

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours**

Winter: MON-FRI 0700-1600

Summer: MON-FRI 0600-1200 (JUL-AUG)

Ramadan: MON-FRI 0700-1300

**Airport Information****RFF:** CAT 9**PCN:** RWY 01/19: 63/F/A/W/T, RWY 11/29: 64/F/B/W/T**Operation****ATC**

ATC training is scheduled on each WED.

**Preferential RWY**

LDG RWY 29.

TKOF RWY 01.

If RWY 01/19 not usable: RWY 29 for LDG and RWY 11 for TKOF.

**Warnings**

High terrain W and SE of AD.

**ARRIVAL****Arrival Procedure****MNM Radar Safe ALT**

ACFT established on RWY CL 01, 19 or 29, MNM safe ALT BTN 15NM and 6NM from THR is 2000ft.

**Noise Abatement Procedure**

VIS APCH RWY 11: established on FAT latest at 10NM from THR MNM 3000ft.

**Non-standard GP intercept position on****RWY 19**GP intercepts RWY 19 at *332m / 1088ft* after landing threshold.Remaining LDG DIST beyond GP is *2868m / 9411ft*.**RWY 29**GP intercepts RWY 29 at *308m / 1011ft* after landing threshold.Remaining LDG DIST beyond GP is *2342m / 7683ft*.**DEPARTURE****Take-off Minima**

RWY		01/19, 11/29	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Departure Procedure****Noise Abatement Procedure**

ICAO Standard: TKOF PROC NADP 1.

## TUN-DTTA

**NIL**

## Tempo AFC

**AFC**

**AFC**

NIL

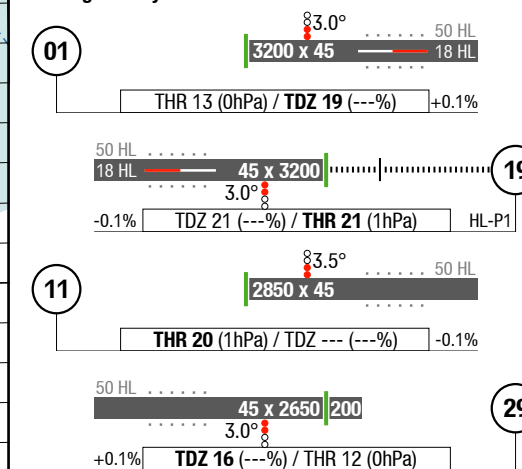
### Tempo AFC

2-08



D-ATIS	118.675	
APP	121.200	119.500
TWR	118.100	
GND	121.900	
DCL		

**Landing RWY system:**



Changes: new

## TUN-DTTA

# Tunisia **Tunis** Carthage

**AFC**

# AFC

# AFC

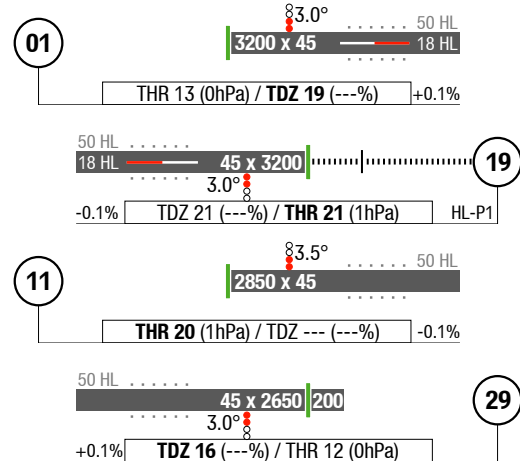
# Carthage **Tunis** Tunisia

**AFC**



D-ATIS	118.675	
APP	121.200	119.500
TWR	118.100	
GND	121.900	
DCL		

**Landing RWY system:**



Changes: Nil

**21-JUN-2018**  
**TUN-DTTA**

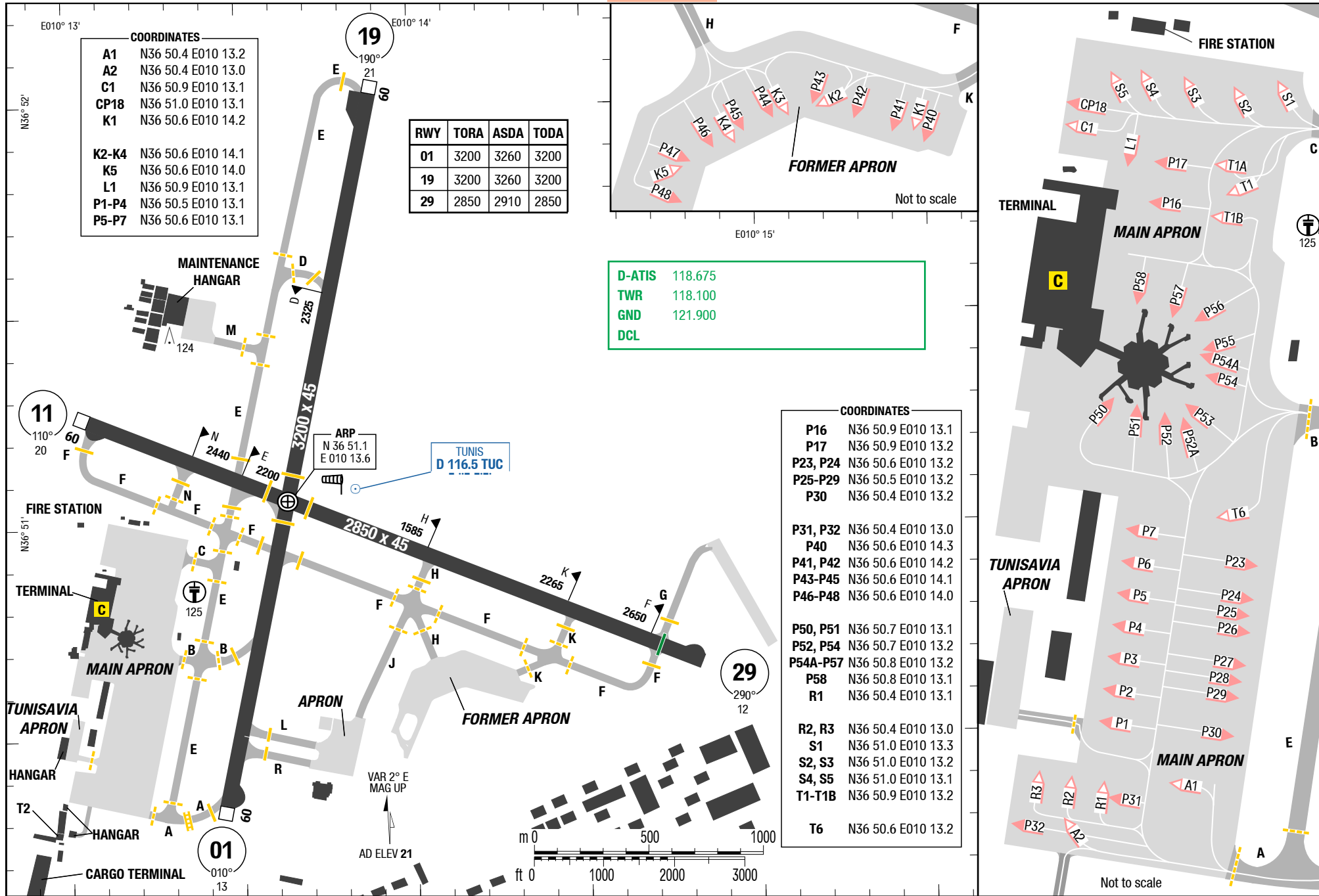
# Tunisia **Tunis** Carthage

# AGC

# AGC

# AGC

## Carthage **Tunis** Tunisia

**AGC**

Changes: HLDG POS, COORD, Parking Stands , Editorial

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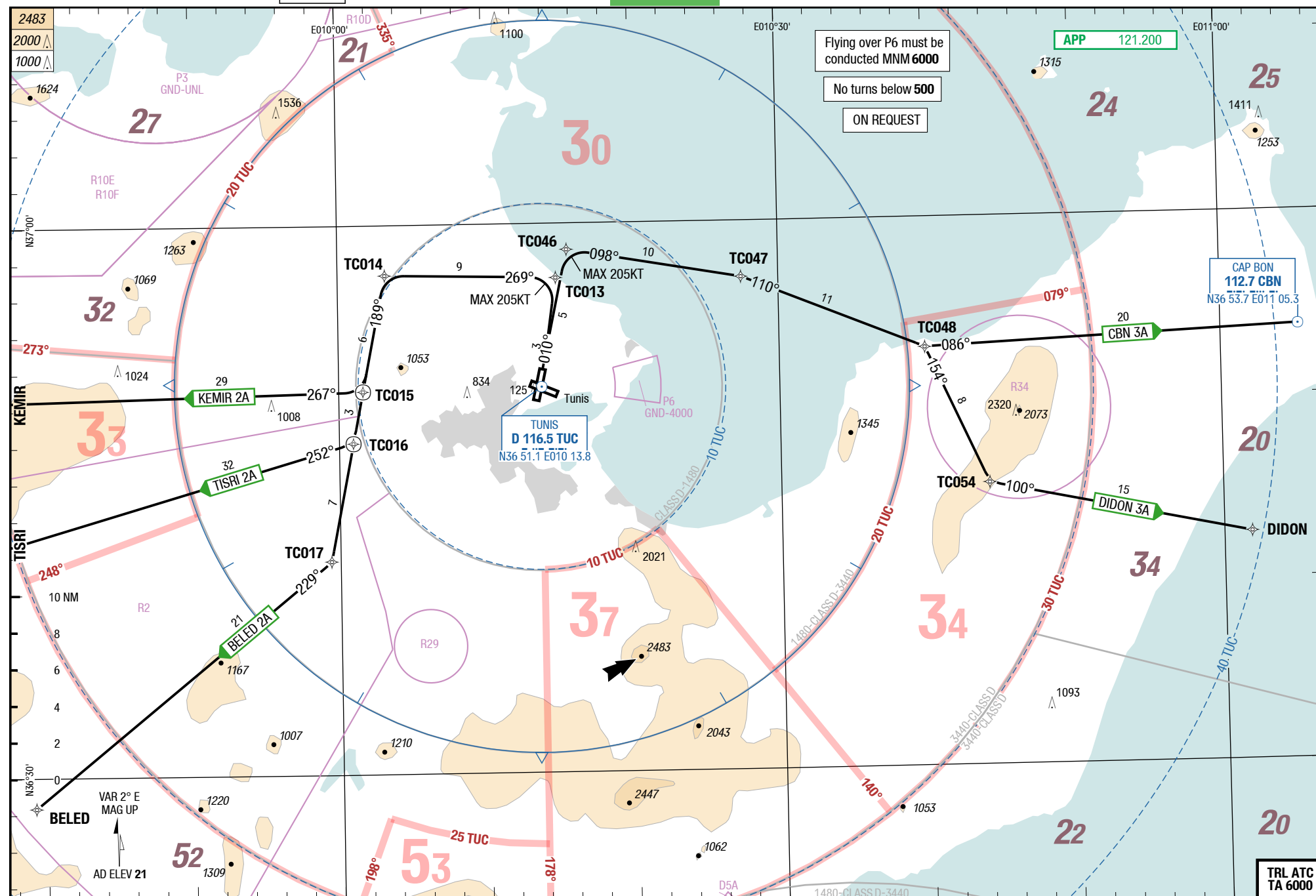
## TUN-DTTA

## RNAV SIDs RWY 01

SID

SID

## RNAV SIDs RWY 01



Changes: OBST

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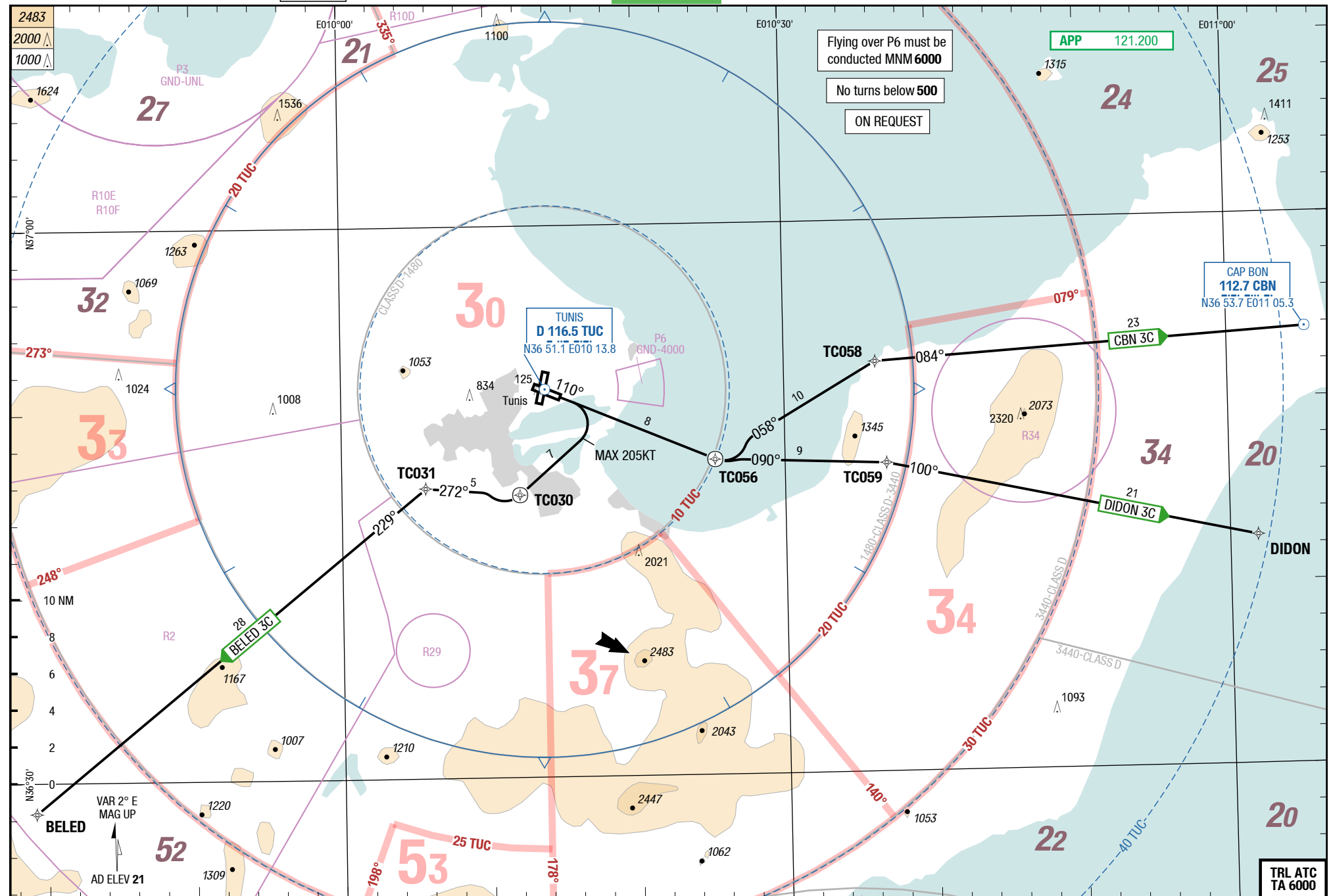
**TUN-DTTA**

## RNAV SIDs RWY 11

SID

SID

## RNAV SIDs RWY 11



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22-FEB-2018

4-30

## RNAV SIDs RWY 29

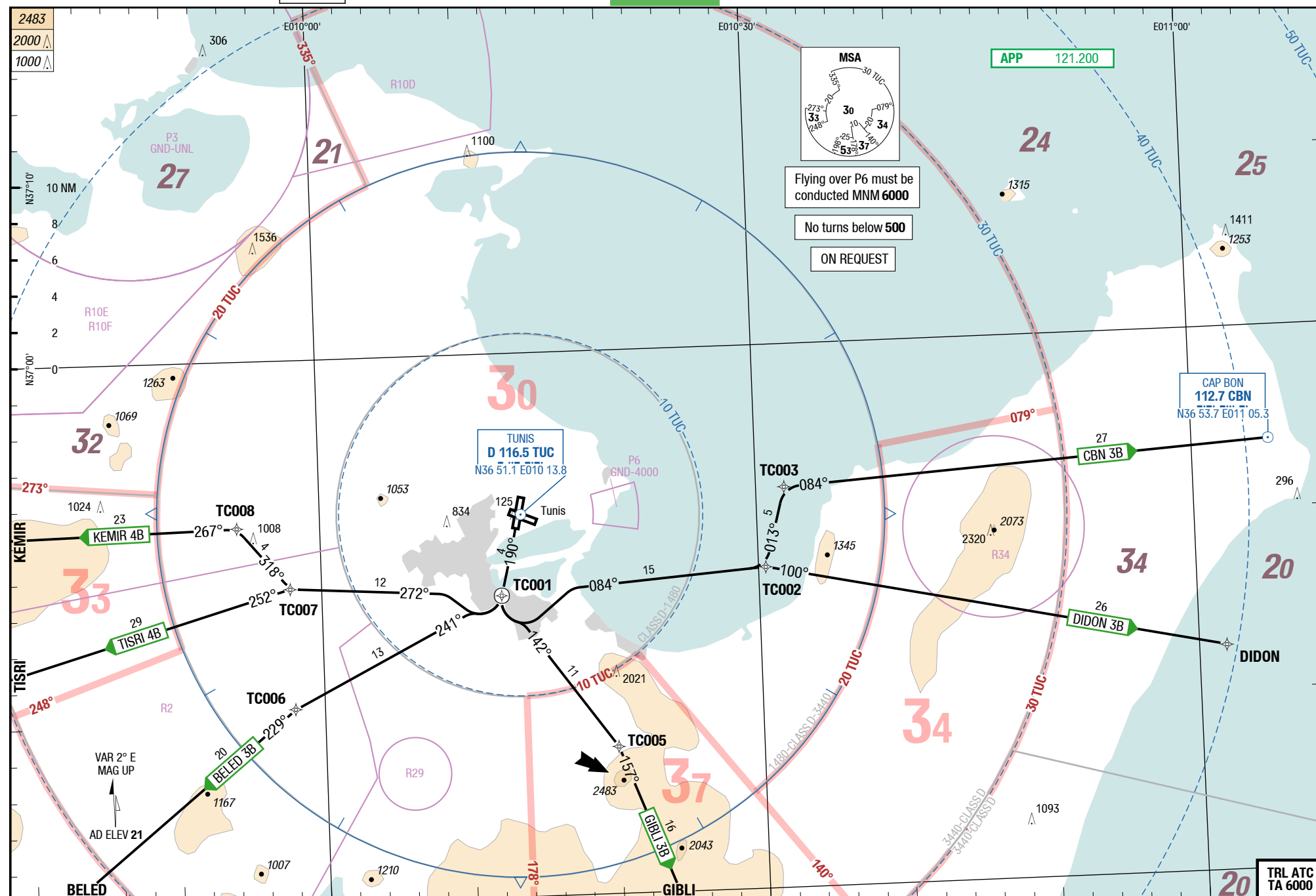
## RNAV SIDs RWY 19

SID

SID

RNAV SIDs RWY 29

## RNAV SIDs RWY 19



Changes: OBST

TRL ATC  
TA 6000

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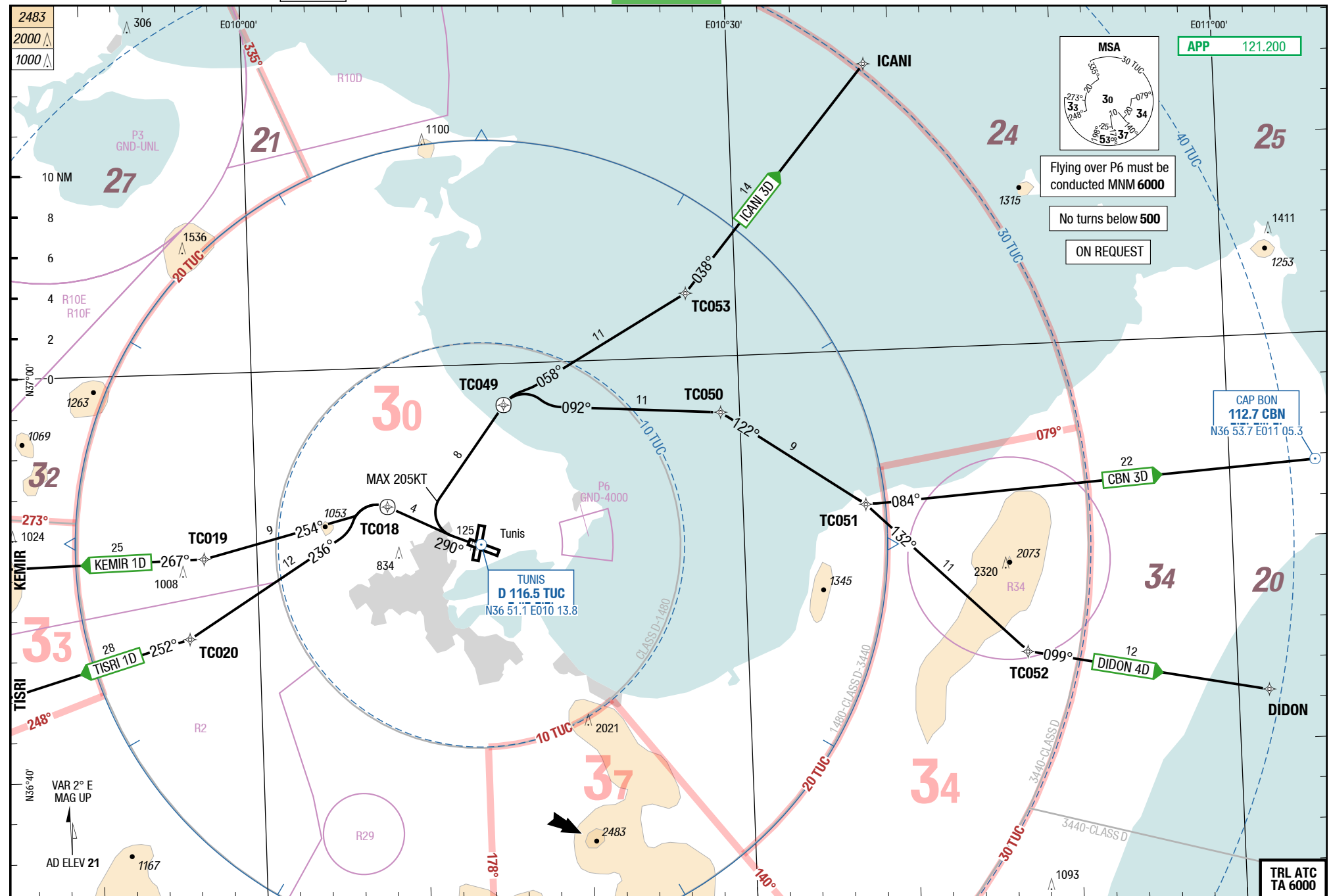
**TUN-DTTA**

## RNAV SIDs RWY 29

SID

SID

## RNAV SIDs RWY 29



Changes: OBST

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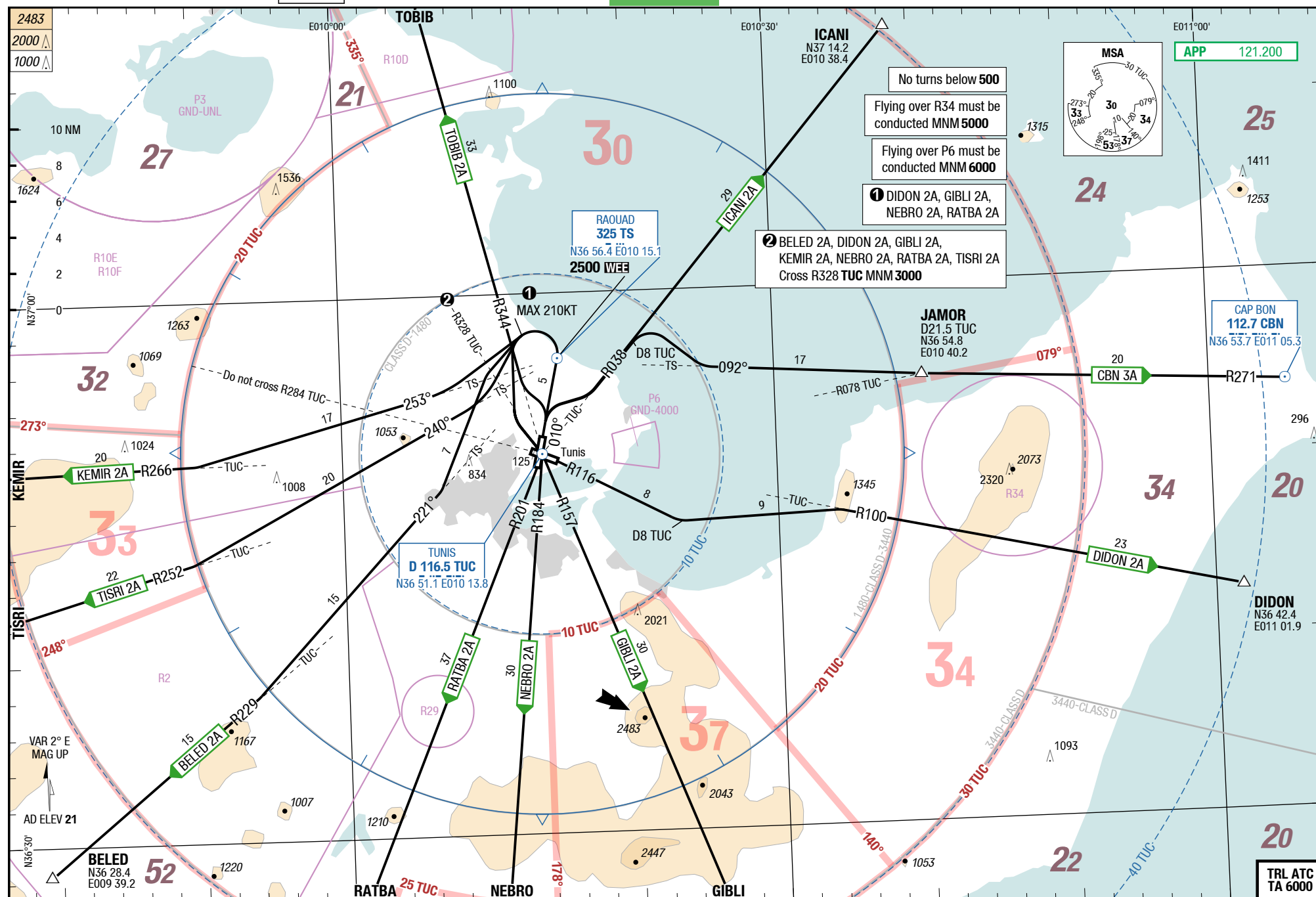
## TUN-DTTA

## SIDs RWY 01

SID

SID

## SIDs RWY 01



Changes: Note, DIST, OBST

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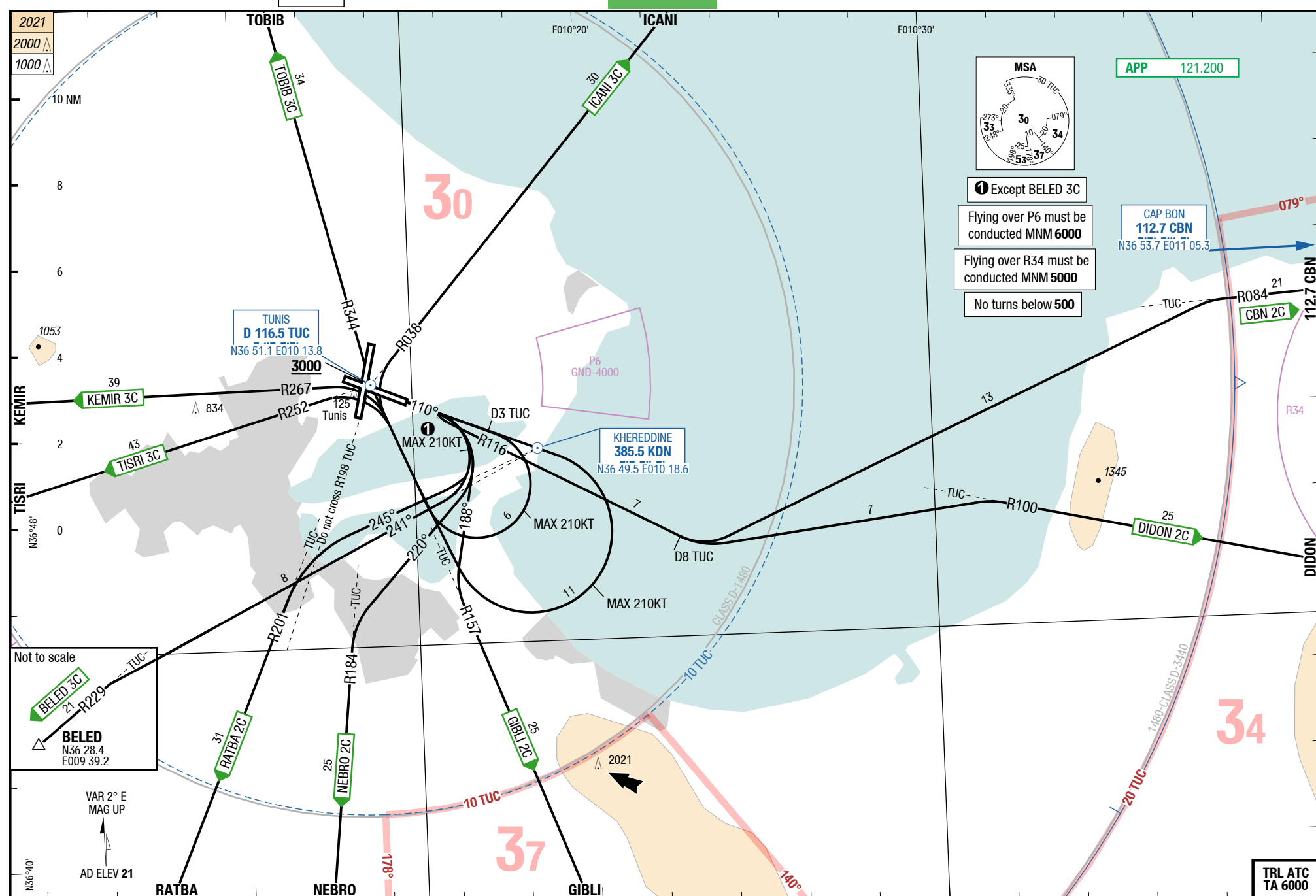
## TUN-DTTA

## SIDs RWY 11

SID

SID

## SIDs RWY 11



Changes: Note, DIST, OBST

TRL ATC  
TA 6000

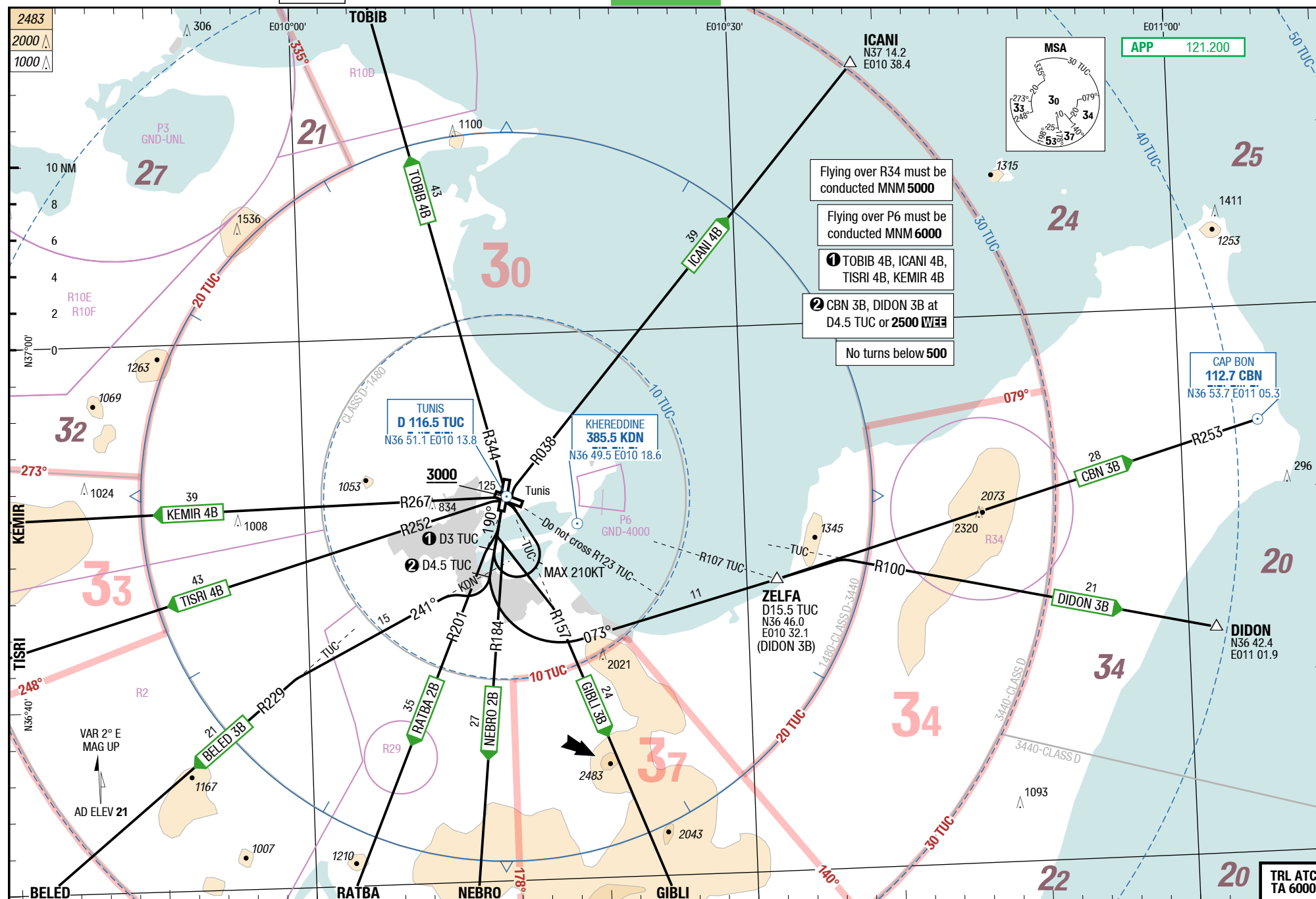
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## TUN-DTTA

## SIDs RWY 19

SID

## SIDs RWY 19



Changes: Note, DIST, OBST

TRL ATC  
TA 6000

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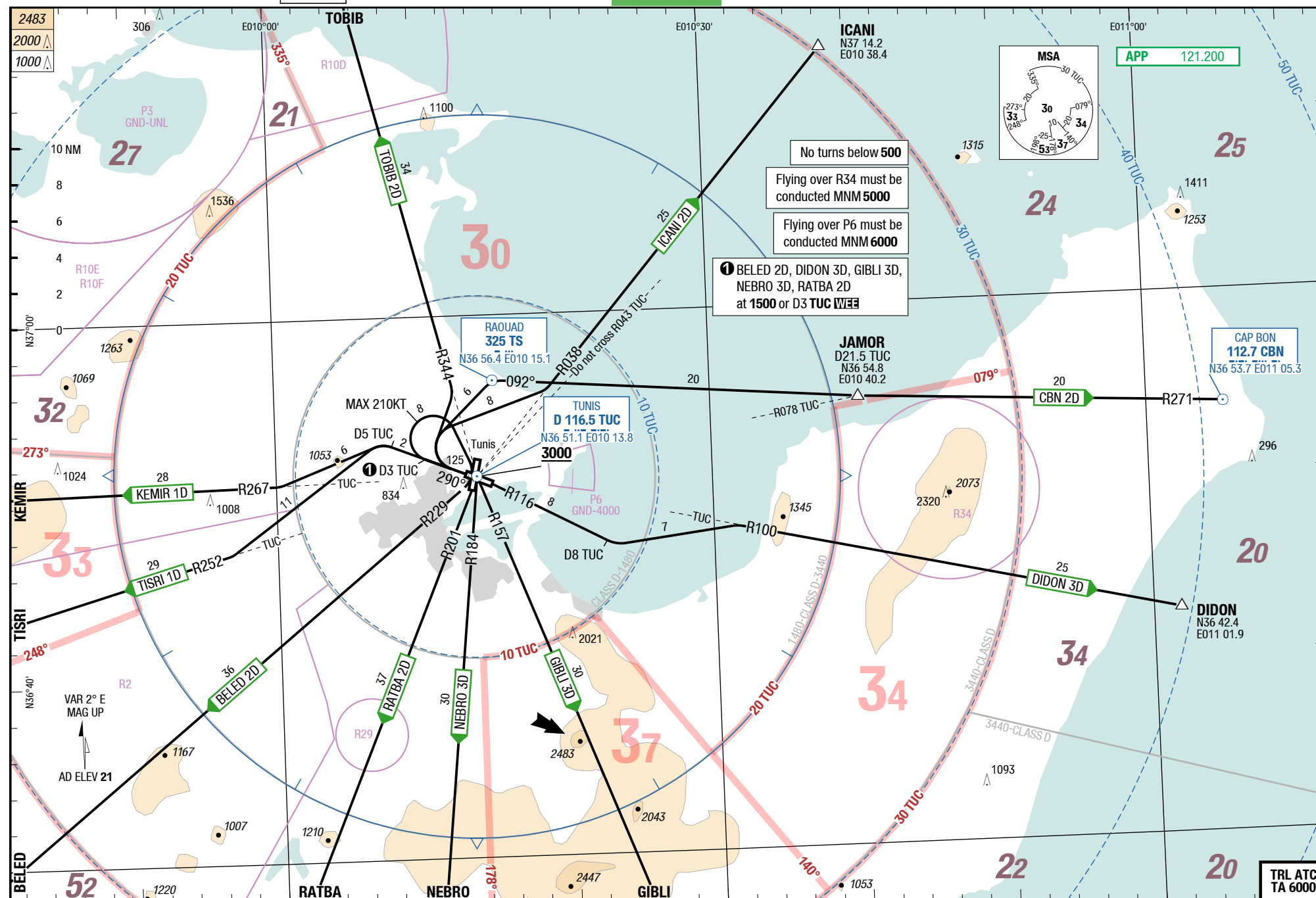
## TUN-DTTA

## SIDs RWY 29

SID

SID

## SIDs RWY 29



Changes: Note, DIST, OBST

TRL ATC  
TA 6000

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**BELED 2A / CAP BON 3A / DIDON 3A / KEMIR 2A / RADAR VECTORING / TISRI 2A**  
RWY 01 (010°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>BELED 2A</b> 6.0% to 3000 <b>121.200</b> ①②	TC013 - TC014 - TC015 - TC016 - TC017 - BELED	
<b>CAP BON 3A</b> <b>CBN 3A</b> 6.0% to 3000 <b>121.200</b> ①②	TC046 - TC047 - TC048 - <b>CBN</b>	
<b>DIDON 3A</b> 6.0% to 3000 <b>121.200</b> ①②	TC046 - TC047 - TC048 - TC054 - DIDON	
<b>KEMIR 2A</b> 6.0% to 3000 <b>121.200</b> ①②	TC013 - TC014 - TC015 - KEMIR	
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b> ①	Expect radar vectoring when passing <b>3000</b> (no turn permitted below <b>3000</b> )	
<b>TISRI 2A</b> 6.0% to 3000 <b>121.200</b> ①②	TC013 - TC014 - TC015 - TC016 - TISRI	

① Flying over area DT P6 must be conducted MNM 6000.

② No turn permitted below 500ft. After take-off turn limited to MAX 205KT.

**BELED 3C / CAP BON 3C / DIDON 3C / RADAR VECTORING**

RWY 11 (110°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>BELED 3C</b> 6.0% to 3000 <b>121.200</b> ①②	TC030 - TC031 - BELED	
<b>CAP BON 3C</b> <b>CBN 3C</b> 6.0% to 3000 <b>121.200</b> ①②	TC056 - TC058 - <b>CBN</b>	
<b>DIDON 3C</b> 6.0% to 3000 <b>121.200</b> ①②	TC056 - TC059 - DIDON	
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b> ①	Expect radar vectoring when passing <b>3000</b> (no turn permitted below <b>3000</b> )	

① Flying over area DT P6 must be conducted MNM 6000.

② No turn permitted below 500ft. After take-off turn limited to MAX 205KT.



**BELED 3B / CAP BON 3B / DIDON 3B / GIBLI 3B / KEMIR 4B / RADAR VECTORING / TISRI 4B**

RWY 19 (190°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>BELED 3B</b> 6.0% to 3000 <b>121.200</b> ①②	TC001 - TC006 - BELED	
<b>CAP BON 3B</b> <b>CBN 3B</b> 6.0% to 3000 <b>121.200</b> ①②	TC001 - TC002 - TC003 - <b>CBN</b>	
<b>DIDON 3B</b> 6.0% to 3000 <b>121.200</b> ①②	TC001 - TC002 - DIDON	
<b>GIBLI 3B</b> 6.0% to 3000 <b>121.200</b> ①②	TC001 - TC005 - GIBLI	
<b>KEMIR 4B</b> 6.0% to 3000 <b>121.200</b> ①②	TC001 - TC007 - TC008 - KEMIR	
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b> ①	expect radar vectoring when passing <b>3000</b> (no turn permitted below <b>3000</b> )	
<b>TISRI 4B</b> 6.0% to 3000 <b>121.200</b> ①②	TC001 - TC007 - TISRI	

① Flying over area DT P6 must be conducted MNM 6000.

② No turn permitted below 500ft. After take-off turn limited at MAX 205KT.

16-JUN-2016

TUN-DTTA

5-40

RNAV SIDs RWY 29

SIDPT

**CAP BON 3D / DIDON 4D / ICANI 3D / KEMIR 1D / Radar Vectoring / TISRI 1D**  
RWY 29 (290°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>CAP BON 3D</b> <b>CBN 3D</b> 6.0% to 3000 <b>121.200</b> ①②	TC049 - TC050 - TC051 - <b>CBN</b>	
<b>DIDON 4D</b> 6.0% to 3000 <b>121.200</b> ①②	TC049 - TC050 - TC051 - TC052 - DIDON	
<b>ICANI 3D</b> 6.0% to 3000 <b>121.200</b> ①②	TC049 - TC053 - ICANI	
<b>KEMIR 1D</b> 6.0% to 3000 <b>121.200</b> ①②	TC018 - TC019 - KEMIR	
<b>Radar Vectoring</b> 6.0% to 3000 <b>121.200</b> ①	expect radar vectoring when passing <b>3000</b> (no turn permitted below <b>3000</b> )	
<b>TISRI 1D</b> 6.0% to 3000 <b>121.200</b> ①②	TC018 - TC020 - TISRI	

① Flying over area DT P6 must be conducted MNM 6000.

② No turn permitted below 500ft. After take-off turn limited at MAX 205KT.

16-JUN-2016

TUN-DTTA

5-50

SIDs RWY 01

SIDPT

**BELED 2A / CAP BON 3A / DIDON 2A / GIBLI 2A / ICANI 2A / KEMIR 2A / NEBRO 2A /  
RADAR VECTORING**

RWY 01 (010°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>BELED 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> intercept QDR 221 <b>TS</b> - intercept R229 <b>TUC</b> to BELED	R328 <b>TUC</b> MNM <b>3000</b>
<b>CAP BON 3A</b> <b>CBN 3A</b> 6.0% to 3000 <b>121.200</b> ①	<b>RT</b> intercept R038 <b>TUC</b> - at D8 <b>TUC</b> <b>RT</b> intercept QDR 092 <b>TS</b> / R271 <b>CBN</b> to <b>CBN</b>	
<b>DIDON 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> direct <b>TUC</b> (MAX 210KT in turn, do not cross R284 <b>TUC</b> ) - R116 <b>TUC</b> - at D8 <b>TUC</b> <b>LT</b> intercept R100 <b>TUC</b> to DIDON	R328 <b>TUC</b> MNM <b>3000</b>
<b>GIBLI 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> direct <b>TUC</b> (MAX 210KT in turn, do not cross R284 <b>TUC</b> ) - R157 <b>TUC</b> to GIBLI	R328 <b>TUC</b> MNM <b>3000</b>
<b>ICANI 2A</b> 6.0% to 3000 <b>121.200</b> ①	<b>RT</b> intercept R038 <b>TUC</b> to ICANI	
<b>KEMIR 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> intercept QDR 253 <b>TS</b> - intercept R266 <b>TUC</b> to KEMIR	R328 <b>TUC</b> MNM <b>3000</b>
<b>NEBRO 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> direct <b>TUC</b> (MAX 210KT in turn, do not cross R284 <b>TUC</b> ) - R184 <b>TUC</b> to NEBRO	R328 <b>TUC</b> MNM <b>3000</b>
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b>	expect radar vectoring when passing <b>3000</b> (do not turn below <b>3000</b> )	

① Do not turn below 500.

Changes: Altitudes, HDG, QFU

16-JUN-2016

TUN-DTTA

5-60

SIDs RWY 01

SIDPT

RATBA 2A / TISRI 2A / TOBIB 2A

RWY 01 (010°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>RATBA 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> direct <b>TUC</b> (MAX 210KT in turn, do not cross R284 <b>TUC</b> ) - R201 <b>TUC</b> to RATBA	R328 <b>TUC</b> MNM <b>3000</b>
<b>TISRI 2A</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or <b>TS</b> , whichever is earlier, <b>LT</b> intercept QDR 240 <b>TS</b> - intercept R252 <b>TUC</b> to TISRI	R328 <b>TUC</b> MNM <b>3000</b>
<b>TOBIB 2A</b> 6.0% to 3000 <b>121.200</b> ①	<b>LT</b> intercept R344 <b>TUC</b> to TOBIB	

① Do not turn below 500.

Changes: Altitudes, HDG, QFU

16-JUN-2016

TUN-DTTA

5-70

SIDs RWY 11

SIDPT

**BELED 3C / CAP BON 2C / DIDON 2C / GIBLI 2C / ICANI 3C / KEMIR 3C / NEBRO 2C /  
RADAR VECTORING**

RWY 11 (110°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>BELED 3C</b> 6.0% to 3000 <b>121.200</b> ①	not later than D3 <b>TUC RT</b> intercept QDR 241 <b>KDN</b> - intercept R229 <b>TUC</b> to BELED	
<b>CAP BON 2C</b> <b>CBN 2C</b> 6.0% to 3000 <b>121.200</b> ①	intercept R116 <b>TUC</b> - at D8 <b>TUC LT</b> intercept R084 <b>TUC</b> to <b>CBN</b>	
<b>DIDON 2C</b> 6.0% to 3000 <b>121.200</b> ①	intercept R116 <b>TUC</b> - at D8 <b>TUC LT</b> intercept R100 <b>TUC</b> to DIDON	
<b>GIBLI 2C</b> 6.0% to 3000 <b>121.200</b> ①	not later than D3 <b>TUC RT</b> 188° (MAX 210KT in turn) - intercept R157 <b>TUC</b> to GIBLI	
<b>ICANI 3C</b> 6.0% to 3000 <b>121.200</b> ①	not later than D3 <b>TUC RT</b> direct <b>TUC</b> (do not cross R198 <b>TUC</b> , MAX 210KT in turn) - R038 <b>TUC</b> to ICANI	<b>TUC MNM 3000</b>
<b>KEMIR 3C</b> 6.0% to 3000 <b>121.200</b> ①	not later than <b>KDN RT</b> direct <b>TUC</b> (do not cross R198 <b>TUC</b> , MAX 210KT in turn) - R267 <b>TUC</b> to KEMIR	<b>TUC MNM 3000</b>
<b>NEBRO 2C</b> 6.0% to 3000 <b>121.200</b> ①	not later than D3 <b>TUC RT</b> 220° (MAX 210KT in turn) - intercept R184 <b>TUC</b> to NEBRO	
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b>	expect radar vectoring when passing <b>3000</b> (do not turn below <b>3000</b> )	

① Do not turn below 500.

Changes: Altitudes, QFU, HDG

16-JUN-2016

TUN-DTTA

5-80

SIDs RWY 11

SIDPT

RATBA 2C / TISRI 3C / TOBIB 3C

RWY 11 (110°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>RATBA 2C</b> 6.0% to 3000 <b>121.200</b> ①	not later than D3 <b>TUC RT</b> 245° (MAX 210KT in turn) - intercept R201 <b>TUC</b> to RATBA	
<b>TISRI 3C</b> 6.0% to 3000 <b>121.200</b> ①	not later than <b>KDN RT</b> direct <b>TUC</b> (do not cross R198 <b>TUC</b> , MAX 210KT in turn) - R252 <b>TUC</b> to TISRI	<b>TUC MNM 3000</b>
<b>TOBIB 3C</b> 6.0% to 3000 <b>121.200</b> ①	not later than D3 <b>TUC RT</b> direct <b>TUC</b> (do not cross R198 <b>TUC</b> , MAX 210KT in turn) - R344 <b>TUC</b> to TOBIB	<b>TUC MNM 3000</b>

① Do not turn below 500.

Changes: Altitudes, HDG, QFU



**BELED 3B / CAP BON 3B / DIDON 3B / GIBLI 3B / ICANI 4B / KEMIR 4B / NEBRO 2B /  
RADAR VECTORING**

RWY 19 (190°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>BELED 3B</b> 6.0% to 3000 <b>121.200</b> ①	at D4.5 <b>TUC RT</b> intercept QDR 241 <b>KDN</b> - intercept R229 <b>TUC</b> to BELED	
<b>CAP BON 3B</b> <b>CBN 3B</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or D4.5 <b>TUC</b> , whichever is earlier, <b>LT</b> intercept R253 <b>CBN</b> to <b>CBN</b>	
<b>DIDON 3B</b> 6.0% to 3000 <b>121.200</b> ①	at <b>2500</b> or D4.5 <b>TUC</b> , whichever is earlier, <b>LT</b> intercept R253 <b>CBN</b> inbound - at ZELFA <b>RT</b> intercept R100 <b>TUC</b> to DIDON	
<b>GIBLI 3B</b> 6.0% to 3000 <b>121.200</b> ①	<b>LT</b> intercept R157 <b>TUC</b> to GIBLI	
<b>ICANI 4B</b> 6.0% to 3000 <b>121.200</b> ①	at D3 <b>TUC LT</b> direct <b>TUC</b> (do not cross R123 <b>TUC</b> , MAX 210KT in turn) - R038 <b>TUC</b> to ICANI	<b>TUC MNM 3000</b>
<b>KEMIR 4B</b> 6.0% to 3000 <b>121.200</b> ①	at D3 <b>TUC LT</b> direct <b>TUC</b> (do not cross R123 <b>TUC</b> , MAX 210KT in turn) - R267 <b>TUC</b> to KEMIR	<b>TUC MNM 3000</b>
<b>NEBRO 2B</b> 6.0% to 3000 <b>121.200</b> ①	<b>LT</b> intercept R184 <b>TUC</b> to NEBRO	
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b>	expect radar vectoring when passing <b>3000</b> (no turn permitted below <b>3000</b> )	

① Do not turn below 500.

**RATBA 2B / TISRI 4B / TOBIB 4B**

RWY 19 (190°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>RATBA 2B</b> 6.0% to 3000 <b>121.200</b> ①	RT intercept R201 <b>TUC</b> to RATBA	
<b>TISRI 4B</b> 6.0% to 3000 <b>121.200</b> ①	at D3 <b>TUC LT</b> direct <b>TUC</b> (do not cross R123 <b>TUC</b> , MAX 210KT in turn) - R252 <b>TUC</b> to TISRI	<b>TUC MNM 3000</b>
<b>TOBIB 4B</b> 6.0% to 3000 <b>121.200</b> ①	at D3 <b>TUC LT</b> direct <b>TUC</b> (do not cross R123 <b>TUC</b> , MAX 210KT in turn) - R344 <b>TUC</b> to TOBIB	<b>TUC MNM 3000</b>

① Do not turn below 500.

**BELED 2D / CAP BON 2D / DIDON 3D / GIBLI 3D / ICANI 2D / KEMIR 1D / NEBRO 3D /  
RADAR VECTORING**

RWY 29 (290°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>BELED 2D</b> 6.0% to 3000 <b>121.200</b> ①	at <b>1500</b> or D3 <b>TUC</b> , whichever is earlier, <b>RT direct TUC</b> (do not cross R043 <b>TUC</b> , MAX 210KT in turn) - R229 <b>TUC</b> to BELED	<b>TUC MNM 3000</b>
<b>CAP BON 2D</b> <b>CBN 2D</b> 6.0% to 3000 <b>121.200</b> ①	<b>RT direct TS - QDR 092 TS / R271 CBN to CBN</b>	
<b>DIDON 3D</b> 6.0% to 3000 <b>121.200</b> ①	at <b>1500</b> or D3 <b>TUC</b> , whichever is earlier, <b>RT direct TUC</b> (do not cross R043 <b>TUC</b> , MAX 210KT in turn) - R116 <b>TUC</b> - at D8 <b>TUC</b> <b>LT intercept R100 TUC</b> to DIDON	<b>TUC MNM 3000</b>
<b>GIBLI 3D</b> 6.0% to 3000 <b>121.200</b> ①	at <b>1500</b> or D3 <b>TUC</b> , whichever is earlier, <b>RT direct TUC</b> (do not cross R043 <b>TUC</b> , MAX 210KT in turn) - R157 <b>TUC</b> to GIBLI	<b>TUC MNM 3000</b>
<b>ICANI 2D</b> 6.0% to 3000 <b>121.200</b> ①	<b>RT intercept R038 TUC</b> to ICANI	
<b>KEMIR 1D</b> 6.0% to 3000 <b>121.200</b> ①	at D5 <b>TUC LT intercept R267 TUC</b> to KEMIR	
<b>NEBRO 3D</b> 6.0% to 3000 <b>121.200</b> ①	at <b>1500</b> or D3 <b>TUC</b> , whichever is earlier, <b>RT direct TUC</b> (do not cross R043 <b>TUC</b> , MAX 210KT in turn) - R184 <b>TUC</b> to NEBRO	<b>TUC MNM 3000</b>
<b>RADAR VECTORING</b> 6.0% to 3000 <b>121.200</b>	expect radar vectoring when passing <b>3000</b> (do not turn below <b>3000</b> )	

① Do not turn below 500.

16-JUN-2016

TUN-DTTA

5-120

SIDs RWY 29

SIDPT

RATBA 2D / TISRI 1D / TOBIB 2D

RWY 29 (290°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>RATBA 2D</b> 6.0% to 3000 <b>121.200</b> ①	at 1500 or D3 <b>TUC</b> , whichever is earlier, <b>RT</b> direct <b>TUC</b> (do not cross R043 <b>TUC</b> , MAX 210KT in turn) - R201 <b>TUC</b> to RATBA	<b>TUC MNM 3000</b>
<b>TISRI 1D</b> 6.0% to 3000 <b>121.200</b> ①	at D5 <b>TUC LT</b> intercept R252 <b>TUC</b> to TISRI	
<b>TOBIB 2D</b> 6.0% to 3000 <b>121.200</b> ①	<b>RT</b> intercept R344 <b>TUC</b> to TOBIB	

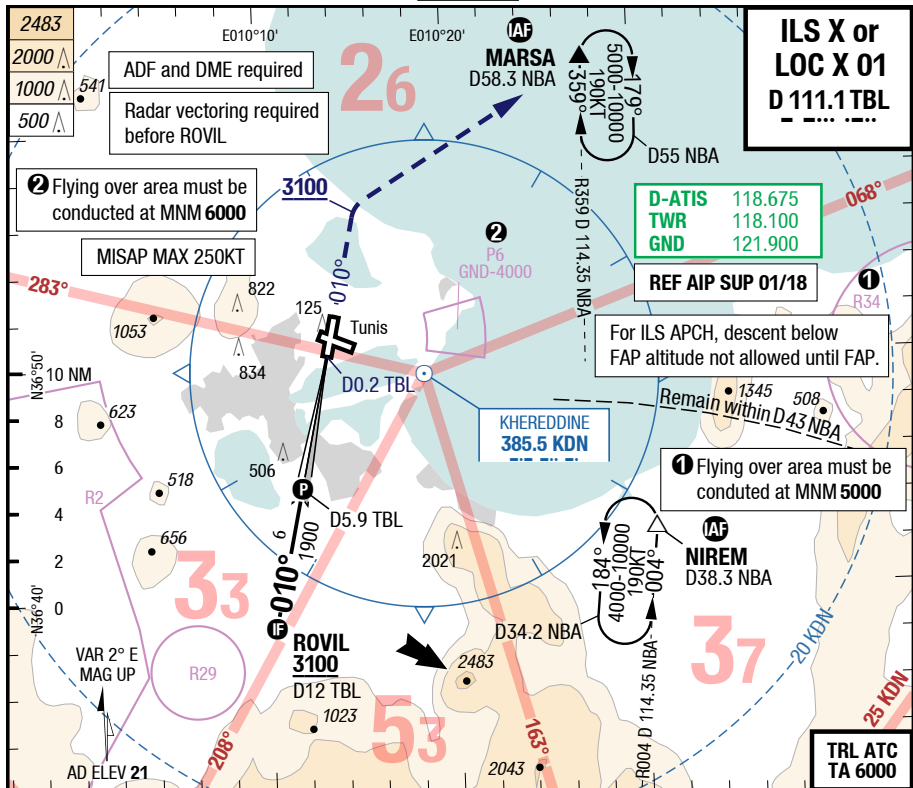
① Do not turn below 500.

Changes: Altitudes, HDG, QFU

## TUN-DTTA

**7-08**

## Tempo ILS X or LOC X 01



**LOC 3.00°**  
**D TBL**

9.7	8	6	4	3	2	01
3100	2560	1920	1290	970	650	

THR 13 (0hPa) / **TDZ 19** (---%) +0.1%

**D12 TBL ROVIL** **D9.7** **D5.9** **D2.4** **D0.2 TBL**

**010°**  
at **MNM 3100 RT**  
(Do not turn before MAPt)  
direct **MARSA**  
(MISAP MAX 250KT)

**3100** **F** **D** **1900** **P** **760** **M** **MAPt** **520**

**GP 3.00°**

**1000** **760**

**DIST to THR** 10 5.8 5 2.2 0

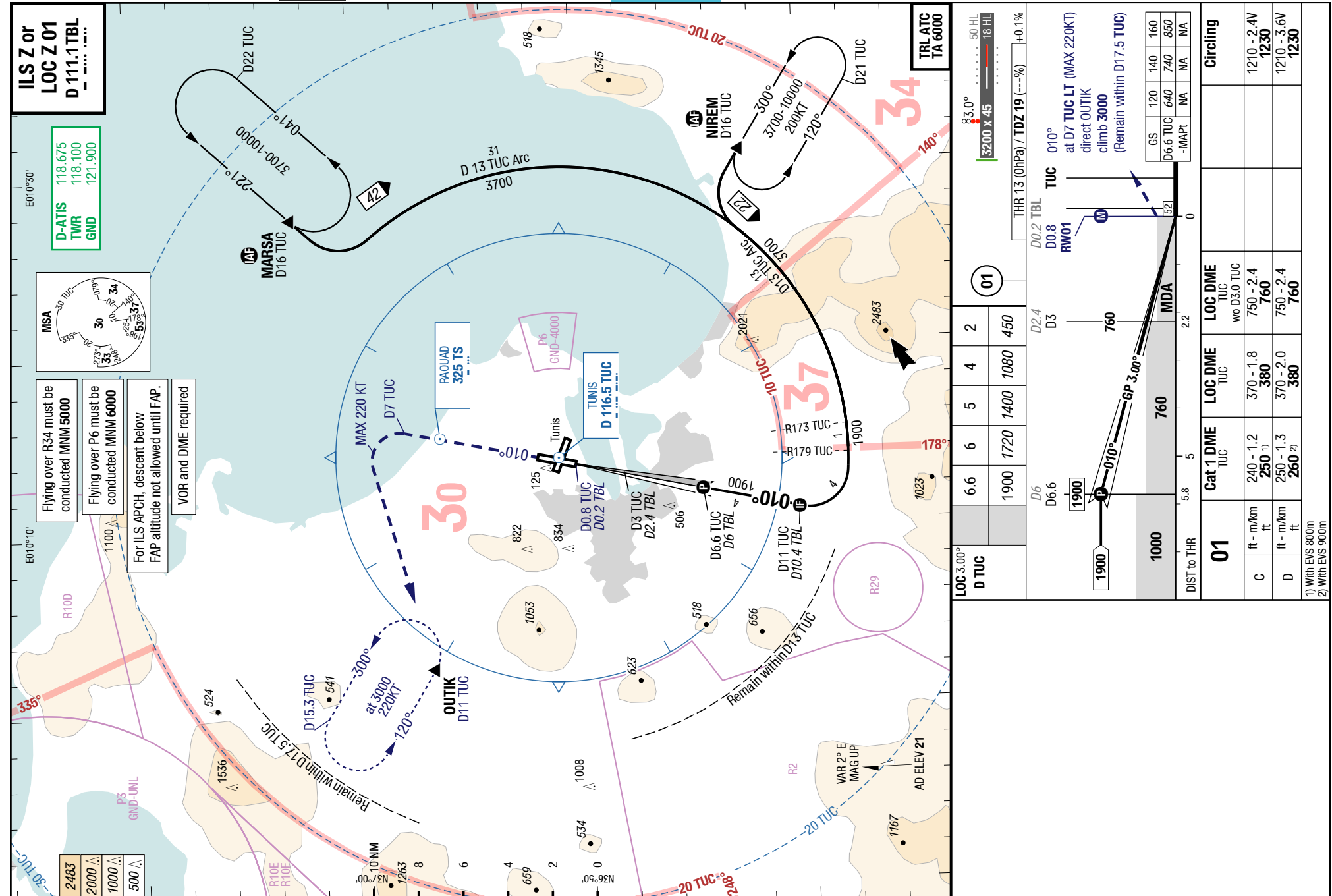
GS	120	140	160
D5.9 TBL	640	740	850
-MAPt	NA	NA	NA

**01** **Cat 1 DME** **LOC DME** **LOC DME**  
wo D2.4 TBL

C	ft - m/km ft	240 - 1.2 <b>250</b> <sup>1)</sup>	370 - 1.8 <b>380</b>	750 - 2.4 <b>760</b>			1210 - 2.4V <b>1230</b>
D	ft - m/km ft	250 - 1.3 <b>260</b> <sup>2)</sup>	370 - 2.0 <b>380</b>	750 - 2.4 <b>760</b>			1210 - 3.6V <b>1230</b>

1) With EVS 800m  
2) With EVS 900m

Changes: new





TUN-DTTA

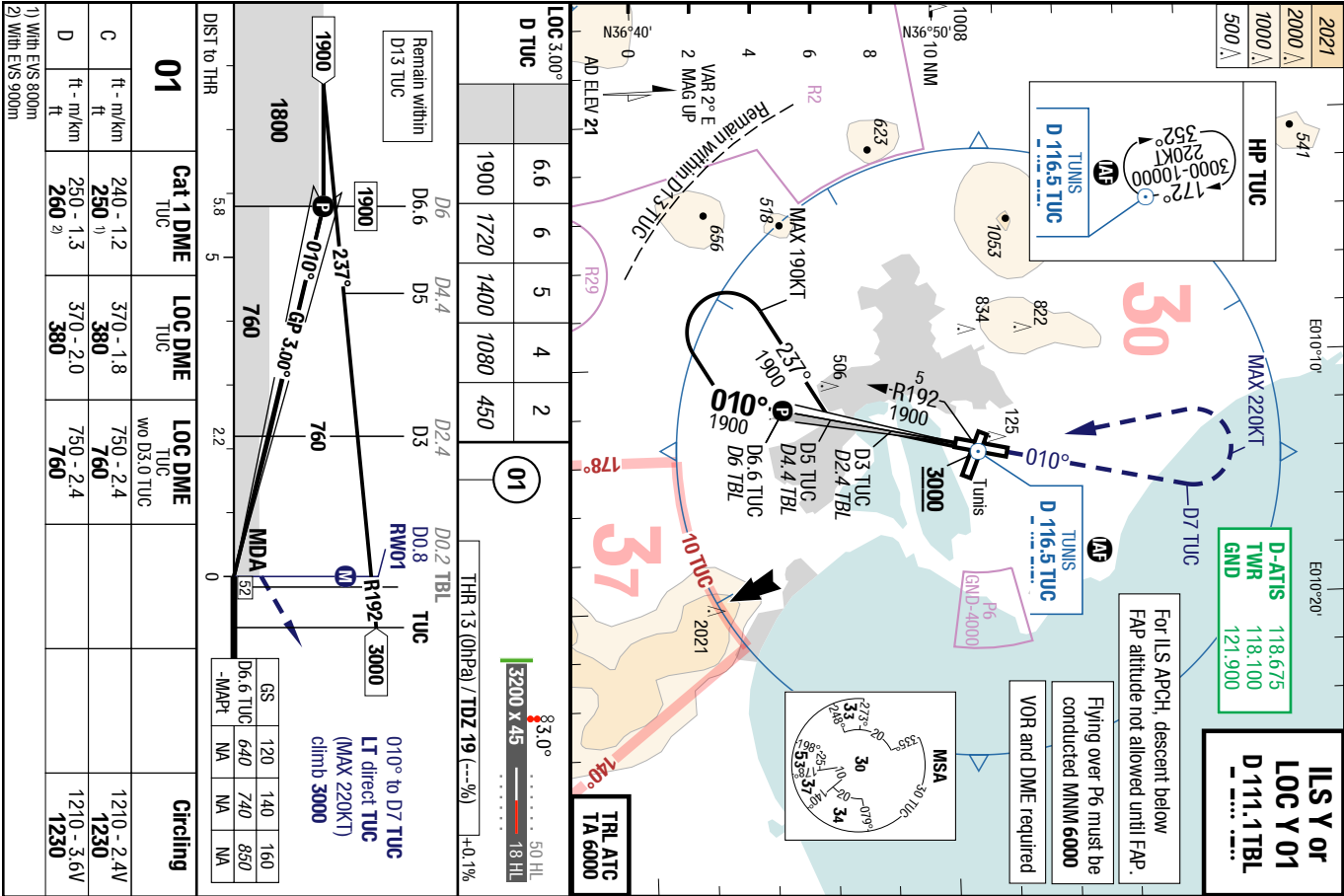
7-20

ILS Y or LOC Y 01

IAC

IAC

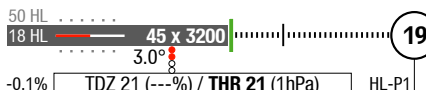
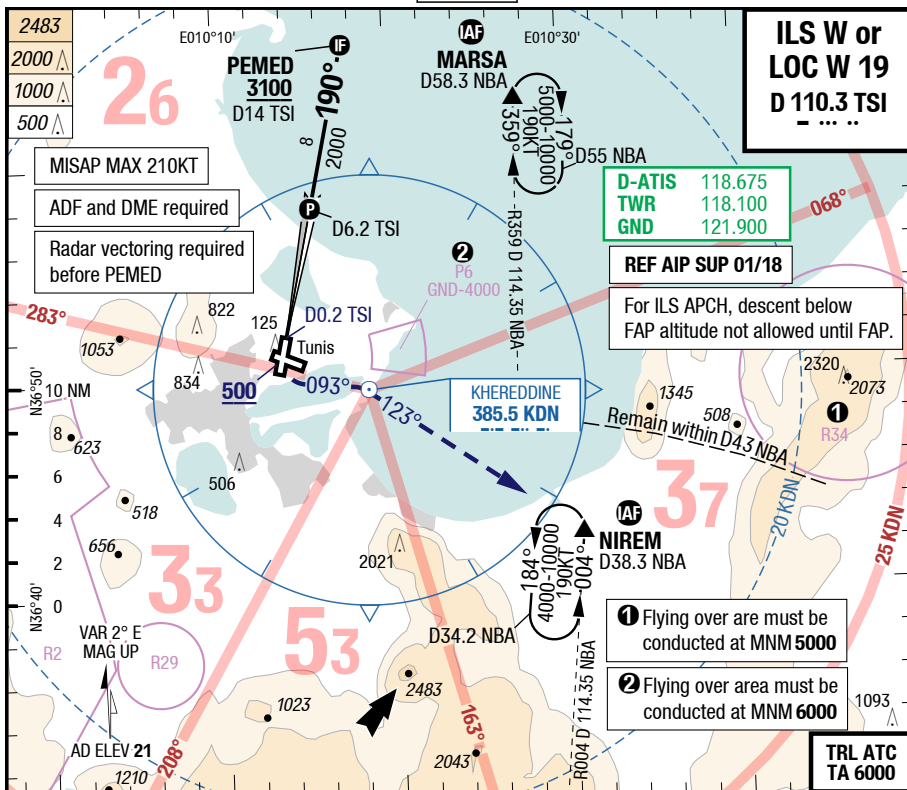
ILS Y or LOC Y 01



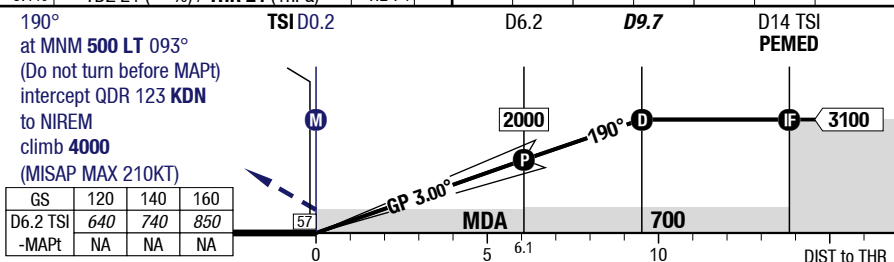
## TUN-DTTA

7-28

Tempo ILS W or LOC W 19



2	3	4	6	8	9.7	LOC 3.00° D TSI
650	970	1290	1930	2570	3100	

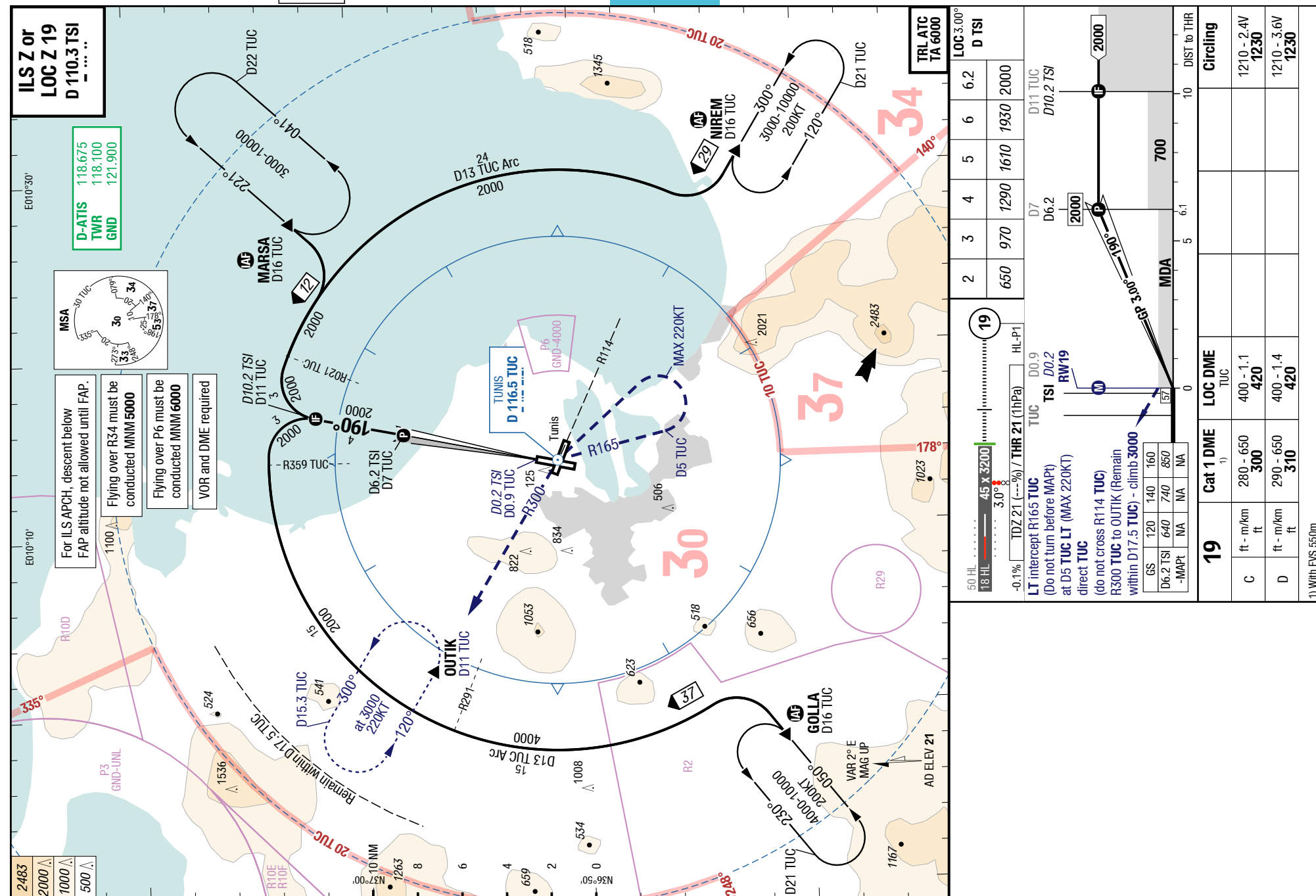


19	Cat 1 DME 1)	LOC DME			Circling
C	ft - m/km ft	280 - 650 300	400 - 1.1 420		1210 - 2.4V 1230
D	ft - m/km ft	290 - 650 310	400 - 1.4 420		1210 - 3.6V 1230

1) With EVS 550m

Changes: new

**7-30**



## Carthage **Tunis** Tunisia

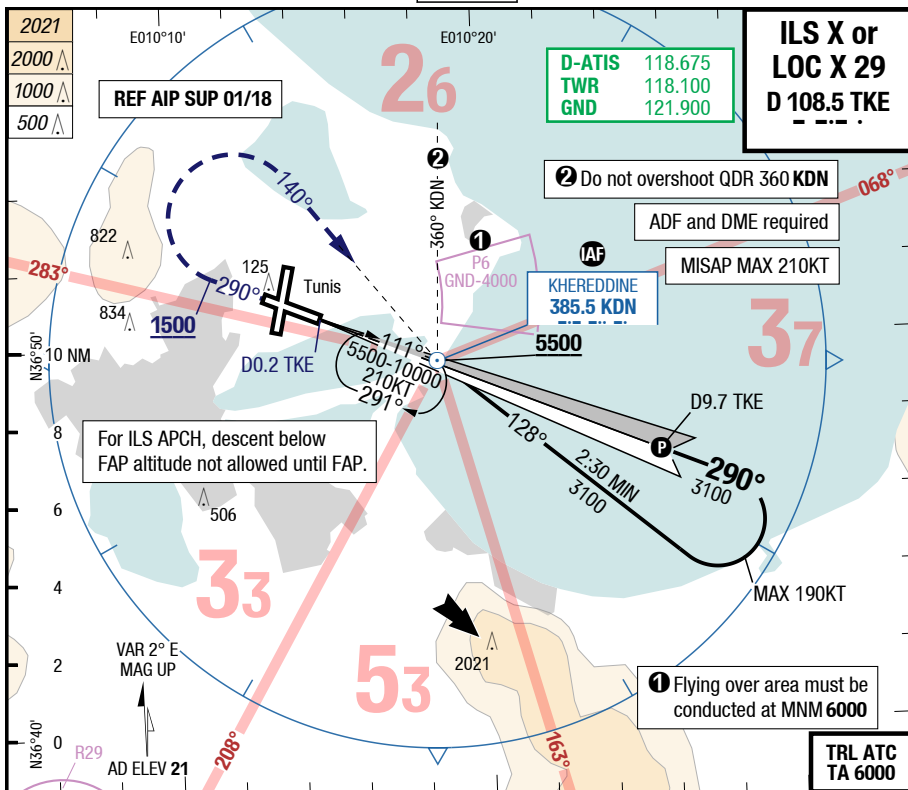
# ILS Y or LOC Y 19



## TUN-DTTA

7-48

## Tempo ILS X or LOC X 29



50 HL .....  
45 x 2650 | 200  
3.0°

+0.1% **TDZ 16** (---%) / **THR 12** (OhPa)

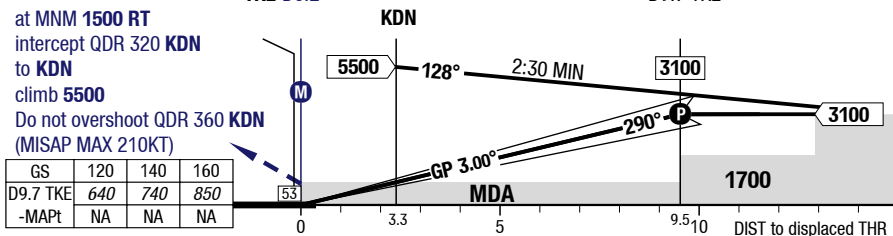
29

2	3	4	6	8	9.7	LOC 3.00° D TKE
650	970	1280	1920	2560	3100	

**290°**  
**at MNM 1500 RT**  
**intercept QDR 320 KDN**  
**to KDN**  
**climb 5500**  
**Do not overshoot QDR 360 KDN**  
**(MISAP MAX 210KT)**

TKE D0.2

D9.7 TKE



29	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	250 - 1.3 260	420 - 1.9 430			1210 - 2.4V 1230
D	ft - m/km ft	260 - 1.3 270	420 - 2.0 430			1210 - 3.6V 1230

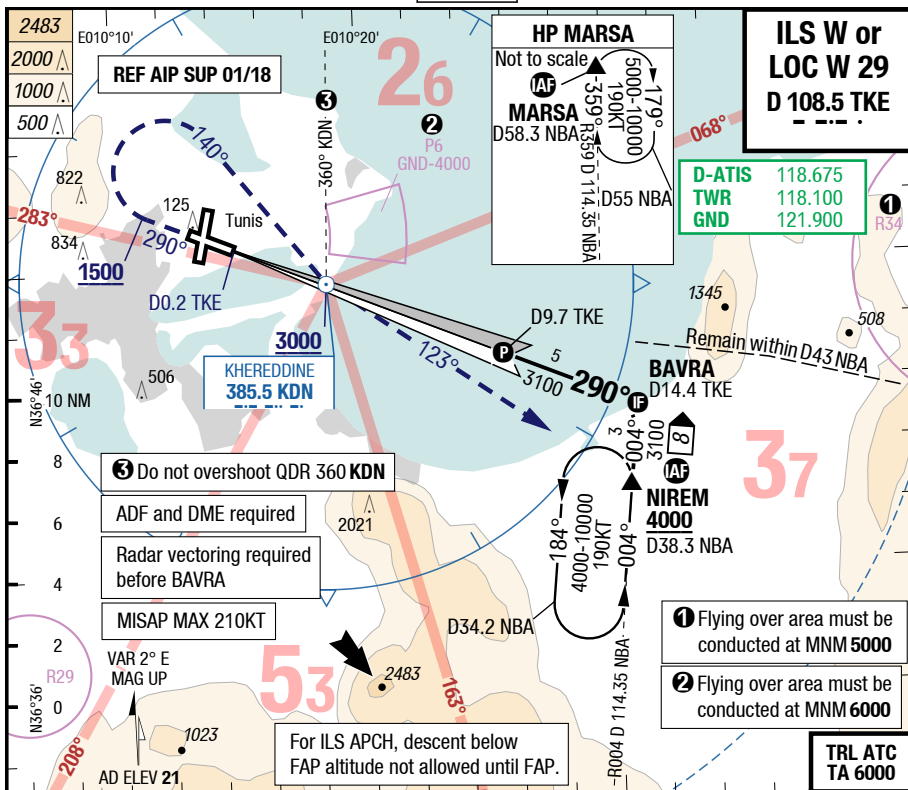
1) With EVS 900m

Changes: new

## TUN-DTTA

7-49

Tempo ILS W or LOC W 29



50 HL .....  
45 x 2650 | 200  
3.0°

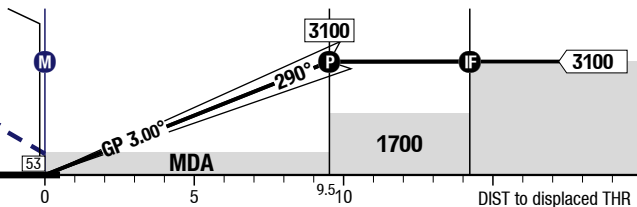
+0.1% **TDZ 16** (---%) / **THR 12** (0hPa)

29

2	3	4	6	8	9.7	LOC 3.00° D TKE
650	970	1280	1920	2560	3100	

**290° - at MNM 1500 RT** **TKE D0.2**  
**intercept QDR 320 KDN**  
**to KDN (at MNM 3000)**  
**- QDR 123 KDN**  
**to NIREM - climb 4000**  
**Do not overshoot QDR 360 KDN**  
**(MISAP MAX 210KT)**

GS	120	140	160
D9.7 TKE	640	740	850
-MAPt	NA	NA	NA

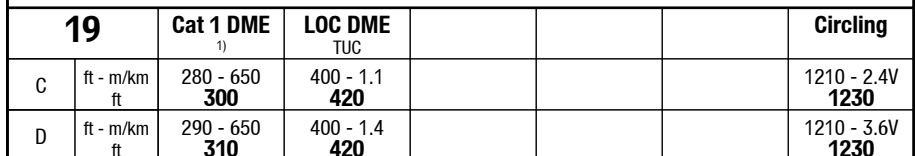


29	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	250 - 1.3 260	420 - 1.9 430			1210 - 2.4V 1230
D	ft - m/km ft	260 - 1.3 270	420 - 2.0 430			1210 - 3.6V 1230

1) With EVS 900m

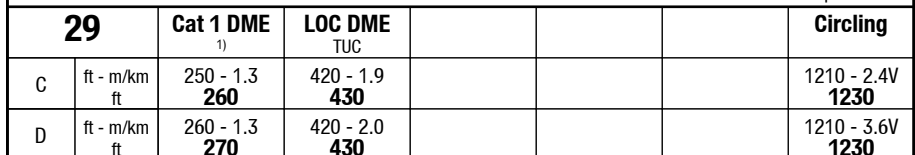
Changes: new

**ILS X or LOC X 19**



© Lido 2018

**ILS Z or LOC Z 29**



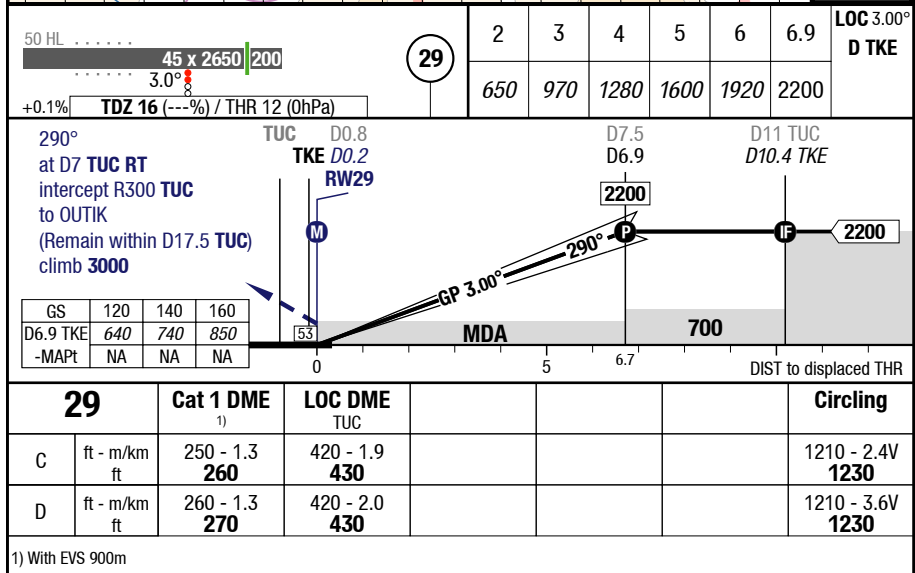
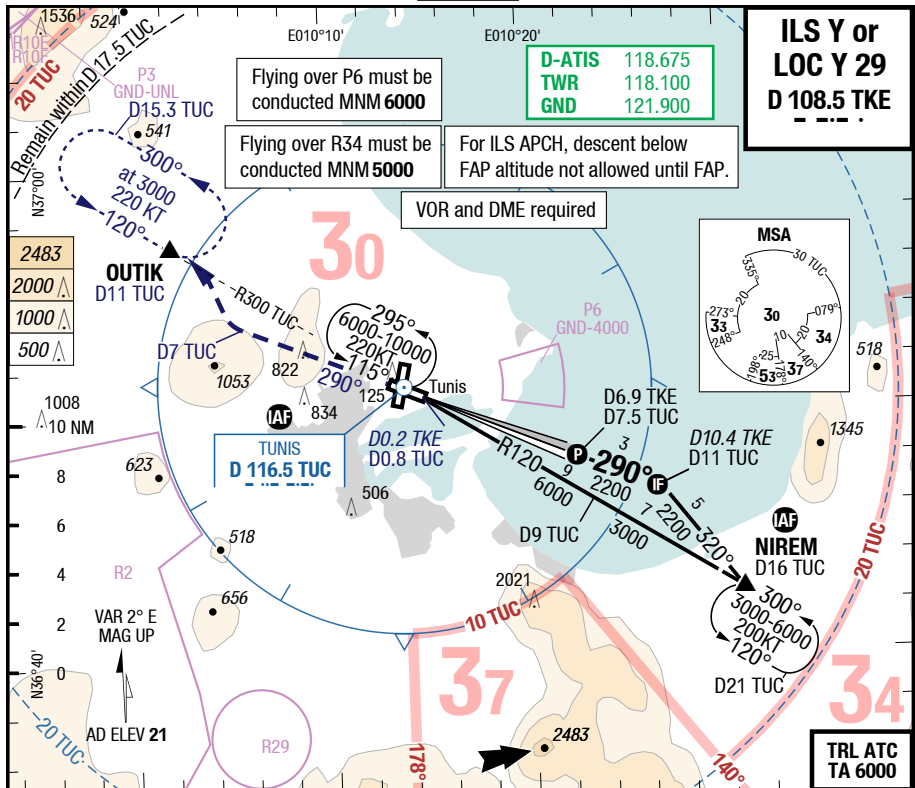
© Lido 2018



## TUN-DTTA

7-70

ILS Y or LOC Y 29



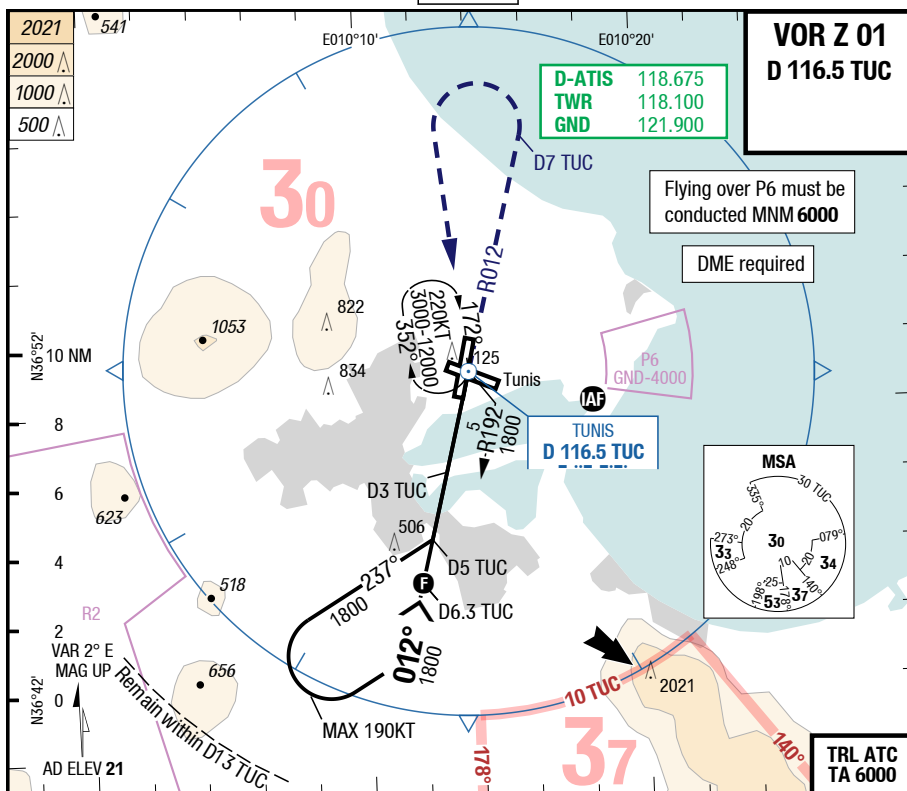
1) With EVS 900m





Changes: Completely revised

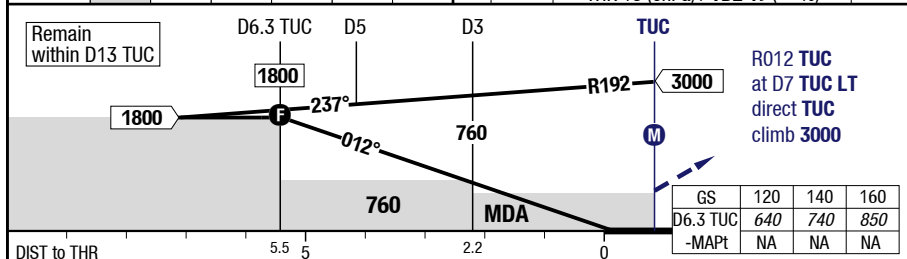
## TUN-DTTA

**7-80**

**VOR Z 01**



3.00°		6.3	6	5	4	2				
<b>D TUC</b> <b>012°</b> RWY 010°		1800	1720	1400	1090	450				



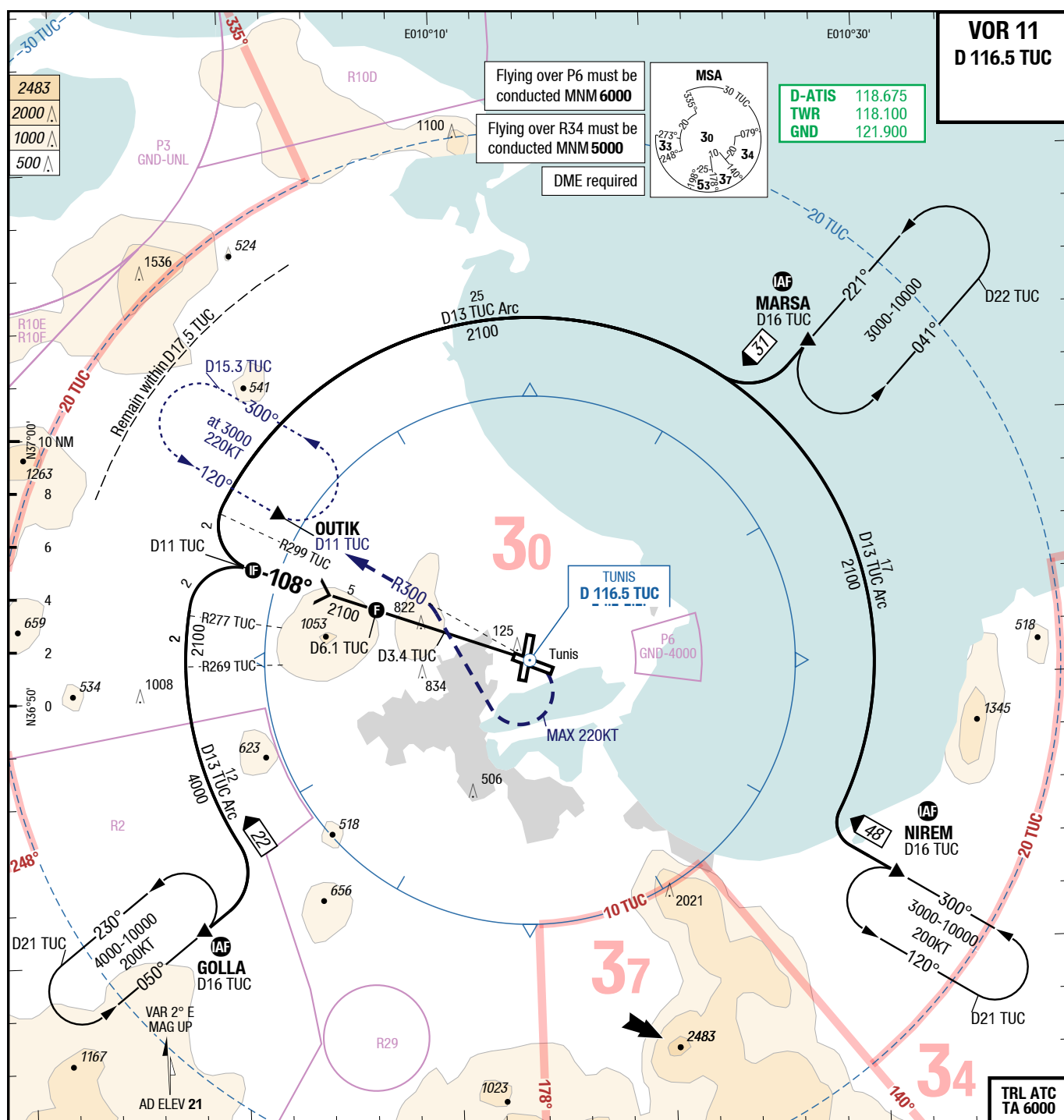
01		VOR DME	VOR DME wo D3.0 TUC				Circling
C	ft - m/km ft	370 - 1.8 <b>380</b>	750 - 2.4 <b>760</b>				1210 - 2.4V <b>1230</b>
D	ft - m/km ft	370 - 2.0 <b>380</b>	750 - 2.4 <b>760</b>				1210 - 3.6V <b>1230</b>

## Carthage **Tunis** Tunisia

VOR 11

**VOR Y 01**





3.50°  
D TUC  
108°  
RWY 110°

6.1	6	5	4	3
2100	2070	1700	1330	960

D11 TUC D6.1 D3.4

THR 20 (1hPa) / TDZ --- (---%) -0.1%

RT (MAX 220KT)  
intercept R300 TUC  
to OUTIK  
(Remain within D17.5 TUC  
climb 3000)

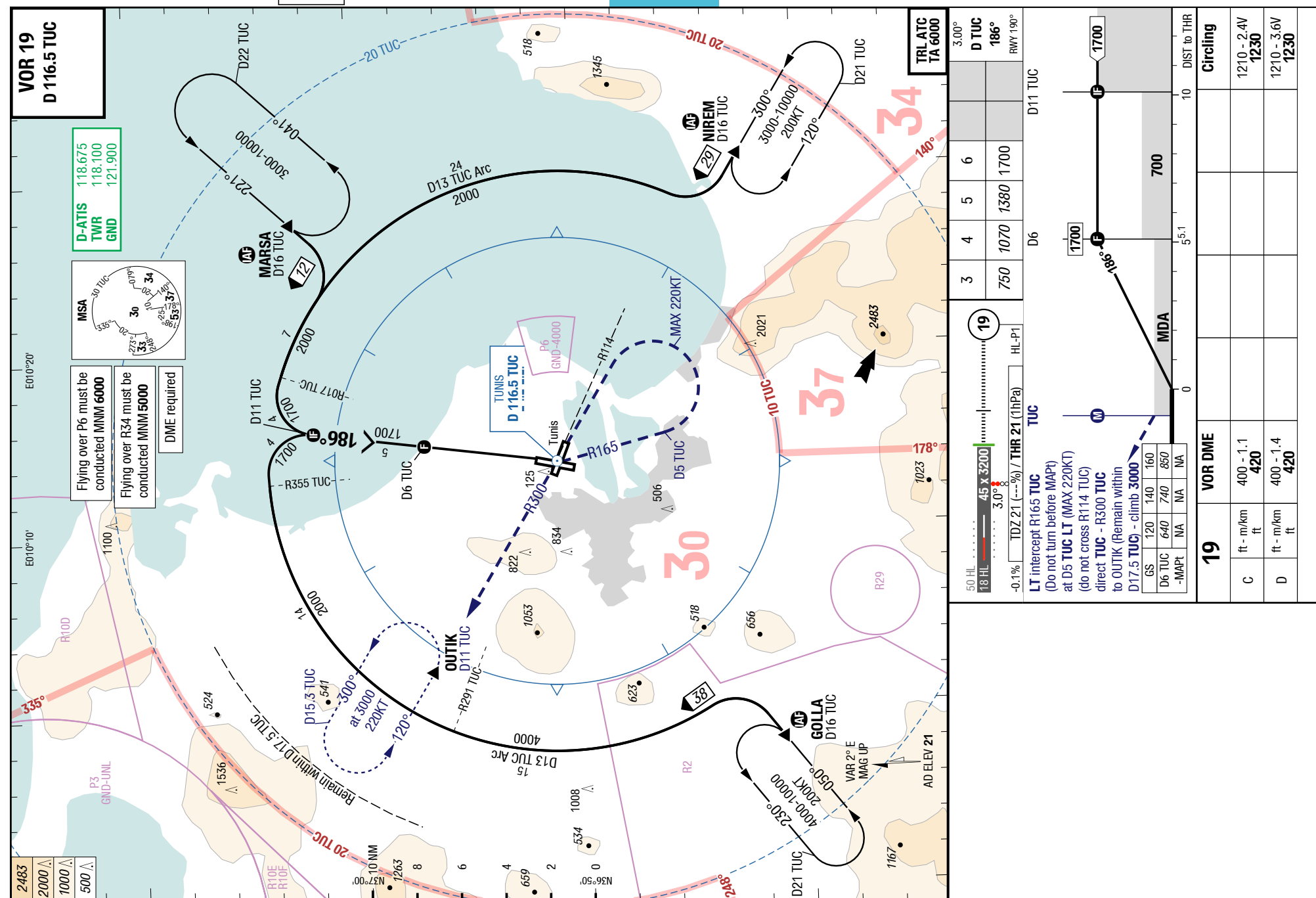
2100 IF 2100 F 108° 1110 M

1700 1080 MDA

GS	120	140	160
D6.1 TUC	740	870	990
-MAPt	NA	NA	NA

DIST to THR 10 5.5 5 2.8 0

11	VOR DME	VOR DME wo D3.4 TUC					Circling
C	ft - m/km ft	830 - 2.4 850	1060 - 2.4 1080				1210 - 2.4V 1230
D	ft - m/km ft	830 - 2.4 850	1060 - 2.4 1080				1210 - 3.6V 1230



Tunisia **Tunis** Carthage

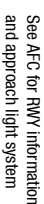
**IAC**

**IAC**

**IAC**

**IAC**

## Visual RWYs 01 11 19 29



WPT	Latitude	Longitude	Identification	WPT	Latitude	Longitude	Identification
CN	N37 03.5	E010 07.3	Kalaat El Andalous	CW3	N36 49.1	E010 06.8	Ksar Said Hippodrome
CN1	N36 53.7	E010 07.2	Cebellat Ben Ammar	CE	N36 42.0	E010 14.3	Nasssen
CN2	N36 56.6	E010 10.5	Sidi Amor Bouktouba	CE	N36 42.1	E010 24.1	Bon Cedria
CW	N36 45.5	E010 01.3	Mongaglia	CE1	N36 45.7	E010 18.0	Miliane River End
CW1	N36 46.3	E010 06.8	Roads RR37 and RR39 intersection (Sijoumi Lake)				

Changes: OBST



19-JUL-2018/UFN

12-JUL-2018

TUN-DTTA

8-08

Tunisia Tunis Carthage

NIL

Tempo MRC

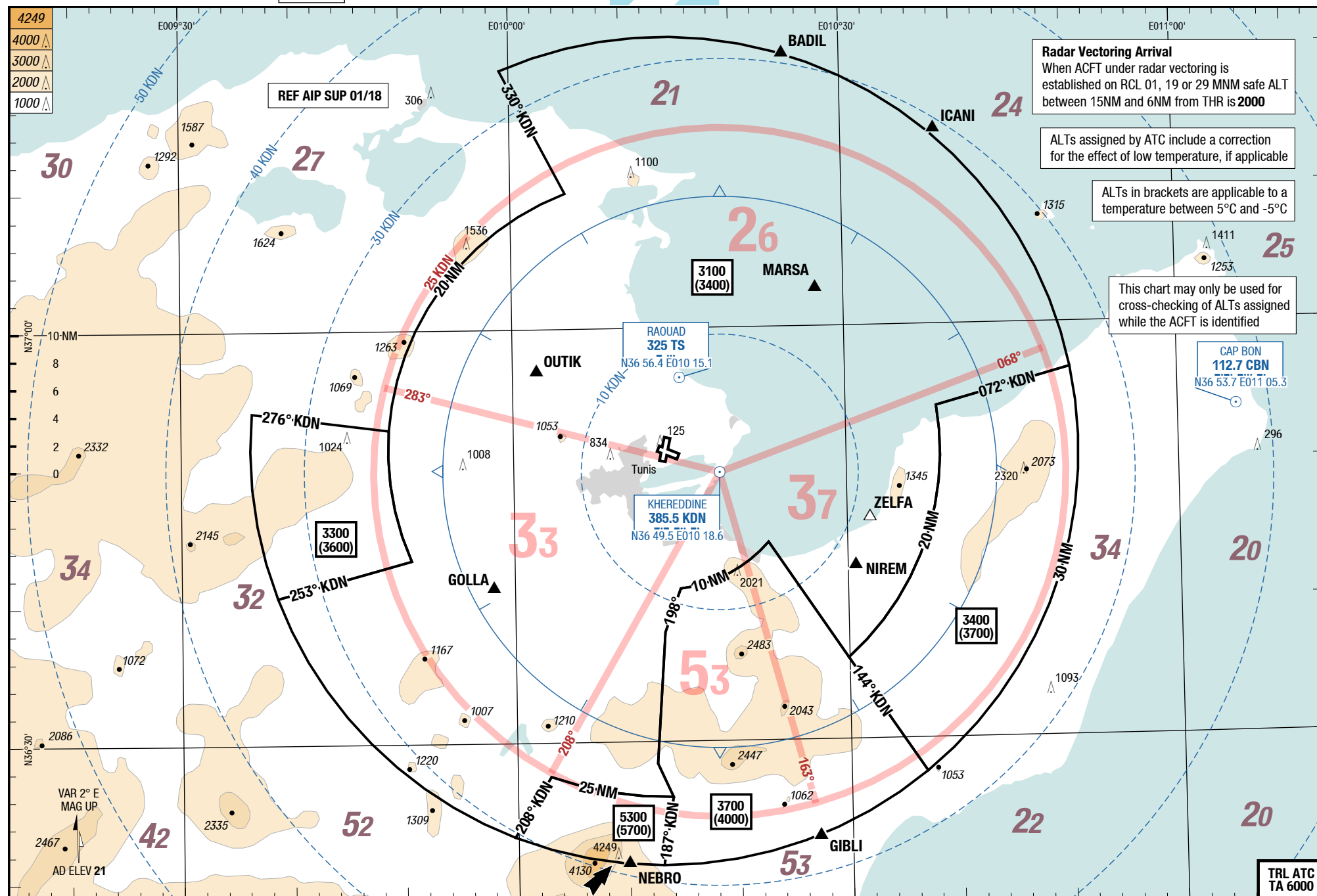
MRC

MRC

Carthage Tunis Tunisia

NIL

Tempo MRC



Changes: new

Effective 01-MAR-2018

22-FEB-2018

TUN-DTTA

8-10

Tunisia Tunis Carthage

NIL

MRC

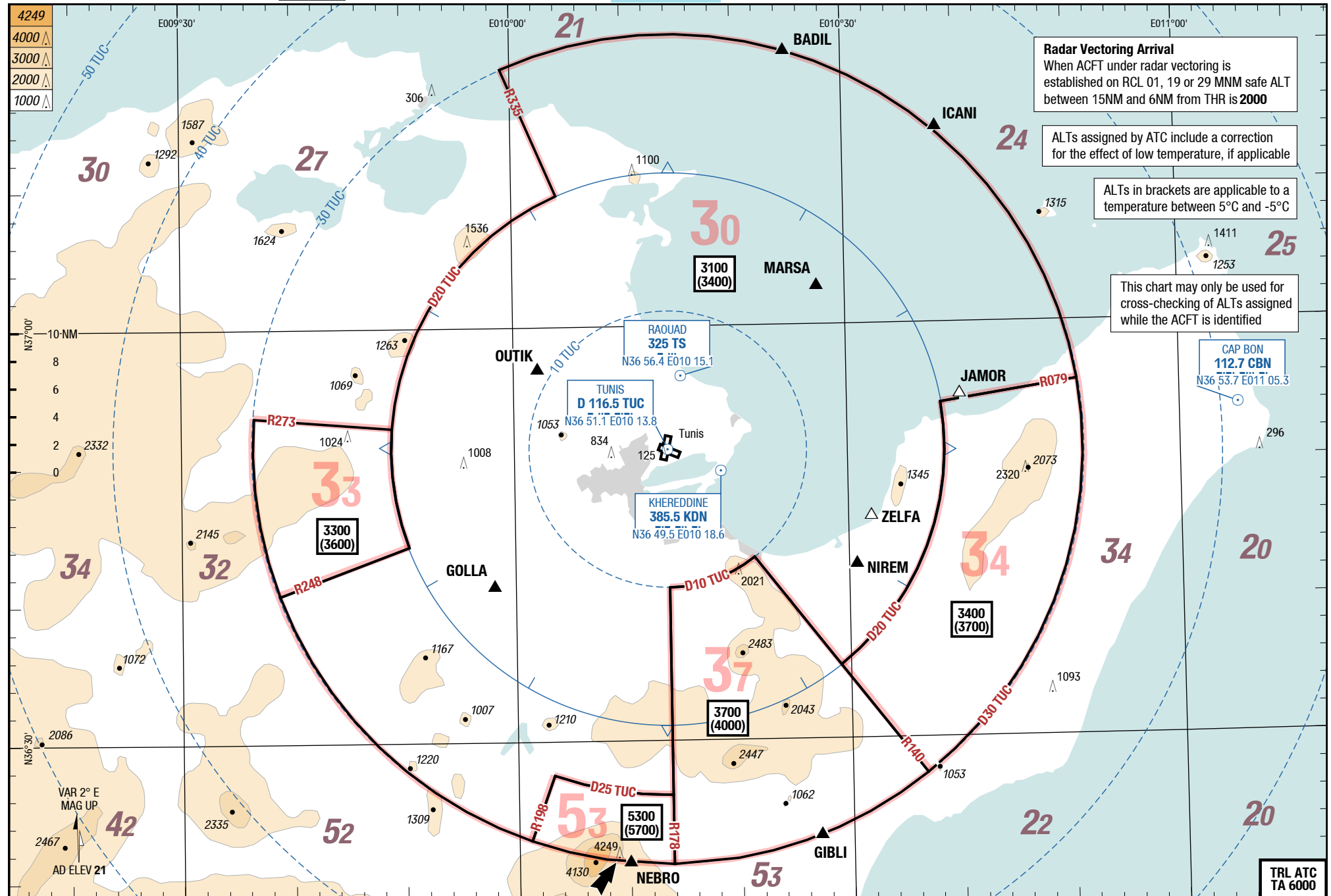
MRC

MRC

Carthage Tunis Tunisia

NIL

MRC



Changes: OBST