI808 [K250-] - LOXER - LUDAN	KITUT MNM **3800** AI801 between **6000** and **9000** AI808 MNM **8500** LUDAN MNM **13000**
MOUAB 6T 4.3% to 6000 **128.900** ①	RW08L - KITUT [K230- ;L] - DCT AI801 - AI802 [K250-] - AI803 - MOUAB	KITUT MNM **3600** AI801 between **6000** and **9000** MOUAB MNM **12000**
MUNRA 6T 6.0% to FL250 **128.900** ①	RW08L - KITUT [K230- ;R] - DCT AI804 - AI807 [K250-] - MUNRA	KITUT MNM **4000** AI804 MNM **7000** MUNRA MNM **FL250**

① If unable to comply with climb gradient, advise ATC.

Changes: Speed RESTR, ALT

OSAMA 6T

RWY 08L (076°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
OSAMA 6T 4.3% to 6000 **128.900** ①	RW08L - KITUT [K230- ;L] - DCT AI801 - AI802 [K250-] - AI803 - OSAMA	KITUT MNM **3600** AI801 between **6000** and **9000** OSAMA MNM **8000**

① If unable to comply with climb gradient, advise ATC.

Changes: Speed RESTR, ALT

KULDI 1S / LOSAR 1S / LUDAN 1S / MOUAB 1S / OSAMA 1S / QTR01 1S

RWY 08R (076°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.6%	ft/MIN	500	600	700	800	900	1000
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
KULDI 1S 3.6% to 3200 5.5% to 8500 **128.900** ②	SIVIK [K210- ;R] - ASPAL [K210- ;R] - AI270 - KULDI	AI270 MNM **7000** KULDI MNM **FL150**
LOSAR 1S 3.6% to 3200 4.4% to 13000 **128.900** ③	SIVIK [K210- ;L] - ORDUN [K210- ;R] - LONIN [L] - LOSAR	LONIN MNM **8500** LOSAR MNM **13000**
LUDAN 1S 3.6% to 3200 4.4% to 8500 **128.900** ③	SIVIK [K210- ;L] - ORDUN [K210- ;R] - LONIN [L] - LUDAN	LONIN MNM **8500** LUDAN MNM **11000**
MOUAB 1S 3.6% to 3200 **128.900**	SIVIK [K210- ;L] - ORDUN [K210- ;L] - KINEN [L] - MOUAB	MOUAB MNM **11000**
OSAMA 1S 3.6% to 3200 **128.900**	SIVIK [K210- ;L] - ORDUN [K210- ;L] - KINEN [R] - OSAMA	OSAMA at **8000**
QTR01 1S 3.6% to 3200 3.5% to 7000 **128.900** ①	SIVIK [K210- ;R] - ASPAL [K210- ;R] - AI268 - QTR01	AI268 MNM **7000** QTR01 MNM **9000**

① Climb gradient 3.5% due to ASP restrictions.

② Climb gradient 5.5% due to ASP restrictions.

③ Climb gradient 4.4% due to ASP restrictions.

Changes: Page Number, PROC, ALT, chart title

KULDI 1Q / LOSAR 1Q / LUDAN 1Q / MOUAB 1Q / OSAMA 1Q / QTR01 1Q

RWY 26L (256°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
3.9%	ft/MIN	500	600	800	900	1000	1100
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
KULDI 1Q 3.8% to FL150 **128.900** ①	OBTAN [K210- ;L] - LOTES [K210- ;L] - AI087 - KULDI	AI087 MNM **7000** KULDI MNM **FL150**
LOSAR 1Q **128.900**	OBTAN [K210- ;R] - RESOS [K210- ;R] - KINEN [K210- ;R] - IMLOL - LOXER [L] - LOSAR	IMLOL MNM **8500** LOXER MNM **9000** LOSAR MNM **13000**
LUDAN 1Q **128.900**	OBTAN [K210- ;R] - RESOS [K210- ;R] - KINEN [K210- ;R] - IMLOL - LOXER [R] - LUDAN	IMLOL MNM **8500** LOXER MNM **9000** LUDAN MNM **11000**
MOUAB 1Q 6.9% to 11000 **128.900** ②	OBTAN [K210- ;R] - RESOS [K210- ;L] - MOUAB	MOUAB MNM **11000**
OSAMA 1Q 3.9% to 8000 **128.900** ③	OBTAN [K210- ;R] - RESOS [K210- ;R] - OSAMA	OSAMA at **8000**
QTR01 1Q 3.6% to 7000 **128.900** ④	OBTAN [K210- ;L] - LOTES [K210- ;L] - AI088 - QTR01	AI088 MNM **7000** QTR01 MNM **9000**

① Climb gradient 3.8% due to ASP restrictions.

② Climb gradient 6.9% due to ASP restrictions.

③ Climb gradient 3.9% due to ASP restrictions.

④ Climb gradient 3.6% due to ASP restrictions.

KIPAS 6D / LOSAR 6D / LOSIL 6D / LUDAN 6D / MOUAB 6D / MUNRA 6D / OSAMA 6D

RWY 26R (256°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
KIPAS 6D 4.0% to 7000 **128.900** ①	RW26R - AI601 [K230- ;L] - DCT AI088 - EGLOT [K250-] - AI605 - AI606 - KIPAS	AI601 MNM **3400** AI088 MNM **7000** AI605 MNM **FL150**
LOSAR 6D 3.8% to 6000 **128.900** ①	RW26R - AI601 [K230- ;R] - DCT AI603 - AI604 [K250-] - LOXER - LOSAR	AI601 MNM **3200** AI603 between **6000** and **8000** AI604 MNM **8500** LOSAR MNM **13000**
LOSIL 6D 4.0% to 7000 **128.900** ①	RW26R - AI601 [K230- ;L] - DCT AI088 - LOSIL [K250-]	AI601 MNM **3300** AI088 MNM **7000** LOSIL MNM **FL150**
LUDAN 6D 3.8% to 6000 **128.900** ①	RW26R - AI601 [K230- ;R] - DCT AI603 - AI604 [K250-] - LOXER - LUDAN	AI601 MNM **3200** AI603 between **6000** and **8000** AI604 MNM **8500** LUDAN MNM **13000**
MOUAB 6D 6.5% to 12000 **128.900** ①	RW26R - AI601 [K210-] - AI602 [K210-] - MOUAB [K210-]	AI601 MNM **4000** MOUAB MNM **12000**
MUNRA 6D 6.1% to FL250 **128.900** ①	RW26R - AI601 [K230- ;L] - DCT AI088 - MUNRA [K250-]	AI601 MNM **3900** AI088 MNM **7000** MUNRA MNM **FL250**
OSAMA 6D **128.900**	RW26R - AI601 [K210-] - AI602 [K210-] - OSAMA [K210-]	AI601 MNM **3200** AI602 MNM **5000** OSAMA MNM **8000**

① If unable to comply with climb gradient, advise ATC.

GENEX 6E / KIPAS 6E / LOSAR 6E / LOSIL 6E / LUDAN 6E / MOUAB 6E

RWY 08L (076°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
GENEX 6E (ATC) 7.0% to FL150 **128.900** ①②	at D4 **QAA RT** intercept R104 **QAA** (MAX 210KT) to GENEX	R104/D17 **QAA** MNM **13000**
KIPAS 6E 4.9% to FL150 **128.900** ①②	at D4 **QAA RT** intercept R138 **QAA** (MAX 230KT) to KULDI - **LT** intercept R077 **QTR** to KIPAS	R138/D17.2 **QAA** MNM **7000** KULDI MNM **FL150**
LOSAR 6E 5.6% to 8500 **128.900** ①②	at D4 **QAA LT** intercept R029 **QAA** (MAX 210KT) to LOSAR	R029/D11.5 **QAA** MNM **8500** LOSAR MNM **13000**
LOSIL 6E 3.6% to FL150 **128.900** ①②	at D4 **QAA RT** intercept R184 **QAA** (MAX 230KT) to **QTR** - R203 **QTR** to LOSIL	R184/D14.9 **QAA** MNM **7000** LOSIL MNM **FL150**
LUDAN 6E 4.5% to 8500 **128.900** ①②	at D4 **QAA LT** intercept R048 **QAA** (MAX 230KT) to LUDAN	R048/D15.4 **QAA** MNM **8500** LUDAN MNM **13000**
MOUAB 6E 4.4% to 12000 **128.900** ①②③	at D4 **QAA LT** intercept R273 **QAA** (MAX 210KT) to MOUAB	MOUAB MNM **12000**

① If unable to comply with ALT/SPD restrictions: advice ATC on startup, expect non STD DEP.

② If unable to comply with ALT/SPD restrictions: If after DEP, Turn L or R as appropriate to enter QAA HP, advice ATC immediately

③ Contact Tel Aviv CTR (121.400 or 132.050 or 121.150) as soon as possible after take-off not later then 5NM to MOUAB.

Changes: Completely revised

MUNRA 6E / OSAMA 6E

RWY 08L (076°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
MUNRA 6E 6.1% to FL250 **128.900** ①②	at D4 **QAA RT** intercept R184 **QAA** (MAX 230KT) to **QTR** - R166 **QTR** to MUNRA	R184/D14.9 **QAA** MNM **7000** MUNRA MNM **FL250**
OSAMA 6E **128.900** ①②③	at D4 **QAA LT** intercept R288 **QAA** (MAX 210KT) to OSAMA	OSAMA MNM **8000**

① If unable to comply with ALT/SPD restrictions: advice ATC on startup, expect non STD DEP.

② If unable to comply with ALT/SPD restrictions: If after DEP, Turn L or R as appropriate to enter QAA HP, advice ATC immediately

③ Contact Tel Aviv CTR (121.400 or 132.050 or 121.150) as soon as possible after take-off not later then 5NM to OSAMA.

Changes: Completely revised

KINUR 3D / KULDI 3D / LOSAR 3D / LUDAN 3D / MUVIN 3D / QTR 3D / RALNA 3D

RWY 08R (076°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
KINUR 3D **128.900** ①③	at **QA RT** intercept R104 **QAA** to ALNOR - KINUR	**QA** MNM **3200** ALNOR MNM **7000** KINUR MNM **FL150**
KULDI 3D **128.900** ①③	at **QA RT** intercept R138 **QAA** to KULDI	**QA** MNM **3200** R138/D15 **QAA** MNM **7000** KULDI MNM **FL150**
LOSAR 3D **128.900** ①③	at **QA LT** intercept R029 **QAA** to LOXER - LOSAR	**QA** MNM **3200** R029/D10 **QAA** MNM **8500** LOXER MNM **9000** LOSAR MNM **13000**
LUDAN 3D **128.900** ①③	at **QA LT** intercept R048 **QAA** to LUDAN	**QA** MNM **3200** R048/D13 **QAA** MNM **8500** LUDAN MNM **11000**
MUVIN 3D **128.900** ①②③	at **QA LT** intercept R273 **QAA** to MOUAB - **RT** 285° to MUVIN	**QA** MNM **3200** R273/D12 **QAA** MNM **6000** MOUAB MNM **11000** MUVIN at **12000**
QTR 3D **128.900** ①②③	at **QA RT** intercept R185 **QAA** to **QTR**	**QA** MNM **3200** R185/D15 **QAA** MNM **7000** **QTR** MNM **9000**
RALNA 3D **128.900** ①③④	at **QA LT** intercept R288 **QAA** to OSAMA - **LT** 267° to RALNA	**QA** MNM **3200** R288/D12 **QAA** 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 Contact Tel Aviv CTL (121.400 or 132.050) as soon as possible and not later than 10NM east of TALMI.

③ ACFT unable to comply with the SID profile restriction turn L or R as appropriate at 5000 to enter QAA HP.

④ Contact Tel Aviv CTL (121.400 or 132.050) as soon as possible and not later than 10NM east of SALAM.

KULDI 2D / LOSAR 2D / LUDAN 2D / MUVIN 2D / QTR 2D / RALNA 2D

RWY 26L (256°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
KULDI 2D **128.900** ①②	at D13.5 **QAA LT** intercept R335 **QTR** to **QTR** - R077 **QTR** to KULDI	D13.5 **QAA** MNM **3200** R335/D15 **QTR** MNM **7000** **QTR** MNM **9000** KULDI MNM **FL150**
LOSAR 2D **128.900** ①②	at D13.5 **QAA RT** intercept R208 **AMN** to **AMN** - R079 **AMN** to LOXER - **LT** intercept R029 **QAA** to LOSAR	D13.5 **QAA** (or R206 **AMN** or R341 **QTR**) MNM **3200** R208/D10 **AMN** MNM **7000** R079/D7 **AMN** MNM **8500** LOXER MNM **9000** LOSAR MNM **13000**
LUDAN 2D **128.900** ①②	at D13.5 **QAA RT** intercept R208 **AMN** to **AMN** - R079 **AMN** to LUDAN	D13.5 **QAA** MNM **3200** R208/D10 **AMN** MNM **7000** R079/D7 **AMN** MNM **8500** LUDAN MNM **11000**
MUVIN 2D **128.900** ①②③	at D13.5 **QAA RT** to MOUAB - **LT** 285° to MUVIN	D13.5 **QAA** (or R206 **AMN**) MNM **3200** R269/D22 **AMN** MNM **7000** MOUAB MNM **11000** MUVIN at **12000**
QTR 2D **128.900** ①②	at D13.5 **QAA LT** intercept R335 **QTR** to **QTR**	D13.5 **QAA** MNM **3200** R335/D15 **QTR** MNM **7000** **QTR** MNM **9000**
RALNA 2D **128.900** ①②④	at D13.5 **QAA RT** to OSAMA - **LT** 267° to RALNA	D13.5 **QAA** (or R206 **AMN**) MNM **3200** R277/D21 **QAA** MNM **7000** 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 QAA HP.

③ Contact Tel Aviv CTL (121.400 or 132.050) as soon as possible and not later than 10NM east of TALMI.

④ Contact Tel Aviv CTL (121.400 or 132.050) as soon as possible and not later than 10NM east of SALAM.

KIPAS 6W / LOSAR 6W / LOSIL 6W / LUDAN 6W / MOUAB 6W / MUNRA 6W / OSAMA 6W

RWY 26R (256°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
KIPAS 6W 3.9% to 7000 **128.900** ①②	at D14.9 **QAA LT** intercept R328 **QTR** (MAX 230KT) to **QTR** - R077 **QTR** to KULDI - KIPAS	R328/D15.8 **QTR** MNM **7000** KULDI MNM **FL150**
LOSAR 6W **128.900** ①②	at D14.9 **QAA RT** intercept R223 **AMN** (MAX 230KT) to **AMN** - R062 **AMN** to LOSAR	LOSAR MNM **13000**
LOSIL 6W 3.9% to 7000 **128.900** ①②	at D14.9 **QAA LT** intercept R328 **QTR** (MAX 230KT) to **QTR** - R203 **QTR** to LOSIL	R328/D15.8 **QTR** MNM **7000** LOSIL MNM **FL150**
LUDAN 6W **128.900** ①②	at D14.9 **QAA RT** intercept R223 **AMN** (MAX 230KT) to **AMN** - R080 **AMN** to LUDAN	LUDAN MNM **13000**
MOUAB 6W 7.2% to 12000 **128.900** ①②③④	at D20 **QAA RT** 333° to intercept R273 **QAA** to MOUAB (MAX 210KT)	MOUAB MNM **12000**
MUNRA 6W 6.2% to FL250 **128.900** ①②	at D14.9 **QAA LT** intercept R328 **QTR** (MAX 230KT) to **QTR** - R166 **QTR** to MUNRA	R328/D15.8 **QTR** MNM **7000** MUNRA MNM **FL250**
OSAMA 6W **128.900** ①②③	at D20 **QAA RT** 348° to intercept R288 **QAA** to OSAMA (MAX 210KT)	OSAMA MNM **8000**

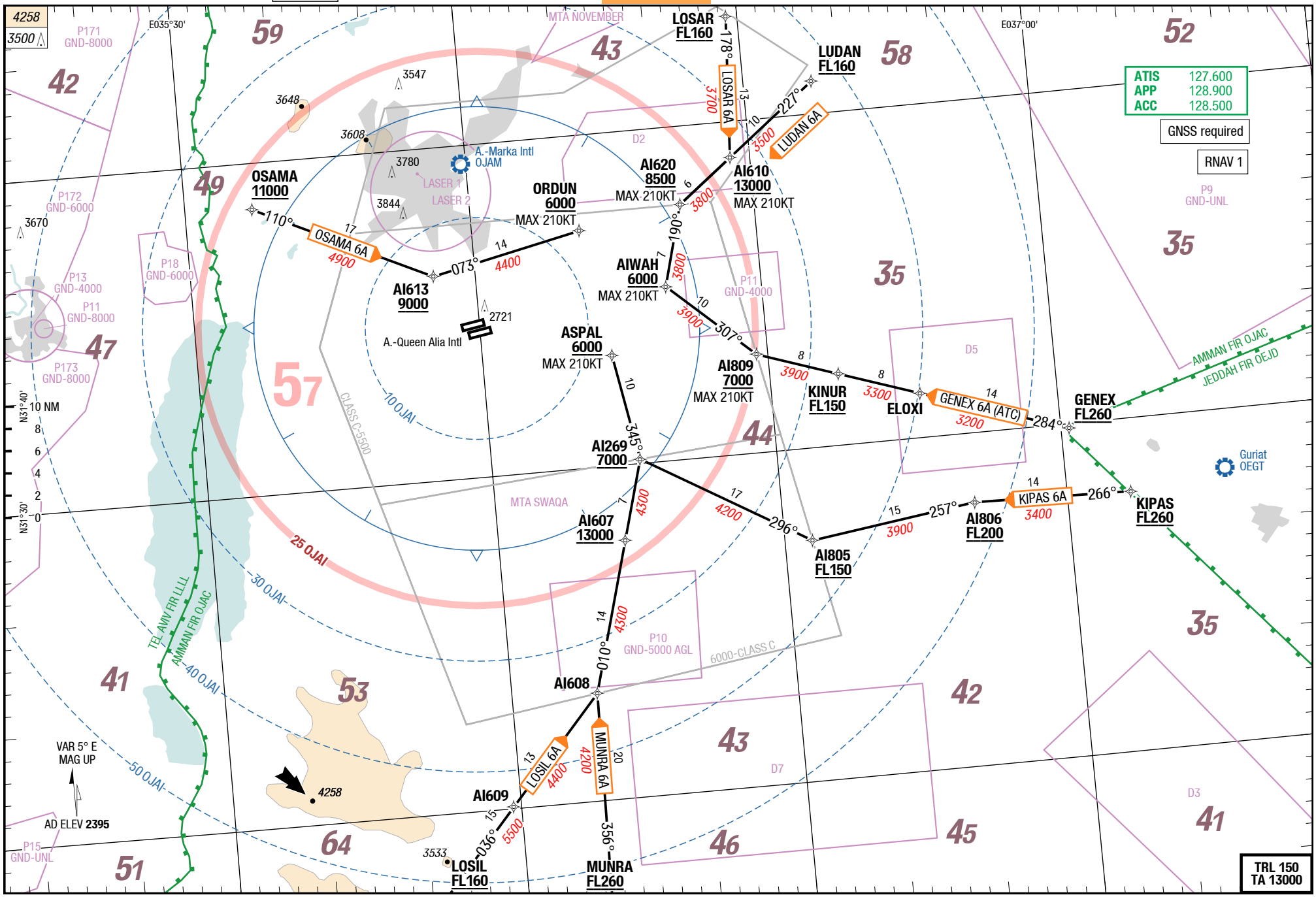
① If unable to comply with ALT/SPD restrictions, advise ATC on startup, expect NON-STD DEP.

② If unable to comply with ALT/SPD restrictions, if after DEP, turn L or R to join QAA HP, advise ATC immediately.

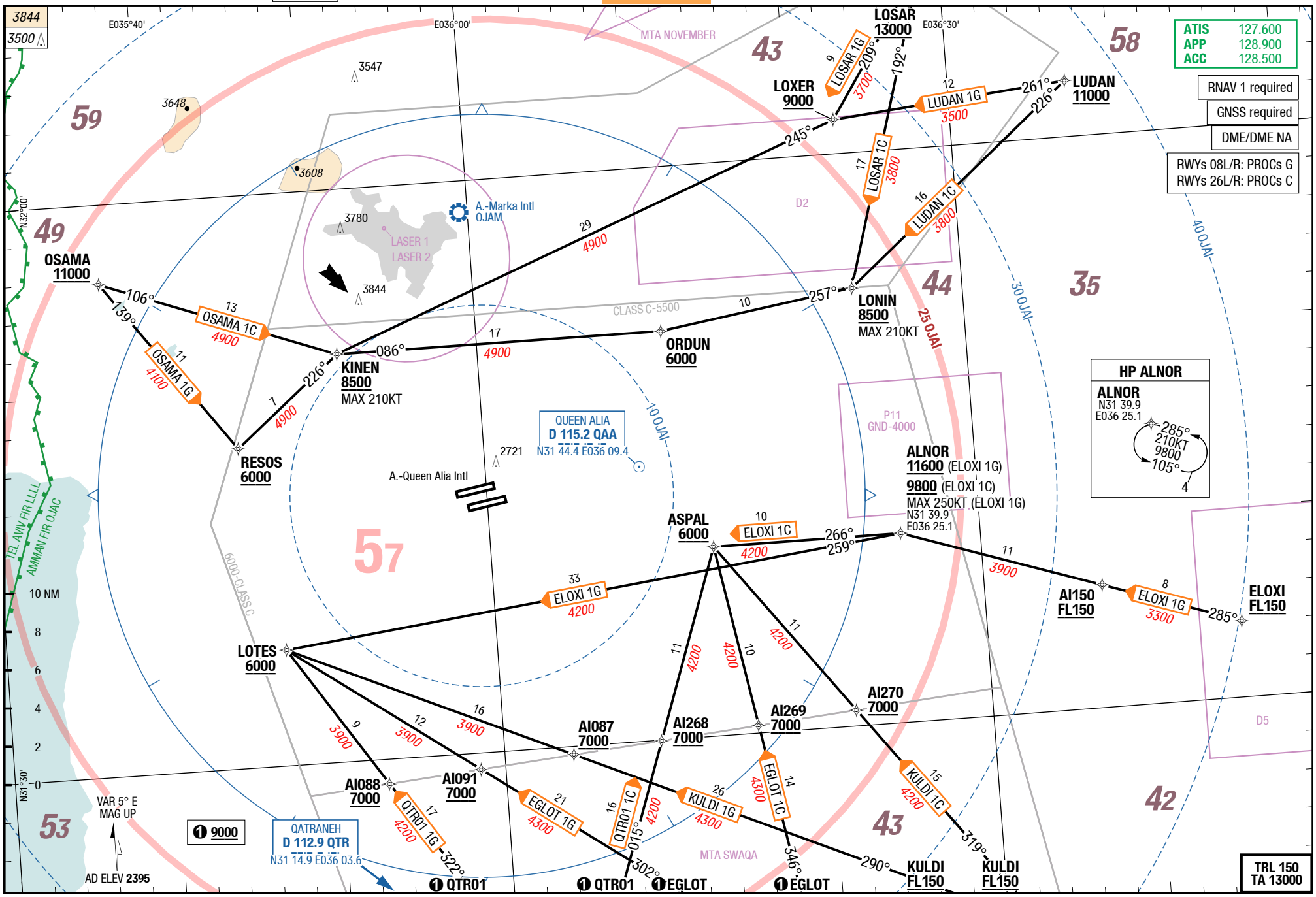
③ Conteact Tel Aviv CTL (121.400 or 132.050 or 122.150) as soon as possible after take-off and not later than 5NM to OSAMA.

④ Conteact Tel Aviv CTL (121.400 or 132.050 or 122.150) as soon as possible after take-off and not later than 5NM to MOUAB.

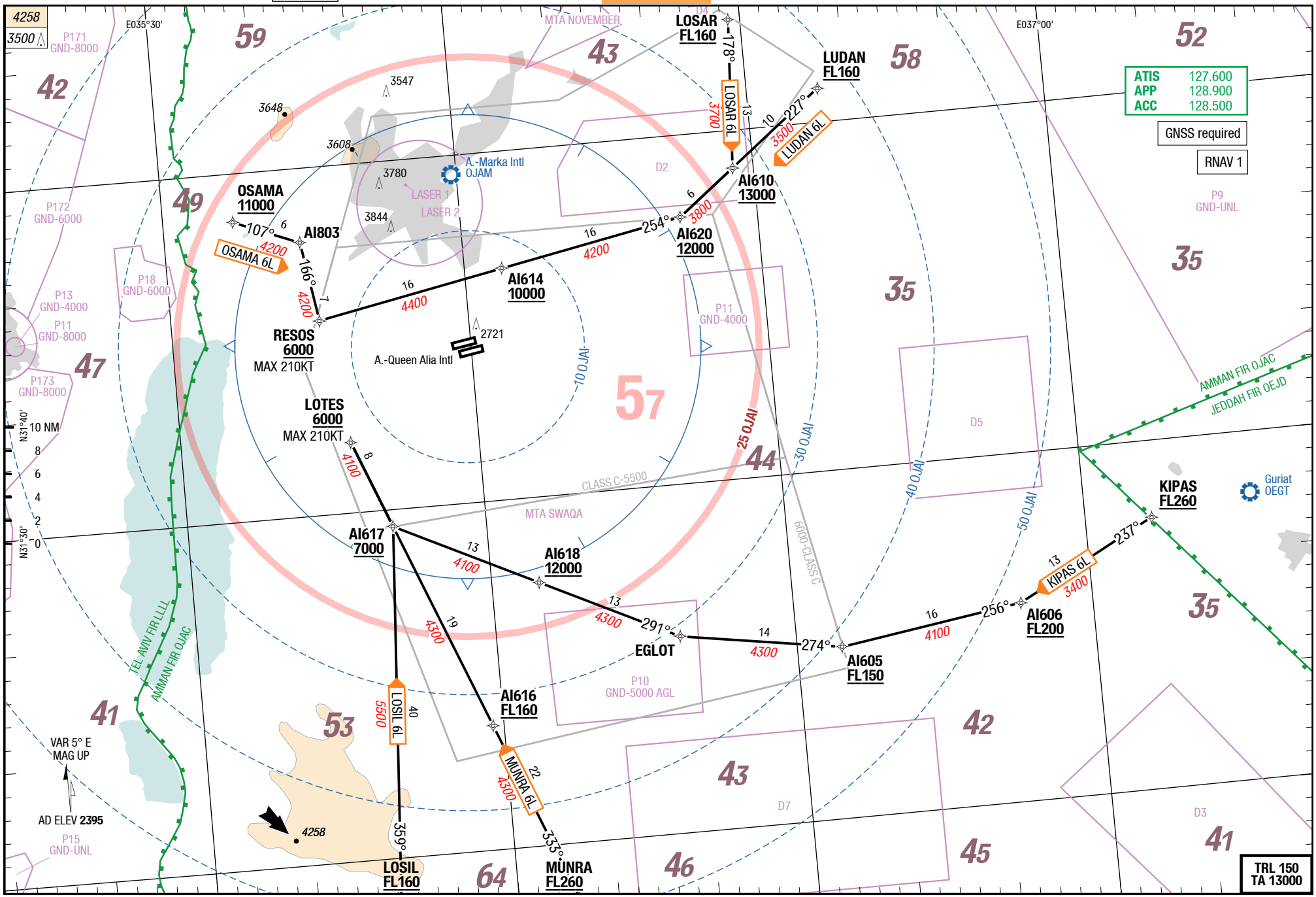
Changes: Completely revised



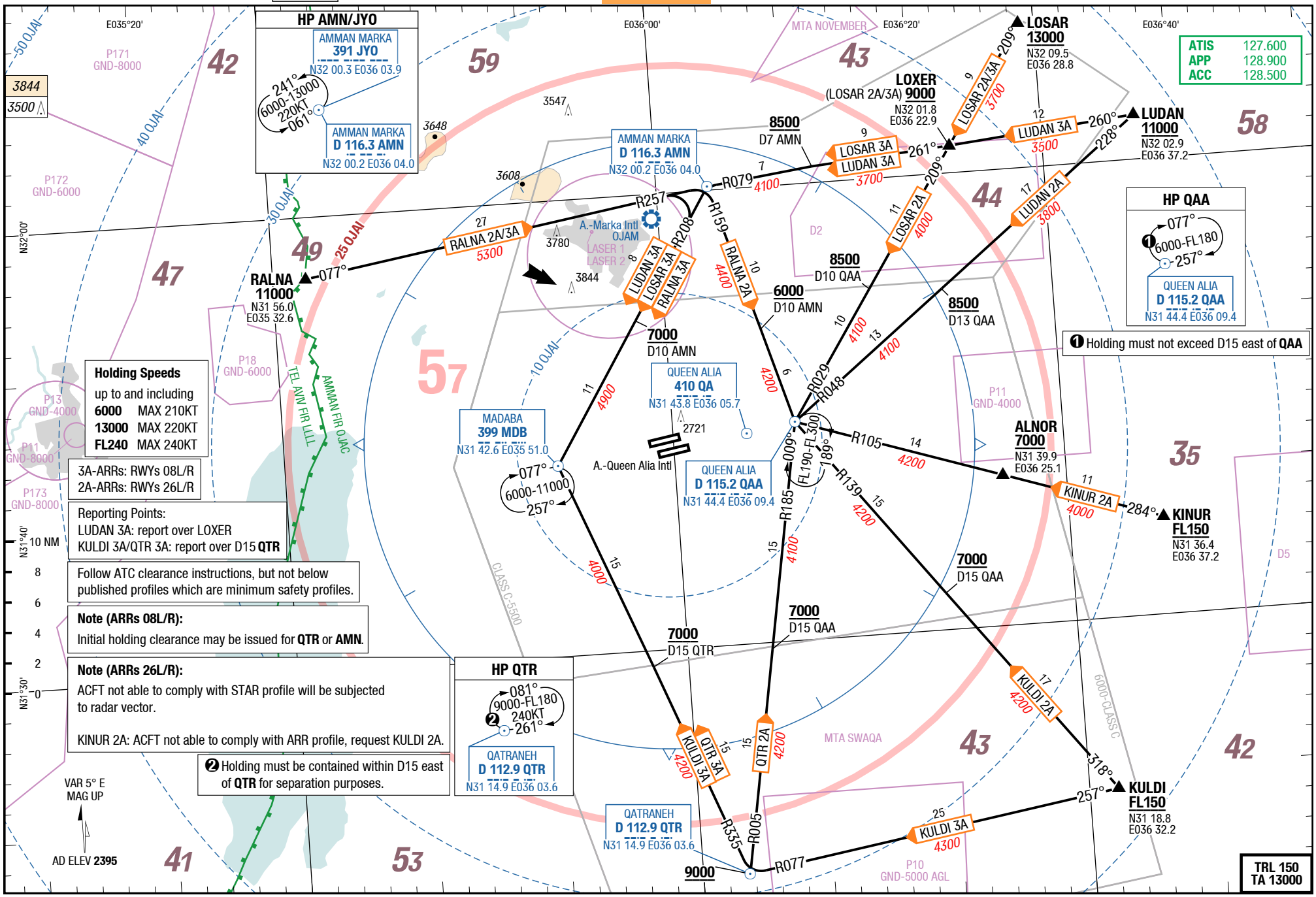
Changes: Speed RESTR


ATIS 127.600
APP 128.900
ACC 128.500
RNAV 1 required
GNSS required
DME/DME NA
RWYs 08L/R: PROCs G
RWYs 26L/R: PROCs C
LOSAR 13000
LOXER 9000
LUDAN 11000
LONIN 8500
MAX 210KT
OSAMA 11000
KINEN 8500
MAX 210KT
RESOS 6000
ORDUN 6000
ASPAL 6000
ALNOR 11600 (ELOXI 1G)
9800 (ELOXI 1C)
MAX 250KT (ELOXI 1G)
N31 39.9
E036 25.1
HP ALNOR
ALNOR
N31 39.9
E036 25.1
285°
210KT
9800
105°
4
AI150 FL150
ELOXI FL150
LOTES 6000
AI087 7000
AI088 7000
AI091 7000
AI268 7000
AI269 7000
AI270 7000
KULDI FL150
KULDI FL150
A.-Marka Intl
OJAM
A.-Queen Alia Intl
QUEEN ALIA
D 115.2 QAA
N31 44.4 E036 09.4
QATRANEH
D 112.9 QTR
N31 14.9 E036 03.6
LASER 1
LASER 2
CLASS C-5500
6000-CLASS C
MTA NOVEMBER
MTA SWAQA
P11
GND-4000
D2
D5
TEL AVIV FIR LLLL
AMMAN FIR OJAC
10 NM
VAR 5° E
MAG UP
AD ELEV 2395
9000
TRL 150
TA 13000
© Lido 2018

Changes: Nil



Changes: Speed RESTR



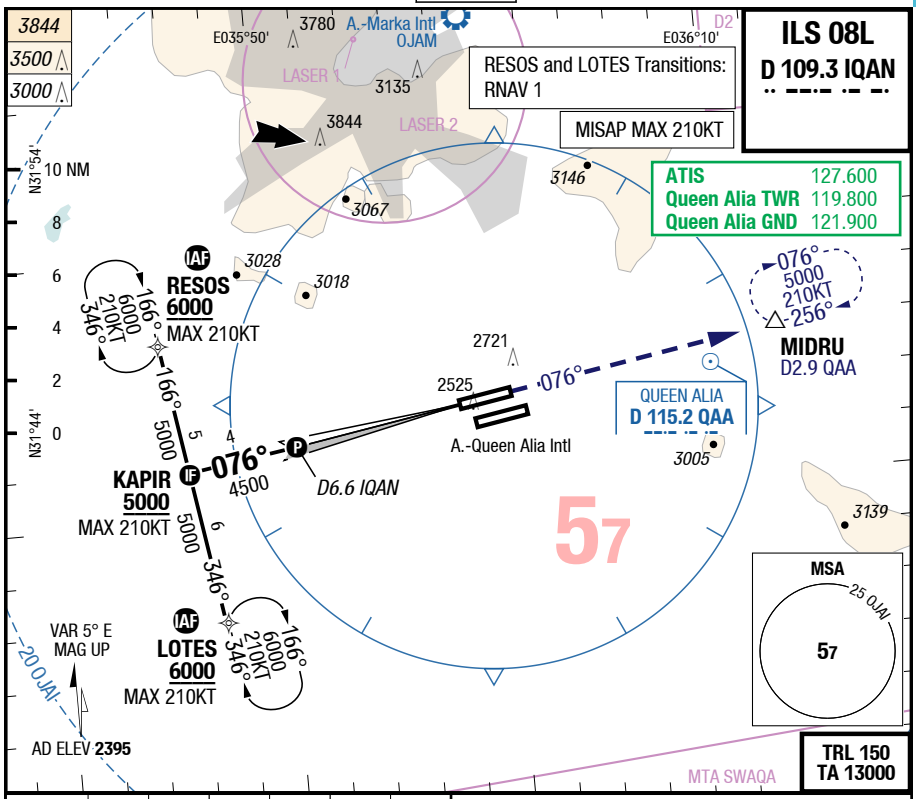
Changes: Nil

08-MAR-2018

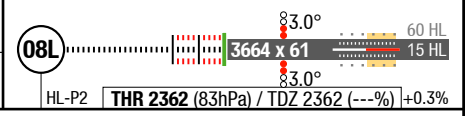
AMM-OJAI

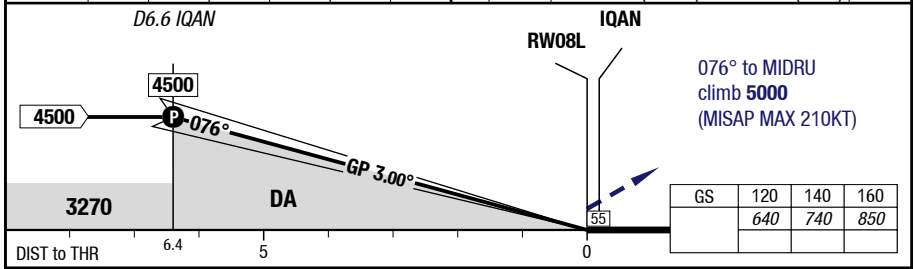
7-10

ILS 08L



D IQAN	6.6	5	4	3	2	1
	4500	3970	3650	3320	3000	2680





08L		Cat 2	Cat 1 1)				Circling
C	ft - m/km ft	120 - 300R **147** RA	200 - 550 **2570**				1110 - 2.4V **3500**
D	ft - m/km ft	140 - 400R **163** RA	210 - 550 **2580**				1110 - 3.6V **3500**

1) With EVS 350m

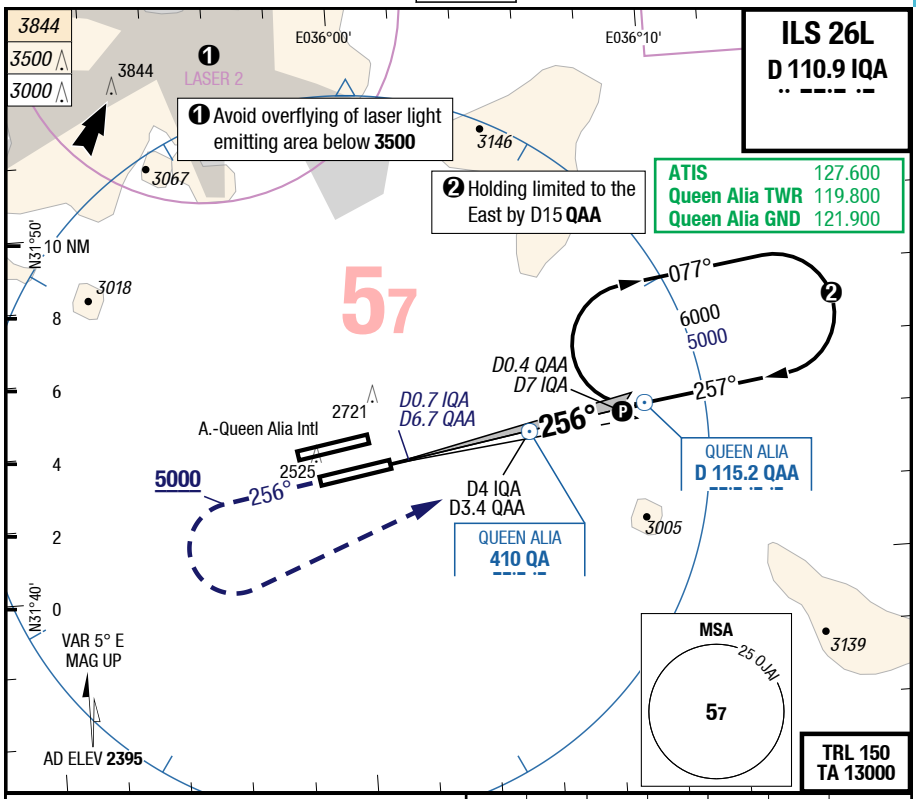
Changes: OBST

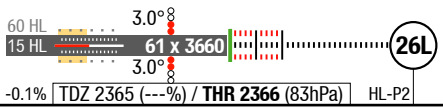
08-MAR-2018

AMM-OJAI

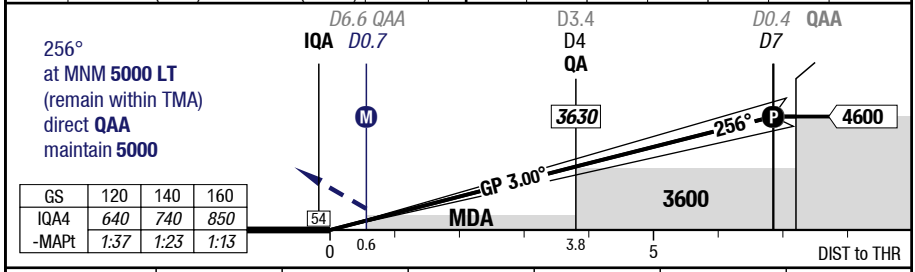
7-20

ILS 26L





1	2	3	5	6	7	LOC 3.00° D IQA
2680	3000	3320	3960	4280	4600	



GS	120	140	160
IQA4	*640*	*740*	*850*
-MAPt	*1:37*	*1:23*	*1:13*

26L		Cat 2	Cat 1 1)	LOC DME QAA			Circling
C	ft - m/km ft	140 - 400R **142** RA	200 - 550 **2570**	310 - 750 **2670**			1110 - 2.4V **3500**
D	ft - m/km ft	140 - 400R **142** RA	200 - 550 **2570**	310 - 750 **2670**			1110 - 3.6V **3500**

1) With EVS 350m

Changes: FAT, MAPt, DIST ALT table, OBST, ROD

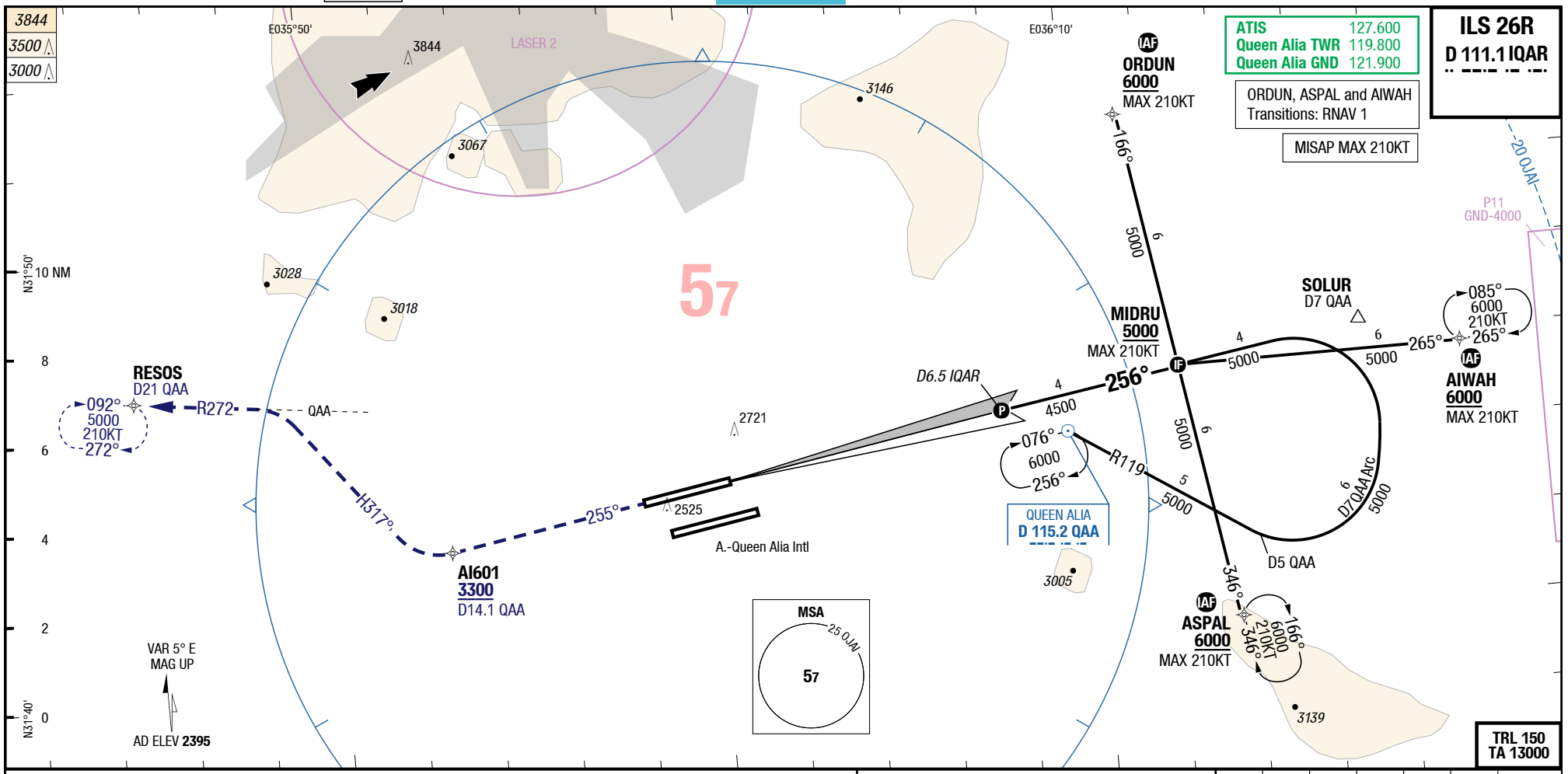
Jordan **Amman** Queen Alia Intl

LOC 08L
ILS 26R

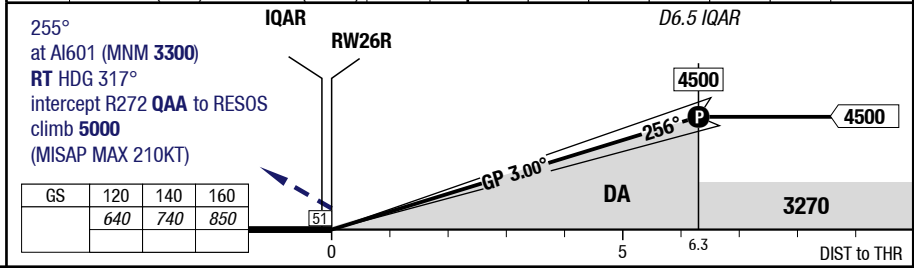
IAC IAC

Queen Alia Intl **Amman** Jordan

LOC 08L
ILS 26R



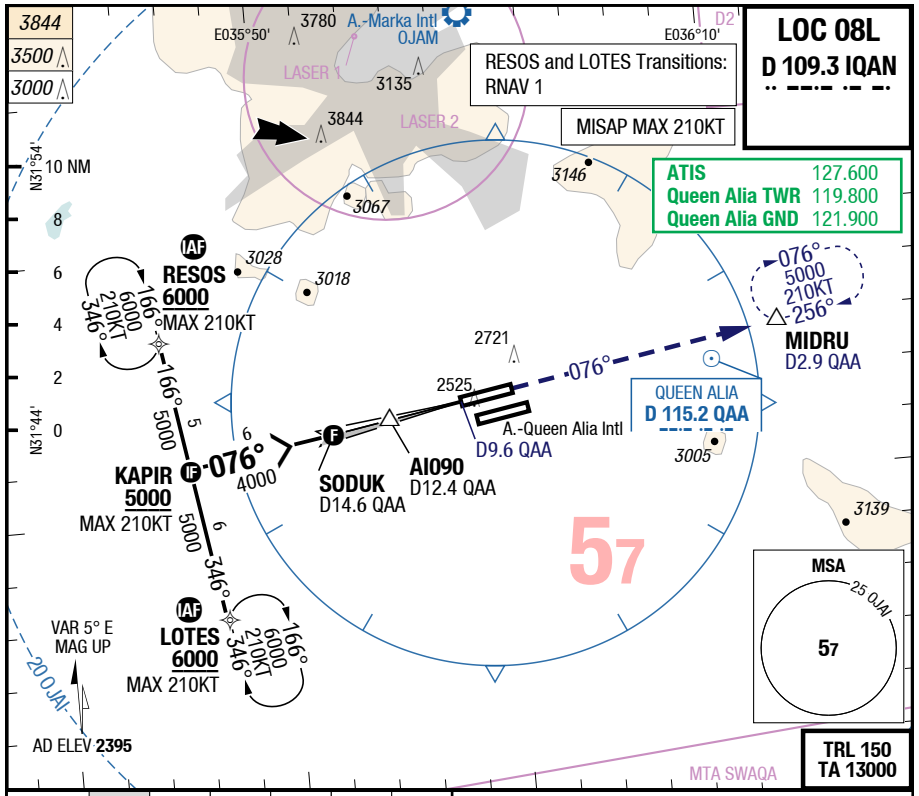
1	2	3	4	5	6.5	D IQAR
2720	3040	3360	3680	4010	4500	



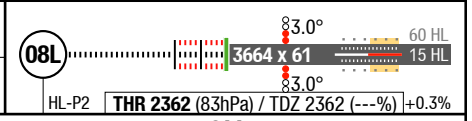
26R		Cat 2	Cat 1 1)				Circling
C	ft - m/km ft	120 - 300R **122** RA	200 - 550 **2600**				1110 - 2.4V **3500**
D	ft - m/km ft	140 - 400R **139** RA	210 - 550 **2610**				1110 - 3.6V **3500**

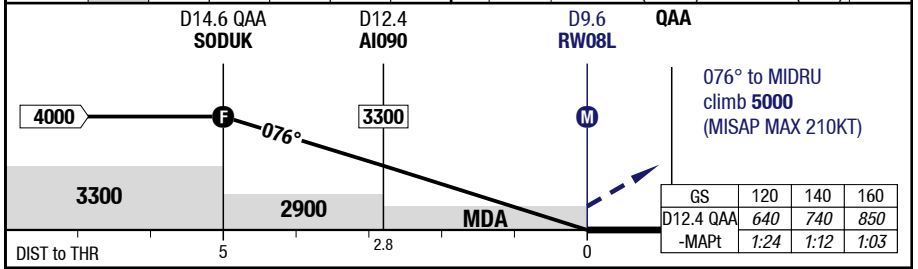
1) With EVS 350m

Changes: OBST



3.00° D QAA		14.6	14	13	12	11
		4000	*3810*	*3490*	*3170*	*2850*





GS	120	140	160
D12.4 QAA	*640*	*740*	*850*
-MAPt	*1:24*	*1:12*	*1:03*

08L		LOC DME QAA					Circling
C	ft - m/km ft	370 - 1.0 **2730**					1110 - 2.4V **3500**
D	ft - m/km ft	370 - 1.0 **2730**					1110 - 3.6V **3500**

Changes: OBST

08-MAR-2018

AMM-OJAI

7-50

Jordan **Amman** Queen Alia Intl

NIL

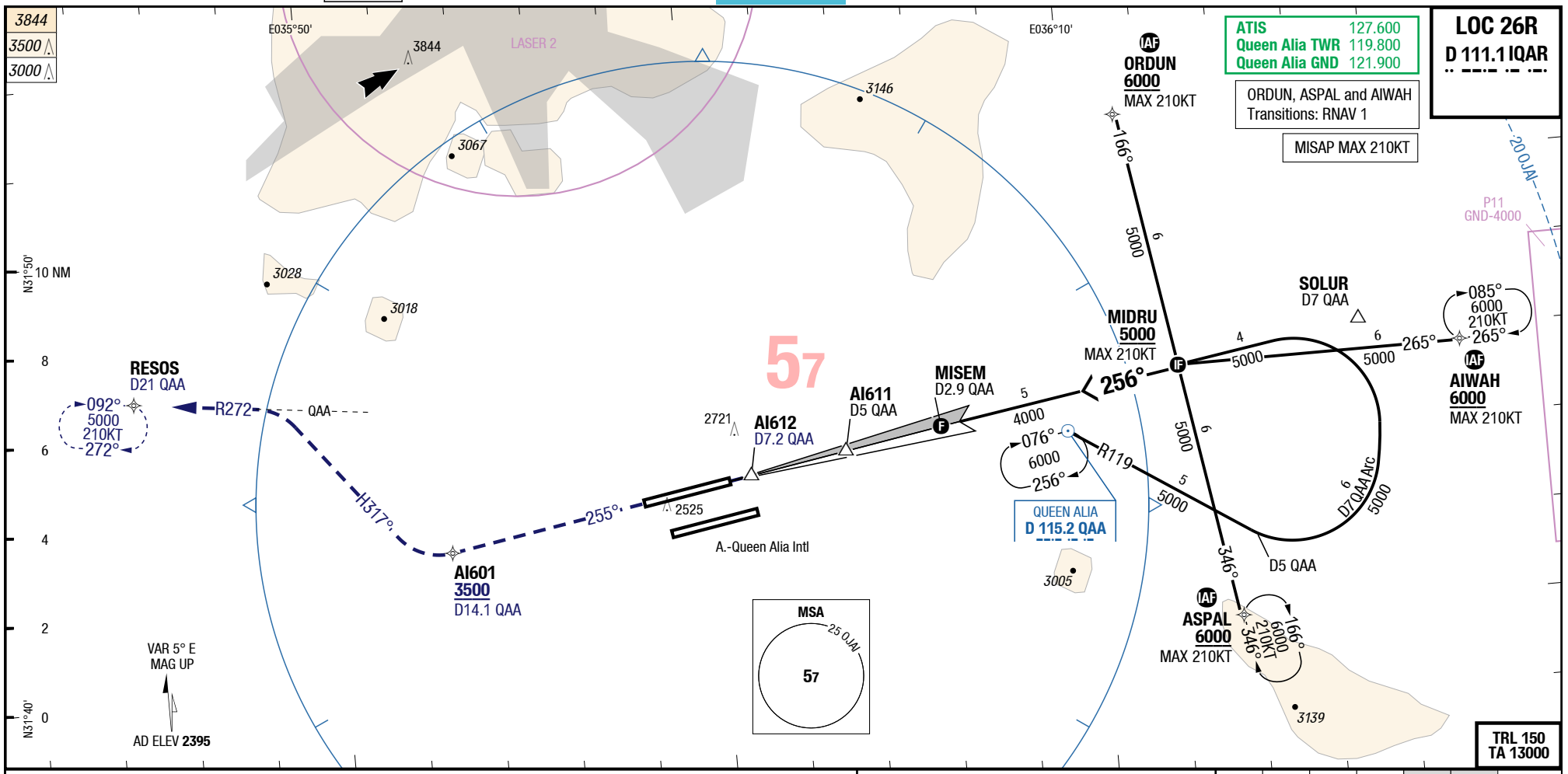
LOC 26R

IAC IAC

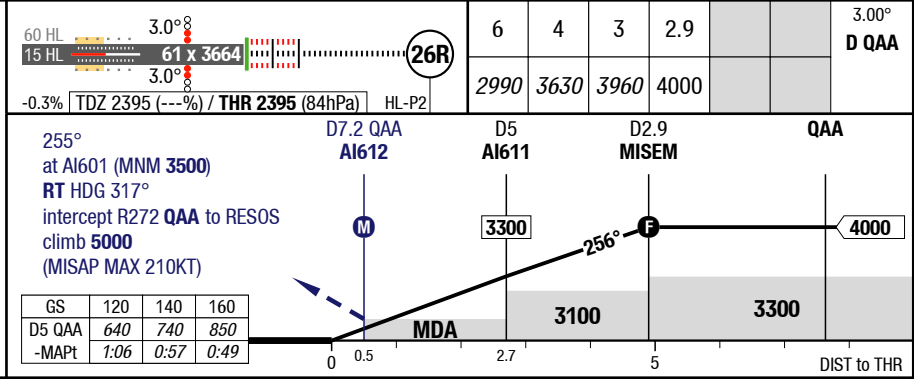
Queen Alia Intl **Amman** Jordan

NIL

LOC 26R



26R		LOC DME QAA					Circling
C	ft - m/km ft	340 - 800 **2730**					1110 - 2.4V **3500**
D	ft - m/km ft	340 - 800 **2730**					1110 - 3.6V **3500**



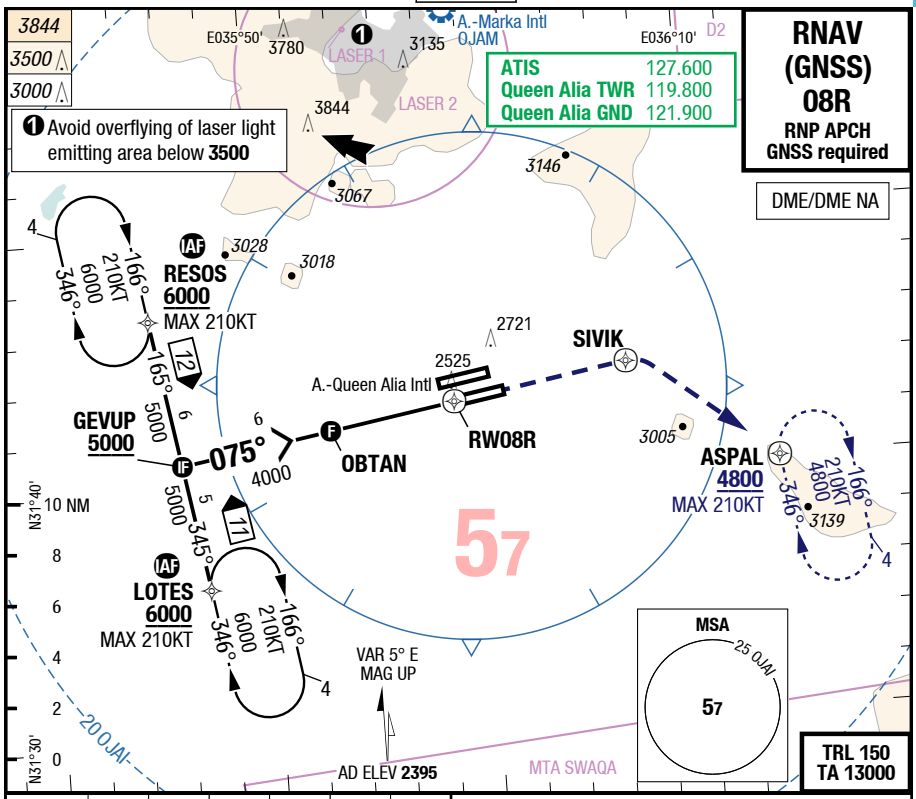
Changes: OBST

08-MAR-2018

AMM-OJAI

7-70

RNAV (GNSS) 08R

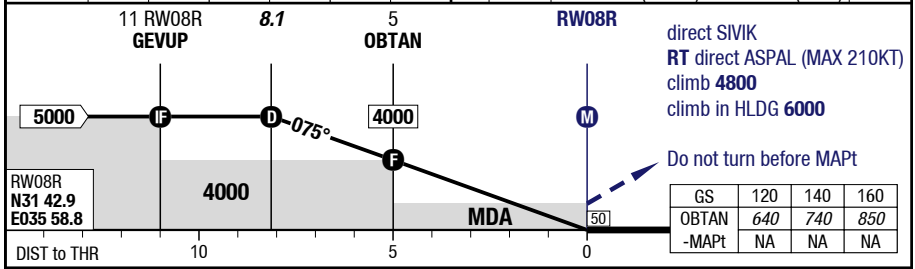


3.00° RW08R 075° RWY 076°	8.1	7	6	4	3	2
	5000	*4640*	*4320*	*3690*	*3370*	*3050*

08R

3.0°
60 HL
3660 x 61
15 HL
3.0°

THR 2358 (83hPa) / TDZ 2356 (---%) +0.1%



direct SIVIK
RT direct ASPAL (MAX 210KT)
climb **4800**
climb in HLDG **6000**

Do not turn before MAPt

GS	120	140	160
OBTAN	*640*	*740*	*850*
-MAPt	NA	NA	NA

08R		RNAV GNSS VNAV 1) 2) 3) 4)	RNAV GNSS LNAV 2)				Circling
C	ft - m/km ft	460 - 2.1 **2810**	430 - 2.0 **2780**				1110 - 2.4V **3500**
D	ft - m/km ft	460 - 2.1 **2810**	430 - 2.0 **2780**				1110 - 3.6V **3500**

1) Uncompensated BARO VNAV NA below 5°C (41°F)
2) Use with Amman (OJAI) QNH only
3) SBAS-VNAV not authorized
4) With EVS 1.4km

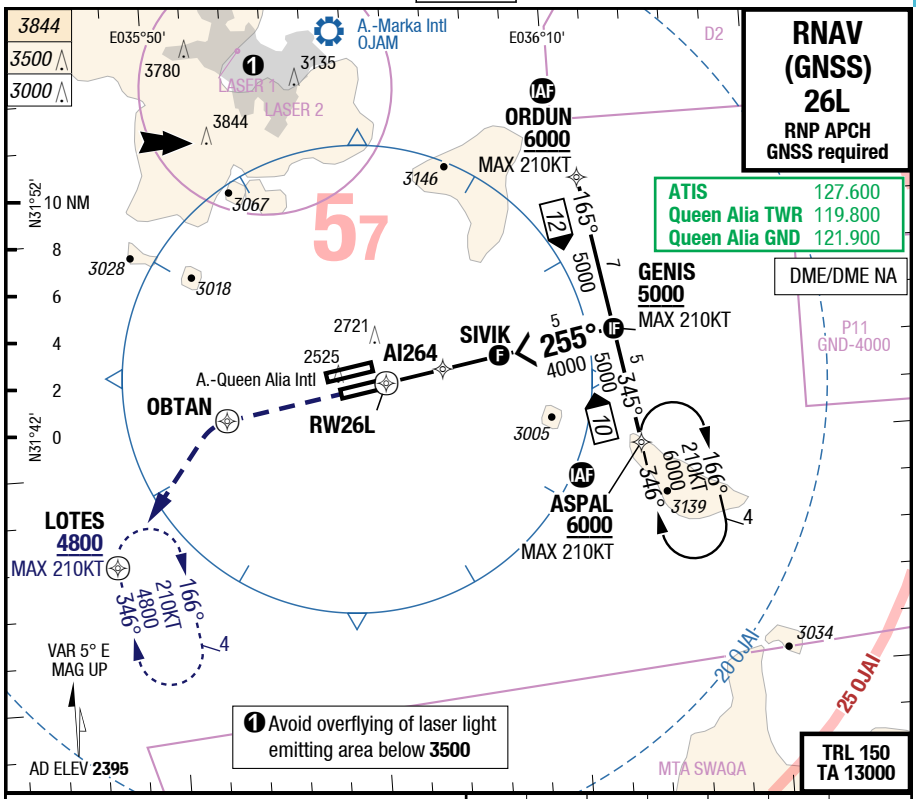
Changes: MIN, OBST

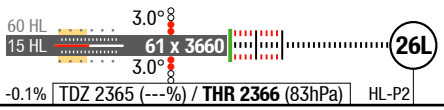
08-MAR-2018

AMM-OJAI

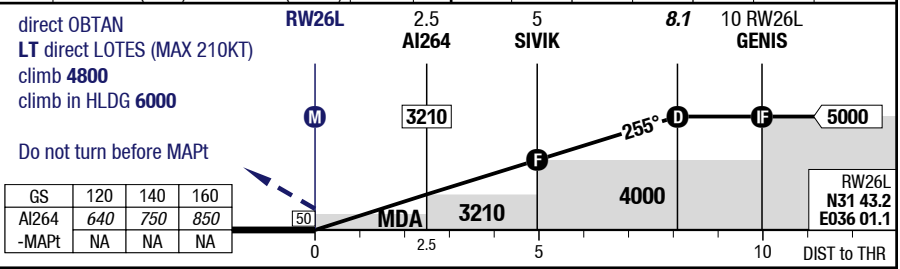
7-80

RNAV (GNSS) 26L





2	3	4	6	7	8.1	3.00° RW26L 255°
3060	*3380*	*3700*	*4330*	*4660*	5000	RWY 256°



GS	120	140	160
AI264	*640*	*750*	*850*
-MAPt	NA	NA	NA

26L		RNAV GNSS VNAV 1) 2) 3) 4)	RNAV GNSS LNAV 2)				Circling
C	ft - m/km ft	350 - 900 **2710**	380 - 1.0 **2740**				1110 - 2.4V **3500**
D	ft - m/km ft	350 - 900 **2710**	380 - 1.0 **2740**				1110 - 3.6V **3500**

1) Uncompensated BARO VNAV NA below 5°C (41°F)
2) Use with Amman (OJAI) QNH only
3) SBAS-VNAV not authorized
4) With EVS 600m

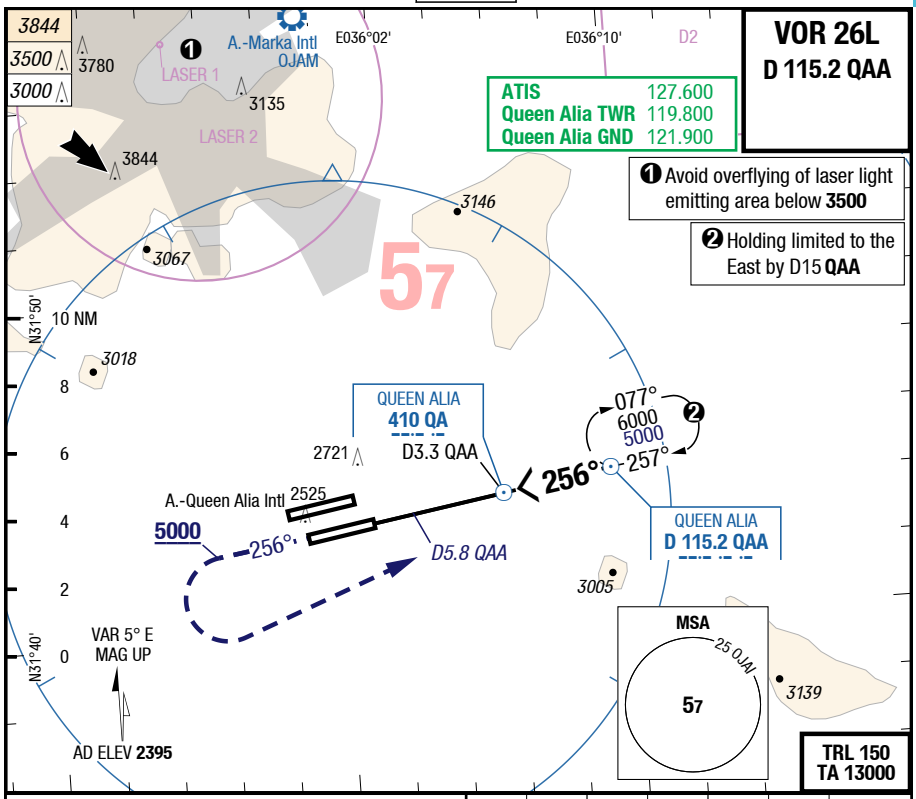
Changes: MIN, OBST

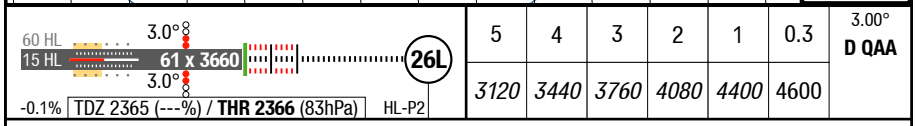
08-MAR-2018

AMM-OJAI

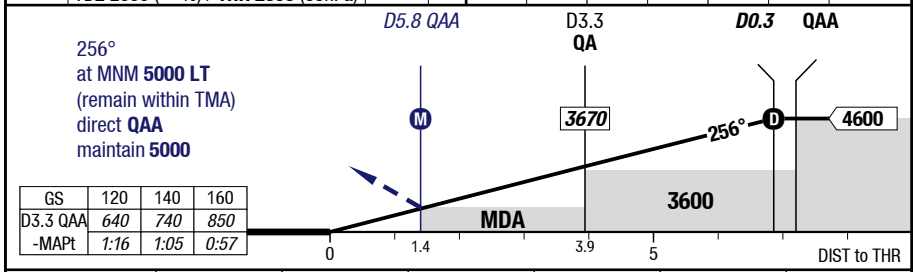
7-90

VOR 26L





5	4	3	2	1	0.3	3.00° D QAA
3120	3440	3760	4080	4400	4600	



GS	120	140	160
D3.3 QAA	640	740	850
-MAPt	1:16	1:05	0:57

26L		VOR					Circling
C	ft - m/km ft	500 - 1.5 **2870**					1110 - 2.4V **3500**
D	ft - m/km ft	500 - 1.5 **2870**					1110 - 3.6V **3500**

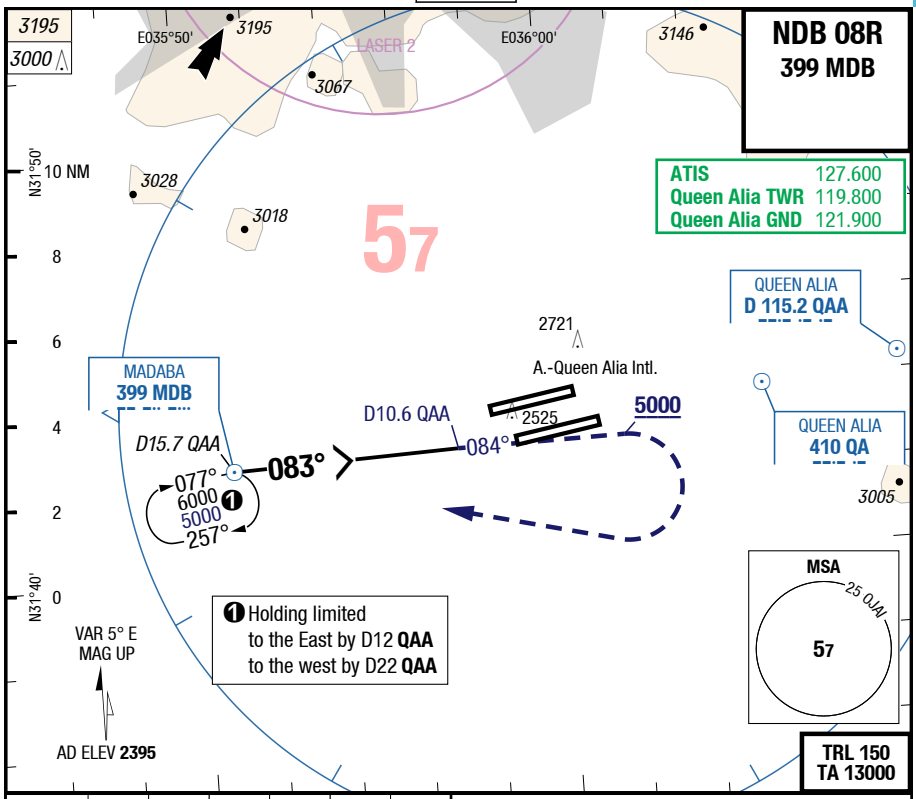
Changes: OBST

08-MAR-2018

AMM-OJAI

7-100

NDB 08R



3.00°	15.7	15	14	13	12	11
D QAA 083° RWY 076°	4500	*4270*	*3960*	*3640*	*3320*	*3000*

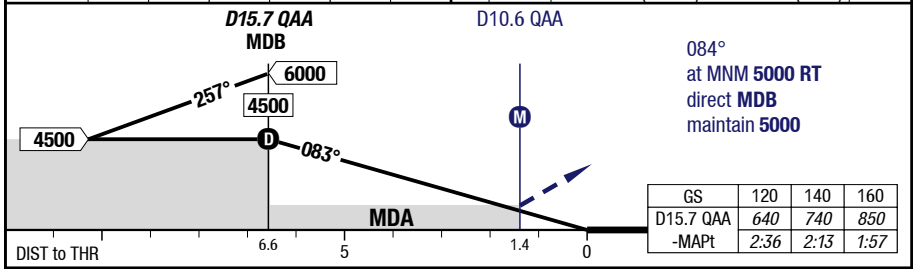
08R

3.0° 60 HL

3660 x 61 15 HL

3.0°

THR 2358 (83hPa) / TDZ 2356 (---%) +0.1%



084°
at MNM **5000 RT**
direct **MDB**
maintain **5000**

GS	120	140	160
D15.7 QAA -MAPt	*640* *2:36*	*740* *2:13*	*850* *1:57*

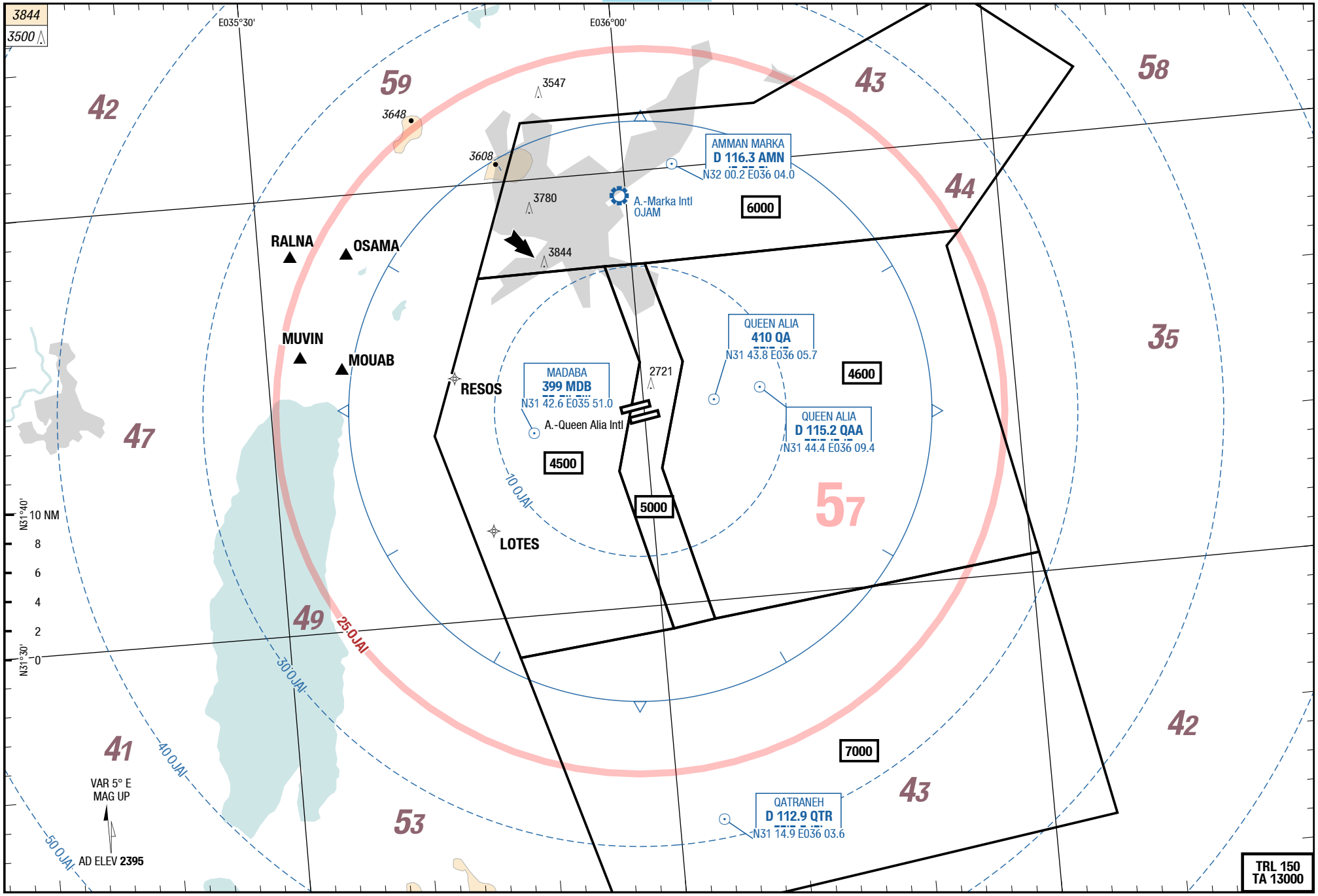
08R		NDB					Circling
C	ft - m/km ft	610 - 2.8 **2960**					1110 - 2.8V **3500**
D	ft - m/km ft	610 - 2.8 **2960**					1110 - 3.6V **3500**

Changes: OBST

Jordan **Amman** Queen Alia Intl
NIL
MRC

MRC MRC

Queen Alia Intl **Amman** Jordan
NIL
MRC



Changes: MSA, AD ELEV