
ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force in the MID Region are applicable in Jordan as mentioned hereafter:

1. VISUAL FLIGHTS RULES (VFR) (ANNEX 2 PARA 4.8)

Visual Flights Rules to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

1. Have two-ways radio communications;
2. Obtain permission from the appropriate air traffic control unit and;
3. Report position, as required.

NOTE: The phrase "specified portion of the associated terminal control area" is intended to signify at least those portions of TMA used by international IFR Flights in association with approach, Holding, Departure and Noise abatement procedures.

2. POSITION REPORTING

Aircraft flying outside controlled airspace are to maintain a continuous listening watch on the frequency of the appropriate air traffic services unit , and make "operation normal" report as required .

3. ALERTING SERVICE (DOC 4444, Part VI - 2)

The procedure for "Alerting Service" detailed in the (DOC 4444 - RAC/501) part VI PARA .2 are applicable to All sectors of flights over mountainous or sparsely populated areas including sea areas.

4. CONTENTS OF CLEARANCES

(Annex 11 - 3.7 DOC 4444 parts III para. 11 and 12 part VIII, 3.2.5) A pilot in command shall, if at any time in doubt, request a detailed description of the route from the appropriate ATS unit.

5. ACTION IN THE EVENT OF AIR GROUND COMMUNICATION FAILURE

5.1 Aircraft experiencing radio failure in the departure phase within the Terminal Area will climb to the level specified in the clearance .If no time or geographical limit was included in the clearance, maintain level for 3 minutes then continue climb to the flight level specified in the current flight plan after passing the Terminal Exit Point.

i.e. : AMRAH, REEMA or QATRANEH

5.2 A departing controlled IFR flight in IMC, having acknowledged an intermediate clearance to climb to a level other than the one specified in the current flight plan for en-route phase of the flight and experiencing two ways communication failure, shall if no time or geographical limit was included in the climb clearance ,Maintain for a period of 3 minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

N.B The level specified in the current flight plan means level contained in the en-route ACC clearance acknowledged by the pilot.

6. SIGNALS TO AIRCRAFT

ATC light signals to aircraft have the following meaning and pilots of aircraft observing such light signals shall take action accordingly:

| SIGNALS | MEANING | |
|-------------------------|---|---------------------------------------|
| | To Aircraft In Flight | To Aircraft On Ground |
| Steady Green | Cleared To Land | Cleared For Take-off |
| Steady Red | Give Way To other Aircraft and continue Circling | Stop |
| Series of Green flashes | Return To Landing * | Cleared To Taxi |
| Series of Red Flashes | Aerodrome Unsafe Do Not Land | Taxi Clear of landing Area in use |
| Series of White Flashes | Land At This Aerodrome and proceed to Apron * | Return To Starting Point on Aerodrome |
| RED Pyrotechnic | Not Withstanding Any previous instructions Do NOT land for the Time Being | |

* Clearance to Land and Taxi will be given In Due Course