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ALGERIA

AERONAUTICAL INFORMATION CIRCULAR

(This AIC contains 10 pages)

Subject: Implementation of RVSM in all Algiers FIR.

This AIC will be in effect only if the AFI Area will be RVSM, will withdraw and replace the AIC N°07/07 (29th of August 2007).

The users should refer to the amendments in the Algerian AIP and the complementary Notams on this subject.

1. PURPOSE

- 1.1 This present circular is a notification of implementation of a Vertical Separation Minimum of 300 meters (1000 feet) between flight level 290 and 410 inclusive, which is referred as Reduced Vertical Separation Minimum **in all the Algerian FIR with effect from the 25th of September 2008 at 00h01mn UTC**.
- 1.2 From the 25th of September 2008 at 00h01mn UTC, all the operators wishing to enter in the Algerian RVSM Airspace should have obtained from the state authority an RVSM approval concerning their aircrafts (navigability) and their maintenance and operational procedures.
- 1.3 The implementation of RVSM on the Algerian FIR will enable the use of six additional altitudes from fl 290 through fl 410. It will enable a significant increased en route capacity, reducing fuel consuming, increasing the flight profile, the performance and flexibility for the ATC in charge of the management of the traffic in the Algerian Airspace.
- 1.4 **As the AFI area will be RVSM, all the Algerian FIR will becomes RVSM and there will be no transition zone.**
- 1.5 The implementation of the RVSM will enable to harmonize the RVSM airspace of the Algerian FIR with the regions AFI and EUR.

2. AREA OF APPLICABILITY

The RVSM will be implemented in all the Algerian FIR, between the flight level 290 and 410 inclusive. (**Annex A** contains an illustration of the RVSM area in the Algerian FIR).

3. OPERATIONS IN THE RVSM AIRSPACE OF THE ALGERIAN FIR

- 3.1 From the 25th of September 2008 at 00h01mn UTC, only approval RVSM aircraft, non-RVSM approved State aircraft and non- RVSM Civil aircraft providing a state flight are allowed to enter the RVSM airspace of the Algerian FIR.
- 3.2 From the 25th of September 2008 at 00h01mn UTC, the Vertical Separation Minimum applied by the ATC between the aircrafts in the Algerian RVSM Airspace will be subject to the status of approval RVSM aircraft as mentioned in the flight plan. In consequence, for the need of the RVSM it is essential for all the operators to respect the flight planning requirements as stipulated in the **Annex B**.

3.3 The cruising levels appropriate to the directions of the flight in the RSVM airspace in the Algerian FIR as prescribed in ICAO publication "*Rules of Air Annex 2 to the convention On International Civil Aviation*" are illustrated in **Annex C**.

3.4 The applied requirements for RVSM in the Algerian airspace FIR are in conformity with those mentioned in the ICAO document "*Regional Supplementary Procedures -Fourth Edition (Doc 7030/4-EUR)*".

4. URGENCY PROCEDURES AND COMMUNICATION FAILURES

From the 25th of September 2008 at 00h01mn UTC, the urgency procedures for communication failure in the Algerian RVSM airspace are defined as follow:

4.1 Urgency procedures :

The flight crews should refer to the procedures mentioned in Doc 7030/4 EUR.

4.2 Communication failures :

In the Algiers FIR, the coverage Radar is from the 30°N to the south limits of EUR airspace. In this airspace, the delay to report the communication failure for an aircraft is 07 minutes as specified in ICAO Doc 7030/4 EUR.

In the Algiers FIR, the non-coverage Radar is from the 30°N to South of the Algiers FIR. In this Airspace, the delay to report the communication failure for an aircraft is 20 minutes as specified in ICAO Doc 4444.

5. REFERENCE DOCUMENTS

The RVSM will be implemented in **all Algiers FIR** in accordance with ICAO Regional Agreements.

The ICAO recommends that the fully RVSM approval requirements by State authorities for the operators and the aircrafts should be based on the FAA Interim Guidance 91-RVSM or JAA Temporary Guidance Leaflet N°6 .

Some reference documents:

- *Regional Supplementary Procedures -Fourth Edition (ICAO Doc 7030/4-EUR).*
- *Manual on implementation of a 300m (1000 ft) vertical separation minimum between FL 290 and FL 410 inclusive (ICAO Doc 9574-AN/934).*
- *Joint Aviation Authority Temporary Guidance Leaflet on Approval of Aircraft and Operators For Flight in RVSM.*
- *FAA/Interim Guidance Leaflet on Approval of Operators/Aircrafts for RSVM Operations.*

Current information and RVSM approval documents, including revisions can be found on websites managed by ICAO regional Offices or others.

Some useful websites:

www.afi.icao.int

www.faa.gov

www.eur-rvsm.com

For further information about the RVSM Implementation in all the Algerian FIR, please contact:

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Annex A

RVSM AIRSPACE DESCRIPTION

1- RVSM Airspace of Algiers FIR:

1-1 Limits :

RVSM Airspace of Algiers is delimited as follows:

a) Geographical limits :

North : Marseille, Barcelona and Seville FIR.

West : Casablanca FIR.

East : Tunis FIR, Tripoli FIR.

South : Niamey FIR- Dakar FIR.

b) Vertical limits:

Volume of airspace between flight levels 290 and 410 inclusive.

1-2 RVSM Entry and Exit Points:

The mandatory reporting points are defined as follow:

RVSM Entry and Exit Points at the North.

MOUET: UR34 LUXUR: UM134

CIRTA: UM605 /UA605 MOGIL: UB31

SALMA: UG6 BUYAH: UN855/UA27

REQUIN: UG26 SADAF: UG30/UA29/UN856

KAMER: UR978/UV508/UM998 LABRO: UA31/UA6

DOLIS: UB734 HAMRA: UA34

OTARO: UA24 CARBO: UA44

PECES*: UB16 LIGUM: UB738

(*) PECES is only Exit point.

RVSM Entry and Exit Points at the West.

ORSUP: UA411

ARIAM: UL102

RVSM Entry and Exit Points at the East.

KAWKA: UG14 DAFRI: UV18

MORJA: UA411 KRIMA: UV71

TBS: UA31/UG864 IMN: UB727/UR985/UJ25/UJ24/UJ41

DIMAO : UW254

TWARG/DJA

RVSM Entry and Exit Points at the South.

IKTAV : UB730

KIRMI : UA605

TOBUK : UM998

ERKEL : UR978

EREBO : UA604

INAMA :UG855

ZAWAT : UM114

TERAS: UB727/UM608

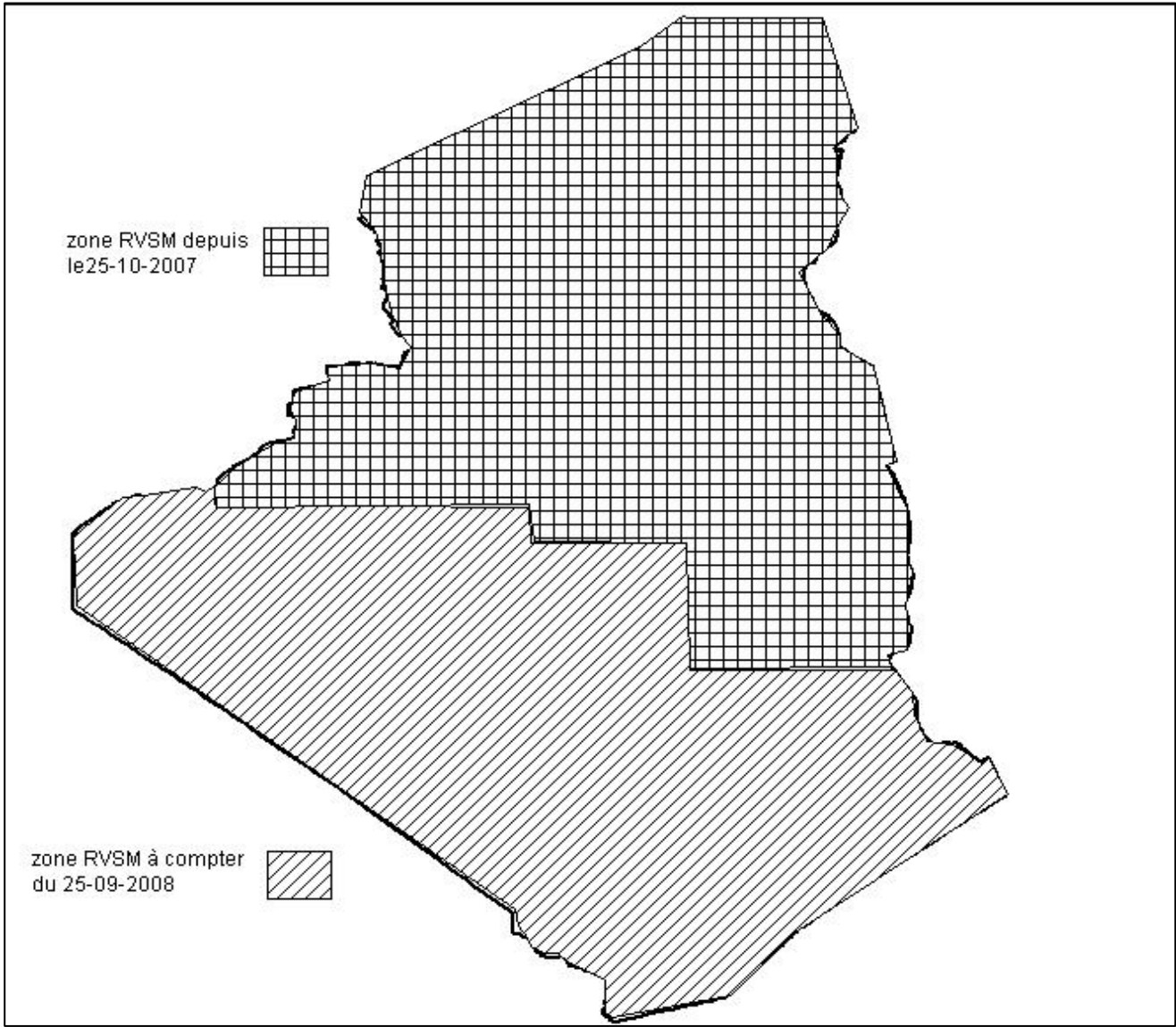
MOKAT : UG859 UJ60/UJ63

IPOBA : UA614

USRUT : UB735

SBITA: UM725

BRENA : UG864/UA29



Annex B

Flight Planning Requirements

I. RVSM Approved Civil Aircrafts

Effective the 25th of September 2008 at 00h01m, UTC, the following flight planning requirements will apply to operators of RVSM approved civil aircraft:

1. Operators of RVSM approved civil aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.
2. Operators of RVSM approved civil aircraft filing repetitive flight plans (RPL) shall also include the letter W in Item Q of the RPL within the EQPT/ element, regardless of the requested flight level. If a change of crew or aircraft operated in accordance with the repetitive flight plan results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.
3. Operators of RVSM approved civil aircraft intending to operate within the Algerian RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:
 - a) The entry point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and
 - b) The exit point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

NB: RVSM approved civil aircrafts are not allowed by ATC to flight in formation.

II. Non-RVSM Approved Civil Aircraft

Effective the 25th of September at 00h01m UTC, the following flight planning requirements will apply to operators of non-RVSM approved civil aircraft:

1. Operators of non-RVSM approved civil aircraft shall flight plan to operate outside the Algerian RVSM airspace.
2. Operators of non-RVSM approved civil aircraft intending to operate from a departure aerodrome outside the lateral limits of the Algerian RVSM airspace to a destination aerodrome within the lateral limits of the Algerian RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:
 - a) The entry point at the lateral limits of the Algerian RVSM airspace; and
 - b) A requested flight level below FL 290 for that portion of the route commencing immediately after the entry point.
3. Operators of non-RVSM approved civil aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of the Algerian RVSM airspace, shall include in Item 15 of the ICAO flight plan form a requested flight level below FL 290.
4. Operators of non-RVSM approved civil aircraft intending to operate from a departure aerodrome within the lateral limits of the Algerian RVSM airspace to a destination aerodrome outside the lateral limits of the Algeria RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:
 - a) A requested flight level below FL 290 for that portion of the route within the lateral limits of the Algerian RVSM airspace; and
 - b) The exit point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the exit point.
5. Operators of non-RVSM approved civil aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are outside the lateral limits of the Algerian RVSM airspace, with a portion of the route within the lateral limits of the Algerian RVSM airspace, shall include the following in Item 15 of the ICAO flight plan form:
 - a) The entry point at the lateral limits of the Algerian RVSM airspace and a requested flight level below FL 290 or above FL 410 for that portion of the route commencing immediately after the entry point; and
 - b) The exit point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the exit point.

III. RVSM Approved State Aircraft

Effective 25 of September 2008 at 00h01m UTC, the following flight planning requirements will apply to operators of RVSM approved State aircraft intending to conduct flights within the Algerian RVSM airspace:

1. In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.
2. Operators of RVSM approved State aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form regardless of the requested flight level, except that operators of formation flights of State aircraft shall **not** insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.
3. Operators of formation flights of State aircraft intending to operate within the Algerian RVSM airspace as General Air Traffic (GAT) shall include **STS/NONRVSM** in Item 18 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.
4. Operators of RVSM approved State aircraft intending to operate within the Algerian RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:
 - a) The entry point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and
 - b) The exit point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

IV. Non-RVSM Approved State Aircraft

Effective 25TH of September 2008 at 00h01mn UTC, the following flight planning requirements will apply to operators of non-RVSM approved State aircraft intending to conduct flights within the Algerian RVSM airspace:

1. In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.
2. Operators of non-RVSM approved State aircraft with a requested flight level of FL 290 or above shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.
3. Operators of formation flights of State aircraft shall **not** insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the Algerian RVSM airspace as General Air Traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.
4. Operators of non-RVSM approved State aircraft intending to operate within the Algerian RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:
 - a) The entry point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and
 - b) The exit point at the lateral limits of the Algerian RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

PHRASEOLOGY:

The controller to the pilot to confirm the RVSM status.

« *DAH1002 confirm RVSM approved* »

« *DAH1002 Confirmez homologue RVSM* »

The pilot to the controller confirming RVSM status:

« *Affirm RVSM* »

« *Affirme RVSM* »

The pilot to the Controller confirming the NON-RVSM status:

« *Negative RVSM* »

« *RVSM négatif* »

The appropriate phrase is to be used:

- For an initial call in any frequency in the RVSM airspace.
- For any flight level change in the limits of the RVSM airspace.
- In all the checking of the authorizations to a flight level in the limits of the RVSM Airspace.

The State aircraft pilot will tell that the aircraft is not approved RVSM:

« *Negative RVSM state aircraft* »

« *Aéronef d'état RVSM négatif* »

In all the checking of the authorizations to a flight level in the limits of the RVSM airspace.

«*DAH1002, unable clearance into RVSM airspace, maintain (or climb, or descent) flight level*»

«*DAH1002, autorisation impossible pour espace aérien RVSM maintenez (descendez ou montez) niveau de vol.....*»

The pilot reporting important turbulence or any other important meteorological phenomena:

« . . . *Unable RVSM due turbulence* »

«.....*RVSM impossible raison turbulence* »

The pilot reporting a deteriorate equipment under a level lower than the MASPS

« . . . *Unable RVSM due equipment* »

«.....*RVSM impossible raison équipement* »

The pilot reporting that he is able to resume the flight in RVSM airspace after urgency due to equipments or meteorological conditions.

« . . . *Ready to resume RVSM* »

«*pret à reprendre l'exploitation RVSM* »

The controller wishing to request this information:

« . . . *Report able to resume RVSM* »

«.....*indiquez si capable reprendre RVSM* »

Annex C

FLIGHT LEVEL ASSIGNATION IN ALGERIAN RVSM AIRSPACE OF ALGIERS FIR

At the North of the RVSM airspace of Algiers FIR.

All traffic coming from North (Marseille FIR, Barcelona FIR, and Seville FIR) should enter at odd RVSM flight level (290-310-330-350-370-390-410).

All traffic going to North should exit at even RVSM flight level (300-320-340-360-380-400).

At the West of the RVSM airspace of Algiers FIR

All traffic coming from West (FIR Casablanca) should enter at odd RVSM flight level (290-310-330-350-370-390-410).

All traffic going to West (FIR Casablanca) should exit at even RVSM flight level (300-320-340-360-380-400).

At the East of the RVSM airspace of Algiers FIR

Traffic coming East :

- a) MORJA- DIMAO-TBS-DAFRI: traffic should take even RVSM flight level (300-320-340-360-380-400).
- b) KAWKA: traffic should take even RVSM flight level (300-320-340-360-380-400).
- c) IMN-TWARG : CVSM-even

Traffic going to East :

- a) MORJA-DIMAO-TBS-DAFRI: traffic should take odd RVSM flight level (290-310-330-350-370- 390-410).
- b) KAWKA: traffic should take odd RVSM flight level (290-310-330-350-370-390-410).
- c) IMN-TWARG: CVSM-Odd.

At the South of the RVSM airspace of the Algiers FIR

Traffic to the North

- a) IKTAV-KIRMI-TOBUK-ERKEL-EREBO: traffic should take even RVSM flight level (300-320-340- 360-380-400)
- b) INAMA-ZAWAT-TERAS-MOKAT-IPOBA-USRUT-SBITA-BRENA: traffic should take odd RVSM flight level (290-310-330-350-370- 390-410).

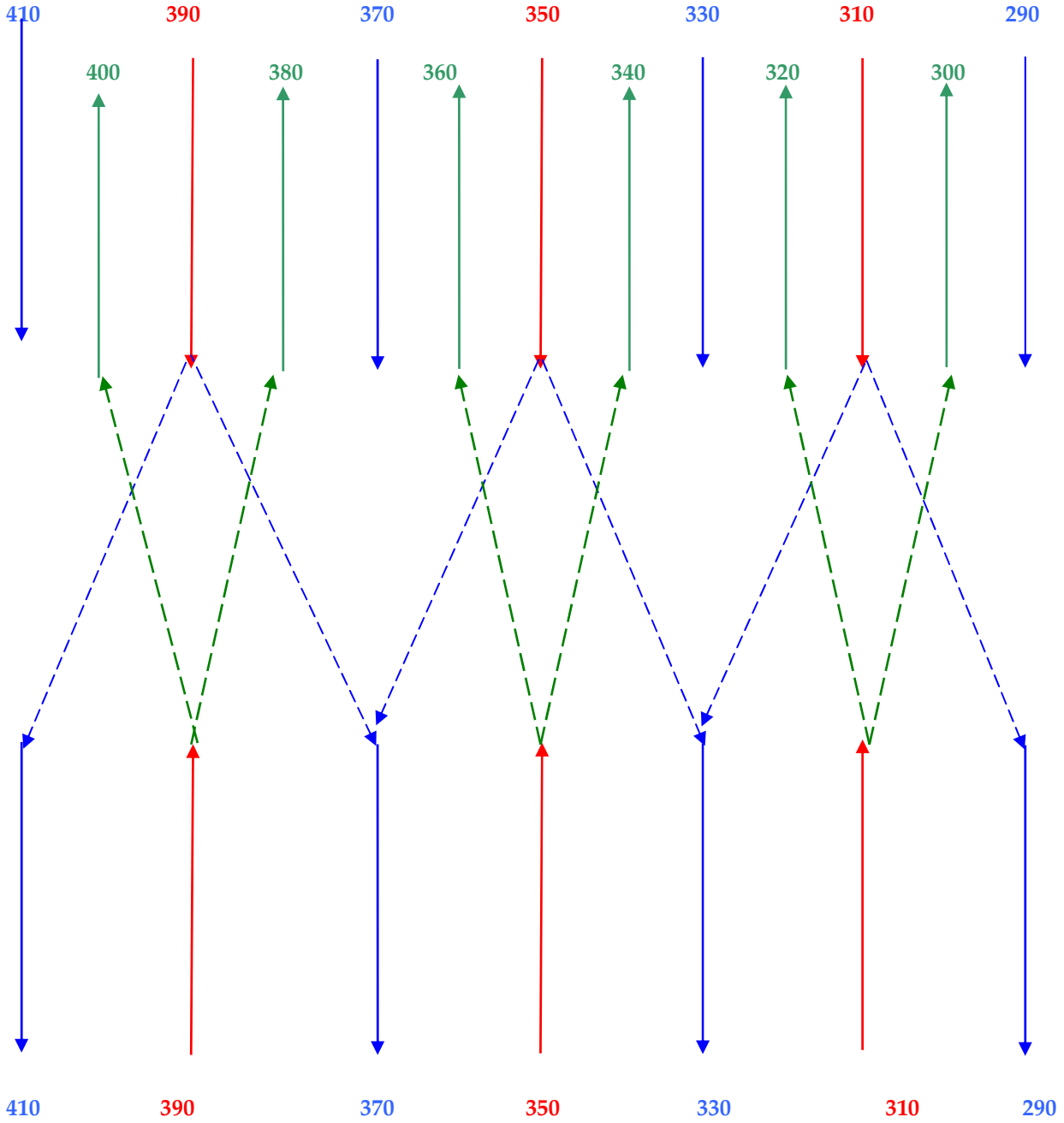
Traffic to the South

- a) IKTAV-KIRMI-TOBUK-ERKEL-EREBO: traffic should take odd RVSM flight level (290-310-330-350-370- 390-410).
- b) INAMA-ZAWAT-TERAS-MOKAT-IPOBA-USRUT-SBITA-BRENA: traffic should take even RVSM flight level (300-320-340-360-380-400).

RVSM AIRSPACE

FLAS

000°---179°



RVSM AIRSPACE

FLAS

180°---359°

