



ICAO

الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



ATM SG/11 & CNS SG/14

19-23 Oct. 2025 **MEETINGS** Abu Dhabi, UAE



ATM SG/11 Meeting & CNS SG/14

Ensuring Airspace Safety and Resilience in Amman FIR under Regional Conflict



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Jordan's Model of Hybrid Procedures and Civil–Military Coordination



Introduction

Heightened regional security tensions and cross-border military activity posed unprecedented challenges to Jordan's airspace management in June 2025. In response to the escalating risks, Jordan implemented a complete closure of its airspace, suspending all arrivals, departures, and overflights within the Amman FIR (OJAC).

This report provides a detailed account of the objectives, procedures, coordination mechanisms, outcomes, and lessons learned from the response undertaken by the Jordan Air Navigation Service Provider (JANS) under the supervision of the Civil Aviation Regulatory Commission (CARC).



Objectives of executing contingency measures

In managing the contingency situation within Amman FIR during the June 2025 regional conflict, the following objectives were established:

1. **Protection of Civil Aviation**
2. **Dynamic Contingency Management**
3. **Transparent Communication**
4. **Operational Continuity with Safety Priority**
5. **Contribution to Global Best Practice**



Doc 10084

Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones



- Ensuring that ATS does not issue clearance to aircraft to enter conflict zone.
- State responsible for provision of ATS over impacted airspace near conflict zone is responsible for making required assessment to identify relevant hazard and potential hazard to the civil operation and take required mitigation to ensure the safety of the aircraft will not be compromised.
- In case of armed conflict or potential armed conflict, the relevant military of that State should have close coordination with ATS and operation on that area should be subject to Security risk assessment (ATS, States, Operator). Based on assessment, required measures should be implemented to meet the requirement of acceptable level.
- Coordination between Military, Security and ATS is mandatory to take required action



Doc 10084

National authorities provide their national operators with threat-related information, aviation-specific risk analyses or issue a recommendation based on this information. Some States also provide warnings, e.g. in the form of AIP Supplements, NOTAMs or AICs, about destinations and flight routes outside the State's own airspace.



Development of Operational Procedures

Based on Doc 10084 During the regional escalation in June 2025, Amman TACC (Terminal Area Control Centre), in close and continuous coordination with ADOC and under the oversight of the Civil Aviation Regulatory Commission (CARC), implemented phased contingency measures to safeguard civil aviation operations in Amman FIR (OJAC).

The procedures evolved from initial full closures to refined hybrid/dynamic measures, aligned with the JANS Risk Assessment of 13 June 2025, which highlighted a wide spectrum of hazards. These ranged from direct airborne threats (missiles, drones, GPWS spoofing and jamming) to systemic risks such as electronic warfare, surveillance degradation, and sudden rerouting. This broadened risk picture informed the decision to implement hybrid and dynamic procedures rather than prolonged blanket closures.”

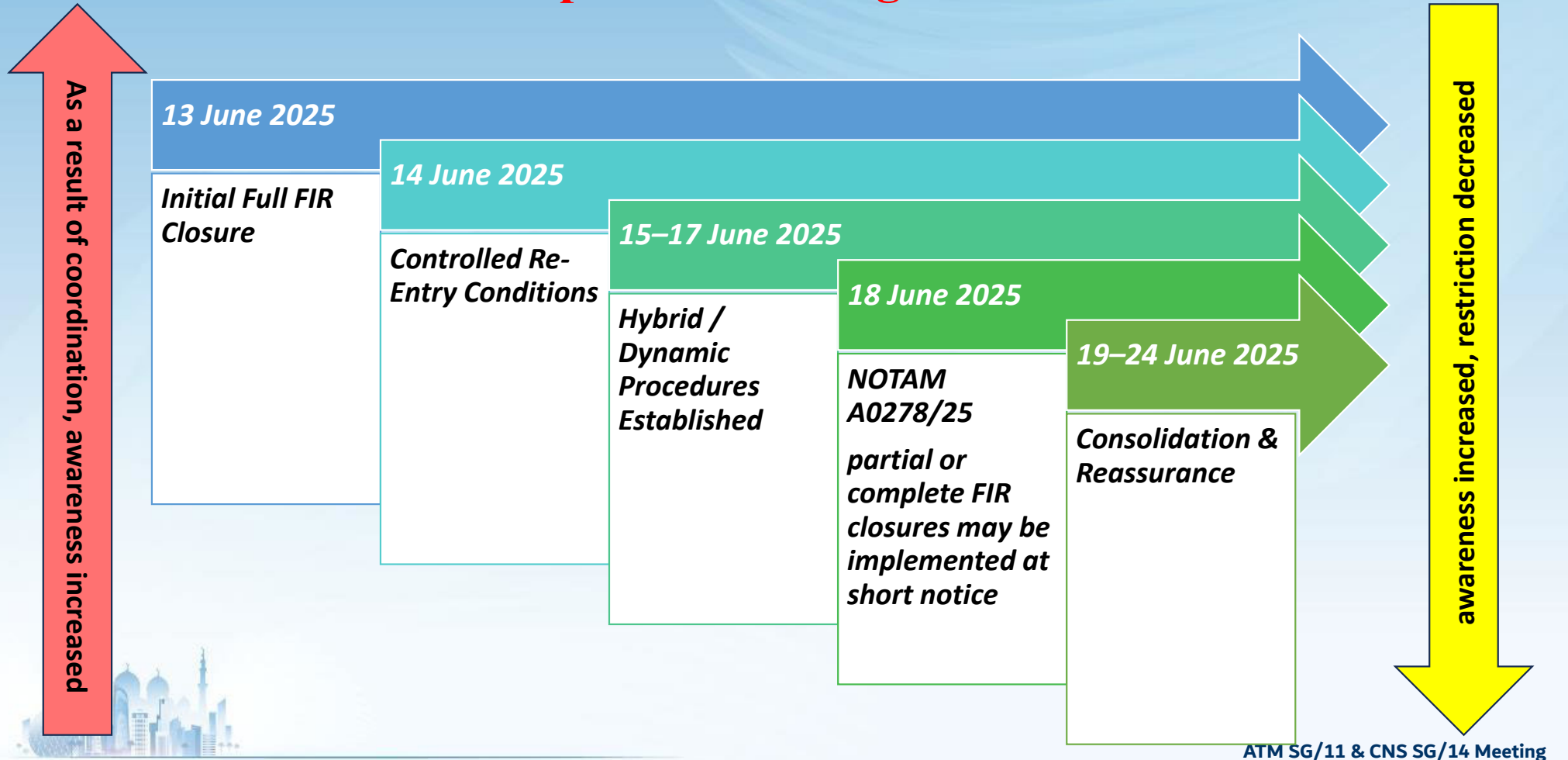


Actions:

- Closure of Amman FIR at early stage
- Real-time Civil–Military Coordination
- Development of Hybrid/Dynamic Procedures to support short notice closure
- Conduct Risk Assessment;
- Coordination with national airline
- Additional Fuel Contingency Requirements
- Coordination with adjacent FIRs, ICAO MID and CCT
- Issue NOTAMs, if required
- Resumption of Scheduled Airline Operations



Operational Progress



Contingency impact on operation:

- Passenger traffic dropped from 27,397 to 18,622 daily.
- Overflights declined from 285 to 192.
- Daily flights were reduced from 237 to 141.
- Cargo tonnage decreased from 124 to 74 tonnes.



Lessons Learned

- Civil–Military Integration.
- Application of Hybrid Contingency Models.
- Importance of Pre-Approved NOTAM Templates.





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THANK YOU

