

Airport Filming in Jordan: Production Checklist Guide

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Purpose: This checklist elaborates on key steps for filming at Jordan's three primary airports—Queen Alia International Airport (QAIA), King Hussein International Airport (AQJ), and Amman Civil Airport (Marka). Use it to ensure compliance, efficiency, and rebate eligibility under the Royal Film Commission - Jordan (RFC). Stress is placed on airport-specific requirements to minimize disruptions in high-security environments. All items are actionable; mark as completed during pre-production.

1. Location Options Overview

Select the appropriate airport based on scene type, traffic needs, and budget. QAIA suits high-volume scenes; AQJ offers flexibility; Marka fits niche aviation shots.

- Queen Alia International Airport (QAIA): Primary hub near Amman (35 km south). Ideal for busy terminal and tarmac scenes with natural crowds. Coordinate early with Airport International Group (AIG) for access to 4 terminals, lounges, and apron. Note: High traffic (15M+ passengers/year) requires peak-hour scheduling.
- King Hussein International Airport (AQJ): Aqaba-based (southern Jordan). Best for controlled interiors, cheat shots, and isolated exteriors. Lower traffic (1M+ passengers/year) allows flexible blocking. Proximity to Red Sea adds scenic value for exteriors.
- Amman Civil Airport (Marka): Central Amman site for general aviation. Suited for VIP/chartered flight sequences. Limited scale but easy runway access; post-1983, focuses on private ops.

Tip: Scout all three via RFC virtual tours. Prioritize QAIA for realism, AQJ for cost savings (20-30% lower fees).

2. Mandatory Permissions

Submit applications 10-15 days in advance via RFC portal. Bundle requests for all three airports if multi-site shoot. Airport authorities enforce strict timelines.

- Royal Film Commission - Jordan (RFC): Obtain overall location approvals and script review. Flag sensitive airport content (e.g., security zones at QAIA).
 - For QAIA: Submit detailed terminal breakdowns to AIG.
 - For AQJ: Include Aqaba-specific environmental impact notes.
 - For Marka: Attach Civil Aviation Regulatory Commission (CARC) pre-approval.
- Ministry of Interior / Ministry of Transport: Secure security clearances and equipment permits (drones, radios).
 - Background checks for crew accessing airside at all sites.
 - Drone ops: CARC approval mandatory; restricted near QAIA runways.

- Airport Authorities:
 - QAIA: AIG permit for zones like check-in halls; military nod for tarmac.
 - AQJ: Aqaba Airports Company for interior flexibility; easier for night shoots.
 - Marka: Ministry approvals for apron; no public terminals.
- Military Supervision: Required for restricted areas (airside/baggage).
 - QAIA: On-site armed overseers during all secure shoots.
 - AQJ: Optional but recommended for Red Sea-adjacent exteriors.
 - Marka: Essential for runway ops due to proximity to urban Amman.

Transition Note: Permissions feed into security; incomplete docs delay all three airports equally.

3. Security & Clearance Requirements

Provide docs 7 days pre-arrival. Local Jordanian fixer mandatory for sponsorship at QAIA and AQJ; Marka requires extra civil aviation vetting.

- Submit passport copies for entire crew (100+ members typical).
- Local fixer/company sponsorship letter, emphasizing RFC ties.
- Security background checks: Full for QAIA airside; partial for AQJ interiors.
- Equipment list with serial numbers (cameras, lights, drones).
- Advance approval for comms devices/wireless systems.
 - QAIA: Strict RF spectrum checks via AIG.
 - AQJ: Simplified for low-traffic zones.
 - Marka: Focus on aviation radios.

Stress Point: QAIA's international status heightens scrutiny—expect 48-hour holds if incomplete.

4. On-Site Access Guidelines

Adhere to zoned access; violations void permits. Escorts mandatory at all three airports.

- Define movement zones: Terminals, check-in, gates, lounges, apron, tarmac.
 - QAIA: Restricted to landside without AIG escort; airside needs military.
 - AQJ: Full interior access with company guide; tarmac flexible.
 - Marka: Limited to hangars/runway; no passenger areas.
- Issue safety vests, badges, temporary IDs via airport ops.
- Prohibit filming immigration/security/surveillance unless pre-approved.
 - All sites: Blurring mandatory for faces in background.

Transition: Access ties to costs—plan zones to optimize fees across airports.

5. Cost Components

Budget 15-25% for airport fees. QAIA highest; AQJ lowest. Route through Jordanian entity for rebates.

Cost Item	QAIA Estimate (JOD)	AQJ Estimate (JOD)	Marka Estimate (JOD)	Notes
Location Fees	5,000-10,000/day	2,000-5,000/day	1,500-3,000/day	Per zone; scales with hours.
Coordination Charges	1,000	500	750	AIG/Aqaba Company fees.
Security/Supervision	2,000+ (military)	1,000	1,500	On-site personnel.
Overtime/Night Shoots	1.5x base	1.5x base	1.5x base	After 8 hours.
Parking/Equipment	500/truck	300/truck	400/truck	Unit vehicles.
Reservation Fees	3,000/gate	1,500/gate	N/A	Exclusive access.
Airside Permits	2,500	1,000	2,000	Vehicle/gear.

- Verify all via RFC quote tool.
- Stress: QAIA's scale inflates totals—budget extra for crowds.

6. Rebate & Financial Structuring

Leverage Jordan's 45% cash rebate (2025 update). Eligible for all three airports if local spend >30%.

- Route costs through Jordanian entity (e.g., Celluloid Pact).
- Prepare docs: Invoices, crew lists, payment proofs.
- Optimize billing for rebates—target 20-30% savings.
 - QAIA: High spends qualify easily.
 - AQJ: Cost-efficient baseline boosts rebate ROI.
 - Marka: Niche shoots still eligible.

Transition: Finances support logistics—align budgets early.

7. Operational Logistics

Plan 2-week scouting. Coordinate with airlines for aircraft access.

- Conduct scouting/technical surveys.

- QAIA: Focus on terminal flow.
- AQJ: Interior cheat setups.
- Marka: Runway staging.
- Crowd control: Extras for QAIA; minimal for AQJ/Marka.
- Lighting/power restrictions in terminals.
- Schedules for loading/equipment movement.
- Safety briefings per department.
- Airline coordination for parked planes.
 - All sites: 24-hour notice.

8. Filming at Specific Airports

Detailed protocols per site. Stress differences for seamless execution.

Queen Alia International Airport (QAIA)

- Leverage natural crowds for authenticity.
- AIG coordination: Pre-approve all zones.
- Military approval for restricted areas (e.g., baggage claim).
- Ideal for: Chase scenes, arrivals/departures.

King Hussein International Airport (AQJ)

- Exploit low traffic for quick setups.
- Time-blocking ease: Full-day exclusives possible.
- Privacy focus: No public interference.
- Ideal for: Isolated dialogues, interiors.

Amman Civil Airport (Marka)

- Secure ministry/CARC for aviation specifics.
- Cinematic staging in limited spaces.
- Runway access for vehicle work.
- Ideal for: Private jet/VIP sequences.

9. Scheduling & Turnaround

- 10-15 days for approvals; +5 for military.
- Synchronize airside with flight ops.
 - QAIA: Avoid peaks (mornings/evenings).
 - AQJ: Year-round flexibility.
 - Marka: Urban adjacency aids quick turns.

10. Deliverables & Documents to Prepare

- Script excerpts for airport scenes.

- Storyboard/shot list.
- Crew list/roles.
- Equipment manifest.
- Public liability insurance (min. JOD 100K coverage).
- Proposed schedule/movement plan.
 - Tailor per airport: Detailed for QAIA.

11. On-Ground Execution

- Daily meetings with authorities.
- Track crew movements via apps.
- Continuous supervision (airport/military).
- Real-time flight adjustments.
 - QAIA: High vigilance.
 - AQJ: Relaxed oversight.
 - Marka: Focus on aviation safety.

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