

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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**AIP JORDAN
AMENDMENT 77/2015
01 AUG 2015**

1. Insert the attached new or replacement pages dated 01 AUG 2015 in accordance with the new checklist, new or replacement pages are indicated by a star * against the relevant page numbers in the checklist.

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

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

3. NOTAM A0087/14 , A0218/15 , A0236/15, A0274/15, and A0275/15 is hereby cancelled

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN 0		GEN 0	
0.4-1	01 MAY 2015	0.4-1	01 AUG 2015
0.4-2	01 MAY 2015	0.4-2	01 AUG 2015
0.4-3	01 MAY 2015	0.4-3	01 AUG 2015
GEN 2		GEN 2	
2.5-1	12 DEC 2013	2.5-1	01 AUG 2015
3.5-2	01 AUG 2009	3.5-2	01 AUG 2015
ENR 1		ENR 1	
1.6-4	12 DEC 2103	1.6-4	01 AUG 2015
ENR 5		ENR 5	
5.2-1	01 NOV 2009	5.2-1	01 AUG 2015
5.5-1	01 FEB 2014	5.5-1	01 AUG 2015
AD2 (OJAM)			
2.9	01 MAY 2014	2.9	01 AUG 2015
AD 2 (OJAI)		AD 2 (OJAI)	
2.4	07 FEB 2013	2.4	01 AUG 2015
2.17	07 FEB 2013	2.17	01 AUG 2015
AD 2 (OJAQ)		AD 2 (OJAQ)	
2.10	12 DEC 2013	2.10	01 AUG 2015
2.24.6-9	12 DEC 2013	2.24.6-9	01 AUG 2015
2.24.6-10	12 DEC 2013	2.24.6-10	01 AUG 2015
2.24.8-6	01 MAY 2015	2.24.8-6	01 AUG 2015
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2.24.9-1	12 DEC 2013	2.24.9-1	01 AUG 2015

AIS HEADQUARTERS



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0.1-2	01 NOV 2010	*2.5-1	01 AUG 2015	4.1-3	01 MAY 2015
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-4	01 MAY 2015
0.2-1	01 FEB 2015	2.6-2	01 MAY 2007	4.1-5	01 MAY 2014
0.2-2	01 MAY 2014	2.7-1	01 NOV 2011	4.1-6	01 MAY 2015
0.3-1	12 DEC 2013	2.7-2	01 NOV 2011	4.1-7	01 MAY 2015
*0.4-1	01 AUG 2015	2.7-3	01 NOV 2011	4.1-8	01 MAY 2015
*0.4-2	01 AUG 2015	2.7-4	01 NOV 2011	4.1-9	01 MAY 2015
*0.4-3	01 AUG 2015	2.7-5	01 NOV 2011	4.1-10	01 MAY 2015
0.5-1	01 NOV 2006	GEN 3		4.1-11	01 MAY 2015
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0.6-2	12 DEC 2013	3.1-2	01 MAY 2011	4.2-1	01 MAY 2015
		3.1-3	01 MAY 2010	4.2-2	01 MAY 2015
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1.1-1	01 NOV 2010	3.1-5	01 FEB 2015		
1.2-1	01 MAY 2008	3.1-6	01 FEB 2015		
1.2-2	01 MAY 2008	3.1-7	01 FEB 2015		
1.2-3	01 MAY 2012	3.2-1	01 NOV 2010		
1.3.1	01 MAY 2011	3.2-2	01 NOV 2010		
1.3.2	01 FEB 2014	3.2-3	12 DEC 2013		
1.4.1	01 MAY 2011	3.3-1	01 NOV 2010		
1.5-1	01 MAY 2010	3.3-2	12 DEC 2013		
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1.7-1	01 NOV 2011	3.4-1	01 NOV 2010		
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1.7-3	01 NOV 2012	3.4-3	01 FEB 2010		
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0.6-2	15 DEC 2011	1.12-2	01 FEB 2007	*5.2-1	01 AUG 2015
		1.12-3	01 FEB 2007	5.3-1	01 NOV 2009
ENR 1		1.12-4	01 FEB 2007	5.4-1	01 MAY 2007
1.1-1	01 MAY 2008	1.13-1	01 FEB 2007	*5.5-1	01 AUG 2015
1.1-2	01 MAY 2008	1.14-1	01 MAY 2008	5.6-1	01 MAY 2008
1.1-3	01 MAY 2008	1.14-2	01 MAY 2008	5.6-2	01 MAY 2008
1.2-1	12 DEC 2013	1.14-3	01 FEB 2007	5.6-3	01 MAY 2008
1.2-2	12 DEC 2013	1.14-4	01 FEB 2007	5.6-4	01 MAY 2008
1.2-3	12 DEC 2013	1.14-5	01 FEB 2007	5.6-5	01 MAY 2008
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1.5-11	12 DEC 2013	3.1-2	12 DEC 2013		
1.5-12	01 MAY 2015	3.1-3	01 MAY 2014		
1.5-13	12 DEC 2013	3.1-4	01 MAY 2014		
1.5-14	12 DEC 2013	3.1-5	12 DEC 2013		
1.5-15	12 DEC 2013	3.1-6	12 DEC 2013		
1.5-16	12 DEC 2013	3.1-7	12 DEC 2013		
1.5-17	12 DEC 2013	3.2-1	12 DEC 2013		
1.5-18	12 DEC 2013	3.2-2	12 DEC 2013		
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*1.6-4	01 AUG 2015	3.3-8	12 DEC 2013		
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0.6-2	12 DEC 2013	2.11	07 FEB 2013	2.24.8-16	12 DEC 2013
AD 1		2.12	07 FEB 2013	AD 2 (OJAQ)	
1.1-1	01 MAY 2008	2.13	07 FEB 2013	2.1	12 DEC 2013
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1.2-2	01 MAY 2008	*2.17	01 AUG 2015	2.5	01 FEB 2011
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1.4-1	01 AUG 2007	2-19	01 FEB 2014	2.7	01 NOV 2012
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2.1	12 DEC 2013	2.24.2-1	12 DEC 2013	*2.10	01 AUG 2015
2.2	01 MAY 2009	2.24.2-2	12 DEC 2013	2.11	30 APR 2015
2.3	01 MAY 2009	2.24.2-3	12 DEC 2013	2.24.3-1	12 DEC 2013
2.4	01 MAY 2009	2.24.2-4	12 DEC 2013	2.24.4-1	12 DEC 2013
2.5	01 AUG 2007	2.24.2-5	12 DEC 2013	2.24.4-2	12 DEC 2013
2.6	01 AUG 2007	2.24.3-1	12 DEC 2013	2.24.6-1	12 DEC 2013
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*2.9	01 AUG 2015	2.24.4-3	12 DEC 2013	2.24.6-7	12 DEC 2013
2.10	01 MAY 2009	2.24.4-4	12 DEC 2013	*2.24.6-9	01 AUG 2015
2.11	01 FEB 2014	2.24.5-1	12 DEC 2013	*2.24.6-10	01 AUG 2015
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2.24.3-1	12 DEC 2013	2.24.6-3	12 DEC 2013	2.24.7-3	12 DEC 2013
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2.24.4-2	12 DEC 2013	2.24.6-5	12 DEC 2013	2.24.7-7	12 DEC 2013
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2.24.6-3	12 DEC 2013	2.24.6-8	12 DEC 2013	2.24.8-3	12 DEC 2013
2.24.6-4	12 DEC 2013	2.24.6-9	12 DEC 2013	2.24.8-4	12 DEC 2013
2.24.6-5	12 DEC 2013	2.24.6-11	12 DEC 2013	2.24.8-5	01 MAY 2015
2.24.6-7	12 DEC 2013	2.24.6-12	12 DEC 2013	*2.24.8-6	01 AUG 2015
2.24.6-8	12 DEC 2013	2.24.6-13	12 DEC 2013	*2.24.8-7	01 AUG 2015
2.24.6-9	12 DEC 2013	2.24.6-15	12 DEC 2013	*2.24.9-1	01 AUG 2015
2.24.6-10	12 DEC 2013	2.24.6-16	12 DEC 2013		
2.24.7-1	12 DEC 2013	2.24.6-17	12 DEC 2013		
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*2.4	01 AUG 2015	2.24.8-8	12 DEC 2013		
2.5	07 FEB 2013	2.24.8-9	12 DEC 2013		
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GEN 2.5 ALPHABETICAL LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Aid	Purpose	STATION NAME	Aid	ID	Purpose
AMN	MARKA	DVOR/DME	AE	MARKA	DVOR/DME	AMN	AE
AQB	KING HUSSEIN	DVOR/DME	AE	KING HUSSEIN	DVOR/DME	AQB	AE
AQC	KING HUSSEIN	NDB	AE	KING HUSSEIN	NDB	AQC	AE
IAMN	MARKA	ILS	A	MARKA	ILS	IAMN	A
IAQA	KING HUSSEIN	ILS	A	KING HUSSEIN	ILS	IAQA	A
IQA	QUEEN ALIA	ILS	A	QUEEN ALI	ILS	IQA	A
IQAN	ALIA QUEEN	ILS	A	QUEEN ALIA	ILS	IQAN	A
IQAR	QUEEN ALIA	ILS	A	QUEEN ALIA	ILS	IQAR	A
→ MDB	MADABA	NDB	A	MADABA	NDB	MDB	A
QA	QUEEN ALIA	NDB	AE	QUEEN ALIA	NDB	QA	AE
QAA	QUEEN ALIA	DVOR/DME	AE	QUEEN ALIA	DVOR/DME	QAA	AE
QTR	QATRANEH	DVOR/DME	AE	QATRANEH	DVOR/DME	QTR	AE
IKHA	KING HUSSEIN	ILS	AE	KING HUSSEIN	ILS	IKHA	AE

GEN 3.5 METEOROLOGICAL SERVICES

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/Marka 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) 6 4894460
Fax: ++(962) 6 48929050
AFS: OJAMYMYX
E-mail: nfc@jometeo.gov.jo

RVR observations at AMMAN/Marka 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 or 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.

2. MONOPULSE SECONDARY SURVEILLANCE RADAR (MSSR)**2.1 RADAR EMERGENCY PROCEDURES**

Aircraft are required to operate MSSR transponder in accordance with ICAO PANS-OPS (DOC 8168), Volume 1, Part VIII.

2.2 RADIO COMMUNICATION FAILURE AND UNLAWFUL INTERFERENCE PROCEDURES

- a) Radio communication failure procedure whilst under radar control is detailed in ENR 1.6-1, and ENR 1.6-2
- b) Aircraft subject to unlawful interference shall follow the procedures specified in Attachment B to Annex 2- Rules of the Air.
- c) Whenever possible aircraft experiencing unlawful interference shall select MSSR Mode 3/A Code 7500.
- d) If known traffic is not identified due to Aircraft MSSR failure procedural separation must be used.

2.3 SYSTEM OF MSSR CODE ALLOCATION

Jordan is part of Middle East Region MSSR code allocation plan. All States in the region are allocated code Blocks from the Mode 3/A codes.

- a) Aircraft entering the Amman FIR shall retain the MSSR code previously issued by ATC in an adjacent FIR.
- b) The following MSSR codes (Mode A) will be assigned by Amman TACC:

1. Inbound Flights

Flights inbound or overflying the Amman FIR will be allocated codes by the first country in the region. Amman ACC will accept this code as part of the ACFT estimate and use it for the flight in the FIR until landing or pass the code with the ACFT estimate to the next FIR.

Any inbound flight that does not have a code allocated by the originating FIR will be allocated a Code from the block 0400 - 0477

2. Outbound Flights

Outbound flights will be allocated a code from the series 0700 - 0777

3. Overflying Flights

Overflying flights will be allocated from the series 0700- 0777

4. Domestic Flight

- a) All internal IFR flights (Domestic) will be allocated codes from the Block 1101-1177
- b) Flights without stored Flight Plan and automatic code allocation, the following codes block will be allocated manually by the sectors 2400-2477.
- c) All flights using Amman FIR shall be allocated codes from the following list; and which reserved for the following functions:

Training flights (civil and military ACFT)	Internal code block used for IFR Domestic Flights	Arrival	Transit and Departure
2400-2477	1101-1177	0400-0477	0700-0777

- d) All uncontrolled VFR Flight within Amman FIR should use the conspicuity code 2400 to improve Radar detection. Discrete codes will not normally be allocated to VFR Flights unless traffic is to receive Radar service.

2.4 RADAR SEPARATION MINIMA

The horizontal and lateral Radar separation Minima prescribed for use in Amman TACC are:

SECTOR	MINIMUM SEPARATION	SERVICE PROVIDED
→ Within QAIA TMA	5NM for climb & descend	Radar Control Service
Within lower east sector	- 5NM for lateral separation, climb and descend Purpose - 20NM longitudinal separation constant or increasing.	Radar control service
Within lower west sector	- 5NM for lateral separation ,climb and descend purposes - 20NM longitudinal separation constant or increasing.	Radar control service
Within upper sector	- 5NM for lateral separation ,climb and descend purposes - 20NM longitudinal separation constant or increasing.	Radar control service

2.5 RADAR/PROCEDURAL SEPARATION

If separation is provided between traffic in MSSR only coverage areas, extreme care shall be taken to ensure that known traffic is squawking and identified.

Radar Separation may only be provided between identified Aircraft.

2.6 VOR/DME SEPARATION

Under no circumstances must Radar position be substituted for VOR or DME separation, except where geographical separation is deemed to exist providing vertical separation established by a particular Radar position of identified aircraft may be substituted for VOR/DME position.

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

Training areas for light aircraft are established outside controlled airspace in accordance with RJAF and RJ Air Academy procedures.

Name Lateral limits	Upper/Lower limits and system/means of activation announcement INFO for CIV FLT	Remarks Time of ACT Risk of interception (ADIZ)
1	2	3
TRAINING AREAS		
NOVEMBER Training Area OJ-NOV1 320656.10957N 360759.11806E 320956.11325N 361759.13109E 321346.11602N 361349.12486E 320856.11125N 360804.11785E	<u>9000 FT AMSL</u> GND	Established within Amman FIR.
AQABA North Training Area OJ-AQB2 300004N 351901E 300004N 353301E 301504N 353301E 301504N 353001E	<u>6500 FT QNH</u> 1000 FT AGL Aqaba Approach Frequency is 119.2 MHz	Established North of Aqaba Approach Control Area.
J WEST Training Area OJ-JWE3 291900N 0360200 Then along the Highway to Ma'an 301100N 0354300E 300700N 0353500E 292500N 0353000E	<u>12500 FT QNH</u> 500 FT AGL	-Activated from Sunrise to Sunset. NOTE 1: Solo flights are permitted to operate to route via V3J and rejoin via V4J only. NOTE 2: Solo flights are not permitted to use neither V1J nor V2J
SWAQA Trainig Area OJ-SWA4 313730N 362900E 312330N 363220E 311915N 355100E 313315N 354705E	<u>6000 FT QNH</u> GND	-Activated from Sunrise to Sunset. -Report every 15 minutes to Queen Alia TWR (operations normal). - A route from SWAQA to QATRANEH is used by military Helicopter aircrafts at Altitude 3500 FT QNH
NOTAMs are issued to notify activation of areas which are activated on a non scheduled basis.		

ENR 5.5 ARIAL SPORTING AND RECREATIONAL ACTIVITIES

Glider operations at AMMAN Marka International Aerodrome

Gliders are permitted to fly in Amman /Marka international aerodrome traffic circuit in accordance with the following:

a) Gliders operation is permitted during Fridays from Sunrise until Sunset.

→ b) Gliders operation is permitted during Saturdays and Public Holidays from 1200 Local Time until Sunset.

c) All Gliders should be equipped with functional Two-way radio communication and subject to ATC clearances.

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	
			121.6 MHZ 121.6 MHZ	H24	Used for civil Defence	
			121.5 MHZ 121.5 MHZ	H24	Used for Emergency	
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
DVOR/ DME	AMN	116.3 MHZ CH110 X	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.

- 2.1 GMC will coordinate taxiing traffic with Tower. GMC will release taxiing traffic to Tower before entering the taxiway unless coordinated.
- 2.2 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.
- 2.3 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.
- 2.4 FOR ACADEMIES ACFT, TAKE OFF FROM THE OLD HOLDING POINT OF RWY 24 IS NOT PERMITTED.
- 2.5 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.
- 2.6 ACFT taxiing from parking area will be held before the circle road, and must be warned from circle road traffic.
- 2.7 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 2.6 RESCUE AND FIRE FIGHTING SERVICES		
1	Aerodrome category for fire fighting	Within AD HR CAT 9
2	Rescue equipment	Yes, MRG HEL (Minimum Range Helicopter)
3	Capability for removal of disabled aircraft	Limited Equipment available, companies should use IATA pooling arrangement.
4	Remarks	Nil

OJAI AD 2.7 SEASONAL AVAILABILITY-CLEARING		
1	Types of clearing equipment	1 Spreader and 2 sweepers equipped with hydraulic snow ploughs and 5 snow removal blades fixed on 4x4 vehicles (Additional equipment subcontracted)
2	Clearance Priorities	Runway in use, Taxiway and Aprons, Run-up area.
3	Remarks	Nil

OJAI AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA		
1	Apron surface and strength	1) North Apron : Surface :Concrete (Rigid) Strength :PCN 72 /R/C/W/T 2) South Apron : Surface :Concrete (Rigid) Strength :PCN 72 /R/C/W/T 3) Cargo Apron : Surface :Concrete (Rigid) Strength :PCN 79 /R/C/W/T 4) Maintenance Apron : Surface :Concrete (Rigid) Strength :PCN 76/ R/C/W/T 5) Hotel Apron : Surface : Asphalt (Flexible) Strength : PCN 42 /F/C/W/U 6) Royal Pavillon : Surface : Concrete (Rigid) Strength :PCN 83/ R/C/W/T

APRONS TAXIWAYS AND CHECK LOCATIONS/ POSITION DATA (Cont.)

2	Taxiway width, surface, and strength	(A) Surface : Asphalt (Flexible) Strength : PCN 57/ F/A/W/T Width : 30.5M (B.C.D, E) Surface : Asphalt (Flexible) Strength : PCN 57/ F/A/W/T Width : 35M (F) Surface : Concrete (Rigid) Strength : PCN 99 /R/C/W/T Width : 30.5M (G) Surface :Concrete (Rigid) Strength : PCN 94/ R/C/W/T Width : 30.5M (N) Surface :Concrete (Rigid) Strength : PCN 94/ R/C/W/T Width : 35M (H) Surface : Asphalt (Flexible) Strength : 68 F/C/W/T Width : 30.5M (K) Surface : Asphalt (Flexible) Strength : 68 F/C/W/T Width : 35M (L) Surface : Asphalt (Flexible) Strength : PCN 69/ F/C/W/T Width : 35M (M) Surface : Asphalt (Flexible) Strength : PCN 71 /F /C/W/T Width : 35M (J) Surface : Asphalt (Flexible) Strength : PCN 57/ F/A/W/T Width : 35M (S) Surface : Concrete (Rigid) Strength : PCN 71/R/C/W/U Width : 35M			
3	Altimeter checkpoint location and elevation	Apron	LAT	LONG	ELEV
		N	314329.58875	355915.95503	2363FT (720M)
		S	314312.18804	355918.79585	2360FT (719M)
		Cargo	314317.58140	355959.81714	2363FT (720M)
		Maintenance	314319.46532	360019.71123	2362FT (720M)
		Royal Pavilion	314305.80970	355849.98544	2360FT (719M)
		H	314339.12830	360001.26750	2372FT (723M)
4	VOR Check points	Nil			
5	INS checkpoints	Nil			
6	Remarks	Pilots requested to pay extra caution ahead of intersection with service roads while taxing on TWY's Foxtrot and Golf			

OJAI AD 2.20 LOCAL TRAFFIC REGULATIONS

Regulations applicable to the traffic at aerodrome including:

1- Westerly

- Landing 26L:

North apron: C or D - A - F - N

South apron: C or D - A - E

Cargo apron: C or D-A

Note: no back track on the Runway.

- Departure 26R:

North apron :J-H 26R

South apron: S-F-H 26R

Cargo apron : A-G-H 26R

2- Easterly

- Landing 08L:

North apron: L or K - H - J

South apron: L or K - H - F -S

Cargo apron: L or K-H-G-A Cargo apron

Note: no back track on the Runway.

- Departure 08R:

North apron : N - F - A 08R

South apron : E - A 08R

Cargo apron: A-08R

Remark:

Non- standard may be used according to traffic situation, facilitation for expedition or in case of RWY closure and LVP.

3- Disabled Aircraft Removal

For removal of disabled aircraft from RWY and TWY, airlines and operators should use IATA pooling arrangement.

4- Aircraft Turn

Aircraft turn on all aprons is prohibited. All aircrafts must consider ground handling arrangements for push back equipment.

5- Landing Intervals RWY 26L and 08L

- Landing interval between successive arrivals is 5NM
- Pilots shall use minimum required occupancy time to vacate RWY in the most expeditious manner. Pilots unable to comply with this requirement shall notify ATC prior landing.

6- TWY F and G

Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWY's Foxtrot and Golf

OJAI AD 2.21 NOISE ABATEMENT PROCEDURE

NIL

OJAI AD 2.22 FLIGHT PROCEDURES

Local Flying Regulations: Controlled VFR flight - PPR.

OJAI AD 2.23 ADDITIONAL INFORMATION

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
NDB	AQC	326 KHZ	H24	295408.21N 0350708.39E		17NM from THR RWY 01.
DVOR/ DME	AQB	113.1MHZ CH78X	H24	293458.54N 0350028.90E	57.5 M	Coverage 56NM. 0.9NM from THR RWY 01.
LLZ RWY 01 ILS CAT I	IAQA	110.10MHZ	H24	293736.30N 0350124.09E		330M from THR RWY 19.
GP RWY 01		334.4MHZ	H24	293603.92N 0350047.37E		212M from THR RWY 01. Angle 3 DEG. RDH 14.54M.
DME	IAQA	999MHZ CH38X	H24	293603.92N 0350047.37E	57M	
LLZ RWY 19 ILS CAT I	IKHA	110.9MHZ	H24	293544.009N 0350044.812E	52.875M	290M from THR RWY 01
GP RWY 19		330.8MHZ	H24	293719.189N 0350113.247E		265M from THR RWY 19 Angel 3 DEG
DME	IKHA	1007MHZ CH46X	H24	293719.189N 035113.247E	37M	

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

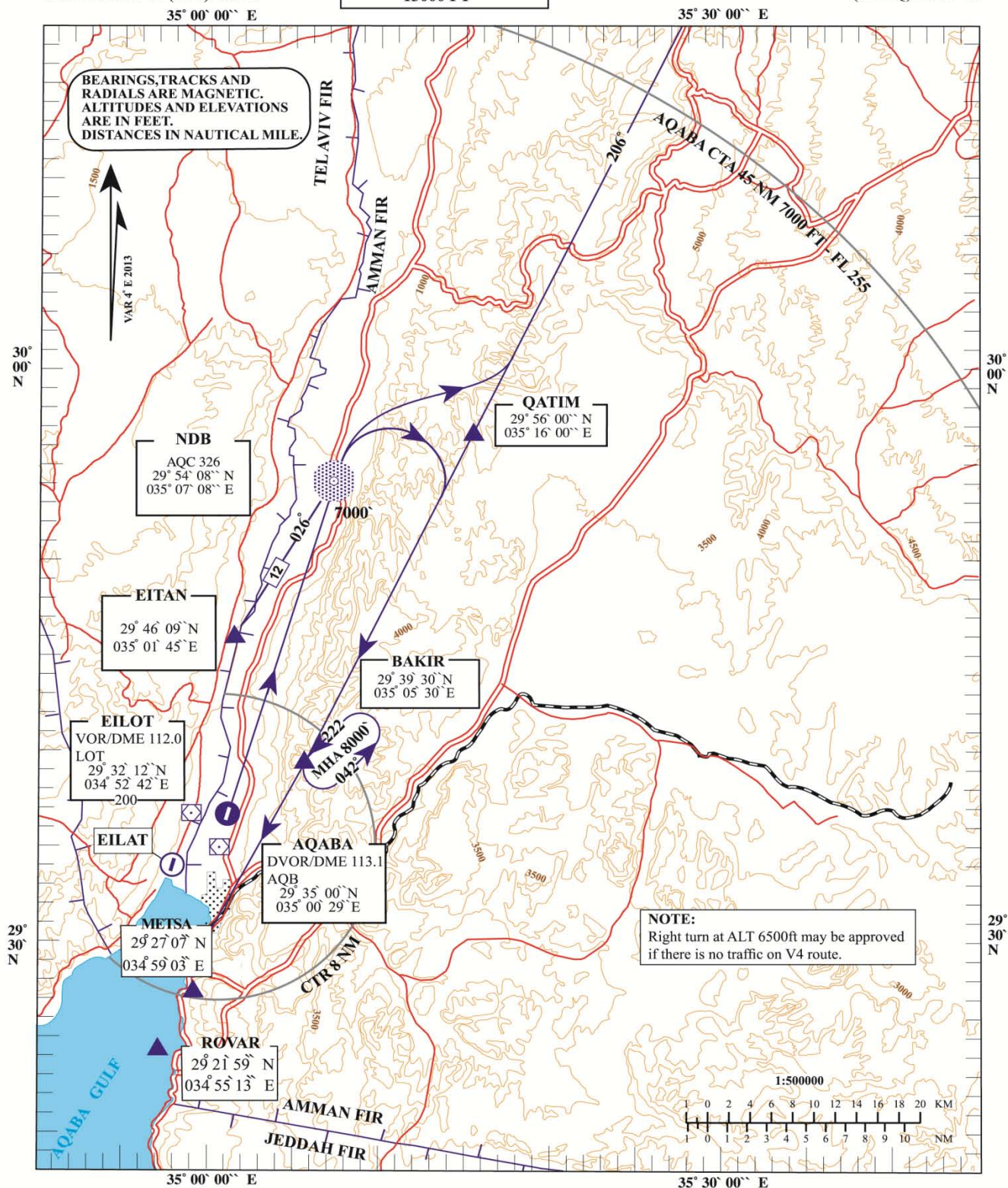
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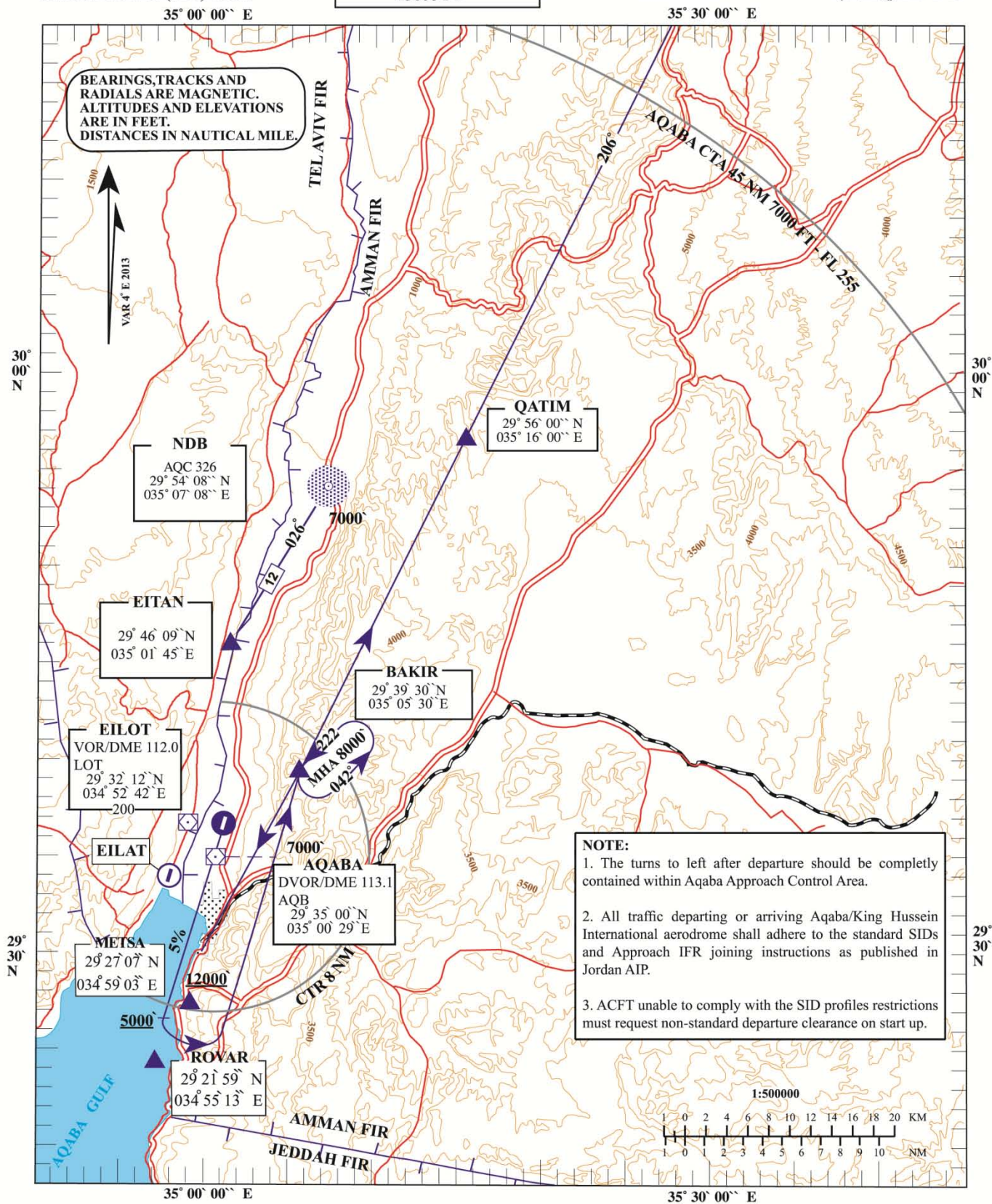
STANDARD DEPARTURE CHART
INSTRUMENT (SID) ICAO

TRANSITION ALTITUDE
13000 FT

APP 119.2
TWR 118.1

AQABA/KING HUSSEIN
(OJAQ) RWY 01





Holding Instruction/Areas RNAV (GNSS) RWY 19

Path Descriptor	Fix Identifier	Inbound course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	QATIM	239.02	4.0 NM	R	8000	-	180 kts	4.0°E	

Route Description: RNAV (GNSS) RWY 19

Path Terminator	Waypoint Identifier	Flyover	Course/Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/TCH	Navigation Specification
IF	QATIM	N		4.0°E			+8000	180 kts		RNP APCH
TF	GERAV	N	238.98°	4.0°E	5.2		+6350	180 kts		RNP APCH
TF	NALBO	N	239.02°	4.0°E	5.2		+4700	180 kts		RNP APCH
TF	AQ192	N	192.81°	4.0°E	2.5	left	+3900	180 kts		RNP APCH
TF	AQ190	N	192.80°	4.0°E	4.8		+2400	180 kts		RNP APCH
TF	AQ194	N	187.99°	4.0°E	1.9		+1800	180 kts		RNP APCH
TF	AQ195	N	188.00°	4.0°E	2.6		+980	180 kts		RNP APCH
TF	AQ196	Y	187.98°	4.0°E	1.3		@164	180 kts	-3.0 / 50'	RNP APCH
TF	GENUN	N	192.56°	4.0°E	13.4		+4100	180 kts		RNP APCH
CF	LOXAL	N	103.01°	4.0°E	7.0	left	+5100	180 kts		RNP APCH
DF	QATIM	Y		4.0°E		left	+8000	180 kts		RNP APCH

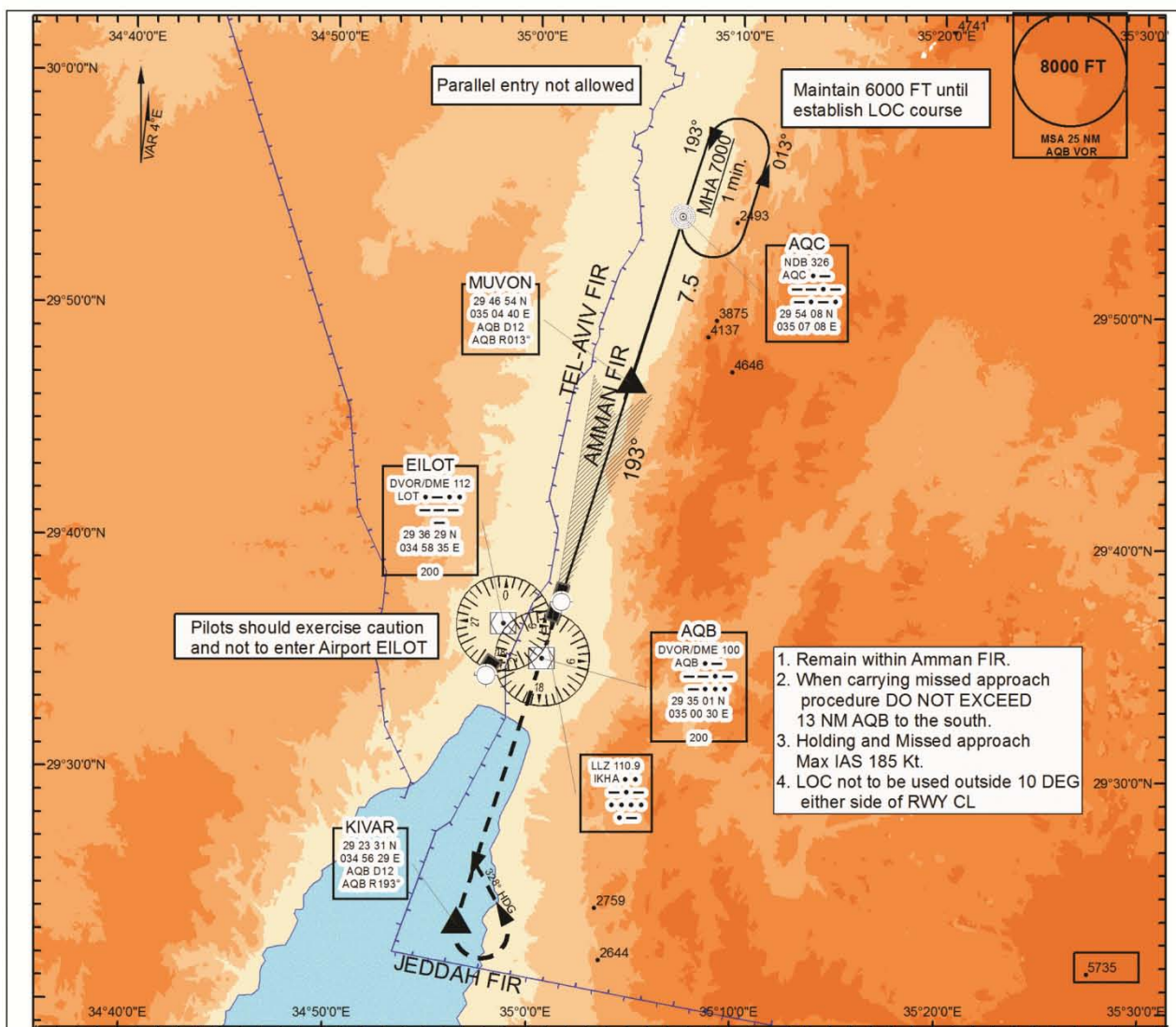
Aeronautical Data Tabulation: RNAV (GNSS) RWY 19

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
QATIM (IAF)	N29°56'00.00"	E035°16'00.00"	N29°56.000'	E035°16.000'	
GERAV (SDF)	N29°53'39.06"	E035°10'43.07"	N29°53.651'	E035°10.718'	
NALBO (IF)	N29°51'18.29"	E035°05'26.05"	N29°51.305'	E035°05.434'	
AQ192 (SDF)	N29°48'54.39"	E035°04'36.20"	N29°48.907'	E035°04.603'	
AQ190 (FAF)	N29°44'19.40"	E035°03'01.06"	N29°44.323'	E035°03.018'	
AQ194 (SDF)	N29°42'28.51"	E035°02'34.07"	N29°42.475'	E035°02.568'	
AQ195 (SDF)	N29°39'57.01"	E035°01'57.20"	N29°39.950'	E035°01.953'	
AQ196 (MAPt)	N29°38'39.30"	E035°01'38.32"	N29°38.655'	E035°01.639'	
GENUN (MAF)	N29°25'44.63"	E034°57'15.28"	N29°25.744'	E034°57.255'	
LOXAL (MAF)	N29°23'41.23"	E035°04'55.06"	N29°23.687'	E035°04.918'	
QATIM (MAHF)	N29°56'00.00"	E035°16'00.00"	N29°56.000'	E035°16.000'	

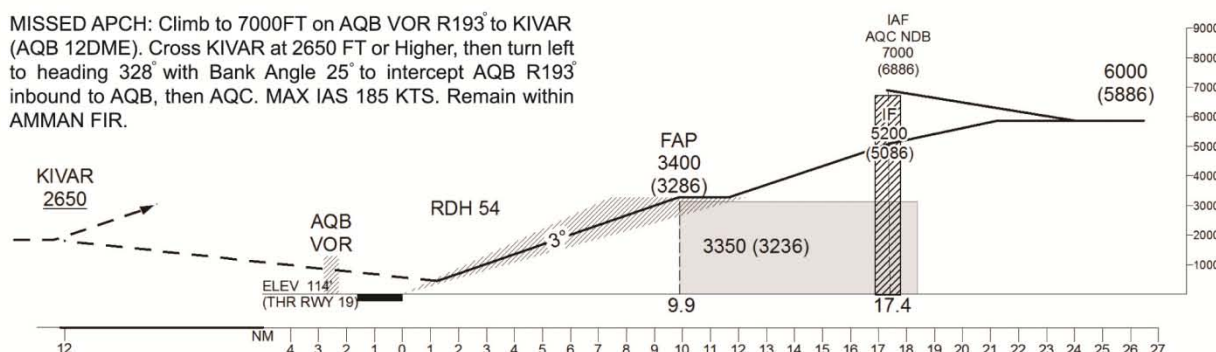
AERODROME ELEV. 174 FT
HEIGHTS RELATED TO
RWY 19 ELEV. 114 FT
TRANSITION ALT. 13000 FT

AQABA / KING HUSSAIN
ILS RWY 19
(OJAQ)

APP 119.2
TWR 118.1



MISSED APCH: Climb to 7000FT on AQB VOR R193° to KIVAR (AQB 12DME). Cross KIVAR at 2650 FT or Higher, then turn left to heading 328° with Bank Angle 25° to intercept AQB R193° inbound to AQB, then AQC. MAX IAS 185 KTS. Remain within AMMAN FIR.



Aircraft Category		A	B	C	D															
Straight-in	OCA(H)	320 (205)	332 (217)	552 (438)	563 (449)	AQB	12	11	10	9	8	7	6	5	4					
						DIST THR	9.5	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5					
						ALTITUDE	3193	2875	2557	2238	1920	1601	1283	964	646					
Circle - to - land						HEIGHT	3079	2761	2442	2124	1806	1487	1169	850	532					
						GS	Kts	80	100	120	140	160	180	200						
						Desc.Rate(5.24%)	ft/min	425	531	637	743	849	955	1061						

VISUAL APPROACH
CHART

TRANSITION ALTITUDE
13000 FT

APP 119.2
TWR 118.1

AQABA/KING HUSSEIN
(OJAQ)

