

**THE HASHEMITE KINGDOM OF JORDAN  
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**AIP JORDAN  
AMENDMENT 83/2017  
01 FEB 2017**

1. Insert the attached new or replacement pages dated 01 FEB 2017 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:- NIL

4. AIP SUP is hereby cancelled:- NIL

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
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2.2-7	01 NOV 2010	3.5-13	01 NOV 2006		
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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		
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2.2-18	01 NOV 2010	3.6-2	01 MAY 2016		
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1.1-2	01 MAY 2008	1.11-1	01 FEB 2014	5.3-1	01 NOV 2009
1.1-3	01 MAY 2008	1.12-1	01 FEB 2007	5.4-1	01 MAY 2007
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1.2-3	12 DEC 2013	1.12-4	01 FEB 2007	5.6-2	01 MAY 2008
1.2-4	12 DEC 2013	1.13-1	01 FEB 2007	5.6-3	01 MAY 2008
1.2-5	12 DEC 2013	1.14-1	01 MAY 2008	5.6-4	01 MAY 2008
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1.5-9	30 APR 2015	2.1-4	28 APR 2016		
1.5-10	30 APR 2015	2.1-5	28 APR 2016		
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1.5-17	12 DEC 2013	3.1-4	08 DEC 2016		
1.5-18	12 DEC 2013	3.1-5	08 DEC 2016		
1.5-19	12 DEC 2013	3.1-6	08 DEC 2016		
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1.9-1	01 AUG 2011	3.3-12	08 DEC 2016		
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2.24.6-8	12 DEC 2013	2.24.6-11	12 DEC 2013	2.24.9-1	01 AUG 2015
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2.24.7-3	12 DEC 2013	2.24.6-16	12 DEC 2013		
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2.24.7-7	12 DEC 2013	2.24.6-19	12 DEC 2013		
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2.3	21 JUL 2016	2.24.8-6	12 DEC 2013		
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**2.7 AMMAN TERMINAL AREA CONTROL CENTER (TACC) SECTORISATION**

<b>SECTOR</b>	<b>FREQUENCY</b>	<b>AIRSPACE</b>	<b>SERVICE PROVIDED</b>
UPPER SECTOR	128.5 MHz	All controlled Airspace within Amman FIR at FL 350–FL600.	<b>RADAR control</b>
LOWER EAST	132.525 MHz	The part of controlled Airspace within Amman FIR which is located East of the eastern boundary of the Lower West Sector.  From ALT. 13000FT up to and including FL 340.	<b>RADAR control</b>
LOWER WEST	132.425 MHz	All Controlled Airspace within Amman FIR which is located west of the extended line between DAXEN and the point located 20nm west of RASLI along the political boundary,  From ALT. 7000FT up to and including FL340.  Excluding Amman TMA and Aqaba App bellow FL255.	<b>RADAR control</b>
AMMAN APPROACH	128.9 MHz	All controlled airspace extends between QAA/VOR and the following reporting points which are considered to be the Entry/Exit to the TMA boundary <ul style="list-style-type: none"> <li>- BUSRA</li> <li>- ASLON</li> <li>- GENEX</li> <li>- KIPAS</li> <li>- MUNRA</li> <li>- LOSIL</li> <li>- MUVIN</li> <li>- RALNA</li> </ul> The lower limit is A6000FT and the Upper limit is FL255 FT. Excluding QAIA CTZ and Amman Marka CTZ below A5500FT.	<b>RADAR control</b>
AQABA APPROACH	119.2 MHz	All controlled airspace within semi-circle 45NM from AQB VOR, the lower is A7000 and the Upper limit is FL255 to include the following reporting points as Entry/Exit for Aqaba Approach area of responsibility. <ul style="list-style-type: none"> <li>- LOXUS</li> <li>- LONOL</li> <li>- TAMIM</li> <li>- ULINA</li> </ul> Excluding King Hussein CTZ below A6500FT.	<b>Non-RADAR control</b>

**2.8 MSSR COVERAGE**

MSSR Coverage is provided throughout the FIR. Maximum Range of the monopulse Secondary radars used of air traffic services are:

LOCATION	TYPE	MAX RANGE (NM)
AMMAN/ Queen Alia Airport	MSSR	256NM
AMMAN/ Queen Alia Airport	Mode S	256NM
Aqaba/ King Hussein Airport ARREESHA Amman /Marka Airport SAFAWI	4x ADS-B stations	256nm For each station

**2.9 RADAR SPECIFICATIONS**

ITEM	DESCRIPTION
Operating Agency	Civil Aviation Regulatory Commission of Jordan
Type	INDRA MSSR Mode-S Sensor type IRS-20MP/S
Location	Amman /Queen Alia international aerodrome
Coordinates	314503.2N 0360047.6E
Operating Frequency	1030MHZ Uplink, and 1090MHZ Downlink
Hours of Operations	H24
Polarization	Vertical
Interrogation Modes	A, C, S and Intermode
Peak Power Output	2500Watt
Effective Range	250NM
Elevation	800M AMSL
Antenna TWR Height	15M

## ENR 1.7 ALTIMETER SETTING PROCEDURES

### 1 Introduction

- 1.1 The Altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Volume 1 Part 111-1-(i) and is given in full below.
- 1.2 Transition altitudes are given in AD 2. In addition, they are given on instrument approach charts.
- 1.3 QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts, and are available on request from air traffic services units, QNH values are given in Hectopascals (HPA). However they will be provided in Inches of mercury on request

### 2 Basic Altimeter Setting Procedures

#### 2.1 General

- 2.1.1 The Transition Altitude is fixed at 13 000 FT AMSL and the Transition Level is fixed at FL 150 within Amman FIR.
- 2.1.2 Vertical displacement of aircraft at or below the Transition Altitude is expressed in terms of altitude. Vertical displacement of aircraft at or above the Transition Level is expressed in terms of Flight Levels. While an aircraft is passing through the Transition Layer, vertical displacement is expressed as altitude when descending, and as Flight Levels when climbing.
- 2.1.3 Flight Level Zero is located at the atmospheric pressure level of 1013.2 HPA (29.92"). Consecutive Flight Levels are separated by a pressure interval corresponding to 500 FT in the Standard Atmosphere conditions. Depending on the portion of airspace considered the relevant, vertical spacing is calculated from flight levels at spacing 500, 1000, 2000 FT (in standard atmospheric conditions).
- 2.1.4 Simultaneous flight at both the Transitional Altitude and the Transition Level is permissible as a minimum of 2000FT separation exists between the two layers; however, level flight within the Transition Layers is not permitted.

#### 2.2 Take-Off and Climb

- 2.2.1 A QNH altimeter setting is made available to aircraft in the routine take-off and climb instructions.
- 2.2.2 Vertical displacement of aircraft during climb is controlled by reference to altitudes until reaching the transition altitude, above which vertical displacement is controlled by reference to flight levels.
- 2.2.3 In this context, the word "controlled" is used in composite sense in that a pilot will wish to fly his aircraft at predetermined flight levels or altitudes, and ATS will wish to advise the pilot of the availability of flight levels and altitudes. Both are concerned with the vertical position of aircraft.

## 2.3 Vertical Separation - En Route

2.3.1. Aircraft shall be flown En-route at Flight Levels at all times when above 13 000 FT AMSL.

## 2.4 Altimeter Pressure Setting For VFR Traffic – Amman Airspace

2.4.1 All VFR traffic operating outside controlled airspace within the Amman airspace should use The Nearest Aerodrome QNH.

## 2.5 Approach and Landing

2.5.1 A QNH altimeter setting is made available in the routine approach and landing instructions.

2.5.2 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.

*Note: This does not preclude a pilot from using a QFE setting for terrain clearance purposes during the final approach to the runway.*

## 2.6 Missed Approach

2.6.1 The relevant portions of 2.1 and 2.2 above shall be applied to the case of a missed approach.

## 3. Description of Altimeter Setting Region

3.1 There is a single altimeter pressure setting region which covers the entire Amman FIR PARA 2.2.2

## 4. Procedures Applicable To Operators (Including Pilots)

### 4.1 Flight Planning

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

- a) In terms of flight levels if the 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 altitude.

*Note: 1. — Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.*

*Note: 2. — Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or for uncontrolled VFR flights, the letters VFR.*



5. TABLES OF CRUISING LEVEL

5.1 When complying with the semi-circular system of cruising levels of Annex 2, an aircraft shall be flown at Flight Levels or Flight Altitudes corresponding to the magnetic track as shown in the following cruising levels table:

TRACK											
FROM 000° - 179°						TO 180° - 359°					
IFR FLIGHTS			VFR Flights			IFR FLIGHTS			VFR FLIGHTS		
Flight Level	Altitudes		Flight Level	Altitudes		Flight Level	ALTITUDE		Flight Level	ALTITUDE	
	Meters	Feet		Meters	Feet		Meter	Feet		Meters	Feet
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	1500	5000	-	1700	5500	-	1200	4000	-	1350	4500
-	2150	7000	-	2300	7500	-	1850	6000	-	2000	6500
-	2750	9000	-	2900	9500	-	2450	8000	-	2600	8500
-	3350	11000	-	3500	11500	-	3050	10000	-	3200	10500
-	3950	13000	-	-	-	-	3650	12000	-	3800	12500
150			QAIA TMA APPROACH RADAR & AQABA APPROACH CLASS A,C AIRSPACE			160			QAIA TMA APPROACH RADAR & AQABA APPROACH CLASS A,C AIRSPACE		
170						180					
190						200					
210						220					
230						240					
250						-					
270			AMMAN LOWER SECTOR			260			AMMAN LOWER SECTOR		
290			CLASS A AIRSPACE			280			CLASS A AIRSPACE		
310						300					
330						320					
-						340					
350			AMMAN UPPER SECTOR			360			AMMAN UPPER SECTOR		
370			CLASS A AIRSPACE			380			CLASS A AIRSPACE		
390						400					
450						430					
490						470					
530						510					
570						550					
						590					

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks ( time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>PROHIBITED AREAS</b>		
OJP1 Mafreq Circle 5 NM Radius Center 322056.12211N 361359.12393E	UNL GND	
OJP9 H5 An Area Bounded by lines joining the following points  321756.12363N 364959.17327E 322956.13617N 371059..20007E 314356.10036N 373959..24594E 313356.08948N 371259..21081E	UNL GND	
OJP10 311016.06333N 360519.12336E 311956.07091N 360459.12141E 311956.07264N 362019.14199E 311016.06497N 361959.14298E	5000 FT AGL GND	Safe ALT 9000 FT.
OJP11 314056.09079N 363159.15450E 314056.08967N 362159.14103E 314756.09540N 362159.13996E 314756.09653N 363159.15343E	4000 FT AMSL GND	Safe ALT 5000 FT.
<b>DANGER AREAS</b>		
OJD2 320156.10600N 361319.12606E 315756.10232N 361014.12252E 315356.09901N 361014.12317E 315356.10119N 362929.14915E 320156.10784N 362929.14791E	5000 FT AGL GND	Active H24 Minimum Safe ALT : 8500 FT.
OJD3 310056.06147N 365459.19127E 310856.06894N 370659.20624E 304456.05259N 372859.23897E 303756.04621N 371759.22518E	FL300 GND	Air to air firing. Active H24.

ENR 5.1 RESTRICTED, PROHIBITED AND DANGER AREAS (CONT)

<p>OJD4 321056.11489N 362459.14043E 321056.11541N 362929.14654E 321411.11815N 362929.14600E 321411.11765N 362459.13990E</p>	<p>10000 FT AMSL GND</p>	<p>Air to ground firing. Not active.</p>
<p>OJD5 313956.09257N 365559.18703E 312656.08208N 365559.18890E 312656.08069N 364259.17141E 313956.09118N 364259.16950E</p>	<p>10000 FT AMSL GND</p>	<p>Air to ground firing. Active H24.</p>
<p>→ OJD6 301856.02529N 361259.14122E 303056.03654N 363459.16877E 303056.04065N 371459.22210E 300756.02373N 371459.22514E 300756.01966N 363459.17199E</p>	<p>FL600 GND</p>	<p>Ground to air firing. Active H24.</p>
<p>OJD7 305356.05143N 361159.13262E 310756.06227N 361159.13262E 310756.06566N 364259.17418E 305356.05481N 364259.17618E</p>	<p>UNL GND</p>	<p>All types of firing except air to air firing. Active H24.</p>
<p>→ OJD8 302256.02715N 360259.12736E 302256.02782N 360859.13534E 301556.02268N 360859.13634E 301556.02202N 360259.12840E</p>	<p>FL150 GND</p>	<p>Air to ground firing. Active H24.</p>

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location Indicator	Validity and date of certification	Remarks
1	2	3
<p>Amman/Queen Alia OJAI</p>	<p>Certified As of DEC 11<sup>th</sup> 2016 until DEC 10<sup>th</sup> 2018</p>	<p>The Aerodrome shall not operate outside the limitations of the Aerodrome Reference Code of 4E for the designated Runways (26L/08R) and its associated facilities.</p> <p><b>SPECIFIC CONDITIONS</b></p> <p>CARC has accepted the following Specific Conditions based on the Aerodrome Operator's safety assessment. The Aerodrome may be operated further to the Specific Conditions subject to regular review and compliance with the supporting safety assessment:</p> <p>Operational Use of Runways which are less than Required Code (JCAR Part 139 and its appendices). The following Code F aircraft are permitted to operate into the Aerodrome:</p> <ul style="list-style-type: none"> <li>a) A380-XXX</li> <li>b) B747-800</li> </ul>
<p>Amman/ Marka OJAM</p>	<p>Not certified</p>	<p>Scheduled to be certified</p>
<p>Aqaba/King Hussein OJAQ</p>	<p>Certified As of FEB 1<sup>st</sup> 2017 until JAN 31<sup>st</sup> 2019</p>	<p>The Aerodrome shall not operate outside the limitations of the Aerodrome Reference Code of 4E for the designated Runways (01/19) and its associated facilities.</p> <p><b>Operational Restriction</b></p> <p>Fuel Farm wall is partially intruding portion TWY A strip by (8) meters. Code E aircraft is usually escorted by ground operation car to ensure that the aircraft is not deviating from the centerline of the TWY.</p>