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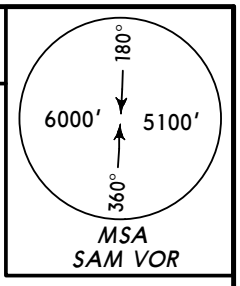
LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN
2 MAY 08 (10-2) Eff 8 May

SAMOS, GREECE
STAR

*ATIS	Apt Elev	
127.05	20′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′



LARKI 2A *[LARK2A]*
ORMOS 2A *[ORMO2A]*, ORMOS 1C *[ORMO1C]*
URNIL 2A *[URNI2A]*, URNIL 1C *[URNI1C]*
RWYS 09, 27 ARRIVALS

ORMOS
N37 50.6 E026 34.9
D18.1 2.1
118°
7000
ORMOS 2A, 1C

D16 SAM
N37 49.5
E026 37.1

6
7000
ORMOS 2A

D10 SAM

10
6000

(IAF)
SAMOS
D 111.6 SAM
N37 41.2 E026 54.4

14 DME Arc
7000
ORMOS 1C

URNIL
N37 41.1
E026 31.7
D18 2
087°
7000
URNIL 2A, 1C

D16 SAM
N37 41.1
E026 34.3

6
7000
URNIL 2A

D10 SAM

10
6000

R298°
R267°
R188°

14 DME Arc
7000
ORMOS 1C
URNIL 1C

D14 218°

(IAF)
DELOX
N37 30.6 E026 42.8

17.5
LARKI 2A

N
NOT TO SCALE

D
008°

LARKI
N37 23.9 E026 50.3

HOLDING OVER SAM

MHA 6000
MAX 8000
088°
268°

CHANGES: ATIS commissioned; altimeter setting.

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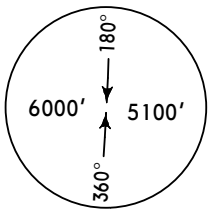
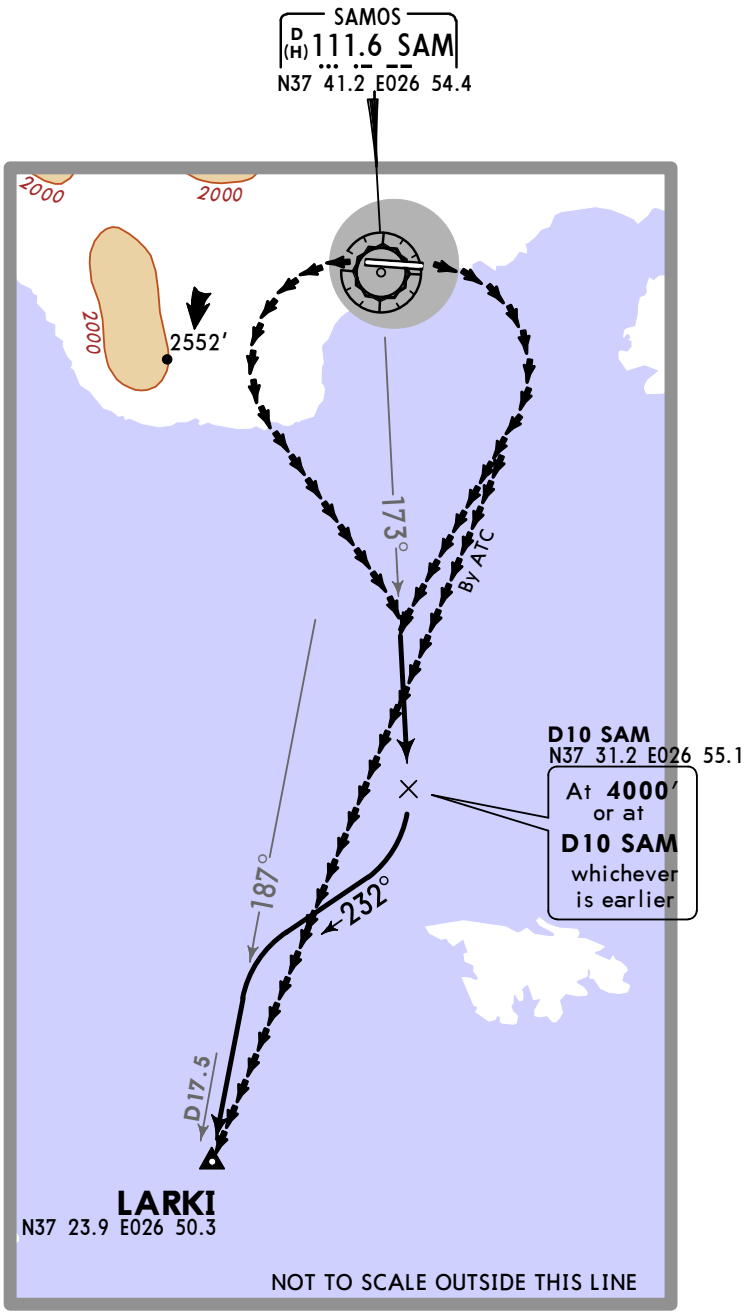
Apt Elev	Trans level: By ATC Trans alt: 7000′
20′	



LARKI 3B [LARK3B]
RWYS 09, 27 DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%) up to 6000′ due to obstacles and then for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
09	Turn RIGHT climbing visually until intercepting SAM R-173.
27	Turn LEFT climbing visually until intercepting SAM R-173.

ROUTING

On SAM R-173 to 4000′ or D10 SAM, whichever is earlier, turn RIGHT, 232° track, intercept SAM R-187 to LARKI.

CHANGES: TOPO inset added.

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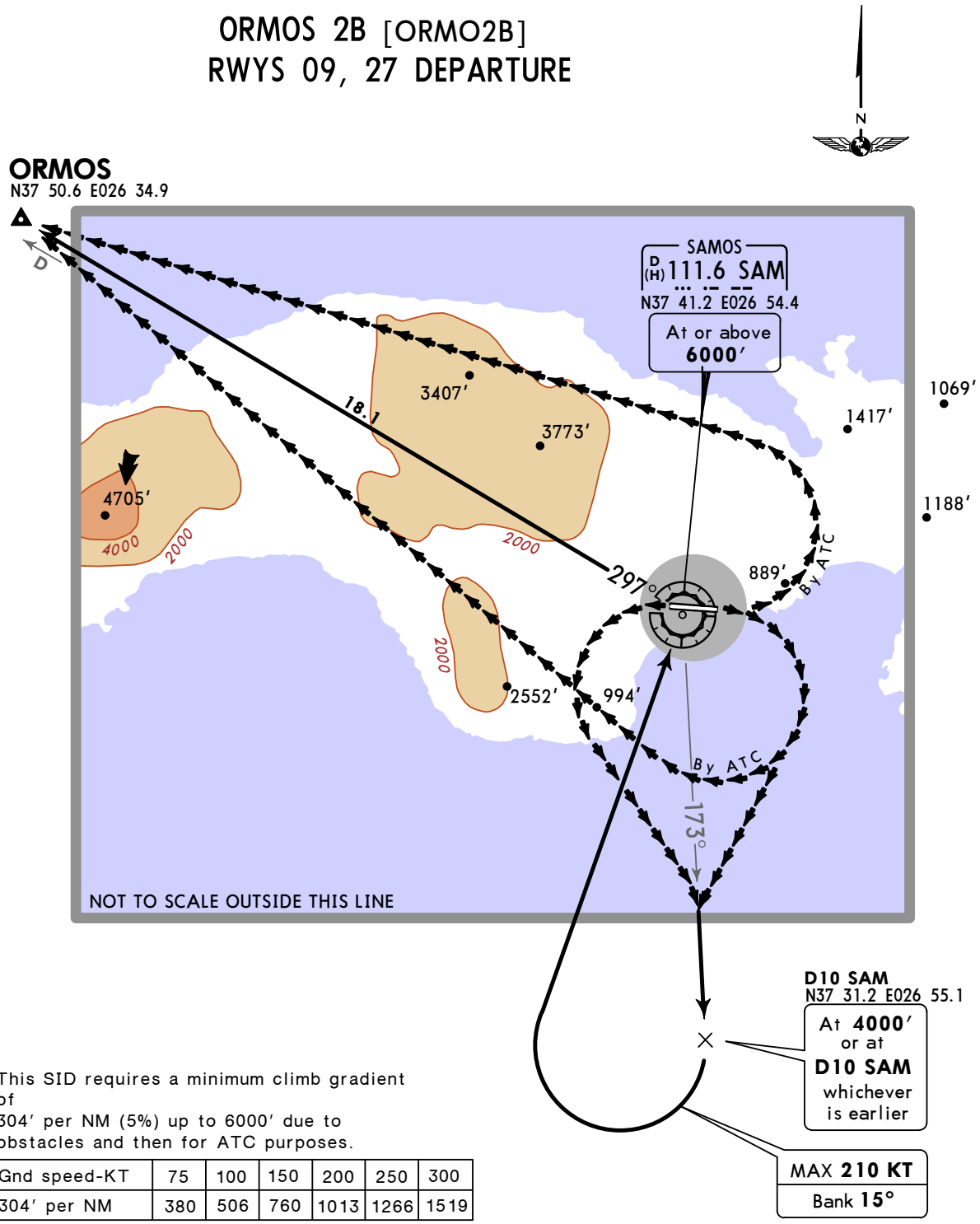
LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN 31 JUL 15 (10-3A)

SAMOS, GREECE
SID

Apt Elev 20′	Trans level: By ATC Trans alt: 7000′ Rwy 09 visual departure: CAUTION spot altitudes at SAM R-031/D6.18 (LEFT turn), SAM R-046/D8.54 (LEFT turn), SAM R-064/D6.17 (LEFT turn), SAM R-069/D2.6 (LEFT & RIGHT turn), SAM R-217/D2.9 (RIGHT turn), SAM R-244/D4.4 (RIGHT turn), SAM R-276/D13.82 (LEFT & RIGHT turn), SAM R-314/D8.11 (LEFT turn), SAM R-316/D5.19 (LEFT & RIGHT turn).	180° 6000′ 5100′ 360° MSA SAM VOR

ORMOS 2B [ORMO2B]
RWYS 09, 27 DEPARTURE



This SID requires a minimum climb gradient of 304′ per NM (5%) up to 6000′ due to obstacles and then for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
09	Turn RIGHT climbing visually until intercepting SAM R-173.
27	Turn LEFT climbing visually until intercepting SAM R-173.

ROUTING

On SAM R-173 to 4000′ or D10 SAM, whichever is earlier, turn RIGHT to SAM, turn LEFT, SAM R-297 to ORMOS.

CHANGES: Topo inset added.

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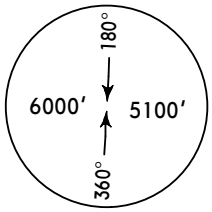
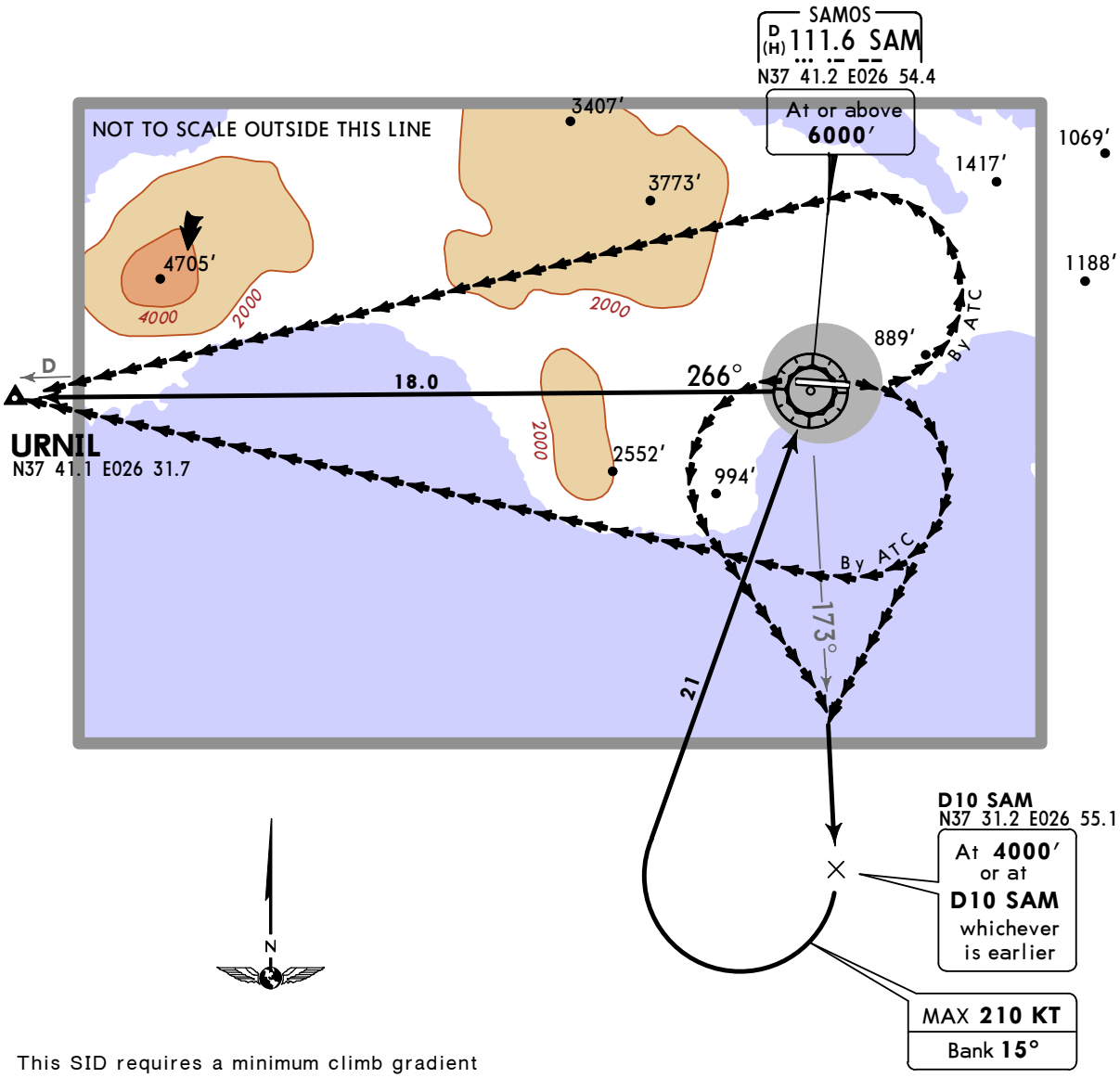
Apt Elev 20′	Trans level: By ATC Trans alt: 7000′ Rwy 09 visual departure: CAUTION spot altitudes at SAM R-031/D6.18 (LEFT turn), SAM R-046/D8.54 (LEFT turn), SAM R-064/D6.17 (LEFT turn), SAM R-069/D2.6 (LEFT & RIGHT turn), SAM R-217/D2.9 (RIGHT turn), SAM R-244/D4.4 (RIGHT turn), SAM R-276/D13.82 (LEFT & RIGHT turn), SAM R-314/D8.11 (LEFT turn), SAM R-316/D5.19 (LEFT & RIGHT turn).	

MSA
SAM VOR

URNIL 2B [URNI2B]
RWYS 09, 27 DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%) up to 6000′ due to obstacles and then for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
09	Turn RIGHT climbing visually until intercepting SAM R-173.
27	Turn LEFT climbing visually until intercepting SAM R-173.

ROUTING

On SAM R-173 to 4000′ or D10 SAM, whichever is earlier, turn RIGHT to SAM, turn LEFT, SAM R-266 to URNIL.

CHANGES: Topo inset added.

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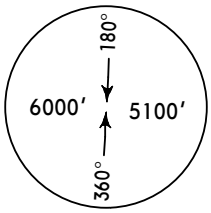
LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN 31 JUL 15 (10-3C)

SAMOS, GREECE
SID

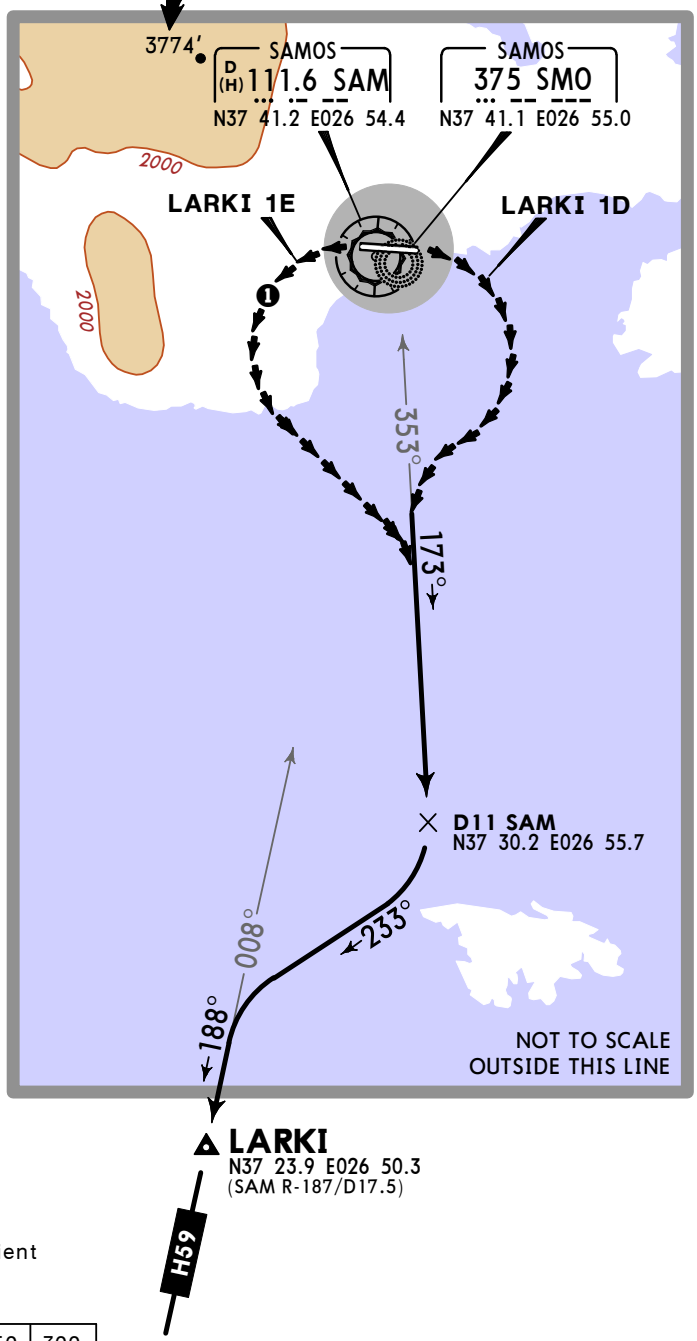
Apt Elev
20′

Trans level: By ATC Trans alt: 7000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. RWY 09: A minimum visibility of 5 km is required
   RWY 27: A minimum visibility of 5 km and ceiling of 3000′ is required, due to high terrain north, west and southwest of aerodrome.



MSA
SAM VOR

LARKI 1D[LARK1D], LARKI 1E[LARK1E]
RWYS 09, 27 DEPARTURES
BASED ON NDB



N

❶ Visual initial climb
CAUTION spot altitudes at:
283°/7.2NM from DER at 2155′,
283°/11.8NM from DER at 2926′,
281°/4.6NM from DER at 1348′,
281°/11NM from DER at 2372′,
277°/3.4NM from DER at 1158′,
274°/3.2NM from DER at 1214′,
275°/5.1NM from DER at 1946′,
275°/13.4NM from DER at 4705′,
272°/4NM from DER at 1217′,
272°/4.8NM from DER at 1926′,
270°/4.4NM from DER at 1430′,
263°/3.9NM from DER at 1384′,
263°/4.6NM from DER at 2313′,
260°/4.6NM from DER at 2431′,
254°/4.7NM from DER at 2375′,
250°/4.7NM from DER at 2510′,
246°/3.9NM from DER at 1460′,
245°/4.8NM from DER at 2552′,
243°/4.8NM from DER at 2467′,
241°/4.4NM from DER at 1968′,
238°/4.3NM from DER at 1968′,
235°/3.3NM from DER at 1430′,
233°/4.1NM from DER at 1371′,
226°/4NM from DER at 1693′.
223°/3.2NM from DER at 1083′,
212°/3NM from DER at 968′,
204°/2.9NM from DER at 991′.

These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB/ROUTING
LARKI 1D	09	After take-off turn RIGHT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT, 233° track, intercept 188° bearing from SMO to LARKI, join airway H-59.
LARKI 1E	27	After take-off turn LEFT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT, 233° track, intercept 188° bearing from SMO to LARKI, join airway H-59.

CHANGES: Topo inset added.

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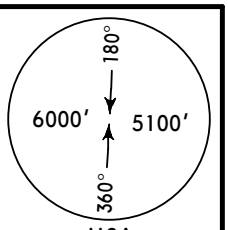
LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN 31 JUL 15 (10-3D)

SAMOS, GREECE
SID

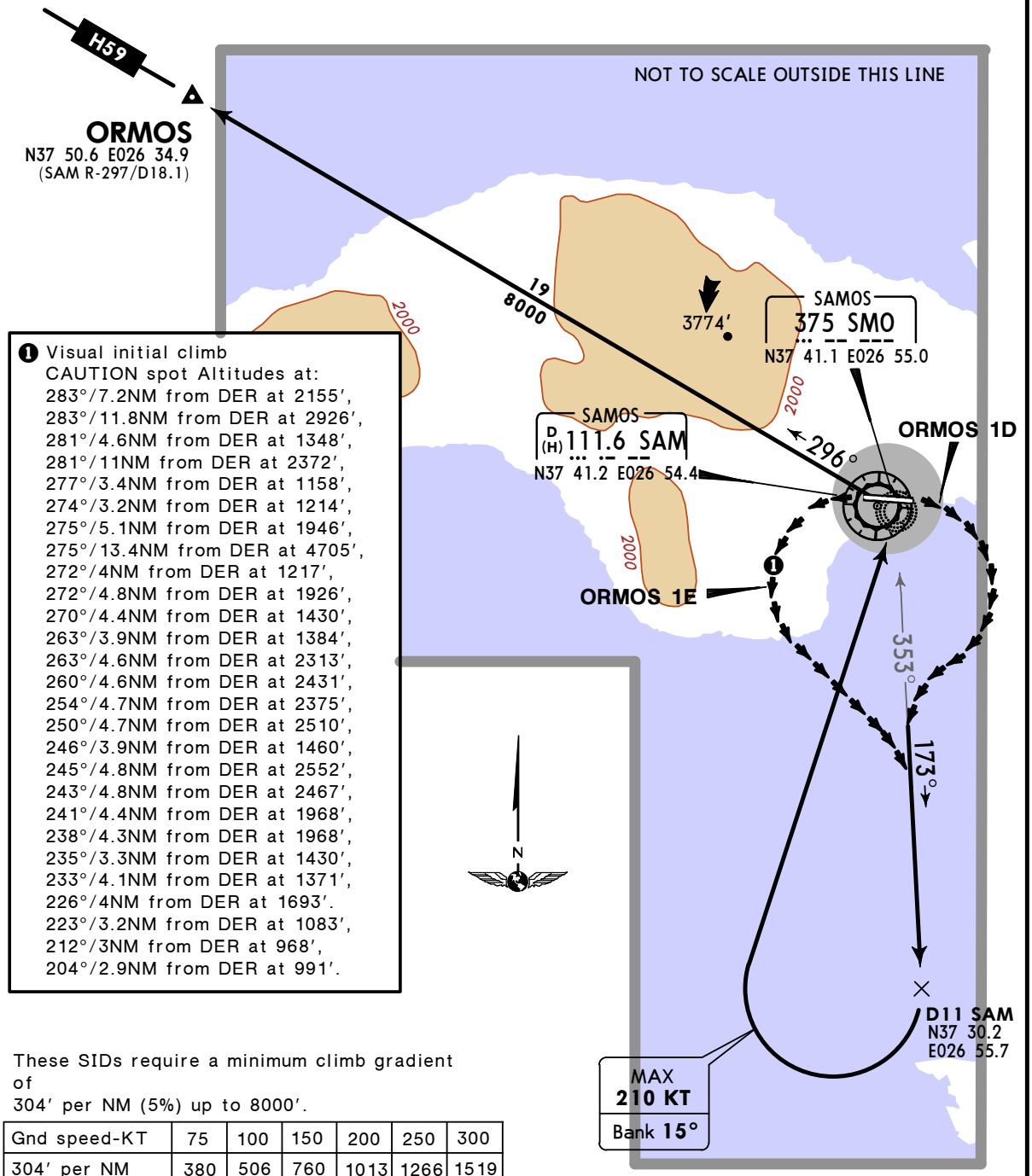
Apt Elev
20′

Trans level: By ATC Trans alt: 7000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. RWY 09: A minimum visibility of 5 km is required
   RWY 27: A minimum visibility of 5 km and ceiling of 3000′ is required, due to high terrain north, west and southwest of aerodrome.



MSA
SAM VOR

ORMOS 1D[ORMO1D], ORMOS 1E[ORMO1E]
RWYS 09, 27 DEPARTURES
BASED ON NDB



❶ Visual initial climb
CAUTION spot Altitudes at:
283°/7.2NM from DER at 2155′,
283°/11.8NM from DER at 2926′,
281°/4.6NM from DER at 1348′,
281°/11NM from DER at 2372′,
277°/3.4NM from DER at 1158′,
274°/3.2NM from DER at 1214′,
275°/5.1NM from DER at 1946′,
275°/13.4NM from DER at 4705′,
272°/4NM from DER at 1217′,
272°/4.8NM from DER at 1926′,
270°/4.4NM from DER at 1430′,
263°/3.9NM from DER at 1384′,
263°/4.6NM from DER at 2313′,
260°/4.6NM from DER at 2431′,
254°/4.7NM from DER at 2375′,
250°/4.7NM from DER at 2510′,
246°/3.9NM from DER at 1460′,
245°/4.8NM from DER at 2552′,
243°/4.8NM from DER at 2467′,
241°/4.4NM from DER at 1968′,
238°/4.3NM from DER at 1968′,
235°/3.3NM from DER at 1430′,
233°/4.1NM from DER at 1371′,
226°/4NM from DER at 1693′.
223°/3.2NM from DER at 1083′,
212°/3NM from DER at 968′,
204°/2.9NM from DER at 991′.

These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 8000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB/ROUTING
ORMOS 1D	09	After take-off turn RIGHT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 296° bearing to ORMOS, join airway H-59.
ORMOS 1E	27	After take-off turn LEFT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 296° bearing to ORMOS, join airway H-59.

CHANGES: Topo inset added.

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LGSM/SMI
ARISTARCHOS OF SAMOS

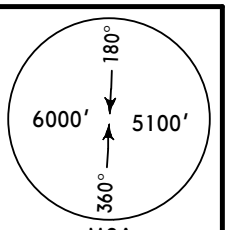
JEPPESEN 31 JUL 15 10-3E

SAMOS, GREECE
SID

Apt Elev
20′

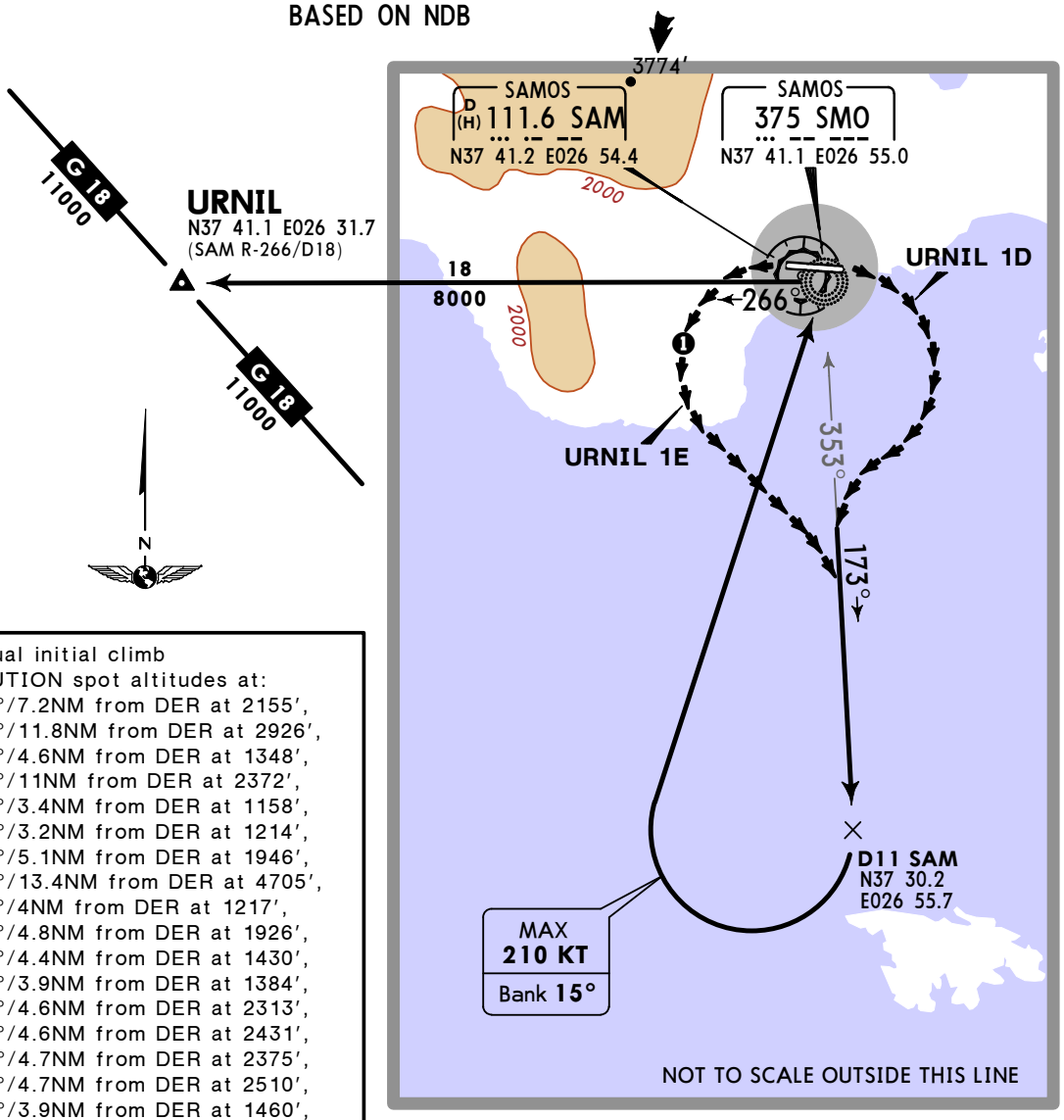
Trans level: By ATC Trans alt: 7000′

1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. RWY 09: A minimum visibility of 5 km is required
   RWY 27: A minimum visibility of 5 km and ceiling of 3000′ is required, due to high terrain north, west and southwest of aerodrome.



MSA
SAM VOR

URNIL 1D [URNI1D], URNIL 1E [URNI1E]
RWYS 09, 27 DEPARTURES
BASED ON NDB



❶ Visual initial climb
CAUTION spot altitudes at:
283°/7.2NM from DER at 2155′,
283°/11.8NM from DER at 2926′,
281°/4.6NM from DER at 1348′,
281°/11NM from DER at 2372′,
277°/3.4NM from DER at 1158′,
274°/3.2NM from DER at 1214′,
275°/5.1NM from DER at 1946′,
275°/13.4NM from DER at 4705′,
272°/4NM from DER at 1217′,
272°/4.8NM from DER at 1926′,
270°/4.4NM from DER at 1430′,
263°/3.9NM from DER at 1384′,
263°/4.6NM from DER at 2313′,
260°/4.6NM from DER at 2431′,
254°/4.7NM from DER at 2375′,
250°/4.7NM from DER at 2510′,
246°/3.9NM from DER at 1460′,
245°/4.8NM from DER at 2552′,
243°/4.8NM from DER at 2467′,
241°/4.4NM from DER at 1968′,
238°/4.3NM from DER at 1968′,
235°/3.3NM from DER at 1430′,
233°/4.1NM from DER at 1371′,
226°/4NM from DER at 1693′.
223°/3.2NM from DER at 1083′,
212°/3NM from DER at 968′,
204°/2.9NM from DER at 991′.

These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 8000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	INIITIAL CLIMB/ROUTING
URNIL 1D	09	After take-off turn RIGHT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 266° bearing to URNIL, join airway G-18.
URNIL 1E	27	After take-off turn LEFT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 266° bearing to URNIL, join airway G-18.

CHANGES: Topo inset added.

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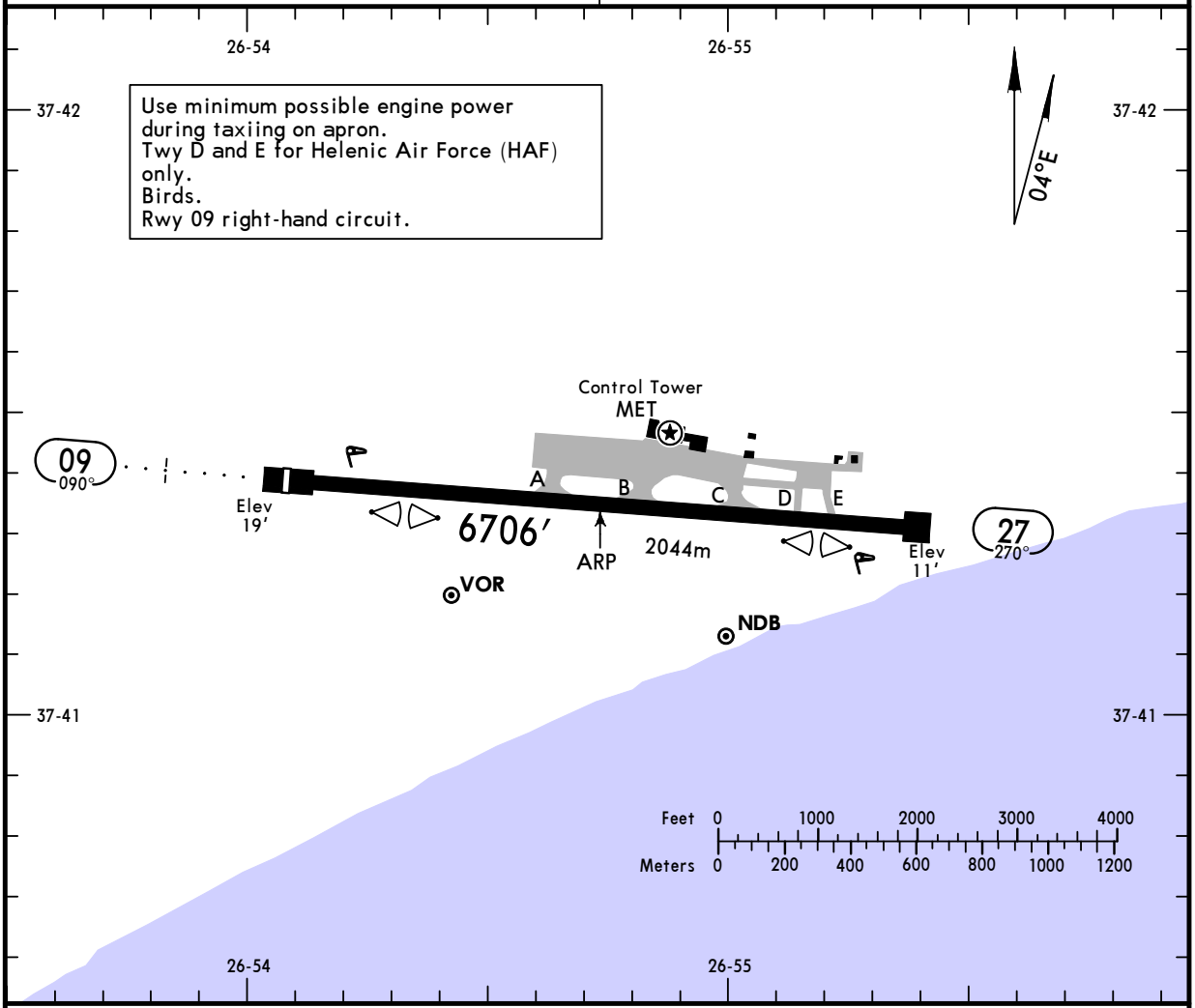
LGSM/SMI

Apt Elev 19′
N37 41.4 E026 54.7

JEPPESEN
23 SEP 16 (10-9)

SAMOS, GREECE
ARISTARCHOS OF SAMOS

*ATIS	*SAMOS Tower	
127.050	129.850	122.1



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
09	MIRL	HIALS	PAPI-L (3.5°) ❶❷	RVR	6476′ 1974m			148′ 45m
27	MIRL	REIL	PAPI-L (3.5°) ❶	RVR				

❶ Offset 5° to the South.
❷ Range less than 2NM due to high terrain.

Standard

TAKE-OFF [1]

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Apt elev. Lights. RVR.

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JEPPESEN
JeppView 3.6.2.0

LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN
21 MAR 14 (13-1) Eff 3 Apr

SAMOS, GREECE
VOR DME

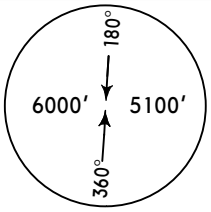
BRIEFING STRIP ™

*ATIS	*SAMOS Approach		*SAMOS Tower	
127.05	124.1	122.1	129.85	122.1

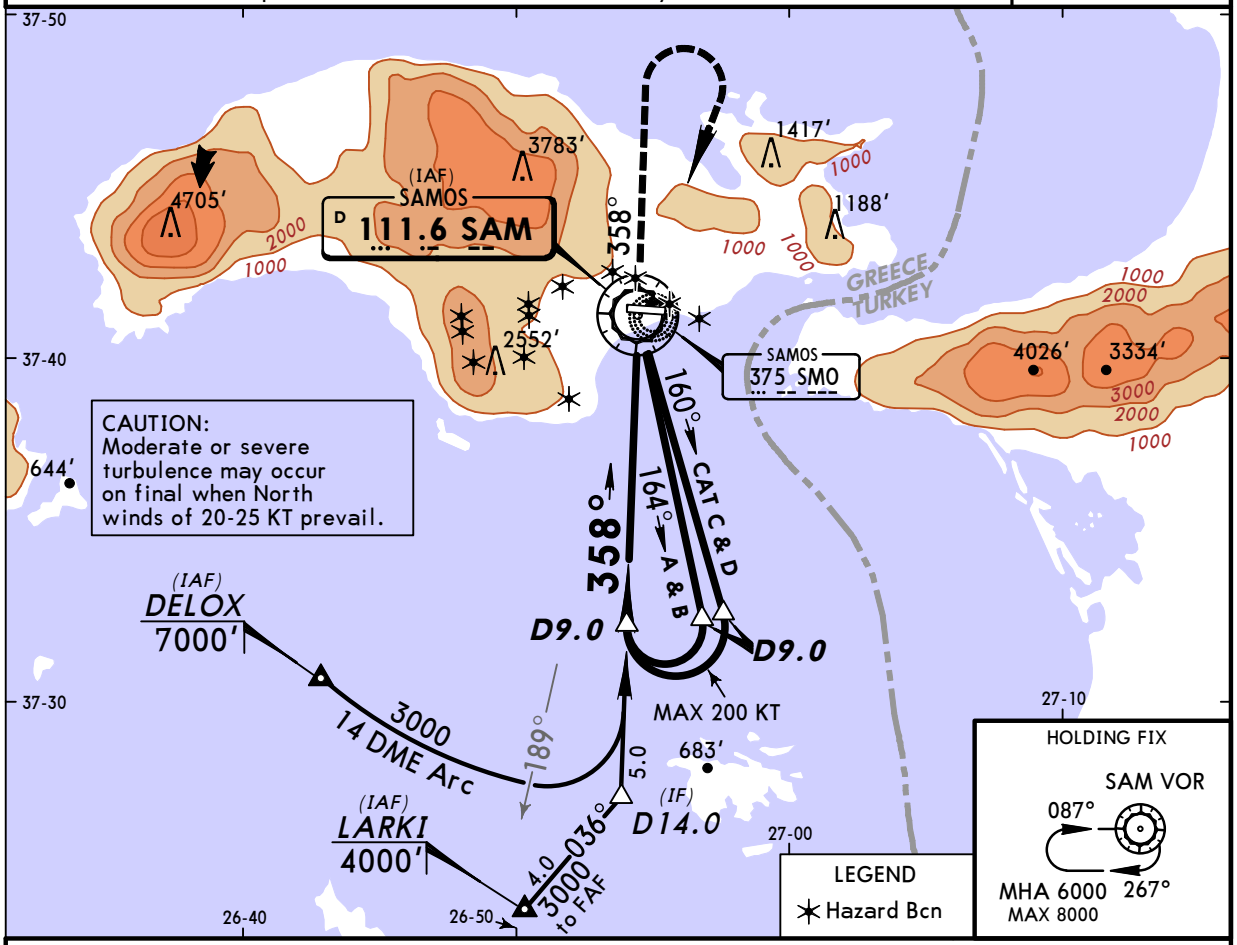
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 20′
SAM 111.6	358°	D9.0 3000′ (2980′)	Refer to Minimums	

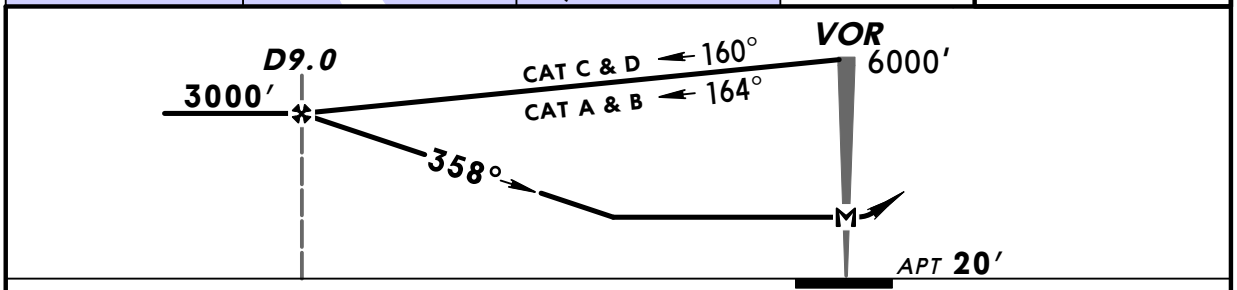
MISSED APCH: Climb on R-358 to 3000′, then turn RIGHT (MAX 185 KT) to VOR climbing to 6000′.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000′



MSA SAM VOR





MAP at VOR								Lighting- Refer to Airport Chart	3000′ ↑	on	SAM 111.6 R-358

PANS OPS

Standard STRAIGHT-IN LANDING

		CIRCLE-TO-LAND Not authorized North of runway		
		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	1750′ (1730′)	1500m
B		135	1750′ (1730′)	1600m
C		160	1880′ (1860′)	2400m
D		175	2470′ (2450′)	3600m

CHANGES: Bearings. Minimums.

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JEPPESEN
JeppView 3.6.2.0

LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN
21 MAR 14 (16-1) Eff 3 Apr

SAMOS, GREECE
NDB

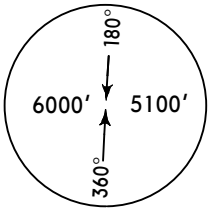
BRIEFING STRIP ™

*ATIS	*SAMOS Approach		*SAMOS Tower	
127.05	124.1	122.1	129.85	122.1

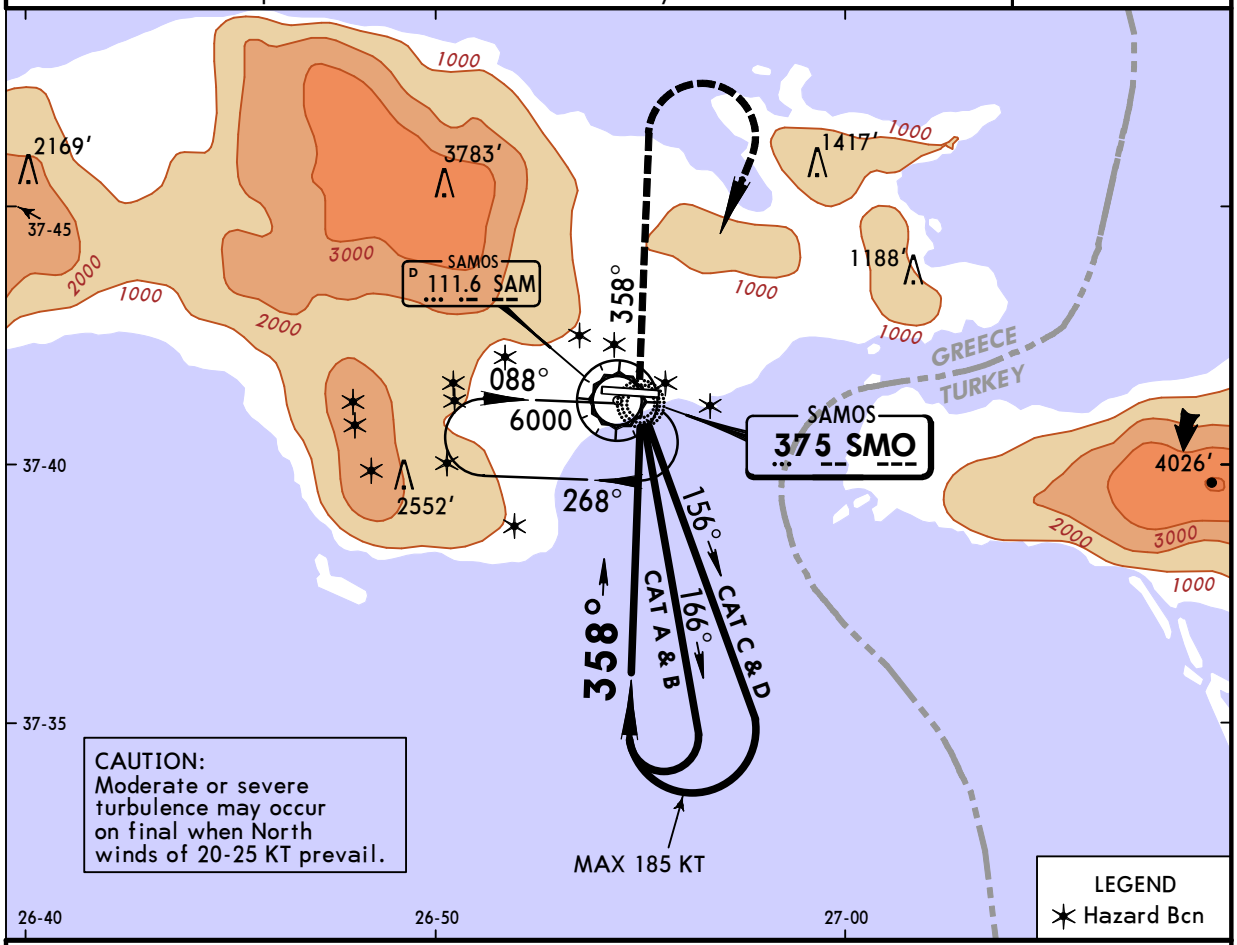
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 20′
SMO 375	358°	No FAF	Refer to Minimums	

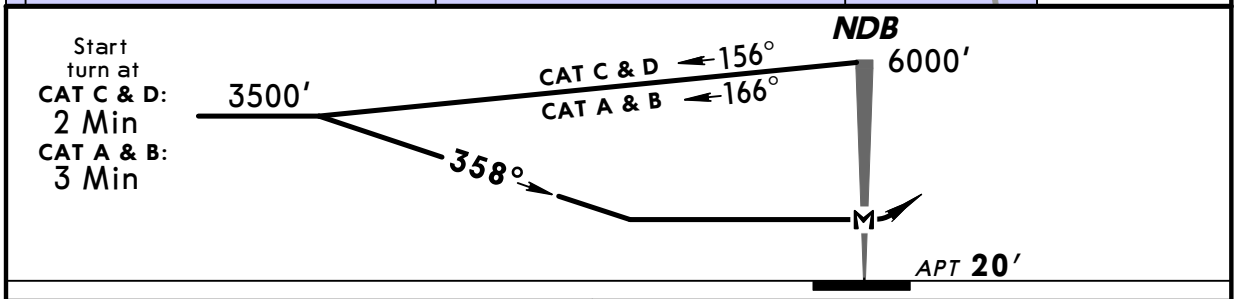
MISSED APCH: Climb on 358° to 3000′, then turn RIGHT (MAX 185 KT) to NDB climbing to 6000′.
Climb to 3000′ prior to level acceleration.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000′



MSA SMO NDB





MAP at NDB							

Lighting- Refer to Airport Chart: 3000′ on 358°

PANS OPS

Standard STRAIGHT-IN LANDING

CIRCLE-TO-LAND
Not authorized North of runway

		Max Kts.	MDA(H)	VIS
A	NOT AUTHORIZED	100	1750′ (1730′)	1500m
B		135	1750′ (1730′)	1600m
C		160	1880′ (1860′)	2400m
D		175	2470′ (2450′)	3600m

CHANGES: Bearings.

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1. GENERAL

1.1. ATIS

ATIS 127.6

1.2. TAXIING PROCEDURES

LANDING 08L:

Taxi to NORTH APRON via TWY L or K, then via TWYs H and J.

Taxi to SOUTH APRON via TWY L or K, then via TWYs H, F and S.

Taxi to CARGO APRON via TWY L or K, then via TWYs H, G and A.

No backtrack on RWY.

TAKE-OFF 08R:

Taxi from NORTH APRON via TWYs N, F and A.

Taxi from SOUTH APRON via TWYs E and A.

Taxi from CARGO APRON via TWYs A.

LANDING 26L:

Taxi to NORTH APRON via TWY C or D, then via TWYs A, F and N.

Taxi to SOUTH APRON via TWY C or D, then via TWYs A and E.

Taxi to CARGO APRON via TWY C or D, then via TWY A.

No backtrack on RWY.

TAKE-OFF 26R:

Taxi from NORTH APRON via TWYs J and H.

Taxi from SOUTH APRON via TWYs S, F and H.

Taxi from CARGO APRON via TWYs A, G and H.

Non-standard taxiing may be used according to traffic situation or facilitation for expedition or in case of closure of RWYs or LVP.

Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWYs F and G.

Entry of code F ACFT to North Apron will be via TWY J, TWY N could only be used during contingencies after coordination between ATC and airport operator.

Code E and F ACFT pilots shall use idle or/and minimum power while manoeuvring on North Apron.

Code E ACFT pilots shall use idle or/and minimum power while manoeuvring on South Apron.

Code F ACFT operations on North and South Apron (at Arrival and Departure phases):

A follow-me vehicle shall be provided for guiding the ACFT through its taxing route as soon as it vacates the RWY.

ACFT shall taxi using its inner engines to minimize the impact of jet blast and the possible damage to the ACFT outer engine due to the probable generated dust over the TWYs strips.

Code F ACFT entry to North Apron:

Code F ACFT shall only enter and exit via TWY J and parked on stand N26. Stands N17 and N19 shall be clear of all ACFT types.

Code F ACFT Push-back Procedure on North Apron:

Minimum engine power shall be maintained.

The ACFT shall be pushed back facing South towards TWY J until it reaches TWY H, then facing East such that the ACFT main gear is aligned on TWY center-line until its nose wheel becomes after the intermediate holding position marking. The ACFT may break away from this point after taxi clearance has been issued by the ATC Ground Controller.

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1. GENERAL

Code F ACFT entry to South Apron:

Code F ACFT shall only enter via TWY S. Stands S21, S23 and S25 shall be closed.

Code F ACFT Push-back Procedure on South Apron:

Minimum engine power shall be maintained.

The ACFT shall be pushed back facing West through TWY S until it reaches TWY F, then facing East such that the ACFT main gear is aligned on TWY centerline until its nose wheel becomes after the intermediate holding position marking. The ACFT may break away from this point after taxi clearance has been issued by the ATC Ground Controller.

1.3. PARKING INFORMATION

Marshaller availability is mandatory on North and South Apron parking stands, even when stands are equipped with Visual Guidance Docking System.

Marshalling is mandatory on all Royal Apron parking stands, all Hotel Apron parking stands, all Cargo Apron parking stands.

ACFT turn on all aprons is prohibited. All ACFT must consider ground handling arrangements for push-back equipment.

Stands N2, N4, N6, N8, N12, N14, N18, N20, N24, N26, S2, S4, S6, S10, S12, S16, S18, S20, S24, S26, S30 and S32 equipped with Visual Guidance Docking System.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 26L is approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

2.2.1. MINIMUM RWY OCCUPANCY TIME

Pilots shall use minimum required occupancy time to vacate RWY in the most expeditious manner. Pilots unable to comply with this requirement shall notify ATC prior to landing.

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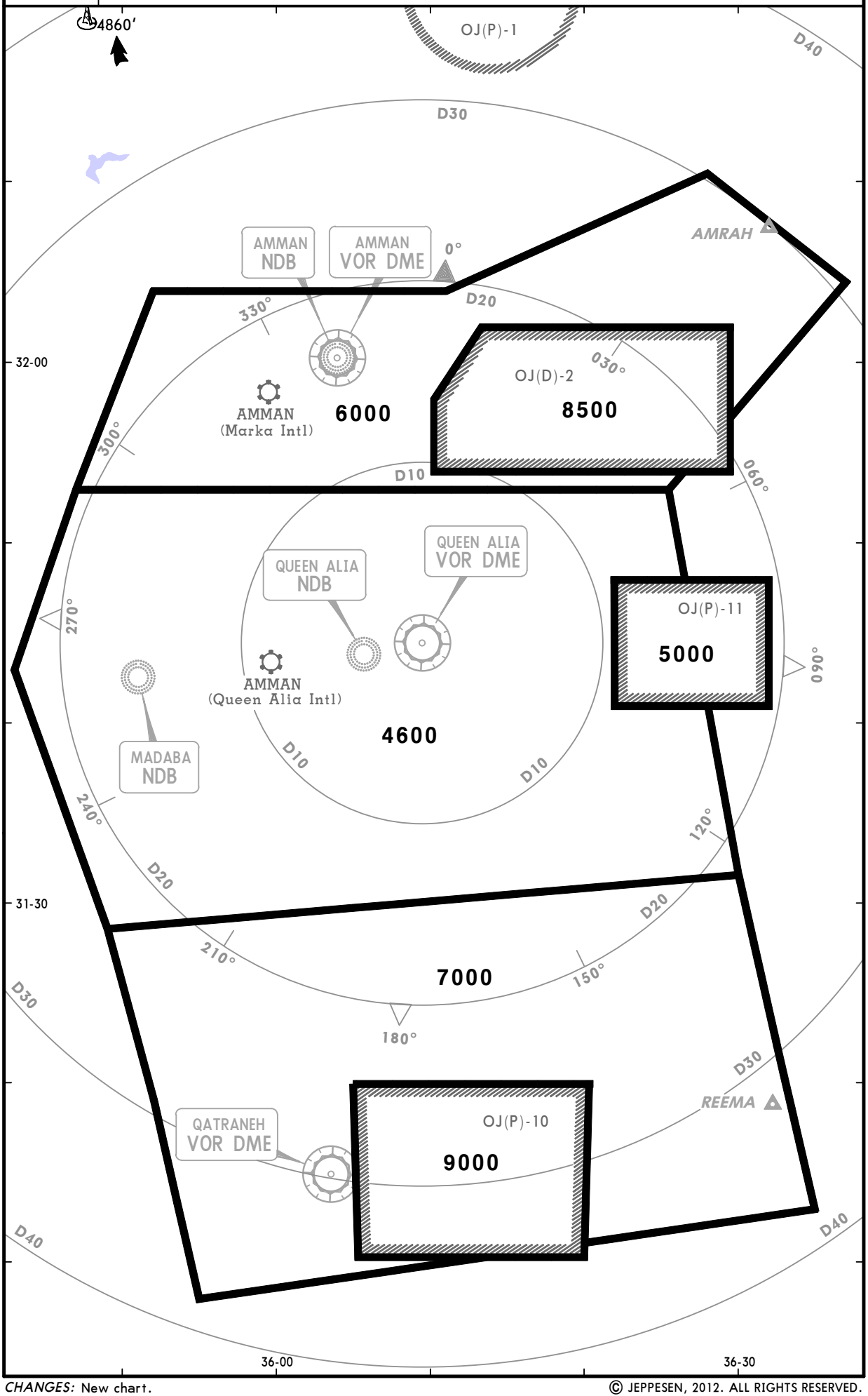
OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
24 AUG 12 (20-1R)

AMMAN, JORDAN
RADAR MINIMUM ALTITUDES

Apt Elev	
2395′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′ Within AMMAN TMA traffic could operate at 7000′ around and outside OJ(P)-10.



CHANGES: New chart.

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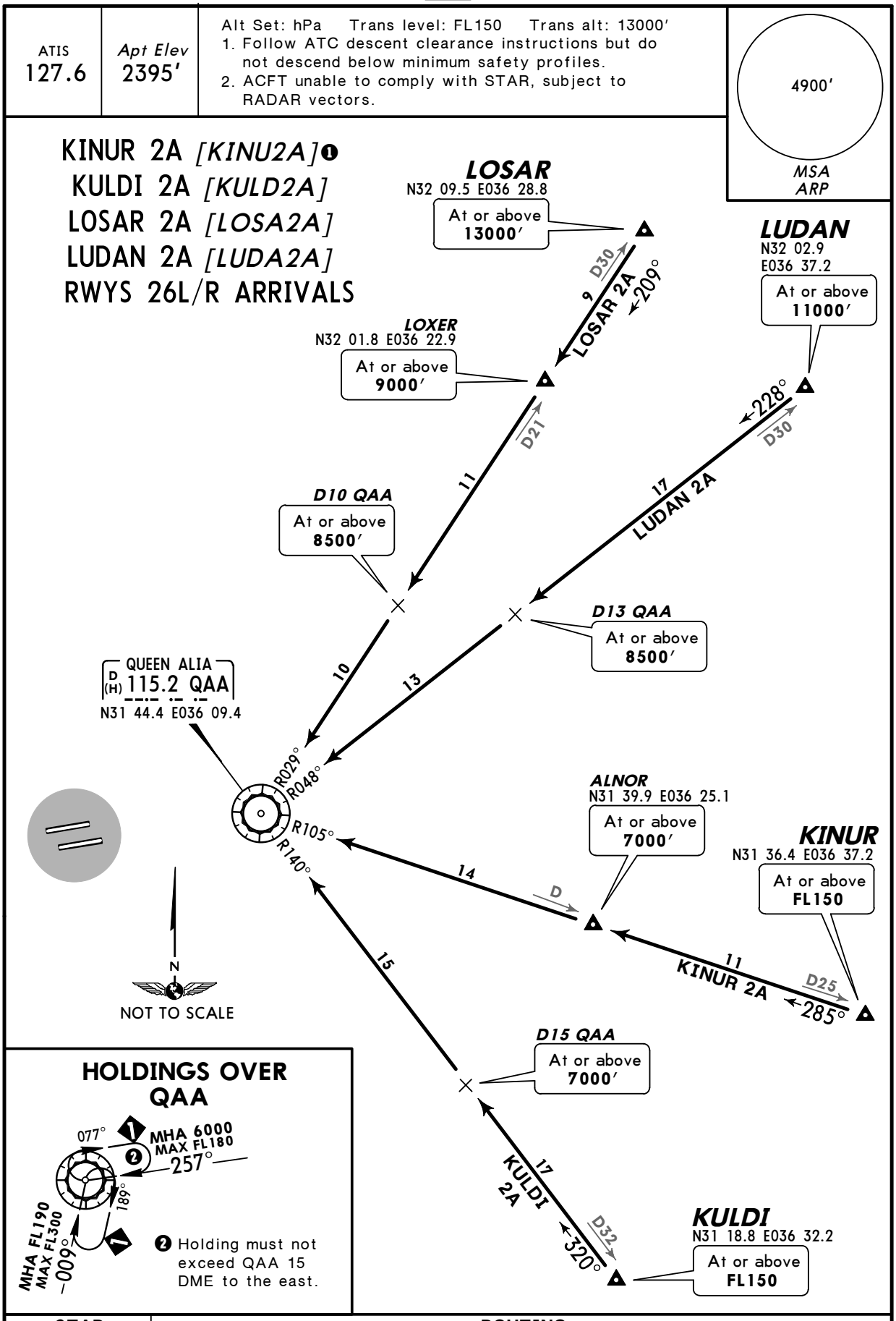
OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2) Eff 12 Dec

AMMAN, JORDAN
STAR

ATIS	Apt Elev
127.6	2395′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
1. Follow ATC descent clearance instructions but do not descend below minimum safety profiles.
2. ACFT unable to comply with STAR, subject to RADAR vectors.



STAR	ROUTING
KINUR 2A❶	At KINUR intercept QAA R-105 inbound to QAA.
KULDI 2A	At KULDI intercept QAA R-140 inbound to QAA.
LOSAR 2A	At LOSAR intercept QAA R-029 inbound via LOXER to QAA.
LUDAN 2A	At LUDAN intercept QAA R-048 inbound to QAA.

❶ ACFT unable to comply with arrival profile may ask to proceed via KULDI 2A.

CHANGES: STARs revised.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2A) Eff 12 Dec

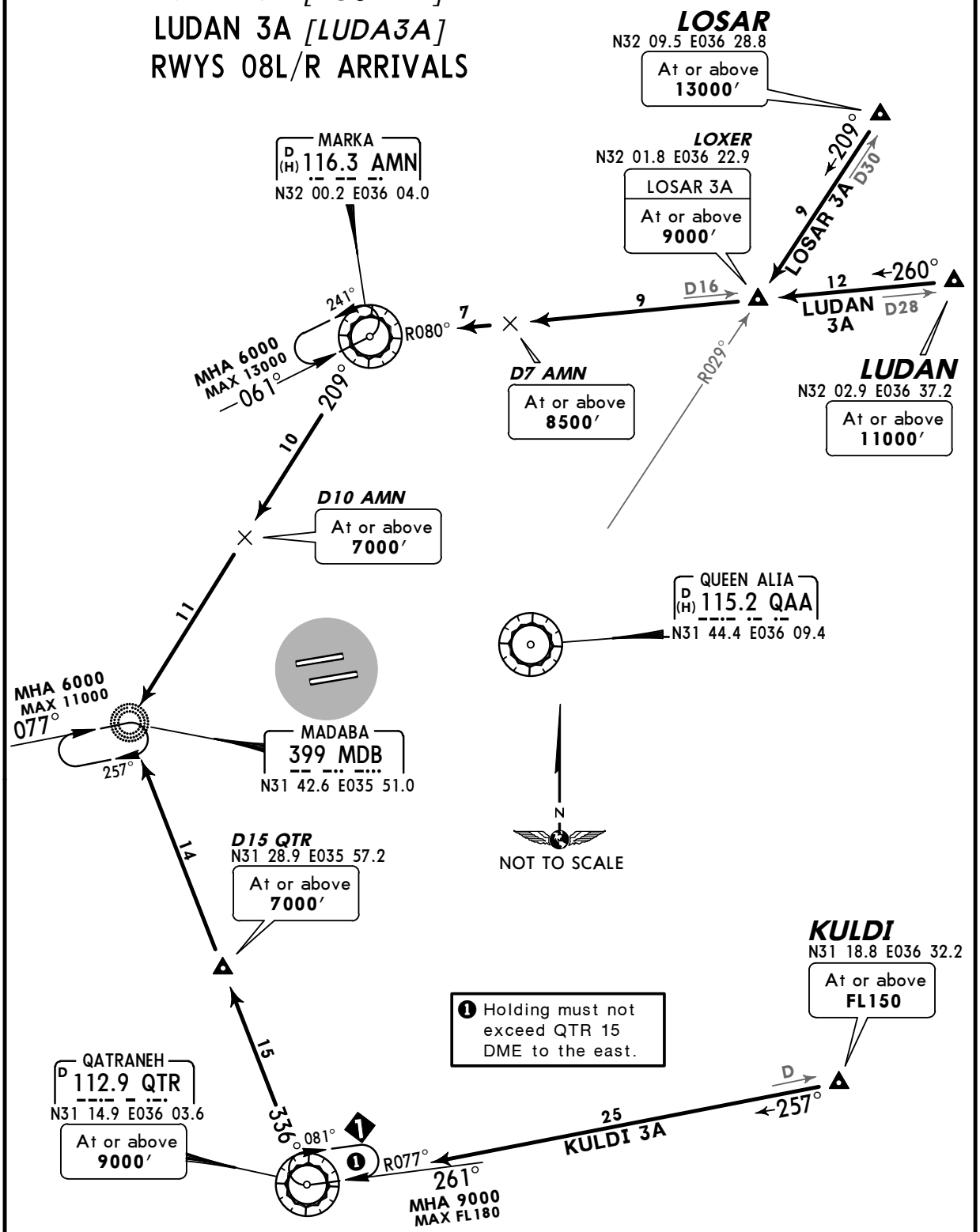
AMMAN, JORDAN
STAR

ATIS	Apt Elev
127.6	2395′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
1. Follow ATC descent clearance instructions but do not descend below minimum safety profiles.
2. Initial holding clearance may be issued for QTR or AMN.

4900′
MSA ARP

KULDI 3A [KULD3A]
LOSAR 3A [LOSA3A]
LUDAN 3A [LUDA3A]
RWYS 08L/R ARRIVALS



STAR	ROUTING
KULDI 3A	At KULDI intercept QTR R-077 inbound to QTR, turn RIGHT, QTR R-336 to MDB.
LOSAR 3A	At LOSAR intercept QAA R-029 inbound to LOXER, turn RIGHT, intercept AMN R-080 inbound to AMN, turn LEFT, AMN R-209 to MDB.
LUDAN 3A	At LUDAN intercept AMN R-080 inbound to AMN, turn LEFT, AMN R-209 to MDB.

CHANGES: MSA.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2B) Eff 12 Dec

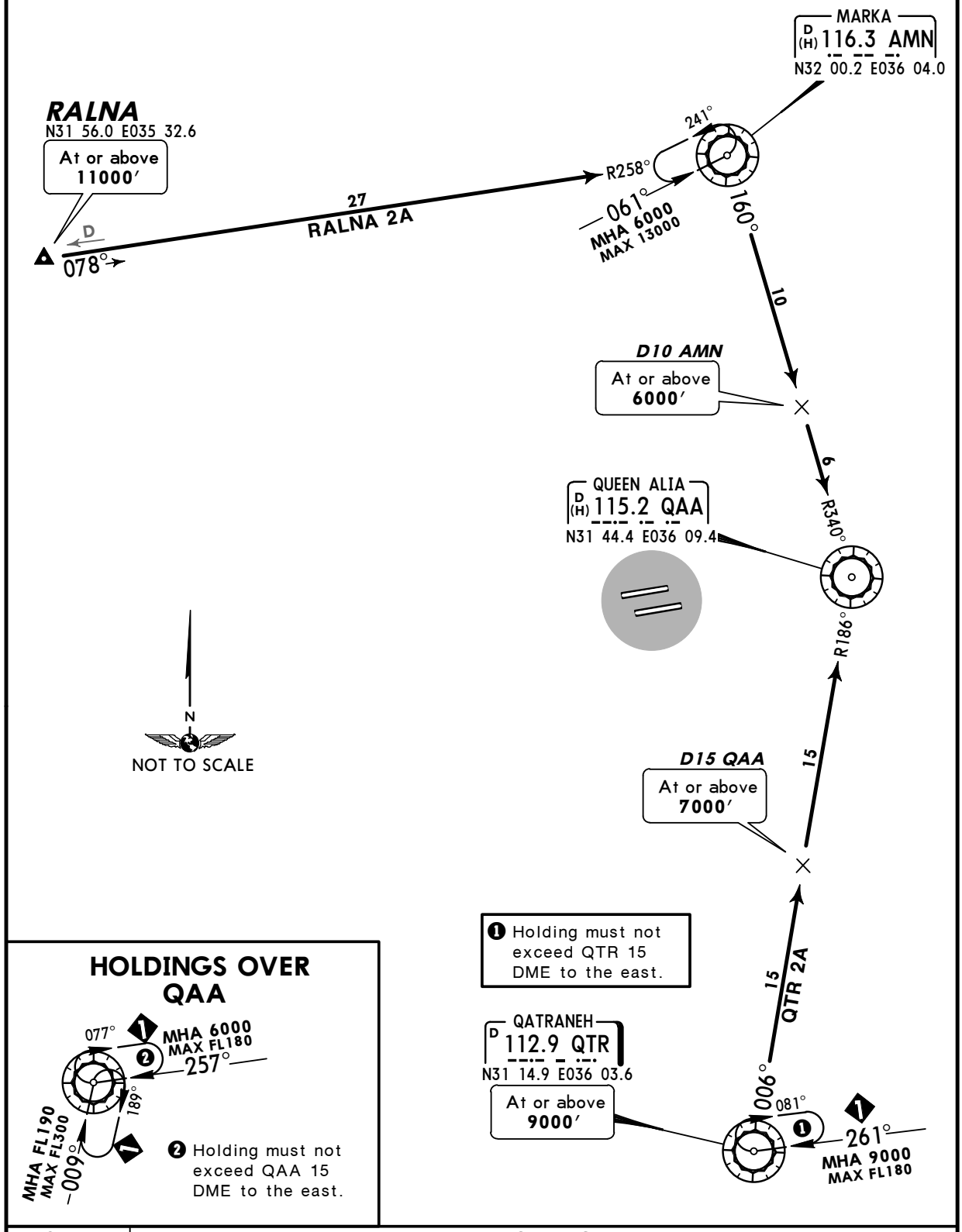
AMMAN, JORDAN
STAR

ATIS	Apt Elev
127.6	2395′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
1. Follow ATC descent clearance instructions but do not descend below minimum safety profiles.
2. ACFT unable to comply with STAR, subject to RADAR vectors.

4900′
MSA ARP

QTR 2A, RALNA 2A [RALN2A]
RWYS 26L/R ARRIVALS



STAR	ROUTING
QTR 2A	Intercept QAA R-186 inbound to QAA.
RALNA 2A	At RALNA intercept AMN R-258 inbound to AMN, turn RIGHT, AMM R-160 to QAA.

CHANGES: STARs revised.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2C) Eff 12 Dec

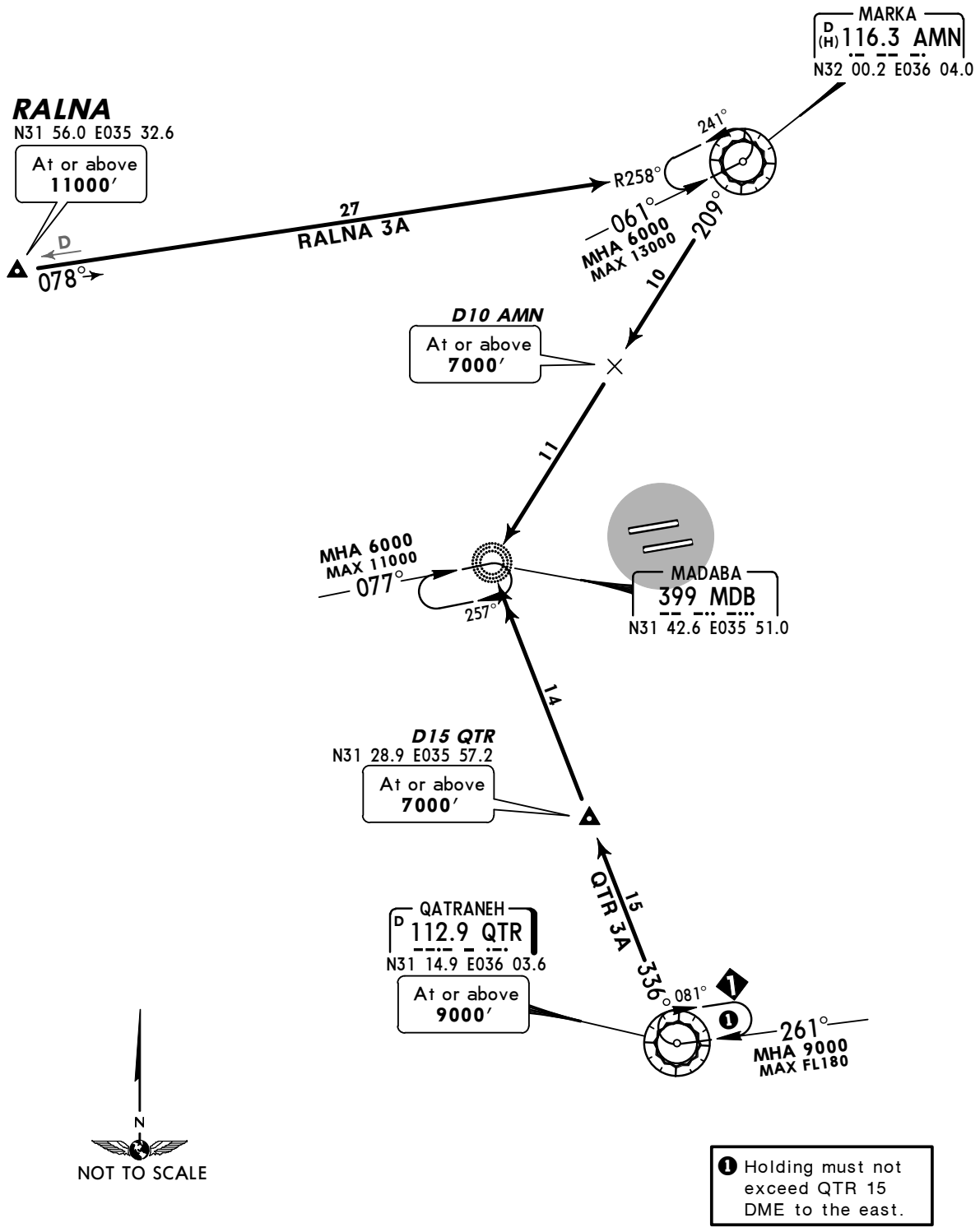
AMMAN, JORDAN
STAR

ATIS	Apt Elev
127.6	2395′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′
1. Follow ATC descent clearance instructions but do not descend below minimum safety profiles.
2. Initial holding clearance may be issued for QTR or AMN.

4900′
MSA
ARP

QTR 3A, RALNA 3A [RALN3A]
RWYS 08L/R ARRIVALS



❶ Holding must not exceed QTR 15 DME to the east.

STAR	ROUTING
QTR 3A	Intercept QTR R-336 to MDB.
RALNA 3A	At RALNA intercept AMN R-258 inbound to AMN, turn RIGHT, AMN R-209 to MDB.

CHANGES: STAR SALAM 3A replaced by RALNA 3A; MSA.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2D) Eff 12 Dec

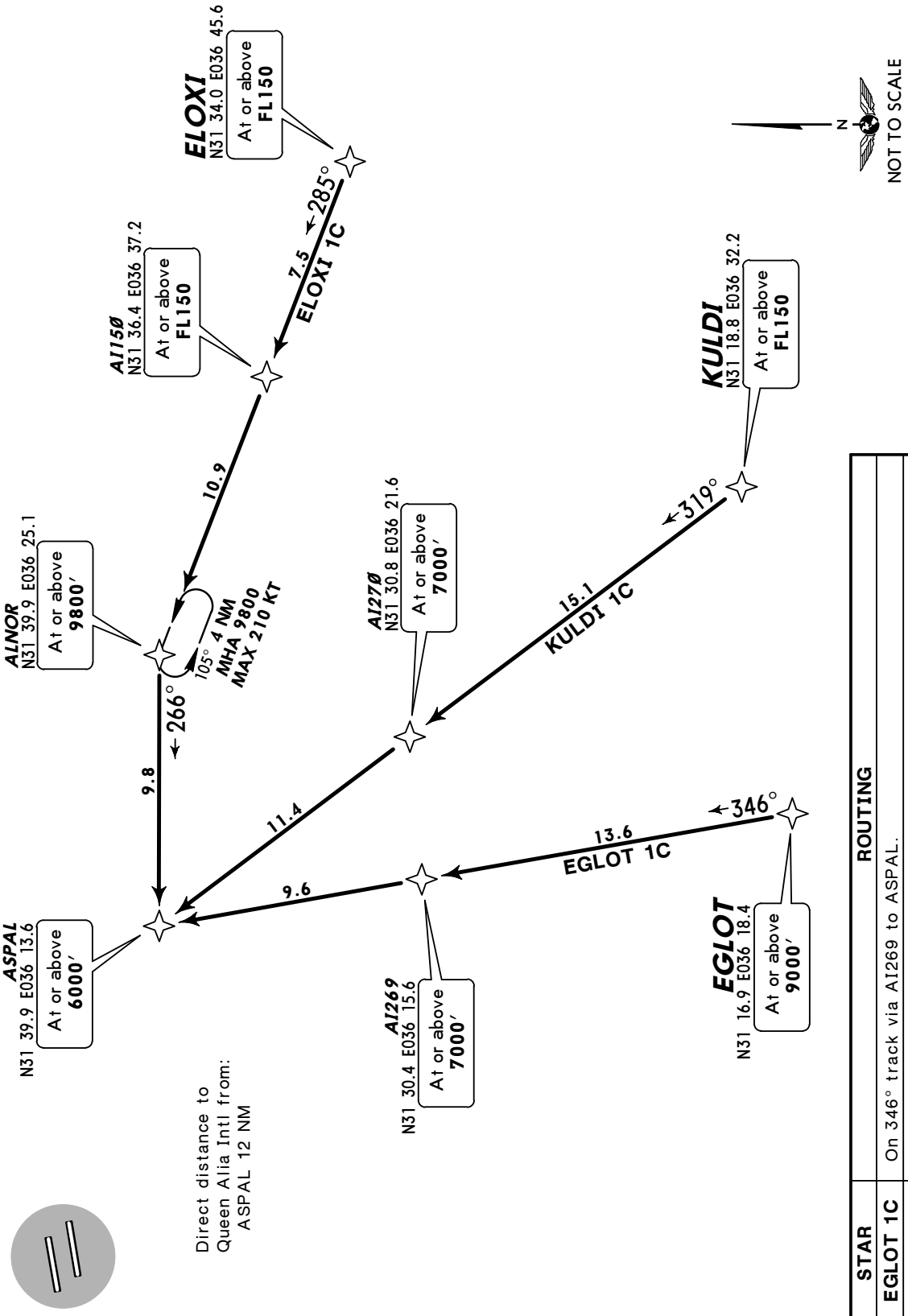
AMMAN, JORDAN
RNAV STAR

ATIS	Apt Elev
127.6	2395′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

EGLOT 1C *[EGLO1C]*
ELOXI 1C *[ELOX1C]*
KULDI 1C *[KULD1C]*
RWYS 26L/R RNAV ARRIVALS
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



STAR	ROUTING
EGLOT 1C	On 346° track via AI269 to ASPAL.
ELOXI 1C	On 285° track via AI150 to ALNOR, turn LEFT, 266° track to ASPAL.
KULDI 1C	On 319° track via AI270 to ASPAL.

CHANGES: New procedures at this airport.

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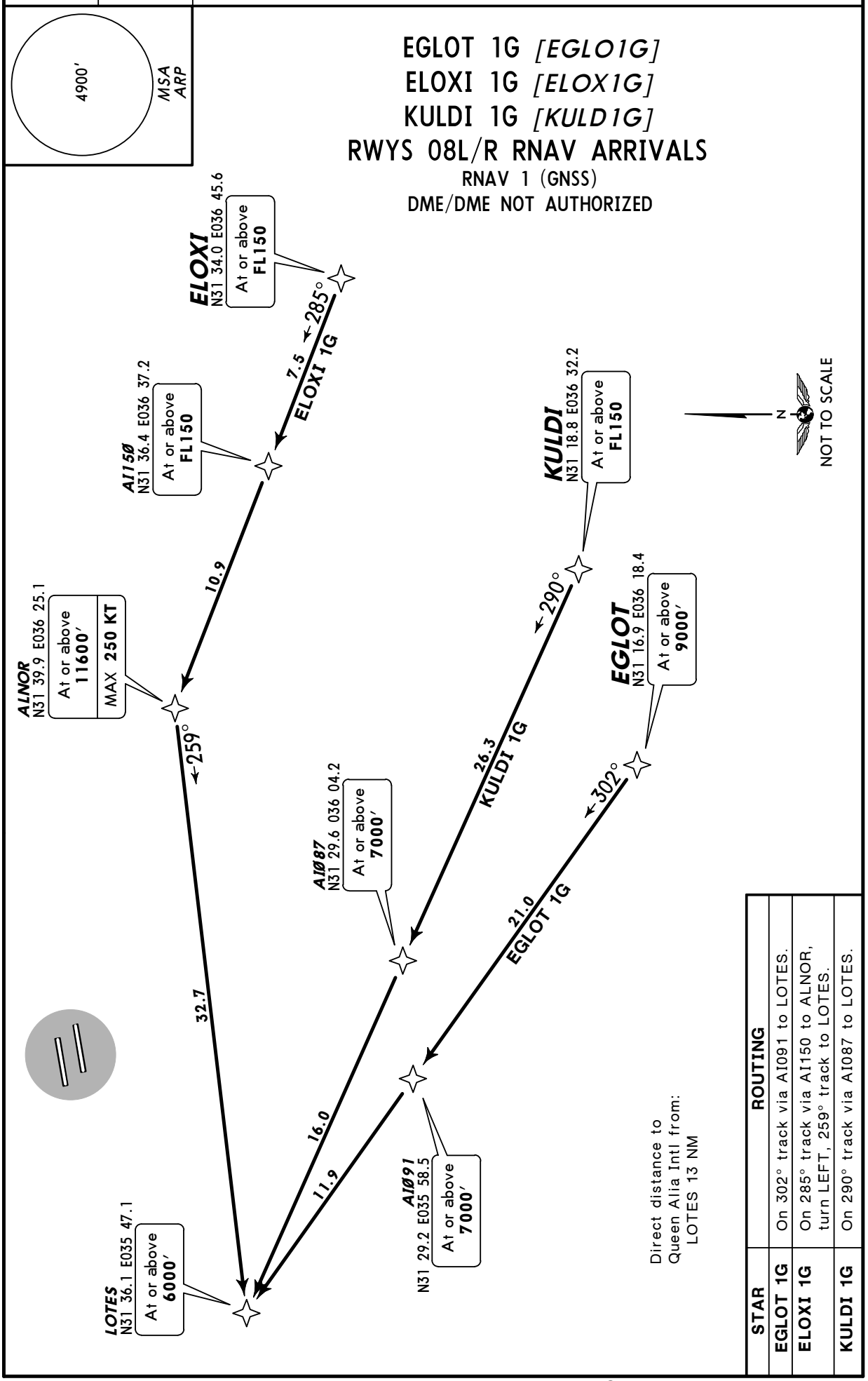
OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2E) Eff 12 Dec

AMMAN, JORDAN
RNAV STAR

ATIS	Apt Elev
127.6	2395′

Alt Set: hPa Trans level: FL150 Trans alt: 13000′



STAR	ROUTING
EGLOT 1G	On 302° track via AI091 to LOTES.
ELOXI 1G	On 285° track via AI150 to ALNOR, turn LEFT, 259° track to LOTES.
KULDI 1G	On 290° track via AI087 to LOTES.

CHANGES: New procedures at this airport.

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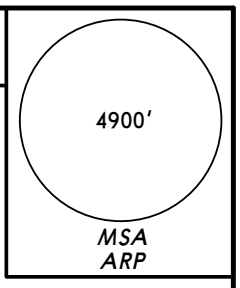
OJAI/AMM
QUEEN ALIA INTL

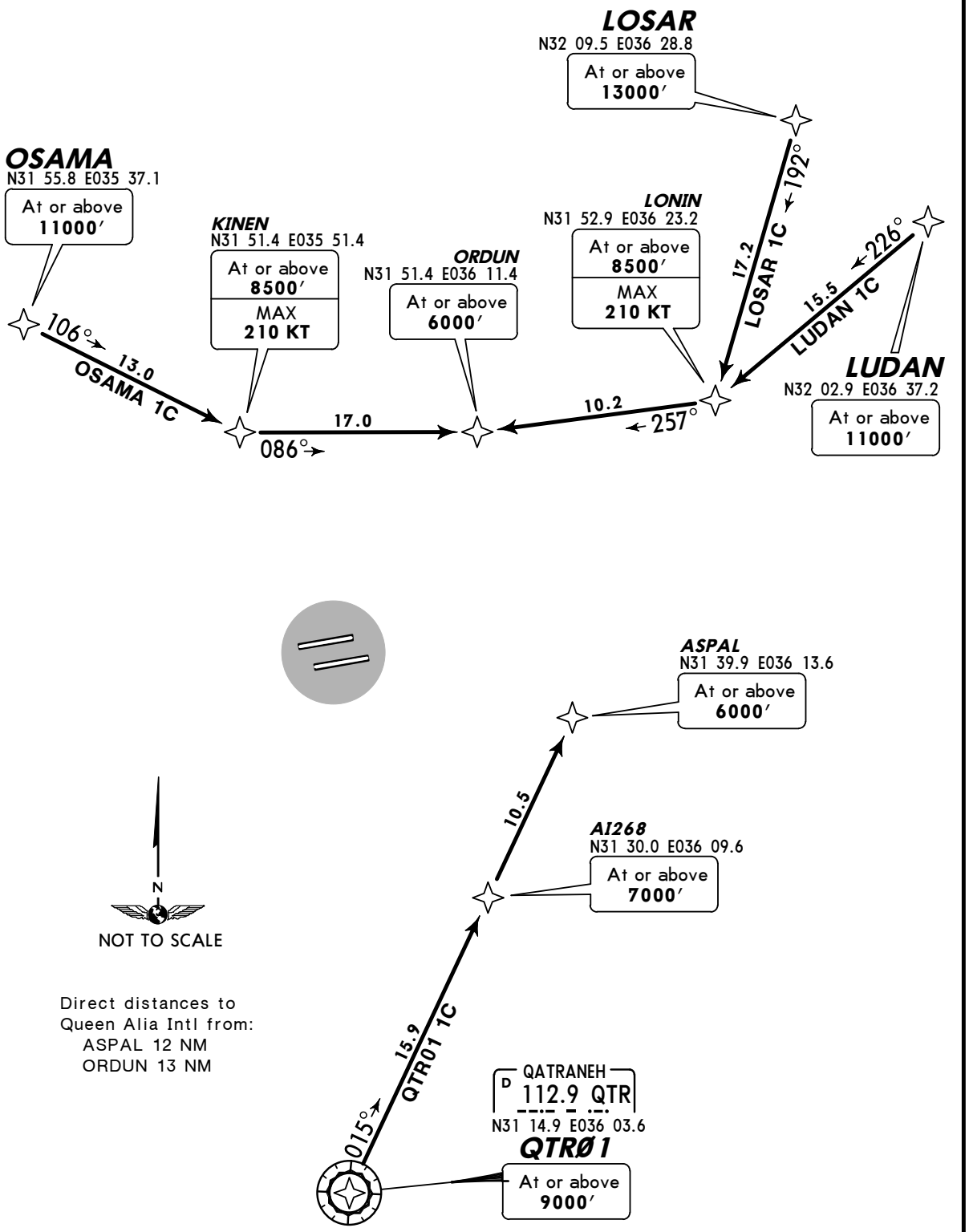
JEPPESEN
6 DEC 13 (20-2F) Eff 12 Dec

AMMAN, JORDAN
RNAV STAR

ATIS	Apt Elev	
127.6	2395′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′



LOSAR 1C [LOSA1C], LUDAN 1C [LUDA1C]
OSAMA 1C [OSAM1C], QTR01 1C [QTRØ1C]
RWYS 26L/R RNAV ARRIVALS
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



Direct distances to
Queen Alia Intl from:
ASPAL 12 NM
ORDUN 13 NM

STAR	ROUTING
LOSAR 1C	On 192° track to LONIN, turn RIGHT, 257° track to ORDUN.
LUDAN 1C	On 226° track to LONIN, turn RIGHT, 257° track to ORDUN.
OSAMA 1C	On 106° track to KINEN, turn LEFT, 086° track to ORDUN.
QTR01 1C	On 015° track via AI268 to ASPAL.

CHANGES: New procedures at this airport.

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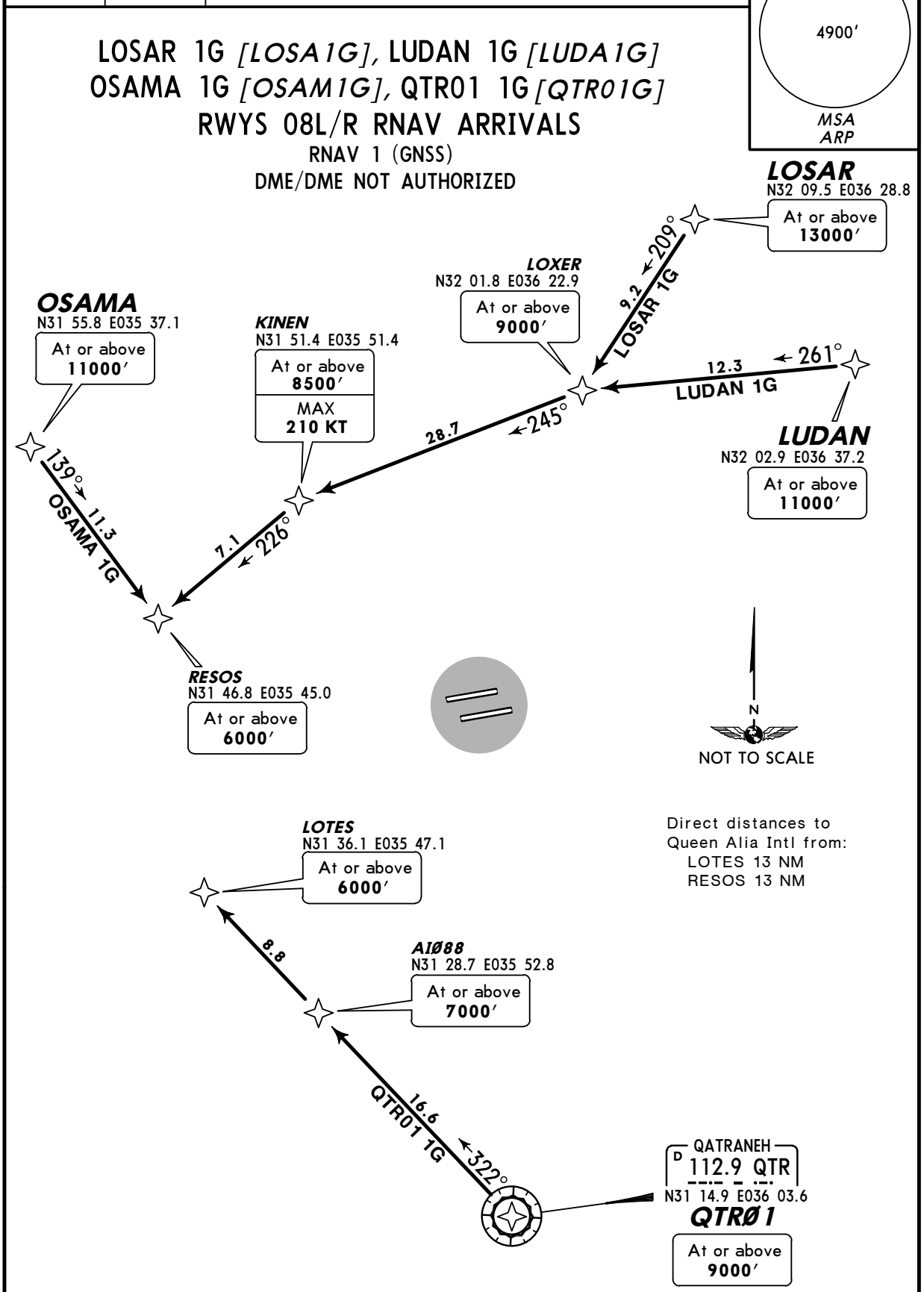
OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-2G) Eff 12 Dec

AMMAN, JORDAN
RNAV STAR

ATIS	Apt Elev	
127.6	2395′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′



STAR	ROUTING
LOSAR 1G	On 209° track to LOXER, turn RIGHT, 245° track to KINEN, turn LEFT, 226° track to RESOS.
LUDAN 1G	On 261° track to LOXER, turn LEFT, 245° track to KINEN, turn LEFT, 226° track to RESOS.
OSAMA 1G	On 139° track to RESOS.
QTR01 1G	On 322° track via AI088 to LOTES.

CHANGES: New procedures at this airport.

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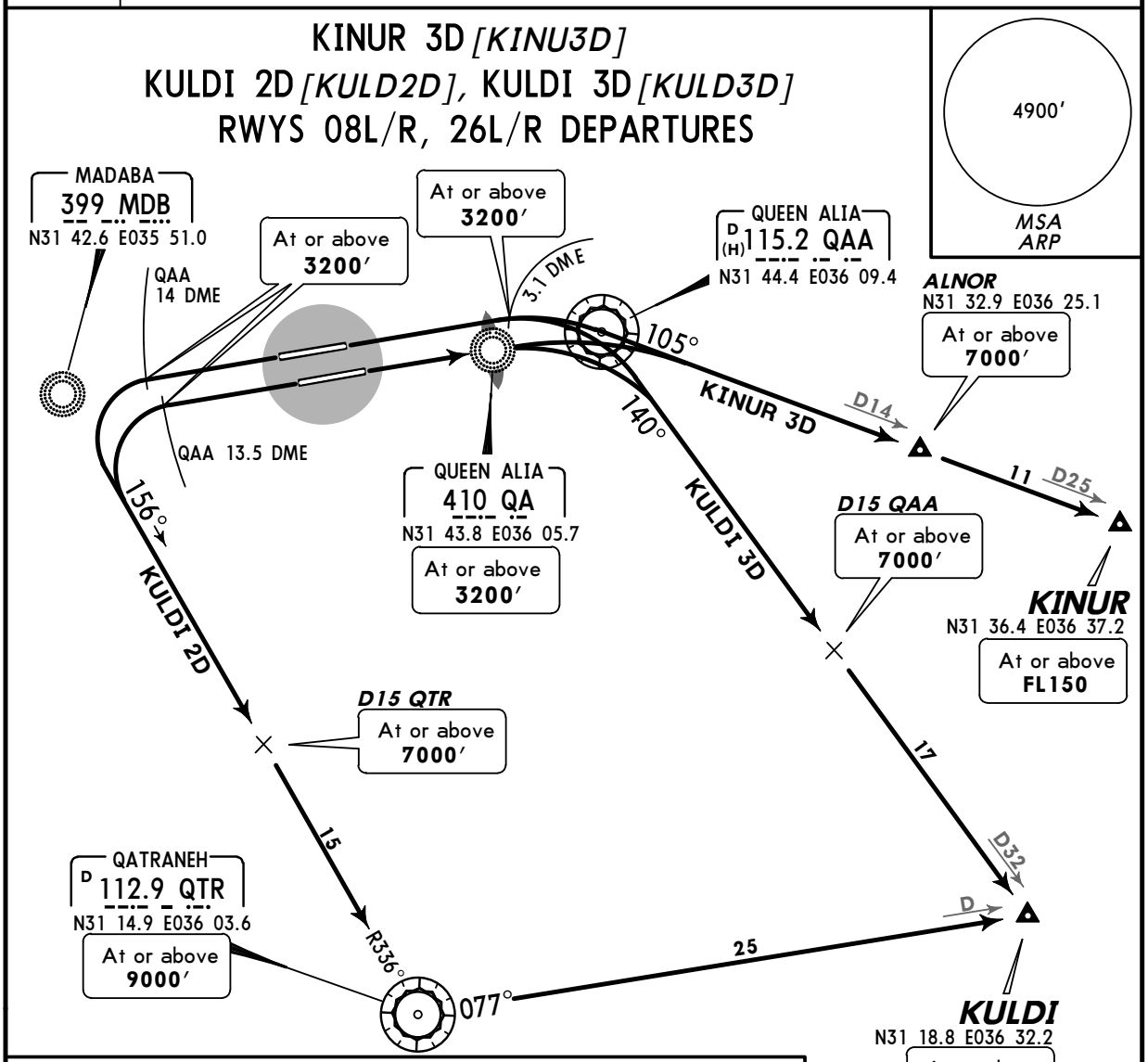
OJAI/AMM
QUEEN ALIA INTL

AMMAN, JORDAN
SID

Apt Elev 2395′	Trans level: FL150 Trans alt: 13000′ 1. Aircraft unable to comply with SID profile restrictions must request non-standard departure clearance on start-up. 2. If unable to comply with SID profile restrictions when airborne advise ATC immediately. At 5000′ turn LEFT or RIGHT as appropriate to enter holding at MDB (RWY 08L)/QAA (RWYS 08R, 26L/R) . 3. Advice ATC immediately the contingency is commenced.

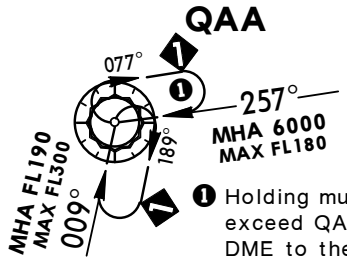
KINUR 3D *[KINU3D]*
KULDI 2D *[KULD2D]*, KULDI 3D *[KULD3D]*
RWYS 08L/R, 26L/R DEPARTURES



HOLDINGS OVER

MDB

QAA



❶ Holding must not exceed QAA 15 DME to the east.

SID	RWY	ROUTING
KINUR 3D	08L ❹	Climb to QAA 3.1 DME, turn RIGHT, intercept QAA R-105 via ALNOR to KINUR.
	08R ❹	Climb to QA, turn RIGHT, intercept QAA R-105 via ALNOR to KINUR.
KULDI 2D	26L ❷	Climb to QAA 13.5 DME, turn LEFT, intercept QTR R-336 inbound to QTR, turn LEFT, QTR R-077 to KULDI.
	26R ❸	Climb to QAA 14 DME, turn LEFT, intercept QTR R-336 inbound to QTR, turn LEFT, QTR R-077 to KULDI.
KULDI 3D	08L ❹	Climb to QAA 3.1 DME, turn RIGHT, intercept QAA R-140 to KULDI.
	08R ❹	Climb to QA, turn RIGHT, intercept QAA R-140 to KULDI.

In case of VFR traffic flying on V1 corridor between GHARBIYAH and QUARRY, departure traffic shall maintain on track
❷ until passing MDB, or passing 5000′.
❸ until passing (abeam) MDB, or until passing 5000′.
❹ until passing (abeam) QAA, or until passing 5000′.

CHANGES: SIDs revised; KINUR SIDs established.

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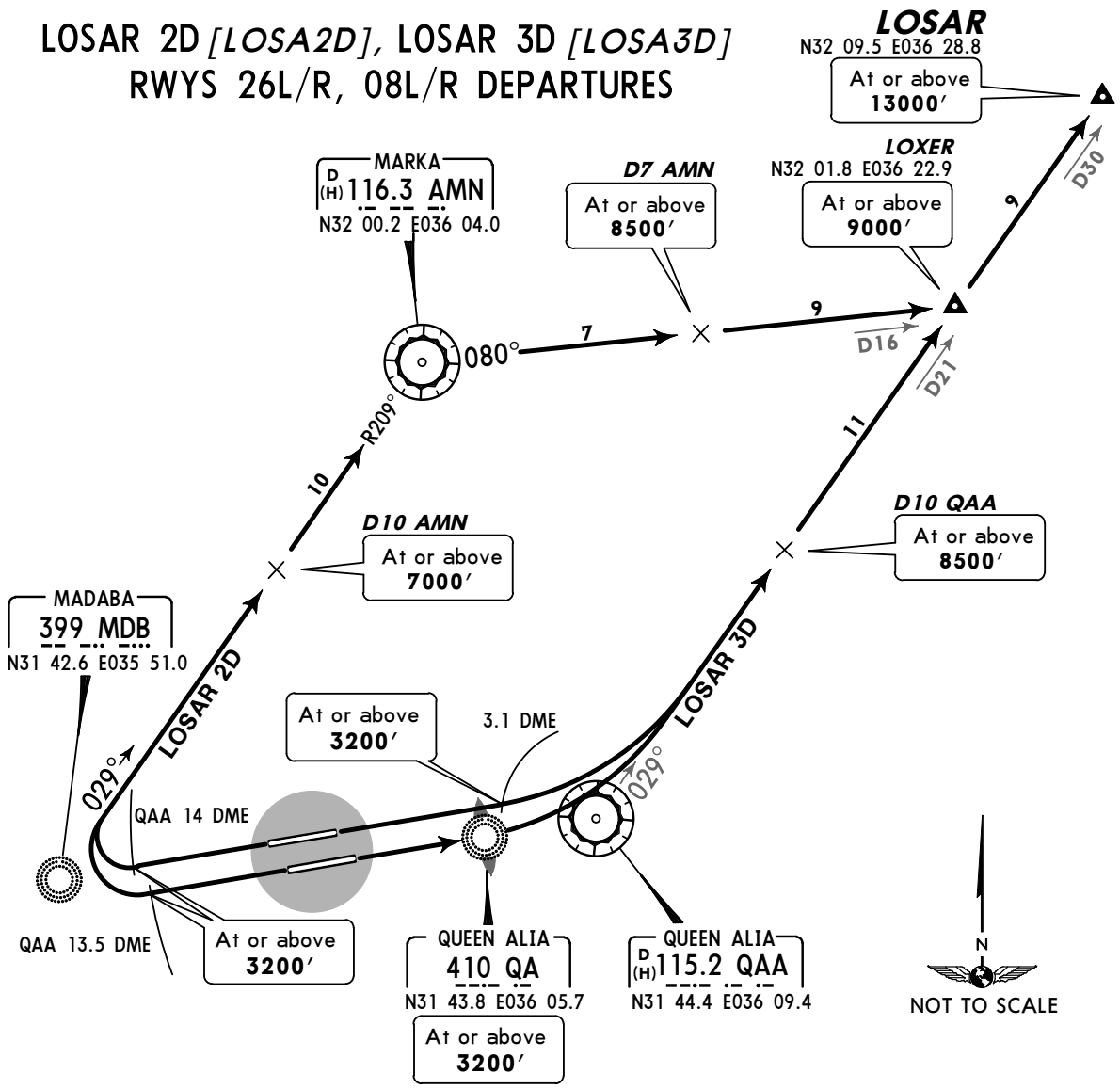
OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (20-3A) Eff 12 Dec

AMMAN, JORDAN
SID

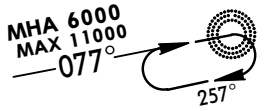
Apt Elev 2395′	Trans level: FL150 Trans alt: 13000′ 1. Aircraft unable to comply with SID profile restrictions must request non-standard departure clearance on start-up. 2. If unable to comply with SID profile restrictions when airborne advise ATC immediately. At 5000′ turn LEFT or RIGHT as appropriate to enter holding at MDB (RWY 08L)/QAA (RWYS 08R, 26L/R) . 3. Advice ATC immediately the contingency is commenced.

LOSAR 2D *[LOSA2D]*, LOSAR 3D *[LOSA3D]*
RWYS 26L/R, 08L/R DEPARTURES

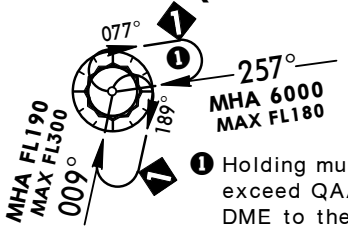


HOLDINGS OVER

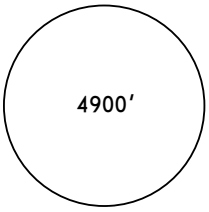
MDB



QAA



❶ Holding must not exceed QAA 15 DME to the east.



MSA ARP

SID	RWY	ROUTING
LOSAR 2D	26L ❷	Climb to QAA 13.5 DME, turn RIGHT, intercept AMN R-209 inbound to AMN, AMN R-080 to LOXER, turn LEFT, intercept QAA R-029 to LOSAR.
	26R ❸	Climb to QAA 14 DME, turn RIGHT, intercept AMN R-209 inbound to AMN, AMN R-080 to LOXER, turn LEFT, intercept QAA R-029 to LOSAR.
LOSAR 3D	08L ❹	Climb to QAA 3.1 DME, turn LEFT, intercept QAA R-029 via LOXER to LOSAR.
	08R ❹	Climb to QA, turn LEFT, intercept QAA R-029 via LOXER to LOSAR.

In case of VFR traffic flying on V1 corridor between GHARBIYAH and QUARRY, departure traffic shall maintain on track
❷ until passing MDB, or passing 5000′.
❸ until passing (abeam) MDB, or until passing 5000′.
❹ until passing (abeam) QAA, or until passing 5000′.

CHANGES: SIDs revised.

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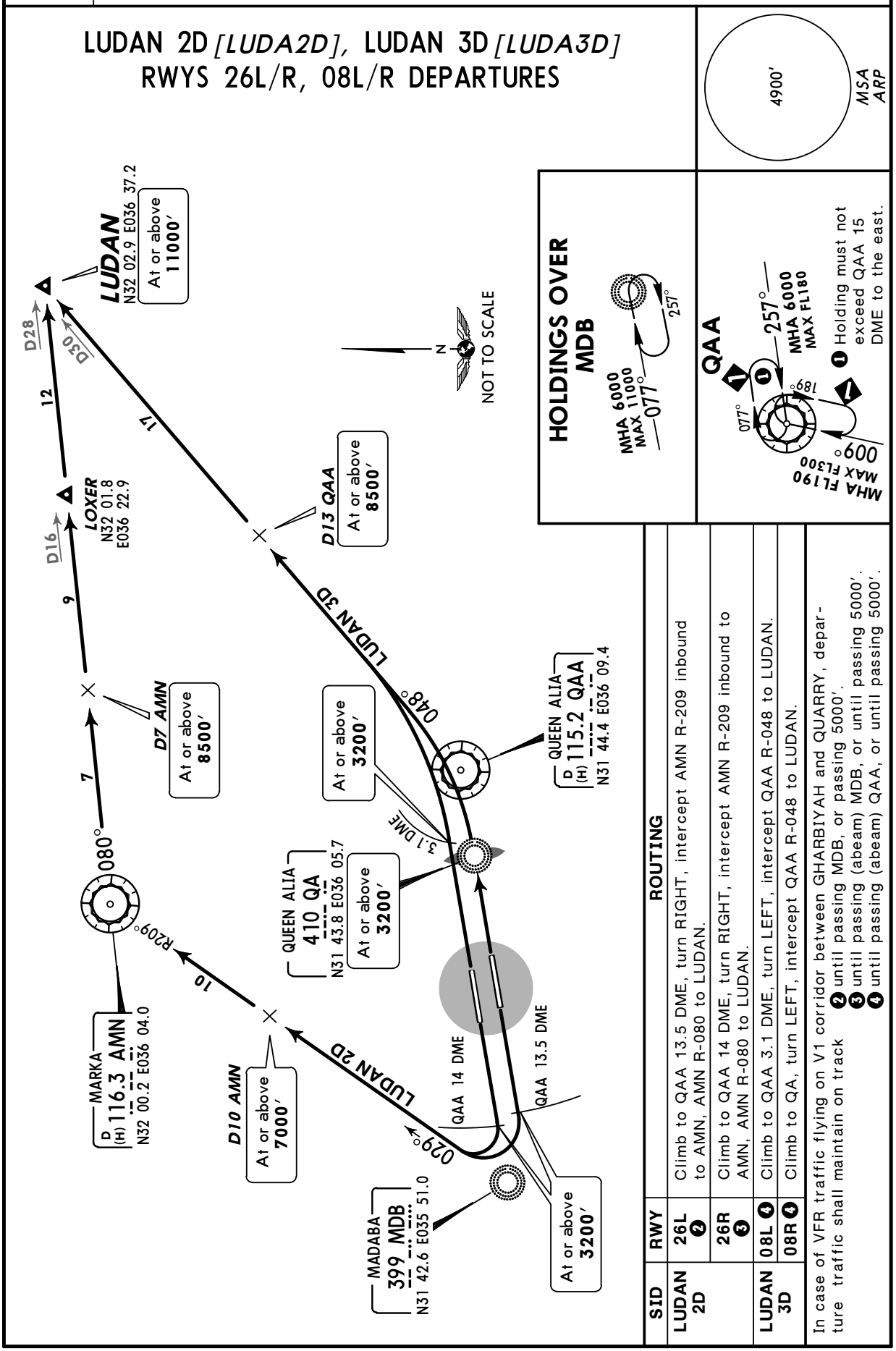
OJAI/AMM
QUEEN ALIA INTL

AMMAN, JORDAN
SID

Apt Elev 2395′	Trans level: FL150 Trans alt: 13000′ 1. Aircraft unable to comply with SID profile restrictions must request non-standard departure clearance on start-up. 2. If unable to comply with SID profile restrictions when airborne advise ATC immediately. At 5000′ turn LEFT or RIGHT as appropriate to enter holding at MDB (RWY 08L)/QAA (RWYS 08R, 26L/R) . 3. Advice ATC immediately the contingency is commenced.

LUDAN 2D *[LUDA2D]*, LUDAN 3D *[LUDA3D]*
RWYS 26L/R, 08L/R DEPARTURES



SID	RWY	ROUTING
LUDAN 2D	26L ❷	Climb to QAA 13.5 DME, turn RIGHT, intercept AMN R-209 inbound to AMN, AMN R-080 to LUDAN.
	26R ❸	Climb to QAA 14 DME, turn RIGHT, intercept AMN R-209 inbound to AMN, AMN R-080 to LUDAN.
LUDAN 3D	08L ❹	Climb to QAA 3.1 DME, turn LEFT, intercept QAA R-048 to LUDAN.
	08R ❹	Climb to QA, turn LEFT, intercept QAA R-048 to LUDAN.

In case of VFR traffic flying on V1 corridor between GHARBIYAH and QUARRY, departure traffic shall maintain on track ❷ until passing MDB, or passing 5000′. ❸ until passing (abeam) MDB, or until passing 5000′. ❹ until passing (abeam) QAA, or until passing 5000′.

CHANGES: SIDs revised.

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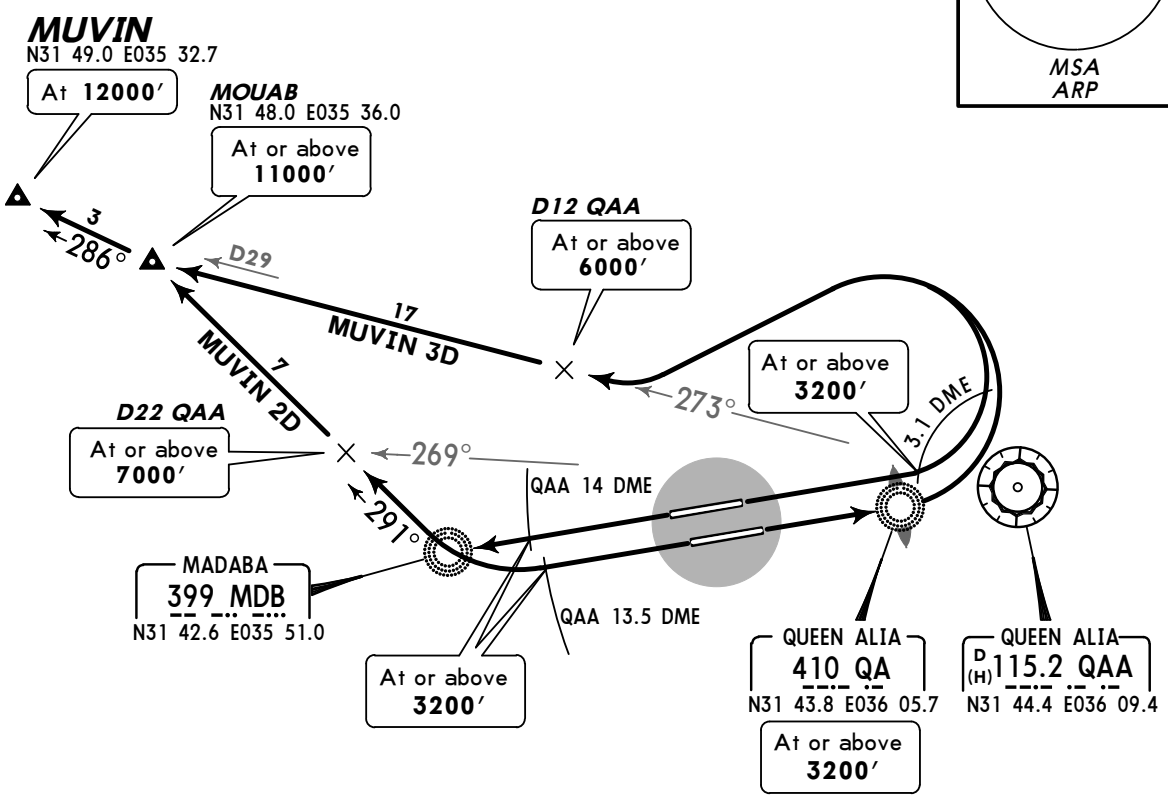
OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3C) Eff 12 Dec

AMMAN, JORDAN
SID

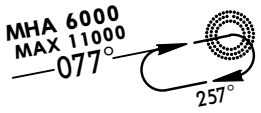
TEL AVIV Control	Apt Elev	
121.4 132.05	2395′	Trans level: FL150 Trans alt: 13000′ 1. Aircraft unable to comply with SID profile restrictions must request non-standard departure clearance on start-up. 2. If unable to comply with SID profile restrictions when airborne advise ATC immediately. At 5000′ turn LEFT or RIGHT as appropriate to enter holding at MDB (RWY 08L)/QAA (RWYS 08R, 26L/R) . 3. Advice ATC immediately the contingency is commenced.

MUVIN 2D[MUVI2D], MUVIN 3D[MUVI3D]
RWYS 26L/R, 08L/R DEPARTURES
BY ATC

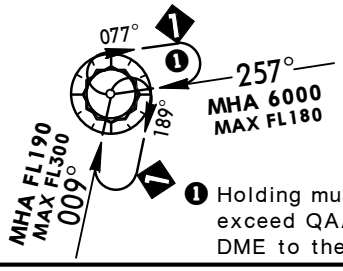


HOLDINGS OVER

MDB



QAA



❶ Holding must not exceed QAA 15 DME to the east.

NOT TO SCALE

Call TEL AVIV Control as early as possible, and in any case do not cross 10 NM EAST of TALMI without established contact.

SID	RWY	ROUTING
MUVIN 2D	26L ❷	Climb to QAA 13.5 DME, turn RIGHT to MOUAB, turn LEFT to MUVIN.
	26R ❸	Climb to MDB, turn RIGHT, 291° bearing to MOUAB, turn LEFT to MUVIN.
MUVIN 3D	08L ❹	Climb to QAA 3.1 DME, turn LEFT, intercept QAA R-273 to MOUAB, turn RIGHT to MUVIN
	08R ❹	Climb to QA, turn LEFT, intercept QAA R-273 to MOUAB, then to MUVIN.

In case of VFR traffic flying on V1 corridor between GHARBIYAH and QUARRY, departure traffic shall maintain on track
❷ until passing MDB, or passing 5000′.
❸ until passing (abeam) MDB, or until passing 5000′.
❹ until passing (abeam) QAA, or until passing 5000′.

CHANGES: MOUAB SIDs replaced by MUVIN SIDs.

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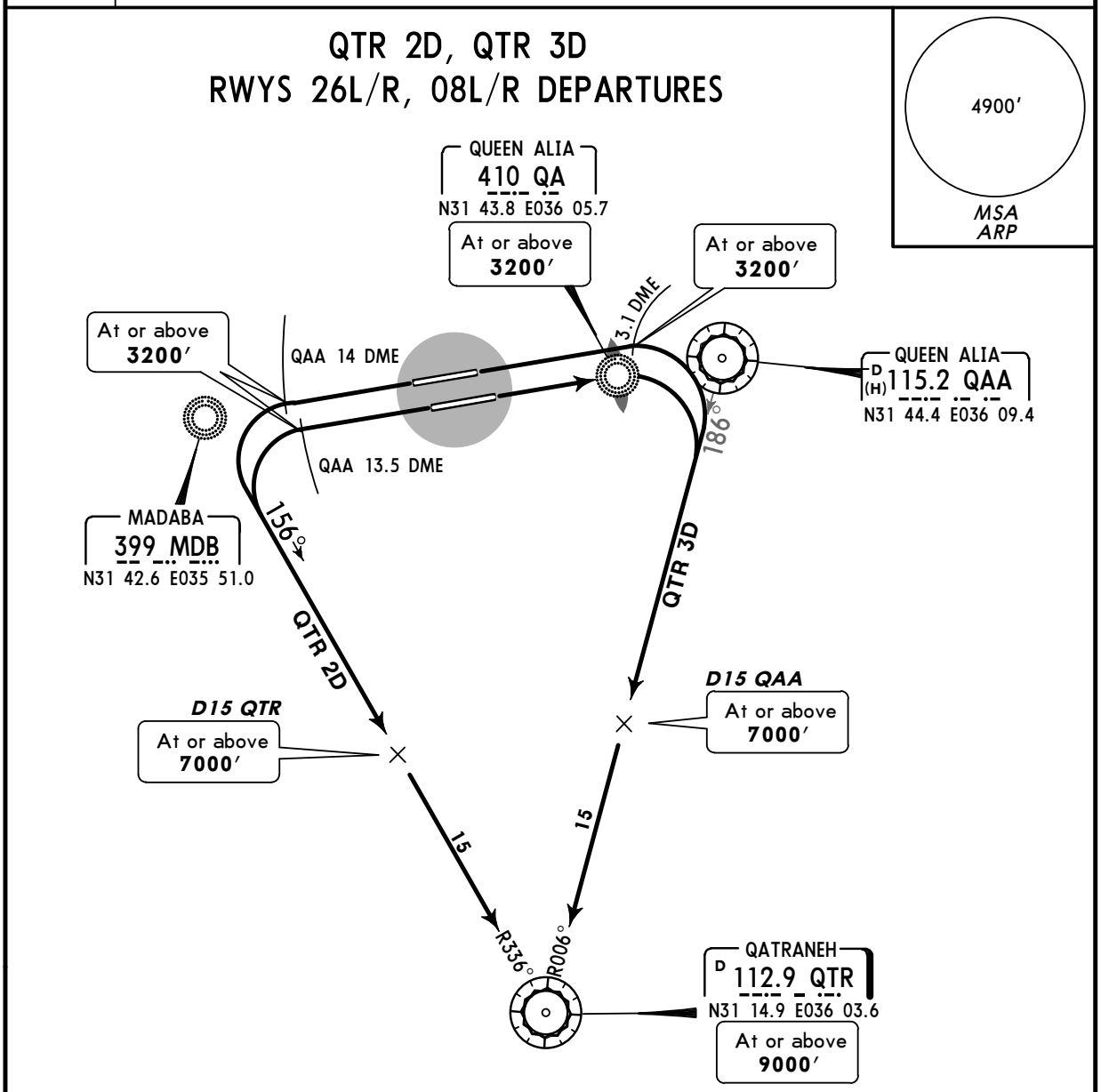
JEPPESEN
JeppView 3.6.2.0

OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3D) Eff 12 Dec

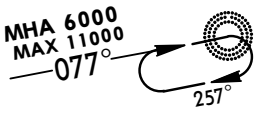
AMMAN, JORDAN
SID

Apt Elev 2395′	Trans level: FL150 Trans alt: 13000′ 1. Aircraft unable to comply with SID profile restrictions must request non-standard departure clearance on start-up. 2. If unable to comply with SID profile restrictions when airborne advise ATC immediately. At 5000′ turn LEFT or RIGHT as appropriate to enter holding at MDB (RWY 08L)/QAA (RWYS 08R, 26L/R) . 3. Advice ATC immediately the contingency is commenced.

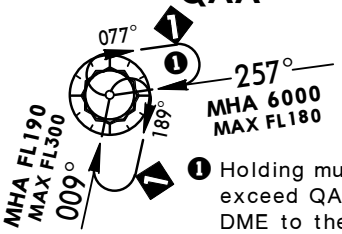


HOLDINGS OVER

MDB



QAA



❶ Holding must not exceed QAA 15 DME to the east.

NOT TO SCALE

SID	RWY	ROUTING
QTR 2D	26L ❷	Climb to QAA 13.5 DME, turn LEFT, intercept QTR R-336 inbound to QTR.
	26R ❸	Climb to QAA 14 DME, turn LEFT, intercept QTR R-336 inbound to QTR.
QTR 3D	08L ❹	Climb to QAA 3.1 DME, turn RIGHT, intercept QAA R-186 to QTR.
	08R ❹	Climb to QA, turn RIGHT, intercept QAA R-186 to QTR.

In case of VFR traffic flying on V1 corridor between GHARBIYAH and QUARRY, departure traffic shall maintain on track
❷ until passing MDB, or passing 5000′.
❸ until passing (abeam) MDB, or until passing 5000′.
❹ until passing (abeam) QAA, or until passing 5000′.

CHANGES: SIDs revised; chart reindexed.

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OJAI/AMM
QUEEN ALIA INTL

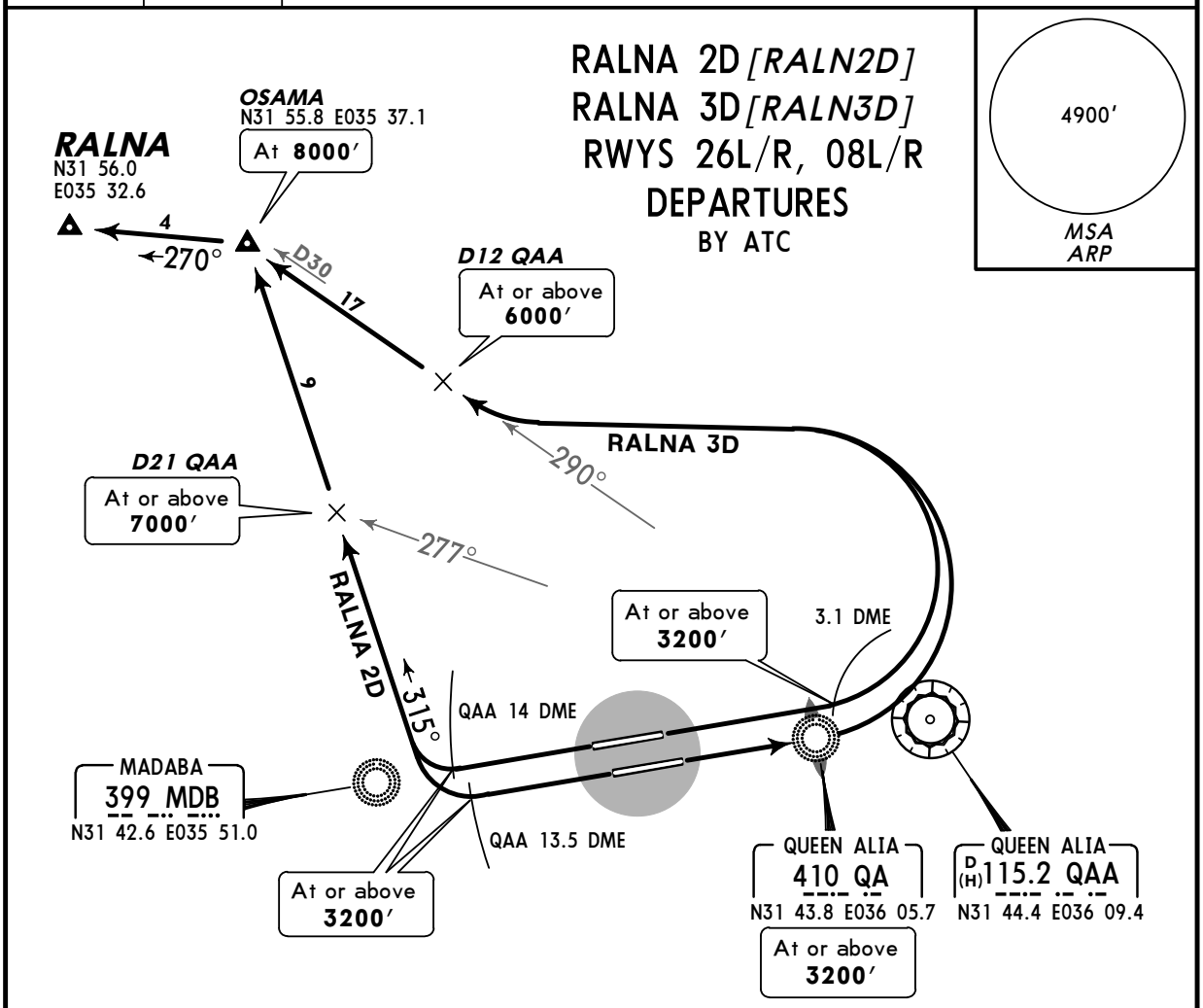
JEPPESEN
6 DEC 13 (20-3E) Eff 12 Dec

AMMAN, JORDAN
SID

TEL AVIV Control	Apt Elev
121.4 132.05	2395′

Trans level: FL150 Trans alt: 13000′
1. Aircraft unable to comply with SID profile restrictions must request non-standard departure clearance on start-up. 2. If unable to comply with SID profile restrictions when airborne advise ATC immediately. At 5000′ turn LEFT or RIGHT as appropriate to enter holding at MDB (RWY 08L)/QAA (RWYS 08R, 26L/R) . 3. Advice ATC immediately the contingency is commenced.

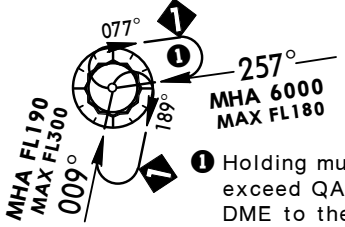
RALNA 2D [RALN2D]
RALNA 3D [RALN3D]
RWYS 26L/R, 08L/R
DEPARTURES
BY ATC



HOLDINGS OVER

MDB

QAA



❶ Holding must not exceed QAA 15 DME to the east.

NOT TO SCALE

Call TEL AVIV Control as early as possible, and in any case do not cross 10 NM EAST of SALAM without established contact.

SID	RWY	ROUTING
RALNA 2D	26L ❷	Climb to QAA 13.5 DME, turn RIGHT to OSAMA, turn LEFT to RALNA.
	26R ❸	Climb to QAA 14 DME, turn RIGHT, 315° track to OSAMA, turn LEFT to RALNA.
RALNA 3D	08L ❹	Climb to QAA 3.1 DME, turn LEFT, intercept QAA R-290 to OSAMA, turn LEFT to RALNA.
	08R ❹	Climb to QA, turn LEFT, intercept QAA R-290 to OSAMA, turn LEFT to RALNA.

In case of VFR traffic flying on V1 corridor between GHARBIYAH and QUARRY, departure traffic shall maintain on track
❷ until passing MDB, or passing 5000′.
❸ until passing (abeam) MDB, or until passing 5000′.
❹ until passing (abeam) QAA, or until passing 5000′.

CHANGES: OSAMA SIDs replaced by RALNA SIDs; chart reindexed.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
21 OCT 16 (20-3F)

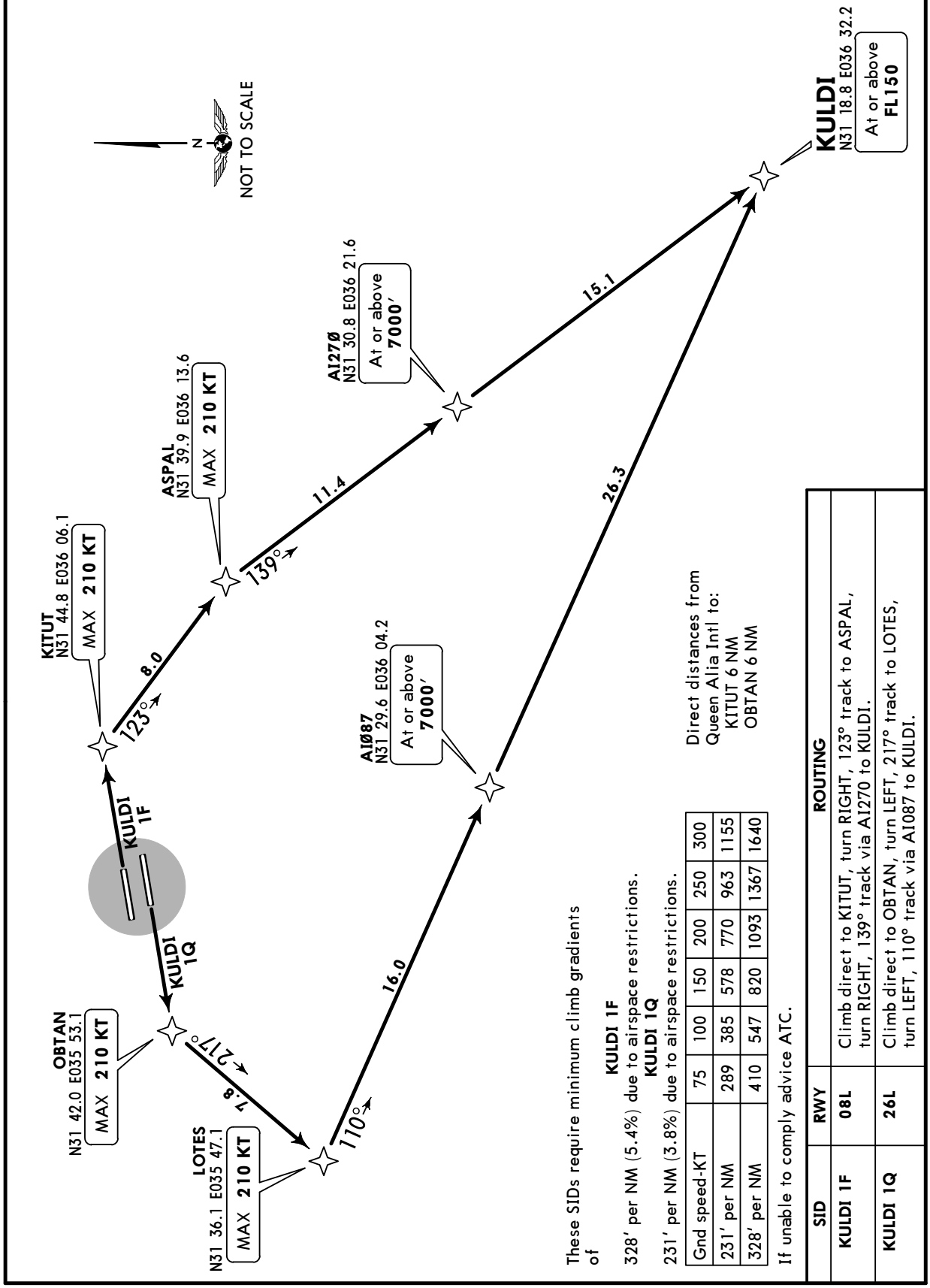
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′
MSA
ARP

KULDI 1F [KULD1F]
KULDI 1Q [KULD1Q]
RWYS 08L, 26L RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



Direct distances from
Queen Alia Intl to:
KITUT 6 NM
OBTAN 6 NM

These SIDs require minimum climb gradients of

KULDI 1F
328′ per NM (5.4%) due to airspace restrictions.

KULDI 1Q
231′ per NM (3.8%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	578	770	963	1155
328′ per NM	410	547	820	1093	1367	1640

If unable to comply advice ATC.

SID	RWY	ROUTING
KULDI 1F	08L	Climb direct to KITUT, turn RIGHT, 123° track to ASPAL, turn RIGHT, 139° track via AI270 to KULDI.
KULDI 1Q	26L	Climb direct to OBTAN, turn LEFT, 217° track to LOTES, turn LEFT, 110° track via AI087 to KULDI.

CHANGES: None.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
21 OCT 16 (20-3G)

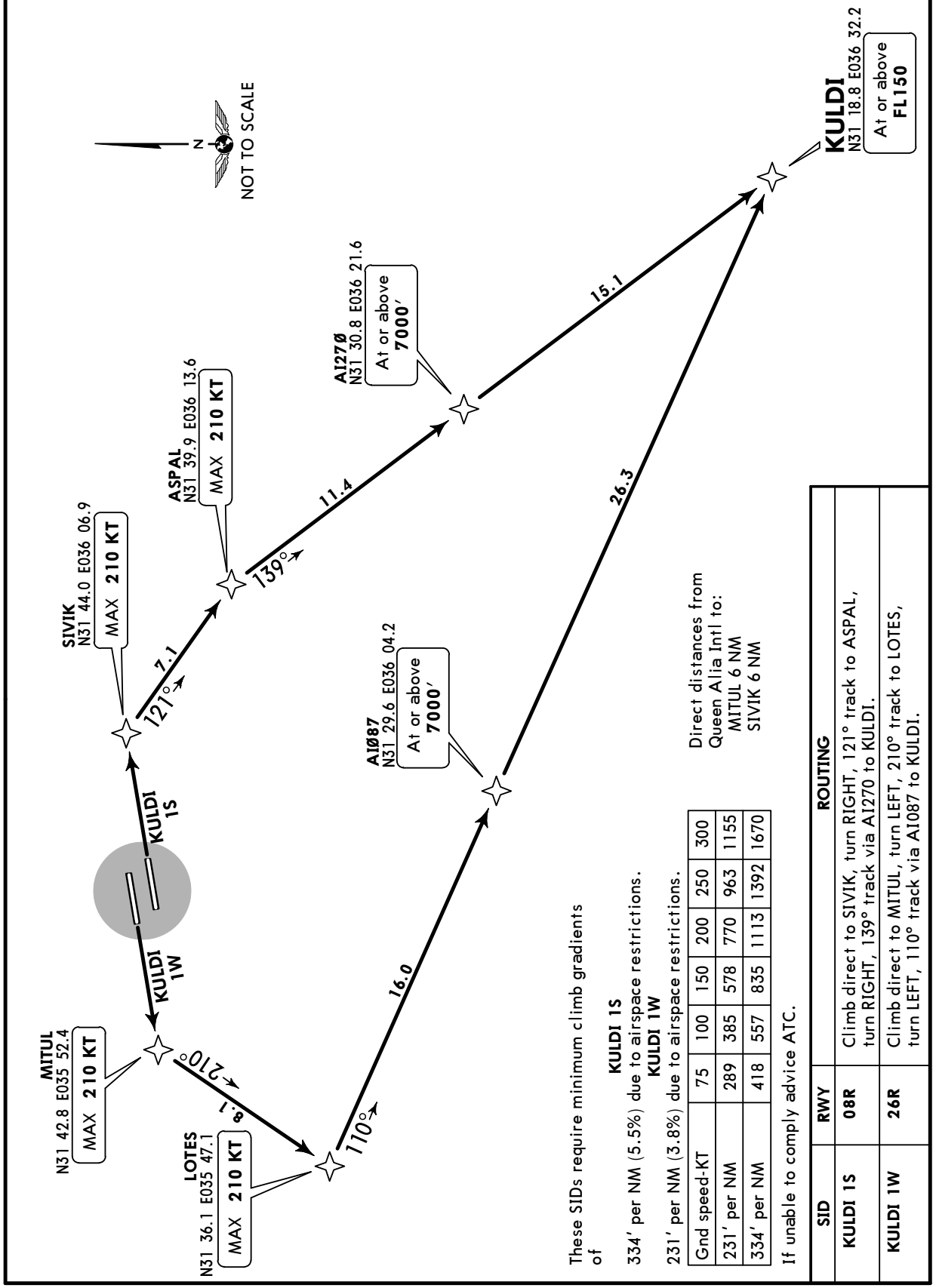
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

KULDI 1S [KULD1S]
KULDI 1W [KULD1W]
RWYS 08R, 26R RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



Direct distances from Queen Alia Intl to:
MITUL 6 NM
SIVIK 6 NM

These SIDs require minimum climb gradients of

KULDI 1S
334′ per NM (5.5%) due to airspace restrictions.

KULDI 1W
231′ per NM (3.8%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	578	770	963	1155
334′ per NM	418	557	835	1113	1392	1670

If unable to comply advice ATC.

SID	RWY	ROUTING
KULDI 1S	08R	Climb direct to SIVIK, turn RIGHT, 121° track to ASPAL, turn RIGHT, 139° track via AI270 to KULDI.
KULDI 1W	26R	Climb direct to MITUL, turn LEFT, 210° track to LOTES, turn LEFT, 110° track via AI087 to KULDI.

CHANGES: Speed restriction over ASPAL.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3H) Eff 12 Dec

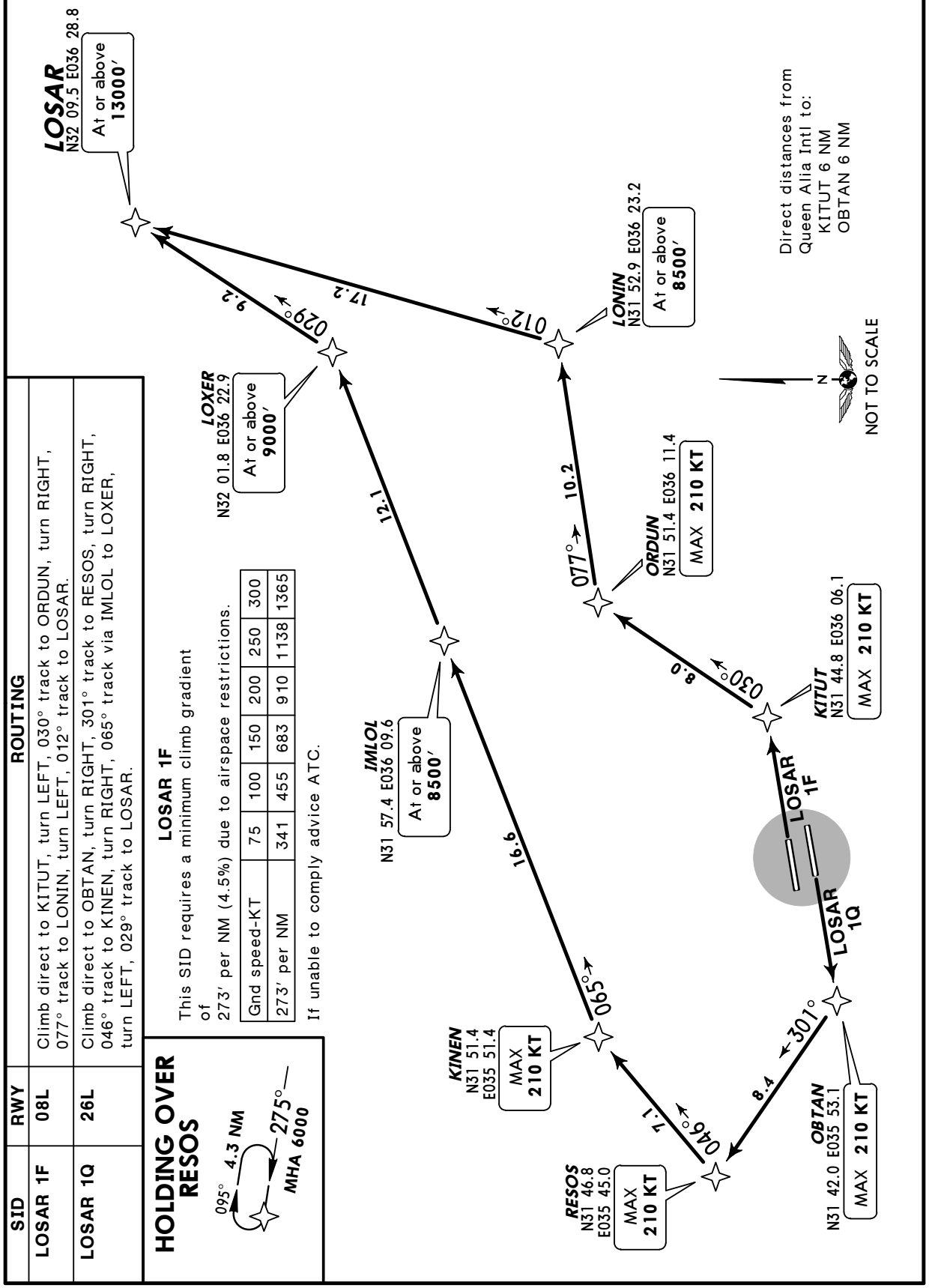
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

LOSAR 1F [LOSA1F]
LOSAR 1Q [LOSA1Q]
RWYS 08L, 26L RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



SID	RWY	ROUTING
LOSAR 1F	08L	Climb direct to KITUT, turn LEFT, 030° track to ORDUN, turn RIGHT, 077° track to LONIN, turn LEFT, 012° track to LOSAR.
LOSAR 1Q	26L	Climb direct to OBTAN, turn RIGHT, 301° track to RESOS, turn RIGHT, 046° track to KINEN, turn RIGHT, 065° track via IMLOL to LOXER, turn LEFT, 029° track to LOSAR.

LOSAR 1F

This SID requires a minimum climb gradient of 273′ per NM (4.5%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	341	455	683	910	1138	1365

If unable to comply advice ATC.

HOLDING OVER RESOS

095° 4.3 NM 275°
MHA 6000

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (20-3J) Eff 12 Dec

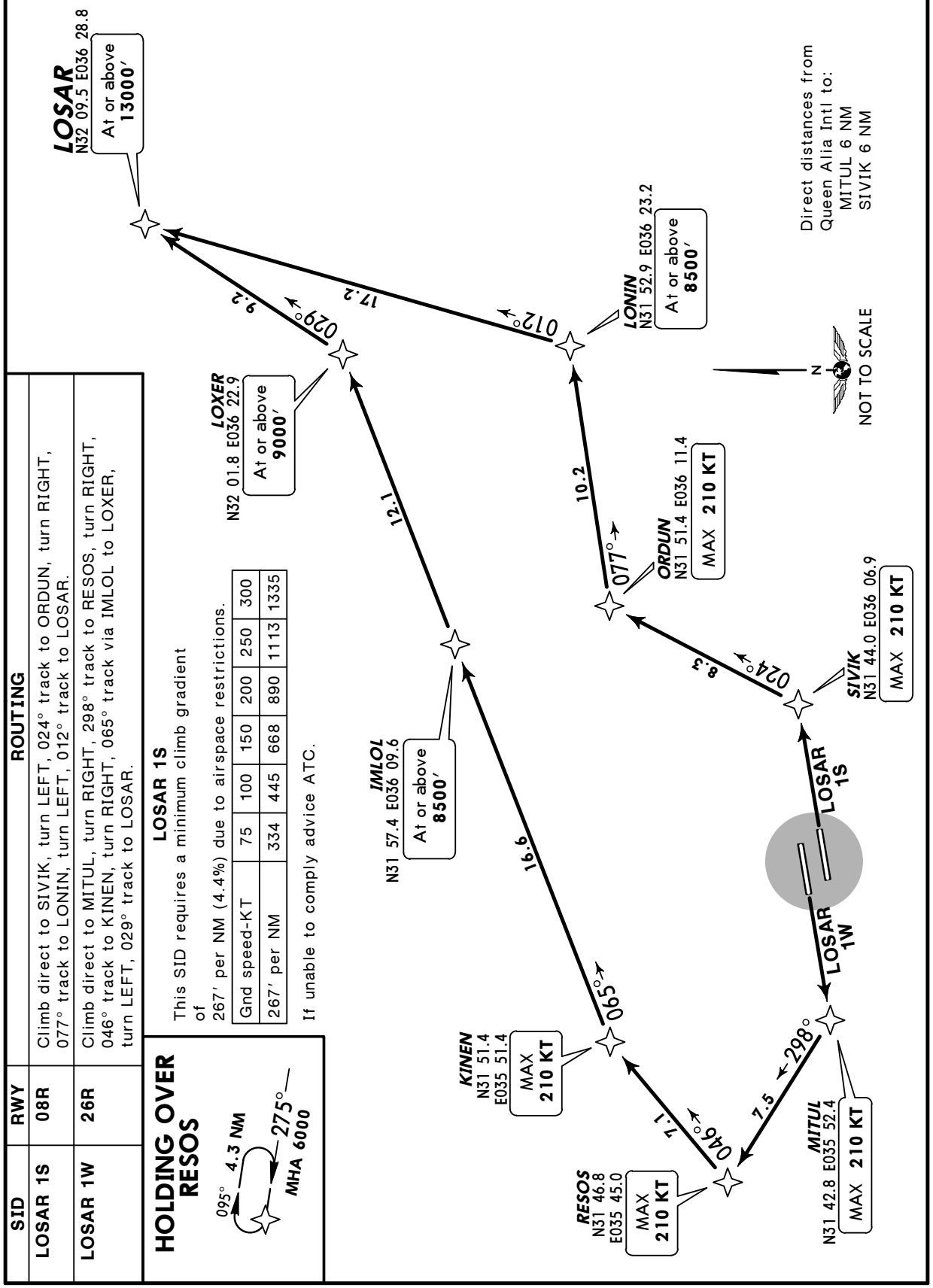
AMMAN, JORDAN
RNAV SID

Apt Elev 2395′

Trans level: FL150 Trans alt: 13000′

MSA ARP 4900′

LOSAR 1S *[LOSA1S]*
LOSAR 1W *[LOSA1W]*
RWYS 08R, 26R RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



SID	RWY	ROUTING
LOSAR 1S	08R	Climb direct to SIVIK, turn LEFT, 024° track to ORDUN, turn RIGHT, 077° track to LONIN, turn LEFT, 012° track to LOSAR.
LOSAR 1W	26R	Climb direct to MITUL, turn RIGHT, 298° track to RESOS, turn RIGHT, 046° track to KINEN, turn RIGHT, 065° track via IMLOL to LOXER, turn LEFT, 029° track to LOSAR.

LOSAR 1S

This SID requires a minimum climb gradient of 267′ per NM (4.4%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
267′ per NM	334	445	668	890	1113	1335

If unable to comply advice ATC.

HOLDING OVER RESOS

095° 4.3 NM 275° MHA 6000

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3K) Eff 12 Dec

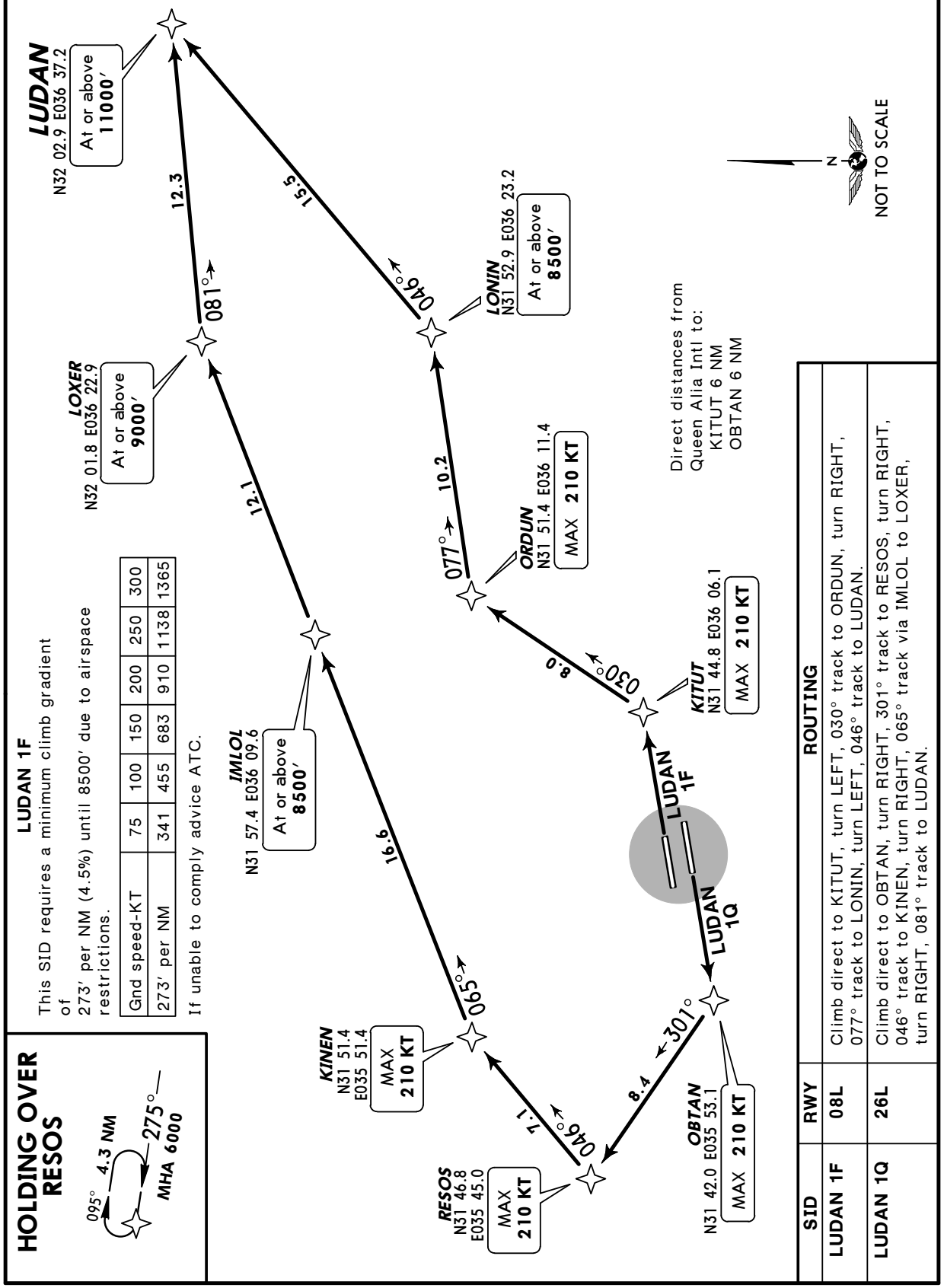
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

LUDAN 1F *[LUDA1F]*
LUDAN 1Q *[LUDA1Q]*
RWYS 08L, 26L RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



LUDAN 1F

This SID requires a minimum climb gradient of 273′ per NM (4.5%) until 8500′ due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	341	455	683	910	1138	1365

If unable to comply advice ATC.

HOLDING OVER RESOS

095° 4.3 NM 275° MHA 6000

ROUTING

SID	RWY	
LUDAN 1F	08L	Climb direct to KITUT, turn LEFT, 030° track to ORDUN, turn RIGHT, 077° track to LONIN, turn LEFT, 046° track to LUDAN.
LUDAN 1Q	26L	Climb direct to OBTAN, turn RIGHT, 301° track to RESOS, turn RIGHT, 046° track to KINEN, turn RIGHT, 065° track via IMLOL to LOXER, turn RIGHT, 081° track to LUDAN.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3L) Eff 12 Dec

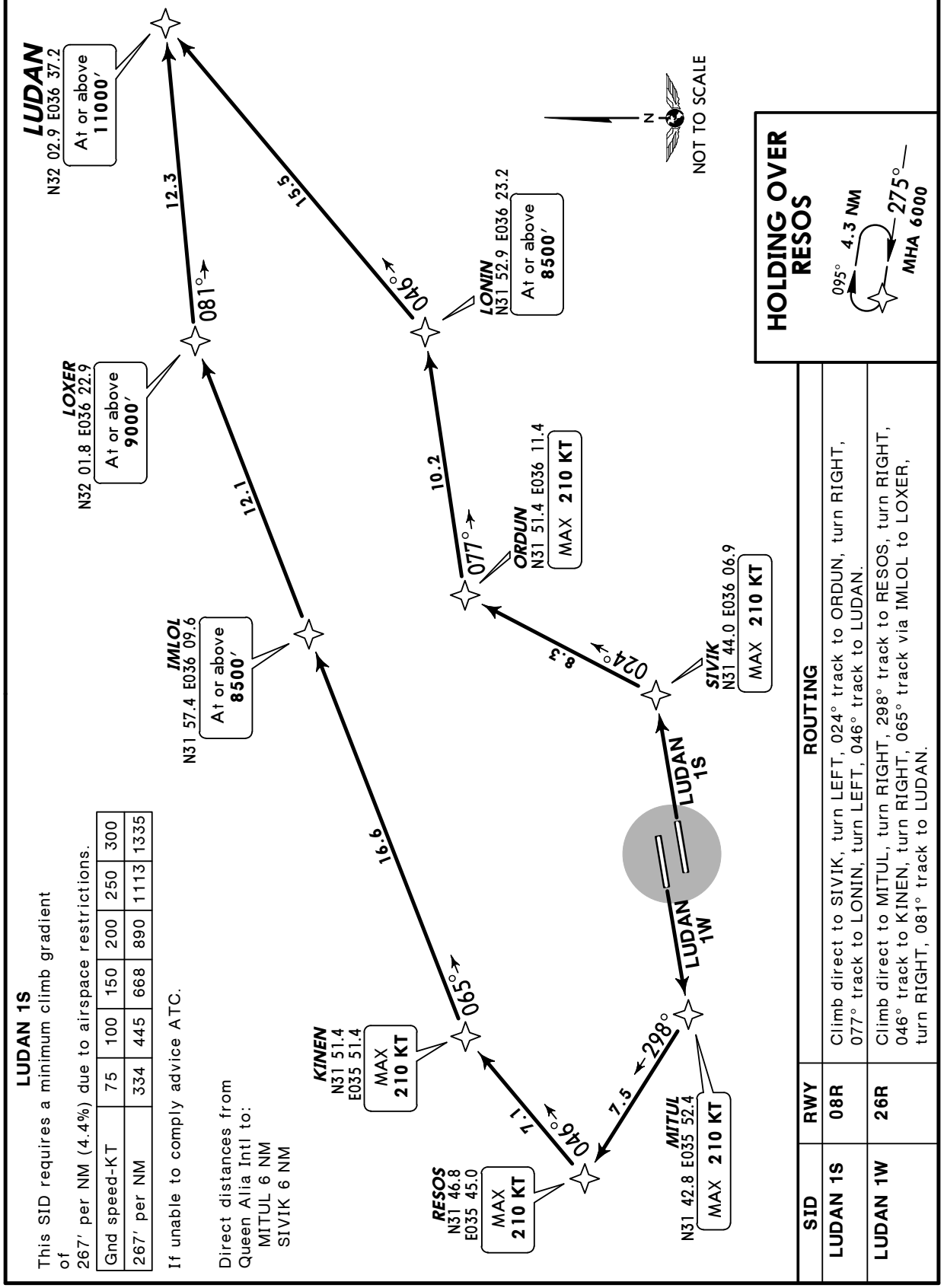
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

LUDAN 1S *[LUDA1S]*
LUDAN 1W *[LUDA1W]*
RWYS 08R, 26R RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



LUDAN 1S

This SID requires a minimum climb gradient of 267′ per NM (4.4%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
267′ per NM	334	445	668	890	1113	1335

If unable to comply advice ATC.

Direct distances from Queen Alia Intl to:
MITUL 6 NM
SIVIK 6 NM

ROUTING

SID	RWY	
LUDAN 1S	08R	Climb direct to SIVIK, turn LEFT, 024° track to ORDUN, turn RIGHT, 077° track to LONIN, turn LEFT, 046° track to LUDAN.
LUDAN 1W	26R	Climb direct to MITUL, turn RIGHT, 298° track to RESOS, turn RIGHT, 046° track to KINEN, turn RIGHT, 065° track via IMLOL to LOXER, turn RIGHT, 081° track to LUDAN.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3M) Eff 12 Dec

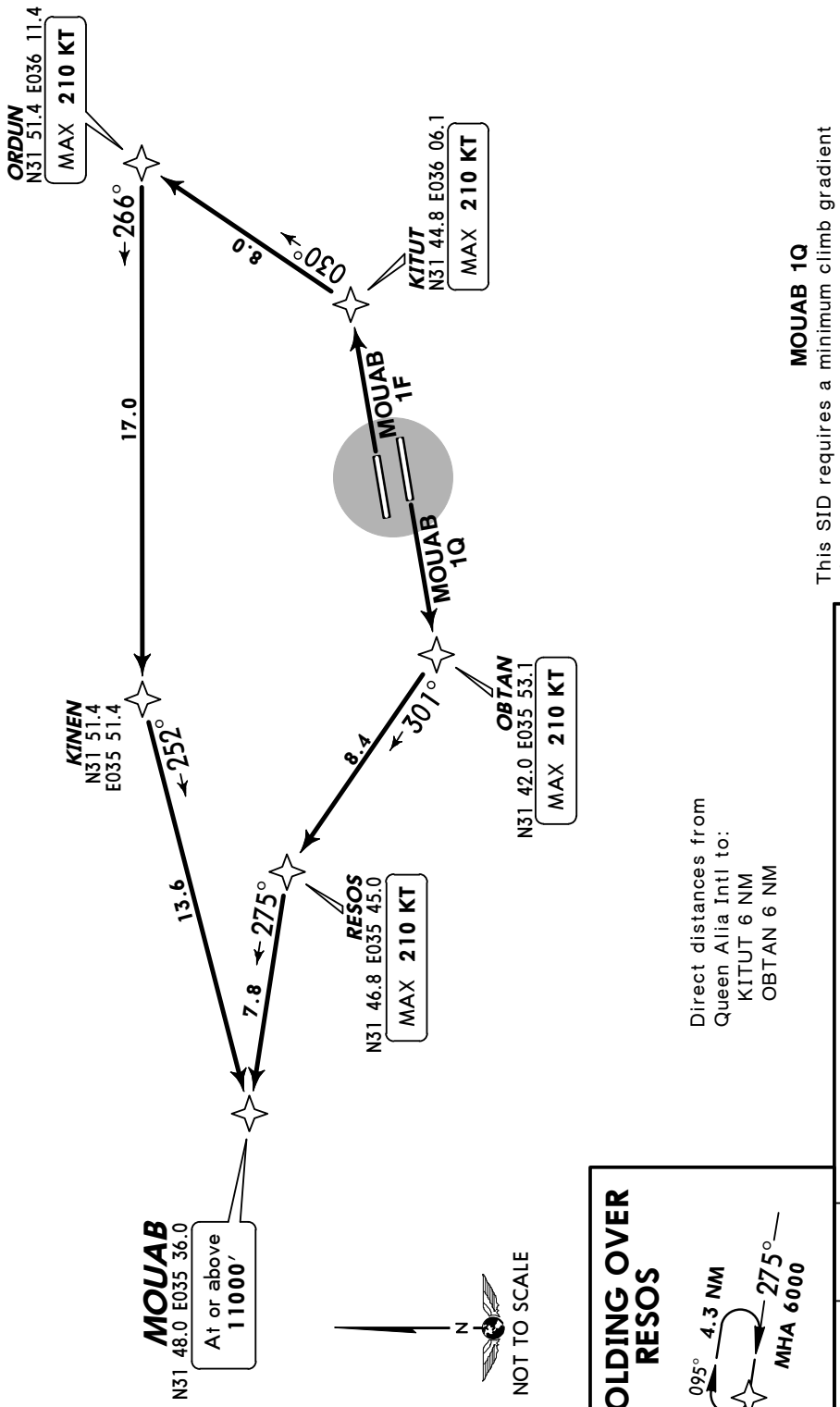
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

MOUAB 1F *[MOUA1F]*
MOUAB 1Q *[MOUA1Q]*
RWYS 08L, 26L RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



Direct distances from
Queen Alia Intl to:
KITUT 6 NM
OBTAN 6 NM

MOUAB 1Q

This SID requires a minimum climb gradient of 419′ per NM (6.9%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
419′ per NM	524	698	1048	1397	1746	2095

If unable to comply advice ATC.

SID	RWY	ROUTING
MOUAB 1F	08L	Climb direct to KITUT, turn LEFT, 030° track to ORDUN, turn LEFT, 266° track to KINEN, turn LEFT, 252° track to MOUAB.
MOUAB 1Q	26L	Climb direct to OBTAN, turn RIGHT, 301° track to RESOS, turn LEFT, 275° track to MOUAB.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3N) Eff 12 Dec

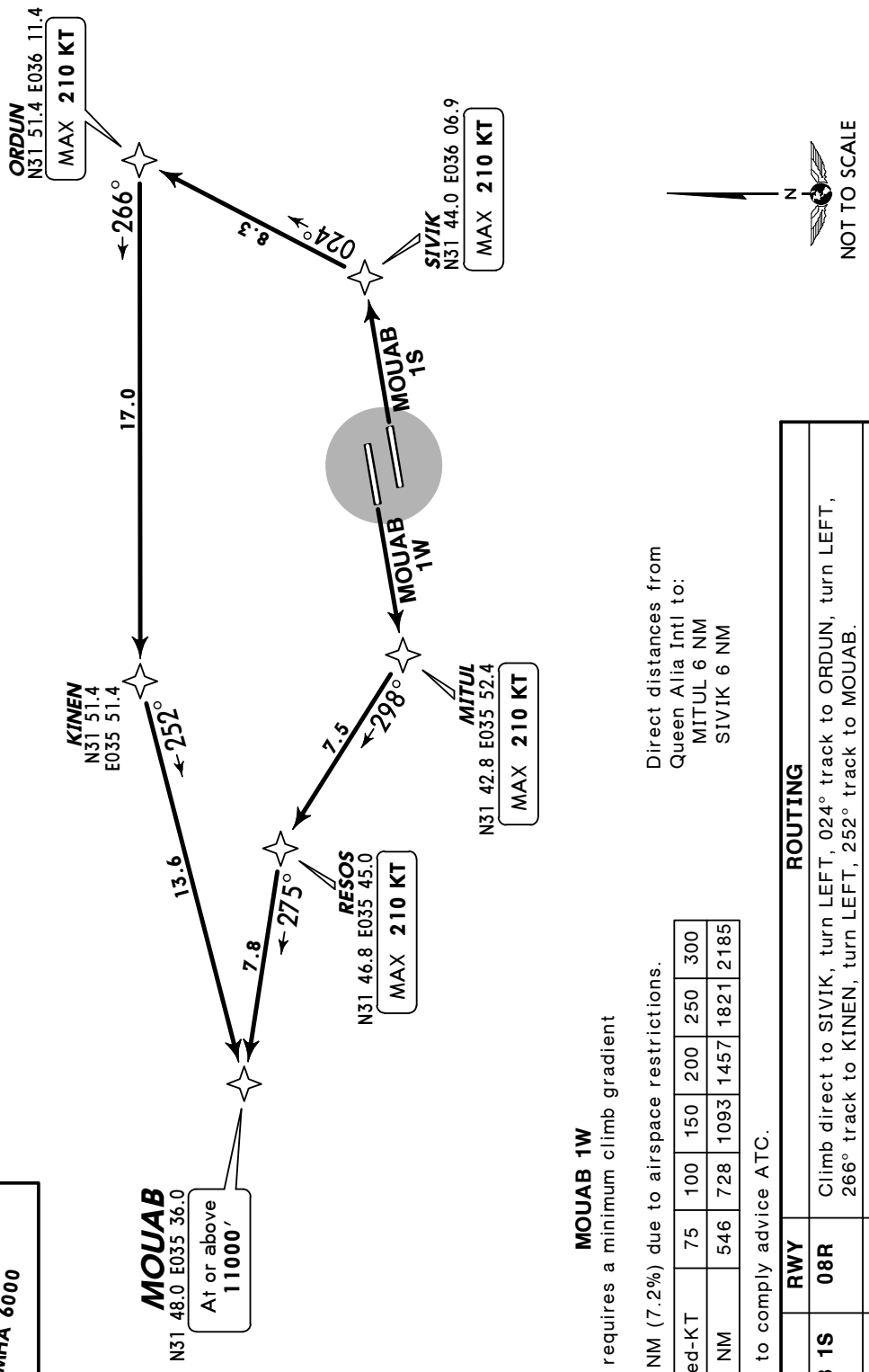
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

MOUAB 1S *[MOUA1S]*
MOUAB 1W *[MOUA1W]*
RWYS 08R, 26R RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



Direct distances from
Queen Alia Intl to:
MITUL 6 NM
SIVIK 6 NM

MOUAB 1W
This SID requires a minimum climb gradient of
437′ per NM (7.2%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
437′ per NM	546	728	1093	1457	1821	2185

If unable to comply advice ATC.

HOLDING OVER RESOS
095° 4.3 NM 275°
MHA 6000

SID	RWY	ROUTING
MOUAB 1S	08R	Climb direct to SIVIK, turn LEFT, 024° track to ORDUN, turn LEFT, 266° track to KINEN, turn LEFT, 252° track to MOUAB.
MOUAB 1W	26R	Climb direct to MITUL, turn RIGHT, 298° track to RESOS, turn LEFT, 275° track to MOUAB.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (20-3P) Eff 12 Dec

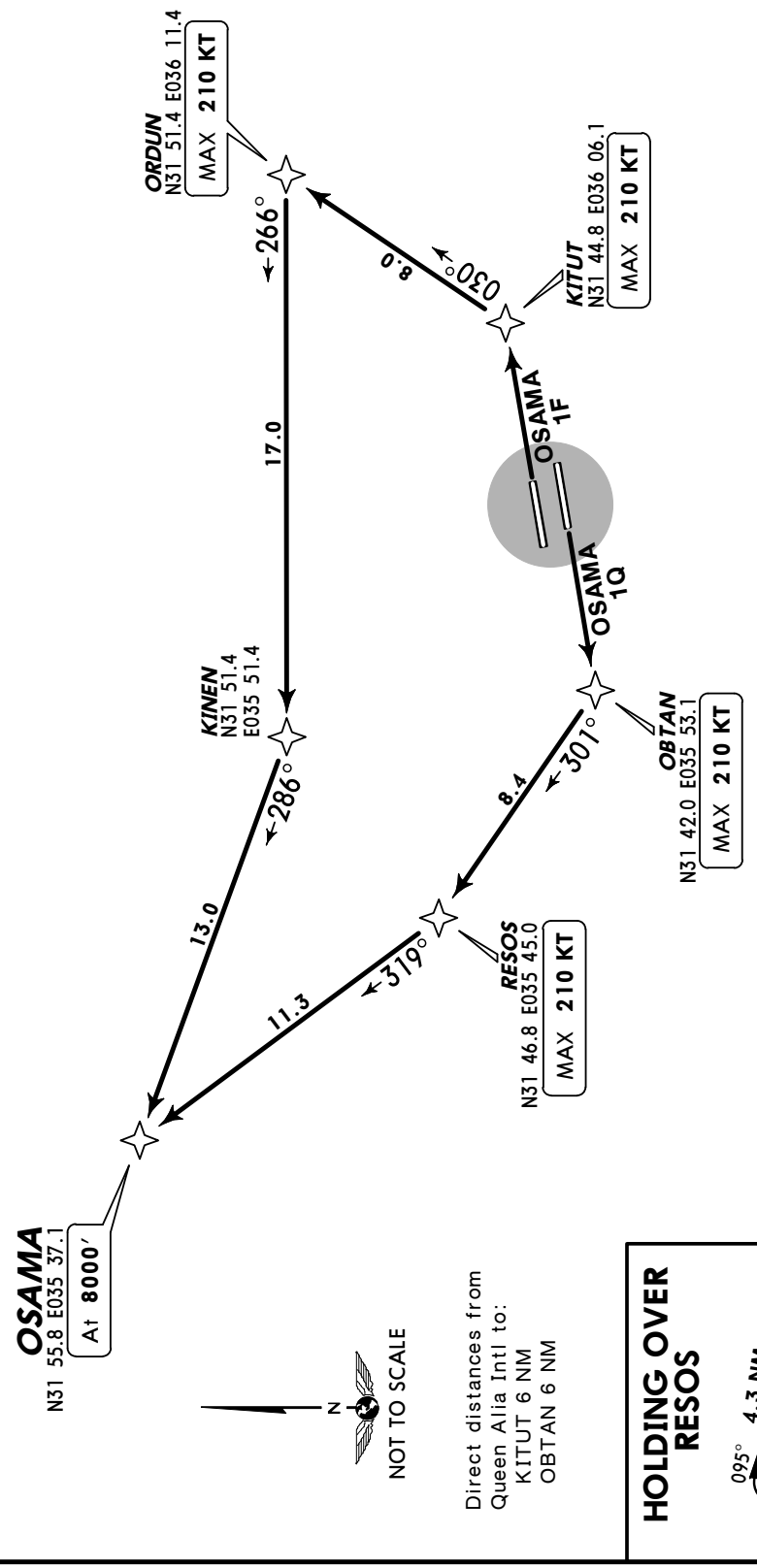
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

4900′ MSA ARP

OSAMA 1F *[OSAM1F]*
OSAMA 1Q *[OSAM1Q]*
RWYS 08L, 26L RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



OSAMA 1Q
This SID requires a minimum climb gradient of 237′ per NM (3.9%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	593	790	988	1185

If unable to comply advice ATC.

SID	RWY	ROUTING
OSAMA 1F	08L	Climb direct to KITUT, turn LEFT, 030° track to ORDUN, turn LEFT, 266° track to KINEN, turn RIGHT, 286° track to OSAMA.
OSAMA 1Q	26L	Climb direct to OBTAN, turn RIGHT, 301° track to RESOS, turn RIGHT, 319° track to OSAMA.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

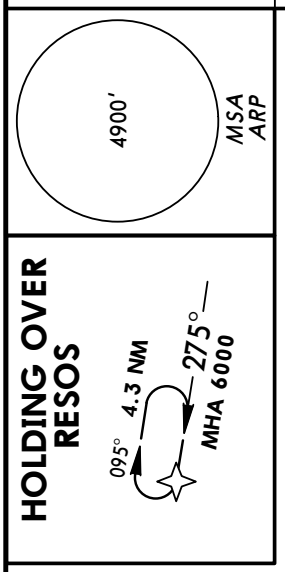
JEPPESEN
6 DEC 13 (20-3Q) Eff 12 Dec

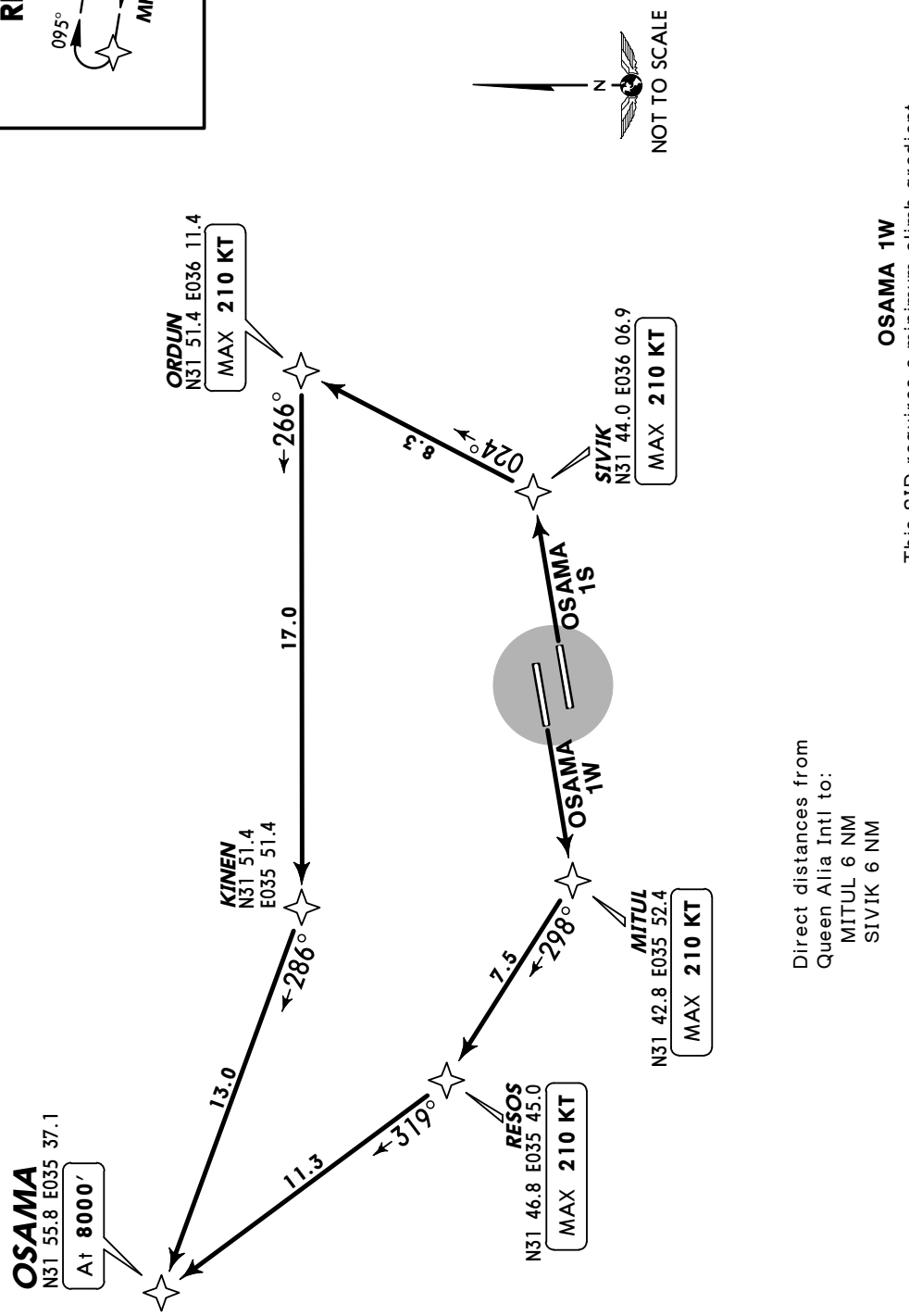
AMMAN, JORDAN
RNAV SID

Apt Elev
2395′

Trans level: FL150 Trans alt: 13000′

OSAMA 1S *[OSAM1S]*
OSAMA 1W *[OSAM1W]*
RWYS 08R, 26R RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED





Direct distances from
Queen Alia Intl to:
MITUL 6 NM
SIVIK 6 NM

OSAMA 1W

This SID requires a minimum climb gradient of
243′ per NM (4.0%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

If unable to comply advice ATC.

SID	RWY	ROUTING
OSAMA 1S	08R	Climb direct to SIVIK, turn LEFT, 024° track to ORDUN, turn LEFT, 266° track to KINEN, turn RIGHT, 286° track to OSAMA.
OSAMA 1W	26R	Climb direct to MITUL, turn RIGHT, 298° track to RESOS, turn RIGHT, 319° track to OSAMA.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

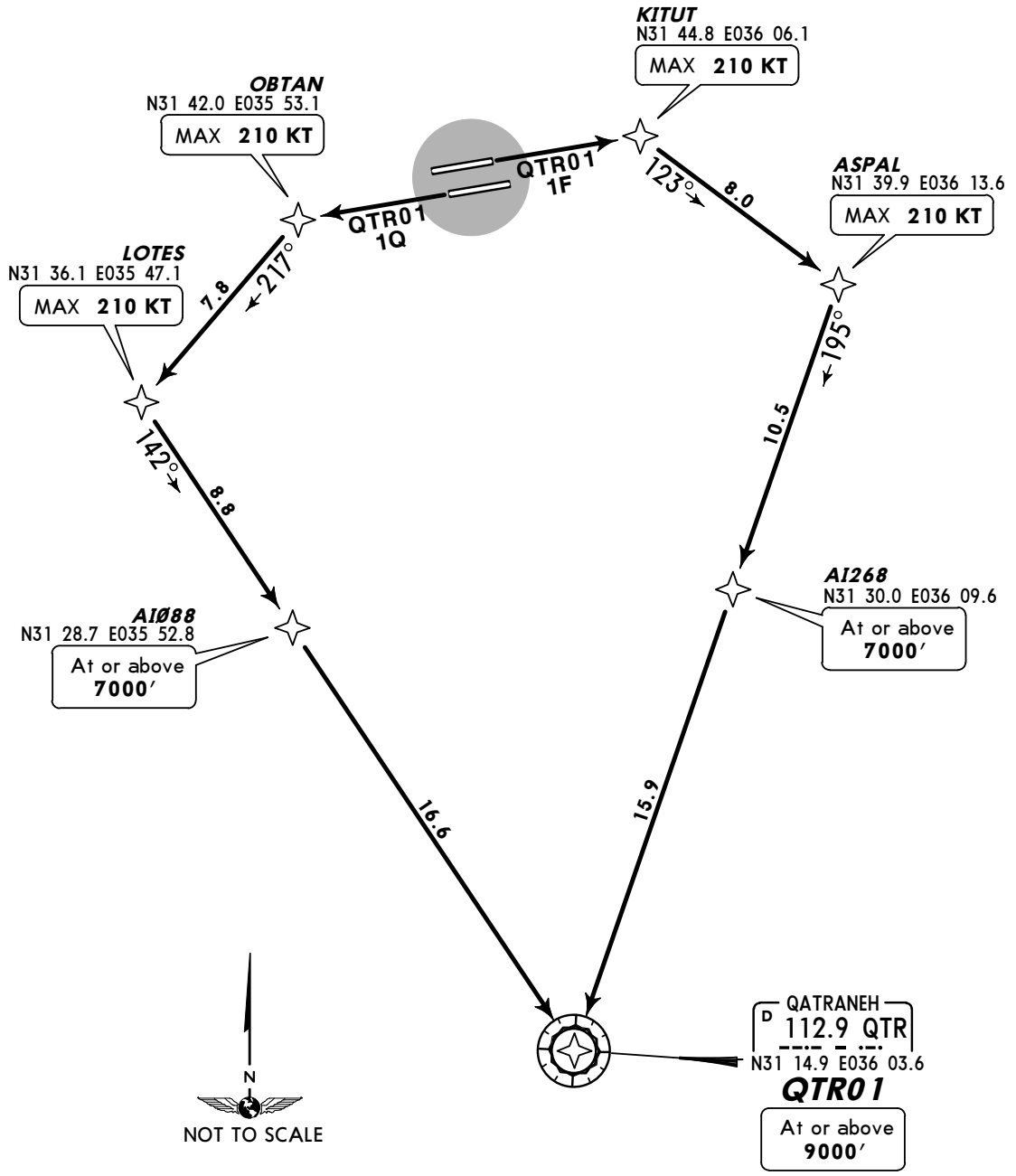
JEPPESEN
6 DEC 13 (20-3S) Eff 12 Dec

AMMAN, JORDAN
RNAV SID

Apt Elev	
2395′	Trans level: FL150 Trans alt: 13000′

4900′
MSA
ARP

QTR01 1F *[QTR01F]*
QTR01 1Q *[QTR01Q]*
RWYS 08L, 26L RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



QTR01 1Q
This SID requires a minimum climb gradient of
219′ per NM (3.6%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
219′ per NM	274	365	548	730	913	1095

If unable to comply advice ATC.

Direct distances from Queen Alia Intl to:
KITUT 6 NM
OBTAN 6 NM

SID	RWY	ROUTING
QTR01 1F	08L	Climb direct to KITUT, turn RIGHT, 123° track to ASPAL, turn RIGHT, 195° track via AI268 to QTR01.
QTR01 1Q	26L	Climb direct to OBTAN, turn LEFT, 217° track to LOTES, turn LEFT, 142° track via AI088 to QTR01.

CHANGES: New procedures at this airport.

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OJAI/AMM
QUEEN ALIA INTL

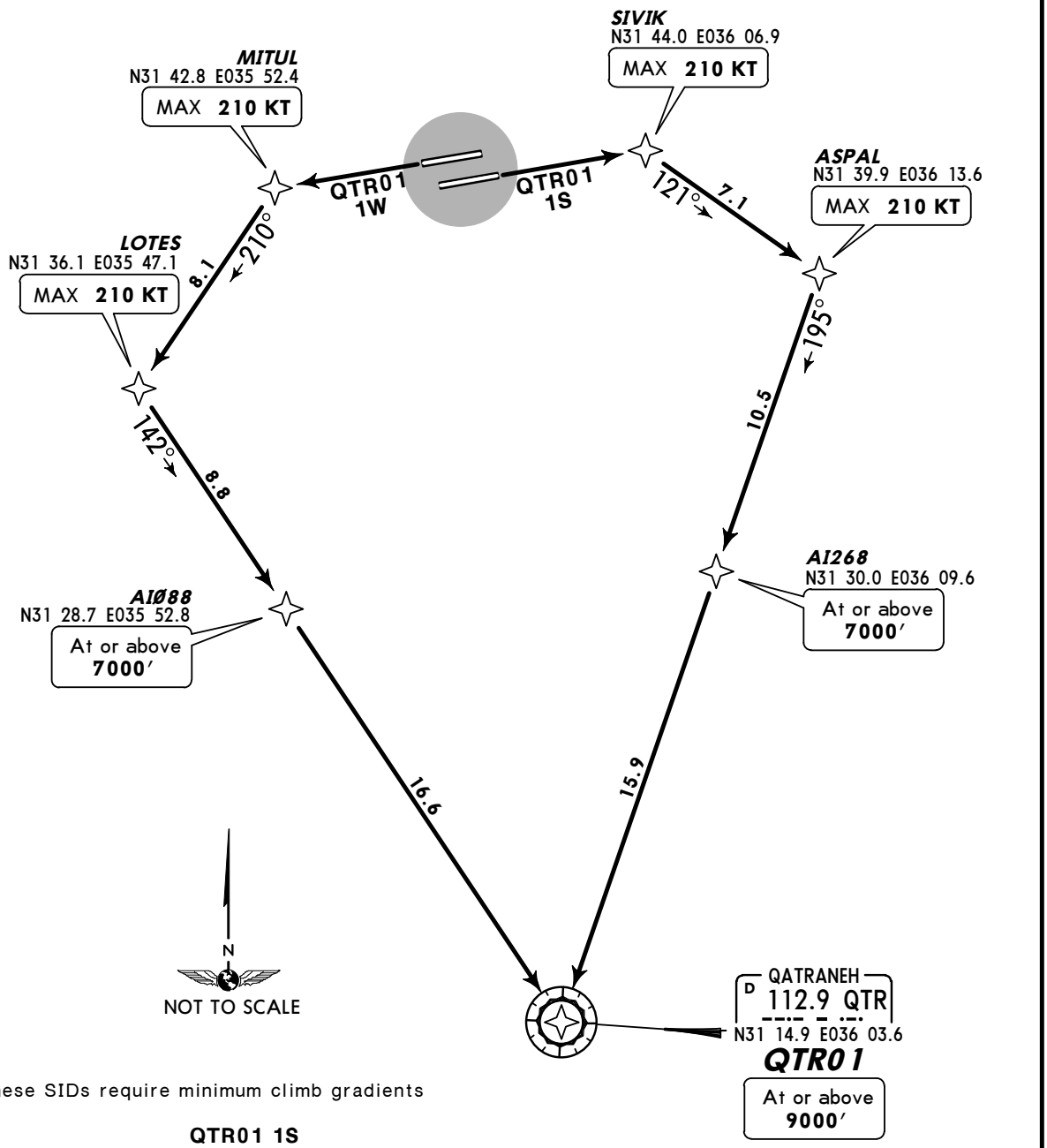
JEPPESEN
6 DEC 13 (20-3T) Eff 12 Dec

AMMAN, JORDAN
RNAV SID

Apt Elev	
2395′	Trans level: FL150 Trans alt: 13000′

4900′
MSA
ARP

QTR01 1S *[QTR01S]*
QTR01 1W *[QTR01W]*
RWYS 08R, 26R RNAV DEPARTURES
RNAV 1 (GNSS)
DME/DME NOT AUTHORIZED



These SIDs require minimum climb gradients of

QTR01 1S
212′ per NM (3.5%) due to airspace restrictions.

QTR01 1W
219′ per NM (3.6%) due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
212′ per NM	265	353	530	707	883	1060
219′ per NM	274	365	548	730	913	1095

If unable to comply advice ATC.

Direct distances from Queen Alia Intl to:
MITUL 6 NM
SIVIK 6 NM

SID	RWY	ROUTING
QTR01 1S	**08R**	Climb direct to SIVIK, turn RIGHT, 121° track to ASPAL, turn RIGHT, 195° track via AI268 to QTR01.
QTR01 1W	**26R**	Climb direct to MITUL, turn LEFT, 210° track to LOTES, turn LEFT, 142° track via AI088 to QTR01.

CHANGES: New procedures at this airport.

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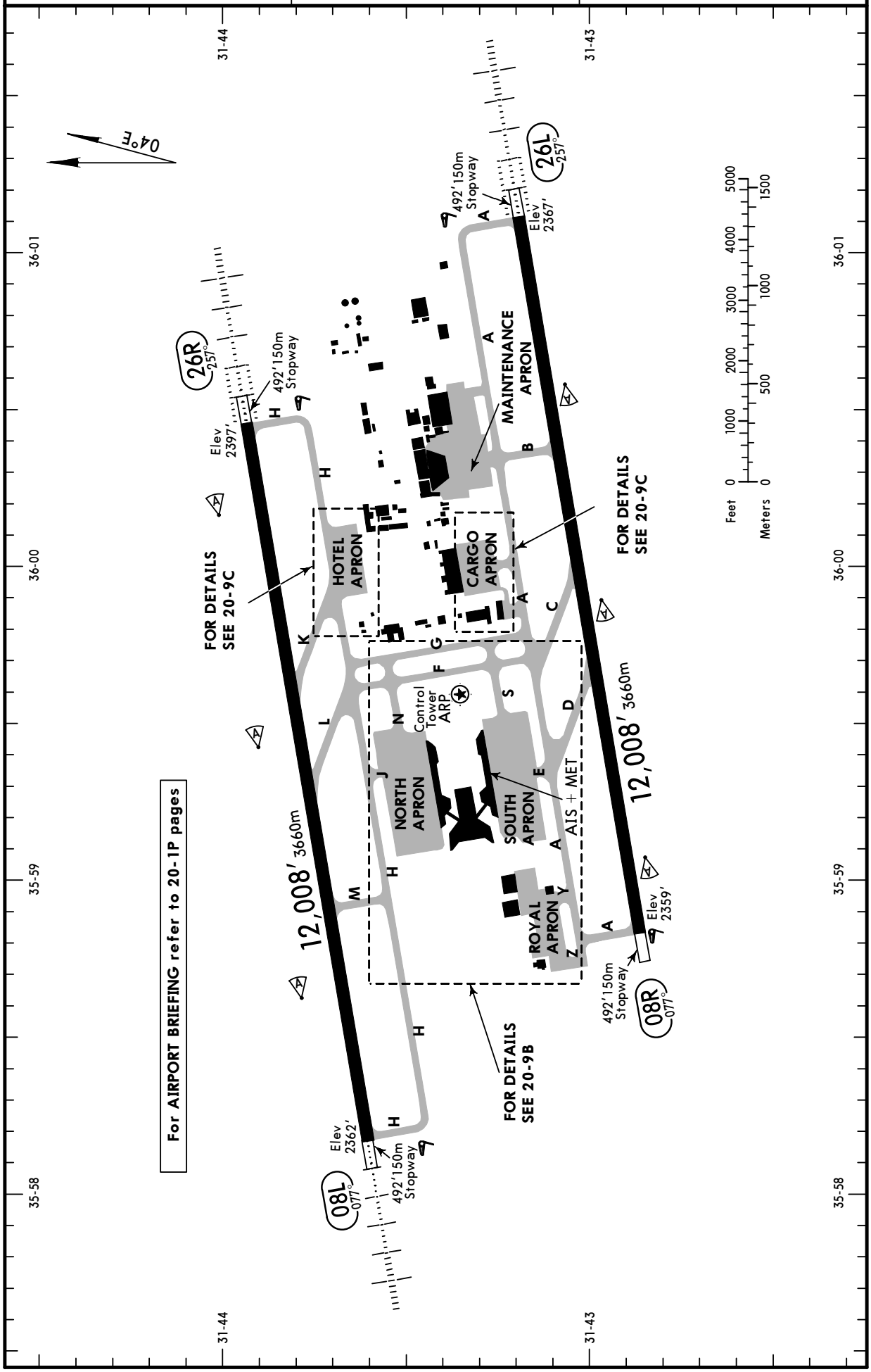
OJAI/AMM

Apt Elev **2397′**
N31 43.4 E035 59.6

JEPPESEN
7 APR 17 (20-9)

AMMAN, JORDAN
QUEEN ALIA INTL

ATIS	QUEEN ALIA Ground	Tower
127.6	121.9	119.8



CHANGES: Taxiway Y and Z.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR		10,854′ 3308m		200′ 61m
26R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR		11,036′ 3364m		
08R	HIRL (60m) CL (15m) PAPI (3.0°) RVR				200′ 61m
26L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR		10,975′ 3345m		

TAKE-OFF

	AIR CARRIER (JAA) All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A B	RVR 400m VIS 1500m	
C D	RVR 400m VIS 800m	

CHANGES: Reissue.

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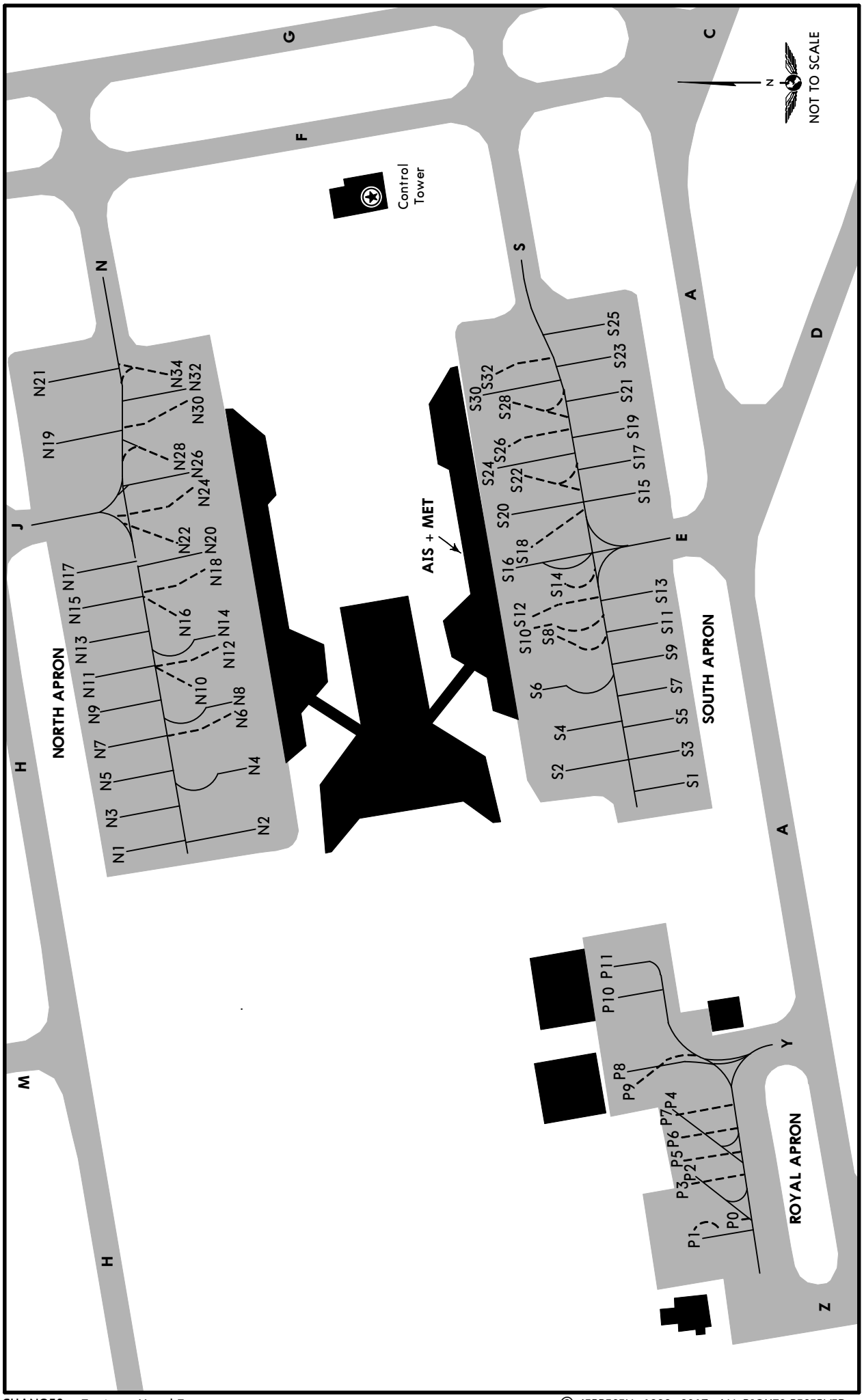
OJAI/AMM

AMMAN, JORDAN
QUEEN ALIA INTL



CHANGES: Taxiway Y and Z.

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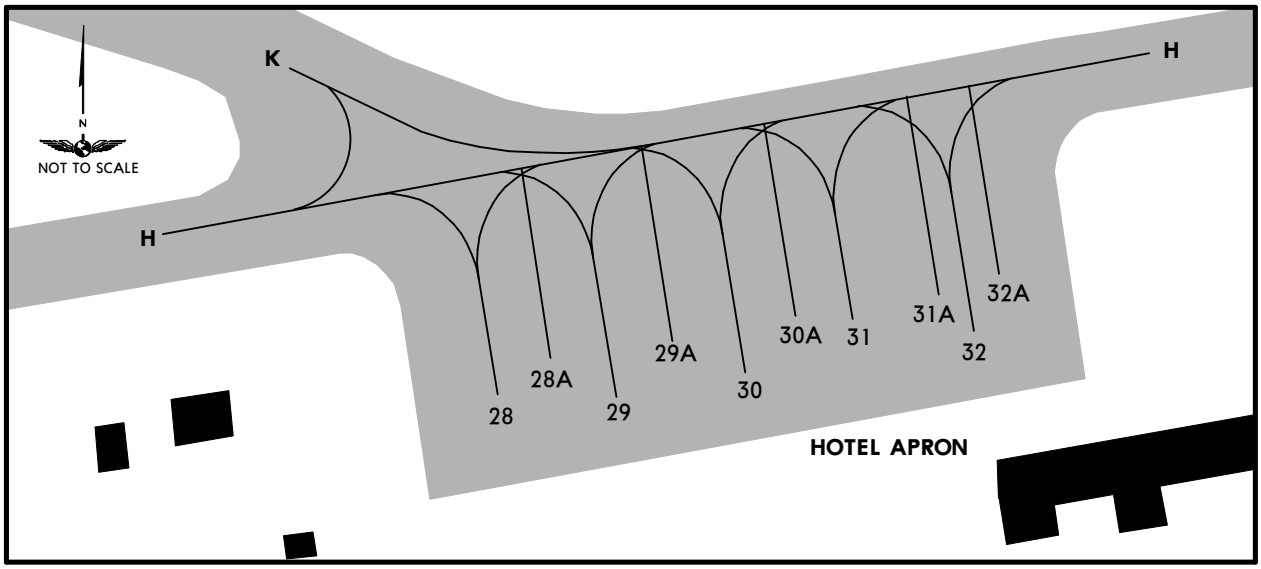
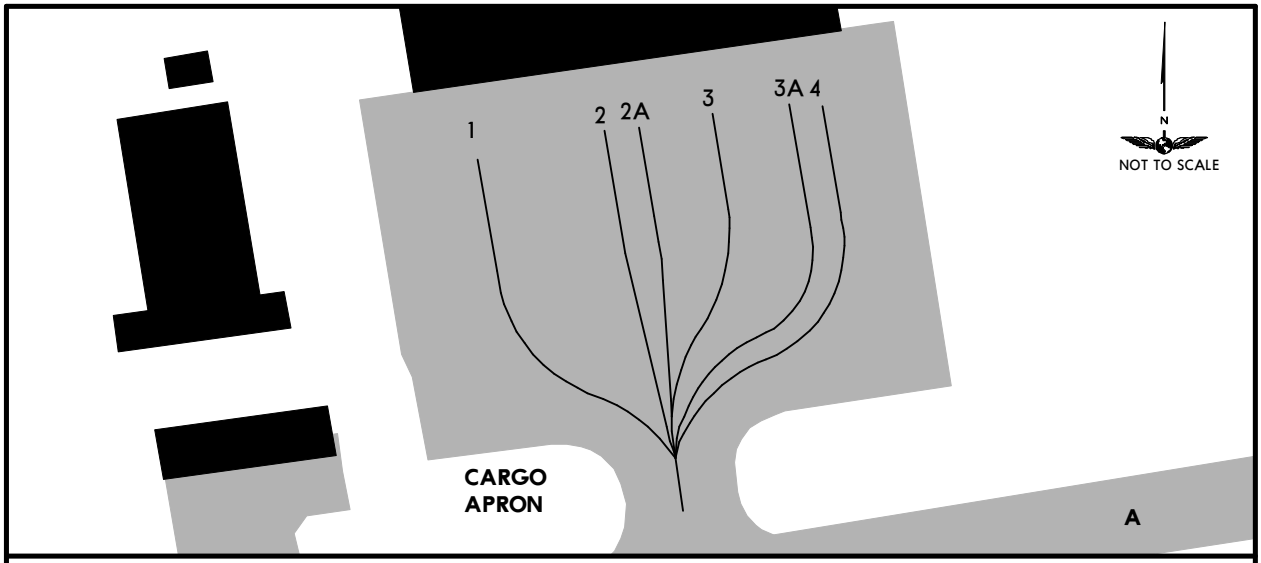
OJAI/AMM

JEPPESEN
7 APR 17 20-9C

AMMAN, JORDAN
QUEEN ALIA INTL





CHANGES: None.

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INS COORDINATES

STAND No.	COORDINATES
North Apron	
N1	N31 43.5 E035 59.1
N2	N31 43.4 E035 59.1
N3	N31 43.5 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	N31 43.5 E035 59.2
N8	N31 43.4 E035 59.2
N9	N31 43.5 E035 59.2
N10	N31 43.4 E035 59.2
N11	N31 43.5 E035 59.2
N12	N31 43.4 E035 59.3
N13	N31 43.5 E035 59.3
N14	N31 43.4 E035 59.3
N15, N16	N31 43.5 E035 59.3
N17	N31 43.6 E035 59.3
N18	N31 43.4 E035 59.3
N19	N31 43.6 E035 59.4
N20	N31 43.4 E035 59.3
N21	N31 43.6 E035 59.4
N22	N31 43.5 E035 59.3
N24 thru N28	N31 43.5 E035 59.4
N30 thru 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	N31 43.1 E035 59.3
S12	N31 43.3 E035 59.3
S13	N31 43.1 E035 59.3
S14	N31 43.3 E035 59.4
S15 thru S19	N31 43.2 E035 59.4
S20	N31 43.3 E035 59.4
S21, S23	N31 43.2 E035 59.5
S24	N31 43.3 E035 59.4
S25	N31 43.2 E035 59.5
S26	N31 43.3 E035 59.4
S28 thru S32	N31 43.3 E035 59.5
Royal Apron	
P0 thru P3	N31 43.1 E035 58.8
P4 thru P7	N31 43.1 E035 58.9
P8, P9	N31 43.2 E035 58.9
P10, P11	N31 43.2 E035 59.0

STAND No.	COORDINATES
Hotel Apron	
28	N31 43.6 E035 59.9
28A thru 30	N31 43.6 E036 00.0
30A	N31 43.7 E036 00.0
31 thru 32A	N31 43.7 E036 00.1
Cargo Apron	
1	N31 43.3 E035 59.9
2 thru 3A	N31 43.3 E036 00.0
4	N31 43.3 E036 00.1

CHANGES: New page.

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OJAI/AMM

JEPPESEN

6 DEC 13 20-9S Eff 12 Dec

Standard

AMMAN, JORDAN
QUEEN ALIA INTL

STRAIGHT-IN RWY		A	B	C	D
08L	ILS	**2612**′(250′)	**2612**′(250′)	**2612**′(250′)	**2612**′(250′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC ❶	**2940**′(578′)	**2940**′(578′)	**2940**′(578′)	**2940**′(578′)
		R1500m	**R1500m**	**R1900m**	**R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	RNAV (LNAV/VNAV)	**2720**′(358′)	**2720**′(358′)	**2720**′(358′)	**2720**′(358′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNAV (LNAV) ❶	**2760**′(398′)	**2760**′(398′)	**2760**′(398′)	**2760**′(398′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**2960**′(598′)	**2960**′(598′)	**2960**′(598′)	**2960**′(598′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	ALS out	R1500m	R1500m	C2400m	C2400m
08R	RNAV (LNAV/VNAV)	**2810**′(451′)	**2810**′(451′)	**2810**′(451′)	**2810**′(451′)
		R1500m	**R1500m**	**C2100m**	**C2100m**
	RNAV (LNAV) ❶	**2780**′(421′)	**2780**′(421′)	**2780**′(421′)	**2780**′(421′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	NDB ❶	**2960**′(601′)	**2960**′(601′)	**2960**′(601′)	**2960**′(601′)
		R1500m	**R1500m**	**C2800m**	**C2800m**
26L	CAT 2 ILS	**2507**′(140′)	**2507**′(140′)	**2507**′(140′)	**2507**′(140′)
		RA142′R400m	**RA142′R400m**	**RA142′R400m**	**RA142′R400m**
	ILS	**2567**′(200′)	**2567**′(200′)	**2567**′(200′)	**2565**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**2670**′(303′)	**2670**′(303′)	**2670**′(303′)	**2670**′(303′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNAV (LNAV/VNAV)	**2690**′(323′)	**2710**′(343′)	**2710**′(343′)	**2710**′(343′)
		R800m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNAV (LNAV) ❶	**2740**′(373′)	**2740**′(373′)	**2740**′(373′)	**2740**′(373′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ❶	**2870**′(503′)	**2870**′(503′)	**2870**′(503′)	**2870**′(503′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
26R	ILS	**2607**′(210′)	**2607**′(210′)	**2607**′(210′)	**2607**′(210′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**2650**′(253′)	**2650**′(253′)	**2650**′(253′)	**2650**′(253′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1300m	R1300m	R1300m	R1300m
	RNAV (LNAV/VNAV)	**2780**′(383′)	**2800**′(403′)	**2820**′(423′)	**2820**′(423′)
		R1100m	**R1200m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV) ❶	**2760**′(363′)	**2760**′(363′)	**2760**′(363′)	**2760**′(363′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	3500′(1103′)	**3500**′(1103′)	**3500**′(1103′)	**3500**′(1103′)
After RNAV	**3020**′(623′)	**3020**′(623′)	**3210**′(813′)	**3400**′(1003′)
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 08L/R, 26L/R

	RCLM (DAY only) or RL	NIL (DAY only)
A B	RVR 400m VIS 1500m	RVR 500m VIS 1500m
C D	RVR 400m VIS 800m	RVR 500m VIS 800m

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (21-1) Eff 12 Dec

AMMAN, JORDAN
ILS or NDB Rwy 08L

BRIEFING STRIP ™

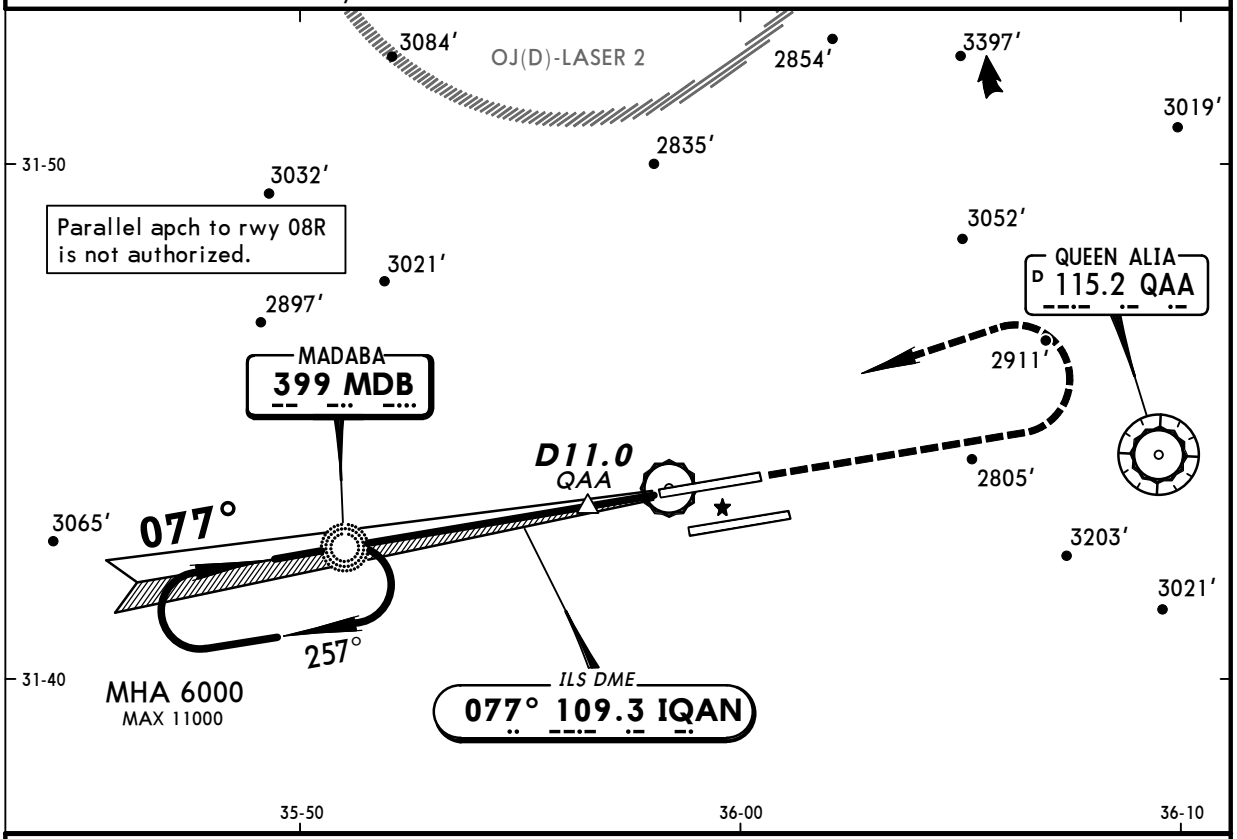
ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

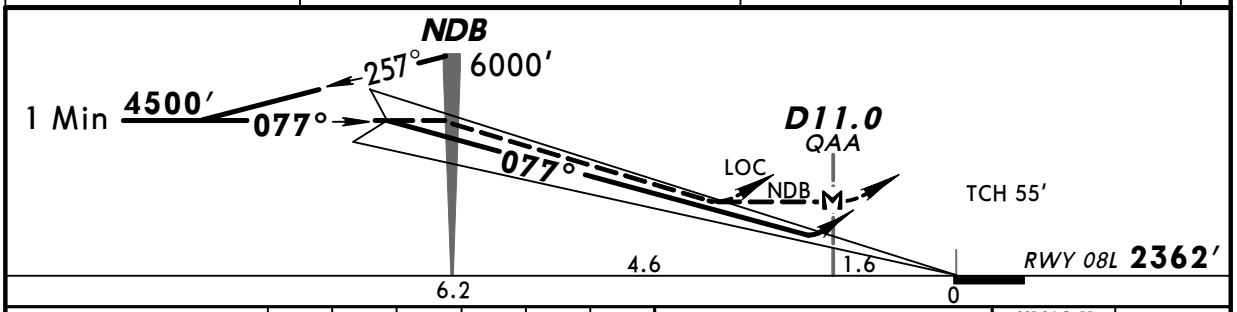
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2397′
IQAN 109.3	077°	No alt published	2612′ (250′)	RWY 2362′
NDB MDB 399		Minimum Alt NDB 4500′ (2138′)	NDB MDA(H) 2960′ (598′)	

4900′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then turn LEFT to NDB maintaining 5000′, contact ATC.

Alt Set: hPa | Rwy Elev: 84 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	743	849
NDB: MAP at D11.0 QAA						

HIALS-II PAPI PAPI 5000′

PANS OPS

	STRAIGHT-IN LANDING RWY 08L							CIRCLE-TO-LAND	
	ILS DA(H) 2612′(250′)			LOC (GS out) MDA(H) 2940′(578′)		NDB MDA(H) 2960′(598′)			
	FULL	TDZ or CL out	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	100	3500′(1103′)2000m
B								135	3500′(1103′)2400m
C				RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	180	3500′(1103′)4800m
D				2000m	2800m	2400m	2800m	205	

CHANGES: Procedure title. Apt elev. Rwy elev.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13
Eff 12 Dec
21-2

AMMAN, JORDAN
ILS or VOR Rwy 26L

BRIEFING STRIP ™

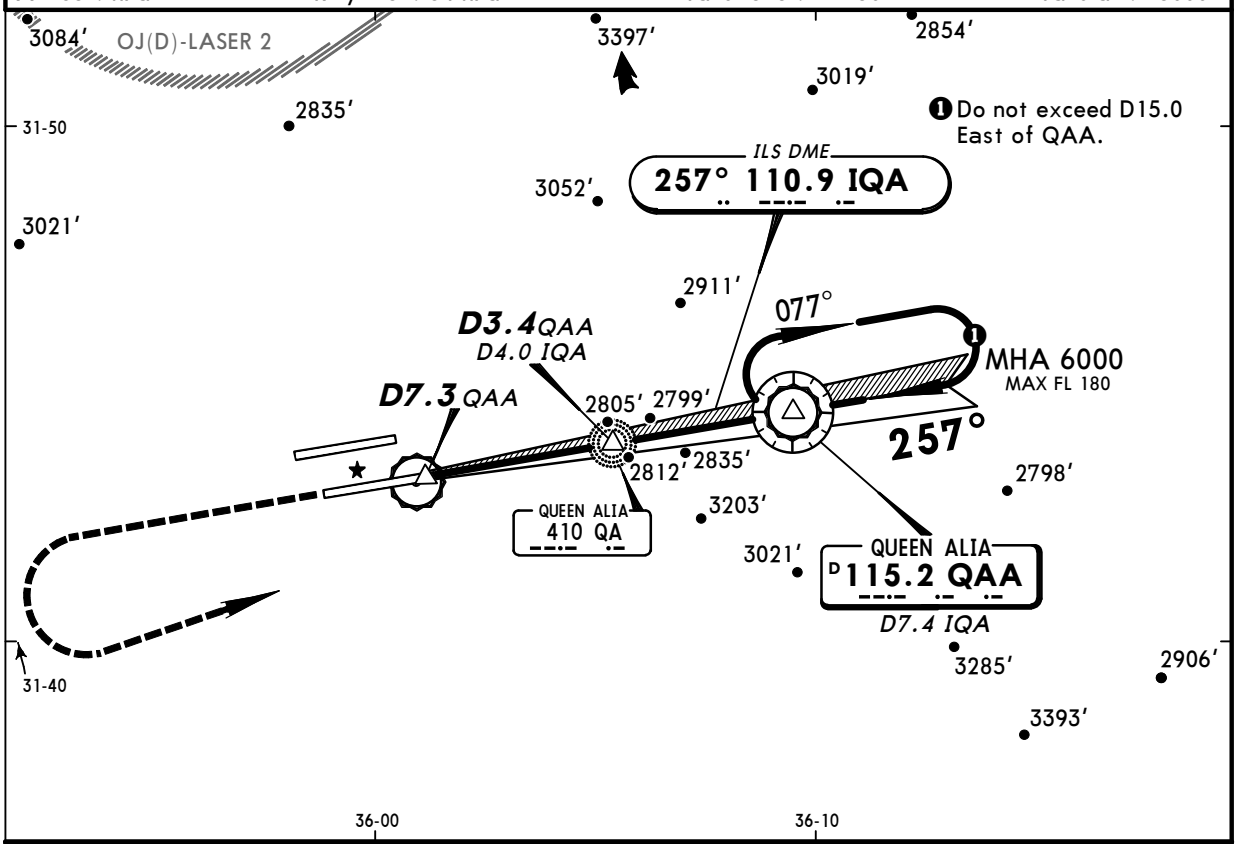
ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

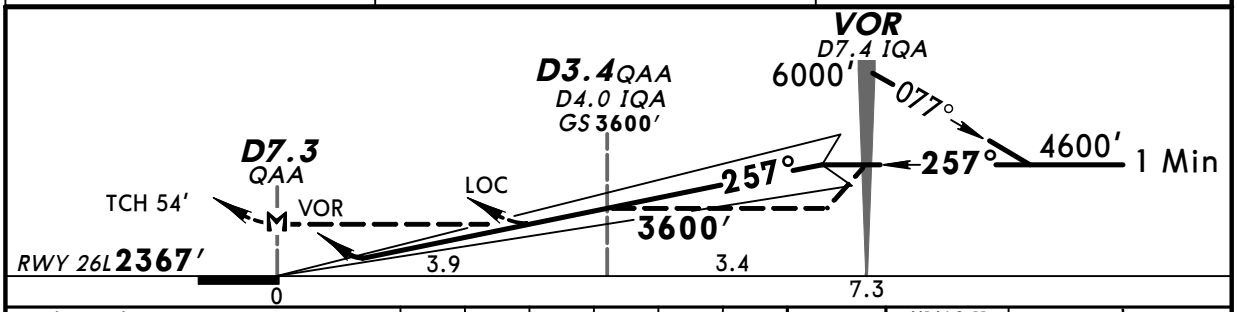
LOC IQA 110.9	Final Apch Crs 257°	GS/ Minimum Alt D3.4 QAA 3600′ (1233′)	ILS DA(H) 2567′ (200′)	Apt Elev 2397′
VOR QAA 115.2			VOR MDA(H) 2870′ (503′)	RWY 2367′

4900′
MSA ARP

MISSED APCH: Climb on rwy heading to 5000′, turn LEFT to VOR maintaining 5000′, contact ATC.
Turn must be contained within TMA.

Alt Set: hPa | Rwy Elev: 84 hPa | Trans level: FL 150 | Trans alt: 13000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC or VOR Descent Angle 3.00°	372	478	531	637	743	849
VOR: MAP at 7.3 QAA						

HIALS-II
PAPI PAPI
5000′ on RWY hdg

PANS OPS

STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 2567′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 2670′ (303′)	LOC ALS out	VOR MDA(H) 2870′ (503′)	VOR ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B							
C				1200m		RVR 1500m VIS 1600m	2400m
D							

CIRCLE-TO-LAND

Max Kts.	MDA(H)
100	3500′ (1103′) 2000m
135	3500′ (1103′) 2400m
180	3500′ (1103′) 4800m
205	

CHANGES: Procedure title. Apt elev. Rwy elev.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13
Eff 12 Dec
21-2A

AMMAN, JORDAN
CAT II ILS Rwy 26L

BRIEFING STRIP ™

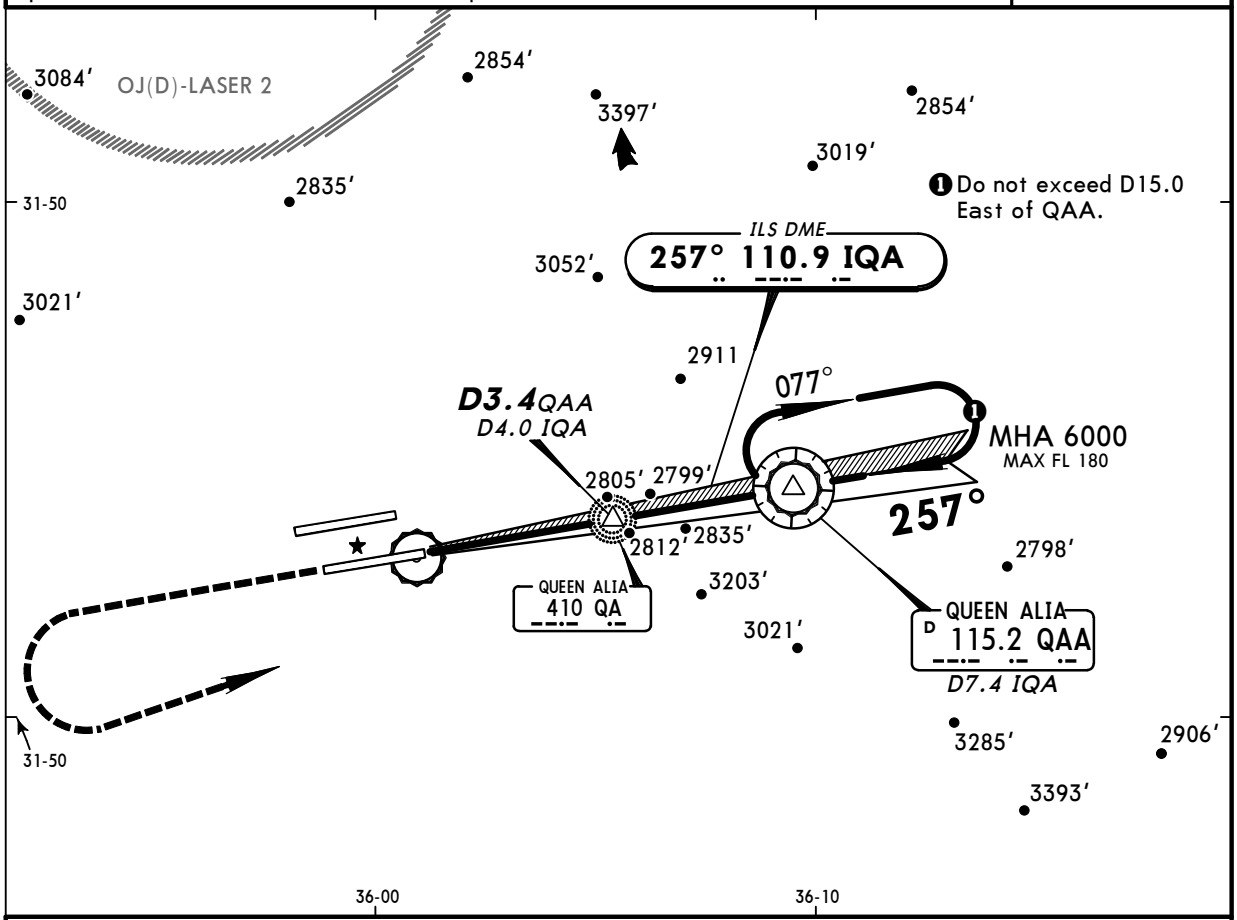
ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

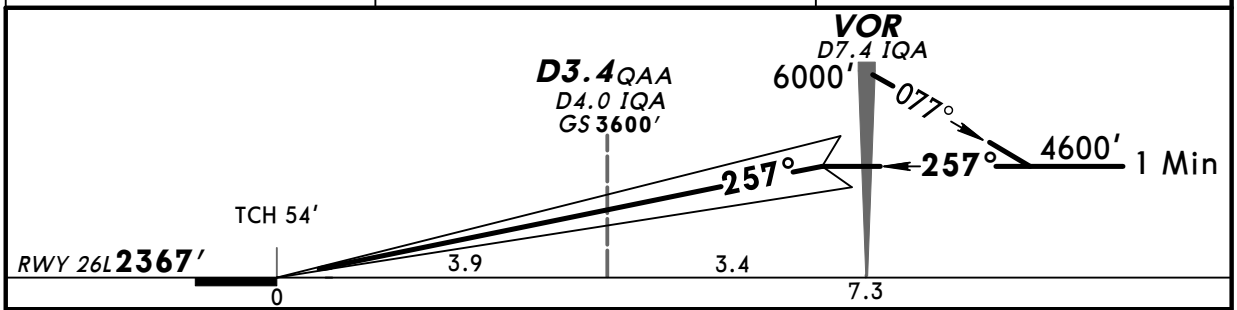
LOC	Final	GS	CAT II ILS	Apt Elev 2397′
IQA	Apch Crs	D3.4 QAA	RA 142′	RWY 2367′
110.9	257°	3600′ (1233′)	DA(H) 2507′ (140′)	

MISSED APCH: Climb on rwy heading to 5000′, turn LEFT to VOR maintaining 5000′, contact ATC.
Turn must be contained within TMA.

Alt Set: hPa Rwy Elev: 84 hPa Trans level: FL 150 Trans alt: 13000′
Special Aircrew & Acft Certification Required.

4900′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
5000′ on RWY hdg

STRAIGHT-IN LANDING RWY **26L**
CAT II ILS
ABCD
RA 142′
DA(H) **2507′** (140′)

PANS OPS

RVR *400m*

CHANGES: Procedure title. Apt elev. Rwy elev.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN
6 DEC 13 (21-3) Eff 12 Dec

AMMAN, JORDAN
ILS Rwy 26R

BRIEFING STRIP ™

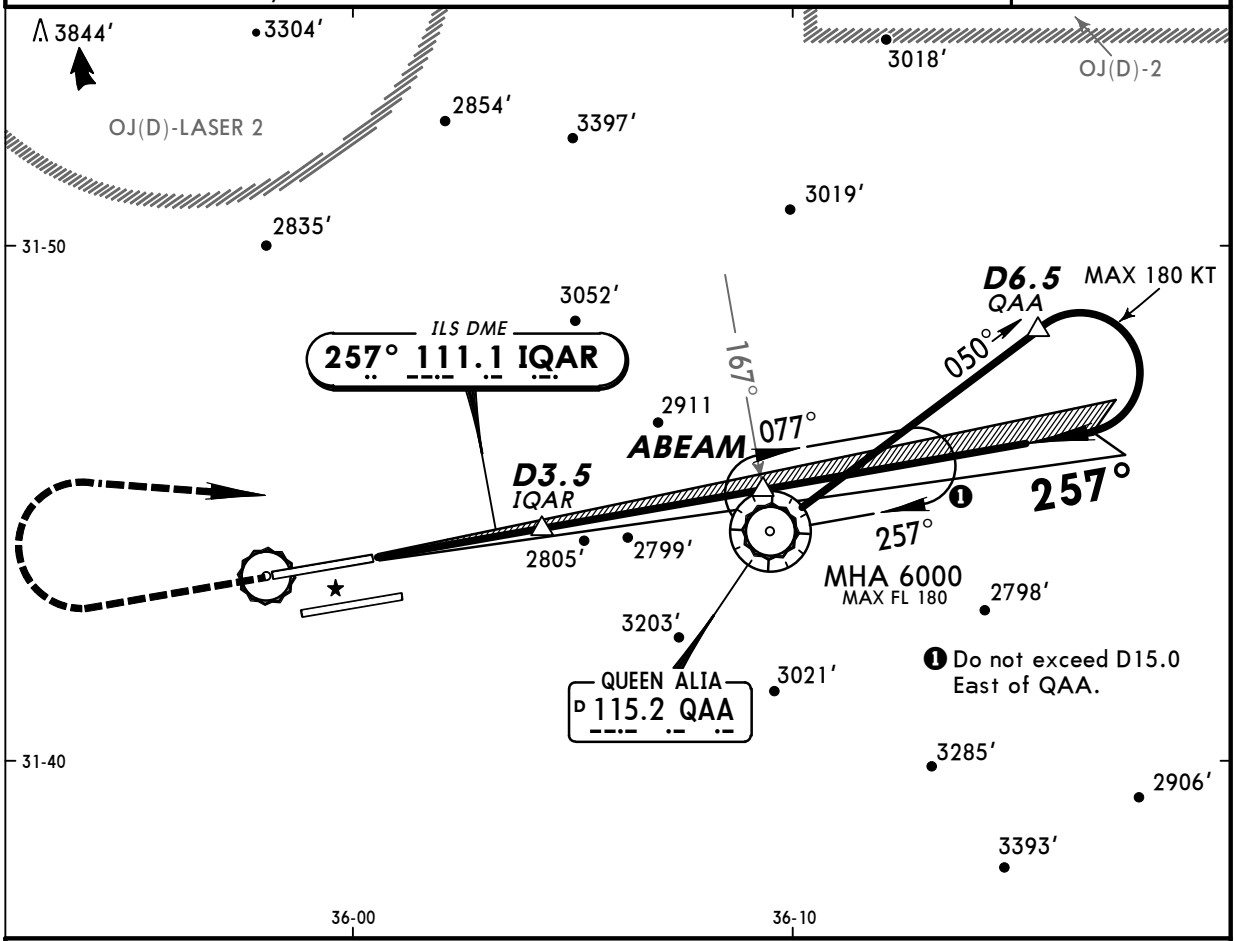
ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

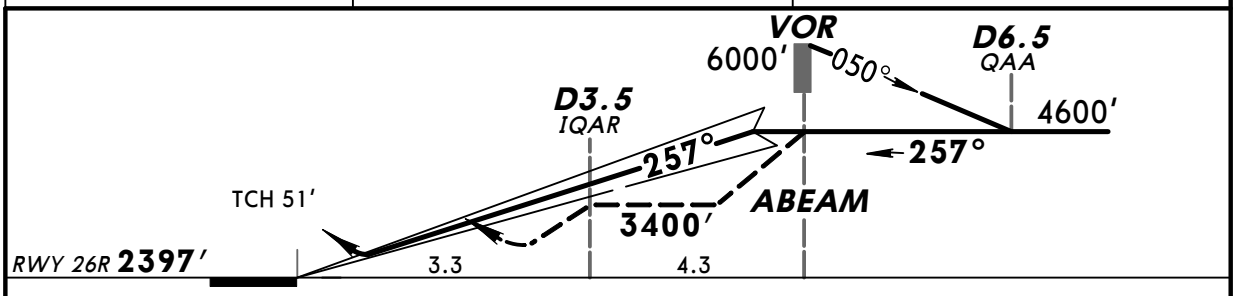
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2397′
IQAR 111.1	257°	No Altitude published	2607′ (210′)	RWY 2397′

MISSED APCH: Climb on rwy heading to 5000′, then turn RIGHT to VOR maintaining 5000′, contact ATC. MAX 180 KT.
Turn must be contained within TMA.

Alt Set: hPa | Rwy Elev: 85 hPa | Trans level: FL 150 | Trans alt: 13000′

4900′
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

180 KT MAX

5000′ on **RWY** hdg

PANS OPS

	STRAIGHT-IN LANDING RWY 26R — ILS DA(H) 2607′ (210′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 2650′ (253′)	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B					
C					
D				1200m	

CIRCLE-TO-LAND Max Kts	MDA(H)	
100	3500′ (1103′)	2000m
135	3500′ (1103′)	2400m
180	3500′ (1103′)	4800m
205		

CHANGES: Procedure title. Apt elev. Rwy elev. Missed approach.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (22-1) Eff 12 Dec

AMMAN, JORDAN
RNAV (GNSS) Rwy 08L

BRIEFING STRIP ™

ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

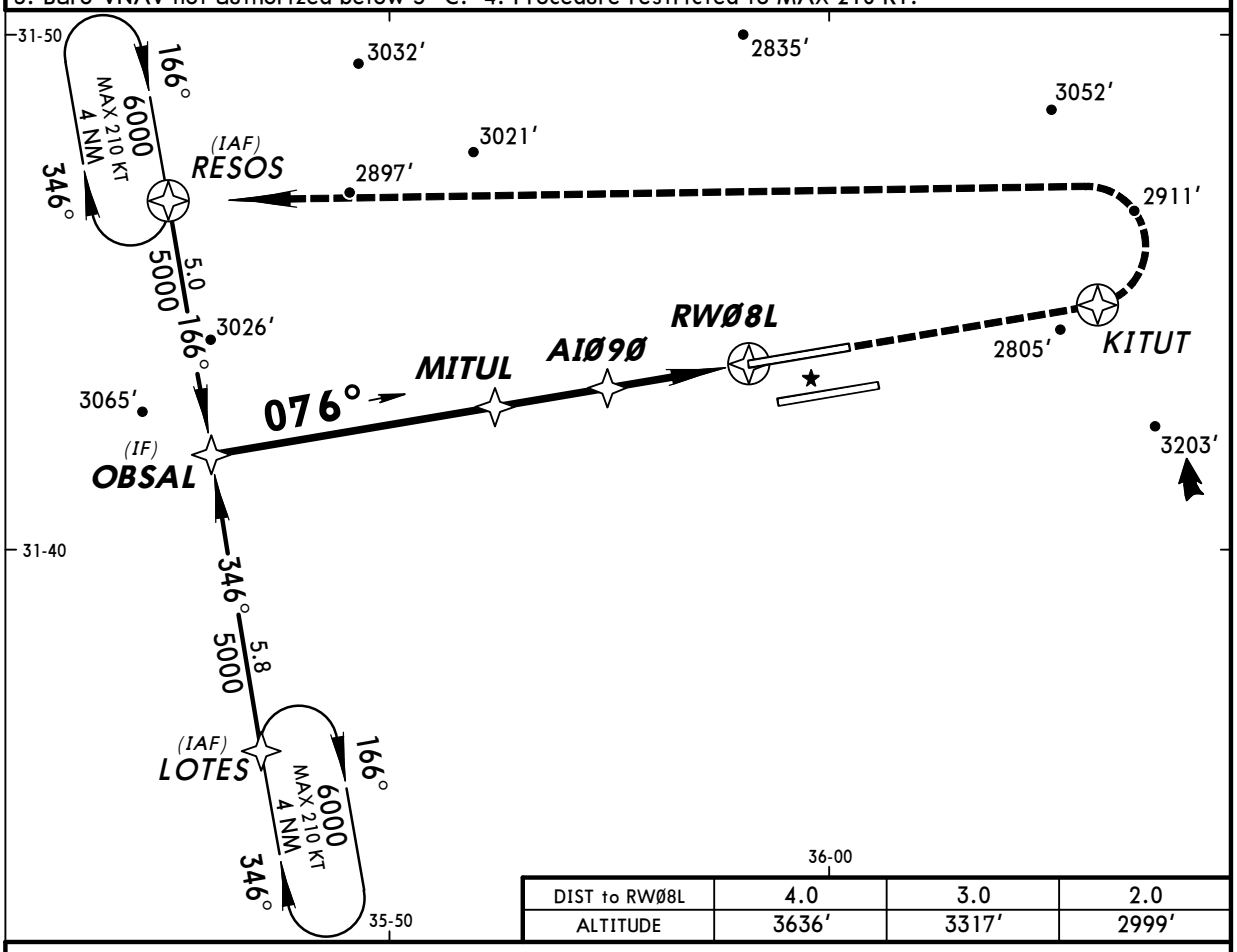
RNAV	Final Apch Crs	Minimum Alt MITUL	LNAV/VNAV DA(H)	Apt Elev 2397′ RWY 2362′
	076°	4000′ (1638′)	2720′ (358′)	

MISSED APCH: Climb to 6000′ direct to KITUT, then turn LEFT direct to RESOS and hold, or as directed. Do not turn before MAP. MAX 210 KT.

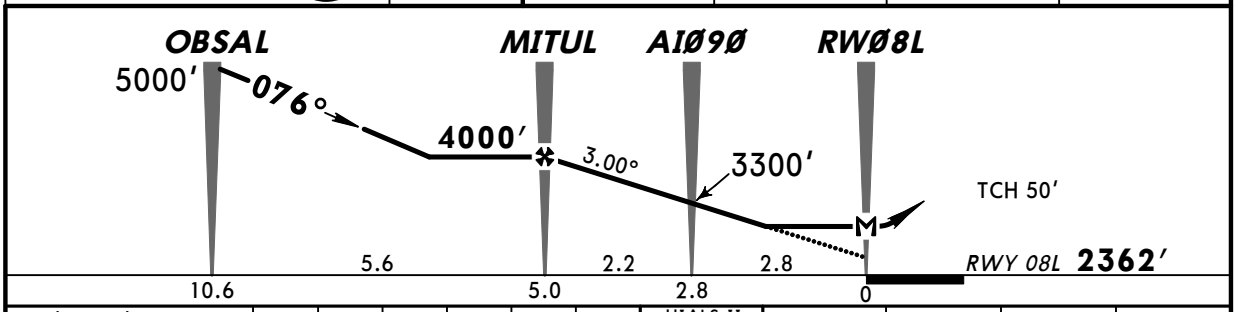
4900′ MSA ARP

Alt Set:hPa Rwy Elev: 84 hPa Trans level: FL 150 Trans alt: 13000′

1. DME/DME not authorized. 2. If local altimeter setting not received, procedure not authorized.
3. Baro-VNAV not authorized below 5° C. 4. Procedure restricted to MAX 210 KT.



DIST to RWØ8L	4.0	3.0	2.0
ALTITUDE	3636′	3317′	2999′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

HIALS-II PAPI PAPI

210KT MAX

6000′

KITUT

PANS OPS

	STRAIGHT-IN LANDING RWY 08L LNAV/VNAV DA(H) 2720′ (358′)		LNAV MDA(H) 2760′ (398′)		CIRCLE-TO-LAND Max Kts.	MDA(H)
		ALS out		ALS out		
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	3020′ (623′) 1600m
B					135	
C					180	3210′ (813′) 2400m
D	RVR 1500m VIS 1600m	2000m	RVR 1500m VIS 1600m	2000m	205	3400′ (1003′) 3600m

CHANGES: New procedure.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (22-2) Eff 12 Dec

AMMAN, JORDAN
RNAV (GNSS) Rwy 08R

BRIEFING STRIP ™

ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

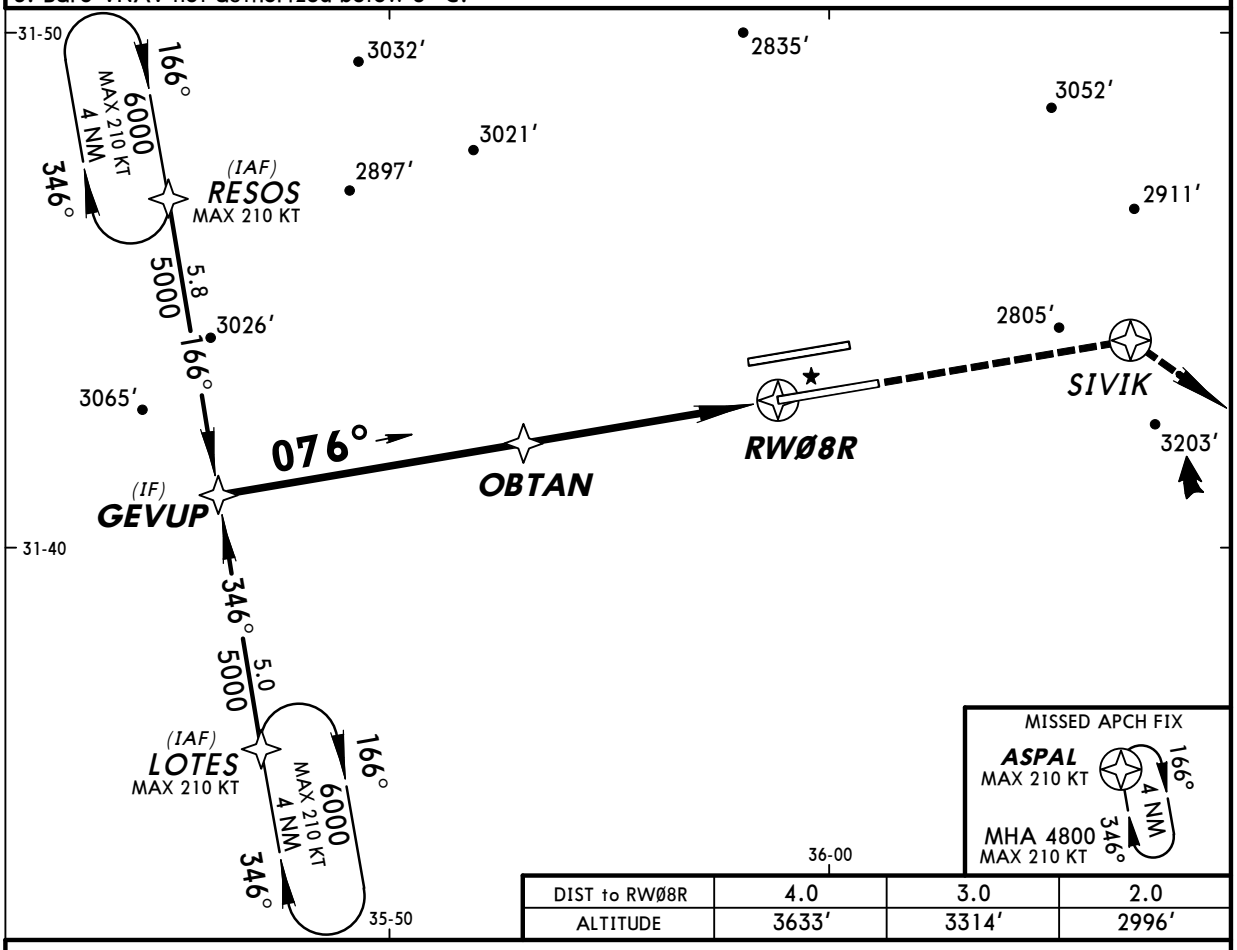
RNAV	Final Apch Crs	Minimum Alt OBTAN	LNAV MDA(H)	Apt Elev 2397′
	076°	4000′ (1641′)	2780′ (421′)	RWY 2359′

4900′ MSA ARP

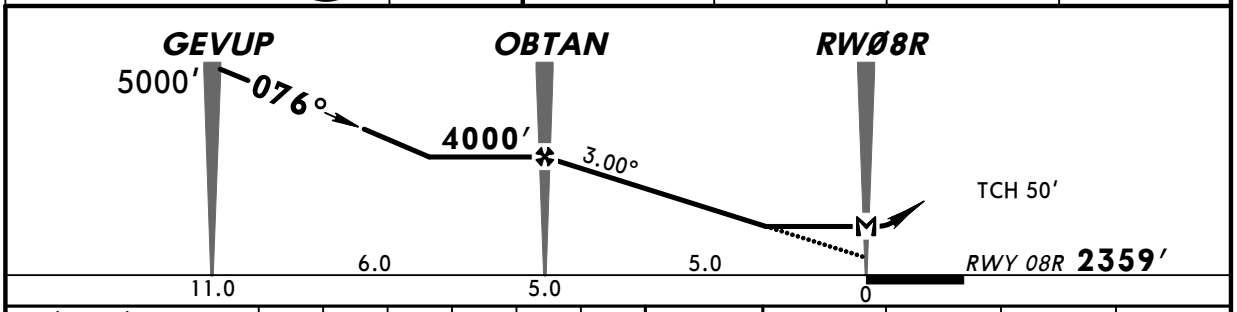
MISSED APCH: Climb to 4800′ direct to SIVIK, then turn RIGHT direct to ASPAL and hold. Continue to climb to 6000′ in holding, or as directed.
Do not turn before MAP.

Alt Set: hPa Rwy Elev: 83 hPa Trans level: FL 150 Trans alt: 13000′

1. DME/DME not authorized. 2. If local altimeter setting not received, procedure not authorized.
3. Baro-VNAV not authorized below 5° C.



DIST to RWØ8R	4.0	3.0	2.0
ALTITUDE	3633′	3314′	2996′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8R							

PAPI 4800′ SIVIK

PANS OPS

STRAIGHT-IN LANDING RWY 08R			CIRCLE-TO-LAND		
	LNAV/VNAV DA(H) 2810′ (451′)	LNAV MDA(H) 2780′ (421′)	Max Kts.	MDA(H)	
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	100	3020′ (623′)	1600m
B			135		
C	2000m	2000m	180	3210′ (813′)	2400m
D	2400m		205	3400′ (1003′)	3600m

CHANGES: New procedure.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (22-3) Eff 12 Dec

AMMAN, JORDAN
RNAV (GNSS) Rwy 26L

BRIEFING STRIP ™

ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

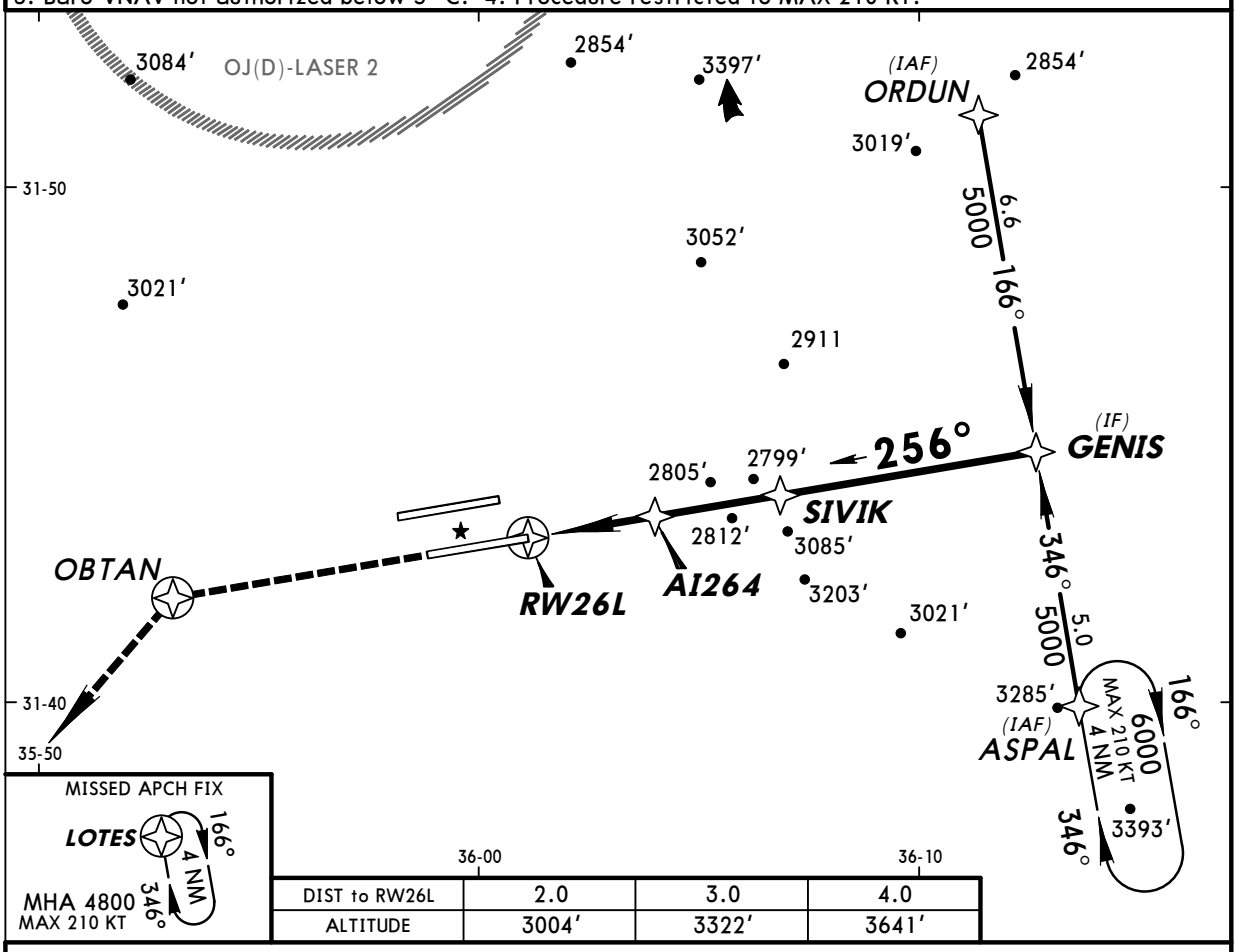
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 2397′
	256°	SIVIK 4000′ (1633′)	Refer to Minimums	RWY 2367′

MISSED APCH: Climb to 4800′ direct to OBTAN, then turn LEFT direct to LOTES and hold. Continue to climb to 6000′ in holding, or as directed.
Do not turn before MAP.

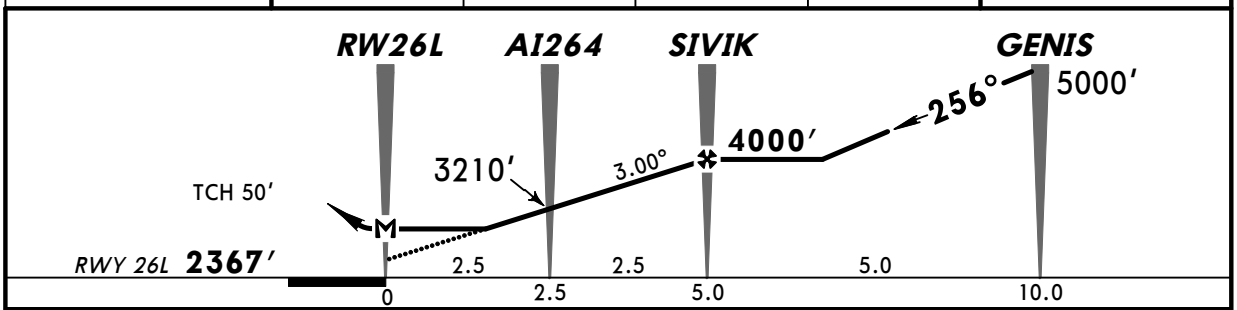
4900′ MSA ARP

Alt Set: hPa Rwy Elev: 84 hPa Trans level: FL 150 Trans alt: 13000′

1. DME/DME not authorized. 2. If local altimeter setting not received, procedure not authorized.
3. Baro-VNAV not authorized below 5° C. 4. Procedure restricted to MAX 210 KT.



DIST to RW26L	2.0	3.0	4.0
ALTITUDE	3004′	3322′	3641′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW26L							

HIALS-II PAPI PAPI 4800′ OBTAN

PANS OPS

STRAIGHT-IN LANDING RWY 26L

	LNAV/VNAV DA(H) A: 2690′ (323′) BCD: 2710′ (343′)		LNAV MDA(H) 2740′ (373′)	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C				
D	RVR 1500m VIS 1600m	2000m	RVR 1500m VIS 1600m	2000m

CIRCLE-TO-LAND

Max Kts.	MDA(H)
100	3020′ (623′) 1600m
135	
180	3210′ (813′) 2400m
205	3400′ (1003′) 3600m

CHANGES: New procedure.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (22-4) Eff 12 Dec

AMMAN, JORDAN
RNAV (GNSS) Rwy 26R

BRIEFING STRIP ™

ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

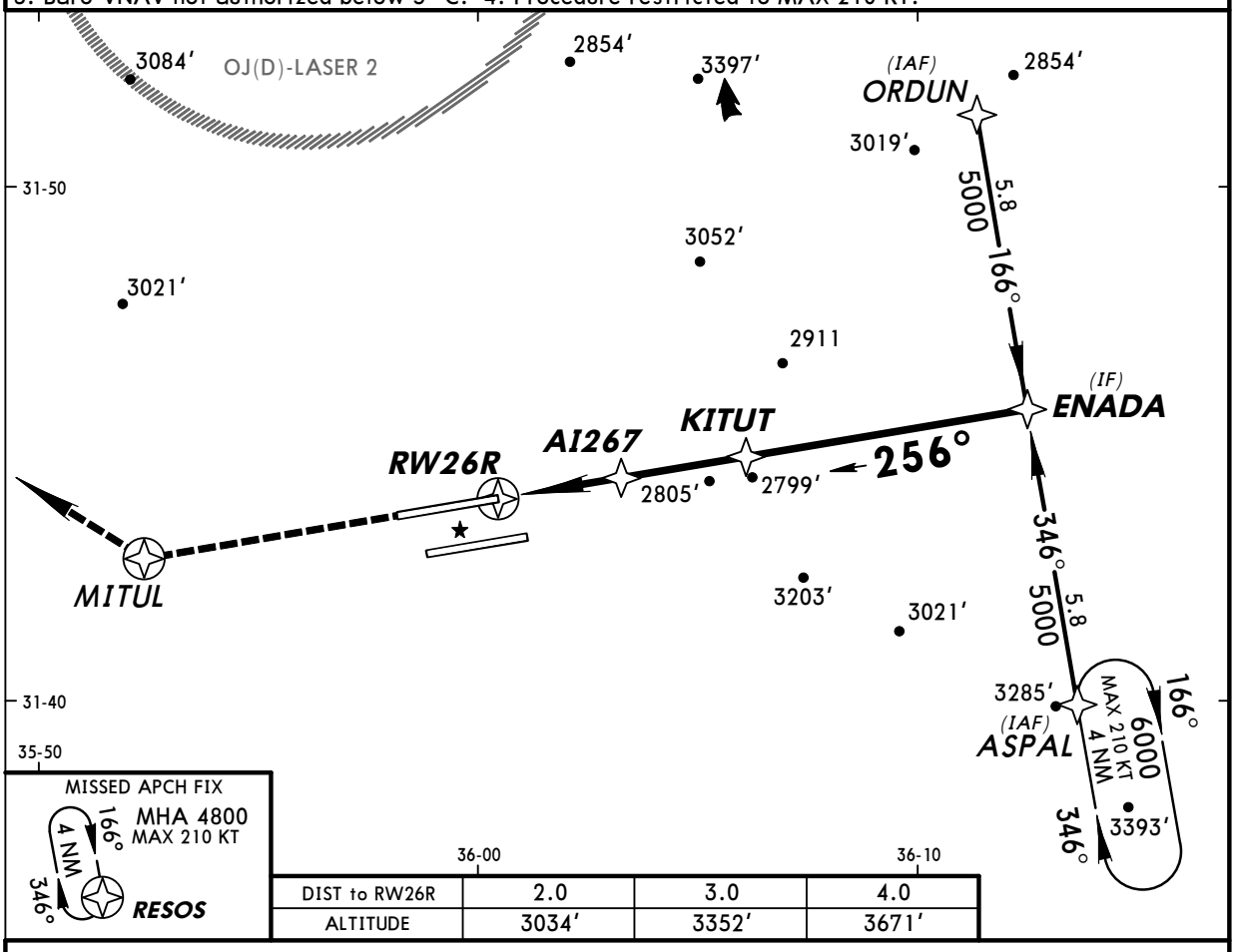
RNAV	Final Apch Crs	Minimum Alt KITUT	LNAV MDA(H)	Apt Elev 2397′
	256°	4000′ (1603′)	2760′ (363′)	RWY 2397′

MISSED APCH: Climb to 4800′ direct to MITUL, then turn RIGHT direct to RESOS and hold. Continue to climb to 6000′ in holding, or as directed.
Do not turn before MAP.

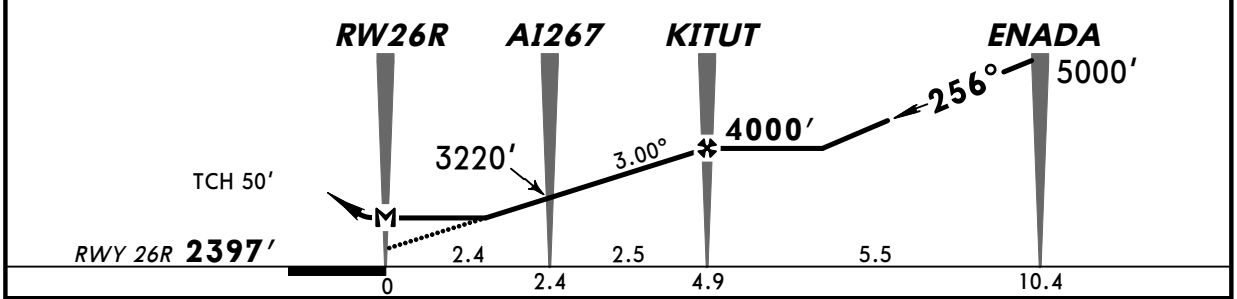
4900′ MSA ARP

Alt Set: hPa Rwy Elev: 85 hPa Trans level: FL 150 Trans alt: 13000′

1. DME/DME not authorized. 2. If local altimeter setting not received, procedure not authorized.
3. Baro-VNAV not authorized below 5° C. 4. Procedure restricted to MAX 210 KT.



DIST to RW26R	2.0	3.0	4.0
ALTITUDE	3034′	3352′	3671′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW26R							

HIALS-II PAPI PAPI 4800′ MITUL

PANS OPS

STRAIGHT-IN LANDING RWY 26R

	LNAV/VNAV DA(H)	ALS out	LNAV MDA(H)	ALS out
	A: 2780′ (383′) CD: 2820′ (423′)		B: 2800′ (403′)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C	RVR 1500m VIS 1600m	2000m		
D			RVR 1500m VIS 1600m	2000m

CIRCLE-TO-LAND

Max Kts.	MDA(H)	
100	3020′ (623′)	1600m
135		
180	3210′ (813′)	2400m
205	3400′ (1003′)	3600m

CHANGES: New procedure.

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OJAI/AMM
QUEEN ALIA INTL

JEPPESEN 6 DEC 13 (26-1) Eff 12 Dec

AMMAN, JORDAN
NDB Rwy 08R

BRIEFING STRIP ™

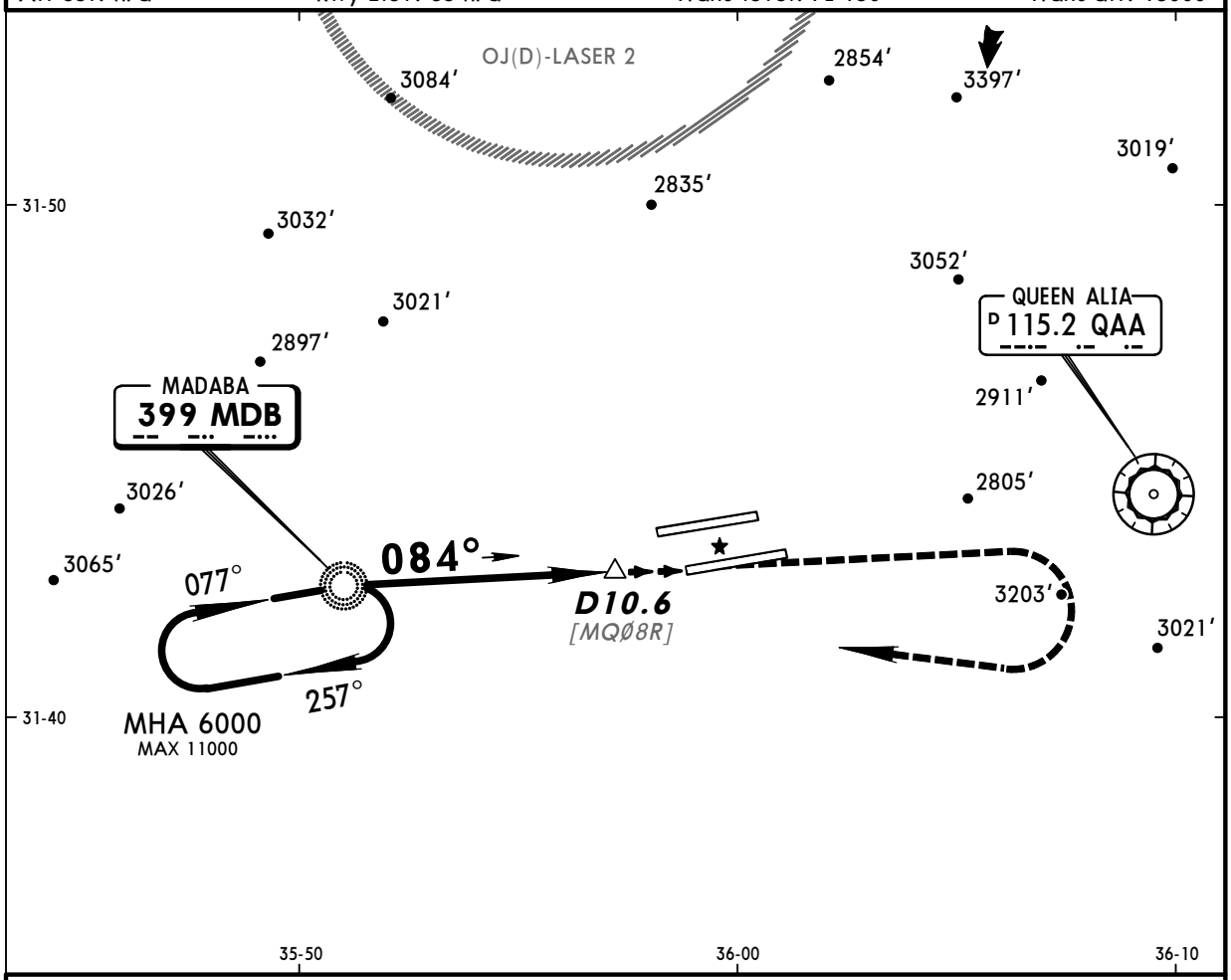
ATIS	AMMAN Approach	QUEEN ALIA Tower	Ground
127.6	128.9	119.8	121.9

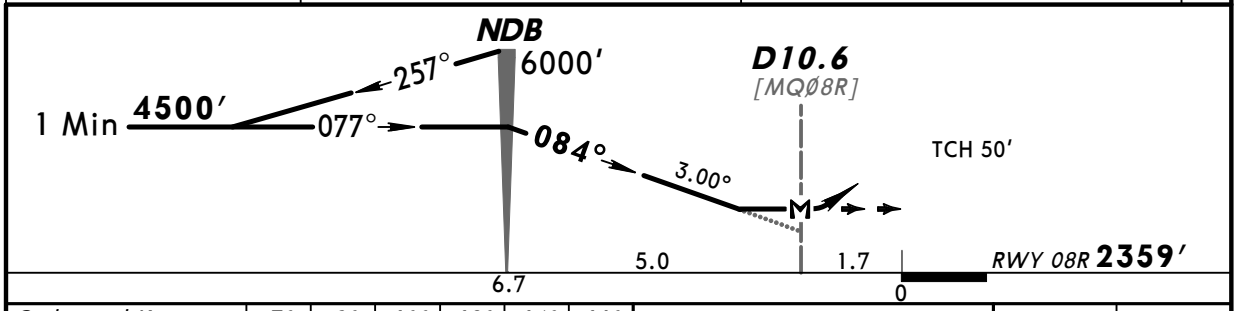
NDB MDB	Final Apch Crs	Minimum Alt NDB	MDA(H)	Apt Elev 2397′
399	084°	4500′ (2141′)	2960′ (601′)	RWY 2359′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, then turn RIGHT to NDB maintaining 5000′, contact ATC.

4900′ MSA ARP

Alt Set: hPa | Rwy Elev: 83 hPa | Trans level: FL 150 | Trans alt: 13000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D10.6						

PAPI

5000′

PANS OPS

	STRAIGHT-IN LANDING RWY 08R MDA(H) 2960′ (601′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	2600m	100	3500′ (1103′) 2600m
B		135	
C	2800m	180	3500′ (1103′) 4800m
D	3200m	205	

CHANGES: Procedure title. Missed approach.

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