

Pilot Briefing

Aqaba King Hussein Airport [OJAQ]



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VATSIM Jordan

Overview

Aqaba (King Hussein) International Airport (IATA: AQJ ICAO: OJAQ) aka KHIA is the southernmost airport in Jordan. Located about 325 KM south of the capital Amman. The Airport is considered to be a upcoming tourist destination in the region attracting major low cost airlines such as EasyJet and Ryanair.

Main Information

Charts and Scenery

1. [Jeppesen Charts.](#)
2. [Payware Scenery for OJAQ by MFSG](#)

ATC Position Frequencies

OJAQ_TWR	King Hussein Tower	118.100 MHz
OJAQ_APP	Aqaba Approach	132.425 MHz
OJAC_CTR	Amman Control	128.500 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

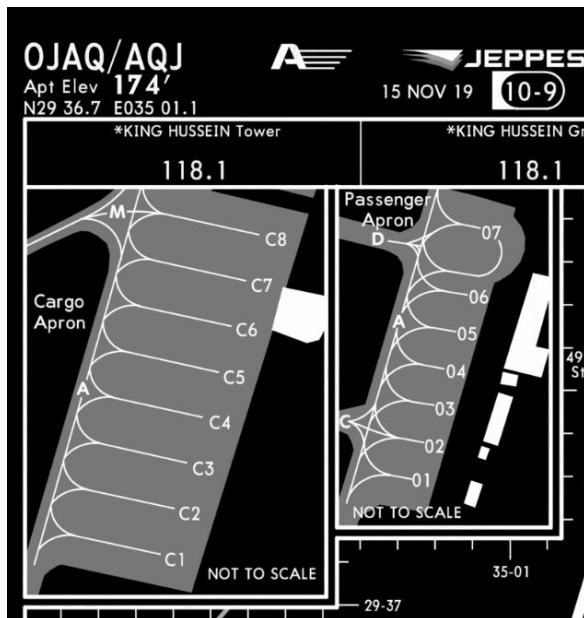
Ground Ops

OJAQ has a main apron, known as the passenger apron. Marked from 1 to 7. The heavy gates at the airport are:

**Gate
7**

The remaining 1-6 stands are considered Medium/Small stands.
Additional Heavy stands are available at the Charlie Apron.

The Cargo Apron has 8 stands.



Departures

On initial contact with Aqaba Tower, report callsign, stand number, aircraft type, current QNH information.

OJAQ has no ATIS. ATC will give you the weather on first contact.

VFR flights are permitted in/out of the OJAQ Airport. ATC may reserve the right to deny VFR traffic at anytime

SIDs

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

LOXUS LONOL TAMIM METSA

Refer to OJAQ charts for SIDs. In low traffic levels, expect DCT your SID point.

You can always check the current airport NOTAMS by visiting this link [Here](#) and select OJAQ.

If the winds are calm, Runways 01 are preferred for all flight operations, it is best to check the

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

North Bound: 8000ft

South Bound: 12000ft

West Bound: 8000ft

TRANSITION ALTITUDE IS 13,000 FT

Inbound Flights

Arrivals

STARs

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

LOXUS LONOL TAMIM PETRA RAHMA
METSA

Note: Entry points to the Aqaba TMA:

- West: METSA must be below FL250
- East: TAMIM must be level FL150
- South: METSA passing 11000ft
- North and Northeast: FL150 at LOXUS

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

Radio Nav aids Frequencies

ILS RWY 01	110.1	013°
ILS RWY 19	110.9	193°
AQB	113.1	

**DO NOT OVERSHOOT APP
13 DME ARC AQB**

Minimum Runway Occupancy Time (MROT)

Pilots should 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.

Missed Approach Procedure

All aircrafts must fly runway heading and climb to

Runway 01: 8000ft and contact Aqaba ATC and report passing altitude on Missed Approach passing R013 AQB turn RIGHT towards BAKIR and hold.

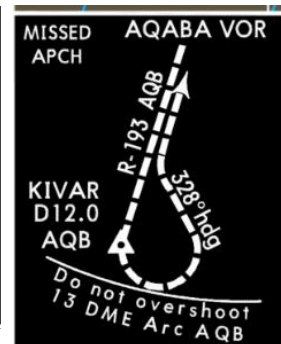
Runway 19: 7000ft and contact Aqaba ATC and report passing altitude on Missed Approach passing R193 until 12 DME AQB. fly

Holding Instructions

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



towards KIVAR and then to NDB.



continue

1. Over BAKIR waypoint:
 - Inbound leg course: 222°.
 - Left-hand turns.
 - MHA 8,000 ft.
 - MAX 180 Knots
 - Max FL180
2. Left Turn to AQB VOR:
 - Inbound leg course: 328°.
 - left-hand turns.
 - Maintain 7,000 ft.