



1. GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO standards, recommended practices and procedures.

2. Algiers FIR:

- Algeria has adopted the standard airspace classification (A-B-C-D-E-F-G) but **only airspace classes A, D, and E are in practice within Algiers DAAA FIR**. For more information (external link):
<http://www.sia-enna.dz/PDF/AIP/ENR/ENR2/ENR2.1.pdf>
- Geographical limits :
North: Marseille, Barcelona and Seville FIR.
South: Niamey FIR- Dakar FIR.
West: Casablanca FIR. **East:** Tunis FIR, Tripoli FIR.
- ATC is provided in **ENGLISH** or **FRENCH**:
 - **DAAA_CTR** :Algiers Radar & FIS
(127.3 -132.45 – 125.7 – 125.40-124.6– 131.3 - 124.10).
 - **DAAG_APP**: Algiers Approach (121.4)
 - **DAAG_TWR**: Algiers Tower (118.7)
 - **DAAG_GND**: Algiers Ground (121.8)
 - **DAAG ATIS**: Algiers ATIS (128.525)
- All **departure clearances** come from Algiers Radar and are **issued only during the taxi**.
- The **RVSM is implemented in Algiers DAAA FIR** in the airspace between FL 290 and FL 410.



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- Within RVSM airspace the vertical separation minimum shall be:
 - a) 1000ft between:RVSM approved aircraft.
 - b) 2000ft between: Non-RVSM approved aircraft and any other aircraft.
 - c) All eastbound flights with **mag. heading (000°-179°)** are requested to fly an **odd flight level (FL290, FL310, FL330 etc.)**.
 - d) All westbound flights with **mag. heading (180°-359°)** are requested to fly an **even flight level (FL320, FL340 etc.)**.
- **North of the Algerian RVSM Airspace:**
 - All Traffic entering Algiers FIR from the North (Marseille FIR, Barcelone FIR, Seville FIR) must be at an ODD Level (290-310-330-350-370-390-410).
 - All traffic leaving Algiers FIR to the North (Marseille FIR, Barcelone FIR, Seville FIR) must be at an EVEN Level (300-320-340- 360-380- 400).
 - **Mandatory Entry and Exit Points:**
 - **MOUET:**R/UR34 **LUXUR:**UM134
 - **CIRTA:**A/UA605, UM605**MOGIL:**B/UB 31
 - **SALMA:**G/UG 6, UN 854**BUYAH:**A/UA27, UN855
 - **REQUIN:**G/UG 26, UM 986**SADAF:**A/UA 29, G/UG 30, UN 856
 - **KAMER:**R/UR978, UV 508**LABRO:**A/UA6, A/UA31
 - **DOLIS:**B734 / UN736**HAMRA:**A/UA34
 - **OTARO:**A/UA 24, UM 989**LUXUR:** UM134
 - **CARBO:** UA44**LIGUM:** UB738
 - **PECES:** UB16 (**only an exit point**)
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- **West of the Algeria RVSM Airspace:**
 - All traffic entering Algiers FIR from the West (Casablanca FIR) must be at an ODD FL (290-310-330-350- 370-390-410).
 - All traffic leaving Algiers FIR to the West (Casablanca FIR) must have an EVEN FL (300-320-340-360-380-400).
 - **Mandatory Entry and Exit Points:**

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- **ORSUP:A/UA411ARIAM:UL102, UM999**

- **East of the Algerian RVSM Airspace:**

- All traffic entering Algiers FIR from the East (Tunis FIR – Tripoli FIR) must be at an EVEN FL (300-320-340-360-380-400).

- All traffic exiting Algiers FIR to the East (Tunis FIR – Tripoli FIR) must be at an ODD FL (290-310-330-350-370-390-410).

- **Mandatory** Entry and exit points:

- **KAWKA:G/UG14DAFRI:V/UV18**
- **MORJA:A/UA 411KRIMA:V/UV71**
- **TBS:UA31/UG864IMN: UB727/UR985/UJ25/UJ24/UJ41**
- **DIMAO :W/UW254TWARG/DJA**

- **South of the Algerian RVSM Airspace:**

- All traffic heading north entering Algiers FIR from the South via **Mandatory** Entry and Exit points

- **IKTAV-KIRMI-TOBUK-ERKEL-EREBO** must be at an EVEN FL (300-320-340-360-380-400).
- **INAMA - ZAWAT - TERAS - MOKAT - IPOBA - USRUT - SBITA - BRENA** must be at an ODD FL (290-310-330-350-370-390-410).

- All traffic heading to the south leaving Algiers FIR via

- **IKTAV-KIRMI-TOBUK-ERKEL-EREBO** must be at ODD FL (290-310-330-350-370-390-410).
- **INAMA - ZAWAT - TERAS - MOKAT - IPOBA - USRUT - SBITA - BRENA** must be at an EVEN FL (300-320-340-360-380-400).



3. DAAG Algiers Airport

- RWY 23 and RWY 27 are **Right-Hand Circuit**.
- **Transition Level:** FL050 / **Transition Altitude:** 3940 ft
- In general, two runways are used simultaneously
 - Landing RWY 09 / take-off RWY 05.
 - Landing RWY 23 / take-off RWY 27.
- CIRCLE-TO-LAND not authorized south of airport
- During the approach to:
 - **Runway 09:** expect clearance to proceed MAR NDB or SMR NDB.
 - **Runway 23:** expect clearance to proceed ZEM VOR or LIMON.
 - **Runway 05:** expect clearance to proceed ZEM VOR
 - **Runway 27:** expect clearance to proceed ZEM VOR.
- Depending on your destination, flight plans **outbound DAAG** must have the following exit points from DAAA FIR :
 - **Departing North :** LABRO - SADAF - MOGIL - PECES - OTARO - REQIN
 - **Departing East :** MORJA
 - **Departing North-West :** TARIK - CARBO - ORSUP
- **AIP charts can be found here:**
<http://www.sia-enna.dz/CARTES/CARTETout.htm>

4. Radar control and SSR codes

- Radar vectoring is available only within Algiers approach and Algiers radar.
- The radar separation minima provided between aircrafts should be during:
 - Approach: **07 nm**.
 - En-route: **10nm**.



- Special SSR codes
 - 7500: Hijacked (**forbidden in IVAO**),
 - 7600: Communication failure,
 - 7700: Emergency.
 - 2000 : Uncontrolled IFR Flight.
 - 7000 : Uncontrolled VFR Flight.
 - SSR codes 75xx, 76xx, and 77xx should not be used.

5. Visual flight rules VFR

- En-route VFR flights shall not be operated:
 - a) Above FL200
 - b) At transonic or supersonic speeds
 - c) With direct (DCT) route in the flight plan except if the flight distance is **too short**.
 - d) When the ATC for the relevant airport decides it (traffic rush periods).
 - e) From sunset to sunrise.
- VAC charts can be found here:
<http://www.sia-enna.dz/CARTES/CARTETout.htm>
- For more information:
<http://www.sia-enna.dz/PDF/AIP/ENR/ENR1/ENR1.2.pdf>

6. Special requirements for simulation

- Traffic using only text mode for communication with connected ATC should execute received instructions before readback.



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- VFR flights should be flown with day time set on the flight simulator for visual navigation during night flights.
- All VFR and IFR traffic should check for the presence of ATC service for the relevant airport before starting the engines.
- Taxi without any clearance is allowed only when there is no active ATC position (DAAA_CTR included) for the relevant airport.
- For more information, please refer to AIP Algeria (SIA-ENNA) :
<http://www.sia-enna.dz/> .