



CIVIL AVIATION REGULATORY COMMISSION (CARC)
JORDAN

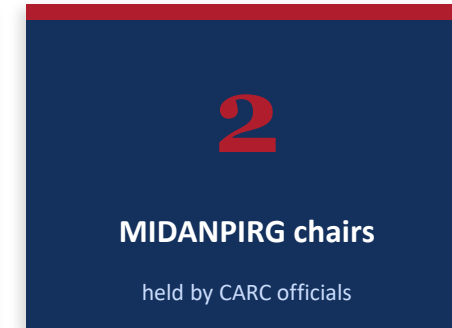
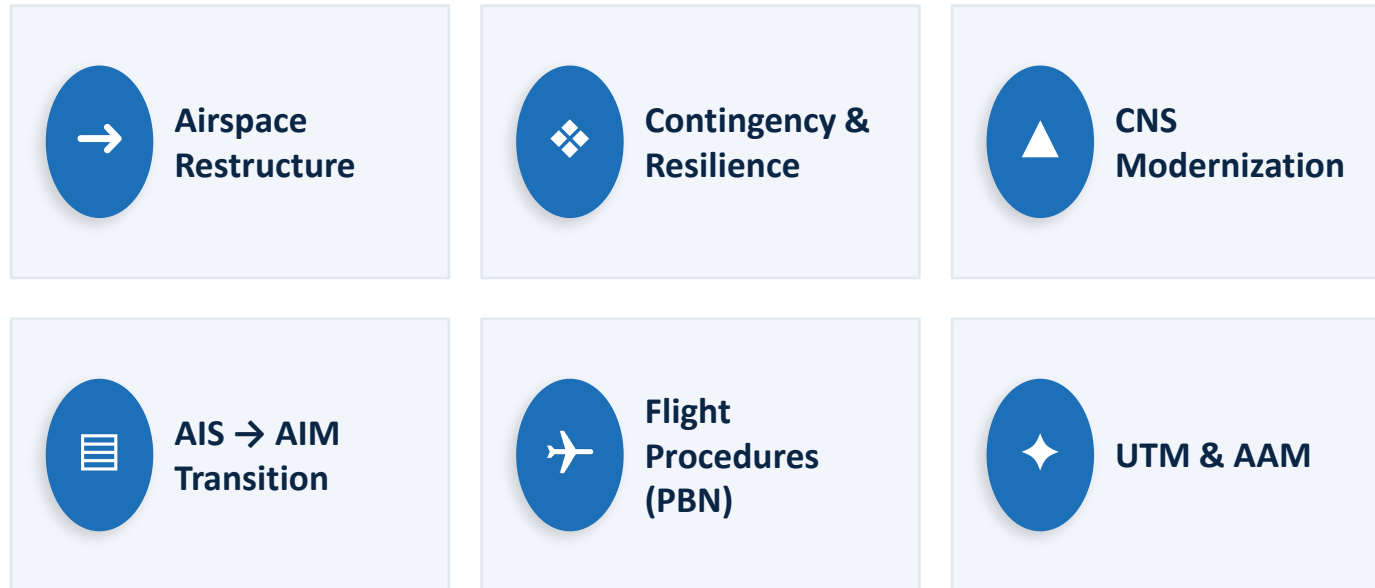


Jordan — Air Navigation Services JANS

Success Stories of 2025

Jordan ANSP at a Glance

In 2025 Jordan advanced its air navigation system on every front — a restructured Amman FIR, modernized CNS infrastructure, an accelerating AIS-to-AIM transition, and exceptional operational resilience — while passenger traffic crossed 10 million for the first time and Jordan took on regional leadership within MIDANPIRG.



- Domains covered**
- Amman FIR (OJAC) — civil/military airspace
 - Queen Alia (OJAI), Marka (OJAM), Aqaba/King Hussein (OJAQ)
 - Provider: Jordan Air Navigation Services (JANS)
 - Regulator: Civil Aviation Regulatory Commission (CARC)

Jordan contributions to ICAO Programme since (2025)



Chair — MID CNS Sub-Group



Chair — Safety Enhancement Implementation Group (SEIG)

- Jordan hosted SEIG/7 (Amman, Oct 2025).



NANP Task Force established at CARC

- Following the ICAO MID assistance mission, a national NANP Task Force was formed.

Meetings hosted in Amman, 2025



AIM SG/11 & AIMDP TF/1

22–23 January 2025



PBN SG/10 & IFP Provision Workshop

10–11 December 2025



SEIG/7 (RASG-MID safety)

12–16 October 2025



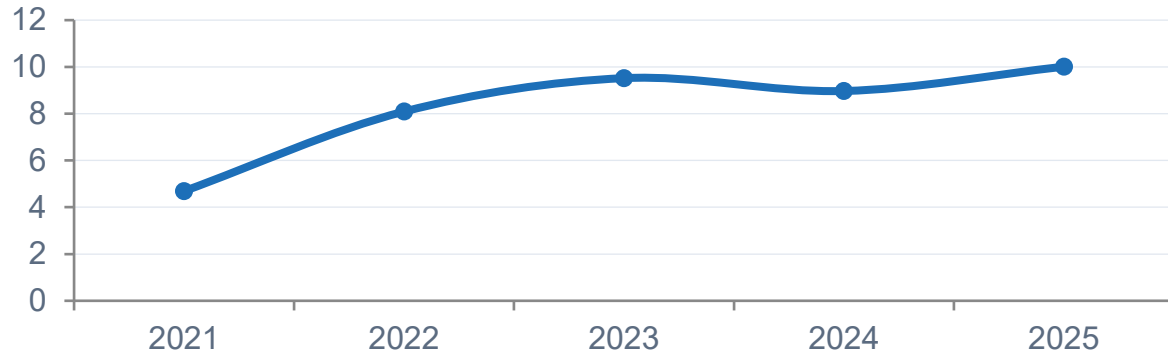
ICAO MID NANP assistance mission / workshop

27–29 May 2025

Unfortunately the regional participation has reduced due to engagement of the team in the contingency situation

A Record Year for Jordanian Aviation

Passengers — All Jordanian Airports (millions)



10.01M

Passengers 2025

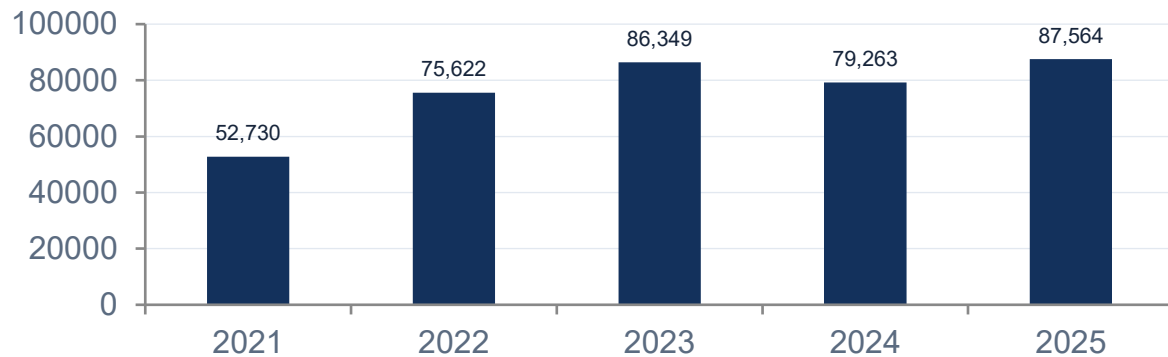
first time above 10 million

87,564

Aircraft movements

highest in 5 years

Aircraft movements — All Jordanian Airports



+11.6%

Passenger growth

2025 vs 2024

+10.5%

Movement growth

2025 vs 2024

Amman FIR Airspace Restructure



New airspace procedures — implemented

- Published 4 September 2025; effective 2 October 2025.



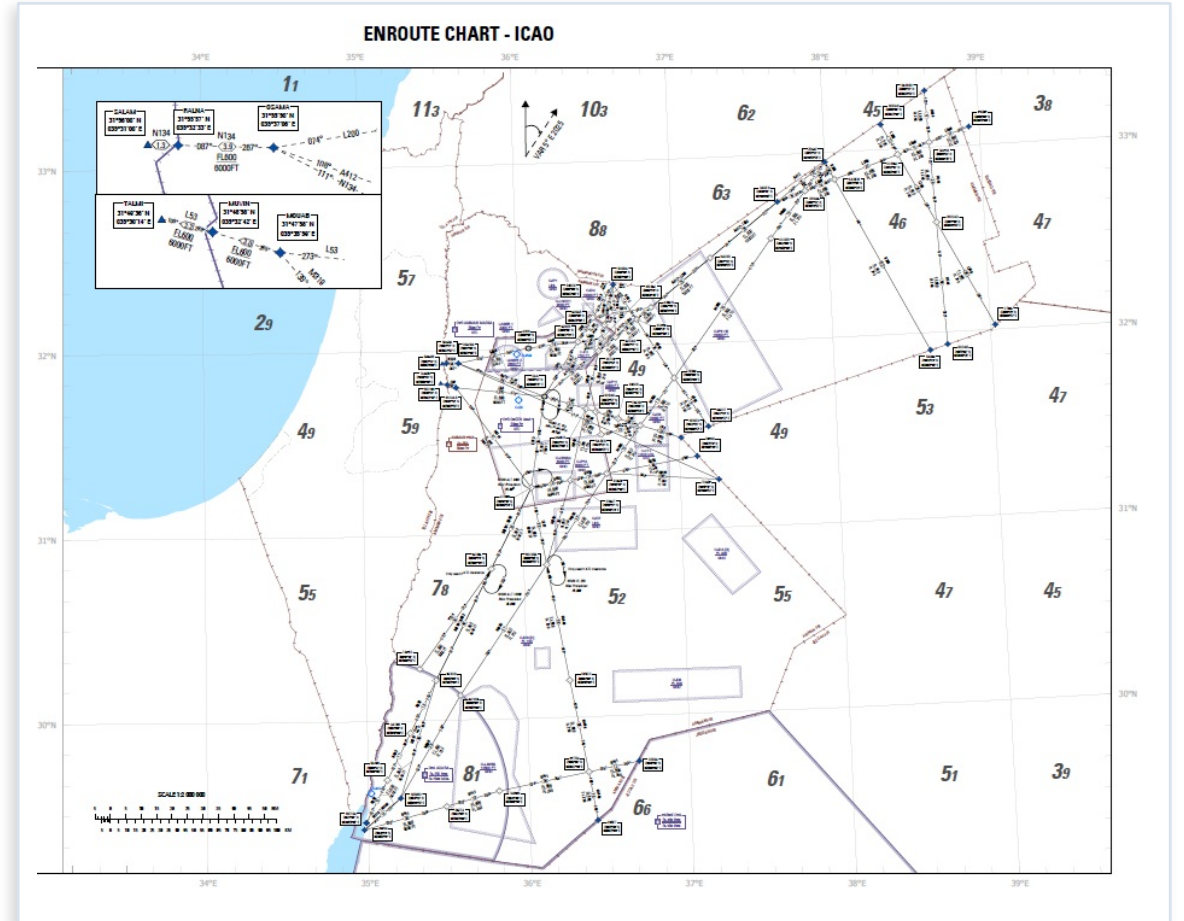
Modernization project — completed (100%)

- Redesign of approach, departure and en-route procedures; budget JOD 2.07M (2023–2025).



Compliance

- Fully aligned with ICAO provisions and the MID Regional Air Navigation Plan.



ICAO Enroute Chart — Amman FIR (OJAC)

Safeguarding Amman FIR Under Regional Conflict

June 2025 — Jordan's model of hybrid procedures and civil–military coordination (JANS under CARC), applying ICAO Doc 10084 (Risk Assessment for Operations Over/Near Conflict Zones).



Decisive action

Complete, controlled closure of Amman FIR (OJAC) — arrivals, departures and overflights suspended as risk escalated.



Dynamic management

Hybrid procedures and continuous, security-risk-based reassessment to **reopen** airspace safely and progressively.



Civil–military coordination

Real-time coordination with military and the MID Contingency Coordination Team; NOTAMs and cross-border communication.



Outcome

Civil aviation protected; operational continuity restored with safety first — cited as a contribution to best practice.

Eliminating Deficiencies — Jordan's Progress

3

Resolved & verified

contingency · terrain · obstacle data

0

Priority-A remaining

all priority-A items cleared

1 Apr 2026

Syria contingency

effective — ICAO Annex 11

Resolved & verified

- ✓ **Contingency agreement** — Signed with the Syrian Arab Republic, effective 1 April 2026 (ICAO Annex 11, §2.3.1). [ATM]
- ✓ **Digital aeronautical / terrain data** — Required terrain data sets fully provided and verified (ICAO Annex 15). [AIM]
- ✓ **Digital obstacle data** — Required obstacle data sets fully provided and verified (ICAO Annex 15). [AIM]

Outstanding — 1 item

World Aeronautical Chart (WAC) 1:1 000 000
ICAO Annex 4, §16.2 — priority B (first reported Feb 2008).

Corrective action: CARC is currently in active coordination with the **Royal Jordanian Geographic Center** to finalize the issuance of the WAC and ensure full compliance with the relevant AIM requirements.

Target completion: December 2027

All required mitigation measures implemented in accordance with ICAO provisions and applicable regional guidance; eliminations submitted to ICAO

CNS Modernization



Navigation — new VOR & ILS

- New VOR and ILS installed and fully operational at King Hussein Airport (Aqaba). ILS upgrade complete (100%).



Resilience — DME/DME (2026)

- DME/DME network of 12 stations underway to support RNAV/RNP and reduce GNSS dependency.

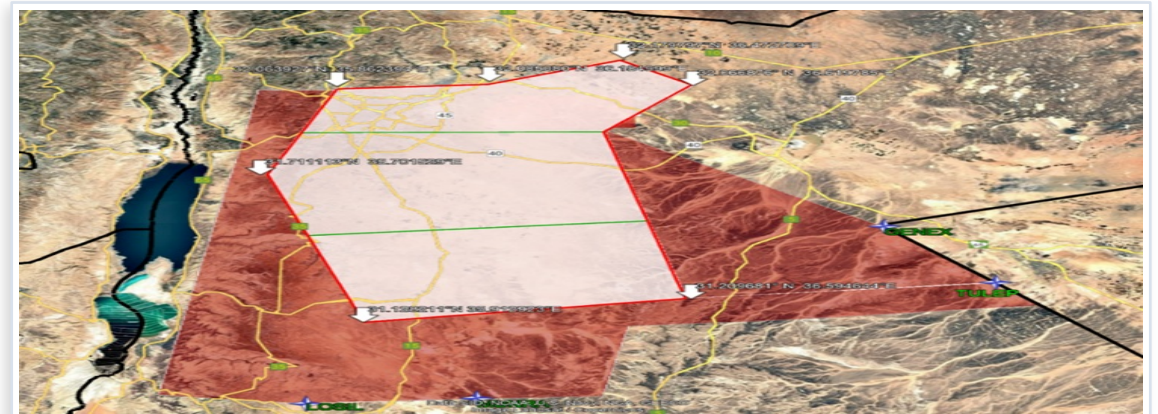


Regional role

- CARC chairs the MID CNS Sub-Group; high AMHS implementation maturity.



Doppler VOR (DVOR) — Aqaba (OJAQ)



DME/DME coverage — southern Jordan

CNS / ANS Projects Portfolio

Project	Period	Status	Cost (JOD)
WAM/MLAT surveillance — Aqaba & southern Jordan	2025–26	Ongoing · 95%	1,971,769
Jordanian airspace modernization (procedures & airways)	2023–25	Complete · 100%	2,068,719
ILS landing system upgrade	2024–25	Complete · 100%	956,579
Air navigation system — DME network (12 stations)	2025–26	Ongoing · 25%	1,640,365
Aviation surveillance / MET system upgrade	2025–26	Ongoing · 50%	949,907
Radio communication system upgrade	2024–25	Complete · 100%	650,000

JOD 8.2M+

Total CNS investment

across the 2023–2026 portfolio

Highlights

- 3 of 6 projects delivered; 3 in progress.
- 100% radar coverage of Jordanian airspace achieved.
- Executed by CARC under the Ministry of Transport.

Full Radar Coverage — WAM/MLAT

100%

Radar coverage
of Jordanian airspace

19

WAM/MLAT sites
southern region & Aqaba



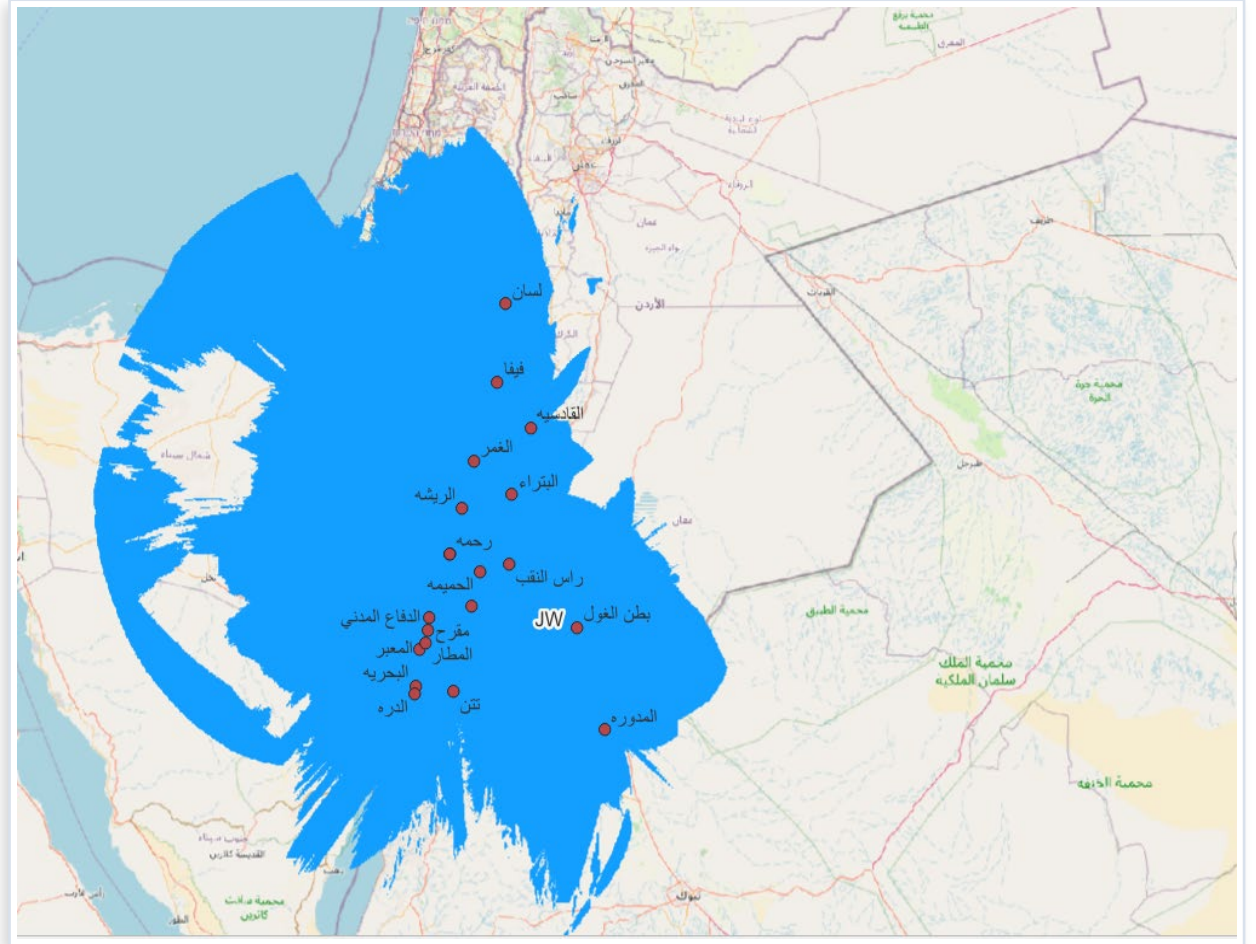
Target area

- Southern region / Aqaba — closing lower-airspace coverage gaps (95% complete).



Benefit

- Greater capacity, reduced separation and improved safety; supports the Aqaba economic zone.



WAM/MLAT surveillance coverage — Amman FIR

AIS-to-AIM Transition



GAP analysis completed

- CARC completed a comprehensive AIS-to-AIM gap analysis against ICAO Annex 15 / PANS-AIM.



FPD & eTOD implementation

- Specialists engaged for Flight Procedure Design and electronic Terrain & Obstacle Data.



National collaboration

- Work with the National Geodetic body on terrain/obstacle data (TOD); hosted AIM SG/11 in Amman.

Why it matters

- AIM is the largest field of MID air-navigation deficiencies (~42%).
- Digital data (eTOD, AIXM) underpins PBN, SWIM and FF-ICE.

Flight Procedure Programme & PBN



IFP packages reviewed & recommended for approval

- MIDFPP reviewed and recommended approval of Instrument Flight Procedures for OJAI, OJAM and OJAQ — with flight-validation reports.



PBN momentum

- Jordan hosted PBN SG/10 & the IFP Provision Workshop (Amman, Dec 2025).



Capacity building

- Specialists engaged for in-house procedure-design capability at CARC.

OJAI

Queen Alia Intl

OJAM

Amman City

OJAQ

King Hussein

- Procedures designed to ICAO PANS-OPS (Doc 8168).
- Flight-validated and recommended for publication.
- Supports RNAV/RNP approaches and CCO/CDO operations.

National Air Navigation Plan (NANP)



ICAO MID assistance mission → national framework

- NANP workshop (27–29 May 2025) with the ICAO MID Office



Governance

NANP Task Force formed at CARC to lead development and implementation.



ASBU-aligned

Built on ICAO's ASBU methodology and Six-Step Performance-Based Approach (Doc 9883).



Scope

Airspace redesign, CNS/ATM upgrades, ATFM, CO₂ monitoring and AAM integration.

Challenges & Risk Mitigation

GNSS interference (jamming/spoofing)



DME/DME reversion, GNSS performance monitoring, NAV-MON preparedness.

Funding gaps for ANS projects



Phased investment plan; align with NANP priorities and regional support.

Radar / surveillance coverage



WAM/MLAT expansion (19 sites) and ADS-B; lower-airspace gaps largely closed.

AIM deficiencies (eTOD, QMS, AIXM)



Dated CAPs in MANDD; NDIP submission by 31 Dec 2026.



A Year of Delivery — and a Platform for 2026

In 2025 Jordan delivered safe, resilient and modern air navigation
a restructured FIR, 100% radar coverage, advanced AIM and PBN



Civil Aviation Regulatory Commission (CARC) — Jordan · Jordan Air Navigation Services (JANS)