

ENR 1.6 ATC SURVEILLANCE SERVICES AND PROCEDURES

1. Primary radar

1.1 Supplementary services

1.1.1 A radar unit operates as an integral part of the ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.1.2 A pilot will know when radar services are being provided because the radar controller will use the call signs specified in ENR 2.1

1.1.3 Algiers approach control service operates one primary radar station:

- a) ALGIERS :364034 N 0031047 E Range 80 NM

1.2 The application of radar control service

1.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.2.2 Radar control service is provided in controlled airspaces to aircraft operating within sectors Centre, NORTH East and NORTH West and Algiers TMA. This service may include:

- a) Radar separation of arriving, departing and en-route traffic.
- b) Radar monitoring of arriving, departing and en-route Traffic to provide information on any significant deviation from the normal flight path ;
- c) Radar vectoring when required ;
- d) Assistance to aircraft in emergency;
- e) Assistance to aircraft crossing controlled airspace;
- f) Warnings and position information on other aircraft considered to constitute a hazard;
- g) Information to assist in the navigation of aircraft;
- h) Information on observed weather.

1.2.3 The minimum horizontal radar separations are:

- a) 10 NM en-route in sectors CENTRE, NORTH EST and NORTH WEST
- b) 07 NM in the Algiers TMA.

1.2.4 Levels assigned by the radar controller to pilots provide a minimum terrain clearance according to the phase of flight.

1.3 Radar and air-ground communication failure procedures

1.3.1 Radar failure: In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the ATS unit.

1.3.2 Air-ground communication failure: The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.4 Voice and CPDLC position reporting requirements

For further information see the AIC 03/11 and the Operation Manual of CPDLC in ALGIERS FIR on AIS web site "sia-enna.dz".

1.5 Graphic portrayal of area of radar coverage

Since the area of radar coverage is identical to that of SSR, see the page ENR 1.6.3 – 2.5 — Graphic portrayal of area of coverage of radar/SSR.

2. Secondary surveillance radar (SSR)

2.1 Emergency procedures

2.1.1 Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Algiers FIR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

2.1.2 Pilots of aircraft about to enter Algiers FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A/3, Code 20 (or 2000) before entry and maintain that code setting until otherwise instructed.

2.1.3 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.

2.1.4 Algiers Air Traffic Control service operates five radar stations:

- a) ALGIERS : 364034 N 0031047 E Range 250 NM
- b) ORAN : 354146 N 0004616 E Range 250 NM
- c) ANNABA : 365444 N 0074107 E Range 250 NM
- d) EL OUED : 333104 N 0064551 E Range 250 NM
- e) EL BAYADH : 333735 N 0010433 E Range 250 NM

2.2 Air-ground communication failure and unlawful interference procedures

2.2.1 Radio communication failure procedure:

In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures.

2.2.2 Unlawful interference procedure:

Pilots of aircraft in flight subjected to unlawful interferences shall endeavour to set the transponder to Mode A, Code 7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 77 (or 7700).

2.3 System of SSR Code assignment

The following functional codes (first two digits) are assigned by Algiers ACC:

Series 42 and 44: 4201-4277 and 4401-4437

- Military flights in General Air Traffic (GAT)
- International flights departing from Algiers FIR
- Any flight that does not come from FIRs: GMMM, LECS, LECB, LFMM

Series 00: 0000 and 0060-0067

- Local flights

Series 16, 26 et 32: 1601-1677, 2601-2677 and 3201-3277

- VFR flights

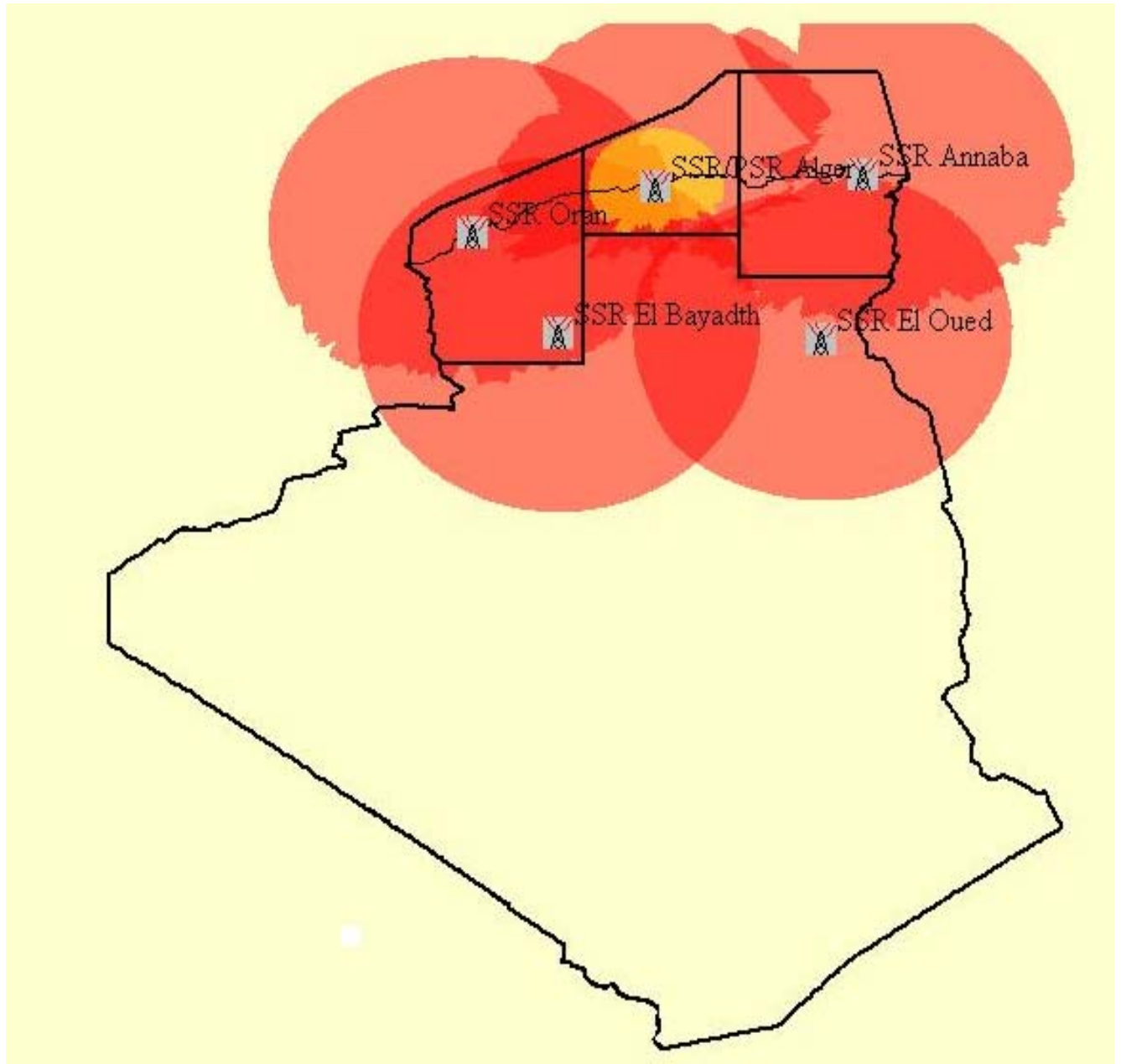
Series 44: 4440-4477


- These codes will be allocated by the ATC system in reserve.


2.4 Voice and CPDLC position reporting requirements:

For further information see the AIC 03/11 and the Operation Manual of CPDLC in ALGIERS FIR on AIS web site "sia-enna.dz"

2.5 Graphic portrayal of area of coverage of radar/SSR



 FL 245 secondary radar coverage.

 FL 145 primary radar coverage.

2.6. Transponder Failure procedures

2-6.1 In case of transponder failure after departure, the air traffic control units shall endeavour to ensure that the flight continue until the destination aerodrome in accordance with the flight plan, the pilot may, however, expect to undergo special constraints.

2-6.2 in case of an inoperative transponder cannot be repaired prior to departure, the pilot shall:

- a) Inform air traffic service as soon as possible, preferably before filing a flight plan;
- b) Insert in the part of section 10 of the ICAO flight plan concerning the SSR, either the character N if the transponder is completely out of service, or the character corresponding to the remaining capacity of the transponder if the transponder is partially usable.

2.7 Failure of radar system

2.7.1 In case of a total radar system failure but not of air-to-ground communications, the controller will determine the position of all previously identified aircraft, will make the necessary arrangements to establish a procedural separation between aircraft and, where appropriate, limit the number of aircraft allowed into the area.

2.7.2 As an emergency measure, flight levels spaced by a distance equal to half of minimum applicable vertical separation may be used temporarily if standard procedures separation cannot be ensured immediately.

3 Automatic dependent surveillance — broadcast (ADS-B)

NIL

4 Other relevant information and procedures

NIL