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AIP JORDAN
AMENDMENT 79/2016
01 FEB 2016

1. Insert the attached new or replacement pages dated 01 FEB 2016 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. NOTAM are herby cancelled:- A0239/12 and A0138/13

4. AIC is herby cancelled:- 4/12

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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. Copyright Policy

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5. 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

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ENR 1.10 FLIGHT PLANNING

1. General

1.1 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.

1.2 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.

1.3 ICAO Flight Plan is accepted in New Format

1.4 Flight Plan for flights operating in Amman FIR (OJAC) and departing from any Jordanian Aerodrome shall adhere to the following:

1.4-1 To ensure the acceptance of FPLs and associated messages by Amman/Jordan AIS, the part of the route inside Hashemite Kingdom of Jordan must be filed in accordance with the AIP of Jordan.

1.4-2 All FPLs associated with all flights departing from Jordan Airports shall be submitted only to and via the ARO of the Departure Aerodrome as defined in Jordan AIP, page ENR 1.10-1, PARA 1.5

1.4-3 Failure to comply with the direct filing of the FPLs for flights departing from Jordan airports may result in the cancellation of your FPL by Jordan AIS.

1.4-4 Jordan AIS will not be responsible for any FPL which was not submitted through any Jordanian Aerodrome ARO.

1.5 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 .

2. Instruction for the completion of the Flight Plan Form

2.1 General

Adhere closely to the prescribed formats and manner of specifying data.
Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.
Insert all clock times in *4 figures UTC.*
Insert all estimated elapsed times in 4 figures (hours and minutes).

2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.
Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

2.3 Filed by: INSERT the name of the unit, agency or person filing the flight plan.

2.4 Acceptance of the flight plan: Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

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.

4. Cancellation of Flight Plan

In addition to the delay procedure specified in ICAO DOC 4444, 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.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

a) The ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511,NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA213, JESTER 25);

OR b) The nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:

1) In radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);

2) The aircraft is not equipped with radio.

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under the IFR
V	if it is intended that the entire flight will be operated under the VFR
Y	if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or
Z	if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S	if scheduled air service
N	if non-scheduled air transport operation
G	if general aviation
M	if military
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ITEM 9: NUMBER AND TYPE OF AIRCRAFTAND WAKE TURBULENCE CATEGORY

Number of aircraft (1 to 2 characters)

INSERT the number of aircraft, if more than one.

Type of aircraft (2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, *Aircraft Type Designators*,

OR, if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ, and *SPECIFY* in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/

Wake turbulence category (1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H — HEAVY,	to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
M — MEDIUM,	to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;
L — LIGHT,	to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

ITEM 10: EQUIPMENT AND CAPABILITIES

Radio communication, Navigation and Approach Aid Equipment and Capabilities (10a)

INSERT one letter as follows:

N - if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR

S - if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable*(see Note 1)*,

AND/OR

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system	**J7**	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	**K**	MLS
C	LORAN C	**L**	ILS
D	DME	**M1**	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	**M2**	ATC RTF (MTSAT)
E2	D-FIS ACARS	**M3**	ATC RTF (Iridium)
E3	PDC ACARS	**O**	VOR
F	ADF	**P1-P9**	Reserved for RCP
G	GNSS. If any portion of the flight is planned to be conducted under IFR, it refers to GNSS receivers that comply with the requirements of Annex 10, Volume I *(See Note 2)*	**R**	PBN approved (*See Note 3*)
H	HF RTF	**T**	TACAN
I	Inertial Navigation	**U**	UHF RTF
J1	CPDLC ATN VDL Mode 2	**V**	VHF RTF
J2	CPDLC FANS 1/A HFDL	**W**	RVSM approved
J3	CPDLC FANS 1/A VDL Mode A	**X**	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	**Y**	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	**Z**	Other equipment carried or other capabilities (*See Note 4*)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

Any alphanumeric characters not indicated above are reserved.

Note 1 *- If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS.*

Note 2*- If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.*

Note 3*- If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the* Performance-Based Navigation Manual *(Doc 9613).*

Note 4*- If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.*

Note 5*- Information on navigation capability is provided to ATC for clearance and routing purposes.*

The following provisions are applicable to **Item 10b (Surveillance equipment and capabilities):**

INSERT **N** if no surveillance equipment for the route to be flown is carried or the equipment is unserviceable,

OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
A	Transponder - Mode A (4 digits - 4 096 codes)
C	Transponder - Mode A (4 digits - 4 096 codes) and Mode C

SSR Mode S	
E	Transponder- Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H	Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I	Transponder-Mode S, including aircraft identification, but no pressure-altitude capability
L	Transponder-Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Transponder-Mode S, including pressure-altitude, but no aircraft identification capability
S	Transponder-Mode S, including both pressure altitude and aircraft identification capability
X	Transponder-Mode S with neither aircraft identification nor pressure-altitude capability
Note - Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.	

ADS EQUIPMENT	
ADS-B	
B1	ADS-B with dedicated 1 090 MHz ADS-B "out" capability
B2	ADS-B with dedicated 1 090 MHz ADS-B "out" and "in" capability
U1	ADS-B "out" capability using UAT
U2	ADS-B "out" and "in" capability using UAT
V1	ADS-B "out" capability using VDL Mode 4
V2	ADS-B "out" and "in" capability using VDL Mode 4

ADS-C	
D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities
Alphanumeric characters not indicated above are reserved. Example: ADE3RV/HB2U2V2G1 *Note - Additional surveillance application should be listed in Item 18 following the indicator SUR/*	

ITEM 13 - DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,
OR, if no location indicator has been assigned,
INSERT ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/
OR, the first point of the route or the marker radio beacon preceded by DEP/…, if the aircraft has not taken off from the aerodrome,
OR, if the flight plan is received from an aircraft in flight,
INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/
THEN, WITHOUT A SPACE,
INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),
OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

INSERT the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.
THEN, following the arrow, *INSERT* the route description as in (c).

(a) Cruising speed (maximum 5 characters)

INSERT the *True airspeed* for the first or the whole cruising portion of the flight, in terms of:

Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), *or*

Knots, expressed as N followed by 4 figures (e.g. N0485), *or*

True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

(b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:
Flight level, expressed as F followed by 3 figures (e.g. F085; F330), *or*

**Standard metric level in tens of metres*, expressed as S followed by 4 figures (e.g. S1130),*or*

Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), *or*

Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), *or*

for uncontrolled VFR flights, the letters VFR.

** When so prescribed by the appropriate ATS authorities.*

(c) Route (including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note: *When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.*

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority (ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and *SEPARATE* each sub-item by a space.

(1) ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, Bl, R14, UB10, KODAP2A).

Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1.

(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),
or, if no coded designator has been assigned, one of the following ways:

- ***Degrees only*** **(7 characters):**

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

- ***Degrees and minutes*** **(11 characters):**

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

- ***Bearing and distance from a reference point*****:**

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an *oblique stroke and both the cruising speed and the cruising level*, expressed exactly as in (a) and (b) above, without a space between them, *even when only one of these quantities will be changed.*

Examples: LN/N0284A045
MAY/N0305Fl80
HADDY/N0420F330
4602N07805W/N0500F350
46N078W/M082F330
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, *followed by a space and one of the following*:

VFR if from IFR to VFR
IFR if from VFR to IFR

Examples: LN VFR
LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

The letter C followed by an *oblique stroke*; *THEN the point at which cruise climb is planned to start*, expressed exactly as in (2) above, *followed by an oblique stroke; THEN the speed to be maintained during cruise climb*, expressed exactly as in (a) above, followed by *the two levels defining the layer to be occupied during cruise climb*, each level expressed exactly as in (b) above, *or the level above which cruise climb is planned followed by the letters PLUS*, without a space between them.

Examples: C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, *Location Indicators*,

OR, if no location indicator has been assigned,
INSERT ZZZZ and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/ .

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note*: For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.*

Destination alternate aerodrome(s) (4 characters)

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/

ITEM 18: OTHER INFORMATION

Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of navaids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator **RMK/**

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10 a).

DAT/ Indicate data applications or capabilities not specified in 10 a).

SUR/ Include surveillance applications or capabilities not specified in Item 10 b).

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830,
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.
Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.
Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

RMK/ Any other plain-language remarks when required by the appropriate ATS authority or deemed necessary.

19: SUPPLEMENTARY INFORMATION

Endurance

After E/ *INSERT* a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board

After P/ *INSERT* the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. *INSERT* TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ (RADIO)

CROSS OUT U if UHF on frequency 243.0 MHz is not available.
CROSS OUT V if VHF on frequency121.5 MHz is not available.
CROSS OUT E if emergency locator transmitter (ELT) is not available.

S/ (SURVIVALEQUIPMENT)

CROSS OUT all indicators if survival equipment is not carried.
CROSS OUT P if polar survival equipment is not carried.
CROSS OUT D if desert survival equipment is not carried.
CROSS OUT M if maritime survival equipment is not carried.
CROSS OUT J if jungle survival equipment is not carried.

J/ (JACKETS)

CROSS OUT all indicators if life jackets are not carried.
CROSS OUT L if life jackets are not equipped with lights.
CROSS OUT F if life jackets are not equipped with fluorescein.
CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES NUMBER)

CROSS OUT indicators D and C if no dinghies are carried, or
INSERT number of dinghies carried;

and

(CAPACITY) *INSERT* total capacity, in persons, of all dinghies carried; and

(COVER) *CROSS OUT* indicator C if dinghies are not covered; and

(COLOUR) *INSERT* colour of dinghies if carried.

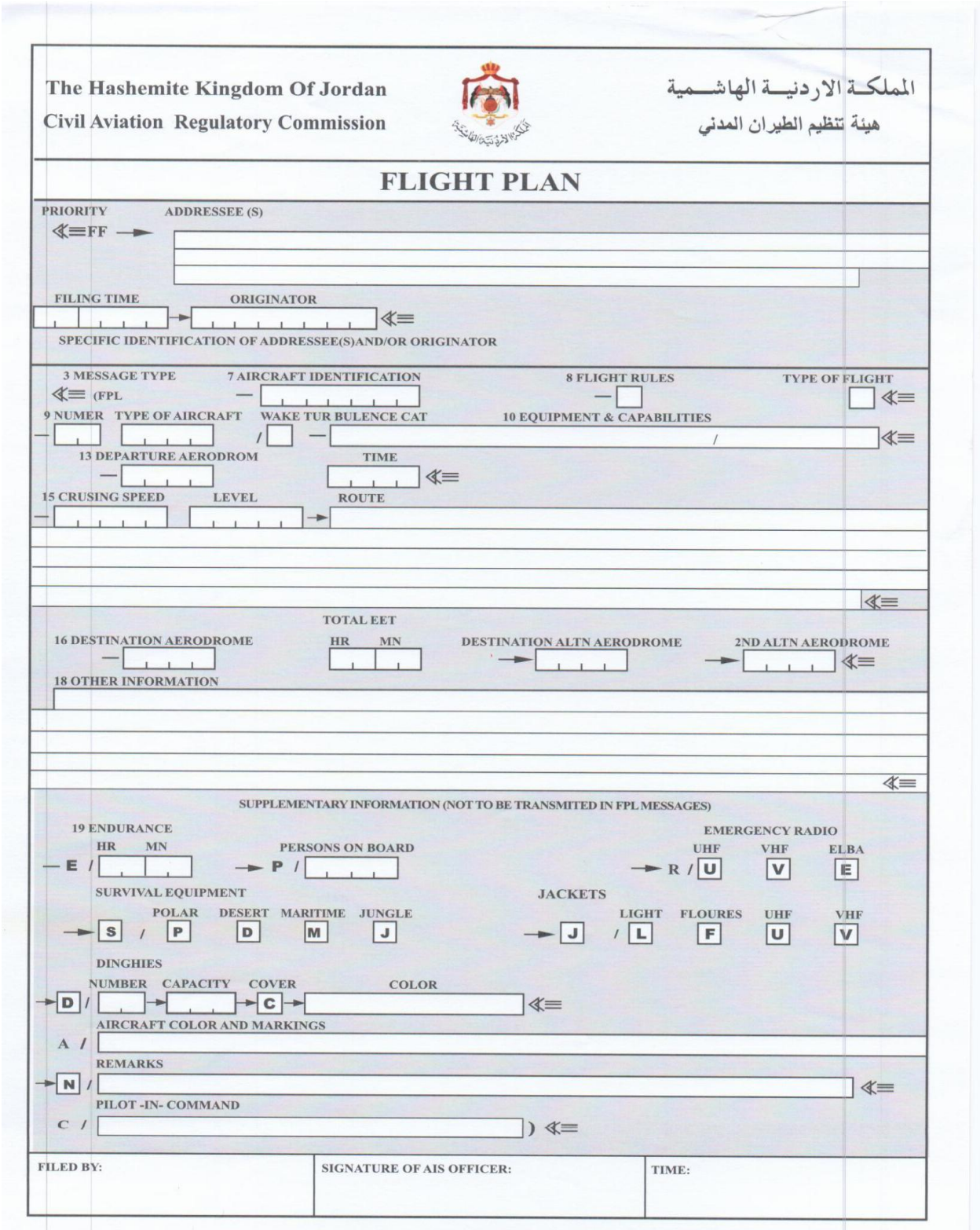
A/ (AIRCRAFT COLOUR AND MARKINGS) *INSERT* colour of aircraft and significant markings.

N/ (REMARKS) *CROSS OUT* indicator N if no remarks, or *INDICATE* any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT) *INSERT* name of pilot-in-command.

2. REPETITIVE FLIGHT PLAN SYSTEM

NOT APPLICABLE



The Hashemite Kingdom Of Jordan
Civil Aviation Regulatory Commission

المملكة الاردنية الهاشمية
هيئة تنظيم الطيران المدني

FLIGHT PLAN

PRIORITY ≪≡FF →
ADDRESSEE (S)

FILING TIME
ORIGINATOR ≪≡
SPECIFIC IDENTIFICATION OF ADDRESSEE(S)AND/OR ORIGINATOR

3 MESSAGE TYPE ≪≡ (FPL
7 AIRCRAFT IDENTIFICATION —
8 FLIGHT RULES —
TYPE OF FLIGHT ≪≡
9 NUMER — TYPE OF AIRCRAFT / WAKE TUR BULENCE CAT —
10 EQUIPMENT & CAPABILITIES ≪≡
13 DEPARTURE AERODROM —
TIME ≪≡
15 CRUSING SPEED — LEVEL — ROUTE →
≪≡

TOTAL EET
16 DESTINATION AERODROME —
HR MN
DESTINATION ALTN AERODROME →
2ND ALTN AERODROME → ≪≡
18 OTHER INFORMATION
≪≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITED IN FPL MESSAGES)

19 ENDURANCE
— E / HR MN
PERSONS ON BOARD → P /
EMERGENCY RADIO
→ R / UHF [U] VHF [V] ELBA [E]

SURVIVAL EQUIPMENT
POLAR DESERT MARITIME JUNGLE
→ [S] / [P] [D] [M] [J]

JACKETS
→ [J] / LIGHT [L] FLOURES [F] UHF [U] VHF [V]

DINGHIES
NUMBER CAPACITY COVER COLOR
→ [D] / → → [C] → ≪≡

AIRCRAFT COLOR AND MARKINGS
A /

REMARKS
→ [N] / ≪≡

PILOT -IN- COMMAND
C /) ≪≡

FILED BY:	SIGNATURE OF AIS OFFICER:	TIME:

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location Indicator	Validity and date of certification	Remarks
1	**2**	**3**
Amman/Queen Alia OJAI	Certification Renewal Under Process As of 28 November 2012	Partial Interim operating certificate for South RWY 26L/08R and its active areas.
Amman/ Marka OJAM	Not certified	Scheduled to be certified
Aqaba/King Hussein OJAQ	Certified As of May 10st 2015 until April 30th 2016	