

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.

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