

**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 93/2019  
01 AUG 2019**

1. Insert the attached new or replacement pages dated 01 AUG 2019 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:- A0181/19

4. AIP SUP is hereby cancelled:- NIL

5. AIC is hereby cancelled:- NIL

PAGES TO BE DESTROYED		PAGES TO BE INSERTED	
GEN 0		GEN 0	
0.2-1	01 MAY 2019	0.2-1	01 AUG 2019
0.3-1	01 FEB 2019	0.3-1	01 AUG 2019
0.4-1	01 MAY 2019	0.4-1	01 AUG 2019
0.4-3	01 MAY 2019	0.4-3	01 AUG 2019
GEN 3		GEN 3	
3.4-2	01 FEB 2018	3.4-2	01 AUG 2019
3.6-6	01 MAY 2017	3.6-6	01 AUG 2019
AD 1		AD 1	
1.5-1	01 FEB 2019	1.5-1	01 AUG 2019

**AIS HEADQUARTERS**



## GEN 0.2 Record of AIP Amendments

Amendment number	Publication Date	Date Inserted	Inserted By	Amendment number	Publication Date	Date Inserted	Inserted By
43/06	01 NOV 2006			71/14	01 FEB 2014		
44/07	01 FEB 2007			72/14	01 MAY 2014		
45/07	01 MAY 2007			73/14	01 AUG 2014		
46/07	01 AUG 2007			74/14	01 NOV 2014		
47/07	01 NOV 2007			75/15	01 FEB 2015		
48/08	01 FEB 2008			76/15	01 MAY 2015		
49/08	01 MAY 2008			77/15	01 AUG 2015		
50/08	01 NOV 2008			78/15	01 NOV 2015		
51/09	01 FEB 2009			79/16	01 FEB 2016		
52/09	01 MAY 2009			80/16	01 MAY 2016		
53/09	01 AUG 2009			81/16	01 AUG 2016		
54/09	01 NOV 2009			82/16	01 NOV 2016		
55/10	01 FEB 2010			83/17	01 FEB 2017		
56/10	01 MAY 2010			84/17	01 MAY 2017		
57/10	01 AUG 2010			85/17	01 AUG 2017		
58/10	01 NOV 2010			86/17	01 NOV 2017		
59/11	01 FEB 2011			87/18	01 FEB 2018		
60/11	01 MAY 2011			88/18	01 MAY 2018		
61/11	01 AUG 2011			89/18	01 AUG 2018		
62/11	01 NOV 2011			90/18	01 NOV 2018		
63/12	01 FEB 2012			91/19	01 FEB 2019		
64/12	01 MAY 2012			92/19	01 MAY 2019		
65/12	01 AUG 2012			93/19	01 AUG 2019		
66/12	01 NOV 2012						
67/13	01 FEB 2013						
68/13	01 MAY 2013						
69/13	01 AUG 2013						
70/13	01 NOV 2013						

GEN 0.2 Record of AIRAC AIP Amendments

Amendment number	Publication Date	Effective Date	Inserted By	Amendment number	Publication Date	Effective Date	Inserted By
1/98	01 JAN 98	01 JAN 98					
2/98	10 SEP 98	10 SEP 98					
3/05	07 JUL 05	07 JUL 05					
4/08	19 JUN 08	31 JUN 08					
5/11	06 FEB 11	07 APR 11					
6/11	04 NOV 11	15 DEC 11					
7/13	27 DEC 12	07 FEB 13					
8/13	30 OCT 13	12 DEC 13					
9/15	19 MAR 15	30 APR 15					
10/15	06 AUG 15	17 SEP 15					
11/15	16 NOV 15	07 JAN 16					
12/16	17 MAR 16	28 APR 16					
13/16	09 JUN 16	21 JUL 16					
14/16	27 OCT 16	08 DEC 16					
15/17	03 AUG 17	14 SEP 2017					
16/17	26 OCT 2017	07 DEC 2017					
17/18	15 MAR 2018	26 APR 2018					

**GEN 0.3 Record of AIP Supplements**

<b>Supplement number</b>	<b>Supplement subject</b>	<b>AIP section(s) affected</b>	<b>period of validity</b>	<b>cancellation record</b>
8/2003	Amman/FIR Reduced Vertical Separation Minimum (RVSM)	ENR	12 JUN 2003/PERM	
2/2018	ATS ROUTE N318	ENR	02 APR 2018/PERM	
3/2018	OJAI RWY 26L/08R BEARINGS	AD	02 APR 2018/PERM	
4/2018	QAA DVOR/DME COORDINATES	ENR & AD	02 APR 2018/PERM	
5/2018	CIRCLING ALTITUDE - Amman/Queen Alia INTL AD	AD	02 APR 2018/PERM	
6/2018	ADVISORY ALTITUDE, OJAI - RNAV (GNSS) RWY 08R/26L	AD	02 APR 2018/PERM	
7/2018	ADVISORY ALTITUDE, OJAM - RNAV (GNSS) RWY 24/06	AD	02 APR 2018/PERM	
8/2018	ADVISORY ALTITUDE, OJAJ - RNAV (GNSS) RWY 01/19	AD	02 APR 2018/PERM	
9/2018	OJ-AQB2	ENR & AD	02 APR 2018/PERM	
10/2018	UM449 ATS ROUTE SEGMENT EGLOT-BUSRA	ENR	02 APR 2018/PERM	
11/2018	BAKIR POINT COORDINATES	ENR & AD	01 AUG 2018/PERM	
1/2019	OJAI-MSA	ENR & AD	12 FEB 2019/PERM	
2/2019	RNAV SIDs, STARs, and APP Procedures revision	AD	13 JUN 2019/31 DEC 2019	
3/2019	Checklist			

GEN 0.4 CHECK LIST OF AIP PAGES

Page number	Publication/effective date	Page number	Publication/effective date	Page number	Publication/effective date
<b>PART 1 – GENERAL (GEN)</b>		2.3-4	01 NOV 2006	<b>GEN 4</b>	
<b>GEN 0</b>		2.3-5	01 NOV 2006	4.1-1	01 NOV 2018
0.1-1	01 NOV 2010	2.4-1	01 FEB 2015	4.1-2	01 NOV 2018
0.1-2	01 FEB 2016	2.5-1	01 AUG 2015	4.1-3	01 NOV 2018
0.1-3	01 NOV 2010	2.6-1	01 MAY 2007	4.1-4	01 NOV 2018
*0.2-1	01 AUG 2019	2.6-2	01 MAY 2007	4.1-5	01 NOV 2018
0.2-2	01 NOV 2018	2.7-1	01 NOV 2011	4.2-1	01 NOV 2018
*0.3-1	01 AUG 2019	2.7-2	01 NOV 2011		
*0.4-1	01 AUG 2019	2.7-3	01 NOV 2011		
0.4-2	01 FEB 2019	2.7-4	01 NOV 2011		
*0.4-3	01 AUG 2019	2.7-5	01 NOV 2011		
0.4-4	01 MAY 2019	<b>GEN 3</b>			
0.5-1	01 NOV 2006	3.1-1	01 NOV 2018		
0.6-1	12 DEC 2013	3.1-2	01 NOV 2018		
0.6-2	12 DEC 2013	3.1-3	01 NOV 2018		
<b>GEN 1</b>		3.1-4	01 NOV 2018		
1.1-1	01 NOV 2010	3.1-5	01 NOV 2018		
1.2-1	01 MAY 2008	3.1-6	01 NOV 2018		
1.2-2	01 MAY 2008	3.2-1	01 NOV 2010		
1.2-3	01 MAY 2012	3.2-2	01 NOV 2010		
1.3-1	01 MAY 2011	3.2-3	12 DEC 2013		
1.3-2	01 FEB 2014	3.3-1	01 NOV 2010		
1.4-1	01 MAY 2011	3.3-2	12 DEC 2013		
1.5-1	01 MAY 2010	3.3-3	01 AUG 2011		
1.6-1	01 MAY 2011	3.4-1	01 FEB 2018		
1.7-1	01 NOV 2011	*3.4-2	01 AUG 2019		
1.7-2	01 AUG 2016	3.4-3	01 FEB 2018		
1.7-3	01 NOV 2012	3.4-5	01 FEB 2018		
1.7-4	01 NOV 2010	3.5-1	01 MAY 2009		
1.7-5	01 NOV 2010	3.5-2	01 AUG 2015		
1.7-6	01 NOV 2010	3.5-3	01 FEB 2010		
<b>GEN 2</b>		3.5-4	01 FEB 2010		
2.1-1	01 FEB 2018	3.5-5	01 NOV 2007		
2.1-2	01 FEB 2018	3.5-6	01 NOV 2006		
2.1-3	01 FEB 2018	3.5-7	01 NOV 2006		
2.2-1	01 NOV 2010	3.5-8	01 NOV 2006		
2.2-2	01 NOV 2010	3.5-9	01 NOV 2006		
2.2-3	01 NOV 2010	3.5-10	01 NOV 2006		
2.2-4	01 NOV 2010	3.5-11	01 NOV 2006		
2.2-5	01 NOV 2010	3.5-12	01 NOV 2006		
2.2-6	01 NOV 2010	3.5-13	01 NOV 2006		
2.2-7	01 NOV 2010	3.5-14	01 NOV 2006		
2.2-8	01 NOV 2010	3.5-15	01 NOV 2006		
2.2-9	01 NOV 2010	3.5-16	01 NOV 2006		
2.2-10	01 NOV 2010	3.5-17	01 NOV 2006		
2.2-11	01 NOV 2010	3.5-18	01 FEB 2010		
2.2-12	01 NOV 2010	3.5-19	01 FEB 2010		
2.2-13	01 NOV 2010	3.5-20	01 FEB 2010		
2.2-14	01 NOV 2010	3.5-21	01 FEB 2010		
2.2-15	01 NOV 2010	3.5-22	01 FEB 2010		
2.2-16	01 NOV 2010	3.6-1	01 MAY 2017		
2.2-17	01 NOV 2010	3.6-2	01 MAY 2016		
2.2-18	01 NOV 2010	3.6-3	01 MAY 2017		
2.2-19	01 NOV 2010	3.6-4	01 MAY 2017		
2.2-20	01 NOV 2010	3.6-5	01 MAY 2017		
2.3-1	01 NOV 2006	*3.6-6	01 AUG 2019		
2.3-2	01 NOV 2006				
2.3-3	01 NOV 2006				

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<b>PART 2 – EN – ROUT (ENR)</b>		1.10-5	01 FEB 2016	<b>ENR 4</b>	
<b>ENR 0</b>		1.10-6	01 FEB 2016	4.1-1	12 DEC 2013
0.6-1	01 FEB 2014	1.10-7	01 FEB 2016	4.2-1	01 MAY 2007
0.6-2	15 DEC 2011	1.10-8	01 FEB 2016	4.3-1	01 MAY 2007
<b>ENR 1</b>		1.10-9	01 FEB 2016	4.4-1	08 DEC 2016
1.1-1	01 MAY 2008	1.10-10	01 FEB 2016	4.4-2	08 DEC 2016
1.1-2	01 MAY 2008	1.10-11	01 FEB 2016	4.5-1	01 MAY 2007
1.1-3	01 MAY 2008	1.10-12	01 FEB 2016	<b>ENR 5</b>	
1.2-1	01 FEB 2019	1.10-13	01 FEB 2016	5.1-1	01 MAY 2012
1.2-2	12 DEC 2013	1.10-14	01 FEB 2016	5.1-2	01 FEB 2017
1.2-3	12 DEC 2013	1.10-15	01 FEB 2016	5.2-1	28 APR 2016
1.2-4	12 DEC 2013	1.11-1	01 FEB 2014	5.3-1	01 NOV 2009
1.2-5	12 DEC 2013	1.12-1	01 FEB 2007	5.4-1	01 MAY 2007
1.3-1	12 DEC 2013	1.12-2	01 FEB 2007	5.5-1	01 AUG 2015
1.4-1	14 SEP 2017	1.12-3	01 FEB 2007	5.6-1	01 MAY 2008
1.5-1	01 MAY 2014	1.12-4	01 FEB 2007	5.6-2	01 MAY 2008
1.5-2	01 FEB 2018	1.13-1	01 FEB 2007	5.6-3	01 MAY 2008
1.5-3	12 DEC 2013	1.14-1	01 MAY 2008	5.6-4	01 MAY 2008
1.5-4	01 FEB 2018	1.14-2	01 MAY 2008	5.6-5	01 MAY 2008
1.5-5	07 DEC 2017	1.14-3	01 FEB 2007	<b>ENR 6</b>	
1.5-6	07 DEC 2017	1.14-4	01 FEB 2007	6-1	08 DEC 2016
1.5-7	30 APR 2015	1.14-5	01 FEB 2007	6-3	01 MAY 2009
1.5-8	01 NOV 2015	1.14-6	01 FEB 2007	6-7	12 DEC 2013
1.5-9	30 APR 2015	1.14-7	01 FEB 2007	6-8	01 MAY 2008
1.5-10	30 APR 2015	<b>ENR 2</b>		6-9	01 MAY 2008
1.5-11	12 DEC 2013	2.1-1	01 MAY 2016		
1.5-12	01 MAY 2017	2.1-2	08 DEC 2016		
1.5-13	12 DEC 2013	2.1-3	28 APR 2016		
1.5-14	12 DEC 2013	2.1-4	28 APR 2016		
1.5-15	12 DEC 2013	2.1-5	28 APR 2016		
1.5-16	12 DEC 2013	2.2-1	12 DEC 2013		
1.5-17	12 DEC 2013	2.2-2	12 DEC 2013		
1.5-18	12 DEC 2013	<b>ENR 3</b>			
1.5-19	12 DEC 2013	3.1-1	08 DEC 2016		
1.5-20	01 AUG 2018	3.1-2	01 MAY 2018		
1.5-21	12 DEC 2013	3.1-3	08 DEC 2016		
1.5-22	01 AUG 2018	3.1-4	08 DEC 2016		
1.5-23	12 DEC 2013	3.1-5	08 DEC 2016		
1.5-24	01 FEB 2019	3.1-6	08 DEC 2016		
1.5-25	01 FEB 2019	3.1-7	08 DEC 2016		
1.5-26	01 FEB 2019	3.2-1	08 DEC 2016		
1.5-27	01 FEB 2019	3.2-2	08 DEC 2016		
1.5-28	01 FEB 2019	3.2-3	08 DEC 2016		
1.5-29	01 FEB 2019	3.2-4	08 DEC 2016		
1.6-1	12 DEC 2013	3.2-5	08 DEC 2016		
1.6-2	12 DEC 2013	3.2-6	08 DEC 2016		
1.6-3	12 DEC 2013	3.3-1	08 DEC 2016		
1.6-4	01 AUG 2015	3.3-2	08 DEC 2016		
1.6-5	01 FEB 2017	3.3-3	01 MAY 2018		
1.6-6	12 DEC 2013	3.3-4	08 DEC 2016		
1.6-7	12 DEC 2013	3.3-5	08 DEC 2016		
1.7-1	01 FEB 2017	3.3-6	08 DEC 2016		
1.7-2	01 FEB 2017	3.3-7	08 DEC 2016		
1.7-3	01 FEB 2017	3.3-8	08 DEC 2016		
1.8-1	01 AUG 2011	3.3-9	08 DEC 2016		
1.8-2	01 AUG 2011	3.3-10	08 DEC 2016		
1.9-1	01 AUG 2011	3.3-11	08 DEC 2016		
1.10-1	01 FEB 2016	3.3-12	08 DEC 2016		
1.10-2	01 FEB 2016	3.3-13	08 DEC 2016		
1.10-3	01 FEB 2016	3.4-1	01 FEB 2007		
1.10-4	01 FEB 2016	3.5-1	01 FEB 2007		
		3.6-1	01 FEB 2007		

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<b>PART 3 - AERODROMES (AD)</b>		2.24.7-7	12 DEC 2013	2.24.4-3	12 DEC 2013
<b>AD 0</b>		2.24.7-8	12 DEC 2013	2.24.4-4	12 DEC 2013
0.6-1	14 SEP 2017	2.24.7-9	12 DEC 2013	2.24.5-1	12 DEC 2013
0.6-2	14 SEP 2017	2.24.7-10	12 DEC 2013	2.24.5-5	07 DEC 2017
<b>AD 1</b>		2.24.8-1	12 DEC 2013	2.24.5-7	07 DEC 2017
1.1-1	01 MAY 2019	2.24.8-3	12 DEC 2013	2.24.6-1	01 NOV 2018
1.1-2	01 MAY 2008	2.24.8-4	12 DEC 2013	2.24.6-3	01 NOV 2018
1.1-3	01 MAY 2019	2.24.8-5	12 DEC 2013	2.24.6-4	01 NOV 2018
1.1-4	01 MAY 2019	2.24.8-6	12 DEC 2013	2.24.6-5	12 DEC 2013
1.1-5	01 MAY 2019	2.24.8-7	12 DEC 2013	2.24.6-7	12 DEC 2013
1.2-1	01 MAY 2019	<b>AD 2 (OJAI)</b>		2.24.6-8	12 DEC 2013
1.2-2	01 MAY 2019	2.1	01 FEB 2018	2.24.6-9	12 DEC 2013
1.3-1	01 NOV 2018	2.2	01 FEB 2018	2.24.6-11	12 DEC 2013
1.4-1	01 AUG 2007	2.3	01 FEB 2018	2.24.6-12	12 DEC 2013
*1.5-1	01 AUG 2019	2.4	14 SEP 2017	2.24.6-13	01 NOV 2018
<b>AD 2 (OJAM)</b>		2.5	01 MAY 2019	2.24.6-15	01 NOV 2018
		2.6	14 SEP 2017	2.24.6-16	01 NOV 2018
2.1	12 DEC 2013	2.7	14 SEP 2017	2.24.6-17	01 AUG 2018
2.2	01 MAY 2009	2.8	14 SEP 2017	2.24.6-18	12 DEC 2013
2.3	01 MAY 2009	2.9	14 SEP 2017	2.24.6-19	01 AUG 2018
2.4	01 MAY 2009	2.10	01 NOV 2016	2.24.6-20	12 DEC 2013
2.5	01 AUG 2007	2.11	21 JUL 2016	2.24.7-1	12 DEC 2013
2.6	01 MAY 2019	2.12	21 JUL 2016	2.24.7-3	12 DEC 2013
2.7	01 MAY 2008	*2.13	01 MAY 2019	2.24.7-4	12 DEC 2013
2.8	01 MAY 2008	2.14	14 SEP 2017	2.24.7-5	12 DEC 2013
2.9	01 AUG 2015	2.15	14 SEP 2017	2.24.7-7	12 DEC 2013
2.10	01 MAY 2018	2.16	14 SEP 2017	2.24.7-8	12 DEC 2013
2.11	01 FEB 2014	2.17	14 SEP 2017	2.24.7-9	12 DEC 2013
2.24.1-1	12 DEC 2013	2.18	14 SEP 2017	2.24.7-10	12 DEC 2013
2.24.3-1	12 DEC 2013	2.19	01 FEB 2018	2.24.7-13	01 AUG 2018
2.24.4-1	12 DEC 2013	2.20	01 FEB 2018	2.24.7-15	01 AUG 2018
2.24.4-2	12 DEC 2013	2.21	14 SEP 2017	2.24.7-16	07 DEC 2017
2.24.6-1	12 DEC 2013	2.22	01 MAY 2018	2.24.7-17	01 AUG 2018
2.24.6-3	12 DEC 2013	2.23	01 FEB 2018	2.24.7-19	01 AUG 2018
2.24.6-4	12 DEC 2013	2.24	01 FEB 2018	2.24.7-20	07 DEC 2017
2.24.6-5	12 DEC 2013	2.24.1-1	01 MAY 2018	2.24.8-1	01 FEB 2014
2.24.6-7	12 DEC 2013	2.24.2-1	01 MAY 2018	2.24.8-3	12 DEC 2013
2.24.6-8	12 DEC 2013	2.24.2-2	14 SEP 2017	2.24.8-8	12 DEC 2013
2.24.6-9	12 DEC 2013	2.24.2-3	14 SEP 2017	2.24.8-9	12 DEC 2013
2.24.6-10	12 DEC 2013	2.24.2-4	14 SEP 2017	2.24.8-10	12 DEC 2013
2.24.7-1	12 DEC 2013	2.24.2-5	14 SEP 2017	2.24.8-11	12 DEC 2013
2.24.7-3	12 DEC 2013	2.24.2-6	14 SEP 2017	2.24.8-16	12 DEC 2013
2.24.7-4	12 DEC 2013	2.24.4-1	12 DEC 2013	2.24.8-19	07 DEC 2017
2.24.7-5	12 DEC 2013	2.24.4-2	12 DEC 2013	2.24.8-21	07 DEC 2017

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AD 2 (OJAI)	CONT.	2.24.8-3	12 DEC 2013
2.24.8-23	07 DEC 2017	2.24.8-4	12 DEC 2013
2.24.8-25	07 DEC 2017	2.24.8-5	01 MAY 2015
2.24.8-31	07 DEC 2017	2.24.8-6	01 MAY 2016
2.24.8-33	07 DEC 2017	2.24.8-7	01 AUG 2015
2.24.8-35	07 DEC 2017	2.24.9-1	01 AUG 2015
2.24.8-37	07 DEC 2017		
AD 2 ( OJAQ)			
2.1	26 APR 2018		
2.2	26 APR 2018		
2.3	26 APR 2018		
2.4	26 APR 2018		
2.5	26 APR 2018		
2.6	01 MAY 2019		
2.7	26 APR 2018		
2.8	26 APR 2018		
2.9	01 NOV 2011		
2.10	01 MAY 2018		
2.11	26 APR 2018		
2.24.1-1	26 APR 2018		
2.24.2-1	26 APR 2018		
2.24.2-2	26 APR 2018		
2.24.3-1	26 APR 2018		
2.24.4-1	12 DEC 2013		
2.24.4-2	12 DEC 2013		
2.24.6-1	12 DEC 2013		
2.24.6-3	12 DEC 2013		
2.24.6-5	12 DEC 2013		
2.24.6-7	12 DEC 2013		
2.24.6-9	01 AUG 2015		
2.24.6-10	01 AUG 2015		
2.24.7-1	12 DEC 2013		
2.24.7-3	12 DEC 2013		
2.24.7-5	12 DEC 2013		
2.24.7-7	12 DEC 2013		
2.24.8-1	12 DEC 2013		



## GEN 3.4 Communication services

### 3.4.1 Responsible service

The Authority responsible for the administration of communication services in the Hashemite Kingdom of Jordan is the Director of Technical Support within the Civil Aviation Regulatory Commission.

Postal Address                      The Hashemite kingdom of Jordan  
Civil Aviation Regulatory Commission  
Director of Technical Support  
P.O.Box 7547 Amman-Jordan

AFS                                      OJAMYFYX, OJAMYTYX  
Tel                                        +962 6 4892282 ext. 3451  
Fax                                        +962 6 4883011  
e-mail                                    dcom@carc.gov.jo

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 VOL I ,II, III, IIII and V	Aeronautical Telecommunications
DOC 8400	Procedures for Air Navigation Services- ICAO Abbreviations and Codes (PANS-ABC)
DOC 8585	Designators for aircraft operating agencies
DOC 7030	Aeronautical Authorities and Services
DOC 7910	Regional Supplementary Procedures
DOC 9880	Location Indicator
DOC 9896	Manual on detailed technical specification Network (ATN)USING ISO/OSI STANDARD and protocols
DOC 9855	Manual for the ATN using IPS standards protocols
	Guidelines of the use for the Public Internet for aeronautical publications

### 3.4.2 Area of responsibility

Arrangements for such Services on a continuing basis should be made with the Director of Technical support .Inquiry suggestions or complaints regarding any telecommunications services should be referred to the Director of Technical Support .

### 3.4.3 Types of service

#### 1) Radio Navigation Services

**The following types of radio aids to navigation are available:**

Instrument Landing System (ILS)  
VHF Omni-Directional Radio Range (VOR)  
Distance Measuring Equipment (DME)  
LF/MF Non-Directional Radio Beacon (NDB)  
Radar Service

2) **Voice and /or data link services;**  
a. **Mobile service**

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of services, unless otherwise notified. Aircraft should communicate with appropriate Jordanian Ground/Air Control Radio Station at least Ten Minutes before entering AMMAN FIR, and should thereafter maintain a continuous watch on the appropriate radio frequency until cleared to close watch or change to another frequency. The language used for Ground/Air Communication is English however exceptionally Arabic may be used.

b. **Fixed Service**

Messages to be transmitted over the Aeronautical Fixed Telecommunications Network /ATS Message Handling system are accepted only if:

- a- The text of AFS messages shall not exceed 1800 printed characters in length; and
- b- Messages shall be addressed to a station forming part of the international AFS, (unless special arrangements exist).

3) **Broadcasting Service**

**Digital Automatic Terminal Information Service (D-ATIS) Broadcasts \***

<i>STATION</i>	<i>CALL SIGN/ IDENTIFICATION</i>	<i>FREQ (MHz)</i>	<i>HOURS (UTC)</i>
AMMAN/Queen Alia INTL	Queen Alia Information	127.6	H24

\* D-ATIS also can be obtained for Amman/Queen Alia aerodrome all RWYs via the following phone Number: +96264451489

Data Link ARINC Address: AMMATXA

4) **Languages Used**

The language used for Ground/Air Communication is English however exceptionally Arabic may be used

5) **Where detailed information can be obtained**

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In case where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

**3.4.4 Requirements and conditions**

The requirements and conditions of the directorate of communications services are available for international uses which are applied in accordance with the required ICAO standards and regulations as documented in the relevant ICAO documentations.

3.6.8.4.2 A false ELT alarm could also interfere with genuine emergency transmissions and hinder or delay the timely location of accident sites. Furthermore, frequent false alarms could result in complacency and decrease the vigorous reaction that must be attached to all ELT signals. The risk of false ELT alarms can be minimized by monitoring 121.5 MHz:

- a) in flight, whenever practicable;
- b) prior to engine shut-down at the end of each flight;
- c) when the ELT is handled during installation or maintenance;
- d) when maintenance is being performed in the vicinity of ELT and;
- e) when the aircraft is moved by ground crew.

3.6.8.4.3 If an ELT signal is heard, check if your own ELT is transmitting inadvertently by momentarily turning it off or listening on some frequencies around 121.5MHz. (A signal from your own ELT is transmitting, turn it off if possible, and notify the nearest ATS unit about the inadvertent ELT transmission including the time and position. This is absolutely necessary, since every alarm must be considered genuine until proven otherwise, see 3.6.8.5 below.

### **3.6.8.5 Listening watch on 121.5 MHz and ELT Reporting Procedures**

3.6.8.5.1 To make optimal use of the system, it is essential that signals transmitted be heard and reported as soon as possible. Therefore, pilots are encouraged to monitor the frequency 121.5 MHz in flight.

3.6.8.5.2 Whenever practicable with regard to other necessary radio communication (ref. Annex 10 volume II paragraph 5.2.2.1.1.2)

3.6.8.5.3 Upon receiving an ELT signal, carry out the check described in 3.6.8.4 above. If signal is established to originate from any other ELT, notify ATS immediately. To the extent possible, report your own position and level when the signal was first heard, and eventually, when signal was at maximum strength, and when it was last heard.

Remark: If the aircraft has homing equipment, provide the bearing to the emergency signal with each reported position

**3.6.9** When SAR operations are required, qualified personnel are deployed through the Air Traffic Control Centre. All enquiries and initial communication on SAR matters, including Cospas-Sarsat data, should be addressed to:

Name:	RCC-Amman Rescue Coordination Center
Postal address:	Rescue Coordination Center Civil Aviation Regulatory Commission / Queen Alia international Airport Box 7547-Amman, the Hashemite Kingdom of Jordan
AFS address:	OJAIYCYX
Telephone Numbers:	+962 6 4451114, +962 6 4451160, +962 6 4452026 +962 6 4451607, +962 6 4451672
Fax:	+962 6 4452033
E-mail address:	<a href="mailto:sar@carc.gov.jo">sar@carc.gov.jo</a>
Search and Rescue Area:	Amman FIR

**3.6.10 SPOC-SAR Points of Contact:-**

Focal Point:	Chief of Amman TACC and RCC
Country/Region Code (MID):	438
Website:	<a href="http://www.carc.gov.jo">www.carc.gov.jo</a>
Telephone Numbers:	+962 6 4451672, +962 6 4451607 and +962 6 4452689
Fax:	+962 6 4452033 and +962 6 4451667
E-mail address:	<a href="mailto:sar@carc.gov.jo">sar@carc.gov.jo</a>
AFS address:	OJACZQZX and OJAIYCYX
Postal address:	RCC-Rescue Coordination Center Civil Aviation Regulatory Commission / Queen Alia International Airport Box 7547-Amman, the Hashemite Kingdom of Jordan

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

aerodrome name and ICAO location indicator	date and validity of certification	remarks
1	2	3
Amman/Queen Alia OJAI	<b>Certified</b>  As of DEC 10 <sup>th</sup> 2018 until DEC 10 <sup>th</sup> 2020	The following Code F aircraft are permitted to operate into the Aerodrome under special operational procedure : a) A380-XXX b) B747-800
Amman/ Marka OJAM	<b>General Aviation</b> (not to be filed as Alternate Aerodrome)	The following flights will be permitted to use the aerodrome: -State Flights -Relief Flights -ACFT in emergency with special procedure -Private Flights: the maximum actual operational weight for the private aircraft(taxiing ,take-off, landing)shall not exceed 45000 KGS, provided that the number of occupants on board shall not exceed 9 occupants (passengers and crew) -Training Academy Flights -Ferry Flights positioning for maintenance
Aqaba/King Hussein OJAQ	<b>Authorized to operate</b>  <b>Re-certification in process</b>	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.  Operational Restriction  Fuel Farm wall is partially intruding portion TWY A strip by 8 meters, airport operation department and ATC will coordinate with the fuel farm to prevent any fuel vehicle movement for 10 minutes period before and after any code E aircraft rolling on TWY A.