DTTA/TUN CARTHAGE JUL 05 NaSaddar # 10-3) TUNIS, TUNISIA

SID

0000 **©** D 3000' within 20 NM D 3000' within 10 NM D within 20 NM D 3000' within 25 NM TUC VOR within 30 NM 3000 3700' Apt Elev 22' Trans level: By ATC Trans alt: 6000' SIDs are also noise abatement procedures. ZEMBA 2A, ZEMBA 4B TO NORTHEAST & EAST CBN 2A, CBN 3B

ICANI 2A [ICAN2A], ICANI 4B [ICAN4B] MAX 250 KT BELOW FL100 RWYS 01, 19 DEPARTURES

325 TS | 210 KT 273° × N36 54.9 E010 17.8 ZEMBA 4B **⊙** DT(P)-6 093° > 061° CBN 2A 079° D21.5 ICANI ZA 108° D15.5 365' per NM (6%) up to 3000'. These SIDs require a minimum climb gradient 365' per NM Gnd speed-KT 75 100 150 ZELFA N36 46.0 E010 32.1 D JAMOR N36 54.8 E010 40.2 456 608 Overflights of DT(P)-6 only at **6000**' or above. © Do not overshoot TUC R-124. 911
 200
 250
 300

 1215
 1519
 1823
 N36 53.7 E011 05 112.7 CBN CAP BON-R273 Þ

MO S. A and e CBN 2A ICANI 2A ZEMBA 2A

At or above 3000' ICANI 4B ZEMBA 4B 436 51.1 E010 13.8 P116.5 TUC

— SINUT —

RAOUAD-

NOT TO SCALE

ZEMBA N37 10.5 E011 01.9

14.2 E010 38.4

CHANGES: ZEMBA SIDs NavData idents

ZEMBA 2A

9 2

ICANI 4B ICANI 2A

CBN 3B CBN 2A

Climb straight ahead, at $\,$ **2500'** or TUC 4.5 DME, whichever is earlier, turn LEFT, intercept CBN R-254 inbound to CBN.

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.

ROUTING

Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-040 to ICANI Turn RIGHT as soon as possible, intercept TUC R-040 to ICANI.

Turn RIGHT as soon as possible, intercept TUC R-040 to D5 TUC, turn RIGHT, intercept TUC R-062 to ZEMBA.

ZEMBA 4B

No turn permitted below

500'.

If unable to comply advise ATC.

SiD

RY

9

At 2500' or TUC 4.5 DME whichever is earlier

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"HANGES: ZEMBA SIDs NavData idents

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Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-040 to D5 TUC

turn RIGHT, intercept TUC R-062 to ZEMBA

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs NaSaddar # TUNIS, TUNISIA

DTTA/TUN CARTHAGE ZEMBA 2D D 116.5 TUC N36 51.1 E010 13.8 0000 No turn permitted below 365' per NM (6%) up to 3000'. These SIDs require a minimum climb gradient At or above **3000**′ ZEMBA 2D ZEMBA 3C ICANI 3C 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM CANI 2D ICANI 3C ZEMBA 3C CBN 2D CBN 2C MSA TUC VOR within 30 NM ري 3000 ع N36 56.4 E010 15. 29 325...TS RAOUAD 3700' ICANI 3C ZEMBA 3C Turn RIGHT to TS, 081° bearing, intercept TUC R-062 to ZEMBA As soon as possible, but not later than TUC 3 DME turn RIGHT to TUC, TUC R-040 to ICANI. Turn RIGHT to TS, 093° bearing (CBN R-273 inbound) to CBN Intercept TUC R-117 to D8 TUC, turn LEFT, intercept TUC R-085 to CBN 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. Turn RIGHT, intercept TUC R-040 to ICANI 500'. Apt Elev 22' N36 54.9 E010 17.8 NOT TO SCALE ICANI 3C [ICAN3C], ICANI 2D [ICAN2D] **5** DT(P)-6 1 JUL 05 as soon as possible, but not later than Trans level: By ATC Trans alt: 6000' SIDs are also noise abatement procedures ZEMBA 2D 062 CBN 2D 079 D21.5 **D8 TUC** N36 47.3 E010 22.6 ICANI 3C ZEMBA 3C STATE MAX 250 KT BELOW FL100 Turn (10-3A)RWYS 11, 29 DEPARTURES ZEMBA 3C, ZEMBA 2D N36 58.2 E010 31.2 ZENBA 365' per NM Gnd speed-KT If unable to comply advise ATC. TO NORTHEAST & EAST CBN 2C, CBN 2D -085° ROUTING Overflights of DT(P)-6 only at 6000' or above.
 Do not overshoot TUC R-199. JAMOR N36 54.8 E010 40.2 ICANI N37 14.2 E010 38.4 456 608 75 | 100 | 150 **ZEMBA** N37 10.5 E011 01.9 911 200 250 300 1215 1519 1823 112.7 CBN N36 53.7 E011 05.3 - CAP BON-► R265° -R273 SID

DTTA/TUN CARTHAGE At 2500' or TUC 4.5 DME whichever At or above 3000' Apt Elev 22' No turn permitted below 500'. DIDON 3B DIDON 2A GIBLI 3B **GIBLI 2A** is earlier GIBLI NOT TO SCALE GIBLI 2A [GIBL2A], GIBLI 3B [GIBL3B] Trans level: By ATC Trans alt: 6000' SIDs are also noise abatement procedures. MONASTIR MON 113.1 MON 135 45.3 E010 44.9 STATEM MAX 250 KT BELOW FL100 9 2 19 RWYS 01, 19 DEPARTURES GIBLI A
N36 23.0 E010 27.1 MAX 210 KT DIDON 2A, DIDON 3B S OTOOM S Climb straight ahead, at 2500° or TS, whichever is earlier, turn LEFT to TUC, TUC R-158 to GIBLI. 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 Turn LEFT as soon as possible, intercept TUC R-158 to GIBLI. 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. R-102 to DIDON TO SOUTHEAST 돃 **D8 TUC** N36 47.3 E010 22.6 0 whichever is earlier 325..TS | At 2500' or TS × 1 JUL 05 (10-3B) DT(P)-6 RAOUAD-Nasaddar 1 D TUNIS TUC 13.8 If unable to comply advise ATC. 365' per NM (6%) up to 3000'. These SIDs require a minimum climb gradient 365' per NM Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 **ZELFA** N36 46.0 E010 32.1 Ď Overflights of DT(P)-6 only at 6000' or above.
 Do not overshoot TUC R-285. ROUTING 456 608 911 3300′ **DIDON** N36 42.4 E011 01.9 0000 TUNIS, TUNISIA CAP BON 112.7 CBN N36 53.7 E011 05 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM MSA TUC VOR within 30 NM 1215 1519 1823 ું 3000′ 3700'0 SID

CHANGES: DIDON SIDs NavData idents

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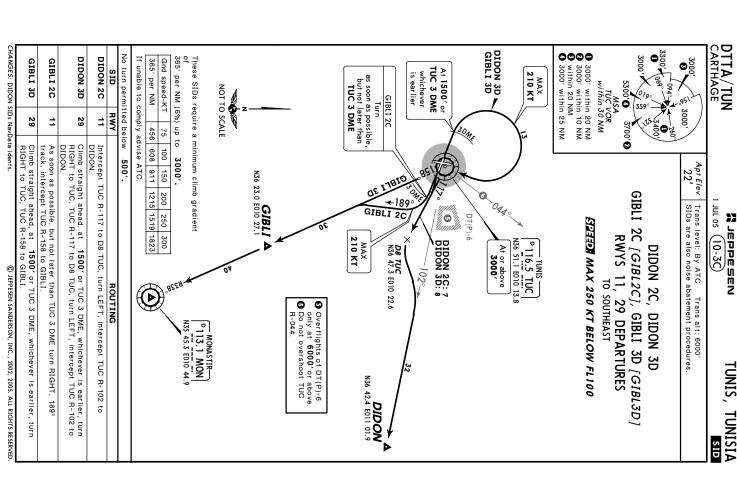
A / TUN

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**A / TUN

**Independent of the United From State (1997) | TUNIS / TUNIS /



DTTA/TUN CARTHAGE Apt Elev Trans level: By ATC Trans alt: 6000'
22' SIDs are also noise abatement procedures. 29 APR 05 (10-3D) Na Saddar & Eff 12 May TUNIS, TUNISIA **©**

SID

RATBA 2A [RATB2A], RATBA 2B [RATB2B] NEBRO 2A [NEBR2A], NEBRO 2B [NEBR2B] STATEM MAX 250 KT BELOW FL 100 RWYS 01, 19 DEPARTURES At or above **3000**′ HTUOS OT MAX 210 KT 3300′

ور 3000 3700'

0000 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM MSA TUC VOR within 30 NM

TUNIS P116.5 TUC N36 51.1 E010 13.8 ~285°-@_ NEBRO 2B **NEBRO 2A** NEBRO 2A RATBA 2A Overflights of DT(P)-6 only at 6000' or above.
 Do not overshoot TUC R-285. **⊙** DT(P)-6 At **2500**′ or **TS** whichever is earlier RAOUAD 325 TS N36 56.4 E010 15.1

NEBRO N36 21.2 E010 09.9 These SIDs require a minimum climb gradient of 365' per NM (6%) up to 3000'. Gnd speed-KT 75 100 150 200 250 300

NOT TO SCALE

RATBA ZA, 2B

CHANGES: LOBNA SIDs replaced by NEBRO SIDs. Turn RIGHT as soon as possible, intercept TUC R-202 to RATBA.

RATBA 2B **RATBA 2A**

19 9 19 **NEBRO 2A**

9

Climb straight ahead, at 2500^{\prime} or TS, whichever is earlier, turn LEFT to TUC, TUC R-185 to NEBRO.

ROUTING

Climb straight ahead, at $\,$ 2500' or TS, whichever is earlier, turn LEFT to TUC, TUC R-202 to RATBA.

Turn LEFT as soon as possible, intercept TUC R-185 to NEBRO

SID

RWY

NEBRO 2B

No turn permitted below

500′

10BNA N36 09.2 E010 08.4

If unable to comply advise ATC

365' per NM

456 608 911

1215 1519 1823

RATBA N36 17.2 E009 56.0

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HANGES: LOBNA SIDs replaced by NEBRO SIDs.

RATBA 2D RATBA 2C NEBRO 3D

Climb straight ahead, at $\,$ 1500' or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-202 to RATBA. As soon as possible, but not later than TUC 3 DME turn RIGHT, 246° track, intercept TUC R-202 to RATBA. Climb straight ahead, at $~1500^{\prime}$ or TUC 3 DME, whichever is earlier, turn RIGHT to TUC, TUC R-185 to NEBRO.

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DTTA/TUN CARTHAGE Apt Elev Trans level: By ATC Trans alt: 6000'
22' SIDs are also noise abatement procedures. No turn permitted below 500'. NEBRO 2C **RATBA** N36 17.2 E009 56.0 RATBA 2C [RATB2C], RATBA 2D [RATB2D] NEBRO 2C [NEBR2C], NEBRO 3D [NEBR3D] NOT TO SCALE At 1500' or TUC 3 DME whichever is earlier TUNIS D 116.5 TUC N36 51.1 E010 13 NEBRO 3D RATBA 2D SIZZZE MAX 250 KT BELOW FL 100 RWY At or above 3000' ⇉ RWYS 11, 29 DEPARTURES N36 09.2 E010 08.4 As soon as possible, but not later than TUC 3 DME turn RIGHT, 221° track, intercept TUC R-185 to NEBRO. HTUOS OT 29 APR 05 (10-3E) Masaddar # **NEBRO** N36 21.2 E010 09.9 30 202 NEBRO 3D MAX 210 KT NEBRO of 365' per NM (6%) up to **3000'.** If unable to comply advise ATC These SIDs require a minimum climb gradient 365' per NM Gnd speed-KT O OAAO **RATBA 2C** Eff 12 May **O** DT(P)-6 ROUTING Overflights of DT(P)-6 only at 6000' or above.
 Do not overshoot TUC R-044. 210 KT 456 608 911 75 As soon as possible, but not later than 100 TUC 3 DME 0000 TUNIS, TUNISIA 150 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM **©** 000 MSA TUC VOR within 30 NM 1215 1519 1823 200 5300 250 300 3000′ 3700' SID

DTTA/TUN CARTHAGE 23 DEC 05 (10-3F) NaSaddar # TUNIS, TUNISIA

SID

0000 No turn permitted below **KEMIR** N36 50.3 E009 25.3 **©**000 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM Overflights of DT(P)-6 only at 6000' or above.
 Do not overshoot TUC R-124. SID **BELED** N36 28.4 E009 39.2 **TISRI** N36 39.2 E009 22.9 TUC VOR within 30 NM NOT TO SCALE 3000 RWY N36 51.0 E009 50.1 3700' N36 38.1 E009 53.9 500' N36 45.5 E009 49.7 Apt Elev 22' KEMIR 4B KEMIR 2A [KEMI2A], KEMIR 4B [KEMI4B] TOBIB 2A [TOBI2A], TOBIB 4B [TOBI4B] TISRI 2A [TISR2A], TISRI 4B [TISR4B] Trans level: By ATC Trans alt: 6000' SIDs are also noise abatement procedures. 715A12. At or above 3000' N36 41.5 E009 59.1 STATEM MAX 250 KT BELOW FL100 TISRI 4B TOBIB 4B N37 24.1 E010 03.6 BELED 2A KEMIR 2A TISRI 2A 2A [BELE2A], BELED 3B RWYS 01, 19 DEPARTURES TO SOUTHWEST, WEST & NORTH ТОВІВ 365' per NM (6%) up to 3000'. If unable to comply advise ATC 365' per NM Gnd speed-KT These SIDs require a minimum climb gradient ROUTING BIBOT BA, AS 210 KT 456 608 911 75 100 150 KEMIR 4B TISRI 4B TOBIB 4B whichever is earlier N36 56.4 E010 15.1 At 2500' or TS [BELE3B] 0 RAOUAD —
 200
 250
 300

 1215
 1519
 1823
 N36 49.5 E010 18. TUNIS P 116.5 TUC N36 51.1 E010 13 At or above 3000' 385.5 KDN DT(P)-6 KHEREDDINE

HANGES: KEMIR INS coordinates

ТОВІВ 4В

ГОВІВ 2А

KEMIR 2A BELED 3B BELED 2A

2

Climb straight ahead, at 2500' or TS, whichever is earlier, turn LEFT, intercept 222° bearing from TS, intercept TUC R-230 to BELED. Straight ahead, at TUC 4.5 DME turn RIGHT, intercept 242° bearing from KDN, intercept TUC R-230 to BELED.

KEMIR 4B

TISRI 2A

Climb straight ahead, at 2500' or TS, whichever is earlier, turn LEFT, intercept 241° bearing from TS, intercept TUC R-253 to TISRI. Climb straight ahead, at 2500' or TS, whichever is earlier, turn LEFT, intercept 254° bearing from TS, intercept TUC R-288 to KEMIR.

Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-268 to KEMIR.

Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-345 to TOBIB Straight ahead, at TUC 3 DME turn LEFT to TUC, TUC R-253 to TISRI Turn LEFT as soon as possible, intercept TUC R-345 to TOBIB

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THANGES: KEMIR INS coordinates

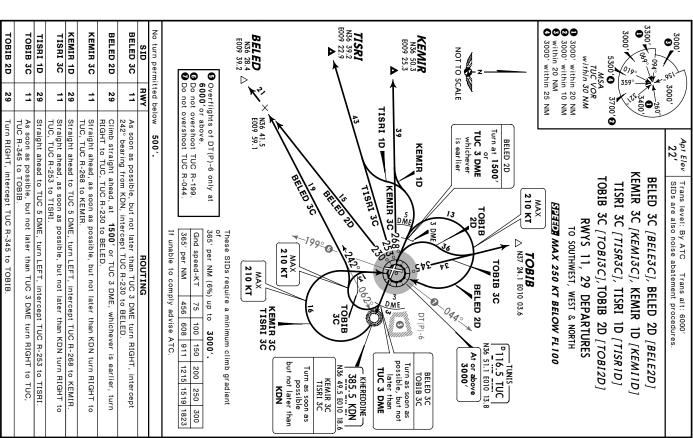
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DTTA/TUN CARTHAGE Apt Elev 23 DEC 05 (10-3G) NaSaddar 1 ,SINUT TUNISIA

SID

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DTTA/TUN CARTHAGE Apt Elev Trans level: By ATC Trans alt: 6000'
22' SIDs are also noise abatement procedures. 25 NOV 05 (10-3H) Nasaddar

©000

ુક⁾ 3000

TUNIS, TUNISIA

RNAV SID

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

SII MAX 250 KT BELOW FL 100

0000 MSA TUC VOR within 30 NM 3700'0

3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM

Overflights of DT(P)-6 only at **6000** or above. **ZEMBA** N37 10.5 E011 01.9

TC001 N36 46.7 E010 12.3 **€**082° NOT TO SCALE D TUNIS D 116.5 TUC N36 51.1 E010 13.8 ZEMBA RNAV 4B N36 55.1 E010 23.7 DT(P)-6 TC004 N36 59.2 E010 33.8 **TC002** N36 47.7 E010 30.5 010°, **TC003** N36 52.1 E010 31.9

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

If unable to comply advise ATC

365' per NM

365' per NM (6%) until 3000'.

Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300

456 608 911

1215 1519 1823

These SIDs require a minimum climb gradient

ZEMBA RNAV 4B 19 ZEMBA RNAV 2A TC001 - TC002 - TC003 - TC004 - ZEMBA. TC009 - TC010 - ZEMBA

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

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ZEMBA RNAV 2D | 29 | TC021 - TC022 - TC023 - ZEMBA.

TC026 - TC029 - ZEMBA

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TUNISIA

DTTA/TUN CARTHAGE D 116.5 TUC N36 51.1 E010 13.8 No turn permitted below 500'. Turns after take-off MAX 205 KT. Apt Elev Trans level: By ATC Trans alt: 6000'
22' SIDs are also noise abatement procedures. ICANI RNAV 2D ZEMBA RNAV 3C SID NOT TO SCALE RWYS 29, 11 RNAV DEPARTURES STATE MAX 250 KT BELOW FL 100 ZEMBA RNAV 2D [RZEM2D] ZEMBA RNAV 3C [RZEM3C] ICANI RNAV 2D [RICA 2D] N36 57.2 E010 20.4 R∀Y 29 DT(P)-6 TC021 - TC022 - ICANI TO NORTHEAST ZEMBA RNAV 2D ON REQUEST **TC026** N36 47.7 E010 22.8 25 NOV 05 (10-3J) icani may 20 ZERBA KINAV 3C N36 57.8 E010 30.2 If unable to comply advise ATC. These SIDs require a minimum climb gradient 365' per NM Gnd speed-KT 365' per NM (6%) until 3000'. ROUTING Overflights of DT(P)-6 only at **6000'** or above. 456 608 911 1215 1519 1823 75 ICANI N37 14.2 E010 38.4 100 150 0000 **ZEMBA** N37 10.5 E011 01.9 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM **©** 300 MSA TUC VOR within 30 NM 200 RNAV SID 250 300 3000 3700'

DTTA/TUN CARTHAGE Apt Elev Trans level: By ATC Trans alt: 6000'
22' SIDs are also noise abatement procedures. 25 NOV 05 (10-3K) Nasaddar 1 TUNIS, TUNISIA

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

STATEM MAX 250 KT BELOW FL100 0000 3000' within 20 NM 3000' within 10 NM 3000' within 25 NM within 20 NM

N36 51.1 E010 13.8 P 116.5 TUC

TC010 N36 55.1 E010 23.7

CAP BON 112.7 CBN N36 53.7 E011 05.

© Overflights of DT(P)-6 only at **6000**' or above.

MSA TUC VOR within 30 NM 3700' 🖸

ું 3000'

RNAV SID

N36 47.9 E010 29.5 TC003 N36 52.1 E010 31.9 ■ CBN RNAV 3B **DIDON** N36 42.4 E011 01.9

TC001 N36 46.7 E010 12.3

CBN RNAV 3B

14.9

DT(P)-6

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	1519	1823

DIDON RNAV 2A 01	CBN RNAV 3B 19	CBN RNAV 2A 01	SID RWY	No turn permitted below $~500^{\prime}$. Turns after take-off MAX 205 KT	If unable to comply advise ATC.	365' per NM 456 608 911 1215 1519 1823
TC009 - TC010 - TC012 - DIDON	TC001 - TC002 - TC003 - CBN	TC009 - TC010 - TC011 - CBN.		00′.	ATC.	911
) - TC	I - TC) - TC		Turns		1215
010 -	002 -	010 -		after		1519
TC01:	TC00;	TC01		take-		1823
2 - [3 - (1 - (off		
DO	BN.	CBN.		MAX		
Z			ROUTI	205		
			ΙΤ	ΚŢ		

CHANGES: RNAV SIDs transferred; DIDON NavData idents. DIDON RNAV 3B | 19 TC001 - TC002 - DIDON

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HANGES: NavData idents

DIDON RNAV 3D

29 29

TC021 - TC022 - TC024 - TC025 - DIDON

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DIDON RNAV 2C

CBN RNAV 2C CBN RNAV 2D

TC026 - TC028 - CBN. TC021 - TC022 - TC024 C026 - TC027 - DIDON

- CBN

ROUTING

R₩Y

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DTTA/TUN CARTHAGE D 116.5 TUC Apt Elev Trans level: By ATC Trans alt: 6000'
22' SIDs are also noise abatement procedures. No turn permitted below 500'. Turns after take-off MAX 205 KT. 365' per NM (6%) until 3000'. These SIDs require a minimum climb gradient N36 51.1 E010 13.8 365' per NM f unable to comply advise ATC Gnd speed-KT ₩086°+ © Overflights of DT(P)-6 only at **6000'** or above. RWYS 11, 29 RNAV DEPARTURES STATE MAX 250 KT BELOW FL 100
 75
 100
 150
 200
 250
 300

 456
 608
 911
 1215
 1519
 1823
 DIDON RNAV 3D [RDID3D] DIDON RNAV 2C [RDID2C] CBN RNAV 2D [RCBN2D] CBN RNAV 2C [RCBN2C] N36 57. DT(P)-6 N36 47.7 E010 22.8 • ON REQUEST 25 NOV 05 (10-3L) M JEPPESEN ကို N36 52.0 E010 30.0 N36 52.1 E010 32.7 RNAV 2C, 2D NOT TO SCALE 0000 ,SINUT 3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM **DIDON** N36 42.4 E011 01.9 MSA TUC VOR within 30 NM CAP BON 112.7 CBN N36 53.7 E011 05 TUNISIA RNAV SID 3000′ 3700'0

DTTA/TUN CARTHAGE Apt Elev 22' Trans level: By ATC Trans alt: 6000' SIDs are also noise abatement procedures. 25 NOV 05 (10-3M) Nasaddar N **©**3000

TUNIS, TUNISIA

DTTA/TUN CARTHAGE

25 NOV 05 (10-3N) PEPPESEN

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

BELED RNAV 3C [RBEL3C]

RWY 11 RNAV DEPARTURE

STATEM MAX 250 KT BELOW FL 100

0000

3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM

MSA TUC VOR within 30 NM 5300'

3700'

ON REQUEST HTUOS OT ુક[\] 3000' RNAV SID

3300′ 3700'

RWYS 01, 19 RNAV DEPARTURES

GIBLI RNAV 3B [RGIB3B]

BELED RNAV 2A [RBEL2A]

BELED RNAV 3B [RBEL3B]

STATEM MAX 250 KT BELOW FL 100

ON REQUEST HTUOS OT

3000' within 20 NM 3000' within 10 NM within 20 NM 3000' within 25 NM

0000

D 116.5 TUC N36 51.1 E010 13.8

•

DT (P)-6

<> 7C0 13 N36 57.0 E010 14.9

MSA TUC VOR within 30 NM

TC005 N36 38.1 E010 20.0

N36 45.8 E010 05.7

N36 45.4 E010 12.0

TUNIS 116.5 TUC N36 51.1 E010 13.8

DT(P)-6

•

BELED RNAV 2A

TC014 N36 57.3 E010 03.2

N36 50.9 E010 01.6

N36 40.7 E009 58.0 N36 48.1 E010 01.0 **TC017** N36 41.7 E009 59.4 1253 → 268° BELED ANAV 38

TC001 N36 46.7 E010 12.3

BELED N36 28.4 E009 39.2 © Overflights of DT(P)-6 only at **6000**' or above.

These SIDs require a minimum climb gradient NOT TO SCALE

GIBLI N36 23.0 E010 27.1

BELED N36 28.4 E009 39.2

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

100 150 200

365' per NM (6%) until 3000'.

365' per NM Gnd speed-KT

N35 45.3 E010 44.9

113.1 MON

If unable to comply advise ATC. 456 | 608 | 911 | 1215 | 1519 | 1823 250 300

ROUTING

BELED RNAV 3B BELED RNAV 2A No turn permitted below 500'. Turns after take-off MAX 205 KT. 19 TC013 - TC014 - TC015 - TC016 - TC017 - BELED TC001 - TC006 - BELED

HANGES: RNAV SIDs revised & transferred. GIBLI RNAV 3B TC001 - TC005 - GIBLI.

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365' per NM (6%) until 3000'. Gnd speed-KT 75 100 150 200 250 300 365' per NM f unable to comply advise ATC. 456 608 911

These SIDs require a minimum climb gradient

NOT TO SCALE

"HANGES: RNAV SIDs KEMIR & TISRI transf; BELED RNAV 3C revised. TC030 - TC031 - BELED.

500′.

Turns after take-off MAX 205 KT

ROUTING

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1215 1519 1823

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,SINUT

©000 RNAV SID

3000′

TUNISIA

DTTA/TUN CARTHAGE Apt Elev 22' Trans level: By ATC Trans alt: 6000' SIDs are also noise abatement procedures. 23 DEC 05 (10-3P) Macabesen TUNIS, TUNISIA RNAV SID

KEMIR RNAV 2A [RKEM2A] KEMIR RNAV 4B [RKEM4B] TISRI RNAV 2A [RTIS2A] TISRI RNAV 4B [RTIS4B]

STATEM MAX 250 KT BELOW FL 100 TO WEST

NOT TO SCALE

TC014 N36 57.3 E010 03.2

RWYS 01, 19 RNAV DEPARTURES 0000

ું 3000' 3700'

3300′

within 20 NM 3000' within 25 NM 3000' within 20 NM 3000' within 10 NM MSA TUC VOR within 30 NM

RNAV 2A N36 50.9 E010 01.6 N36 48.1 E010 01.0 **€**) * 268° 253 KEMIR RNAV 4B TISRI RNAV 4B TISRI RNAV 2A TUNIS 116.5 TUC N36 51.1 E010 13.8 © Overflights of DT(P)-6 only at **6000**' or above. **TC001** N36 46.7 E010 12.3

KEMIR RNAV 4B ₩

N36 47.4 E009 57.

TISRI N36 39.2 E009 22.9

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

I	365	മ	
	55	bn	
	pei	spe	
	per NM	Gnd speed-KT	
	≤	Ä	١.
			١.
	456	75	
	608	100	
	911	150	
	_		
	1215 1519 1823	200	
	5 1	N)	
	519	250	
٠	1.	3	
	923	300	

If unable to comply advise ATC

TISRI RNAV 4B KEMIR RNAV 4B No turn permitted below 500'. Turns after take-off MAX 205 KT. TISRI RNAV 2A KEMIR RNAV 2A SID RWY TC001 - TC007 - TISRI. TC013 - TC014 - TC015 - TC016 - TISRI TC013 - TC014 - TC015 - KEMIR. TC001 - TC007 - TC008 -KEMIR. ROUTING

IANGES: KEMIR INS coordinates

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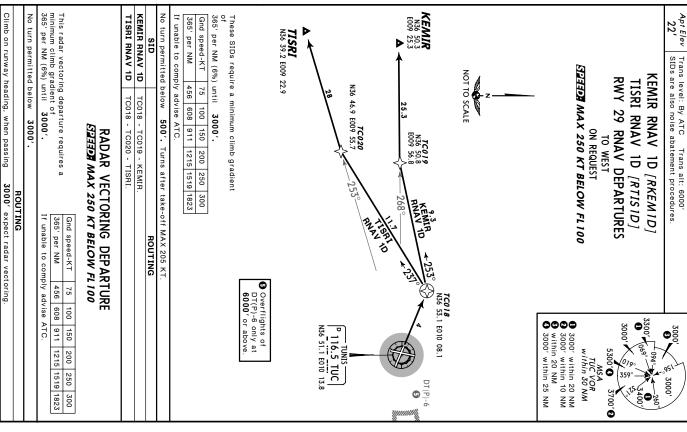
THANGES: KEMIR INS coordinates

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DTTA/TUN CARTHAGE 23 DEC 05 (10-3Q) Nasaddar 12 ,SINUT RNAV SID **TUNISIA**

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Apt Elev N36 51.1 DTTA/TUN 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°. NOISE ABATEMENT PROCEDURE RWY 82' 82' 36-52 FOR PARKING POSITIONS SEE 10-9A TUNISAVIA PARKING AIS + MET - 88'
Control Towe 125′____ HIRL(50m) PAPI-L (3.0°) MAIN PARKING HIRL (50m) HIRL (50m) 118.67 *ATIS CL(18m) HIALS-II PAPI-L (3.0° PAPI-L (3.5°) 10-13 ADDITIONAL RUNWAY INFORMATION 10,499 16 SEP 05 (10-9) Nasaddar **™** VO TUNIS Ground 9378 FOR PARKING POSITIONS 121.9 SEE 10-9A FORMER PARKING 79 8661' 2640m USABLE LENGTHS Meters 80 Feet Lighted road South of airport, do not mistake for runway. High terrain West of airport. 8285' 2525m Glide Slope 9384' 2860m % % 1000 2000 10-15 TUNIS, TUNISIA Airport (TWR) 8661' 2640m 118. 01°F 99' CARTHAGE 36-50 36-51 36-52 10-16-148' 45m 148' 45m

DTTA/TUN

16 SEP 05 (10-9A)

CARTHAGE

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_36-50.7 HANGAR 36-50.6 36-50.7 36-50.8 36-50.9 -36-5136-50.3 36-50.4 世 思 出 法 TERMINAL AIS + MET TUNISAVIA PARKING 10-13 10-13.1 (P) (P) (P) FORMER PARKING **PARKING** MAIN PARKING (P57)(P56) 10-13.2 10-14.2 10-14.2 10-14.3 F 10-13.3 36-50.7 10-13.3 10-14.3 36-51 36-50.3 36-50.4 -50.8 P52 thru P54 P54A thru P57 P58 R1 R2 thru R6 P43 thru P45 P46 thru P48 P50, P51 P16, P17 P23 P24 thru P29 P1 thru P4 P5 thru P7 K2 thru K4 P31, P32 H1 thru H5 STAND No. P41, P42 \$1 \$2, \$3 \$4, \$5 T1 T6 . CP18 P40 P30 **(2**) E Taxiway INS COORDINATES Self maneuvering stand Push-back stand LEGEND N36 51.0 N36 51.0 N36 51.0 N36 50.9 N36 50.6 N36 50.4 N36 50.4 N36 50.9 N36 51.0 N36 50.5 N36 COORDINATES 50.6 50.6 50.6 50.6 50.9 50.6 50.5 50.4 50.6 50.6 50.5 50.5 50.7 50.8 50.4 50.4 14.3 14.2 14.1 14.0 13.1 13.2 13.1 13.1 13.0 14.2 14.1 14.0 13.1 13.0 13.1 13.1

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200m 250m Rwys 01/19 LVP must be in force

LVP must be in force RCLM (DAY only) or RL

RCLM (DAY only)

Adequate Vis Ref

250m 300m

400m

Eng Eng AIR CARRIER (JAA)

TAKE-OFF

AIR CARRIER (FAR 121)
All Rwys

CHANGES: Twy O added.

DTTA/TUN

TAKE-OFF RWY 01, 19

LVP must be in Force

27 MAY 05 10-9X1)

JAA MINIMUMS TUNIS, TUNISIA CARTHAGE

,	∩ ∞ >			ĮΣ	D	∩ ∞ >	
002	250m	RCLM (DAY only) or RL	LVP must be in Force	TAKE-OFF RWY 11, 29	250m	200m	RL & CL
	40	RCLM (I	ce	•	300m	250m	RCLM (DAY only) or RL
	400m	RCLM (DAY only) or RL	_			400m	RCLM (DAY only) or RL
	500m	NIL (DAY only)				500m	NIL (DAY only)

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DTTA/TUN

#JEPPESEN
27 MAY 05
10-9X

JAA MINIMUMS
TUNIS, TUNISIA
CARTHAGE

STRAIG	STRAIGHT-IN RWY	>	В	C	ס
01	ILS	230'(217')	240′(227′)	250 ′(237′)	260'(247'
		1000m	1100m	1250m	1350m
	ГОС	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
=	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
	•	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
	•	900m	1000m	1150m	1400m
	ALS out	1500m	1500m	1800m	2000m
29	ILS	241 ′(230′)	251 ′(240′)	261 ′(250′)	27 1 ′ (260′
		1000m	1100m	1250m	1350m
	100	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')	

On request only.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
NIGHT: CEIL = MDH	570 ′(548′) 00 710 ′(688′) 0 1240 ′(1218′) 1240 ′(1218′)	710′(688′)	1240′(1218′)	1240 ′(1218′)
MIGHT: CLIE - MIGH	ceil360'- V1900m	ceil360'. V1900m ceil460'. V2800m ceil810'. V3700m ceil810'. V4600m	ceil810'- V3700m	ceil810'- V4600m
Q After VOR 01: 820 ′ (798′),	8′),			
② After VOR DME 11 & RNAV (VOR DME) 11: 690' (668')	AV (VOR DME) 1	1: 690 ′ (668′)	,	

after apch to Rwy 29: **580**′(558′) ceil 370′.

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CHANGES: None.

PANS OPS | TBL | Apch Crs | D6.6 TUC | Refer to | P00' (1887') | RWY 13' | DTTA/TUN CARTHAGE Gnd speed-Kts
ILS GS 3.00° or
LOC Descent Gradient
D6.6 TUC to MAP ∩ B > A: 230' (217') C: 250'(237') B: 240' (227') D: 260'(247') LOC (GS out) - 36-50 36-40 10-00 DT(R)-2 1ªL 200 *ATIS 118.67 130 Jane 646 ALTITUDE 1900′ 1350m 1250m 1200m TUC DME Rwy Elev: 0 hPa STRAIGHT-IN LANDING RWY 01 545′ • 1077′ MAX IAS 4:58 377 D6.6 1720 479′ 484 MHA 3000 MAX 10000 MAX 1AS 220 KT 27 MAY 05 (11-1) 538 D5.0 100 BJEDDESEN 646 120 770′ 118.1 мда(н) 390′(377′ 1400 5.0 753 140 LOC (GS out) 2000m 1650m 1600m 0 110 D3.0 861 160 193 THE SECOND VOR DME ILS -193°-1080 . 0 011. TBL Apt Elev 116.5 TUC Ş 121.9 135 Max Kts 180 3000′ **0** 3000' within 20 NM. **0** 3300'. 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300'. 3000' within 25 NM. DT(R)-4 PAPI-L 1240' (1218') 810' - 3700m 10-20 1240' (1218') 810' - 4600m 710′ RWY 01 13 560' (5 22' CIRCLE-TO-LAND NIGHT: CEIL=MDH TCH 52' 220 KT (688') 460' - 2800n (H)_____CEIL-VIS_____ 3000 DT(P)-6 Do not overfly below 6000 MSA TUC VOR within 30 NM 9,00 359° LE 359° LE 359° LE 400 Rwy 0 TUNISIA 3000′ 450' TUC 0 2.0 260°

CHANGES: New procedure

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PANS OPS DT(R)-10 DT(DTTA/TUN CARTHAGE D 0 MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn LEFT to join OUTIK holding pattern at 3000'. MAX 1AS 220 KT. CHANGES: New procedure. A: 230' (217') C: 250'(237') B: 240' (227') D: 260'(247') (GS out) 115 GS 3.00° or OC Descent Gradient 6.6 TUC to MAP DT(P)-3 873′ A 1536' HOLDING At 3000 MAX IAS 220 KT DT(R)-2 ЪТ 2007 *ATIS 118.67 100 011° 111.1 TBL ₽15.3 TUC TUC DME -00 1350m 1250m D11.0 011.0 TUC Apch Crs TRAIGHT-IN LANDING RWY 0 1900′ 1077' •545′ 377 70 IF DT(R)-4 IS ACTIVE. DIII.O PROCEDURE NOT AVBL 6.0 1720' 484 90 100 120 140 160 D6.6 TUC 1900' (1887') 116.5 TUC D6.6 D6.6 27 MAY 05 Eff 9 Jun (11-2) 505′ -#-011° 538 - SINUT 7Z. 0 3000' within 20 NM.
0 3300'. 3000' within 20 NM.
0 3000' within 10 NM.
0 5300'. 3000' within 25 NM. GS PEPPESEN 646 0 rans level: By AIC 017 MDA(H) 390'(377' 118.1 5.0 753 LOC (GS out) 2000m 1650m 770, DA(H) Refer to Minimums 861 **1900** (R)-410-20 D3.0 or ZAHRA VOR DME ILS © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED 1080 Apt Elev 22' Do not overfly below 6000 121.9 RWY 13' 205 1240' (1218') 810' - 4600m 135 00 180 **| 1240'** *(1218')* 810' - *3700*m DT(P)-6 PAPI-L 220 KT 560' (5 710′ MHA 3700

MAX 10000

MAX 1000 FT D21.0

TUC SINUT 3.0 770' γÓΚ OOTS CIRCLE-TO-LAND NIGHT: CEIL=MDH (688') 460' - 2800m (H)_____CEIL-VIS_____ 10-30 RWY 01 13' TCH 52' 3000 3590 3590 151 2015 MSA TUC VOR within 30 NM **⊙** % 3000′ ZAHRA D16.0 TUC D22.C TUC MHA 3700 MAX 10000 Rwy 0 **TUNISIA** 2.0 450' **D7.0** 3400′ • 1375

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PEPPESEN

TUNISIA

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TSI
TSI
Apch Crs
1910
1910
1496 / (1475')
Minimums
TUC, then turn LEFT (MAX IAS 190 KT) to join VOR at 3000'. DTTA/TUN CARTHAGE DA(H) A: 281' (O B > Gnd speed-Kts
ILS GS 3.00° or (GS out) - 36-50 DT(R)-2 MAP at VOR LOC Descent Gradient 646 Alt Set: hPa **Q**3000' within 20 NM. **Q**3300'. 3000' within 20 NM. **Q**3300' within 10 NM. **Q**3300'. 3000' within 25 NM. 10C TSI **110.3** DO NOT OVERSHOOT

DO NOT OVERSHOOT *ATIS 118.67 900m 800m RWY 19 **2 1** ′ ALTITUDE (260') (270') TCH 58' 191°_110.3 TSI 7) C: **301**′(280′) 1) D: **311**′(290′) ALS out Rwy Elev: 1 hPa 3000′ MAX IAS 210 KT STRAIGHT-IN LANDING RWY 19
LOC (GS out) MHA 3000 1200m 377 VOR 021° CAT A & B 485 2.0 430' 037°- CAT C & D <u>MM</u> GS 263' 27 MAY 05 (11-3) LEFF 9 Jun VOR DME ILS 539 325 TS 505 **8** € Trans level: By ATC 647 1150m 029 1300m 950m 800m MDA(H) 410'(389') 200 118.1 D5.0 TUC 3.0 740' 755 1910 862 DA (H)
Refer to
Minimums 1600m E Are TUC PAPI 4.0 1060' OWE 16.5 TUC 1500 D10.0 Apt Elev Trans alt: 6000' 121.9 RWY 21' 180 135 8 1910-1240' (1218') 810' - 3700m as As 1240' (1218') 810' - 4600m 710' (688') 460' - 2800m 560' (5 DIO.O 1380 **D7.0** CIRCLE-TO-LAND DT(P)-6
Do not overfly
below 6000 NIGHT: CEIL=MDH 3400'/ 3000'/ 44 3400'/ (538') 360' - 1900m D5.0 MSA TUC VOR within 30 NM D10.0 Rwy on 116.5 R-166 6.0 1700 3000'

CHANGES: Chart reindexed

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Set: HPa DT(R)-10 DT(PANS OPS DTTA/TUN CARTHAGE 10.05° MHA, 4 ILS GS 3.00° or LOC Descent Gradient MAP at VOR > 100 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. MAXIAS 220 KT. - 37-00 DA(H) A: **281** (260') C: **301** (280')
B: **291** (270') D: **311** (290')
FULL ALS out - 36-50 Gnd speed-Kts 118.67 100 151 DT(R)-2 Š 110.3 13 DME MHA 4000 MAX 10000 MAX 1AS 200 K 900m 800m 0004 646 TUC DME RWY 19 21' TCH 58′ Rwy Elev: 1 hPa Apch Crs GOLLA 1077 0 3000' within 20 NM.
0 3300' . 3000' within 20 NM.
0 3000' within 10 NM.
0 5300' . 3000' within 25 NM. 545 At 3000 MAX IAS 220 KT 377 1200m 70 DT(R)-29 ° 116.5 TUC Eff 9 Jun ઠ્ઠ #JEPPESEN
27 MAY 05 (1-4) via ZAHRA,
Eff 9 Jun (1-4) MARSA or 90 485 RAQUAD-1496' (1475') 505 ANDING RWY 19 LOC (GS out) 539 100 D111.0 **8** € 8 **MM** GS 263' 120 Trans level: By ATC 647 1300m 1150m 950m 800m MDA(H) 410' (389') 140 160 755 862 DA(H) Refer to Minimums 91° 110.3 TSI <u>O</u>M GS 1496′ ALS out 1600m GOLLA VOR DME ILS 1060 1500′ Apt Elev 22' Do not overfly below 6000 Trans alt: 6000' 121.9 RWY 21' 205 1240'(1218') 810'- 4600n 180 1240' (1218') 810'- 3700m 8 710′ 560' (5 PAPI-MHA 3000 MAX 10000 MAX 10000 SIND 13 DME Are TUC NIGHT: CEIL=MDH 2000′ CIRCLE-TO-LAND 10-30 3400' 3000' 2000' 2000' 2000' (538') 360'- 1900n (688') 460'-2800m 191° **⊙** ∞ 3000′ Refer to Missed Apch above TUC VOR vithin 30 NM MHA 3000 MAX 10000 Rwy TUNISIA MSA CEIL-VIS. D22.0 TUC 1375

MIEDDESEN

,SINUT

TUNISIA

PANS OPS DTTA/TUN CARTHAGE - 37-00 O B > Gnd speed-Kts ILS GS 3.00° or DT(R)-2 - 36-50 DA(H) A: **281**′ (260′) C: **301**′ (280′) B: **291**′ (270′) D: **311**′ (290′) FULL ALS out 10-00 LOC Descent Gradient 5.2%
LOM to MAP 4.5 646 Alt Set: hPa RWY 19 21' *ATIS 118.67 800m 900m TCH 58' 545′ Rwy Elev: 1 hPa STRAIGHT-IN LANDING RWY 19
LOC (GS out) 1200m 377 485 539 **MM** GS 263' 3:00 MHA 3000 MAX 10000 MAX 1AS 210 KT 27 MAY 05 (11-5) Eff 9 Jun **(** 505 Trans level: By ATC 1150m 647 755 1300m 950m 0110 800m MDA(H) 410' (389') TUNIS Airport (TWR)
118.1 3000' 140 WO7 862 1500 1600m 191 HIALS-1 - RAOUAD -325 TS 191° 110.3 TSI Trans alt: 6000' 121.9 180 1240' (1218') 810' - 3700m 135 100 As soon as possible 1240' (1218') 810' - 4600m 710' (688') 460' - 2800m Lctr ILS DT(P)-6 Do not overfly below 6000 NIGHT: CEIL=MDH CIRCLE-TO-LAND 1000′ 085°-3300′ Ξ 3700' / 3700' / Rwy 19 onto 166° 2600′ **0** 5300

CHANGES: Chart reindexed

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CHANGES: Chart reindexed.

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DTTA/TUN CARTHAGE TUNIS, TUNISIA VOR DME ILS RWY 29

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PANS	5 ОР	s										.5		1	.0		,5			__ 10			BRIEFII	NG STRIP	T TAN	
	D	C	В	Α .	B: 251 / (24	3	MAP at VOR	ILS GS 3.00° or LOC Descent Gradient	Gnd speed-Kts			(GS out) ALT		• 545′	DT(R)-2	- 36-50 		1077'•		<u>}</u>	- 37-00	Alt Set: hPa			11	CARIDAGE *ATIS
	1350m	1250m	1200m		(240') D: 271' (260')	ILS STRAIGHT-IN LANDING		5.2% 377 485	70 90 1	TCH displ thresh 58' .M.	3000	TUC DME 2.0 ALTITUDE 450'	10-10	Œ.	505	TUNIS 116.5 TUC	834)	,		Rwy Elev: 0 hPa	o =	Apch Crs 220	Final	TUNIS Approach
	2650m	2150m	1850m	1600m	мра(н) 540′ (529′)	LOC (GS out)		647	100 120 140 160	6.7	-112°-	770'	DT(R)-1	291°	385.5 KDN D	KHEREDDINE	120		MHA 3000 MAX 10000 MAX 1AS 220 KT			Trans level: By ATC	AHEAD to D7.0 TUC, join VOR at 3000'.		118	TUNIS Airport (TWR)
	205 1240' (1218')	180 1240′ (1218′)	710′	580′	Max K†s MDA(H)	CIRCLE NIGHT:				29\°-# D7.5	D7.0	1090' 1410'	2021'	108.5 TKE	D7.5 2910	70° 6	0 0 0 0	Do not overfly			0 3000' within 20 NM. 9 3300'. 3000' within 20 NM. 9 3000' within 10 NM. 9 5300'. 3000' within 25 NM.	Trans alt: 6000'	then turn	RWY 11'	32,	Ground OIVIE
	18') 810' - 4600m		(688') 460' - 2800m	(558') 370' - 1900m	CEIL-VIS	NIGHT: CEIL=MDH		PAPI-L TUC	D7.0	2200′		1730'	10-30	,			MAX IAS 190 KT	6 erfly			7 NM. 1thin 20 NM. 3 NM. 1thin 25 NM.	within 30 NM	MSA TUC VOR	069° 3400′ 3000′ 1445, 0	300) KWY 27

TKE
108.5
291°
2200′(2189′) | Minimums
Wissed Apch Crs
RIGHT to intercept R-301 TUC and join holding at 3000′.

RMAX IAS 220 KT.

Rwy Elev: 0 hPa Trans level: By ATC Trans alt ON OUR REAL PROPERTY OF THE PR PANS OPS Gnd speed-Kts
ILS GS 3.00° or
LOC Descent Gradient DTTA/TUN CARTHAGE . N 1 100′ - 36-50 [<u>3</u>7-00-1<u>5</u>] ns DA(H) A: **241**′(230′) C: **261**′(250 B: **251**′(240′) D: **271**′(260 (GS out) MAP at VOR DT (R)-2 118.67 646 TCH displ thresh 58' ALTITUDE RWY 29 11' 1350m 1250m 1200m 545′ STRAIGHT-IN LANDING RWY 29 291° 108.5 TKE **0** 3000' within 20 NM. **0** 3300', 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300', 3000' within 25 NM. 377 γog 505 485 2.0 450' ° 116.5 TUC Eff 9 Jun (11-7) 539 AY 05 (1-7) via z 647 мда(н) **540′** (529′) TUNIS Airport (TWR) 3.0 770' 755 LOC (GS out) 118.1 2150m 2650m 1850m 1600m 862 or MARSA VOR DME ILS MARSA D16.0 TUC MHA 3000 /16° MAX 1000 MAX 1000 MAX 1000 MAX 1000 MAX 100 KT D21.0 TUG D11.0 Apt Elev 22' Trans alt: 6000 121.9 RWY 11' 205 1240'(1218') 810'- 4600m 180 1240'(1218') 810'-3700m 135 100 Kax 580' (5 PAPI-L 5500 13 DME Arc TUC 2200′ NIGHT: CEIL=MDH CIRCLE-TO-LAND 220 KT **--291°** ZAHRA D16.0/R-116 TUC (688') 460'- 2800m (H)______ CEIL-VIS____ (558') 370'- 1900m MHA 3000 MAX 10000 300 TUC VOR within 30 NM **6** ₹ 3000′ D22.0 TUC Rwy 29 TUNISIA

CHANGES: Chart reindexed

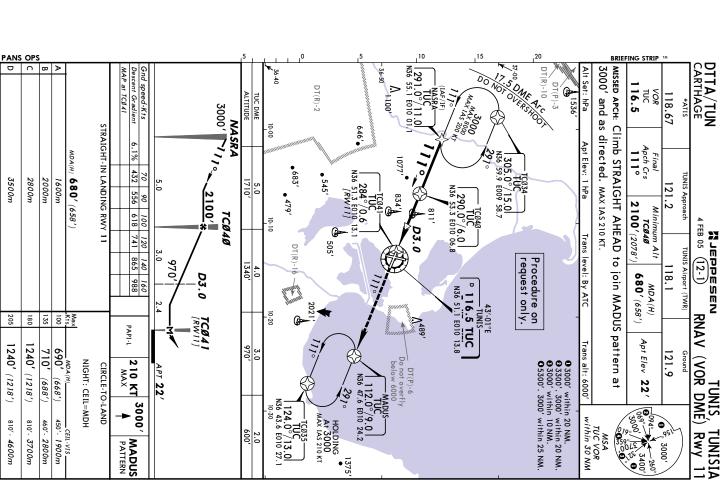
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CHANGES: ATIS frequency

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15 87.00 ONE 87. PANS OPS

□ □ □ □ □ ▷ BRIEFING STRIP DTTA/TUN CARTHAGE OUTIK TUC 301.0°/11.0 N36 56.9 E010 02.2 missed apch: Climb to TCØ38, then turn RIGHT to TCØ39 to join 1100 OUTIK pattern at 3000' and as directed. MAX IAS 210 KT. Descent Gradient 5.63% or Descent angle [3.23°] - 36-50 DT(P)-3 Alt Set: hPa TUC TUC 232.0°/7.4 N36 46.6 E010 06.5 VOR TUC **116.5** 118.67 **(** DT(R)-2 TUC DME ALTITUDE 1536′ *ATIS 1600m 1150m APT 22' 950m 800m STRAIGHT-IN LANDING RWY 19 [TCH 58'] 646 Apt Elev: 1 hPa Apch Crs request only. Procedure on 100°/13.1 10°/15.0 1314.0°/15.0 137 01.7 E010 00.6 MDA(H) 410' (388', 400 · 545′ 1077′ TCØ43 [RW19] 121.2 2.0 514 1800'(1778') (4) 834' 100 571 Minimum Alt 505 811′ 4 FEB 05 (12-2) TCØ 42 120 | 140 | 160 686 Nassadar !! Trans level: By ATC 1600m LS out DT (R)-16~ TUNIS Airport (TWR) 800 193.0°/5.5 | N36 45.8 E010 12.2 1.8.1 3.0 780' 410′ (388′) 914 TCØ42 MDA(H)10-20 191 *<u>1800</u> 3000 MAX 8000 MAX IAS 210 KT 100.0°/6.0 N36 57.0 E010 15.2 489' 180 135 Max Kts RNAV (VOR DME) □ 116.5 TUC N36 51.1 E010 13.8 011 __TUNIS__ Apt Elev DT(P)-6

Do not overfly below 6000 1240' (1218') 1240' (1218') 560' (538') 1130 710' (688') TUC TUC 022.0°/18.0 N37 07.7 E010 22.6 121.9 **0** 3000' within 20 NM. **0** 3300'. 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300'. 3000' within 25 NM. PAPI-NIGHT: CEIL=MDH L.191.7 CIRCLE-TO-LAND 22′ 210 KT TCØ38 GAMRA 3400° 3000′ MSA TUC VOR within 30 NM 360'- 1900m 810'- 4600m 460'- 2800m **⊙** % 3000′ 810' - *3700m* Rwy 19 5.0 1470 **TUNISIA** 1375′

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4 FEB 05 (12-3)

PAN □	S OPS	_				JI		5	₁ 1 1 1 1 0		,5		0	₁ 15	ωJ	₁ 20	6			FING STRIP	TM.	٦٥'
		В	>	Č.	Descent Gradient MAP at TCØ45	RWY 29		TUC DME ALTITUDE	-36-40 10-00	DT(R)-2	646,-inn	0,	OUT IK TUC 301.0°/11.0 N36 56.9 E010 02.2	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	37-00 May 1, 300 Mg	2 2 2	1536' NEWSTOOT	Alt Set: hPa	MISSED APCH: Tur	TUC 116.5	118.67	CARTHAGE *ATIS
2450m	2000m	1700m	MDA(H) 300 (40	500' (480')	5.8% 411 529 587	11, [RW29]	TCØ45	2.0 500'	683' 479'	545' 505'		1077'•	811.	D 116.5 TUC N36 51.1 E010 13.8) io	314.0°/15.0 N37 01.5 E010 00.4	ПСОЗЗ	Rwy Elev: 0 hPa	: Turn RIGHT to joi	Apch Crs 190	21.2	TUNIS Approach
)		587 705 822 940	5.2	707	3.0 850'	1111 H	N36 48.8 E010 20.7	1001	[RW29]	117.0°/0.8	TUC	i i		J	Trans level: By ATC	join OUTIK pattern at	Minimum Alt MD TCØ44 1900' (1889') 500	-	4 FEB 05 (12-3) TUNIS Airport (TWR)
205	180	135	Too	A ×			TCØ44 ■ 1900′		TUC 126.0°/18.0 N36 40.2 E010 31.7			.ilimmymmil	A489'					\TC	n at 3000′	MDA(H) 500' (489')		RNAV
1240' (1218')	1240' (1218')	710' (688')	560' (538')	NIGHT: CEIL=MDH	PAPI-L 210 KT 300 MAX R	7.0	291° 300	١٩٥	//~	Max Max 6000 29	29 / • [111.0°/1 N36 46.1 E01	DT(P)-6 Do not overfly below 6000 (IAF/IF)		request only.	Procedure on	0 5300'. 300	0 3000′ with	Trans alt: 6000'	and as	Apt Elev 22' RWY 11'	9	(VOR
810'- 4600m	810'- <i>3700m</i>	460'- 2800m	CEIL-VIS 360'- 1900m	MDH	3000' OUTIK PATTERN		3000'	5.0 1560'	· \	/ 。.	000 0 13.0 0 28.8 1375				_	o' within 25 NM.	0 3000' within 20 NM.	within 30 NM	MSA TUC VOR	3000 July 3400 ()	9 55 3000'	DME) Rwy 29

PANS OPS

□ □ □ □ □ □ ▷ TUC Apch Crs D8.0 MDA(7) APT EVEN 22 TO THE TOTAL APT EVEN 22 TOTA DTTA/TUN CARTHAGE Descent Gradient 5.21% or - 36-50 Alt Set: hPa Descent angle 36-40 10-00 DT(R)-2 VOR TUC **116.5** *ATIS 118.67 ALTITUDE TUC DME Odetho lot 646 STRAIGHT-IN LANDING RWY 01 683' мра(н) **390′** (377′ 370 • 545['] MAX IAS • 1077′ 2000m 1650m 1600m 1390 476 90 **D6.0** [FDØ1] • 479′ *-013° 529 MHA 3000 MAX 12000 MAX 1AS 220 KT Minimum Alt 100 28 JAN 05 (13-1) D5.0 635 120 NaSaddar M 3.0 10-10 760′ TUNIS Airport (TWR) 140 741 [30 VOR D3.0 080 .0 160 846 MDA (H) D3.0 1730 Max Kts NOT TO SCALE 180 135 -193°-D7.0 RWYØI 16.5 TUC Apt Elev 22' 710′ 1240' (1218') 1240' (1218') 560' (5 Trans alt: 6000 Ş 760′ 121.9 **0** 3000' within 20 NM. **0** 3300'. 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300'. 3000' within 25 NM. RWY 13' 3000′ NIGHT: CEIL=MDH DT(R)-4 CIRCLE-TO-LAND VOR DME (688') (538') 10-20 PAPI-L RWY 01 13' [TCH 50'] SINUT D7.0 3000/ DT(P)-6 Do not overfly below 6000 MSA TUC VOR within 30 NM 360' - 1900m 079 359 00 00 810' - 4600m 810' - 3700m 460′ -CEIL-VIS_ 450' Rwy 0 TUNISIA on 116.5 ्रीप्ट 3400 र्थ रु. **●** 3000′ R-013 2800m 260 JUC

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DO NO TO STREET PANS OPS DTTA/TUN CARTHAGE MISSED APCH: Climb STRAIGHT AHEAD to D7.0 then turn LEFT to join OUTIK holding pattern at 3000'. MAX IAS 220 KT. MAP at VOR DT(P)-3 scent Gradient 873' 116.5 (A) 1536' ALTITUDE DT(R)-2 HOLDING At 3000 MAX IAS 220 KT Z Z TUC DME *ATIS 118.67 100 D15.3 10-00 STRAIGHT-IN LANDING RWY 01 011.01900 5.3% Apch Crs 70 376 013°мра(н) **390′**(377′ 1077 483 545 IF DT(R)-4 IS ACTIVE. 90 PROCEDURE NOT AVBL 2000m 1600m 1650m 2 ____TUNIS_ 537 644 1900′ (1887′) 00 (38834) Minimum Alt D6.5 **XJEPPESEN**28 JAN 05 (13-2) **0** 3000' within 20 NM. **0** 3300'. 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300'. 3000' within 25 NM. 120 140 160 644 751 859 1420′ JUC D6.5 TUNIS Airport (TWR)
118.1 900 D3.0 770 013 390′ (377′) D3.0 MDA(H)D7.0 1100′ - 4 10-20 205 180 135 100 or ZAHRA VOR DME Apt Elev 22' ઠ્ઠ 1240' (1218') 1240′ 560′ 710′ Do not overfly below 6000 121.9 RWY 13' RWY 0113' NIGHT: CEIL=MDH CIRCLE-TO-LAND PAPI-L **220 KT** 770′ (1218') (688') (538') SINUT 0018 MHA 3700 MAX 10000 MAX 1AS 200 KT D21.0 1/2000/ 1/200/ 1/200/ 1/200/ 1/200/ 1/200/ 1/2000/ 1/200/ 1/2000/ 1/2000/ 1/200/ 1/200/ 1/200/ 1/200/ 1/200/ 1 10-30 MSA TUC VOR within 30 NM 360'- 1900m **⊙** % 3000′ 810'- 4600m 810' - *3700m* 460'- 2800m CEIL-VIS ZAHRA D16.0 MHA 3700 MAX 10000 Rwy 01 **TUNISIA** 450′ 2.0 D22.0 D7.0 1375

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DTTA/TUN
CARTHAGE
28 JAN 05 (13-3)

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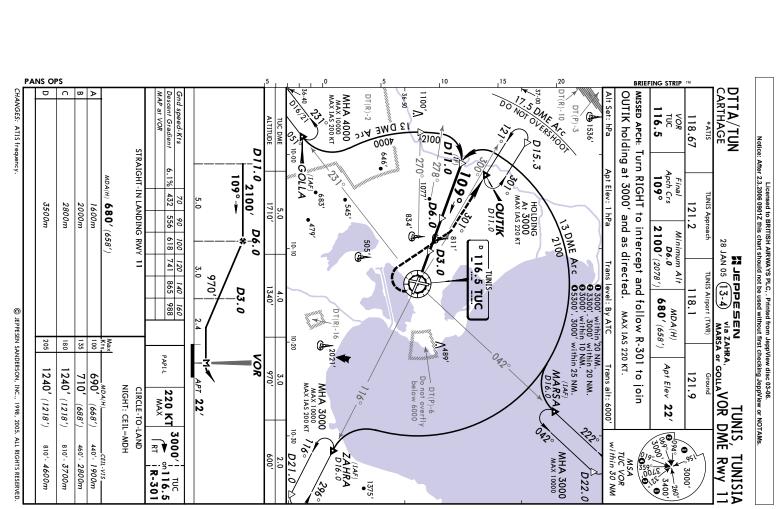
TUNIS, TUNISIA
VOR Rwy 01

PANS OPS

□ □ □ □ □ ▷ TUC Apch Crs No. 116.5 014° No. 2000'. Do not turn before MAP. Gnd speed-Kts
Descent Gradient 5.24% or CAT A & B:
2 ½ Min CAT C & D:
2 Min - 36-50 Alt Set: hPa Descent angle DT(R)-2 VOR TUC **116.5** *ATIS 118.67 10-00 646' 1700′ STRAIGHT-IN LANDING RWY 01 Rwy Elev: 0 hPa [FSØ1] 683' мра(н) **810′**(797′ 372 545′ 70 • 1077′ 3500m 2000m 2800m 1600m 478 90 -014° 479' MHA 3000 MAX 12000 MAX 1AS 220 KT 531 Minimum Alt 100 No FAF MAX IAS 2000', then turn LEFT to join VOR 637 120 10-10 0140 rans level: By ATC [RWYØ] CAT C & D - 172° CAT A & B - 179° TUNIS Airport (TWR) 743 140 849 MDA(H) **810'** (797') 160 150 180 135 Max K†s RWYØ 820' 16.5 TUC Apt Elev 22' 1240′ 1240' (1218') 820′ [rans alt: 6000] VOR Ground 121.9 RWY 13' 3000′ NIGHT: CEIL=MDH (1218') CIRCLE-TO-LAND (798') PAPI-L (798') RWY 01 13' 10-20 [TCH 50'] 2000 104 3300′ DT(P)-6
Do not overfly
below 6000 CEIL-VIS 540' - 1900m 029° 99° 5 810' - 4600m 810' - 3700m 540' - 2800m Rwy 0 2600' on 116.5 R-014 3700' JUC

CHANGES: ATIS frequency. Procedure. Minimum:

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PANS OPS

□ □ □ □ □ ▷ DTTA/TUN CARTHAGE - 37-00 DT(R)-2 646' Descent Gradient 5.24% or 10-00 Descent angle TOOHSAJOO OO OO OO OO OO OO OO OO OO 118.67 ALTITUDE TUC DME *ATIS 1600m 1150m 950m 800m STRAIGHT-IN LANDING RWY 19 [TCH 58'] MHA 3000 MAX 8000 MAX 1AS 210 KT 3000′ 372 834′ 116.5 TUC 121.2 478 Š 410' (388', TUNE (IAF) 033° - CAT A & B [RWY19] 531 4 FEB 05 (13-5) 505′ 637 Nacabe Sen 740 020 3.0 D5.0 **D7.0** [FD19] 1600m TUNIS Airport (TWR) 743 <u>-</u>8.1 -187° 849 160 -187°-#-1060′ O NOT OVERSHOOT PAPI. 180 135 010 8 **D7.0** [FD]9] A DME Arc 1240' (1218') 1240' (1218') Trans alt: 6000 710' (688') 560′ 121.9 **0** 3000' within 20 NM. **0** 3300'. 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300'. 3000' within 25 NM. NIGHT: CEIL=MDH **VOR DME** CIRCLE-TO-LAND as As 1370 (538') D10.0 **22**′ ,SINUT 0094: 3400' 3000' 3400' 2000′ DT(P)-6
Do not overfly
below 6000 D5.0 810′-360' - 1900m 810' - 3700m 460' - 2800m TUC VOR ithin 30 NM _CEIL-VIS_ Rwy 19 TUNISIA 9116. MSA 6.0 1690' 3000′ R-166 4600m

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PANS OPS DTTA/TUN CARTHAGE V,00111 D Gnd speed-Kts

Descent Gradient

MAP at VOR CHANGES: ATIS frequency MHA 4000 MAX 10000 MAX IAS 200 KT - 36-50 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 DT(R)-2 Alt Set: hPa 016/27 DT(P)-3 VOR TUC **116.5** (A) 1536' 118.67 DWE 4000 S, D15.3 1150m 1600m 950m 800m STRAIGHT-IN LANDING RWY 5.3% 2920 Apch Crs Apt Elev: 1 hPa 70 376 APT 22' 1077′ 545 At 3000 MAX IAS 220 KT 90 100 120 483 537 644 410' (388' 121.2 430 811/6 VOR 479 D6.0 1700' (1678') Minimum Alt 834 #JEPPESEN IUNI3,
4 FEB 05 (13-6) via ZAHRA,
MARSA or GOLLA VOR DME <u>چ</u> 1600m ALS out 751 D5.0 -187° of 0 3000' within 20 NM. 0 3300' 3000' within 20 NM. 0 3000' within 10 NM. 0 5300' 3000' within 25 NM. TUNIS Airport (TWR) 160 859 3.0 740 118.1 5.1 410′ (388′) D6.0 MDA(H)° 116.5 TUC D11.0 10-20 180 135 Max Kts D6.0 Apt Elev 1240' (1218') 1240' (1218') 560' (538') 710' (688') rans alt: 1060 121.9 1700′ **★** 187° Do not overfly below 6000 MHA 3000 (MAX 10000 MAX IAS 200 KT 5.0 DT(P)-6 NIGHT: CEIL=MDH (538') CIRCLE-TO-LAND 22′ PAPI D11.0 13 DWE Arc 10-30 MSA TUC VOR within 30 NM 360'- 1900m 810'- 4600m 460' - 2800m 810' - *3700m* .CEIL-VIS Refer to Missed Apch above ZAHRA D16.0 Rwy D21. MHA 3000 MAX 10000 390 **TUNISIA** 3000′ D22.0

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1375

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PANS OPS

□ □ □ □ □ ▷ BRIEFING STRIP • 646 DTTA/TUN CARTHAGE MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT - 36-55 $(MAX\ IAS\ 220\ KT)$ to join VOR at 3000'. VOR TUC **116.5** DT(R)-2 118.67 1077′ ALTITUDE *ATIS • 545' STRAIGHT-IN LANDING RWY 29 RWY 29 11' 834′ Rwy Elev: 0 hPa Apch Crs **292**° 116.5 TUC Final MDA(H) 540' (529' 3000′ 2150m 2650m 1600m 1850m 121.2 3.0 770' VOR 2200' (2189') MHA 3000 MAX 10000 MAX 1AS 220 KT Minimum Alt 4 FEB 05 (13-7) D7.5 (%) % 2 JEDDESEN Trans level: By ATC TUNIS Airport (TWR) 4.0 1090' 118.1 MDA (H) **540**′ (529′) D7.0 D7.5 205 180 135 Max Kts **0** 3000' within 20 NM. **0** 3300' . 3000' within 20 NM. **0** 3000' within 10 NM. **0** 5300' . 3000' within 25 NM. D7.5 Apt Elev Trans alt: 6000 5.0 1240′ (1218′) 1240′ (1218′) 710′ 121.9 580′ RWY 11' VOR DME NIGHT: CEIL=MDH CIRCLE-TO-LAND Do not overfly below 6000 (688') 22 ,SINUT (558') 2200′ 0,94° 3400° 3400° 0,95° 0,00° PAPI-L MAX IAS 190 KT MSA TUC VOR within 30 NM 810' - 4600m 810'- 3700m **⊙** ≈ 3000′ 460'- 2800m 6.0 1730' Rwy 29 **TUNISIA D7.0** 10-30

DTTA/TUN CARTHAGE MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT to intercept R-301 and join holding at 3000'. MAX IAS 220 KT. VOR TUC **116.5** 118.67 Final Apch Crs **294**° TUNIS Approach 121.2 D6.0 1700' (1689') Minimum Alt #JEPPESEN
4 FEB 05 (13-8) TUNIS Airport (TWR) 118.1 540′ (529′) MDA(H)or MARSA VOR DME Apt Elev 22' 121.9 RWY 11' SINUT

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OO NO O REGIOO PANS OPS N1100' Ond speed-Kts

Descent Gradient

MAP at VOR 36-50 Alt Set: hPa DT(R)-2 D15.3 TUC DME 646′ STRAIGHT-IN LANDING RWY 29 D7.0 HOLDING At 3000 MAX IAS 220 KT RWY 29 11' Rwy Elev: 0 hPa 683′ 545′ иDA(H) **540'** (529') 70 90 100 120 369 474 527 632 • 479′ 2150m 2650m 1600m 1850m 3.0 760' **Q** 3000' within 20 NM. **Q** 3300'. 3000' within 20 NM. **Q** 3000' within 10 NM. **Q** 5300'. 3000' within 25 NM. 10-10 γg □ 116.5 TUC Trans level: By ATC 737 843 5.2 1080 10-20 D6.0 2940 180 135 Max Kts 1700′ MHA 3000 MAX 10000 MAX 1AS 200 KT D11.0 Do not overfly below 6000 1030 1240' (1218') 1240′ (1218′) 5.0 1390 580' 710' 5.0 NIGHT: CEIL=MDH 5000 CIRCLE-TO-LAND PAPI-L -294°- 2000′ (558') (688') 10-30 DME Arc ŝ D11.0 220 KT D21.0 ZAHRA D16.0 3400, 3500, MHA 3000 MAX 10000 MSA TUC VOR within 30 NM ___CEIL-VIS _____ 370'- 1900m **⊙** % 3000′ 810'- 4600m 810' - *3700m* 460'- 2800m D22.0 1700 Rwy 29 TUNISIA 1375 D7.0

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#JEPPE SEN

,SINUT

TUNISIA

Trans level: By ATC

Letr

Apch Crs

292°

1200' (1189')

Trans level: By ATC

Rwy Elev: 0 hPa

Trans level: By ATC

Trans PANS OPS DTTA/TUN CARTHAGE Gnd speed-Kts

Descent Gradient

Lctr to MAP - 36-55 - 36-50 ≥36-45 • 545′ RWY 29 11' 1077′ 683′ 3000′ 118.67 γog STRAIGHT-IN LANDING RWY 29
 70
 90
 100
 120
 140
 160

 5.6%
 397
 510
 567
 681
 794
 907

 4.2
 3:36
 2:48
 2:31
 2:06
 1:48
 1:35
 479′ P 116.5 TUC MDA(H) 540' (529') <u>-</u>112° -10-10 2150m 2650m 1600m 1850m 505 MHA 3000 MAX 10000 MAX 1AS 220 KT TUNIS Approach 4 FEB 05 (16-1) 385.5 KDN Lctr -122°-1200′ TUNIS Airport (TWR) 10-20 180 Max Kts 2300′ 1240' (1218') Apt Elev 1240' (1218') 580' (558') 710' (688') Do not overfly below 6000 RWY NIGHT: CEIL=MDH CIRCLE-TO-LAND TO DISPLACED THRESHOLD 1 VOR Lctr Rwy 29 Start turn at CAT A & B: 11/2 Min CAT C & D: 1 Min after Lctr 22' PAPI-L 3300' 3700' 05300' 3700' 370'- 1900m 121.9 810'- 4600m 810' - *3700m* 460'- 2800m 2600' 1500′ 10-30

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PANS O	PS O	В	Þ			Gnd speed-Kts Descent Gradient KDN Lctr to MAP			5	5 10 10 83 4 ⁴	- 37-00	Alt Set: hPa	BRIEFING STRIP RIGHT	тм	DTTA/TUN CARTHAGE
3	2	2	1	MDA(H)	STRAIGHT-IN L	5.6% 397 3.3 2:50		3000' 157°-3	10-10	MAXIAS 210 KT 811' 280° 0110-5 TUC.	MHA 3000	hPa Rwy Elev: 0 hPa	Magazina	118.67	/TUN AGE
3100m	2500m	2000m	1600m	MDA(H) 570' (559')	STRAIGHT-IN LANDING RWY 29	90 100 120 140 510 567 681 794 2:12 1:59 1:39 1:25		790°	10-20	797° RAOUAD- 325 III 325 III 385.5 KDN		Ш	KON Letr)0'(1189: AHEAD TS Letr	121.2	4 FEB 05 (16
205 1	180 1	135		X⊕× ×÷°		160 907 1:14	3.3	122°-	0	Do not (r		Trans level: By ATC Tra	\(\text{V(1189')} \) \(\text{570'} \(\text{570'} \) \(\text{570'} \) \(\text{TEAD until 1500', then t Lctr climbing to 3000'.} \)	118.1	NJEPPESEN 18 05 (16-2)
1240' (1218') 810'- 4600m	1240' (1218') 810'- 3700m	710' (688') 460'- 2800m	580' (558') 370'- 1900m		CIRCLE-TO-LAND NIGHT: CEIL=MDH	PAP1-L 1500	TO DISPLACED THRESHOLD	Start turn at CAT A & B: 2300′ 11/2 Min CAT C & D: 1 Min after KDN Lctr	10-30	0)-6 0000 0000 0000 0000 0000 0000 0000	① 5300′	Trans alt: 6000' MSA TS Lctr	75 Elev 22' RWY 11' 085° — 267 TUTN 3300' \(\) 370' \(\) 370'	121.9	TUNIS 2 Lc