

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction:

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6

Transition altitudes are given on the instrument approach charts.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in Hectopascals.

2. Basic altimeter setting procedures

2.1. General

2.1.1 A transition altitude is specified for each aerodrome. No transition altitude is less than 450 m above an aerodrome.

2.1.2 The transition level is determined by the approach control unit when this level concerns only one aerodrome. By the regional control unit when a common transition altitude has been set in a control area where there are several aerodromes.

2.1.3. The transition level is determined by measurements:

- a) From the aerodrome associated meteorological station in the first case.
- b) From a designated station in the second case.

2.1.4. In the vicinity of an aerodrome, the vertical position of an aircraft is expressed:

- (a) In altitude (or height) if it is at or below the transition altitude (or height).
- (b) In flight level if it is at or above the transition level.

2.1.5 Flight level zero is located at the atmospheric pressure level of 1 013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

2.1.6. With respect to the provision of control service, the transition level and the transition altitude constitute the same level.

2.1.7 Examples of the relationship between flight levels and altimeter indications are given in the following table (the equivalents in meters are approximate):

<i>Flight level number</i>	<i>Altimeter indication</i>	
	<i>Feet</i>	<i>Meters</i>
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

2.2. Takeoff and climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.2.3 On international aerodromes, QNH, QNE, or QFE settings are provided in the standard take-off instructions. On other aerodromes, QFE or QNE setting is provided in the standard takeoff instructions and QNH setting is provided upon request.

2.3. Vertical separation enroute

Vertical separation during en-route flight shall be expressed in terms of flight levels at all times “during an IFR flight and at night”.

IFR flights, and VFR flights, when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

	000° - 179°		180° - 359°	
	IFR	VFR	IFR	VFR
	10	-	20	-
	30	35	40	45
	50	55	60	65
	70	75	80	85
	90	95	100	105
	110	115	120	125
	130	135	140	145
	150	155	160	165
	170	175	180	185
	190	195	200	VFR FLIGHTS PROHEBITED
	210	VFR FLIGHTS PROHEBITED	220	
	230		240	
	250		260	
	270		280	
	290		300	
	310		320	
	330		340	
	350		360	
	370		380	
	390		400	
	410		430	
	450		470	
	490		510	

For VFR flights, when they are controlled, and for IFR flights, the rule of flight levels assignment according to the magnetic route is not automatically taken into account.

The flight levels to be used are either published in the Aeronautical Information Manual or indicated in the control clearances.

2.4. Approach and landing

A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

On international aerodromes, QNH, QNE, or QFE settings are provided in standard approach and landing instructions. On other aerodromes, QFE or QNE setting is provided in standard approach and landing instructions and QNH setting is provided on request.

2.5 Missed approach

2.5.1 The relevant portions of 2.1.3, 2.2 and 2.4 shall be applied in the event of a missed approach.

3. Tables of cruising Levels:

Unless otherwise specified by the country and published in ENR 3 of the Algerian AIP. The cruise levels that will apply within the RVSM airspace of the Algiers FIR, designated in ENR 2.1, in accordance with Annex 2 of the Convention on International Civil Aviation, Appendix 3a, are illustrated below:

MAGNETIC TRACK											
From 000° to 179°						From 180° to 359°					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
ALTITUDE			ALTITUDE			ALTITUDE			ALTITUDE		
FL	ALT		FL	ALT		FL	ALT		FL	ALT	
	M	FT		M	FT		M	FT		M	FT
						0					
10	300	1000				20	600	2000			
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4950	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	VFR FLIGHTS PROHEBITED		
210	6400	21000	VFR FLIGHTS PROHEBITED			220	6700	22000			
230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8550	28000			
290	8850	29000				300	9100	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			
etc	etc	etc							etc	etc	etc

3.2 Unless otherwise specified by the country and published in ENR 3 of the AIP Algeria. The cruise levels that will apply within the CVSM Algeria airspace designated in ENR 2.1, in accordance with Annex 2 of the Convention on International Civil Aviation Appendix 3a are illustrated below:

MAGNETIC TRACK											
From 000° to 179°						From 000° to 179°					
IFR Flights			IFR Flights			IFR Flights			IFR Flights		
ALTITUDE			ALTITUDE			ALTITUDE			ALTITUDE		
FL	ALT		FL	ALT		FL	ALT		FL	ALT	
	M	FT		M	FT		M	FT		M	FT
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4950	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	VFR FLIGHTS PROHEBITED		
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230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8550	28000			
290	8850	29000				310	9450	31000			
330	10050	33000				350	10650	35000			
370	11300	37000				390	11900	39000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
etc	etc	etc							etc	etc	etc