

# 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.

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