

AMMAN (Queen Alia Intl) (AMM/OJAI)

Elevation 2395ft

CATEGORY A

AV brief - not required

GENERAL

- Queen Alia Intl is located approx 14nm South of the city.

Threats

CFIT

- The airfield is located on a high plateau, approx 2400ft amsl.
- Terrain to the NW through to NE rising to 3800ft.
- Terrain to the ESE rising to 3100ft.

Runway Excursion

- Rwy 26L/R: At 1000ft RAD ALT, the height above the threshold is approx 1300ft (3700ft QNH).
- Deep landings have occurred on all runways due to the unusual visual perspective and high TAS.

Mid Air Collision

- High departure workload and possible poor co-ordination between Amman and Tel Aviv – see departure section.

Special Considerations

- See Area briefing OM C RIM – Mid/Far East Area briefing and Nicosia FIR procedures if appropriate.
- See OM C RIM section for information on operations to High density altitude airfields.

ROUTE

A350 A380 B747 B777 B787

Not Applicable

A32N

Specific driftdown/depressurisation procedure may be required on routings to OJAI. Check A32N performance manual for guidance.

ALL

ARRIVAL

Diversion Airports

AMMAN MARKA	ADJ/OJAM	15 nm/359°T	CAT A
CAIRO	CAI/HECA	255 nm/247°T	CAT B
LARNACA	LCA/LCLK	224 nm/328°T	CAT B
PAFOS	PFO/LCPH	252 nm/315°T	CAT B
AQABA	AQJ/OJAQ	137 nm/201°T	CAT B

Approach

Tel Aviv Air Defence Radar must be contacted not later than BGN 180d. Additional security requirements apply to aircraft overflying Israeli airspace:

Flight Deck Door Security

The flight deck door should not be unlocked and opened from before reaching the identification reporting point (BGN 180d).

Advanced Cabin Landing Preparation

1. All passengers must be seated and belts fastened, at least 30 minutes before landing in Jordan and until landing.
2. Expect early descent to 11,000ft prior to crossing Israeli coastline. When routing via UN134 or UG18 the entry point to Israeli airspace is SOLIN. ATC advise that the actual requirement is to be at 11,000ft by SIRON and, if the Air Force permit it, they can make it 11,000ft by SALAM.
3. There is a mandatory speed restriction of 250kts max below 10,000ft.

BAV Crew Reports

- *Shortcut from SALAM to KAPIR, with a heavy A321 it is worth briefing the possibilities of this shortcut.*
- *GPS jamming was experienced on arrival & departure.*

GROUND

- Stand Guidance – Crew feedback that parking guidance on Stands N6/N10 is offset from centreline but accurate. SAFEDOCK is located in line with Stand N8.
- Stand N02 is often used.

DEPARTURE

- Departure workload can be high due to aircraft weight, hot and high conditions and airspace structure.
- Emergency turn procedures are in CARD/Performance Manual.

- Tel Aviv require minimum altitudes at the end of the SID. If unable to comply advise ATC prior to start.
- Contact Tel Aviv CTRL 121.4 or 122.150 as soon as practical after take-off and no later than 10nm east of position TALMI. Expect to cross Israeli airspace at 12,000ft.
- Additional security requirements apply to aircraft overflying Israeli airspace:

Flight Deck Door Security

The flight deck door should not be unlocked and opened from the East Amman FIR to exit point of Israel FIR.

Cabin Departure Procedure

1. All passengers must be seated and belts fastened, at least 15 minutes after take-off from Jordan.

BAV Crew Reports
<ul style="list-style-type: none"> • <i>We were kept level at 12,000ft on an RPS (regional px setting) that differed from the field QNH by 5 hectopascals. This lasted until well after coast-out. We climbed from point ORLEV.</i>

WEATHER

- Semi-arid climate.
- Heavy fog is common.
- Most of the rain falls between Oct to Apr.

OPERATIONAL INFORMATION

Handling Agent	Menzies AHS
Handling Agent VHF	126.875
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times (Night Stop: 90mins total, ARR 45mins and departure 45mins)
If BOTH electrical power and air conditioning is required:	Use at all times (If fixed airport equipment is not available, use APU)