

**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 115/2025
01 FEB 2025

1. Insert the attached new or replacement pages dated 01 FEB 2025 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: A0515/24

4. AIP SUP is hereby cancelled: NIL

5. AIC is hereby cancelled: NIL

PAGES TO BE DESTROYED

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GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodromes charges

1) landing of aircraft;

- A. Landing charges shall be collected as per the maximum permissible Take-off weight for any aircraft according to the certificate of its air worthiness per each ton or part of a ton as follows:

Amman/Queen Alia International Aerodrome		
Rates per ton (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	2	563
Following 75 tons	3	845
Exceeding 100 tons	4	357

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Rates per ton (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	1	535
Following 75 tons	2	305
Exceeding 100 tons	2	561

The minimum landing charges are not less than 30 JD.

B. A surcharge of 35% of the charges prescribed in item (A) of this paragraph shall be collected for every landing or take off during night. Night is defined as the period between 30 minutes after sunset and 30 minutes before sunrise.

C. A surcharge of 10% of the charges prescribed in item (A) of this paragraph shall be collected against Air Traffic Control Services. The minimum ATC charges are not less than 15JD.

D. A charge of 50% of the landing charges prescribed in item (A) of this paragraph shall be collected on the following:

1. Helicopter Aircraft engaged in commercial flights.
2. Aircraft engaged in charter flights carrying tourists groups to the Kingdom.

E. A charge of 30% of the landing charges prescribed in (A) of this paragraph shall be collected on the following:

1. Aircraft engaged in non-commercial flights.
2. Foreign aircraft used for training or examining flight crew for the purpose of - acquiring licensed or ratings or testing of the aircraft and its equipment subject to the prior written approval of the Airport Director.
3. Aircraft engaged in aerial activities for the service of the state.

2) Parking and hangarage of aircraft;

2.1 parking charges outside hangers

A. Parking charges shall be collected according to the maximum permissible takeoff weight of any aircraft as indicated in the certificate of its Air Worthiness.

The first two hours of parking charges shall be exempted and this charge will be collected on every following hour as follows:

Amman/Queen Alia International Aerodrome		
Rates per ton (or part thereof) per hour (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	-	256
Following 75 tons	-	188
Exceeding	-	103

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Rates per ton (or part thereof) per hour (or part thereof)		
Description	JD	Fils
First 25 tons of Aircraft Weight	-	155
Following 75 tons	-	108
Exceeding	-	062

Provided that in any case, the minimum parking charges are not less than 15 JD.

B. In any case of submitting a request for parking for a period exceeding 72 hours, parking fees shall be collected according to the maximum permissible takeoff weight of any aircraft as indicated in the certificate of air worthiness for a period of 24 hours or part thereof as follows:

Amman/Queen Alia International Aerodrome		
Description	JD	Fils
1. For aircraft weight 5700KG or less	42	717
2. For aircraft weight 5701KG or more	85	434

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Description	JD	Fils
1. For aircraft weight 5700 kg or less	26	500
2. For aircraft weight 5701 kg or more	51	191

C. Rebates specified in items (D, E) of paragraph (1) shall be applicable of the aircraft parking charges.

2.2 parking charges inside hangers

A. Parking charges inside the hangers shall be collected according to the maximum permissible takeoff weight of any aircraft as indicated in the certificate of its air worthiness as follows:

Amman/Queen Alia International Aerodrome		
Hanger charges for the period of 24 hours (or part thereof) per ton (or part thereof)		
Description	JD	Fils
For the first 25 tons of Aircraft weight	4	357
For the following 75 tons	2	563
Exceeding 100 tons	1	282

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Hanger charges for the period of 24 hours (or part thereof) per ton (or part thereof)		
Description	JD	Fils
For the first 25 tons of Aircraft weight	2	561
For the following 75 tons	1	535
Exceeding 100 tons	-	768

Provided that in any case, the minimum collected parking charges inside the hangar be not less than 30 JD.

- B. Rebates specified in items (D, E) of paragraph (1) shall be applied on the charges applicable on the parking charges inside the hangars.

2.3 AIR BRIDGES (JET WAYS) CHARGES

A charge for the use of Air Bridge for embarkation and disembarkation to and from Aircraft shall be collected on every two-hour period (or any part thereof) as follows:

Amman/Queen Alia International Aerodrome:-		
Description	JD	Fils
1. For aircraft of 90 tons weight or more	102	521
2. For aircraft of less than 90 tons weight	68	347

Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome		
Description	JD	Fils
1. For aircraft of 90 tons weight or more	61	429
2. For aircraft of less than 90 tons weight	40	953

- 2.4 The issuance landing permit at Jordanian Civil Airports for non-scheduled flights per each landing 25 JD.
- 2.5 Aircraft arriving for maintenance shall be exempted from parking charges only provided that parking time does not exceed the period of 3 months.
- 2.6 Except otherwise stipulated in special agreements between the Government and other parties, 50% of the original charges realized according to the provisions of paragraph (1,2) excluding what is stipulated in items (D, E) of paragraph (1) shall be collected for aircraft operating to AQABA/King Hussein International Airport.

3) passengers service;

3.1 Amman/Queen Alia Aerodrome:-

- 3.1.1 Transit Passenger charge JD 5.980
- 3.1.2 Terminal User Charge JD 14.174
- 3.1.3 Passengers departing on international flight from Queen Alia International Airport are charged Forty Jordanian Dinars (JD 40) as sales tax on the ticket for regular flights and cash for charter flights.
- 3.1.4 Common User Terminal Equipment Charge : JD 2.315

3.2 Amman/Marka International Airport and Aqaba/King Hussein International Aerodrome

- 3.2.1 Transit Passenger charge JD 4
- 3.2.2 Common User Terminal Equipment Charge : JD 2.315
- 3.2.3 Passengers departing on international flight from Queen Alia International Airport are charged Forty Jordanian Dinars (JD 40) as sales tax on the ticket for regular flights and cash for charter flights.

4) security;

Article (6) Bylaw NR (7) of the year 2020 Advanced Passenger Information (API):-

- a. A fee for applying, implementing and operating the Advanced Passenger Information System and its supporting services shall be levied on Passengers in accordance with the following:
 - i. (1.750 JOD) one dinar and 750 fils for each Passenger arriving to or departing from the Kingdom.
 - 2- (1.250 JOD) one dinar and 250 fils for each Transfer or Transit Passenger.
- B. The fee set out in Paragraph (A) of this Article is imposed on the Transfer Passenger upon arriving to and departing from the Kingdom.
- C. Aircraft crews, extra crews, and children of two (2) years age and less are exempted from the fee set out in Paragraph (A) of this Article.

5) noise related items;

NIL

6) other

NIL

7) exemptions

- 7.1 Aircraft belonging to the United Nations or its specialized agencies, International and Regional Organizations.
- 7.2 Aircraft engaged in non-revenue flights, search and rescue operations or other humanitarian services.
- 7.3 Aircraft of official guests of the state.
- 7.4 Aircraft owned by recognized aeronautical clubs, institutions on reciprocal basis.
- 7.5 Government aircraft engaged in public services.
- 7.6 State aircraft engaged in the training of citizens or testing navigational aids or flight tests on condition that they obtain written approval of Chief Commissioner of Civil Aviation Regulatory Commission and to whom he delegates authority 24 hours before departure.
- 7.7 Emergency landing after take-off due to technical or weather reasons or on instructions issued by Civil Aviation Regulatory Commission.
- 7.8 Any other aircraft exempted by the Minister of Transport completely or partially according to certain circumstances recommended by the Chief Commissioner of Civil Aviation Regulatory Commission.

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Minimum safe height

→ Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; however, over cities, other densely populated areas and assemblies of persons, this height shall be at least 300 m (1 000 ft) above the highest obstacle within a radius of 600 m, and elsewhere at least 150 m (500 ft) above ground or water. Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flights conducted for special purposes, the local aeronautical authority may grant exemptions.

2. Dropping of objects

The dropping or spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. The local aeronautical authority may grant exemptions to the interdiction if no danger to persons or property exists. The dropping of mail is controlled by the Postal Authority or by the designated unit, in agreement with the aeronautical authority.

3. Acrobatic flying

Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of all persons on board. Acrobatic flights are prohibited at heights of less than 450 m (1 500 ft) as well as over cities, other densely populated areas, assemblies of persons, and airports. The local aeronautical authority may grant exemptions in individual cases. Acrobatic flights conducted in the vicinity of aerodromes without an ATS unit require special permission in addition to the air traffic control clearance.

4. Towing and advertising flights

Advertising flights with towed objects require permission from the local aeronautical authority in the area in which the applicant is a resident. Permission shall be granted only if:

- 1) the pilot holds the rating for towing;
- 2) the aircraft is equipped with a calibrated barograph for recording altitudes during flight;
- 3) during the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
- 4) the legal liability insurance also explicitly covers the towing of objects. The above applies to the towing of objects for other than advertising purposes and subparagraph 2) does not apply to aerial work of rotorcraft. Towing of gliders does not require permission, as the rating for towing will suffice.

For reasons of public safety or order and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

Advertising flights, where advertising consists only of inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

5. Time and units of measurement

Coordinated Universal Time (UTC) and the prescribed units of measurements shall be applied to flight operations. Units of Measurement used in aviation are contained in page GEN 2.1-1.

6. Airspace structure

For the performance of the flight information service and the alerting service, the Minister of Transport establishes flight information regions which are published in the AIP. Within the flight information regions, the Minister of Transport establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection ENR 1.4. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

7. Prohibited areas and flight restrictions

Jordan Armed Forces /RJAF establish prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic.
The areas are published in the AIP page ENR5.1-1

8. Cloud flights with gliders

Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

9. Take-offs and landings of aeroplanes, rotocraft, airships, powered gliders and parachutes outside aerodromes admitted for them

→ For take-offs and landings of aeroplanes, rotorcraft and airships, permission from the local aeronautical authority is required. For take-offs of powered gliders and gliders outside designated aerodromes, permission from the local aeronautical authority is required; however, for landings of powered gliders and gliders on a cross-country flight, permission is not required. This is to be applied analogously to landings of parachutists outside designated aerodromes.

The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or of other entitled parties.

10. Ascents of balloons, kites, self-propelled flying models and flying bodies

The ascent of a manned free balloon outside an aerodrome admitted for balloon ascents requires permission from CARC (local aeronautical authority).

→ The ascent of captive balloons is permitted only with the consent of the local aeronautical authority. For kites, this consent is required if they are held by a rope of more than 100 m (300 ft) in length. Kite ascents within the construction restriction zone of airports as well as within a distance of less than 3 km from the boundary of airfields and gliding sites are prohibited. The local aeronautical authority may grant exemptions.

The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, at spacings of 100 m (300 ft), by red/white flags during the day, and by red and white lights at night, in such a manner that it is recognizable to other aircraft from all directions.

The ascent of flying models of less than 5 kg total weight requires no permission, with the exception of rocket-propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the local aeronautical authority. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

11. Aerial photography

Aerial Photography over the entire territory of the Hashemite Kingdom of Jordan is strictly prohibited without special authorization from the Minister of Defense.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1 Introduction

- 1.1 The Altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Volume 1 Part 6 and is given in full below.
- 1.2 Transition altitudes are given on instrument approach charts.
- 1.3 QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts, and are available on request from air traffic services units, QNH values are given in Hectopascals (HPA). However they will be provided in Inches of mercury on request

2 Basic Altimeter Setting Procedures

2.1 General

- 2.1.1 The Transition Altitude is fixed at 13 000 FT AMSL and the Transition Level is fixed at FL 150 within Amman FIR.
- 2.1.2 Vertical displacement of aircraft at or below the Transition Altitude is expressed in terms of altitude. Vertical displacement of aircraft at or above the Transition Level is expressed in terms of Flight Levels. While an aircraft is passing through the Transition Layer, vertical displacement is expressed as altitude when descending, and as Flight Levels when climbing.
- 2.1.3 Flight Level Zero is located at the atmospheric pressure level of 1013.2 HPA (29.92"). Consecutive Flight Levels are separated by a pressure interval corresponding to 500 FT in the Standard Atmosphere below FL 290, and by a pressure interval corresponding to 1 000 FT above FL 290.
- 2.1.4 Simultaneous flight at both the Transitional Altitude and the Transition Level is permissible as a minimum of 2000FT separation exists between the two layers; however, level flight within the Transition Layers is not permitted.

2.2 Take-Off and Climb

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

2.3 Vertical Separation - En Route

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

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

Magnetic Track	000° - 179°		180° - 359°	
Flight Rules	IFR	VFR	IFR	VFR
Flight Altitudes		1 500		2 500
		3 500	4 000	4 500
	5 000	5 500	6 000	6 500
	Up to 13 000	Up to 11 500	Up to 12 000	Up to 12 500
Flight Levels	150		160	
	170		180	
	190		200	
	Up to 290		Up to 280	
	310		300	
	330		320	
	350		340	
	370		360	
	390		380	
	etc		etc	

2.4 Approach and Landing

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

2.4.2 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

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

2.5 Missed Approach

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

3. Description of Altimeter Setting Region

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

4. Procedures Applicable To Operators (Including Pilots)

4.1 Flight Planning

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

- In terms of flight levels if the flight is to be conducted at or above the transition level, and
- In terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

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

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

5. TABLES OF CRUISING LEVEL

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

TRACK											
FROM 000° - 179°						TO 180° - 359°					
IFR FLIGHTS			VFR Flights			IFR FLIGHTS			VFR FLIGHTS		
Flight Level	Altitudes		Flight Level	Altitudes		Flight Level	ALTITUDE		Flight Level	ALTITUDE	
	Meters	Feet		Meters	Feet		Meter	Feet		Meters	Feet
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	1500	5000	-	1700	5500	-	1200	4000	-	1350	4500
-	2150	7000	-	2300	7500	-	1850	6000	-	2000	6500
-	2750	9000	-	2900	9500	-	2450	8000	-	2600	8500
-	3350	11000	-	3500	11500	-	3050	10000	-	3200	10500
-	3950	13000	-	-	-	-	3650	12000	-	3800	12500
150			QAIA TMA APPROACH RADAR & AQABA APPROACH CLASS A,C AIRSPACE			160			QAIA TMA APPROACH RADAR & AQABA APPROACH CLASS A,C AIRSPACE		
170						180					
190						200					
210						220					
230						240					
250						-					
270			AMMAN LOWER SECTOR			260			AMMAN LOWER SECTOR		
290			CLASS A AIRSPACE			280			CLASS A AIRSPACE		
310						300					
330						320					
-			RVSM applied FROM FL 290			340			RVSM applied FROM FL300		
350			AMMAN UPPER SECTOR			360			AMMAN UPPER SECTOR		
370			CLASS A AIRSPACE			380			CLASS A AIRSPACE		
390						400					
410						430					
450						470					
490			RVSM applied UP TO FL 410			510			RVSM applied UP TO FL400		
530						550					
570						590					

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 2024 until DEC 10th 2026	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 2025 until JAN 31st 2027	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.