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 61/2011
01 AUG 2011

1. Insert the attached new or replacement pages dated 01 August 2011 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.

3. The following NOTAM are herby cancelled:

A0024/10 and A0096/11

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5.5-1	01 NOV 2007	2.14	01 AUG 2007		
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6-1	01 FEB 2008	2-25A	01 MAY 2006		
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6-7	01 MAY 2009	2-25C	01 MAY 2006		
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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 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 , Sirelanka , Sierra Leone, Somalia, Gambia, Ghana, Ghenya , Tropical Gheniya , Gheniya besaw, Papuan Gheniya Vietnam, Liberia, Philippines, Kenya, Magnolia, Madagascar, Mali, Mozambique, Nepal, Nigeria, India(except tourist , provided that he/she holds more than 1000 USD) , Sudan, Cuba, Afghanistan, Cameroon, Belize, Mauritania, , Cambodia, Macedonia, Moldavia, Colombia, Arteries, Uzbekistan, middle Africa, Iraq, Congo, Tambia, Laos, Zaire, Moons Islands, Bosnia and Herzegovina, Bangladesh, Niger, Bight of Benin, Cote de voar, Moons islands, Myanmar, Dominican Republic.

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, Greece, Vatican, France, Venezuela, Finland, Fiji, Cyprus, Qatar, Croatia, Canada, North Korean, South Korean, Costa Rica, Kuwait, Lebanon, Luxemburg, Libya, Zimbabwe, KSA, Salvador, Syria, Sweden, Switzerland, Oman, Grenada, Guatemala, Slovenia, Burma, Poland, Panama, Bolivia, Peru, Thailand, Turkey, Trinidad and Tobago, Czech, Chile, Tunisia, Alger, Denmark, Dominican republic, Rwanda, Spain, Israel, Germany, Indonesia (except labor) , Uruguay, Italy, Argentine, Australia, Ecuador, UAE, Iceland, Bahrain, brazil, Brunei, UK, Portugal. United of Micronesia , Andorra, Armenia, Bulgaria , Barbados , Ukraine, Paraguay, Al Bahamas, Bhutan, Tonga, Jamaica, Solomon Islands, Marshals Islands, South Africa, Georgia, San Marino, San Vainest and Grenadier, Saint Christopher, Surinam, china, Kosovo, Latvia, Lithuania, Monaco, Turkmenistan, Tuvalu, Nauru, Saint Lucia, Sao Tome and Principe, Samoa, Antigua and Barbuda, Azerbaijan, Lesotho, Liechtenstein, Belarus, Russia, Romania, Serbia, Montenegro, Estonia, Ireland, seashell , Belgium, Taiwan, Morocco (females between 15-30 should be accompanied by parents or husband) , Tajikistan , Uzbekistan, Kerghistan, Kazakhstan, Cape Verde, Crebaty , fanwato, Citizens holding Palestinian documents, Singapore, Cooperative Republic of Guyana, Commonwealth of Dominica.

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

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.

GEN 2.5 ALPHABETICAL LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Aid	Purpose	STATION NAME	Aid	ID	Purpose
AMN	MARKA	DVOR/DME	AE	MARKA	DVOR/DME	AMN	AE
AQ	KING HUSSEIN	L	A	KING HUSSEIN	L	AQ	A
AQA	KING HUSSEIN	NDB	AE	KING HUSSEIN	NDB	AQA	AE
AQB	KING HUSSEIN	DVOR/DME	AE	KING HUSSEIN	DVOR/DME	AQB	AE
AQC	KING HUSSEIN	NDB	AE	KING HUSSEIN	NDB	AQC	AE
IAMN	MARKA	ILS	A	MARKA	ILS	IAMN	A
IAQA	KING HUSSEIN	ILS	A	KING HUSSEIN	ILS	IAQA	A
IQA	QUEEN ALIA	ILS	A	QUEEN ALI	ILS	IQA	A
IQAN	ALIA QUEEN	ILS	A	QUEEN ALIA	ILS	IQAN	A
IQAR	QUEEN ALIA	ILS	A	QUEEN ALIA	ILS	IQAR	A
JYO	MARKA	NDB	AE	MARKA	NDB	JYO	AE
JYS	QATRANEH	NDB	AE	QATRANEH	NDB	JYS	AE
MDB	MADABA	NDB(L)	A	MADABA	NDB(L)	MDB	A
QA	QUEEN ALIA	NDB	AE	QUEEN ALIA	NDB	QA	AE
QAA	QUEEN ALIA	DVOR/DME	AE	QUEEN ALIA	VOR/DME	QAA	AE
QTR	QATRANEH	VOR/DME	AE	QATRANEH	VOR/DME	QTR	AE

6. ATS UNITS ADDRESS LIST

Unit Name	Postal Address	TEL.	FAX.	AFS
1	2	3	4	5
AMMAN TACC APP and ACC	Civil Aviation Regulatory Commission AMMAN/Queen Alia P.O.BOX 7547 AMMAN-JORDAN	4451672 4451607	TACC FAX 4451667 And ANS ADMIN 4451619	OJACZQZX OJACZRZX
AMMAN FIC	Civil Aviation Regulatory Commission AMMAN/Queen Alia P.O.BOX 7547 AMMAN-JORDAN	4451672 4451607	ANS ADMIN 4451619	OJACZQZX OJACZRZX
Alerting Service	Civil Aviation Regulatory Commission AMMAN/Queen Alia P.O.BOX 7547 AMMAN-JORDAN	4451672 4451607	ANS ADMIN 4451619	OJAIYCYX
AMMAN Marka Tower	Civil Aviation Regulatory Commission AMMAN/Marka P.O.BOX 7547 AMMAN-JORDAN	4891400 & 4891401 Ext.3257	ANS ADMIN 4891659	OJAMZTZX
Queen Alia Tower	Civil Aviation Regulatory Commission AMMAN/Queen Alia P.O.BOX 7547 AMMAN-JORDAN	4452699 4452599	ANS ADMIN 4451619	OJAIZTZX
King Hussein Tower	Civil Aviation Regulatory Commission AQABA/ King Hussein P.O.Box 7547 Amman - Jordan	03-2031424	ANS ADMIN FAX. 03-2035698 032012111 Ext 283	OJAQZTZX
King Hussein Approach	Civil Aviation Regulatory Commission AQABA/ King Hussein P.O.Box 7547 Amman - Jordan	03-2031424	ANS ADMIN FAX. 03-2035698 032012111 Ext 283	OJAQZTZX

GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICES

The search and rescue service in The Hashemite kingdom of Jordan is provided by the Civil Aviation Regulatory Commission, in collaboration with the Royal Jordanian Air Force, which has the responsibility for making necessary facilities available.

The address of the Center responsible for the search and rescue services is:

Name	Amman Rescue Coordination Center
Postal address	Rescue Coordination Center Civil Aviation Regulatory Commission / Queen Alia international airport Box 7547-Amman The Hashemite Kingdom of Jordan
AFS address	OJAIYCYX
Telephone Numbers	4451114, 4451160, 4451159, 4451974, 4452026. In addition to the following emergency phone numbers : 4451607, 4451672
Telefax	4452033
E-mail address	Sar@carc.gov.jo
Search and Rescue Area	Amman FIR

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

Annex 12	Search and Rescue
Annex 13	Aircraft Accident Inquiry
DOC 7030	Regional Supplementary Procedures for
DOC 7333	Search and Rescue Manual

2. AREA OF RESPONSIBILITY

The Search and Rescue area of responsibility of Amman RCC includes the Amman FIR and all territorial land and water areas of the Hashemite Kingdom of Jordan are under the direction of the Civil Aviation Regulatory Commission in coordination with the Royal Jordanian Air Force.

3. TYPE OF SERVICES

Details of the Rescue Coordination Center and related Rescue Units are given in table 3.6.3 Search and Rescue Units. In addition; various elements of the police and armed forces are available for search and rescue missions when required. The aeronautical and public telecommunications services are available to the Search and Rescue Organization.
Requests for the entry of aircraft, equipment and personnel from other states to be engaged in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the:

Chief Commissioner of Civil Aviation Regulatory Commission
P.O.Box: 7547- Amman-Jordan
TEL: ++962 6 4895454 & ++962 6 4893097
FAX: ++962 6 4891653

Jordan CARC will coordinate with the Royal Jordanian Air Force all relating matters, Instructions as to the control, which will be exercised on entry of such aircraft, and/or personnel will be given by the Amman Rescue Coordination Center (RCC).

Table 3.6.3 Search and Rescue Units

Name	*Location*	*Facilities*	*Remarks*
1	**2**	**3**	**4**
AMMAN/Queen Alia	314319.09N 355936.11E	MRG HEL	
AQABA/ King Hussein	293638.99N 350103.05E	Rescue Boats	

4. SAR AGREEMENTS

The Hashemite Kingdom of Jordan is a member state in the Search and Rescue co-ordination agreement which was held between Arab countries in DOHA-QATAR on 12 DEC 1972, in accordance with Arab Civil Aviation Council resolution.

Entry and Departure for Search and Rescue

In order to achieve the efficiency of air operation, it is permitted for Aircraft and required equipment and Persons in Search and Rescue operations from contracting states for urgent and temporary entrance without previous permission from any other contracting state, except over prohibited areas, these operations will be permitted by state being entered.

Aircraft participating in the SAR operations is permitted to land at aerodromes, which has been agreed on without prior permission.

Aircraft participating in the SAR operations should not be equipped with Cameras or Weapons and ammunition, except with special permission from the Authority of the state being entered.

5. CONDITIONS OF AVAILABILITY

The Royal Jordanian Air Force is responsible for the Search and Rescue of occupants of civil aircraft in distress in the Hashemite Kingdom of Jordan.

Air Search is normally carried out by operational and training aircraft of the Royal Jordanian Air Force but Civil Aircraft may also be used.

6. PROCEDURES AND/OR SIGNALS USED

Procedures and signals used by aircraft

Procedures for pilot-in-command observing an accident or intercepting a distress call and/or accident message are outlined in ICAO Annex 12, Chapter 5.

Communications

Transmission and reception of distress messages within which the airspace over the Hashemite Kingdom of Jordan is contained in Amman FIR are handled in accordance with Annex 10 VOL II chapter 5 paragraph 5.3.

For communications during search and rescue operations The codes and abbreviations published in ICAO abbreviations and codes, ICAO DOC 8400 are used.

Information regarding positions, call signs, frequencies and hours of operation of aeronautical stations and navigational aids are published in the ENR section of AIP Jordan.

The frequency 121.5 MHz is guarded continuously during the hours of service at Amman terminal area control center, Amman/Queen Alia aerodrome control tower, Amman /Marka aerodrome control tower and Aqaba /King Hussein aerodrome control tower.

Search and Rescue Signals

The search and rescue signals to be used are those prescribed in Annex 12 chapter 5, Paragraph 5.10.

→ *Ground/air visual signal codes for use by* survivors

NO.	*Message*	*Code symbol*
1	Require assistance	**V**
2	Require medical assistance	X
3	No or negative	N
4	Yes or affimative	Y
5	Proceeding in this direction	↑
Instructions for use: 1- make signals not less than 8ft(2.5m) 2- provide as much color contrast as possible between signals and background 3- make every effort to attract attention by other means such as radio, flares, smoke reflected light.		

2. MONOPULSE SECONDARY SURVEILLANCE RADAR (MSSR)

2.1 RADAR EMERGENCY PROCEDURES

Aircraft are required to operate MSSR transponder in accordance with ICAO PANS-OPS (DOC 8168), Volume 1, Part VIII.

2.2 RADIO COMMUNICATION FAILURE AND UNLAWFUL INTERFERENCE PROCEDURES

Radio communication failure procedure whilst under radar control is detailed in ENR 1.6-1, and ENR 1.6-2

b) Aircraft subject to unlawful interference shall follow the procedures specified in Attachment B to Annex 2- Rules of the Air.

c) Whenever possible aircraft experiencing unlawful interference shall select MSSR Mode 3/A Code 7500.

d) If known traffic is not identified due to Aircraft MSSR failure procedural separation must be used.

2.3 SYSTEM OF MSSR CODE ALLOCATION

Jordan is part of Middle East Region MSSR code allocation plan. All States in the region are allocated code Blocks from the Mode 3/A codes.

a) Aircraft entering the Amman FIR shall retain the MSSR code previously issued by ATC in an adjacent FIR.

b) The following MSSR codes (Mode A) will be assigned by Amman TACC:

1. Inbound Flights

Flights inbound or overflying the Amman FIR will be allocated codes by the first country in the region. Amman ACC will accept this code as part of the ACFT estimate and use it for the flight in the FIR until landing or pass the code with the ACFT estimate to the next FIR.
Any inbound flight that dose not have a code allocated by the originating FIR will be allocated a Code from the block 0400 - 0477

2. Outbound Flights

Outbound flights will be allocated a code from the series 0700 - 0777

3. Overflying Flights

Overflying flights will be allocated from the series 0700- 0777

4. Domestic Flights

All internal flights will be allocated codes from the Block 1500 - 1577
For flights without stored Flight Plan and automatic code allocation, the following codes will be allocated manually by the sectors

Approach	2400 - 2437
West Sector	2440 - 2457
East Sector	2460 - 2477

4.1 Code Allocation

All codes will normally be allocated up to 3 hours according to Radar system Mode.

Codes allocated by regional states acceptable for allocation.

Aden	7000 -7077	
Baghdad	1000 -1077	
Bahrain	2100 -2177	2200 -2277
Beirut	2500 -2577	
Damascus	3000 -3077	
Jeddah	3100 -3177	3500 -3577
Kabul	7100 -7177	
Kuwait	0600 -0677	
Muscat	4000 -4077	
Tehran	1100 -1177	6700 - 6777
Addis Ababa	0500 -0577	
Cairo	2300 -2377	
Khartoum	0100 –0177	
Tel-Aviv	3200 -3277	

4.2 Domestic Code Allocation

All uncontrolled VFR Flight within Amman FIR should use the conspicuity code 2400 to improve Radar detection. Discrete codes will not normally be allocated to VFR Flights unless traffic is to receive Radar service.

2.4 RADAR SEPARATION MINIMA

The horizontal and lateral Radar separation Minima prescribed for use in Amman TACC are:

Within TMA	5NM	Radar Control Service
Within West Sector	5NM	Radar Control Service
Within East Sector	- 10NM for parallel separation for climb and descend purposes - 20NM longitudinal separation constant or increasing	Radar Control Service

2.5 RADAR/PROCEDURAL SEPARATION

If separation is provided between traffic in MSSR only coverage areas, extreme care shall be taken to ensure that known traffic is squawking and identified.

Radar Separation may only be provided between identified Aircraft.

2.6 VOR/DME SEPARATION

Under no circumstances must Radar position be substituted for VOR or DME separation, except where geographical separation is deemed to exist providing vertical separation established by a particular Radar position of identified aircraft may be substituted for VOR/DME position.

2.7 SECTORISATION AMMAN TERMINAL AREA CONTROL CENTER (TACC)

Amman FIR consists of two Sectors, East and West sector as follows:
Enroute East Sector FREQ 128.5 MHz, all controlled Airspace in the Amman FIR East of the Western boundary of UR785 from its intersection with Amman FIR at ZELAF to the Western boundary of the same airway at RASLI.

Enroute West Sector FREQ 128.3 MHz, all Controlled Airspace in Amman FIR West of Western boundary of UR785 from its intersection with Amman FIR at ZELAF to the Western boundary of the same airway of RASLI excluding Amman TMA below FL155, and Aqaba APP Control below 13000 FT ALT.

- Amman TMA Control FREQ 128.9 MHz
- Aqaba Approach Control 119.2 MHz

Radar Service will be provided according to:
a) Within Enroute East Sector will be Radar Control Service;
b) Within Enroute West Sector will be Radar Control Service;
c) Within TMA will be Radar Control Service.

2.8 MSSR coverage is provided throughout the FIR. Maximum Range of the monopulse Secondary radars used of air traffic services is:

AMMAN Secondary Radar		
Location	**Type**	**MAX Range (NM)**
AMMAN/ Queen Alia Airport	MSSR	256NM

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

The Altimeter Setting Procedure in use generally conforms to those contained in ICAO DOC 8168-PS/611 and are given in full below.

Transition altitudes are given in AD 2. In addition, they are given on instrument approach charts.

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 QNH reports and temperature information for use in determining adequate terrain clearance is provided in MET broadcasts and are available on request from air traffic services units. QNH values are given in whole Hectabascal .However they will be provided in Inches of mercury on request.

2.1.2 The transition Altitude for Jordanian aerodromes and controlled airspace is ALT 13000, and the Transition level is FL150.

2.1.3 The minimum cruising level along airways within Amman FIR is ALT 11000; Flight is permitted below this level between 9000 FT ALT and the published Minimum Enroute Altitudes.

2.1.4 Altimeter Setting Procedures

2.1.4.1 The lowest ground Level in Jordan is the shore line of the Dead Sea,1296 FT (385M) below Mean Sea Level .

2.1.4.2 Vertical positioning of Aircraft when at or below the transition altitude is expressed in terms of altitude Where as positioning at or above the transition level is expressed in terms of flight levels, while passing through the transition layer vertical positioning is expressed in terms of altitudes when descending and in terms of flight levels when ascending .

2.1.4.3 Flight level Zero is located at atmospheric pressure level of 1013.25 HPA (29.92 Inches) Consecutive flight levels are separated by a pressure interval corresponding to 500 FT in standard atmosphere below FL290, and by a pressure interval corresponding to 1000 FT in the standard Atmosphere above FL290.

NOTE: Examples of the relationship between flight levels Altimeter indications are given in the following table, the metric equivalents being approximate:

Flight Level	Altimeter Indication	
Number	Feet	Meters
11000 ALT	11000	3350
150	15000	4550
200	20000	6100
etc.	etc .	etc .

2.2 Take - off and Climb

2.2.1 A QNH Altimeter Setting is made available to aircraft in taxi clearance prior to take off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the Transition Altitude above which vertical positioning is expressed in terms of flight levels.

2.3 Vertical Separation - En-Route

2.3.1 Unless otherwise authorized by the appropriate ATS Unit, Flights shall be conducted at flight levels corresponding to the following table:

2.3.2 VFR flight is not permitted above flight level 200.

2.4 Approach and Landing

2.4.1 A QNH Altimeter Setting is made available in the approach clearances and in clearances to enter the traffic circuit.

2.4.2 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.5 Missed Approach

2.5.1 The relevant portions of 2.4.1.3, 2.2 and 2.4 (of this page) shall be applied in the case of missed approach

3. DESCRIPTION OF ALTIMETER SETTING REGION

3.1 there is a single altimeter pressure setting region which covers the entire Amman FIR, however see para 2.2.2 above.

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

4.1 Flight Planning

The levels at which a flight is to be conducted shall be specified in flight plan:

a. In terms of Flight Levels if flight is to be conducted at or above the transition level, and
b. In terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitudes.

NOTE: 1- Short flight in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

NOTE: 2-Flight Levels are specified in a flight plan by number, and not in terms of feet or meters as in the case of altitudes.

5. TABLE OF CURSING LEVELS

The cruising levels are as follows:

MAGNETIC TRACK							
From 000 degrees to 179 degrees				From 180 degrees to 359 degrees			
IFR Flights		VFR Flights		IFR Flights		VFR Flights	
FL	Altitude Feet	FL	Altitude Feet	FL	Altitude Feet	FL	Altitude Feet
					6 000		6 500
	7 000		7 500		8 000		8 500
	9 000		9 500		10 000		10 500
	11 000		11 500		12 000		12 500
	13 000						
150				160			
170				180			
190				200			
210				220			
230				240			
250				260			
270				280			
290				300			
310				320			
330				340			
350				360			
370				380			
390				400			
410				430			
450							

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force in the MID Region are applicable in Jordan as mentioned hereafter:

1. VISUAL FLIGHTS RULES (VFR) (ANNEX 2 PARA 4.8)

Visual Flights Rules to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

1. Have two-ways radio communications;
2. Obtain permission from the appropriate air traffic control unit and;
3. Report position, as required.

NOTE: The phrase "specified portion of the associated terminal control area" is intended to signify at least those portions of TMA used by international IFR Flights in association with approach, Holding, Departure and Noise abatement procedures.

2. POSITION REPORTING

Aircraft flying outside controlled airspace are to maintain a continuous listening watch on the frequency of the appropriate air traffic services unit , and make "operation normal" report as required .

3. ALERTING SERVICE (DOC 4444, Part VI - 2)

The procedure for "Alerting Service" detailed in the (DOC 4444 - RAC/501) part VI PARA .2 are applicable to All sectors of flights over mountainous or sparsely populated areas including sea areas.

4. CONTENTS OF CLEARANCES

(Annex 11 - 3.7 DOC 4444 parts III para. 11 and 12 part VIII, 3.2.5) A pilot in command shall, if at any time in doubt, request a detailed description of the route from the appropriate ATS unit.

5. ACTION IN THE EVENT OF AIR GROUND COMMUNICATION FAILURE

5.1 Aircraft experiencing radio failure in the departure phase within the Terminal Area will climb to the level specified in the clearance .If no time or geographical limit was included in the clearance, maintain level for 3 minutes then continue climb to the flight level specified in the current flight plan after passing the Terminal Exit Point.

5.2 A departing controlled IFR flight in IMC, having acknowledged an intermediate clearance to climb to a level other than the one specified in the current flight plan for en-route phase of the flight and experiencing two ways communication failure, shall if no time or geographical limit was included in the climb clearance, Maintain for a period of 3 minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

N.B The level specified in the current flight plan means level contained in the en-route ACC clearance acknowledged by the pilot.

6. SIGNALS TO AIRCRAFT

ATC light signals to aircraft have the following meaning and pilots of aircraft observing such light signal shall take action accordingly:

SIGNALS	MEANING	
	To Aircraft In Flight	**To Aircraft On Ground**
Steady Green	Cleared To Land	Cleared For Take-off
Steady Red	Give Way To other Aircraft and continue Circling	Stop
Series of Green flashes	Return To Landing *	Cleared To Taxi
Series of Red Flashes	Aerodrome Unsafe Do Not Land	Taxi Clear of landing Area in use
Series of White Flashes	Land At This Aerodrome and proceed to Apron *	Return To Starting Point on Aerodrome
RED Pyrotechnic	Not Withstanding Any previous instructions Do NOT land for the Time Being	

*** Clearance to Land and Taxi will be given In Due Course**

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. AIR TRAFFIC FLOW MANAGEMENT STRUCTURE, SERVICE AREA, SERVICE PROVIDED LOCATION OF UNIT AND HOURS OF OPERATION.

1.1 Service Provided

Within Amman FIR/UIR there is no requirement for strategic Flow Management at present, or in the foreseeable future, and the establishment of a REGIONAL Flow Management Unit is perceived as not being necessary.

Tactical Flow Management is implemented from time to time, as required.