

## GENERAL

### Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** MON-FRI 0700-1700  
Ramadan MON-FRI 0700-1500

### Airport Information

**RFF:** CAT 9

**PCN:** RWY 09/27: 104/F/A/W/T

### Operation

#### ATC

ATC training is scheduled on each MON.

#### Preferential RWY

TKOF RWY 09

LDG RWY 27

under following CONDs:

- RWY surface CONDs are not compromised (snow, slush, rubber etc.)
- CEIL more than 150m above AD ELEV for LDG.
- Horizontal VIS more than 1.9KM for TKOF/LDG.
- Crosswind: 15KT or below on dry RWY, 10KT or below on wet RWY.
- Tailwind: less than 5kt.
- Windshear or TS not reported or expected.

### Warnings

Use caution due to close in obstacles

## ARRIVAL

### Arrival Procedure

**VFR Traffic Pattern:** RWY 27 right-hand circuit.

#### Visual APCH

Only permitted in exceptional cases.

CONDs:

- Be aligned on final MNM 7NM from THR.
- MNM circuit height 2000ft AAL.
- Do not descend below ILS GP or PAPI.

**Reverse:** Do not use more than idle reverse except for safety reasons.

#### Non-standard GP intercept position on RWY 09/27

GP intercept RWY 09/27 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 2992m / 9816ft.

**DEPARTURE**

**Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	-

**Departure Procedure**

**Noise Abatement Procedure:** Use ICAO Standard: NADP 1

Effective 01-MAR-2018

22-FEB-2018

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AGC

AFC

AFC

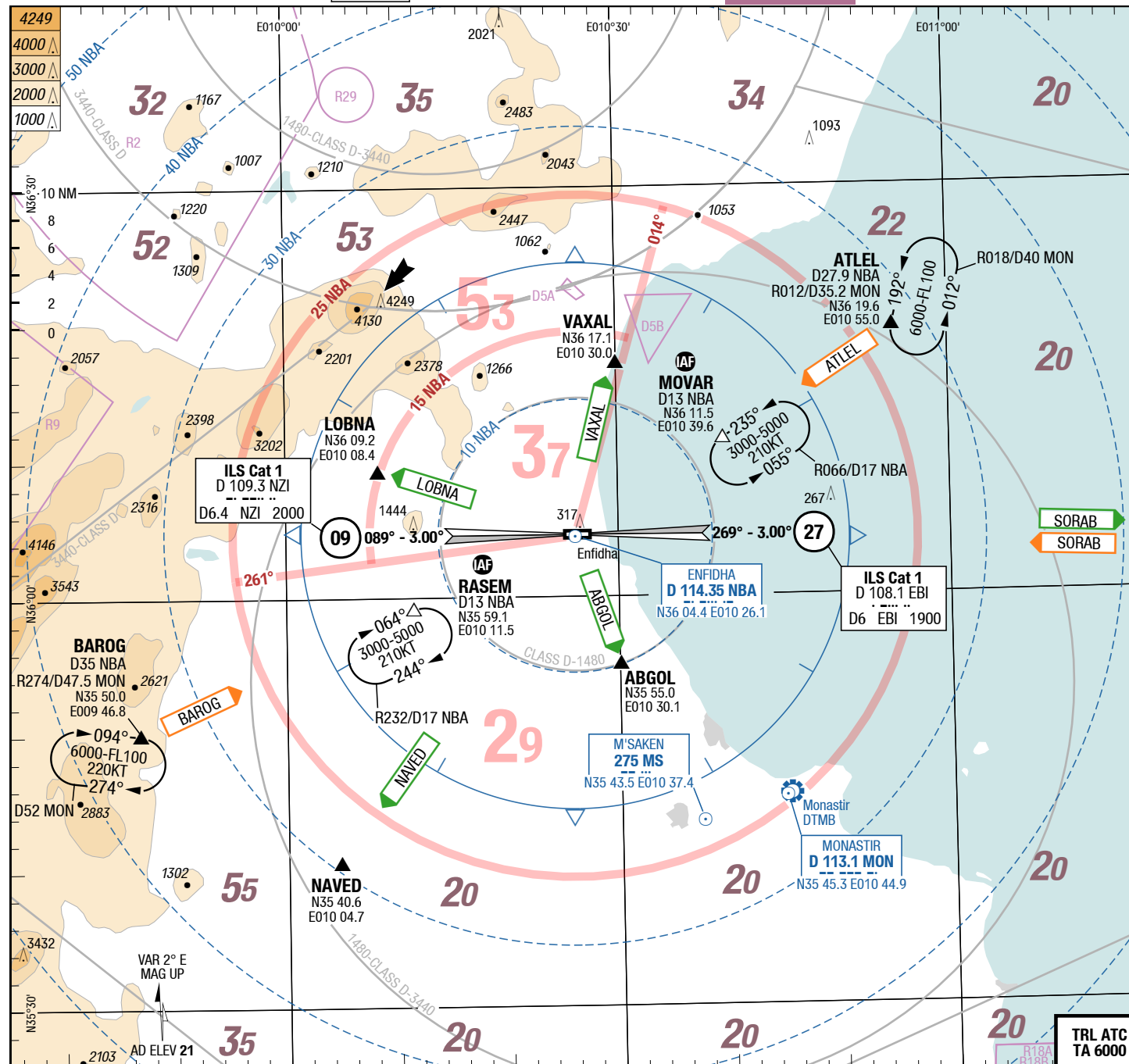
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AGC

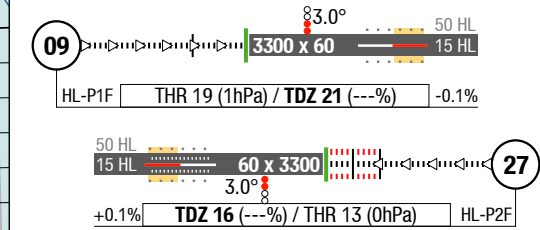
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2-10

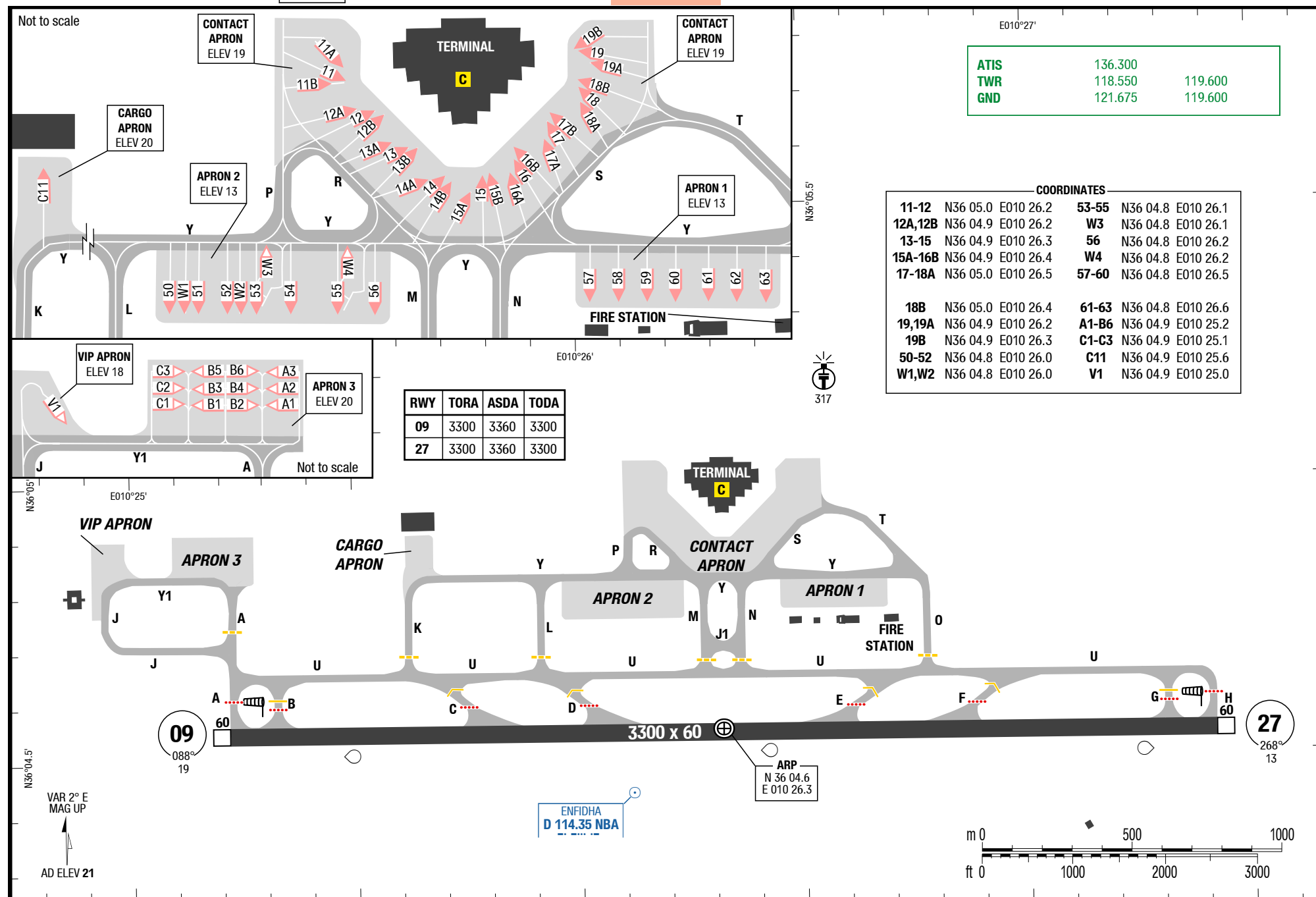


ATIS	136.300	
APP	119.300	122.225
	119.600	
TWR	118.550	119.600
GND	121.675	119.600

Landing RWY system:



Changes: APL, OBST, APCH boxes, Editorial



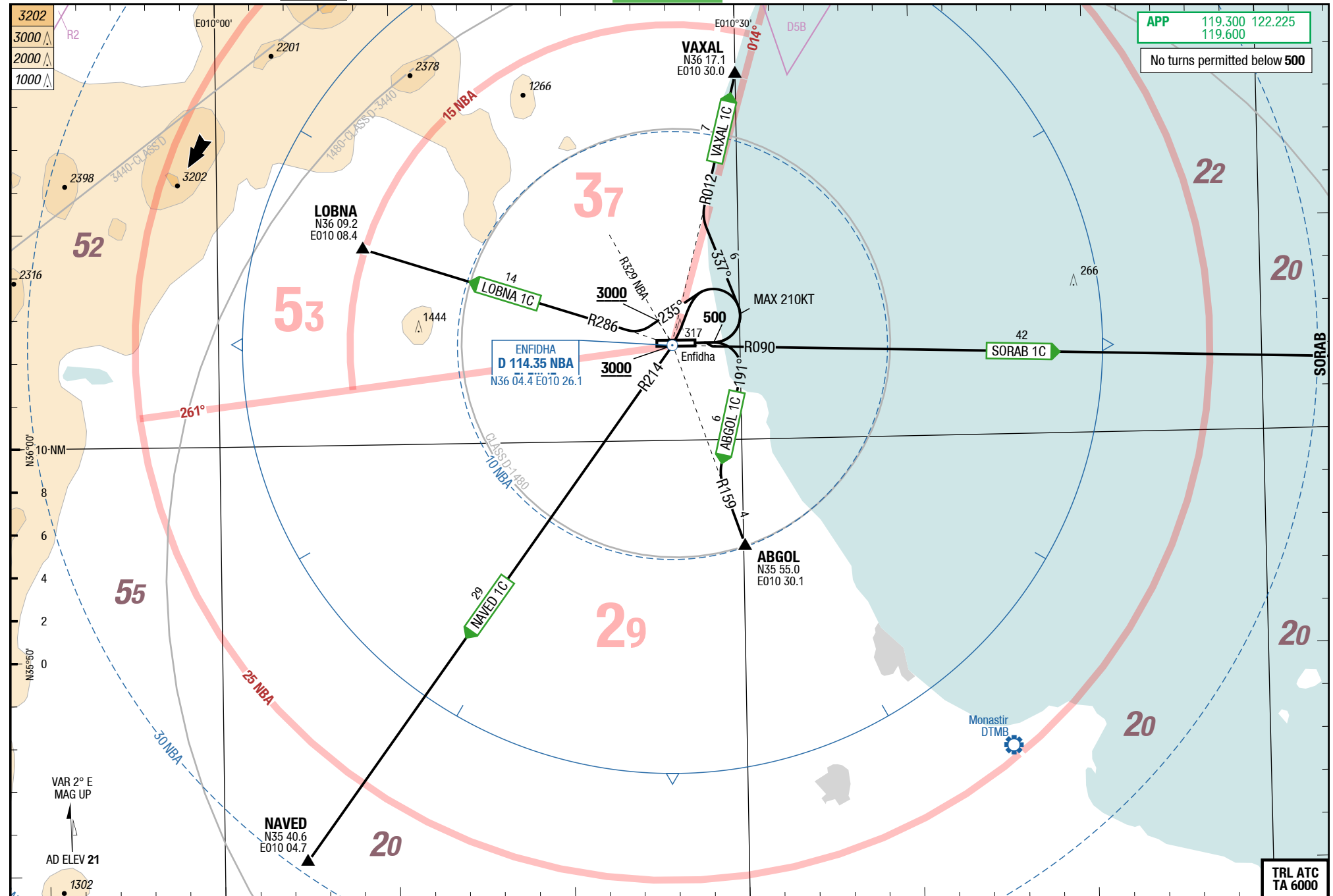
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## SIDs RWY 09

SID

SID

## SIDs RWY 09



Changes: MSA, ASP, Track, VAR, OBST, Editorial

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Effective 23-JUN-2016

16-JUN-2016

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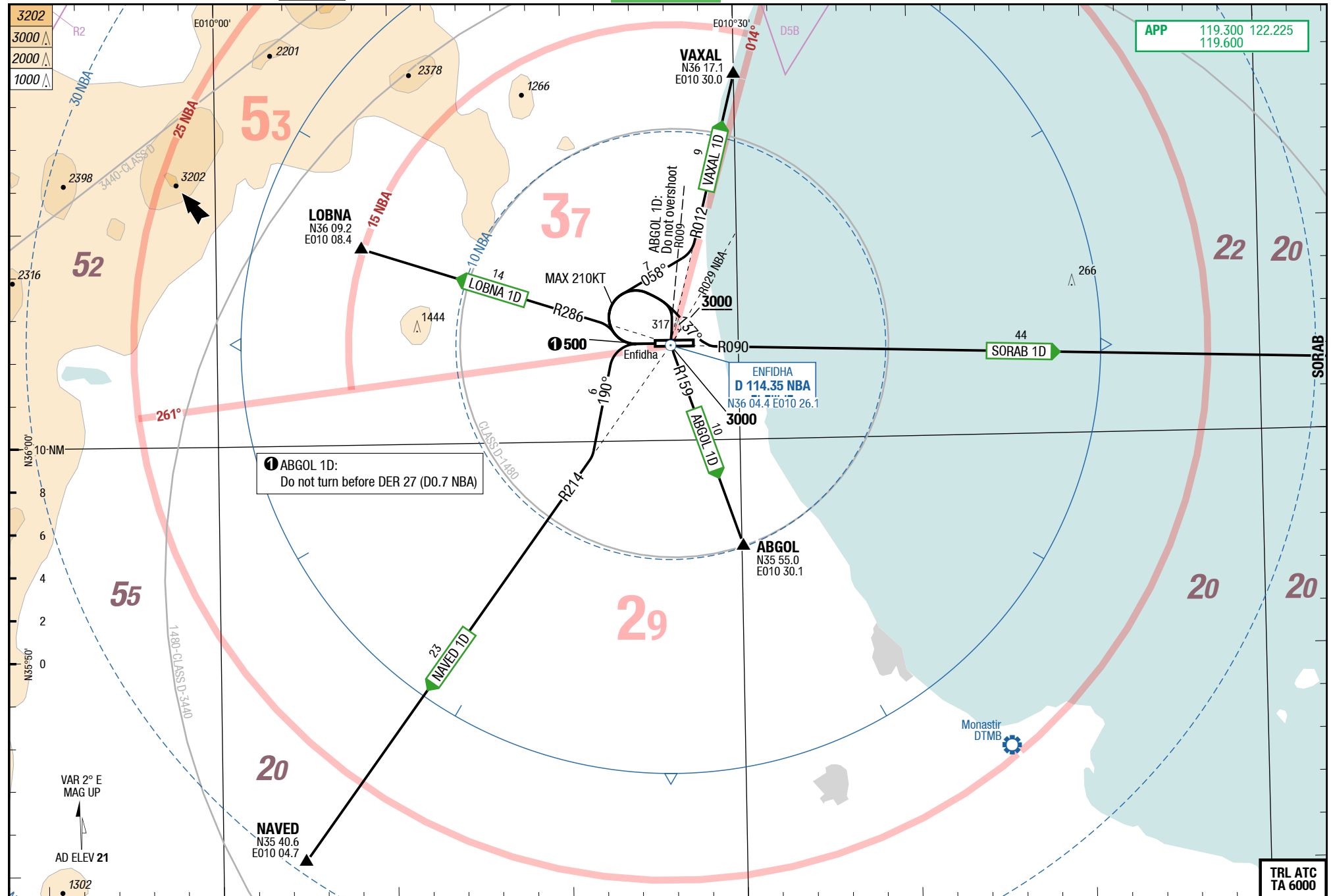
4-20

SIDs RWY 27

SID

SID

SIDs RWY 27



Changes: MSA, ASP, Track, OBST, VAR, Editorial

16-JUN-2016

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5-10

SIDs RWY 09

SIDPT

ABGOL 1C / LOBNA 1C / NAVED 1C / SORAB 1C / VAXAL 1C

RWY 09 (088°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>ABGOL 1C</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 RT</b> 191° - intercept R159 <b>NBA</b> to ABGOL	
<b>LOBNA 1C</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 LT</b> (MAX 210KT) 235° - intercept R286 <b>NBA</b> to LOBNA	R329 <b>NBA MNM 3000</b>
<b>NAVED 1C</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 LT</b> (MAX 210KT) direct <b>NBA</b> - R214 <b>NBA</b> to NAVED	<b>NBA MNM 3000</b>
<b>SORAB 1C</b> 6.0% to 3000 <b>119.300</b> ①②	intercept R090 <b>NBA</b> to SORAB	
<b>VAXAL 1C</b> 6.0% to 5400 <b>119.300</b> ①②	at <b>500 LT</b> (MAX 210KT) 337° - intercept R012 <b>NBA</b> to VAXAL	

- ① If unable to comply with climb gradient, advice ATC.  
 ② No turns permitted below 500ft.

Changes: Track, QFU

16-JUN-2016

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5-20

SIDs RWY 27

SIDPT

ABGOL 1D / LOBNA 1D / NAVED 1D / SORAB 1D / VAXAL 1D

RWY 27 (268°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>ABGOL 1D</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 RT</b> (do not turn before DER/D0.7 <b>NBA</b> ) (MAX 210KT) direct <b>NBA</b> (do not overshoot R009 <b>NBA</b> ) - R159 <b>NBA</b> to ABGOL	<b>NBA at 3000</b>
<b>LOBNA 1D</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 RT</b> intercept R286 <b>NBA</b> to LOBNA	
<b>NAVED 1D</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 LT</b> 190° - intercept R214 <b>NBA</b> to NAVED	
<b>SORAB 1D</b> 6.0% to 3000 <b>119.300</b> ①②	at <b>500 RT</b> (MAX 210KT) 137° - intercept R090 <b>NBA</b> to SORAB	R029 <b>NBA</b> MNM <b>3000</b>
<b>VAXAL 1D</b> 6.0% to 5000 <b>119.300</b> ①②	at <b>500 RT</b> (MAX 210KT) 058° - intercept R012 <b>NBA</b> to VAXAL	

- ① If unable to comply with climb gradient, advise ATC.  
 ② No turns permitted below 500ft.



**22-FEB-2018**  
**NBE-DTNH**

Tunisia **Enfidha** Hammamet

## STARs RWY 27

# STARS RWY 09

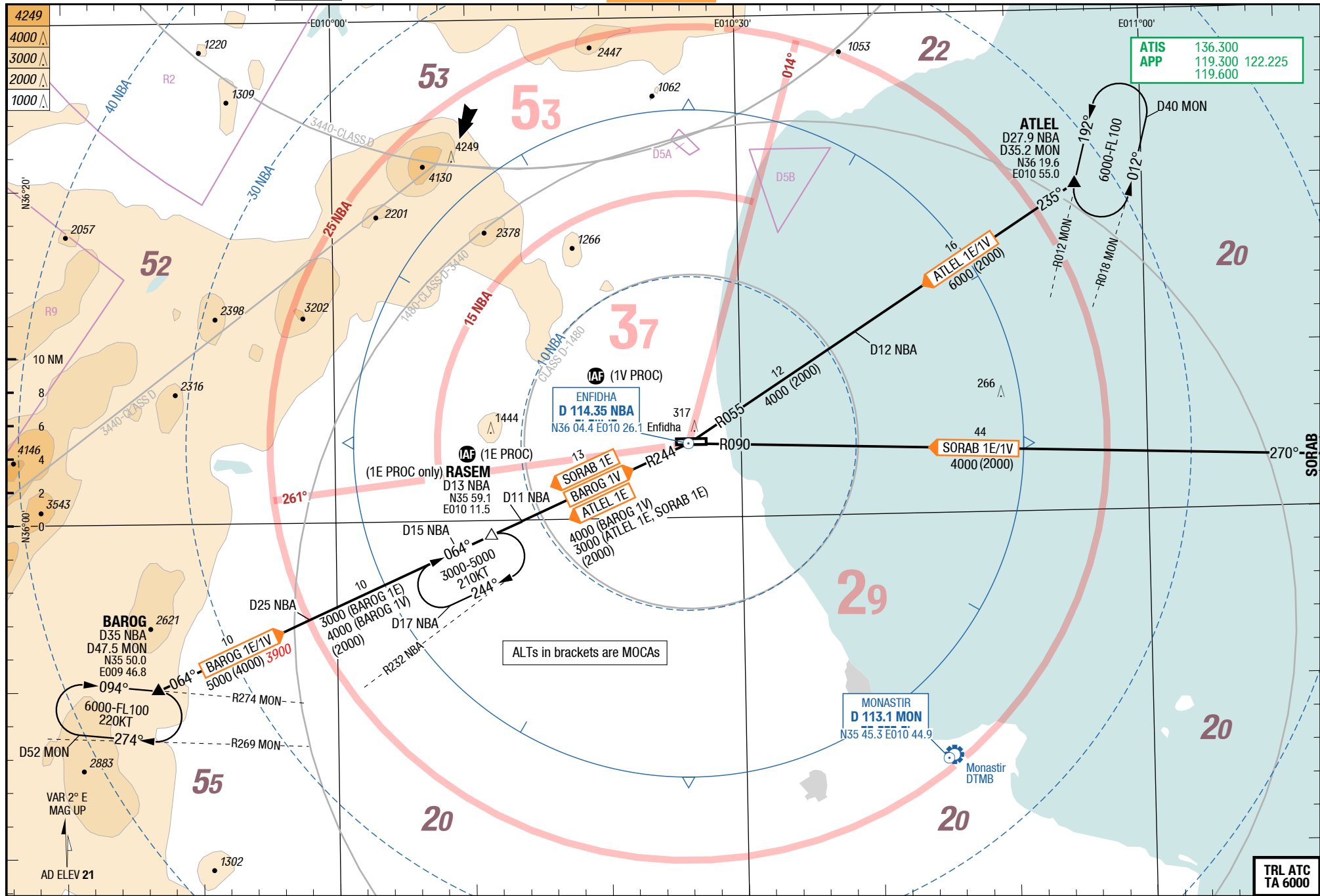
# STAR

# STAR

## Hammamet **Enfidha** Tunisia

## STARs RWY 27

## STARS RWY 09



Changes: Nil

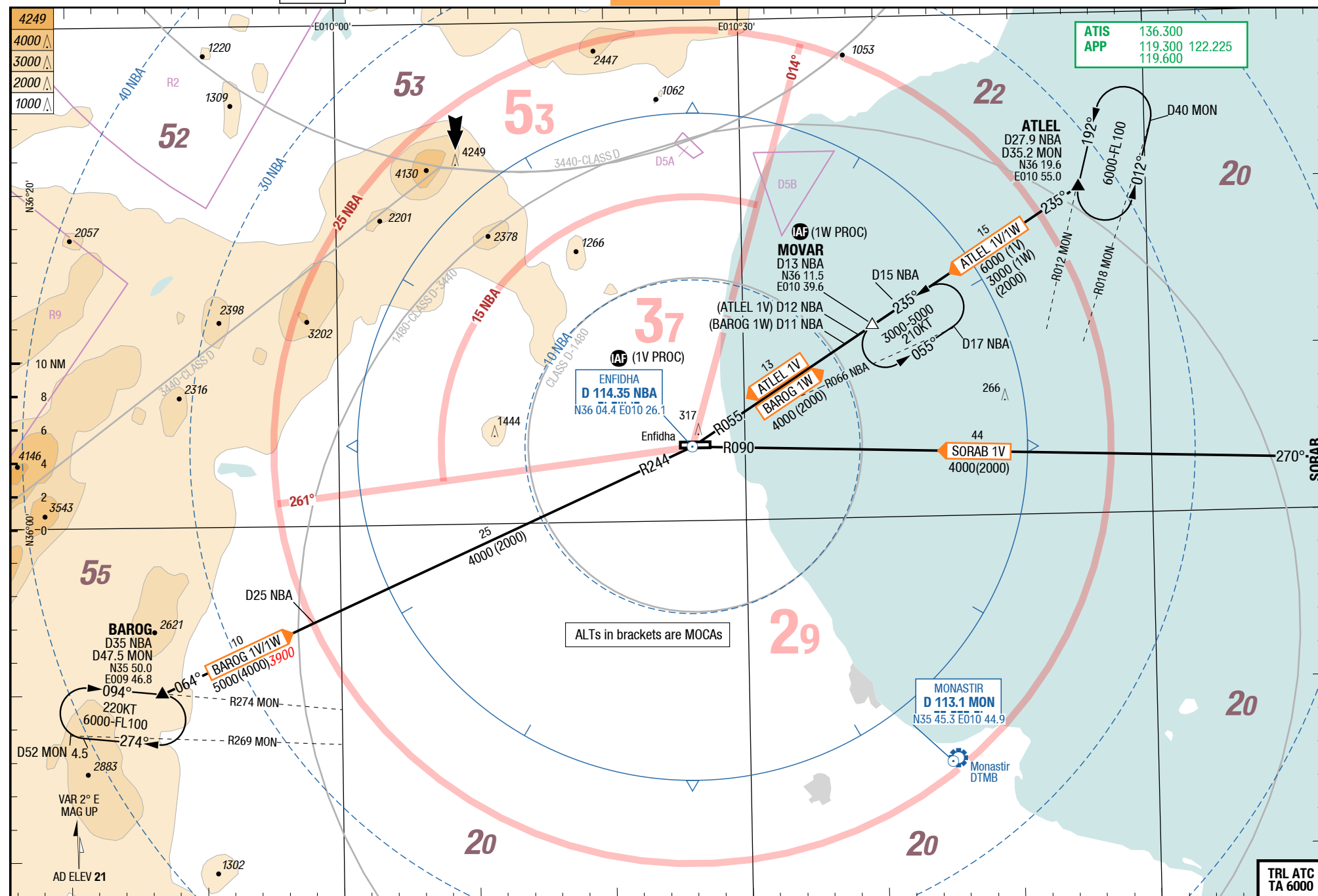
TRL ATC  
TA 6000

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6-20

## STARs RWY 27

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Changes: Nil

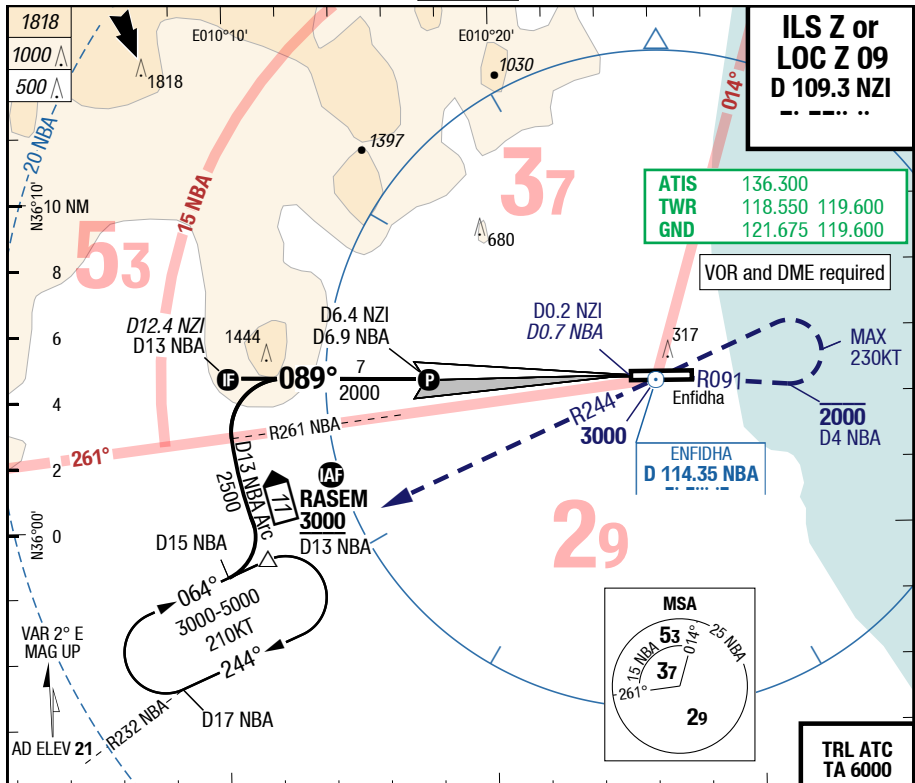
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7-10

ILS Z or LOC Z 09

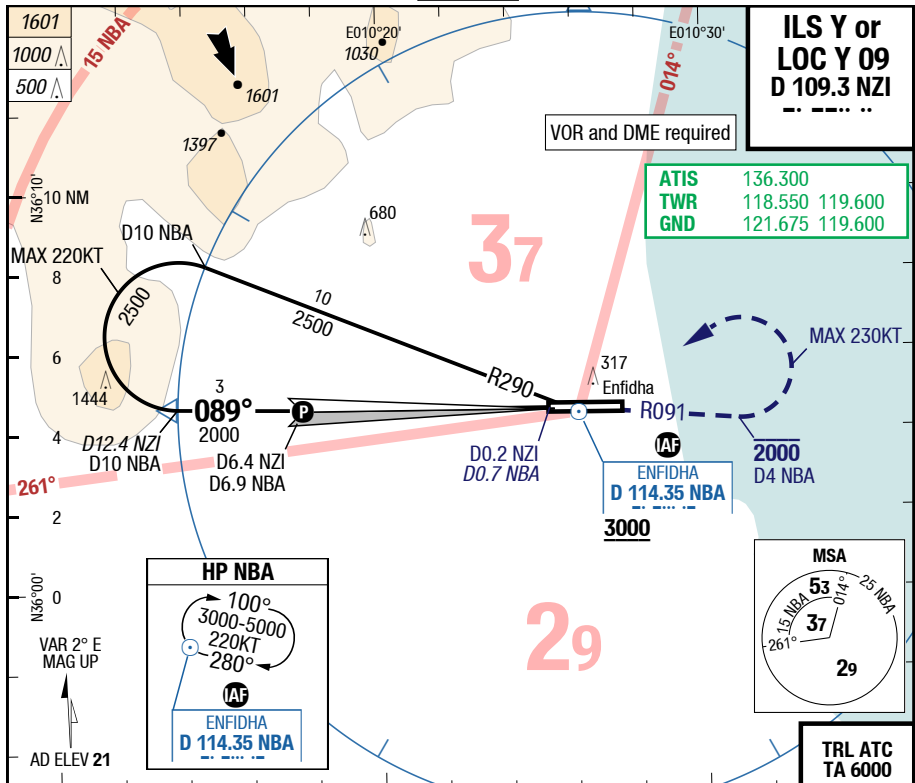


09		Cat 1 DME	LOC DME	Circling	
C	ft - m/km ft	200 - 550 230	480 - 1.5 500	700 - 2.4V 720	
D	ft - m/km ft	200 - 550 230	480 - 1.6 500	700 - 3.6V 730	

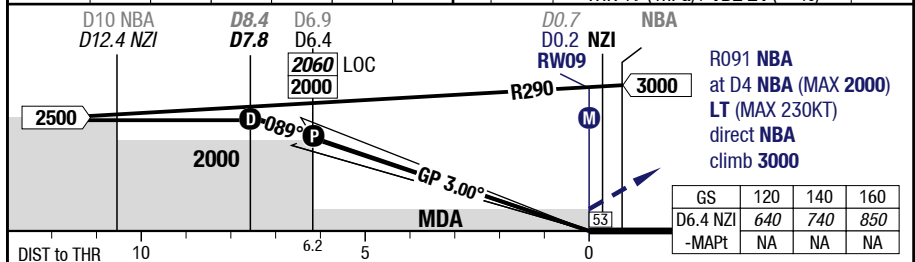
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7-20

## ILS Y or LOC Y 09



<b>LOC 3.00°</b>	7.8	6	5	4	3	2	
<b>D NZI</b>							
<b>089°</b>	2500	1930	1610	1290	970	660	
<b>RWY 088°</b>							

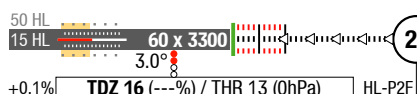
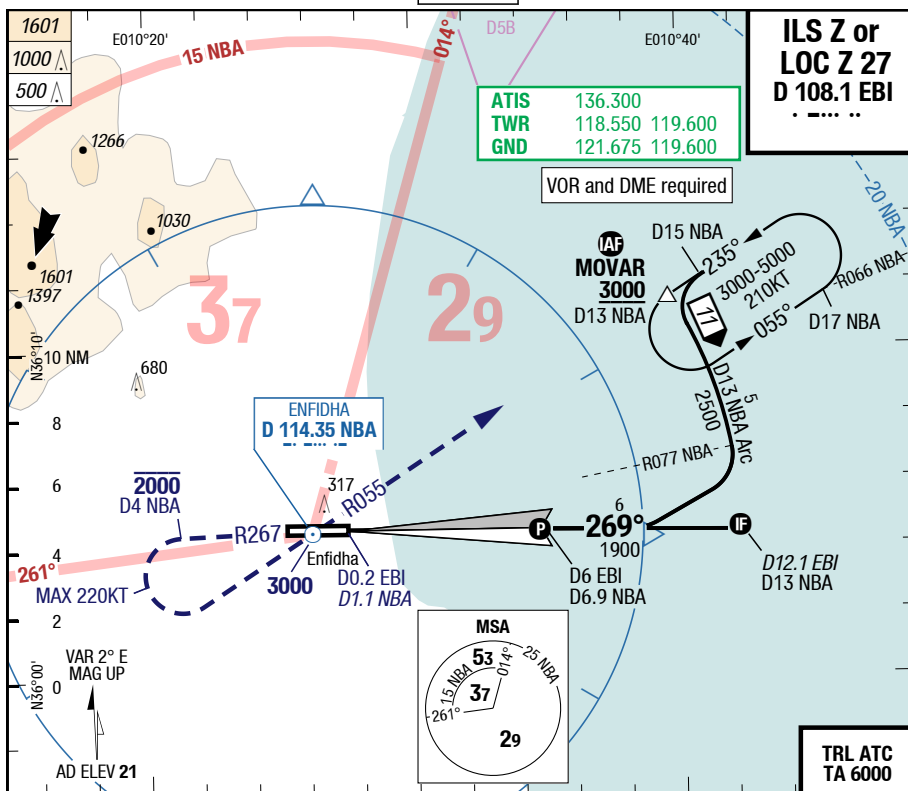


<b>09</b>	<b>Cat 1 DME</b>	<b>LOC DME</b>		<b>Circling</b>
<b>C</b>	ft - m/km ft	200 - 550 230	480 - 1.5 500	700 - 2.4V 720
<b>D</b>	ft - m/km ft	200 - 550 230	480 - 1.6 500	700 - 3.6V 730

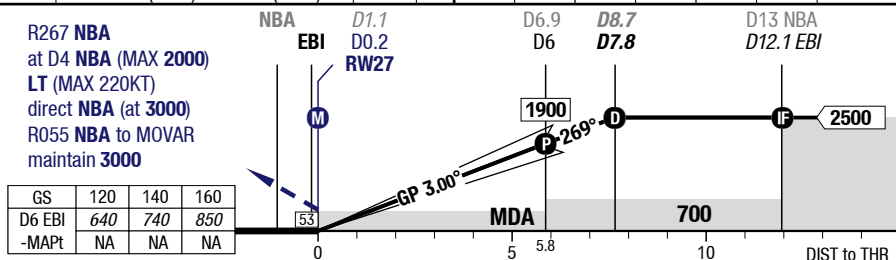
## NBE-DTNH

7-30

## ILS Z or LOC Z 27



2	3	4	5	7	7.8	LOC 3.00°
650	970	1290	1610	2240	2500	D EBI
						269°
						RWY 268°

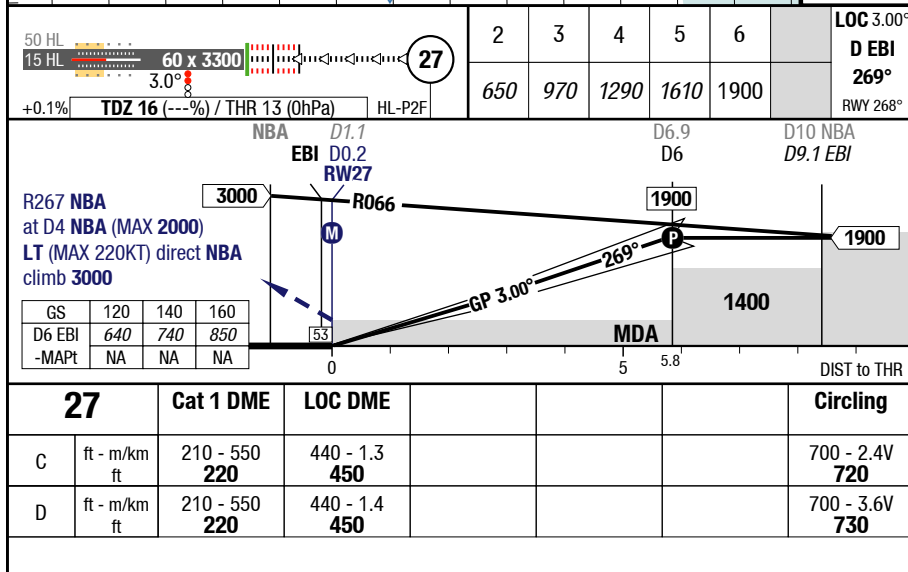
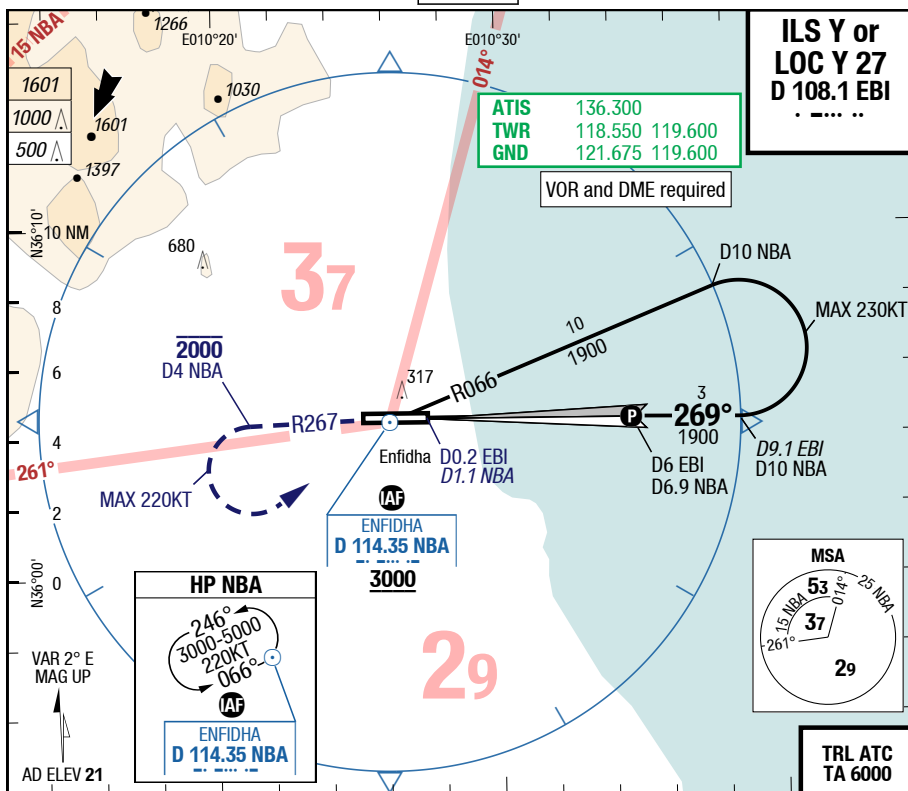


27	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	210 - 550 220	440 - 1.3 450			700 - 2.4V 720
D	ft - m/km ft	210 - 550 220	440 - 1.4 450			700 - 3.6V 730

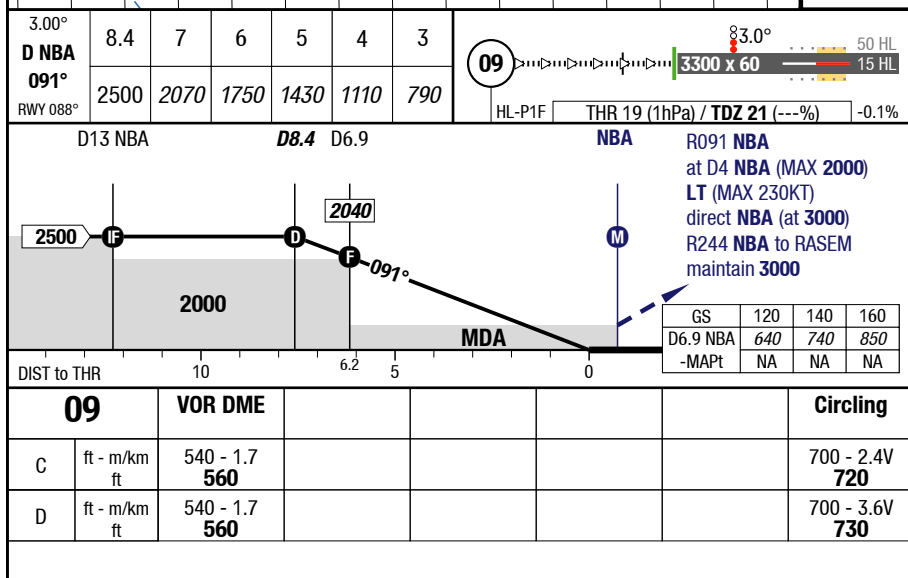
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7-40

## ILS Y or LOC Y 27



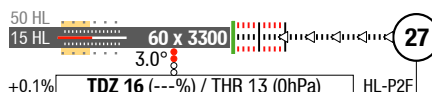
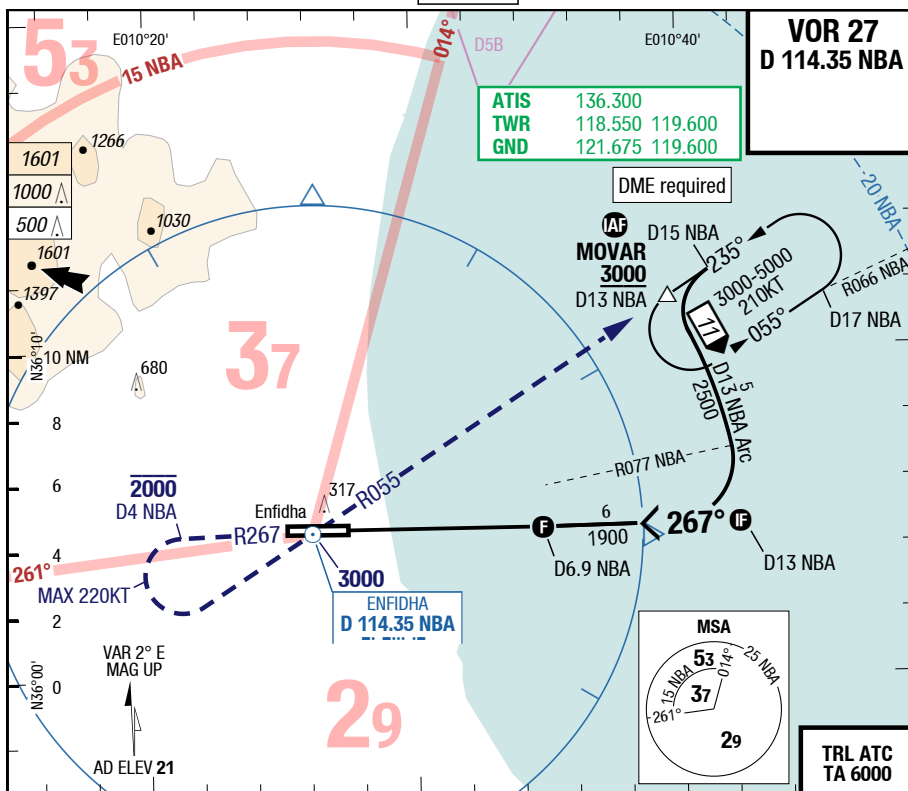
**VOR 09**



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7-60

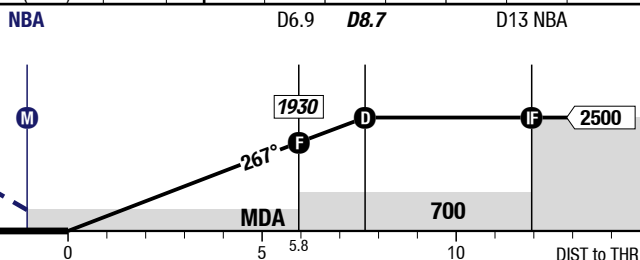
VOR 27



3	4	5	6	8	8.7	3.00° D NBA 267° RWY 268°
690	1000	1320	1640	2280	2500	

**R267 NBA**  
at D4 NBA (MAX 2000)  
**LT (MAX 220KT)**  
direct NBA (at 3000)  
R055 NBA to MOVAR  
maintain 3000

GS	120	140	160
D6.9 NBA	640	740	850
-MAPt	NA	NA	NA



27	VOR DME					Circling
C	ft - m/km ft	470 - 1.5 480				700 - 2.4V 720
D	ft - m/km ft	470 - 1.6 480				700 - 3.6V 730



Effective 23-JUN-2016

16-JUN-2016

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8-10

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