
GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. GENERAL

Commercial air transport aircraft operating in ALGERIA must adhere to the provisions of Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

2 INHOSPITABLE REGION

I - DELIMITATION

The NORTHERN boundary of the inhospitable region is determined by the following points:

311600N 0034630W
300000N 0020000W
300000N 0050000E
310000N 0070000E
330300N 0080900E

II - CONDITION OF OVERFLIGHT

Extract from this order dated on May 15th, 1988 relating to overflights of the inhospitable region.

ARTICLE 1

The purpose of this order is to determine the terms and conditions of overflight of the inhospitable area to which any aircraft must comply.

ARTICLE 2

The inhospitable region is a region where, after an emergency landing, the occupants of an aircraft would be at risk due to weather conditions, lack of means of subsistence or details necessary to rescue them.

ARTICLE 3

The inhospitable region located in Algerian territory of hot and dry type, is delimited as indicated above.

ARTICLE 4

The overflight of the inhospitable region can be carried out in VFR flight regime.

ARTICLE 5

Any flight, whatever its flight rule, must be subject of filing of flight plan in following cases:

- Flying over the inhospitable region with or without stop.
- Attending for one or more aerodromes located in an inhospitable region.

Whether the destination, stop and alternate aerodromes, as well as the search and rescue center are addressed to the flight plan message, and any of its modifications along with arrival and departure messages concerning inhospitable region flights.

ARTICLE 6

The on-board radio equipment shall be the subject of a radio operating certificate valid in accordance with the conditions laid down by the regulations in force. For non-commercial flights this equipment must include at least:

- VHF transmitter/receiver ;
- Radio compass ;
- HF transmitter / receiver ;
- VOR adapter receiver.

ARTICLE 7

Every aircraft must be equipped with the special equipment defined in the order appendix, including emergency and survival signaling equipment. Operators must elaborate all necessary notices for the use of the special equipment. These notices must be always attached to the equipment concerned.

ARTICLE 8

Signaling equipment must be approved.

ARTICLE 9

The operator must specify in the operating manual the conditions of use of the equipment and their arrangements on board.

This equipment must be located in the proximity of the exits and be conditioned to sustain the minimum damage during a forced landing. Information about the location and the evacuation of this equipment must be prominently displayed in the passenger cabin.

ARTICLE 10

The individual equipment is located in the immediate proximity of the passenger and advised as well.

ARTICLE 11

All the provisions must be made by the operators for the equipment to be maintained in a good working order and that the food and drinks reserved for survival are always consumable. These provisions should be specified in the Operations Manual or the object of special instructions.

ARTICLE 12

In case of transporting passengers, the crew must include at least one member of the flight crew or commercial flight holding certificate of safety and rescue or having received a valid recognized equivalent instruction.

ARTICLE 13

Special authorization derogating from the provisions of this order may be issued by the local or central aeronautical authority, in condition that the captain commits himself in writing to refund the eventual charges of search and rescue. The commitment of captain holds for the operator. No derogation may be granted in survival and rescue equipment.

2. RVSM REQUIREMENTS

In the RVSM area, only RVSM approved aircraft, unapproved state aircraft RVSM and unapproved RVSM civil aircraft which is engaged in state operations are allowed to operate within Algiers FIR RVSM airspace between flight levels 290 and 410 inclusive.

An RVSM approved aircraft is an aircraft whose operator has obtained an RVSM approval, from the state in which it is based, or from the state in which it is registered.

Airworthiness requirements, airworthiness maintaining, practices and operating procedures for the Algiers FIR RVSM Airspace are based on either the FAA Interim guidance 91-RVSM, on the JAA Temporary Guidance Leaflet 6.

Requirements for RVSM civil aircraft intending to operate in RVSM Airspace are described in the ICAO regional supplementary procedures document for the EUR region (Doc 7030/4-EUR).

APPENDIX TO THE ORDER PROVIDING CONDITIONS FOR OVERFLIGHT OF THE INHOSPITABLE REGION EQUIPMENT

A. PUBLIC TRANSPORT AIRCRAFT EQUIPPED TO CARRY MORE THAN NINE (09) PASSENGERS (CREW NOT INCLUDED)

TITLE I - SIGNALING EQUIPMENT AND MISCELLANEOUS EQUIPMENT

ARTICLE 1

The following equipment must be carried on board of each aircraft:

- a) Two warning mirrors with aiming system
- b) Red rockets (at least six)
- c) Smoke (at least six) with automatic ignition (to use by day in principle)
- d) A set of panels for ground-to-air signals, on which will be printed the code of its use in accordance with Appendix "A" of Annex 12 to the ICAO Convention
- e) A distress beacon with its own power supply, operating on the 121.5 and 243 MHz, of an approved type that may be used outside the aircraft, by people without special qualification.
- f) Possibly a radio communications transmitter / receiver of survival, the following accessories:
 - A waterproof matchbox.
 - Portable high-power torches, with spare batteries.
 - A ball of string.

ARTICLE 2

Where equipment complying with the requirements of the preceding article 1 is carried on board for other purposes, especially for the flight over water, they will be considered and be used for the overflight an inhospitable region.

TITLE II - EMERGENCY EQUIPMENT

ARTICLE 3

In addition to the first aid kit that must be on board of any public transport aircraft, and which includes antigestralgic drugs, soothing medications, cardio-tonic, eye drops, drops nasal fats, greasy substances against burns and bandages and antiseptics, any aircraft must carry a board emergency equipment similar to that defined hereafter.

COMPOSITION OF A BOX OF EMERGENCY EQUIPMENT

Object of dressing:

- 90 ° alcohol	100 grams
- Hydrophilic compressed cotton	150 grams
- Individual dressing packs	10 packets
- Rubberized plasterboard 2 centimeters	02 rolls
- Elastic bandage 5 centimeters	02 packets
- Syringes 5 cubic centimeters	02 packets
- Needles	04 packets
- Curved scissors	01 packets
- Kocher tongs	02 packets
- Flat tourniquet	01 packets
- Removable splints	04 packets
- Velpeau strips 5 centimeters	02 packets
- Velpeau strips 7 centimeters	02 packets

Medications external use:

- Antiseptic (lauryl mercryl, merseptyl, etc)	200 grams
- Similar products to spongel roussel thrombosis.	02 cans
- Fat against burns	300 grams.

Medications internal use:

- Acetylalicylic acid in protected tablets	50 tablets
- Paregoric tablets	50 tablets
- Sodium camphorsulphonate 5 cm3	12 bulbs
- Gardener tablets at 5 cg	40 tablets
- Dolosal with heat-resistant coating injectable or suppositories	06 ampoules

The box of emergency equipment defined above must be sealed. Operators will establish instructions for use of salt: amount to be absorbed before drinking.

TITLE III - SURVIVAL EQUIPMENT

ARTICLE 4

Survival equipment must include minimum:

- Food for one day.
- Drinking water or non-alcoholic drinks at the rate of three (3) liters per person, 50% of the drinking water and non-alcoholic drinks on board may be included in this reserve, provided that measures are taken by the operators to maintain this amount throughout the overflight of the inhospitable region.

ARTICLE 5

Operators must develop an instruction manual for first aid and survival:

- Care of the sick and wounded.
- Use of food and drink.

B. PUBLIC TRANSPORT AIRCRAFT EQUIPPED TO TRANSPORT LESS THAN NINE (09) PASSENGERS AIRCRAFT OF TOURISM AND AIR WORK

TITLE I - SIGNALING EQUIPMENT AND MISCELLANEOUS EQUIPMENT

ARTICLE 6

It must include:

- a) A signal mirror of the SOS 643 type.
- b) Six (6) autonomous day and night rockets, emitting red stars.
- c) Two (2) activable battery lamps (12 hours autonomy).
- d) Six (6) smoke (Bengal fires for a duration of three (3) minutes).
- e) Three (3) bands for ground / air signals (red on one side, white on the other). 3 x 0.5 m with code international print on each tape
- f) A waterproof matchbox.
- g) A distress beacon operating on 121.5 and 243 MHz.

TITLE II - EMERGENCY EQUIPMENT

ARTICLE 7

Emergency equipment must include a medical kit for all passengers and crew members, consisting of the following medicines and similar objects, given as an indication:

(a) medicines :

- Aureomycin balm ;
- Antisolar balm ;
- Phenergan ;
- Alunozal tablets ;
- Tonicorin tablets ;
- Vivaquine tablets ;
- 0.25g clomazone tablets ;
- Sodium chloride tablets.

(b) Dressing, gauze pad, hydrophilic cotton, plaster, tourniquet, haemostatic rubber.

TITLE III - SURVIVAL EQUIPMENT

ARTICLE 8

It must include minimum:

- Food for two days, likely to provide 2,200 calories per day, per person on board.
- Six (6) liters of drinking water or soft drink per person.

2 SPECIAL PROCEDURES FOR FLIGHT OVER SEA

I - PUBLIC TRANSPORT AIRCRAFT

Order of 07 January 1965 fixing the conditions for flight over water by public transport aircraft

TITLE I - GENERAL PROVISIONS

ARTICLE 1

This order applies:

- (a) To public transport aircraft of any nationality in areas where Algerian services are responsible for alert, search and rescue.
- (b) Algerian public transport aircraft outside the areas defined above, when this regulation is more restrictive than that in force in the areas overflown.

ARTICLE 2

In accordance with the regulations in force, the captain remains responsible for the execution of his mission, even after a forced landing.

ARTICLE 3

Operators of aircraft covered by this Order shall establish an instruction manual concerning first aid and survival and all notices necessary for the use by unqualified persons of the various equipment defined in the annex. These brief notices should be part of survival equipment and should be unalterable by water, they must be practically attached to the equipment concerned.

ARTICLE 4

In the case of passenger transport over water, without prejudice to the application of the regulations governing the composition of crews, the crew must include a member of the personnel commercial navigator with the safety and rescue certificate or, if there are no commercial aircrew on board, a member of the technical staff holding that certificate or having received equivalent by the Algerian Civil Aviation authority.

ARTICLE 5

Category III public transport aircraft are not allowed to fly public transport over water at a distance from the coast, greater than the lowest of the following distances:

- Distance to reach the mainland in case of engine failure.
- Distance equal to fifteen times the altitude of the aircraft.

ARTICLE 6

The flight over water by category I and II public transport aircraft may be carried out in IFR or VFR regime.

Under VFR conditions, the following conditions must be met:

- Flights must be the subject of a flight plan.
- Flights must follow certain routes.
- The aircraft must be equipped with radio navigation equipment and radio communication adapted to the route followed.
- The crew must have the necessary qualifications to implement the equipment provided for in above. Specific procedures relating to position reports and the conduct of flights must be observed.

ARTICLE 7

The routes for VFR flights and the corresponding equipment and procedures provided for in article 6 above are defined by the Algerian Civil Aviation authority and published in the aeronautical information manual (AIP).

ARTICLE 8

In addition to the equipment required by the technical conditions of use and possibly the equipment provided for in Articles 6 and 7 above, public transport aircrafts which are required to fly over water must carry the rescue, survival and signaling equipment as defined in the following articles, of this Order.

TITLE II - INDIVIDUAL RESCUE MATERIALS

ARTICLE 9

Any public transport aircraft having or may have to fly over water must carry individual rescue devices of appropriate size, in number at least equal to the number of persons on board children's including, However, when the flight over water takes place only at take-off or landing, it must be specified in the operations manual on which airlines these individual rescue devices must be compulsorily on board.

ARTICLE 10

The individual rescue devices and their accessories must be certified or approved by the qualified services.

ARTICLE 11

All personal rescue devices for the same category of passengers on board (adults, children or babies) must be of the same type and interchangeable. These devices must be placed on board the aircraft to be easily located and accessible they must meet the specified conditions annexed to this order.

ARTICLE 12

The pilot in command of the public transport aircraft flying over water is responsible for giving all necessary indications concerning the location of the life jackets and their use. He is in charge of control or have control over the placement and swelling maneuvers of the life jackets when these measurements are ordered.

TITLE III - COLLECTIVE RESCUE EQUIPMENT

ARTICLE 13

Collective rescue equipment for public transport aircraft flying over water is composed as follow:

- a) When the distance to the coast exceeds the lowest of the following distances:
 - Distance in case of failure of an engine to reach the mainland.
 - Distance equal to fifteen times the altitude of the aircraft, if it is an aircraft propelled by propellers, twenty times the altitude, if it is a jet aircraft, it must carry enough canoes to accommodate all occupants if it is a public transport aircraft Category II, one third of the occupants in the case of category I.
- b) For category I aircraft, where the distance to the coast is greater than a distance of a zero-wind flight with a stopped engine, this distance not exceeding 500 Km, it must carry enough canoes to accommodate all occupants of the aircraft.
- c) However, in the cases referred to in paragraphs (a) and (b) above, if the foreseeable number of children, elderly or sick on board, exceeds one-third of the passengers or, if all three categories of passengers exceed one-third of occupants (special transport cases), additional canoes charges for embarking all persons referred to in this paragraph shall be carried.

ARTICLE 14

The Algerian Civil Aviation authority may impose additional collective canoes when the operating conditions of certain types of aircraft, the average latitude, the season and also any other factor that may compromise the survival of shipwrecked people, make this necessary.

ARTICLE 15

Lifeboats must be certified or approved by qualified services; they must comply with the conditions specified in the annex to this order.

ARTICLE 16

The pilot in command or, by delegation, the other members of the aircrew, and in particular commercial cabin crew, are charged of:

- a) To give all necessary information for the evacuation of the aircraft in the event of a ditching.
- b) Take all measures to ensure that doors and exits are not obstructed or trapped.
- c) To give instructions for the implementation of collective boats and those relating to the boarding of the castaways, the use of the accessories and the means of signaling provided.
- d) To ensure order and discipline.

TITLE IV - COLLECTIVE SURVIVAL EQUIPMENT

ARTICLE 17

Collective survival gear is mandatory for any aircraft flying over water under the conditions referred to in Article 13 of this order.

ARTICLE 18

Its composition is defined in the annex to this order. It must be accepted by the Algerian Civil Aviation authority.

TITLE V- COLLECTIVE SIGNALING EQUIPMENT

ARTICLE 19

Collective signaling equipment is mandatory for any aircraft flying over water in conditions referred to in Article 13 of this Order.

ARTICLE 20

Its composition is defined in the annex to this order. The mobile radio transmitter must be certified; other signaling equipment must be accepted by the Algerian Civil Aviation authority.

TITLE VI - COMMON PROVISIONS - DEROGATIONS

ARTICLE 21

The different equipment defined in the annex must be located near the exits and be packaged to withstand the minimum amount of damage during a ditching. They must be split from so that their weight and their size allow their easy evacuation through the emergency exits. Information on the location and disposal of this equipment should be posted on appearance in the passenger cabin.

ARTICLE 22

All arrangements must be made by the operators for the equipment to be maintained in good working condition and that the food and drink reserved for survival are always consumable. These provisions should be specified in the Operations Manual, Instructions Manual or the object of special instructions.

ARTICLE 23

Temporary derogations from the provisions of this order may be granted by the Algerian Civil Aviation authority. These derogations may only be granted exceptionally and in particular:

- If the aircraft is not one for a public transport operation.
- Or if the operator justifies imperative operating requirements. In all cases, they must guarantee an acceptable level of security and may be accompanied by particular conditions as to the routes, procedures or reimbursement of any costs of research and rescue.

ARTICLE 24

All provisions contrary to this Order are repealed.

ARTICLE 25

The Algerian Civil Aviation authority is responsible for the execution of this order which will be published as well as its annex to the official journal of the People's Democratic Republic of Algeria.

ANNEX

1. CONDITIONS FOR THE FLIGHT OVER WATER BY PUBLIC TRANSPORT AIRCRAFT

TITLE I - INDIVIDUAL RESCUE DEVICE.

ARTICLE 1

Operators must specify in their operations manual the provisions for rescue of children under two years old and babies in the event of ditching. The individual rescue devices must be specially adapted to this category of passengers (cradles for example).

ARTICLE 2

Individual rescue devices or life jackets must adapt quickly to any adult's size. There must be a special model for kids of two years old and over.

ARTICLE 3

The following accessories shall be attached to each of the individual passenger' rescue devices and placed well in sight and easy to reach:

- An automatic inflating system by inert gas and a system of oral swelling;
- An electric lamp operating, if possible, in contact with water or, failing that, a sealed electric lamp;
- A whistle;

The individual rescue device of each of the crew member shall be provided with previous accessories and with the following accessories:

- A bag of fluorescein, permeable and contained in an impermeable envelope,
- A signaling mirror with sighting system;
- At a minimum, a rocket and smoke generator meeting the requirements of Article 10 below. Instructions for use must be written on the individual device or on a slip attached to the latter so as to be, as well as the sheet, unalterable in contact with sea water and easily readable in water by the wearer. They must be written in at least three languages, Arabic, French and English or Spanish.

TITLE II - COLLECTIVE RESCUE EQUIPMENT

ARTICLE 4: MATERIALS

Fabrics, coatings and other materials in the manufacture of inflatable pneumatic dinghies must withstand the action of seawater, heat, cold and accidental contact with hydrocarbons. The outer surface must be orange.

ARTICLE 5: PROTECTION

Lifeboats must have a red roof. This roof must not have any device likely to cause damage to the boat. Its implementation must be able to take place automatically. For flights in tropical latitudes, two opposite openings ventilation and can, if necessary, be closed quickly and efficiently. The roof must allow the recovery of rainwater.

ARTICLE 6: FLOATABILITY

It must be at least twice the expected load. It must be sufficient for the intended for a boat to be kept out of the water in the event of a tear occurring in any point on the floats or the bottom; therefore, the floats must not possess intercom. The gas pressure must be adjustable according to the outside temperature. The bottom must consist of a double wall.

ARTICLE 7: SWELLING

It is ensured by means of an inert gas and compressed in one or more bottles fixed to the canoes. The swelling is automatic for canoes that are not stored in the cabin.

ARTICLE 8: EQUIPMENT

The canoes must receive the following equipment, which must be accepted by the Algerian Civil Aviation authority.

- A restraining rope for mooring the boat to the aircraft that can be quickly or automatically dumped when a traction of at most 200 kg is exerted ;
- A solid and apparent resin all around ;
- Two boarding stations for boats of ten or more places, each post being equipped with allowing to board easily.
- A floating anchor with swivel ;
- A repair kit ;
- An unsinkable knife ;
- A bellows or a pump and a pipe fitting ;
- A scoop for ten passengers and sponges ;
- A waterproof compass ;
- A rope of 10 meters length for shipwreck rescue ;
- A lighting system ;
- An instruction notices, unalterable in contact with seawater and written at least in three languages: Arabic, French and English or Spanish.

TITLE III - COLLECTIVE SURVIVAL EQUIPMENT

ARTICLE 9

Each lifeboat shall be provided with survival equipment (such as rations, fresh water, necessary for fishing, dechlorinating device for one liter of water per person on board) wich composition is set by the operations notice, according to the routes.

TITLE IV - COLLECTIVE SIGNALING EQUIPMENT

ARTICLE 10

Collective signaling equipment shall include for each boat, the following equipment, which shall be accepted by the Algerian Civil Aviation authority.

- Two signaling mirrors ;
- Red double-star rockets (at least six) equipped with an automatic ignition device and operating, hand-held, without rocket launchers (to be used normally at night) ;
- Smoke-producing orange smoke (six minimum) with automatic ignition (to be used normally during the day) ;
- Bengal lights (at least six) ;
- Fluorescein bag or loaves (300 gr for ten occupants), permeable and contained in a waterproof envelope ;
- Fluorescein should be used in small amounts at a time and in a continuous luminous and long lasting.

ARTICLE 11

In addition to the previous listed equipment, one of the boats must include:

- A certified mobile radio transmitter enclosed in a sealed and floating envelope moored to the boat. An antenna that can be used in strong wind and zero wind must be provided. This transmitter must meet the following characteristics:
 - Frequencies (500 KHZ and 8.364 KHZ) should be able to be used alternately (alternating being automatic).
 - The range must be greater than 250 Km with antenna.
 - Morse code must be visible on the transmitter.
 - SOS transmission seconds and twenty seconds of continuous transmission. In the case frequency of 500 KHZ, SOS emissions must be preceded by the signal of auto alarm.

- Equipment must be able to serve for several consecutive days, that to be enduring and can be implemented over a prolonged period without excessive staff fatigue (these two points shall be verified at the time of approval) of mobile radio equipment operating on the VHF or UHF frequencies which may also be used under the conditions to be defined in the aeronautical information publications.

2 – CONDITIONS FOR FLIGHT OVER WATER BY AIRCRAFT OF TOURISM AND AERIAL WORK

Order of 07 January 1965 fixing the conditions of flight over water by the aircraft of tourism and aerial work.

TITLE I - GENERAL PROVISIONS

ARTICLE 1

This order applies:

- (1) To air traffic and aerial work aircraft of any nationality in areas where the Algerian services are charged for alerting, search and rescue.
- (2) To Algerian aircraft for tourism and aerial work outside the spaces defined above, where the present rules are more restrictive than those in force in the areas overflown.

ARTICLE 2

In accordance with the legislation in force, the captain remains responsible for the execution of his mission, even after a ditching.

ARTICLE 3

Aircraft weighing 5,700 Kg or equipped to carry more than 10 persons (excluding the crew), flying over water, are subject to the regulations applicable to public transport aircraft.

ARTICLE 4

The flight over water by tourism aircraft and aerial work can be made in IFR or VFR.

Under VFR, where the following conditions must be respected:

- The flights must be the subject of a flight plan.
- Flights must follow certain routes.
- Aircraft shall be equipped with radio navigation equipment and radio communication adapted to the route followed.
- The crew must have the necessary qualifications to implement the equipment provided above.
- Specific procedures relating to position reports and the conduct of flights must be observed.

ARTICLE 5

Routes for VFR flights and the corresponding equipment and procedures are defined by the Algerian Civil Aviation authority and published in aeronautical information manual.

ARTICLE 6

In addition to the equipment required by the technical conditions of use and possibly the equipment provided for in Articles 4 and 5 above, aircraft of tourism and aerial work flying over water shall carry the rescue, survival and signaling equipment defined in the following articles of this Order.

ARTICLE 7

When the over flight of water takes place only at takeoff or landing, that the distance from the firm ground is less than one nautical mile and the altitude is such that the aircraft can reach the aerodrome in case of an engine failure, the equipment defined in the following articles are not mandatory on board of aircraft of tourism and aerial work.

TITLE II - INDIVIDUAL RESCUE EQUIPMENT

ARTICLE 8

Any aircraft for tourism and aerial work having or which may have to fly over water, must carry personal rescue devices, in number at least equal to the number of persons on board, children included.

ARTICLE 9

The individual rescue devices and their accessories must be certified or approved by qualified services.

ARTICLE 10

Individual rescue devices must be in appropriate size of persons on board. These devices shall be placed on board well insight and easy to reach.

ARTICLE 11

Personal rescue equipment must be equipped with signaling devices in the annex to this order.

TITLE III - COLLECTIVE EQUIPMENT FOR SURVIVAL AND SIGNALING RESCUE

ARTICLE 12

Sufficient canoes to accommodate all occupants of the aircraft and survival equipment and signaling defined in the annex to this order, must be embedded in the following cases:

- for single-engine aircraft, when the aircraft moves away from the mainland at a distance greater than the one, he could travel with the engine stopped,
- for multi-engine, when the aircraft moves away from the mainland at a distance greater than that which it could cover with a stopped engine, this distance not however exceeding 150 kilometers.

TITLE IV - COMMON PROVISIONS - EXEMPTIONS - DEROGATIONS

ARTICLE 13

Rescue, survival and signaling equipment must be packed and placed on board the aircraft so as to suffer the minimum damage during a ditching and to be able to be extracted easily.

ARTICLE 14

Aircraft of tourism and aerial work crossing the western Mediterranean under the conditions set out in articles 4 and 5 above may be exempted from carrying all or part of collective rescue, survival and signaling equipment provided for in article 12 above. The conditions of the subject of these exemptions will be defined by decision of the Algerian Civil Aviation authority and published in aeronautical information manual.

ARTICLE 15

Exemptions from the requirements of this Order may be granted by the Algerian Civil Aviation authority. These derogations may be accompanied by special provisions concerning, in particular, reimbursement of search and rescue expenses.

ARTICLE 16

Any provisions contrary to this Order are hereby repealed.

ANNEX

FLIGHT OVER WATER BY TOURISM AND AERIAL WORK AIRCRAFT

TITLE I - INDIVIDUAL RESCUE AND SIGNALING EQUIPMENT

The individual rescue equipment shall consist of a lifejacket of an approved type, or a floating device having equivalent flotation qualities and provided with thongs or other means making easy to hang on to.

Each lifejacket or floating on device must be equipped with:

- An electric lamp operating in contact with water.
- A whistle.
- An automatic inflation system with inert gas.
- A system of oral swelling.

In addition, at least two lifejackets (One, when the pilot is alone on board) must be equipped with:

- A bag of fluorescein permeable, contained in an impermeable envelope.
- A signaling mirror with aiming.
- A minimum, a red double-star rocket that can be operated by a person found in water, one orange smoke with an auto igniting.

TITLE II - COLLECTIVE EQUIPMENT FOR SURVIVAL AND SIGNALING RESCUE

Lifeboats must meet the same characteristics as canoes required for public transport aircraft. They must include gear adapted to their capacity. Each lifeboat must be equipped with survival equipment adapted to the routes (such as food, freshwater necessary for fishing, dechlorinated). Portions must be calculated on a diet of two days at least.

Each boat must have on board the following signaling equipment:

- a) A signal mirror, type SOS 643.
- b) Six day and night rockets (autonomous operation emitting two red stars).
- c) Two battery operated lamps (4.5 volts: 12 hours).
- d) Six fume genes smokes, Bengal lights lasting three minutes.
- e) A sealed matchbox.

An MF / HF handheld transmitter that must have the same minimum characteristics as required for the overflight of inhospitable regions by public transport aircraft, however, when more than one lifeboat onboard, the MF / HF transmitter is only required for one.

Depending on the route, the Algerian Civil Aviation authority may permit the use of a VHF transmitter instead of the MF / HF transmitter.

3 SPECIAL PROVISIONS FOR THE FLIGHT OVER THE WEST MEDITERRANEAN

3.1 Tourism Aircraft

3.1.1 Provided that the regulation in adjacent FIRs is not more restrictive than the Algerian regulations, aircraft of tourism or aerial work are allowed to cross Western Mediterranean with VFR flight plan on the routes listed in paragraph 3.1.2 and respecting the procedures defined in 3.1.3 and the conditions defined in 3.1.4 and 3.1.5.

3.1.2 The authorized routes are as follow:

ORAN	MOSTAGANEM	CARTHAGENE	and vice versa
ANNABA	CAGLIARI		and vice versa
ANNABA	ALGHERO		and vice versa

3.1.3 The procedures to be followed by pilots using these routes are as follow:

- 1) The filing of a flight plan is mandatory.
- 2) In order to avoid unnecessary alerts and facilitate searches, aircraft flying on these routes must send a report message to :
 - a. ALGIERS ACC or to the air traffic unit of ORAN or ANNABA aerodrome when the aircraft, crossing the coast to leave the mainland or to join it following one of the prescribed routes, or flies over one of these aerodromes.
 - b. At the ALGIERS ACC or at the air traffic organization of ORAN aerodrome, when the aircraft crosses the boundary between the ALGIERS and BARCELONE flight information regions and the organization of the air traffic at ANNABA aerodrome when the aircraft crosses the boundary between ALGIERS and ROME flight information regions.

The report message includes the following:

- Identification of the aircraft, point of departure, point of destination;
- Indication "maritime overflight in VFR";
- Position;
- Position time
- Cruise level;
- Estimated time of arrival above the next reporting point.

- 3) Aircraft must also send a message "Everything Is Fine" to the air traffic unit of ANNABA aerodrome when the aircraft is halfway between ANNABA and SARDINIA on one of the routes provided for in paragraph 3.1.2.

3.1.4 At any time during the flight, the altitude will be such that the aircraft would be within radio range of aeronautical station monitoring the frequency that is equipped.

3.1.5 Aircraft radio equipment shall include at least one VHF transceiver category I or II and shall have been the subject of a periodic visit for less than one year unless the radio operating certificate has been issued for less than one year.

3.1.6 The provisions of this Decision do not relieve the operator and the pilot of their obligations towards the regulations in force in particular as regards the technical operating conditions of aircraft for tourism and aerial work.

3.1.7 The order of 07 January 1965 relating to the conditions of flight over water by the aircraft of tourism and aerial work fixes equipment to take for flight over water. Regarding the flight over of Mediterranean, by aircraft carrying not more than four persons (crew included), they may be exempted from carrying canoes and a mobile transmitter for occasional flights for which the acquisition of such equipment would overburden the cost price of the journey or where the operator is unable to provide the required equipment in a timely manner. However, the exemptions provided for above cannot be granted only if the operator of the aircraft undertakes in writing to reimburse any costs of research and in accordance with the provisions currently in force. During these flights, passengers and pilots should wear life jackets, ready for use for the duration of the sea crossing.

3.2 Public transport aircraft

3.2.1 No route is imposed on category I VFR public transport aircraft flying over the Western Mediterranean provided that flight plan and report procedures in flight and that the radio equipment complies with those set by the Algerian regulations for IFR flights.

3.2.2 Category II two-engine public transport aircraft are authorized to make crossings in the Western Mediterranean with a VFR flight plan on the routes listed in paragraph 3.2.3, and respecting the procedures defined in 3.2.4 and the conditions defined in 3.2.5, 3.2.6 and 3.2.7.

3.2.3 The authorized routes are as follows:

ORAN	MOSTAGANEM	CARTHAGENE	and vice versa
ANNABA	CAGLIARI		and vice versa
ANNABA	ALGHERO		and vice versa
ALGIERS	PALMA		and vice versa

3.2.4 The procedures to be followed by pilots using these routes are as follows:

- 1) The filing of a flight plan is mandatory.
- 2) To avoid unnecessary alerts and to facilitate future searches, aircraft flying on these Routes must transmit a report message to:
 - a. ALGIERS ACC or to the air traffic unit of ORAN, ALGIERS, and ANNABA aerodrome, when the aircraft crosses the coast to leave the mainland or to join it by following one of the prescribed routes or flies over one of these aerodromes.
 - b. ALGIERS ACC or to the air traffic unit of ORAN aerodrome, when the aircraft crosses the boundary of the flight information region of Algiers and BARCELONA. The message of report includes the following:
 - Identification of the aircraft (point of departure and destination).
 - Indication of "VFR maritime overflight".
 - Position.
 - Position hours.
 - Cruise level.
 - Estimated time of arrival above the next reporting point.
 - Remaining autonomy.
- 3) Aircraft must also send a message "Everything Is Fine" to the ALGIERS ACC or to the air traffic organization at ANNABA aerodrome when the aircraft is half distance between ANNABA and SARDINIA on one of the routes provided for in paragraphe 3.2.3.

3.2.5 At any time during the flight, the altitude shall be as such that the aircraft remains within the VHF radio range of one of the Aeronautical stations specified in paragraph 5.

3.2.6 Aircraft radio equipment shall include at least one VHF transceiver Category I or two VHF transceivers classified in Category II. Each of these devices must have been the subject of a periodic check for less than one year, unless the radio operating certificate has been issued for less than a year.

3.2.7 The aircraft will also be equipped with radio navigation equipment (radio compass or VOR) classified in Category II or Category I.

3.2.8 In accordance with this Decision, the operator and the pilot shall not be released from their obligations with regard to regulations in force, in particular air transport regulations.

**ORGANIZATION TO CONSULT TO OBTAIN DEROGATIONS FROM THE OVERFLIGHT RULES OF INHOSPITABLE REGIONS
AND THE SEA**

The flight over the sea and inhospitable regions are the subject of special provisions which are listed in the air traffic and air transport regulations recalled in the preceding parts. When a pilot or an operator requests a derogation from certain provisions, he will ask in useful time (5 days in advance) the agreement of the:

Ministère des Transports
L'autorité chargée de l'aviation civile
01, Chemin Ibn Badiss El Mouiz (ex Poirsson) EL Biar
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Telex: 66129 / 66063 / 66137
AFS: DAALYAYA

4 SPECIAL INSTRUCTIONS FOR THE USE OF AERODROMES WITHOUT RADIO MEANS

4.1 Landing and takeoff

4.1.1 Aircraft arriving at an aerodrome devoid of AIR / SOL radio navigation means must:

- Announce their presence on the frequency 119.7 MHz Ten (10) minutes before the arrival indicating:
 - Aircraft type ;
 - Indicative ;
 - Destination aerodrome ;
 - Position relative to the aerodrome ;
 - Altitude.
- Must keep listening on this frequency and report:
 - Vertical arrival ;
 - Landing direction chosen ;
 - Characteristic position in the circuit ;
 - Landing and runway vacated.
- Any aircraft receiving such call must answer in the same way.

4.1.2 On departure the aircraft must:

- Monitor on the frequency 119.7 MHz ;
- Announce leaving the parking, the runway used and the destination ;
- The entrance on the runway ;
- The end of take-off and the exit of the aerodrome circuit ;
- Any aircraft receiving such call is required to respond.

4.2 Flight plan

When it has not been possible to transmit the flight plan before take-off, this flight plan will be transmitted as soon as the aircraft takes off to Algiers ACC on AIR / GND frequencies in the form of DEP / PLN...

For IFR flights, until the ACC acknowledges receipt of the flight plan, the aircraft will remain:

- By day - in VMC ;
- At night - in the aerodrome circuit.

4.3 Departure message

When a flight plan has been filed before departure or for a stopover (TRU PLN), a departure message will be sent to the ACC upon departure and the aircraft will follow the procedures described in paragraph 2 above.

4.4 Arrival message

4.4.1 The transmission of a notice of arrival is mandatory for any flight which has been the subject of a flight plan. the captains-in-command is responsible to make the necessary arrangements to transmit this message to the organization providing aerodrome control when the aerodrome is controlled, or to Algiers ACC otherwise.

4.4.2 As result, when he arrives at an aerodrome where he knows that the necessary means to send this notice in due time are unavailable on ground, the captain must send a notice of arrival to Algiers ACC on AIR/GROUND channels.

4.4.3 Special case for VFR flights:

When a VFR flight plan is filed and the pilot-in-command knows that at destination (or one or more stopover) he will not be able to send a notice of arrival, mention must be made in box 1 of the flight plan under "other information". The alert is not given to the Service S.A.R. for failure of arrival message except on request of accredited persons (family, operator, flying club, etc.). Failure to apply this procedure means that the flight plan constitutes a formal commitment to send a notice of arrival.

4.5 Note

If the AIR / GND messages cannot be sent directly to the Algiers ACC, they will be sent by order of preference at the following stations:

- OUARGLA and TAMENGHASSET.
- Any controlled aerodrome.
- Any other station