Pilot Briefing

Queen Alia Intl. Airport [OJAI]

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DO NOT USE FOR REAL-LIFE AVIATION PLANNING.

JOvACC
VATSIM Jordan

Overview

Queen Alia International Airport (IATA: AMM, ICAO: OJAI) is the main international airport in Jordan. Locatedabout 25 KM south of the capital Amman. The Queen Alia Int'l Airport is considered to be a major transportation hub for passenger and cargo traffic in the region.

Main Information

Charts and Scenery

1. Jeppesen Charts.
2. Payware Scenery for OJAI by MFSG
3. Payware Scenery for OJAI by Tai Models for X-Plane 11

ATC Position Frequencies

OJAI_GND	Queen Alia Ground	121.900 MHz
OJAI_TWR	Queen Alia Tower	119.800 MHz
AMM_APP	Amman Approach	128.900 MHz
OJAC_CTR	Amman Control	128.500 MHz
OJAI_ATIS	Queen Alia Information	127.600 MHz

For any inquiries, feedback, or suggestions, do not hesitate to contact us via email or by opening a support ticket on our dedicated discord server.

Outbound Flights

Ground Ops

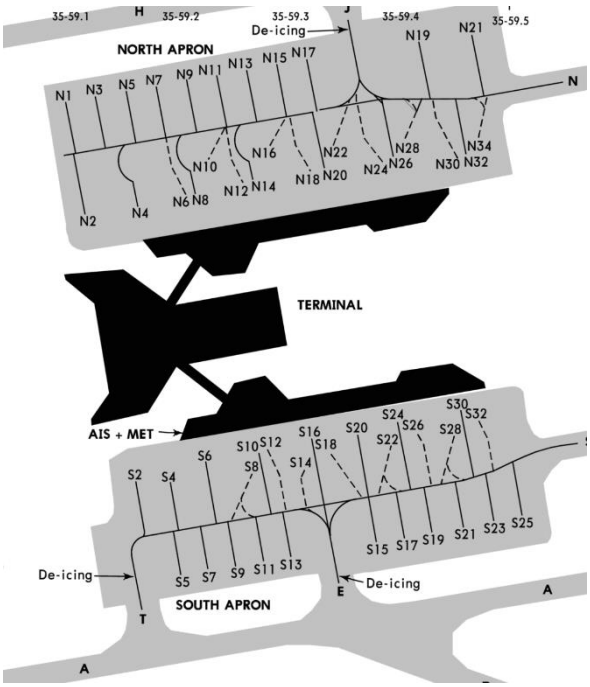
OJAI has 2 main aprons, North and South. Even stand numbers are for terminal gates, while odd numbers are for remote stands. The heavy gates at the airport are:

N4 N8 N14 N19 N20 N21 N26 S6 S10 S16 S20 S24 S30

The remaining November and Sierra stands are considered medium category stands. Additional Heavy stands are available at the Hotel Apron located near runway 26R.

Parking Stands S01 and S03 are closed and are not operational. It is now replaced by Taxiway T; this taxiway is for medium sized aircrafts with a maximum wingspan of 40m

The Cargo Apron has 4 stands. C1 to C3 - This apron can fit 3 747's as a max. Additional cargo stands are available at the Hotel Apron.



Departures

On initial contact with Queen Alia Ground or Online ATC, report callsign, stand number, aircraft type,and current ATIS information if available.

Absolutely no VFR flights are permitted in/out of the OJAI Airport. Airport is an IFR only operation airport at all times.

SIDs

Your flight plan should begin with one of these main SID Waypoints:

GENEX KULDI KIPAS KINUR LOSAR LOSIL LUDAN MOUAB MUNRA QTR QTR01

Refer to OJAI charts for SIDs information and details. In low trafficlevels, expect vectoring directly to your SID point or IFR exit point.

You can always check the current airport NOTAMS by visiting this link Here and select OJAI.

If the winds are calm, Runways 26L and 26R are preferred for all flight operations, it is best to check with ATC or latest METAR for this information.

INITIAL CLIMB FOR ALL SIDs dependent on direction of flight as shown below:

North Bound: 13000ft
South Bound: FL150
East Bound: FL150 (26R/08L 6000ft)
West Bound: 12000ft

TRANSITION ALTITUDE IS 13,000 FT

TRANSITION LEVEL IS FL150

Pushback Procedure

ATC will advise which direction to push. Aircrafts must comply with push direction from ATC.

Aircrafts can expect to exit the aprons via:
North Apron via J or N
South Apron via T, E or S.

On takeoff clearance you will be advised which ATC station to contact when airborne. Please ensure that you switch to the instructed frequency in a timely manner.

Inbound Flights

Arrivals

STARs

Your flight plan should end with one of the following fixes:

EGLOT ELOXI GENEX KIPAS KULDI KINUR LOSAR LOSIL LUDAN MUNRA OSAMA QTR QTR01 *

Note: Entry points to the Amman TMA:

- **West: SALAM must be level at 11000ft**
- **East: GENEX must be level FL220**
- **South: LOSIL passing FL200**
- **East and Northeast: FL180 at ASLON**
- **North: FL200 or lower by BUSRA**

Note: **All traffic should expect Radar Vectors for an ILS APP or RNAV Approach to the active runway in use by ATC.*

Radio Navaids Frequencies

ILS RWY 08L	109.300	076°
ILS RWY 26L	110.900	256°
ILS RWY 26R	111.100	256°
AMN	116.300	
QAA	115.200	
QTR	112.900	
MDB	399	

Minimum Runway Occupancy Time (MROT)

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

Missed Approach Procedure

All aircrafts must fly runway heading and climb to 6000ft and contact Amman ATC and report passing altitude on Missed Approach.

Holding Instructions

In case of receiving holding instructions, expect to hold in one of the following areas:

on

1. Over AMN VOR:
   - Inbound leg course: 060°.
   - Left-hand turns.
   - MHA 6,000 ft.
2. Over QTR VOR:
   - Inbound leg course: 195°.
   - Right-hand turns.
   - MHA 9,000 ft.
3. Over QAA VOR (Backup):
   - Inbound leg course: 256°.
   - Right-hand turns.
   - MHA 6,000 ft.