

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 - PERSONNEL LICENSING

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
Chapter 2 paragraph 2.5 Multi-category Aircraft Crew Pilot License	Algeria does not apply the pilot license in multi-category aircraft crew.

2. ANNEX 2 - RULES OF THE AIR

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
Chapter 2 Paragraphe2.3 Responsibility for compliance with the rules of the air chapter 3 Paragraphe3.1.2 Minimum heights Paragraphe3.1.9 Restrictions relating to airspace Paragraph 3.3.1.1.2 Requirement to file a flight plan Paragraphe3.3.1.2 Content of the flight plan paragraph 3.6.5.2 Communication failure. chapter 4 Paragraphe4.5 Visual Flight Rules chapter 5 paragraph 5.1.2 Rules applicable to all IFR Minimum levels Appendix A signals	Any crew member must refrain from exercising its functions as soon as he feels any physical disability likely to make him believe he does not fulfill the conditions necessary for the exercise of his functions. Elsewhere than over urban areas or other cities with a high density, or people gathering in the open air, aircraft will not fly at a height less than 150 m (500 feet) above the ground, the water or obstacles. All aircraft engaging above a prohibited area shall, as soon as realize, give the regulatory signal and land on the nearest airfield, outside the prohibited area; otherwise, he could be compelled by force. A flight plan must be filed for any IFR flight. For flights over desert region. For flights over the sea. The scheduled departure time of the flight plan is the time at which the aircraft will be ready to leave the parking area. Special arrangements will be established and published in the aeronautical information manuals for certain aerodromes having a particular position or activity. No VFR flight can be made if the aircraft is not equipped with radio-electrical equipment allowing a bilateral communication with the Air Traffic services interested unless visual contact of ground or water is maintained. Apart from takeoff or landing requirements and unless special permission from the relevant authority, the aircraft will fly at a height of at least 450 meters above the highest obstacle within a radius of 8 km (5 miles) around the estimated position of the aircraft in flight. A white signal horizontally disposed in the form of "H", indicates that the airdrome is used by helicopters.

3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION: NIL

4. ANNEX 4 - AERONAUTICAL CHARTS

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
Chapter 2 Paragraph 2.1 Operational requirements for charts	Some charts which specifications are slightly varied from the provisions laid down in Annex 4 but comply with the aeronautical overload shall be labeled "ICAO aeronautical overload", instead of just ICAO designation.

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
Chapter 5 Paragraphe5.3.1 projection Chapter 8 Paragraphe8.10.4 Obstacles Chapter 9 Paragraphe9.4.1 Cutting, numbering sheets and cover strips. paragraphe 9.8.1 Topography: Contours Paragraphe9.8.2 Hypsometric tints. Paragraphe9.10.1 aeronautical information Chapter 10 Paragraphe10.1.1 Application Appendix 2 Planimetry	For plotting charts, Mercator will be used in general. Algerians' services do not apply the provisions of the second paragraph 8.10.4 of the standard for determining the height of obstacles above the level of the lowest point of contact. The reference level will always be the aerodrome elevation. The numbering of papers of the aeronautical world chart at 1/1 000 000 provided for in the assembly table will be doubled by the numbering of the ICW (International chart of the World). The main level curves and hypsometric tint range of this chart will be those of the ICW, however, the curves 300, 600, 900 m ICAO will in principle be carried as well. Major obstacles, power lines, regulated or hazardous areas, airways, control areas and reporting points and radio aids are not represented. Aeronautical charts 1/500 000th published in Algeria, although established in accordance with standards and recommended practices of Annex 4, do not conform to the letter of Chapter 10, they are also not entitled " aeronautical charts " 1/500 000th ICAO. The old conventional ICAO sign representing the 'ruins' is retained.

5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS: NIL

6. ANNEX 6 - OPERATION OF AIRCRAFT: NIL

7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS: NIL

8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT: NIL

9. ANNEX 9 - FACILITATION

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
Chapter 2	
Paragraphs 2.7	The goods manifest conforming to the model in Appendix 2 is required.
2.8.1	The nature of the goods must be indicated.
2.38	As a general rule, a special authorization is required in addition to the flight plan for flights mentioned in the 2.34 standard.
2.40	In the case of unscheduled transport with commercial stops, unless reciprocal arrangements, an application for authorization including in addition of information from the 2.40, the name of the aircraft owner (if any), must be addressed to the civil Aviation Authority, fifteen days before the beginning of the projected flight (s).

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
Chapter 3	
Paragraphs	As a general rule, entry visas give rise to the collection of a fee.
3.8	
3.8.2	The signatory of the visa application must appear in person.
3.8.3	Apart from nationals of states with which Algeria has signed an agreement of reciprocal abolition of visas, entry visas for temporary visitors are valid for multiple entries and a three-month validity from the date of use.
3.8.6	As a general rule, an exit and return visa is required for foreign residents
3.20	See 4.53.1
3.23	A crew member certificate conforming to the model specified in Appendix 7 shall not be issued.
3.24.1 and 3.25.1	Flight crew members of aircraft operated for remuneration who do not perform scheduled international air service shall not benefit of the same privileges as those provided for in 3.23
Paragraphs	As a general rule not applied, such crew members must be in possession of a valid passport and eventually a visa.
3.25.3	
3.29	As a general applied rule:
3.30	The customs services shall carry out checks on the baggage of the departing passengers at random.
3.39	The Algerian public authorities shall, where deemed possible, ensure that operators are informed when passengers are forced to fly as a result of a deportation order.
3.40	The Algerian public authorities which issue the deportation order shall, where deemed feasible, inform the public authorities of the country of destination of the intended trip.
chapter 4 paragraphs	An export declaration of the goods is required.
4.9	
4.13	A random check is carried out by customs.
4.15	Goods, including unaccompanied baggage intended for export by air, shall be presented for release at the customs office of the airport of embarkation.
4.34	Parts and container components must be released for consumption and cleared with payment of duties and taxes included in the Customs tariff.
4.37	The Customs Administration cannot allow loans between air transport companies operating in Algeria for containers and other related equipment because an open account is set up and covers the equipment (container) specific to each company.
4.38	Under customs legislation, the operator is responsible for omissions or errors in the documents
4.44	Customs legislation provides that goods to be used in the construction, alteration or repair of aircraft are admitted free of duties and taxes.
4.53	Accompanied or unaccompanied baggage will be presented together, at customs clearance for the determination by the Customs Service of the tolerance levels (duty and tax free) and taxation according to a simplified procedure.
4.53.1	Customs clearance of unaccompanied baggage can be done by:
	The owner.
	A freight forwarder or customs agent.
	The authorized operator to carry out transit operations

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS

In the field of aeronautical telecommunications, the Algerian instructions are essentially in accordance with the recommended standards and practices set out in Annex 10 to the International Civil Aviation Convention. Consequently, the ICAO procedures covered by Annex 10, Volume 2 (Telecommunications) should be applied in relations with Algerian services.

11. ANNEX 11 - AIR TRAFFIC SERVICES

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
chapter 5 Paragraph 5.2 Rescue Coordination Centre Alerts	The rules governing the initiation of emergency phases in ALGIERS FIR are laid down by a specific instruction which in substance complies with the requirements of Annex 11. Taking into account the organization of air traffic services and the particular characteristics (desert and maritime) of the ALGIERS FIR, this instruction sets out procedures and deadlines that vary according to the different cases (aspect (VFR/IFR) and area of flight)

12. Annex 12 - SEARCH AND RESCUE

- Foreign search and rescue teams are subject to prior authorization for SAR missions in Algeria.
- The request is sent to the Algerian Civil Aviation Authority.

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION: NIL

14. ANNEX 14 – AERODROMES: NIL

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES: NIL

16. ANNEX 16 - ENVIRONMENTAL PROTECTION: NIL

17. ANNEX 17 — SECURITY: NIL

18. ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR: NIL

19. ANNEX 19 – SAFETY MANAGEMENT: NIL

DOC 8400: ICAO Abbreviations and Codes

The ICAO procedures that are the subject of DOC 8400 should be applied in relations with the Algerians services, provided that account is taken, by the correspondents, of the differences indicated below:

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
DOC 8400	
QAN	Algerian’s services measure and quantify the wind direction with respect to TRUE North. They always respond to requests for QAN by indicating the Wind Direction in TRUE degrees. (QAN GEO)
QNH	Algerians’ services do not use the inch and the hundredth of an inch, this unit of measurement does not appear in appendix 5.

DOC 4444 RAC 501: RULES OF THE AIR AND AIR TRAFFIC SERVICES

<i>ICAO REGULATIONS</i>	<i>ALGERIAN REGULATIONS</i>
<p>Part 2 Paragraph 12.3.4 and 12.3.5 Altimeter setting procedures</p>	<p>On international airports, QNH and QFE, the timings (or NEQ) are provided in standard instructions of takeoff and landing. On the other aerodromes, only QFE (or NEQ) is provided in the standard instructions. QNH setting is provided on request.</p>
<p>Part 3 paragraph 4.1 Minimum cruising level</p>	<p>The vertical obstacle clearance of Algeria is 450m instead of 300m.</p>
<p>Part 5 paragraph 17.3 Authorization of special VFR flights</p>	<p>Special VFR flights are not allowed when visibility is less than 1.5 km, except for helicopters where special provisions have been provided for this purpose All IFR flights will be conducted in accordance with air traffic advisory service procedures when the aircraft is flying along the advisory routes.</p>
<p>Part 6 paragraph 1.4.2 Advisory Service</p>	<p>Any change to the current flight plan, reported by the pilot to Air Navigation services, will be made only after acknowledgement of receipt by the Air Navigation services; the aircraft, meanwhile, will continue according to the current flight plan.</p>