

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.