

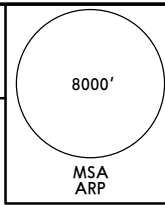
OJAQ/AQJ
KING HUSSEIN INTL

JEPPESEN
 2 DEC 16 **(10-2)** **Eff 8 Dec**

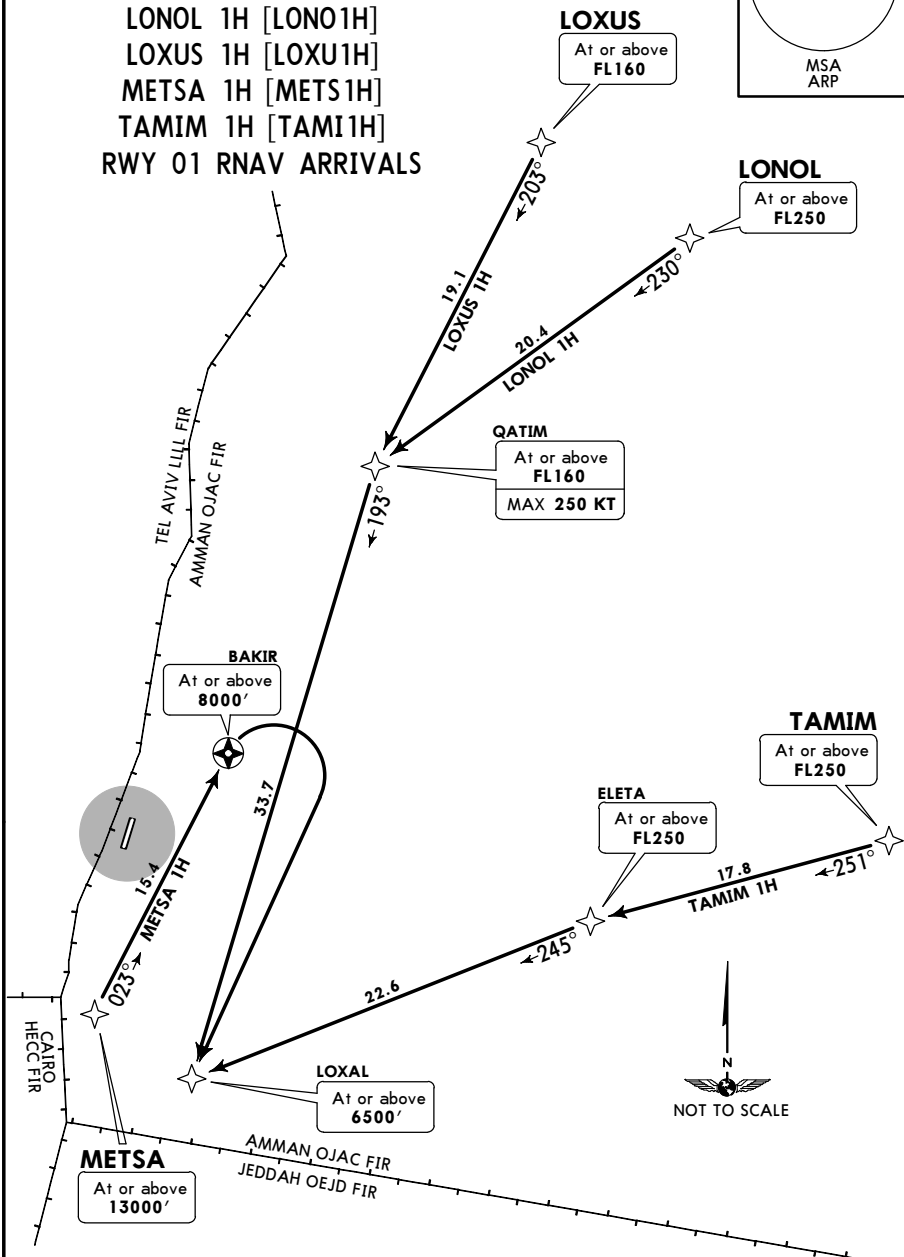
AQABA, JORDAN
RNAV STAR

Apt Elev
174'

Alt Set: hPa Trans level: FL150 Trans alt: 13000'
 1. RNAV 1 (GNSS).
 2. DME/DME not authorized.
 3. Remain within Jordan airspace.



LONOL 1H [LONO1H]
LOXUS 1H [LOXU1H]
METSA 1H [METS1H]
TAMIM 1H [TAMI1H]
RWY 01 RNAV ARRIVALS



STAR	ROUTING
LONOL 1H	On 230° track to QATIM, turn LEFT, 193° track to LOXAL.
LOXUS 1H	On 203° track to QATIM, turn LEFT, 193° track to LOXAL.
METSA 1H	On 023° track to BAKIR, turn RIGHT to LOXAL.
TAMIM 1H	On 251° track to ELETA, turn LEFT, 245° track to LOXAL.

CHANGES: BAKIR position; coordinates.

FOR FLIGHT SIMULATION USE ONLY!

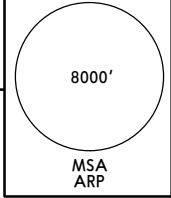
OJAQ/AQJ
KING HUSSEIN INTL

JEPPESEN
 2 DEC 16 **(10-2A)** **Eff 8 Dec**

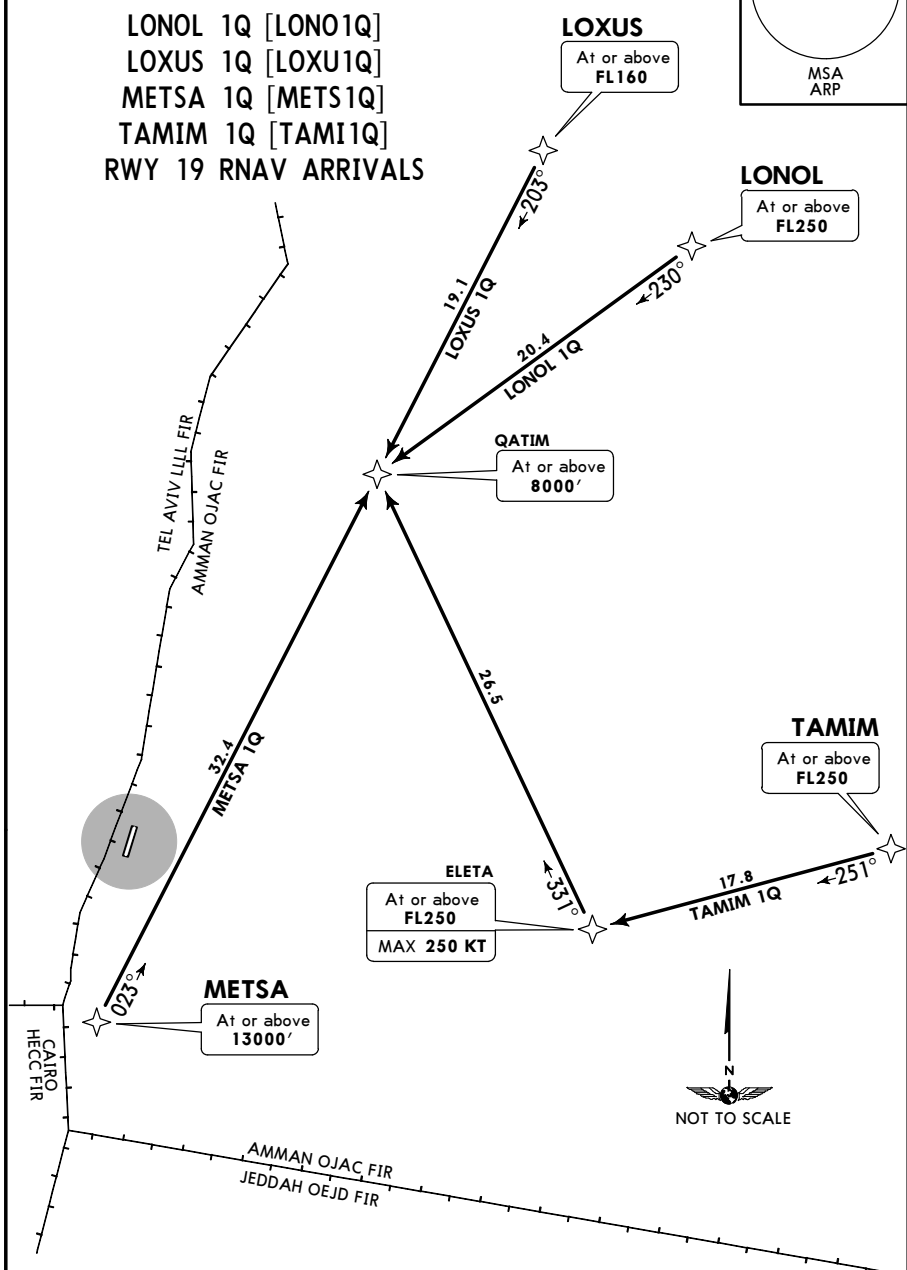
AQABA, JORDAN
RNAV STAR

Apt Elev
174'

Alt Set: hPa Trans level: FL150 Trans alt: 13000'
 1. RNAV 1 (GNSS).
 2. DME/DME not authorized.
 3. Remain within Jordan airspace.



LONOL 1Q [LONO1Q]
LOXUS 1Q [LOXU1Q]
METSA 1Q [METS1Q]
TAMIM 1Q [TAMI1Q]
RWY 19 RNAV ARRIVALS



STAR	ROUTING
LONOL 1Q	On 230° track to QATIM.
LOXUS 1Q	On 203° track to QATIM.
METSA 1Q	On 023° track to QATIM.
TAMIM 1Q	On 251° track to ELETA, turn RIGHT, 331° track to QATIM.

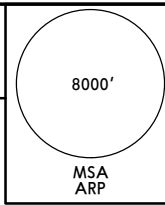
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OJAQ/AQJ
KING HUSSEIN INTL

JEPPesen
2 DEC 16 (10-3) Eff 8 Dec

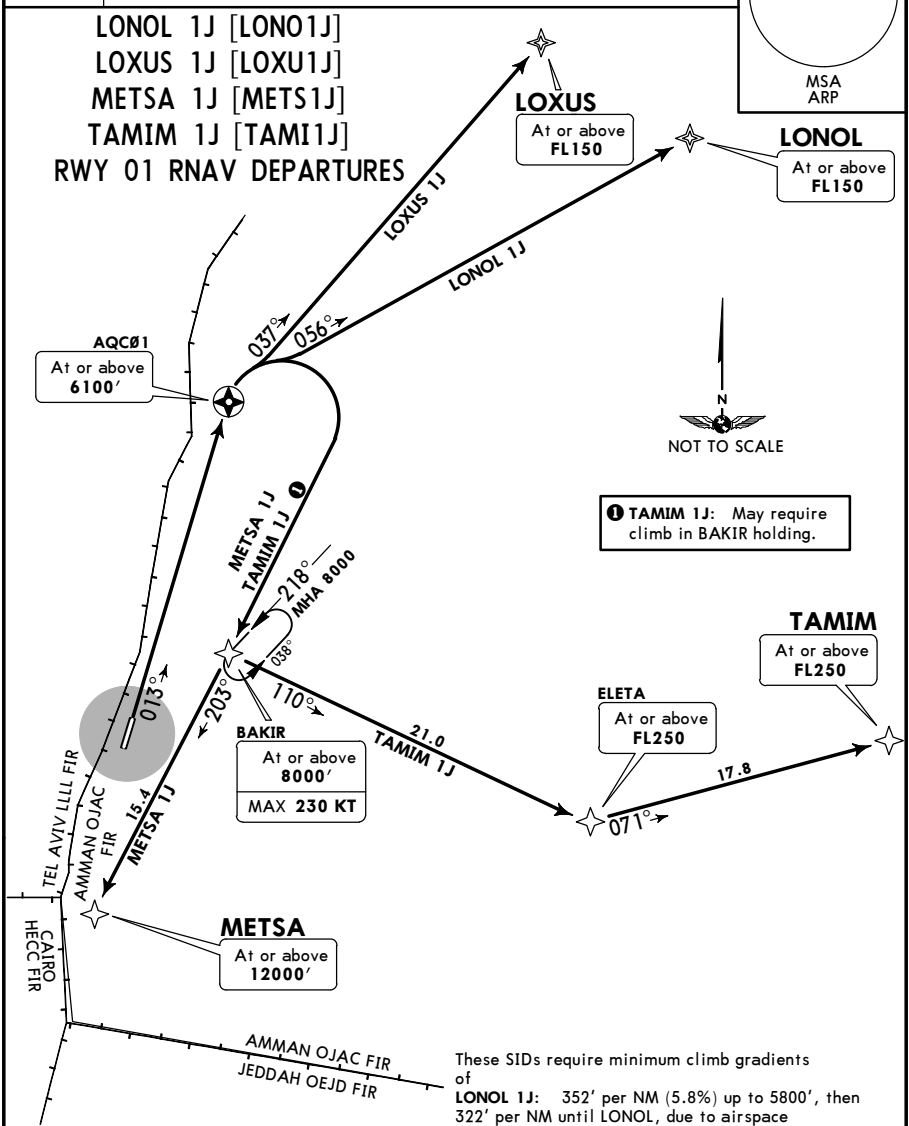
AQABA, JORDAN
RNAV SID

Apt Elev 174'
Trans level: FL150 Trans alt: 13000'
1. RNAV 1 (GNSS).
2. DME/DME not authorized.
3. Remain within Jordan airspace.



LONOL 1J [LONO1J]
LOXUS 1J [LOXU1J]
METSA 1J [METS1J]
TAMIM 1J [TAMI1J]
RWY 01 RNAV DEPARTURES

FOR FLIGHT SIMULATION USE ONLY!



These SIDs require minimum climb gradients of

LONOL 1J: 352' per NM (5.8%) up to 5800', then 322' per NM until LONOL, due to airspace restriction.

LOXUS 1J: 352' per NM (5.8%), due to airspace restriction.

METSA 1J: 352' per NM (5.8%) up to 5800'.

TAMIM 1J: 352' per NM (5.8%) up to 5800', then 456' per NM (7.5%) **1**, due to airpace restriction.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
352' per NM	441	587	881	1175	1468	1762
456' per NM	570	760	1139	1519	1899	2279

SID	ROUTING
LONOL 1J	Climb direct to AQC01, turn RIGHT, 056° track to LONOL.
LOXUS 1J	Climb direct to AQC01, turn RIGHT, 037° track to LOXUS.
METSA 1J	Climb direct to AQC01, turn RIGHT direct to BAKIR, 203° track to METSA.
TAMIM 1J	Climb direct to AQC01, turn RIGHT direct to BAKIR, turn LEFT, 110° track to ELETA, turn LEFT, 071° track to TAMIM.

CHANGES: BAKIR position; coordinates.

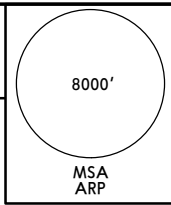
OJAQ/AQJ
KING HUSSEIN INTL

JEPPesen
2 DEC 16 **(10-3A)** Eff 8 Dec

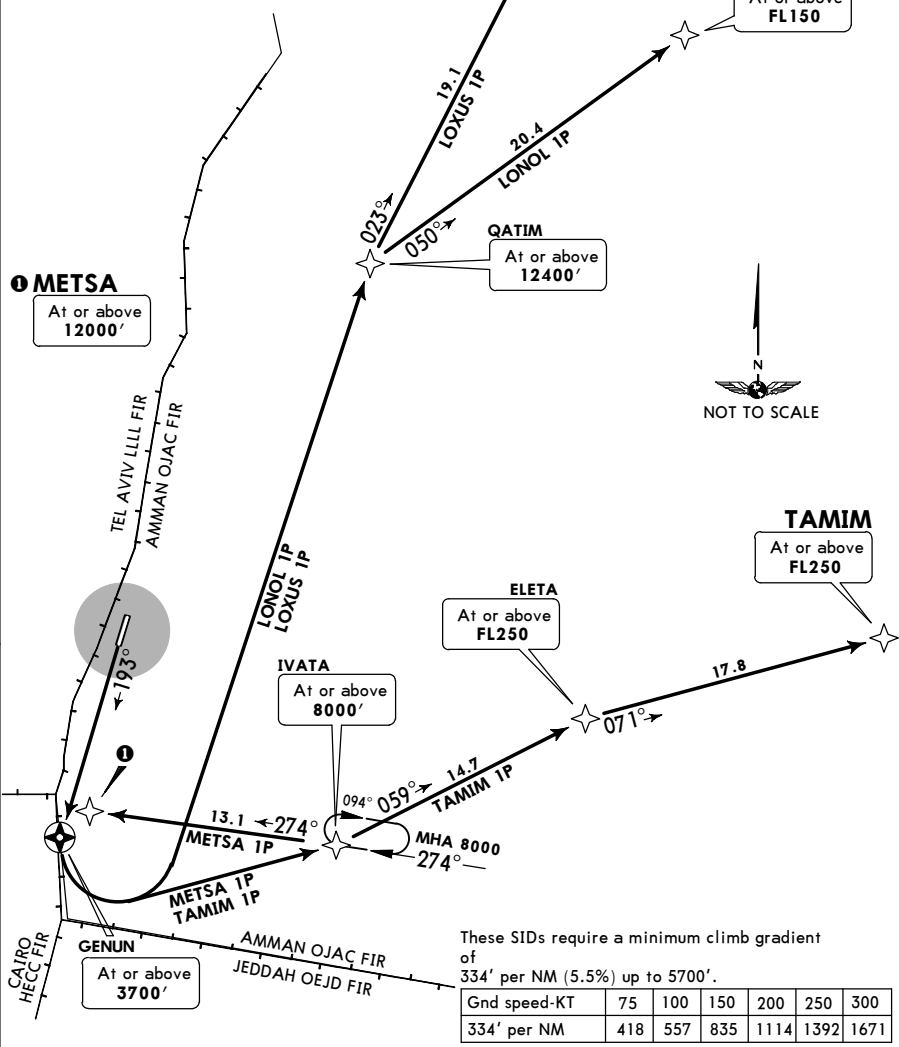
AQABA, JORDAN
RNAV SID

Apt Elev
174'

Trans level: FL150 Trans alt: 13000'
1. RNAV 1 (GNSS).
2. DME/DME not authorized.
3. Remain within Jordan airspace.



LONOL 1P [LONO1P]
LOXUS 1P [LOXU1P]
METSA 1P [METS1P]
TAMIM 1P [TAMI1P]
RWY 19 RNAV DEPARTURES



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to 5700'.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

SID	ROUTING
LONOL 1P	Climb direct to GENUN, turn LEFT direct to QATIM, turn RIGHT, 050° track to LONOL.
LOXUS 1P	Climb direct to GENUN, turn LEFT direct to QATIM, 023° track to LOXUS.
METSA 1P	Climb direct to GENUN, turn LEFT direct to IVATA, climb in holding to 12000', 274° track to METSA.
TAMIM 1P	Climb direct to GENUN, turn LEFT direct to IVATA, climb in holding to FL250, 059° track to ELETA, turn RIGHT, 071° track to TAMIM.

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OJAQ/AQJ
KING HUSSEIN INTL

JEPPESEN
 2 DEC 16 **10-3B** Eff 8 Dec

AQABA, JORDAN
SID

Apt Elev
174'

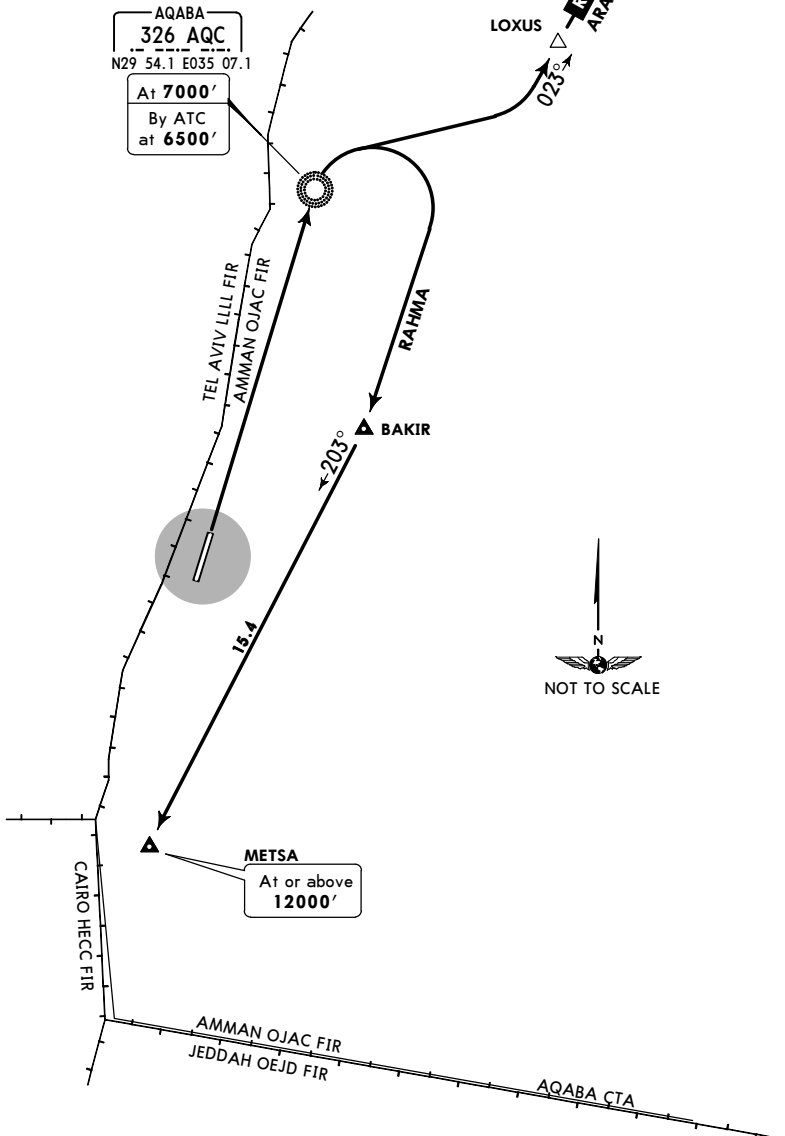
Trans level: FL150 Trans alt: 13000'

ARABA, RAHMA
RWY 01 DEPARTURES

QATRANEH
112.9 QTR
 N31 14.9 E036 03.6

AQABA
326 AQC
 N29 54.1 E035 07.1
At 7000'
By ATC
at 6500'

LOSIL 29 R203°
LOXUS 40 R652°
ARABA



SID	ROUTING
ARABA	Climb to 7000' (6500' by ATC), turn RIGHT, join airway R-652 to QTR.
RAHMA	Climb to 7000' (6500' by ATC), turn RIGHT (within Aqaba CTA) to BAKIR, then to METSA.

CHANGES: BAKIR position; coordinates.

FOR FLIGHT SIMULATION USE ONLY!

OJAQ/AQJ
KING HUSSEIN INTL

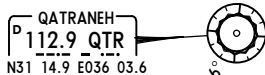
JEPESEN
2 DEC 16 **(10-3C)** Eff 8 Dec

AQABA, JORDAN
SID

Apt Elev
174'

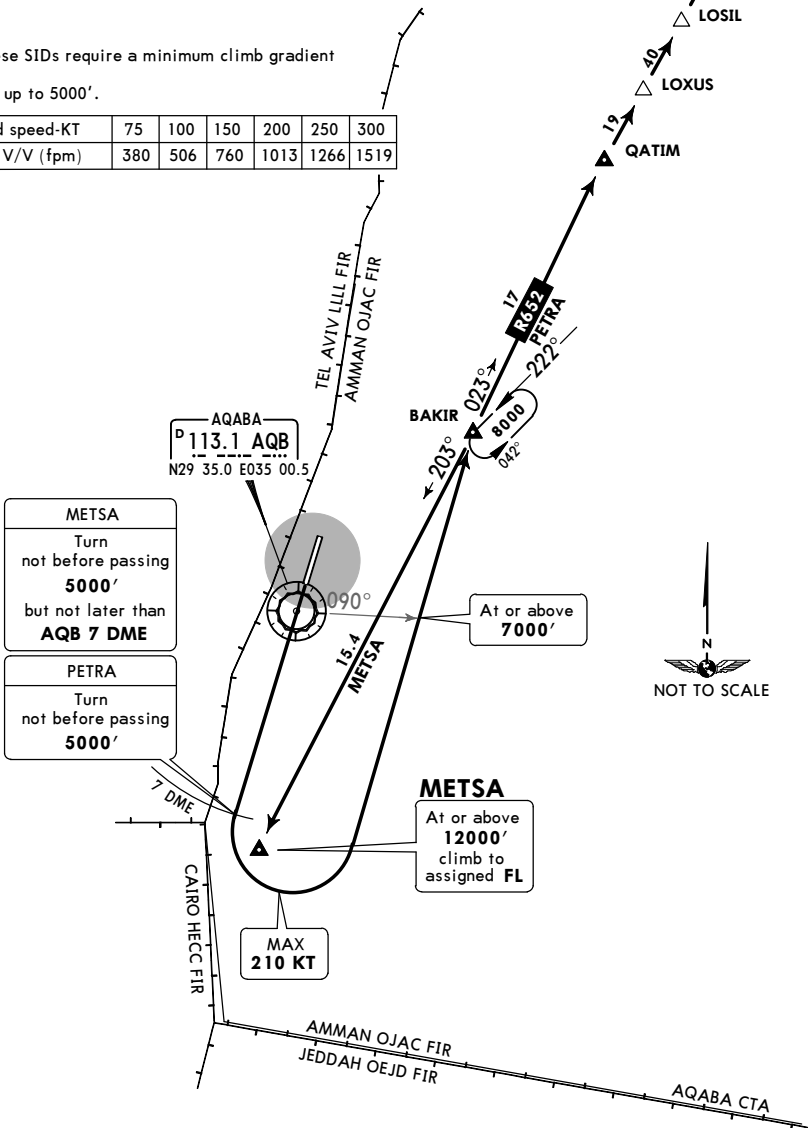
Trans level: FL150 Trans alt: 13000'
Aircraft unable to comply with SID restrictions must request non-standard departure clearance on start-up.

METSA, PETRA
RWY 19 DEPARTURES



These SIDs require a minimum climb gradient of 5% up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519



- METSA**
Turn not before passing **5000'**
but not later than **AQB 7 DME**
- PETRA**
Turn not before passing **5000'**



SID	ROUTING
METSA	Climb to 5000' turn LEFT (within Aqaba CTA, not before passing 5000', but not later than AQB 7 DME) to BAKIR, climb in holding pattern to cross METSA at or above 12000', then climb to assigned FL.
PETRA	Climb to 5000', turn LEFT (within Aqaba CTA, not before passing 5000'), join airway R-652 to QTR.

CHANGES: BAKIR position; coordinates.

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OJAQ/AQJ

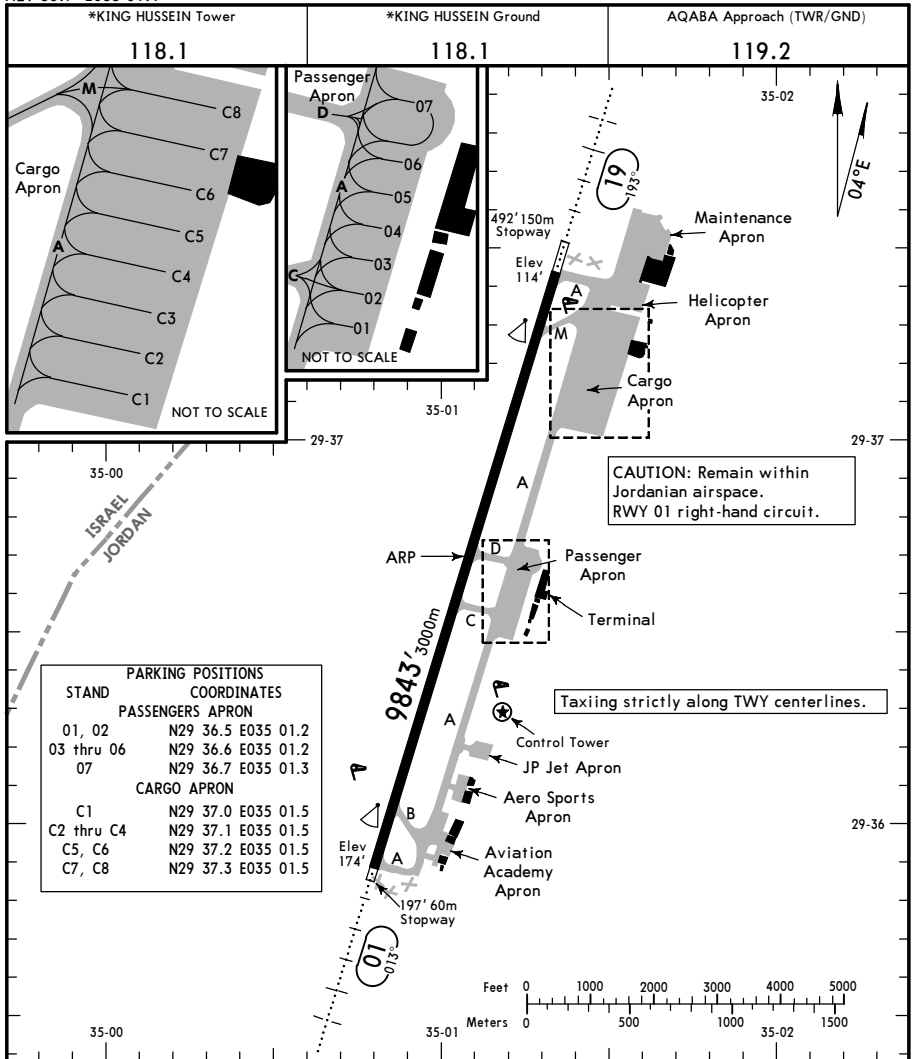
Apt Elev **174'**
N29 36.7 E035 01.1

JEPPesen

15 NOV 19 **(10-9)**

AQABA, JORDAN

KING HUSSEIN INTL



PARKING POSITIONS	
STAND	COORDINATES
PASSENGERS APRON	
01, 02	N29 36.5 E035 01.2
03 thru 06	N29 36.6 E035 01.2
07	N29 36.7 E035 01.3
CARGO APRON	
C1	N29 37.0 E035 01.5
C2 thru C4	N29 37.1 E035 01.5
C5, C6	N29 37.2 E035 01.5
C7, C8	N29 37.3 E035 01.5

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01 19	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°) RVR		8810' 2685m 8992' 2741m		148' 45m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

RCLM (DAY only)
or RL

A	RVR 400m VIS 1500m
B	
C	RVR 400m VIS 800m
D	

CHANGES: Rwy elevation.

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AQABA, JORDAN
KING HUSSEIN INTL

PUSH-BACK PROCEDURES

A Follow-me vehicle shall be provided for guiding the ACFT when requested by pilot in command.

Stands from 1 to 6 shall be used for code D or below only.

Stand 7 at the Main Apron shall be used by ACFT code E only for free parking maneuvering (without push-back) provided that no ACFT to be on stand 6 during the maneuvering of the code E ACFT.

Marshaller availability is mandatory on head of each stand.

All code F operations will be on Cargo Apron only.

No 180 maneuvering on the Main Apron, except for ACFT of code C or below can use its own power, provided that no ACFT to be on the adjacent stand and clear from any other obstacle.

All ACFT using the Main Apron entering or taxiing out shall use minimum power only. The ACFT shall be pushed-back until main gear is aligned with the centerline of TWY A facing South while RWY 01 is in use, and facing North while RWY 19 is in use.

- All pilots are requested to adhere strictly to obtain the push-back permission from the ATC TWR controllers with assuring that 2 winger man walkers are available while the push-back procedure is implemented.

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Standard

17 APR 15

10-9S

Eff 30 Apr

AQABA, JORDAN
KING HUSSEIN INTL

STRAIGHT-IN RWY		A	B	C	D
01	ILS	574'(400') R1100m	574'(400') R1100m	574'(400') R1100m	574'(400') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	LOC ①	680'(506') R1600m	680'(506') R1600m	680'(506') R1600m	680'(506') R1600m
	ALS out	C2400m	C2400m	C2400m	C2400m
	LOC	680'(506') R1800m	680'(506') R1800m	680'(506') R2000m	680'(506') R2000m
	ALS out	C2600m	C2600m	C2800m	C2800m
	RNAV (LNAV/VNAV)	550'(376') R1000m	560'(386') R1100m	580'(406') R1200m	590'(416') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	RNAV (LNAV) ①	530'(356') R900m	530'(356') R900m	530'(356') R900m	530'(356') R900m
ALS out	R1500m	R1500m	R1600m	R1600m	
19	ILS	319'(205') R550m	331'(217') R550m	552'(438') R1300m	563'(449') R1400m
	FULL	R750m	R750m	R1300m	R1400m
	Limited	R1200m	R1200m	R2000m	C2100m
	ALS out	R1200m	R1200m	R2000m	C2100m
	RNAV (LNAV) ①②	520'(406') R1200m	520'(406') R1200m	520'(406') R1200m	520'(406') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
RNAV (LNAV) ③	2380'(2266') C5000m	2380'(2266') C5000m	2380'(2266') C5000m	2380'(2266') C5000m	

- ① Continuous Descent Final Approach.
- ② Missed apch climb gradient mim 4.8% to 6000'.
- ③ Missed apch climb gradient mim 2.5%.

TAKE-OFF RWY 01, 19

	RCLM (DAY only) or RL	NIL (DAY only)
A	R400m	R500m
B	V1500m	V1500m
C	R400m	R500m
D	V800m	V800m

FOR FLIGHT SIMULATION USE ONLY!

OJAQ/AQJ KING HUSSEIN INTL

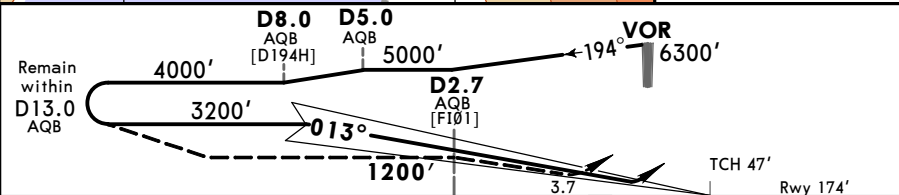
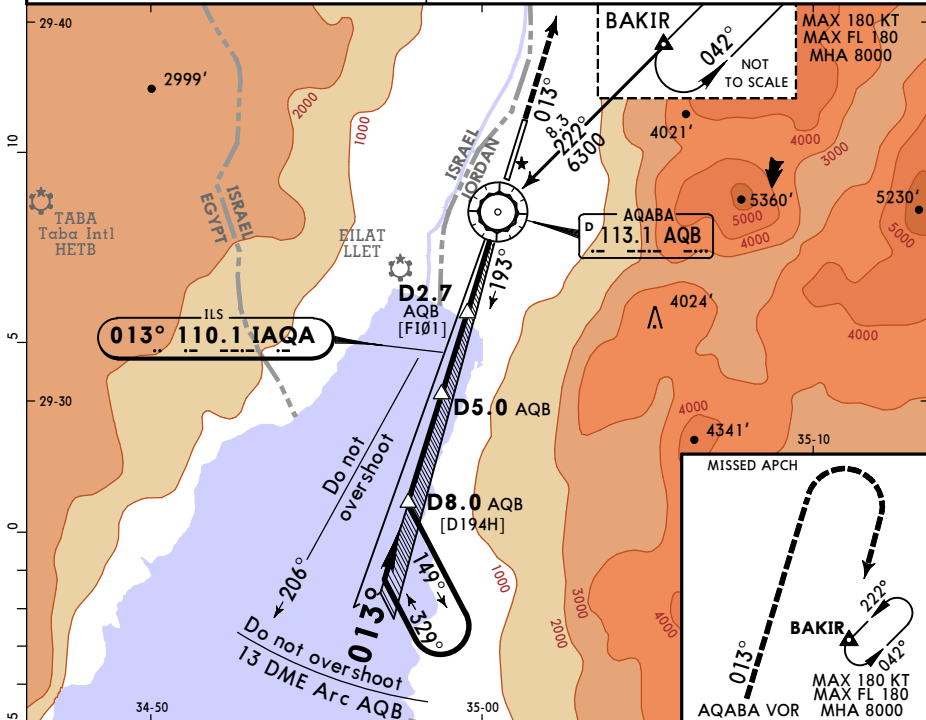
JEPPESEN
15 NOV 19 **(11-1)**

AQABA, JORDAN VOR ILS Rwy 01

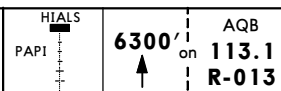
AQABA Approach (TWR/GND)			*KING HUSSEIN Tower (GND)			8000 MSA ARP
119.2			118.1			
LOC IAQA 110.1	Final Apch Crs 013°	D2.7 AQB 1200' (1026')	ILS DA(H) 574' (400')	Apt Elev 174' Rwy 174'		

MISSED APCH: Climb on R-013 AQB to 8000', after passing 6300' turn RIGHT to BAKIR and hold, contact ATC.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	849



STRAIGHT-IN LANDING RWY 01			
ILS DA(H) 574' (400')		LOC (GS out) MDA(H) 680' (506')	
FULL	ALS out	ALS out	ALS out
A			
B			
C	1300m	2100m	2400m
D			3200m

FOR FLIGHT SIMULATION USE ONLY!

PANS OPS

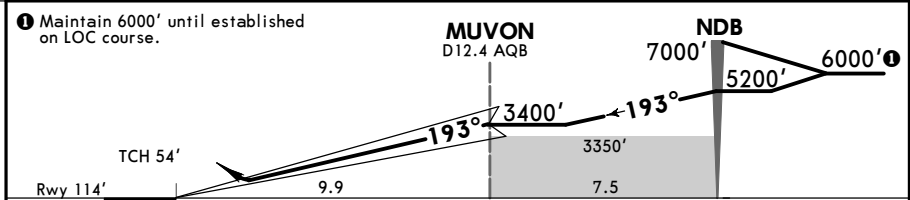
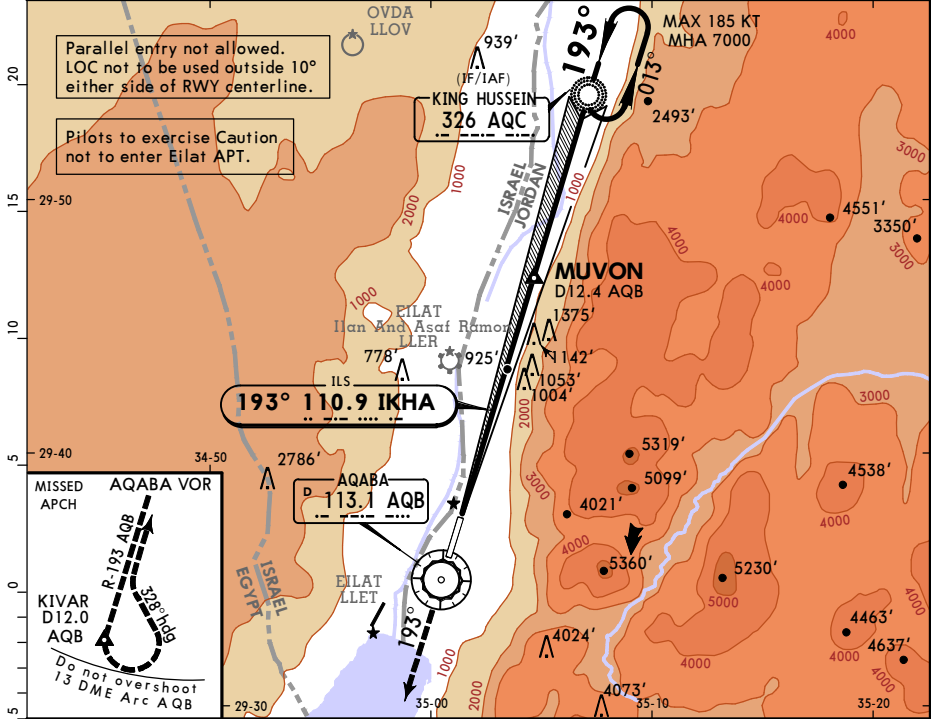
CHANGES: Rwy elevation.

OJAQ/AQJ
KING HUSSEIN INTL

JEPPesen
 15 NOV 19 (11-2)

AQABA, JORDAN
ILS Rwy 19

AQABA Approach (TWR/GND)			*KING HUSSEIN Tower (GND)		8000'
119.2			118.1		
LOC IKHA 110.9	Final Aptch Crs 193°	MUVON 3400' (3286')	ILS DA(H) Refer to Minimums	Apt Elev 174' Rwy 114'	
MISSED APCH: Climb to 7000' on R-193 AQB until KIVAR/D12.0 AQB crossing at 2650' or higher, then turn LEFT with bank angle 25° to heading 328°. Intercept R-193 inbound VOR, then continue to NDB. MAX 185 KT.					
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 150		Trans alt: 13000'
Remain within Amman FIR.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	PAPI	MAX 185 KT	2650'	on 113.1	AQB R-193
	ILS GS	3.00°	372	478	531	637						

STRAIGHT-IN LANDING RWY 19											
ILS											
A: 319' (205') C: 552' (438')											
DA(H) B: 331' (217') D: 563' (449')											
FULL						ALS out					
PANS OPS	A	RVR 720m									
	B	VIS 800m	1200m								
	C	1400m	2200m								
	D	1500m	2300m								
NOT APPLICABLE											

FOR FLIGHT SIMULATION USE ONLY!

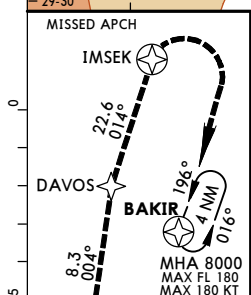
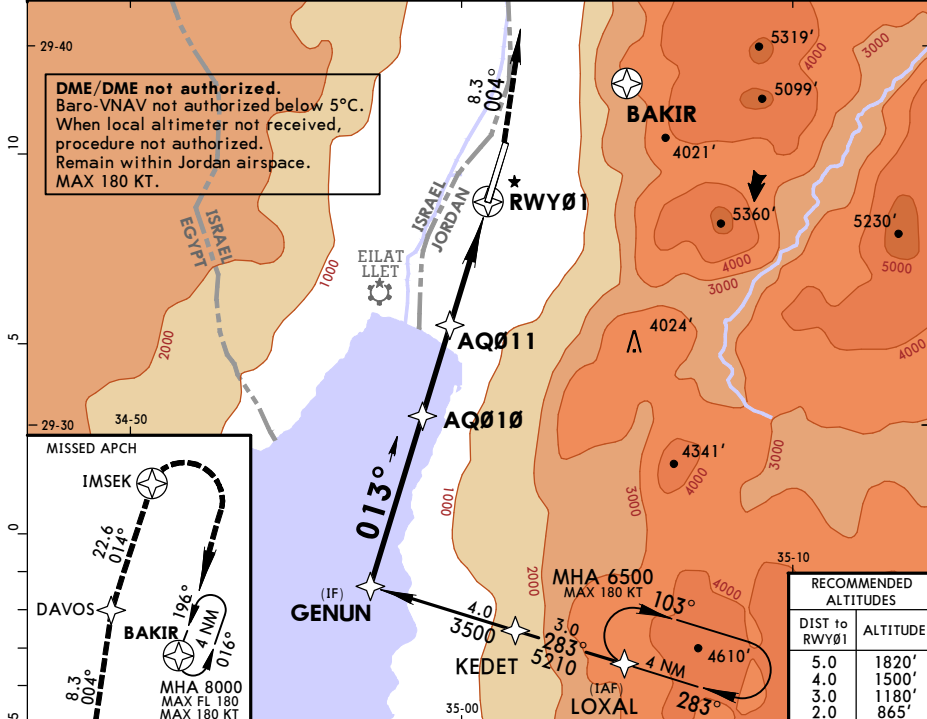
OJAQ/AQJ
KING HUSSEIN INTL

JEPPesen
 2 MAR 18 (12-1)

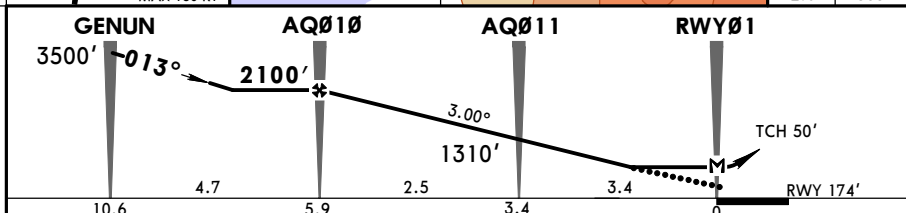
AQABA JORDAN
RNAV (GNSS) Rwy 01

AQABA Approach (TWR/GND) 119.2			*KING HUSSEIN Tower (GND) 118.1			8000 MSA ARP
RNAV	Final ApcH Crs 013°	Minimum Alt AQ010 2100' (1926')	LNNAV/VNAV DA(H) Refer to Minimums	Apt Elev 174' RWY 174'		
MISSED APCH: Climb to 8000'. Proceed on 004° to DAVOS, cross DAVOS at or above 1600', then turn RIGHT on course 014° to IMSEK, cross IMSEK at or above 5100', then turn RIGHT direct BAKIR and hold at 8000' or as directed. No turn before MAP.						
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'

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RECOMMENDED ALTITUDES	
DIST to RWY01	ALTITUDE
5.0	1820'
4.0	1500'
3.0	1180'
2.0	865'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	004° LT	DAVOS
Descent Angle	3.00°	372	478	531	637	743			
MAP at RWY01									

STRAIGHT-IN LANDING RWY 01 LNNAV/VNAV				LNNAV		CIRCLE-TO-LAND	
DA(H) A: 550' (376')		C: 580' (406')		MDA(H) 530' (356')			
B: 560' (386')		D: 590' (416')					
ALS out		ALS out		ALS out			
A		RVR 1500m VIS 1600m		1200m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED
B	1200m					B	
C		2000m				C	
D	RVR 1500m VIS 1600m			RVR 1500m VIS 1600m	2000m	D	

PANS OPS

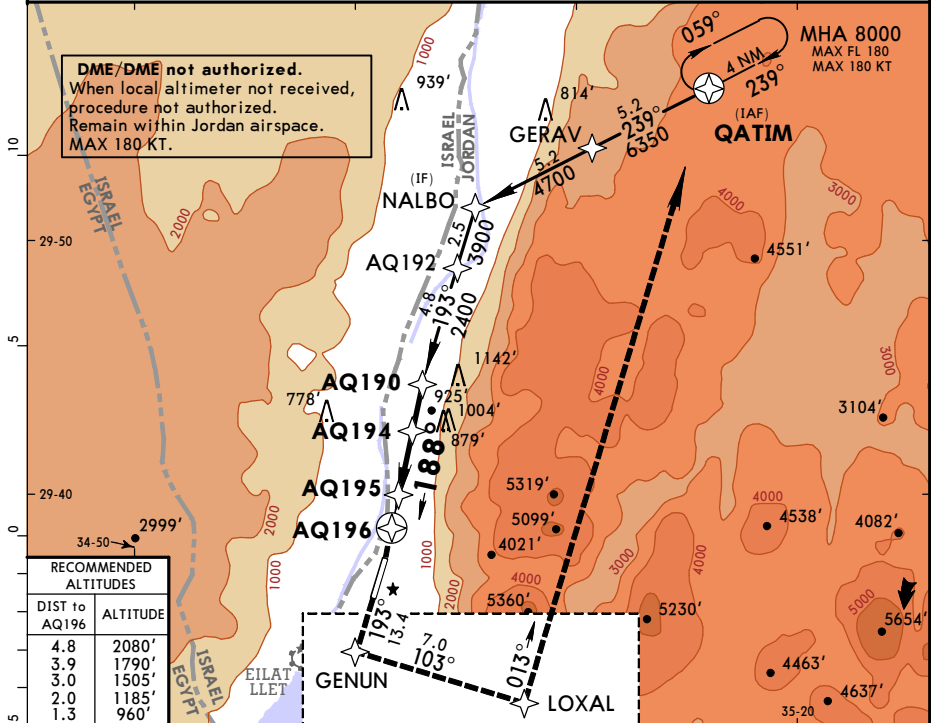
OJAQ/AQJ
KING HUSSEIN INTL

JEPPESEN
 2 MAR 18 (12-2)

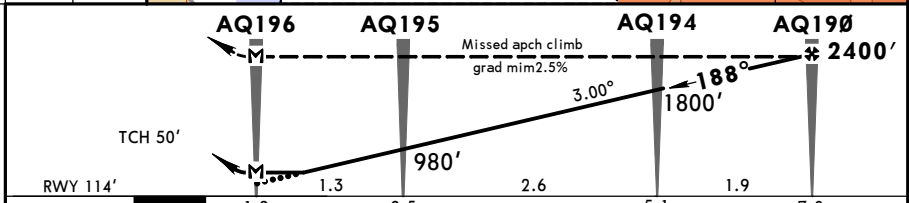
AQABA JORDAN
RNAV (GNSS) Rwy 19

AQABA Approach (TWR/GND) 119.2			*KING HUSSEIN Tower (GND) 118.1			
RNAV	Final Apch Crs 188°	Minimum Alt AQ190 2400' (2286')	LNAV MDA(H) 520' (406')	Apt Elev 174' RWY 114'		
MISSED APCH: Climb to 8000'. Proceed on 193° to GENUN, cross GENUN at or above 4100', then turn LEFT on track 103° to LOXAL, cross LOXAL at or above 5100', then turn LEFT on track 013° to QATIM and hold or as directed. No turn before MAP.						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 150		Trans alt: 13000'

FOR FLIGHT SIMULATION USE ONLY!



RECOMMENDED ALTITUDES	
DIST to AQ196	ALTITUDE
4.8	2080'
3.9	1790'
3.0	1505'
2.0	1185'
1.3	960'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L 193° RT GENUN
Descent Angle	3.00°	372	478	531	637	743	
MAP at AQ196							

PANS OPS	LNNAV/VNAV STRAIGHT-IN LANDING RWY 19 Missed apch climb LNAV grad mim 4.8% to 6000' MDA(H) 520' (406') ALS out				Missed apch climb grad mim 2.5% MDA(H) 2380' (2266') ALS out				CIRCLE-TO-LAND		
	A		B		C		D		A		
	B		C		D		A		B		
	C		D		A		B		C		
NOT AUTHORIZED		2200m		1400m RVR 1500m VIS 1600m		2200m 2400m		4000m 4800m		NOT AUTHORIZED	