

ALGIERS (ALG/DAAG)

Elevation 82ft

CATEGORY A

AV Brief – not required

GENERAL

- Located 10nm ESE of Algiers and 4nm inland.
- ATC English is poor and often difficult to understand. French often spoken leading to reduced SA.
- ACARS coverage may be poor on stand

Threats

CFIT

- The Tell Atlas mountain range starts to rise 4nm S and SE of the airfield.
- At 6nm S terrain ~1550ft amsl.
- At 10nm NW terrain ~1350ft amsl within the city.
- At 15nm E terrain ~2000ft amsl.
- Within 25nm to the SW, S and SE terrain ~5000ft amsl.
- Minaret located to NW marked 1509ft on Lido AFC & SID charts.

Loss of Control

- Bird Hazard Exists

ARRIVAL

Diversions Airports

IBIZA	IBZ/LEIB	156 nm/326°T	CAT B
PALMA	PMI/LEPA	173 nm/352°T	CAT B
ALICANTE Elche	ALC/LEAL	204 nm/298°T	CAT B
VALENCIA	VLC/LEVCA	243 nm/314°T	CAT B
BARCELONA	BCN/LEBL	282 nm/349°T	CAT B
MADRID	MAD/LEMD	391 nm/305°T	CAT A

Approach

Although Barcelona can advise the runway in use this may be changed by Algiers on first contact. Therefore one of the biggest problems is knowing what routing and approach to expect and the difficulty in briefing all eventualities.

- Terrain and energy management are the main traps.

- Possible rushed approach may occur.
- Late notice clearances include unexpected holds and visual clearances to any of the 4 runways.
- Aircraft have been routed to BUYAH (not shown on approach plates). It is located W of MOGIL on the FIR boundary.
- From BUYAH routing has been to OA, the FAF for ILS 23 or ZEM, the VOR for Rwy 27.
- If routed to OA for ILS Rwy 23, be aware of the acute angle of intercept.
- If routed to ZEM expect a procedural approach for Rwy 27 VOR. Be aware that the turn over ZEM can be 140° and outside PANS OPS criteria.
- Below 1000ft the following factors are worth considering: Lack of ILS, Lack of serviceable PAPIs, Different Runway widths (Rwy 09/27 is 45m, Rwy 05/23 is 60m). ALL GROUND

BA Crew Reports
<ul style="list-style-type: none"> • <i>Report (Apr 2004) of being cleared to 2300ft at OA although crossing altitude is 2250ft.</i> • <i>Report (Apr 2004) of large open pit on finals Rwy 09 with large numbers of birds in vicinity.</i> • <i>Crew reports PAPIs for Rwy 27 now visible as suggested in Lido AFC chart.</i> • <i>Crew reports of false LOC capture for Rwy 23.</i>

GROUND

- Taxiway markings are poor.
- Parking is on the 'W' stands at the new main terminal.
- Caution advised when turning at Rwy 09 threshold as turning pan is tight for B777. Ensure clearance is maintained to edge of paved surface and request marshallers if required.
- Air Algerie have GPUs but it is rare for them to be offered so be prepared for APU use during turnaround and subsequent fuel burn.
- Security is extremely tight and crew and passengers are body searched prior to boarding aircraft.
- Aerosol Insecticide may be discharged in the cabin by cabin crew and cargo holds by ramp staff prior to departure. This may cause spurious ECAM warnings

DEPARTURE

- Load control will provide a provisional loadsheet but the final loadsheet may be provided before departure if ACARS coverage is poor on stand.

- ACARS coverage is good on taxiways and stand W10.
- ATC clearance and Squawk given on taxi out. SID may be amended with a departure heading or direct to SID terminator point.
- Ensure that correct Dep Rwy and SID designator are entered into the FMC before takeoff, as SID designators can be confused with Rwy designators.
- Hold B4 for Rwy 05 is set a long way back from the threshold to allow for undershoot.

WEATHER

- Mild, wet winters.
- Hot, dry summers.
- Slight risk of early morning low stratus and fog, usually clearing by 09:00 local.
- Sirocco wind (which is hot and dust/sand laden) is common during the summer.

OPERATIONAL INFORMATION

Handling Agent	Swissport
Handling Agent VHF	
Potable Water	Uplift Banned

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times