

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
P. O. BOX : 7547 - AMMAN**

PHONE : +962 6 4872681
FAX: +962 6 4891266
AFS : OJAMYHYX
E-mail: ais.hq@carc.gov.jo
Website: www.carc.jo

**AIP JORDAN
AMENDMENT 81/2016
01 AUG 2016**

1. Insert the attached new or replacement pages dated 01 AUG 2016 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 is hereby cancelled:- A0177/16

PAGES TO BE DESTROYED

PAGES TO BE INSERTED

GEN 0

GEN 0

0.4-1 21 JUL 2016

0.4-1 01 AUG 2016

0.4-2 01 MAY 2016

0.4-2 01 AUG 2016

GEN 1

GEN 1

1.7-2 01 FEB 2011

1.7-2 01 AUG 2016

GEN 3

GEN 3

3.1-1 01 FEB 2015

3.1-1 01 AUG 2016

3.1-2 01 MAY 2011

3.1-2 01 AUG 2016

ENR 1

ENR 1

1.2-1 12 DEC 2013

1.2-1 01 AUG 2016

AIS HEADQUARTERS



GEN 0.4 CHECK LIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 – GENERAL (GEN)		2.3-4	01 NOV 2006	GEN 4	
GEN 0		2.3-5	01 NOV 2006	4.1-1	01 MAY 2016
0.1-1	01 NOV 2010	2.4-1	01 FEB 2015	4.1-2	01 MAY 2016
0.1-2	01 FEB 2016	2.5-1	01 AUG 2015	4.1-3	01 MAY 2016
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-4	01 MAY 2016
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 2016	2.7-3	01 NOV 2011	4.1-8	01 MAY 2015
*0.4-2	01 AUG 2016	2.7-4	01 NOV 2011	4.1-9	01 MAY 2015
0.4-3	21 JUL 2016	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
0.6-1	12 DEC 2013	*3.1-1	01 AUG 2016	4.1-12	01 MAY 2015
0.6-2	12 DEC 2013	*3.1-2	01 AUG 2016	4.2-1	01 MAY 2015
		3.1-3	01 MAY 2010	4.2-2	01 MAY 2015
GEN 1		3.1-4	01 MAY 2010		
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		
1.6-1	01 MAY 2011	3.3-3	01 AUG 2011		
1.7-1	01 NOV 2011	3.4-1	01 NOV 2010		
*1.7-2	01 AUG 2016	3.4-2	01 NOV 2010		
1.7-3	01 NOV 2012	3.4-3	01 MAY 2016		
1.7-4	01 NOV 2010	3.4-4	01 MAY 2016		
1.7-5	01 NOV 2010	3.5-1	01 MAY 2009		
1.7-6	01 NOV 2010	3.5-2	01 AUG 2015		
GEN 2		3.5-3	01 FEB 2010		
2.1-1	01 NOV 2010	3.5-4	01 FEB 2010		
2.1-2	01 MAY 2016	3.5-5	01 NOV 2007		
2.1-3	01 FEB 2014	3.5-6	01 NOV 2006		
2.2-1	01 NOV 2010	3.5-7	01 NOV 2006		
2.2-2	01 NOV 2010	3.5-8	01 NOV 2006		
2.2-3	01 NOV 2010	3.5-9	01 NOV 2006		
2.2-4	01 NOV 2010	3.5-10	01 NOV 2006		
2.2-5	01 NOV 2010	3.5-11	01 NOV 2006		
2.2-6	01 NOV 2010	3.5-12	01 NOV 2006		
2.2-7	01 NOV 2010	3.5-13	01 NOV 2006		
2.2-8	01 NOV 2010	3.5-14	01 NOV 2006		
2.2-9	01 NOV 2010	3.5-15	01 NOV 2006		
2.2-10	01 NOV 2010	3.5-16	01 NOV 2006		
2.2-11	01 NOV 2010	3.5-17	01 NOV 2006		
2.2-12	01 NOV 2010	3.5-18	01 FEB 2010		
2.2-13	01 NOV 2010	3.5-19	01 FEB 2010		
2.2-14	01 NOV 2010	3.5-20	01 FEB 2010		
2.2-15	01 NOV 2010	3.5-21	01 FEB 2010		
2.2-16	01 NOV 2010	3.5-22	01 FEB 2010		
2.2-17	01 NOV 2010	3.6-1	01 MAY 2016		
2.2-18	01 NOV 2010	3.6-2	01 MAY 2016		
2.2-19	01 NOV 2010	3.6-3	01 MAY 2016		
2.2-20	01 NOV 2010				
2.3-1	01 NOV 2006				
2.3-2	01 NOV 2006				
2.3-3	01 NOV 2006				

GEN 0.4 CHECK LIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 2 – EN – ROUT (ENR)		1.10-6	01 FEB 2016	ENR 4	
ENR 0		1.10-7	01 FEB 2016	4.1-1	12 DEC 2013
0.6-1	01 FEB 2014	1.10-8	01 FEB 2016	4.2-1	01 MAY 2007
0.6-2	15 DEC 2011	1.10-9	01 FEB 2016	4.3-1	01 MAY 2007
		1.10-10	01 FEB 2016	4.4-1	17 SEP 2015
ENR 1		1.10-11	01 FEB 2016	4.5-1	01 MAY 2007
1.1-1	01 MAY 2008	1.10-12	01 FEB 2016		
1.1-2	01 MAY 2008	1.10-13	01 FEB 2016	ENR 5	
1.1-3	01 MAY 2008	1.10-14	01 FEB 2016	5.1-1	01 MAY 2012
*1.2-1	01 AUG 2016	1.10-15	01 FEB 2016	5.1-2	01 MAY 2008
1.2-2	12 DEC 2013	1.11-1	01 FEB 2014	5.2-1	28 APR 2016
1.2-3	12 DEC 2013	1.12-1	01 FEB 2007	5.3-1	01 NOV 2009
1.2-4	12 DEC 2013	1.12-2	01 FEB 2007	5.4-1	01 MAY 2007
1.2-5	12 DEC 2013	1.12-3	01 FEB 2007	5.5-1	01 AUG 2015
1.3-1	12 DEC 2013	1.12-4	01 FEB 2007	5.6-1	01 MAY 2008
1.4-1	01 FEB 2015	1.13-1	01 FEB 2007	5.6-2	01 MAY 2008
1.5-1	01 MAY 2014	1.14-1	01 MAY 2008	5.6-3	01 MAY 2008
1.5-2	30 APR 2015	1.14-2	01 MAY 2008	5.6-4	01 MAY 2008
1.5-3	12 DEC 2013	1.14-3	01 FEB 2007	5.6-5	01 MAY 2008
1.5-4	01 FEB 2014	1.14-4	01 FEB 2007		
1.5-5	12 DEC 2013	1.14-5	01 FEB 2007	ENR 6	
1.5-6	12 DEC 2013	1.14-6	01 FEB 2007		
1.5-7	30 APR 2015	1.14-7	01 FEB 2007	6-1	17 SEP 2015
1.5-8	01 NOV 2015			6-3	01 MAY 2009
1.5-9	30 APR 2015	ENR 2		6-7	12 DEC 2013
1.5-10	30 APR 2015	2.1-1	01 MAY 2016	6-8	01 MAY 2008
1.5-11	12 DEC 2013	2.1-2	01 MAY 2016	6-9	01 MAY 2008
1.5-12	01 MAY 2015	2.1-3	28 APR 2016		
1.5-13	12 DEC 2013	2.1-4	28 APR 2016		
1.5-14	12 DEC 2013	2.1-5	28 APR 2016		
1.5-15	12 DEC 2013	2.2-1	12 DEC 2013		
1.5-16	12 DEC 2013	2.2-2	12 DEC 2013		
1.5-17	12 DEC 2013	ENR 3			
1.5-18	12 DEC 2013	3.1-1	01 MAY 2014		
1.5-19	12 DEC 2013	3.1-2	12 DEC 2013		
1.5-20	12 DEC 2013	3.1-3	01 MAY 2014		
1.5-21	12 DEC 2013	3.1-4	01 MAY 2014		
1.5-22	12 DEC 2013	3.1-5	12 DEC 2013		
1.5-23	12 DEC 2013	3.1-6	12 DEC 2013		
1.5-24	12 DEC 2013	3.1-7	17 SEP 2015		
1.5-25	12 DEC 2013	3.2-1	12 DEC 2013		
1.6-1	12 DEC 2013	3.2-2	12 DEC 2013		
1.6-2	12 DEC 2013	3.2-3	12 DEC 2013		
1.6-3	12 DEC 2013	3.2-4	12 DEC 2013		
1.6-4	01 AUG 2015	3.2-5	12 DEC 2013		
1.6-5	12 DEC 2013	3.3-1	01 MAY 2014		
1.6-6	12 DEC 2013	3.3-2	17 SEP 2015		
1.6-7	12 DEC 2013	3.3-3	12 DEC 2013		
1.7-1	01 AUG 2011	3.3-4	12 DEC 2013		
1.7-2	01 NOV 2011	3.3-5	12 DEC 2013		
1.7-3	01 AUG 2011	3.3-6	12 DEC 2013		
1.8-1	01 AUG 2011	3.3-7	17 SEP 2015		
1.8-2	01 AUG 2011	3.3-8	12 DEC 2013		
1.9-1	01 AUG 2011	3.3-9	12 DEC 2013		
1.10-1	01 FEB 2016	3.3-10	12 DEC 2013		
1.10-2	01 FEB 2016	3.3-11	12 DEC 2013		
1.10-3	01 FEB 2016	3.4-1	01 FEB 2007		
1.10-4	01 FEB 2016	3.5-1	01 FEB 2007		
1.10-5	01 FEB 2016	3.6-1	01 FEB 2007		

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 ARO unit 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 Remark column of the flight plan Item 18.

- Chapter 16, Section 16.4 Repetitive Flight Plans (RPLS) System is not applicable.

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 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICE

1. RESPONSIBLE SERVICE

1.1 The Aeronautical Information Service in the Hashemite Kingdom of Jordan is a part of the Air Traffic Management Directorate , within the Civil Aviation Regulatory Commission, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under item 2 .

It consists of AIS Headquarters, International NOTAM Office (NOF), and AIS Divisions established at certain aerodromes as listed under Item 5.

1.2 AIS Headquarters (AIS HQ)

AIS HQ Division is located within Air Traffic Management Directorate; Amman/Marka

Postal Address	The Hashemite Kingdom Of Jordan Civil Aviation Regulatory Commission Directorate of Air Traffic Management Aeronautical Information Services Headquarters
P.O.Box	7547-Amman
AFS	OJAMYHYX
Telephone Number	+962 6 4872681 and +962 6 4892282 Ext. 3301/3525
Fax	+962 6 4891266
E-mail	ais.hq@carc.gov.jo
Website	www.carc.gov.jo

1.3 International NOTAM Office (NOF)

The International NOTAM Office is located within Air Navigation Services Directorate; Amman/Queen Alia. It is integrated with the NOF and ATS Reporting office and available for H24.

Postal address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission Aeronautical Information Service and ATS Reporting office AMMAN/Queen Alia International Airport P.O.Box 7547-Amman
AFS	OJZZNJXX for receiving NOTAM OJAIYNYX for Amman/Queen Alia NOF OJAIZPZX for Amman/Queen Alia ATS Reporting Office
Telephone Numbers	+962 6 4982282 Ext. 5706/5709 +962 6 4010460 +962 6 4293390
Fax	+962 6 4010461
E – mail	nof@carc.gov.jo and nofoffice@carc.gov.jo
Website	www.carc.gov.jo

1.4 The AIS Division and ATS Reporting office at Amman/Marka

Located within Air Navigation Services Directorate, Amman/Marka. It is integrated with the AIS Division and the ATS Reporting office and available for H24.

Postal Address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission AIS Division and ATS Reporting Office Amman/Marka International Airport P.O.Box 7547 – Amman
AFS	OJAMYOYX for Amman/Marka AIS Division OJAMZPZX for Amman/Marka ATS Reporting office
Telephone Number	+962 6 4892282 Ext. 3258/3282
Fax	+962 6 4883024
E-mail	ais.amm@carc.gov.jo
Website	www.carc.gov.jo

1.5 The AIS Division, and ATS Reporting Office, at Aqaba / King Hussein

Located within Air Navigation Services Directorate, Aqaba/King Hussein. It is integrated with the AIS Division and ATS Reporting office and available for H24.

Postal Address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission AIS Division and ATS Reporting Office King Hussein International Airport P.O.Box :82-AQABA
AFS	OJAQYOYX for AQABA/ King Hussein AIS Division OJAQZPZX for AQABA/ King Hussein ATS Reporting Office
Telephone Number	+962 6 4892282 Ext. 7241
Fax	+962 3 2018724
E-mail	ais.khia@carc.gov.jo
Website	www.carc.gov.jo

The service is provided in accordance with the provisions contained in Annex 15 Aeronautical Information Services.

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of Aeronautical Information for the entire territory of the Hashemite Kingdom of Jordan.

ENR 1.2 VISUAL FLIGHT RULES

1. REQUIREMENTS

- a. All aircraft shall be equipped with two-way radio communication with ATC on the appropriate frequency.
- b. Comply with ATC clearances and instructions.
- c. Operating transponder, with the assigned squawk code by ATC.
- d. VFR flights shall be conducted:-
 - 1. Between sunrise and sunset.
 - 2. At FL150 or below.
- e. Maximum circuit capacity is 4 fixed wings aircraft, and 3 helicopters.
- f. Weather minima

Aircraft Type	Ground visibility	Ceiling
All aircraft	5 KM	Clear of cloud and ground surface in sight.

- g. Weather minima required for VFR operation within Amman Airspace class C:

Altitude Band	Airspace classification	Flight Visibility	Distance from Cloud
At and above 3 050 (10 000 ft.) AMSL	A, C, G	8 KM	1500M horizontally 300 M (1000FT) vertically
Below 3 050 m (10 000 ft.) AMSL and above 900 m (3 000 ft.) AMSL, or above 300 m (1 000 ft.) above terrain, whichever is the higher	A, C, G	5 KM	1500M horizontally 300 M (1000FT) vertically
At and below 900 m (3 000 ft.) AMSL, or 300 m (1 000 ft.) above terrain, whichever is the higher	A, C	5km	Clear of cloud and with the surface in sight

Note: it is the pilot responsibility to be clear of cloud and ground surface in sight.

1.1 Night Flying

Night VFR Flights within Amman/Marka and Aqaba/King Hussein International Airports may be authorized by ATC, provided that:

- a) VFR minimum weather conditions exist in the aerodrome traffic circuit.
- b) Only 3 ACFT are cleared for night flying in the circuit and 2 helicopters.
- c) 48 hours prior notice is provided.

1.2 Radio Communication Failure procedure

VFR traffic operating within Amman/Marka or Aqaba/King Hussein airports, experience radio communication failure, shall follow Radio Communication Procedure as follows:

- a) Watch out for the other traffic.
- b) Follow the last acknowledged ATC instruction.
- c) Set SSR code 7600.
- d) Pass over the runway, rock the aircraft wings in front of the tower, and circle again to land.
- e) Monitor Tower Cabin for light signals instructions provided by ATC, for landing instructions.

1.3 Priorities

With the increased number of scheduled IFR operations, and to avoid unreasonable delays to scheduled air transport operations at times of peak demand, it has become necessary to introduce limitations on training flights, either IFR or VFR, within Amman/Marka control zone, and TMA control airspace. The availability of clearances to training aircraft to operate within terminal airspace will be subject to traffic priorities, workload, weather conditions, equipment limitations, and other factors. These factors may be affected by holiday periods and special events.

1.4 Special VFR (SVFR)

This operation allows the pilot of an aircraft to perform a VFR operation within controlled airspace in weather conditions below those normally prescribed in Para. 1. f provided that the operation is performed:

- a. in compliance with an ATC clearance and ATC instructions;
- b. by day time only;
- c. Clear of clouds; and as stated below in Para. 1.4.1 below.
- d. With the ceiling and visibility detailed in the table below, except that helicopters may operate with lower minima, if the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstructions in order to avoid collisions; and
- e. Individual aircraft shall be handled at each period of time.

1.4.1 Ceiling and Visibility Minima for SVFR

It is the responsibility of the pilot in command to be clear of clouds and terrain all the time, and in accordance to ICAO Annex II.

Aircraft Type	Conditions
All Aircraft	Visibility is not less than 1500M Clear of clouds and ground surface in sight

2 PROCEDURES

2.1 VFR corridor vector 1

2.1.1 General

The VFR corridor was established to be used by civil and military aircraft, proceeding from Amman Control Zone to the training area SWAQA or south of QTR, (King Hussein aerodrome , WADI RUM) and vice versa. This corridor is used during westerly and easterly flow of traffic within AMMAN TMA.

2.1.2 Lateral Limits and reporting points

Total width is 3NM, based on the centerline of the route, route legs are as follows:

- SAHAB – GHARBIYAH
- GHARBIYAH – QUARRY, crossing over Queen Alia Tower.
- QUARRY – SWAQA

And vice versa.

2.1.3 Vertical Limits

Surface up to 5000FT Altitude.

2.1.4 Reporting Points, Tracks and holdings:

The following instructions are mandatory to all traffic using VFR corridor V1, and subject to ATC clearance:

2.1.4.1 Southbound Traffic

Nr.	Instructions	Remarks
1	Pilot should request to proceed via V1 prior to start up, from Amman Ground Movement Control.	Amman GMC FREQ: 121.7 MHz
2	Depart from Amman/Marka airport, climb to 4000FT.	Amman TWR FREQ: 118.1MHz
3	Turn left, south bound towards SAHAB city, (reference Industrial City of Sahab 315000N 0360000E), SAHAB is the common border Point between Amman control zone and Queen Alia control zone.	Queen Alia TWR FREQ: 119.8 MHz