

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

1. ANNEX 1 - PERSONNEL LICENSING: NIL

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

Chapter 2 Territorial Application for the Rules of the Air

Para 2.1 The Rules of the Air apply to all aircraft operating within Amman FIR.

Para 2.2 Compliance with the Rules of the Air

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

Para 2.3.1 Responsibility of Pilot in Command

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

Chapter 3

3.3.1 Submission of a flight Plan

Para 3.3.1.2

Flight plan shall be submitted prior to operating within Amman FIR comprising information as contained in the items of ICAO flight plan.

Para 3.3.1.4

-At least 30 minutes before the estimated off block time, pilot or his representative of IFR, or special VFR flight, shall submit ICAO Model Flight Plan to the AIS office at the aerodrome of departure, except traffic bounded to Jeddah and Tel Aviv FIR, flight plan shall be submitted at least one hour and not more than 8 hours of the estimated off block time, and if during flight at least 10 minutes before reaching the point of entry into Amman FIR, or the point of crossing airway or terminal area.

-At least 5 minutes before starting up, pilots of training schools, operating within the aerodrome vicinity or departing from and landing at the same aerodrome, may pass by telephone or R/T to the tower concerned, brief details of the flight including fuel endurance and the total number of persons on board.

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

Chapter 4 Visual Flight Rules

Para 4.4a Above FL 200.

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

Chapter 5 IFR Rules

Para 5.1.2 Minimum Levels

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

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

Chapter 5 In accordance with ICAO DOC 4444 PARA 5.4.2.2.1.1.C, within the Amman,
Para 5.4.2 Bahrain Damascus, Lebanon, Jeddah and Nicosia FIR, A minimum of Five minutes longitudinal Separation will be applied when the leading aircraft is maintaining a TAS of 20KT or faster than the following aircraft.
The application of this separation minimum may require ATC to impose speed restrictions on aircraft, when subject to speed restrictions pilots must notify ATC immediately if at any time they are unable to comply with the restrictions.
Pilots should note that speed restrictions applied within One FIR would continue to apply in succeeding FIR unless specifically cancelled or amended by ATC.

Para 5.9.A Clearance to Fly Maintaining VMC

VMC clearance would not be issued above flight level 200.

NOTE: Night is defined as the period from 30 minutes after sunset until 30 minutes before sunrise

Flight Plan Messages

Appendix 2

Para 2.2 Instructions for insertion of ATS data

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

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

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

4. ANNEX 3 - METEOROLOGY: NIL

5. ANNEX 4 - AERONAUTICAL CHARTS: NIL

6. ANNEX 5 - UNITES OF MEASUREMENTS: NIL

7. ANNEX 6 - OPERATION OF AIRCRAFT: NIL

**8. ANNEX 7- AIRCRAFT NATIONALITY AND REGISTRATION MARKS
NIL**

9. ANNEX 8- AIRWORTHINESS OF AIRCRAFT: NIL

10. ANNEX 9- FACILITATION

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

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

2.13 Nature of goods required.

2.38 Prior permission required.

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

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

NOTE:

A. Citizens holding Palestinian documents and citizens of the following countries are required to obtain prior approval from ministry of interior - Jordan through Jordanian embassies in their respective states:

Iran, Angola, Ethiopia, Uganda, Albania, Pakistan, Botswana, Burkina Faso, Burundi, Chad, Togo, Tanzania, Djibouti, Gabon, Zambia, Srilanka, Sierra Leone, Senegal, Somalia, Republic Of China, Gambia, Ghana, Guinea, Vietnam, Liberia, Philippines, Kenya, Magnolia, Madagascar, Mali, Mozambique, Nepal Nigeria, India, Morocco, Ivory Coast, Sudan, Cuba, Afghanistan, Bosnia And Herzegovina, Cameroon, Belize, Mauritania, , Cambodia, Ethiopia, Bangladesh, Romania, Macedonia, Moldavia, Namibia, Niger, Colombia, Lagos, Arteries, Uzbekistan, middle Africa, Swaziland, Guinea, Bissau.

B. Citizens of the following states can obtain visas either from Jordanian embassies in their states or upon entry to Jordan:

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

3.74 Valid Passport and Visa required in this case.

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11. ANNEX 10- AERONAUTICAL TELECOMMUNICATIONS

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Para 3.1.7.6.3.1 The Outer Marker coordinates check:314233.85458N 355102.07836E at AMMAN/Queen Alia International Aerodrome is not located between 6.5KM and 11.1KM from the Threshold, it is located at 11455M from THR RWY 08L.

12. ANNEX 11 - AIR TRAFFIC SERVICES

Appendix 4. ATS Airspace Classification Speed Limitation

Aircraft operating in the vicinity of any Aerodrome shall comply with speed limitation as follows:

a. Unless otherwise authorized by ATC no person may operate an aircraft at 10000 FT or below at an Indicated Airspeed of more than 250 KT.

b. Unless otherwise authorized, or required by ATC, no person may operate an aircraft within an airport traffic area at Indicated Airspeed of more than:

1. For propeller engine Aircraft 156 KT.

2. For turbine powered Aircraft 200 KT.

3. No person may operate aircraft in the airspace beneath the lateral limits of any terminal control area at an indicated airspeed of more than 200 KT.

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, then the aircraft may be operated at that minimum speed.

Chapter 5 Alerting Service

Para 5.2 Notification of rescue co-ordination centers

a) Uncertainty phase when:

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

13. ANNEX 12 - SEARCH AND RESCUE: NIL

14. ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION: NIL

15. ANNEX 14 - AERODROMES

Volume 1

Chapter 1

Para 1.3 Certification of Aerodromes

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

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

Chapter 2

Para 2.9 Condition of the Movement Area and Related Facilities.

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

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

Chapter 5

Para 5.1 Indicators and Signaling Devices

5.1.2 landing direction indicator

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

16. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES

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

8.1 Pre-Flight information

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

Appendix 1. Contents of Aeronautical Information Publication (AIP)

Description of Automatic dependent surveillance – broadcast (ADS-B) operating procedures shall not be published before year 2010.

17. ANNEX 16 - ENVIRONMENTAL PROTECTION: NIL

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

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