

AD 1. AERODROMES - INTRODUCTION

→ AD 1.1 Aerodrome Availability and Conditions of Use

→ AD 1.1.1 General Conditions

→ 1) the general conditions under which aerodrome and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of real emergency or when special permissions has been obtained from Chief Commissioner of Civil Aviation Regulatory Commission.

Other aerodromes not listed in this AIP may be used only after permission has been obtained from the Chief Commissioner of Civil Aviation Regulatory Commission.

Military aerodromes in the Hashemite Kingdom of Jordan are the responsibility of the Royal Jordanian Air Force. Prior Permission is required before use by civil operators.

1.1 Landing made other than at an international aerodrome or a designated alternate aerodrome.

1.1.1 All aircraft entering Jordan territory shall land at a customs airport and shall on departing from the territory leave from a customs airport unless authorized to fly over the territory without landing. If an aircraft not being authorized to land in Jordanian territory is compelled to land due to bad weather or any other force majeure, it must land at the nearest customs airport. If any aircraft is compelled to land outside a customs airport, the pilot in command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

1.1.2 The pilot in command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft to the previous landing, contact between other persons on the one hand and passengers and crew on the other is voided;
- b) Cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones or fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.2 Traffic of persons and vehicles on aerodromes

1.2.1 Demarcation of Zones

The grounds of each aerodrome are divided into two zones:

- A) A public zone comprising the part of the aerodrome open to the public; and
- B) A restricted zone comprising the rest of the aerodrome.

1.2.2 Movement of Persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome.

The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty.

The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air traffic regulations and the special rules laid down by the person responsible for the management of the aerodrome.

1.2.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance.

Drivers of vehicles, of whatever type, operating within the confines of the aerodrome, must respect the direction of the traffic signs and the posted speed limits and generally comply with the provisions of the Highway Code and with instructions given by the competent authorities.

1.3 Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome, are not the responsibility of the state or any concessionaire, they cannot be held responsible for loss or damage, which is not incurred through action by them or their agents.

1.4 Landing, parking or storage of aircraft on Jordanian aerodromes

the conditions under which aircraft may land, and be parked, housed or otherwise dealt with any of the aerodrome under the control of the administration of the Hashemite kingdom of Jordan are set out in the Civil Aviation Law , 2007 (Law 41) .

- a) The fees and charges for the landing, parking or housing of aircraft, as notified from time to time, shall be those published in the AIP, or by NOTAM. The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CARC at any aerodrome under the control of the CARC shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CARC for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the CARC on demand.
- b) The CARC shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c) If payment of such fees and charges is not made to the CARC within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CARC shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.
- d) The government of Jordan does not accept any responsibility for loss or damage to aircraft or components thereof when on ground. Pilots in command or their designated representatives are required to complete a form indemnifying the government against all claims for any loss or damage, however caused.
- e) In the case of Amman /Queen Alia International Airport, operators staging regular services through that airport may sign a general form of indemnity covering all their actual or projected operations.

→ 2) **Applicable ICAO documents**

The standards and Recommended Practices of Annex 14, Volume I, is applied.
For differences Ref Page GEN 1.7-4, and GEN 1.7-5.

→ **AD 1.1.2 Use of military air bases**

Nil

AD 1.1.3 Low Visibility Procedures (LVP) at Amman/Queen Alia Aerodrome

1.1.3.1 General

Low Visibility Procedure (LVP) are the actions to ensure safe aircraft operation during periods of reduced visibility –RVR or low cloud base and shall be Implemented when safeguarding procedures have been completed and the airport configured for low visibility operation.

Special procedures and safeguards will be applied during CAT II operation. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signal.

Runways 26L, 26R and 08L are equipped with ILS and approved for CAT II operation.

Air Traffic Controllers at Queen Alia Aerodrome Tower shall initiate and terminate LVP as required and inform all concerned.

The enforcement of LVP will be transmitted on ATIS and /or on first contact with the aircraft on the appropriate control frequency.

During the period of LVP the lights on taxiways that are not being used should be switched off wherever possible.

Increase separation between traffic in low visibility condition, delays are expected during taxi, take-off and landing.

The ILS sensitive area shall be protected when landing aircraft within 2 NM, ATC for this purpose will provide adequate separation between aircraft on final approach to minimize the possibility of interference ILS signal.

1.1.3.2 use of stop bars

Remote-controlled stop bars are installed on Queen Alia aerodrome with runways certified for precision approaches CAT II. Their use is included in LVP.

-When Remote-controlled stop bars are illuminated (red light), The ground traffic will stop. Extinguish the stop bars will indicate that the taxiway is clear.

-When the line-up clearance is issued, the stop bar is extinguished and the confirmation segment is illuminated (green light).

-Pilots should never cross a stop bar whose red lights are on.

-When remote-controlled stop bars are extinguished, pilots should never cross the taxi-holding point if the confirmation segment is not illuminated, unless clearly authorized by ATC.

1.1.3.3 Initiation and termination of low visibility procedure

1.1.3.3.1 The preparation phase will commenced when RVR falls below 1200 M and /or cloud base between 400-200FT and CAT II operations are expected.

1.1.3.3.2 The operation of low visibility procedure will be commenced when:

- a) Runways 26R/08L: when the RVR is less than 550M and equal/or greater than 300M and/or cloud base is less than 200FT but not less than 120FT, traffic is approved for landing.
- b) Runway 26L : when the RVR is less than 550M and equal/or greater than 400M and/or cloud base is less than 200FT but not less than 140FT, traffic is approved for landing.

Note: LVP for Runway 08R is not applicable (CAT II precision approach not exist)

1.1.3.3.3 During the operation of LVP, one aircraft at a time is allowed to maneuver at Runways 26R/08L with the associated Taxiways and one aircraft at Runway 26L with associated Taxiways, any other traffic will hold until the preceding one either parked at the gate or departed the associated Runway.

1.1.3.3.4 Upon pilot request follow-me service shall be provided to/from stands to guide the aircraft, whenever RVR is 550M and less.

1.1.3.3.5 Low visibility procedures will be terminated when the RVR is greater than 550M together with the cloud base over 200FT and continuous improvement is expected.

1.1.3.3.6 Pilots must be advised of the termination of LVP through ATIS broadcast and/or the appropriate control frequency.

1.1.3.4 Low visibility take-off (LVTO)

1.1.3.4.1 LVTO for Runways 26R/08L and Runway 26L will be commenced when the RVR:

- a) Runways 26R/08L: is less than 300M and equal/or greater than 150M.
- b) Runway 26L: decreases to 300M but not less.

Note: LVTO for Runway 08R is not applicable.

1.1.3.4.2 Only one departure aircraft using Runways 26R/08L will be allowed to maneuver.

1.1.3.4.3 Follow-me service shall be provided from stands to guide aircraft except when on Taxiway G to Taxiway H to Runways 26R/08L, will be provided subject to pilot request.

1.1.3.4.4 Providing follow-me service will be subject to follow-me driver assessment and his ability to detect his path through the maneuvering areas.

Note: All operation at QAIA will be suspended when the RVR is less than 150M.

1.1.3.5 Runway and/or Taxiway pilot reports during LVP

1.1.3.5.1 Pilots shall report “rolling” when the aircraft commencing takeoff run.

1.1.3.5.2 Pilots shall report “Runway vacated” when the aircraft vacating the Runway and the whole aircraft becomes on the Taxiway.

1.1.3.5.3 Pilots shall report “airborne” as soon as practicable when the aircraft takeoff.

1.1.3.5.4 Pilots shall report “on stand” or “on gate” when the aircraft is parked.

Note: When follow-me service requested by the pilot, the follow-me personnel shall report on RTF when the aircraft vacating the Runway and/or the Taxiway, and when the aircraft is parked.

1.1.3.6 CAT II operations suspension

1.1.3.6.1 Pilots shall be advised when CAT II operation suspend.

1.1.3.6.2 CAT II operations will be suspended when any of the following equipment becomes unserviceable during the periods of the LVP:

- a) Localizer.
- b) Glide path.
- c) ILS DME.
- d) RVR.
- e) Airfield Ground Lighting

AD 1.1.4 Aerodrome operating minima

1.1.4.1 Take off weather minimums for IFR flights using Amman/Marka and Aqaba/King Hussein International Aerodromes are as follows:

AIRCRAFT CAT A AND B	RVR 400M/ VIS 1500M
AIRCRAFT CAT C AND D	RVR 400M/ VIS 800M

1.1.4.2 Take off weather minimums for IFR flights using Amman/Queen Alia International Aerodrome are as follows:

-For Runway 08R

AIRCRAFT CAT A AND B	RVR 400M/ VIS 1500M
AIRCRAFT CAT C AND D	RVR 400M/ VIS 800M

-LVTO for Runways 26R/08L for all ACFT CAT RVR minimum 150M.

-LVTO for Runway 26L for all ACFT CAT RVR minimum 300M.

AD 1.1.5 Other Information

Nil