

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
AIR NAVIGATION SERVICES
DIRECTORATE OF AIR NAVIGATION OPERATIONS
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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AIP
AMENDMENT 119/26
01 FEB 2026

1. This amendment contains:

- **AIP media**
- **Aeronautical information products and services**
- **Abbreviations Used In Ais Publications.**
- **Meteorological Services**
- **Search and Rescue**
- **Amman TMA vertical limits**

2. Remove and insert the following pages:

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GEN 0	0.1-1	01 NOV 2010	GEN 0	0.1-1	01 FEB 2026
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3. Record entry of amendment in GEN 0-2.

4. This amendment incorporates the following AIP supplements and NOTAM which are hereby cancelled:

AIRAC AIP SUP: NIL

AIP SUP: NIL

NOTAM: NIL



AIS HEADQUARTERS

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. Name Of Publishing Authority

The AIP of Jordan is published by Authority of the 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. Publication Media

The AIP is published in printed paper format and made available in electronic format (portable Document Format PDF) on CARC website: <https://carc.gov.jo/>

4. The AIP Structure and Established Regular Amendment Interval

4.1 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.

4.1.1 Part 1 - General (GEN)

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

GEN 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National regulations and requirements — Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/ conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes — Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. Services — Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodromes/heliports and air navigation services — Aerodrome/heliport charges; and Air navigation services charges

4.1.2 Part 2 - En-route (ENR)

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

ENR 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General rules and procedures — General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air traffic services airspace — Detailed description of Flight information regions (FIR); Upper flight information regions (UIR); Terminal control areas (TMA); and Other regulated airspace.

ENR 3. ATS routes — Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

Note. — Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 — Aerodromes.

ENR 4. Radio navigation aids/systems — Radio navigation aids — en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights — en-route.

ENR 5. Navigation warnings — Prohibited, restricted and danger areas; Military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles — en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts — En-route Chart — ICAO and index charts.

4.1.3 Part 3 - Aerodromes (AD)

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

AD 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

AD 1. Aerodromes/Heliports — Introduction — Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.

AD 2. Aerodromes — Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

4.2 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.

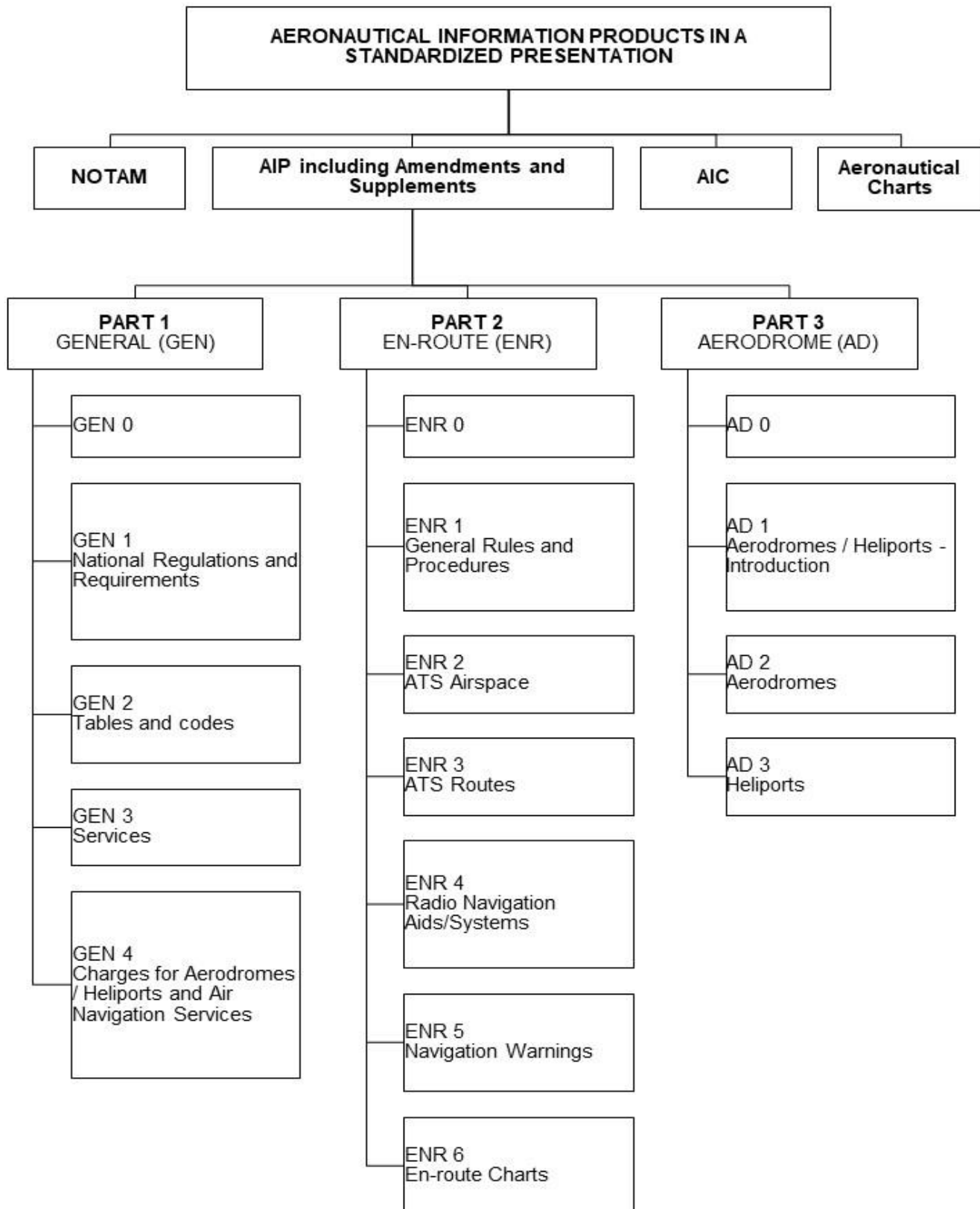
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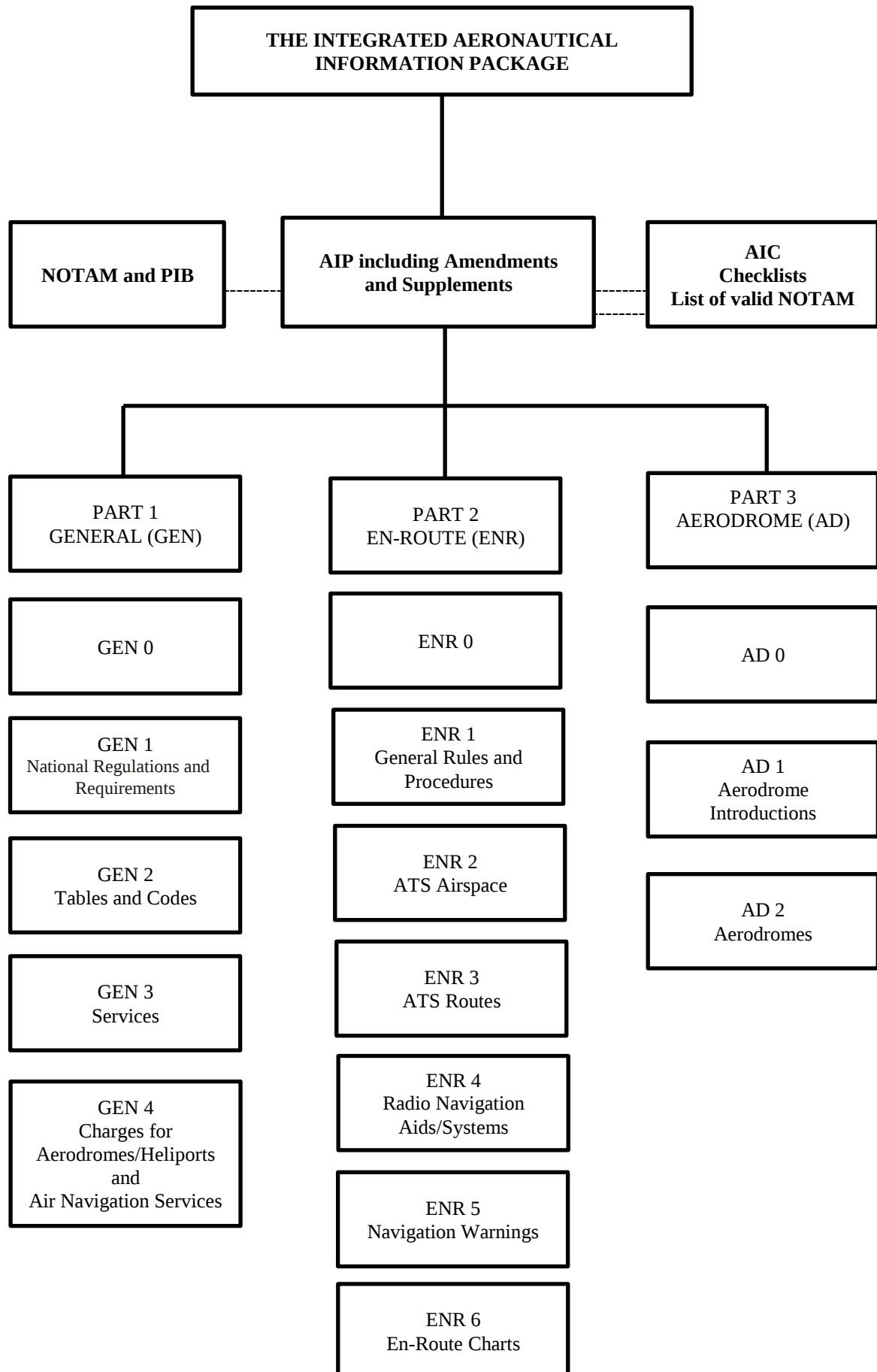
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6. Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein 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:

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GEN 0.3 **RECORD OF AIP SUPPLEMENTS**

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

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

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Signal for use in the teletypewriter service only.

AIRMET†	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations	APV	Approach procedure with vertical guidance
AIS	Aeronautical information services	ARC	Area chart
ALA	Alighting area	ARNG	Arrange
ALERFA†	Alert phase	ARO	Air traffic services reporting office
ALR	Alerting (<i>message type designator</i>)	ARP	Aerodrome reference point
ALRS	Alerting service	ARP	Air-report (<i>message type designator</i>)
ALS	Approach lighting system	ARQ	Automatic error correction
ALT	Altitude	ARR	Arrival (<i>message type designator</i>)
ALTN	Alternate or alternating (<i>light alternates in colour</i>)	ARR	Arrive or arrival
ALTN	Alternate (<i>aerodrome</i>)	ARS	Special air-report (<i>message type designator</i>)
AMA	Area minimum altitude	ARST	Arresting (<i>specify (part of) aircraft arresting equipment</i>)
AMD	Amend or amended (<i>used to indicate amended meteorological message; message type designator</i>)	AS	Altostratus
AMDT	Amendment (<i>AIP Amendment</i>)	ASAP	As soon as possible
AMS	Aeronautical mobile service	ASC	Ascend to or ascending to
AMSL	Above mean sea level	ASDA	Accelerate-stop distance available
AMSS	Aeronautical mobile satellite service	ASE	Altimetry system error
ANC . . .	Aeronautical chart — 1:500 000 (<i>followed by name/title</i>)	ASHTAM	Special series 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
ANCS . . .	Aeronautical navigation chart — small scale (<i>followed by name/title and scale</i>)	ASPH	Asphalt
ANS	Answer	AT . . .	At (<i>followed by time at which weather change is forecast to occur</i>)
AO	Aircraft operator	ATA‡	Actual time of arrival
AOC . . .	Aerodrome obstacle chart (<i>followed by type and name/title</i>)	ATC‡	Air traffic control (<i>in general</i>)
AP	Airport	ATCSMAC. . .	Air traffic control surveillance minimum altitude chart (<i>followed by name/title</i>)
APAPI†	(<i>to be pronounced “AY-PAPI”</i>) Abbreviated precision approach path indicator	ATD‡	Actual time of departure
APCH	Approach	ATFM	Air traffic flow management
APDC . . .	Aircraft parking/docking chart (<i>followed by name/title</i>)	ATIS†	(<i>to be pronounced “AY-TIS”</i>) Automatic terminal information service
APN	Apron	ATM	Air traffic management
APP	Approach control office or approach control or approach control service	ATN	Aeronautical telecommunication network
APR	April	ATP . . .	At (<i>followed by time or place</i>)
APRX	Approximate or approximately	ATS	Air traffic services
APSG	After passing	ATTN	Attention
APU	Auxiliary power unit		

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Signal for use in the teletypewriter service only.

AT-VASIS†	(to be pronounced "AY-TEE-VASIS") Abbreviated T visual approach slope indicator system	BTL	Between layers
ATZ	Aerodrome traffic zone	BTN	Between
AUG	August	BUFR	Binary universal form for the representation of meteorological data
AUTH	Authorized or authorization		
AUTO	Automatic		
AUW	All up weight		
AUX	Auxiliary		
AVBL	Available or availability		
AVG	Average		
AVGAS†	Aviation gasoline		
AWOS	Automated weather observation system		
AWTA	Advise at what time able		
AWY	Airway		
AZM	Azimuth		
B			
B	Blue		
BA	Braking action		
BARO-VNAV†	(to be pronounced "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 representation of meteorological data
		C	
		. . . C	Centre (preceded by runway designation number to identify a parallel runway)
		C	Degrees Celsius (Centigrade)
		CA	Course to an altitude
		CAA	Civil aviation authority or civil aviation administration
		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‡	(to be pronounced "CEE BEE") Cumulonimbus
		CC	Cirrocumulus
		CCA	(or CCB, CCC . . . etc., in sequence) Corrected meteorological message (message type designator)
		CCO	Continuous climb operations
		CD	Candela
		CDN	Coordination (message type designator)
		CDO	Continuous descent operations
		CDR	Conditional route
		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)

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Signal for use in the teletypewriter service only.

CHEM	Chemical
CHG	Modification (<i>message type designator</i>)
CI	Cirrus
CIDIN†	Common ICAO data interchange network
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) <i>or</i> cleared to . . . <i>or</i> clearance
CLRD	Runway(s) cleared (<i>used in METAR/SPECI</i>)
CLSD	Close <i>or</i> closed <i>or</i> closing
CM	Centimetre
CMB	Climb <i>to</i> <i>or</i> climbing <i>to</i>
CMPL	Completion <i>or</i> completed <i>or</i> complete
CNL	Cancel <i>or</i> cancelled
CNL	Flight plan cancellation (<i>message type designator</i>)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction <i>or</i> constructed
CONT	Continue(s) <i>or</i> continued
COOR	Coordinate <i>or</i> coordination
COORD	Coordinates
COP	Change-over point
COR	Correct <i>or</i> correction <i>or</i> corrected (<i>used to indicate corrected meteorological message; message type designator</i>)
COT	At the coast
COV	Cover <i>or</i> covered <i>or</i> covering
CPDLC‡	Controller-pilot data link communications
CPL	Current flight plan (<i>message type designator</i>)
CRC	Cyclic redundancy check

CRM	Collision risk model
CRP	Compulsory reporting point
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 (<i>tendency in RVR during previous 10 minutes</i>)
D . . .	Danger area (<i>followed by identification</i>)
DA	Decision altitude
D-ATIS†	(<i>to be pronounced “DEE-ATIS”</i>) 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 (<i>in relation to flight plan clearances and type of approach</i>)
DE*	From (<i>used to precede the call sign of the calling station</i>) (<i>to be used in AFS as a procedure signal</i>)
DEC	December
DEG	Degrees
DEP	Depart <i>or</i> departure
DEP	Departure (<i>message type designator</i>)
DEPO	Deposition
DER	Departure end of the runway

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Signal for use in the teletypewriter service only.

DES	Descend to <i>or</i> descending to	EB	Eastbound
EST	Destination	EDA	Elevation differential area
DETRESFA†	Distress phase	EDTO	Extended diversion time operations
DEV	Deviation <i>or</i> deviating	EEE#	Error (<i>to be used in AFS as a procedure signal</i>)
DF	Direction finding	EET	Estimated elapsed time
DFDR	Digital flight data recorder	EFC	Expect further clearance
DFTI	Distance from touchdown indicator	EFIS†	(<i>to be pronounced “EE-FIS”</i>) Electronic flight instrument system
DH	Decision height	eFPL	Filed flight plan exchanged via flight and flow – information for a collaborative environment (FF-ICE) services
DIF	Diffuse	EGNOS†	(<i>to be pronounced “EGG-NOS”</i>) European geostationary navigation overlay service
DIST	Distance	EHF	Extremely high frequency [30 000 to 300 000 MHz]
DIV	Divert <i>or</i> diverting	ELBA†	Emergency location beacon — aircraft
DLA	Delay <i>or</i> delayed	ELEV	Elevation
DLA	Delay (<i>message type designator</i>)	ELR	Extra long range
DLIC	Data link initiation capability	ELT	Emergency locator transmitter
DLY	Daily	EM	Emission
DME‡	Distance measuring equipment	EMBD	Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>)
DNG	Danger <i>or</i> dangerous	EMERG	Emergency
DOF	Date of flight	END	Stop-end (<i>related to RVR</i>)
DOM	Domestic	ENE	East-north-east
DP	Dew point temperature	ENG	Engine
DPT	Depth	ENR	En route
DR	Dead reckoning	ENRC . . .	Enroute chart (<i>followed by name/title</i>)
DR . . .	Low drifting (<i>followed by DU = dust, SA = sand or SN = snow</i>)	EOBT	Estimated off-block time
DRG	During	EQN	Equatorial latitudes northern hemisphere
DS	Duststorm	EQPT	Equipment
DSB	Double sideband	EQS	Equatorial latitudes southern hemisphere
DTAM	Descend to and maintain	ESE	East-south-east
DTG	Date-time group	EST	Estimate <i>or</i> estimated <i>or</i> estimation (<i>message type designator</i>)
DTHR	Displaced runway threshold	ETA*‡	Estimated time of arrival <i>or</i> estimating arrival
DTRT	Deteriorate <i>or</i> deteriorating	ETD‡	Estimated time of departure <i>or</i> estimating departure
DTW	Dual tandem wheels	ETO	Estimated time over significant point
DU	Dust		
DUC	Dense upper cloud		
DUPE#	This is a duplicate message (<i>to be used in AFS as a procedure signal</i>)		
DUR	Duration		
D-VOLMET	Data link VOLMET		
DVOR	Doppler VOR		
DW	Dual wheels		
DZ	Drizzle		
E			
E	East <i>or</i> eastern longitude		
EAT	Expected approach time		

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Signal for use in the teletypewriter service only.

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 or extended

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or waterspout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR‡	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following

FLY	Fly or flying
FM	Course from a fix to manual termination (used in navigation database coding)
FM	From
FM . . .	From (followed by time at which weather change is forecast to begin)
FMC	Flight management computer
FMS‡	Flight management system
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Filed flight plan exchanged via aeronautical fixed service (AFS)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT†	Front (relating to weather)
FROST†	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G . . .	Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)
GA	General aviation
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)

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G/A	Ground-to-air	H	
G/A/G	Ground-to-air and air-to-ground		
GAGAN†	GPS and geostationary earth orbit augmented navigation	H	High pressure area or the centre of high pressure
GAIN	Airspeed or headwind gain	H . . .	Significant wave height (<i>followed by figures in METAR/SPECI</i>)
GAMET	Area forecast for low-level flights	H24	Continuous day and night service
GARP	GBAS azimuth reference point	HA	Holding/racetrack to an altitude
GBAS‡	(<i>to be pronounced "GEE-BAS"</i>) Ground-based augmentation system	HAPI	Helicopter approach path indicator
GCA‡	Ground controlled approach system or ground controlled approach	HBN	Hazard beacon
GEN	General	HCH	Heliport crossing height
GEO	Geographic or true	HDF	High frequency direction-finding station
GES	Ground earth station	HDG	Heading
GLD	Glider	HEL	Helicopter
GLONASS†	(<i>to be pronounced "GLO-NAS"</i>) Global navigation satellite system	HF	Holding/racetrack to a fix
GLS‡	GBAS landing system	HF‡	High frequency [3 000 to 30 000 kHz]
GMC . . .	Ground movement chart (<i>followed by name/title</i>)	HGT	Height or height above
GND	Ground	HJ	Sunrise to sunset
GNDCK	Ground check	HLDG	Holding
GNSS‡	Global navigation satellite system	HLP	Heliport
GOV	Government	HLS	Helicopter landing site
GP	Glide path	HM	Holding/racetrack to a manual termination
GPA	Glide path angle	HN	Sunset to sunrise
GPIP	Glide path intercept point	HNH	High latitudes northern hemisphere
GPS‡	Global positioning system	HO	Service available to meet operational requirements
GPU	Ground power unit	HOL	Holiday
GPWS‡	Ground proximity warning system	HOSP	Hospital aircraft
GR	Hail	HPA	Hectopascal
GRAS†	(<i>to be pronounced "GRASS"</i>) Ground-based regional augmentation system	HR	Hours
GRASS	Grass landing area	HRP	Heliport reference point
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (<i>in meteorological code</i>)	HS	Service available during hours of scheduled operations
GRVL	Gravel	HSH	High latitudes southern hemisphere
GS	Ground speed	HUD	Head-up display
GS	Small hail and/or snow pellets	HUM	Humanitarian
GUND	Geoid undulation	HURCN	Hurricane
		HVDF	High and very high frequency direction-finding stations (<i>at the same location</i>)
		HVY	Heavy
		HVY	Heavy (<i>used to indicate the intensity of weather phenomena, e.g. HVYRA = heavy rain</i>)
		HX	No specific working hours
		HYR	Higher
		HZ	Haze
		HZ	Hertz (<i>cycle per second</i>)

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Signal for use in the teletypewriter service only.

I

IAC . . .	Instrument approach chart (<i>followed by name/title</i>)
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
ICAO	International Civil Aviation Organization
ICE	Icing
ID	Identifier <i>or</i> 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) (<i>to be used in AFS as a procedure signal</i>)
IMPR	Improve <i>or</i> improving
IMT	Immediate <i>or</i> immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA†	Uncertainty phase
INCORP	Incorporated
INFO†	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install <i>or</i> installed <i>or</i> installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt <i>or</i> interruption <i>or</i> interrupted
INTSF	Intensify <i>or</i> 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

L

. . . L	Left (<i>preceded by runway designation number to identify a parallel runway</i>)
L	Litre
L	Locator
L	Low pressure area <i>or</i> the centre of low pressure
LAM	Logical acknowledgement (<i>message type designator</i>)
LAN	Inland
LAT	Latitude
LCA	Local <i>or</i> locally <i>or</i> location <i>or</i> 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 <i>or</i> lighting
LGTD	Lighted

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Signal for use in the teletypewriter service only.

LIH	Light intensity high	MAP	Aeronautical maps and charts
LIL	Light intensity low	MAPT	Missed approach point
LIM	Light intensity medium	MAR	At sea
LINE	Line (<i>used in SIGMET</i>)	MAR	March
LM	Locator, middle	MATF	Missed approach turning fix
LMT	Local mean time	MATZ	Military aerodrome traffic zone
LNAV†	(<i>to be pronounced "EL-NAV"</i>) Lateral navigation	MAX	Maximum
LNG	Long (<i>used to indicate the type of approach desired or required</i>)	MAY	May
LO	Locator, outer	MBST	Microburst
LOC	Localizer	MCA	Minimum crossing altitude
LONG	Longitude	MCTR	Military control zone
LORAN†	LORAN (<i>long range air navigation system</i>)	MCW	Modulated continuous wave
LOSS	Airspeed or headwind loss	MDA	Minimum descent altitude
LPV	Localizer performance with vertical guidance	MDF	Medium frequency direction-finding station
LR	Last message received by me was . . . (<i>to be used in AFS as a procedure signal</i>)	MDH	Minimum descent height
LRG	Long range	MEA	Minimum en-route altitude
LS	Last message sent by me was . . . or Last message was . . . (<i>to be used in AFS as a procedure signal</i>)	MEDEVAC	Medical evacuation flight
LTA	Lower control area	MEHT	Minimum eye height over threshold (<i>for visual approach slope indicator systems</i>)
LTD	Limited	MET†	Meteorological or meteorology
LTP	Landing threshold point	METAR†	Aerodrome routine meteorological report (<i>in meteorological code</i>)
LV	Light and variable (<i>relating to wind</i>)	MET	
LVE	Leave or leaving	REPORT	Local routine meteorological report (<i>in abbreviated plain language</i>)
LVL	Level	MF	Medium frequency [300 to 3 000 kHz]
LVP	Low visibility procedures	MHA	Minimum holding altitude
LYR	Layer or layered	MHDF	Medium and high frequency direction-finding stations (<i>at the same location</i>)
M		MHVDF	Medium, high and very high frequency direction-finding stations (<i>at the same location</i>)
. . . M	Metres (<i>preceded by figures</i>)	MHZ	Megahertz
M . .	Mach number (<i>followed by figures</i>)	MID	Mid-point (<i>related to RVR</i>)
M . .	Minimum value of runway visual range (<i>followed by figures in METAR/SPECI</i>)	MIFG	Shallow fog
MAA	Maximum authorized altitude	MIL	Military
MAG	Magnetic	MIN*	Minutes
MAHF	Missed approach holding fix	MIS	Missing . . . (<i>transmission identification to be used in AFS as a procedure signal</i>)
MAINT	Maintenance	MKR	Marker radio beacon
		MLS‡	Microwave landing system
		MM	Middle marker
		MNH	Middle latitudes northern hemisphere

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Signal for use in the teletypewriter service only.

MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (<i>required</i>)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain</i>)
MON	Above mountains
MON	Monday
MOPS†	Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS†	(<i>to be pronounced "EM-SAS"</i>) Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR#	Message . . . (<i>transmission identification</i>) has been misrouted (<i>to be used in AFS as a procedure signal</i>)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction- finding stations (<i>at the same location</i>)
MWO	Meteorological watch office
MX	Mixed type of ice formation (<i>white and clear</i>)

N

N	No distinct tendency (<i>in RVR during previous 10 minutes</i>)
N	North or northern latitude
NADP	Noise abatement departure procedure
NASC†	National AIS system centre
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (<i>used in automated METAR/SPECI</i>)
NDB‡	Non-directional radio beacon
NDV	No directional variations available (<i>used in automated METAR/SPECI</i>)
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) (<i>to be used in AFS as a procedure signal</i>)
NOF	International NOTAM office
NONSTD	Non-standard
NOSIG†	No significant change (<i>used in trend-type landing forecasts</i>)
NOTAM†	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
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM

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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.

NOTAMR	Replacing NOTAM
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 observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (<i>light</i>)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (<i>to be used in AFS as a procedure signal</i>)
OHD	Overhead
OIS	Obstacle identification surface
OK*	We agree or It is correct (<i>to be used in AFS as a procedure signal</i>)
OLDI†	On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET†	Operational meteorological (<i>information</i>)
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 (<i>followed by figures in METAR/SPECI and TAF</i>)
P . . .	Prohibited area (<i>followed by identification</i>)
PA	Precision approach
PALS	Precision approach lighting system (<i>specify category</i>)
PANS	Procedures for air navigation services
PAPI†	Precision approach path indicator
PAR‡	Precision approach radar
PARL	Parallel
PATC . . .	Precision approach terrain chart (<i>followed by name/title</i>)
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC‡	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PFP	Preliminary flight plan
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (<i>dust devils</i>)
POB	Persons on board

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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.

POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB†	Probability
PROC	Procedure
PROP	Propeller
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 <i>(to be used in radiotelegraphy as a Q Code)</i>
QDM‡	Magnetic heading <i>(zero wind)</i>
QDR	Magnetic bearing
QFE‡	Atmospheric pressure at aerodrome elevation <i>(or at runway threshold)</i>
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? or Your distance to my station is <i>(distance figures and units) (to be used in radiotelegraphy as a Q Code)</i>
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence <i>(to be used in AFS as a Q Code)</i>
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 <i>(to be used in AFS as a Q Code)</i>

QTA	Shall I cancel telegram number . . . ? or Cancel telegram number . . . <i>(to be used in AFS as a Q Code)</i>
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 <i>(or other indication of position)</i> , class . . . at . . . hours <i>(to be used in radiotelegraphy as a Q Code)</i>
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is . . . degrees at . . . hours <i>(to be used in radiotelegraphy as a Q Code)</i>

R

. . . R	Right <i>(preceded by runway designation number to identify a parallel runway)</i>
R	Rate of turn
R	Red
R . . .	Radial from VOR <i>(followed by three figures)</i>
R . . .	Restricted area <i>(followed by identification)</i>
R . . .	Runway <i>(followed by figures in METAR/SPECI)</i>
R*	Received <i>(acknowledgement of receipt) (to be used in AFS as a procedure signal)</i>
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAG	Ragged
RAG	Runway arresting gear
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

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‡ 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.

RCF	Radiocommunication failure (<i>message type designator</i>)	RPLC	Replace or replaced
RCH	Reach or reaching	RPS	Radar position symbol
RCL	Runway centre line	RPT*	Repeat or I repeat (<i>to be used in AFS as a procedure signal</i>)
RCLL	Runway centre line light(s)	RQ*	Request (<i>to be used in AFS as a procedure signal</i>)
RCLR	Recleared	RQMNTS	Requirements
RCP‡	Required communication performance	RQP	Request flight plan (<i>message type designator</i>)
RDH	Reference datum height	RQS	Request supplementary flight plan (<i>message type designator</i>)
RDL	Radial	RR	Report reaching
RDO	Radio	RRA	(<i>or RRB, RRC . . . etc., in sequence</i>) Delayed meteorological message (<i>message type designator</i>)
RDOACT	Radioactive	RSC	Rescue sub-centre
RE	Recent (<i>used to qualify weather phenomena, e.g. RERA = recent rain</i>)	RSCD	Runway surface condition
REC	Receive or receiver	RSP	Responder beacon
REDL	Runway edge light(s)	RSP‡	Required surveillance performance
REF	Reference to . . . or refer to . . .	RSR	En-route surveillance radar
REG	Registration	RSS	Root sum square
RENL	Runway end light(s)	RTD	Delayed (<i>used to indicate delayed meteorological message; message type designator</i>)
REP	Report or reporting or reporting point	RTE	Route
REQ	Request or requested	RTF	Radiotelephone
RERTE	Re-route	RTG	Radiotelegraph
RESA	Runway end safety area	RTHL	Runway threshold light(s)
RF	Constant radius arc to a fix	RTN	Return or returned or returning
RFFS	Rescue and fire fighting services	RTODAH	Rejected take-off distance available, helicopter
RG	Range (<i>lights</i>)	RTS	Return to service
RHC	Right-hand circuit	RTT	Radioteletypewriter
RIF	Reclearance in flight	RTZL	Runway touchdown zone light(s)
RIME†	Rime (<i>used in aerodrome warnings</i>)	RUT	Standard regional route transmitting frequencies
RL	Report leaving	RV	Rescue vessel
RLA	Relay to	RVA	Radar vectoring area
RLCE	Request level change en route	RVR‡	Runway visual range
RLLS	Runway lead-in lighting system	RVSM‡	Reduced vertical separation minimum [300 m (1 000 ft) between FL 290 and FL 410]
RLNA	Requested level not available	RWY	Runway
RMK	Remark		
RNAV†	(<i>to be pronounced “AR-NAV”</i>) Area navigation		
RNG	Radio range		
RNP‡	Required navigation performance		
ROBEX†	Regional OPMET bulletin exchange (<i>scheme</i>)		
ROC	Rate of climb		
ROD	Rate of descent		
RON	Receiving only		
RPDS	Reference path data selector		
RPI‡	Radar position indicator		
RPL	Repetitive flight plan		

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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.

S

S	South <i>or</i> southern latitude
S . . .	State of the sea (<i>followed by figures in METAR/SPECI</i>)
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices [ICAO]
SAT	Saturday
SATCOM†	Satellite communication (<i>used only when referring generally to both voice and data satellite communication or only data satellite communication</i>)
SATVOICE	Satellite voice communication
†	
SB	Southbound
SBAS†	(<i>to be pronounced “ESS-BAS”</i>) Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (<i>used in connection with sea-surface temperature and state of the sea</i>)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL†	Selective calling system
SEP	September
SER	Service <i>or</i> servicing <i>or</i> served
SEV	Severe (<i>used to qualify icing and turbulence reports</i>)
SFC	Surface
SG	Snow grains
SGL	Signal
SH . . .	Shower (<i>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</i>)

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 and other phenomena in the atmosphere that may affect the safety of aircraft operations
SIMUL	Simultaneous <i>or</i> simultaneously
SIWL	Single isolated wheel load
SKED	Schedule <i>or</i> scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (<i>used in METAR/SPECI</i>)
SNOWTAM†	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 (<i>in meteorological code</i>)
SPECIAL†	Local special meteorological report (<i>in abbreviated plain language</i>)
SPI	Special position indicator
SPL	Supplementary flight plan (<i>message type designator</i>)
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

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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.

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 (<i>AIP Supplement</i>)
SUPPS	Regional supplementary procedures
SVC	Service (<i>message type only</i>)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway

T

T	Temperature
... T	True (<i>preceded by a bearing to indicate reference to True North</i>)
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN†	UHF tactical air navigation aid
TAF†	Aerodrome forecast (<i>in meteorological code</i>)
TA/H	Turn at an altitude/height
TAIL†	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing <i>or</i> taxi
TC	Tropical cyclone

TCAC	Tropical cyclone advisory centre
TCAS RA†	(<i>to be pronounced "TEE-CAS-AR-AY"</i>) Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO†	Temporary <i>or</i> 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 (<i>followed by place</i>)
TKOF	Take-off
TL . . .	Till (<i>followed by time by which weather change is forecast to end</i>)
TLOF	Touchdown and lift-off area
TMA‡	Terminal control area
TN . . .	Minimum temperature (<i>followed by figures in TAF</i>)
TNA	Turn altitude
TNH	Turn height
TO . . .	To (<i>followed by place</i>)
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 <i>or</i> transmitter
TREND†	Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause

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Signal for use in the teletypewriter service only.

TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)
TS . . .	Thunderstorm (<i>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</i>)
TSUNAMI†	Tsunami (<i>used in aerodrome warnings</i>)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS†	(<i>to be pronounced “TEE-VASIS”</i>) T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX . . .	Maximum temperature (<i>followed by figures in TAF</i>)
TXL	Taxilane
TXT*	Text (<i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i>) (<i>to be used in AFS as a procedure signal</i>)
TYP	Type of aircraft
TYPH	Typhoon
U	
U	Upward (<i>tendency in RVR during previous 10 minutes</i>)
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
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (<i>used in automated METAR/SPECI</i>)
U/S	Unserviceable
UTA	Upper control area
UTC‡	Coordinated Universal Time

V

. . . V . . .	Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC . . .	Visual approach chart (<i>followed by name/title</i>)
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 (<i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog</i>)
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

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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.

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†	<i>(to be pronounced “VEE-NAV”)</i> Vertical navigation
VOL . . .	Volume <i>(followed by I, II . . .)</i>
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
VSP	Vertical speed
VTF	Vector to final
VTOL	Vertical take-off and landing
VV . . .	Vertical visibility <i>(followed by figures in METAR/SPECI and TAF)</i>

W

W	West or western longitude
W	White
W . . .	Sea-surface temperature <i>(followed by figures in METAR/SPECI)</i>
WAAS†	Wide area augmentation system
WAC. . .	World Aeronautical Chart — ICAO 1:1 000 000 <i>(followed by name/title)</i>
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System — 1984
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
WXR	Weather radar

X

X	Cross
XBAR	Crossbar <i>(of approach lighting system)</i>
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone <i>(runway lighting)</i>
YES*	Yes (affirmative) <i>(to be used in AFS as a procedure signal)</i>
YR	Your

Z

Z	Coordinated Universal Time <i>(in meteorological messages)</i>
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Signal for use in the teletypewriter service only.

GEN 3.2 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.

→ GEN 3.2.2 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 or AIP SUP 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.

→ GEN 3.2.3 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 Jordan Air Navigation Services Air Navigation Services Operations 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.

→ GEN 3.2.4 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 City Airport, 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 City Airport 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 City Airport, AMMAN/Queen Alia and AQABA/ King Hussein International Airport, 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 City Airport and AQABA/ King Hussein International Aerodromes.
- g) **Standard Arrival Chart (STAR):** These charts are available for AMMAN/Queen Alia and Amman City Airport and AQABA/ King Hussein International Airport.
- h) **Aerodrome Ground Movement Chart-ICAO:** These charts are available for AMMAN/Queen Alia, Amman City Airport and AQABA/ King Hussein International Aerodromes.
- i) **Aircraft Parking / Docking Chart – ICAO:** This chart is available for AMMAN/Queen Alia International Aerodrome and Amman City Airport.
- 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.

→ 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE

Title Of Series	Scale	Name and/or Number	Price (JD) Outside / Inside Jordan	Date
All chart series form part of the AIP are not for sale separately				

→ 3.2.6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) 1: 1 000 000

NIL

→ 3.2.7 TOPOGRAPHICAL CHARTS

To supplement the aeronautical charts, a wide range of topographical charts is available from:

Royal Jordanian Geographical Center

Postal Address P.O. BOX : 20214- Amman
414- AL Jubeiha-Jordan

Telephone Number : ++962 6 5345188
Fax : ++962 6 5347694

→ 3.2.8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 RESPONSIBLE SERVICE

The meteorological services for civil aviation at Jordan are provided by the Jordanian Meteorological Department.

Postal Address: Director of meteorological department
P.O.Box 341011 11134, Amman-Jordan
Fax: ++962 6 4894409
Telephone: ++962 6 4892408
AFS: OJAMYMYX
E-mail: mail@jometeo.gov.jo

Responsible Meteorological Offices

a) Amman City Airport

Complete manned observing system for Temperature, wind Speed and direction, pressure, and humidity is located at the MET station 300M South of the Runway. Hourly weather reports are passed to the Aerodrome Control Tower.

Postal Address:	National forecasting center P.O.Box 341011 Amman-Jordan
Telephone:	++(962)64916190 ++(962)64916191 ++(962)64916193
Mobile phone:	++(962)780364171 ++(962)780364172
Fax:	++(962) 6 48929050
AFS:	OJAMYMYX
E-mail:	forecast.jmd@mot.gov.jo

RVR observations at Amman City Airport are made by means of Transmissometer located at the middle of the Runway; One RVR readings are available.

Locations of RVRs:

RWY 06/24	
315818.611N 355929.952E	315819.67N 355932.551E
Elevation 761M AMSL	Elevation 760.1M AMSL

b) AMMAN/Queen Alia Airport

Complete manned observing system for Temperature, Wind speed and Direction, Pressure and Humidity is located at the MET station which is located at about 1KM North of THR of RWY 26L. An automated surface weather observing system at MET station is available for the measurement of wind, temperature, humidity, pressure, cloud height and RVR observations for each Runway.

Postal Address: P.O.Box 341011 Amman-Jordan
Telephone: ++962 6 4452901
AFS: OJAIMETR

RVR observations at AMMAN/Queen Alia Airport are made by means of Transmissometer located at certain distances from ends and middle of Runways; Three RVR readings are available for each runway.

Locations of RVRs:

North RWY 08L/26R		
RVR 1 RWY 08L	RVR 2 MID RWY 08L/26R	RVR 3 RWY 26R
314340.747N 355823.255E Elevation 718.27M AMSL	314348.725N 355918.547E Elevation 722.99M AMSL	314356.281N 360010.723E Elevation 729.19M AMSL
South RWY 26L/08R		
RVR 1 RWY 26L	RVR 2 MID RWY 26L/08R	RVR 3 RWY 08R
314306.938N 360053.265E Elevation 719.084M AMSL	314259.281N 360000.677E Elevation 715.06M AMSL	314250.534N 355859.885E Elevation 715.12M AMSL

The MET Automatic station is connected to digital display units available at the aerodrome MET, and TWR offices for providing remote reading of the above mentioned measurements. Additional Information relating to clouds and present weather is provided by the aerodrome MET office to the control tower at hourly periods.

c) AQABA/King Hussein Airport

Complete manned observing system for Temperature, Wind speed and Direction, Pressure and Humidity is located at the MET station which is located at 323M East of center line of RWY 01. An automated surface weather observing system located at about (300M) West of touch down zone of Runway 01 is available for measurement of wind, temperature, dew point pressure, cloud base on final and RVR observations for Runway 01 are made by means of Transmissometer at the west side at a distance of (170M) from the shoulder of the Runway. The automated surface weather observing system is connected to digital display units available in control Tower and Equipment room.

Postal Address P.O. Box 82 King Hussein Airport
Aqaba 77110
Tele fax ++ 962 3 2013608
TEL ++ 962 3 2012111 ext. 244

RVR observations at Aqaba/King Hussein Airport are made by means of Transmissometer located at certain distances from ends of Runway; two RVR readings are available.

Locations of RVRs:

RWY 01/19	
293718.551N 350115.155E Elevation 33.63M AMSL	293602.909N 350048.694E Elevation 49.72 M AMSL
293717.628N 350114.831E Elevation 33.71M AMSL	293601.973N 350048.362E Elevation 49.87M AMSL

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

Annex 3 Meteorological Service for International Air Navigation
Doc 7030 Regional Supplementary Procedures
Doc 8700 Air Navigation Plan, MID/ASIA
Doc 9377 Co-ordination between ATS and the Meteorological services.

→ **GEN 3.5.2 AREA OF RESPONSIBILITY**

Area Meteorological watch is provided for Amman FIR.

→ **GEN 3.5.3 METEOROLOGICAL OBSERVATIONS AND REPORTS**

Table of Meteorological observations and reports

<i>Name Of Station/ Location Indicator</i>	<i>Frequency & type of Observation/Automatic Equipment</i>	<i>Types Of MET Reports & Supplementary Information Included</i>	<i>Observation System & Site(S)</i>	<i>Hours of Operation</i>
1	2	3	4	5
Amman City Airport * OJAM	Hourly plus special observation	METAR & SPECI & TREND TAF & Plain Language	Complete observing station 300M South of RWY.	H24
AMMAN/Queen Alia * OJAI	Hourly plus special observation	METAR & SPECI & TREND TAF & Plain Language	Complete observing station & automatic MET. station 1NM North of THR RWY 26L Transmissometer located at appropriate distance from THR & middle of RWYs.	H24
AQABA/King Hussein * OJAQ	Hourly plus special observation	METAR & SPECI & TREND TAF & Plain Language	An automated digital weather observation system is Located at 150M West of centerline of RWY 01. Transmissometer is located at 120M West of center line of RWY 01 . Observing station is located at 323M East of center line of RWY 01.	H24
* Climatological tables are available for each airport				

→ **GEN 3.5.4 TYPES OF SERVICES**

At Amman City Airport and Amman/Queen Alia Airport, a 24 hour personal briefing, consultation service, and flight documentation for flight crews is provided.

Oral briefing either in person or by telephone is provided for other aerodromes.

Flight documentation is normally provided for international flights comprising significant weather charts, upper winds and upper air temperature charts and the latest available aerodrome forecast for the destination and if required for its alternate aerodromes.

Flights of intermediate stops are provided with forecasts at 3 hours advance notice, otherwise, Oral briefing is provided covering the routes to the next aerodrome where briefing and flight documentation is available.

RVR observations are carried out at AMMAN/Queen Alia Airport, Amman City Airport and AQABA/King Hussein Airport.

An automatic surface weather station is in operation only at AMMAN/Queen Alia Airport, AQABA/ King Hussein Airport and Amman City Airport.

The station provides remote readings of the measurements of wind, temperature, and humidity, pressure, cloud heights and visual range for each runway. Digital display units connected to the station are available at the ME, AIS and TWR offices.

Climatological Summaries

Climatological Summaries for the stations indicated in an asterisk on page 3.5-3 are available from the Director of Meteorological Department, Ministry of Transport, Amman City Airport, Jordan. Other stations for which Climatological Summaries are available are listed in GEN 3.5-6 until GEN 3.5-17

Regular monthly summaries of meteorological data are published for the following stations in Jordan:

Amman City Airport
AMMAN/Queen Alia Airport
AQABA/ King Hussein Airport
SAFAWI
MAFRAQ Airport
AZRAQ SOUTH
AL JAFER
GHABAWI

Basic data are available for other Climatological stations. Requests for meteorological and Climatological data should be addressed to:

The Hashemite kingdom of Jordan
Meteorological Department
P. O. Box 341011 11134, Amman
Phone: +(962) 6 4892408
Fax: +(962) 6 4894409
e-mail: mail@jometeo.gov.jo

GEN 3.5.5 NOTIFICATION REQUIRED FROM OPERATORS

Pursuant to ICAO Annex 3, chapter 2, paragraph 2.3, notification in respect of all flight documentation and briefing is normally required. Such notification should normally be received at least:

- a) 3 Hours before the estimated of block time of flight for International scheduled flights; and
- b) 6 hours before the estimated off block time of flight for non-scheduled international flights, however, oral MET briefing is available at any time without previous notice.

GEN 3.5.6 AIRCRAFT REPORTS

Post Flight

Pilots of commercial aircraft arriving at Jordanian Aerodromes in addition to handling of the AIREP form are required to report to the meteorological office on the meteorological conditions encountered in flight. Flights of duration of less than one and half-hour are exempted from these requirements unless an unusual or unexpected phenomena has been encountered. Such oral comments may be reserved for AMMAN/Queen Alia Meteorological office if this Airport is a point of landing of the same flight.

In accordance with Annex 3, chapter 5, paragraph 5.3.1, the making and transmission of aircraft reports (AIREP) is required at the Meteorological offices located at:

AMMAN/Queen Alia International aerodrome.
Amman City Airport.

Pilots are required to record and transmit special observations as follows:

- a) Moderate or severe Icing and Turbulence encountered.
- b) Meteorological conditions such as these comprising SIGMET information if in the opinion of the pilot-in-command these are likely to affect the safety of other aircraft and
- c) Special observations that are requested by the Meteorological offices at AMMAN/Queen Alia and Amman City Airport, These special observations must be reported in flight, as soon as practicable after they have been recorded, by all pilots without exception.

GEN 3.5.7 VOLMET SERVICE

The VOLMET Broadcast could be received through air navigation assigned frequencies and its programs are specified by the Regional Navigation Agreement.

GEN 3.5.8 SIGMET SERVICE

Table of SIGMET Service

Name of MWO/ location Indicator	Hours	FIR Served	Type of SIGMET/ validity	Specific Procedures	ATS Unit served	Additional Information
Amman City Airport OJAM	H24	Amman FIR	WS/4h: – Thunderstorm – Turbulence – Icing – Mountain wave – Duststorm – Sandstorm WV/6h: – Volcanic ash WC/6h: – Tropical cyclone		FIC ACC RCC	– Thunderstorm _if they are OBSC, EMBD, FRQ or SQL with or without hail(GR) – Turbulence – only – SEV icing – only – SEV with or without FZRA – Mountain waves – only SEV – Dust storm – only HVY – Sand storm – only HVY

Notes:

- A SIGMET gives a concise description of the phenomena in abbreviated plain language.
- If the message is for WS SIGMET, the max. duration is 4 hours.
- If the message is for Volcanic Ash (WV SIGMET) and / or Tropical Cyclones (WC SIGMET), the max. duration is 6 hours.
- The time of issuance of a WS SIGMET should be not more than 4 hours before the start of validity period; And for WC and WV SIGMET the lead time should be not more than 12

GEN 3.5.9 Other Automated Meteorological Services

MET SERVICES PROVIDED AT AERODROMES

STATION: Amman City Airport.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	12.8	14.3	18.1	23.4	28.3	31.2	32.8	32.9	31.2	27.4	20.3	14.8
Mean minimum air temperature (°C)	4.4	5.1	7.7	11.1	15.2	18.7	21.0	20.7	18.8	15.6	10.1	6.0
Mean air temperature (°C)	8.6	9.7	12.9	17.2	21.9	25.0	26.9	26.9	25.0	21.5	15.2	10.4
Absolute maximum air temperature (°C)	19.0	22.4	27.1	32.5	36.3	37.3	38.1	37.9	37.0	34.4	26.7	20.9
Absolute minimum air temperature (°C)	0.0	0.9	3.0	5.8	9.9	14.1	17.1	17.1	15.1	11.2	5.0	1.7
Total rainfall amount (mm)	67.3	61.2	31.9	8.1	3.4	0.1	0.0	0.0	0.1	5.7	22.1	49.4
Maximum rainfall amount in 24h/(mm)	24.5	21.1	14.0	4.7	2.4	0.0	0.0	0.0	0.1	4.0	10.2	21.3
No. of days with thunderstorm	0.2	0.5	0.3	0.5	0.5	0.0	0.0	0.0	0.2	0.9	0.7	0.2
No. of days with hail	0.1	0.2	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	1.3	0.7	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.4	0.9
No. of dusty days (vis.≤5km)	1.3	2.1	3.6	4.3	3.2	1.6	1.0	0.9	0.7	1.7	1.3	1.7
No. of snowy days	0.9	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Mean No. of days with gale≥34 knots	0.3	0.6	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4
No. of cloudy days≥7/8	3.8	4.1	3.0	1.5	0.9	0.0	0.1	0.1	0.4	0.4	1.6	3.2
No. of partly cloudy days (1.5-6.4)	17.2	16.4	20.2	17.2	18.6	2.6	4.0	2.0	5.0	14.6	17.2	18.8
Mean No. of clear days≤1/8	6.7	6.6	8.4	9.5	13.7	25.4	26.0	27.5	22.4	15.1	9.7	7.7

Note: the readings of Amman City Airport meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	79.5	82.6	59.1	72.9
FEB	77.9	79.4	54.9	69.2
MAR	72.0	69.8	46.6	63.4
APR	61.1	53.8	36.1	53.1
MAY	52.1	43.7	29.5	46.1
JUN	50.2	43.3	30.1	47.6
JUL	49.9	45.6	31.9	49.8
AUG	55.9	51.1	32.7	56.3
SEP	64.2	56.7	33.4	57.9
OCT	65.7	60.6	35.7	57.6
NOV	69.6	70.5	44.9	61.3
DEC	76.8	79.2	55.9	70.3

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	928.0	928.3	927.2	928.1
FEB	927.0	927.4	926.4	927.1
MAR	925.6	926.1	925.1	925.6
APR	924.5	925.1	924.2	924.6
MAY	923.9	924.6	923.8	924.0
JUN	922.3	923.0	922.2	922.4
JUL	920.4	920.9	920.3	920.6
AUG	921.3	921.9	921.1	921.5
SEP	924.2	924.8	923.8	924.4
OCT	926.8	927.5	926.2	926.9
NOV	928.2	928.8	927.4	928.2
DEC	928.8	929.3	928.1	929.0

Amman City Airport (CONT)

→
Notice :-

- | | |
|--------------------------------------|---------------------------------------|
| 1- Temperature in Degrees Centigrade | 5- Phenomena in Times Per month |
| 2- Relative Humidity in Percentage | 6- Pressure in Hecto pascal |
| 3- Rainfall in Millimeters | 7- Gale means wind speed $\geq$ 34 KT |
| 4- Clouds in Oktas | |

Prevailing Wind :

Winter :

Mainly from SW-W direction at 12-18 KT. Occasionally, Gales are experienced from a westerly component 35-45 KT, gusting 65 KT. SE winds may be associated with dust and reducing visibility to 2 KM or less. Winds associated with rain or showers are mainly from SW-NW direction. Winds at night and early morning hours are mainly light and variable. Calm wind forms a good percentage especially during the night, (20-42% of the occasion).

Summer :

Mainly from SW-NW direction 8-15 KT, it increases in the afternoon up to 20-25 KT. During the night and early morning the wind is generally light and variable.

STATION: AMMAN/Queen Alia Airport

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	13.6	15.3	19.3	24.7	29.7	32.6	34.3	34.3	32.4	28.5	21.3	15.8
Mean minimum air temperature (°C)	1.8	2.6	4.5	7.2	11.1	13.3	15.3	15.3	13.6	11.1	6.6	3.0
Mean air temperature (°C)	7.7	8.9	11.9	16.0	20.4	22.9	24.8	24.8	23.0	19.8	14.0	9.4
Absolute maximum air temperature (°C)	20.3	23.7	28.6	34.1	37.6	38.8	39.5	39.1	38.1	35.2	27.9	22.3
Absolute minimum air temperature (°C)	-2.5	-1.7	-0.7	1.0	4.8	9.0	11.3	11.6	9.1	5.8	0.7	-2.0
Total rainfall amount (mm)	40.8	35.9	19.9	6.0	1.5	0.1	0.0	0.0	0.0	3.9	14.3	27.2
Maximum rainfall amount in 24h/(mm)	14.1	12.5	8.8	4.1	1.2	0.1	0.0	0.0	0.0	2.9	7.5	11.4
No. of days with thunderstorm	0.2	0.0	0.1	0.2	0.3	0.0	0.0	0.0	0.0	0.1	0.2	0.1
No. of days with hail	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	3.8	2.9	2.1	0.4	0.1	0.0	0.0	0.0	0.0	0.7	2.0	3.1
No. of dusty days (vis.≤5km)	0.9	1.5	2.3	2.5	2.5	1.2	0.6	0.4	1.2	1.6	1.4	1.1
No. of snowy days	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Mean No. of days with gale≥34 knots	0.4	0.4	1.3	0.3	0.2	0.1	0.0	0.0	0.0	0.0	0.5	0.6
No. of cloudy days≥7/8	5.7	4.4	4.9	3.5	2.2	0.4	0.6	0.2	0.7	1.7	3.3	4.5
No. of partly cloudy days (1.5-6.4)	19.0	17.8	20.6	17.0	17.4	2.8	3.8	0.8	4.2	12.0	17.4	19.8
Mean No. of clear days≤1/8	7.1	6.8	9.3	10.0	13.8	26.2	27.5	28.4	24.5	17.0	10.1	7.9

Note: the readings of Amman/Queen Alia Airport meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	84.8	86.0	56.6	76.9
FEB	83.4	83.5	51.7	74.0
MAR	79.2	74.8	43.2	67.8
APR	69.1	57.8	32.7	55.1
MAY	61.8	48.8	28.5	46.9
JUN	64.4	49.7	29.1	47.5
JUL	66.4	52.4	30.8	49.1
AUG	72.0	60.3	31.4	54.4
SEP	73.9	66.0	32.2	56.4
OCT	70.3	66.1	34.7	56.9
NOV	72.4	71.8	42.5	62.2
DEC	80.4	82.0	53.5	72.8

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	934.4	934.9	933.5	934.5
FEB	933.3	934.0	932.7	933.5
MAR	931.9	932.6	931.4	932.0
APR	930.8	931.6	930.4	930.8
MAY	930.1	931.0	929.8	930.1
JUN	928.6	929.4	928.3	928.5
JUL	926.6	927.3	926.4	926.6
AUG	927.4	928.3	927.2	927.6
SEP	930.5	931.3	930.0	930.6
OCT	933.0	933.9	932.2	933.0
NOV	934.4	935.2	933.5	933.4
DEC	935.1	935.8	934.3	935.3

AMMAN/Queen Alia Airport (CONT)



Notice :-

- | | |
|--------------------------------------|--|
| 1- Temperature in Degrees Centigrade | 5- Phenomena in Times Per month |
| 2- Relative Humidity in Percentage | 6- Pressure in Hecto Pascal. |
| 3- Rainfall in Millimeters | 7- Gale means wind speed ≥ 34 KTs |
| 4- Clouds in Oktas | |

Prevailing Wind :

Winter:

Mainly from SW-W direction at 12-18 KTs. Occasionally, Gales are experienced from a westerly component 35-45 KTs, gusting 65 KTs. SE winds may be associated with dust and reducing visibility to 2KMs or less. Winds associated with rain or showers are mainly from SW-NW direction. Wind at night and early morning hours is mainly light and variable. Calm wind forms a good percentage especially during the night, (20-42% of the occasions).

Summer:

Mainly from SW-NW direction 8-15 KTs, it increases in the afternoon up to 20-25 KTs. During the night and early morning, the wind is generally light and variable

STATION: AQABA/ King Hussein International Airport

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	20.6	22.6	26.4	31.1	35.7	38.8	40.3	39.9	37.1	33.1	27.2	22.3
Mean minimum air temperature (°C)	9.5	10.8	13.9	17.7	21.8	24.5	26.6	26.8	24.7	21.2	15.7	11.0
Mean air temperature (°C)	15.0	16.7	20.1	24.4	28.7	31.6	33.4	33.3	30.9	27.1	21.5	16.7
Absolute maximum air temperature (°C)	26.0	29.4	33.2	38.3	42.2	43.7	43.7	43.0	41.4	39.4	33.1	27.6
Absolute minimum air temperature (°C)	5.7	6.8	9.6	12.8	16.8	20.8	23.8	24.2	21.5	17.0	10.9	7.0
Total rainfall amount (mm)	4.1	5.1	3.0	1.1	0.5	0.0	0.0	0.0	0.0	4.4	2.0	3.1
Maximum rainfall amount in 24h/(mm)	2.8	3.8	1.9	0.9	0.3	0.0	0.0	0.0	0.0	3.9	1.6	1.9
No. of days with thunderstorm	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.3	0.2	0.0
No. of days with hail	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of dusty days (vis.≤5km)	1.5	2.7	4.8	4.0	3.5	2.6	1.3	1.6	2.3	1.8	1.2	2.0
No. of snowy days	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean No. of days with gale≥34 knots	0.1	0.2	0.1	0.0	0.3	0.2	0.1	0.0	0.0	0.1	0.1	0.1
No. of cloudy days≥7/8	3.6	3.0	3.2	2.6	2.0	0.2	0.3	0.1	0.2	0.8	2.4	2.8
No. of partly cloudy days (1.5-6.4)	13.8	14.8	13.0	11.8	13.2	1.8	1.0	0.2	2.0	9.2	14.2	16.2
Mean No. of clear days≤1/8	13.0	12.5	16.8	16.4	18.6	27.8	29.2	29.5	27.8	23.7	16.5	15.0

Note: the readings of AQABA/ King Hussein International Airport meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	67.2	72.3	40.6	52.5
FEB	63.1	68.2	36.9	46.4
MAR	59.6	63.2	33.9	41.2
APR	51.7	52.9	28.0	34.3
MAY	47.6	47.7	27.0	31.9
JUN	47.4	48.4	26.2	30.4
JUL	48.0	49.7	27.7	31.5
AUG	52.7	55.0	29.9	34.0
SEP	59.3	62.1	33.5	37.8
OCT	62.7	64.8	37.3	43.9
NOV	62.5	64.8	37.5	48.1
DEC	66.2	69.9	40.2	53.0

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	1011.6	1012.4	1010.1	1011.3
FEB	1010.3	1011.2	1008.8	1009.8
MAR	1007.9	1009.0	1006.4	1007.0
APR	1005.6	1006.7	1004.4	1004.6
MAY	1003.9	1005.0	1002.5	1002.6
JUN	1001.8	1002.9	1000.2	999.9
JUL	999.3	1000.4	997.9	997.6
AUG	999.8	1000.9	998.5	998.5
SEP	1003.3	1004.4	1001.7	1002.2
OCT	1006.4	1007.5	1004.8	1005.7
NOV	1009.0	1010.0	1007.4	1008.6
DEC	1011.5	1012.4	1009.9	1011.2

AQABA/ King Hussein Airport (CONT)



Notice:-

- | | |
|--------------------------------------|--|
| 1- Temperature in Degrees Centigrade | 5- Phenomena in Times Per month |
| 2- Relative Humidity in Percentage | 6- Pressure in Hecto Pascal. |
| 3- Rainfall in Millimeters | 7- Gale means wind speed $\geq$ 34 KTs |
| 4- Clouds in Oktas | |

Prevailing Wind:

Mainly Northerly 10-20 KTs. Generally associated with dust Gales are very rare about once in a year Southerly wind is occasional and generally occurs ahead of an approaching front or a thermal low is developed over the west of the Gulf of Aqaba.

STATION: SAFAWI (H5)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	14.1	16.3	21.0	26.3	31.7	35.7	38.0	38.0	35.1	29.6	21.5	16.0
Mean minimum air temperature (°C)	2.8	4.3	7.7	11.8	16.5	19.7	21.8	21.7	19.5	15.5	8.9	4.3
Mean air temperature (°C)	8.5	10.3	14.3	19.1	24.1	27.7	29.9	29.8	27.3	22.6	15.2	10.1
Absolute maximum air temperature (°C)	19.8	23.9	29.3	34.7	38.5	40.6	42.2	42.1	39.9	35.5	27.8	21.5
Absolute minimum air temperature (°C)	-2.0	-0.7	2.2	5.3	9.9	14.4	17.7	17.4	14.8	9.9	2.9	-0.6
Total rainfall amount (mm)	13.3	12.7	9.8	4.7	1.4	0.2	0.0	0.0	0.2	3.8	8.7	11.2
Maximum rainfall amount in 24h/(mm)	6.8	6.7	6.4	3.8	1.1	0.1	0.0	0.0	0.1	2.7	4.7	6.6
No. of days with thunderstorm	0.1	0.3	0.2	0.4	0.1	0.0	0.0	0.0	0.1	0.4	0.4	0.1
No. of days with hail	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	1.2	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.0
No. of dusty days (vis.≤5km)	1.6	1.7	3.3	4.6	3.8	2.0	1.5	0.9	1.2	1.6	1.3	0.9
No. of snowy days	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Mean No. of days with gale≥34 knots	0.3	1.4	1.5	1.2	0.1	0.2	0.8	0.2	0.0	0.0	0.5	0.2
No. of cloudy days≥7/8	2.1	1.8	1.2	1.0	0.6	0.0	0.0	0.0	0.2	0.3	0.9	1.6
No. of partly cloudy days (1.5-6.4)	19.8	19.6	20.2	17.0	19.2	1.8	0.6	0.6	3.8	12.6	18.4	21.4
Mean No. of clear days≤1/8	10.0	8.3	11.5	12.4	14.7	27.4	29.0	29.1	26.7	19.3	12.3	9.8

Note: the readings of Safawi (H5) meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	77.6	82.5	48.2	63.5
FEB	72.0	75.6	43.1	57.5
MAR	62.4	63.1	36.1	48.9
APR	52.6	50.6	30.0	41.7
MAY	46.6	42.6	26.8	37.4
JUN	45.0	40.9	25.9	38.4
JUL	45.1	43.0	26.5	40.6
AUG	48.3	47.6	27.4	43.0
SEP	50.7	50.5	28.9	42.7
OCT	55.0	56.2	33.4	44.3
NOV	65.2	66.9	40.8	53.0
DEC	73.8	77.8	47.7	61.9

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	940.4	941.0	939.4	940.3
FEB	939.2	940.0	938.3	939.1
MAR	937.4	938.3	936.7	937.1
APR	936.0	937.0	935.4	935.7
MAY	935.1	936.2	934.5	934.6
JUN	932.9	933.8	932.4	932.4
JUL	930.5	931.4	930.0	930.2
AUG	931.5	932.4	931.1	931.3
SEP	934.9	935.9	934.3	934.7
OCT	938.2	939.2	937.5	938.0
NOV	940.3	941.2	939.4	940.1
DEC	941.3	942.0	940.3	941.3

Notice: - 1- Temperature in Degrees Centigrade
2- Relative Humidity in Percentage
3- Rainfall in Millimeters
4- Clouds in Oktas

5- Phenomena in Times Per month
6- Pressure in Millibars
7- Gale means wind speed * 34 KTs

STATION: MAFRAQ AIRPORT

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	13.2	14.9	19.0	24.5	29.4	32.3	33.8	33.8	31.8	28.0	20.7	15.1
Mean minimum air temperature (°C)	2.5	3.3	5.7	8.9	12.7	15.1	17.2	17.6	15.8	12.6	7.4	3.6
Mean air temperature (°C)	7.8	9.1	12.4	16.7	21.0	23.7	25.5	25.7	23.8	20.3	14.1	9.4
Absolute maximum air temperature (°C)	18.7	22.5	27.9	33.9	37.3	38.4	38.8	38.7	37.9	34.8	26.9	20.5
Absolute minimum air temperature (°C)	-2.5	-1.3	0.4	3.4	6.9	11.1	14.1	14.3	11.7	7.4	1.6	-1.4
Total rainfall amount (mm)	37.3	29.6	19.9	4.8	1.9	0.2	0.0	0.0	0.3	5.1	18.2	28.3
Maximum rainfall amount in 24h/(mm)	13.4	10.4	9.1	2.7	1.4	0.2	0.0	0.0	0.3	3.3	8.7	12.1
No. of days with thunderstorm	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0	0.1	0.2	0.2	0.2
No. of days with hail	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	2.9	2.2	1.0	0.6	0.3	0.2	0.1	0.6	0.4	0.7	1.9	3.2
No. of dusty days (vis.≤5km)	1.3	1.8	3.3	4.2	3.0	2.3	2.7	1.6	0.9	1.9	1.4	1.0
No. of snowy days	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean No. of days with gale≥34 knots	0.0	0.3	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0
No. of cloudy days≥7/8	2.5	2.9	1.5	0.9	0.6	0.1	0.2	0.1	0.3	0.5	1.1	1.9
No. of partly cloudy days (1.5-6.4)	19.0	17.8	19.8	19.4	19.8	4.4	5.8	4.0	6.0	13.0	18.2	19.8
Mean No. of clear days≤1/8	7.4	6.5	9.5	9.8	13.7	24.8	25.2	24.6	21.7	15.9	10.4	8.8

Note: the readings of Mafraq Airport meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	85.5	87.4	55.2	76.4
FEB	83.5	84.4	50.2	72.5
MAR	79.6	75.0	41.0	66.8
APR	70.5	59.6	30.7	55.0
MAY	66.0	52.9	26.9	48.8
JUN	71.3	57.9	26.9	50.2
JUL	76.2	63.7	27.9	52.9
AUG	82.6	72.1	28.7	59.4
SEP	80.3	73.3	29.3	59.8
OCT	74.0	70.0	32.9	58.7
NOV	74.0	74.3	42.2	62.5
DEC	82.3	84.0	53.1	74.0

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	939.9	940.4	939.1	940.0
FEB	938.8	939.4	938.2	938.9
MAR	937.3	937.9	936.7	937.4
APR	936.1	936.8	935.6	936.2
MAY	935.4	936.1	935.0	935.4
JUN	933.7	934.3	933.2	933.6
JUL	931.7	932.2	931.1	931.6
AUG	932.6	933.2	932.0	932.7
SEP	935.5	936.2	934.9	935.7
OCT	938.2	939.0	937.5	938.3
NOV	940.0	940.7	939.2	940.0
DEC	940.8	941.3	940.0	940.9

STATION: MAFRAQ AIRPORT (CONT)

→
Notice :-

- | | |
|--------------------------------------|---------------------------------------|
| 1- Temperature in Degrees Centigrade | 5- Phenomena in Times Per month |
| 2- Relative Humidity in Percentage | 6- Pressure in Hecto Pascal |
| 3- Rainfall in Millimeters | 7- Gale means wind speed $\geq$ 34 KT |
| 4- Clouds in Oktas | |

Prevailing Wind:

Winter :

Mainly from the S-SW direction at 11-21 KT. Occasionally, Gales are experienced from a Westerly component more than 34 KT, Gusting 50 KT. Winds associated with poor visibility (Dusty conditions) are mainly from E - SE direction. Winds associated with rain or showers are mainly from SW-NW direction. Winds at night and early morning hours are mainly light and variable. Calm wind forms 14% of the total occasions and occur during nights.

Summer :

Mainly from NW 'LY direction at 8-15 KT.

STATION: AZRAQ SOUTH

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	15.3	17.5	22.0	27.4	32.5	35.9	37.7	37.6	35.2	30.4	22.6	17.0
Mean minimum air temperature (°C)	3.0	4.6	7.8	11.7	16.1	18.9	20.8	20.9	19.2	15.3	8.6	4.1
Mean air temperature (°C)	9.1	11.0	14.9	19.6	24.3	27.4	29.2	29.3	27.2	22.8	15.6	10.6
Absolute maximum air temperature (°C)	21.0	25.6	31.0	36.3	39.7	41.4	42.6	42.3	40.4	36.6	28.8	22.0
Absolute minimum air temperature (°C)	-2.5	-0.7	2.5	5.8	10.2	14.6	17.7	17.9	15.1	9.9	2.1	-1.4
Total rainfall amount (mm)	12.7	11.1	8.8	3.5	1.4	0.2	0.0	0.0	0.2	2.4	5.4	9.1
Maximum rainfall amount in 24h/(mm)	6.2	6.3	6.4	2.8	1.2	0.2	0.0	0.0	0.2	1.7	3.8	5.4
No. of days with thunderstorm	0.1	0.1	0.2	0.4	0.3	0.0	0.0	0.0	0.1	0.5	0.4	0.2
No. of days with hail	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	1.3	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	1.2
No. of dusty days (vis.≤5km)	2.4	3.4	5.8	6.7	6.3	6.1	6.6	4.4	4.9	3.4	2.0	1.8
No. of snowy days	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean No. of days with gale≥34 knots	0.3	1.4	0.8	1.3	1.1	0.2	0.2	0.0	0.0	0.1	0.3	0.4
No. of cloudy days≥7/8	1.5	1.5	1.3	0.9	0.5	0.0	0.1	0.0	0.1	0.2	0.7	1.5
No. of partly cloudy days (1.5-6.4)	17.4	18.6	19.4	16.4	16.6	2.2	0.8	0.6	2.8	11.6	16.4	22.0
Mean No. of clear days≤1/8	9.5	8.6	11.5	12.2	15.7	26.8	27.9	29.1	26.9	19.1	12.5	10.0

Note: the readings of Azraq South meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	81.8	86.1	48.5	65.4
FEB	76.0	80.1	40.8	57.0
MAR	69.4	69.2	34.0	49.2
APR	61.8	56.7	28.6	41.5
MAY	57.4	49.5	26.1	37.3
JUN	62.6	52.1	25.0	38.0
JUL	67.0	56.5	25.8	39.7
AUG	73.1	62.5	25.2	42.0
SEP	71.1	64.1	26.4	42.6
OCT	67.3	65.4	31.7	45.6
NOV	71.0	73.1	41.1	55.8
DEC	78.0	82.0	48.0	64.4

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	958.1	958.9	957.1	957.9
FEB	956.9	957.7	955.9	956.7
MAR	954.9	955.9	954.0	954.7
APR	953.4	954.4	952.5	953.0
MAY	952.4	953.3	951.4	951.8
JUN	950.5	951.2	949.5	949.7
JUL	948.2	948.8	947.3	947.6
AUG	949.1	949.9	948.3	948.7
SEP	952.1	953.0	951.3	951.8
OCT	955.2	956.3	954.3	954.9
NOV	957.4	958.4	956.4	957.2
DEC	958.7	959.5	957.7	958.5

Notice: - 1- Temperature in Degrees Centigrade
 2- Relative Humidity in Percentage
 3- Rainfall in Millimeters
 4- Clouds in Oktas

5- Phenomena in Times Per month
 6- Pressure in Millibars
 7- Gale means wind speed * 34 KTs

STATION: AL JAFER

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	15.2	17.3	21.5	26.7	31.5	34.9	36.6	36.7	34.3	29.6	22.3	17.1
Mean minimum air temperature (°C)	1.5	3.1	6.3	10.3	14.6	17.3	19.2	19.4	17.3	13.6	7.5	2.7
Mean air temperature (°C)	8.3	10.2	13.9	18.5	23.0	26.1	27.9	28.1	25.9	21.6	14.9	9.9
Absolute maximum air temperature (°C)	22.5	26.0	29.8	35.0	38.2	39.7	41.1	40.8	39.2	35.5	28.5	23.5
Absolute minimum air temperature (°C)	-3.7	-1.5	1.4	4.9	8.8	13.1	15.6	16.1	13.3	8.7	1.9	-2.2
Total rainfall amount (mm)	5.6	4.4	3.6	2.7	1.2	0.0	0.1	0.0	0.1	4.3	4.9	2.0
Maximum rainfall amount in 24h/(mm)	3.7	2.8	3.1	2.3	0.9	0.0	0.1	0.0	0.1	2.6	3.9	1.4
No. of days with thunderstorm	0.1	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.4	0.1	0.0
No. of days with hail	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
No. of days with fog	0.9	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.7
No. of dusty days (vis.≤5km)	1.4	2.4	2.8	3.7	3.6	1.5	0.6	0.3	0.8	0.9	0.5	0.9
No. of snowy days	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean No. of days with gale≥34 knots	0.3	0.7	0.5	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.5
No. of cloudy days≥7/8	0.9	0.8	0.6	0.5	0.4	0.0	0.1	0.0	0.1	0.4	0.6	1.1
No. of partly cloudy days (1.5-6.4)	16.6	17.8	16.2	12.2	16.8	0.8	0.8	0.4	2.4	10.6	14.8	18.2
Mean No. of clear days≤1/8	12.2	11.4	15.3	15.9	18.8	27.4	27.6	29.5	27.2	20.8	14.6	13.8

Note: the readings of AL JAFER meteorological station are calculated for the period (1991-2020)

Relative humidity %				
	0000	0060	0012	0018
JAN	79.7	83.8	47.4	62.9
FEB	73.7	76.5	40.8	54.8
MAR	68.0	67.7	35.1	48.3
APR	62.5	57.8	31.3	43.5
MAY	59.1	51.8	28.9	40.2
JUN	62.9	51.1	27.8	41.1
JUL	65.1	52.5	27.5	41.8
AUG	69.8	58.5	28.9	44.2
SEP	71.6	65.3	29.8	46.1
OCT	70.3	68.9	34.6	50.8
NOV	74.3	75.4	42.7	58.3
DEC	76.7	79.7	45.6	60.7

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	917.9	918.3	916.6	917.8
FEB	916.9	917.4	915.7	916.7
MAR	915.6	916.1	914.4	915.2
APR	914.6	915.2	913.4	914.1
MAY	914.1	914.7	912.9	913.5
JUN	912.7	913.1	911.6	912.0
JUL	909.9	910.2	909.7	910.2
AUG	911.5	912.0	910.4	911.1
SEP	914.2	914.9	913.0	913.9
OCT	916.7	917.4	915.4	916.5
NOV	917.9	918.5	916.5	917.6
DEC	918.8	919.1	917.4	918.6

Notice: - 1- Temperature in Degrees Centigrade
2- Relative Humidity in Percentage
3- Rainfall in Millimeters
4- Clouds in Oktas

5- Phenomena in Times Per month
6- Pressure in Millibars
7- Gale means wind speed * 34 KTs

STATION: GHABAWI

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Mean maximum air temperature (°C)	13.6	15.7	19.7	25.1	29.5	32.6	34.3	34.5	32.2	28.0	21.0	15.8
Mean minimum air temperature (°C)	3.9	5.1	7.6	11.1	14.8	17.5	19.4	19.3	17.8	14.8	9.7	5.6
Mean air temperature (°C)	8.7	10.4	13.6	18.1	22.1	25.1	26.8	26.9	25.0	21.4	15.4	10.7
Absolute maximum air temperature (°C)	20.1	23.5	29.2	33.8	37.1	38.5	39.4	39.3	37.6	34.5	26.8	21.0
Absolute minimum air temperature (°C)	-0.7	0.8	2.9	5.7	9.2	13.2	16.2	16.4	14.4	10.3	4.8	1.3
Total rainfall amount (mm)	22.4	19.6	11.6	6.2	3.1	0.0	0.0	0.0	0.0	2.3	7.0	19.0
Maximum rainfall amount in 24h/(mm)	9.2	7.7	7.6	3.5	2.0	0.0	0.0	0.0	0.0	1.5	4.3	9.9
No. of days with thunderstorm	0.2	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.4	0.3	0.0
No. of days with hail	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. of days with fog	1.0	0.9	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.3	0.8	1.7
No. of dusty days (vis.≤5km)	2.6	2.6	4.9	4.4	5.6	3.2	2.4	2.9	2.4	1.9	2.6	1.9
No. of snowy days	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
No. of cloudy days≥7/8	1.1	0.7	0.5	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.3	0.6
Mean No. of clear days≤1/8	7.0	7.5	10.1	12.0	14.7	24.0	27.5	27.1	23.7	17.8	10.3	10.1

Note: the readings of GHABAWI meteorological station are calculated for the period (2005-2024)

Relative humidity %				
	0000	0060	0012	0018
JAN	82.0	84.2	56.3	72.7
FEB	79.1	79.4	49.2	67.3
MAR	75.3	71.3	41.9	62.9
APR	66.2	56.4	32.4	51.5
MAY	62.1	51.6	29.9	48.1
JUN	63.4	53.5	29.9	49.7
JUL	64.9	55.7	29.9	50.3
AUG	71.0	63.6	29.8	54.4
SEP	75.6	68.5	31.4	57.5
OCT	72.2	67.3	35.0	56.7
NOV	72.6	72.5	44.1	61.8
DEC	76.5	78.6	51.9	68.7

Notice: - 1- Temperature in Degrees Centigrade
 2- Relative Humidity in Percentage
 3- Rainfall in Millimeters
 4- Clouds in Oktas

Pressure at Station Level mb (QFE)				
	0000	0060	0012	0018
JAN	934.9	935.3	934.0	935.0
FEB	933.6	934.0	932.7	933.6
MAR	932.3	932.8	931.5	932.2
APR	931.1	931.7	930.4	931.0
MAY	930.5	931.1	929.9	930.4
JUN	928.8	929.2	928.1	928.5
JUL	940.9	927.1	926.1	926.5
AUG	927.4	927.9	926.9	927.4
SEP	930.4	931.0	929.6	930.4
OCT	933.2	933.8	932.2	933.1
NOV	934.7	950.0	933.7	934.6
DEC	935.7	936.1	934.7	935.7

5- Phenomena in Times Per month
 6- Pressure in Millibars
 7- Gale means wind speed * 34 KTs

GEN 3.6 SEARCH AND RESCUE

GEN 3.6.1 Responsible service(s)

- 1.1 Civil aviation regulatory commission of Jordan ,under the civil aviation Act 41/2007 has been vested in collaboration with designated governmental and private agencies , the responsibility to ensure prompt and rapid aeronautical SAR services while Royal Jordanian Navy has been entrusted the task for provision of maritime SAR services within Amman SRR.
- 1.2 The search and rescue service in Jordan is provided by the civil Aviation Regulatory Commission in collaboration with the governmental entities which has the responsibility for making the necessary facilities available. The Rescue Coordination Centre (RCC) is established at QAIA directorate of air navigation of Queen Alia International Airport.

Name:	RCC-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:	+962 6 4451114, +962 6 4451160, +962 6 4452026 +962 6 4451607, +962 6 4451672
Fax:	+962 6 4452033
E-mail address:	sar@carc.gov.jo
Search and Rescue Area:	Amman FIR

- 1.3 The Jordan Search and Rescue service is based upon ICAO Standards and Recommended Practices as contained in the following publications:
 - i. JCARC PART 172 - SUBPART F - Search and rescue Service Regulations.
 - ii. Annex 12: Search and Rescue.
 - iii. Doc 7030: Regional Supplementary Procedures for Alerting and Search and Rescue Services applicable in the Middle East / Asia Region.
 - iv. Doc 9731: International Aeronautical and Maritime Search and Rescue Manuals Volume 1, 2 and 3.
- 1.4 Any differences to Standards and Recommended Practices are published in GEN 1.7

GEN 3.6.2 Area of Responsibility

- 2.1 The boundaries of Search and Rescue Region (SRR) are coincided with the boundaries of Amman Flight Information Region (Amman FIR) covering the whole territory of Jordan (HKJ) including the territorial waters.
- 2.2 Amman (TACC) Area Control Center serves as the central points for collecting information relating to the State of emergency of an aircraft operating within its search and rescue region.
- 2.3 Amman RCC is responsible coordinating the provision of SAR operation, overdue actions and alerting services with the concerned ATS units and local governmental entities involved with SAR services, the provision of best SAR capabilities and resources for Civil Aviation within Amman FIR.

GEN 3.6.3 Types of Services and Procedures

- 3.1 Aerial Search and Rescue Service shall be provided by Royal Jordanian Air Force when requested. & private operators may be requested for aerial search if necessary. Marine Search and Rescue Service shall be provided by Royal Navy. Ground Search & Rescue service shall be provided by the Police, Army, and Gendarmerie when requested. Information on distressed aircraft shall be communicated to Amman TACC and or Amman RCC Rescue co-ordination center and or to the nearest ATS units.
- 3.2 The effectiveness of the Amman RCC (Search and Rescue Organization) requires prompt and accurate advice regarding all aircraft movements. Pilots are requested in their own interest to ensure that the ground organization is immediately made aware of the initiation, any variation, and conclusion of the planned flight.

- 3.3 Amman Rescue Co-ordination Centre (RCC) does not provide distress alert detection of Emergency Locator Transmitters (ELTs), Emergency Position Indicator Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs) using the Cospas-Sarsat Satellite Aided Tracking System. This system is available by sharing with Jeddah MCC. (By coordination).
- 3.4 Users of 406.000 MHz beacons that are coupled with the 121.500 MHz frequency will be able to use the 121.500 MHz for homing purposes only by search units.

Table 3.6.3 Search and Rescue Units

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

GEN 3.6.4 SAR Agreements.

- 4.1 No SAR agreements in force permitting over-flight or entry by aircraft of other states.
- 4.2 Request for entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Center and or Amman TACC. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Amman Rescue Co-ordination Centre in accordance with the standing plan for the conduct of search and rescue in the area.

GEN 3.6.5 Conditions of Availability

- 5.1 There are governmental entities available on a 24 hour basis within Jordan to conduct search and rescue activities. These entities are activated by the search and rescue co-ordination center as required.
- 5.2 In addition to CARC Representative Departments, the participants to the SAR service are the following designated entities which have the responsibility for making the necessary facilities available for search and rescue missions:
- a) Ministry of Interior
 - b) Ministry of Health \ EMR
 - c) Jordanian Armed Forces \ OPS
 - d) Royal Air Force\ OPS
 - e) Member
 - f) Royal Medical Services
 - g) Civil Defense\OPS
 - h) Police
 - i) Royal Jordanian Naval Force (RJNF)
 - j) Royal Jordanian Airline RJA \ OPS
 - k) Gendarmerie\OPS
 - l) Other agencies likely to be invited in the committee as Co-opt members are Meteorological, and any other public & private committees such as National Disaster agencies

- 5.3 The above entities maintain their own communications networks. Additional communication services available to the search and rescue organization include the aeronautical, maritime and public telecommunication service.

GEN 3.6.6 Procedures and Signals Used**GEN 3.6.6.1 Procedures and signals used by aircraft and survivors**

- 1.1 Procedures and signals employed by aircraft are detailed in Annex 12, Chapter 5.
1.2 Procedures and signals to be used by survivors are detailed in Annex 12, Appendix A.

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 affirmative	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.		

GEN 3.6.6.2 Communications

- 2.1 Transmission and acceptance of distress messages within Amman Search and Rescue Region are handled in accordance with Chapter 5 of Annex 10 to the Convention on International Civil Aviation.
- 2.2 For communication during search and rescue operations, the codes and Abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.
- 2.3 Amman TACC maintain a continuous listening watch on their stated frequencies during the published hours of service and will accept and relay, if necessary, any distress message. The frequency 121.5 MHz guarded continuously during the hours of service at Amman TACC.
- 2.4 Aircraft engaged in SAR operations use normal call sign on RTF. Pilot hearing an aircraft giving this call sign shall maintain RTF silence except in an emergency until such time as it is clear no further message are being immediately passed to or from the aircraft.

GEN 3.6.6.3 Automatic Emergency Locator Transmitter (ELT)**3.1 General**

- 3.1.1 It is mandatory for aircraft registered in Jordan to be equipped with an automatic type emergency transmitter (ELT) according to JCAR-OPS.1 para OPS 1.820 and OPS 1.835.
- 3.1.2 All Jordanian registered aircraft are required to register the carriage and use of its emergency locator transmitters with the Civil Aviation Regulatory Commission.
- 3.1.3 If the aircraft is equipped with a functioning ELT this shall be shown in the ATS flight plan, item 19 by not crossing out the letters R/and E.
- 3.1.4 If the ELT has RTF capacity and can be used a portable emergency radio set, this should be shown by not crossing out the relevant letter (s) U for UHF 243 MHz, V for VHF 121.5 MHz.

3.2 ELT Testing

Testing 406 MHz Beacon.

406 MHz beacons should not be activated except in real distress situations or unless special prior arrangements have been made with the Cospas-Sarsat Mission Control Centre (MCC) that services your region.

3.3 Training Operations

Transmission from ELT approved for training purposes (121.875 and 243.750 MHz) may take place without special permission.

3.4 False ELT Alarms

- 4.1 Great caution should be exercised to prevent the inadvertent activation of ELT in the air or while they are being handled on the ground. Accidental or unauthorized activation will generate an ELT signal leading to unnecessary search action.
- 4.2 A false ELT alarm could also interfere with genuine emergency transmissions and hinder or delay the timely location of accident sites. Furthermore, frequent false alarms could result in complacency and decrease the vigorous reaction that must be attached to all ELT signals. The risk of false ELT alarms can be minimized by monitoring 121.5 MHz:
- a) in flight, whenever practicable;
 - b) prior to engine shut-down at the end of each flight;
 - c) when the ELT is handled during installation or maintenance;
 - d) when maintenance is being performed in the vicinity of ELT and;
 - e) when the aircraft is moved by ground crew.
- 4.3 If an ELT signal is heard, check if your own ELT is transmitting inadvertently by momentarily turning it off or listening on some frequencies around 121.5MHz. (A signal from your own ELT is transmitting, turn it off if possible, and notify the nearest ATS unit about the inadvertent ELT transmission including the time and position .This is absolutely necessary, since every alarm must be considered genuine until proven otherwise, see 3.6.8.5 below.

3.5 Listening watch on 121.5 MHz and ELT Reporting Procedures

- 5.1 To make optimal use of the system, it is essential that signals transmitted be heard and reported as soon as possible. Therefore, pilots are encouraged to monitor the frequency 121.5 MHz in flight.
- 5.2 Whenever practicable with regard to other necessary radio communication (ref. Annex 10 volume II paragraph 5.2.2.1.1.2).
- 5.3 Upon receiving an ELT signal, carry out the check described in 3.6.8.4 above. If signal is established to originate from any other ELT, notify ATS immediately. To the extent possible, report your own position and level when the signal was first heard, and eventually, when signal was at maximum strength, and when it was last heard.

Remark: If the aircraft has homing equipment, provide the bearing to the emergency signal with each reported position

GEN 3.6.6.4 SAR Points of Contact

- 4.1 When SAR operations are required, qualified personnel are deployed through the Air Traffic Control Centre. All enquiries and initial communication on SAR matters, including Cospas-Sarsat data, should be addressed to:

Name:	RCC-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:	+962 6 4451114, +962 6 4451160, +962 6 4452026 +962 6 4451607, +962 6 4451672
Fax:	+962 6 4452033
E-mail address:	sar@carc.gov.jo
Search and Rescue Area:	Amman FIR

➔ 4.2 SPOC-SAR Points of Contact:-

Focal Point:	Chief of Amman TACC and RCC
Country/Region Code (MID):	438
Website:	www.carc.gov.jo
Telephone Numbers:	+962 6 4451672, +962 6 4451607 and +962 6 4452689
Fax:	+962 6 4452033 and +962 6 4451667
E-mail address:	sar@carc.gov.jo
AFS address:	OJACZQZX and OJAIYCYX
Postal address:	RCC-Rescue Coordination Center Civil Aviation Regulatory Commission / Queen Alia International Airport Box 7547-Amman, the Hashemite Kingdom of Jordan

ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan

- 1.1 IFR or VFR flight conducted within the Jordanian Airspace shall be submitted by Flight Crew members or their designated representatives to the appropriate ATS unit serving the aerodrome of departure.
- 1.2 ICAO Flight Plan is accepted in New Format.
- 1.3 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 to the ARO of departure aerodrome.
- 1.5 **Time of Submission**
- 1.5.1 A Flight Plan of all types of flights shall be submitted to the ARO at the departure aerodrome at least 1 hour and not more than 120 hours before the estimated off block time.

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.

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS OF USE HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	4	3	2	
<u>Control Areas in AMMAN FIR</u> <u>*AMMAN TMA</u> 321026N0362759E 320426N0363659E 315256N0362529E 313129N0363034E 311256N0363459E 310756N0355459E 312821N0354758E 314256N0354259E 315256N0354716E 320356N0355159E 320356N0361059E 321026N0362759E <u>FL 255</u> 5500FT ALT Class of Airspace: A & C	AMMAN APP AMMAN ACC	AMMAN APPROACH ENGLISH , ARABIC H24 AMMAN CONTROL ENGLISH , ARABIC H24	FREQ: 128.9 MHZ Upper Sector 128.5MHz Lower East Sector 132.525MHz Lower West Sector 132.425MHz	
NOTE: * TMA - INSTRUMENT/VISUAL				

ENR 2.1 FIR, UIR, TMA (CONT)

NAME LATERAL LIMITS VERTICAL LIMITS CLASS OF AIRSPACE	UNIT PROVIDING SERVICE	CALL SIGN LANGUAGES AREA AND CONDITIONS OF USE HOURS OF SERVICE	FREQUENCY/PURPOSE	REMARKS
1	2	3	4	5
→ <u>AQABA CTA</u> Radius of 45 NM centered on AQABA VOR (AQB) 293501N0350030E within Jordanian airspace, limited by the National Boundaries of Jordan. <u>FL255</u> 7500FT ALT Class of Airspace: A & C	Amman ACC	AQABA Sector ENGLISH, ARABIC H24	FREQ: 132.425 MHZ	NOTE 1: Pilots are requested to relay their messages to King Hussein Tower on FREQ 119.2MHz whenever they are unable to maintain two ways communication with Amman Terminal Area Control Center (TACC). NOTE 2: All operations below 7500FT ALT will be in accordance with Visual Flight Rules, and controlled by King Hussein Tower within CTR and controlled by Aqaba Approach within CTA. NOTE 3: - Radar control service provided at FL 150 or above within Aqaba sector - Non-radar control service provided below FL150.
<u>Control Zones in AMMAN FIR</u> <u>AMMAN CTR</u> 321026N0362759E 320426N0363659E 315256N0362529E 315256N0354716E 320356N0355159E 320356N0361059E 321026N0362759E <u>5500 FT ALT</u> SFC Class of Airspace: C	TWR AMMAN	AMMAN TOWER ENGLISH, ARABIC H24	FREQ: 118.1 MHZ	

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

Name of GNSS elements	Frequency	Coordinates	Remarks
		Nominal SVC area Coverage area	
GPS	1575.420 MHZ	Amman FIR	En-route, terminal and non presicion approaches (NPA).

