

LOP

Local Operations Procedures

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Casablanca Mohammed V
(GMMN)

General

Airspace Boundaries and Classes

Airspace	Owner	Class	Vertical Boundary
ATZ Casablanca	GMMN_TWR	D	SFC - 2 000 ft
CTR Casablanca	GMMN_APP	D	SFC - 2 000 ft
CTA Casablanca	GMMN_APP	D	2 000 ft - FL 65
TMA Casablanca	GMMN_APP	D	FL 65 - FL 195
SECTEUR NORD	GMMM_N_CTR	G C G	SFC - FL 195 FL 195 - FL 460 FL 460 - UNL

ATS Stations

Logon	ID	Callsign	Frequency	Remarks
GMMN_CTR	MVR	Mohammed V Radar	121.300 MHz	event position
GMMN_APP	MNA	Mohammed V Approche / Mohammed V Approach	119.900 MHz	
GMMN_TWR	MNT	Mohammed V Tour / Mohammed V Tower	118.500 MHz	
GMMN_GND	MNG	Mohammed V Sol / Mohammed V Ground	130.600 MHz	
GMMN_RMP	MNP	Mohammed V Planner	121.000 MHz	event position
GMMN_DEL	MNC	Mohammed V Delivery	121.700 MHz	event position
GMMN_ATIS	MNI	Mohammed V information	126.300 MHz	

Aerodrome Geographical Data

Data	Value
ARP	N33°21.85' / W7°34.90'
Aerodrome Location	16 NM S of Casablanca
Elevation at ARP	656 feet
Magnetic Variation	1.0° West
Transition altitude	4 000 ft

Radio Navigation & Landing Aids

Type	Ident	Name	Frequency	Remarks
ILS 35R	INR	-	109.900 MHz	3° GP, Cat III
ILS 17R	ICAS	-	108.300 MHz	3° GP, Cat I
ILS 35L	INL	-	110.700 MHz	3° GP, Cat III
VOR/DME	BNS	BEN SLIMANE	117.450 MHz	-
NDB	CAE	BEN SLIMANE	275 kHz	-
VOR/DME	CBA	CASABLANCA	116.900 MHz	-
NDB	CAE	DAOUARAT	345 kHz	-
NDB	HA	EL TANK	301 kHz	-
NDB	SAK	CASABLANCA	413 kHz	-
VOR/DME	SLK	CASABLANCA	112.500 MHz	-

Published Holding Procedures

FIX	Maximum Altitude	Minimum Altitude	Inbound Course	Direction of Turns	Use / Remarks
KOTAG	FL130	4000 ft	261º	Left	Clearance limit RW35
DEVNO	FL130	4000 ft	070º	Left	Clearance limit RW35
SLK	FL130	6000 ft	345º	Left	
CMNX1		3800 ft	165º	Right	EOSID 17L
CMNX2		3800 ft	165º	Right	EOSID 17R
CMNX3		3300 ft	345º	Left	EOSID 35L

FIX	Maximum Altitude	Minimum Altitude	Inbound Course	Direction of Turns	Use / Remarks
CMNX4		3300 ft	345º	Left	EOSID 35R
BIRVO	13000 ft	4000 ft	108º	Right	
NSR	9000 ft	3600 ft	345º	Left	
CAE	13000 ft	7000 ft	261º	Left	
NASRO	13000 ft	6000 ft	177º	Right	
SAK	13000 ft	3000 ft	114º	Right	

Runways

RWY	ILS	NDB	VOR	LOC
17L		✓		
35R	✓	✓	✓	✓
17R	✓	✓		✓
35L	✓	✓	✓	✓

Runways	Dimensions	Magnetic Bearing	Threshold Elevation
17L/35R	3,717 x 45 m	165° / 345°	633 m / 656 m
17R/35L	3,711 x 45 m	165° / 345°	640 m / 656 m

Declared Distances

RWY	TORA	ADSA	TODA	LDA
17L	3,717 m	4,617 m	3,777 m	3,717 m
35R	3,717 m	4,117 m	3,777 m	3,717 m
17R	3,717 m	4,601 m	3,771 m	3,711 m
35L	3,717 m	4,011 m	3,771 m	3,711 m

Mohammed V Ground

IFR Procedures

Clearance Format

The aircraft should be issued clearance on the correct SID, and the ATIS information should be confirmed if it is not provided by the pilot. GND shall use the following phraseology:

“ RAM220, Mohammed V Ground, cleared to Moscow, TOLSI 3D Departure, climb to FL 50, squawk 6423.

Vectored Departure

Usually, runway headings and an initial climb of 4000 feet should be used. Other coordinations are always possible. Assign the appropriate heading in the tag.

Start-up

When start-up clearance cannot be given immediately in the IFR clearance, where the TOBT differs from the TSAT, or the pilot is not ready for start-up within the next 5 minutes, start-up must be organized around the TSAT. This also applies when start-up is requested during pushback. Pushback clearance shall only be approved after start-up and must be coordinated based on the TSAT.

Phraseology guide

Low traffic (2am sandbagging)

Pilot: Request IFR clearance...

ATC: Start-up approved, cleared to DEST...

Pilot: Request start-up to DEST

ATC: Start-up approved, cleared to DEST...

Medium traffic (average staff-up)

Pilots: Request IFR clearance...

ATC: If EOBT in next 5 minutes: startup approved, cleared DEST

Pilot: Request start-up to DEST

ATC: Start-up approved, cleared to DEST... (assume now = TOBT = TSAT ; ie. no delay)

High traffic (events)

Pilot: Request IFR clearance...

ATC: Cleared to DEST...

- Provide pilot with TSAT after readback if different from TOBT

Pilot: Request start-up to DEST

- If TSAT in next 5 minutes:

ATC: Start-up approved, cleared to DEST

- Else provide TSAT

At Casablanca, it is common for start-up to be issued on its own, as the standard procedure is to automatically provide start-up when there are no delays between the TOBT and TSAT, even if the pilot has not yet requested it. Therefore, controllers must use good judgment and refer to CDM to review TSATs before granting start-up clearance.

VFR Coordination

TWR only approves VFR start-ups. GND must coordinate with TWR to approve them. Likewise, this responsibility is delegated to DEL, if online, and remains subject to the aforementioned authorization.

“ GND: Tower, Ground
TWR: Go ahead
GND: SPGCE, for circuits
TWR: Approved as standard

GND: Tower, Ground
TWR: Go ahead
GND: CNTMD, VFR flight plan to Rabat
TWR: Approved via KOSAD, 2000ft

Further [VFR procedures](#) are contained in the TWR section and should be reviewed in parallel.

Pushback

The pushback direction depends on the location of the aircraft and runway configuration.

I

RAM810D, pushback approved, face south, runway 35L.

RAM810D, pushback and startup approved, face south, runway 35L.

There is no standard pushback direction. It is recommended to maintain unidirectional apron circulation: clockwise for Runway 35 operations and counterclockwise for Runway 17 operations. Exceptions apply to stands positioned near opposing traffic flow, such as Stands J1 and E1, which should exit via Taxiway M to prevent traffic buildup and improve flow efficiency.

A380 traffic must avoid Zone 1 between Stands E12 and E2 due to limited wingtip clearance near remote stands and the terminal. A380s parked at J1 and E1 must also exit via Taxiway M. There are no pushback restrictions from Stand J15, and aircraft may exit via any taxiway.

Controllers are encouraged to use conditional clearances, and apply a combination of long/short pushbacks as well as push-and-pull operations to enhance apron efficiency. Creativity in managing these procedures is key to maintaining optimal flow.

Taxi

Taxiway Usage and Restrictions

Taxiway T is always used to taxi towards the holding point of the active departure runway. Apron circulation depends on the runway in use: during Runway 35 operations, circulation is clockwise, while during Runway 17 operations, circulation is counterclockwise.

Controllers may deviate from the recommended apron circulation, except during Low Visibility Procedures (LVP), when circulation must be maintained in one direction. Caution must be exercised to avoid conflicts between arriving traffic and traffic exiting the apron. Deviation from the recommended flow should only occur if an aircraft is significantly closer to the opposite exit and the time saved justifies the change.

Low Visibility Procedures

During LVP, a maximum of three aircraft are allowed to manoeuvre on the airport grounds at any given time. Only one aircraft may operate on the same apron zone's taxiway at a time.

The second aircraft may begin taxiing only when:

- The first outbound traffic reports on Taxiway T3 if the second aircraft is in Zone 1,
- On Taxiway T2 if the second aircraft is in Zone 2, or
- Is aligned and ready for takeoff if the second aircraft is in Zone 3.

Inbound traffic must report on stand before another aircraft can taxi within the same apron zone.

Intersection R-T

During Runway 35 operations, traffic on Taxiway T has priority over traffic exiting Zone 3 via Taxiway R. To avoid conflicts, traffic on R must be instructed to hold short of T.

If significant buildup occurs on Taxiway S, traffic on Taxiway T may be instructed to hold short of R to allow TWR to refine the departure sequence and facilitate intersectional departures via R ahead of full-length departures. Traffic shall be instructed to standby on TWR frequency, and when there is no more traffic on R, they may continue to Taxiway S as normal.

For any traffic via R, GND is responsible for confirming with the aircraft if they are able to take R1 (when there is a buildup of traffic). If yes, this should be written in the tag remarks for TWR to see.

Parking Positions

Terminal 1	Terminal 2		Zone 3
ACA	THY	MAC	RAM
ANE	KAC	MSR	RXP
QTR	SZN	TUB	SVW
RAM	RAM	GJT	SWT
IBE	UAE	VRE	TAY
UAE	ACA	DLH	GEC
RXP	ETD	AFR	
		TRA	
		TVF	

Mohammed V Tower

Airspace

Tower is responsible for all aerodrome movements on runways and their associated taxiways and all operations within the Casablanca ATZ below 2000 ft.

Tower shall also ensure separation between IFR aircraft that are arriving at and departing the aerodrome, as well as provide traffic information about VFR flights operating within the aerodrome traffic zone.

Casablanca ATZ reaches up to 2000 ft AMSL and is surrounded by the Casablanca CTR owned by Casablanca Approach (APP).

Departures

Runway Usage

Tower determines the direction of operations. Runway configurations should not be mixed and arrivals and departures should remain segregated.

Up to a tailwind component of less than or equal to 7 KT, RWY 35R/L is to be used. By default, 35R/17L are reserved for takeoff and 35L/17R are reserved for landing.

From 2300 to 0600 LT, nighttime restrictions are in effect. For takeoffs, Runway 17L/R shall be used when the tailwind component is 7 knots or less. Landings are not restricted; however, Runway 35L/R shall be prioritized for landings when the tailwind component is up to 7 knots.

Route Separation

Departure routes that converge or temporarily overlap for a segment are subject to minimum route separation restrictions. During light traffic operations, departures should maintain 7 NM of separation to avoid potential conflicts in TMA airspace. However, during peak departure times, TWR may reduce separation to the minimum wake turbulence or runway separation requirements to maximize runway throughput.

Runway 35L/R:

Following ⇒ Leading ↓	ESALA SADIC TOLSI	FOBAC NIKZO VONCI	LACAJ	LAKAM ODAXA	RAVOL
ESALA SADIC TOLSI	7 NM		5 NM		
FOBAC NIKZO VONCI		7 NM			5 NM
LACAJ	5 NM		7 NM		
LAKAM ODAXA				7 NM	5 NM
RAVOL		5 NM		5 NM	7 NM

Runway 17L/R:

Following ⇒ Leading ↓	ESALA TOLSI	FACAS MABOG	FOBAC NIKZO VONCI	LACAJ	LAKAM ODAXA	RAVOL	SADIC
ESALA TOLSI	7 NM						5 NM
FACAS MABOG		7 NM	5 NM	5 NM			
FOBAC NIKZO VONCI		5 NM	7 NM	5 NM			
LACAJ		5 NM	5 NM	7 NM			
LAKAM ODAXA					7 NM	5 NM	
RAVOL					5 NM	7 NM	
SADIC	5 NM						7 NM

A separation of 5 NM is applicable when the succeeding aircraft has the potential to outperform the preceding aircraft. This separation is only valid for diverging SIDs that temporarily converge during the early segments of the departure. For other cases, a route separation of 5 NM is recommended to prevent conflicts during turns but may be waived or adjusted at the controller's discretion.

When a faster aircraft follows a slower one, the basic separation should be increased by 2–4 NM for each performance group difference, depending on the aircraft's speed.

Intersection Departures

Intersectional departures are available via Taxiways R and M, depending on the optimal departure sequence. TWR must instruct the pilot to join the intersection, with pilot agreement required regardless of aircraft type. Helicopters may depart from any runway intersection up to the runway end (e.g., Runway 17L departure via R1).

Frequency Change

All IFR aircraft shall, by default, receive frequency change approval during takeoff clearance unless otherwise coordinated with APP. If reduced separation is applied between successive departures, or if TWR decides to keep an aircraft on frequency to provide traffic information about other aircraft, the frequency change may be delayed.

“ RAM220, runway 35R, cleared for takeoff, wind 070 degrees, 12 knots. When airborne, contact Mohammed V Approach, 119.9.

Arrivals

Separation

APP is responsible for maintaining longitudinal separation between arrivals until touchdown. If separation minima are breached, TWR must instruct the pilot to go around. In such cases, coordination with APP is strongly recommended.

The minimum separation between two aircraft approaching the same runway is 7 NM or the applicable wake turbulence separation, whichever is greater. When in contact with TWR, radar separation between arrivals can be reduced to 3 NM, provided wake turbulence separation is not required. If visibility exceeds 10 km and the cloud ceiling is above 2500 ft, separation may be further reduced to a minimum of 2.5 NM for specific pairs of aircraft on the same final approach track within the vicinity of the aerodrome.

If minimum separation is likely to be infringed, TWR may apply speed reduction to maintain separation. However, caution is required, as this may disrupt the arrival flow. Therefore, continuous coordination between APP and TWR is highly recommended.

If speed control alone cannot resolve the conflict, aircraft may be instructed to maintain separation visually. This can only be done in VMC and with the pilot's agreement. If no other solution is practical, the succeeding aircraft shall be instructed to go around.

Dependencies

Due to their proximity, the parallel runways are considered as a single runway for the purpose of runway separation. For example, if there is approaching traffic on Runway 35L, a takeoff clearance on Runway 35R can be issued until the arriving traffic reaches approximately 3 NM final, provided the departing aircraft has completed line-up and begins its takeoff roll immediately. 3 NM is a recommendation and can be ignored, provided the controller ensures runway separation at all times. In the event of a missed approach, radar separation must be ensured between IFR flights, requiring TWR to actively manage separation and coordinate with APP to resolve potential conflicts.

A takeoff or landing clearance does not need to be withheld if the corresponding runway is clear. However, a takeoff on the other runway must be aborted if runway separation cannot be maintained. For departures following an arrival, takeoff clearance on the parallel runway can be issued as soon as the arriving aircraft has touched down. This clearance can be given earlier if careful observation of aircraft positions suggests a low likelihood of a go-around (e.g., approaching below minimums, stable approach, calm wind, etc.).

During parallel runway operations, controllers must ensure no aircraft initiates the takeoff roll between 3 NM final and the threshold of the departure runway. To prevent potential conflicts during a missed approach, the takeoff roll must begin before any inbound on the alternate landing runway reaches 3 NM final.

Visual Swingover

A visual swingover (visual approach) from Runway 35L to 35R is permitted if traffic conditions allow or if a go-around is anticipated due to insufficient visual separation or runway separation for the preceding aircraft to vacate the runway in time. The pilot must have 35R in sight before being cleared for the visual approach. In case of a missed approach, a new instruction must be issued. The standard missed approach procedure shall require the pilot to maintain runway heading and climb to 4000 ft.

“ RAM220, cleared visual approach runway 35R, maintain visual separation from ATR 72 on approach to runway 35L

in the event of missed approach, climb runway heading to 4000 ft.

Missed Approaches

In the event of a missed approach, APP must be informed immediately via TopSky or VCCS. Aircraft shall be instructed to climb runway heading to 4000 ft. Any deviation from standard procedures must be coordinated with APP in advance, except when TWR takes action to reestablish separation. In such cases, APP shall be informed as soon as practical.

Instructions to carry out a missed approach may be given to avert an unsafe situation. When a missed approach is initiated, cockpit workload is inevitably high. Any transmissions to aircraft going around should be brief and kept to a minimum.

“ RAM810D, go around.

RAM810D, climb runway heading to 4000 ft, contact Mohammed V Approach 119.9.

Once the traffic has acknowledged the instruction and is observed to be safely climbing away, they shall be handed off to APP.

In the event of a risk that the go-around aircraft may overtake the departing aircraft, altitude restrictions shall be issued to the departing aircraft to ensure separation. If separation is infringed, relevant traffic information and avoiding action instructions shall be provided to each aircraft as necessary.

The standard procedure is to stop the departing aircraft's climb at 3000 ft and have both aircraft turn 30 degrees in opposite directions to reestablish separation. The handover to APP takes place once separation is assured. The next departure requires a subject release from APP. Departures shall not be permitted to commence their take-off roll until separation with go-around traffic is assured.

VFR Procedures

Initial Clearance

The initial call will be directed to GND (or DEL if online). The adjacent controller must coordinate with TWR to communicate their intentions. TWR approves all VFR operations within the airspace, including entry and/or exit, circuits, practice area use, or cross-country departures.

Once TWR grants approval to the controller below, or if the responsibility is referred back to TWR with GND temporarily delegating part of the taxiway to the runway holding point (e.g., Taxiways L and R to Runway 35R in which case GND responsibility on taxiway T is restricted until T2 short of R), start-up is automatically approved for the pilot, who will then receive clearance.

If TWR instructs GND to provide both start-up clearance and *departure instructions, GND may do so. Otherwise, GND will approve start-up and taxi, and TWR will issue further instructions upon initial contact before departure.

Traffic exiting the zone or departing controlled airspace shall be assigned a discrete SSR code along with their startup clearance and must have an active flight plan.

SCE, startup approved, squawk 3626, *after departure, right turn to KOSAD when able, not above 2000 ft

Coordination

All VFR aircraft wishing to exit the zone must be coordinated with and approved by APP. Start-up shall not be approved until APP has granted approval or issued a subject release (e.g., a void or clearance validity time).

Circuit Instructions

Circuit Operations may include various exercises such as touch-and-go, low approach, missed approach, stop-and-go, and full-stop landing, either while in the circuit or prior to departure. If the circuit or airport is busy, these exercises may not be approved due to traffic conditions.

Circuit exercises are performed at a standard altitude of 1000 ft AGL (1700 ft AMSL). By default, all circuits are approved at this altitude. However, for performance reasons, aircraft such as turboprops may request a circuit altitude of 2000 ft to remain within the ATZ.

All circuits are conducted to the west of the airport by default:

- Left-hand circuits for Runway 35.
- Right-hand circuits for Runway 17.

“ TMD, cleared left-hand circuit, runway 35L, 1700 ft, squawk 7000.

If all parameters of the clearance align with the standard VFR traffic circuit, the instructions can be omitted, including the standard VFR non-discrete squawk code, to keep radio transmissions short and simple. If the pilot appears unsure, controllers should provide the full and explicit clearance on frequency.

The runway used for VFR circuits depends on the traffic situation. If there is a continuous stream of IFR arrivals, circuits should be performed on the departure runway. Conversely, during departure peaks, circuits should be performed on the arrival runway to avoid obstructing either flow. Additionally, aircraft are allowed to depart from the active departure runway and enter the alternate runway's traffic circuit once airborne. Controllers should dynamically adjust runway usage to maximize efficiency and ensure safety in all situations.

Helicopters

Helicopters shall be instructed to air taxi, hover taxi, or ground taxi to the active runway holding point unless otherwise requested by the pilot. They may also take off from a manoeuvring area,

including a helipad, and must be informed of any hazards or obstructions. Control instructions, such as a required turn or heading after takeoff, may also be issued. All ramps are controlled, and helicopters are not permitted to take off at their discretion unless cleared otherwise.

“ Helicopter HECZ, there is a tower northeast of your location at 200 ft, wind calm, cleared for takeoff from Taxiway L.

Arrival/Approach

Before landing, VFR traffic will establish initial contact with APP within the CTR. If the airspace is very busy, TWR may instruct APP to have the traffic remain outside the ATZ temporarily or orbit. TWR shall provide approval to APP for the frequency change and subsequently clear the VFR traffic into the circuit for landing, providing the pilot with a sequence number.

“ APP: Tower, Approach TWR: Go ahead APP: ECGAT, inbound from northeast, request full stop TWR: Approved	APP: Tower, Approach TWR: Go ahead APP: ECGAT, inbound from northeast, request full stop TWR: Remain outside the ATZ until further advised
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VFR Hold

VFR holds should be performed abeam the aerodrome's midfield. Subject to coordination and approval with APP, aircraft may be instructed to remain outside the ATZ due to traffic.

Low Visibility Procedures

The three LVP phases are:

Factor	Preparation State	In-force Stage	Termination Stage
RVR	1500m or less	Less than 800m	More than 1500m AND increasing
Cloud Base	Less than 300ft	Less than 200ft	More than 300ft AND increasing

“ RAM1415, runway visual range 650 metres, 700 metres and 600 metres, wind 070 degrees, 12 knots, runway 35L, cleared to land.

Arriving aircraft should be given the easiest taxi route to allow them to clear the localiser-sensitive area expeditiously.

Landing clearance shall not be issued until:

- Preceding landing aircraft has vacated the localiser-sensitive area.
- Preceding departing aircraft is airborne and has passed over the localiser antenna (DER).

The minimum longitudinal separation between aircraft in the approach sequence increases to 15 NM.

The Localiser Sensitive Area in front of an arriving aircraft shall not be infringed from the time it is 2 NM from the touchdown unit it has completed its landing roll.

During Take-off in CAT II/III condition, the Localizer Sensitive Area in front of a departure aircraft shall not be infringed from the time take-off clearance is issued until the aircraft has departed and passed over DER/the stop end of the runway.

Mohammed V Approach

Airspace

Mohammed V Approach (APP) is in charge of all traffic within the Casablanca TMA as well as the Casablanca CTR and is required to offer approach control services to aircraft from the time and location at which arriving aircraft are transferred from Casablanca ACC until control is transferred to TWR, departing aircraft on specific routes are transferred from TWR until they are transferred to Casablanca ACC or until an aircraft is clear of controlled airspace.

Approach provides services suitable for approach control tasks and ensures uniform separation between Special VFR and IFR flights as well as between Special VFR flights.

CTR/TMA/CTA

APP is responsible for the Casablanca TMA, which extends vertically from FL65 to FL195 and is comprised of two subsectors: the Mohammed V CTA and the Rabat CTA, with vertical limits of 2000 ft to FL65 and 1500 ft to FL65, respectively.

Mohammed V CTA is managed by Mohammed V Approach, while Rabat CTA is managed by Rabat Approach, and, when offline, APP assumes responsibility for top-down coverage. Radar coverage in the Rabat CTA is limited; therefore, procedural separation must be applied within this airspace. The Casablanca CTR, which surrounds the Casablanca ATZ, has vertical limits defined from surface to 2000 ft.

All flight information services within the lateral limits of the Mohammed V CTA shall be provided by APP, while services within the horizontal limits of the TMA but outside the vertical limits of the Rabat CTA shall be provided by ACC.

Separation Minima

Separation between aircraft shall always be equal to or greater than the required minima. Within the TMA, excluding the Rabat CTA or any area lacking radar coverage, APP shall apply a radar separation minimum of 10 NM between all aircraft.

Departures

The initial climb shall be FL50. After departure, traffic shall contact APP. All departures shall be climbed to FL150, or to the request LVL if lower, and transferred to ACC (NOR), except for southerly departures, which shall be transferred to SOU and are to be handed off 2 minutes prior to reaching the vertical or lateral limits of the TMA.

The controller may coordinate a higher Transfer Flight Level (XFL) with ACC, up to FL190, when unable to initiate the transfer of control and communications in a timely manner, in order to support continuous climb operations and avoid level-offs. Coordination is required and should ideally be conducted via Automated Coordination Messages (TIP or HOP). Speed restrictions below FL100 may be cancelled by Approach in order to increase separation. When issuing deviations off track are required, APP shall ensure departures are above MRVA or are able to maintain visual separation from the terrain.

Rabat (GMME)

Departures to Rabat on the ESALA route shall be transferred descending to FL70 when reaching ESALA, as they approach the lateral limits of the Rabat CTA. Arrivals to Rabat that do not transit the Mohammed V CTA shall be transferred directly to GMME and released, subject to the discretion of ACC. Top-down coverage shall be provided by APP if Rabat Approach is offline, with arrivals transferred when approaching the TMA in stack along airways, descending to FL70 in accordance with MEA.

The initial climb for Rabat departures is FL60. However, where possible, GMME departures should always be accommodated for further climb by coordination with adjacent sectors. Typically, at least FL100-FL130 shall be approved for sequential departures climbing in stack of 2000 ft respectively, to avoid level-offs and minimise time spent outside radar coverage. If transiting the TMA to EAS, departures shall be coordinated climbing FL240. Alternatively, if all parties agree and traffic permits, departures may be approved unrestricted.

Rabat departures are automatically released when climbing and transiting the TMA, where outside the horizontal limits of the Mohammed V CTA. NOR provides the departure release and coordinates with APP for southbound departures climbing into the horizontal limits of the Mohammed V CTA for airspace crossing in order to provide a shortcut. Otherwise, southbound departures shall receive delay vectors by ACC until they are above FL160 for TMA crossing within the horizontal limits of Mohammed V CTA.

Where possible, and subject to APP approval, the standard cleared level for airspace crossing is FL110 climbing, coordinated by NOR. This level may be adjusted as needed by coordination. If ACC is offline, APP assumes full responsibility for the TMA within its vertical limits, and GMME shall coordinate with APP for departure releases and handoffs.

Arrivals

Arrivals shall be transferred descending to FL160, and transfer of control shall take place no higher than FL200 when approaching the CTA boundary, or at the TMA boundary if the requested LVL is

below FL160, or as otherwise coordinated. The TMA is delegated above FL160 to ACC, and traffic transiting the TMA above that level shall remain under ACC control.

Arrival separation standards are as follows:

- 10 NM: Standard separation between arrivals.
- Minimum 7 NM: May be applied on final when at least one of the aircraft is within 10 NM of the airport, provided that:
 - Vertical separation exists at the time of establishing,
 - Horizontal separation is greater than 7 NM at the time of establishing on final.
- 15 NM: During LVP.

Default to 10 NM, as this is the separation minimum based on the ATS surveillance system. Use 7 NM target spacing only when the above conditions are met.

STARs

On first contact with APP, aircraft shall report callsign, cleared LVL, and assigned STAR, which should have already been issued by ACC. In the absence of ACC, the STAR must be assigned by APP. Routing should generally be as direct as possible.

Effective coordination between Casablanca ACC and Approach is essential for efficient management of arrivals into GMMN. Tactical directs are often issued early to establish a sequence, as many arrivals do not follow STARs in full. Instead, they are sequenced via various arrival points and subsequently vectored to align with final approach. Most arrivals are assigned a STAR but are typically vectored prior to reaching the IAF, or cleared direct to SLK.

Approach

ILS is the default approach type at Casablanca, with NDB used if the ILS is unavailable. If a pilot requests another type of instrument approach, it should be accommodated, as it typically has no significant impact on operations. In EuroScope, assign the corresponding STAR+APP, or just the APP, in the STAR field for the correct runway in the Traffic Management List. No further coordination is required.

If a pilot requests a visual approach, first assess whether traffic conditions allow for it. If so, clear the visual approach only when the arrival sequence can still be maintained without negatively impacting downstream traffic, and the requesting aircraft has the preceding traffic in sight. Clearing a visual approach effectively hands off control of the base turn to the pilot, limiting the controller's ability to fine-tune spacing by adjusting vectors. For this reason, visual approaches are generally only feasible during periods of lighter traffic.

Local pilots frequently request visual approaches when arriving from the north or east inbound to Runway 35, allowing for a tighter pattern and reduced track mileage.

Algiers Houari Boumediene
(DAAG)

General

Aerodrome Description

Houari Boumediene Airport (IATA: ALG; ICAO: DAAG), also known as Algiers International Airport, serves Algiers, Algeria's capital. Algiers International Airport is the largest in the country by both size and capacity, serving over 20 airlines flying to and from 65 destinations.

Airspace Boundaries and Classification

Airspace	Owner	Class	Vertical Boundary
CTR ALGER	DAAG_TWR	D	SFC - 1,500 ft
TMA ALGER	DAAG_APP	D	1,500 ft - F145
SECTEUR CENTRE	DAAA_AI_CTR	D	1,500 ft - F245
SECTEUR CENTRE	DAAA_AS_CTR	A	F245 - F450

ATS Stations

Logon	Callsign	Frequency
DAAG_TWR	ALGER TOUR / Algiers Tower	118.700 MHz
DAAG_APP	ALGER APP / Algiers Approach	121.400 MHz
DAAG_GND	ALGER SOL / Algiers Ground	121.800 MHz
DAAG_ATIS	ALGER	128.525 MHz

Aerodrome Geographical Data

Data	Value
ARP	364167N 0031302E
Aerodrome Location	9 NM SSE of Algiers

Data	Value
Elevation at ARP	82 ft
Magnetic Variation	1.5° East
Transition Layer	4,000 ft - F50

Radio Navigation & Landing Aids

Type	Ident	Name	Frequency	Remarks
ILS 09	HB	-	108.500 MHz	3° GP, Cat I
ILS 23	AG	-	110.300 MHz	3° GP, Cat I
ILS 27	AL	-	109.500 MHz	3° GP, Cat I
DVOR/DME	ALR	ALGER	112.500 MHz	-
NDB	SMR	SEMMAR	370 kHz	-

Published Holding Procedures

FIX	Max/Min Alt	Inbound Track	Turn Direction	RWY
MAR NDB	4,000 ft	070°	Left	09
ZEM VOR	5,000 ft	249°	Right	ILS 09 and 23 VOR 05 and 27
		223°		ILS 27

Runways

Runway	Dimensions	Magnetic Bearing	Threshold Elevation
05/23	3,500 x 45 m	052° / 232°	69 m / 80 m
09/27	3,500 x 45 m	091° / 271°	56 m / 66 m

Declared Distances

RWY	TORA	ASDA	TODA	LDA
05	3,500 m	3,500 m	3,500 m	3,500 m

RWY	TORA	ASDA	TODA	LDA
09	3,500 m	3,500 m	3,500 m	3,500 m
23	3,500 m	3,500 m	3,500 m	3,500 m
27	3,500 m	3,810 m	3,500 m	3,500 m

Algiers Ground

General Provisions

The GND controller’s callsign for radio communication and coordination is “Algiers Ground.”

The GND controller is the first station for all departing aircraft (IFR/VFR) to call and is responsible for operations on the surface of Algiers International Airport, such as pushback, engine start-up, repositioning, and taxi.

Traffic Areas and Parking Locations

Considerations for stand assignment include aircraft type, airline, and flight origin.

Identification	Stands	Restrictions
P1	C1-C9	ATR, B727
P2	S8-S12	S6-S8: B747, A330, A300
		S9-S12: A330, B727
P5	-	Helicopters
P9	S1-S4	Business - Light A/C
P10	W1-W12	CAT C (B737/A320): W3-W12
		CAT D (B767/A310): W1, W2
		CAT E (B777/A330): Ends with B
P11	W13-W20	CAT C (B737/A320): W13-W19
		CAT F (B747/A380): W20
P12	W21-W25, T1-T11	CAT C (B737/A320): W22-W25, T1-T11
		CAD E (B777/A330): Ends with B
		CAT F (B747/A380): W21
P13	S13-S19	CAT C (B737/A320): S16-S19
		CAD E (B777/A330): S13-S15
P14	S20-S23	CAT C (B737/A320)

Identification	Stands	Restrictions
P15	-	Algerian Government

Start-up and Release

The pushback direction depends on the location of the aircraft and runway configuration.

If the pilot does not report the current ATIS letter on first contact, GND shall pass the current ATIS letter. A start-up instruction shall, in addition, include an assigned discrete SSR code.

“ Air Algérie 1040, Algiers Ground, push and start approved, face east, squawk 2613.

IFR aircraft require a subject release before receiving a release for departure. GND must inform TWR of a departing aircraft at or before Target Start-up Approval Time (TSAT), and after an SSR code has been assigned.

If a start-up clearance cannot be obtained right away or if the pilot is not prepared to start the aircraft within the next five minutes during high traffic conditions, the pilot needs to be made aware of the updated TSAT.

If start-up is requested without pushback; pushback cannot be granted immediately; or pushback is unnecessary due to a nose-in stand, the SSR code shall be provided together with start-up approval.

“ Air Algérie 1040, Algiers Ground, start-up approved, squawk 2613.

VFR Aircraft

VFR circuits shall not be permitted at the aerodrome during times of increased IFR departure or arrival activity and shall be permitted only after prior coordination with TWR.

Taxiway Usage and Restrictions

Although there are no regulated taxi routes in Algiers, it is advised that outbound traffic use apron inner-taxiways and incoming traffic use apron outer-taxiways.

Departure Clearances

An IFR clearance shall be in the following format:

- Callsign
- Departure procedure
- Final level within Alger FIR

“ Air Algerie 1040, fly runway heading, crossing 1500ft, proceed direct [exit point], climb final flight level FLXXX.

For IFR departures, an agreement is in place to clear aircraft via standard tracks; however, to assist TMA in the handling of these departures against arrival traffic or due to a lack of airway capacity, TMA or ACC may amend a routing or flight level.

Departures are permitted to climb visually to their requested final level unless informed otherwise by APP or if APP is offline and no higher station is online, TWR is to issue the following standard after departure instruction and clear a departure to their final level:

RWY	Direction of Flight	Departure Procedure
-	North or West	Intercept outbound radial [DEGREES] ALR on track to [FIX], flight level [ALT]
05	South or East	Right turn DCT BNA, [FIX] next, flight level [ALT]
27	-	Left turn DCT BNA, [FIX] next, flight level [ALT]

“ Air Algérie 1040, after departure runway 05, turn left via radial 020 ALR, flight level 350.

A conditional clearance is a clearance issued by an air traffic controller that does not become effective until a specified condition has been satisfied. Conditional line-up instructions must include the traffic that the aircraft is to follow, as well as the word “behind” at the beginning and end of the transmission.

“ Air Algérie 1040, behind the departing company Boeing 737-800, line up and wait, runway 05, behind.

However, if the aircraft ahead is already well clear, the next aircraft may be instructed simply to: "line up and wait."

All taxiways are labeled code F and can accommodate all types of aircraft.

Runway Change Procedure

TWR shall provide ample notice to GND before changing runway configuration. The last departure using the old configuration shall be coordinated between TWR, GND, and APP.

Aircraft that have already been cleared to taxi using the old configuration shall be re-cleared if they have not already reached the holding point.

Algiers Tower

General Provisions

The aerodrome controller's (TWR) callsign for radio communication and coordination is "Algiers Tower."

Tower (TWR) is responsible for all aerodrome movements on runways and their associated taxiways, and all operations within the Algiers CTR below 1,500 ft.

TWR shall also ensure separation between IFR aircraft that are arriving at and departing the aerodrome, as well as provide traffic information about VFR flights operating within the aerodrome control zone.

Runway Selection

Algiers Tower determines the direction of operations. Unless demand requires it, runway configurations should not be mixed, and runways 05 and 27 shall be used for departures and runways 09 and 23 for arrivals.

Departure and Release Procedures

Algiers Tower is responsible for issuing airway clearances prior to flight. The controller validates the flight plan, including departure procedure, flight level, and flight rules.

When coordinating departures with APP, TWR shall advise APP of the Calculated Take-Off Time (CTOT). A departure release request shall be approved by APP by stating "subject release."

Prior to departing, TWR will request an enroute clearance from TMA by informing APP of the flight callsign and destination airport, and the following will then be given:

- ATC route clearance
- Process of requested flight level instruction
- Any other information that may affect traffic management

In the case that the TMA is only capable of accommodating a departure for a limited amount of time, APP may impose a release validity time. If the traffic is unable to comply with the time, TWR

must request a new release time from APP.

On transfer, traffic is released for climbing in accordance with the coordinated clearance.

Separation Requirements

Aircraft shall be separated on departure in compliance with standard IFR departure wake turbulence separation requirements. Departures with the same flow point must be separated by at least 7 NM, or the appropriate wake turbulence requirement, whichever is greater. A greater separation needs to be coordinated between the radar controller and TWR.

All fixed-wing IFR departures with the same TMA flow point shall be transferred to APP with 7 NM in trail. For separation of 7 NM, the preceding traffic needs to be 4-5 NM away from the end of the departure runway. If no radar screen is used, two-minute separation can be used in this case as well.

If the distance ends up being less than 7 NM but more than 3 NM (ensured), coordination is required and avoiding action to be taken by the pilot is given when the controller considers that an imminent risk of collision will exist if action is not taken immediately.

“ Air Algérie 1040, wind 070 degrees, 12 knots, runway 05, cleared for take-off.

When traffic is clear of DER (if there is no WTS minima) or the respective minima between the two aircraft, a departure may be cleared for aircraft that do not require separation along the same flow point or a WTS minima greater than 7 NM.

“ Air Algérie 1040, wind 070 degrees, 12 knots, runway 05, cleared for take-off, proceeding traffic ATR-600.

TWR shall use caution when departing aircraft with different speed profiles and is fully responsible for ensuring that horizontal or vertical separation exists at all times. It is thus advised that a VFR aircraft on a visual climbout must turn more than 45° from the runway track in order to allow succeeding IFR traffic to depart with separation of less than 3 NM in trail.

Cancelling or Stopping a Take-off

IFR departures shall be instructed to contact the radar controller once airborne in the take-off clearance.

When an aircraft has commenced the take-off roll, and it is necessary for the aircraft to abandon take-off in order to avert a dangerous traffic situation, the aircraft should be instructed to stop immediately and the instruction and callsign repeated.

“ Air Algérie 1040, stop immediately, Air Algérie 1040, stop immediately.

For aircraft that have been given a take-off clearance, but have not yet started the roll, they shall be instructed to hold position and the take-off clearance must be cancelled along with the reason for cancellation.

“ Air Algérie 1040, hold position, cancel take-off, I say again cancel take-off, traffic on the runway.

Arrival Procedures

The TMA controller is responsible for establishing longitudinal separation between arrivals until touchdown. If they fall below the separation minima, TWR has to instruct the pilot to go around. In this case, coordination with APP is strongly recommended.

The minimum separation between two aircraft approaching the same runway is always 7 NM or wake turbulence separation, whichever is higher.

If it is apparent that minimum separation is infringed, TWR may apply a speed reduction to maintain in order to ensure separation; however, controllers must use caution as proceeding arrival flows may be inconvenienced. As such, continuous coordination between APP and TWR is highly recommended.

“ Air Algérie 1040, reduce to minimum approach speed.

Aircraft may be instructed to maintain their separation visually if speed control alone will not resolve the conflict. This shall only be done in VMC and with an agreement with the pilot. If no other solutions are practical, the succeeding aircraft shall be instructed to go around.

Missed Approach Instructions

Instructions to carry out a missed approach may be given to avert an unsafe situation. When a missed approach is initiated, cockpit workload is inevitably high. Any transmissions to aircraft going around should be brief and kept to a minimum.

Air Algérie 1040, go around.

Once the traffic has acknowledged the instruction and is observed to be safely climbing away, they shall be handed off to the TMA controller. The pilot is expected to follow the published missed approach, so this does not need to be restated explicitly.

“ Air Algérie 1040, contact Algiers Approach 121.4.

In the case that there is a risk that the go-around aircraft will overtake the departing aircraft, instructions for avoiding action shall be given to the departing aircraft in the form of altitude restrictions. Additionally, if separation is infringed, each aircraft shall receive relevant traffic information respectively.

In case of a go-around, the published missed approach is the following:

Runway	Route	Climb
05 and 09	Intercept R344 ALR	3,000 ft
23 and 27	Intercept R344 ALR	2,500 ft

Departures shall not be permitted to commence their take-off roll until separation with go-around traffic is assured.

Taxi Operations

To minimize delays in changing frequency, Algiers Tower is responsible for issuing initial taxi instructions and stand/parking area assignment before aircraft are handed off to GND. Although if no further instructions are required, TWR may keep arriving traffic on its frequency.

If a potential conflict arises, it is likely to generate more waiting time. Therefore, it is recommended that aircraft are not assigned a new gate and are handed off to GND in advance.

VFR Aircraft

Entry, exit, and transit VFR, as well as special VFR routes, are mandatory in the control zone (CTR).

In the vicinity of VFR points W, S, and E, traffic shall report their entry/exit at 1,000 ft or below.

Departures

VFR traffic shall be cleared using the most appropriate VFR route on track to the destination, in accordance with the published VFR routes.

“ 7T-VRT, after departure runway 09, turn left on track F, 1,000 ft, VFR.

Only after prior coordination with APP shall traffic that requests clearance to climb into the TMA be released. If not, they will be instructed to remain outside of controlled airspace after exiting the control zone and to squawk the VFR standard code.

“ VRT, leave CTR via F, remain outside controlled airspace, squawk 7000.

Aerodrome Traffic Circuits

VFR aircraft wishing to do circuits at Algiers shall receive clearance in the following format:

“ VRT, runway 09, standard circuit, 1,000 ft, VFR.

VFR traffic wishing to remain in the circuit shall be cleared only after prior coordination with TWR and shall either be assigned right-hand patterns for runway 09 or standard circuits (left-hand) for runway 23.

Circuit direction should be assigned to prevent aircraft from overflying the airport and shall be conducted at an altitude of 1,000 ft. Aircraft may also be cleared to conduct circuits at 1,500 ft if required for high-performance aircraft.

Arrivals

Aircraft may request either touch and go, a stop and go, a low approach, or a full stop.

Once the Tower Controller is aware of the aircraft's intentions within the control zone, they may be sequenced to the runway, with due consideration given to runway occupancy time.

Aircraft on the downwind should be passed the following information:

- Expected runway
- Sequence
- Traffic information if applicable

Inbound VFR aircraft shall be sent to TWR with enough time such that two-way radio communications have been established before aircraft enter the control zone.

On initial contact, TWR will pass the instructions for joining the circuit, as well as any other pertinent information such as traffic information with the sector.

“ VRT, runway 27, enter CTR via E, VFR.

During times of heavy IFR arrival activity, VFR arrivals may be denied entry into the control zone and instructed to hold outside of the CTR awaiting further instructions. Once a slot has been coordinated between TWR and APP, VFR arrivals may proceed. However, the estimated delay must be given to the pilot if the clearance limit surpasses 5 minutes.

“ VRT, hold over S, expect onward clearance time 55.

VFR Helicopters

Visual routes of helicopters in the control zone (CTR) require authorization from APP.

Prior to entry or exit of the CTR, traffic shall report in the vicinity of routes HA and HB at 1,000 ft or below.

Low Visibility Procedures (LVP)

The three stages of Low Visibility Procedures are:

Factor	Preparation Stage	In-force Stage	Termination Stage
RVR	1,000 m or less	Less than 550 m	More than 550 m
Reported Visibility	1,200 m or less	800 m or less	More than 800 m
Cloud Base	Less than 400 ft	Less than 200 ft	More than 200 ft

Landing clearance must be issued no less than 2 NM from touchdown. The tower shall advise all arrivals to report 2 DME; if landing clearance cannot be issued before 2 DME, the aircraft must execute a missed approach.

Air Algérie 1040, wind 070 degrees, 12 knots, runway 27, cleared to land, runway visual range 650 meters, 700 meters, and 600 meters.

Arriving aircraft should be given the easiest taxi route to allow them to clear the localizer-sensitive area expeditiously.

Landing clearance shall not be issued until:

- Preceding landing aircraft has vacated the localizer-sensitive area.
- Preceding departing aircraft is airborne and has passed over the localizer antenna (DER).

The Localizer Sensitive Area in front of an arriving aircraft shall not be infringed from the time it is 2 NM from the touchdown until it has completed its landing roll.

During take-off in CAT II/III conditions, the Localizer Sensitive Area in front of a departure aircraft shall not be infringed from the time take-off clearance is issued until the aircraft has departed and passed over DER/the stop end of the runway.

Algiers Approach

General

Algiers Approach (APP) is in charge of all traffic within the Alger TMA and is required to offer approach control services to aircraft from the time and location at which arriving aircraft are released by Alger ACC until control is transferred to TWR. Departing aircraft on specific routes are transferred from TWR until they are transferred to the relevant Alger ACC or until an aircraft is clear of controlled airspace.

APP provides services suitable for approach control tasks and ensures uniform separation between Special VFR and IFR flights, as well as between Special VFR flights.

Separation Minima

7 NM radar separation minima between all aircraft is to be applied by APP.

Departures

Departing aircraft shall be cleared to their final level before handoff to ACC unless they were cleared to a lower altitude in their departure clearance and are to be handed off 2 minutes prior to reaching the vertical or lateral limits of the TMA.

When issuing deviations off track, APP shall ensure departures are above MRVA or are able to maintain visual separation from the terrain.

Speed restrictions below FL100 may be canceled by APP in order to increase separation.

If no deviations are required, APP shall advise traffic to "proceed as cleared."

Release Procedures

It is the responsibility of APP to provide releases that ensure separation between departing and arriving traffic. This may be achieved by passing a "released time XX" or "released subject [PRECEDING DEPARTURE] plus X minutes" restriction.

If the given departure procedure will ensure radar separation from such other traffic, departing aircraft may be assigned the same or higher level than an inbound aircraft that conflicts with them or a previous departure on the same route (this form of separation must not be applied with traffic on own navigation).

Arrivals

On initial contact, arrivals shall be instructed to “expect vectoring” for the assigned runway and approach type on first contact with Algiers Approach. The assigned runway should be the one stated in the ATIS; otherwise, approval by Algiers Tower is required.

Aircraft arriving via the north/west shall be transferred approaching F150 or F140 from the south/east if the requested cruise level is greater than F145 or F135, respectively.

Successive inbounds will be transferred with 10 NM in trail, constant or increasing. Aircraft are released for turns and descent on transfer unless otherwise coordinated by Algiers ACC.

Terminating Points

Arriving aircraft, by default, shall be issued the ILS approach for their assigned runway, and radar vectoring to the localizer should commence before or upon reaching the following recommended fixes.

RWY	Direction From	FIX
09	North or South	SMR
23		ZEM or LIMON
-	West	MAR or SMR
-	East	ZEM

Boufarik Aerodrome

Top-down service will only be provided to DAAG. If DAAKAPP or TWR is offline, top-down service will not be provided to aircraft operating at DAAK.

Departing aircraft that request to enter controlled airspace shall receive ATC clearance on initial contact and primary radar identification. Arriving aircraft shall be cleared to leave controlled airspace via their requested approach procedure and requested to advise once on the ground to close their flight plan.

Tunis-Carthage (DTTA)

General

Airspace Boundaries and Classes

Airspace	Owner	Class	Vertical Boundary
ATZ Tunis Carthage	DTTA_TWR	D	SFC - 2 000 ft
CTR Tunis Carthage	DTTA_APP	D	SFC - 2 000 ft
CTA Tunis Carthage	DTTA_APP	D	2 000 ft - 6 500 ft
TMA Tunis Carthage	DTTA_APP	D	6 500 ft - FL 195

ATS Stations

Logon	ID	Callsign	Frequency	Remarks
DTTA_U_APP	TCR	Tunis Radar	119.5 MHz	event position
DTTA_APP	TAA	Tunis Approche / Tunis Approach	121.2 MHz	
DTTA_TWR	TAT	Tunis Tour / Tunis Tower	118.1 MHz	
DTTA_GND	TAG	Tunis Sol / Tunis Ground	121.9 MHz	
DTTA_DEL	TAD	Tunis Delivery	121.7 MHz	event position
DTTA_ATIS	MNI	Tunis information	118.675 MHz	

Aerodrome Geographical Data

Data	Value
ARP	36°51' 04"N 010°13'38"E
Aerodrome Location	16 NM S of Tunis
Elevation at ARP	21 feet
Magnetic Variation	3.0° East
Transition altitude	6,000 ft

Radio Navigation & Landing Aids

Type	Ident	Name	Frequency	Remarks
ILS 01	INR	-	109.900 MHz	3° GP, Cat III
ILS 19	ICAS	-	108.300 MHz	3° GP, Cat I
ILS 29	INL	-	110.700 MHz	3° GP, Cat III
VOR/DME	BNS	BEN SLIMANE	117.450 MHz	-
NDB	CAE	BEN SLIMANE	275 kHz	-
VOR/DME	CBA	CASABLANCA	116.900 MHz	-
NDB	CAE	DAOUARAT	345 kHz	-
NDB	HA	EL TANK	301 kHz	-
NDB	SAK	CASABLANCA	413 kHz	-
VOR/DME	SLK	CASABLANCA	112.500 MHz	-

(Not done)

Published Holding Procedures

FIX	Min/Max Alt	Inbound Track	Turn Direction	RWY
MARSA	3,700 ft / FL 100	220°	Left	01,11,19 and 29
OUTIK	3,000 ft	119°	Left	01,11,19, and 29
NIREM	3,700 ft / FL 100	299°	Left	01,11,19, and 29

FIX	Min/Max Alt	Inbound Track	Turn Direction	RWY
VOR/TUC	3,000 ft / FL 100	171°	Right	01
VOR/TUC	3,000 ft / FL 080	027°	Left	19
VOR/TUC	6,000 ft / FL 100	294°	Left	29
GOLLA	4,000 ft / FL 100	049°	Left	11 and 19

Runways

Runways	Dimensions	Magnetic Bearing	Threshold Elevation
01/19	3,200 x 45 m	009° / 189°	4 m / 6 m
11/29	2,850 x 45 m	109° / 289°	6 m / 4 m

Declared Distances

RWY	TORA	ADSA	TODA	LDA
01	3,200 m	3,200 m	3,200 m	3,200m
11	2,850 m	2,850 m	2,850 m	2,850 m
19	3,200 m	3,200 m	3,200 m	3,200 m
29	2,850 m	2,850 m	2,850 m	2,850 m

Aprons and Parking

Stand/Gate:	Aircrafts Permitted
P01 - P51 (P31+P32 Cargo)	A321, 737, Dash-8, Embraer
P52 - P54	A321, 737, Dash-8, Embraer
P54A	A340, 747-400, 777, 787
P55	A321, 737, Dash-8, Embraer
P56 - P58	757, 767, C-17, C-130, MD11/DC10

C01	A321, 737, Dash-8, Embraers
CP18	A340, 747-400, 777, 787
K01 - K05	A321, 737, Dash-8, Embraer
S01 - S05	A321, 737, Dash-8, Embraer
T01 - T01A	A321, 737, Dash-8, Embraer
T06	A340, 747-400, 777, 787
A01	A340, 747-400, 777, 787
A02 + R01 - R03 (Cargo)	A321, 737, Dash-8, Embraer
H01 - H05	Small General Aviation
T18	A321, 737, Dash-8, Embraer

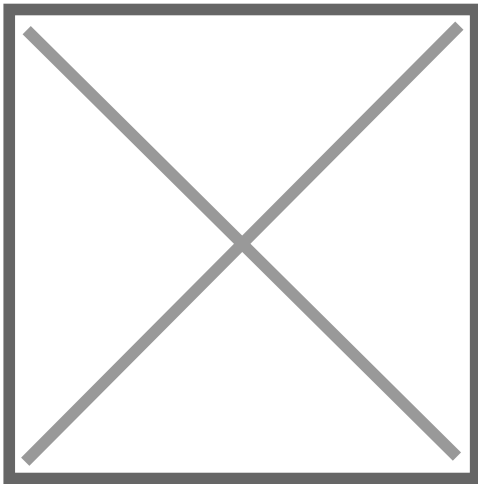
Tunis Ground

General Provisions

The SMC controller's callsign, for radio communication and coordination is "Tunis Ground".

Config 1 is chosen by APP or above for a double runway for departure and Config 2 for double runway for arrival. App and above can as well decide of the initial climb that will be used and was well of if they fly using SID or using runway heading.

On the Following picture in the right the, the boxes Green represents the aprons in Tunis-Carthage. The main apron is located in the west of the airport where Most of the operations are done. In those area, the Ground is responsible for the tasks indicated In 1.2. The red Boxes are under Tower responsibilities but also, Tunis Tower is responsible for ground movements in the aprons such TAXI (outbound and inbound).



In case if TWR is not online then GND is allowed to give Taxi instructions.

IFR Procedures

SID Assignment

[Screenshot 2024-11-16 230028.png](#)

Clearence

Ground clearance for IFR ACFT shall be issued in this order:

1. SID/Heading
2. Runway In Use
3. Initial Climp
4. Squawck Code

For example:

- SID: Information A is correct, cleared to Enfidha via Flight planned route, DIDON2A departure, runway 01, initial climb 4000 feet squawk 6451.
- RWY HDG: Cleared to DEST, via flight planned route, after departure, maintain runway heading, initially 4000 feet, squawk 6451.

For SSR codes, INTL and Regional flights have different assignments. The SSR codes are as follow:

INTL Flights	6130 - 6177 / 4101 - 4127
Regional Flights	5001 - 5077 / 0040 - 0057

Pushback and start / start up clearence

TAR181: Requesting startup.

DTTA_GND: TAR181 Startup approved runway 01 QNH ____

- After Startup, the aircraft shall contact Tunis Tower to request TAXI. The handover to the DTTA_TWR can be done with coordination between GND and TWR (DTTA_GND: TAR181 contact DTTA_TWR when ready for TAXI) or the aircraft itself can automatically switch to TWR frequency when it's ready for TAXI without waiting for handoff instruction from the ground.

Pushback Clearence:

Pushback, Push and start Clearances

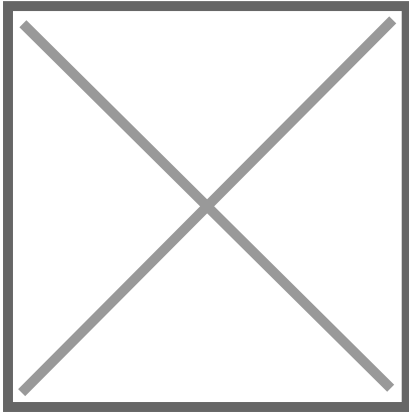
TAR181: Requesting Pushback

DTTA_GND TAR181 push and start approved facing N/E/S/W runway 01 QNH ____

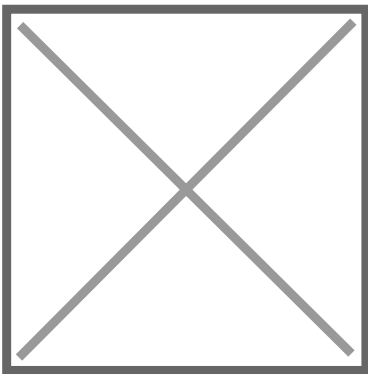
or DTTA_GND TAR181 Push and Pull approved onto charlie runway 01 QNH ____

Speacial pushback procedure:

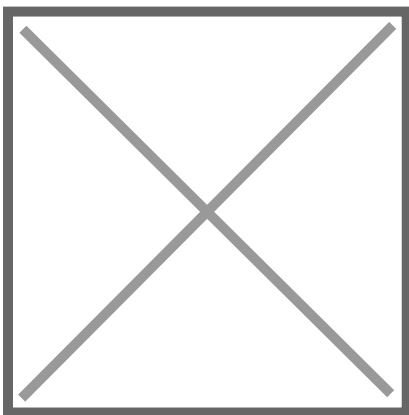
Gate P58, must push facing South on C



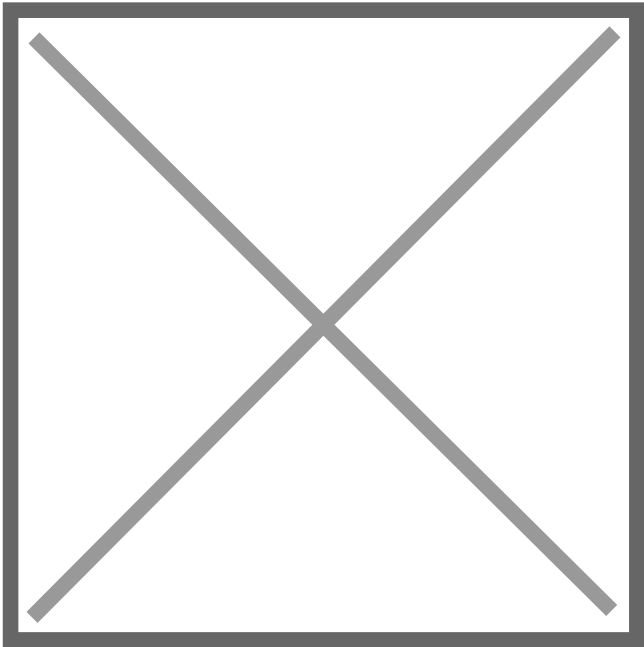
Gate P50, must push facing North.



AI ACFT on R3, R2, R1, R4, R5, R6, P31 and P32 must push back facing south on A.



from stand P48 to P40 and from K5 to K1 all ACFT does not require push but only start up and when they taxi they make a 360 degree turn.



Gate Information:

Stand/Gate:	Aircrafts Permitted
P01 - P51 (P31+P32 Cargo)	A321, 737, Dash-8, Embraer
P52 - P54	A321, 737, Dash-8, Embraer
P54A	A340, 747-400, 777, 787
P55	A321, 737, Dash-8, Embraer
P56 - P58	757, 767, C-17, C-130, MD11/DC10
C01	A321, 737, Dash-8, Embraers
CP18	A340, 747-400, 777, 787
K01 - K05	A321, 737, Dash-8, Embraer
S01 - S05	A321, 737, Dash-8, Embraer
T01 - T01A	A321, 737, Dash-8, Embraer
T06	A340, 747-400, 777, 787
A01	A340, 747-400, 777, 787

A02 + R01 - R03 (Cargo)	A321, 737, Dash-8, Embraer
H01 - H05	Small General Aviation
T18	A321, 737, Dash-8, Embraer

VFR Aircraft

Small aircrafts are allowed to do circuits on 1000 & 1500 Feet. Medium aircraft and above are allowed to do circuits on 1500 & 2000 Feet. Ground can coordinate with Tower to find out which altitude will be applicable to which aircraft.

Runway	Circuits
01	Left Hand Circuits
19	Right Hand Circuits
11	Right Hand Circuits
29	Left Hand Circuits

- For Runway 01 : Right Downwind is not permitted because of the DT P6. However, the Pilot should maintain his own separation with the terrain on the left Hand Circuit.
- For Runway 19 : Left Downwind is not permitted because of the DT P6. However, the Pilot should maintain his own separation with the terrain on the right Hand Circuit.
- For Runway 11 : Left Downwind is not permitted because of the DT P6.
- For Runway 29 : Right Downwind is not permitted because of the DT P6.

Runway Change Procedure

Tower shall provide ample notice to Ground before changing runway configuration. The last departure using the old configuration shall be coordinated between Tower, Ground and Approach.

Aircraft that have already been cleared to taxi using the old configuration shall be re-cleared if they have not already reached the holding point.

Tunis Tower

General Provisions

The aerodrome controller's (ADC) callsign, for radio communication and coordination, is "Tunis Tower".

Tower is responsible for all aerodrome movements on runways and their associated taxiways and all operations within Tunis Carthage ATZ below 2 000 ft.

Tower shall also ensure separation between IFR aircraft that are arriving at and departing the aerodrome, as well as provide traffic information about VFR flights operating within the aerodrome traffic zone.

Runway Selection

Tower determines the direction of operations. Runway configurations should not be mixed and arrivals and departures should remain segregated.

If the Northern Runway Configuration is being utilised: the crosswind component, including gusts, is less or equal to 15 kts for a dry RWY and less or equal to 10 kts for wet or contaminated RWY, OR the wind is calm or bisecting and the TFC allows it.

If the Southern Runway Configuration is being utilised: the crosswind component, including gusts, is less or equal to 15 kts for a dry RWY and less or equal to 10 kt for wet or contaminated RWY, OR the tail wind component, including gusts, is less than 5 kts.

When Tower has two runways for departure (for example runway 29 and 01) and a heavy aircraft departs from 29 and a medium aircraft has lined up and waits on runway 01, the medium aircraft has to wait 2 minutes separation from wake turbulence.

Departure Procedures

As part of the take-off clearance, Tower shall include instructions for the pilot to contact Approach on the designated frequency once airborne.

A conditional clearance is a clearance issued by an air traffic controller which does not become effective until a specified condition has been satisfied. Conditional line up instructions must include the traffic that the aircraft is to follow, as well as the word “behind” at the beginning and end of the transmission.

“Tunisair 181, behind the departing company Airbus A320, line-up and wait, runway 01, behind”.

However, if the aircraft ahead is already well clear, the next aircraft may be instructed simply to: “line-up and wait.”

Separation Requirements

Aircraft shall be separated on departure in compliance with standard IFR departure wake turbulence separation requirements. Departures with the same flow point must be separated by at least 7 NM or the appropriate wake turbulence requirement, whichever is greater. A greater separation needs to be coordinated between the radar controller and TWR.

All fixed-wing IFR departures with the same TMA flow point shall be transferred to Approach with 7 NM in trail. For separation of 7 NM, the proceeding traffic needs to be 4-5 NM away from the end of the departure runway. If no radar screen is used, two minute separation can be used in this case as well.

If the distance ends up being less than 7 NM but more than 3NM (ensured), coordination is required and avoiding action to be taken by the pilot is given when the controller considers that an imminent risk a collision will exist if action is not taken immediately.

The take off minima for runway 01/19, is 5nm after passing the departure threshold, or 7nm after the aircraft starts the takeoff roll. The take off minima for runway 29/11, is 5.2nm after passing the departure threshold, or 7nm after the aircraft starts the takeoff roll.

VFR aircraft may be instructed to maintain visual separation with preceding aircraft and given a take-off clearance if no wake turbulence or flow separation minima exist.

“Tunisair 181, cleared for take-off 01, wind 010 degrees, 12 knots.”.

When traffic is clear of DER (if there is no WTS minima) or the respective minima between the two aircraft, a departure may be cleared for aircraft that do not require separation along the same flow point or a WTS minima greater than 7 NM. However, the controller shall provide traffic information as appropriate to ensure traffic is separated upon TMA entry.

“Tunisair 181, wind 010 degrees, 12 knots, proceeding traffic ATR-600”.

ADC shall use caution when departing aircraft with different speed profiles and is fully responsible for ensuring that horizontal or vertical separation exists at all times. It is thus advised that a VFR aircraft on a visual climbout must turn more than 45° from the runway track in order to allow succeeding IFR traffic to depart with separation of less than 3 NM in trail.

Cancelling or Stopping a Take-off

IFR departures shall be instructed to contact the radar controller once airborne in the take-off clearance. When an aircraft has commenced the take-off roll, and it is necessary for the aircraft to abandon take-off in order to avert a dangerous traffic situation, the aircraft should be instructed to stop immediately and the instruction and callsign repeated.

“Tunisair 181, stop immediately, Tunisair 181, stop immediately”.

For aircraft that have been given a take-off clearance, but have not yet started the roll, they shall be instructed to hold position and the take-off clearance must be cancelled along with the reason for cancellation.

Arrival Procedures

The Approach controller is responsible for establishing longitudinal separation between arrivals until touchdown. If they fall below the separation minima, ADC has to instruct the pilot to go around. In this case, coordination with Approach is strongly recommended.

The minimum separation between two aircraft approaching the same runway is always 7 NM or wake turbulence separation, whichever is higher.

For landings on intersecting runways, such as Runway 01 and Runway 11, the required separation is as follows:

- If an aircraft, e.g TUN181 is on a 4-mile final approach for Runway 01, then aircraft TUN2811, which is landing on Runway 11, must be on an 8-mile final approach minimum to ensure proper separation.
- Note that for landings on intersecting runways, no additional wake turbulence separation is needed. Wake turbulence separation rules apply only to aircraft landing or departing on the same runway.

If it is apparent that minimum separation is infringed, Tower may apply a speed reduction to maintain in order to ensure separation, however, controllers must use caution as proceeding arrival flows may be inconvenienced. As such, continuous coordination between Approach and Tower is highly recommended.

“ "Tunisair 181, reduce to minimum approach speed".

Aircraft may be instructed to maintain their separation visually if speed control alone will not resolve the conflict. This shall only be done in VMC and with an agreement with the pilot. If no other solutions are practical, the succeeding aircraft shall be instructed to go around.

Missed Approach Instructions

Instructions to carry out a missed approach may be given to avert an unsafe situation. When a missed approach is initiated, cockpit workload is inevitably high. Any transmissions to aircraft going around should be brief and kept to a minimum.

“ "Tunisair 181, go around".

Once the traffic has acknowledged the instruction and is observed to be safely climbing away, they shall be handed off to the Approach controller.

“ "Tunisair 181, fly runway heading, climb 4 000 ft, contact Tunis Approach 121.2".

In the case that there is a risk that the go-around aircraft will overtake the departing aircraft, instructions for avoiding action shall be given to the departing aircraft in the form of altitude restrictions. Additionally, if separation is infringed, each aircraft shall receive relevant traffic information, respectively.

Departures shall not be permitted to commence their take-off roll until separation with go-around traffic is assured.

VFR Aircraft

Entry, exit and transit VFR as well as special VFR routes are mandatory within the TMA.

In the vicinity of the aerodrome traffic zone, traffic shall report their entry/exit at 2 000 ft or below.

VFR Waypoints

Reporting VFR Points	Identification
CN	Kalaat El Andalous

CN1	Cebellat Ben Ammar
CN2	Sidi Amor Bouktioua
CW	Mornaguia
CW1	Roads RR37 and RR39 intersection(Sijoumi Lake)
CW3	Ksar Said Hippodrome
CS	Naassen
CE	Borj Cedria
CE1	Milliane River End

Departures

VFR traffic shall be cleared using the most appropriate VFR route on track to the destination, in accordance with the published VFR routes.

“CN-BOB, after departure runway 01, turn left Borj El Amir, 1 500 ft, VFR”.

Only after prior coordination with Approach shall traffic that requests clearance to climb into the TMA be released. If not, they will be instructed to remain outside of controlled airspace after exiting the control zone and to squawk the VFR standard code”.

“CN-BOB, approaching Borj El Amir, contact Approach 121.200”.

Aerodrome Traffic Circuits

VFR aircraft wishing to do circuits at Tunisia shall receive clearance in the following format:

“CN-BOB, runway 01, standard [LEFT] circuit, 1 500 ft, squawk XXXX VFR”.

Small aircrafts are allowed to do circuits on 1000 & 1500 Feet. Medium aircraft and above are allowed to do circuits on 1500 & 2000 Feet. Ground can coordinate with Tower to find out which altitude will be applicable to which aircraft.

Runway	Circuits
01	Left Hand Circuits
19	Right Hand Circuits

11	Right Hand Circuits
29	Left Hand Circuits

- For Runway 01 : Right Downwind is not permitted because of the DT P6. However, the Pilot should maintain his own visual separation with the terrain on the left Hand Circuit.
- For Runway 19 : Left Downwind is not permitted because of the DT P6. However, the Pilot should maintain his own visual separation with the terrain on the right Hand Circuit.
- For Runway 11 : Left Downwind is not permitted because of the DT P6.
- For Runway 29 : Right Downwind is not permitted because of the DT P6.

Entry, exit and transit VFR as well as special VFR routes are mandatory in the control zone (CTR). Aircrafts doing VFR circuits must squawk a normal squawk code.

Arrivals

Aircraft may request either touch and go, a stop and go, a low approach, or a full stop.

Once the Tower Controller is aware of the aircraft's intentions within the control zone, they may be sequenced to the runway, with due consideration given to runway occupancy time.

Aircraft on the downwind should be passed the following information:

- Expected runway;
- Sequence;
- Traffic information if applicable

Inbound VFR aircraft shall be sent to Tower with enough time such that two-way radio communications have been established before aircraft enter the ATZ.

On initial contact, Tower will pass the instructions for joining the circuit, as well as any other pertinent information such as traffic information with the sector.

“CN-BOB, runway 01, enter ATZ via Borj Cedria, VFR”.

During times of heavy IFR arrival activity, VFR arrivals may be denied entry into the control zone and instructed to hold outside of the CTR awaiting further instructions. Once a slot has been coordinated between Tower and Approach, VFR arrivals may proceed, however, the estimated delay must be given to the pilot if the clearance limit surpasses 5 minutes.

“CN-BOB, hold outside of the CTR, expect onward clearance time 55”.

Visual Meteorological Conditions (VMC)

Visual Meteorological Conditions (VMC) are the meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

VMC are Essentially:

- When above 3,000ft or 1,000ft above terrain, whichever is higher:
 - 1500m horizontally and 1,000 ft vertically from cloud;
 - Flight visibility 5km below 10,000ft and 8km above 10,000 ft.
- When below 3,000 ft or 1,000 ft above terrain, whichever is higher:
 - Clear of cloud and in sight of the surface;
 - Flight visibility 5km.

ATC shall advise pilots of aircraft, other than helicopters, intending to operate under VFR, inbound to or outbound from aerodromes in Class D airspace, if the reported meteorological visibility reduces to less than 5000 m and/or the cloud ceiling is less than 1500 feet.

The controller should then ask the pilot which type of clearance is required and then give it to the pilot.

Tunis-Carthage (DTTA)

Tunis Approach

Casablanca ACC (GMMM)

General Procedures

Casablanca ACC (GMMM)

Airspace

Casablanca ACC (GMMM)

Separation

Casablanca ACC (GMMM)

Coordination

Casablanca ACC (GMMM)

ATS Surveillance Services

Emergency Procedures

Algiers ACC (DAAA)

Introduction

Purpose

This SOP shall standardise ATC operations for the Alger ACC on VATSIM.

All information and procedures described in this SOP are for VATSIM use only and must not be used for navigation.

Scope

ATC members are expected to practise the defined procedures when controlling on VATSIM in the Alger FIR, although are free to deviate from standardised procedures to ensure a safe, orderly and expeditious flow of traffic is maintained.

Preliminary

ATS Stations

Callsign	Callsign	Frequency	Frequency	Abbr.
DAAA_I_CTR	ALGER CONTROLE / Algiers Control	INF.	127.300 MHz	AI
DAAA_S_CTR	ALGER CONTROLE / Algiers Control	SUP.	132.450 MHz	AS
DAAA_NO_CTR	ALGER CONTROLE / Algiers Control		125.700 MHz	NO
DAAA_NE_CTR	ALGER CONTROLE / Algiers Control		125.400 MHz	NE
DAAA_SC_CTR	ALGER CONTROLE / Algiers Control		131.300 MHz	SC
DAAA_SO_CTR	ALGER CONTROLE / Algiers Control		128.100 MHz	SO
DAAA_SE_CTR	ALGER CONTROLE / Algiers Control		124.100 MHz	SE
DAAA_SS_CTR	ALGER CONTROLE / Algiers Control		123.800 MHz	SS

ATS Airspace and Sectorisation

Airspace	Owner	Class	Vertical Boundary
SECTEUR CENTRE	DAAA_I_CTR DAAA_S_CTR	A D	1 500 ft - F245 F245 - F450
SECTEUR NORD/OUEST	DAAA_NO_CTR	D	1 000 ft - F450
SECTEUR NORD/EST	DAAA_NE_CTR	D	1 500 ft - F450
SECTEUR SUD/CENTRE	DAAA_SC_CTR	E	3 000 ft - F450
SECTEUR SUD/OUEST	DAAA_SO_CTR	E	3 000 ft - F450
SECTEUR SUD/EST	DAAA_SE_CTR	E	3 000 ft - F450
SECTEUR SUD/SUD	DAAA_SS_CTR	E	3 000 ft - F450

Airspace	Owner	Class	Vertical Boundary
TMA ALGER	DAAG_APP	D	1 500 ft - F145
TMA ANNABA	DABB_APP	D	1 500 ft - F105
TMA CONSTANTINE	DABC_APP	D	1 500 ft - F105
TMA HASSI MESSAOUD	DAUH_APP	D	1 500 ft - F105
TMA ORAN	DAOO_APP	D	1 500 ft - F105

Alger FIR is split into six en route sectors, all with the callsign “Algiers Control”. These sectors should only be opened during periods of extremely heavy traffic, and only if their corresponding main sector is online, ie. AI (TMA Centre Inférieur) and AS (TMA Centre Supérieur).

AI is considered the main sector, and in the absence of another ACC controller being online, this position should be opened first and may extend to cover the entirety of the FIR.

Extended Coverage

When one normal sector is unavailable, the controller of that sector may expand coverage to another normal sector (the "second sector") that has either partially or completely overlapping lateral extents or that has a common lateral border. The entire second sector must be included in this airspace extension.

A controller must set up their client software to transmit and receive on the presumed sector's major frequency while giving extended coverage to an adjacent sector. In order to link all of the frequencies that the controller assumes, controllers must also use the "cross-coupling" feature of the Audio for VATSIM system. When departing or entering nearby sectors, the enroute controller must keep track of sector boundaries and frequency ranges in order to tell pilots to change to the most suitable frequency.

Rules for top-down coverage are applied to the entire airspace that a controller is in charge of.

Airspace Diagram

DIAGRAM

Separation Minima

The minimum horizontal radar separation in areas equipped with secondary surveillance radar systems is 10NM and RVSM is implemented in the Algiers FIR between F290 and F410 inclusive.

Radar Coverage

Northern sectors as well as parts of the SC and SO sectors in the Algiers FIR are within secondary radar range. Elsewhere, controllers are required to provide procedural service.

When providing procedural ATC, controllers should feel comfortable and make sure that aircraft are appropriately distanced in accordance with the minima.

Performance-based Separation Minima

ATS routes in the Algiers FIR indicate Category S (remote) airspace, served by ADS-C, CPDLC and VHF which permit the operation of PBN-fixed routes using RNAV 10 (RNP 10) specifications.

For aircraft cruising, climbing, or descending on the same or reciprocal track along airways, this is 50 NM constant or increasing for RNAV-based separation or 5 minutes using separation minima based on time.

Lateral separation between aircraft operating on intersecting tracks or ATS routes shall be established in accordance with the RNAV 10 (RNP10) separation requirements, which are 50 NM.

ADS-C position information requires the maximum periodic reporting intervals for a separation of 50 NM, to be every 27 minutes and every 14 minutes for a separation of 5 minutes.

Separation Application

Separation shall be applied so that the distance or time between the calculated positions of the aircraft is never less than the prescribed minimum. This distance or time shall be obtained by one of the following methods:

- When the aircraft are on the same identical track, the distance or time may be calculated by measuring the distances or times to a common point on the track;
- When the aircraft are on the same or reciprocal non-parallel tracks other than those mentioned above, or on crossing tracks, the distance or time shall be calculated by measuring the distances or times to the common point of intersection of the tracks or projected positions of the aircraft; and
- When two aircraft are travelling along parallel tracks with overlapping protection areas, the distance or time must be computed along one of the aircraft's tracks using its calculated position and the point behind the other aircraft's calculated position.

Handoffs

As much as is practical, the transfer of control must be initiated no later than 5 NM from the pertinent sector boundary and no earlier than 30 NM. During the transfer of control, the receiving controller will be notified via the handover in the data strip and must accept the aircraft first by entering the controller jurisdiction before the transfer of communication is initiated.

North Sectorisation

(AI) Centre Inférieur

AI Sector is a high workload, low en route sector that coordinates between DAAGAPP and AS to ensure arrivals are sequenced into Algiers and departures do not conflict with aircraft transiting the AS sector. Additionally, AI offers numerous descents through the TMA sectors. During periods of low traffic activity, AI typically extends to cover the AS sector.

(AS) Centre Supérieur

AS Sector is a high workload, low en route sector situated on the LECB border, between the TMA sectors. AS must sequence arrivals into numerous international airports in addition to providing services to overflights transiting the FIR in all directions. During periods of low traffic activity, AI typically extends to cover the AS sector.

- Trafic de la FIR DAAA à la FIR LECB par MOGIL est admis uniquement au LEPA MAX FL280.
- Trafic de la FIR LECB à la FIR DAAA via MOGIL est autorisé uniquement pour survoler DAAA.

(NO) Ouest

Along the boundaries of the GMMM/LECB FIRs, NO is the westernmost sector of the TMA airspace. Transiting aircraft to and from the west, as well as flights into and out of Algiers, make up its primary traffic flows. NO coordinates with DAOOAPP in addition. During periods of low traffic activity, NO typically extends to cover both the combined TMA Centre sector.

(NE) Est

Along the boundaries of the DTTC/LFMM FIRs, NO is the easternmost sector of the TMA airspace. Transiting aircraft to and from the east, as well as flights into and out of Algiers, make up its primary traffic flows. AI coordinates with DABBAPP and DABCAPP in addition. During periods of low traffic activity, NE typically extends to cover both the combined TMA Centre sector.

South Sectorisation

SECTEUR (SC) Sud-Centre

SECTEUR (SO) Sud-Ouest

SECTEUR (SE) Sud-Est

SECTEUR (SS) Sud-Sud