
ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

1.1 The procedures used in Jordan are generally in accordance with ICAO DOC 8168.
Holding patterns in Jordan are based on the following criteria:

Level up to and including IAS

6000 FT ALT	210 KT
13000 FT ALT	220 KT
FL 240	240 KT

Patterns are based on Omni directional winds of

45 KT	at 6000 FT
55 KT	at 13000 FT ALT
85 KT	at FL 240

1.2 Holding Procedures

1.2.1 AMN VOR / JYO NDB

Inbound track 061 turn left outbound one minute outbound leg.

Minimum Holding Level 6000 FT ALT.
Maximum Holding Level 13000 FT ALT

1.2.2 QAA VOR / QA NDB- (LOW LEVEL)

→ Inbound track 257-turn right outbound one-minute outbound leg.
Minimum Holding Level 6000 FT ALT.
Maximum Holding Level FL180.

Note: Holding must not exceed 15 DME East of QAA VOR.

1.2.3 QAA VOR / QA NDB - (HIGH LEVEL)

Inbound track 009 turn right outbound one minute outbound leg.
Minimum Holding Level FL190.
Maximum Holding Level FL300.

1.2.4 QTR VOR

Inbound track 261-turn right outbound one-minute outbound leg.
Minimum Holding Level 9000 FT ALT.
Maximum Holding Level FL180.

NOTE: Holding must be contained within 15d to the East of QTR for separation purposes.

1.2.5 MDB NDB (L) QAA DME

One minute standard racetrack pattern, Inbound track 077 DEG MAG right turn, Outbound leg and inbound turn must be contained within 22 DME QAA, to remain in controlled Airspace, outbound turn must be made outside 12 DME QAA. Follow ATC instructions

Minimum Holding Altitude 6000 FT.
Maximum Holding Altitude 11000 FT

1.2.6 BAKIR FIX (AQABA CTA)

Radial 042 (AQB) VOR 07 DME One minute inbound track 222 DEG MAG, Left turn at the Fix Minimum Holding Altitude 8000 FT. Maximum Holding Level FL180. Emergency Holding Altitude 7000 FT.

Restriction:

The hold must be contained within Aqaba APP Control Area boundaries. BAKIR FIX (AQABA APP) position 293930N 350530E and associated hold shall serve traffic proceeding to or departing from King Hussein International Aerodrome. Distance from QATRANEH (QTR) VOR/DME to BAKIR FIX 119 NM, Distance from METSA reporting point to BAKIR FIX 9 NM, MAG track BAKIR FIX-QATRANEH (QTR) VOR/DME 026/206 MAG track BAKIR FIX - METSA 206/026.

NOTE 1: Pilots are requested to relay their messages to King Hussein Tower on FREQ 118.1 MHz or 119.2 MHz Whenever they are unable to maintain two ways communication with Amman Area Control Center.

NOTE 2: All operations below 7000 FT ALT will be in accordance with visual flight rules and controlled by King Hussein Tower within CTR and controlled by Aqaba Approach within CTA.

1.3 Instrument Approach/Missed Approach Procedures Amman TMA

Amman/Marka

1.3.1 ILS/DME (IAMN) (CAT I) RWY 24

When cleared for approach, leave the hold outbound-heading 061MAG for one minute (03 DME/IAMN), commence procedure turn right to intercept the localizer course descend on glide path to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Descend in procedure turn to	4600 FT ALT (2142 FT QFE)
Cross 3.55 DME/IAMN at	3650 FT ALT (1192 FT QFE)

OCA/H	A	B	C	D
straight-in CAT 1 Approach GP INOP	2728(270)	2738(280) 2848	2748(290) (390)	2758(300)

CIRCLING: All types of aircraft 4000 FT (1445FT QFE).

1.3.2 VOR/DME (AMN) RWY 24

When cleared for approach, leave the AMN VOR on outbound Radial 061 after one minute (03 DME), Commence procedure turn right continuing descent to intermediate approach altitude to intercept radial 061 inbound to the AMN VOR after passing AMN/VOR continue on radial 241 descending to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Descend in procedure turn to	4600 FT ALT (2142 FT QFE)
AMN/VOR	3650 FT ALT (1192 QFE)
OCA/H	3260 FT ALT (802 FT QFE)
Straight - in approach	3260 FT ALT (802 FT QFE)

CIRCLING: All types of aircraft 4000 FT (1445FT QFE).

1.3.3 NDB/JYO DME (AMN) RWY 24

When cleared for approach, leave the JYO NDB on outbound track 061 MAG after one minute (03 DME/AMN) commence procedures turn right continuing descent to Intermediate Approach Altitude to intercept track 241 MAG descending to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum	6000 FT ALT
Descend in procedure turn to	4600 FT ALT (2142 FT QFE)
NDB (JYO)	3650 FT ALT (1192 FT QFE)
OCA/H	3270 FT ALT (812 FT QFE)

CIRCLING: All types of aircraft 4000 FT (1445FT QFE).

1.3.4 Missed Approach RWY 24

Aircraft initiating missed approach will climb on heading 241 MAG to 4200 FT (1742 FT QFE) then turn right to 360 MAG and continue climbing to 5000 FT (2542 FT QFE) contact ATC for further instructions.

1.4 QUEEN ALIA INTERNATIONAL

1.4.1 QAA RWY 26L VOR/ILS

When cleared for approach-descend in the QAA holding pattern to intercept the localizer on the inbound leg. Descend on the Glide path to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
D/4NM	3600 FT ALT (1235 FT QFE)
ILS	2565 FT ALT(200 FT QFE)
OCA/ H VOR	2865 FT ALT (500 FT QFE)
No Glide Path	2665 FT ALT(300 FT QFE)

Circling: ALL Types of aircraft 3500FT (1105 FT QFE).

1.4.2 QAA RWY 26L VOR

When cleared for approach-descend in the QAA holding pattern to intercept R077 on the inbound leg. Descend after passing QAA VOR on R257 to the Outer Marker descend after the outer marker to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
D/4NM	3600 FT ALT (1235 FT QFE)
OCA/H VOR	2865 FT ALT(500 FT QFE)

Circling: ALL Types of aircraft 3500FT (1105 FT QFE).

1.4.3 QA RWY 26L NDB

When cleared for approach-proceed outbound for 2 minutes Descend in the QA Holding pattern to the intermediate Approach Altitude. Intercept track 257 DEG on the inbound leg. After 1 minute Descend to the Outer Marker Height descend after the Outer Marker to decision height.

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
D/4NM	3600 FT ALT (1235 FT QFE)
OCA/H VOR	2805 FT ALT(440 FT QFE)
No Glide Path	2665 FT ALT(300 FT QFE)

Circling: ALL Types of aircraft 3500FT (1105 FT QFE)..

1.4.4 ILS/DME IQA CAT II RWY 26L

When cleared for ILS/DME CAT II approach (THR ELEV 2365FT) for RWY 26L descend in the QAA hold to ALT 4600FT (2235FT QFE), then on the inbound magnetic track 257 DEG descend to maintain 3 DEG GP to the decision ALT/Height as follows:

Initial Approach Altitude	6000 FT ALT
Minimum Holding Altitude	6000 FT ALT
Intermediate Approach ALT	4600 FT ALT(2235 FT QFE)
Cross DME 7.4	4600FT ALT (2235FT QFE)
Cross DME 4 at	3600FT ALT (1235FT QFE)
ILS OCA/H	2505FT ALT (140FT QFE)
No GP OCA/H	2665FT ALT (300FT QFE)
MAP at DME 0.7	

Circling: All type of aircraft 3500FT ALT (1105FT QFE).

1.4.5 Visual Approach RWY 26L

Visual Approach will be approved subject to Meteorological and traffic condition, when requested by pilot. Initial clearance to descend to 4600 FT ALT will be given on passing 10d QAA. Visual Approach may only be approved if there is no traffic on V1 Route.

1.4.6 Visual Approach for RWY 26R

When RWY 26L is closed Inbound IFR Flight has to carry normal instrument approach procedure as for RWY 26L and to turn to the right after passing (QA) NDB to intercept final approach for RWY 26R when having RWY 26R in sight.

1.4.7 Missed Approach RWY 26L

Climb straight ahead to 5000 FT(QNH) , Turn left to QAA or QA maintaining 5000 FT(QNH) or as directed by ATC.

Restriction: Turn must be contained within TMA.

1.4.8 NDB (L) MDB/DME QAA RWY 08L

Overhead MDB NDB at 6000 FT AMSL, fly outbound on track 257 DEG MAG for one minute descending to 4500 FT, establish inbound track 077 DEG MAG to MDB NDB, on passing MDB NDB, establish track 077 DEG MAG descending to 2960 (QNH).

→ Circling: All type of aircraft 3500FT ALT (1105FT QFE).

Initial Approach Altitude 6000 FT (QNH).

1.4.9 Missed Approach RWY 08L

Missed Approach point 11 DME QAA (4.6 NM from MDB NDB) climb straight ahead to 5000FT(QNH) turn left to MDB/NDB maintaining 5000 FT (QNH) or as directed by ATC.

1.4.10 NDB (L) MDB/DME QAA RWY 08R

Overhead MDB NDB at 6000 FT AMSL, Fly outbound on track 257 DEG MAG for one minute descending to 4500 FT, Establish inbound track 077 DEG MAG to MDB NDB, on passing MDB NDB, establish track 084 DEG MAG descending to 2960FT QNH (600 FT).

Initial Approach Altitude 6000 FT QNH

→ Circling: All type of aircraft 3500FT ALT (1105FT QFE).

1.4.11 Missed Approach RWY 08R

Missed Approach Point 10.6 DME QAA (5 NM from MDB NDB) climb straight ahead to 5000FT (QNH) Turn left to MDB/NDB maintaining 5000FT (QNH), or as directed by ATC.

1.4.12 Instrument Approach/Missed Approach procedure NDB (L) MDB ILS (IQAN) RWY 08L

NDB (L) MDB ILS (IQAN) RWY 08L (THR. ELEV. 2360 FT) Initial Approach Altitude 6000 FT (QNH). Overhead NDB/MDB fly outbound on track 257 DEG MAG. For one minute descending to 4500 FT establish inbound track turning right on 077 DEG MAG to intercept the localizer, descending on the Glide Path to ALT 2610 FT, QNH (250 FT QFE) OCA/H, The Missed Approach point 0.5NM from THR 08L). GP inoperative OCA/H 2940 (580 FT QFE), If field is not insight, Climb straight ahead to 5000FT, Turn left to MDB/NDB maintaining 5000FT or as directed by ATC.

NOTE: Parallel Instrument RWY is not applied.

→ Circling: All type of aircraft 3500FT ALT (1105FT QFE).

1.4.13 Instrument Approach /Missed Approach Procedures QL NDB/QAAVOR/ DME RWY 26R.

When cleared for Approach descends after passing QAA VOR/DME on R268 from 6000FT(QNH) to 3400FT (QNH). At 4DME QAA VOR/DME intercept track 257DEG (QL locator) descend to the Missed Approach point, (6.4 DME QAA/VOR DME. 1.25NM from THR RWY 26R to ALT 2875FT QNH (480 FT).

*The previous procedure starts from QAA VOR/DME, and in certain cases the procedure might be started from QL (1 MIN 30 SEC Racetrack hold), where the ACFT will descend from 6000FT (QNH) on track 077DEG to 4600FT QNH, then Inbound on track 257DEG descending to ALT 2875FT QNH (480 FT) to the Missed Approach point.

→ Circling: All type of aircraft 3500FT ALT (1105FT QFE).

Missed Approach Procedure RWY 26R:

Climb straight a head to 5000FT (QNH), turn Left to QL hold maintaining 5000FT or as directed by ATC.

1.4.14 Instrument Approach/Missed Approach Procedure QAA VOR/DME and MDB/ NDB RWY 26R (alternate for QL NDB/QAA VOR /DME RWY 26R)

Descend in the QAA holding pattern to 4600 FT to intercept R077 on the inbound leg. Proceed on R268 (QAA VOR/DME) Cross 4 DME (QAA VOR/DME) 3400 FT or above, proceed to the Missed Approach Point 5.8 DME (QAA VOR/DME) Altitude 2865, Thereafter track 078 MDB/NDB.

Circling: All type of aircraft 3500FT ALT (1105FT QFE).

Missed Approach: Climb straight ahead to 5000FT turn left to QAA VOR maintaining 5000FT, or as directed by ATC.

RESTRICTION: Turn must be contained within TMA.

1.4.15 Instrument Approach/Missed Approach Procedures ILS (IQAR) / QAA VOR/DME RWY 26R.

Overhead QAA VOR, proceed on radial 050 QAA VOR, for one minute and forty five seconds or 6.5DME QAA/VOR DME descending from 6000FT (QNH) to 4600FT (QNH) (2205FT), turn right to intercept ILS Localizer maintain 4600FT (QNH) (2205ft) until establishing on the glide slop, thereafter descend to cross 3.5DME (IQAR, DME CH48X) at 3400FT (QNH) (1005FT) or above, then to the missed approach point at 2605FT (QNH).

NO GP 2645FT (QNH) (250FT) to leave 4600FT (QNH) abeam QAA VOR/DME.

Missed Approach Point 1.25 DME (IQAR).

Speed: 180 KTS or less.

→ Circling: All type of aircraft 3500FT ALT (1105FT QFE).

Missed Approach Procedure: Climb straight ahead to 5000FT (QNH), turn left, and proceed to QAA VOR maintaining 5000FT or as directed by ATC.

RESTRICTION: Turn must be contained within TMA

1.5 AQABA/King Hussein

1.5.1 Instrument Approach procedure RWY 01

Instrument approach procedure: ILS/VOR/DME RWY 01 (RWY 01 THR. ELEV.175FT) from BAKIR FIX, proceed to AQB/VOR/DME, Descending from 8000FT to 6300 FT, turn left to Intercept R194 AQB/VOR, for 149/329 DEG procedure turn starting from 08 DME AQB/VOR/DME and to 4000FT don't descend below 5000FT until passing point 05 DME AQB/VOR/DME. On establishing track 329 MAG descend from 4000FT to 3200FT until intercepting the localizer (Inbound track 014(M) then on the Glide Path to 1200FT QNH (1025FT QFE), thereafter to 575FT QNH (400FT QFE) to the Missed Approach Point (1.2 DME AQB/VOR DME, 2.1NM from RWY 01 THR).

NOTE: Procedure is to be contained within 13 DME AQB/VOR/DME, when doing the procedure turn aircraft must remain within Jordanian Airspace all the time. After executing the procedure turn, aircraft should remain East of R206 AQB/VOR until fully established on the final approach track. Minimum Sector Altitude 8000 FT within Jordanian Airspace. MAX. IAS 180 KTS.

1.5.2 Missed Approach Procedure RWY 01

Maintain present heading to AQB/VOR then on R014 AQB/VOR to AQC/NDB (FREQ 326 kHz 295408.21439E 350708.39340N) thereafter on track 013 MAG climb to 8000FT, after crossing 6300FT turn right to join BAKIR hold or as directed by ATC.

1.5.3 VFR PROCEDURES

1.5.3.1 GENERAL

The VFR corridor has been established to be used by civil and military aircraft proceeding to and from King Hussein aerodrome.

1.5.3.2 LATERAL LIMITS

VFR corridor width is 3 NM.

1.5.3.3 WEATHER MINIMA

The corridor will be closed for routine operations if the Aqaba weather is below VFR minima or if reports indicate that weather along the route is below VFR minima

1.5.3.4 RESPONSIBILITIES

It is the direct responsibility of the pilot using this corridor to avoid collision with other aircraft and to maintain VFR.

1.5.3.5 OPERATING RULES

Pilots are required to comply with the following operating rules.

- a) Maintain VMC
- b) Maintain a continuous listening watch on the required ATC frequency.
- c) Make visual position reports at the mandatory reporting points.
- d) Follow ATC instructions.
- e) Advise ATC if unable to comply with ATC instructions.

1.5.3.6 REPORTING POINTS

The following are visual mandatory reporting points: -
RAS-ENNAQAB (295949N 353024E), RED SAND(295801N 351252E) and EL-QUWEIRA (294811.45N 351848.72E)

1.5.3.7 Traffic inbound and outbound from King Hussein operating VFR shall enter and leave Aqaba Approach Control via VFR corridors

1.5.4 ARRIVAL VFR ROUTE (V4)

After QTR/VOR proceed to RAS-ENNAQAB then proceed to EL-QUWEIRA hold descending to ALT 6500 FT to maintain by EL-QUWEIRA after EL-QUWEIRA fly heading 280 DEG MAG then fly by ARABA highway to final RWY 19 or join right hand down wind RWY 01.

1.5.4.1 All arrival VFR traffic flying on V4 should not leave EL- QUWEIRA holding area unless instructed by Aqaba Approach.

1.5.4.2 In case of radio communication failure with the ARR VFR traffic on V4 route, the aircraft should stick to the expected onward CLEARANCE and not to leave E L-QUWEIRA before that time.

1.5.4.3 In case arriving aircraft is unable to get onward expected clearance or to establish two ways communication with Aqaba Approach the aircraft must return to point of departure (Amman/Marka or Queen Alia Airport).

1.5.4.4 Contact point for VFR traffic inbounds to King Hussein via V4 Route shall be 5 MIN before RAS- ENNAQAB.

1.5.4.5 Release point for VFR traffic inbounds to King Hussein shall be RAS-ENNAQAB.

1.5.5 VFR DEPARTURE ROUTE (V3)

After departure proceed to RED SAND to cross RED SAND 6500 FT or above. Then continue to RAS- ENNAQAB and then to QTR/VOR.

1.5.5.1 Contact point for VFR traffic departing King Hussein to the North via V3 is RED SAND.

1.5.5.2 Release point for VFR traffic departing King Hussein to the North via V3 is RAS-ENNAQAB.

RMK: See page AD 2-39

1.5.6 HOLDING

1.5.6.1 Maximum holding level for BAKIR is FL180 and the upper limit for Aqaba Approach Area is 13000 FT ALT. Minimum holding level for BAKIR is 8000 FT, 7000 FT ALT may be used for emergency

1.5.6.2 Holding for VFR traffic at RAS-ENNAQAB with minimum holding ALT 7000 FT and maximum holding ALT 8500 FT inbound track 200 turn right outbound for one minute outbound leg

1.5.6.3 Holding for VFR traffic at EL -QUWEIRA only ALT 6500 FT and inbound track 235 turn left outbound for one minute outbound leg.

OVERFLYING TRAFFIC

Overflying traffic entering Aqaba Approach at 13000 FT ALT or below shall contact Aqaba Approach 10 minutes before METSA or QATIM and remain under their control until passing the boundary of Aqaba Approach Control.

AIRSPACE CLASSIFICATIONS

Aqaba Approach airspace is classified as class "C" airspace.

1.6 HOLDING AND APPROACH PROCEDURE, JERUSALEM RWY 29, LOW LEVEL

1.6.1 Aircraft Will normally be held on a standard two minutes right hand race track pattern on the Jerusalem NDB PS on an inbound heading of 293 MAG .Holding will normally be carried out at or above FL75, but aircraft may be cleared to hold at altitude not below 6500 FT QNH.

1.6.2 When Aircraft are cleared to commence an approach, they will descend in the holding Pattern to 6500 FT. QNH overhead the PS beacon on heading 293 MAG. They will continue on this heading for one minute, thence commencing a left turn to re-cross the PS beacon on heading 096 MAG and commencing descent 6500 FT. QNH until procedure turn completed to the right to 3900 FT to an inbound maintaining (QDM) heading of 293 MAG. Continuing descent to approved company minimum.

1.6.3 Missed Approach Procedure

Aircraft Initiating a missed approach shall climb on heading of 293 MAG for not more than 5NM, or until reaching 3900 FT. QNH, thence making a left turn to return to the PS beacon at 6500 FT. QNH, and contact Approach Control for further instructions.

1.6.4 Abnormal Conditions, Jerusalem NDB

It has been noted that abnormal radiation conditions may sometimes affect the performance of ADF equipment when tuned to the PS beacon, causing the needle to show an irregular swing at close range pilots who experience these conditions are advised to raise the critical height of their approach.

1.6.5 Visual Contact Approach Below Cloud

In certain meteorological conditions (normal when good visibility obtains below a well defined cloud base of 500 FT or more above Jerusalem) aircraft may be cleared to be descend using the Jericho beacon, and then continue a visual approach from Jericho beacon to Jerusalem beacon.

1.6.6 Departure Procedures

Whenever possible, aircraft will be given clearance for unrestricted climb on course. Due to the restricted airspace and the proximity of the Armistice Line, Lateral separation of departing aircraft is not always possible; Longitudinal or vertical separation will be applied to all IFR flights.

RMK: Jerusalem aerodrome is closed FM 1967 (UFN)

2. ARRIVING FLIGHTS

2.1 GENERAL

Arrival control is provided by Amman Approach Control within the Terminal Control Area from 6000 FT to FL 155.

2.2 Arriving Flights

Aircraft inbound to Amman Queen Alia International will follow Standard Arrival Routes (STARS). Strict adherence to these routes is essential as procedural separation between inbound and outbound aircraft is based on these criteria.

2.3 Radio Failure

2.3.1 Westerly Operations

In case of communication failure, the designated navigation aid to be used for holding is QAA VOR. After arrival over the QAA commence descent at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

Amman/Queen Alia

Queen Alia Arrivals will complete the normal Instrument Approach Procedure published for the QAA VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

AMMAN/Marka

Amman/Marka arrivals will descend in the QAA holding pattern. When leveling 6000 FT set course for AMN on AMN R162 to commence the normal instrument approach procedure published for the AMN VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.2 Easterly Operations A412

In case of communication failure, the designated navigation aids to be used for holding is the AMN VOR for inbound on **A412** through AMRAH. After arrival over the AMN commence descent at or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

Amman/Marka

Amman/Marka arrivals will complete the normal instrument approach procedure published for the AMN VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

Amman/Queen Alia

Queen Alia Arrivals will continue in accordance with AMRAH 3 E STAR profile then down to 6000 FT to carry out MDB NDB instrument approach procedure and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.3 Easterly Operations R652

In case of communication failure, the designated navigation aid to be used for holding is the QTR VOR for inbound on R652 via QTR and REEMA. After arrival over QTR commence descent to ALT 11000 FT at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given by the current Flight Plan. If no EAT has been received when leveling ALT 11000 FT proceeds as follows: -

Amman/Marka

Amman arrivals will continue in accordance with the STAR QATRANEH or REEMA 5 E profile and carry out the procedure published for the AMN VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

Amman/Queen Alia

Queen Alia Arrivals will continue in accordance with the QATRANEH and REEMA 3 E STAR profile to carry out the MDB NDB Instrument Approach Procedure and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

- 2.4** Take off weather minimums for IFR flights using Amman/Queen Alia , Amman/Marka and Aqaba/ King Hussein International Aerodromes are as follows:

AIRCRAFT CAT A AND B RVR 400M / VIS 1500M.

AIRCRAFT CAT C AND D RVR 400M / VIS 800M.

3. DEPARTING FLIGHTS

3.1 GENERAL

Departure Control is provided by Amman Approach Control within the Terminal Control Area from 6000 FT to FL155.

3.2 All IFR aircraft departing from Amman/Queen Alia INTL Aerodrome and Amman/Marka INTL Aerodrome, to call 5 minutes before ready to start engines and to pass total number of persons on board.

3.3 If no delay expected a standard clearance would be issued before start up, Aircraft will then request start up clearance when ready.

3.4 If the aircraft is unable to achieve the SID profile, Nonstandard clearance should be requested.

3.5 RADIO FAILURE

Aircraft experiencing radio failure, in the departure phase within the terminal area , will climb to the level specified in the clearance, If no time or geographical limit was included in the clearance, maintain level for 3 minutes then continue climb to the Flight Level specified in the current Flight Plan after passing the terminal Exit point i.e.: AMRAH, REEMA or QATRANEH.

4. TERMINAL PROCEDURES AMMAN/Marka

WESTERLY DEPARTURES AMMAN/Marka RWY 24

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 4 SID A412 KAMEL	Climb on runway heading to ALT5000 then turn right to AMN VOR intercept AMN R070 to AMRAH.	Cross d7 AMN R070 8500 FT+. Cross (AMRAH) ALT 11000 FT or above or at assigned level
QATRANEH 4 SID AQABA METSА	Climb on runway heading turn left to intercept AMN R209 (or track 030M) to MDB NDB intercept QTR 336 to QTR.	Climb on runway heading 5000FT. Cross AMN 15d (R 209) above 6500FT. Cross QTR 9000 FT or above climb to assigned level.
REEMA 4 SID R652 GURIAT	Climb on runway heading Turn left to intercept AMN R209 (or track 030M) to MDB NDB intercept QTR R336 to QTR turn left to intercept QTR R078 to REEMA (25d QTR).	Climb on runway heading to 5000 FT ALT. Cross AMN 15d (R 209) above 6500 FT. Cross QTR 9000 FT or above. Cross REEMA FL150 or at assigned level.
OSAMA 4 SID OSAMA- SALAM JI0C-PSN ALROD	Climb on track to 10d AMN/VOR, then turn right track 270 DEG, proceed to OSAMA then SALAM.	Cross 14.5d. AMN. R250 at 6000 FT ALT or above. Cross OSAMA position Maintaining ALT 8000 FT.
MOUAB 4 SID MOUAB/ TALMI / J10	Climb on runway heading until 15d AMN. Then to intercept AMN R241 proceeds to MOUAB then turn right to TALMI position 31 49.7 N 35 30.3 E.	Cross 15d. AMN on runway heading at 6000 FT ALT or above. Cross MOUAB at ALT11000FT or above. Cross TALMI ALT12000FT.

NOTE 1: Aircraft unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to AMN to enter the holding pattern.

NOTE 2: Departure traffic on OSAMA SID and MOUAB SID shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart (AD 2-31).

WESTERLY ARRIVALS AMMAN / Marka RWY 24

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 4W STAR	At AMRAH (AMN 25d or QAA 30d) intercept QAA R037 to QAA. If QAA not available intercept track 220M to QA NDB. REPORT QAA 20d.	Cross AMRAH ALT11000 FT or above. Cross QAA 10d (AMN R123) 8500 FT or above.
QATRANEH 4W STAR	At QTR intercept QAA R187 (QTR R007) to QAA. If QAA is not available track 001M to QA NDB. REPORT QAA 15d.	Cross QTR 9000FT or above. Cross QAA 15d 6500 FT or above.
REEMA 4W STAR	At REEMA (QTR 25D) intercept QAA R140 to QAA. If QAA is not available track 316M to QA NDB.REPORT QAA 20d.	Cross REEMA FL150 or above. Cross QAA 15d (QTR R037) 6500 FT or above.
SALAM 4 W STAR	At SALAM (31 56.0 N 35 31.0 E) intercept AMN R259, proceed to AMN/VOR or JYO/NDB REPORT 13d INBOUND TO AMN/VOR	Cross SALAM ALT11000 FT. Cross AMN 13d 6000 FT ALT or above.

NOTE: Follow ATC descent clearance instructions. But not below published profiles which are minimum safety profiles.

AMMAN INBOUND TRAFFIC WILL BE INITIALLY CLEARED TO QAA TO AWAIT ONWARD CLEARANCE.

RMK: See related chart (AD 2-35).

EASTERLY DEPARTURES AMMAN / Marka RWY 06

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 5 SID A412 KAMEL	Climb on track to AMN Turn left to re cross AMN /VOR, intercept AMN R160 (QAA R340) to QAA. Turn left to intercept QAA R037 to AMRAH QAA.30d (AMN R070).	Cross AMN above 4000 FT Turn left climbing to re cross AMN at 5500 or above. Cross QAA at 6000 FT or above. Cross QAA 10d (R037) above 8500 FT. Cross AMRAH ALT 11000 FT or above or at assigned level.
QATRANEH 5 SID R652 AQABA METSА	Climb on track to AMN turn left to depart AMN on AMN R160 (QAA R340) to QAA. Turn Right to intercept QAA R187 (QTR R007) to QTR.	Cross AMN above 4000 FT turn left climbing to re cross AMN at 5500 FT or above. Cross QAA at 6000 FT or above. Cross QTR at 9000 FT or at assigned level.
REEMA 5 SID R652 GURIAT	Climb on track to AMN turn left to depart. AMN on AMN R160 (QAA R340) to QAA Turn left to intercept QAA R140 to REEMA (311847N 363214E).	Cross AMN above 4000 FT turn left climbing to re cross AMN at 5500 FT. Cross QAA at 6000 FT or above. Cross REEMA FL150 or above or at assigned level.
OSAMA 5 SID AMN-OSAMA- SALAM JI0C - ALROD	Climb on track to AMN/VOR then turn right track 270 DEG until crossing QAA R306 then proceed to OSAMA then proceed to SALAM.	Cross AMN/VOR at 4000 FT ALT Or above. Cross AMN R180 at 5000 FT or Above. Cross D14.5 AMN R250 at 6000 FT ALT or above. Cross OSAMA Position maintaining 8000 FT ALT.
MOUAB 5 SID AMN/VOR MOUAB TALMI/ J10	Climb on track to AMN/VOR then turn right 270 DEG track to intercept AMN R241 to MOUAB then turn right to TALMI position 31 49.7 N 35 30.3 E	Cross AMN/VOR at 4000 FT ALT Or above. Cross AMN R180 at 5000 FT ALT or above. Cross 15d. AMN R241 at 6000 FT ALT or above. Cross MOUAB at ALT 11000 FT or above Cross TALMI ALT 12000FT.

NOTE 1: Turn must be completed within 5d. AMN/VOR/DME to avoid OJD2.

NOTE 2: All departures shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establishing contact with TEL-AVIV ACC.

NOTE 3: Low level arrival traffic from BEN-GURION to AMMAN or Queen Alia Airports shall follow SALAM STAR profile.

NOTE 4: Aircraft unable to comply with the SID profile restrictions MUST request NON-STANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to AMN VOR/NDB to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart (AD 2-31A).

EASTERLY ARRIVALS AMMAN/Marka RWY 06

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 5E STAR	At AMRAH intercept AMN R070 or track 250M to JYO. REPORT 10d INBOUND AMN VOR.	Cross AMRAH ALT 11000 FT or above. Cross AMN 07d (QAA R010) 8500 FT or above.
QATRANEH 5E STAR	At QTR turn left to intercept QTR R336 or track 336M to MDB NDB intercept AMN R209 to AMN. REPORT 10d Inbound AMN VOR.	Cross QTR ALT 9000 FT or above. Cross QTR 15d 6500 FT or above.
REEMA 5E STAR	At REEMA continue on QTR R078 to QTR turn right to intercept QTR R336 or track 336M to MDB NDB intercept AMN R209 to AMN. REPORT 15d INBOUND AND OUTBOUND QTR VOR.	Cross REEMA FL150 or above. Cross QTR 9000 FT or above. Cross QTR 15d 6500 FT or above.
SALAM 5 E STAR	At SALAM (31 56.0 N 35 31.0 E) Intercept AMN R259, proceed to AMN/VOR or JYO/NDB REPORT 13d INBOUND TO AMN/VOR.	Cross SALAM ALT11000 FT. Cross AMN 13d at ALT 6000 FT or above.

NOTE: Follow ATC decent clearance intersections but not below published profiles, which are Minimum safety profiles. Initial holding clearance may be issued for QTR or AMN.

RMK: See related chart (AD 2-35A).

5. TERMINAL PROCEDURES AMMAN/Queen Alia

WESTERLY DEPARTURES AMMAN/Queen Alia RWY 26L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 2 SID A412 KAMEL	Climb on track until crossing R341 QTR VOR (AMN R206) (13.5d QAA/VOR/DME). Turn right to intercept AMN R209 to AMN VOR intercept) AMN R070 to AMRAH (AMN 25d or passing QAA R037).	Cross QTR VOR R341 (AMN R206) (13.5d QAA) at 3200 FT QNH or above. Cross AMN 09d R209 above 6000 FT. Cross 07d AMN (R070) above 8500 FT. Cross AMRAH ALT11000 FT or at assigned level.
QATRANEH 2 SID R652 AQABA METSА	Climb on track until crossing R341 QTR VOR (AMN R206) (13.5d QAA/VOR/DME) turn left to intercept QTR R336 to QTR VOR.	Cross QTR VOR R341 (AMN R206) (13.5d QAA) at 3200 FT or above. Cross QTR 15d R336 (QAA R210) above 6500FT. Cross QTR at 9000 FT or at assigned level.
REEMA 2 SID R652 GURIAT	Climb on track until crossing R341 QTR VOR (AMN R206) (13.5d QAA/VOR/DME) turn left to intercept QTR R336 to QTR VOR turn left to intercept QTR R078 to REEMA (QTR 25d) or passing QAA R140.	Cross QTR VOR R341 (AMN R206) (13.5d QAA) at 3200 FT or above. Cross QTR 15d R336 (QAA R210) above 6500 FT. Cross QTR 9000 FT or above. Cross REEMA FL150 or above or at assigned level.
OSAMA 2 SID OSAMA PSN SALAM J10C-ALROD PSN	Climb on track until crossing 13.5d QAA or crossing AMN R206 then turn right on track 315 to OSAMA position then turn left on track 270 to SALAM.	Cross 13.5d QAA or AMN R206 at ALT 3200 FT QNH or above. Cross QAA R277 DME d21 at 6000FT ALT or above. Cross OSAMA at 8000 FT QNH maintaining.
MOUAB 2 SID MDB/NDB MOUAB - TALMI J10	Climb on track to 13.5d QAA turn right to intercept MDB track 291 to MOUAB then proceed to TALMI position (31 49.7 N 35 30.3 E).	Cross QAA R269, 22d at 6000 FT ALT or above. Cross MOUAB ALT 11000FT or above. Cross TALMI ALT 12000FT.

NOTE 1: Aircraft t unable to comply with SID profile restrictions MUST request NONSTANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to QAA to enter the holding pattern.

NOTE 2: In case of VFR traffic flying on V1 Corridor between GHARBIYA and QUARRY, ATC shall instruct the appropriate departure traffic to maintain on track until passing MDB/NDB or passing ALT 4000 FT.

NOTE 3: Departure traffic on OSAMA SID and MOUAB SID shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

RMK: See related chart (AD 2-31C).

WESTERLY ARRIVALS AMMAN /Queen Alia RWY 26R/26L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 2W STAR	At AMRAH (AMN 25d or QAA 30d) intercept QAA R037 to QAA. If QAA is not available track 220M to QA NDB REPORT QAA 20d.	Cross AMRAH ALT11000 FT or above. Cross QAA 10d (AMN R123) 8500 FT or above.
QATRANEH 2W STAR	At QTR intercept QAA R187 (QTR R007) to QAA. If QAA is not available track 001M to QA NDB.	Cross QTR 9000 FT or above. Cross QAA 15d 6500 FT or above.
AMRAH 6W STAR	At AMRAH (QTR 58d R022) intercept QTR R022 to intercept IQA localizer.	Cross AMRAH ALT11000 FT or above. Cross QTR 40d 8500FT or above maintain 6000 FT until established on the LLZ descend on Glide Path to cross QAA 4600 FT or above. REPORT 50d QTR AND ESTABLISHED ON THE LOCALIZER.
REEMA 2W STAR	At REEMA (QTR 25d) intercept QAA R140 to QAA If QAA is not available track 316M to QA NDB REPORT QAA 20d.	Cross REEMA FL150 or above. Cross QAA 15d (QTR R037) 6500 FT or above.
SALAM 2W STAR	AT SALAM (31 56.0 N 35 31.0 E Proceed to AMN/VOR or JYO/NDB then turn right to QAA/VOR intercept AMN R160. REPORT: 13d AMN R259 10d AMN R160	Cross SALAM ALT11000 FT. Cross 10d AMN R160at ALT 6000 FT or above.

NOTE: Follow ATC descent clearance instructions. But not below published profiles, which are Minimum safety profiles.

RMK: See related chart (AD 2-35A).

EASTERLY DEPARTURES AMMAN / Queen Alia RWY 08L

ROUTE	NAVIGATIONS	ALT/FL RESTRICTIONS
AMRAH 3 SID A412 KAMEL	Climb on track until crossing R002 QTR VOR (AMN R174) (3.1d QAA/VOR/DME) turn left to intercept QAA R037 to AMRAH (QAA 30d) or crossing (AMN R070).	Climb to cross R002 QTR VOR (AMN R174) (3.1d QAA/VOR/DME) at 3200FT QNH cross (AMN R123 10d QAA at 8500FT or above, Cross AMRAH ALT11000 FT or at assigned level.
AMRAH 7 SID A412 KAMEL	Climb on QAA R259 to QAA, continue on R079 to 08d turn left to intercept QTR R022 to AMRAH QTR 58d or AMN R070.	Climb to cross QAA 4000 FT cross QTR 40d above 8500FT Cross AMRAH ALT11000 FT or at assigned level.
*QATRANEH 3 SID R652 AQABA METSА	Climb on track until crossing QTR R002 (AMN R174) (3.1d QAA) turn right to intercept QAA R187 (QTR R007) to QTR VOR	Climb to cross R002 QTR VOR (AMN R174) (3.1d QAA/VOR/DME) at 3200 FT (QNH) or above, Cross QAA 15d R187 above 6500 FT. Cross QTR 9000 FT or at assigned level.
REEMA 3 SID R652 GURIAT	Climb on track until crossing QTR R002 (AMN R174) (3.1d QAA) turn right to intercept QAA R140 to REEMA (QAA 32d) turn left to intercept QTR R078.	Climb to cross QTR R002 (AMN R174) (3.1d QAA) at 3200 FT QNH or above. Cross QAA 15d R140 above 6500 FT cross REEMA FL150 or at assigned level.
OSAMA 3 SID OSAMA PSN SALAM PSN J10C-ALROD PSN	Climb on track until crossing 3.1d QAA or crossing AMN R174. then turn left to intercept QAA R290 proceed to OSAMA position, Then turn left on track 270 to SALAM .	Cross 3.1d QAA or AMN R174 at ALT 3200 FT or above . Cross 20.5d QAA R290 at 6000 FT ALT or above. Cross OSAMA (29d QAA R290) maintaining 8000 FT ALT .
MOUAB 3 SID QAA/VOR MOUAB- TALMI/J10	Climb on track until crossing 3.1d QAA/VOR. Turn left to intercept QAA R274 proceed to MOUAB then proceed to TALMI PSN (31 49.7 N 35 30.3 E) .	Cross 3.1d QAA or AMN R174 at ALT 3200 FT or above. Cross 22d QAA R274 at 6000 FT ALT or above. Cross MOUAB ALT 11000FT or above. Cross TALMI ALT 12000FT.
SUFFIX H SIDS	Follow basic SID except climb in QAA holding pattern .	Climb in QAA hold to altitude to achieve SID restrictions or as instructed by ATC.

NOTE 1 :Aircraft unable to comply with the SID profiles restrictions MUST request NONSTANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions When airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to QAA to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED

NOTE 2 : In case of VFR traffic flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000 FT QNH, or until passing by QAA/VOR or abeam QAA/VOR.

NOTE 3: Departure traffic on OSAMA SID and MOUAB SID shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

RMK : See related chart (AD 2-31).

EASTERLY ARRIVALS AMMAN /Queen Alia RWY 08R/08L

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 3E STAR	At AMRAH (AMN 25d or QAA 30d) intercept AMN R070 or track 250M to JYO At AMN turn left to intercept R209 or track 209M proceeding to MDB NDB.	Cross AMRAH ALT11000 FT or above Cross AMN 07d (QAA R010) 8500 FT or above. Cross AMN 10d (QAA R306) 7000 FT or above.
	REPORT 10d INBOUND AND OUTBOUND AMN VOR	
QATRANEH 3E STAR	At QTR turn left to intercept QTR R336 or track 336M to MDB NDB.	Cross QTR 9000 FT or above Cross QTR 15d at 6500 FT or above.
	REPORT 15d INBOUND AND OUTBOUND QTR VOR.	
REEMA 3E STAR	AT REEMA continue on QTR R078 to QTR then turn right to intercept QTR R336 or track 336M to MDB NDB.	Cross REEMA FL150 or above Cross QTR 9000 FT or above. Cross QTR 15d at 6500FT or above.
	REPORT 15d INBOUND AND OUTBOUND QTR VOR.	
SALAM 3 E STAR	At SALAM position 31 56.0 N 35 31.0 E proceed to MDB/NDB track 306. Report crossing QAA R273,21d.	Cross SALAM ALT11000 FT. Cross QAA R273,21d at 6000 FT ALT. or above .

NOTE: Initial holding clearance may be issued for QTR or AMN follow ATC descent clearance instructions, but not below published profiles which are minimum safety profiles.

RMK : See related chart (AD 2-35) .

WESTERLY DEPARTURE AMMAN/Queen Alia RWY 26R

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 2 SID A412 KAMEL	Climb on track until crossing AMN R206 (14d QAA) then turn right to intercept AMN R209 to AMN/VOR intercept AMN R070 to AMRAH (AMN 25d) or passing QAA R037.	Cross 14d QAA (AMN R206) at 3200 FT or above. Cross AMN 09d (R209) above 6000FT. Cross AMN 07d (R070) above 8500FT. Cross AMRAH ALT11000 FT or at assigned level.
QATRANEH2 SID R652 AQABA METSА	Climb on track until 14d QAA (AMN R206) then turn left to intercept QTR R336 to QTR VOR	Cross 14d QAA (AMN R206) at 3200 FT or above. Cross QTR 15d R336 (QAA R209) above 6500 FT. Cross QTR at 9000 FT 6500 FT. or at assigned level.
REEMA 2 SID R652 GURIAT	Climb on track until 14d QAA (AMN R206) turn left to intercept QTR R336 to QTR VOR then turn left to intercept QTR R078 to REEMA or passing QAA R139.	Cross 14d QAA (AMN R206) at 3200 FT or above. Cross QTR 15d R336 (QAA R209) above 6500FT. Cross QTR 9000 FT or above. Cross REEMA FL150 or at assigned level
MOUAB 2 SID MDB/NDB MOUAB -TALMI J10	Climb on track to MDB/NDB, turn right to intercept MDB track 291 to MOUAB then proceed to TALMI position 31 49.7 N 35 30.3 E) .	Cross QAA R269, 22d at 6000 FT or above. Cross MOUAB ALT11000 FT or above. Cross TALMI maintaining ALT12000FT.
OSAMA 2 SID OSAMA PSN SALAM J10C- ALROD PSN	Climb on track until crossing 14d QAA or crossing AMN R206, then turn right on track 315 to OSAMA position then turn left on track 270 to SALAM .	Cross 14d QAA or AMN R206 at 3200 FT ALT or above. Cross R277 QAA 21d at 6000 FT ALT or above. Cross OSAMA (29d QAA R290) maintaining 8000 FT QNH.

NOTE 1: Aircraft unable to comply with SID profile restrictions MUST request NONSTANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions when airborne should carry out the following CONTINGENCY - Turn left or right as appropriate at 5000 FT fly to QAA to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED

NOTE 2 : In case of VFR traffic flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000 FT QNH, or until passing by MDB/NDB or abeam MDB/NDB.

NOTE 3: Departure traffic on OSAMA SID and MOUAB SID shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

RMK : See related chart (AD 2-31B) .

EASTERLY DEPARTURES AMMAN / Queen Alia RWY 08R

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AMRAH 3 SID A412 KAMEL	Climb on track to QA/NDB then turn left to intercept QAA R037 to AMRAH (QAA 30d) or (AMN R070).	Climb to Cross QA NDB 3200 FT or above. Cross QAA 10d R037 (AMN R123) 8500 FT or above. Cross AMRAH ALT11000 FT or at assigned level.
AMRAH 7 SID A412 KAMEL	Climb on QAA R259 to QAA, continue on R079 to 08d, turn left to intercept QTR R022 to AMRAH QTR 58d or AMN R070	Climb to cross QAA 4000 FT cross QTR 40d above 8500 FT cross AMRAH ALT11000 FT or at assigned level.
*QATRANEH 3 SID R652 AQABA METSА	Climb on track to QA/NDB then turn right to intercept QAA R187 (QTR R007) to QTR VOR.	Climb to cross QA NDB at ALT 3200 FT or above. Cross QAA 15d R187 above 6500 FT. Cross QTR 9000 FT or at assigned level
REEMA 3 SID R652 GURIAT	Climb on track to QA/NDB then turn right to intercept QAA R140 to REEMA (QAA 32d) turn left to intercept QTR R078.	Climb to cross QA NDB 3200 FT or above. Cross QAA 15d R140 above 6500 FT. Cross REEMA FL150 or at assigned level.
MOUAB 3 SID QAA/VOR MOUAB - TALMI/J10	Climb on track to QA/NDB. Turn left to intercept QAA R274 proceed to MOUAB then proceed to TALMI position (31 49.7 N 35 30.3 E) .	Cross QA/NDB at 3200 FT ALT or above. Cross 22d QAA R274 at 6000 FT ALT or above. Cross MOUAB ALT11000 or above. Cross TALMI ALT 12000 FT.
OSAMA 3 SID OSAMA PSN - SALAM PSN - J10C-ALROD PSN	Climb on track to QA/NDB then turn left to intercept QAA R290 proceed to OSAMA position then turn left on track 270 to SALAM.	Cross QA/NDB at ALT 3200 FT or above. Cross 21d QAA R290 at 6000 FT ALT or above. Cross OSAMA (29d QAA R290) maintaining 8000 FT ALT .
SUFFIX H	Follow basic SID except climb in QAA holding pattern .	Climb in QAA hold to altitude to achieve SID restrictions or as instructed by ATC.

NOTE 1: Aircraft unable to comply with the SID profiles restrictions MUST request NONSTANDARD departure clearance on start up.

Aircraft unable to achieve SID profile restrictions When airborne should carry out the following CONTINGENCY- Turn left or right as appropriate at 5000 FT fly to QAA to enter the holding pattern.

ADVISE ATC IMMEDIATELY THE CONTINGENCY IS COMMENCED.

*NOTE 2: In case of VFR traffic flying on V1 Corridor between GHARBIYA and QUARRY, departing traffic shall maintain on track until passing 5000 FT QNH, or until passing by QAA/VOR or abeam QAA/VOR.

NOTE 3: Departure traffic on OSAMA SID and MOUAB SID shall call TEL-AVIV ACC on FREQ 121.4 MHz as early as possible and in any case should not cross 10 NM East of SALAM or TALMI without establish contact with TEL- AVIV ACC.

RMK: See related chart (AD 2-31A)

6. TERMINAL PROCEDURES AQABA/ King Hussein

ARABA DEPARTURE RWY 01

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AQC/NDB R652 QTR/VOR	Climb on track until passing ALT 7000 FT then turn right to join R652 to QTR/VOR	Don't initiate right turn before passing ALT 7000 FT.

NOTE: Right turn at ALT 6500 FT may be approved if there is no traffic on V4 route.

RAHMA DEPARTURE RWY 01

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
AQC/NDB R652 METSА CAIRO FIR	Climb on track until passing ALT 7000 FT turn right to BAKIR FIX (turn should be completely contained within AQABA Approach Control Area) then proceed to METSA to be crossed at ALT 12000 FT or above or at assigned level.	Don't initiate right turn before passing ALT 7000 FT. Cross METSA at ALT 12000 FT or above or at assigned level.

NOTE: Right turn at ALT 6500 FT may be approved if there is no traffic on V4 route.

RMK: See related chart (AD 2-31)

PETRA DEPARTURE RWY 19

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
BAKIR FIX R652 QTR	Climb on track to ALT 5000 FT (minimum climbing gradient 5%) turn left to join ATS Route R652 to QTR/VOR. Cross AQB/VOR. R090 at ALT 7000 FT or above (turn should be completely contained within Aqaba Approach Control Area). Maximum IAS 210 KTS.	Don't initiate left turn before passing ALT 5000 FT. Cross AQB/VOR R090 at ALT 7000 FT or above.

METSA DEPARTURE RWY 19

ROUTE	NAVIGATION	ALT/FL RESTRICTIONS
BAKIR FIX R652,METSA	Climb on track to ALT 5000 FT (minimum climbing gradient 5%) turn left proceeds to BAKIR hold. Cross AQB/VOR R090 at ALT 7000 FT or above Climb in the hold to cross METSA at ALT 12000 FT or above then to the assigned level. Maximum IAS 210 KTS.	Don't initiate left turn before passing ALT 5000 FT. (don't exceed 7 NM from AQB). Cross AQB/VOR R090 at ALT 7000 FT or above.

NOTE 1: The turns to the left after departure should be completely contained within Aqaba Approach Control Area.

NOTE 2: All traffic departing or arriving King Hussein International aerodrome shall adhere to the standard SIDs and Approach IFR joining instructions as published in Jordan AIP.

NOTE 3: ACFT unable to comply with the SID profiles restrictions must request NONSTANDARD departure clearance on start up.

RMK: See related chart (AD 2-31A).