

AD 1. AERODROMES - INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1. General conditions under which aerodrome and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of real emergency or when special permissions has been obtained from Chief Commissioner of Civil Aviation Regulatory Commission.

Other aerodromes not listed in this AIP may be used only after permission has been obtained from the Chief Commissioner of Civil Aviation Regulatory Commission.

Military aerodromes in the Hashemite Kingdom of Jordan are the responsibility of the Royal Jordanian Air Force. Prior Permission is required before use by civil operators.

1.1 Landing made other than at an international aerodrome or a designated alternate aerodrome.

1.1.1 All aircraft entering Jordan territory shall land at a customs airport and shall on departing from the territory leave from a customs airport unless authorized to fly over the territory without landing. If an aircraft not being authorized to land in Jordanian territory is compelled to land due to bad weather or any other force majeure, it must land at the nearest customs airport. If any aircraft is compelled to land outside a customs airport, the pilot in command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

1.1.2 The pilot in command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft to the previous landing, contact between other persons on the one hand and passengers and crew on the other is a voided;
- b) Cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones or fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.2 Traffic of persons and vehicles on aerodromes

1.2.1 Demarcation of Zones

The grounds of each aerodrome are divided into two zones:

- A) A public zone comprising the part of the aerodrome open to the public; and
- B) A restricted zone comprising the rest of the aerodrome.

1.2.2 Movement of Persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome.

The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty.

The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air traffic regulations and the special rules laid down by the person responsible for the management of the aerodrome.

1.2.3 Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance.

Drivers of vehicles, of whatever type, operating within the confines of the aerodrome, must respect the direction of the traffic signs and the posted speed limits and generally comply with the provisions of the Highway Code and with instructions given by the competent authorities.

1.3 Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome, are not the responsibility of the state or any concessionaire, they cannot be held responsible for loss or damage, which is not incurred through action by them or their agents.

1.4 Landing, parking or storage of aircraft on Jordanian aerodromes

the conditions under which aircraft may land, and be parked, housed or otherwise dealt with any of the aerodrome under the control of the administration of the Hashemite kingdom of Jordan are set out in the Civil Aviation Law , 2007 (Law 41) .

a) The fees and charges for the landing, parking or housing of aircraft, as notified from time to time, shall be those published in the AIP, or by NOTAM. The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CARC at any aerodrome under the control of the CARC shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CARC for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the CARC on demand.

b) The CARC shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the CARC within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CARC shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) The government of Jordan does not accept any responsibility for loss or damage to aircraft or components thereof when on ground. Pilots in command or their designated representatives are required to complete a form indemnifying the government against all claims for any loss or damage, however caused.

e) In the case of Amman /Queen Alia International Airport, operators staging regular services through that airport may sign a general form of indemnity covering all their actual or projected operations.

2. Applicable ICAO documents

The standards and Recommended Practices of Annex 14, Volume I, is applied.
For differences Ref Page GEN 1.7-5, and GEN 1.7-6.

3. Civil use of military air bases

Nil

4. CAT II / III operations at aerodromes

Not applicable

5. Friction measuring device used and friction level below which the runway is declared slippery when it is wet.

For the friction measuring devices used, see AD 1.2. Where only water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place, and the runway will be reported as being "WET".

6. Other Information

Nil