THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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AIP JORDAN
AMENDMENT 58/2010
01 NOV 2010

1. Insert the attached new or replacement pages dated 01 NOV 2010 in accordance with the new checklist, new or replacement pages are indicated by a star * against the relevant page numbers in the checklist.

This bar and arrow are inserted on reprint pages to indicate any changes that have been incorporated

2. Record entry of Amendment on page GEN 0.2-1.

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN		GEN	
0.1-1	01 MAY 2008	0.1-1	01 NOV 2010
0.1-2	01 MAY 2008	0.1-2	01 NOV 2010
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0.4-2	01 MAY 2010	0.4-2	01 NOV 2010
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2.1-1	01 NOV 2006	2.1-1	01 NOV 2010
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2.2-1	01 FEB 2009	2.2-1	01 NOV 2010
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2.2-10	01 FEB 2009	2.2-10	01 NOV 2010
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2.2-12	01 FEB 2009	2.2-12	01 NOV 2010
2.2-13	01 FEB 2009	2.2-13	01 NOV 2010
2.2-14	01 FEB 2009	2.2-14	01 NOV 2010
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2.2-19	01 FEB 2009	2.2-19	01 NOV 2010

2.2-20	01 FEB 2009	2.2-20	01 NOV 2010
3.1-1	01 AUG 2009	3.1-1	01 NOV 2010
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3.2-2	01 FEB 2010	3.2-2	01 NOV 2010
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AIS HEADQUARTERS

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. NAME OF PUBLISHING AUTHORITY

The AIP of Jordan is published by the Authority of Civil Aviation Regulatory Commission

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the convention on International Civil Aviation and the ICAO Aeronautical Information Services Manual (DOC 8126).

Charts contained in the AIP are produced in accordance with Annex 4 to the convention on International Civil Aviation and the ICAO aeronautical chart manual (DOC8697).

Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

3.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1-3 . The principal AIP structure is shown in graphic form on page GEN 0.1-3.

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodrome (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. -Preface
GEN 1. -National regulations and requirements
GEN 2. -Tables and Codes
GEN 3. -Services
GEN 4. -Charges for aerodromes and air navigation services

3.1.2 Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. -Preface
ENR 1. -General rules and procedures
ENR 2. -Air traffic services airspace
ENR 3. -ATS routes
ENR 4. -Radio navigation aids/systems
ENR 5. -Navigation warnings
ENR 6. -En-route Charts

3.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. -Preface
AD 1. -Aerodrome - Introduction
AD 2. -Aerodrome - Detailed Information about Aerodromes.

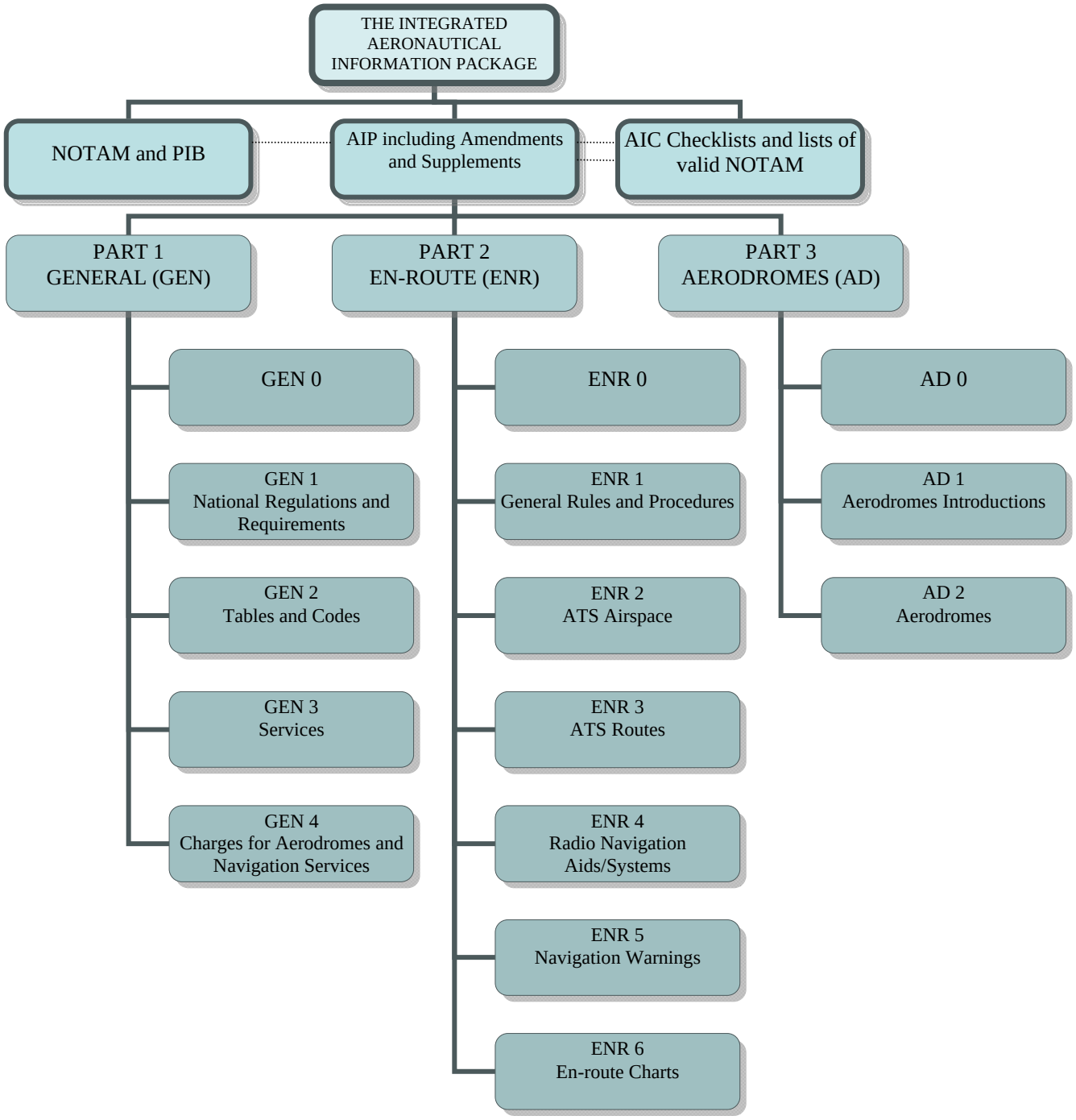
3.2 Regular Amendment Interval

Regular amendments to the AIP will be issued once every three months. The publication dates will be on the first day of February, May, August, and November of each year.

4. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained there in is accurate and complete. Any errors or omissions which nevertheless may be detected, as well as any correspondence concerning the publications mentioned in this preface, should be referred to:

The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
Directorate of Air Traffic Management
Aeronautical Information Service Headquarters
P.O.Box 7547-Amman 11110 Jordan


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB
AIP including Amendments and Supplements
AIC Checklists and lists of valid NOTAM
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROMES (AD)
GEN 0
GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes and Navigation Services
ENR 0
ENR 1 General Rules and Procedures
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/Systems
ENR 5 Navigation Warnings
ENR 6 En-route Charts
AD 0
AD 1 Aerodromes Introductions
AD 2 Aerodromes

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*0.1-2	01 NOV 2010	2.5-1	01 FEB 2010	4.1-5	01 NOV 2010
*0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-6	01 NOV 2010
0.2-1	01 AUG 2009	2.6-2	01 MAY 2007	4.1-7	01 NOV 2010
0.2-2	01 MAY 2008	2.7-1	01 NOV 2006	4.1-8	01 NOV 2010
0.3-1	01 MAY 2009	2.7-2	01 NOV 2006	4.2-1	01 NOV 2010
*0.4-1	01 NOV 2010	2.7-3	01 NOV 2006	4.2-2	01 NOV 2010
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0.6-2	01 NOV 2006	*3.1-1	01 NOV 2010	0.6-1	01 MAY 2007
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*1.1-1	01 NOV 2010	3.1-4	01 MAY 2010	ENR 1	
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1.2-3	01 MAY 2008	3.1-7	01 AUG 2009	1.1-3	01 MAY 2008
1.3.1	01 NOV 2006	*3.2-1	01 NOV 2010	1.2-1	01 MAY 2008
1.3.2	01 NOV 2006	*3.2-2	01 NOV 2010	1.2-2	01 MAY 2008
1.4.1	01 NOV 2006	3.2-3	01 FEB 2010	*1.2-3	01 NOV 2010
1.5-1	01 MAY 2010	3.2-4	01 MAY 2009	1.3-1	01 FEB 2007
1.6-1	01 NOV 2007	3.2-5	01 NOV 2006	1.4-1	01 FEB 2007
*1.7-1	01 NOV 2010	*3.3-1	01 NOV 2010	1.5-1	01 AUG 2009
*1.7-2	01 NOV 2010	3.3-2	01 FEB 2010	1.5-2	01 FEB 2007
*1.7-3	01 NOV 2010	3.3-3	01 MAY 2008	1.5-3	01 FEB 2007
*1.7-4	01 NOV 2010	*3.4-1	01 NOV 2010	1.5-4	01 FEB 2007
*1.7-5	01 NOV 2010	*3.4-2	01 NOV 2010	1.5-5	01 MAY 2008
*1.7-6	01 NOV 2010	3.4-3	01 FEB 2010	1.5-6	01 AUG 2009
GEN 2		3.4-4	01 FEB 2010	1.5-7	01 AUG 2009
*2.1-1	01 NOV 2010	3.5-1	01 MAY 2009	1.5-8	01 AUG 2009
*2.1-2	01 NOV 2010	3.5-2	01 AUG 2009	1.5-9	01 FEB 2007
*2.1-3	01 NOV 2010	3.5-3	01 FEB 2010	1.5-10	01 FEB 2007
*2.2-1	01 NOV 2010	3.5-4	01 FEB 2010	1.5-11	01 MAY 2010
*2.2-2	01 NOV 2010	3.5-5	01 NOV 2007	1.5-12	01 MAY 2010
*2.2-3	01 NOV 2010	3.5-6	01 NOV 2006	1.5-13	01 FEB 2010
*2.2-4	01 NOV 2010	3.5-7	01 NOV 2006	1.5-14	01 FEB 2010
*2.2-5	01 NOV 2010	3.5-8	01 NOV 2006	1.5-15	01 FEB 2010
*2.2-6	01 NOV 2010	3.5-9	01 NOV 2006	1.5-16	01 FEB 2010
*2.2-7	01 NOV 2010	3.5-10	01 NOV 2006	1.5-17	01 FEB 2010
*2.2-8	01 NOV 2010	3.5-11	01 NOV 2006	1.5-18	01 FEB 2010
*2.2-9	01 NOV 2010	3.5-12	01 NOV 2006	1.5-19	01 FEB 2010
*2.2-10	01 NOV 2010	3.5-13	01 NOV 2006	1.5-20	01 FEB 2010
*2.2-11	01 NOV 2010	3.5-14	01 NOV 2006	1.5-21	01 FEB 2010
*2.2-12	01 NOV 2010	3.5-15	01 NOV 2006	1.5-22	01 FEB 2010
*2.2-13	01 NOV 2010	3.5-16	01 NOV 2006	1.5-23	01 FEB 2010
*2.2-14	01 NOV 2010	3.5-17	01 NOV 2006	1.5-24	01 FEB 2010
*2.2-15	01 NOV 2010	3.5-18	01 FEB 2010	1.5-25	01 FEB 2010
*2.2-16	01 NOV 2010	3.5-19	01 FEB 2010	1.5-26	01 FEB 2010
*2.2-17	01 NOV 2010	3.5-20	01 FEB 2010	1.6-1	01 MAY 2008
*2.2-18	01 NOV 2010	3.5-21	01 FEB 2010	1.6-2	01 MAY 2008
*2.2-19	01 NOV 2010	3.5-22	01 FEB 2010	1.6-3	01 MAY 2008
*2.2-20	01NOV 2010	3.6-1	01 NOV 2008	1.6-4	01 MAY 2008
2.3-1	01 NOV 2006	3.6-2	01 MAY 2008	1.6-5	01 FEB 2007
2.3-2	01 NOV 2006	3.6-3	01 NOV 2006	1.6-6	01 FEB 2008
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1.7-3	01 FEB 2007	0.6-1	01 FEB 2010	2-31C	01 MAY 2001
1.8-1	01 FEB 2007	0.6-2	01 FEB 2010	2-35	01 MAY 2001
1.8-2	01 FEB 2007	AD 1		2-35A	01 MAY 2001
1.9-1	01 FEB 2007	1.1-1	01 MAY 2008	2-37	01 MAY 2006
*1.10-1	01 NOV 2010	1.1-2	01 MAY 2008	2-37A	01 MAY 2006
1.10-2	01 MAY 2008	1.1-3	01 AUG 2007	2037B	01 MAY 2006
1.10-3	01 FEB 2007	1.2-1	01 MAY 2008	2-37C	01 MAY 2006
1.10-4	01 FEB 2007	1.2-2	01 MAY 2008	2-37D	01 MAY 2006
1.10-5	01 FEB 2007	1.3-1	01 FEB 2010	2-37E	01 MAY 2006
1.10-6	01 FEB 2007	1.4-1	01 AUG 2007	2-37F	01 MAY 2006
1.11-1	01 FEB 2007	1.5-1	01 FEB 2010	2.37G	01 MAY 2008
1.12-1	01 FEB 2007	AD 2 (OJAM)		AD 2 (OJAQ)	
1.12-2	01 FEB 2007	2.1	01 MAY 2009	2.1	01 AUG 2007
1.12-3	01 FEB 2007	2.2	01 MAY 2009	2.2	01 AUG 2007
1.12-4	01 FEB 2007	2.3	01 MAY 2009	2.3	01 AUG 2007
1.13-1	01 FEB 2007	2.4	01 MAY 2009	2.4	01 AUG 2007
1.14-1	01 MAY 2008	2.5	01 AUG 2007	2.5	01 AUG 2007
1.14-2	01 MAY 2008	2.6	01 AUG 2007	2.6	01 AUG 2007
1.14-3	01 FEB 2007	2.7	01 MAY 2008	2.7	01 AUG 2007
1.14-4	01 FEB 2007	2.8	01 MAY 2008	2.8	01 AUG 2007
1.14-5	01 FEB 2007	2.9	01 MAY 2009	2.9	01 MAY 2008
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1.14-7	01 FEB 2007	2.11	01 AUG 2007	2.11	01 NOV 2009
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2.1-2	01 FEB 2007	2-23	01 MAY 2009	2-25	01 AUG 2005
2.1-3	01 MAY 2008	2-25	01 MAY 2009	2-25A	01 MAY 2004
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2.1-5	01 FEB 2007	2-31	01 MAY 2001	2-31A	01 MAY 2004
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3.1-1	01 NOV 2008	2-35	01 MAY 2001	2-39	01 AUG 2005
3.1-2	01 AUG 2009	2-35A	01 MAY 2001		
3.1-3	01 NOV 2008	2-37	01 FEB 2002		
3.1-4	01 FEB 2010	2-37A	01 FEB 2002		
3.2-1	01 MAY 2008	2-37B	01 FEB 2002		
3.3-1	01 MAY 2008	AD 2 (OJAI)			
3.4-1	01 FEB 2007	2.1	01 AUG 2009		
3.5-1	01 FEB 2007	2.2	01 MAY 2008		
3.6-1	01 FEB 2007	2.3	01 MAY 2009		
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4.3-1	01 MAY 2007	2.6	01 AUG 2009		
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4.5-1	01 MAY 2007	2.8	01 AUG 2009		
5.1-1	01 MAY 2009	2.9	01 AUG 2009		
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5.2-1	01 NOV 2009	2.11	01 FEB 2010		
5.3-1	01 NOV 2009	2.12	01 MAY 2009		
5.4-1	01 MAY 2007	2.13	01 AUG 2007		
5.5-1	01 NOV 2007	2.14	01 AUG 2007		
5.6-1	01 MAY 2008	2.15	01 MAY 2010		
5.6-2	01 MAY 2008	2-19	01 MAY 2009		
5.6-3	01 MAY 2008	2-21	01 MAY 2009		
5.6-4	01 MAY 2008	2-23	01 MAY 2009		
5.6-5	01 MAY 2008	2-25	01 MAY 2006		
6-1	01 FEB 2008	2-25A	01 MAY 2006		
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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of designated authorities concerned with the Facilitation of International Air Navigation are as Follows:

1. Civil Aviation Regulatory Commission
Chief Commissioner of Civil Aviation Regulatory Commission
P.O.BOX: 7547 Amman 11110 Jordan
FAX: ++962 6 4891653
AFS: OJAMYAYX
TEL: ++962 6 4892282
E-mail: c.commissioner@carc.gov.jo
Website: www.carc.jo

2. Meteorology
Amman-Marka Airport
P.O.BOX : 341011 Amman-Jordan
AFS: OJAMYMYX
FAX: ++962 6 4894409
TEL: ++962 6 4892408
E-mail: mail@jometeo.gov.jo

3. Customs
Ministry of Finance-Customs Directorate
P.O.BOX: 90 Amman-Jordan
FAX: ++962 6 4452108
TEL :++ 962 6 4452107
E-mail: customs@customs.gov.jo

4. Immigration
Ministry of Interior

P.O.BOX : 100 Amman-Jordan
FAX : ++962 6 5606908
TEL : ++962 6 5663111
E-mail: info@moi.gov.jo

5. Health
Ministry of Health
P.O.BOX : 86 Amman - Jordan
FAX: ++962 6 5688373
TEL: ++962 6 5665131
E-mail: info@moh.gov.jo

6. Aircraft Accidents Investigation
Director of Accident Investigation Unit

Civil Aviation Regulatory Commission
P.O.BOX :7547 Amman 11110 Jordan
TEL: ++962 6 4893576
FAX: ++962 6 4875105
E-mail: Investigation@carc.gov.jo
Website: www.carc.jo

7. Airport international Group
Queen Ali international Group
P.O.BOX 39052 Amman 11104 Jordan
TEL: ++962 6 4451132
FAX: ++062 6 4451136
E-mail: Claude@aig.aero
Website: www.aig.aero

8. Aqaba Airports Company
Director o Aqaba Airports Company
P.O.BOX : 2662 , Aqaba 77110 Jordan
FAX: ++962 3 2034011
TEL: ++962 3 2034010
e-mail: info@aac.jo
Wesite : www.acc.jo

9. Jordan Airports Company
General Manager of Jordan Airport Company psc
P.O.BOX: 15052 , Amman 11134 Jordan
TEL: ++962 6 4891401 & ++962 6 4883371
FAX: ++962 6 4883284

10. Agricultural Quarantine
Ministry of Agriculture
P.O.BOX: 2009 Amman-Jordan
FAX : ++962 6 5686310
TEL: ++962 6 5686151
E-mail: Agri@moa.gov.jo

GEN1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 - PERSONNEL LICENSING: NIL

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2. ANNEX 2 - RULES OF THE AIR (9th EDITION)

Chapter 2 Territorial Application for the Rules of the Air

Para 2.2 Compliance with the Rules of the Air

Flight shall be conducted in accordance with either the general flight rules and VFR, or the general flight rules and IFR except those flights at and above FL150 and all flights at any level at night shall be conducted in accordance with the general flight rules and IFR. Flight within a control zone in IMC or at night shall be conducted in accordance with, either the general flight rules and IFR or the general flight rules and ATC instructions.

Para 2.3.1 Responsibility of Pilot in Command

If a pilot in command should deviate from the rules of the air in the interests of safety, he should inform the appropriate ATS unit as soon as practicable and submit a written report to the Chief Commissioner of Civil Aviation Regulatory Commission.

Chapter 3
3.3.1 Submission of a flight Plan

Para 3.3.1.2

Flight plan shall be submitted prior to operating within Amman FIR comprising information as contained in the items of ICAO flight plan.
FPL shall be submitted through one or more of the following methods:

a. Directly through the Operator (by filing the approved ICAO FPL Form personally)
b. Through the AFTN/AMHS Link.

Para 3.3.1.4

-For flights subject to Air Traffic Flow Management (ATFM) measures, FPL must be submitted at least 3 hours before estimated off block time, any change to EOBT of more than 15 minutes must be subject to a Modification Message.

Chapter 4 Visual Flight Rules

Para 4.4a Above FL 200.

No VFR aircraft are permitted to operate over Jordanian territory at less than 500 FT above ground level. In the Dead Sea area (1296 FT below mean Sea level) no aircraft are permitted to operate below 2000 FT above the level of the Dead Sea.

Chapter 5 IFR Rules

Para 5.1.2 Minimum Levels

Within the Jordan Valley/Dead Sea area, No aircraft shall be flown at less than ALT 11000, except when necessary for take-offs and landings or unless specifically authorized by the appropriate authority.

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3. (PANS-ATM, DOC 4444) -PROCEDURES FOR AIR NAVIGATION SERVICES-AIR TRAFFIC MANAGEMENT

Appendix 2
Para 2.2 Instructions for insertion of ATS data

- In addition to the information required in items (7) to (18), full details of total number of persons on board and endurance shall be included in item (19).

-In addition, the pilot in command shall ensure that necessary overflight /landing approval for The Hashemite kingdom of Jordan territorial airspace has been obtained in accordance with requirements listed in GEN 1.2, before the flights is commenced; a copy of the approval shall be carried on board the aircraft and, except for air carriers scheduled services, the clearance number thereof shall be stated on the flight plan.

- In addition, the overflight/landing permission number and date, shall be stated in Remarks column of the appropriate flight plan (FPL- Item 18, RPL-Column Q)

4. ANNEX 3 - METEOROLOGY: NIL

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5. ANNEX 4 - AERONAUTICAL CHARTS: NIL

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6. ANNEX 5 - UNITES OF MEASUREMENTS: NIL

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7. ANNEX 6 - OPERATION OF AIRCRAFT: NIL

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8. ANNEX 7- AIRCRAFT NATIONALITY AND REGISTRATION MARKS NIL

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9. ANNEX 8- AIRWORTHINESS OF AIRCRAFT: NIL

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10. ANNEX 9- FACILITATION

2.10-1 The presentation of the general declaration is required.

2.11 Full names of crewmembers are required to be entered on the general declaration.

2.13 Nature of goods required.

2.38 Prior permission required.

2.9 Passports and Visas; National of all countries are permitted entry into Jordan provided they hold a valid passport with an entry Visa.

3.9 Ordinary entrance Visa is granted to non-tourists at Jordan consulates abroad.

NOTE:

A. Citizens holding Palestinian documents and citizens of the following countries are required to obtain prior approval from ministry of interior - Jordan through Jordanian embassies in their respective states:
Iran, Angola, Ethiopia, Uganda, Albania, Pakistan, Botswana, Burkina Faso, Burundi,
Chad, Togo, Tanzania, Djibouti, Gabon, Zambia, Srilanka, Sierra Leone, Senegal, Somalia, Republic Of China, Gambia, Ghana, Guinea, Vietnam, Liberia, Philippines, Kenya, Magnolia, Madagascar, Mali, Mozambique, Nepal Nigeria, India, Morocco, Ivory Coast, Sudan, Cuba, Afghanistan, Bosnia And Herzegovina, Cameroon, Belize, Mauritania, , Cambodia, Ethiopia, Bangladesh, Romania, Macedonia, Moldavia, Namibia, Niger, Colombia, Lagos, Arteries, Uzbekistan, middle Africa, Swaziland, Guinea, Bissau.

B. Citizens of the following states can obtain visas either from Jordanian embassies in their states or upon entry to Jordan:
Malawi, Maldives, Malta, Malaysia, Egypt, Mexico, Norway, Austria, Nicaragua, New Zealand, Haiti, Honduras, Hungary, Netherlands, Hong Kong, USA, Japan, Yemen, Yugoslavia, Greece, Vatican, France, Palestine, Venezuela, Finland, Fiji, Cyprus, Qatar, Croatia, Canada, North Korean, South Korean, Costa Rica, Kuwait, Lebanon, Luxemburg, Libya, Zimbabwe, KSA, Salvador, Slovakia, Singapore, Syria, Sweden, Switzerland, Iraq, Oman, Grenada, Guatemala, Slovenia, Burma, Poland, Panama, Bolivia, Peru, Thailand, Turkey, Trinidad and Tobago, Czech, Chile, Tunisia, Alger, Denmark, Dominican republic, Rwanda, sprain, Israel, Germany, Indonesia, Uruguay, Italy, Argentine, Australia, Ecuador, UAE, Ireland, Iceland, Bahrain, brazil, Brunei, UK, and Portugal. United of Micronesia , Andorra, Armenia, Bulgaria , Barbados , Ukraine, Paraguay, Bahamas, Bhutan, Tonga, Jamaica, Moons Islands, Solomon Islands, Marshals Islands, South Africa, Georgia, Dominican, San Marino, San Vainest and Grenadier, Saint Christopher, Slovakia, Surinam, Tajikistan , china, Kosovo, Latvia, Lithuania, Myanmar, Monaco, united nation , Turkmenistan, Tuvalu, Nauru, Saint Kitts and Nevis, Saint Lucia, Sao Tome and Principe, Samoa, Mauritius, Antigua and Barbuda, Azerbaijan, Lesotho, Liechtenstein, Belarus, Russia.

3.74 Valid Passport and Visa required in this case.
3.75 Valid Passport and Visa required in this case.

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11. ANNEX 10- AERONAUTICAL TELECOMMUNICATIONS: NIL

12. ANNEX 11 - AIR TRAFFIC SERVICES

Appendix 4. ATS Airspace Classification Speed Limitation

Aircraft operating in the vicinity of any Aerodrome shall comply with speed limitation as Follows:
a. Unless otherwise authorized by ATC no person may operate an aircraft at 10000 FT or below at an Indicated Airspeed of more than 250 KT.
b. Unless otherwise authorized, or required by ATC, no person may operate an aircraft within an airport traffic area at Indicated Airspeed of more than:

1. For propeller engine Aircraft 156 KT.
2. For turbine powered Aircraft 200 KT.
3. No person may operate aircraft in the airspace beneath the lateral limits of any terminal control area at an indicated airspeed of more than 200 KT.
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, then the aircraft may be operated at that minimum speed.

Chapter 5 Alerting Service

Para 5.2 Notification of rescue co-ordination centers

a) Uncertainty phase when:

1) No communication has been received from an aircraft within a period of 15 minutes after the time a communication should have been received, or after 10 minutes from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier.

13. ANNEX 12 - SEARCH AND RESCUE: NIL

14. ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION: NIL

15. ANNEX 14 - AERODROMES

Volume 1

Chapter 1
Para 1.3 Certification of Aerodromes

1.3.1 All Jordanian aerodromes open to public use shall be certified in accordance with the Specifications contained in this publication as well as other relevant JCARC and ICAO specifications through JCARC.

1.3.2 A certified aerodrome shall have in operation a safety management system.

Chapter 2
Para 2.9 Condition of the Movement Area and Related Facilities.

2.9.2 The condition of the movement area and the operational status of related facilities shall accordingly be monitored and reports on matters of operational significance or affecting aircraft performance given particularly in respect of the following :

a- Construction or maintenance activity on movement areas, safety areas or aprons and parking areas;
b- Surface irregularities on movement areas, or aprons and parking areas;
c- snow, slush or ice on movement areas, or aprons and parking areas;
d- Water on movement areas, or aprons and parking areas;
e- Snow banks or drifts on or adjacent to movement areas, or aprons and parking areas;
f- Anti-icing or de-icing liquid chemicals on runway or a taxiway;
g- Other temporary hazards, including objects on the movement area or safety area, parked aircraft, and any unresolved wildlife hazard;
h- Failure or irregular operation of part or all of the aerodrome visual aids; and supply;
i- Failure of the normal or secondary power supply;
j- Non-availability of any rescue and fire fighting capability required in accordance with this publication; and
k- Any other condition as specified in the Airport Certification Manual or which may otherwise adversely affect the safe operations or air carriers.

Chapter 5
Para 5.1 Indicators and Signaling Devices

landing direction indicator
5.1.2.1 A visual aerodrome shall be equipped with a landing direction indicator which shall be located in a conspicuous place on the aerodrome.

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16. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES

Chapter 8. Pre-Flight and Post-Flight information/Data

8.1 Pre-Flight information

Additional current information relating to the aerodrome of departure shall not be provided concerning the failure, irregular operation and changes in the operational status of ADS-B, ADS-C, CPDLC, D-ATIS, D-VOLMET.

Appendix 1. Contents of Aeronautical Information Publication (AIP)

Description of Automatic dependent surveillance – broadcast (ADS-B) operating procedures shall not be published.

17. ANNEX 16 - ENVIRONMENTAL PROTECTION: NIL

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18. ANNEX 17- SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE: NIL

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19. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR: NIL

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, PUBLIC HOLIDAYS

1. UNITS OF MEASUREMENTS

The table of units of measurement shown below will be used by aeronautical stations within Amman FIR, for air and ground operations.
Listed below are the quantities in common use and their respective units of measurements.

For Measurement of	*Units used*
Distance used in navigation, positions reporting, etc.....	Nautical mile
Relatively short distances such as those relating to aerodromes, e.g. runway lengths.	Meter or Feet
Altitudes, elevations and heights.	Feet
Horizontal speed including wind speed	Knots
Vertical Speed.	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off.	Degrees True
Visibility including RVR.	Kilometers or Meters
→ Altimeter Setting.	Hectopascal
Temperature	Degrees Celsius
Mass	Kilograms
Time	Minute MIN Hour H Day D Week, Month, Year

TEMPORAL REFERENCE TIME

General

Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service.

Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

Midnight is expressed as 2400 for the end of the day and 0000 for the beginning of the day.

Winter Local Mean Time throughout the Hashemite Kingdom of Jordan is two hours ahead of Co-ordinated Universal Time. (Dates notified by NOTAM)

Summer Local Mean Time throughout the Hashemite Kingdom of Jordan is Three hours ahead of Co-Coordinated Universal Time. (Dates notified by NOTAM)

2. GEODETIC REFERENCE DATUM

Name/designated of datum

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System- 1984 (WGS-84) geodetic reference datum.

Area of application

The area of application for the published geographical coordinates coincides with the area of Aeronautical Information Services, i.e. the entire territory of the Hashemite Kingdom of Jordan.

Use of asterisk to identify published geographical Co-ordinates

An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed into WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2 and Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in Annex 11, Chapter 2 and in Annex 14, Volume I and II, Chapter 2.

3. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for aircraft registered in the Hashemite kingdom of Jordan is JY.
The nationality mark is followed by a hyphen and registration mark consisting of 3 letters, e.g. JY-AGA.

5. PUBLIC HOLIDAYS

The following is a list of national public holidays with dates corresponding with the Gregorian calendar. These dates will move forward by approximately 10 days per year for Islamic holidays, which are marked with an asterisk.

Public holiday for Islamic events are based upon the Hijri Calendar, which does not correspond with the Gregorian calendar commonly used in aviation. The start of months in the Hijri year is dependent on moon sightings and cannot be accurately predicted in advance. A hijri year is approximately 10 days shorter than the Gregorian year.

Public Holidays in H.K.J		
Date	***Name of Holidays***	***Duration (Days)***
1 January	New Year's Day	1
1st May	Labor Day **	1
25 May	Independence Day	1
25 December	Christmas Day	1
1 Muharam	Hijri New Year *	1
12 Rabi AL- Awal	Prophet Mohammed's Birthday*	1
1 Shawal	Eid Al - Fiter *	4
10 Thu Al - Hijjah	Eid Al - Adha *	5

REMARKS:

* Religious Holiday
** The holiday in this day shall be merged with the week ends before or after.

Weekends in Jordan are Friday and Saturday.

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400 .

DECODE

A		AD	Aerodrome
A	Amber	ADA	Advisory area
AAA	(*or* AAB, AAC… *etc., in sequence*) Amend meteorological message *(message type designator)*	ADC	Aerodrome chart
A/A	Air-to air	ADDN	Addition *or* additional
AAD	Assigned altitude deviation	ADF‡	Automatic direction-finding equipment
AAIM	Aircraft autonomous integrity monitoring	ADIZ†	*(to be pronounced "AY-DIZ")* Air defence identification zone
AAL	Above aerodrome level	ADJ	Adjacent
ABI	Advance boundary information	ADO	Aerodrome office *(specify service)*
ABM	Abeam	ADR	Advisory route
ABN	Aerodrome beacon	ADS*	The address *(when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviaion, e.g. IMI ADS) (to be used in AFS as a procedure signal)*
ABT	About	ADS-B‡	Automatic dependent surveillance - broadcast
		ADS-C‡	Automatic dependent surveillance - contract
ABV	Above	ADSU	Automatic dependent surveillance unit
AC	Altocumulus	ADVS	Advisory service
ACARS†	*(to be pronounced " AY-CARS")* Aircraft communication addressing and reporting system.	ADZ	Advise
ACAS†	Airborne collision avoidance system	AES	Aircraft earth station
ACC‡	Area control centre *or* area control	AFIL	Flight plan filed in the air
ACCID	Notification of an aircraft accident	AFIS	Aerodrome flight information service
ACFT	Aircraft	AFM	Yes *or* affirm *or* affirmative *or* that is correct
ACK	Acknowledge	AFS	Aeronautical fixed service
ACL	Altimeter check location	AFT	After … *(time or place)*
ACN	Aircraft classification number	AFTN‡	Aeronautical fixed telecommunication network
ACP	Acceptance *(message type designator)*	A/G	Air-to-ground
ACPT	Accept *or* accepted	AGA	Aerodromes, air routes and ground aids
ACT	Active *or* activated *or* activity	AGL	Above ground level

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* Signal is also available for use in communicating with stations of the maritime mobile service.
# Signal for use in the teletypewriter service only.

AGN	Again	ANS	Answer
AIC	Aeronautical information circular	AOC	Aerodrome obstacle chart *(followed by type and name/title)*
AIDC	Air traffic services interfacility data communications	AP	Airport
AIP	Aeronautical information publication	APAPI†	*(to be pronounced "AY-PAPI")* Abbreviated precision approach path indicator
AIRAC	Aeronautical information regulation and control	APCH	Approach
AIREP†	Air-report	APDC	Aircraft parking/docking chart *(followed by name/title)*
AIRMET†	Information concerning en-route weather phenomena which may affect the safety fo low-level aircraft operations	APN	Apron
AIS	Aeronautical information services	APP	Approach control office *or* approach control *or* approach control service
ALA	Alighting area	APR	April
ALERFA†	Alert phase	APRX	Approximate *or* approximately
ALR	Alerting *(message type designator)*	APSG	After passing
ALRS	Alerting service	APV	Approve *or* approved *or* approval
ALS	Approach lighting system	ARC	Area chart
ALT	Altitude	ARNG	Arrange
ALTN	Alternate or alternating *(lighting alternates in colour)*	ARO	Air traffic services reporting office
ALTN	Alternate *(aerodrome)*	ARP	Aerodrome reference point
AMA	Area minimum altitude	ARP	Air-report *(message type designator)*
AMD	Amend *or* amended *(used to indicate amended meteorological message; message type designator)*	ARQ	Automatic error correction
AMDT	Amendment *(AIP Amendment)*	ARR	Arrival *(message type designator)*
AMS	Aeronautical mobile service	ARR	Arrive *or* arrival
AMSL	Above mean sea level	ARS	Special air-report *(message type designator)*
AMSS	Aeronautical mobile satellite service	ARST	Arresting *(specify (part of) aircraft arresting equipment)*
ANC	Aeronautical chart – 1:500 000 *(followed by name/title)*	AS	Altostratus
ANCS	Aeronautical navigation chart – small scale *(followed by name/title and scale)*	ASC	Ascend to *or* ascending to

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ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPEEDG	Airspeed gain
ASPEEDL	Airspeed loss
ASPH	Asphalt
AT …	At *(followed by time at which weather change is forecast to occur)*
ATA‡	Actual time of arrival
ATC‡	Air traffic control *(in general)*
ATCMAC…	Air traffic control surveillance minimum altitude chart *(followed by name/title)*
ATFM	Air traffc flow management
ATIS†	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At … *(time or place)*
ATS	Air traffic services
ATTN	Attention
AT-VASIS†	*(to be pronounced "AY-TEE-VASIS")* Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized *or* authorization
AUW	All up weight
AUX	Auxiliary
AVBL	Available *or* availability
AVG	Average
AVGAS†	Aviation gasoline
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth
	B
B	**Blue**
BA	Barking action
BARO-VNAV†	(to be pronounce "BAA-RO –VEE-NAV") Barometric vertical navigation
BASE†	Cloud base
BCFG	Fog patches
BCN	Beacon *(aeronautical ground light)*
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL …	Blowing *(followed by DU = dust, SA = sand or SN = snow)*
BLDG	Building
BLO	Below clouds
BLW	Below …
BOMB	Bombing
BR	Mist
BRF	Short *(used to indicate the type of approach desired or required)*
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representaion of meteorological data ←
	C
… C	Centre *(preceded by runway designation number to identify a parallel runway)*
C	Degrees Celsius (Centigrade)

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# Signal for use in the teletypewriter service only.

CA	Course to an altitude
CAT	Category
CAT	Clear air turbulence
CAVOK†	*(to be pronounced "KAV-OH-KAY")* Visibility, cloud and present weather better than prescribed values or conditions
CB	Automatic dependent surveillance – broadcast *(details)* (ads-b)
CC	Automatic dependent surveillance – contract *(details)* (ads-c)
CCA	*(or CCB, CCC, … etc., in sequence)* Corrected meteorological message *(message type designator)*
CD	Candela
CD	Controller-pilot data link communications *(details)* (cpdlc)
CDFA	Continuous descent final approach
CDN	Coordination *(message typ designator)*
CF	Change frequency to ….
CF	Course to a fix
CFM*	Confirm *or* I confirm *(to be used in AFS as a procedure signal)*
CGL	Circling guidance light(s)
CH	Channel
CH #	This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel *(to be used in AFS as a procedure signal)*
CHEM	Chemical
CHG	Modification *(message type designator)*
CI	Cirrus
CIDIN†	Common ICAO data interchange network
CIT	Near *or* over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) *or* cleared to … *or* clearance
CLRD	Runway(s) cleared *(used in METAR/SPECI)*
CLSD	Close *or* closed *or* closing
CM	Centimetre
CMB	Climb to *or* climbing to
CMPL	Completion *or* completed *or* complete
CNL	Cancel *or* cancelled
CNL	Flight plan cancellation *(message type designator)*
CNS	Communications, navigation and surveillance
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction *or* constructed
CONT	Continue(s) *or* continued
COOR	Coordinate *or* coordination
COORD	Coordinates
COP	Change-over point
COR	Correct *or* correction *or* corrected *(used to indicate corrected meteorological message; message type designator)*
COT	At the coast
COV	Cover *or* covered *or* covering

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# Signal for use in the teletypewriter service only.

CPDLC‡	Controller-pilot data link communications
CPL	Current flight plan *(message type designator)*
CRC	Cyclic redundancy check
CRM	Collision risk model
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway
	D
D	Downward *(tendency in RVR during previous 10 minutes)*
D …	Danger area *(followed by identification)*
DA	Decision altitude
D-ATIS†	*(to be pronounced "DEE-ATIS")* Data link automatic terminal information service
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct *(in relation to flight plan clearances and type of approach)*
DE*	From *(used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)*
DEC	December
DEG	Degrees
DEP	Depart *or* departure
DEP	Departure (*message type designator*)_
DEPO	Deposition ←
DER	Departure end of the runway
DES	Descend to *or* descending to
DEST	Destination
DETRESFA†	Destress phase
DEV	Deviation *or* deviating
DF	Direction finding
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
Direct-VS	Direct visual segment
DIST	Distance
DIV	Divert *or* diverting
DLA	Delay *or* delayed
DLA	Delay *(message type designator)*
DLIC	Data link initiation capability
DLY	Daily
DME‡	Distance measuring equipment
DNG	Danger *or* dangerous
DOM	Domestic
DP	Descent point
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR …	Low drifting *(followed by DU = dust, SA = sand or SN = snow)*
DRG	During
DS	Duststorm

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# Signal for use in the teletypewriter service only.

DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate *or* deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE #	This is a duplicate message *(to be used in AFS as a procedure signal)*
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle
	E
E	East *or* eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EEE #	Error *(to be used in AFS as a procedure signal)*
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS†	*(to be pronounced "EE-FIS")* Electronic flight instrument system
EGNOS	*(to be pronounced "EGG-NOS")* European geostationary navigation overlay service
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA†	Emergency location beacon - aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)*
EMERG	Emergency
END	Stop-end *(related to RVR)*
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC	Enroute chart *(followed by name/title)*
EOBT	Estimated off-block time
EQPT	Equipment
ER*	Here … *or* herewith
ESE	East-south-east
EST	Estimate *or* estimated *or* estimate *(message type designator)*
ETA*‡	Estimated time of arrival *or* estimating arrival
ETD‡	Estimated time of departure *or* estimating departure
ETO	Estimated time over significant point
EUR RODEX	European regional OPMET data exchange ←
EV	Every
EVS	Enhanced vision system ←
EXC	Except
EXER	Exercises *or* exercising *or* to exercise
EXP	Expect *or* expected *or* expecting
EXTD	Extend *or* extending
	F
F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitaion of international air transport
FAP	Final approach point
FAS	Final approach segment

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# Signal for use in the teletypewriter service only.

FATO	Final approach and take-off area	FNA	Final approach
FAX	Facsimile transmission	FPAP	Flight path alignment point
FBL	Light *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)*	FPL	Filed flight plan *(message type designator)*
FC	Funnel cloud *(tornado or water spout)*	FPM	Feet per minute
FCST	Forecast	FPR	Flight plan route
FCT	Friction coefficient	FR	Fuel remaining
FDPS	Flight data processing system	FREQ	Frequency
FEB	February	FRI	Friday
FEW	Few	FRNG	Firing
FG	Fog	FRONT†	Front *(relating to weather)*
FHP	Fictitious helipoint		
FIC	Flight information centre	FROST†	Frost *(used in aerodrome warnings)*
FIR‡	Flight information region	FRQ	Frequent
FIS	Flight information service	FSL	Full stop landing
FISA	Automated flight information service	FSS	Flight service station
FL	Flight level	FST	First
FLD	Field	FT	Feet *(dimensional unit)*
FLG	Flashing	FTE	Flight technical error
FLR	Flares	FTP	Fictitious threshold point
FLT	Flight	FTT	Flight technical tolerance
FLTCK	Flight check	FU	Smoke
FLUC	Fluctuating *or* fluctuation *or* fluctuated	FZ	Freezing
FLW	Follow(s) *or* following	FZDZ	Freezing drizzle
FLY	Fly *or* flying	FZFG	Freezing fog
FM	From	FZRA	Freezing rain
FM …	From *(followed by time weather change is forecast to begin)*		G
FM	Course from a fix to manual termination *(used in navigation database coding)*	G	Green
FMC	Flight management computer	G …	Variations from the mean wind speed *(gusts) (followed by figures in METAR/SPECI and TAF)*
FMS‡	Flight management system	GA	Go ahead, resume sending *(to be used in AFS as a procedure signal)*
FMU	Flow management unit	G/A	Ground-to-air

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G/A/G	Ground-to-air-to-ground
GAGAN	GPS and Geostationary Earth Orbit augmented navigation
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GBAS	*(to be pronounced "GEE-BAS")* Ground-based augmentation system
GCA	Ground controlled approach system *or* ground controlled approach
GEN	General
GEO	Geographic *or* true
GES	Ground earth station
GLD	Glider
GLONASS†	*(to be pronounced "GLO-NAS")* Global orbiting navigation satellite system
GLS ‡	GBAS landing system
GMC	Ground movement chart *(followed by name/title)*
GND	Ground
GNDCK	Ground check
GNSS‡	Global navigation satellite system
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS‡	Global positioning system
GPWS‡	Ground proximity warning system
GR	Hail
GRAS	*(to be pronounced "GRASS")* Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H	
H	High pressure area or the centre of high pressure
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF‡	High frequency [3 000 to 30 000 KHz]
HF	Holding/racetrack to a fix
HGT	Height *or* height above
HJ	Sunrise to sunset
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HP	Helipoint
HPA	Hectopascal
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HUD	Head-up display
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations *(at the same location)*
HVY	Heavy
HVY	Heavy *(used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)*
HX	No specific working hours
HYR	Higher

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# Signal for use in the teletypewriter service only.

HZ	Haze
HZ	Hertz *(cycle per second)*
	I
IAC	Instrument approach chart *(followed by name/title)*
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
IBN	Identification beacon
IC	Ice crystals *(very small ice crystals in suspension, also known as diamond dust)*
ICE	Icing
ID	Identifier *or* identify
IDENT†	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR‡	Instrument flight rules
IGA	International general aviation
ILS‡	Instrument landing system
IM	Inner marker
IMC‡	Instrument meteorological conditions
IMG	Immigration
IMI*	Interrogation sign (question mark) *(to be used in AFS as a procedure signal)*
IMPR	Improve *or* improving
IMT	Immediate *or* immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA†	Uncertainty phase
INFO†	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install *or* installed *or* installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt *or* interruption *or* interrupted
INTSF	Intensify *or* intensifying
INTST	Intensity
IR	Ice on runway
IRS	Inertial reference system
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated
	J
JAN	January
JTST	Jet stream
JUL	July
JUN	June
	K
KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

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# Signal for use in the teletypewriter service only.

	L
… L	Left *(preceded by runway designation number to identify a parallel runway)*
L	Locator *(see LM, LO)*
L	Low pressure area *or* the centre of low pressure
LAM	Logical acknowledgement *(message type designator)*
LAN	Inland
LAT	Latitude
LCA	Local *or* locally *or* location *or* located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency [30 to 300 kHz]
LGT	Light *or* lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line *(used in SIGMET)*
LM	Locator, middle
LMT	Local mean time
LNAV†	*(to be pronounced "EL-NAV")* Lateral navigation
LNG	Long *(used to indicate the type of approach desired or required)*
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN†	LORAN *(long range air navigation system)*
LPV	Localizer performance with vertical guidance
LR	The last message received by me was … *(to be used in AFS as a procedure signal)*
LRG	Long range
LS	The last message sent by me was … *or* Last message was … *(to be used in AFS as a procedure signal)*
LTD	Limited
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable *(relating to wind)*
LVE	Leave or leaving
LVL	Level
LVP	Low visibility procedures
LYR	Layer or layered
	M
M …	Minimum value of runway visual range *(followed by figures in METAR/SPECI)*
M	Mach number *(followed by figures)*
M	Metres *(preceded by figures)*
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
MAS	Manual A1 simplex
MATF	Missed approach turining fix
MAX	Maximum
MAY	May

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# Signal for use in the teletypewriter service only.

MBST	Microburst	MNT	Monitor *or* monitoring *or* monitored
MCA	Minimum crossing altitude	MNTN	Maintain
MCW	Modulated continuous wave	MOA	Military operating area
MDA	Minimum descent altitude	MOC	Minimum obstacle clearance (required)
MDF	Medium frequency direction-finding station	MOCA	Minimum obstacle clearance altitude
MDH	Minimum descent height	MOD	Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)*
MEA	Minimum en-route altitude	MON	Above mountains
MEHT	Minimum eye height over threshold *(for visual approach slope indicator systems)*	MON	Monday
MET†	Meteorological *or* meteorology	MOPS†	Minimum operational performance standards
METAR†	Aerodrome routine meteorological report *(in meteorological code)*		
MET REPORT	Local routine meteorological report *(in abbreviated plain language)*	MOV	Move *or* moving *or* movement
MF	Medium frequency [300 to 3 000 KHz]	MPS	Metres per second
MHDF	Medium and high frequency direction-finding stations *(at the same location)*	MRA	Minimum reception altitude
MHVDF	Medium, high and very high frequency direction-finding stations *(at the same location)*	MRG	Medium range
MHZ	Megahertz	MRP	ATS/MET reporting point
MID	Mid-point *(related to RVR)*	MS	Minus
MIFG	Shallow fog	MSA	Minimum sector altitude
MIL	Military	MSAS	*(to be pronounced "EM-SAS")* Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MIN*	Minutes	MSAW	Minimum safe altitude warning
MIS	Missing … *(transmission identification) (to be used in AFS as a procedure signal)*	MSG	Message
MKR	Marker radio beacon	MSL	Mean sea level
MLS‡	Microwave landing system	MSR #	Message … *(transmission identification)* has been misrouted *(to be used in AFS as a procedure signal)*
MM	Middle marker	MSSR	Monopulse secondary surveillance radar
MNM	Minimum	MT	Mountain
MNPS	Minimum navigation performance specifications	MTU	Metric units

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# Signal for use in the teletypewriter service only.

MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations *(at the same location)*
MWO	Meteorological watch office
MX	Mixed type of ice formation *(white and clear)*
	N
N	No distinct tendency *(in RVR during previous 10 minutes)*
N	North *or* northern latitude
NADP	Noise abatement departure procedure
NASC†	National AIS system centre
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected *(used in automated METAR/SPECI)*
NDB‡	Non-directional beacon
NDV	No directional variations available *(used in automated METAR/SPECI)*
NE	North-east
NEB	North-eastbound
NEG	No *or* negative *or* permission not granted *or* that is not correct
NGT	Night
NIL*†	None *or* I have nothing to send to you
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No *(negative) (to be used in AFS as a procedure signal)*
NOF	International NOTAM office
NOSIG†	No significant change *(used in trend-type landing forecasts)*
NOTAM†	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NOZ‡	Normal operating zone
NPA	Non precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ‡	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next
	O
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe *or* observed *or* observing
OBSC	Obscure *or* obscured *or* obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area

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# Signal for use in the teletypewriter service only.

OCC	Occulting *(light)*
OCH	Obstacle clearance height
OCNL	Occasional *or* occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate *(to be used in AFS as a procedure signal)*
OHD	Overhead
OIS	Obstacle identification surface
OK*	We agree *or* It is correct *(to be used in AFS as a procedure signal)*
OLDI†	On-line data interchange
OLS	Obstacle limitation surface
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET†	Operational meteorological *(information)*
OPN	Open *or* opening *or* opened
OPR	Operator *or* operate *or* operative *or* operating *or* operational
OPS†	Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P …	Maximum value of wind speed or runway visual range *(followed by figures in METAR/SPECI and TAF)*
P …	Prohibited area *(followed by identification)*
PA	Precision approach
PALS	Precision approach lighting system *(specify category)*
PANS	Procedures for air navigation services
PAPI†	Precision approach path indicator
PAR‡	Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart *(followed by name/title)*
PAX	Passenger(s)
PBN	Performance-based navigation
PC	Contingency procedures
PCD	Proceed *or* proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PDC‡	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls *(dust devils)*
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required

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# Signal for use in the teletypewriter service only.

PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB†	Probability
PROC	Procedure
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR‡	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDL	Do you intend to ask me for a series of bearings? *or* I intend to ask you for a series of bearings *(to be used in radiotelegraphy as a Q Code)*
QDM‡	Magnetic heading *(zero wind)*
QDR	Magnetic bearing
QFE‡	Atmospheric pressure at aerodrome elevation *(or at runway threshold)*
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? *or* Your distance to my station is *(distance figures and units) (to be used in radiotelegraphy as a Q Code)*
QJH	Shall I run my test tape/ a test sentence? *or* Run your test tape/a test sentence *(to be used in AFS as a Q Code)*
QNH‡	Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to … free of charge? *or* I will relay to … free of charge *(to be used in AFS as a Q Code)*
QTA	Shall I cancel telegram number …? *or* Cancel telegram number … *(to be used in AFS as a Q Code)*
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? *or* the position of your station according to the bearings taken by the D/F stations that I control was … latitude … longitude (or other indication of position), class … at … hours *(to be used in radiotelegraphy as a Q Code)*
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? *or* The TRUE track to reach me is … degrees at … hours *(to be used in radiotelegrahpy as a Q Code)*

R

R	Red
R	Rate of turn
… R	Right *(preceded by runway designation number to identify a parallel runway)*
R …	Runway *(followed by figures in METAR/SPECI)*
R*	Received *(acknowledgement of receipt)*
R …	Restricted area *(followed by identification)*
RA	Rain
RA	Resolution advisory
RAFC	Regional area forecast centre
RAG	Ragged
RAG	Runway arresting gear

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# Signal for use in the teletypewriter service only.

RAI	Runway alignment indicator
RAIM†	Receiver autonomous integrity monitoring
RASC†	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radio communication failure *(message type designator)*
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP‡	Required communication performance
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE …	Recent *(used to qualify weather phenomena, e.g. RERA = recent rain)*
REC	Receive *or* receiver
REDL	Runway edge light(s)
REF	Reference to … *or* refer to
REG	Registration
RENL	Runway end light(s)
REP	Report *or* reporting *or* reporting point
REQ	Request *or* requested
RERTE	Re-route
RESA	Runway end safety area
RF	Constant radius arc to a fix
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME†	Rime *(used in aerodrome warnings)*
RITE	Right *(direction of turn)*
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark
RNAV†	*(to be pronounced "AR-NAV")* Area navigation
RNG	Radio range
RNP‡	Required navigation performance
ROBEX†	Regional OPMET bulletin exchange *(scheme)*
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPDS	Reference path data selector
RPI‡	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace *or* replaced
RPS	Radar position symbol
RPT*	Repeat or I repeat *(to be used in AFS as a procedure signal)*
RQ*	Request *(to be used in AFS as a procedure signal)*
RQMNTS	Requirements
RQP	Request flight plan *(message type designator)*
RQS	Request supplementary flight plan *(message type designator)*
RR	Report reaching
RRA	*(or RRB, RRC … etc., in sequence)* Delayed meteorological message *(message type designator)*
RSC	Rescue sub-centre
RSCD	Runway surface condition

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# Signal for use in the teletypewriter service only.

RSP	Responder beacon
RSR	En-route surveillance radar
RSS	Root sum square
RTD	Delayed *(used to indicate delayed meteorological message; message type designator)*
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return *or* returned *or* returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown one light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR‡	Runway visual range
RVSM	Reduced vertical separation minimum (300 m (1 000 ft) between FL 290 and FL 410
RWY	Runway

S

S…	State of the sea *(followed by figures in METAR/SPECI)*
S	South *or* southern latitude
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended Practices [ICAO]
SAT	Saturday
SATCOM†	Satellite communication
SB	Southbound
SBAS	*(to be pronounced "ESS-BAS")* Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea *(used in connection with sea-surface temperature and state of the sea)*
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL†	Selective calling system
SEP	September
SER	Service *or* servicing *or* served
SEV	Severe *(used e.g. to qualify icing and turbulence reports)*
SFC	Surface
SG	Snow grains
SGL	Signal
SH …	Showers *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)*
SHF	Super high frequency [3 000 to 30 000 MHz]
SI	International system of units
SID†	Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET†	Information concerning en-route weather phenomena which may affect the safety of aircraft operations

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# Signal for use in the teletypewriter service only.

SIMUL	Simultaneous *or* simultaneously
SIWL	Single isolated wheel load
SKED	Schedule *or* scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow *(used in METAR/SPECI)*
SNOWTAM†	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
SPECI†	Aerodrome special meteorological report *(in meteorological code)*
SPECIAL†	Local special meteorological report *(in abbreviated plain language)*
SPI	Special position indicator
SPL	Supplementary flight plan *(message type designator)*
SPOC	SAR point of contact
SPOT†	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR‡	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR†	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement *(AIP Supplement)*
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway
	T
T	Temperature
…T	True *(preceded by a bearing to indicate reference to True North)*
TA	Traffic advisory
TA	Transition altitude
TA/H	Turn at an altitude /height
TAA	Terminal arrival altitude

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# Signal for use in the teletypewriter service only.

TACAN†	UHF tactical air navigation aid
TAF†	Aerodrome forecast *(in meteorological code)*
TAIL†	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing *or* taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA†	*(to be pronounce "TEE-CAS-AR-AY")* Traffic alert and collission avoidance system resolution advisory
TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO†	Temporary *or* temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA†	Traffic information broadcast by aircraft
TIL†	Until
TIP	Until past … *(place)*
TKOF	Take-off
TL …	Till *(followed by time by which weather change is forecast to end)*
TLOF	Touchdown and lift-off area
TMA‡	Terminal control area
TN	Minimum temperature *(followed by figures in TAF)*
TNA	Turn altitude
TNH	Turn height
TO	To … *(place)*
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP†	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits *or* transmitter
TREND†	Trend forecast
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitaion at the aerodrome)*
TS …	Thunderstorm *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)*
TSUNAMI†	Tsunami *(used in aerodrome warnings)*
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS†	*(to be pronounced "TEE-VASIS")* T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower *or* aerodrome control
TWY	Taxiway

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# Signal for use in the teletypewriter service only.

TWYL	Taxiway-link
TX …	Maximum temperature *(followed by figures in TAF)*
TXT*	Text *(when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)*
TYP	Type of aircraft
TYPH	Typhoon
	U
U	Upward *(tendency in RVR during previous 10 minutes)*
UA	Unmanned aircraft
UAB	Until advised by …
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT.	Unable higher due traffic
UHF‡	Ultra high frequency [300 to 3 000 MHz]
UIC	Upper information centre
UIR‡	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitaiton *(used in automated METAR/SPECI)*
U/S	Unserviceable
UTA	Upper control area
UTC‡	Coordinated Universal Time
	V
… V …	Variations from the mean wind direction *(preceded and followed by figures in METAR/SPECI e.g. 350 V 070)*
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart *(followed by name/title)*
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC …	Vicinity of the aerodrome *(followed by FG = fog, FC = funnel cloud, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstrom or VA = volcanic ash, e.g. VCFG = vicinity fog)*
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR‡	Visual flight rules
VHF‡	Very high frequency [30 to 300 MHz]
VI	Heading to an intercept
VIP‡	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 kHz]
VLR	Very long range
VM	Heading to a manual termination
VMC‡	Visual meteorological conditions
VNAV†	*(to be pronounced "VEE-NAV")* Vertical navigation

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# Signal for use in the teletypewriter service only.

VOLMET†	Meteorological information for aircraft in flight
VOR‡	VHF omnidirectional radio range
VORTAC‡	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSDA	Visual segment descent angle
VSP	Vertical speed
VTF	Vector to final
VTOL	Vertical take-off and landing
VV …	Vertical visibility *(used in the METAR/SPECI and TAF code forms)*
	W
W …	Sea-surface temperature *(followed by figures inMETAR/SPECI)*
W	West *or* western longitude
W	White
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart – ICAO
	1:1 000 000 *(followed by name/title)*
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WD	Waypoint distance
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from *or* effective from
WGS-84	World Geodetic System - 1984
WH	Blasting
WI	Within
WID	Width *or* wide
WIE	With immediate effect *or* effective immediately
WILCO‡	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken *or* weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
	X
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
	Y
Y	Yellow
YCZ	Yellow caution zone *(runway lighting)*
YES*	Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your
	Z
Z	Coordinated Universal Time *(in meteorological messages)*

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.
‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.
* Signal is also available for use in communicating with stations of the maritime mobile service.
# Signal for use in the teletypewriter service only.

GEN 3. SERVICES

AERONAUTICAL INFORMATION SERVICE GEN 3.1

1. RESPONSIBLE SERVICE

1.1 The Aeronautical Information Service in the Hashemite Kingdom of Jordan is a part of the Air Traffic Management Directorate , within the Civil Aviation Regulatory Commission, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under item 2 .
it consists of AIS Headquarters, International NOTAM Office, and AIS units established at certain aerodromes as listed under Item 5.

1.2 AIS Headquarters

The Headquarters is a part of the Directorate of Air Traffic Management within the Civil Aviation Regulatory Commission.

Postal Address	The Hashemite Kingdom Of Jordan Civil Aviation Regulatory Commission Directorate of Air Traffic Management Aeronautical Information Services Headquarters
P.O.Box	7547-Amman
AFS	OJAMYHYX
Telephone Number	++962 6 4872681
Fax	++962 6 4891266
E-mail	ais.hq@carc.gov.jo
Website	www.carc.jo

1.3 International NOTAM Office (NOF)

The NOF is a part of Directorate of Air Navigation Services at Queen Alia aerodrome. It is integrated with the AIS unit and the ATS Reporting Office at AMMAN/Queen Alia International aerodrome and available for H2.

Postal address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission Aeronautical Information Service and ATS Reporting office AMMAN/Queen Alia International Airport
P.O.Box	7547-AMMAN
AFS	OJZZNJXX for receiving NOTAM OJZZSJXX for receiving SNOWTAM OJAIYNYX for AMMAN/Queen Alia International NOTAM Office OJAIZPZX for AMMAN/Queen Alia ATS Reporting Office
Telephone Number	++96264452706 & ++96264452709
Fax number	++96264451654
E-mail	nof@carc.gov.jo
Website	www.carc.jo

1.4 The AIS at Amman/Marka aerodrome.

The AIS Unit and ATS Reporting office is a part of Directorate of Air Navigation Services at Amman/Marka aerodrome. It is available for Twenty-Four Hours.

Postal Address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission AIS Unit and ATS Reporting Office AMMAN/Marka International Airport
P.O.Box	7547 - AMMAN
AFS	OJAMYOYX for AMMAN/Marka AIS Unit OJAMZPZX for AMMAN/Marka ATS Reporting office
Telephone Number	++962 6 4892282 Ext.3258 and 3282
Fax Number	++962 64883024
E-mail address	ais.amn@carc.gov.jo
Website	www.carc.jo

1.5 The AIS unit at Aqaba/ King Hussein aerodrome.

The AIS unit and ATS Reporting Office is a part of Directorate of Air Navigation Services at Aqaba / King Hussein International aerodrome. It is available for Twenty Four Hours

Postal Address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission AIS Unit and ATS Reporting Office King Hussein International Airport
P.O.Box	82-AQABA
AFS	OJAQYOYX for AQABA/ King Hussein AIS Unit OJAQZPZX for AQABA/ King Hussein ATS Reporting Office
Telephone Number	++962 - 3- 2012111 Ext. 241
Fax Number	++ 962 - 3 -2018724
E-mail address	ais.khia@carc.gov.jo
Website	www.carc.jo

The service is provided in accordance with the provisions contained in Annex 15 Aeronautical Information Services and its Appendixes 1, 2, 3, 4, 5, 6, and 7.

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of Aeronautical Information for the entire territory of the Hashemite Kingdom of Jordan.

AERONAUTICAL CHARTS GEN 3.2

1. RESPONSIBLE SERVICES

1.1 The Civil Aviation Regulatory Commission of the Hashemite kingdom of Jordan provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP. Charts can be obtained from the address in Para 3 below. The charts are produced in accordance with the provisions contained in Annex 4- Aeronautical Charts.

2. MAINTENANCE OF CHARTS

2.1 Aeronautical charts included in the AIP are kept-up-to date by amendments by AIP.
Information concerning the planning for or issuance of new maps and charts are notified by Aeronautical Information Circular.

2.2 Incorrect information detected on published charts are corrected by NOTAM if they are of operational significance.

2.3 The authority responsible for the chart maintenance is Aeronautical Information Service in coordination with the Royal Jordanian Geographic Center.

3. PURCHASE ARRANGEMENT

3.1 The charts listed under point 5 of this section may be obtained from the following address:

Postal Address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission Air Traffic Management Directorate Aeronautical Information Services Headquarters
P.O.Box	: 7547-Amman
AFS	: OJAMYHYX
Telephone Number	: ++962 6 4872681
Fax	: ++962 6 4891266
E-mail	: ais.hq@carc.gov.jo

3.2 Civil Aviation Regulatory Commission, the Aeronautical Information Services have copies of the ICAO Doc 7101- Aeronautical Chart Catalogue , wherein are listed all aeronautical charts or chart series produced by this and other countries, and known to be generally available to Civil Aviation.

AERONAUTICAL CHARTS SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced:

a- Instrument Approach Chart;
b- Visual Approach Chart;
c- Aerodrome Chart-ICAO;
d- Aerodrome Obstacle Chart ICAO Type A;
e- Precision Approach Terrain Chart – ICAO (Precision Approach CAT II and III Runways);
f-Standard Departure Chart - Instrument (SID) –ICAO;
g- Standard Arrival Chart-Instrument (STAR)- ICAO;
h- Aerodrome Ground Movement Chart – ICAO;
i- Aircraft Parking / Docking Chart – ICAO;
j- En –route Chart – ICAO;

4.2 General description of each series:

a) Instrument Approach Chart: Instrument Approach Charts conforming to the specifications of Annex 4 are available for AQABA/King Hussein, AMMAN/Marka, and AMMAN/Queen Alia Aerodromes where instrument approach procedures have been established. Separate charts are available for each procedure established for the aerodrome. These charts are included in Aerodrome section.

b) Visual Approach Chart: Visual Approach Chart is available for AQABA/ King Hussein International Aerodrome and is included in AD section. The chart provides a graphic presentation of the approach to the aerodrome by visual reference.

c) Aerodrome Chart-ICAO: Aerodrome Chart-ICAO is available for AMMAN/Marka And AMMAN/Queen Alia International Aerodromes, and are included in AD section. The charts provide flight crews with information that will facilitate ground movement to and from the runway and apron and portrays the major flight operation facilities at the Aerodrome.

d) Aerodrome obstacle Chart-ICAO Type A: Aerodrome obstacle Chart ICAO-Type A (operating limitation) are available for AMMAN/Marka, AMMAN/Queen Alia and AQABA/ King Hussein International Aerodromes, and are included in AD section.

e) Precision Approach Terrain Chart – ICAO. This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach CAT II and III Runways.

f) Standard Departure Chart (SID): These charts are available for AMMAN/Queen Alia, AMMAN/Marka and AQABA/ King Hussein International Aerodromes.

g) Standard Arrival Chart (STAR): These charts are available for AMMAN/Queen Alia and AMMAN/Marka International Aerodromes.

h) Aerodrome Ground Movement Chart-ICAO: These charts are available for AMMAN/Queen Alia, AMMAN/Marka and AQABA/ King Hussein International Aerodromes.

i) Aircraft Parking / Docking Chart – ICAO: This chart is available for AMMAN/Queen Alia International Aerodrome.

j) En-route Chart – ICAO: This chart is produced for the entire AMMAN FIR. Provide information on radio navigation aids with appropriate symbols identification, FREQ, and geographical coordinates, and an indication of all designated airspace, including lateral and vertical limits, and the appropriate class of airspace.

AIR TRAFFIC SERVICES GEN 3.3

1.RESPONSILBE SERVICES

The Authority responsible for the overall administration of the air traffic services provided for International Civil Aviation is the Chief Commissioner of Civil Aviation Regulatory Commission.

Postal Address	Civil Aviation Regulatory Commission Directorate of Air Traffic Management P.O.Box 7574-AMMAN The Hashemite Kingdom of Jordan
AFS	OJAMYHYX
Fax	++962 6 4891266
Tel	++962 6 4897729
E-mail	datm@carc.gov.jo

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 - Rules of the Air, Annex 11 - Air Traffic Services
DOC 4444 – Procedures for Air Navigation Services (PANS-ATM)
DOC 8168- Procedures of Air Navigation Services –Aircraft Operations (PANS-OPS)
DOC 7030 – Regional supplementary procedures

Differences to these provisions are detailed in subsection GEN 1.7-1 up to GEN 1.7-6

2. AREA OF RESPONSIBILITY

Air traffic services are provided for the entire territory of the Hashemite kingdom of Jordan within Amman FIR. See page ENR 6.1.

Special Procedures for Aircraft Overflying Jordanian Territory

Aircraft may overfly Jordanian territory routes specified in ENR 2 and 3;
Aircraft shall contact the appropriate ATS unit and reports, as soon as approaching FIR entry point:
a- Aircraft Identification.
b- ETA at FIR boundary.
c- Flight Level and Route.
d- ETA at point of leaving AMMAN FIR (or landing at Jordanian Aerodrome) Aircraft shall also report when leaving AMMAN FIR.
e- Type and registration of the aircraft.

3.TPES OF SERVICES

Air Traffic Services are provided: -

1- On Airways and ATS routes
2- In the Terminal Control Area and the Control Zone of AMMAN/Queen Alia Aerodrome, the Control Zone of AMMAN/Marka Aerodrome and in AQABA/ King Hussein control zone and Aqaba Approach Control.

Air Traffic Control services and Alerting services are provided by: -

1- AMMAN ACC along Airways and ATS Routes
2- The Approach control office at AMMAN/Queen Alia and AQABA/Approach Control, in coordination with Amman ACC and /or the relevant Aerodrome Control Tower, as necessary, for arriving and departing aircraft.

Flight Information Services may be provided, whenever necessary, by the appropriate ATS Unit, for traffic operating within AMMAN FIR.

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Differences to the provisions are detailed in subsection GEN 1.7.

ENR 1.7-1 till ENR 1.7-3 contains the altimeter setting procedures.

ENR 2 and ENR 3 describe the air traffic service system.

Holding, approach and Departure procedures SIDS and STARS are contained in ENR 1.5-1 till 1.5-26.

A few Prohibited, Restricted and Danger areas are established within Jordanian territory and are described in ENR 5.

Automatic Terminal Information Services (ATIS) Broadcasts are contained in GEN 3.4-2 item 3.3.

Interception procedures used in Jordan are shown in ENR 1.12-1 till ENR 1.12-4.

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Coordination between the operator and Air Traffic Services is effected in accordance with Annex 11. Paragraph 2.16 and (DOC 4444 ATM/501) Para 10.2

5. MINIMUM FLIGHT ALTITUDE

The minimum flight altitudes specified for ATS routes shown in ENR 3.1-1, ENR 3.1-2, ENR 3.1-3, ENR 3.1-4, ENR 3.2-1 and ENR 3.3-1 have been determined to ensure at least 300M (1000 FT) clearance above the highest obstacle within 10 NM on each side of the center line of the airway.

GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

The Authority responsible for the administration of communication services in the Hashemite Kingdom of Jordan is the Director of Technical Support within the Civil Aviation Regulatory Commission.

Postal Address	The Hashemite kingdom of Jordan Civil Aviation Regulatory Commission Director of Technical Support P.O.Box 7547 Amman-Jordan
AFS	OJAMYTYX, OJAMYFYX
Tel	++962 6 4892282 ext 3409
Fax	++962 6 4883011
e-mail	dcom@carc.gov.jo

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 VOL I ,II, III, IIII and V	Aeronautical Telecommunications
DOC 8400	Procedures for Air Navigation Services- ICAO Abbreviations and Codes (PANS-ABC)
DOC 8585	Designators for aircraft operating agencies Aeronautical Authorities and Services
DOC 7030	Regional Supplementary Procedures
DOC 7910	Location Indicator
DOC 9880	Manual on detailed technical specification Network (ATN)USING ISO/OSI STANDARD and protocols
DOC 9896	Manual for the ATN using IPS standards protocols
DOC 9855	Guidelines of the use for the Public Internet for aeronautical publications

2. AREA OF RESPONSIBILITY

Arrangements for such Services on a continuing basis should be made with the Director of Technical support .Inquiry suggestions or complaints regarding any telecommunications services should be referred to the Director of Technical Support .

3. TYPES OF SERVICE

3.1 Radio Navigation Services

The following types of radio aids to navigation are available:
Instrument Landing System (ILS)
VHF Omni-Directional Radio Range (VOR)
Distance Measuring Equipment (DME)
LF/MF Non-Directional Radio Beacon (NDB)
Radar Service

3.2 Mobile / Fixed Service

Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of services, unless otherwise notified. Aircraft should communicate with appropriate Jordanian Ground/Air Control Radio Station at least Ten Minutes before entering AMMAN FIR, and should thereafter maintain a continuous watch on the appropriate radio frequency until cleared to close watch or change to another frequency. The language used for Ground/Air Communication is English however exceptionally Arabic may be used.

Fixed Service

Messages to be transmitted over the Aeronautical Fixed Telecommunications Network /ATS Message Handling system are accepted only if:

a- The text of AFS messages shall not exceed 1800 printed characters in length; and

b- Messages shall be addressed to a station forming part of the international AFS, (unless special arrangements exist).

3.3 Broadcasting Service

Automatic Terminal Information Service (ATIS) Broadcasts *

STATION	*CALL SIGN/ IDENTIFICATION*	*FREQ (MHz) HOURS (UTC)*
AMMAN/Queen Alia INTL	Queen Alia Information	127.6 H24

* ATIS also can be obtained for Amman/Queen Alia aerodrome and Amman/Marka aerodrome for all RWYs via the following phone Numbers: 06/4451489, and 06/4451490.

3.4 languages Used

The language used for Ground/Air Communication is English however exceptionally Arabic may be used

3.5 Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In case where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4. REQUIREMENTS AND CONDITIONS

The requirements and conditions of the directorate of communications services are available for international uses which are applied in accordance with the required ICAO standards and regulations as documented in the relevant ICAO documentations.

GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROMES CHARGES

1. GENERAL

1.1 Airport Charges, and air navigation facility charges are chargeable fees in Jordanian Dinar.

2. QUEEN ALIA INTERNATIONAL AIRPORT.

LANDING CHARGES

A. Landing charges shall be collected as per the maximum permissible Take-off weight for any aircraft according to the certificate of its air worthiness per each ton or part of a ton as follows:

Rates per ton (or part thereof)		
Description	**JD**	**Fils**
First 25 tons of Aircraft Weight	**1**	**820**
Following 75 tons	**2**	**730**
Exceeding 100 tons	**3**	**090**

The minimum landing charges are not less than 30 JD.

B. A surcharge of 35% of the charges prescribed in item (A) of this paragraph shall be collected for every landing of take off during night. Night is defined as the period between 30 minutes after sunset and 30 minutes before sunrise.

C. A surcharge of 10% of the charges prescribed in item (A) of this paragraph shall be collected against Air Traffic Control Services.

D. A charge of 50% of the landing charges prescribed in item (A) of this paragraph shall be collected on the following:
- Helicopter Aircraft engaged in commercial flights.
- Aircraft engaged in charter flights carrying tourists groups to the Kingdom.

E. A charge of 30% of the landing charges prescribed in (A) of these paragraphs shall be collected on the following:
- Aircraft engaged in non-commercial flights.
- Foreign aircraft used for training or examining flight crew for the purpose of - acquiring licensed or ratings or testing of the aircraft and its equipment subject to the prior written approval of the Airport Director.
- Aircraft engaged in aerial activities for the service of the state.

2.1 PARKING CHARGES

2.2.1 PARKING CHARGES OUTSIDE HANGERS

A. Parking charges shall be collected according to the maximum permissible take off weight of any aircraft as indicated in the certificate of its Air Worthiness.
The first two hours of parking charges shall be exempted and this charge will be collected on every following hour as follows:

Rates per ton (or part thereof) per hour (or part thereof)		
Description	**JD**	**Fils**
First 25 tons of Aircraft Weight	**-**	**180**
Following 75 tons	**-**	**130**
Exceeding	**-**	**070**

Provided that in any case, the minimum parking charges are not less than 15 JD.

B. In any case of submitting a request for parking for a period exceeding 72 hours, parking fees shall be collected according to the maximum permissible take off weight of any aircraft as indicated in the certificate of air worthiness for a period of 24 hours or part thereof as follows:

Description	**JD**	**Fils**
1. For aircraft weight 5700 kg or less	**30**	**280**
2. For aircraft weight 5701 kg or more	**60**	**560**

C. Rebates specified in items (D,E) of paragraph (1) shall be applicable of the aircraft parking charges.

2.2.2 PARKING CHARGES INSIDE HANGERS

A. Parking charges inside the hangers shall be collected according to the maximum permissible take off weight of any aircraft as indicated in the certificate of its air worthiness as follows:

Hanger charges for the period of 24 hours (or part thereof) per ton (or part thereof)		
Description	**JD**	**Fils**
For the first 25 tons of Aircraft weight	**3**	**090**
For the following 75 tons	**1**	**820**
Exceeding 100 tons	**-**	**910**

Provided that in any case, the minimum collected parking charges inside the hangar be not less than 30 JD.

B. Rebates specified in items (D,E) of paragraph (1) shall be applied on the charges applicable on the parking charges inside the hangars.

2.3 AIR BRIDGES (JET WAYS) CHARGES

A charge for the use of Air Bridge for embarkation and disembarkation to and from Aircraft shall be collected on every two-hour period (or any part thereof) as follows:

Description	JD	Fils
1. For aircraft of 90 tons weight or more	**72**	**670**
2. For aircraft of less than 90 tons weight	**48**	**450**

2.4 Issuance landing permit at Jordanian Civil Airports for non-scheduled flights per each landing. 20 JD

2.5 Aircraft arriving for maintenance shall be exempted from parking charges only provided that parking time does not exceed the period of 3 months.

2.6 The commissioners council is authorized to issue the appropriate instruction to implement these regulations after it is recommended by the Chief Commissioner of Civil Aviation Regulatory Commission provided that such instructions do not conflict or violate these regulations.

2.7 EXEMPTIONS

1. Aircraft belonging to the United Nations or its specialized agencies, International and Regional Organizations.
2. Aircraft engaged in non-revenue flights, search and rescue operations or other humanitarian services.
3. Aircraft of official guests of the state.
4. Aircraft owned by recognized aeronautical clubs, institutions on reciprocal basis.
5. Government aircraft engaged in public services.
6. State aircraft engaged in the training of citizens or testing navigational aids or flight tests on condition that they obtain written approval of Chief Commissioner of Civil Aviation Regulatory Commission and to whom he delegates authority 24 hours before departure.
7. Emergency landing after take-off due to technical or weather reasons or on instructions issued by Civil Aviation Regulatory Commission.
8. Civil Aviation staff (License Charges) as long as they are on duty.
9. Any other aircraft exempted by the Minister of Transport completely or partially according to certain circumstances recommended by the Chief Commissioner of Civil Aviation Regulatory Commission.

2.8 PASSENGERS SERVICE CHARGE

1- Transit Passenger charge JD 4.240
2- Terminal User Charge JD 4.220
3- Passengers departing on international flight from Queen Alia International Airport are charged thirty Jordanian Dinars (JD 30) as sales tax on the ticket for regular flights and cash for charter flights.

2.9 METHOED OF PAYMENT

Regular flights: shall be paid on monthly biases as follows:

Landing, parking, Air Bridge, passenger service charges shall be paid to:

Airport International Group
Tel: +962 (6) 445 3000 Ex. 230
Fax: +962 (6) 445 3464
P.O. Box 39052 Amman 11104
The Hashemite Kingdom of Jordan

Air Traffic Control Services, landing permit shall be paid by Bank Wire Transfer to:-

Civil Aviation Regulatory Commission
Central Bank of Jordan
Swift Code: CBJOJOAX
Account No.19/3105/1

Charter flight: shall be paid to the Airport International Group on cash biases.

NOTE: Payment and charges including bank transfer charges to be paid in Jordan Dinar.

RMK: 1 Jordanian Dinar = 1000 Fils

3. AMMAN /MARKA INTERNATIONAL AIRPORT, AND AQABA/ KING HUSSEIN INTERNATIONAL AIRPORT

3.1 LANDING CHARGES

A. Landing charges shall be collected as per the maximum permissible Take-off weight for any aircraft according to the certificate of its air worthiness per each ton or part of a ton as follows:

Rates per ton (or part thereof)		
Description	**JD**	**Fils**
First 25 tons of Aircraft Weight	**1**	**500**
Following 75 tons	**2**	**250**
Exceeding 100 tons	**2**	**550**

The minimum landing charges are not less than 30 JD.

B. A surcharge of 35% of the charges prescribed in item (A) of this paragraph shall be collected for every landing of take off during night. Night is defined as the period between 30 minutes after sunset and 30 minutes before sunrise.

C. A surcharge of 10% of the charges prescribed in item (A) of this paragraph shall be collected against Air Traffic Control Services.

D. A charge of 50% of the landing charges prescribed in item (A) of this paragraph shall be collected on the following:
- Aircraft engaged in domestic flights.
- Helicopter Aircraft engaged in commercial flights.
- Aircraft engaged in charter flights carrying tourists groups to the Kingdom.

E. A charge of 30% of the landing charges prescribed in (A) of this paragraphs shall be collected on the following:

- Aircraft engaged in non-commercial flights.

- Foreign aircraft used for training or examining flight crew for the purpose of - acquiring licensed or ratings or testing of the aircraft and its equipment subject to the prior written approval of the Airport Director.

- Aircraft engaged in aerial activities for the service of the state.

3.2 PARKING CHARGES

3.2.1 PARKING CHARGES OUTSIDE HANGERS

A. Parking charges shall be collected according to the maximum permissible take off weight of any aircraft as indicated in the certificate of its Air Worthiness.

The first two hours of parking charges shall be exempted and this charge will be collected on every following hour as follows:

Rates per ton (or part thereof) per hour (or part thereof)		
Description	**JD**	**Fils**
First 25 tons of Aircraft Weight	**-**	**150**
Following 75 tons	**-**	**105**
Exceeding	**-**	**060**

Provided that in any case, the minimum parking charges are not less than 15 JD.

B. In any case of submitting a request for parking for a period exceeding 72 hours, parking fees shall be collected according to the maximum permissible take off weight of any aircraft as indicated in the certificate of air worthiness for a period of 24 hours or part thereof as follows:

Description	**JD**	**Fils**
1. For aircraft weight 5700 kg or less	**25**	**000**
2. For aircraft weight 5701 kg or more	**50**	**000**

C. Rebates specified in items (D,E) of paragraph (1) shall be applicable of the aircraft parking charges.

3.2.2 PARKING CHARGES INSIDE HANGERS

A. Parking charges inside the hangers shall be collected according to the maximum permissible take off weight of any aircraft as indicated in the certificate of its air worthiness as follows:

Hanger charges for the period of 24 hours (or part thereof) per ton (or part thereof)		
Description	**JD**	**Fils**
For the first 25 tons of Aircraft weight	**2**	**550**
For the following 75 tons	**1**	**500**
Exceeding 100 tons	**-**	**750**

Provided that in any case, the minimum collected parking charges inside the hangar be not less than 30 JD.

B. Rebates specified in items (D,E) of paragraph (1) shall be applied on the charges applicable on the parking charges inside the hangars.

3.3 AIR BRIDGES (JET WAYS) CHARGES

A. A charge for the use of Air Bridge for embarkation and disembarkation to and from Aircraft shall be collected on every two-hour period (or any part thereof) as follows:

Description	JD	Fils
1. For aircraft of 90 tons weight or more	**60**	**000**
2. For aircraft of less than 90 tons weight	**40**	**000**

B. The Chief Commissioner of Civil Aviation Regulatory Commission is authorized to extend the period for 30 minutes after the expiry of the 2 hours without any surcharge.

NOTE: Except otherwise stipulated in special agreements between the Government and other parties, 50% of the original charges realized according to the provisions of paragraph (1,2,3) excluding what is stipulated in item (D, E) of paragraph (1) shall be collected for aircraft operating to AQABA/King Hussein international airport.

3.4. Issuance landing permit at Jordanian Civil Airports for non-scheduled flights per each landing. 20 JD

3.5. Aircraft arriving for maintenance shall be exempted from parking charges only provided that parking time does not exceed the period of 3 months.

3.6. The commissioners council is authorized to issue the appropriate instruction to implement these regulations after it is recommended by the Chief Commissioner of Civil Aviation Regulatory Commission provided that such instructions do not conflict or violate these regulations.

3.7 EXEMPTIONS

1. Aircraft belonging to the United Nations or its specialized agencies, International and Regional Organizations.
2. Aircraft engaged in non-revenue flights, search and rescue operations or other humanitarian services.
3. Aircraft of official guests of the state.
4. Aircraft owned by recognized aeronautical clubs, institutions on reciprocal basis.
5. Government aircraft engaged in public services.
6. State aircraft engaged in the training of citizens or testing navigational aids or flight tests on condition that they obtain written approval of Chief Commissioner of Civil Aviation Regulatory Commission and to whom he delegates authority 24 hours before departure.
7. Emergency landing after take-off due to technical or weather reasons or on instructions issued by Civil Aviation Regulatory Commission.
8. Civil Aviation staff (License Charges) as long as they are on duty.
9. Any other aircraft exempted by the Minister of Transport completely or partially according to certain circumstances recommended by the Chief Commissioner of Civil Aviation Regulatory Commission.

3.8 PASSENGERS SERVICE CHARGE

3.8.1 Transit Passenger charge JD 3.500

3.8.2 Passengers departing on international flight from Amman/Marka International Airport, and Aqaba/King Hussein International Airport are charged thirty Jordanian Dinars (JD 30) as sales tax on the ticket for regular fights and cash for charter flights.

3.9 METHOED OF PAYMENT:

A. Regular flights: Charges shall be paid on monthly basis.

B. Charter flight: shall be paid on cash basis.

C. All charges at Amman International Airport/Marka shall be paid to:

Jordan Airports Company
Tel: +962 (6) 4892282 Ex.3556
Fax: +962 (6) 4883279
P.O. Box 15052 Amman 11134
The Hashemite Kingdom of Jordan

D. All charges at King Hussein International Airport/ Aqaba shall be paid to:

Aqaba Airports Company
Tel: +962 (3) 2034010
Fax: +962 (3) 2034011
P.O. Box 2662 Aqaba 77110
The Hashemite Kingdom of Jordan

NOTE: Payment and charges including bank transfer charges to be paid in Jordan Dinar.

RMK: 1 Jordanian Dinar = 1000 Fils

AIR NAVIGATION SERVICES CHARGES GEN 4.2

1- OVER FLYING CHARGES

Air Navigation Services charges of aircraft over flying Jordanian airspace shall be collected according to maximum permissible take-off weight as indicated in the certificate of Air worthiness for each ton (or part thereof) as follows:

Description	JD	Fils
First 25 tons of Aircraft weight	**000**	**720**
Following 75 tons	**000**	**840**
Exceeding 100 tons	**000**	**960**

Provided that in any case, the minimum over flying collected charges be not less than 30 JD.

Note: If registration marks of the over flying aircraft are not included in the flight plans, the Civil Aviation Regulatory Commission reserves the right to charge according to the maximum take-off weight of the aircraft.

2- OVERFLYING PERMITS CHARGES

Issuing permits for over flying Jordanian for non-scheduled flights against each crossing 10 JD.

3- EXEMPTIONS

1. Aircraft belonging to the United Nations or its specialized agencies, International and Regional Organizations.
2. Aircraft engaged in non-revenue flights, search and rescue operations or other humanitarian services.
3. Aircraft of official guests of the state.
4. Aircraft owned by recognized aeronautical clubs, institutions on reciprocal basis.
5. Government aircraft engaged in public services.
6. State aircraft engaged in the training of citizens or testing navigational aids or flight tests on condition that they obtain written approval of Chief Commissioner of Civil Aviation Regulatory Commission and to whom he delegates authority 24 hours before departure.
7. Emergency landing after take-off due to technical or weather reasons or on instructions issued by Civil Aviation Regulatory Commission.
8. Civil Aviation staff (License Charges) as long as they are on duty.
9. Any other aircraft exempted by the Minister of Transport completely or partially according to certain circumstances recommended by the Chief Commissioner of Civil Aviation Regulatory Commission.

4- AUTHORIZATION

The commissioners council is authorized to issue the appropriate instruction to implement these regulations after it is recommended by the Chief Commissioner of Civil Aviation Regulatory Commission provided that such instructions do not conflict or violate these regulations.

5- METHOD OF PAYMENT

All Charges due this part shall be paid to Civil Aviation Regulatory Commission on monthly basis to the following address:-

Civil Aviation Regulatory Commission
Central Bank of Jordan
Swift code: CBJOJOAX
Account No. 19/3105/1

NOTE: Payment and charges including Bank transfer charges to be paid in Jordan Dinar.
RMK: 1 Jordanian Dinar = 1000 Fils

2. MILITARY OPERATING PROCEDURES

2.1 VFR Amman Control Zone

Traffic leaving and joining the Amman control Zone will do so at the specified VFR entry/exit points.

Amman North - 6NM North of Amman Aerodrome for traffic entering and leaving to the North and East.

Amman West- 8NM on the centerline of RWY 24 for traffic leaving to the South.

SAHAB - Abeam SAHAB, for traffic entering and leaving the VFR corridor.

2.2 VFR Corridor Victor 1

The procedures specified in Para 1. ENR 1.2-1 apply to military traffic as mentioned in Para 1.9. ENR 1.2-2

2.3 VFR Queen Alia

All VFR traffic inbound to Queen Alia Airport is subject to prior approval.
Traffic inbound and outbound to Queen Alia operating VFR will enter and leave the Control zone via the VFR corridor Victor 1.

2.4 Visual Flight Rules

a- VFR flights shall not be operated :
   1- Between 30 minutes after Sunset until 30 minutes before Sunrise.
   2- Above FL 150.

b- Night VFR Flights within Amman/Marka Airport and King Hussein International Airport may be authorized by ATC provided that;
   1. VFR minimum exists in the aerodrome traffic circuit.
   2. Only 3 ACFT are cleared for night flying in the circuit and 2 HELs.
   3. At least 48 hours notice is provided.

ENR 1.10 FLIGHT PLANNING

1. ICAO MODEL FLIGHT PLAN

IFR or VFR flight conducted within the Jordanian Airspace shall be submitted in person by Flight Crew members or their designated representatives to the appropriate ATS unit serving the aerodrome of departure.

At aerodrome where such unit is not available, the pilot shall submit his flight plan by telephone, teletypewriter, or Radio, as soon as possible, to appropriate ATS Unit after being airborne.

1.1 Submission of Flight Plan

A Flight Plan for all types of flights shall be submitted to the ATS unit at the aerodrome of departure at least 30 minutes before the estimated off block time except traffic bounded to JEDDAH, and TELAVIV FIRs. flight plans should be submitted at least one hour and not more than 8 hours of the estimated off block time. And if during flight at least 10 minutes before reaching the point of entry into Amman FIR or the point of crossing an Airway or Terminal Area .

1.2 Completion of Flight Plan

The items of the flight plan shall be completed up to and including item 19,"Supplementary Information" The completion of the flight plan items shall be in conformity with the instructions contained in DOC 4444 Attachment B.

1.3 Inclusion of Registration Mark and Type of Aircraft in the Flight Plan

All traffic Overflying Amman FIR should include registration marks in item 18 and types of aircraft in item 9 of the flight plans and the flight plans should be addressed to AFS address OJACZQZX. Modification message should be addressed to AFS address OJACZQZX in case of change concerning type or registration mark of aircraft. If registration marks are not included in the flight plans the Civil Aviation Regulatory Commission reserves the right of charge according to maximum take-off weight of the aircraft.

1.4 Cancellation of Flight Plan

In addition to the delay procedure specified in ICAO DOC 4444, attach B. A submitted flight plan will be automatically canceled after one hour in excess of the estimated off-block time mentioned in the flight plan, unless an amendment or cancellation has been reported to the AIS unit to which the flight plan has been submitted.

2. REPETITIVE FLIGHT PLAN SYSTEM

2.1 A Repetitive Flight Plan Listing Form shall be completed in accordance with form of "Repetitive Flight Plan" (ENR 1.10-6), RPLs shall not be used for flight other than FIR flights operated regularly on the same day(s) of consecutive weeks and on at least ten occasions or every day over a period of at least ten consecutive days. The elements of each flight plan shall have high degree of stability.

2.2 Implementation of RPLs

RPLs procedures shall be applied within Jordan only when all ATS authorities concerned with the flights have agreed to accept RPLs.

2.3 Submission

Initial submission of complete RPL listings and any subsequent seasonal resubmission of complete listings shall be made in sufficient time and at least 2 weeks. RPL listing forms shall be submitted to the following postal address:

The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
ATS Reporting Office - AIS
AMMAN/Queen Alia International Airport
P.O.Box 7547 - Amman

2.4 Completion

The RPLs listing forms shall be completed in accordance with the instructions shown on pages (ENR 1.10-4 and ENR 1.10-5).