

**THE HASHEMITE KINGDOM OF JORDAN
CIVIL AVIATION REGULATORY COMMISSION
JORDAN AIR NAVIGATION SERVICES
AIR NAVIGATION OPERATIONS
AERONAUTICAL INFORMATION SERVICES
HEADQUARTERS
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**AIP JORDAN
AMENDMENT 114/2024
01 NOV 2024**

1. Insert the attached new or replacement pages dated 01 NOV 2024 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:- A0172/23 & A0074/24

4. AIP SUP is hereby cancelled:- SUP 4/23 & 5/23

5. AIC is hereby cancelled: NIL

PAGES TO BE DESTROYED

GEN 0

0.2-1	01 FEB 2023
0.4-1	01 MAY 2023
0.4-2	01 MAY 2023
0.4-3	01 MAY 2023

GEN 1

1.7-1	01 NOV 2011
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GEN 2

2.1-2	01 MAY 2023
2.3-1	01 NOV 2006
2.3-2	01 NOV 2006
2.3-3	01 NOV 2006
2.3-4	01 NOV 2006
2.3-5	01 NOV 2006
2.5-1	01 AUG 2021
2.7-1	01 NOV 2011
2.7-2	01 NOV 2011
2.7-3	01 NOV 2011
2.7-4	01 NOV 2011
2.7-5	01 NOV 2011

GEN 3

3.1-1	23 MAR 2023
3.1-2	01 NOV 2018
3.1-5	01 NOV 2021
3.1-6	01 NOV 2018
3.2-1	01 NOV 2010

ENR 1

1.2-1	01 FEB 2019
1.5-11	12 DEC 2013
1.5-12	01 MAY 2017
1.6-1	12 DEC 2013
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PAGES TO BE INSERTED

GEN 0

0.2-1	01 NOV 2024
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GEN 1

1.7-1	01 NOV 2024
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GEN 2

2.1-2	01 NOV 2024
2.3-1	01 NOV 2024
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2.3-3	01 NOV 2024
2.3-4	01 NOV 2024
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2.5-1	01 NOV 2024
2.7-1	01 NOV 2024

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GEN 3

3.1-1	01 NOV 2024
3.1-2	01 NOV 2024
3.1-5	01 NOV 2024
3.1-6	01 NOV 2024
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ENR 1

1.2-1	01 NOV 2024
1.5-11	01 NOV 2024
1.5-12	01 NOV 2024
1.6-1	01 NOV 2024
1.6-2	01 NOV 2024
1.6-3	01 NOV 2024
1.6-4	01 NOV 2024
1.6-5	01 NOV 2024
1.6-6	01 NOV 2024

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1.1-3	01 MAY 2019	1.1-3	01 NOV 2024
1.1-4	01 MAY 2019	1.1-4	01 NOV 2024
1.1-5	01 MAY 2019	1.1-5	01 NOV 2024
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AD 2 OJAI		AD 2 OJAI	
2.5	01 MAY 2023	2.5	01 NOV 2024
2.6	01 MAY 2023	2.6	01 NOV 2024
2.7	01 MAY 2023	2.7	01 NOV 2024
2.8	01 MAY 2023	2.8	01 NOV 2024
2.9	01 MAY 2023	2.9	01 NOV 2024
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2.16	01 MAY 2023	2.16	01 NOV 2024
2.17	01 MAY 2023	2.17	01 NOV 2024

AIS HEADQUARTERS



GEN 0.2 Record of AIP Amendments

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43/06	01 NOV 2006						
44/07	01 FEB 2007						
45/07	01 MAY 2007						
46/07	01 AUG 2007						
47/07	01 NOV 2007						
49/08	01 MAY 2008						
52/09	01 MAY 2009						
54/09	01 NOV 2009						
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60/11	01 MAY 2011						
61/11	01 AUG 2011						
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101/21	01 AUG 2021						
102/21	01 NOV 2021						
106/22	01 NOV 2022						
107/23	01 FEB 2023						

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1/98	01 JAN 98	01 JAN 98		21/23		23 MAR 23	
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					
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11/15	16 NOV 15	07 JAN 16					
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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					
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18/21	02 NOV 2021	02 DEC 2021					
19/22	17 APR 2022	19 MAY 2022					
20/22	31 AUG 2022	06 OCT 2022					

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0.1-3	01 NOV 2010	2.6-1	01 MAY 2007		
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0.2-2	23 MAR 2023	*2.7-1	01 NOV 2024		
0.3-1	01 FEB 2023	GEN 3			
0.3-2	01 FEB 2023	*3.1-1	01 NOV 2024		
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*0.4-3	01 NOV 2024	3.1-4	01 NOV 2018		
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1.2-3	01 FEB 2023	3.4-1	01 AUG 2021		
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1.7-3	01 AUG 2021	3.5-6	01 NOV 2006		
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1.7-5	01 NOV 2010	3.5-8	01 NOV 2006		
1.7-6	01 AUG 2021	3.5-9	01 NOV 2006		
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2.2-4	01 NOV 2010	3.5-17	01 NOV 2006		
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2.2-6	01 NOV 2010	3.5-19	01 FEB 2010		
2.2-7	01 NOV 2010	3.5-20	01 FEB 2010		
2.2-8	01 NOV 2010	3.5-21	01 FEB 2010		
2.2-9	01 NOV 2010	3.5-22	01 FEB 2010		
2.2-10	01 NOV 2010	3.6-1	01 MAY 2017		
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2.2-13	01 NOV 2010	3.6-4	01 MAY 2017		
2.2-14	01 NOV 2010	3.6-5	01 MAY 2017		
2.2-15	01 NOV 2010	3.6-6	01 AUG 2019		
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*2.3-2	01 NOV 2024	4.2-1	01 NOV 2018		
*2.3-3	01 NOV 2024				

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		1.10-9	01 FEB 2016	4.4-1	06 OCT 2022
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1.1-3	01 MAY 2008	1.10-13	01 FEB 2016	5.1-1	23 MAR 2023
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1.2-2	12 DEC 2013	1.10-15	01 FEB 2016	5.2-1	28 APR 2016
1.2-3	12 DEC 2013	1.11-1	01 FEB 2014	5.3-1	01 NOV 2009
1.2-4	12 DEC 2013	1.12-1	01 FEB 2007	5.4-1	01 MAY 2007
1.2-5	12 DEC 2013	1.12-2	01 FEB 2007	5.5-1	01 AUG 2015
1.3-1	12 DEC 2013	1.12-3	01 FEB 2007	5.6-1	01 MAY 2008
1.4-1	14 SEP 2017	1.12-4	01 FEB 2007	5.6-2	01 MAY 2008
1.5-1	01 MAY 2014	1.13-1	01 FEB 2007	5.6-3	01 MAY 2008
1.5-2	01 FEB 2018	1.14-1	01 MAY 2008	5.6-4	01 MAY 2008
1.5-3	12 DEC 2013	1.14-2	01 MAY 2008	5.6-5	01 MAY 2008
1.5-4	01 FEB 2018	1.14-3	01 FEB 2007	ENR 6	
1.5-5	07 DEC 2017	1.14-4	01 FEB 2007	6-1	23 MAR 2023
1.5-6	07 DEC 2017	1.14-5	01 FEB 2007	6-7	12 DEC 2013
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1.5-8	01 NOV 2015	1.14-7	01 FEB 2007	6-9	01 MAY 2008
1.5-9	30 APR 2015	ENR 2			
1.5-10	30 APR 2015	2.1-1	01 MAY 2016		
*1.5-11	01 NOV 2024	2.1-2	08 DEC 2016		
*1.5-12	01 NOV 2024	2.1-3	28 APR 2016		
1.5-13	12 DEC 2013	2.1-4	28 APR 2016		
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1.5-21	12 DEC 2013	3.1-4	06 OCT 2022		
1.5-22	01 AUG 2018	3.1-5	06 OCT 2022		
1.5-23	12 DEC 2013	3.1-6	06 OCT 2022		
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1.5-29	01 FEB 2019	3.2-4	02 DEC 2021		
*1.6-1	01 NOV 2024	3.2-5	08 DEC 2016		
*1.6-2	01 NOV 2024	3.2-6	08 DEC 2016		
*1.6-3	01 NOV 2024	3.3-1	19 MAY 2022		
*1.6-4	01 NOV 2024	3.3-2	06 OCT 2022		
*1.6-5	01 NOV 2024	3.3-3	01 FEB 2023		
*1.6-6	01 NOV 2024	3.3-4	06 OCT 2022		
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1.8-1	01 AUG 2011	3.3-9	08 DEC 2016		
1.8-2	01 AUG 2011	3.3-10	08 DEC 2016		
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1.10-2	01 FEB 2016	3.3-13	08 DEC 2016		
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AD 1		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
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*1.1-4	01 NOV 2024	2.24.8-6	12 DEC 2013	2.24.6-5	12 DEC 2013
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1.2-2	19 MAY 2022	2.1	01 AUG 2021	2.24.6-9	12 DEC 2013
1.2-3	19 MAY 2022				
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2.11	01 FEB 2014	*2.17	01 NOV 2024	2.24.7-9	12 DEC 2013
2.24.1-1	12 DEC 2013	2.18	01 AUG 2021	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 AUG 2021	2.24.7-15	01 AUG 2018
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2.24.7-4	12 DEC 2013	2.24.4-1	12 DEC 2013	2.24.8-19	07 DEC 2017
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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		
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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		

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. 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, pilot 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.
- c. Through e-mail for responsible ARO unit.

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 2. TABLES AND CODES

GEN 2.1 Measuring system, aircraft markings, public holidays

2.1.1 Units of measurements

The table of units of measurement shown below will be used by aeronautical stations within Amman FIR, for air and ground operations.

Listed below are the quantities in common use and their respective units of measurements.

For Measurement of	Units used
Distance used in navigation, positions reporting, etc.....	Nautical mile
Relatively short distances such as those relating to aerodromes, e.g. runway lengths.	Meter or Feet
Altitudes, elevations and heights.	Feet
Horizontal speed including wind speed	Knots
Vertical Speed.	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off.	Degrees True
Visibility including RVR.	Kilometers or Meters
Altimeter Setting.	Hectopascals
Temperature	Degrees Celsius
Mass	Kilograms
Time	Minute MIN Hour H Day D Week, Month, Year

2.1.2 Temporal reference system

General

Coordinated Universal Time (UTC) is used by Air Navigation Services and in publications issued by the Aeronautical Information Services. Reporting of Time is expressed to the nearest Minute, e.g. 12:40:35 is reported as 1241.

Midnight is expressed as 2400 for the end of the day and 0000 for the beginning of the day.

Local time throughout the Hashemite kingdom of Jordan is (+3) three hours Ahead of coordinated universal time

2.1.3 Horizontal reference system

1) Name/Designation of the reference system;

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System- 1984 (WGS-84) geodetic reference datum.

2) Identification and parameters of the projection;

Universal transverse Mercator (UTM)

3) Identification of the ellipsoid used;

The World Geodetic System – 1984 (WGS-84) ellipsoid.

4) Identification of the datum used;

The World Geodetic System-1984 (WGS-84) is used.

5) Area of application;

The area of application for the published geographical coordinates coincides with the area of Aeronautical Information Services, i.e. the entire territory of the Hashemite Kingdom of Jordan.

6) Use of asterisk to identify published geographical Co-ordinates

An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed into WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2 and Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in Annex 11, Chapter 2 and in Annex 14, Volume I and II, Chapter 2.

2.1.4 Vertical reference system

1) Name/Designation of the reference system

The vertical reference system corresponds to mean sea level (MSL)

2) Geoid Model;

→ The geoid model used is the Earth Gravitational Model 2008(EGM2008).

3) Use of asterisk to identify published geographical Co-ordinates;

An asterisk (*) will be used to identify those elevations/geoid undulations that do not meet Annex 14 accuracy requirements.

2.1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Hashemite kingdom of Jordan is JY.

The nationality mark is followed by a hyphen and registration mark consisting of 3 letters, e.g. JY-AGA.

GEN 2.3 ICAO CHART SYMBOLS

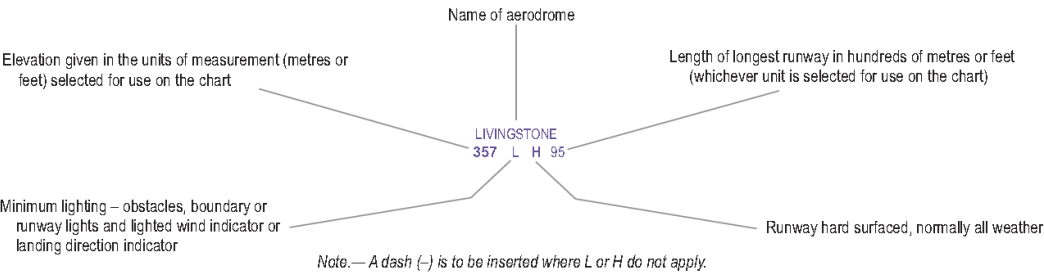
TOPOGRAPHY

Contours		Highest elevation on chart	Alternative 17456
Approximate contours			.17456
Relief shown by hachures		Spot elevation	.6397 .8975
Bluff, cliff or escarpment		Spot elevation (of doubtful accuracy)	.6370±
Lava flow		Coniferous trees	
Sand dunes		Other trees	
Sand area		Palms	

AERODROME

Civil	Land		Joint civil and military	Land	
Civil	Water		Joint civil and military	Water	
Military	Land		Emergency aerodrome or aerodrome with no facilities		
Military	Water		Abandoned or closed aerodrome		
Aerodromes affecting the traffic pattern on the aerodrome on which the procedure is based			The aerodrome on which the procedure is based		

AERODROME DATA IN ABBREVIATED FORM WHICH MAY BE IN ASSOCIATION WITH AERODROME SYMBOLS



RADIO NAVIGATION AIDS

Basic radio navigation aid symbol <i>Note.— This symbol may be used with or without a box to enclose the data.</i>		
Non-directional radio beacon	NDB	
VHF omnidirectional radio range	VOR	
Distance measuring equipment	DME	
Collocated VOR and DME radio navigation aids		
DME distance	Distance in kilometres (nautical miles) to DME —→ 15 km Identification of radio navigation aid —→ KAV	
VOR radial	Radial bearing from, and identification of, VOR R 090 KAV	
UHF tactical air navigation aid	TACAN	

Collocated VOR and TACAN radio navigation aids		VORTAC	
Instrument landing system	ILS	PLAN VIEW	
		Electronic	
		FRONT COURSE	
		BACK COURSE	
		PROFILE	
		Electronic	
Radio marker beacon		Elliptical	
		Bone Shape	
Note.— Marker beacon may be shown by outline, or stipple, or both.			

Compass rose To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)  <i>Note.— Additional points of compass may be added as required.</i>	Compass rose to be used as appropriate in combination with the following symbols:	
	VOR	
	VOR/DME	
	TACAN	
	VORTAC	

SYMBOLS FOR AERODROME/HELIPORT CHARTS

Hard surface runway	
Pierced steel plank or steel mesh runway	
Unpaved runway	
Stopway	SWY
Taxiways and parking areas	
Helicopter alighting area on an aerodrome	
Aerodrome reference point	ARP
VOR check-point	
Runway visual range (RVR) observation site	

Point light	
Obstacle light	
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	
Stop bar	
Runway-holding position	Pattern A Pattern B
Intermediate holding position	
Hot spot	
<i>Note.— Hot spot location to be circled.</i>	

AIR TRAFFIC SERVICES

Flight information region	FIR			
Aerodrome traffic zone	ATZ			
Control area	CTA		Alternative	
Airway	AWY			
Controlled route				
Uncontrolled route				
Advisory airspace	ADA			
Control zone	CTR			

Air defence identification zone	ADIZ			
Advisory route	ADR		Alternative	
Visual flight path	compulsory with radio communication requirement			
	compulsory, without radio communication requirement			
	recommended			
Scale-break (on ATS route)			Alternative	

SIGNIFICANT POINT FUNCTIONALITY

		Significant point depiction for conventional navigation		Significant point depiction for area navigation			
REPORTING FLY-BY/FLY-OVER		On request (NA)	Compulsory (NA)	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover
Basic Symbols with functionality	VFR reporting point						
	Intersection INT						
	VORTAC						
	TACAN						
	VOR						
	VOR/DME						
	NDB						
	Waypoint WPT	Not used	Not used				

Change-over point To be superimposed on the appropriate route symbol at right angles to the route	COP		123	ATS/MET reporting point	MRP	Compulsory	124	Final approach fix	FAF	
						On request				

AIR TRAFFIC SERVICES (cont.)

Procedure altitudes/flight levels	Altitude/flight level "window"	17 000 10 000	FL 220 10 000
	"At or above" altitude/flight level	7 000	FL 070
	"At or below" altitude/flight level	5 000	FL 050
	"At" altitude/flight level	3 000	FL 030
	"Recommended" altitude/flight level	5 000	FL 050
	"Expected" altitude/flight level	Expect 5 000	Expect FL 050

AIRSPACE CLASSIFICATIONS

Airspace classifications		Alternative	

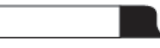
AIRSPACE RESTRICTIONS

Restricted airspace (prohibited, restricted or danger area)		Common boundary of two areas	
Note.— The angle and density of rulings may be varied according to scale and the size, shape and orientation of the area.			
International boundary closed to passage of aircraft except through air corridor			

OBSTACLES

Obstacle		Exceptionally high obstacle (optional symbol)	
Lighted obstacle		Exceptionally high obstacle – lighted (optional symbol)	
Group obstacles		Note.— For obstacles having a height of the order of 300 m (1 000 ft) above terrain. Elevation of top (italics) → 52 Height above specified datum (upright type in parentheses)	
Lighted group obstacles			

SYMBOLS FOR AERODROME/HELIPORT CHARTS

Hard surface runway		Point light	
Pierced steel plank or steel mesh runway			
Unpaved runway		Obstacle light	
Stopway SWY		Landing direction indicator (lighted)	
Taxiways and parking areas		Landing direction indicator (unlighted)	
Helicopter alighting area on an aerodrome		Stop bar	
Aerodrome reference point ARP		Runway-holding position Pattern A	
VOR check-point		Runway-holding position Pattern B	
Runway visual range (RVR) observation site		<i>Note. For application, see Annex 14, Volume I, 5.2.10.</i>	
		Intermediate holding position <i>Note. For application, see Annex 14, Volume I, 5.2.11.</i>	
		Hot spot <i>Note. Hot spot location to be circled.</i>	

MISCELLANEOUS

Prominent transmission line	
Isogonic line or isogonal	
Ocean station vessel (normal position)	

Wind turbine – unlighted and lighted	
Wind turbines – minor group and group in major area, lighted	

EN 2.5 LIST OF RADIO NAVIGATION AIDS

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

GEN 2.7 SUNRISE / SUNSET TABLES

The tables related sunrise-sunset according to the following website:

www.timeanddate.com/sun/

1. The SR/SS times in the tables are given in UTC+3

GEN 3. SERVICES
GEN 3.1 Aeronautical information services**GEN 3.1.1 Responsible service**

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 GEN 3.1.2

It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS Divisions at Amman/Marka and Aqaba/King Hussein.

Website address www.carc.gov.jo

GEN 3.1.1.1 AIS Headquarters (AIS HQ)

- | | | |
|----|-------------------------|--|
| 1) | Division name | AIS Headquarters (AIS HQ) |
| 2) | postal address | The Hashemite Kingdom Of Jordan
Civil Aviation Regulatory Commission
Jordan Air Navigation Services
Air Navigation Operations
Aeronautical Information Services Headquarters
7547-Amman |
| 3) | telephone number | +962 6 4872681 and +962 6 4892282 Ext. 3525 |
| 4) | fax number | +962 6 4891266 |
| 5) | e-mail address | ais.hq@carc.gov.jo |
| 6) | AFS address | OJAMYHYX |
| 7) | | The services is provided in accordance with ICAO Annex 15, Annex 4, DOC 8126, DOC 10066 and DOC 8697 |
| 8) | Working Hours | From 08:30 to 15:30 Local Time (+3 UTC) |

GEN 3.1.1.2 International NOTAM Office (NOF)

- | | | |
|----|-------------------------|--|
| 1) | Division name | International NOTAM Office (NOF) |
| 2) | postal address | The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
Jordan Air Navigation Services
Air Navigation Operations / AIS HQ
AIS /AMMAN Queen Alia International Airport
P.O.Box 7547-Amman |
| 3) | telephone number | +962 6 4982282 Ext. 5706/5709 , +962 6 4293390
Mob: +962 79 7679735 |
| 4) | e-mail address | nof@carc.gov.jo and nofoffice@carc.gov.jo |

- 5) **AFS address** EUECYIYN for receiving NOTAM
OJAIYNYX for Amman/Queen Alia NOF
OJAIZPZX for Amman/Queen Alia ATS Reporting Office
- 6) The services is provided in accordance with ICAO Annex 15, Annex 2, DOC 8126, DOC10066, and DOC 4444
- 7) Working Hours 24/7

GEN 3.1.1.3 AIS Division and ATS Reporting office at Amman/Marka

- 1) **Division name** AIS Division and ATS Reporting office at Amman/Marka
- 2) **postal address** The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
Jordan Air Navigation Services
Air Navigation Operations / AIS HQ
AIS/ Amman Marka International Airport
P.O.Box 7547 – Amman
- 3) **telephone number** +962 6 4892282 Ext. 3258/3282
Mob: +962 79 7679738
- 4) **e-mail address** ais.amm@carc.gov.jo
- 5) **AFS address** OJAMYOYX for Amman/Marka AIS Division
OJAMZPZX for Amman/Marka ATS Reporting office
- 6) The services is provided in accordance with ICAO Annex 15, Annex 2, DOC 8126, DOC10066 and DOC 4444
- 7) Working Hours 24/7

GEN 3.1.1.4 AIS Division and ATS Reporting Office, at Aqaba/King Hussein

- 1) **Division name** AIS Division and ATS Reporting Office, at Aqaba / King Hussein
- 2) **postal address** The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission
Jordan Air Navigation Services
Air Navigation Operations / AIS HQ
AIS / King Hussein International Airport
P.O.Box 7547-Amman
- 3) **telephone number** +962 6 4892282 Ext. 7241
- 4) **e-mail address** ais.khia@carc.gov.jo
- 5) **AFS address** OJAQYOYX for AQABA/ King Hussein AIS Division
OJAQZPZX for AQABA/ King Hussein ATS Reporting Office
- 6) The services is provided in accordance with ICAO Annex 15, Annex 2, DOC 8126, DOC10066 and DOC 4444
- 7) Working Hours 24/7

→ GEN 3.1.2 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.

5) Checklists and lists of valid NOTAM

5.1 A checklist of valid NOTAM shall be issued as a NOTAM over the Aeronautical Fixed Service (AFS) at intervals of not more than one month using the NOTAM Format specified in Annex 15-Appendix 6.

A checklist of NOTAM shall refer to the latest AIP Amendments, AIP Supplements and AIC.

A checklist of NOTAM shall have the same distribution as the actual message series to which they refer and shall be clearly identified as checklist.

5.2 A Weekly printed plain-language list of valid NOTAM, including indications of the latest AIP Amendments, and a checklist of AIP Supplements and AIC shall be prepared with a minimum of delay and forwarded by e-mail to recipients of the Aeronautical Information Products.

6) How they may be obtained;

→ The Aeronautical Information Publications can be obtained from the Aeronautical Information Services. Purchase prices are requested by email ais.hq@carc.gov.jo.

GEN 3.1.4 AIRAC system

3.1.4.1 In order to control and regulate the flow of changes implying amendments to charts,

Route-manuals etc... Such changes whenever possible will be issued at predetermined dates according to the AIRAC system. Whenever possible this type of information will be published as an AIRAC AIP AMDT or AIRAC AIP SUP.

3.1.4.2 AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 42 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder for 14 days after the effective date.

The table below indicates AIRAC effective dates for the coming years.

Schedule of AIRAC Effective Dates, 2021-2027

2021	2022	2023	2024	2025	2026	2027
2021-01-28	2022-01-27	2023-01-26	2024-01-25	2025-01-23	2026-01-22	2027-01-21
2021-02-25	2022-02-24	2023-02-23	2024-02-22	2025-02-20	2026-02-19	2027-02-18
2021-03-25	2022-03-24	2023-03-23	2024-03-21	2025-03-20	2026-03-19	2027-03-18
2021-04-22	2022-04-21	2023-04-20	2024-04-18	2025-04-17	2026-04-16	2027-04-15
2021-05-20	2022-05-19	2023-05-18	2024-05-16	2025-05-15	2026-05-14	2027-05-13
2021-06-17	2022-06-16	2023-06-15	2024-06-13	2025-06-12	2026-06-11	2027-06-10
2021-07-15	2022-07-14	2023-07-13	2024-07-11	2025-07-10	2026-07-09	2027-07-08
2021-08-12	2022-08-11	2023-08-10	2024-08-08	2025-08-07	2026-08-06	2027-08-05
2021-09-09	2022-09-08	2023-09-07	2024-09-05	2025-09-04	2026-09-03	2027-09-02
2021-10-07	2022-10-06	2023-10-05	2024-10-03	2025-10-02	2026-10-01	2027-09-30
2021-11-04	2022-11-03	2023-11-02	2024-10-31	2025-10-30	2026-10-29	2027-10-28
2021-12-02	2022-12-01	2023-11-30	2024-11-28	2025-11-27	2026-11-26	2027-11-25
2021-12-30	2022-12-29	2023-12-28	2024-12-26	2025-12-25	2026-12-24	2027-12-23

3.1.4.3 If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before AIRAC effective date concerned.

GEN 3.1.5 Pre-flight information service at aerodromes

- 1) elements of the aeronautical information products held;

Information pertaining to AIP, AIP SUP, AIC, and NOTAM that is available through the European AIS Database (EAD), and at AIS Divisions.

- 2) charts held;

Information pertaining to charts is available through the European AIS Database (EAD), and at AIS Divisions.

- 1) general area of coverage of such data

Pre-flight information Bulletin (PIB) related to all countries and aerodromes can be obtained through European AIS Database (EAD) systems is available at Amman/Queen Alia, Amman/Marka and Aqaba/King Hussein.

Aerodromes	Briefing coverage
Amman/Queen Alia	All states
Amman/Marka	All states
Aqaba/King Hussein	All states

GEN 3.1.6 Digital data sets

Electronic obstacle data sets may obtained by send a request to

ais.hq@carc.gov.jo

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

1.1 The Civil Aviation Regulatory Commission of the Hashemite kingdom of Jordan provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP. Charts can be obtained from the address in Para 3 below.

The charts are produced in accordance with the provisions contained in Annex 4- Aeronautical Charts.

2. MAINTENANCE OF CHARTS

2.1 Aeronautical charts included in the AIP are kept-up-to date by amendments by AIP. Information concerning the planning for or issuance of new maps and charts are notified by Aeronautical Information Circular.

→ 2.2 Incorrect information detected on published charts are corrected by NOTAM or AIP SUP if they are of operational significance.

2.3 The authority responsible for the chart maintenance is Aeronautical Information Service in coordination with the Royal Jordanian Geographic Center.

3. PURCHASE ARRANGEMENT

3.1 The charts listed under point 5 of this section may be obtained from the following address:

Postal Address	The Hashemite Kingdom of Jordan Civil Aviation Regulatory Commission Jordan Air Navigation Services Air Navigation Operations Aeronautical Information Services Headquarters
P.O.Box	: 7547-Amman
AFS	: OJAMYHYX
Telephone Number	: ++962 6 4872681
Fax	: ++962 6 4891266
E-mail	: ais.hq@carc.gov.jo

→

3.2 Civil Aviation Regulatory Commission, the Aeronautical Information Services have copies of the ICAO Doc 7101- Aeronautical Chart Catalogue , wherein are listed all aeronautical charts or chart series produced by this and other countries, and known to be generally available to Civil Aviation.

4. AERONAUTICAL CHARTS SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced:

- a- Instrument Approach Chart;
- b- Visual Approach Chart;
- c- Aerodrome Chart-ICAO;
- d- Aerodrome Obstacle Chart ICAO Type A;
- e- Precision Approach Terrain Chart – ICAO (Precision Approach CAT II and III Runways);
- f- Standard Departure Chart - Instrument (SID) –ICAO;
- g- Standard Arrival Chart-Instrument (STAR)- ICAO;
- h- Aerodrome Ground Movement Chart – ICAO;
- i- Aircraft Parking / Docking Chart – ICAO;
- j- En –route Chart – ICAO;

4.2 General description of each series:

- a) **Instrument Approach Chart:** Instrument Approach Charts conforming to the specifications of Annex 4 are available for AQABA/King Hussein, AMMAN/Marka, and AMMAN/Queen Alia Aerodromes where instrument approach procedures have been established. Separate charts are available for each procedure established for the aerodrome. These charts are included in Aerodrome section.
- b) **Visual Approach Chart:** Visual Approach Chart is available for AQABA/ King Hussein International Aerodrome and is included in AD section. The chart provides a graphic presentation of the approach to the aerodrome by visual reference.
- c) **Aerodrome Chart-ICAO:** Aerodrome Chart-ICAO is available for AMMAN/Marka And AMMAN/Queen Alia International Aerodromes, and are included in AD section. The charts provide flight crews with information that will facilitate ground movement to and from the runway and apron and portrays the major flight operation facilities at the Aerodrome.
- d) **Aerodrome obstacle Chart-ICAO Type A:** Aerodrome obstacle Chart ICAO-Type A (operating limitation) are available for AMMAN/Marka, AMMAN/Queen Alia and AQABA/ King Hussein International Aerodromes, and are included in AD section.
- e) **Precision Approach Terrain Chart – ICAO.** This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach CAT II and III Runways.
- f) **Standard Departure Chart (SID):** These charts are available for AMMAN/Queen Alia, AMMAN/Marka and AQABA/ King Hussein International Aerodromes.
- g) **Standard Arrival Chart (STAR):** These charts are available for AMMAN/Queen Alia and AMMAN/Marka International Aerodromes.
- h) **Aerodrome Ground Movement Chart-ICAO:** These charts are available for AMMAN/Queen Alia, AMMAN/Marka and AQABA/ King Hussein International Aerodromes.
- i) **Aircraft Parking / Docking Chart – ICAO:** This chart is available for AMMAN/Queen Alia International Aerodrome.
- j) **En-route Chart – ICAO:** This chart is produced for the entire AMMAN FIR. Provide information on radio navigation aids with appropriate symbols identification, FREQ, and geographical coordinates, and an indication of all designated airspace, including lateral and vertical limits, and the appropriate class of airspace.

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.
1. VFR flights shall be conducted 20 minutes before sunrise and 20 minutes after sunset.
- d. The number of aircraft in the circuit is subject to ATC.
- e. Weather minima

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

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

Altitude Band	Airspace classification	Flight Visibilit	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

- h. It is the pilot responsibility to be clear of cloud and ground surface in sight.

1.1 Night Flying

Night VFR training between sunset and sunrise will be permitted according to JCAR 91.155 and 91.205 according to the conditions specified below:

1. Night VFR training conducted at OJAM and OJAQ aerodromes 20 minutes after sunset until (2100) UTC;
2. Operators shall coordinate night VFR training with ATC Tower 48 hours before the estimated off-block time (EOBT).
3. The VFR flight plan (flight details) shall be filed and submitted to the appropriate ATS unit at least 60 minutes before the EOBT.
4. VMC conditions prevail, and the official reported ceiling shall be at least (1000) ft above the traffic circuit altitude.
5. The aircraft remains in direct communication with the control tower.
6. Squawk code shall be assigned by the air traffic controller.
7. The flight will originate and terminate at the same aerodrome.
8. Noise abatement shall be considered during Night VFR Training.
9. Dual flight shall only be permitted.
10. At OJAQ, night VFR flying is permitted only for light aircraft.
11. Radio communication failure procedures as stated in Jordan AIP page ENR 1.2-1 Para 1.2

1.2 Radio Communication Failure procedure

In case of radio communication failure, the pilot of an aircraft shall continue to the final approach followed by a go-around and do as follows:

- (DAYLIGHT) :

- a) Look out for the other traffic.
- b) Follow the last acknowledged ATC instruction.
- c) Set SSR code (7600).
- d) After passing over the runway, rock the aircraft wings in front of the tower, then circle again to land.
- e) Monitor the Tower cabin for light signals for landing instructions which are provided by ATC.

- (NIGHT):

The pilot shall use the landing lights by flashing them twice (ON and OFF). If using the landing lights is not possible, the pilot shall switch the navigation lights (ON and OFF) twice. Tower shall issue ATC instructions by using the signal lamp, as appropriate.

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

2. ARRIVING FLIGHTS

2.1 GENERAL

Arrival control is provided by Amman Approach Control within the Terminal Control Area from FL250- 6000FT.

2.2 Arriving Flights

Aircraft inbound to Amman/Queen Alia International will follow Standard Arrival Routes (STARS). Strict adherence to these routes is essential as procedural separation between inbound and outbound aircraft is based on these criteria.

2.3 Radio Failure

2.3.1 Westerly Operations

In case of communication failure, the designated navigation aid to be used for holding is QAA/VOR. After arrival over the QAA commence descent at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

2.3.1.1 Amman/Queen Alia

Amman/Queen Alia Arrivals will complete the normal Instrument Approach Procedure published for the QAA/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.1.2 Amman/Marka

Amman/Marka arrivals will descend in the QAA holding pattern. When leveling 6000FT set course for AMN/VOR on AMN R160 to commence the normal instrument approach procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.2 Easterly Operations A412 and L513

In case of communication failure, the designated navigation aids to be used for holding is the AMN/VOR for inbound via LUDAN LOSAR, and RALNA. After arrival over the AMN commence descent at or as close as possible to the ETA given by the current Flight Plan if no EAT has been received.

2.3.2.1 Amman/Marka

Amman/Marka arrivals will complete the normal instrument approach procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.2.2 Amman/Queen Alia

In case of communication failure easterly operation fly to the cleared runway rnav(gnss) arrival in accordance with LOSAR1G LUDAN1G OSAMA1G QTR011G ELOXI1G EGLOT1G profile to carry out (Instrument APP procedure)and land if possible within 30 mints of the last acknowledged EAT or ETA whichever is later.

2.3.3 Easterly Operations R652, UM449, and N318

In case of communication failure, the designated navigation aid to be used for holding is the QTR/VOR for inbound via QTR EGLOT, KINUR and KULDI. After arrival over QTR commence descent to ALT 11000 FT at or as close as possible to the EAT last received and acknowledged or as close as possible to the ETA given by the current Flight Plan. If no EAT has been received when leveling ALT 11000 FT proceeds as follows: -

2.3.3.1 Amman/Marka

Amman/Marka arrivals will continue in accordance with the QTR5A, KINUR5A and KULDI5A profile and carry out the procedure published for the AMN/VOR and land if possible within 30 minutes of the last acknowledged EAT or ETA whichever is later.

2.3.3.2 Amman/Queen Alia

In case of communication failure easterly operation fly to the cleared runway rnav(gnss) arrival in accordance with LOSAR1G LUDAN1G OSAMA1G QTR011G ELOXI1G EGLOT1G profile to carry out (Instrument APP procedure)and land if possible within 30 mints of the last acknowledged EAT or ETA whichever is later.

RESERVED

ENR 1.6 ATC SURVEILLANCE SERVICES AND PROCEDURES**1.6.1 PRIMARY SURVEILLANCE RADAR (PSR)**

NIL

1.6.2 SECONDARY SURVEILLANCE RADAR (SSR)

2.1 Amman secondary surveillance radars specifications:

Type	Location	Range
SSR mode S	AMMAN 314503.2N 0360047.6E	256 NM
SSR mode S	AMMAN 314221.40129N 0360723.46225E	250 NM
MSSR	AMMAN	256 NM

1.6.3 AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B)

Name	Location	Range
ADS-B 1	Queen Alia Airport	256 NM
ADS-B 2	Marka Airport	256 NM
ADS-B 3	King Hussein Airport	256 NM
ADS-B 4	ARREESHA	256 NM

1.6.4 SUPPLEMENTARY SERVICES**4.1 GENERAL**

4.1.1 Radar units in Jordan FIR operate as integral parts of the ATS system and provide Radar Control Service and Radar information service as applicable to the maximum extent practicable;

4.1.2 Unless otherwise requested by ATC, position reports may be omitted when receiving Radar Service

4.2 THE APPLICATION OF RADAR CONTROL SERVICE

4.2.1 Radar is used for the provision of Air Traffic Services in accordance with ICAO DOC 4444), Part X.;

4.2.2 Radar Services are provided by the units listed below within their areas of responsibility.

- a. Amman Control Center/ Upper Sector (Radar Control Service)
- b. Amman Control Center/Lower East Sector (Radar Control Service).
- c. Amman Control Center/Lower West Sector (Radar Control Service).
- d. Amman TMA (Radar Control Service).

4.2.3 The altitude assigned to aircraft by a radar controller provides a minimum terrain clearance during the departure and arrival phase of the flight.

4.2.4 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	Inside FIR	At Interface	Radar Control Service
	- 5 NM for lateral separation climb & descend purposes	-Interface 10 NM longitudinal separation constant or increasing	
Within lower east sector	- 5 NM for lateral separation, climb and descend purposes	-10 NM longitudinal separation constant or increasing.	Radar control service
Within lower west sector	- 5NM for lateral separation, climb and descend purposes	- 10-15 NM longitudinal separation constant or increasing.	Radar control service
Within upper sector	- 5NM for lateral separation ,climb and descend purposes	- 10-15 NM longitudinal separation constant or increasing.	Radar control service

4.2.5 RADAR 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 is provided between identified Aircraft.

4.2.6 VOR/DME SEPARATION

Radar position must not be substituted for VOR or DME separation.

4.2.7 AMMAN TERMINAL AREA CONTROL CENTER (TACC) SECTORISATION

SECTOR	FREQUENCY	AIRSPACE	SERVICE PROVIDED
UPPER SECTOR	128.5 MHz	All controlled Airspace within Amman FIR at FL 350–FL600.	RADAR control
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.	RADAR control
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.	RADAR control
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 - BUSRA - ASLON - GENEX - TULEP - MUNRA - LOSIL - MUVIN - RALNA The lower limit is A6000FT and the Upper limit is FL255 FT. Excluding QAIA CTZ and Amman Marka CTZ below A5500FT.	RADAR control
AQABA APPROACH	119.2 MHz	All controlled airspace within semi-circle 45NM from AQB VOR, the lower is A7500 and the Upper limit is FL255 to include the following reporting points as Entry/Exit for Aqaba Approach area of responsibility. - LOXUS - LONOL - TAMIM - ULINA Excluding King Hussein CTZ at or below A7000FT.	Non–RADAR control

4.3 EMERGENCY PROCEDURES

4.3.1 Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering AMMAN FIR, pilots who have already received specific instructions from an Area Control Center concerning the setting of the transponder shall maintain that code setting until otherwise instructed.

4.3.2 All aircraft that are about to enter AMMAN FIR who have not received specific instructions from AMMAN Radar concerning the setting of the transponder shall operate the transponder on Mode A / 3 Code A2000 before entry and maintain that setting until otherwise instructed.

4.3.3 If an aircraft encountering a state of emergency, the transponder shall be set to Mode A / 3 Code 7700. Notwithstanding the procedure in this part (4.3) a pilot may select Mode A / 3 Code 7700 whenever the nature of the emergency is such that this appears to be the most suitable course of action

Note: Continuous monitoring of responses on Mode A / 3 Code 7700 is provided.

4.4 AIR-GROUND COMMUNICATION FAILURE AND UNLAWFUL INTERFERENCE PROCEDURES

4.4.1 AIR-GROUND COMMUNICATION FAILURE

4.4.1.1 In case of communication failure aircraft shall conform to the general procedures specified in Annex 2, Chapter 3, para. 3.6.5.2.

4.4.1.2 Aircraft Radio Transmitter Failure

If two-ways communication is lost with an aircraft, the radar controller should first determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the frequency to operate IDENT or to make code changes.

NOTE: Transponder equipped aircraft experiencing Radio communication failure will operate the transponder on Mode A code 7600.

4.4.1.2.1 If the action prescribed in para 4.4.1.2 is unsuccessful, it shall be repeated on any other available frequency on which it is believed that the aircraft might be listening;

4.4.1.2.2 In both cases covered in para 4.4.1.2. and 4.4.1.2.1, any maneuvering instructions shall be such that the aircraft would regain its current cleared track after having complied with the instructions received;

4.4.1.2.3 Where it has been established by the action in par 4.4.1.2 that the aircraft's radio receiver is functioning, continued control of transponder equipped aircraft where SSR is available can be affected using IDENT transmissions or Code changes to obtain acknowledgment of clearances issued to the aircraft.

4.4.1.3 COMPLETE AIRCRAFT COMMUNICATION FAILURE

4.4.1.3.1 When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where radar separation is applied, such separation may continue to be used. However, if the aircraft experiencing failure is not identified, radar separation shall be applied between aircraft under radar control and all unidentified aircraft observed along the expected route of the aircraft with the communication failure, until as such time as it is known, or can safely be assumed, that the aircraft with radio failure has passed through the air-space concerned, has landed, or has proceeded elsewhere.

4.4.1.3.2 Aircraft transponder failure in areas where the carriage of functioning transponder is mandatory.

4.4.1.3.2.1 When an aircraft experiencing transponder failure after departure is operating or expected to operate in an area where the carriage of a functioning transponder with specified capabilities is mandatory, the ATC units concerned should endeavor to provide for continuation of the flight to the aerodrome of first intended landing in accordance with the Flight Plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible particularly when failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at nearest suitable aerodrome acceptable to the operator concerned and to ATC.

4.4.1.3.2.2 In case of a transponder failure which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

4.5 UNLAWFUL INTERFERENCE PROCEDURES

Pilots of the aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation, unless circumstances warrant the use of A / 3 Code 7700.

Note: Continuous monitoring of responses on Mode A / 3 Code 7500 is provided.

4.6 SYSTEM OF SSR CODE ASSIGNMENT

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 A1000 to improve Radar detection. Discrete codes will not normally be allocated to VFR Flights unless traffic is to receive Radar service.

RESERVED

2) Applicable ICAO documents

The standards and Recommended Practices of Annex 14, Volume I, is applied.
For differences Ref Page GEN 1.7-4, and GEN 1.7-5.

AD 1.1.2 Use of military air bases

Nil

AD 1.1.3 Low Visibility Procedures (LVP) at Amman/Queen Alia Aerodrome

1.1.3.1 General

Low Visibility Procedure (LVP) are the actions to ensure safe aircraft operation during periods of reduced visibility –RVR or low cloud base and shall be Implemented when safeguarding procedures have been completed and the airport configured for low visibility operation.

Special procedures and safeguards will be applied during CAT II operation. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signal.

Runways 26L, 26R and 08L are equipped with ILS and approved for CAT II operation.

Air Traffic Controllers at Queen Alia Aerodrome Tower shall initiate and terminate LVP as required and inform all concerned.

The enforcement of LVP will be transmitted on ATIS and /or on first contact with the aircraft on the appropriate control frequency.

During the period of LVP the lights on taxiways that are not being used should be switched off wherever possible.

Increase separation between traffic in low visibility condition, delays are expected during taxi, take-off and landing.

The ILS sensitive area shall be protected when landing aircraft within 2 NM, ATC for this purpose will provide adequate separation between aircraft on final approach to minimize the possibility of interference ILS signal.

1.1.3.2 use of stop bars

Remote-controlled stop bars are installed on Queen Alia aerodrome with runways certified for precision approaches CAT II. Their use is included in LVP.

-When Remote-controlled stop bars are illuminated (red light), The ground traffic will stop. Extinguish the stop bars will indicate that the taxiway is clear.

-When the line-up clearance is issued, the stop bar is extinguished and the confirmation segment is illuminated (green light).

-Pilots should never cross a stop bar whose red lights are on.

-When remote-controlled stop bars are extinguished, pilots should never cross the taxi-holding point if the confirmation segment is not illuminated, unless clearly authorized by ATC.

1.1.3.3 Initiation and termination of low visibility procedure

- 1.1.3.3.1 The preparation phase shall be commenced when; 1) any of the RVR readings are below (1500 M), and/or 2) cloud base are between (400-200 FT). In the preparation phase, CAT II operations are expected

1.1.3.3.2 The operation of low visibility procedure shall be commenced when:

a) Runway (26R/08L):

- 1) TDZ RVR is less than (550 M) and equal/or greater than (300 M), and/or
- 2) Cloud base is less than (200 FT) but not less than (120 FT). Traffic is approved for landing.

b) Runway (26L):

- 1) TDZ RVR is less than (550 M) and equal/or greater than (400 M), and/or
- 2) cloud base is less than (200 FT) but not less than (140 FT). Traffic is approved for landing.

Note: LVP for Runway (08R) is not applicable (CAT II precision approach is not Available).

1.1.3.3.3 During the operation of LVP, one aircraft at a time is allowed to maneuver at Runways 26R/08L with the associated Taxiways and one aircraft at Runway 26L with associated Taxiways, any other traffic will hold until the preceding one either parked at the gate or departed the associated Runway.

1.1.3.3.4 For Runway (26R/08L): “follow-me” service is provided upon pilot request to guide the aircraft to/from stands whenever RVR is (550 M) and below.

For Runway (26L): “follow-me” service shall be provided to guide the aircraft to/from stands whenever RVR is (550 M) and below.

1.1.3.3.5 Low visibility procedures will be terminated when the RVR is greater than 550M together with the cloud base over 200FT and continuous improvement is expected.

1.1.3.3.6 Pilots must be advised of the termination of LVP through ATIS broadcast and/or the appropriate control frequency.

1.1.3.4 Low visibility take-off (LVTO)

1.1.3.4.1 LVTO, for Runway (26R/08L) and Runway (26L), shall be commenced when the RVR is less than (300 M) and equal/or greater than (150 M).

Note: LVTO for Runway 08R is not applicable.

1.1.3.4.2 For Runway (26R/08L): only one departure aircraft in the North apron is allowed to maneuver in the apron. And for Runway (26L): only one departure aircraft in the South apron is allowed to maneuver in the apron.

1.1.3.4.3 Follow-me service shall be provided from stands to guide aircraft except when on Taxiway G to Taxiway H to Runways 26R/08L, will be provided subject to pilot request.

1.1.3.4.4 Providing follow-me service will be subject to follow-me driver assessment and his ability to detect his path through the maneuvering areas.

Note: All operation at QAIA will be suspended when the RVR is less than 150M.

1.1.3.5 Runway and/or Taxiway pilot reports during LVP

1.1.3.5.1 Pilots shall report “rolling” when the aircraft commencing takeoff run.

1.1.3.5.2 Pilots shall report “Runway vacated” when the aircraft vacating the Runway and the whole aircraft becomes on the Taxiway.

1.1.3.5.3 Pilots shall report “airborne” as soon as practicable when the aircraft takeoff.

1.1.3.5.4 Pilots shall report “on stand” or “on gate” when the aircraft is parked.

1.1.3.5.5: Pilots shall report when entering Taxiway (A) or Taxiway (H) while taxiing out for departure.

Note: When follow-me service requested by the pilot, the follow-me personnel shall report on RTF when the aircraft vacating the Runway and/or the Taxiway, and when the aircraft is parked.

1.1.3.6 CAT II operations suspension

1.1.3.6.1 Pilots shall be advised when CAT II operation suspend.

1.1.3.6.2 CAT II operations will be suspended when any of the following equipment becomes unserviceable during the periods of the LVP:

- a) Localizer.
- b) Glide path.
- c) ILS DME.
- d) RVR.
- e) Runway Lighting



1.1.4 Aerodrome operating minima

1.1.4.1 Take off weather minimum for IFR flights using Amman/Marka and Aqaba/King Hussein International Aerodromes is RVR 400M.

1.1.4.2 Take off weather minimums for IFR flights using Amman/Queen Alia International Aerodrome are as follows:

- For Runway 08R is RVR 400M
- LVTO for Runways 26R/08L and 26L for all ACFT category, RVR minimum is (150 M).

1.1.5 Other Information

Nil

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	Certified As of DEC 10th 2022 until DEC 10th 2024	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	General Aviation (not to be filed as Alternate Aerodrome)	The following flights will be permitted to use the aerodrome: -State Flights -Relief Flights -ACFT in emergency. -the maximum actual operational weight for the private aircraft (taxiing, take-off, landing) shall not exceed 60000 kgs, provided That the number of occupants on board shall not exceed 20 occupants (passengers and crew -Training Academy Flights -Ferry Flights positioning for maintenance
Aqaba/King Hussein OJAQ	Certified As of JAN 31st 2023 until JAN 31st 2025	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.

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

	Taxiway width, surface, strength and usage limitations (CONT.)	(S) Surface : Concrete(Rigid) Strength : PCN 74/R/C/W/T Width : 35M (T) Surface : Asphalt (Flexible) Strength : PCN 102/F/C/W/T Width : 46M (Y) Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T Width : 49M (Z) Surface : Concrete (Rigid) Strength : PCN 62/R/C/W/T Width : 41M			
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	1-Pilots requested to pay extra caution ahead of intersection with service roads while taxiing on TWY's F and G 2-Illuminated Signage installed on the Terminal Fixed Link Bridge as an additional assistance for Pilots to identify Different Contact Stands			

OJAI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Day and night : TWY sign boards Day: Finger sign boards. VDGS is not available on all aircraft stands (see: 2.9.1)
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centerline, edge RWY end as appropriate, marked and lighted. TWY: Centre line, Intermediate holding positions, holding positions at all TWY/RWY intersections, marked and lighted. RWY Guard Lights 08R Nil – Available on 26L, 26R & 08L Holding Position
3	Stop bars	08R NIL - Available and Operational for H24 on 26L,26R & 08L Holding Positions (Marking, lighting & signage)
4	Remarks	Royal pavilion is Marked. See Charts: AD OJAI 2.24.1-1 and AD OJAI 2.24.2-1

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT:

NORTH APRON				
	STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
			LAT	LONG
Remote Stands	N01	Code C Maximum except A321, B737-900, MD80/90, DC9, CRJ, DH8,EMB195, B727 Series, B737 Max , EMB 195 E1/E2	31 43 31.29930	35 59 05.61286
	N03	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 31.52599	35 59 07.18510
	N05	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 31.75316	35 59 08.75877
	N07	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 31.97990	35 59 10.33139
	N09	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 32.20669	35 59 11.90445
	N11	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 32.43397	35 59 13.47764
	N13	Code C Maximum except MD80/90, DC9, DH8, B727 Series	31 43 32.66105	35 59 15.05068
	N15	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 32.88782	35 59 16.62369
	N17	Code C Maximum except MD80/90; DC9, DH8, B727 Series	31 43 33.11485	35 59 18.19662
	N19	Code E Maximum except A340-600, B777-300, B777-300ER A340-500, A350 Series and B747 Series	31 43 34.30926	35 59 23.95745
	N21	Code E Maximum	31 43 34.70115	35 59 26.67289
	N30	Code C Maximum except ATR42, ATR72, CRJ900, CRJ1000, MD82, MD83, MD87, MD88, MD90, F100, B727 Series	31 43 27.65176	35 59 25.98830
	N32	Up to code E excluding A330 Series, A340 Series, A350 Series, B747 Series, B777 Series, B789, B78X, B764 ER (maximum aircraft length58M)	31 43 27.79676	35 59 26.53850
	N34	Code C Maximum except ATR42,ATR72,CRJ900, CRJ1000,MD82,MD83,MD87,MD88, MD9,F100,A321,A321 NEO B717,B737- 800,B727 Family, B737-800W,B737-900,B737- 900ER,B737-900W,B737-900ERW,B737- BBJ2,B737-BBJ2W, B737-BBJ3, B737-BBJ3W, B737-700MAX,B737-800MAX, B737- 900MAX, , EMBRAER Series	31 43 28.43487	35 59 27.17973

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT (Cont.):				
Contact Stands with Visual Docking Guidance System	N02	Code C Maximum except MD80/90; DC9, ATR F100, CRJ, DH8,EMB135,EMB145, B727 Series B717-200,A220 Series	31 43 25.71835	35 59 06.55923
	N04	Code E Maximum except: Code A, B and EMB 135,EMB 145 ,ATR42,AT72,CRJ700,CRJ900,CRJ1000, F100,MD82/ MD83/ MD87/ MD88/ MD90-30/ B717-200,B727 series	31 43 25.39305	35 59 09.41678
	N08	Code E Maximum except Code A, B and C	31 43 25.79973	35 59 12.45492
	N14	Code E Maximum except Code A, B and C	31 43 26.24726	35 59 15.48638
	N18	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 26.58759	35 59 18.62494
	N20	Code E Maximum except Code A, B and C	31 43 26.73470	35 59 19.17280
	N24	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 27.11488	35 59 22.34343
	N26	Code F Maximum Except AN124, AN225, Code A, B and C	31 43 27.28121	35 59 22.82909
Contact Stands without Visual Docking Guidance System	N06	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 25.78165	35 59 12.01523
	N10	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 26.90916	35 59 12.55933
	N12	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 26.21903	35 59 15.04891
	N16	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 27.37698	35 59 15.60944
	N22	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 27.66545	35 59 19.31815
	N28	Code C Maximum except, EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/ MD90-30/B717- 200, B727 Series	31 43 28.18031	35 59 23.14478
Note 1: Code E & F aircraft pilots shall use minimum power while maneuvering on North Apron. Note 2: Code E & F aircrafts and B734, B735, E295, E190 pilots to avoid using breakaway power at turning on North Apron Note 3: GH Trained personnel availability is mandatory on north apron parking stands to monitor aircraft parking process even when the parking stands are equipped with Visual Docking Guidance System. Note 4: Code A & B Aircraft can taxi-out from stand N19 without the need of pushback by following the lead-out line, marshaling shall be available during such operations. Note 5: Code F operations on North apron: At Arrival and Departure phases : Aircraft shall taxi with inner engines, and keep outer engines at idle thrust to minimize the impact of jet blast.				

Code F entry to north apron:

- Code F entry to North apron via taxiway Juliet:
 - Code F Aircraft enter and exit via Taxiway Juliet and park on stand N26
 - A Follow-me vehicle shall be provided for guiding the aircraft upon pilot request.
 - Stands N17 and N19 shall be clear of all aircraft types.
 - Airside staff will inspect stands N17 & N19 before the aircraft arrival to TWY J.
 - Code-E aircrafts could be allocated on stand N19 but without any handling activities or equipment based on airport duty manager approval and coordination with ATC.
- Code F Aircraft enter and exit via Taxiway November and park on stand N26,
 - Stands N19, N21, N30, N32 and N34 shall be clear of all aircraft types.
 - Airside staff will inspect stands N19, N21, N30, N32 and N34 before the aircraft arrival to taxiway November.
 - A follow-me vehicle shall be provided for guiding the aircraft

Code F pushback procedure on north apron :

- Minimum engine power shall be maintained.
- Pushback procedure via taxiway Juliet:
 - The aircraft shall be pushed back facing south towards taxiway Juliet until it reaches taxiway Hotel then facing east if runway in use was 26R, 26L or 08R or facing west if runway in use was 08L, such that the aircraft main gear is aligned with the Taxiway centerline until its nose wheel becomes after the intermediate holding position marking, the aircraft may break away from this point when taxi clearance has been issued by the ATC.
 - Airside OPS will ensure that there are no GSEs or any other type of equipment within the red hatched area of stands N17 & N19 to maintain the safe clearance of the A380 wingtips. In addition, Airside OPS will communicate with ATC to stop the aircraft push back if there were any GSEs equipment within the aircraft safety clearness's and follow up with concerned ground handler to have it removed. then confirm to ATC to communicate the safe status with pilot.
- Aircraft Pushback procedure via taxiway November:
 - The aircraft shall be pushed back facing west towards taxiway November until it reaches taxiway Foxtrot then facing North if runway in use was 26R/08L or facing south if runway in use was 26L/08R, such that the aircraft main gear is aligned with the Taxiway centerline, the aircraft.

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)				
SOUTH APRON				
	NAME	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS	
			LAT	LONG
Remote Stands	S02	Code C maximum	31 43 13.59345	35 59 09.18005
	S05	Code C maximum	31 43 07.85891	35 59 11.90827
	S07	Code C maximum	31 43 08.08523	35 59 13.48073
	S09	Code C maximum	31 43 08.31231	35 59 15.05296
	S11	Code C maximum	31 43 08.53843	35 59 16.62519
	S13	Code C maximum	31 43 08.76056	35 59 18.16458
	S15	Code C maximum	31 43 09.45758	35 59 23.05060
	S17	Code C maximum	31 43 09.68556	35 59 24.63437
	S19	Code C maximum	31 43 09.91367	35 59 26.21861
	S21	Code C maximum	31 43 10.16645	35 59 27.98273
	S23	Code C maximum	31 43 10.42197	35 59 29.74499
	S25	Code C maximum	31 43 10.65615	35 59 31.36612
Contact Stands with Visual Docking Guidance System	S04	Code C maximum except B727 Series/MD80/90, DC9, ATR, CRJ, DH8, EMB 135/145, F100	31 43 13.42540	35 59 11.21549
	S06	Code E maximum except B727-200/W, CRJ, MD80/90, F100, EMB 135/145 , Code A & B	31 43 14.60295	35 59 13.21841
	S10	Code E maximum except Code A, B and C	31 43 15.04105	35 59 16.25292
	S16	Code E maximum except Code A, B and C	31 43 15.47801	35 59 19.28552
	S20	Code C maximum except EMB135, EMB145, ATR42, ATR72. CRJ. CRJ700. CRJ1000, MD82, MD83, MD87, MD88, MD90, F100, B717, B727 Series	31 43 15.65576	35 59 21.85444
	S24	Code E maximum except Code A, B and C	31 43 16.19915	35 59 24.20089

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)

Contact Stands with Visual Docking Guidance System	S26	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90, B717- 200, B727 Series Code A and B	31 43 16.36257	35 59 24.74631
	S30	Code F except AN124 , AN225 ,B747-8 Code A and B	31 43 16.71613	35 59 27.78473
	S32	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, MD82/MD83/MD87/MD88/MD90-30 B717- 200, B727 Series Code A and B	31 43 16.71613	35 59 28.33081
Contact Stands without Visual Docking Guidance System	S08	Code C maximum except A318, B737-200, B737-300/W, B737-400, B737-500/W, B737-600, B737-700/W, B737-BBJ, B737-800/W, B737-900/W/ER/ERW, B737- BBJ2/BBJ3, MD80/90; DC9, ATR, CRJ, DH8, EMB170LR/SU/SE/STD, EMB175LR/STD, F100, B727 Series	31 43 13.92802	35 59 16.15156
	S12	Code C maximum except MD80/90; DC9, ATR, CRJ, DH8, F100, EMB 135/145, B727 Series	31 43 15.05068	35 59 16.69326
	S14	Code C maximum except MD80/90,DC9, ATR, CRJ, DH8, F100, EMB, Series B737 Series & B727 Series.	31 43 14.37454	35 59 19.22833
	S18	Code C maximum except MD80/90,DC9, ATR, CRJ, DH8, F100, EMB, Series B737 Series & B727 Series	31 43 15.51951	35 59 19.61635
	S22	Code C maximum except EMB135, EMB145, ATR42, AT72,CRJ700, CRJ900, CRJ1000, F100,B717, MD82, MD83, MD87, MD88, MD90 & B727 Series	31 43 15.28627	35 59 24.05205
	S28	Code C maximum except EMB135, EMB145, ATR42, AT72, CRJ700, CRJ900, CRJ1000, F100, B717, MD82, MD83, MD87, MD88, MD90 B727 Series	31 43 15.80455	35 59 27.63721
Note 1: GH Trained Personnel availability is mandatory on south apron parking stands to monitor the aircraft parking process even when the parking stands are equipped with Visual Docking Guidance System Note 2: Code E & F, pilots shall use minimum power while maneuvering on South Apron. Note 3: Code E & F aircrafts and B734, B735, E295, E190 pilots to avoid using breakaway power at turning on South Apron Note 4: S02 is equipped with Visual Docking Guidance System. Note 5: Code A & B Aircrafts can taxi-out from stand S15 without the need of pushback by following the lead-out line, marshaling shall be available during such operations. Note 6 : Code F operations on south apron: At Arrival and Departure phases : - A follow – me vehicle shall be provided for guiding the aircraft on South Apron entrance at Taxiway S. - Aircraft shall taxi with inner engines and keep outer engines at idle thrust to minimize the impact of jet blast - Code F Aircraft shall enter only via Taxiway S, and park on stand S30 - Stands S21, S23 & S25 shall be clear of all aircraft types. Code F Pushback procedure on south apron : - Minimum engine power shall be maintained. - The aircraft shall be pushed back facing west through taxiway S until it reaches taxiway F then facing south (26L, 08R in use) or facing north (26R, 08L in use) such that the aircraft main gear is aligned on the Taxiway centerline until its nose wheel becomes after the intermediate holding position marking, the aircraft may break away from this point after taxi clearance has been issued by the ATC Ground Controller				

2.9.1 AIRCRAFT PARKING STANDS AT AMMAN /QUEEN ALIA AIRPORT: (Cont.)**CARGO APRON**

STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS		Remark
		LAT	LONG	
C1	Code F maximum except A380-800, AN124, AN225 -wing span 68.5	31 43 19.49684	35 59 56.48185	NIL
C2	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11 – Maximum length 58m	31 43 19.96526	35 59 58.93869	Not available if 2A occupied
C2A	Code F maximum	31 43 19.90996	35 59 59.64942	Not available if 2, 3 and/or 3A occupied
C3	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11- maximum wing span 48 m and maximum length 58m	31 43 20.26794	36 00 01.02013	Not available if 2A or 3A occupied
C3A	Code E maximum length 71 m	31 43 20.32632	36 00 02.53649	Not available if 3 or 4 occupied
C4	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30,MD11- maximum wing span 48 m and maximum length 58m	31 43 20.09234	36 00 03.20445	Not available if 3A occupied

Note 1: Marshaling is Mandatory on all cargo parking stands.

Note 2: All cargo stands capacity are subject to compatibility requirements.

HOTEL APRON

STAND NUMBER	CAPACITY	GEOGRAPHICAL COORDINATES FOR AIRCRAFT STANDS		Remark
		LAT	LONG	
28	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11. Maximum wing span 48m & length 58m	31 43 37.99077	35 59 56.06989	Limited to B if 28A occupied
28A	Code C maximum to EMB175 /CRJ 900	31 43 38.56517	35 59 57.19030	
29	Code E maximum length 75.3m	31 43 37.89444	35 59 58.55975	Limited to B if 28A or 29A occupied
29A	Code C maximum to B737/300	31 43 38.96228	35 59 59.74235	
30	Code E maximum length 75.3m	31 43 38.35549	36 00 01.27826	Limited to B if 29A or 30A occupied
30A	Code C maximum to EMB175 /CRJ 900	31 43 39.29913	36 00 02.33629	
31	Code D except B767-400ER, IL76, IL86, L1011-500, DC10-30, MD11. Maximum wing span 48m & length 58m	31 43 39.20896	36 00 03.54814	Limited to B if 30A or 31A occupied
31A	Code C except B737-900/W/ERW, B737-800/W, B737-700/W, B737-600, B737BBJ, B737BBJ2, B737BBJ3. Maximum wing span 34 m & length 47m.	31 43 39.64364	36 00 05.36437	
32	Code F except AN 225, A380, B747-800 Maximum wing span 80m & length 76.3m	31 43 39.05673	36 00 06.09141	Not available when 31,31A and 32A occupied
32A	Code C maximum to B737/300	31 43 39.98959	36 00 06.62943	

Note 1: Marshaling is Mandatory on all hotel parking stands.

Note 2: All hotel stands capacity are subject to compatibility requirements.

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING

1	RWY Designator	26L
2	APPROACH LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
	Color	Approach Center: White, Approach Side Row: Red
3	THR LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	Green
	WBAR	Green
	SPACING	3M
4	PAPI	
	(MEHT)	19.08M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 386.02M from THR
	INTENSITY	6.6A (5 Steps)
5	TDZ LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	LENGTH	900M
	COLOUR	White
	SPACING	30M
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	15M
	COLOUR	White (last 900M – 600M White and Red, last 300M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	60M
	COLOUR	White (last 600M Amber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	3M
	COLOUR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil
1	RWY Designator	26R
2	APPROACH LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
	Color	Approach Center: White, Approach Side Row: Red / sequential
3	THR LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	3M
	COLOUR	Green
	WBAR	Green
4	PAPI	
	(MEHT)	22.80M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 426.23M from THR
	INTENSITY	6.6A (5 Steps)

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING (CONT)**26R(CONT)**

5	TDZ LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	White
	SPACING	30M
	LENGTH	901.4M
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	14.8M
	COLOUR	White (last 887.5M – 591.1M White and Red, last 296.4M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	60M
	COLOUR	White (Last 600M Amber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Red
9	STOPWAY LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	60M
	COLOUR	Red
10	REMARK	Ni
1	RWY Designator	08L
2	APPROACH LIGHT	
	TYPE	CAT II / LED LIGHTS
	LENGTH	900M
	INTENSITY	6.6A (5 Steps)
	Color	Approach Center: White, Approach Side Row: Red
3	THR LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Green
	WBAR	Green
4	PAPI	
	(MEHT)	22.80M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 430.2M from THR
5	TDZ LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	White
	SPACING	30M
	Length	901M
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	14.8M
	COLOUR	White (last 887.7M – 591.5M White and Red, last 296.4M Red)
	INTENSITY	6.6A (5 Steps)

OJAI AD 2.14 APPROACH AND RUNWAY LIGHTING (CONT.)

08L(CONT.)

7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3664M
	SPACING	60M
	COLOUR	White (last 600M Amber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Red
9	STOPWAY LIGHT	
	TYPE	CAT II/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	60M
	COLOUR	Red
10	REMARK	Nil
1	RWY Designator	08R
2	APPROACH LIGHT	Nil
3	THR LIGHT	
	TYPE	Non-Instrument/LED Light
	INTENSITY	6.6A (5 Steps)
	COLOUR	Green
	WBAR	Nil
4	PAPI	
	(MEHT)	19M
	SPECIFICATIONS.	4 Units – 3 DEG – on both sides of RWY - 474.93M from THR
5	TDZ LIGHT	Nil
6	RWY CENTER LINE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	15M
	COLOUR	White (last 900M – 600M White and Red, last 300M Red)
	INTENSITY	6.6A (5 Steps)
7	RWY EDGE LIGHT	
	TYPE	CAT II/LED Light
	LENGTH	3660M
	SPACING	60M
	COLOUR	White (last 600M Amber)
	INTENSITY	6.6A (5 Steps)
8	RWY END LIGHT	
	TYPE	Non-Instrument/LED Light
	INTENSITY	6.6A (5 Steps)
	SPACING	9M
	COLOUR	Red
9	STOPWAY LIGHT	Nil
10	REMARK	Nil

OJAI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	ABN On top of Control TWR, FLG Green + White HN + IMC, during night and low visibility IBN over maintenance Hanger FLG GREEN QA HN + IMC, during night
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Edge: All TWYs curves / except H, K, L & M as they are equipped with reflective markers on curves Centre line: All TWYs
4	Secondary power supply switch-over time	Secondary power supply to all RWYs TWYs, NAV AIDS / Switch-over time: 0 SEC
5	Remarks	Nil

OJAI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	Remarks	