

## General Information

Location: AQABA JOR  
ICAO/IATA: OJAQ / AQJ  
Lat/Long: N29° 36.7', E035° 01.1'  
Elevation: 174 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 4.0° E

Fuel Types: Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0432 Z  
Sunset: 1514 Z

## Runway Information

Runway: 19  
Length x Width: 9843 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 114 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 197 ft

Runway: 01  
Length x Width: 9843 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 174 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 492 ft

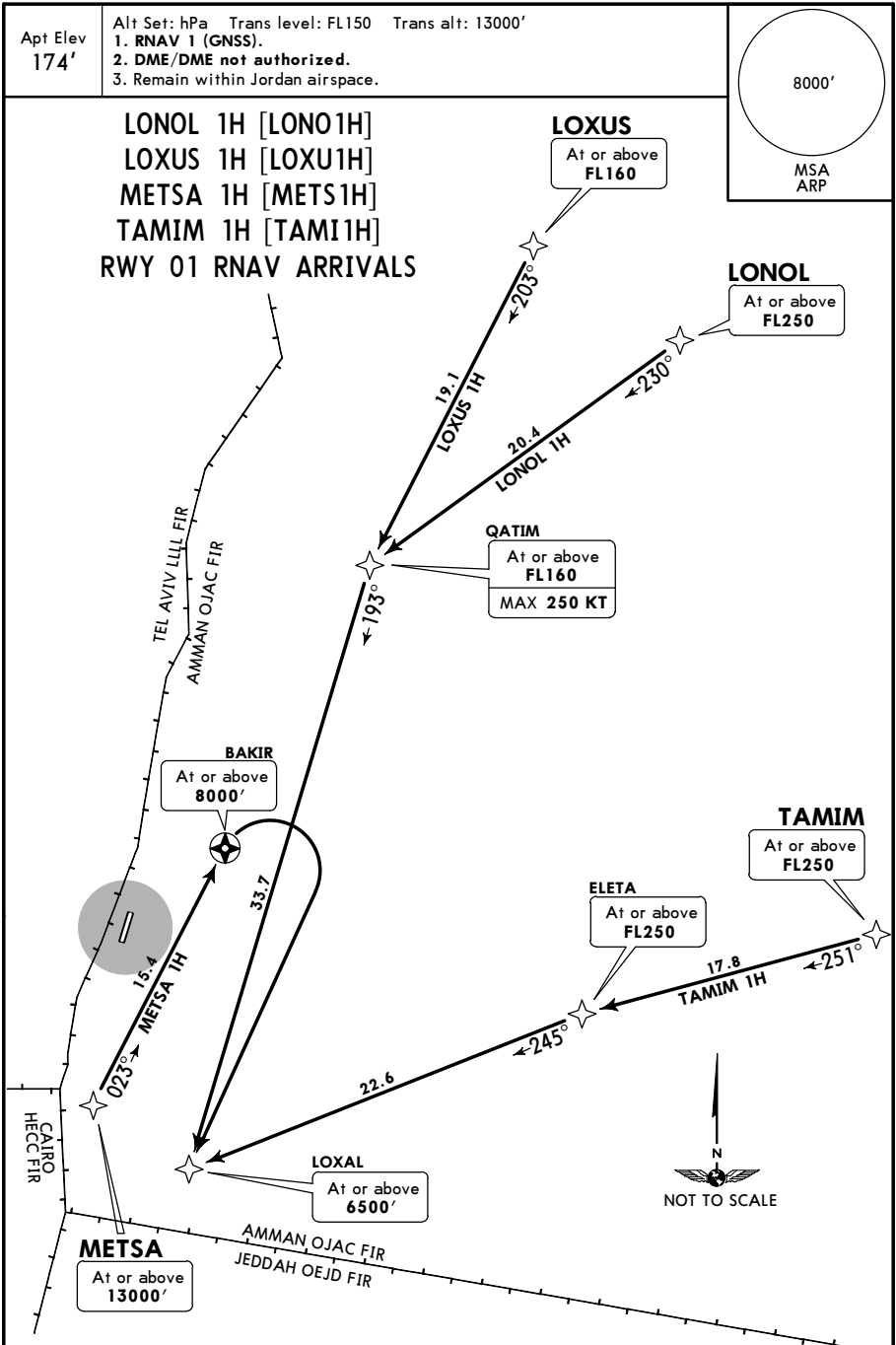
## Communication Information

King Hussein Tower: 118.100  
Aqaba Approach: 119.200

**OJAQ/AQJ**  
**KING HUSSEIN INTL**

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

**AQABA, JORDAN**  
**RNAV STAR**



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.

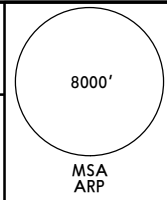
**OJAQ/AQJ**  
**KING HUSSEIN INTL**

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

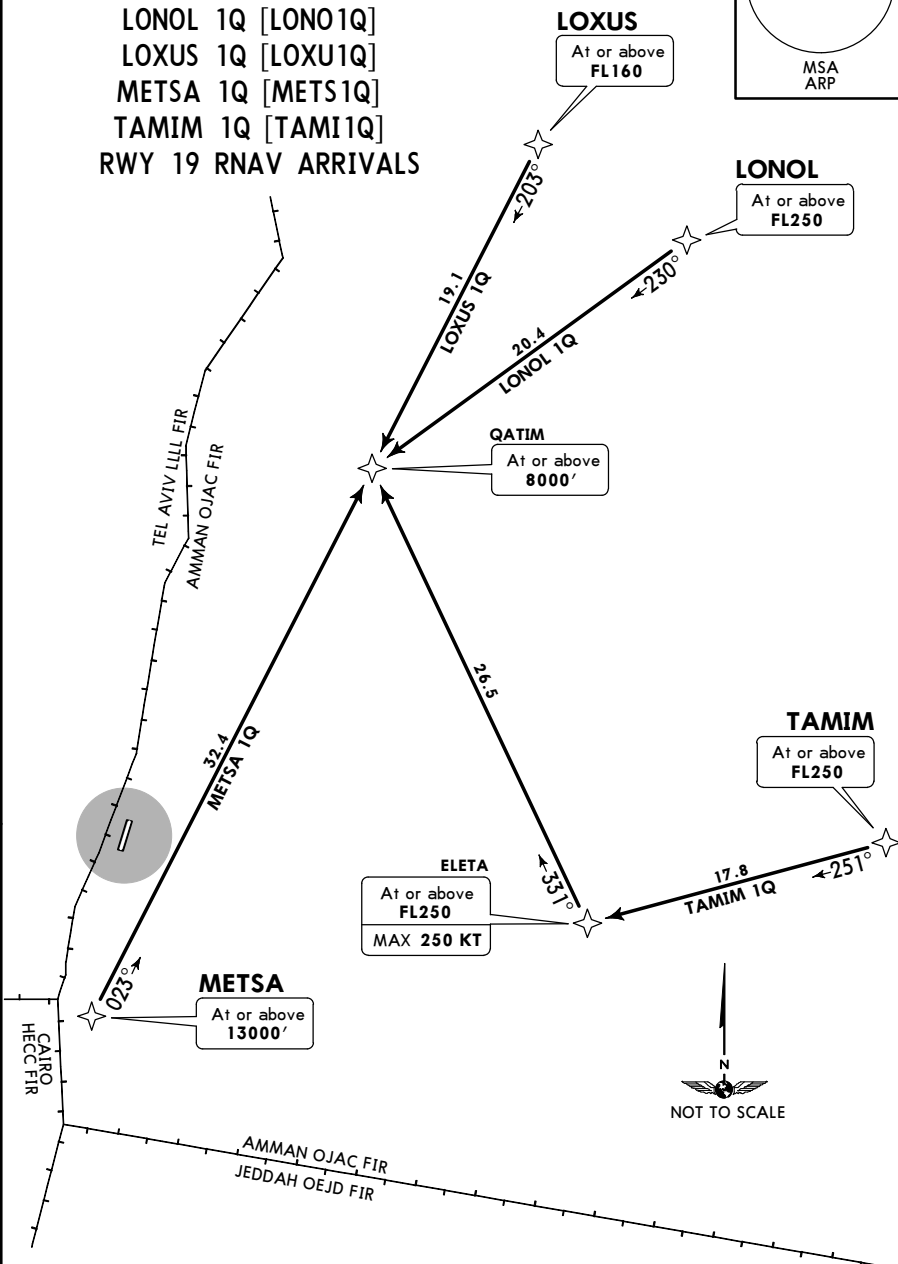
**AQABA, JORDAN**  
**RNAV STAR**

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**

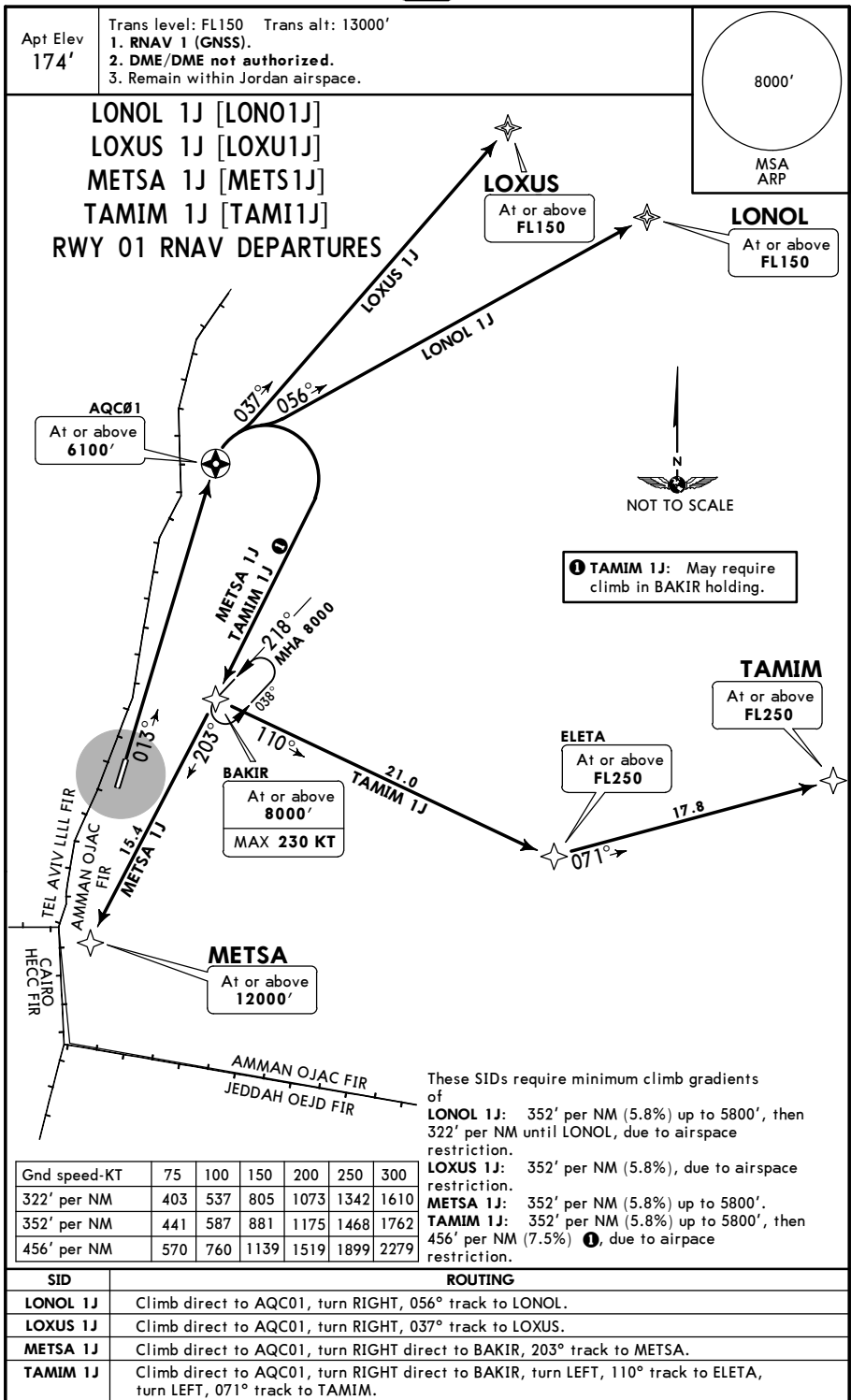


STAR	ROUTING
LONOL 1Q	On 230° track to QATIM.
LOXUS 1Q	On 203° track to QATIM.
METSA 1Q	On 023° track to QATIM.
TAMIM 1Q	On 251° track to ELETA, turn RIGHT, 331° track to QATIM.

# OJAQ/AQJ KING HUSSEIN INTL

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

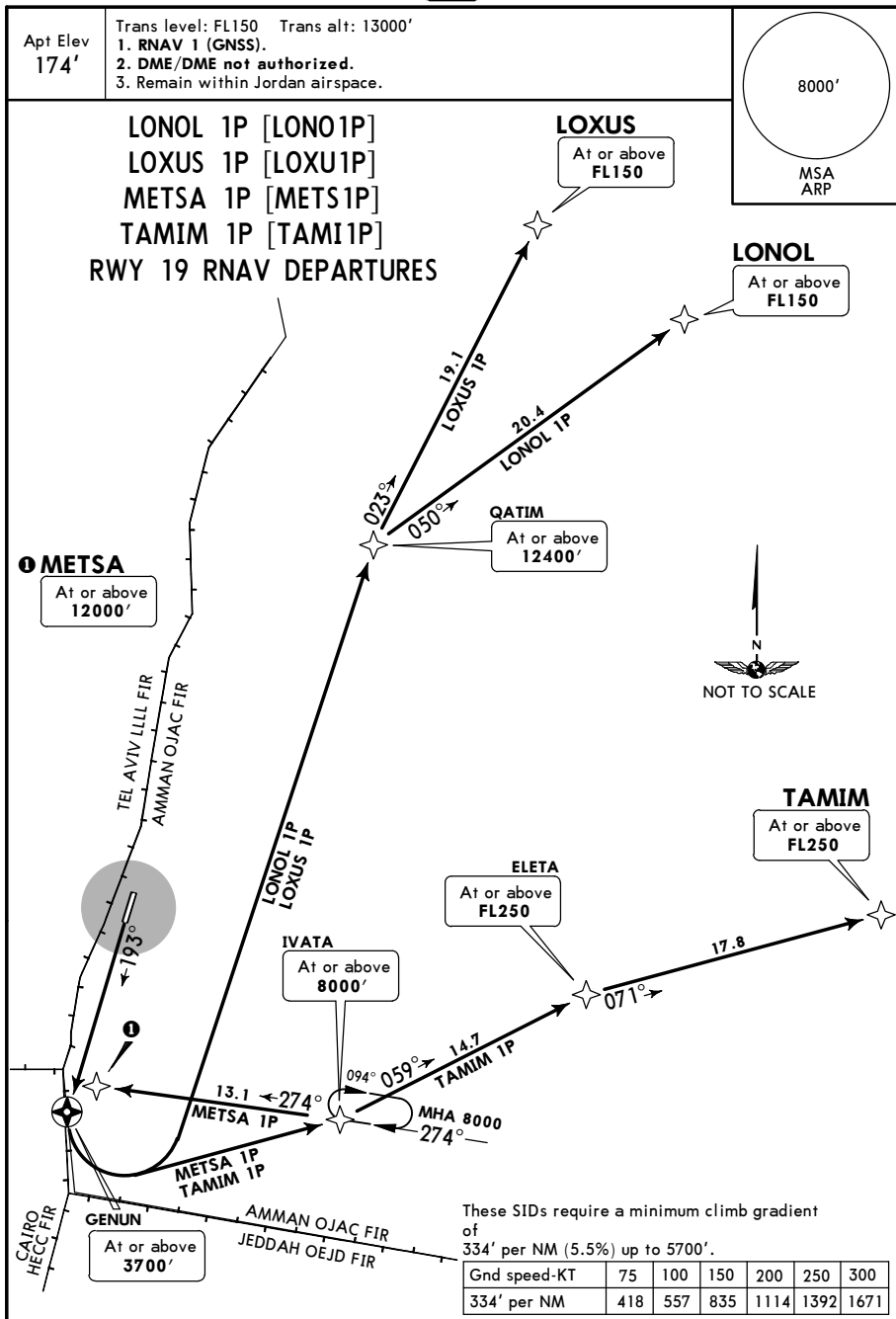
AQABA, JORDAN  
RNAV SID



**OJAQ/AQJ**  
**KING HUSSEIN INTL**

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

**AQABA, JORDAN**  
**RNAV SID**



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.

**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  
**P 112.9 QTR**  
 N31 14.9 E036 03.6



LOSIL 29 R203°

LOXUS 023°

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

TEL AVIV LLLL FIR  
 AMMAN OJAC FIR

RAHMA

BAKIR

METSA  
 At or above  
**12000'**

CAIRO HECC FIR

AMMAN OJAC FIR  
 JEDDAH OEJD FIR



AQABA CTA

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

CHANGES: BAKIR position; coordinates.

**OJAQ/AQJ**  
KING HUSSEIN INTL

**JEPPESEN**  
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'.

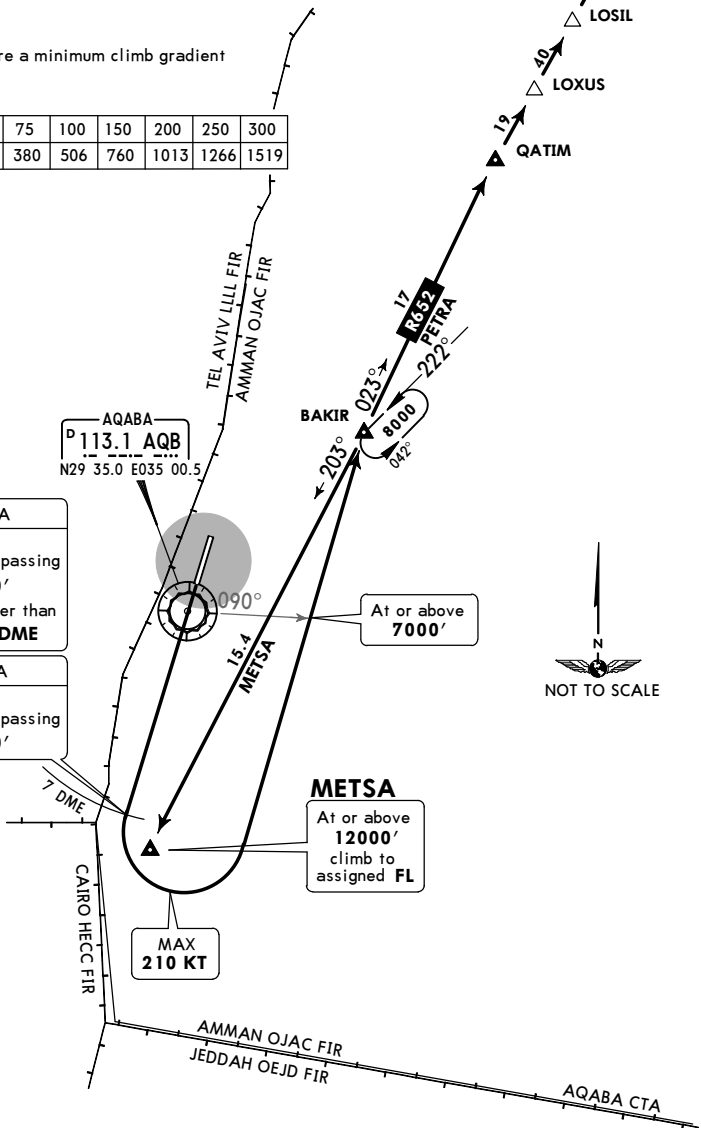
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

**METSA**

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

**PETRA**

Turn not before passing **5000'**



SID	ROUTING
<b>METSA</b>	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.
<b>PETRA</b>	Climb to 5000', turn LEFT (within Aqaba CTA, not before passing 5000'), join airway R-652 to QTR.

CHANGES: BAKIR position; coordinates.

# OJAQ/AQJ

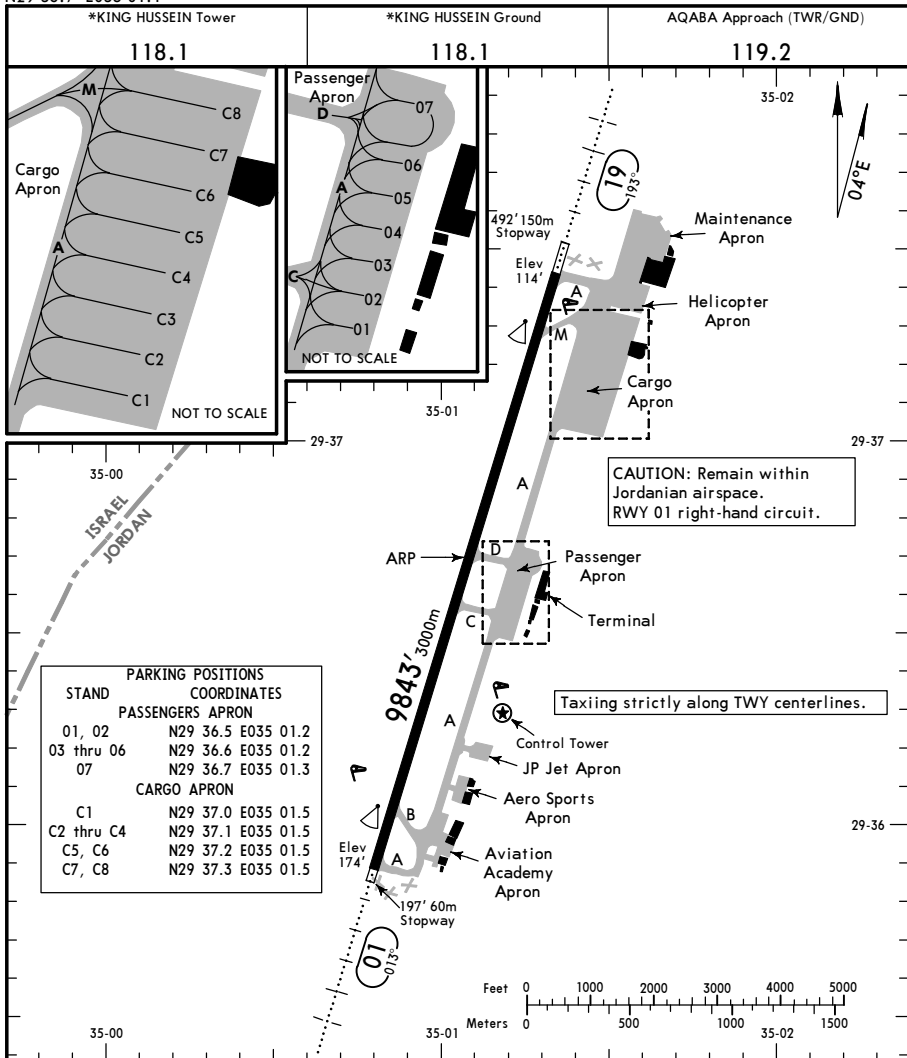
Apt Elev **174'**  
N29 36.7 E035 01.1



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	



OJAQ/AQJ



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.

OJAQ/AQJ

**JEPPESEN**

**Standard**

17 APR 15

10-9S

Eff 30 Apr

**AQABA, JORDAN**  
**KING HUSSEIN INTL**

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

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

# OJAQ/AQJ KING HUSSEIN INTL

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

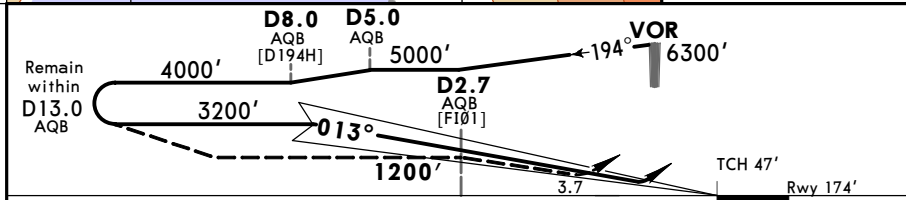
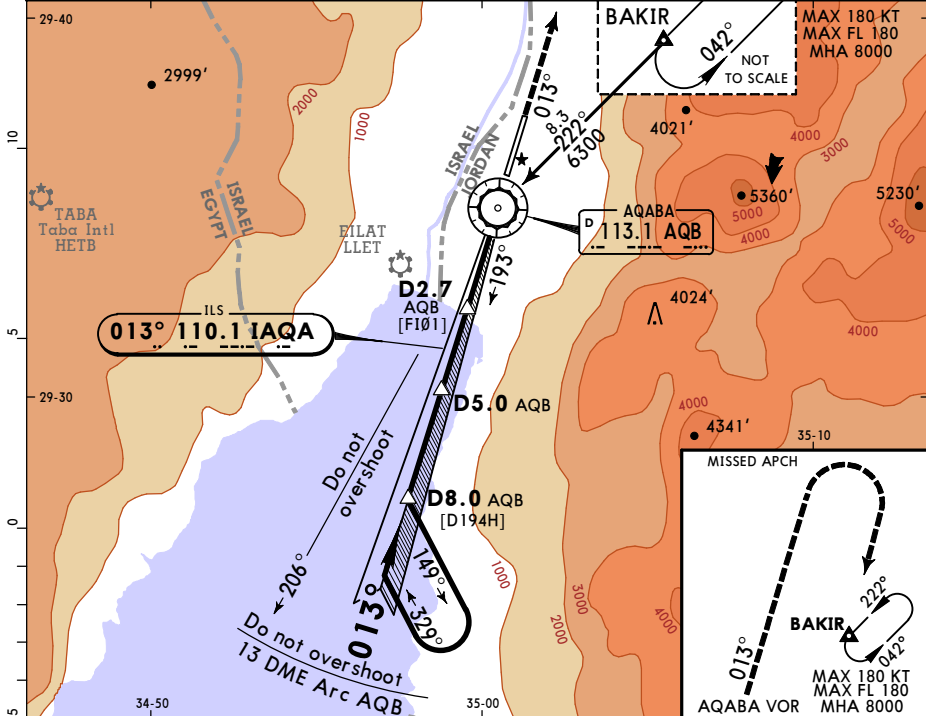
# AQABA, JORDAN VOR ILS Rwy 01

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

1. MAX 180 KT. 2. Remain within Jordanian airspace.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	6300' on 113.1 ↑ AQB R-013
ILS GS	3.00°	372	478	531	637	849		

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

PANS OPS

# OJAQ/AQJ KING HUSSEIN INTL

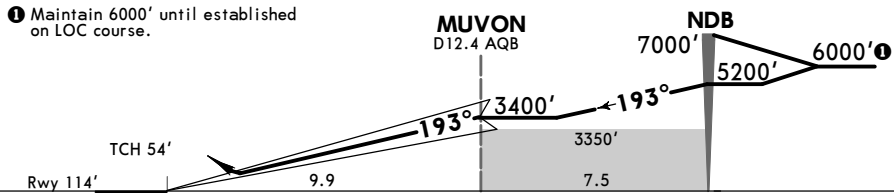
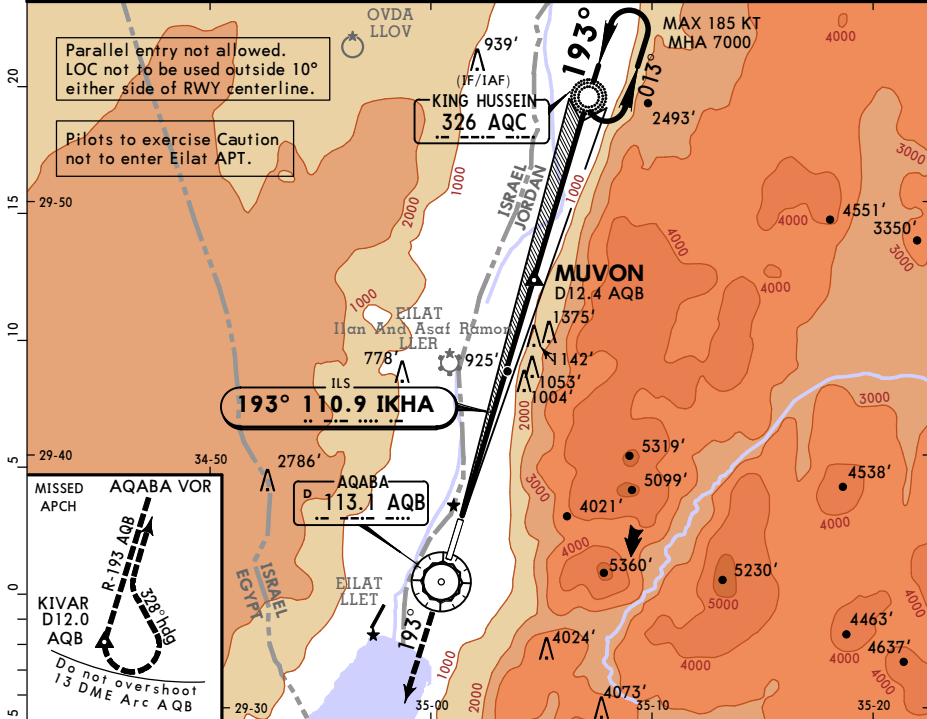
**JEPPesen**  
15 NOV 19 (11-2)

**AQABA, JORDAN**  
ILS Rwy 19

AQABA Approach (TWR/GND)			*KING HUSSEIN Tower (GND)		8000'
119.2			118.1		
LOC IKHA <b>110.9</b>	Final ApcH Crs <b>193°</b>	MUVON <b>3400'</b> (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
ILS GS	3.00°	372	478	531	637	849

HIALS	PAPI	MAX	2650'	AQB
		185 KT	↑	on 113.1 R-193

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

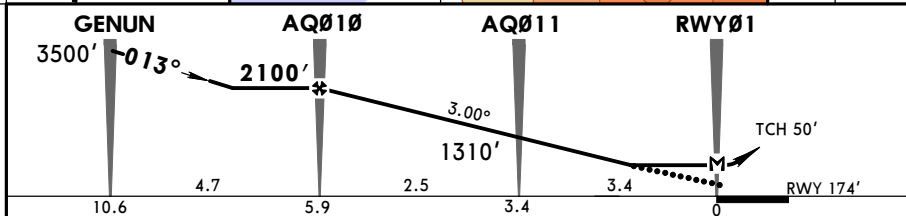
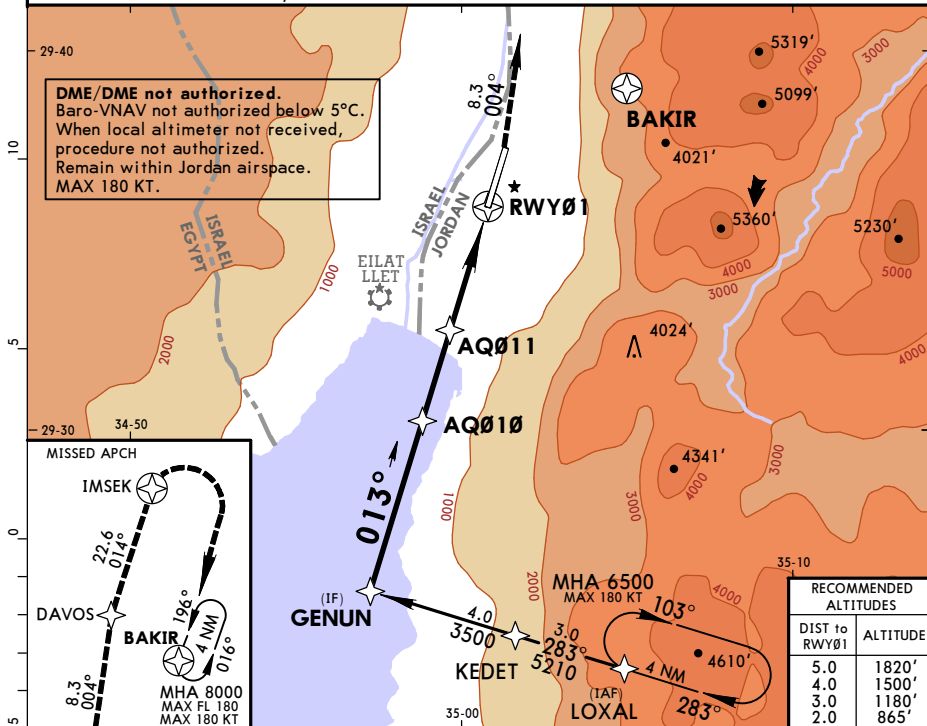
PANS OPS

# OJAQ/AQJ KING HUSSEIN INTL

**JEPPESSEN**  
2 MAR 18 (12-1)

# AQABA, JORDAN RNAV (GNSS) Rwy 01

AQABA Approach (TWR/GND) <b>119.2</b>			*KING HUSSEIN Tower (GND) <b>118.1</b>		8000  MSA ARP		
RNAV	Final ApcH Crs <b>013°</b>	Minimum Alt <b>AQ010</b> <b>2100'</b> (1926')	LNNAV/VNAV DA(H) Refer to Minimums	Apt Elev 174'  RWY 174'			
<b>MISSED APCH:</b> 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'	



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

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

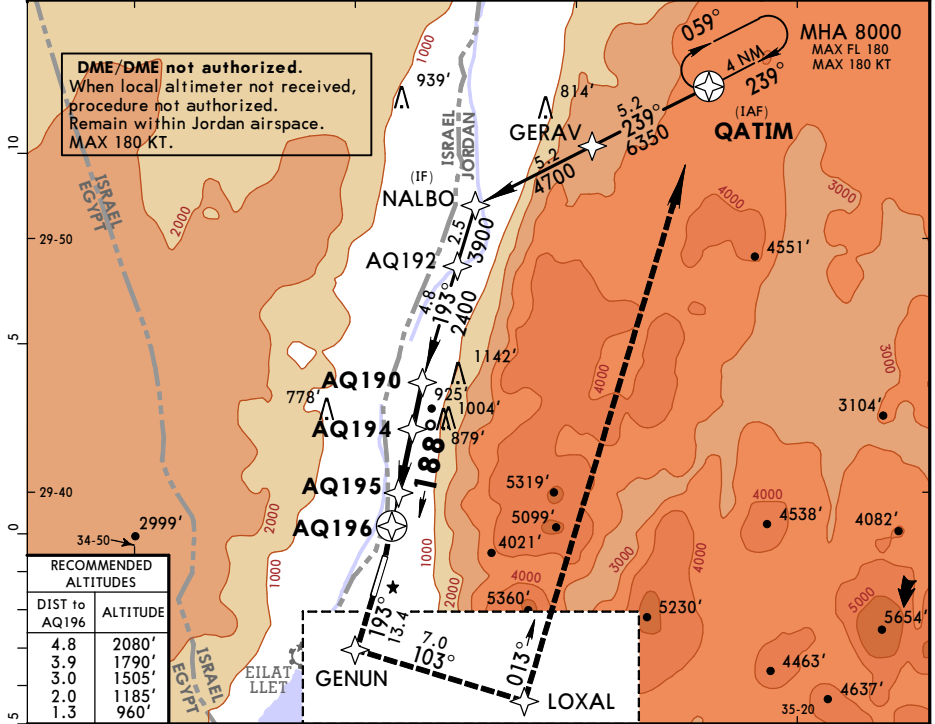
PANS OPS

# OJAQ/AQJ KING HUSSEIN INTL

**JEPPESEN**  
2 MAR 18 (12-2)

# QAQBA JORDAN RNAV (GNSS) Rwy 19

AQABA Approach (TWR/GND) <b>119.2</b>			*KING HUSSEIN Tower (GND) <b>118.1</b>		8000  MSA ARP
RNAV	Final Apth Crs <b>188°</b>	Minimum Alt <b>AQ190</b> <b>2400'</b> (2286')	LNAV MDA(H) <b>520'</b> (406')	Apt Elev 174'  RWY 114'	
<b>MISSED APCH:</b> 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'



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