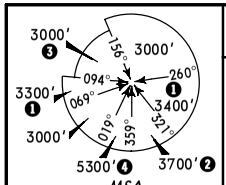
DTTA/TUN
CARTHAGE

JEPPESEN

1 JUL 05 (10-3)

TUNIS, TUNISIA
SID

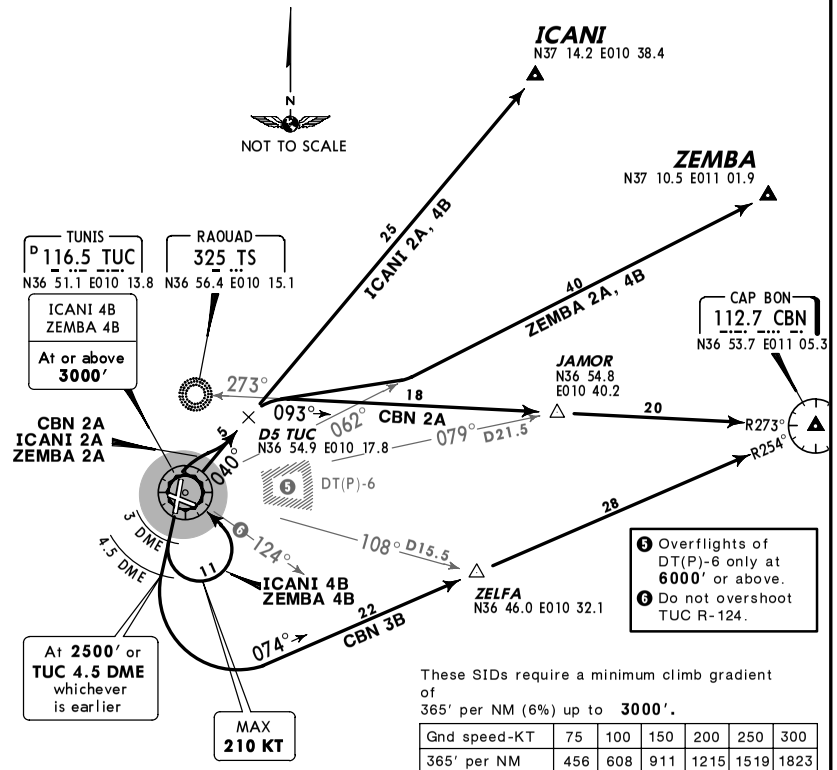


❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures.

CBN 2A, CBN 3B
ICANI 2A *[ICAN2A]*, ICANI 4B *[ICAN4B]*
ZEMBA 2A, ZEMBA 4B
RWYS 01, 19 DEPARTURES
TO NORTHEAST & EAST

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
CBN 2A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to D5 TUC, turn RIGHT, intercept 093° bearing from TS (CBN R-273 inbound) to CBN.
CBN 3B	**19**	Climb straight ahead, at **2500′** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to CBN.
ICANI 2A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to ICANI.
ICANI 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-040 to ICANI.
ZEMBA 2A	**01**	Turn RIGHT as soon as possible, intercept TUC R-040 to D5 TUC, turn RIGHT, intercept TUC R-062 to ZEMBA.
ZEMBA 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-040 to D5 TUC, turn RIGHT, intercept TUC R-062 to ZEMBA.

CHANGES: ZEMBA SIDs NavData idents.

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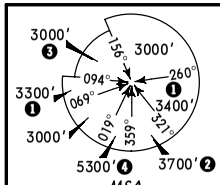
Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

DTTA/TUN
CARTHAGE

JEPPESEN

1 JUL 05 (10-3A)

TUNIS, TUNISIA
SID

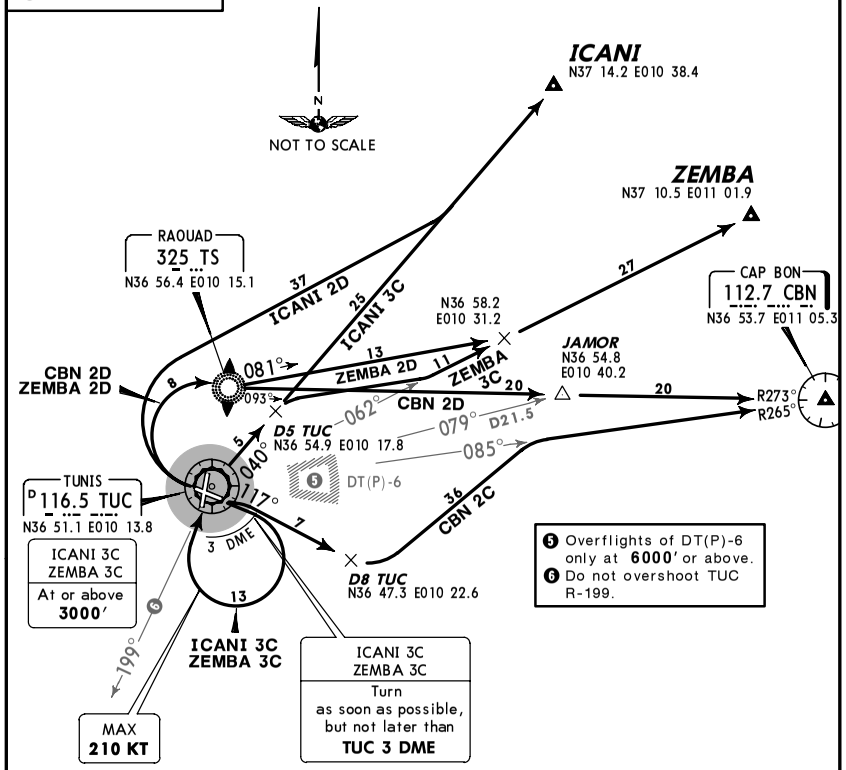


❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures.

CBN 2C, CBN 2D
ICANI 3C *[ICAN3C]*, ICANI 2D *[ICAN2D]*
ZEMBA 3C, ZEMBA 2D
RWYS 11, 29 DEPARTURES
TO NORTHEAST & EAST

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

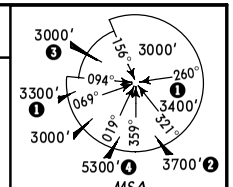
If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
CBN 2C	**11**	Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-085 to CBN.
CBN 2D	**29**	Turn RIGHT to TS, 093° bearing (CBN R-273 inbound) to CBN.
ICANI 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-040 to ICANI.
ICANI 2D	**29**	Turn RIGHT, intercept TUC R-040 to ICANI.
ZEMBA 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-040 to D5 TUC, turn RIGHT, intercept TUC R-062 to ZEMBA.
ZEMBA 2D	**29**	Turn RIGHT to TS, 081° bearing, intercept TUC R-062 to ZEMBA.

CHANGES: ZEMBA SIDs NavData idents.

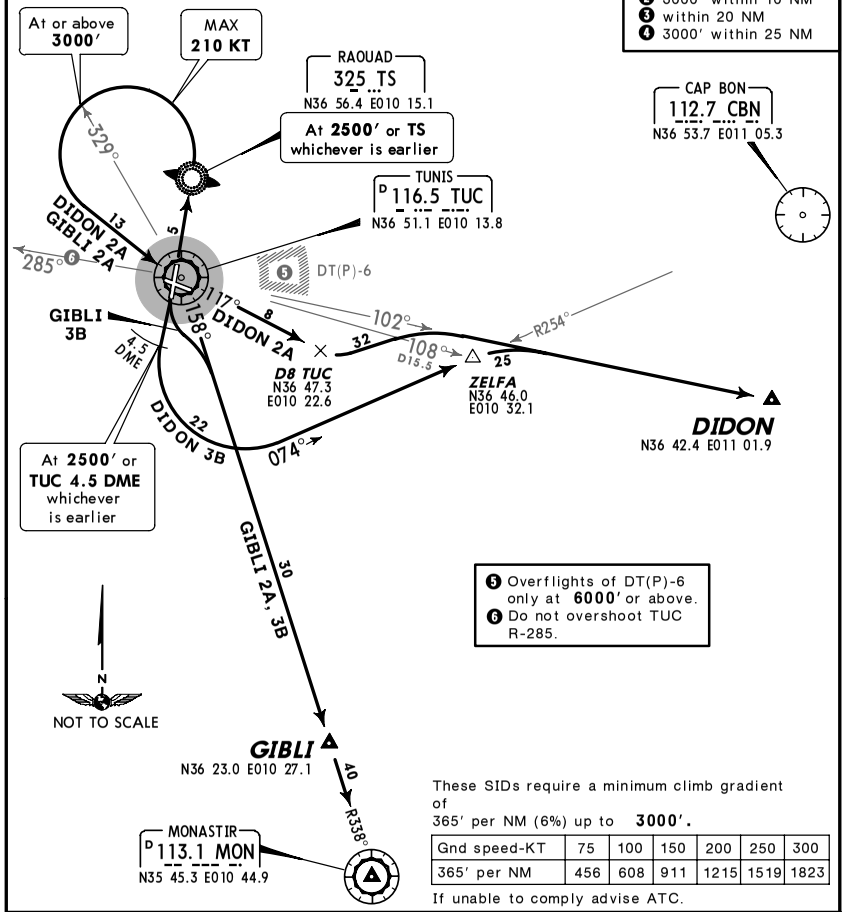
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures.



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

DIDON 2A, DIDON 3B
GIBLI 2A *[GIBL2A]*, GIBLI 3B *[GIBL3B]*
RWYS 01, 19 DEPARTURES
TO SOUTHEAST

SPEED: MAX 250 KT BELOW FL100



❺ Overflights of DT(P)-6 only at **6000′** or above.
❻ Do not overshoot TUC R-285.

These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

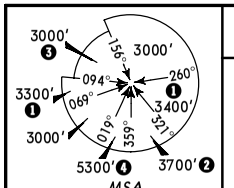
Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
DIDON 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
DIDON 3B	**19**	Climb straight ahead, at **2500′** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to ZELFA, turn RIGHT, intercept TUC R-102 to DIDON.
GIBLI 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-158 to GIBLI.
GIBLI 3B	**19**	Turn LEFT as soon as possible, intercept TUC R-158 to GIBLI.

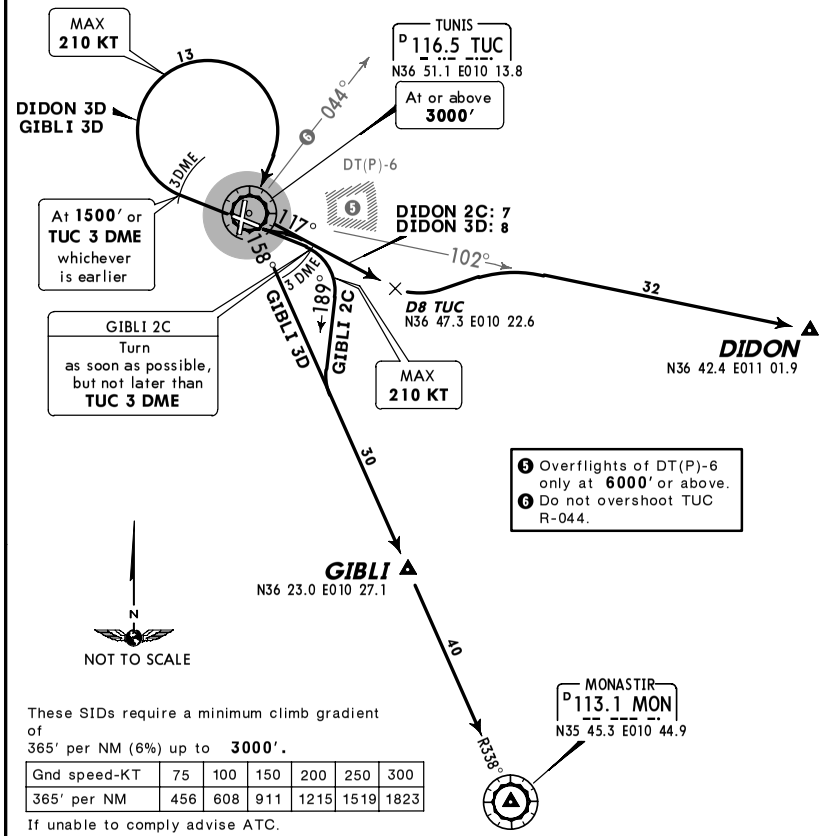
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures.



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

DIDON 2C, DIDON 3D
GIBLI 2C *[GIBL2C]*, GIBLI 3D *[GIBL3D]*
RWYS 11, 29 DEPARTURES
TO SOUTHEAST

SPEED: MAX 250 KT BELOW FL100



❺ Overflights of DT(P)-6 only at **6000′** or above.
❻ Do not overshoot TUC R-044.

These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
DIDON 2C	**11**	Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
DIDON 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-102 to DIDON.
GIBLI 2C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, 189° track, intercept TUC R-158 to GIBLI.
GIBLI 3D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-158 to GIBLI.

DTTA/TUN
CARTHAGE

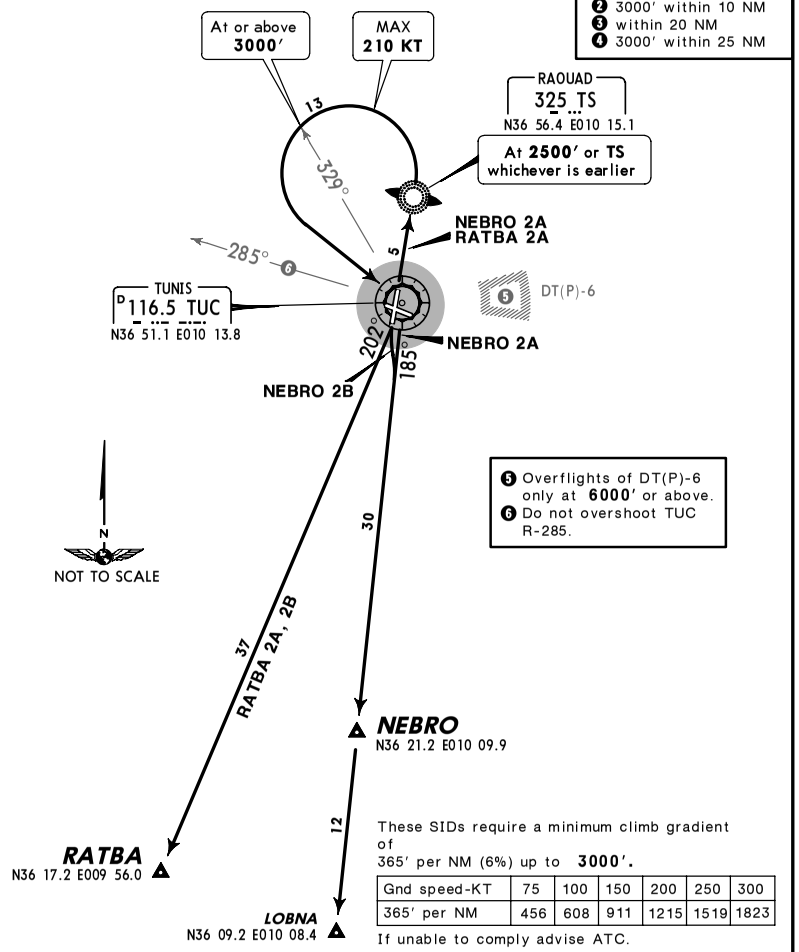
JEPPESEN
29 APR 05 (10-3D) Eff 12 May

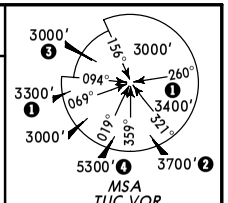
TUNIS, TUNISIA
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

NEBRO 2A *[NEBR2A]*, NEBRO 2B *[NEBR2B]*
RATBA 2A *[RATB2A]*, RATBA 2B *[RATB2B]*
RWYS 01, 19 DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
NEBRO 2A	01	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-185 to NEBRO.
NEBRO 2B	19	Turn LEFT as soon as possible, intercept TUC R-185 to NEBRO.
RATBA 2A	01	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT to TUC, TUC R-202 to RATBA.
RATBA 2B	19	Turn RIGHT as soon as possible, intercept TUC R-202 to RATBA.

CHANGES: LOBNA SIDs replaced by NEBRO SIDs.

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

DTTA/TUN
CARTHAGE

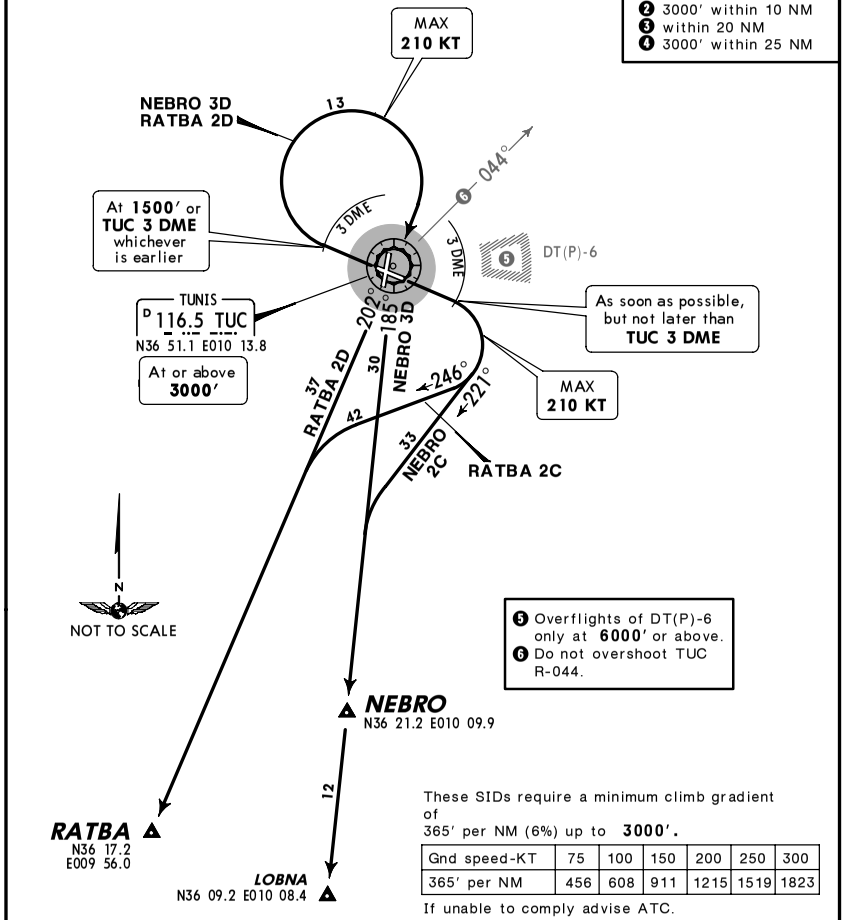
JEPPESEN
29 APR 05 (10-3E) Eff 12 May

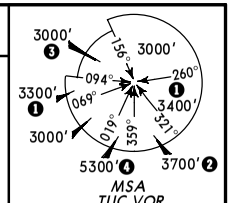
TUNIS, TUNISIA
SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

NEBRO 2C *[NEBR2C]*, NEBRO 3D *[NEBR3D]*
RATBA 2C *[RATB2C]*, RATBA 2D *[RATB2D]*
RWYS 11, 29 DEPARTURES
TO SOUTH

SPEED: MAX 250 KT BELOW FL100





These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

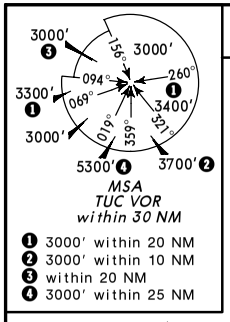
SID	RWY	ROUTING
NEBRO 2C	11	As soon as possible, but not later than TUC 3 DME turn RIGHT, 221° track, intercept TUC R-185 to NEBRO.
NEBRO 3D	29	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-185 to NEBRO.
RATBA 2C	11	As soon as possible, but not later than TUC 3 DME turn RIGHT, 246° track, intercept TUC R-202 to RATBA.
RATBA 2D	29	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-202 to RATBA.

CHANGES: LOBNA SIDs replaced by NEBRO SIDs.

DTTA/TUN
CARTHAGE

JEPPESEN
23 DEC 05 (10-3F)

TUNIS, TUNISIA
SID

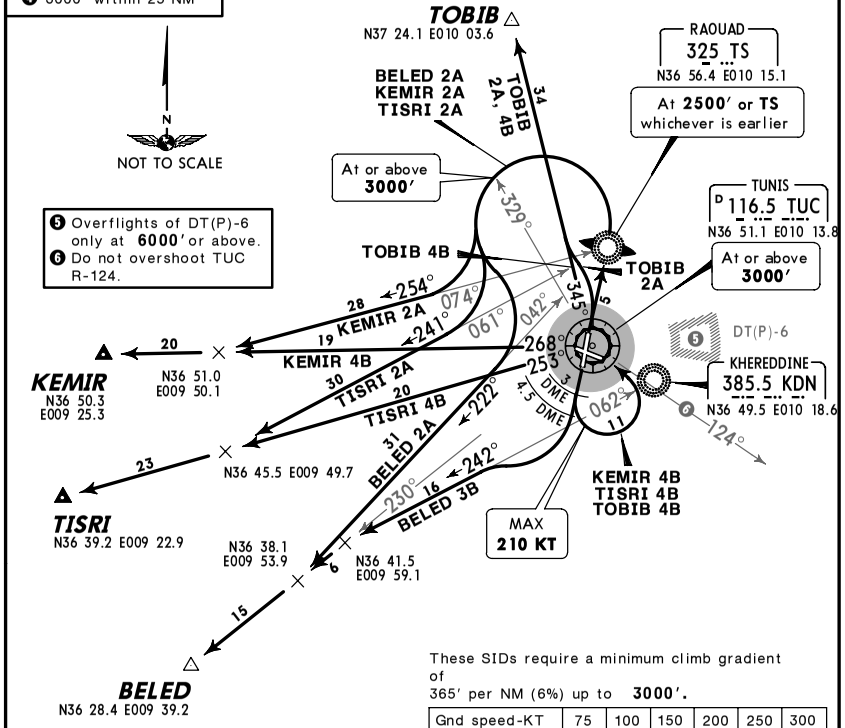


Apt Elev 22′

Trans level: By ATC Trans alt: 6000′
SIDs are also noise abatement procedures.

BELED 2A *[BELE2A]*, BELED 3B *[BELE3B]*
KEMIR 2A *[KEMI2A]*, KEMIR 4B *[KEMI4B]*
TISRI 2A *[TISR2A]*, TISRI 4B *[TISR4B]*
TOBIB 2A *[TOBI2A]*, TOBIB 4B *[TOBI4B]*
RWYS 01, 19 DEPARTURES
TO SOUTHWEST, WEST & NORTH

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
BELED 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 222° bearing from TS, intercept TUC R-230 to BELED.
BELED 3B	**19**	Straight ahead, at TUC 4.5 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.
KEMIR 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 254° bearing from TS, intercept TUC R-268 to KEMIR.
KEMIR 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-268 to KEMIR.
TISRI 2A	**01**	Climb straight ahead, at **2500′** or TS, whichever is earlier, turn LEFT, intercept 241° bearing from TS, intercept TUC R-253 to TISRI.
TISRI 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-253 to TISRI.
TOBIB 2A	**01**	Turn LEFT as soon as possible, intercept TUC R-345 to TOBIB.
TOBIB 4B	**19**	Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-345 to TOBIB.

CHANGES: KEMIR INS coordinates.

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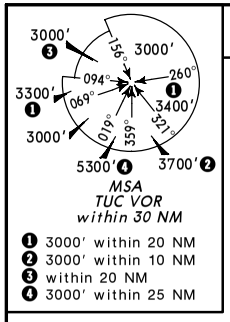
DTTA/TUN
CARTHAGE

JEPPESEN
23 DEC 05 (10-3G)

TUNIS, TUNISIA
SID

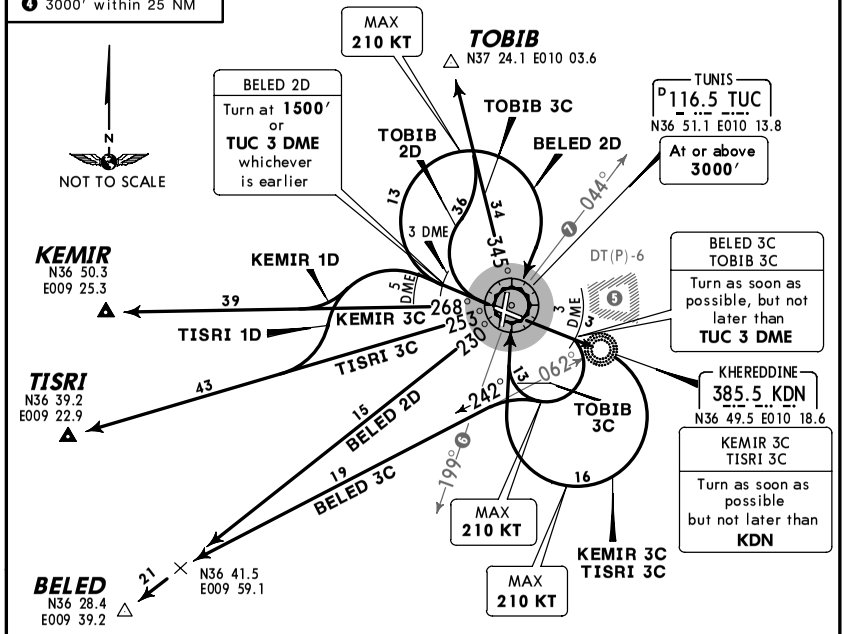


Apt Elev 22′

Trans level: By ATC Trans alt: 6000′
SIDs are also noise abatement procedures.

BELED 3C *[BELE3C]*, BELED 2D *[BELE2D]*
KEMIR 3C *[KEMI3C]*, KEMIR 1D *[KEMI1D]*
TISRI 3C *[TISR3C]*, TISRI 1D *[TISR1D]*
TOBIB 3C *[TOBI3C]*, TOBIB 2D *[TOBI2D]*
RWYS 11, 29 DEPARTURES
TO SOUTHWEST, WEST & NORTH

SPEED: MAX 250 KT BELOW FL100



5 Overflights of DT(P)-6 only at 6000′ or above.
6 Do not overshoot TUC R-199.
7 Do not overshoot TUC R-044.

These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.**

SID	RWY	ROUTING
BELED 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.
BELED 2D	**29**	Climb straight ahead, at **1500′** or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-230 to BELED.
KEMIR 3C	**11**	Straight ahead, as soon as possible, but not later than KDN turn RIGHT to TUC, TUC R-268 to KEMIR.
KEMIR 1D	**29**	Straight ahead to TUC 5 DME, turn LEFT, intercept TUC R-268 to KEMIR.
TISRI 3C	**11**	Straight ahead, as soon as possible, but not later than KDN turn RIGHT to TUC, TUC R-253 to TISRI.
TISRI 1D	**29**	Straight ahead to TUC 5 DME, turn LEFT, intercept TUC R-253 to TISRI.
TOBIB 3C	**11**	As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-345 to TOBIB.
TOBIB 2D	**29**	Turn RIGHT, intercept TUC R-345 to TOBIB.

CHANGES: KEMIR INS coordinates.

DTTA/TUN
CARTHAGE

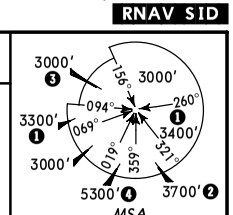
JEPPESEN
25 NOV 05 (10-3H)

TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

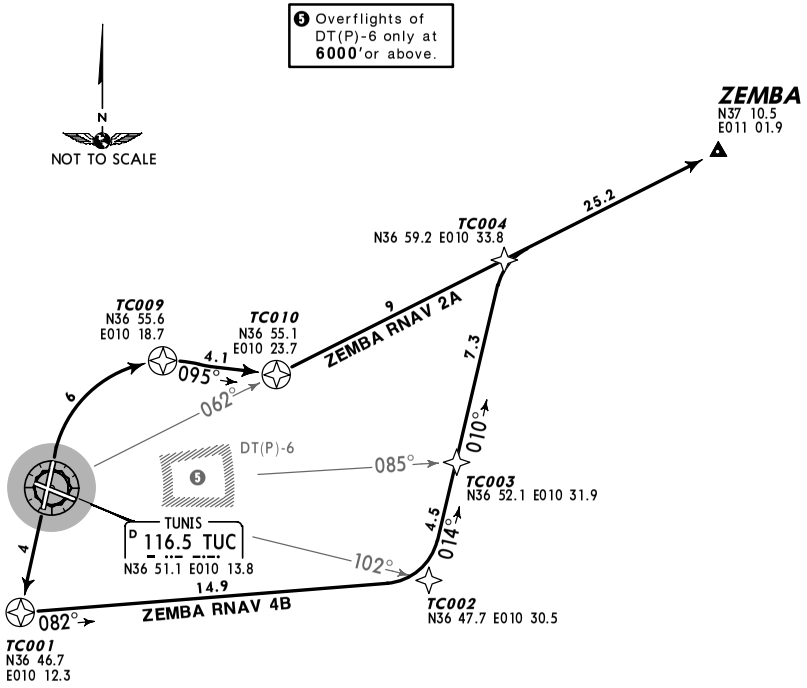
ZEMBA RNAV 2A *[RZEM2A]*
ZEMBA RNAV 4B *[RZEM4B]*
RWYS 01, 19 RNAV DEPARTURES
TO NORTHEAST
ON REQUEST

SPEED: MAX 250 KT BELOW FL100



1. 3000′ within 20 NM
2. 3000′ within 10 NM
3. within 20 NM
4. 3000′ within 25 NM

5. Overflights of DT(P)-6 only at **6000**′or above.



These SIDs require a minimum climb gradient of 365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
ZEMBA RNAV 2A	**01**	TC009 - TC010 - ZEMBA.
ZEMBA RNAV 4B	**19**	TC001 - TC002 - TC003 - TC004 - ZEMBA.

CHANGES: CBN RNAV SIDs transferred; NavData idents.

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DTTA/TUN
CARTHAGE

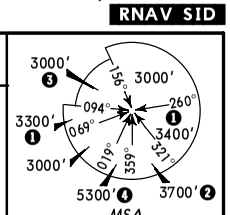
JEPPESEN
25 NOV 05 (10-3J)

TUNIS, TUNISIA
RNAV SID

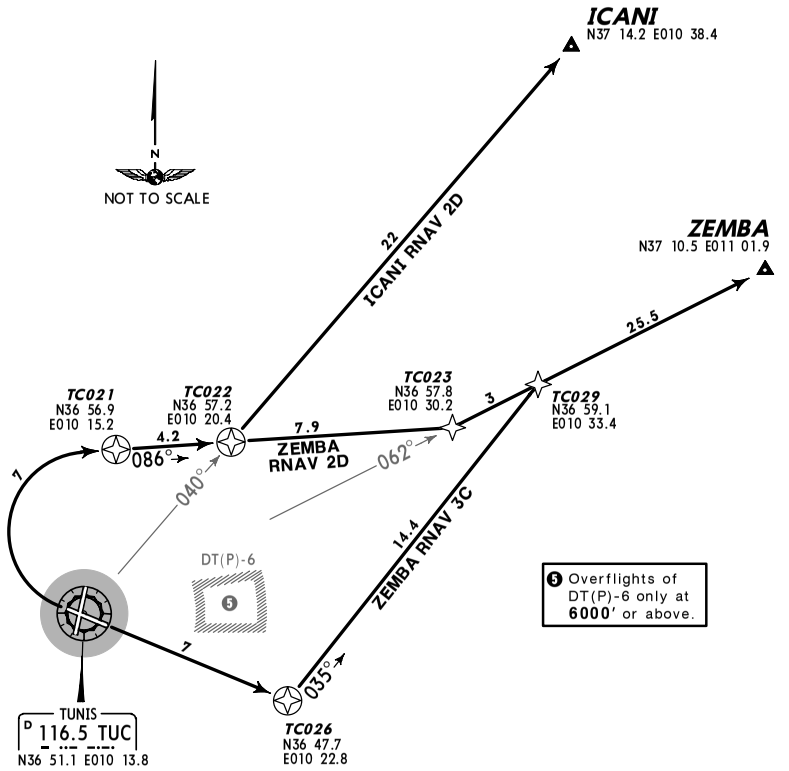
Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

ICANI RNAV 2D *[RICA2D]*
ZEMBA RNAV 3C *[RZEM3C]*
ZEMBA RNAV 2D *[RZEM2D]*
RWYS 29, 11 RNAV DEPARTURES
TO NORTHEAST
ON REQUEST

SPEED: MAX 250 KT BELOW FL100



1. 3000′ within 20 NM
2. 3000′ within 10 NM
3. within 20 NM
4. 3000′ within 25 NM



5. Overflights of DT(P)-6 only at **6000**′ or above.

These SIDs require a minimum climb gradient of 365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
ICANI RNAV 2D	**29**	TC021 - TC022 - ICANI.
ZEMBA RNAV 3C	**11**	TC026 - TC029 - ZEMBA.
ZEMBA RNAV 2D	**29**	TC021 - TC022 - TC023 - ZEMBA.

CHANGES: ICANI 2D revised; ZEMBA RNAV SIDs NavData idents.

DTTA/TUN
CARTHAGE

JEPPESEN
25 NOV 05 (10-3K)

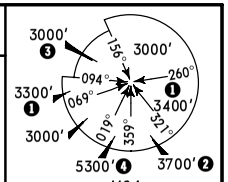
TUNIS, TUNISIA
RNAV SID

Apt Elev 22′

Trans level: By ATC Trans alt: 6000′
SIDs are also noise abatement procedures.

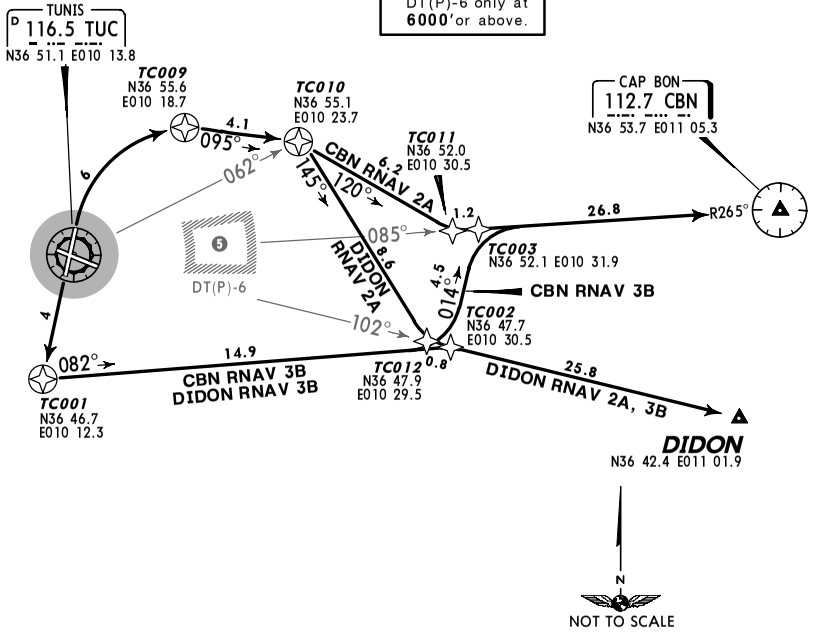
CBN RNAV 2A *[RCBN2A]*
CBN RNAV 3B *[RCBN3B]*
DIDON RNAV 2A *[RDID2A]*
DIDON RNAV 3B *[RDID3B]*
RWYS 01, 19 RNAV DEPARTURES
TO EAST
ON REQUEST

SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM

❺ Overflights of DT(P)-6 only at **6000′** or above.



These SIDs require a minimum climb gradient of 365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
CBN RNAV 2A	**01**	TC009 - TC010 - TC011 - CBN.
CBN RNAV 3B	**19**	TC001 - TC002 - TC003 - CBN.
DIDON RNAV 2A	**01**	TC009 - TC010 - TC012 - DIDON.
DIDON RNAV 3B	**19**	TC001 - TC002 - DIDON.

CHANGES: RNAV SIDs transferred; DIDON NavData idents.

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

DTTA/TUN
CARTHAGE

JEPPESEN
25 NOV 05 (10-3L)

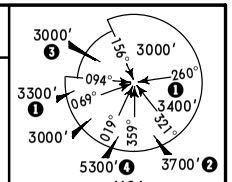
TUNIS, TUNISIA
RNAV SID

Apt Elev 22′

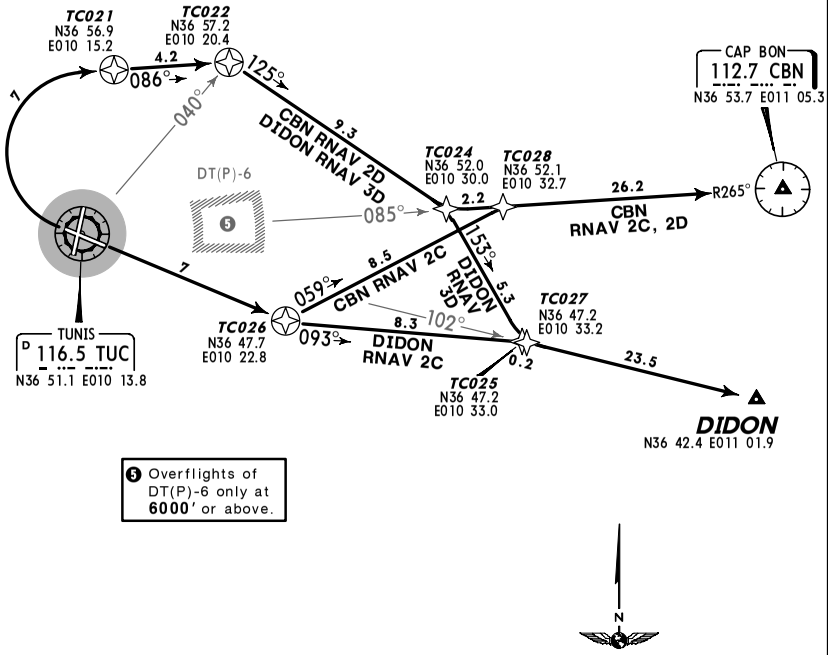
Trans level: By ATC Trans alt: 6000′
SIDs are also noise abatement procedures.

CBN RNAV 2C *[RCBN2C]*
CBN RNAV 2D *[RCBN2D]*
DIDON RNAV 2C *[RDID2C]*
DIDON RNAV 3D *[RDID3D]*
RWYS 11, 29 RNAV DEPARTURES
TO EAST
ON REQUEST

SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



❺ Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of 365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
CBN RNAV 2C	**11**	TC026 - TC028 - CBN.
CBN RNAV 2D	**29**	TC021 - TC022 - TC024 - CBN.
DIDON RNAV 2C	**11**	TC026 - TC027 - DIDON.
DIDON RNAV 3D	**29**	TC021 - TC022 - TC024 - TC025 - DIDON.

CHANGES: NavData idents.

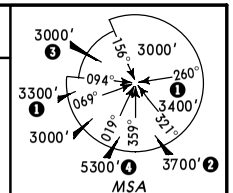
DTTA/TUN
CARTHAGE

JEPPESEN
25 NOV 05 (10-3M)

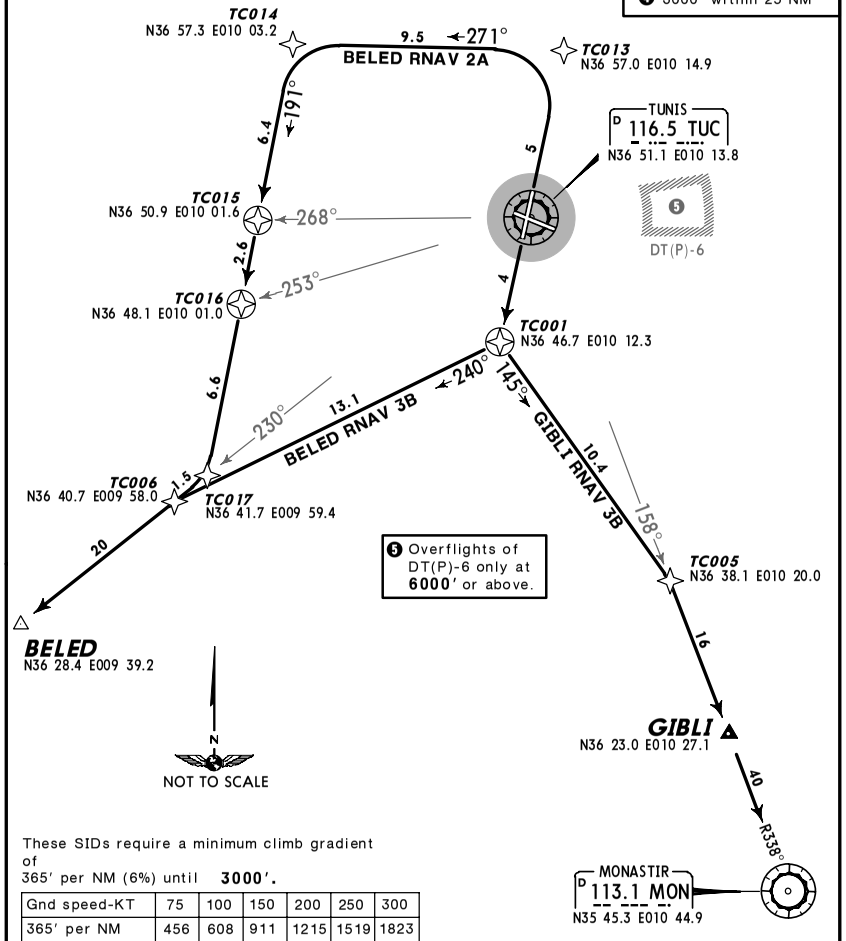
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED RNAV 2A *[RBEL2A]*
BELED RNAV 3B *[RBEL3B]*
GIBLI RNAV 3B *[RGIB3B]*
RWYS 01, 19 RNAV DEPARTURES
TO SOUTH
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



❺ Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of 365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
BELED RNAV 2A	**01**	TC013 - TC014 - TC015 - TC016 - TC017 - BELED.
BELED RNAV 3B	**19**	TC001 - TC006 - BELED.
GIBLI RNAV 3B		TC001 - TC005 - GIBLI.

CHANGES: RNAV SIDs revised & transferred.

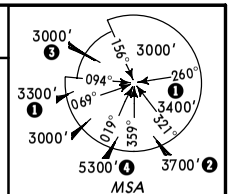
DTTA/TUN
CARTHAGE

JEPPESEN
25 NOV 05 (10-3N)

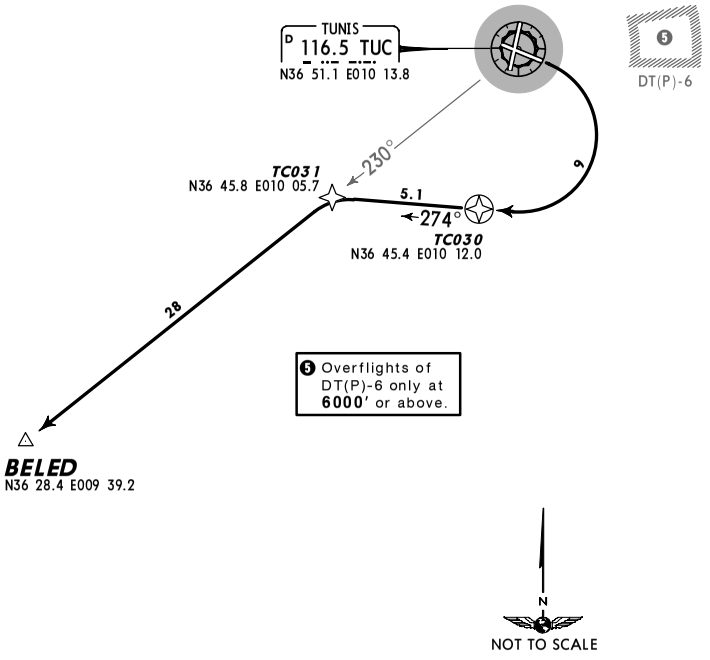
TUNIS, TUNISIA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 6000′
22′	SIDs are also noise abatement procedures.

BELED RNAV 3C *[RBEL3C]*
RWY 11 RNAV DEPARTURE
TO SOUTH
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



❺ Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of 365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

ROUTING
TC030 - TC031 - BELED.

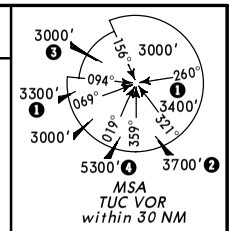
CHANGES: RNAV SIDs KEMIR & TISRI transf; BELED RNAV 3C revised.

Apt Elev 22′

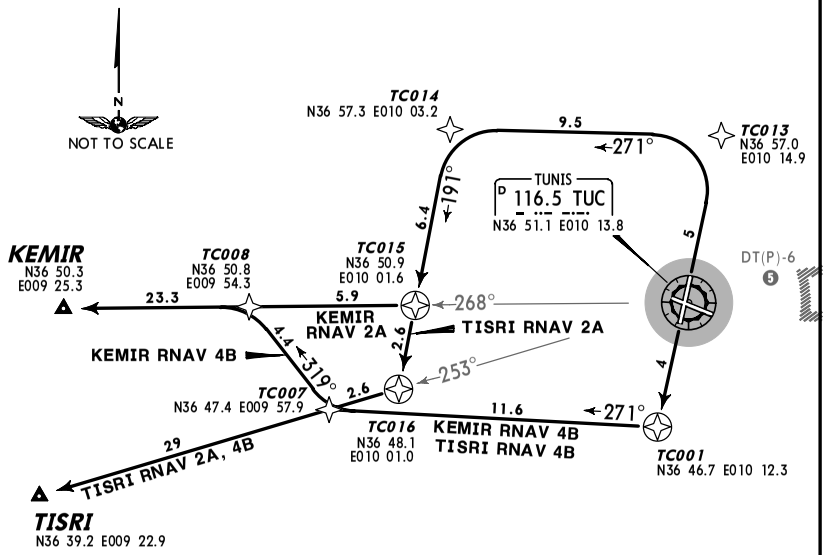
Trans level: By ATC Trans alt: 6000′
SIDs are also noise abatement procedures.

KEMIR RNAV 2A *[RKEM2A]*
KEMIR RNAV 4B *[RKEM4B]*
TISRI RNAV 2A *[RTIS2A]*
TISRI RNAV 4B *[RTIS4B]*
RWYS 01, 19 RNAV DEPARTURES

TO WEST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



❺ Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	RWY	ROUTING
KEMIR RNAV 2A	**01**	TC013 - TC014 - TC015 - KEMIR.
KEMIR RNAV 4B	**19**	TC001 - TC007 - TC008 - KEMIR.
TISRI RNAV 2A	**01**	TC013 - TC014 - TC015 - TC016 - TISRI.
TISRI RNAV 4B	**19**	TC001 - TC007 - TISRI.

CHANGES: KEMIR INS coordinates.

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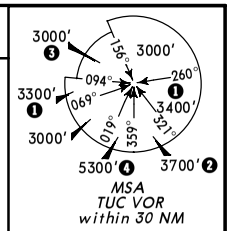
Apt Elev 22′

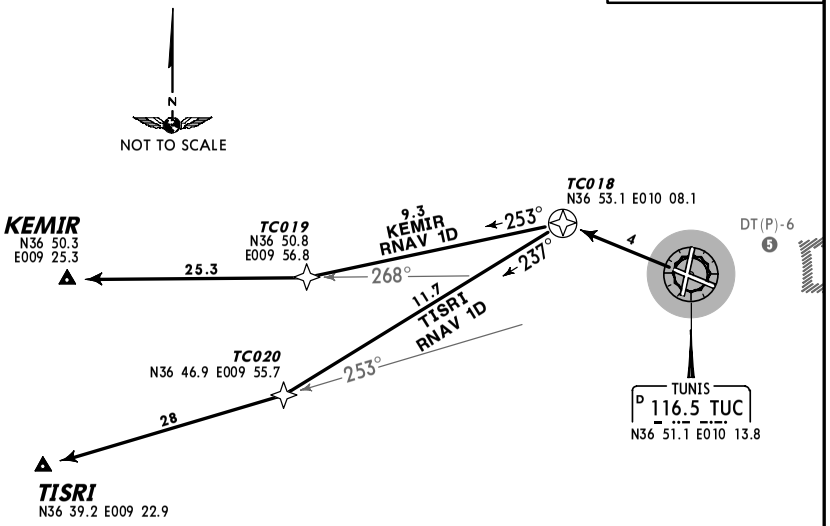
Trans level: By ATC Trans alt: 6000′
SIDs are also noise abatement procedures.

KEMIR RNAV 1D *[RKEM1D]*
TISRI RNAV 1D *[RTIS1D]*
RWY 29 RNAV DEPARTURES

TO WEST
ON REQUEST
SPEED: MAX 250 KT BELOW FL100



❶ 3000′ within 20 NM
❷ 3000′ within 10 NM
❸ within 20 NM
❹ 3000′ within 25 NM



❺ Overflights of DT(P)-6 only at **6000′** or above.

These SIDs require a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **500′.** Turns after take-off MAX 205 KT.

SID	ROUTING
KEMIR RNAV 1D	TC018 - TC019 - KEMIR.
TISRI RNAV 1D	TC018 - TC020 - TISRI.

RADAR VECTORING DEPARTURE

SPEED: MAX 250 KT BELOW FL100

This radar vectoring departure requires a minimum climb gradient of
365′ per NM (6%) until **3000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below **3000′.**

ROUTING

Climb on runway heading, when passing **3000′** expect radar vectoring.

CHANGES: KEMIR INS coordinates.

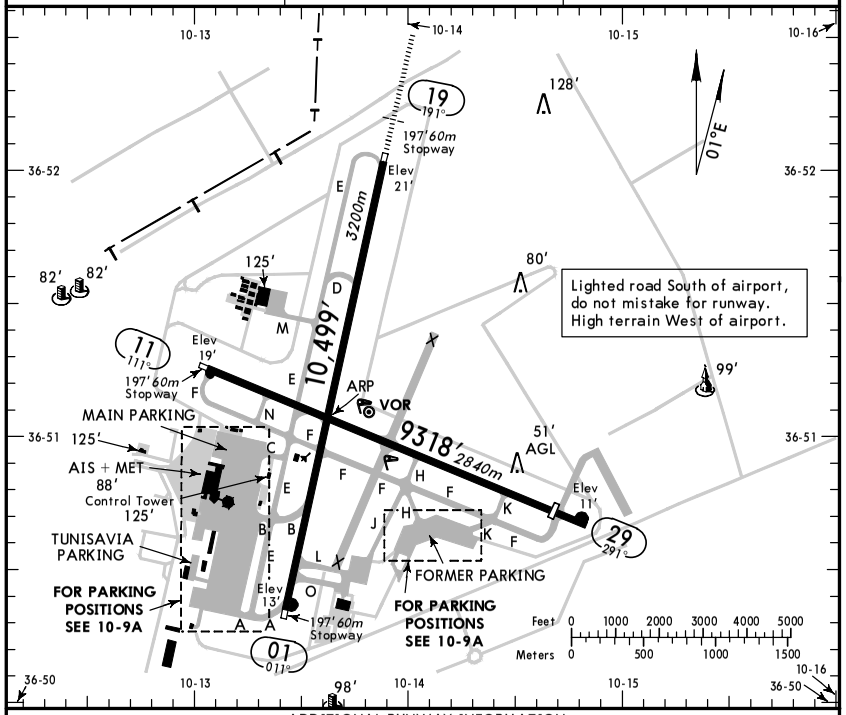
DTTA/TUN

Apt Elev **22′**
N36 51.1 E010 13.6

JEPPESEN
16 SEP 05 (10-9)

TUNIS, TUNISIA
CARTHAGE

*ATIS	TUNIS Ground	Airport (TWR)
118.67	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL *(50m)* CL *(18m)* PAPI-L (3.0°)				148′ *45m*
19	HIRL *(50m)* CL *(18m)* HIALS-II PAPI-L (3.0°)		9384′ *2860m*		
11	HIRL *(50m)* PAPI-L (3.5°)			8661′ *2640m*	148′ *45m*
29	HIRL *(50m)* PAPI-L (3.0°)	8661′ *2640m*	8285′ *2525m*		

NOISE ABATEMENT PROCEDURE

In case a visual approach is permitted on RWY 11, the clearance will be matched with the following conditions: the acft must be aligned on the RWY centerline at minimum 10 NM from the RWY threshold with minimum overflight altitude of 3000′.

TAKE-OFF

	AIR CARRIER (JAA) Rwys 01/19 LVP must be in force RL & CL	AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) or RL	AIR CARRIER (JAA) All Rwys RCLM (DAY only) or RL	AIR CARRIER (FAR 121) All Rwys	Adequate Vis Ref
A	200m	250m	400m	2 Eng	400m
B					
C				3 & 4 Eng	
D	250m	300m			

CHANGES: Twy O added.

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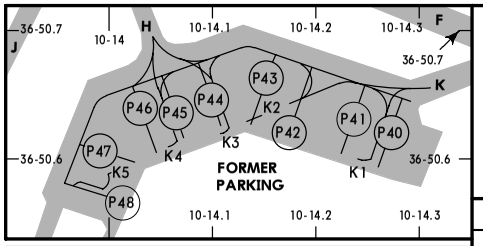
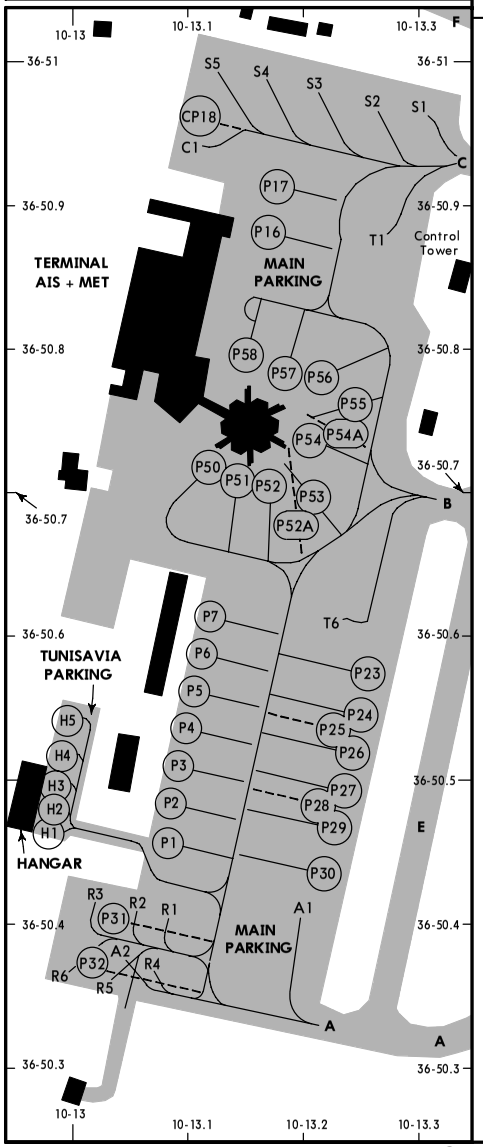
DTTA/TUN

JEPPESEN
16 SEP 05 (10-9A)

TUNIS, TUNISIA
CARTHAGE





LEGEND

(P4) Push-back stand
S4 Self maneuvering stand
E Taxiway

INS COORDINATES

STAND No.	COORDINATES
A1	N36 50.4 E010 13.2
A2	N36 50.4 E010 13.0
C1	N36 50.9 E010 13.1
CP18	N36 51.0 E010 13.1
H1 thru H5	N36 50.5 E010 13.0
K1	N36 50.6 E010 14.2
K2 thru K4	N36 50.6 E010 14.1
K5	N36 50.6 E010 14.0
P1 thru P4	N36 50.5 E010 13.1
P5 thru P7	N36 50.6 E010 13.1
P16, P17	N36 50.9 E010 13.2
P23	N36 50.6 E010 13.2
P24 thru P29	N36 50.5 E010 13.2
P30	N36 50.4 E010 13.2
P31, P32	N36 50.4 E010 13.0
P40	N36 50.6 E010 14.3
P41, P42	N36 50.6 E010 14.2
P43 thru P45	N36 50.6 E010 14.1
P46 thru P48	N36 50.6 E010 14.0
P50, P51	N36 50.7 E010 13.1
P52 thru P54	N36 50.7 E010 13.2
P54A thru P57	N36 50.8 E010 13.2
P58	N36 50.8 E010 13.1
R1	N36 50.4 E010 13.1
R2 thru R6	N36 50.4 E010 13.0
S1	N36 51.0 E010 13.3
S2, S3	N36 51.0 E010 13.2
S4, S5	N36 51.0 E010 13.1
T1	N36 50.9 E010 13.2
T6	N36 50.6 E010 13.2

CHANGES: Stands.

DTTA/TUN

27 MAY 05
Eff 9 Jun

JEPPESEN
10-9X1

JAA MINIMUMS
TUNIS, TUNISIA
CARTHAGE

TAKE-OFF RWY 01, 19

	LVP must be in Force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

TAKE-OFF RWY 11, 29

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

CHANGES: None.

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

DTTA/TUN

27 MAY 05
Eff 9 Jun

JEPPESEN
10-9X

JAA MINIMUMS
TUNIS, TUNISIA
CARTHAGE

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**230**′(217′)	**240**′(227′)	**250**′(237′)	**260**′(247′)
		1000m	**1100m**	**1250m**	**1350m**
	LOC	**390**′(377′)	**390**′(377′)	**390**′(377′)	**390**′(377′)
		1500m	**1500m**	**1800m**	**2000m**
	VOR DME	**390**′(377′)	**390**′(377′)	**390**′(377′)	**390**′(377′)
		1500m	**1500m**	**1800m**	**2000m**
	VOR	**810**′(797′)	**810**′(797′)	**810**′(797′)	**810**′(797′)
		1600m	**2000m**	**2800m**	**3500m**
11	VOR DME	**680**′(658′)	**680**′(658′)	**680**′(658′)	**680**′(658′)
		1600m	**2000m**	**2800m**	**3500m**
	RNAV (VOR DME)	**680**′(658′)	**680**′(658′)	**680**′(658′)	**680**′(658′)
	❶	**1600m**	**2000m**	**2800m**	**3500m**
19	ILS	**281**′(260′)	**291**′(270′)	**301**′(280′)	**311**′(290′)
		650m	**650m**	**800m**	**900m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	**410**′(389′)	**410**′(389′)	**410**′(389′)	**410**′(389′)
		900m	**1000m**	**1150m**	**1400m**
	ALS out	1500m	1500m	1800m	2000m
	VOR DME	**410**′(388′)	**410**′(388′)	**410**′(388′)	**410**′(388′)
		900m	**1000m**	**1150m**	**1400m**
	ALS out	1500m	1500m	1800m	2000m
	RNAV (VOR DME)	**410**′(388′)	**410**′(388′)	**410**′(388′)	**410**′(388′)
	❶	**900m**	**1000m**	**1150m**	**1400m**
	ALS out	1500m	1500m	1800m	2000m
29	ILS	**241**′(230′)	**251**′(240′)	**261**′(250′)	**271**′(260′)
		1000m	**1100m**	**1250m**	**1350m**
	LOC	**540**′(529′)	**540**′(529′)	**540**′(529′)	**540**′(529′)
		1500m	**1850m**	**2150m**	**2650m**
	VOR DME	**540**′(529′)	**540**′(529′)	**540**′(529′)	**540**′(529′)
		1500m	**1850m**	**2150m**	**2650m**
	Lctr	**540**′(529′)	**540**′(529′)	**540**′(529′)	**540**′(529′)
		1500m	**1850m**	**2150m**	**2650m**
	2 Lctr	**570**′(559′)	**570**′(559′)	**570**′(559′)	**570**′(559′)
		1600m	**2000m**	**2500m**	**3100m**
	RNAV (VOR DME)	**500**′(489′)	**500**′(489′)	**500**′(489′)	**500**′(489′)
	❶	**1500m**	**1700m**	**2000m**	**2450m**

❶ On request only.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
NIGHT: CEIL = MDH	**570**′(548′)❷❸	**710**′(688′)❷	**1240**′(1218′)	**1240**′(1218′)
	ceil360′- V1900m	ceil460′- V2800m	ceil810′- V3700m	ceil810′- V4600m

❷ After VOR 01: **820**′(798′),
❸ After VOR DME 11 & RNAV (VOR DME) 11: **690**′(668′),
after apch to Rwy 29: **580**′(558′) ceil 370′.

CHANGES: ILS Rwy 01 added.

DTTA/TUN
CARTHAGE

JEPPESEN
27 MAY 05 (11-1) Eff 9 Jun

TUNIS, TUNISIA
VOR DME ILS Rwy 01

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

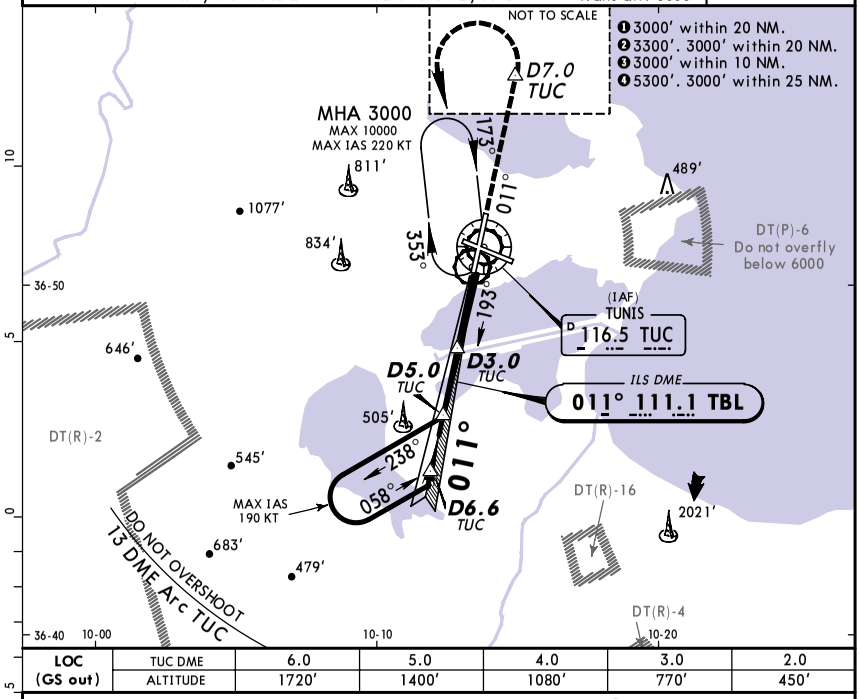
LOC TBL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
111.1	011°	D6.6 TUC 1900′ (1887′)	Refer to Minimums	RWY 13′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join TUC VOR at 3000′. MAX IAS 220 KT.

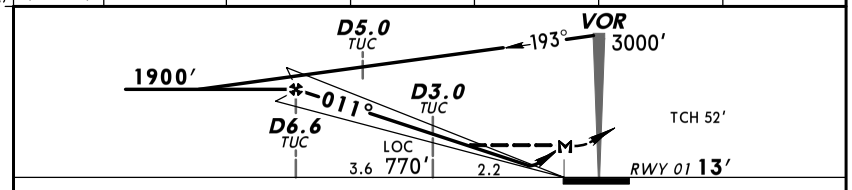
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM
156° 3000′ · 260° 3400′ · 321° 3700′ · 359° 3700′ · 019° 3000′ · 069° 3000′ · 094° 3000′

BRIEFING STRIP



LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1720′	1400′	1080′	770′	450′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
D6.6 TUC to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:11

PAPI-L | 220 KT MAX | D7.0 TUC

STRAIGHT-IN LANDING RWY 01

DA(H)	ILS	LOC (GS out)
	A: 230′ (217′) C: 250′ (237′) B: 240′ (227′) D: 260′ (247′)	MDA(H) 390′ (377′)
A	1200m	1600m
B		
C	1250m	1650m
D	1350m	2000m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: New procedure.

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

DTTA/TUN
CARTHAGE

JEPPESEN
27 MAY 05 (11-2) Eff 9 Jun
via MARSA or ZAHRA

TUNIS, TUNISIA
VOR DME ILS Rwy 01

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

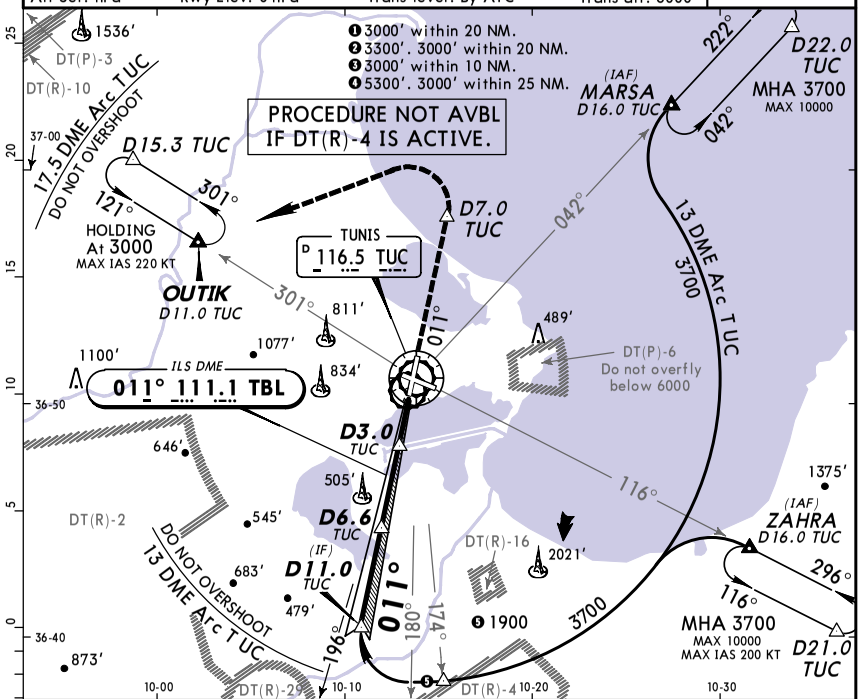
LOC TBL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
111.1	011°	D6.6 TUC 1900′ (1887′)	Refer to Minimums	RWY 13′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join OUTIK holding pattern at 3000′. MAX IAS 220 KT.

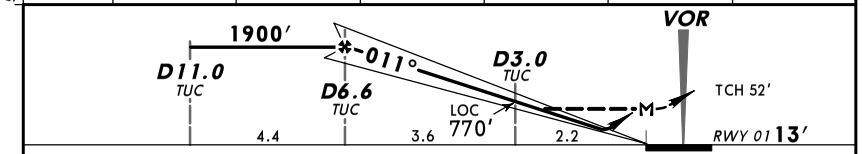
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM
156° 3000′ · 260° 3400′ · 321° 3700′ · 359° 3700′ · 019° 3000′ · 069° 3000′ · 094° 3000′

BRIEFING STRIP



LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1720′	1400′	1080′	770′	450′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
D6.6 TUC to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:11

PAPI-L | 220 KT MAX | D7.0 TUC

STRAIGHT-IN LANDING RWY 01

DA(H)	ILS	LOC (GS out)
	A: 230′ (217′) C: 250′ (237′) B: 240′ (227′) D: 260′ (247′)	MDA(H) 390′ (377′)
A	1200m	1600m
B		
C	1250m	1650m
D	1350m	2000m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: New procedure.

DTTA/TUN CARTHAGE

JEPPESEN

27 MAY 05 (11-3) Eff 9 Jun

TUNIS, TUNISIA VOR DME ILS Rwy 19

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

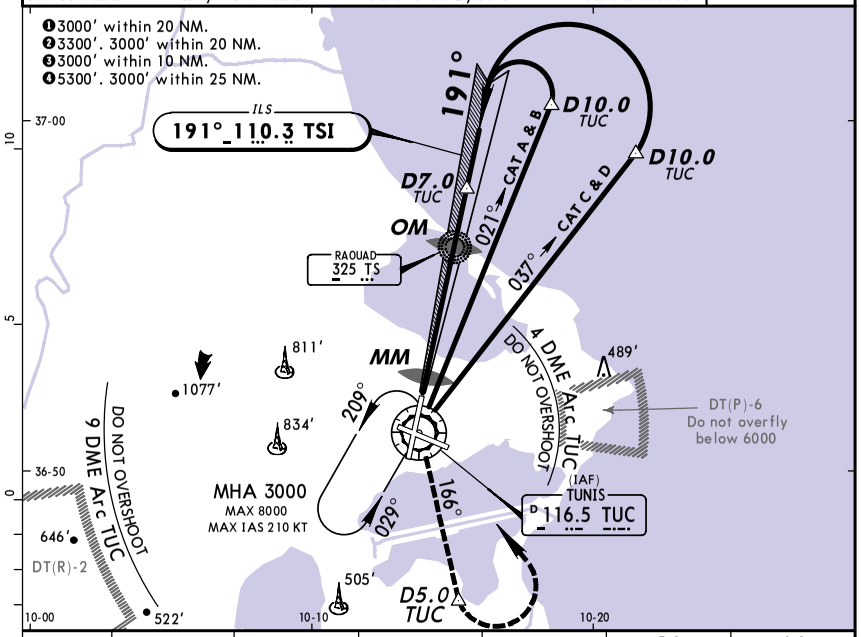
LOC TSI	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
110.3	191°	1496′ (1475′)		22′ / 21′

MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0 TUC, then turn LEFT (MAX IAS 190 KT) to join VOR at 3000′.

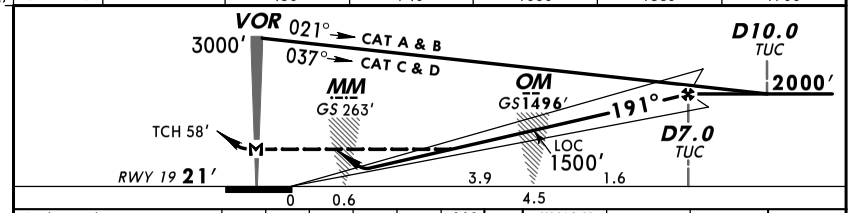
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM

❶3000′ within 20 NM.
❷3300′. 3000′ within 20 NM.
❸3000′ within 10 NM.
❹5300′. 3000′ within 25 NM.



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	430′	740′	1060′	1380′	1700′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at VOR						

HIALS-II PAPI

As soon as possible

D5.0 TUC LT on 116.5 TUC R-166

STRAIGHT-IN LANDING RWY 19

DA(H)	ILS	LOC (GS out)
A	281′ (260′)	301′ (280′)
B	291′ (270′)	311′ (290′)
C		
D		
MDA(H)		410′ (389′)

	FULL	ALS out	LOC (GS out)	ALS out
A	800m	1200m	800m	1600m
B			950m	
C			1150m	
D	900m		1300m	

CIRCLE-TO-LAND

NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: Chart reindexed.

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

DTTA/TUN CARTHAGE

JEPPESEN

27 MAY 05 (11-4) Eff 9 Jun via ZAHRA, MARSA or GOLLA

TUNIS, TUNISIA VOR DME ILS Rwy 19

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

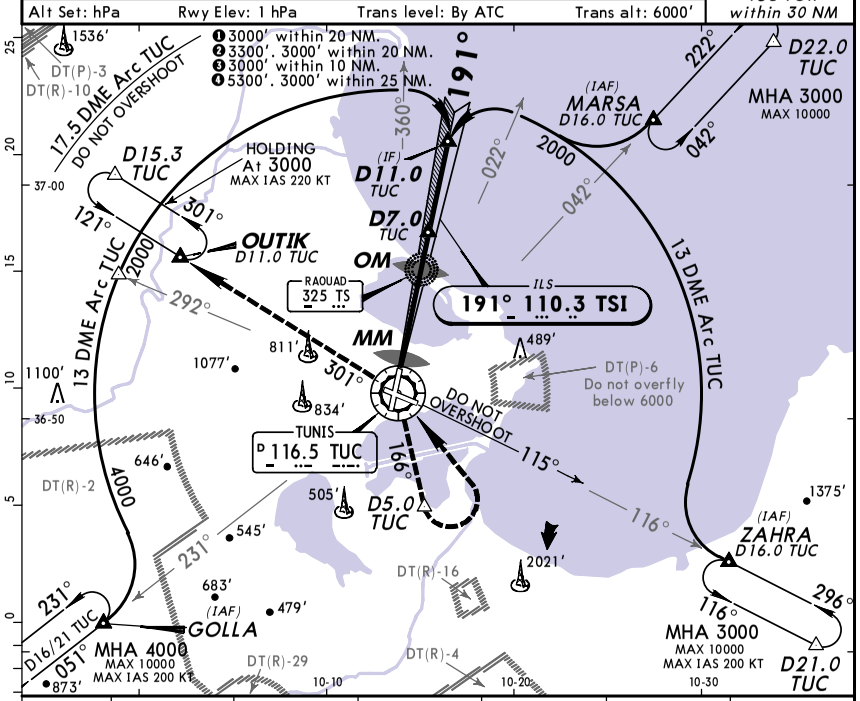
LOC TSI	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
110.3	191°	1496′ (1475′)		22′ / 21′

MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0 TUC, then turn LEFT to VOR. Follow R-301 to join OUTIK holding at 3000′ and as directed. MAX IAS 220 KT.

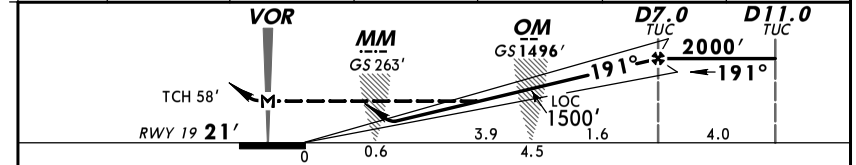
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM

❶3000′ within 20 NM.
❷3300′. 3000′ within 20 NM.
❸3000′ within 10 NM.
❹5300′. 3000′ within 25 NM.



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	430′	750′	1060′	1380′	1700′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at VOR						

HIALS-II PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

DA(H)	ILS	LOC (GS out)
A	281′ (260′)	301′ (280′)
B	291′ (270′)	311′ (290′)
C		
D		
MDA(H)		410′ (389′)

	FULL	ALS out	LOC (GS out)	ALS out
A	800m	1200m	800m	1600m
B			950m	
C			1150m	
D	900m		1300m	

CIRCLE-TO-LAND

NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: Chart reindexed.

DTTA/TUN
CARTHAGE

JEPPESEN
27 MAY 05 (11-5) Eff 9 Jun

TUNIS, TUNISIA
Lctr ILS Rwy 19

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

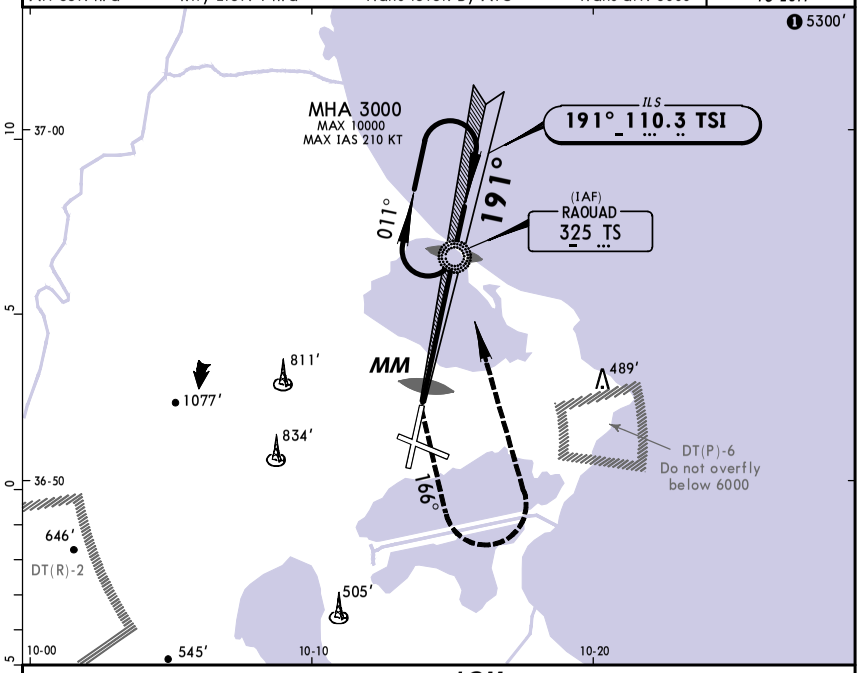
LOC	Final	GS	ILS	Apt Elev 22′
TSI	Apch Crs	LOM	DA(H)	RWY 21′
110.3	191°	1496′ (1475′)	Refer to Minimums	

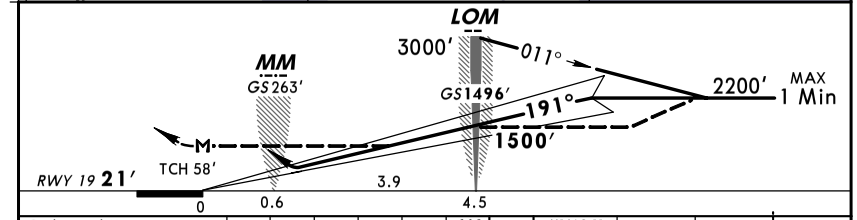
MISSED APCH: As soon as possible climbing turn LEFT onto 166° to 1000′, then turn LEFT (MAX IAS 190 KT) to join Lctr at 3000′.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

MSA
TS Lctr
2600′ 085° 267° 3300′ 3700′ 010° 100° 1

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
LOM to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

HIALS-II
PAPI

As soon as possible
1000′ LT on to 166°

STRAIGHT-IN LANDING RWY 19

DA(H)	ILS		LOC (GS out)	
	A: 281′ (260′) C: 301′ (280′)		MDA(H) 410′ (389′)	
	B: 291′ (270′) D: 311′ (290′)			
	FULL	ALS out		ALS out
A	800m	1200m	800m	1600m
B			950m	
C			1150m	
D	900m		1300m	

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: Chart reindexed.

DTTA/TUN
CARTHAGE

JEPPESEN
27 MAY 05 (11-6) Eff 9 Jun

TUNIS, TUNISIA
VOR DME ILS Rwy 29

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

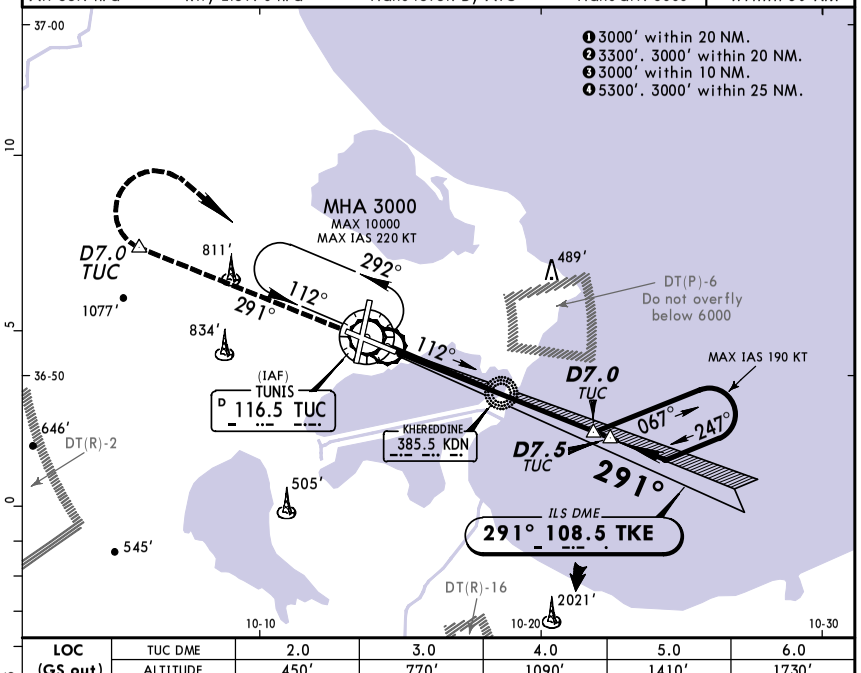
LOC	Final	GS	ILS	Apt Elev 22′
TKE	Apch Crs	D7.5 TUC	DA(H)	RWY 11′
108.5	291°	2200′ (2189′)	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT (MAX IAS 220 KT) to join VOR at 3000′.

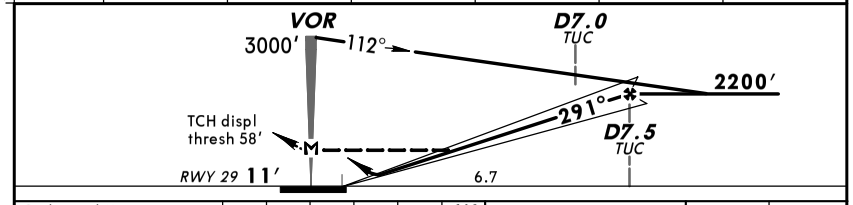
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR
within 30 NM
156° 3000′ 260° 3400′ 094° 069° 3000′ 3700′ 010° 359° 3300′ 1 2 3 4

BRIEFING STRIP ™



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	450′	770′	1090′	1410′	1730′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at VOR						

PAPI-L
D7.0 TUC

STRAIGHT-IN LANDING RWY 29

DA(H)	ILS	LOC (GS out)
	A: 241′ (230′) C: 261′ (250′)	MDA(H) 540′ (529′)
	B: 251′ (240′) D: 271′ (260′)	
A	1200m	1600m
B		1850m
C	1250m	2150m
D	1350m	2650m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	580′ (558′)	370′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: Chart reindexed.

DTTA/TUN
CARTHAGE

JEPPESEN
27 MAY 05 (11-7) via ZAHRA or MARSA
Eff 9 Jun

TUNIS, TUNISIA
VOR DME ILS Rwy 29

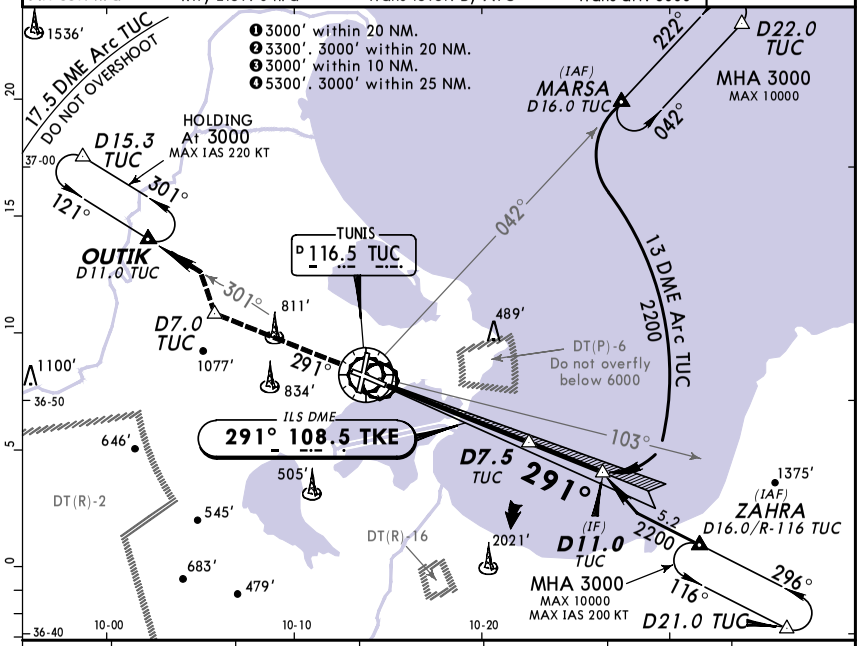
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

LOC TKE	Final Apch Crs	GS D7.5 TUC	ILS DA(H) Refer to Minimums	Apt Elev 22′
108.5	291°	2200′ (2189′)		RWY 11′

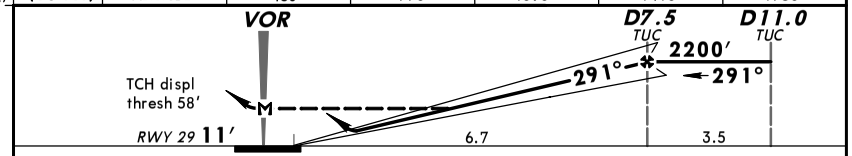
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-301 TUC and join holding at 3000′.
MAX IAS 220 KT.

MSA
TUC VOR
within 30 NM
❶ 3000′
❷ 3300′
❸ 3000′
❹ 5300′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	450′	770′	1090′	1410′	1730′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at VOR						

PAPI-L | 220 KT MAX | D7.0 TUC

STRAIGHT-IN LANDING RWY 29

	ILS DA(H)	LOC (GS out) MDA(H)
A	241′ (230′)	540′ (529′)
B	251′ (240′)	
C	261′ (250′)	
D	271′ (260′)	

A	1200m	1600m
B		1850m
C	1250m	2150m
D	1350m	2650m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	580′ (558′)	370′- 1900m
135	710′ (688′)	460′- 2800m
180	1240′ (1218′)	810′- 3700m
205	1240′ (1218′)	810′- 4600m

PANS OPS

CHANGES: Chart reindexed.

DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (12-1)

TUNIS, TUNISIA
RNAV (VOR DME) Rwy 11

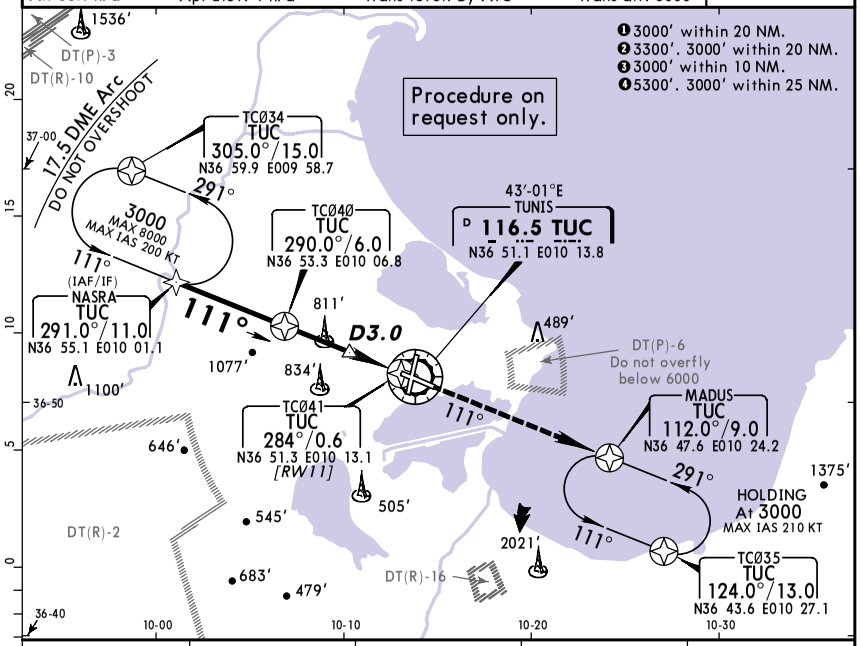
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR TUC	Final Apch Crs	Minimum Alt TCØ4Ø	MDA(H)	Apt Elev 22′
116.5	111°	2100′ (2078′)	680′ (658′)	

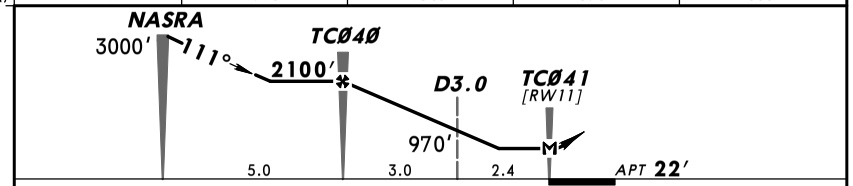
MISSED APCH: Climb STRAIGHT AHEAD to join MADUS pattern at 3000′ and as directed. MAX IAS 210 KT.

MSA
TUC VOR
within 30 NM
❶ 3000′
❷ 3300′. 3000′ within 20 NM.
❸ 3000′ within 10 NM.
❹ 5300′. 3000′ within 25 NM.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1710′	1340′	970′	600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988
MAP at TCØ41						

PAPI-L | 210 KT MAX | 3000′ | MADUS PATTERN

STRAIGHT-IN LANDING RWY 11

MDA(H) 680′ (658′)

A	1600m
B	2000m
C	2800m
D	3500m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	690′ (668′)	450′- 1900m
135	710′ (688′)	460′- 2800m
180	1240′ (1218′)	810′- 3700m
205	1240′ (1218′)	810′- 4600m

PANS OPS

CHANGES: ATIS frequency.

DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (12-2)

TUNIS, TUNISIA
RNAV (VOR DME) Rwy 19

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

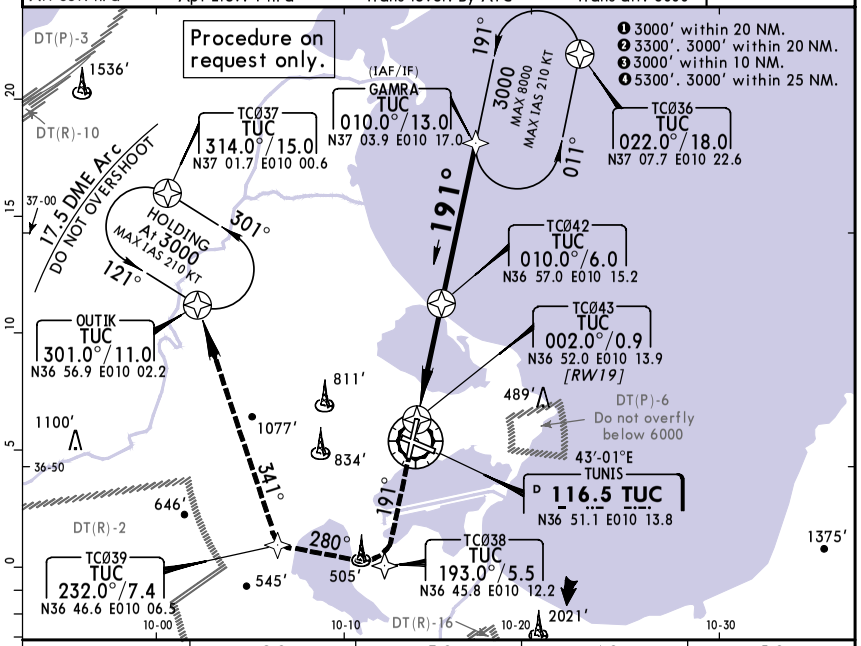
VOR TUC 116.5	Final Apch Crs 191°	Minimum Alt TCØ42 1800′ (1778′)	MDA(H) 410′ (388′)	Apt Elev 22′

BRIEFING STRIP

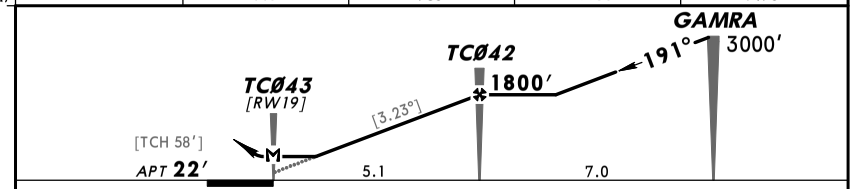
MISSED APCH: Climb to TCØ38, then turn RIGHT to TCØ39 to join OUTIK pattern at 3000′ and as directed. MAX IAS 210 KT.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM
❶ 3000′ within 20 NM.
❷ 3300′. 3000′ within 20 NM.
❸ 3000′ within 10 NM.
❹ 5300′. 3000′ within 25 NM.



TUC DME	2.0	3.0	4.0	5.0
ALTITUDE	440′	780′	1130′	1470′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.63% or Descent angle [3.23°]	400	514	571	686	800	914
MAP at TCØ43						

HIALS-II
PAPI

210 KT MAX

TCØ38

PANS OPS

STRAIGHT-IN LANDING RWY **19**

MDA(H) **410′** (388′)

		ALS out
A	800m	1600m
B	950m	
C	1150m	
D	1600m	

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′- 1900m
135	710′ (688′)	460′- 2800m
180	1240′ (1218′)	810′- 3700m
205	1240′ (1218′)	810′- 4600m

CHANGES: ATIS frequency.

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DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (12-3)

TUNIS, TUNISIA
RNAV (VOR DME) Rwy 29

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

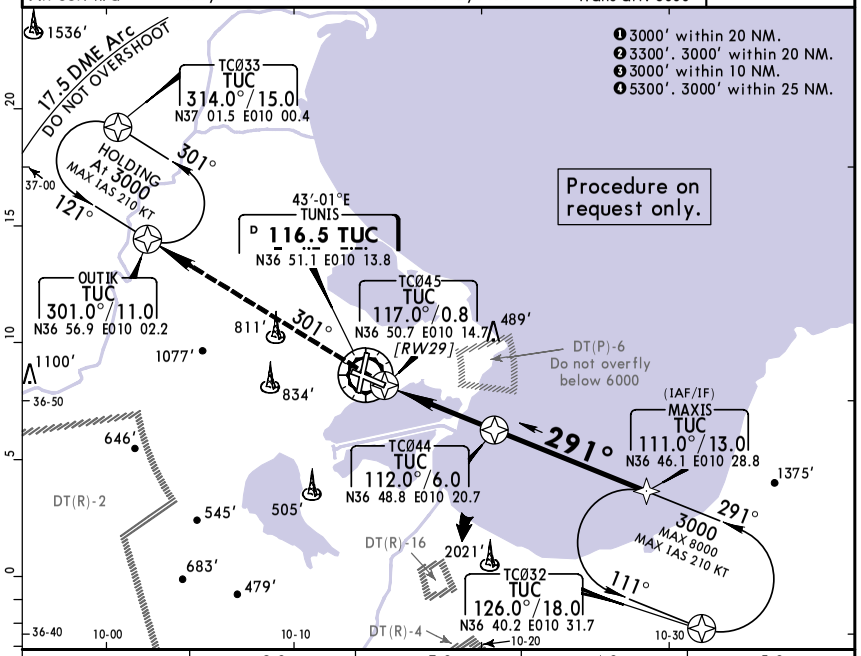
VOR TUC 116.5	Final Apch Crs 291°	Minimum Alt TCØ44 1900′ (1889′)	MDA(H) 500′ (489′)	Apt Elev 22′ RWY 11′

BRIEFING STRIP

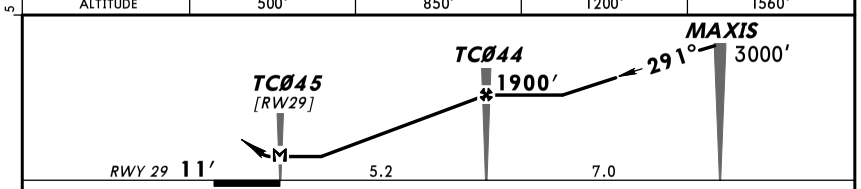
MISSED APCH: Turn RIGHT to join OUTIK pattern at 3000′ and as directed. MAX IAS 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM
❶ 3000′ within 20 NM.
❷ 3300′. 3000′ within 20 NM.
❸ 3000′ within 10 NM.
❹ 5300′. 3000′ within 25 NM.



TUC DME	2.0	3.0	4.0	5.0
ALTITUDE	500′	850′	1200′	1560′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940
MAP at TCØ45						

PAPI-L

210 KT MAX

3000′ RT

OUTIK PATTERN

PANS OPS

STRAIGHT-IN LANDING RWY **29**

MDA(H) **500′** (489′)

A	1600m
B	1700m
C	2000m
D	2450m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′- 1900m
135	710′ (688′)	460′- 2800m
180	1240′ (1218′)	810′- 3700m
205	1240′ (1218′)	810′- 4600m

CHANGES: ATIS frequency.

DTTA/TUN
CARTHAGE

JEPPESEN
28 JAN 05 (13-1)

TUNIS, TUNISIA
VOR DME Rwy 01

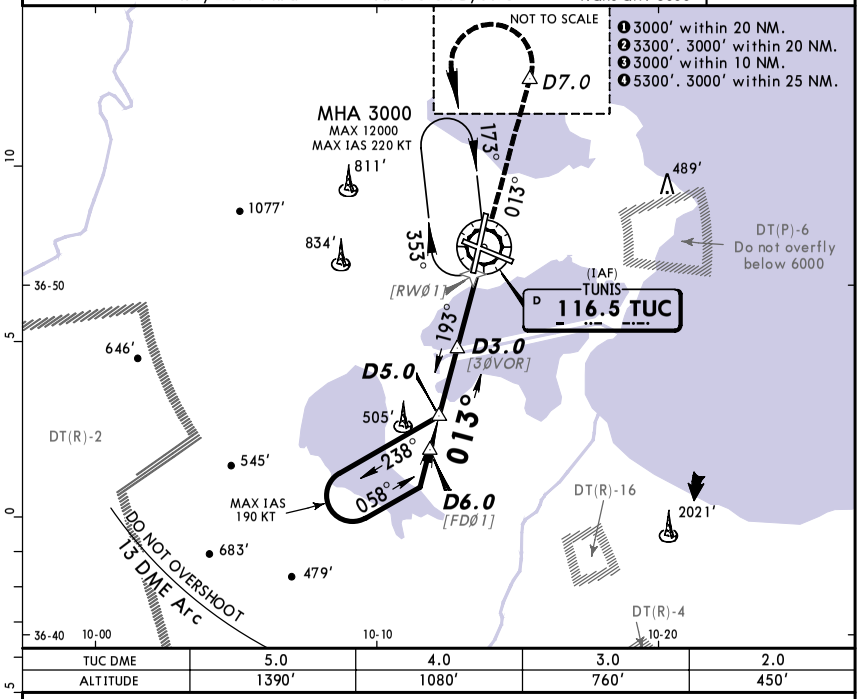
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
116.5	013°	D6.0 1700′ (1687′)	390′ (377′)	22′ / RWY 13′

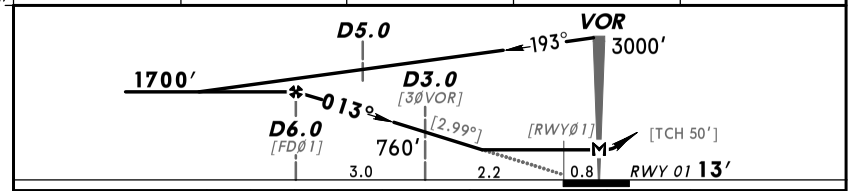
MISSED APCH: Climb on R-013 to D7.0, then turn LEFT to join VOR at 3000′.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1390′	1080′	760′	450′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.21% or Descent angle [2.99°]	370	476	529	635	741	846
MAP at VOR						

PAPI-L | D7.0 | TUC on 116.5 R-013

PANS OPS

STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND NIGHT: CEIL=MDH		
	MDA(H) 390′ (377′)	Max Kts	MDA(H)	CEIL-VIS
A	1600m	100	560′ (538′)	360′ - 1900m
B		135	710′ (688′)	460′ - 2800m
C	1650m	180	1240′ (1218′)	810′ - 3700m
D	2000m	205	1240′ (1218′)	810′ - 4600m

CHANGES: ATIS frequency.

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DTTA/TUN
CARTHAGE

JEPPESEN
28 JAN 05 (13-2)

TUNIS, TUNISIA
via MARSA or ZAHRA VOR DME Rwy 01

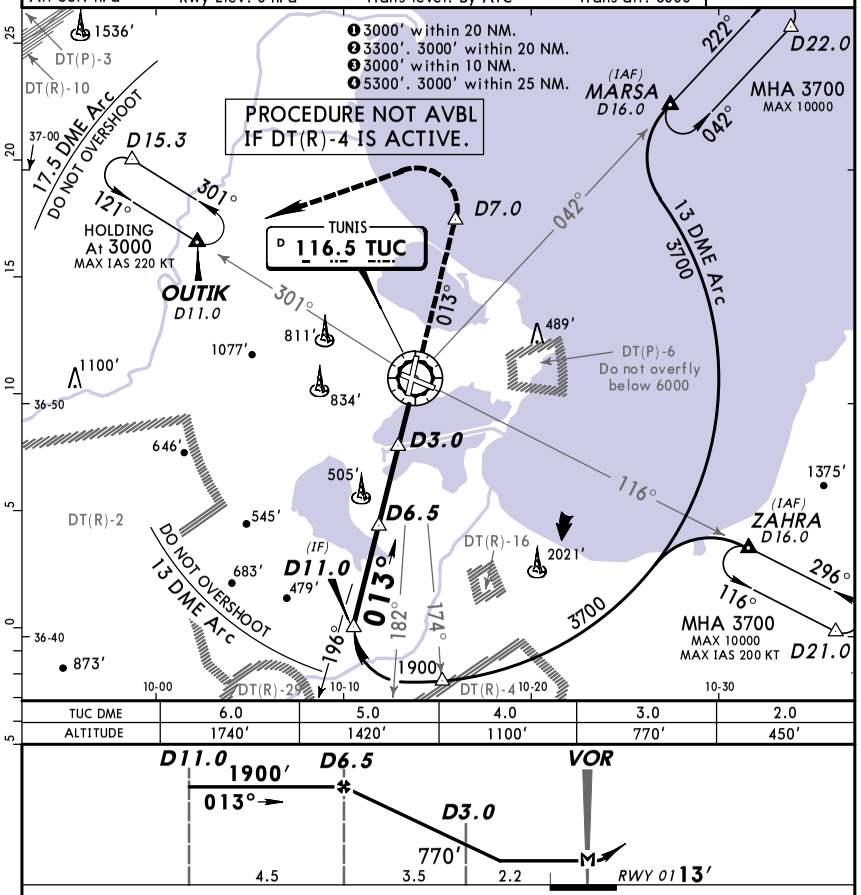
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
116.5	013°	D6.5 1900′ (1887′)	390′ (377′)	22′ / RWY 13′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 then turn LEFT to join OUTIK holding pattern at 3000′. MAX IAS 220 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA TUC VOR within 30 NM



TUC DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1740′	1420′	1100′	770′	450′

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at VOR						

PAPI-L | 220 KT MAX | D7.0

PANS OPS

STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND NIGHT: CEIL=MDH		
	MDA(H) 390′ (377′)	Max Kts	MDA(H)	CEIL-VIS
A	1600m	100	560′ (538′)	360′ - 1900m
B		135	710′ (688′)	460′ - 2800m
C	1650m	180	1240′ (1218′)	810′ - 3700m
D	2000m	205	1240′ (1218′)	810′ - 4600m

CHANGES: ATIS frequency. Procedure.

DTTA/TUN CARTHAGE

JEPPESEN

28 JAN 05 (13-3)

TUNIS, TUNISIA VOR Rwy 01

BRIEFING STRIP ™

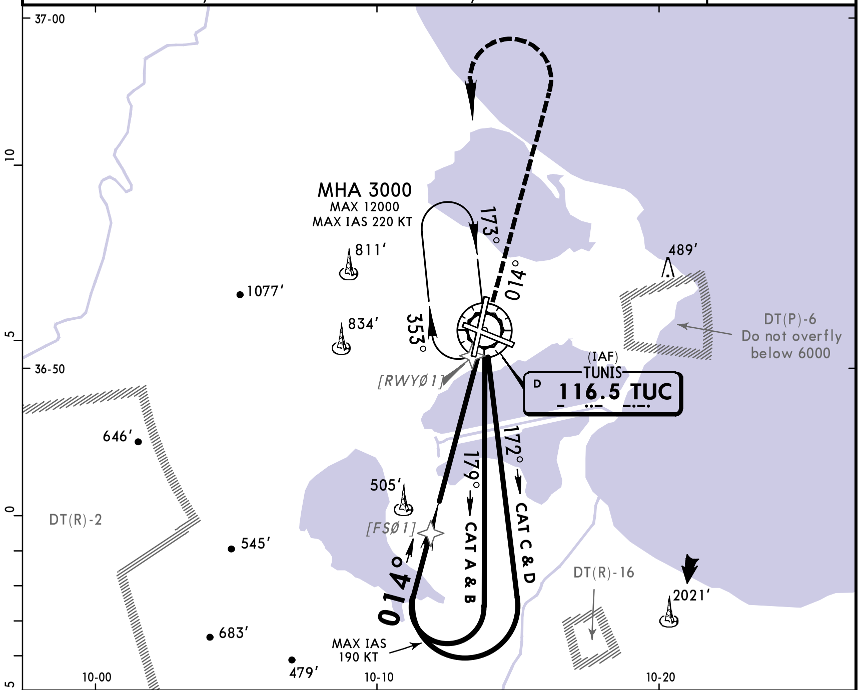
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

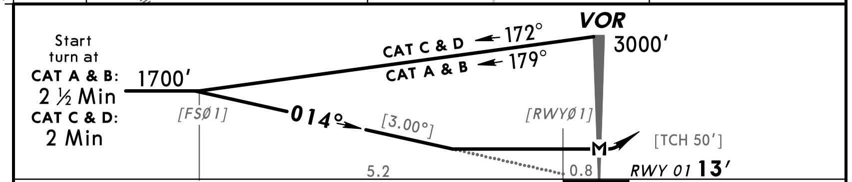
VOR TUC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
116.5	014°	No FAF	810′ (797′)	22′ RWY 13′

MISSED APCH: Climb on R-014 to 2000′, then turn LEFT to join VOR at 3000′. Do not turn before MAP.

Alt Set: hPa — Rwy Elev: 0 hPa — Trans level: By ATC — Trans alt: 6000′

MSA TUC VOR: 2600′ (249°–104°), 3700′ (344°–249°), 5300′ (029°–344°), 3300′ (104°–029°)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

PAPI-L — 2000′ ↑ — TUC on 116.5 R-014

STRAIGHT-IN LANDING RWY 01 — MDA(H) 810′ (797′)

CIRCLE-TO-LAND — NIGHT: CEIL=MDH

	Straight-in	Max Kts	MDA(H)	CEIL-VIS
A	1600m	100	820′ (798′)	540′ - 1900m
B	2000m	135	820′ (798′)	540′ - 2800m
C	2800m	180	1240′ (1218′)	810′ - 3700m
D	3500m	205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: ATIS frequency. Procedure. Minimums.

DTTA/TUN CARTHAGE

JEPPESEN

28 JAN 05 (13-4) via ZAHRA, MARSA or GOLLA

TUNIS, TUNISIA VOR DME Rwy 11

BRIEFING STRIP ™

*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

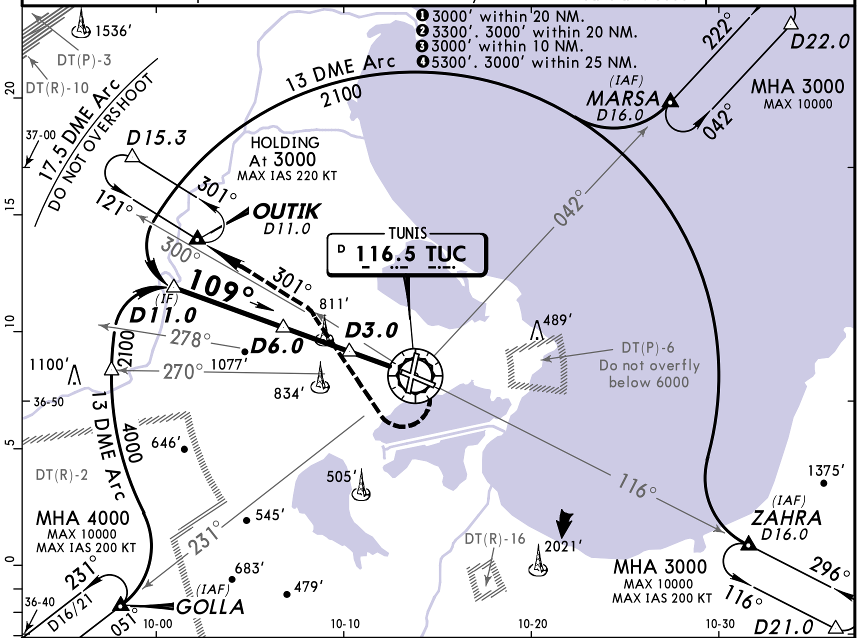
VOR TUC	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev
116.5	109°	2100′ (2078′)	680′ (658′)	22′

MISSED APCH: Turn RIGHT to intercept and follow R-301 to join OUTIK holding at 3000′ and as directed. MAX IAS 220 KT.

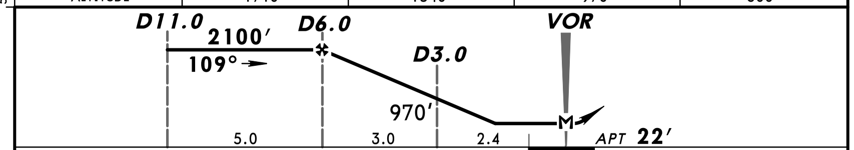
Alt Set: hPa — Apt Elev: 1 hPa — Trans level: By ATC — Trans alt: 6000′

MSA TUC VOR within 30 NM: 3000′, 3400′, 3700′, 3000′; sectors 156°, 260°, 321°, 359°, 019°, 069°, 094°

❶ 3000′ within 20 NM.
❷ 3300′. 3000′ within 20 NM.
❸ 3000′ within 10 NM.
❹ 5300′. 3000′ within 25 NM.



TUC DME	5.0	4.0	3.0	2.0
ALTITUDE	1710′	1340′	970′	600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988
MAP at VOR						

PAPI-L — 220 KT MAX — 3000′ RT — TUC on 116.5 R-301

STRAIGHT-IN LANDING RWY 11 — MDA(H) 680′ (658′)

CIRCLE-TO-LAND — NIGHT: CEIL=MDH

	Straight-in	Max Kts	MDA(H)	CEIL-VIS
A	1600m	100	690′ (668′)	440′ - 1900m
B	2000m	135	710′ (688′)	460′ - 2800m
C	2800m	180	1240′ (1218′)	810′ - 3700m
D	3500m	205	1240′ (1218′)	810′ - 4600m

PANS OPS

CHANGES: ATIS frequency.

DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (13-5)

TUNIS, TUNISIA
VOR DME Rwy 19

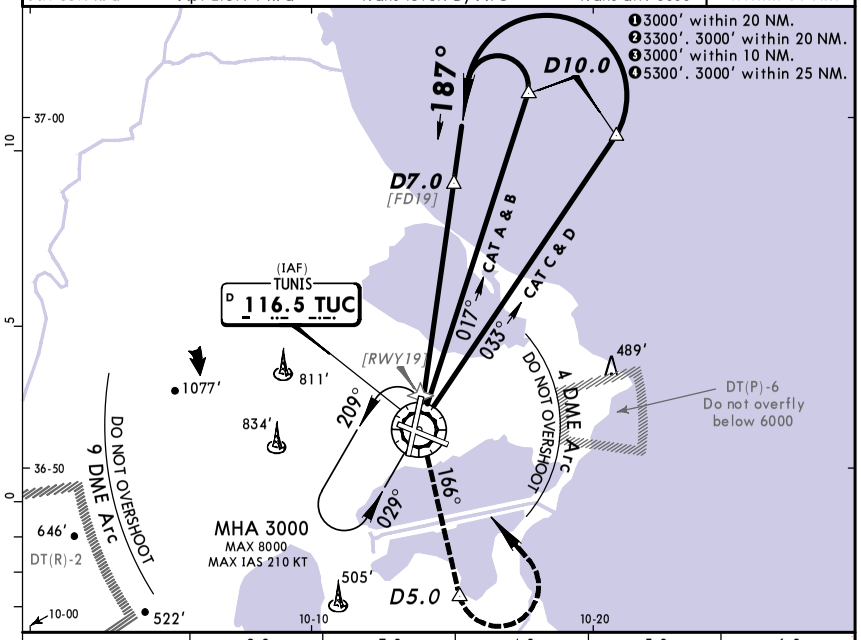
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
TUC 116.5	187°	D7.0 2000′ (1978′)	410′ (388′)	22′

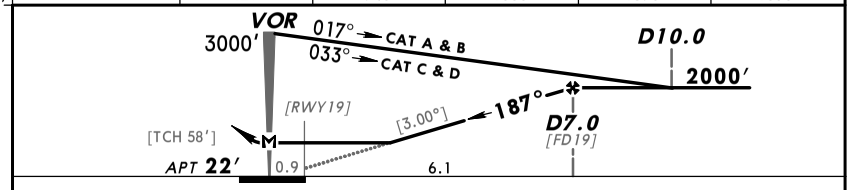
MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0, then turn LEFT (MAX IAS 190 KT) to join VOR at 3000′.

MSA
TUC VOR
within 30 NM
❶3000′ ❷3300′ ❸3000′ ❹5300′

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



TUC DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	420′	740′	1060′	1370′	1690′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

HIALS-II
PAPI

As soon as possible

D5.0 LT

TUC on 116.5 R-166

STRAIGHT-IN LANDING RWY 19

MDA(H) 410′ (388′)

		ALS out
A	800m	1600m
B	950m	
C	1150m	
D	1600m	

CIRCLE-TO-LAND

NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

BRIEFING STRIP™
PANS OPS

CHANGES: ATIS frequency.

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DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (13-6) via ZAHRA, MARSA or GOLLA

TUNIS, TUNISIA
VOR DME Rwy 19

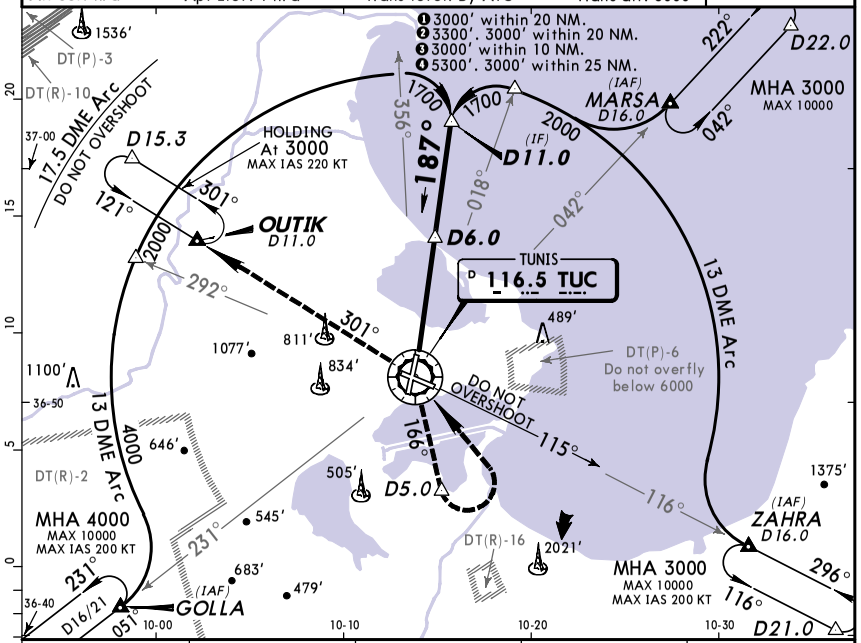
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
TUC 116.5	187°	D6.0 1700′ (1678′)	410′ (388′)	22′

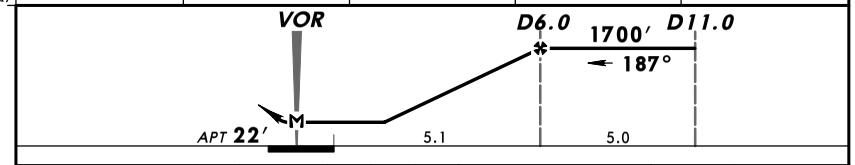
MISSED APCH: As soon as possible climbing turn LEFT on R-166 to D5.0, then turn LEFT to VOR. Follow R-301 to join OUTIK holding at 3000′ and as directed. MAX IAS 220 KT.

MSA
TUC VOR
within 30 NM
❶3000′ ❷3300′ ❸3000′ ❹5300′

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



TUC DME	2.0	3.0	4.0	5.0
ALTITUDE	430′	740′	1060′	1390′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at VOR						

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

MDA(H) 410′ (388′)

		ALS out
A	800m	1600m
B	950m	
C	1150m	
D	1600m	

CIRCLE-TO-LAND

NIGHT: CEIL=MDH

Max Kts	MDA(H)	CEIL-VIS
100	560′ (538′)	360′ - 1900m
135	710′ (688′)	460′ - 2800m
180	1240′ (1218′)	810′ - 3700m
205	1240′ (1218′)	810′ - 4600m

BRIEFING STRIP™
PANS OPS

CHANGES: ATIS frequency

DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (13-7)

TUNIS, TUNISIA
VOR DME Rwy 29

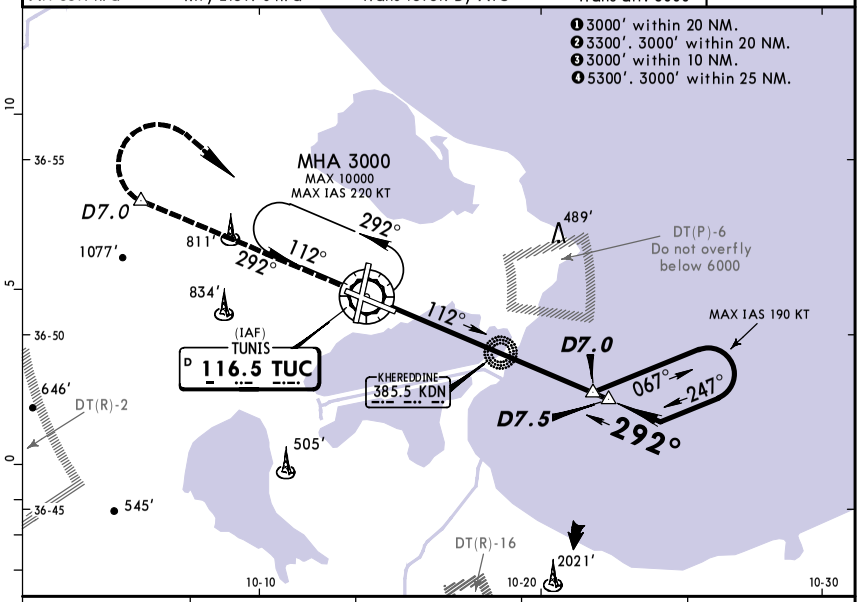
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
TUC 116.5	292°	D7.5 2200′ (2189′)	540′ (529′)	22′ / 11′

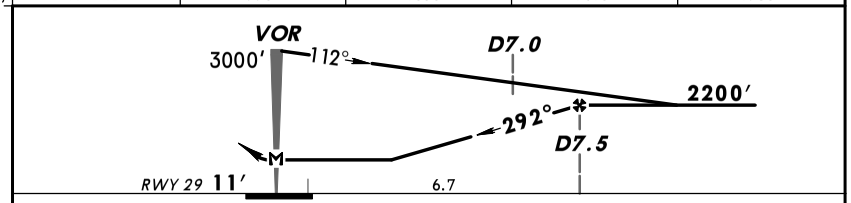
MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT (MAX IAS 220 KT) to join VOR at 3000′.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA
TUC VOR
within 30 NM



TUC DME	3.0	4.0	5.0	6.0
ALTITUDE	770′	1090′	1410′	1730′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at VOR						

PAPI-L | TUC D7.0

STRAIGHT-IN LANDING RWY 29

MDA(H) 540′ (529′)

		Max Kts.	MDA(H)	CEIL-VIS
A	1600m	100	580′ (558′)	370′- 1900m
B	1850m	135	710′ (688′)	460′- 2800m
C	2150m	180	1240′ (1218′)	810′- 3700m
D	2650m	205	1240′ (1218′)	810′- 4600m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts.	MDA(H)	CEIL-VIS
100	580′ (558′)	370′- 1900m
135	710′ (688′)	460′- 2800m
180	1240′ (1218′)	810′- 3700m
205	1240′ (1218′)	810′- 4600m

CHANGES: ATIS frequency.

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DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (13-8)

TUNIS, TUNISIA
via ZAHRA or MARSA
VOR DME Rwy 29

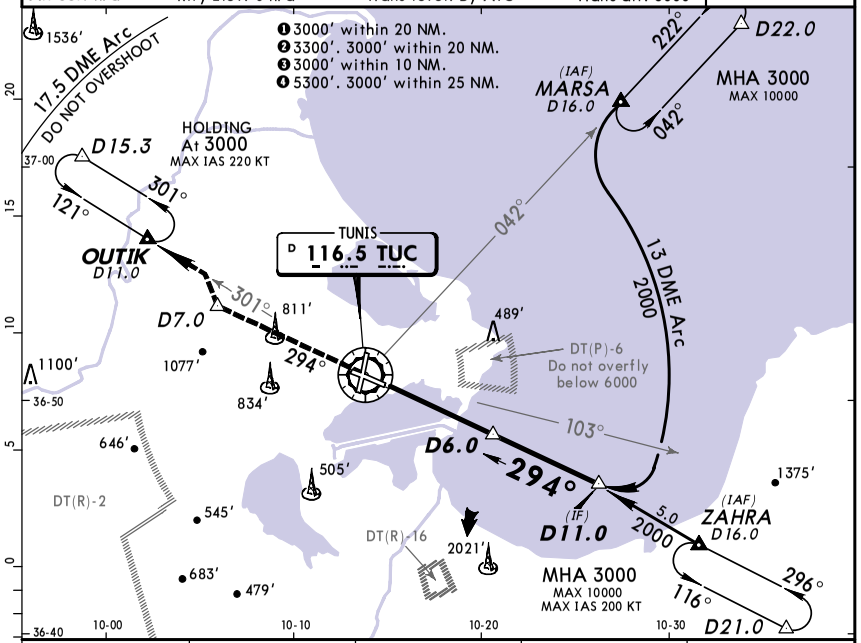
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
TUC 116.5	294°	D6.0 1700′ (1689′)	540′ (529′)	22′ / 11′

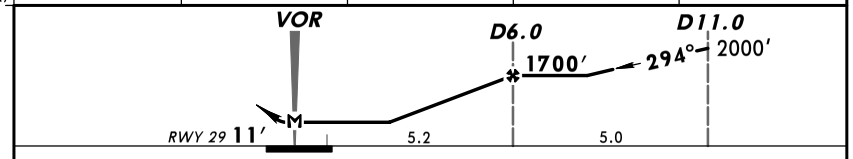
MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT to intercept R-301 and join holding at 3000′. MAX IAS 220 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA
TUC VOR
within 30 NM



TUC DME	3.0	4.0	5.0	6.0
ALTITUDE	760′	1080′	1390′	1700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at VOR						

PAPI-L | 220 KT MAX | D7.0

STRAIGHT-IN LANDING RWY 29

MDA(H) 540′ (529′)

		Max Kts.	MDA(H)	CEIL-VIS
A	1600m	100	580′ (558′)	370′- 1900m
B	1850m	135	710′ (688′)	460′- 2800m
C	2150m	180	1240′ (1218′)	810′- 3700m
D	2650m	205	1240′ (1218′)	810′- 4600m

CIRCLE-TO-LAND
NIGHT: CEIL=MDH

Max Kts.	MDA(H)	CEIL-VIS
100	580′ (558′)	370′- 1900m
135	710′ (688′)	460′- 2800m
180	1240′ (1218′)	810′- 3700m
205	1240′ (1218′)	810′- 4600m

CHANGES: ATIS frequency.

DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (16-1)

TUNIS, TUNISIA
VOR Lctr Rwy 29

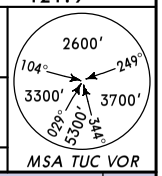
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

BRIEFING STRIP

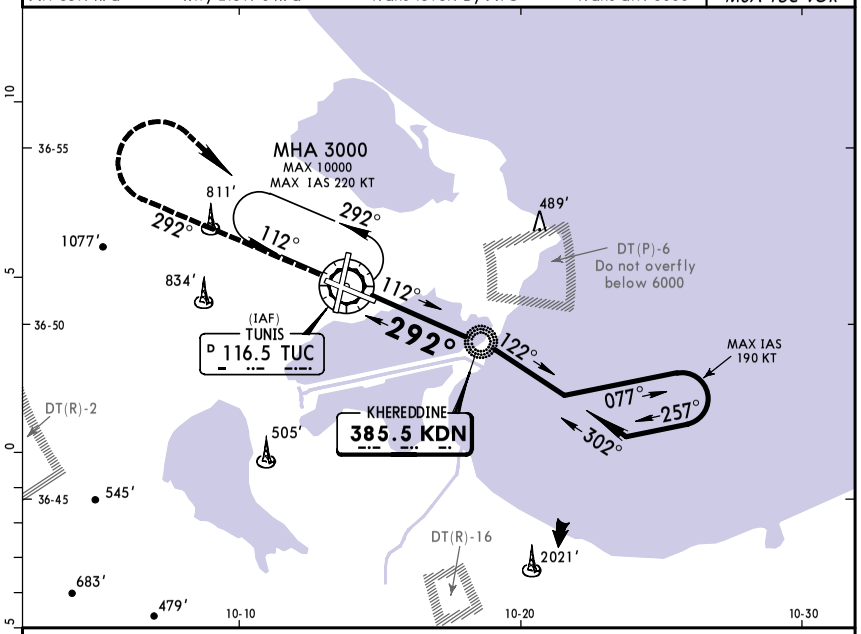
Lctr KDN	Final Apch Crs	Minimum Alt Lctr	MDA(H)	Apt Elev / RWY
385.5	292°	1200′ (1189′)	540′ (529′)	22′ / 11′

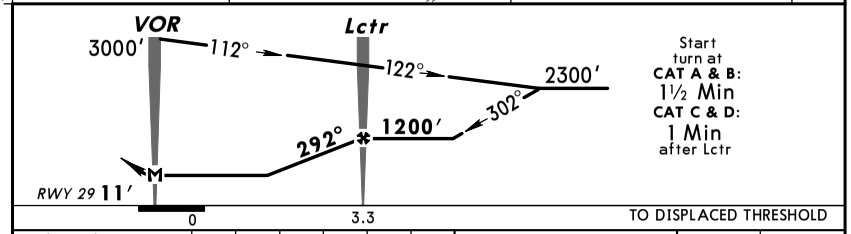
MISSED APCH: Climb STRAIGHT AHEAD. At 1500′ turn RIGHT (MAX IAS 220 KT) to join VOR at 3000′.
Do not turn before passing MAP.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR





Start turn at
CAT A & B: 1½ Min
CAT C & D: 1 Min after Lctr

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.6%	397	510	567	681	794	907
Lctr to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

PAPI-L | 1500′

PANS OPS

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND NIGHT: CEIL=MDH			
	MDA(H) 540′ (529′)	Max Kts	MDA(H)	CEIL-VIS	
A	1600m	100	580′ (558′)	370′	1900m
B	1850m	135	710′ (688′)	460′	2800m
C	2150m	180	1240′ (1218′)	810′	3700m
D	2650m	205	1240′ (1218′)	810′	4600m

CHANGES: ATIS frequency.

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DTTA/TUN
CARTHAGE

JEPPESEN
4 FEB 05 (16-2)

TUNIS, TUNISIA
2 Lctr Rwy 29

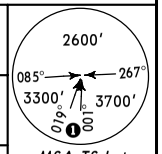
*ATIS	TUNIS Approach	TUNIS Airport (TWR)	Ground
118.67	121.2	118.1	121.9

BRIEFING STRIP

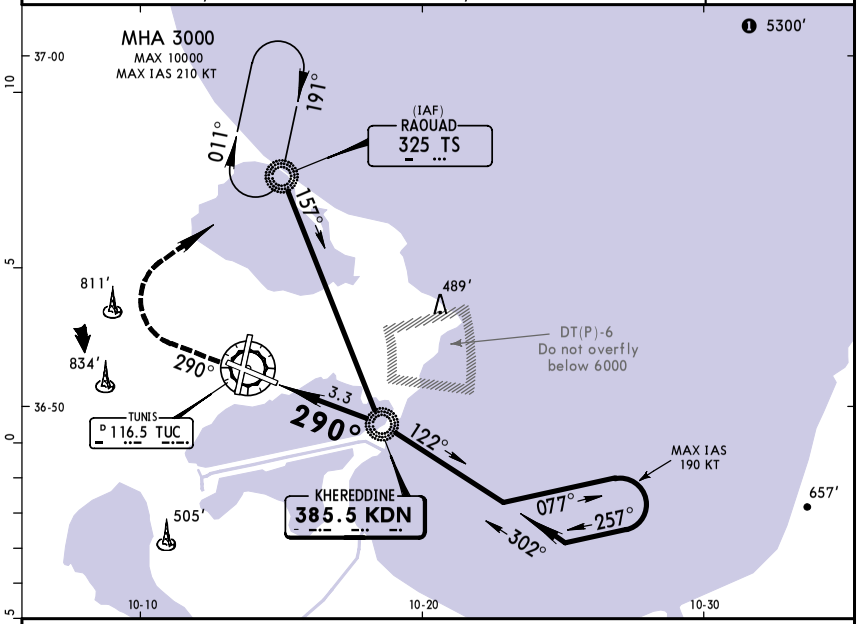
Lctr KDN	Final Apch Crs	Minimum Alt KDN Lctr	MDA(H)	Apt Elev / RWY
385.5	290°	1200′ (1189′)	570′ (559′)	22′ / 11′

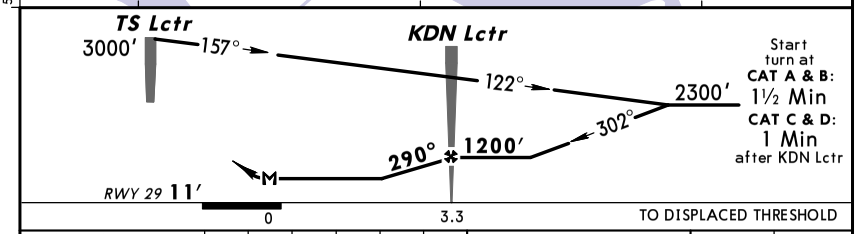
MISSED APCH: Climb STRAIGHT AHEAD until 1500′, then turn RIGHT (MAX IAS 210 KT) to TS Lctr climbing to 3000′.
Do not turn before passing MAP.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TS Lctr





Start turn at
CAT A & B: 1½ Min
CAT C & D: 1 Min after KDN Lctr

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.6%	397	510	567	681	794	907
KDN Lctr to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

PAPI-L | 1500′

PANS OPS

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND NIGHT: CEIL=MDH			
	MDA(H) 570′ (559′)	Max Kts	MDA(H)	CEIL-VIS	
A	1600m	100	580′ (558′)	370′	1900m
B	2000m	135	710′ (688′)	460′	2800m
C	2500m	180	1240′ (1218′)	810′	3700m
D	3100m	205	1240′ (1218′)	810′	4600m

CHANGES: ATIS frequency.