

THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
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AIP JORDAN
AMENDMENT 62/2011
01 NOV 2011

1. Insert the attached new or replacement pages dated 01 November 2011 in accordance with the new checklist, new or replacement pages are indicated by a star * against the relevant page numbers in the checklist.

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

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

3. The following NOTAM are hereby cancelled:

A0177/2011

PAGES TO BE DESTROYED

GEN

0.4-1 01 AUG 2011
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1.7-1 01 NOV 2010
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ENR

1.7-2 01 AUG 2011

AD 2 (OJAM)

2.9 01 MAY 2009

AD 2 (OJAI)

2.8 01 AUG 2009
2.9 01 AUG 2009

AD 2 (OJAQ)

2.9 01 FEB 2010

PAGES TO BE INSERTED

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1.7-1 01 NOV 2011
2.7-1 01 NOV 2011
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2.7-4 01 NOV 2011
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ENR

1.7-2 01 NOV 2011

AD 2 (OJAM)

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AD 2 (OJAI)

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0.1-2	01 NOV 2010	2.5-1	01 AUG 2011	4.1-5	01 NOV 2010
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-6	01 NOV 2010
0.2-1	01 AUG 2009	2.6-2	01 MAY 2007	4.1-7	01 NOV 2010
0.2-2	01 MAY 2008	*2.7-1	01 NOV 2011	4.1-8	01 NOV 2010
0.3-1	01 MAY 2009	*2.7-2	01 NOV 2011	4.2-1	01 NOV 2010
*0.4-1	01 NOV 2011	*2.7-3	01 NOV 2011	4.2-2	01 NOV 2010
*0.4-2	01 NOV 2011	*2.7-4	01 NOV 2011		
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0.6-1	01 NOV 2006	GEN 3		ENR 0	
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1.2-2	01 MAY 2008	3.1-7	01 AUG 2009	1.1-3	01 MAY 2008
1.2-3	01 MAY 2011	3.2-1	01 NOV 2010	1.2-1	01 MAY 2008
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1.3.2	01 MAY 2011	3.2-3	01 FEB 2010	1.2-3	01 NOV 2010
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1.5-1	01 MAY 2010	3.2-5	01 FEB 2011	1.4-1	01 FEB 2007
1.6-1	01 MAY 2011	3.3-1	01 NOV 2010	1.5-1	01 AUG 2009
*1.7-1	01 NOV 2011	3.3-2	01 FEB 2010	1.5-2	01 FEB 2007
1.7-2	01 FEB 2011	3.3-3	01 AUG 2011	1.5-3	01 FEB 2007
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2.1-2	01 MAY 2011	3.5-3	01 FEB 2010	1.5-10	01 FEB 2007
2.1-3	01 NOV 2010	3.5-4	01 FEB 2010	1.5-11	01 MAY 2010
2.2-1	01 NOV 2010	3.5-5	01 NOV 2007	1.5-12	01 MAY 2010
2.2-2	01 NOV 2010	3.5-6	01 NOV 2006	1.5-13	01 FEB 2010
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2.2-5	01 NOV 2010	3.5-9	01 NOV 2006	1.5-16	01 FEB 2010
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2.2-7	01 NOV 2010	3.5-11	01 NOV 2006	1.5-18	01 FEB 2010
2.2-8	01 NOV 2010	3.5-12	01 NOV 2006	1.5-19	01 FEB 2010
2.2-9	01 NOV 2010	3.5-13	01 NOV 2006	1.5-20	01 FEB 2010
2.2-10	01 NOV 2010	3.5-14	01 NOV 2006	1.5-21	01 FEB 2010
2.2-11	01 NOV 2010	3.5-15	01 NOV 2006	1.5-22	01 FEB 2010
2.2-12	01 NOV 2010	3.5-16	01 NOV 2006	1.5-23	01 FEB 2010
2.2-13	01 NOV 2010	3.5-17	01 NOV 2006	1.5-24	01 FEB 2010
2.2-14	01 NOV 2010	3.5-18	01 FEB 2010	1.5-25	01 FEB 2010
2.2-15	01 NOV 2010	3.5-19	01 FEB 2010	1.5-26	01 FEB 2010
2.2-16	01 NOV 2010	3.5-20	01 FEB 2010	1.6-1	01 MAY 2008
2.2-17	01 NOV 2010	3.5-21	01 FEB 2010	1.6-2	01 MAY 2008
2.2-18	01 NOV 2010	3.5-22	01 FEB 2010	1.6-3	01 AUG 2011
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1.10-1	01 NOV 2010	1.1-2	01 MAY 2008	2-37A	01 MAY 2006
1.10-2	01 MAY 2008	1.1-3	01 AUG 2007	2037B	01 MAY 2006
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1.12-2	01 FEB 2007	2.1	01 MAY 2009	2.1	01 FEB 2011
1.12-3	01 FEB 2007	2.2	01 MAY 2009	2.2	01 FEB 2011
1.12-4	01 FEB 2007	2.3	01 MAY 2009	2.3	01 FEB 2011
1.13-1	01 FEB 2007	2.4	01 MAY 2009	2.4	01 FEB 2011
1.14-1	01 MAY 2008	2.5	01 AUG 2007	2.5	01 FEB 2011
1.14-2	01 MAY 2008	2.6	01 AUG 2007	2.6	01 FEB 2011
1.14-3	01 FEB 2007	2.7	01 MAY 2008	2.7	01 FEB 2011
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1.14-5	01 FEB 2007	*2.9	01 NOV 2011	*2.9	01 NOV 2011
1.14-6	01 FEB 2007	2.10	01 MAY 2009	2.10	01 FEB 2011
1.14-7	01 FEB 2007	2.11	01 AUG 2007	2.11	01 NOV 2009
2.1-1	01 FEB 2007	2-19	01 MAY 2009	2-23	01 AUG 2005
2.1-2	01 FEB 2007	2-23	01 MAY 2009	2-25	01 AUG 2005
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4.2-1	01 MAY 2007	2.5	01 AUG 2007		
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4.4-1	01 MAY 2010	2.7	01 AUG 2007		
4.5-1	01 MAY 2007	*2.8	01 NOV 2011		
5.1-1	01 MAY 2009	*2.9	01 NOV 2011		
5.1-2	01 MAY 2008	2.10	01 AUG 2007		
5.2-1	01 NOV 2009	2.11	01 FEB 2010		
5.3-1	01 NOV 2009	2.12	01 MAY 2009		
5.4-1	01 MAY 2007	2.13	01 AUG 2007		
5.5-1	01 NOV 2007	2.14	01 AUG 2007		
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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 2.2 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 to the concerned aerodrome AIS section (ARO) prior to operating within Amman FIR comprising all information as contained in the items of ICAO flight plan.

FPL shall be submitted through one or more of the following methods:

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

Para 3.3.1.4

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

Chapter 4 Visual Flight Rules

Para 4.4a Above FL 150.

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

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**

GEN 2.7 SUNRISE / SUNSET TABLES

1. The tables on the following pages have been prepared by the Jordanian meteorological department, and are reproduced here with their permission.
The tables include 3 public airports and aerodromes, which is being served by the Jordanian air traffic services.

1.1 The times in the tables are given in LT

Summer Local Time is 3 hours ahead of UTC

Winter Local Time is 2 hours ahead of UTC

2. Alphabetical Index

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AMMAN/Queen Alia Aerodrome	GEN 2.7-4
AQABA/ King Hussein Aerodrome	GEN 2.7-5

3. SUNRISE / SUNSET TABLES

3.1

- 1- Station Name : AMMAN/Marka Airport
- 2- ICAO Location Indicator : OJAM
- 3- Geographical Coordinates : 315900N 355900E

Month/day	SR	SS	Month/day	SR	SS	Month/day	SR	SS
JAN			MAY			SEP		
1	04.31	14.47	1	02.46	16.20	2	03.06	16.05
5	04.32	14.50	5	02.42	16.23	6	03.09	15.59
9	04.32	14.53	9	02.39	16.25	10	03.11	15.54
13	04.32	14.56	13	02.35	16.28	14	03.14	15.49
17	04.32	14.59	17	02.23	16.31	18	03.16	15.43
21	04.31	15.03	21	02.30	16.34	22	03.19	15.38
25	04.29	15.06	25	02.29	16.36	26	03.21	15.33
29	04.27	15.10	29	02.27	16.39	30	03.24	15.28
FEB			JUN			OCT		
2	04.25	15.13	2	02.26	16.41	4	03.27	15.22
6	04.22	15.17	6	02.25	16.43	8	03.29	15.17
10	04.19	15.20	10	02.25	16.45	12	03.32	15.12
14	04.16	15.24	14	02.25	16.47	16	03.35	15.07
18	04.12	15.27	18	02.25	16.48	20	03.38	15.03
22	04.08	15.30	22	02.26	16.49	24	03.41	14.59
26	04.03	15.34	26	02.27	16.50	28	03.44	14.55
			30	02.28	16.50			
MAR			JUL			NOV		
2	03.59	15.37	4	02.30	16.50	1	03.47	14.51
6	03.54	15.40	8	02.32	16.50	5	03.51	14.48
10	03.49	15.43	12	02.34	16.49	9	03.54	14.45
14	03.44	15.46	16	02.36	16.47	13	03.58	14.42
18	03.39	15.49	20	02.38	16.46	17	04.01	14.40
22	03.34	15.51	24	02.40	16.44	21	04.04	14.38
26	03.28	15.54	28	02.43	16.41	25	04.08	14.37
30	03.23	15.57				29	04.11	14.36
APR			AUG			DEC		
3	03.18	16.00	1	02.45	16.38	3	04.14	14.36
7	03.13	16.03	5	02.48	16.35	7	04.18	14.36
11	03.08	16.06	9	02.51	16.32	11	04.20	14.37
15	03.03	16.08	13	02.53	16.28	15	04.23	14.38
19	02.58	16.11	17	02.56	16.24	19	04.26	14.40
23	02.54	16.14	21	02.58	16.19	23	04.28	14.41
27	02.50	16.17	25	03.01	16.15	27	04.29	14.44
			29	03.03	16.10	31	04.31	14.46

3.1.1 Dusk and Dawn at AMMAN / Marka Airport

DATE	JAN	FEB	MAR	APR	MAY	JUN
5	h m Dawn 06 11 Dusk 17 11	h m 06 04 17 37	h m 05 34 18 10	h m 04 56 18 23	h m 04 24 18 46	h m 04 00 19 10
10	06 12 17 16	05 59 17 42	05 27 18 06	04 48 18 28	04 15 18 51	04 00 19 11
15	06 12 17 19	05 54 17 47	05 23 18 08	04 40 18 32	04 10 18 55	05 00 19 14
20	06 11 17 24	05 51 17 50	05 15 18 12	04 35 18 35	04 08 18 58	04 01 19 16
25	06 08 17 29	05 45 17 55	05 08 18 17	04 43 18 39	04 04 19 02	04 01 19 16
29		05 41 17 57				
30				04 23 18 44		04 04 19 16
31	06 06 17 34		05 00 18 21		04 02 19 06	

DATE	JUL	AUG	SEP	OCT	NOV	DEC
5	h m Dawn 4 06 Dusk 19 16	h m 04 27 18 57	h m 04 48 18 22	h m 04 56 18 23	h m 05 08 17 41	h m 05 57 16 57
10	4 08 9 15	04 31 18 51	04 52 18 13	04 48 18 28	05 12 17 34	05 57 16 58
15	4 11 9 12	04 33 18 48	04 56 18 06	04 40 18 32	05 16 17 27	06 54 16 59
20	4 17 9 09	04 37 18 41	04 58 18 01	04 35 18 35	05 18 17 24	06 05 17 02
25	4 18 9 07	04 42 18 34	05 01 17 54	04 43 18 39	05 23 17 17	06 06 17 03
29						
30			5 05 7 45	04 23 18 44		
31	4 22 9 03	04 46 18 26			05 28 17 12	06 11 17 05

REMARK: *The time mentioned in tables is Local.
 Summer Local Time is 3 hours ahead of UTC
 Winter Local Time is 2 hours ahead of UTC

3.2

1- Station Name : Queen Alia International Airport
 2- ICAO Location Indicator : OJAI
 3- Geographical Coordinates : 314300N 355900E

Month/day	SR	SS	Month/day	SR	SS	Month/day	SR	SS
JAN			MAY			SEP		
1	04.31	14.47	1	02.46	16.20	2	03.06	16.05
5	04.32	14.50	5	02.42	16.23	6	03.09	15.59
9	04.32	14.53	9	02.39	16.25	10	03.11	15.54
13	04.32	14.56	13	02.35	16.28	14	03.14	15.49
17	04.32	14.59	17	02.23	16.31	18	03.16	15.43
21	04.31	15.03	21	02.30	16.34	22	03.19	15.38
25	04.29	15.06	25	02.29	16.36	26	03.21	15.33
29	04.27	15.10	29	02.27	16.39	30	03.24	15.28
FEB			JUN			OCT		
2	04.25	15.13	2	02.26	16.41	4	03.27	15.22
6	04.22	15.17	6	02.25	16.43	8	03.29	15.17
10	04.19	15.20	10	02.25	16.45	12	03.32	15.12
14	04.16	15.24	14	02.25	16.47	16	03.35	15.07
18	04.12	15.27	18	02.25	16.48	20	03.38	15.03
22	04.08	15.30	22	02.26	16.49	24	03.41	14.59
26	04.03	15.34	26	02.27	16.50	28	03.44	14.55
			30	02.28	16.50			
MAR			JUL			NOV		
2	03.59	15.37	4	02.30	16.50	1	03.47	14.51
6	03.54	15.40	8	02.32	16.50	5	03.51	14.48
10	03.49	15.43	12	02.34	16.49	9	03.54	14.45
14	03.44	15.46	16	02.36	16.47	13	03.58	14.42
18	03.39	15.49	20	02.38	16.46	17	04.01	14.40
22	03.34	15.51	24	02.40	16.44	21	04.04	14.38
26	03.28	15.54	28	02.43	16.41	25	04.08	14.37
30	03.23	15.57				29	04.11	14.36
APR			AUG			DEC		
3	03.18	16.00	1	02.45	16.38	3	04.14	14.36
7	03.13	16.03	5	02.48	16.35	7	04.18	14.36
11	03.08	16.06	9	02.51	16.32	11	04.20	14.37
15	03.03	16.08	13	02.53	16.28	15	04.23	14.38
19	02.58	16.11	17	02.56	16.24	19	04.26	14.40
23	02.54	16.14	21	02.58	16.19	23	04.28	14.41
27	02.50	16.17	25	03.01	16.15	27	04.29	14.44
			29	03.03	16.10	31	04.31	14.46

3.3

- 1- Station Name : AQABA/ King Hussein Airport
 2- ICAO Location Indicator : OJAQ
 3- Geographical Coordinates : 293300N 350000E

Month/day	SR	SS	Month/day	SR	SS	Month/day	SR	SS
JAN			MAY			SEP		
1	04.33	14.53	1	02.57	16.17	2	03.15	16.03
5	04.34	14.56	5	02.53	16.19	6	03.17	15.59
9	04.34	14.59	9	02.50	16.22	10	03.19	15.54
13	04.35	15.02	13	02.47	16.24	14	03.22	15.49
17	04.34	15.05	17	02.45	16.27	18	03.24	15.44
21	04.33	15.08	21	02.43	16.29	22	03.26	15.39
25	04.32	15.12	25	02.41	16.31	26	03.28	15.34
29	04.30	15.15	29	02.40	16.34	30	03.31	15.29
FEB			JUN			OCT		
2	04.28	15.18	2	02.39	16.36	4	03.33	15.24
6	04.26	15.21	6	02.38	16.38	8	03.35	15.19
10	04.23	15.24	10	02.38	16.40	12	03.38	15.14
14	04.20	15.28	14	02.38	16.41	16	03.40	15.10
18	04.16	15.31	18	02.39	16.42	20	03.43	15.06
22	04.13	15.34	22	02.39	16.43	24	03.46	14.02
26	04.09	15.36	26	02.40	16.44	28	03.48	14.58
			30	02.42	16.44			
MAR			JUL			NOV		
2	04.04	15.39	4	02.43	16.44	1	03.51	14.55
6	04.00	15.42	8	04.45	16.44	5	03.54	14.52
10	03.55	15.44	12	02.47	16.43	9	03.57	14.49
14	03.51	15.47	16	02.49	16.42	13	04.01	14.47
18	03.46	15.50	20	02.51	16.41	17	04.04	14.45
22	03.41	15.52	24	02.53	16.39	21	04.07	14.44
26	03.36	15.55	28	02.55	16.37	25	04.10	14.43
30	03.31	15.57				29	04.13	14.42
APR			AUG			DEC		
3	03.26	15.59	1	02.57	16.34	3	04.17	14.42
7	03.22	16.02	5	03.00	16.31	7	04.20	14.42
11	03.17	16.04	9	03.02	16.28	11	04.22	14.43
15	03.13	16.07	13	03.04	16.25	15	04.25	14.44
19	03.08	16.09	17	03.06	16.21	19	04.27	14.46
23	03.04	16.12	21	03.09	16.17	23	04.29	14.48
27	03.00	16.14	25	03.11	16.12	27	04.31	14.50
			29	03.13	16.08	31	04.33	14.51

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

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

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

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

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

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

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

2.1.4 Altimeter Setting Procedures

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

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

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

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

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

2.2 Take - off and Climb

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

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

2.3 Vertical Separation - En-Route

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

→ 2.3.2 VFR flight is not permitted above flight level 150.

2.4 Approach and Landing

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

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

2.5 Missed Approach

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

3. DESCRIPTION OF ALTIMETER SETTING REGION

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

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

4.1 Flight Planning

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

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

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

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

OJAM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Amman Tower	118.1 MHZ 118.1 MHZ	H24	Primary Frequency
	SMC	121.7 MHZ 121.7 MHZ	H24	Used for aircraft
		121.9 MHZ 121.9 MHZ	H24	Trunking System
		121.6 MHZ 121.6 MHZ	H24	Used for civil Defense

OJAM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	FREQ	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	JYO	391 KHZ	H24	320017.21663N 360356.08470E		
DVOR/ DME	AMN	116.3 MHZ CH110X	H24	320014.65594N 360357.55473E		
LLZ RWY 24 ILS CAT I	IAMN	109.5 MHZ	H24	315753.41000N 355821.21440E	748.89M	359M FM THR RWY06.
GP RWY 24		332.6 MHZ	H24	315837.33000N 360017.58000E		Angle 3 DEG. RDH 14.996M.
DME	IAMN	993 MHZ CH32X	H24	315837.33000N 360017.58000E	764M Including Antenna	296M FM THR RWY24. 116M FM CL RWY24.

OJAM AD 2.20 LOCAL TRAFFIC REGULATIONS

AMMAN MARKA TOWER CONTROL

Out - Bound Procedures

1. Start – Up

- 1.1 Ground Controller will request start - up and ATC clearance from TACC for traffic subject to APP.
- 1.2 Ground Controller will advise TWR of traffic starting - up.
- 1.3 TWR will pass ATC clearance to flights not subject to APP (5000' and below)

2. Taxiing and Taxiways.

GMC will coordinate taxiing traffic with Tower. GMC will release taxiing traffic to Tower before entering the taxiway unless coordinated.

Helicopter operations will normally take place on TWYA1. Approval may be given by the Tower to use TWY A2 or the Runway, if traffic conditions permit.

Academies ACFT will normally be cleared to the holding point of the runway in use. For Runway 24, academies ACFT will wait at the holding point for clearance to back track to the loop.

2.3.1 FOR ACADEMIES ACFT, TAKE OFF FROM THE OLD HOLDING POINT OF RWY 24 IS NOT PERMITTED.

If Runway 06 is in use, Academies ACFT can use Taxiway B for holding, lining-up and take-off when requested by the pilot. Take-off from this position for Runway 24 is not permitted.

2.4 ACFT taxiing from parking area will be held before the circle road, and must be warned from circle road traffic.

2.5 Traffic will be permitted to backtrack the runway when traffic conditions permit, however, priority may be given to backtracking ACFT over departing and arriving aircraft in special circumstances. Ex. RJAF operational reasons, Expeditious of IFR traffic, Royal, VIP, Ambulances, etc.

3. Removal of Disabled Aircraft from Runways

Limited equipment available, companies should use IATA pooling arrangement

OJAM AD 2.21 NOISE ABATEMENT PROCEDURE

Aircraft of AUW more than 5700 KGS departing from AMMAN/Marka RWY 24 shall Climb with take-off thrust to 4000 FT at V2 + 10KT, At 4000 FT QNH reduce to climb thrust and continue at V2 + 10KT. At 5500, FT QNH accelerates to normal climbing speed.

OJAM AD 2.22 FLIGHT PROCEDURES

Local Flying Regulations: Aircraft landing on RWY 06 taking off RWY 24 are to avoid Royal Palace and Broadcast Station.

OJAI AD 2.13 DECLARED DISTANCES					
RWY	TORA	TODA	ASDA	LDA	
Designator	(M)	(M)	(M)	(M)	Remarks
1	2	3	4	5	6
26L	3660	4503	3810	3660	Nil
26R	3660	4503	3810	3660	Nil
08L	3660	4503	3810	3660	Nil
08R	3660	4503	3810	3660	Nil

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING		
1	RWY Designator	26L
2	APPROACH LIGHT	
	TYPE	CAT II
	LENGTH	900M
	INTENSITY	20A (5 Steps)
3	THR LIGHT	
	COLOUR	Green
	WBAR	Green
4	VASIS	Nil
	(MEHT)	19.08M
	PAPI	4 Units – 3 DEG – on left side of RWY - 380.32M from THR
5	TDZ LIGHT	
	LENGTH	900M
6	RWY CENTER LINE LIGHT	
	LENGTH	3665
	SPACING	15M
	COLOUR	White (last 900M – 600M White and Red, last 300M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	LENGTH	3665M
	SPACING	60M
	COLOUR	White (last 900M-600M White and orange, last 300M Orange)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	COLOUR	Red
	WBAR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	
1	RWY Designator	26R
2	APPROACH LIGHT	
	TYPE	CAT II
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
3	THR LIGHT	
	COLOUR	Green
	WBAR	Green
4	VASIS	Nil
	(MEHT)	19.61M
	PAPI	4 Units – 3 DEG – on left side of RWY - 401M from THR
5	TDZ LIGHT	
	TYPE	CAT II
	LENGTH	901.4M
6	RWY CENTER LINE LIGHT	
	LENGTH	3665M
	SPACING	14.8M
	COLOUR	White (last 887.5M – 591.1M White and Red, last 296.4M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	LENGTH	3665M
	SPACING	60M
	COLOUR	White (Last 591M Orange)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	COLOUR	Red
	WBAR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING (CONT)		
1	RWY Designator	08L
2	APPROACH LIGHT	
	TYPE	CAT II
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
3	THR LIGHT	
	COLOUR	Green
	WBAR	Green
4	VASIS	Nil
	(MEHT)	19.58M
	PAPI	4 Units – 3 DEG – on left side of RWY - 400M from THR
5	TDZ LIGHT	
	TYPE	CAT II
	Length	901M
	RWY CENTER LINE LIGHT	
6	LENGTH	3665M
	SPACING	14.8M
	COLOUR	White (last 887.7M – 591.5M White and Red, last 296.2M Red)
	INTENSITY	6.6A (5 Steps)
	RWY EDGE LIGHT	
7	LENGTH	3665M
	SPACING	60M
	COLOUR	White (last 591M Orange)
	INTENSITY	6.6A (5 Steps)
	RWY END LIGHT	
8	COLOUR	Red
	WBAR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil
1	RWY Designator	08R
2	APPROACH LIGHT	Nil
3	THR LIGHT	
	COLOUR	Green
	WBAR	-
4	VASIS	Nil
	(MEHT)	19M
	PAPI	4 Units – 3 DEG – on left side of RWY - 469.41M from THR
5	TDZ LIGHT	Not available
6	RWY CENTER LINE LIGHT	
	LENGTH	3665M
	SPACING	15M
	COLOUR	White (last 900M – 600M White and Red, last 300M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	LENGTH	3665M
	SPACING	60M
	COLOUR	White (last 900M-600M White and orange, last 300M Orange)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	COLOUR	Red
	WBAR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil

OJAI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	ABN/IBN Location, characteristics and hours of operation	<u>ABN</u> On top of Control TWR, FLG G + W HN + IMC, H24 <u>IBN</u> over maintenance Hanger FLG GREEN QA HN + IMC, H24
2	LDI location and LGT Anemometer location and LGT	LDI: Lighted Anemometer 500 M from THR RWY 26L, and 500 M from THR RWY 08R.
3	TWY edge and centre line lighting	Edge: All TWY Centre line: All TWY
4	Secondary power supply switch-over time.	Secondary power supply to all RWYs TWYs, NAV AIDS / Switch-over time: 3 SEC
5	Remarks	Nil

OJAI AD 2.16 HELICOPTER LANDING AREA		
1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	Remarks	

OJAI AD 2.17 ATS AIRSPACE		
1	Designation and lateral limits	<u>QUEEN ALIA CTR</u> 315256.09991N 362529.14390E 313126.08290N 362959.15323E 312826.07583N 354859.09862E 314256.08680N 354259.08822E 315256.09547N 354659.09195E
2	Vertical limits	SFC to 5500 FT ALT
3	Airspace classification	C
4	ATS unit call sign Language(s)	Queen Alia TWR English, Arabic
5	Transition altitude	13000 FT AMSL
6	Remarks	Nil

OJAQ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Aqaba Approach	119.2 MHZ 119.2 MHZ	H24	Operating Authority: Civil Aviation Regulatory Commission From 1800 until 0400 next day, Freq will be used for APP, TWR, and Aircraft Surface Movement Control.
		121.5 MHZ 121.5 MHZ	H24	Emergency Frequency.
TWR	King Hussein TWR	118.1 MHZ 118.1 MHZ	0400-1800	For TWR control and Aircraft Surface Movement Control.
		121.5 MHZ 121.5 MHZ	H24	Emergency Frequency.
Fire Fighting	Civil Defense	121.6 MHZ 121.6 MHZ	H24	

OJAQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	FREQ	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	AQ	404 KHZ	H24	293448.53N 0350025.37E		Out put power 1000 watts.
NDB	AQC	326 KHZ	H24	295408.21N 0350708.39E		17NM from THR RWY 01.
NDB	AQA	418 KHZ	H24	301335.33N 0351316.94E		39.3NM from THR RWY 01.
DVOR/ DME	AQB	113.1 MHZ CH78X	H24	293458.54N 0350028.90E	57.5 M	Coverage 56NM. 0.9NM from THR RWY 01.
LLZ RWY 01 ILS CAT I	IAQA	110.10 MHZ	H24	293736.30N 0350124.09E		330M from THR RWY 19.
GP RWY 01		334.4 MHZ	H24	293603.92N 0350047.37E		212M from THR RWY 01. Angle 3 DEG. RDH 14.54M. OM : 3.7NM THR RWY 01 MM : 1020M THR RWY 01

OJAQ AD2.20 LOCAL TRAFFIC REGULATIONS

Removal of Disabled Aircraft from Runways

Limited equipment available, companies should use IATA pooling arrangement

OJAQ AD 2.21 NOISE ABATEMENT PROCEDURE

NIL