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JEPPESEN
**JeppView for Windows**

# List of pages in this Trip Kit

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Terminal Charts For DAAG
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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## General Information

Location: ALGIERS DZA
ICAO/IATA: DAAG / ALG
Lat/Long: N36° 41.67', E003° 13.02'
Elevation: 82 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0617 Z
Sunset: 1644 Z

## Runway Information

Runway: 05
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 66 ft
Lighting: Edge, Centerline

Runway: 09
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 56 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 75 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 62 ft
Lighting: Edge
Stopway: 525 ft

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## Communication Information

ATIS: 128.525
Algiers Tower: 119.700 Secondary VHF-DF
Algiers Tower: 118.700
Algiers Ground: 121.800
Algiers Approach: 120.800 Secondary
Algiers Approach: 121.400 VHF-DF

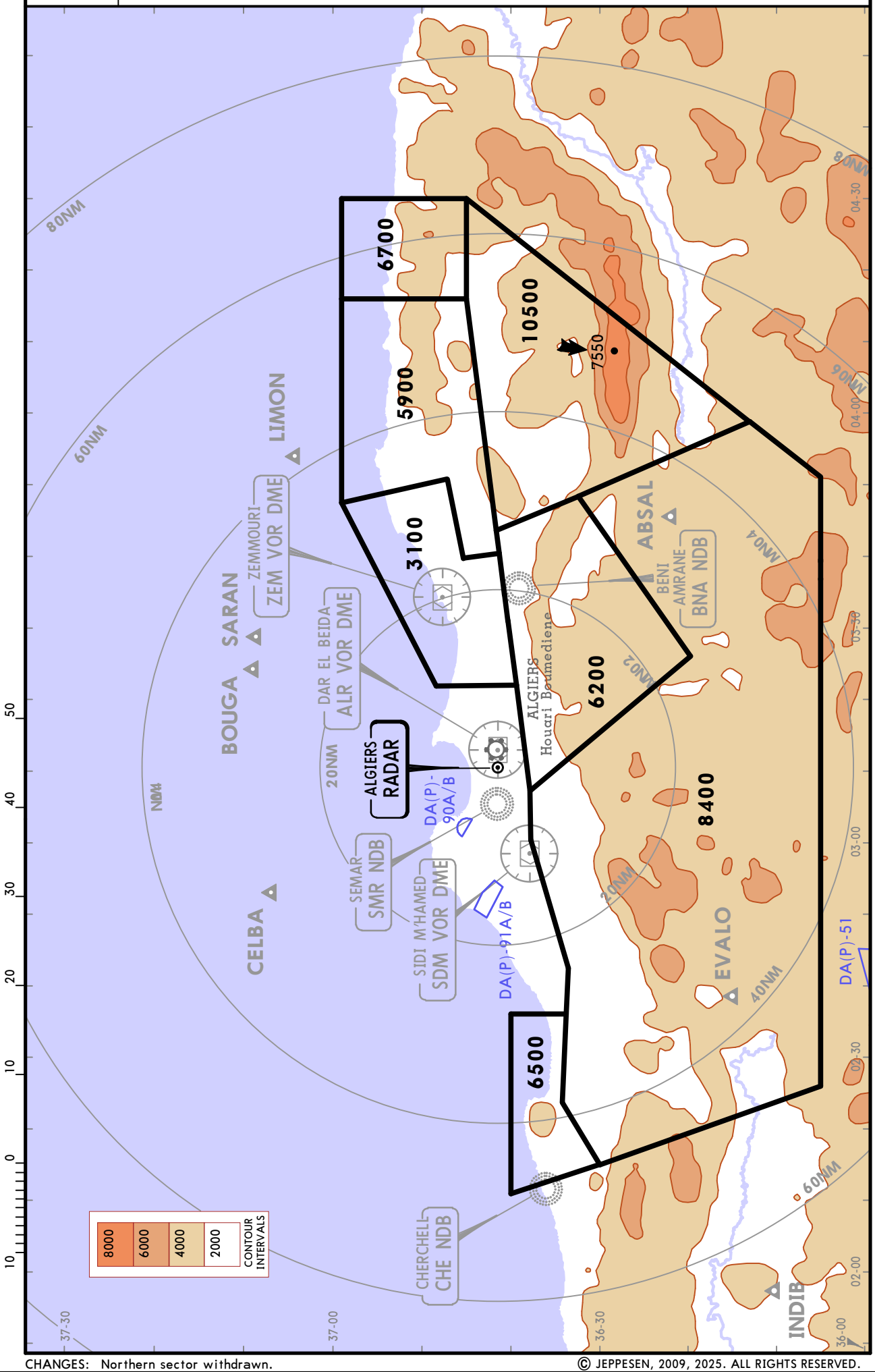
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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
4 JUL 25 | 10-1R | Eff 10 Jul

# ALGIERS, ALGERIA
## RADAR MINIMUM ALTITUDES

| Apt Elev | Alt Set: hPa |
|---|---|
| 82 | Trans level: By ATC  Trans alt: 3940 |




CHANGES: Northern sector withdrawn.

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| Apt Elev | Trans alt: 3940 |
|---|---|
| 82 | |

# BOURI 1A [BOUR1A], BOURI 1C [BOUR1C]
# MOGIL 1A [MOGI1A], MOGIL 1C [MOGI1C]
# OTARO 1A [OTAR1A], OTARO 1C [OTAR1C]
# PECES 1A [PECE1A], PECES 1C [PECE1C]
# DEPARTURES (RWYS 05, 23)

CHANGES: BOURI & OTARO SIDs revised, radial & track update, MSA.

PALMA DE MALLORCA
LEPA

MALLORCA
D 113.3 MJV

MENORCA
LEMH

MENORCA
D 112.6 MHN

R164

R187

81

84

343°

006°

OTARO

PECES

MOGIL

BOURI

OTARO 1A, 1C

PECES 1A, 1C

MOGIL 1A, 1C

BOURI 1A, 1C

83

90

045°

8000
6000
4000
2000
CONTOUR INTERVALS

| SID | RWY | ROUTING |
|---|---|---|
| BOURI 1A | 23 | Turn RIGHT, intercept ALR R016 to BOUGA, turn RIGHT, 054° track, intercept ALR R045 to BOURI. |
| BOURI 1C | 05 | Turn LEFT, intercept ALR R016 to BOUGA, turn RIGHT, 054° track, intercept ALR R045 to BOURI. |
| MOGIL 1A | 23 | Turn RIGHT, intercept ALR R358 to MOGIL, then to MJV. |
| MOGIL 1C | 05 | Turn LEFT, intercept ALR R358 to MOGIL, then to MJV. |
| OTARO 1A | 23 | Turn RIGHT, intercept ALR R016 to BOUGA, turn RIGHT, intercept ALR R025 to OTARO. |
| OTARO 1C | 05 | Turn LEFT, intercept ALR R016 to BOUGA, turn RIGHT, intercept ALR R025 to OTARO. |
| PECES 1A | 23 | Turn RIGHT, intercept ALR R016 to PECES, then to MHN. |
| PECES 1C | 05 | Turn LEFT, intercept ALR R016 to PECES, then to MHN. |

(BOURI 1A, 1C
OTARO 1A, 1C only)
BOUGA

054°

025°

D30.0

016°

358°

090°

270°

5100

5800

8900

360°

ZEMMOURI
D 116.6 ZEM

ZEM VOR

DAR EL BEIDA
D 112.5 ALR

7550

BOURI 1A [BOUR1A]
BOURI 1C [BOUR1C]
MOGIL 1A [MOGI1A]
MOGIL 1C [MOGI1C]
OTARO 1A [OTAR1A]
OTARO 1C [OTAR1C]
PECES 1A [PECE1A]
PECES 1C [PECE1C]
DEPARTURES (RWYS 05, 23)



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Apt Elev 82 | Trans alt: 3940

# BOURI 1B [BOUR1B], BOURI 1D [BOUR1D]
# MOGIL 1B [MOGI1B], MOGIL 1D [MOGI1D]
# OTARO 1B [OTAR1B], OTARO 1D [OTAR1D]
# PECES 1B [PECE1B], PECES 1D [PECE1D]
# DEPARTURES (RWYS 09, 27)

CHANGES: Initial climb & BOURI & OTARO SIDs revised, radial & track update, MSA.

| SID | RWY | ROUTING |
|---|---|---|
| BOURI 1B | 27 | To 1500, turn RIGHT, intercept ALR R016 to BOUGA, turn RIGHT, 054° track, intercept ALR R045 to BOURI. |
| BOURI 1D | 09 | Turn LEFT, intercept ALR R016 to BOUGA, turn RIGHT, 054° track, intercept ALR R045 to BOURI. |
| MOGIL 1B | 27 | To 1500, turn RIGHT, intercept ALR R358 to MOGIL, then to MJV. |
| MOGIL 1D | 09 | Turn LEFT, intercept ALR R358 to MOGIL, then to MJV. |
| OTARO 1B | 27 | To 1500, turn RIGHT, intercept ALR R016 to BOUGA, turn RIGHT, intercept ALR R025 to OTARO. |
| OTARO 1D | 09 | Turn LEFT, intercept ALR R016 to BOUGA, turn RIGHT, intercept ALR R025 to OTARO. |
| PECES 1B | 27 | To 1500, turn RIGHT, intercept ALR R016 to PECES, then to MHN. |
| PECES 1D | 09 | Turn LEFT, intercept ALR R016 to PECES, then to MHN. |

MENORCA LEMH
MENORCA D 112.6 MHN
PALMA DE MALLORCA LEPA
MALLORCA D 113.3 MJV
ZEMMOURI D 116.6 ZEM
DAR EL BEIDA D 112.5 ALR
ZEM VOR
OTARO
PECES
MOGIL
BOURI
BOUGA
(BOURI 1B, 1D OTARO 1B, 1D only)
R164
R187
343°
006°
054°
045°
025°
016°
358°
090°
270°
360°
81
84
83
90
MOGIL 1B, 1D
PECES 1B, 1D
OTARO 1B, 1D
BOURI 1B, 1D
D30.0
5100
5800
8900
1500
7550
CONTOUR INTERVALS: 8000, 6000, 4000, 2000

DAAG/ALG
HOUARI BOUMEDIENE

14 MAR 25 (10-3A) Eff 20 Mar

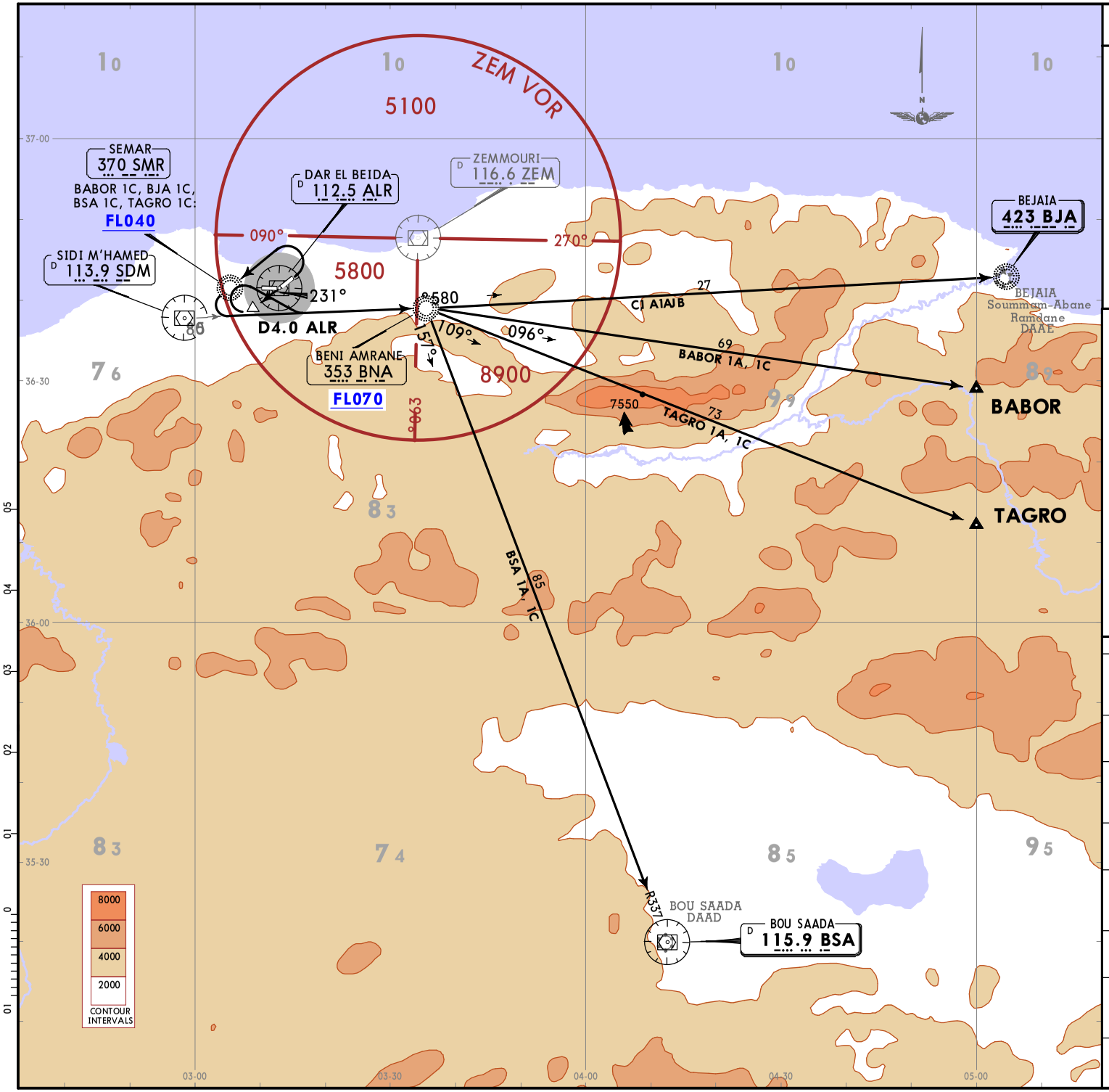
JEPPESEN

ALGIERS, ALGERIA

SID

BOURI 1B [BOUR1B]
BOURI 1D [BOUR1D]
MOGIL 1B [MOGI1B]
MOGIL 1D [MOGI1D]
OTARO 1B [OTAR1B]
OTARO 1D [OTAR1D]
PECES 1B [PECE1B]
PECES 1D [PECE1D]
DEPARTURES (RWYS 09, 27)

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| Apt Elev | Trans alt: 3940 |
|---|---|
| 82 | |

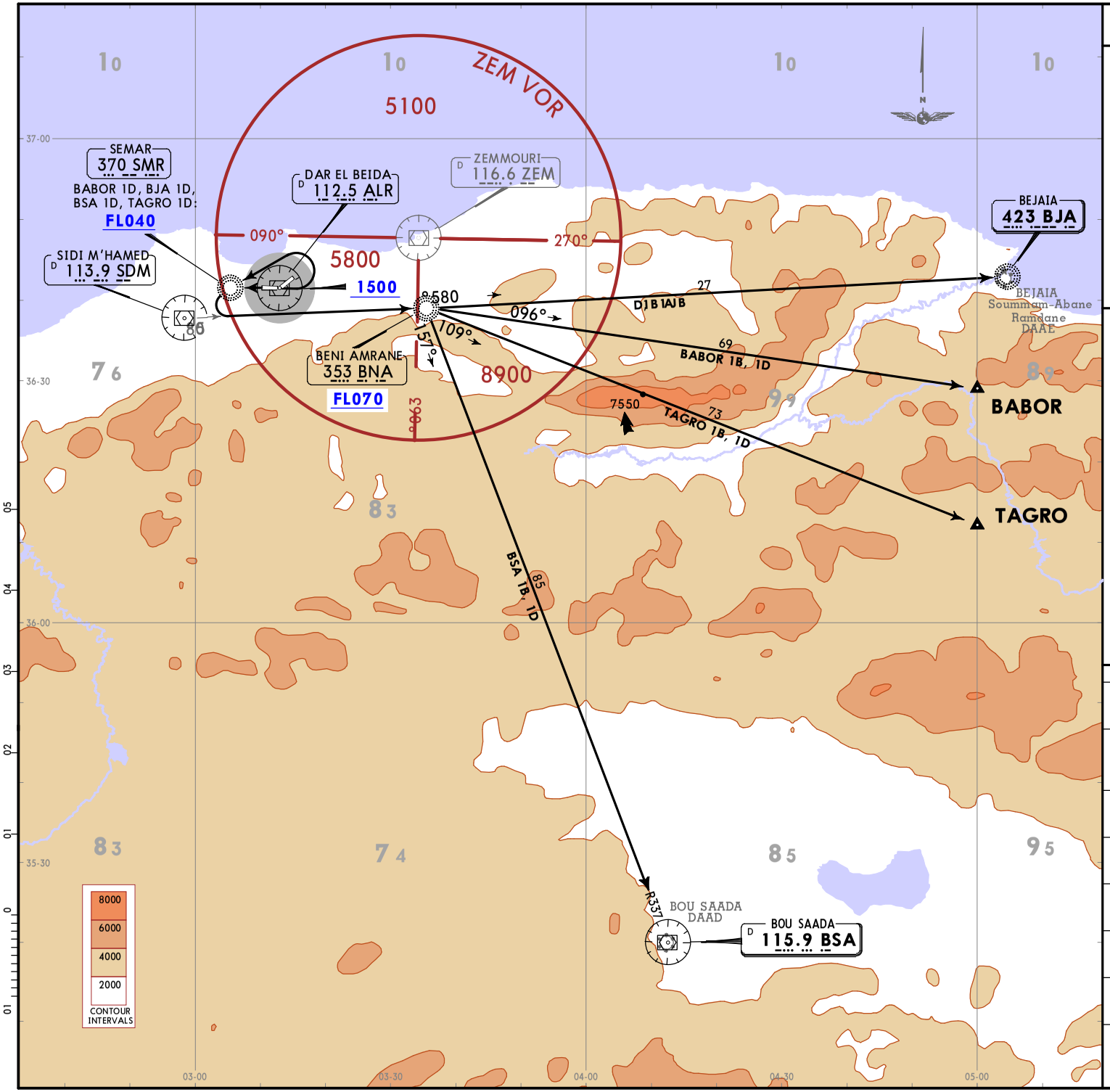
BABOR 1A [BABO1A]
BABOR 1C [BABO1C]
BJA 1A [BJA1A]
BJA 1C [BJA1C]
BSA 1A [BSA1A]
BSA 1C [BSA1C]
TAGRO 1A [TAGR1A]
TAGRO 1C [TAGR1C]
DEPARTURES (RWYS 05, 23)

| SID | RWY | ROUTING |
|---|---|---|
| BABOR 1A | 23 | To ALR, ALR R231 to D4.0 ALR, turn RIGHT, intercept SDM R085 to BNA, then to BABOR. |
| BABOR 1C | 05 | Turn LEFT to SMR, turn LEFT intercept SDM R085 to BNA, then to BABOR. |
| BJA 1A | 23 | To ALR, ALR R231 to D4.0 ALR, turn RIGHT, intercept SDM R085 to BNA, then to BJA. |
| BJA 1C | 05 | Turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to BJA. |
| BSA 1A | 23 | To ALR, ALR R231 to D4.0 ALR, turn RIGHT, intercept SDM R085 to BNA, then to BSA. |
| BSA 1C | 05 | Turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to BSA. |
| TAGRO 1A | 23 | To ALR, ALR R231 to D4.0 ALR, turn RIGHT, intercept SDM R085 to BNA, then to TAGRO. |
| TAGRO 1C | 05 | Turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to TAGRO. |

CHANGES: BSA SIDs revised, radial & track update, MSA.

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| Apt Elev | Trans alt: 3940 |
|---|---|
| 82 | |

BABOR 1B [BABO1B]
BABOR 1D [BABO1D]
BJA 1B [BJA1B]
BJA 1D [BJA1D]
BSA 1B [BSA1B]
BSA 1D [BSA1D]
TAGRO 1B [TAGR1B]
TAGRO 1D [TAGR1D]
DEPARTURES (RWYS 09, 27)

| SID | RWY | ROUTING |
|---|---|---|
| BABOR 1B | 27 | To SMR, turn LEFT, intercept SDM R085 to BNA, then to BABOR. |
| BABOR 1D | 09 | To 1500, turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to BABOR. |
| BJA 1B | 27 | To SMR, turn LEFT, intercept SDM R085 to BNA, then to BJA. |
| BJA 1D | 09 | To 1500, turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to BJA. |
| BSA 1B | 27 | To SMR, turn LEFT, intercept SDM R085 to BNA, then to BSA. |
| BSA 1D | 09 | To 1500, turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to BSA. |
| TAGRO 1B | 27 | To SMR, turn LEFT, intercept SDM R085 to BNA, then to TAGRO. |
| TAGRO 1D | 09 | To 1500, turn LEFT to SMR, turn LEFT, intercept SDM R085 to BNA, then to TAGRO. |

CHANGES: BSA SIDs revised, radial & track update, MSA.

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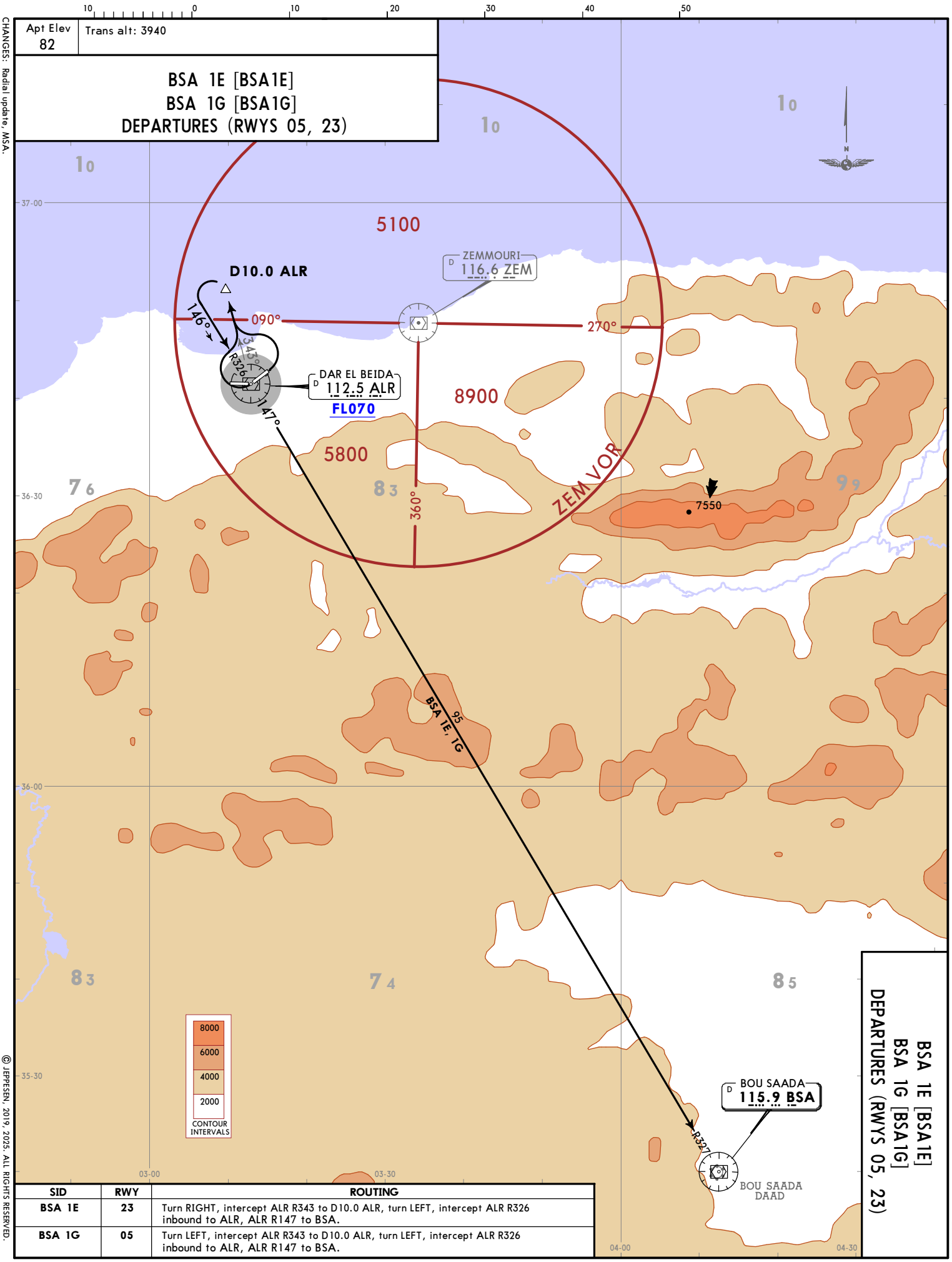
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CHANGES: Radial update, MSA.

| Apt Elev | Trans alt: 3940 |
|---|---|
| 82 | |

# BSA 1E [BSA1E]
# BSA 1G [BSA1G]
# DEPARTURES (RWYS 05, 23)




| SID | RWY | ROUTING |
|---|---|---|
| BSA 1E | 23 | Turn RIGHT, intercept ALR R343 to D10.0 ALR, turn LEFT, intercept ALR R326 inbound to ALR, ALR R147 to BSA. |
| BSA 1G | 05 | Turn LEFT, intercept ALR R343 to D10.0 ALR, turn LEFT, intercept ALR R326 inbound to ALR, ALR R147 to BSA. |

BSA 1E [BSA1E]
BSA 1G [BSA1G]
DEPARTURES (RWYS 05, 23)

JEPPESEN ALGIERS, ALGERIA
14 MAR 25 (10-3D) Eff 20 Mar
SID

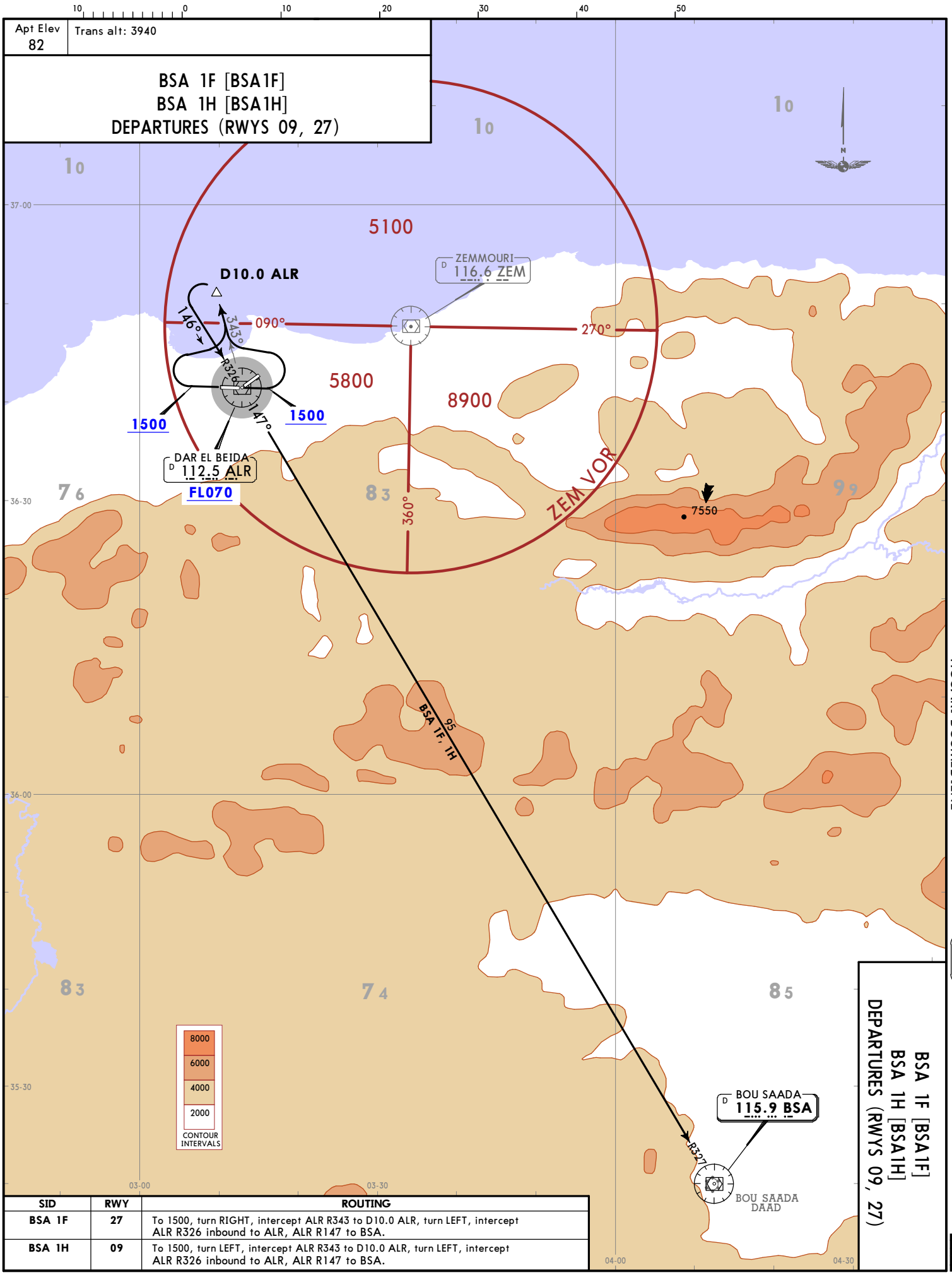
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CHANGES: Initial climb revised, radials updated, MSA.

Apt Elev 82 | Trans alt: 3940

# BSA 1F [BSA1F]
# BSA 1H [BSA1H]
# DEPARTURES (RWYS 09, 27)




| SID | RWY | ROUTING |
|---|---|---|
| BSA 1F | 27 | To 1500, turn RIGHT, intercept ALR R343 to D10.0 ALR, turn LEFT, intercept ALR R326 inbound to ALR, ALR R147 to BSA. |
| BSA 1H | 09 | To 1500, turn LEFT, intercept ALR R343 to D10.0 ALR, turn LEFT, intercept ALR R326 inbound to ALR, ALR R147 to BSA. |

DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
14 MAR 25 (10-3E) Eff 20 Mar

ALGIERS, ALGERIA
SID

BSA 1F [BSA1F]
BSA 1H [BSA1H]
DEPARTURES (RWYS 09, 27)

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| Apt Elev | Trans alt: 3940 |
|---|---|
| 82 | |

# CHE 1A [CHE1A]
# CHE 1C [CHE1C]
# LABRO 1A [LABR1A]
# LABRO 1C [LABR1C]
# SADAF 1A [SADA1A]
# SADAF 1C [SADA1C]
# DEPARTURES (RWYS 05, 23)

IBIZA
394 IZA
IBIZA
LEIB

MALLORCA
D 113.3 MJV
R161
NOT TO SCALE

78
100
327°
010°
SADAF
SADAF 1A, 1C
49

LABRO
288°
85
LABRO 1A, 1C
275°

(CHE 1A, 1C
LABRO 1A, 1C only)
CELBA
D30.0
225°
45
CHE 1A, 1C

CHERCHELL
397 CHE
246°
36
DAHRA
CHLEF
DAOI
203°
82

TIARET
D 116.3 TRB
R023
TIARET
Abdelhafid Boussouf
Bou Chekif
DAOB

8000
6000
4000
2000
CONTOUR INTERVALS

5100
ZEMMOURI
D 116.6 ZEM
326°
090°
270°
5800
8900
360°
ZEM VOR
7550

DAR EL BEIDA
D 112.5 ALR

| SID | RWY | ROUTING |
|---|---|---|
| CHE 1A | 23 | Turn RIGHT, intercept ALR R326 to CELBA, turn LEFT to CHE, then to DAHRA or TRB. |
| CHE 1C | 05 | Turn LEFT, intercept ALR R326 to CELBA, turn LEFT to CHE, then to DAHRA or TRB. |
| LABRO 1A | 23 | Turn RIGHT, intercept ALR R326 to CELBA, turn LEFT to intercept ALR R288 to LABRO. |
| LABRO 1C | 05 | Turn LEFT, intercept ALR R326 to CELBA, turn LEFT to intercept ALR R288 to LABRO. |
| SADAF 1A | 23 | Turn RIGHT, intercept ALR R326 to SADAF, then to IZA or MJV. |
| SADAF 1C | 05 | Turn LEFT, intercept ALR R326 to SADAF, then to IZA or MJV. |

CHE 1A [CHE1A]
CHE 1C [CHE1C]
LABRO 1A [LABR1A]
LABRO 1C [LABR1C]
SADAF 1A [SADA1A]
SADAF 1C [SADA1C]
DEPARTURES (RWYS 05, 23)



CHANGES: Radial & track update, MSA.
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CHANGES: Initial climb revised, radial & tracks updated, MSA.

| Apt Elev | Trans alt: 3940 |
|---|---|
| 82 | |

CHE 1B [CHE1B]
CHE 1D [CHE1D]
LABRO 1B [LABR1B]
LABRO 1D [LABR1D]
SADAF 1B [SADA1B]
SADAF 1D [SADA1D]
DEPARTURES (RWYS 09, 27)

IBIZA
394 IZA
IBIZA
LEIB

MALLORCA
D 113.3 MJV
R191

NOT TO SCALE

78
100
327°
010°
SADAF
SADAF 1B, 1D
49
LABRO
288°
85
LABRO 1B, 1D
275°
(CHE 1B, 1D
LABRO 1B, 1D only)
CELBA
225°
D30.0
CHERCHELL
397 CHE
45
CHE 1B, 1D
246°
203°
36
DAHRA
CHLEF
DAOI
82
TIARET
D 116.3 TRB
R023
TIARET
Abdelhafid Boussouf
Bou Chekif
DAOB

8000
6000
4000
2000
CONTOUR INTERVALS

5100
ZEMMOURI
D 116.6 ZEM
326°
090°
270°
1500
1500
8900
5800
360°
ZEM VOR
7550
DAR EL BEIDA
D 112.5 ALR

| SID | RWY | ROUTING |
|---|---|---|
| CHE 1B | 27 | To 1500, turn RIGHT, intercept ALR R326 to CELBA, turn LEFT to CHE, then to DAHRA or TRB. |
| CHE 1D | 09 | To 1500, turn LEFT, intercept ALR R326 to CELBA, turn LEFT to CHE, then to DAHRA or TRB. |
| LABRO 1B | 27 | To 1500, turn RIGHT, intercept ALR R326 to CELBA, turn LEFT to intercept ALR R288 to LABRO. |
| LABRO 1D | 09 | To 1500, turn LEFT, intercept ALR R326 to CELBA, turn LEFT to intercept ALR R288 to LABRO. |
| SADAF 1B | 27 | To 1500, turn RIGHT, intercept ALR R326 to SADAF, then to IZA or MJV. |
| SADAF 1D | 09 | To 1500, turn LEFT, intercept ALR R326 to SADAF, then to IZA or MJV. |

CHE 1B [CHE1B]
CHE 1D [CHE1D]
LABRO 1B [LABR1B]
LABRO 1D [LABR1D]
SADAF 1B [SADA1B]
SADAF 1D [SADA1D]
DEPARTURES (RWYS 09, 27)

DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
14 MAR 25 (10-3G) Eff 20 Mar

ALGIERS, ALGERIA
SID

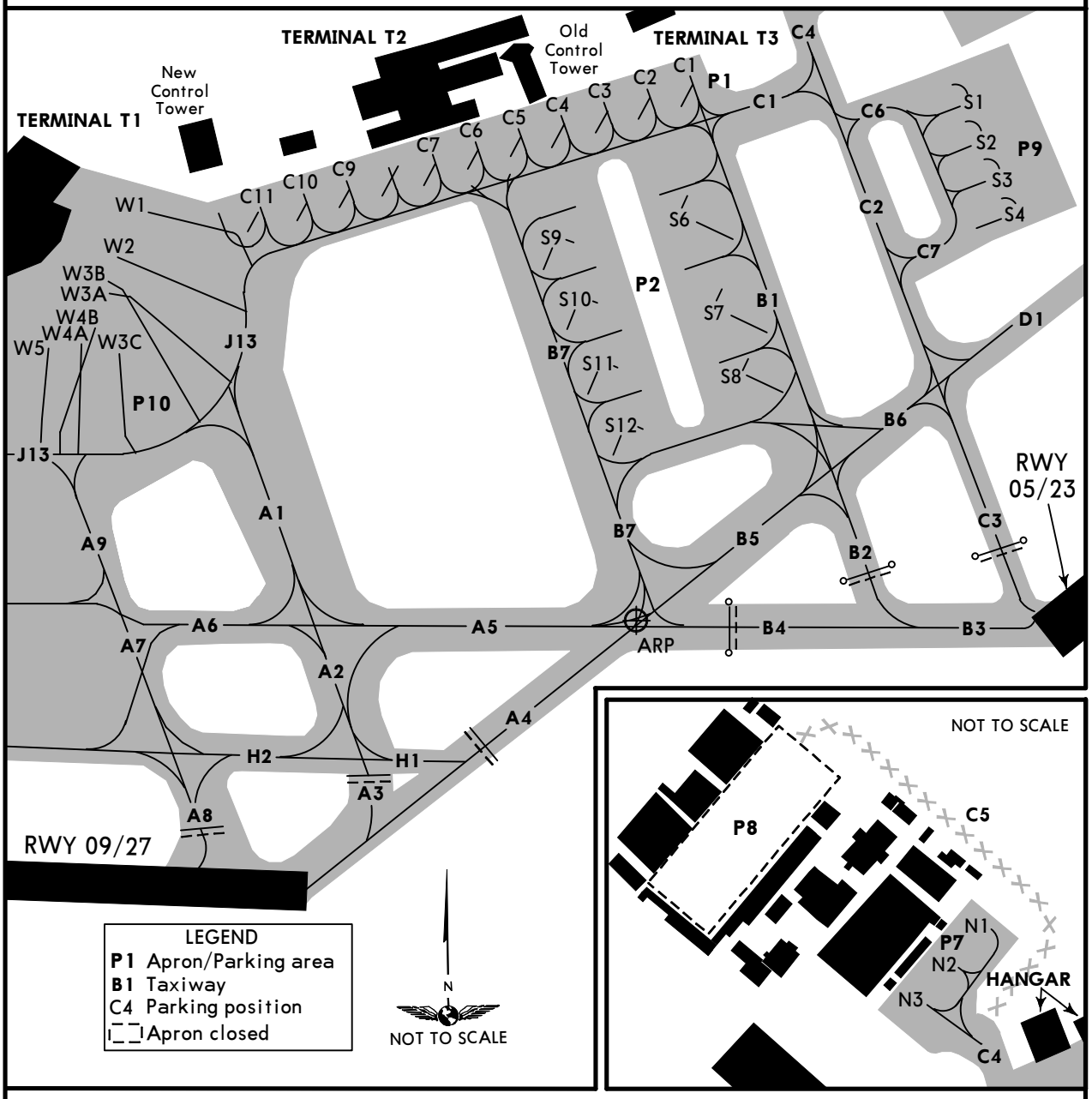
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# ALGIERS, ~~ALGERIA~~
## HOUARI BOUMEDIENE

## OPERATIONAL RESTRICTIONS
**REFER ALSO TO LATEST NOTAMS**




Apron P8 and TWY C5 are closed for operations due to works, men and equipments presence.

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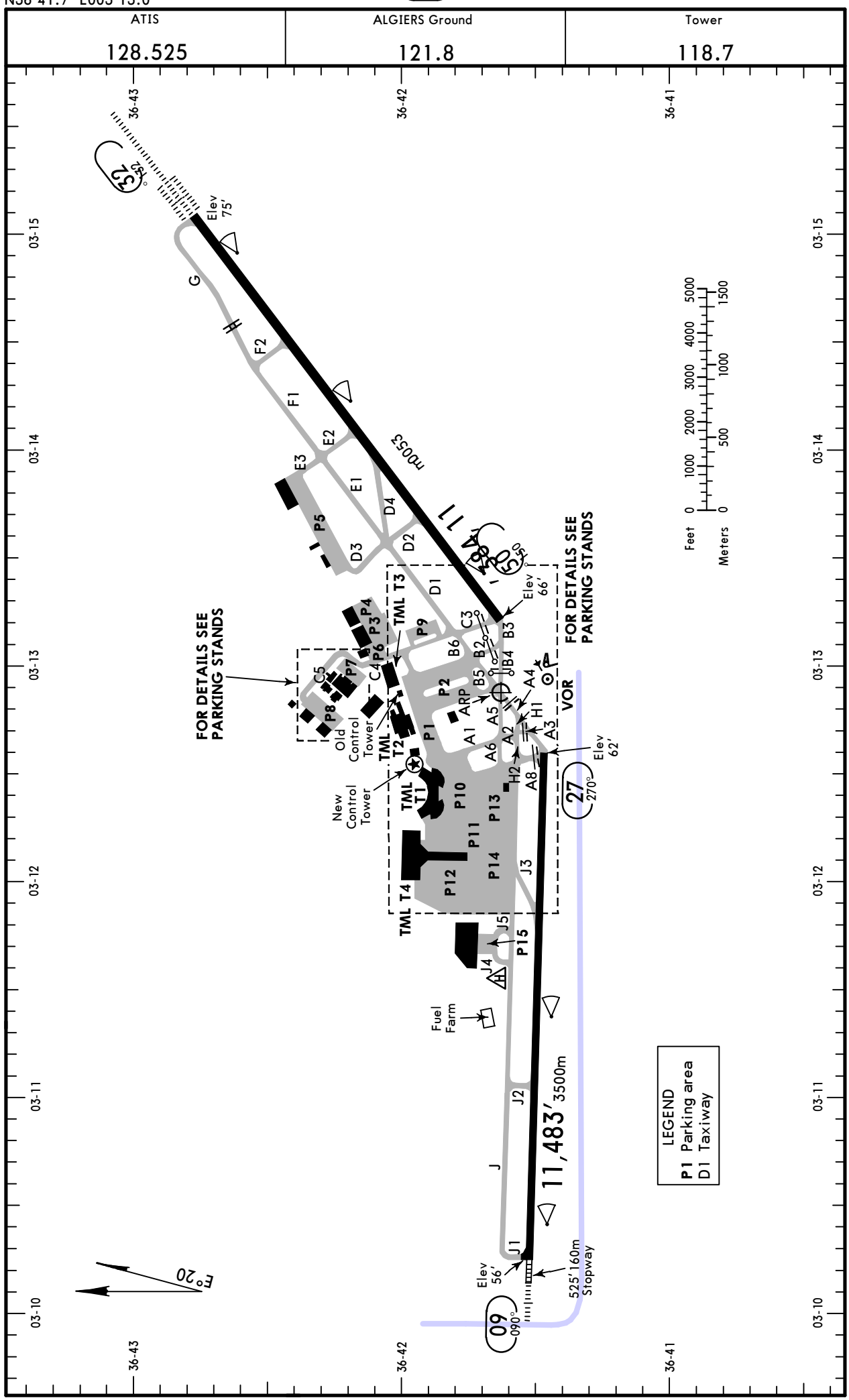
# DAAG/ALG

Apt Elev 82′
N36 41.7 E003 13.0

JEPPESEN
4 JUL 25 (10-9) Eff 10 Jul

# ALGIERS, ~~ALGERIA~~
HOUARI BOUMEDIENE

| ATIS | ALGIERS Ground | Tower |
|---|---|---|
| 128.525 | 121.8 | 118.7 |




CHANGES: Holding position twy A3.

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GENERAL

Birds.

In VMC both runways may be used simultaneously (landing rwy 09 with take-off rwy 05 & landing rwy 23 with take-off rwy 27).

Rwy 23 & 27 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 05 | HIRL (60m) CL (15m) PAPI-L (3.29°) RVR | | | | 197′ 60m |
| 23 | HIRL (60m) CL (15m) ❶ TDZ ❷ HST-D4 RVR | | 10,358′ 3157m | | |

❶ HIALS-II, length 900m

❷ PAPI-L (3.03°)

| | | | | | |
|---|---|---|---|---|---|
| 09 | HIRL (60m) ❸ TDZ PAPI-L (3.03°) HST-J3 RVR | | 10,499′ 3200m | | 148′ 45m |
| 27 | HIRL (60m) PAPI-L (3.00°) RVR | | 10,512′ 3204m | | |

❸ HIALS, length 420m

| State | TAKE-OFF | |
|---|---|---|
| | **Rwy 05/23** | **All Rwys** |
| | RL, CL & TDZ, MID, Rollout RVR req | RL and CL or RL and RCLM |
| A | R/V175m | R/V500m |
| B | | |
| C | | |
| D | R/V200m | |

CHANGES: None.

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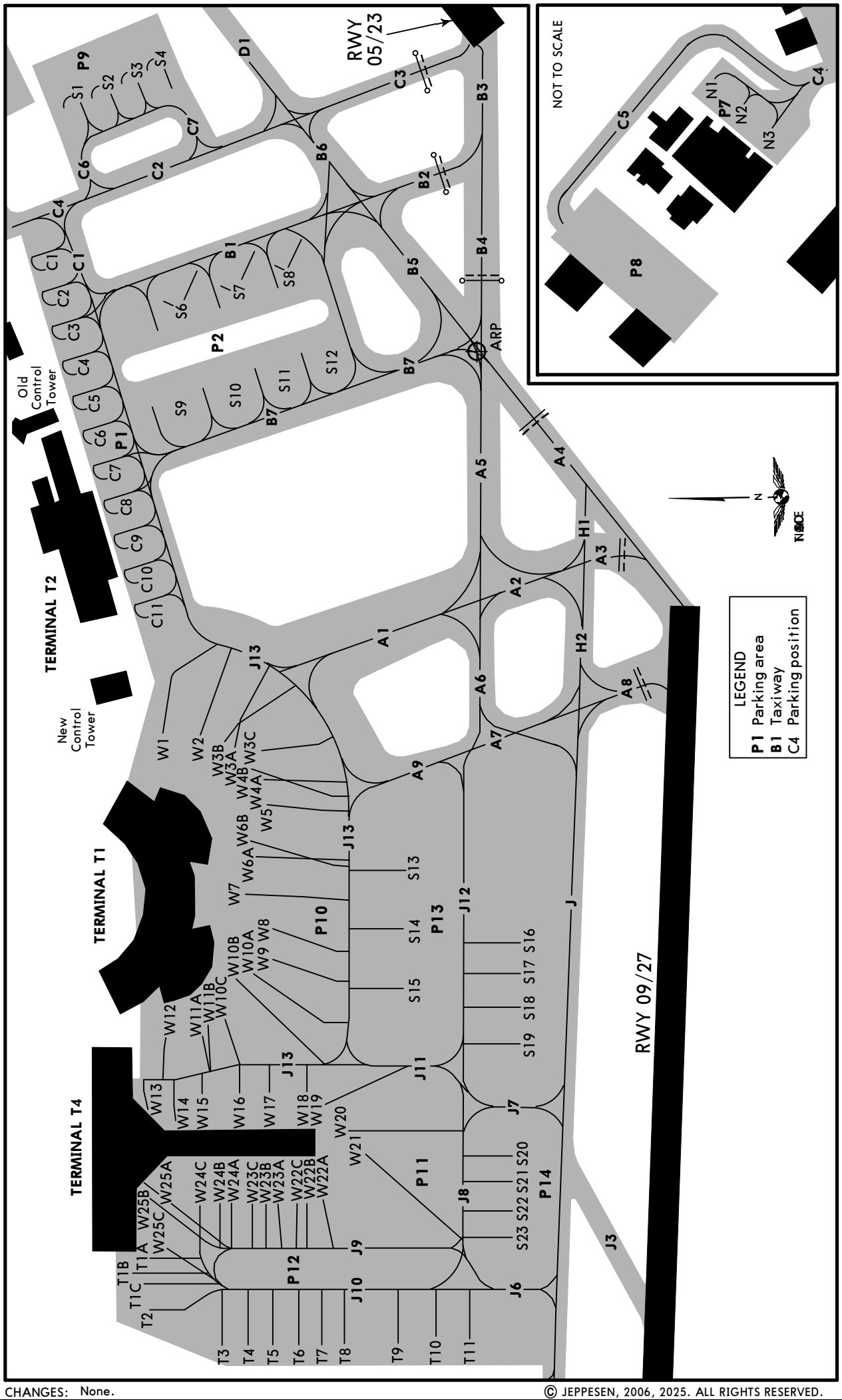
# DAAG/ALG

JEPPESEN

6 FEB 26 (10-9B) Eff 19 Feb

# ALGIERS, ~~ALGERIA~~

## HOUARI BOUMEDIENE




CHANGES: None.

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## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| C1, C2 | N36 42.0 E003 13.0 | T1A thru T1C | N36 41.9 E003 12.0 |
| C3 thru C5 | N36 42.0 E003 12.9 | T2, T3 | N36 41.9 E003 11.9 |
| C6, C7 | N36 41.9 E003 12.8 | T4 thru T7 | N36 41.8 E003 11.9 |
| C8 thru C10 | N36 41.9 E003 12.7 | T8 thru T11 | N36 41.7 E003 11.9 |
| C11 | N36 41.9 E003 12.6 | W1 | N36 41.9 E003 12.6 |
| N1, N2 | N36 42.2 E003 13.0 | W2 | N36 41.9 E003 12.5 |
| N3 | N36 42.2 E003 12.9 | W3A thru W5 | N36 41.8 E003 12.5 |
| S1 | N36 42.0 E003 13.1 | W6A thru W8 | N36 41.8 E003 12.4 |
| S2 | N36 41.9 E003 13.1 | W9 thru W10C | N36 41.8 E003 12.3 |
| S3, S4 | N36 41.9 E003 13.2 | W11A thru W12 | N36 41.9 E003 12.3 |
| S6 | N36 41.9 E003 13.0 | W13 thru W15 | N36 41.9 E003 12.2 |
| S7, S8 | N36 41.8 E003 13.0 | W16 thru W19 | N36 41.8 E003 12.2 |
| S9 | N36 41.9 E003 12.8 | W20, W21 | N36 41.7 E003 12.1 |
| S10 thru S12 | N36 41.8 E003 12.9 | W22A thru W24A | N36 41.8 E003 12.1 |
| S13, S14 | N36 41.7 E003 12.4 | W24B thru W25B | N36 41.9 E003 12.1 |
| S15 | N36 41.7 E003 12.3 | W25C | N36 41.9 E003 12.0 |
| S16 thru S18 | N36 41.6 E003 12.3 | | |
| S19 | N36 41.6 E003 12.2 | | |
| S20, S21 | N36 41.6 E003 12.1 | | |
| S22, S23 | N36 41.6 E003 12.0 | | |

CHANGES: Stand C8 coordinates.

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# ALGIERS, ALGERIA
## HOUARI BOUMEDIENE

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 05 | ❶VOR | **540**′(468′)<br>R1500m | **540**′(468′)<br>R1500m | **540**′(468′)<br>R2200m | **540**′(468′)<br>R2200m |
| 09 | ILS | **256**′(200′)<br>R750m | **266**′(210′)<br>R750m | **276**′(220′)<br>R800m | **286**′(230′)<br>R800m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❶LOC | **560**′(504′)<br>R1500m | **560**′(504′)<br>R1500m | **560**′(504′)<br>R1900m | **560**′(504′)<br>R1900m |
| | ALS out | R1500m | R1500m | R2400m | R2400m |
| | ❶LOC<br>with D4.0 HB/D6.0 ALR | **560**′(504′)<br>R1500m | **560**′(504′)<br>R1500m | **560**′(504′)<br>R1900m | **560**′(504′)<br>R1900m |
| | ALS out | R1500m | R1500m | R2400m | R2400m |
| | ❶LOC<br>w/o D4.0 HB/D6.0 ALR | **1150**′(1094′)<br>R1500m | **1150**′(1094′)<br>R1500m | **1150**′(1094′)<br>R2400m | **1150**′(1094′)<br>R2400m |
| | ALS out | R1500m | R1500m | R2400m | R2400m |
| | ❶ VOR DME | **560**′(504′)<br>R2300m | **560**′(504′)<br>R2300m | **560**′(504′)<br>R2400m | **560**′(504′)<br>R2400m |
| | ALS out | R2300m | R2300m | R2400m | R2400m |
| | ❶VOR<br>with D6.0 ALR | **660**′(604′)<br>R1500m | **660**′(604′)<br>R1500m | **660**′(604′)<br>R2400m | **660**′(604′)<br>R2400m |
| | ALS out | R1500m | R1500m | R2400m | R2400m |
| | ❶VOR<br>w/o D6.0 ALR | **1180**′(1124′)<br>R1500m | **1180**′(1124′)<br>R1500m | **1180**′(1124′)<br>R2400m | **1180**′(1124′)<br>R2400m |
| | ALS out | R1500m | R1500m | R2400m | R2400m |
| 23 | ILS | **282**′(200′)<br>R550m | **292**′(210′)<br>R550m | **302**′(220′)<br>R550m | **312**′(230′)<br>R550m |
| | TDZ or CL out | ❷ R550m | ❷ R550m | ❷ R550m | ❷ R550m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❶LOC | **470**′(388′)<br>R1100m | **470**′(388′)<br>R1100m | **470**′(388′)<br>R1100m | **470**′(388′)<br>R1100m |
| | TDZ or CL out | R1100m | R1100m | R1100m | R1100m |
| | ALS out | R1500m | R1500m | R1800m | R1800m |
| | ❶VOR | **490**′(408′)<br>R1200m | **490**′(408′)<br>R1200m | **490**′(408′)<br>R1200m | **490**′(408′)<br>R1200m |
| | TDZ or CL out | R1200m | R1200m | R1200m | R1200m |
| | ALS out | R1500m | R1500m | R1900m | R1900m |
| 27 | ❸ ILS | **262**′(200′)<br>R1200m | **272**′(210′)<br>R1200m | **282**′(220′)<br>R1200m | **292**′(230′)<br>R1200m |
| | ❹ ILS | **462**′(400′)<br>R1500m | **472**′(410′)<br>R1500m | **482**′(420′)<br>R1900m | **492**′(430′)<br>R2000m |
| | ❶LOC | **760**′(698′)<br>R1500m | **760**′(698′)<br>R1500m | **760**′(698′)<br>R2400m | **760**′(698′)<br>R2400m |
| | ❶VOR | **830**′(768′)<br>R1500m | **830**′(768′)<br>R1500m | **830**′(768′)<br>R2400m | **830**′(768′)<br>R2400m |

❶Continuous Descent Final Approach.
❷R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸Missed approach climb gradient MIN 4.0% (244′/NM).
❹Missed approach climb gradient MIN 2.5% (152′/NM).

CHANGES: VOR Rwy 05 minimums.

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# ALGIERS, ALGERIA
## HOUARI BOUMEDIENE

| CIRCLE-TO-LAND ❶ | 100 KT | 135 KT | 180 KT | 205 KT |
|---|---|---|---|---|
| | **1210**′(1128′) V2500m | **1210**′(1128′) V2900m | **1390**′(1308′) V5000m | **1390**′(1308′) V5000m |
| after ILS, LOC, VOR DME Rwy 09 | **650**′(568′) V2500m | **720**′(638′) V2900m | **1370**′(1288′) V5000m | **1370**′(1288′) V5000m |
| after ILS, LOC, VOR Rwy 23 and VOR Rwy 05 | **680**′(598′) V2700m | **780**′(698′) V3200m | **1440**′(1358′) V5000m | **1960**′(1878′) V5000m |

❶North of airport.

## TAKE-OFF RWY 05, 23

| | Low Visibility Take-off | |
|---|---|---|
| | RL, CL & TDZ, MID, Rollout RVR req | RL & CL or RL & RCLM |
| A<br>B<br>C | R/V175m | R/V500m |
| D | R/V200m | |

## TAKE-OFF RWY 09, 27

| | RL & CL or RL & RCLM |
|---|---|
| A<br>B<br>C<br>D | R/V500m |

CHANGES: None.

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# DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
6 FEB 26 (11-1) **Eff 19 Feb**

# ALGIERS, ~~ALGERIA~~
ILS or LOC or
VOR DME Rwy 09

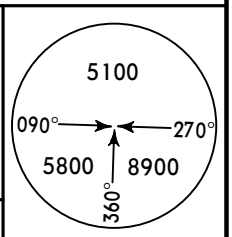
| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

BRIEFING STRIP ™

| | | | | |
|---|---|---|---|---|
| LOC HB **108.5** / VOR ALR **112.5** | Final Apch Crs **090°** | **D6.8 HB** **2240′** (2184′) | ILS DA(H) Refer to Minimums / VOR MDA(H) **560′** (504′) | Apt Elev 82′ / Rwy 56′ |

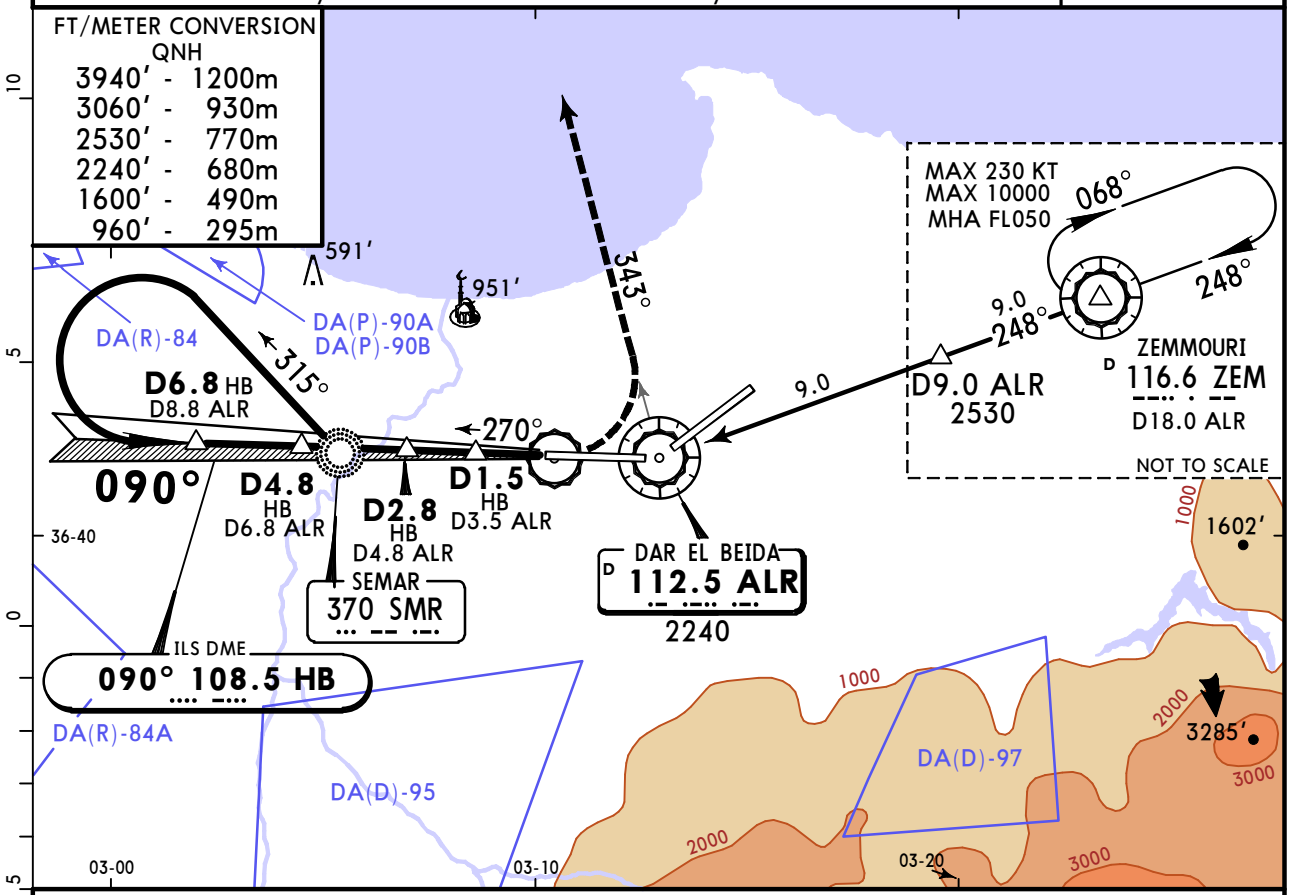
**MISSED APCH:** As soon as possible turn LEFT to climb on R-343 ALR to 3060′ and as directed.

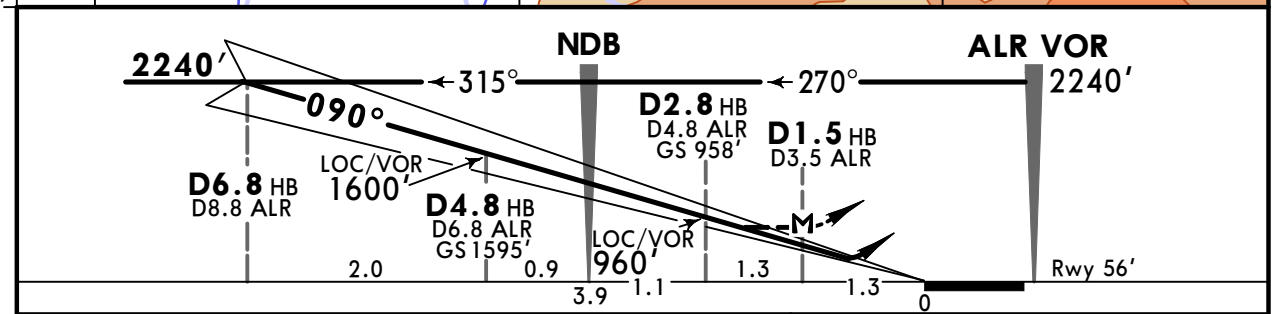
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3940′



MSA
ZEM VOR

FT/METER CONVERSION
QNH
3940′ - 1200m
3060′ - 930m
2530′ - 770m
2240′ - 680m
1600′ - 490m
960′ - 295m




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC or VOR Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.5 HB/D3.5 ALR | | | | | | | |

HIALS
PAPI

As soon as possible

3060′ LT

ALR on 112.5 R-343

PANS OPS

**State** — STRAIGHT-IN LANDING

| | ILS | | LOC (GS out) | | VOR DME | |
|---|---|---|---|---|---|---|
| DA(H) | A: **256′** (200′) C: **276′** (220′) B: **266′** (210′) D: **286′** (230′) | | MDA(H) **560′** (504′) | | MDA(H) **560′** (504′) | |
| | | ALS out | | ALS out | | ALS out |
| A | R750m | R1200m | R1500m | R2400m | R2300m | R2400m |
| B | | | | | | |
| C | R800m | | R1800m | | R2400m | |
| D | | | | | | |

CIRCLE-TO-LAND
North of airport

| Max KT | MDA(H) | |
|---|---|---|
| 100 | 650′ (568′) | V2500m |
| 135 | 720′ (638′) | V2900m |
| 180 | 1370′ (1288′) | V5000m |
| 205 | | |

CHANGES: None.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
6 FEB 26 (11-2) Eff 19 Feb

# ALGIERS, ~~ALGERIA~~
## ILS or LOC Rwy 09

BRIEFING STRIP ™

| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

| LOC HB | Final Apch Crs | D10.8 HB | ILS DA(H) Refer to Minimums | Apt Elev 82′ Rwy 56′ |
|---|---|---|---|---|
| 108.5 | 090° | 3500′ (3444′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1000′, then turn LEFT to climb and follow R-343 ALR to 3500′ and as directed.

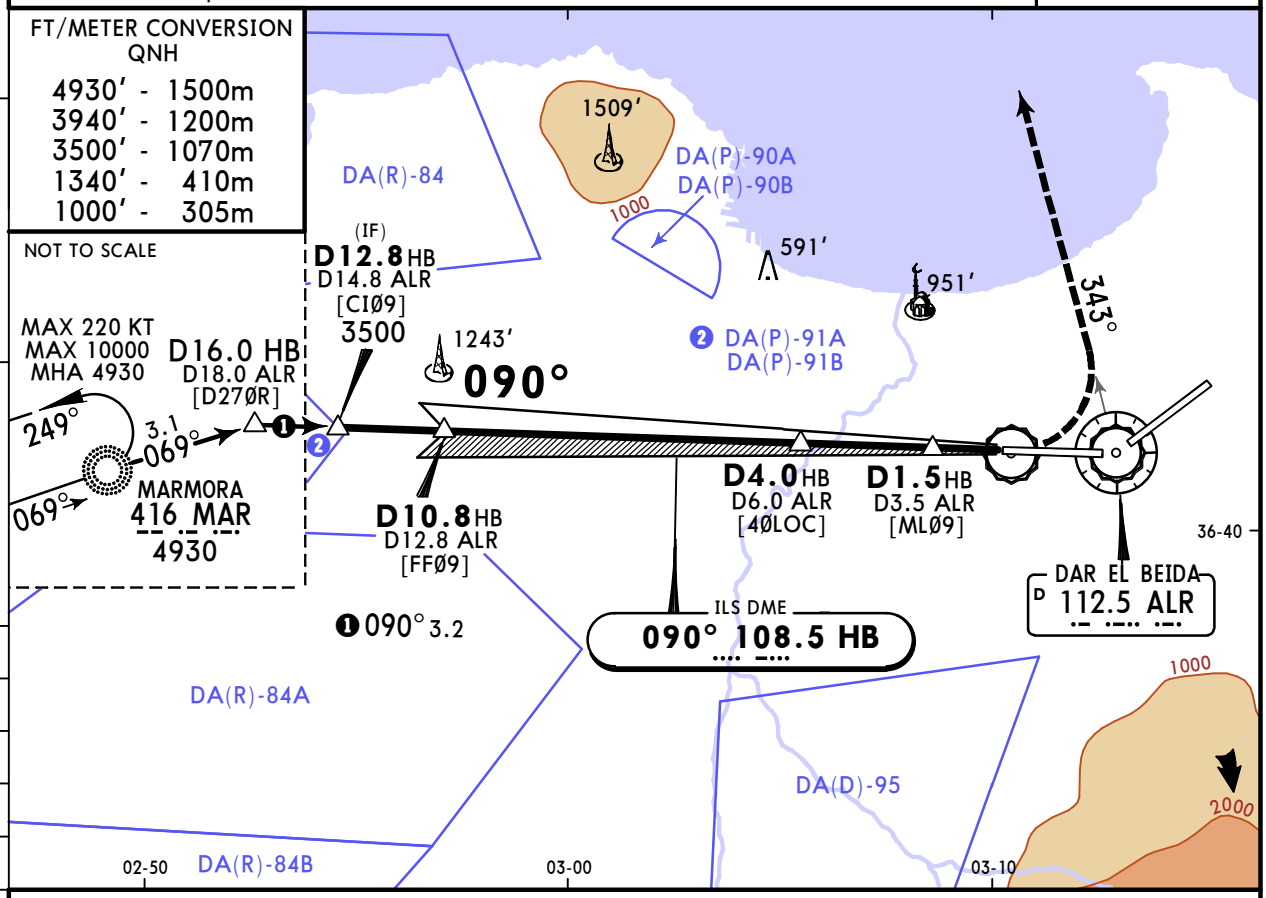
| Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3940′ |
|---|---|---|---|

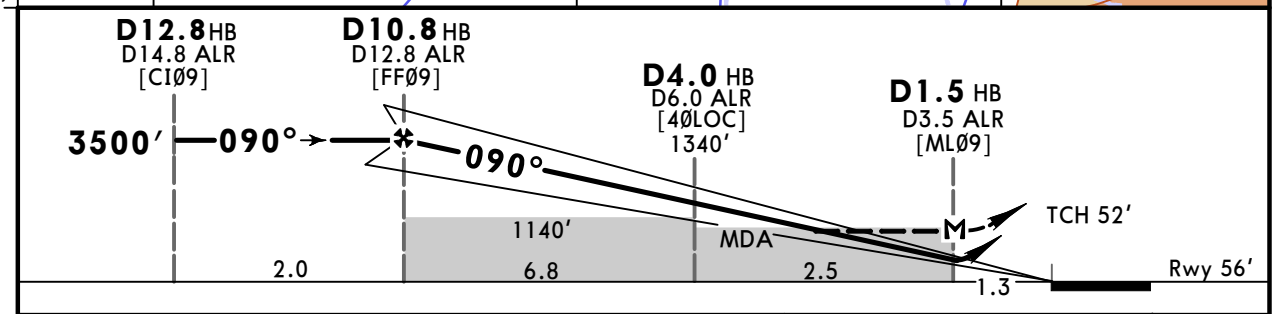
VOR and DME required.

5000
090° 270°
7400
MSA
MAR NDB

FT/METER CONVERSION
QNH
4930′ - 1500m
3940′ - 1200m
3500′ - 1070m
1340′ - 410m
1000′ - 305m

NOT TO SCALE




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.5 HB/D3.5 ALR | | | | | | | |

HIALS
PAPI

1000′ ↑

3500′ LT

ALR on 112.5 R-343

**State**

STRAIGHT-IN LANDING

| ILS DA(H) | LOC (GS out) with D4.0 HB/D6.0 ALR | LOC (GS out) w/o D4.0 HB/D6.0 ALR |
|---|---|---|
| A: 256′ (200′) C: 276′ (220′) | MDA(H) 560′ (504′) | MDA(H) 1150′ (1094′) |
| B: 266′ (210′) D: 286′ (230′) | | |

CIRCLE-TO-LAND
North of airport

| | ILS | ALS out | LOC (GS out) with D4.0 HB/D6.0 ALR | ALS out | LOC (GS out) w/o D4.0 HB/D6.0 ALR | ALS out |
|---|---|---|---|---|---|---|
| A | R750m | R1200m | R1500m | R2400m | R1500m | R4900m |
| B | | | | | | |
| C | R800m | | R1800m | | R2400m | |
| D | | | | | | |

| Max KT | MDA(H) |
|---|---|
| 100 | 1210′ (1128′) V2500m |
| 135 | 1210′ (1128′) V2900m |
| 180 | 1390′ (1308′) V5000m |
| 205 | |

PANS OPS

CHANGES: Procedure.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
14 MAR 25 (11-3) Eff 20 Mar

# ALGIERS, ~~ALGERIA~~
## ILS or LOC Rwy 23

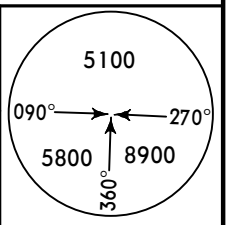
BRIEFING STRIP

| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

| LOC AG | Final Apch Crs | Lctr | ILS DA(H) | Apt Elev 82′ |
|---|---|---|---|---|
| 110.3 | 231° | 2300′ (2218′) | Refer to Minimums | Rwy 82′ |

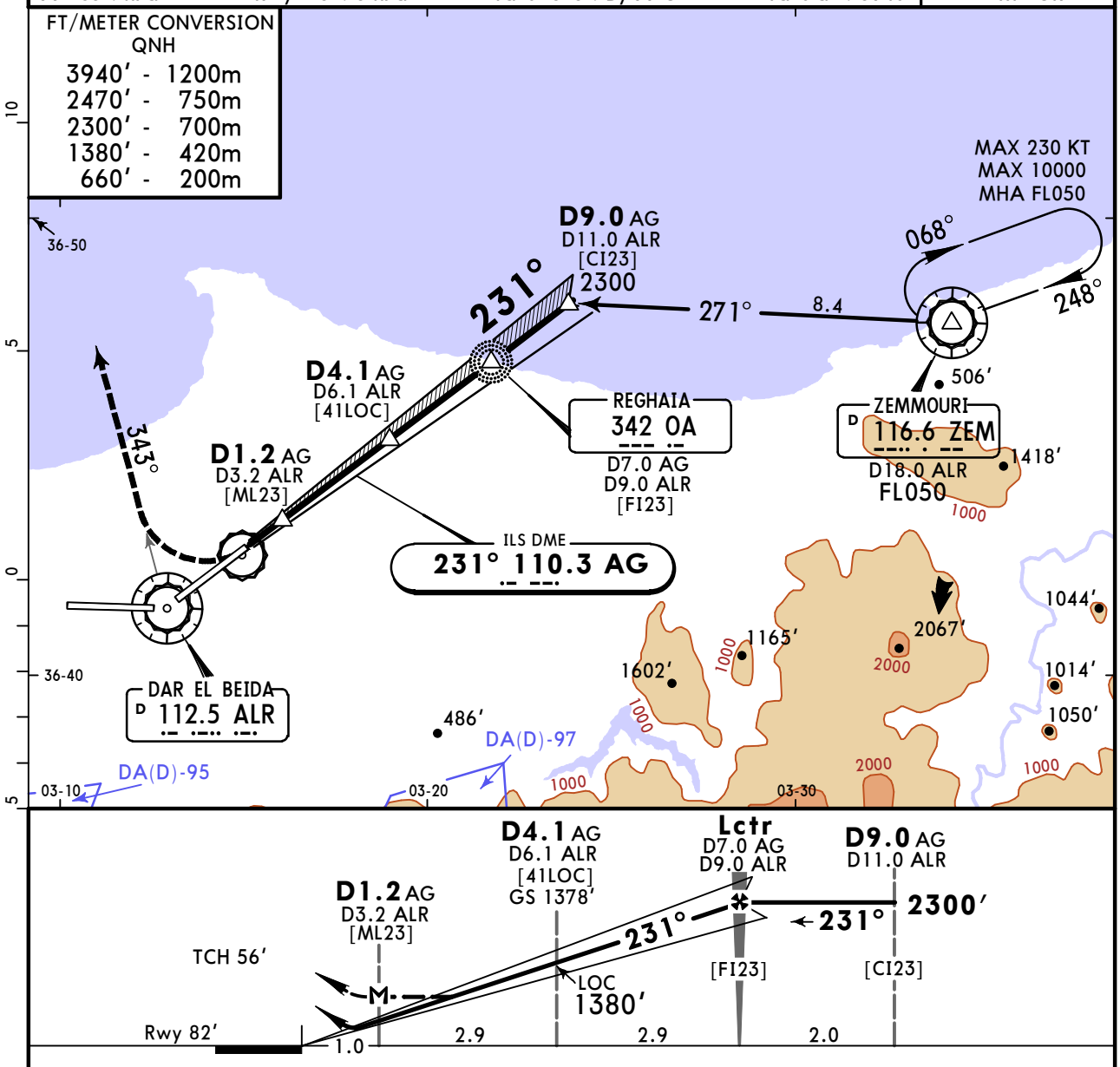
**MISSED APCH:** Climb STRAIGHT AHEAD to 660′, then turn RIGHT (MAX 190 KT) to climb and follow R-343 ALR, maintain 2470′ and as directed.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 3940′



MSA
ZEM VOR

FT/METER CONVERSION
QNH
3940′ - 1200m
2470′ - 750m
2300′ - 700m
1380′ - 420m
660′ - 200m







| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.2 AG/D3.2 ALR | | | | | | | |

HIALS-II
PAPI PAPI

660′

190 KT MAX

2470′ RT onto ALR 112.5 R-343

**State** STRAIGHT-IN LANDING

| | ILS DA(H) | | LOC (GS out) MDA(H) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | A: 282′ (200′) | R550m | 470′ (388′) | R1000m |
| B | B: 292′ (210′) | R1200m | | R1800m |
| C | C: 302′ (220′) | | | |
| D | D: 312′ (230′) | | | |

CIRCLE-TO-LAND
North of airport

| Max KT | MDA(H) | |
|---|---|---|
| 100 | 680′ (598′) | V2700m |
| 135 | 780′ (698′) | V3200m |
| 180 | 1440′ (1358′) | V5000m |
| 205 | 1960′ (1878′) | V5000m |

PANS OPS

CHANGES: Rwy elev, missed approach.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
14 MAR 25 (11-4) Eff 20 Mar

# ALGIERS, ~~ALGERIA~~
## ILS OR LOC Rwy 27

BRIEFING STRIP™

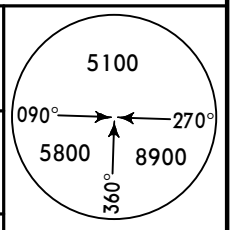
| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

| LOC AL | Final Apch Crs | D7.6 AL | ILS DA(H) Refer to Minimums | Apt Elev 82′ Rwy 62′ |
|---|---|---|---|---|
| 109.5 | 270° | 2500′ (2438′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 920′, then turn RIGHT (MAX 190 KT) to climb and follow R-343 ALR and maintain 2470′ and as directed. Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3940′

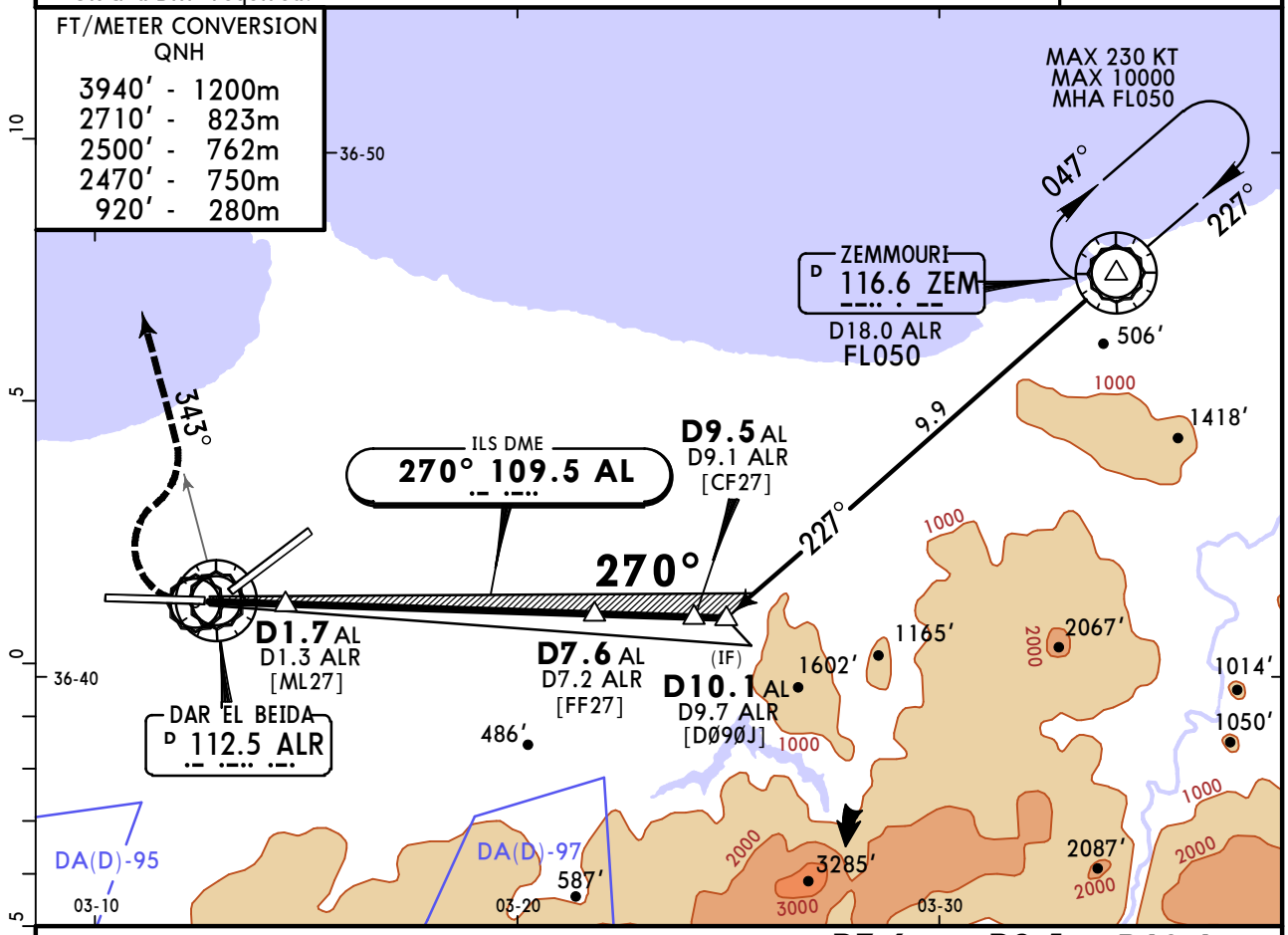
VOR and DME required.

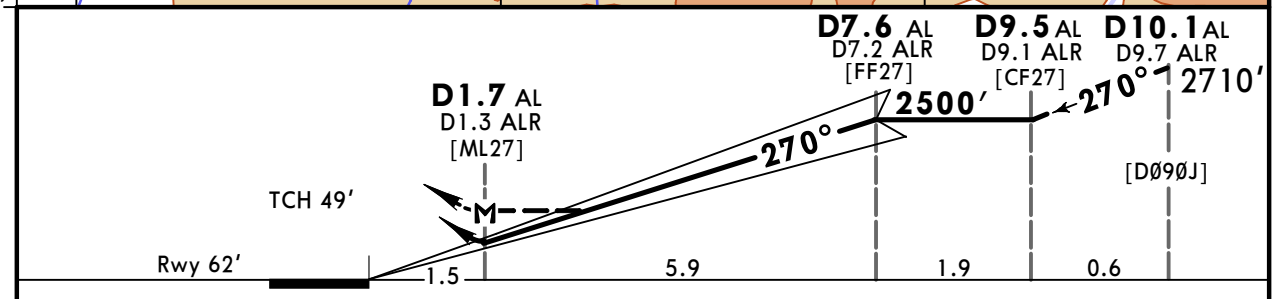



MSA
ZEM VOR

FT/METER CONVERSION
QNH

| | |
|---|---|
| 3940′ | 1200m |
| 2710′ | 823m |
| 2500′ | 762m |
| 2470′ | 750m |
| 920′ | 280m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.7 AL/D1.3 ALR | | | | | | | |

PAPI-L | 920′ | 190 KT MAX | 2470′ RT onto ALR 112.5 R-343

**State**

STRAIGHT-IN LANDING

| ILS MACG 4.0% (244′/NM) DA(H) | ILS MACG 2.5% (152′/NM) DA(H) | LOC (GS out) MDA(H) |
|---|---|---|
| A:**262′**(200′) C:**282′**(220′) B:**272′**(210′) D:**292′**(230′) | A:**462′**(400′) C:**482′**(420′) B:**472′**(410′) D:**492′**(430′) | **760′**(698′) |

CIRCLE-TO-LAND
North of airport

| | | | | Max KT | MDA(H) |
|---|---|---|---|---|---|
| A | R1200m | R1500m | R1500m | 100 | 1210′(1128′) V2500m |
| B | | | | 135 | 1210′(1128′) V2900m |
| C | | R1900m | R2400m | 180 | 1390′(1308′) V5000m |
| D | | | | 205 | |

PANS OPS

CHANGES: Missed approach, note, procedure, minimums.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
6 FEB 26 (13-1) Eff 19 Feb

# ALGIERS, ~~ALGERIA~~
## VOR Rwy 05

| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

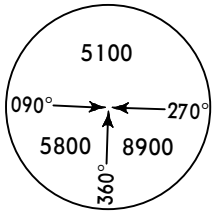
BRIEFING STRIP

| VOR ALR | Final Apch Crs | D6.0 ALR | MDA(H) | Apt Elev 82′ |
|---|---|---|---|---|
| 112.5 | 051° | 2300′ (2228′) | 540′ (468′) | Rwy 72′ |

**MISSED APCH:** Turn LEFT to intercept R-343 ALR, maintain 3500′ and as directed.

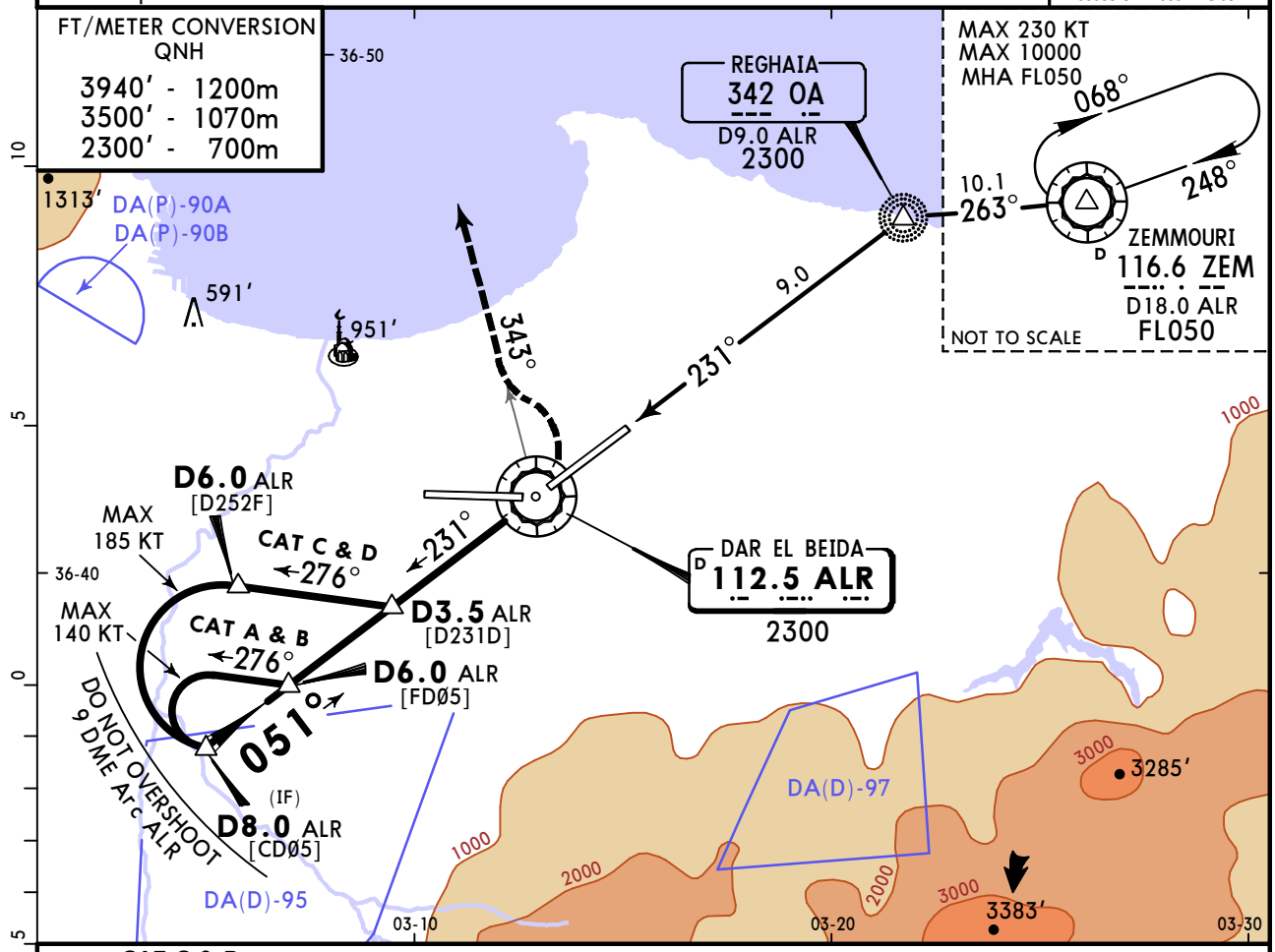
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 3940′

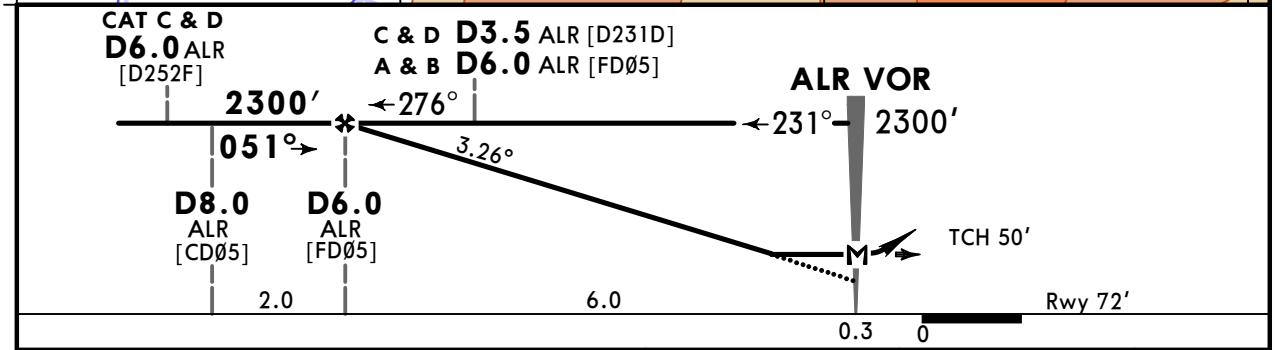
DME required.



MSA ZEM VOR

FT/METER CONVERSION
QNH
3940′ - 1200m
3500′ - 1070m
2300′ - 700m




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.26° | 404 | 519 | 577 | 692 | 808 | 923 |
| | | | | | | |
| MAP at ALR VOR | | | | | | |

PAPI-L | LT | ALR 112.5 R-343

**State**

STRAIGHT-IN LANDING

MDA(H) 540′ (468′)

| | |
|---|---|
| A | R1400m |
| B | |
| C | |
| D | |

CIRCLE-TO-LAND

Not authorized South of airport

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 680′ (598′) | V2700m |
| 135 | 780′ (698′) | V3200m |
| 180 | 1440′ (1358′) | V5000m |
| 205 | 1960′ (1878′) | V5000m |

PANS OPS

CHANGES: Rwy elev, missed apch.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
6 FEB 26 (13-2) Eff 19 Feb

# ALGIERS, ~~ALGERIA~~
## VOR Rwy 23

| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

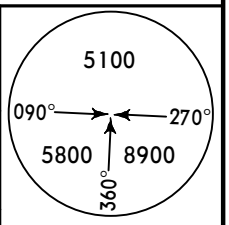
BRIEFING STRIP ™

| VOR ALR | Final Apch Crs | Lctr | MDA(H) | Apt Elev 82′ |
|---|---|---|---|---|
| 112.5 | 231° | 2300′ (2218′) | 490′ (408′) | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 660′, then turn RIGHT to climb and follow R-343 ALR, maintain 2470′ and as directed.

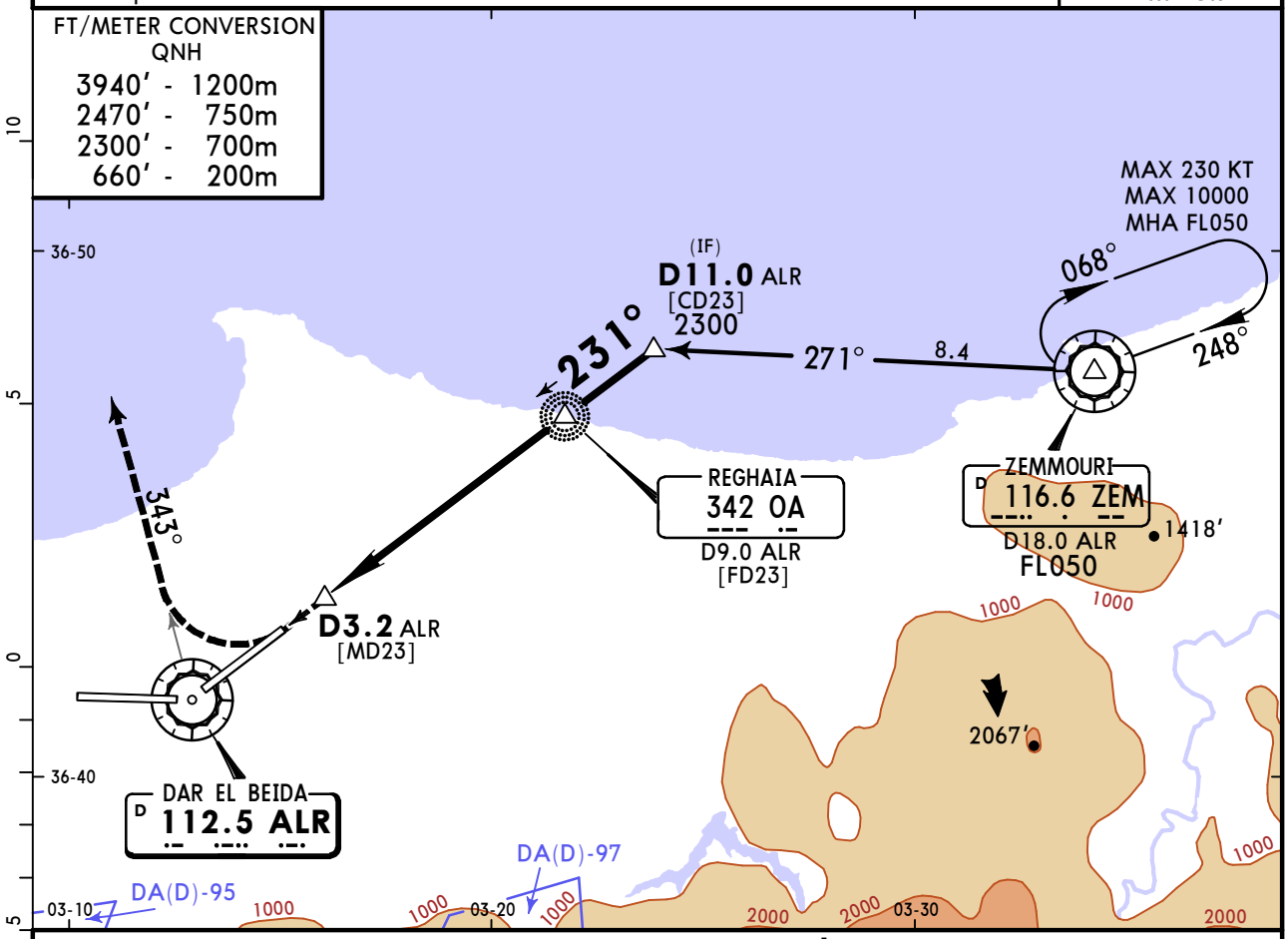
Alt Set: hPa | Apt Elev: 3 hPa | Trans level: By ATC | Trans alt: 3940′

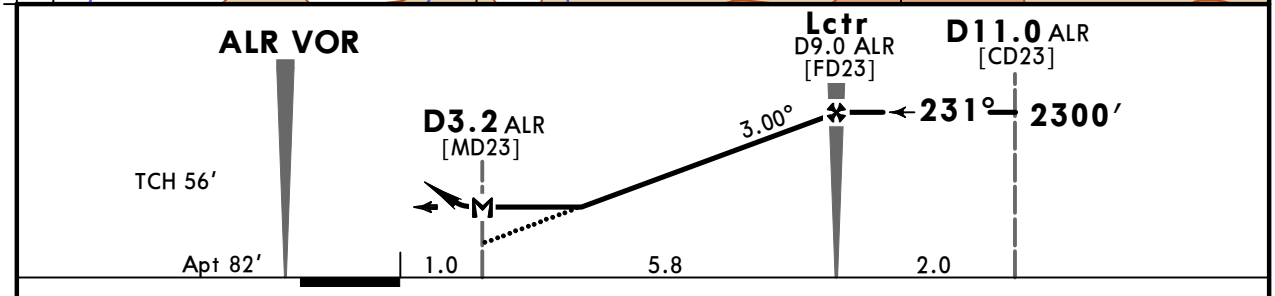
DME required.




MSA
ZEM VOR

FT/METER CONVERSION
QNH
3940′ - 1200m
2470′ - 750m
2300′ - 700m
660′ - 200m




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D3.2 ALR | | | | | | |

HIALS-II
PAPI PAPI

660′

2470′ RT onto ALR 112.5 R-343

**State**

STRAIGHT-IN LANDING

MDA(H) 490′ (408′)

| | ALS out |
|---|---|
| A | R1100m |
| B | |
| C | R1900m |
| D | |

CIRCLE-TO-LAND

Not authorized South of airport

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 680′ (598′) | V2700m |
| 135 | 780′ (698′) | V3200m |
| 180 | 1440′ (1358′) | V5000m |
| 205 | 1960′ (1878′) | V5000m |

PANS OPS

CHANGES: None.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
14 MAR 25 (13-3) Eff 20 Mar

# ALGIERS, ALGERIA
## VOR Rwy 27

| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

BRIEFING STRIP ™

| VOR ALR | Final Apch Crs | D7.2 ALR | MDA(H) | Apt Elev 82′ |
|---|---|---|---|---|
| 112.5 | 270° | 2500′ (2438′) | 830′ (768′) | Rwy 62′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D4.0 ALR, then turn RIGHT (MAX 190 KT) to climb and follow R-343 ALR and maintain 2470′ and as directed.

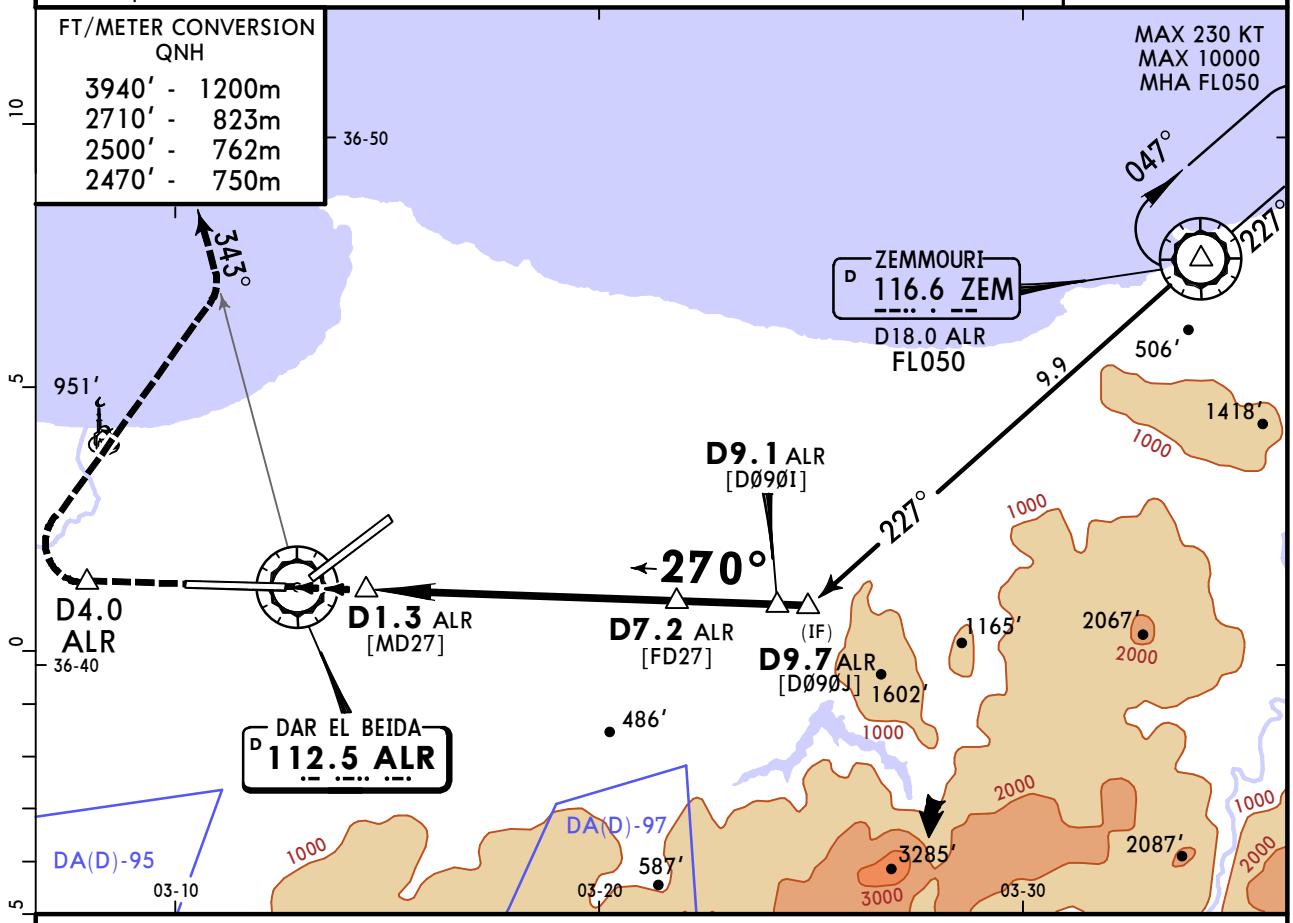
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3940′

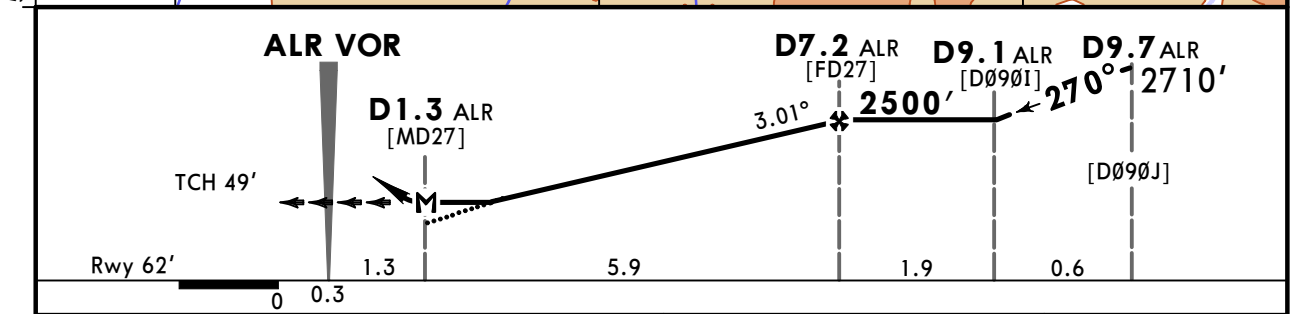
DME required.

5100
090° 270°
5800 8900
360°
MSA ZEM VOR

FT/METER CONVERSION
QNH
3940′ - 1200m
2710′ - 823m
2500′ - 762m
2470′ - 750m

MAX 230 KT
MAX 10000
MHA FL050




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.01° | 373 | 479 | 532 | 639 | 745 | 852 |
| | | | | | | |
| MAP at D1.3 ALR | | | | | | |

PAPI-L

D4.0 ALR

PANS OPS

**State** — STRAIGHT-IN LANDING

MDA(H) 830′ (768′)

| | |
|---|---|
| A | R1500m |
| B | |
| C | R2400m |
| D | |

CIRCLE-TO-LAND

North of airport

| Max KT | MDA(H) | |
|---|---|---|
| 100 | 1210′ (1128′) | V2500m |
| 135 | 1210′ (1128′) | V2900m |
| 180 | 1390′ (1308′) | V5000m |
| 205 | | |

CHANGES: Missed approach, procedure, minimums.

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# DAAG/ALG
## HOUARI BOUMEDIENE

JEPPESEN
6 FEB 26 (13-4) Eff 19 Feb

# ALGIERS, ~~ALGERIA~~
## VOR Rwy 09

BRIEFING STRIP

| ATIS | ALGIERS Approach (R) | ALGIERS Tower | Ground |
|---|---|---|---|
| 128.525 | 121.4 | 118.7 | 121.8 |

| VOR ALR | Final Apch Crs | D12.8 ALR | MDA(H) (CONDITIONAL) | Apt Elev 82′ |
|---|---|---|---|---|
| 112.5 | 090° | 3500′ (3444′) | 660′ (604′) | Rwy 56′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1000′, then turn LEFT to climb and follow R-343 ALR to 3500′ and as directed.

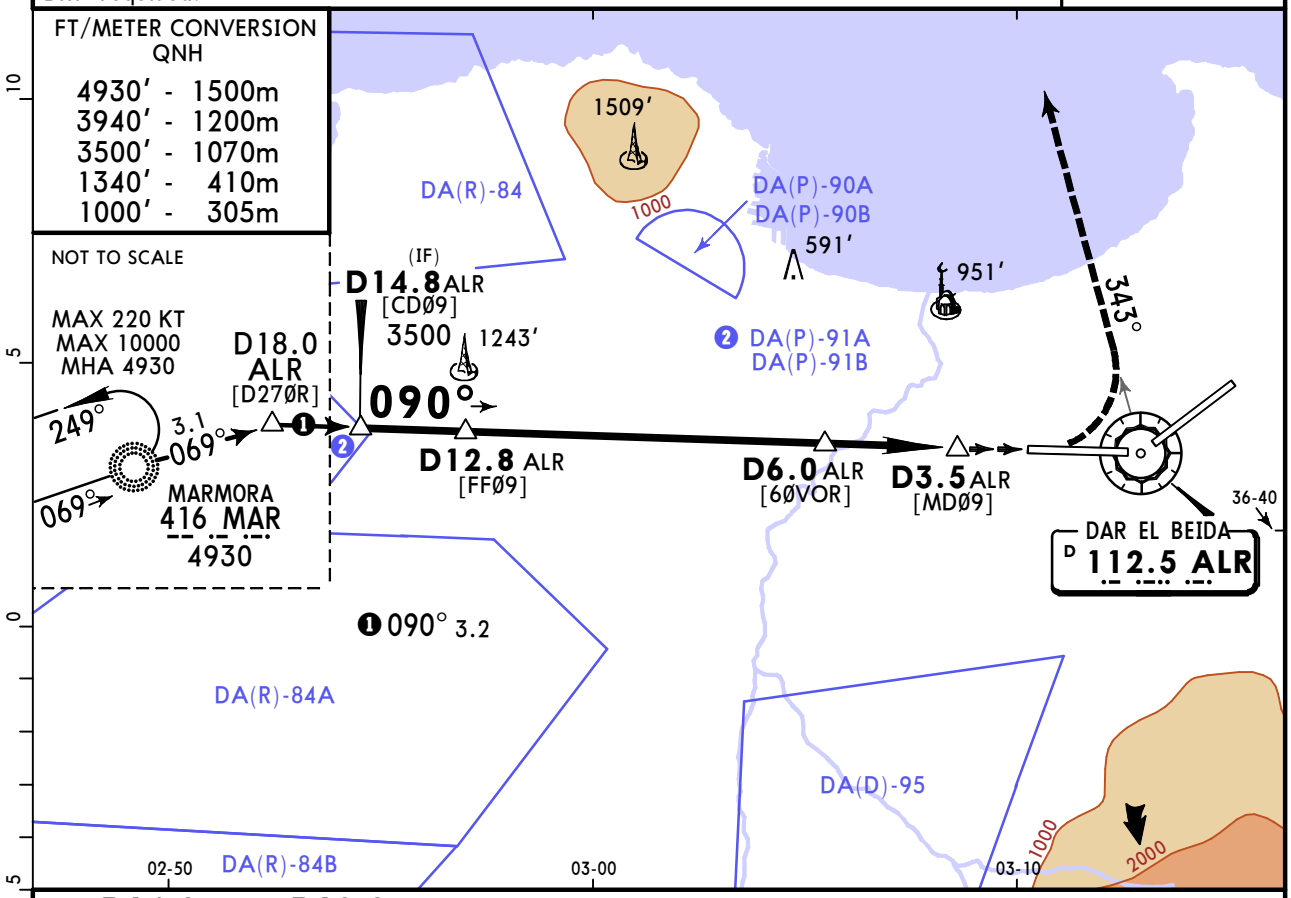
5000
090° 270°
7400
MSA MAR NDB

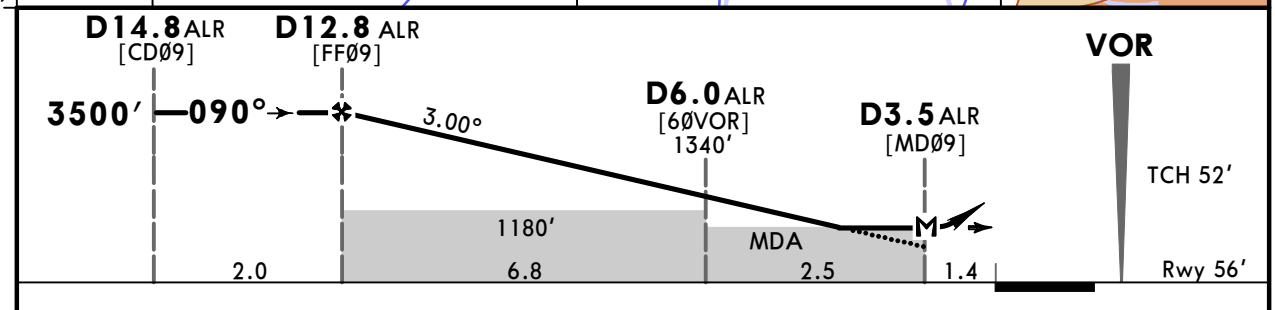
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3940′

DME required.

FT/METER CONVERSION
QNH
4930′ - 1500m
3940′ - 1200m
3500′ - 1070m
1340′ - 410m
1000′ - 305m

NOT TO SCALE




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at D3.5 ALR | | | | | | |

HIALS
PAPI

1000′

3500′ LT

ALR on 112.5 R-343

**State**

STRAIGHT-IN LANDING

| | with D6.0 ALR MDA(H) 660′ (604′) | | w/o D6.0 ALR MDA(H) 1180′ (1124′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | R1500m | R2800m | R1500m | R5000m |
| B | | | | |
| C | R2300m | | R2400m | |
| D | | | | |

CIRCLE-TO-LAND
North of airport

| Max KT | MDA(H) |
|---|---|
| 100 | 1210′ (1128′) V2500m |
| 135 | 1210′ (1128′) V2900m |
| 180 | 1390′ (1308′) V5000m |
| 205 | |

PANS OPS

CHANGES: Procedure.

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# Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**ALGIERS, (HOUARI BOUMEDIENE - DAAG)**

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# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport DAAG

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

Due to works, apron P8 and TWY C5 are closed (based on SUP 05-25). For details refer to temporary 10-8 page (OPERATIONAL RESTRICTIONS) and latest NOTAMS.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20190228
**End Date:** Until Further Notice

(10-3F/3G) SIDs LABRO 1A, 1B, 1C & 1D under clarification.