

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.

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