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JEPPESEN
JeppView for Windows

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General Information

Location: MONASTIR TUN
ICAO/IATA: DTMB / MIR
Lat/Long: N35° 45.48', E010° 45.28'
Elevation: 9 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0556 Z
Sunset: 1609 Z

Runway Information

Runway: 07
Length x Width: 9744 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS
Stopway: 164 ft

Runway: 25
Length x Width: 9744 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge

Communication Information

ATIS: 128.125
Bourguiba Airport Tower: 118.300
Bourguiba Airport Tower: 121.400 Secondary
Enfidha Approach: 119.300
Enfidha Approach: 122.225

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
4 FEB 22 (10-1R)

MONASTIR, TUNISIA
RADAR MINIMUM ALTITUDES

ENFIDHA Radar 119.3	Apt Elev 9

Alt Set: hPa Trans level: By ATC
Trans alt: 6000
1. Chart may only be used for cross-checking of altitudes while under RADAR control.
2. Altitudes in parentheses are corrected altitudes for a temperature between 5°C and -5°C.
3. When established under RADAR vectoring RCL 07 or 25, minimum safe altitude between 15 NM and 6 NM from THR is 2000.

SPEED: MAX 250 KT BELOW FL100

CONTOUR INTERVALS: 6000, 4000, 2000

RF CTTD SI NUT
RF MMM ATL AM

SORAB
ABDIN
TIRBO
KURAT
ATLEL
MOVAR
ENFIDHA NBA VOR DME
MONASTIR MON VOR DME
MONASTIR Habib Bourguiba
LAMTO
GIPRA
ELJEM
M'SAKEN MS LCTR
LARBI
VAXAL
RAMAM
GIBLI
NEBRO
LOBNA
AKOUDA RADAR
RINOS
NAVED
RASEM
ARNEB
RATBA
BAROG
ADRAM
TEMVA
OBAMI
RIVIN
TUNIS 116.5 TUC
DT(P)-6
FROM RADAR
D30.0 TUC
MN03
4000 (4300)
3000 (3300)
5300 (5700)
4300 (4700)
4000 (4300)
5500 (6000)
4518

CHANGES: New format.

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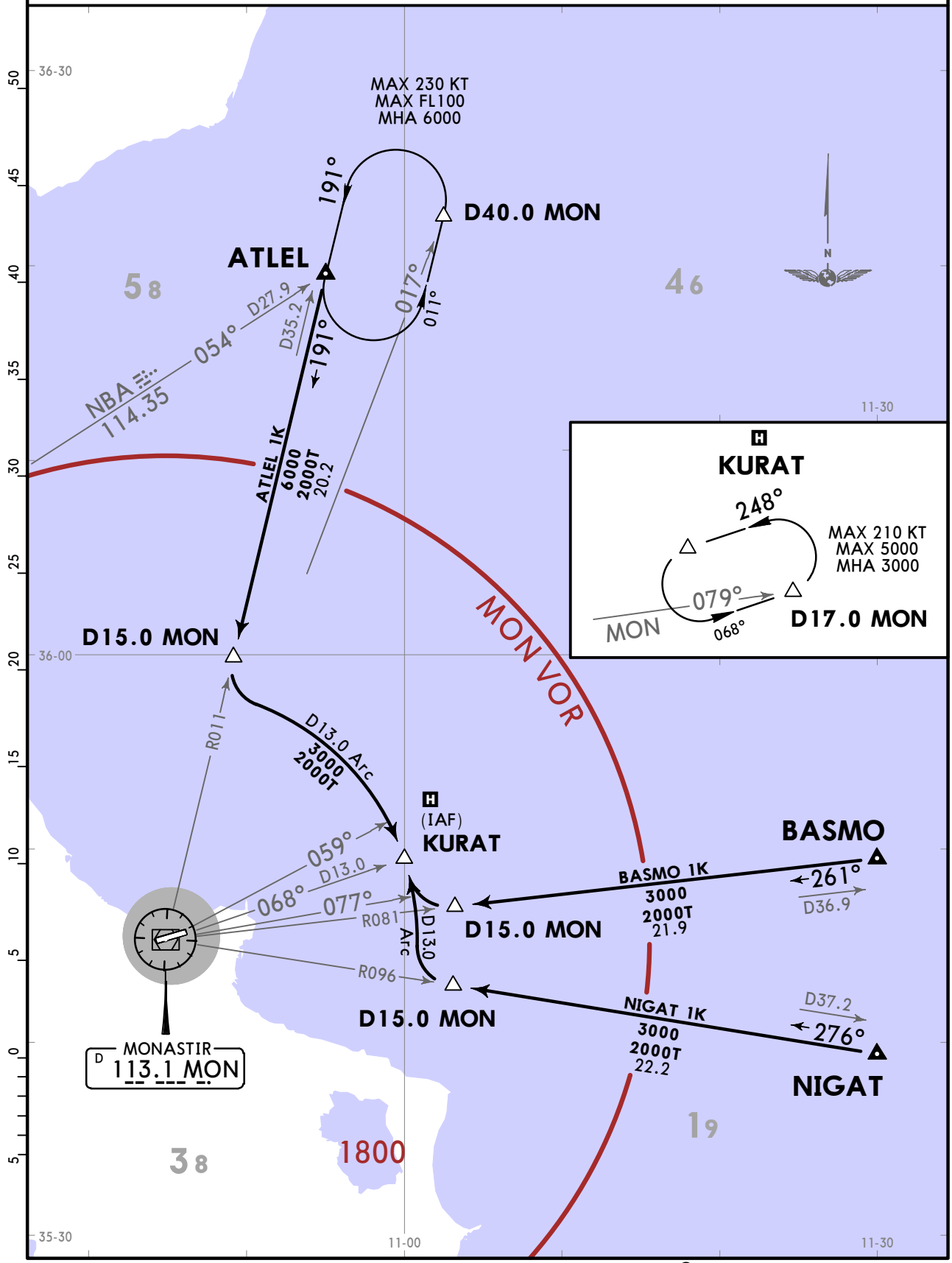
D-ATIS	Apt Elev	
128.125	9	Alt Set: hPa Trans level: By ATC

ATLEL 1K [ATLE1K], BASMO 1K [BASM1K]
NIGAT 1K [NIGA1K]
ARRIVALS
(RWY 25)

SPEED: MAX 250 KT BELOW FL100



CHANGES: Radials; new format.

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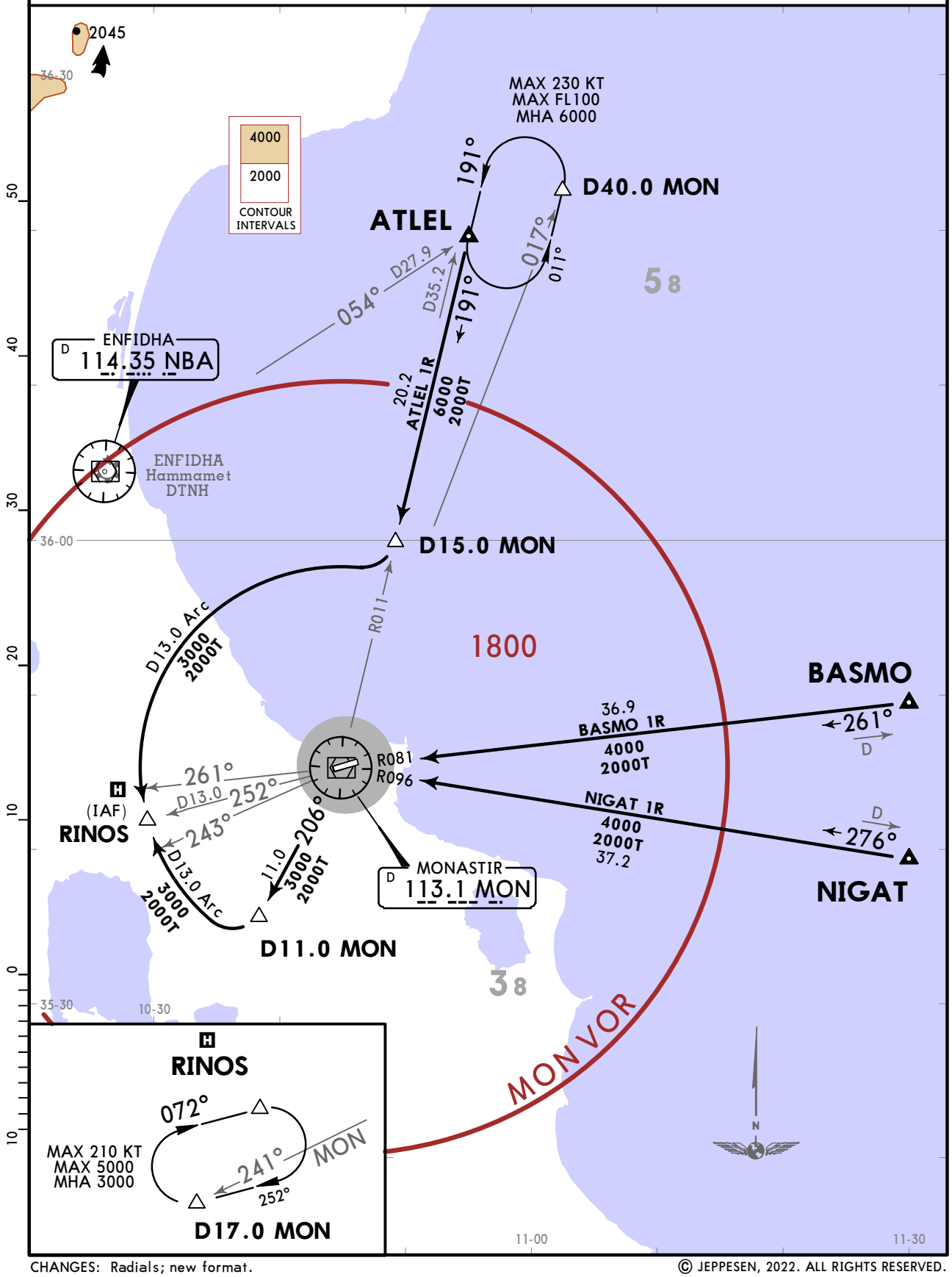
D-ATIS	Apt Elev	
128.125	9	Alt Set: hPa Trans level: By ATC

ATLEL 1R [ATLE1R], BASMO 1R [BASM1R]
NIGAT 1R [NIGA1R]
ARRIVALS
(RWY 07)

SPEED: MAX 250 KT BELOW FL100



CHANGES: Radials; new format.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
4 FEB 22 (10-2B)

MONASTIR, TUNISIA
STAR

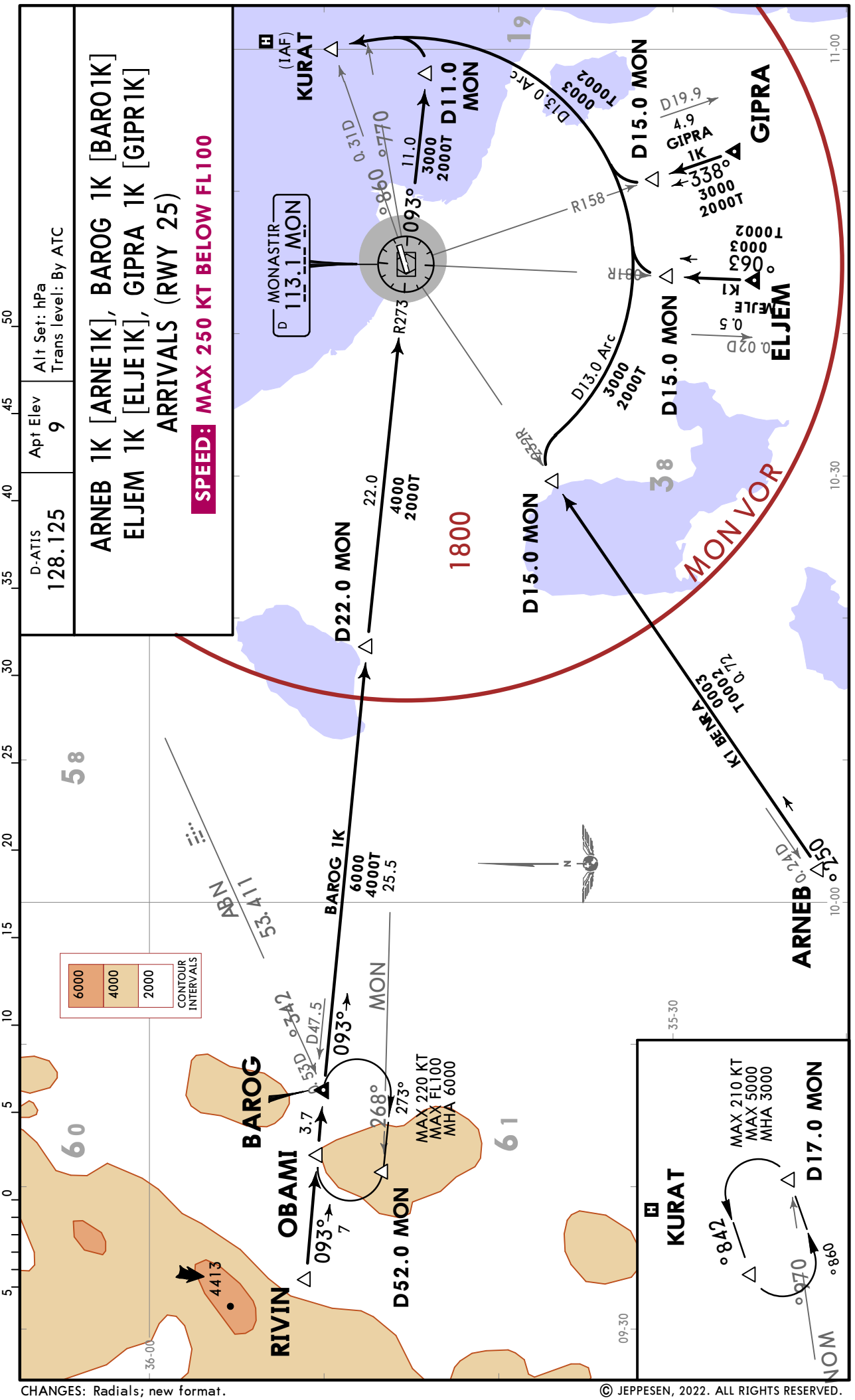
D-ATIS 128.125

Apt Elev 9

Alt Set: hPa
Trans level: By ATC

ARNEB 1K [ARNE1K], BAROG 1K [BARO1K]
ELJEM 1K [ELJE1K], GIPRA 1K [GIPR1K]
ARRIVALS (RWY 25)

SPEED: MAX 250 KT BELOW FL100



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HABIB BOURGUIBA

JEPPESEN

4 FEB 22 (10-2C)

MONASTIR, TUNISIA
STAR

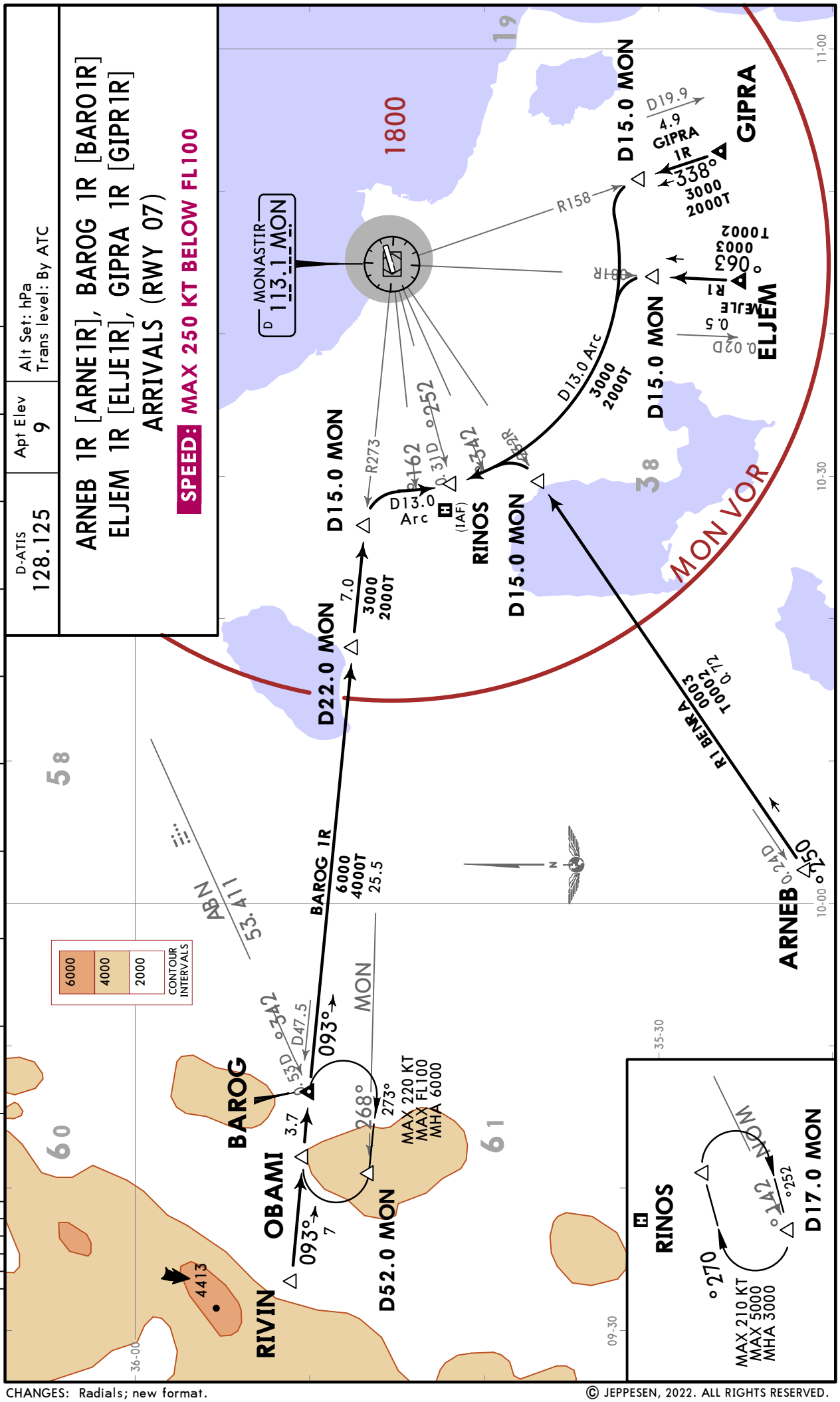
D-ATIS 128.125

Apt Elev 9

Alt Set: hPa
Trans level: By ATC

ARNEB 1R [ARNE1R], BAROG 1R [BARO1R]
ELJEM 1R [ELJE1R], GIPRA 1R [GIPR1R]
ARRIVALS (RWY 07)

SPEED: MAX 250 KT BELOW FL100



CHANGES: Radials; new format.

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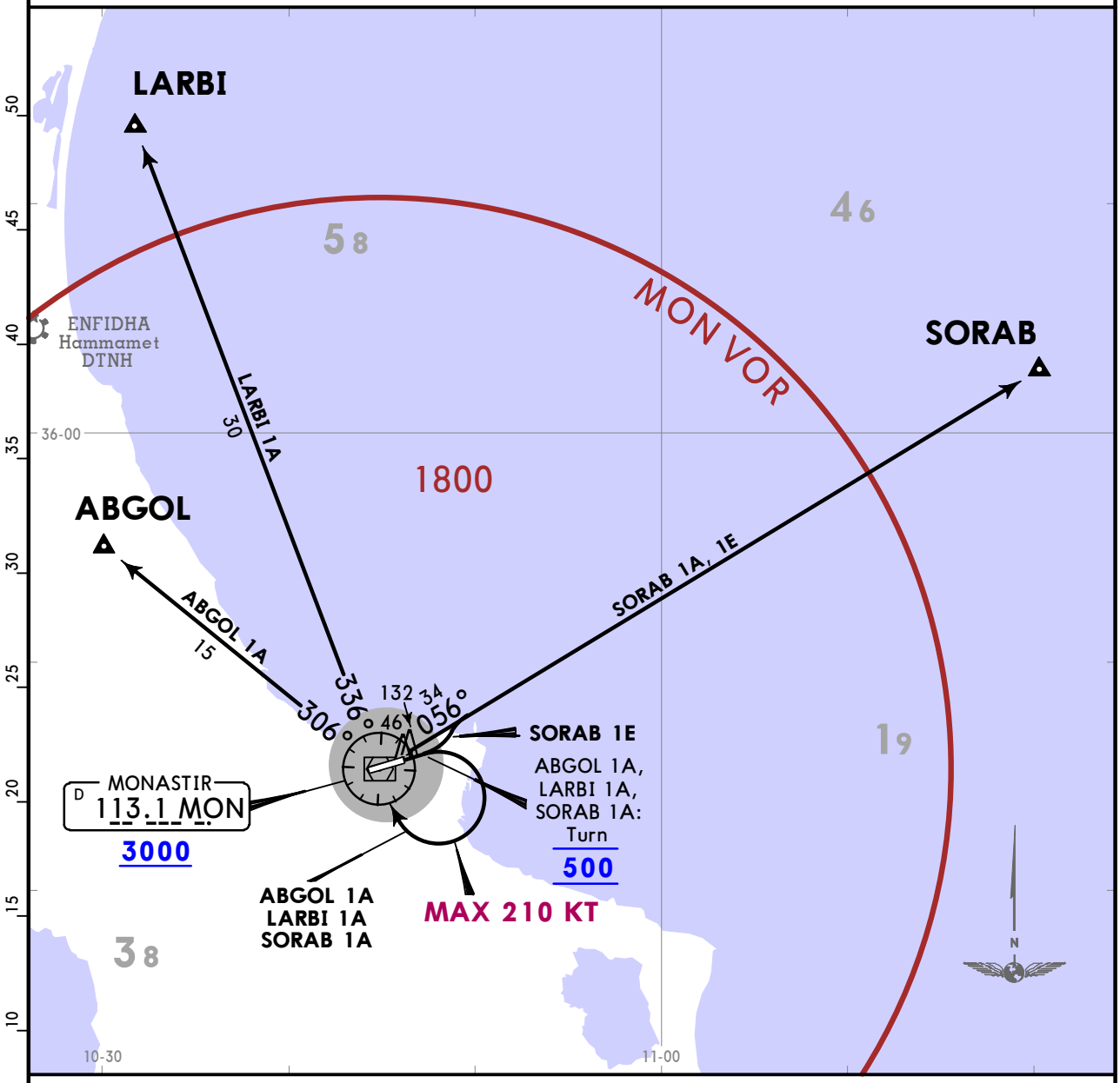
Apt Elev	
9	Trans alt: 6000 SIDs are also noise abatement procedures.

ABGOL 1A [ABGO1A], LARBI 1A [LARB1A]
SORAB 1A [SORA1A], SORAB 1E [SORA1E]
DEPARTURES
(RWY 07)

SPEED: MAX 250 KT BELOW FL100



Close-in obstacles of 132 0.35 NM from DER and 46 0.13 NM from DER.
These SIDs require minimum climb gradients of
ABGOL 1A, LARBI 1A, SORAB 1A
365 per NM (6.0%) until 3000.
SORAB 1E
486 per NM (8.0%) until FL155.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430
365 per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC.

No turn permitted below 500.

SID	ROUTING
ABGOL 1A	Climb straight ahead, at 500 turn RIGHT to MON, MON R306 to ABGOL.
LARBI 1A	Climb straight ahead, at 500 turn RIGHT to MON, MON R336 to LARBI.
SORAB 1A	Climb straight ahead, at 500 turn RIGHT to MON, MON R056 to SORAB.
SORAB 1E ❶	Climb straight ahead, intercept MON R056 to SORAB.

❶ On request under the responsibility of the crews between 0700-1900LT only for aircraft belonging to the categories of wake turbulence L & M.

CHANGES: Radials; new format.

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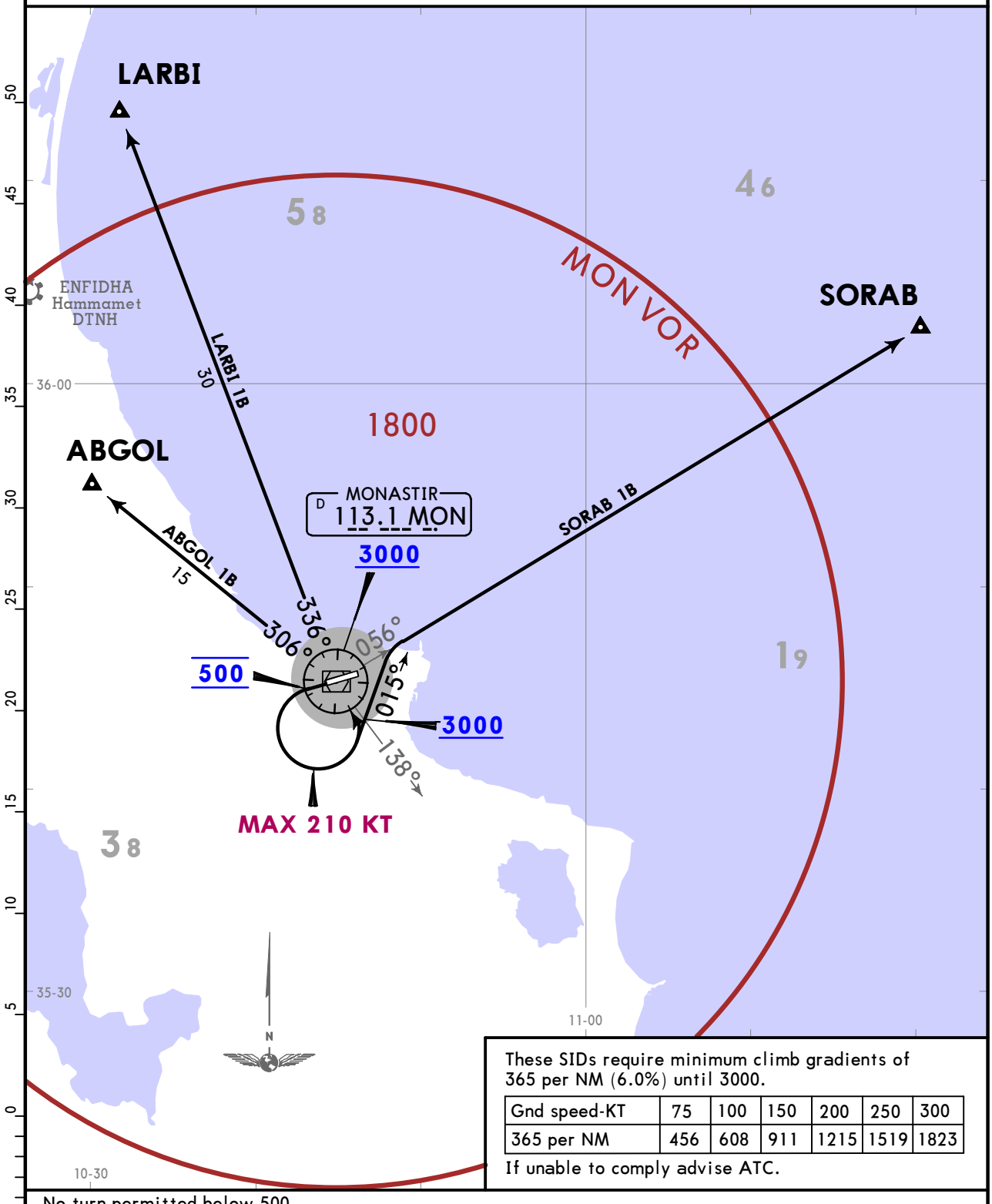
Apt Elev 9

Trans alt: 6000
SIDs are also noise abatement procedures.

ABGOL 1B [ABGO1B], LARBI 1B [LARB1B]
SORAB 1B [SORA1B]
DEPARTURES
(RWY 25)

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of 365 per NM (6.0%) 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.

SID	ROUTING
ABGOL 1B	Climb straight ahead, at 500 turn LEFT to MON, MON R306 to ABGOL.
LARBI 1B	Climb straight ahead, at 500 turn LEFT to MON, MON R336 to LARBI.
SORAB 1B	Climb straight ahead, at 500 turn LEFT, 015° track, intercept MON R056 to SORAB.

CHANGES: Radials; new format.

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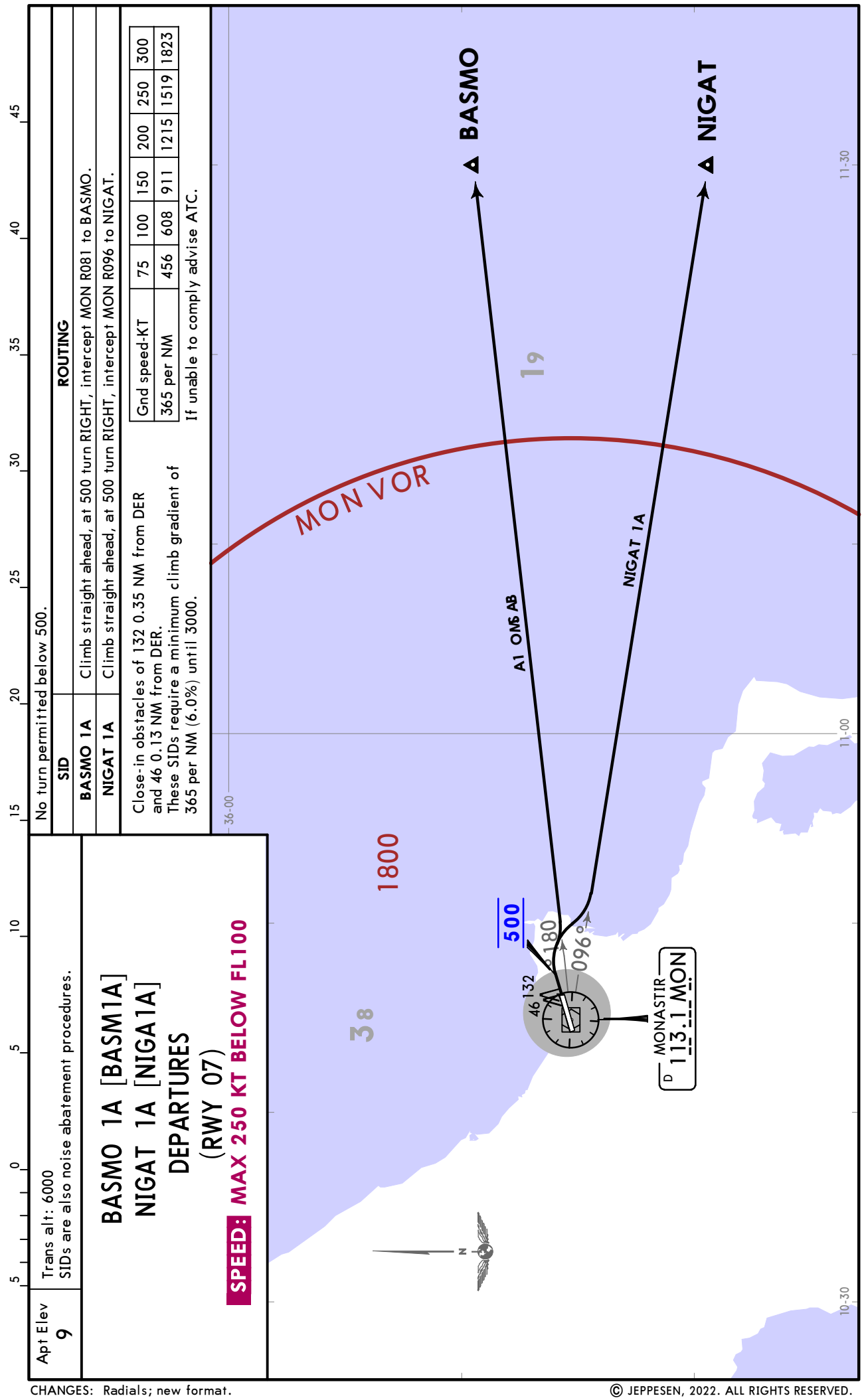
DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
4 FEB 22 (10-3B)

MONASTIR, ~~TUNISIA~~
SID



Apt Elev 9

Trans alt: 6000
SIDs are also noise abatement procedures.

BASMO 1A [BASM1A]
NIGAT 1A [NIGA1A]
DEPARTURES
(RWY 07)

SPEED: MAX 250 KT BELOW FL100

No turn permitted below 500.

SID	ROUTING
BASMO 1A	Climb straight ahead, at 500 turn RIGHT, intercept MON R081 to BASMO.
NIGAT 1A	Climb straight ahead, at 500 turn RIGHT, intercept MON R096 to NIGAT.

Close-in obstacles of 132 0.35 NM from DER and 46 0.13 NM from DER.
These SIDs require a minimum climb gradient of 365 per NM (6.0%) 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.

CHANGES: Radials; new format.

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Apt Elev	Trans alt: 6000
9	SIDs are also noise abatement procedures.

BASMO 2B [BASM2B]
NIGAT 2B [NIGA2B]
DEPARTURES
(RWY 25)

SPEED: MAX 250 KT BELOW FL100

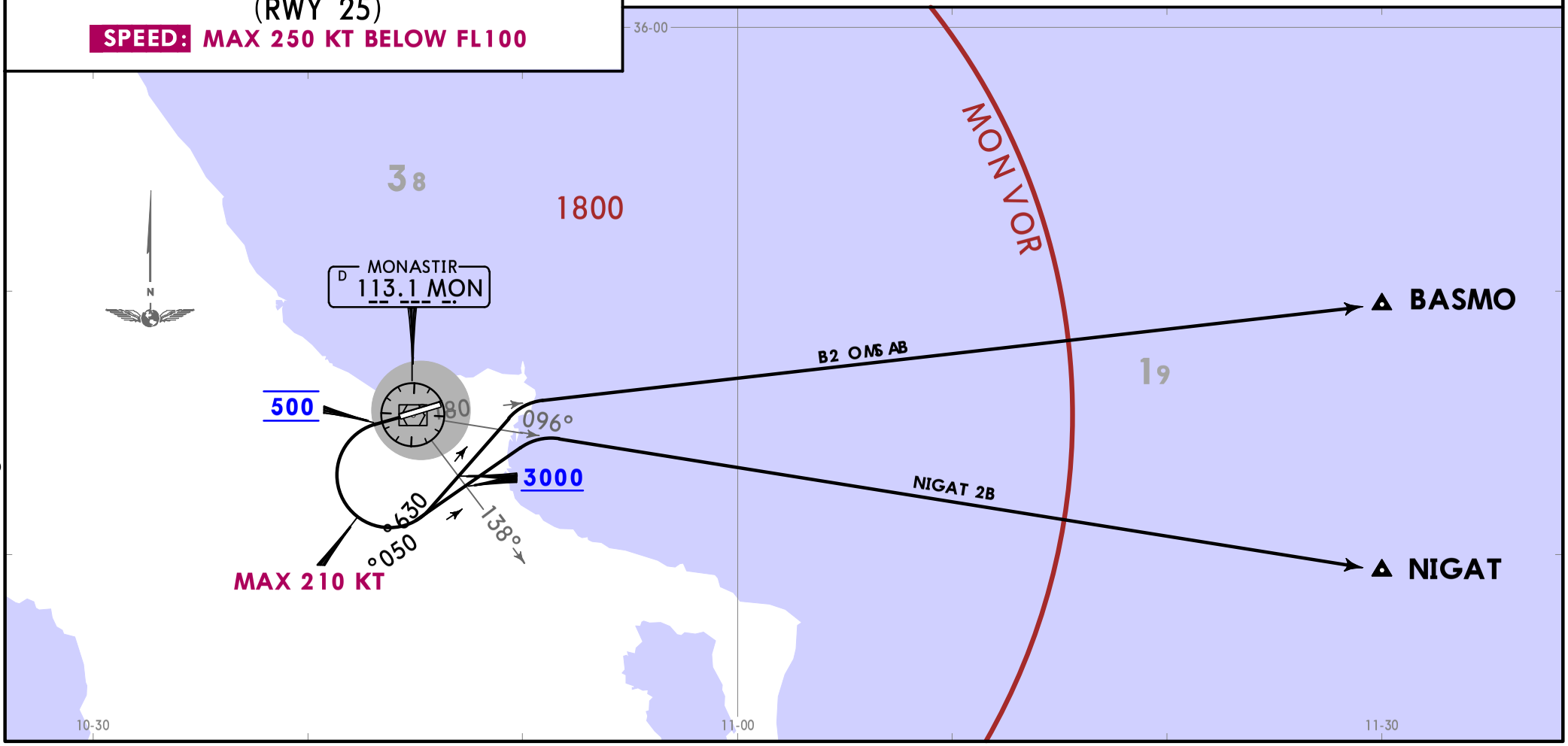
No turn permitted below 500.

SID	ROUTING
BASMO 2B	Climb straight ahead, at 500 turn LEFT, 036° track, intercept MON R081 to BASMO.
NIGAT 2B	Climb straight ahead, at 500 turn LEFT, 050° track, intercept MON R096 to NIGAT.

These SIDs require a minimum climb gradient of 365 per NM (6.0%) 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.



CHANGES: Radials; new format.

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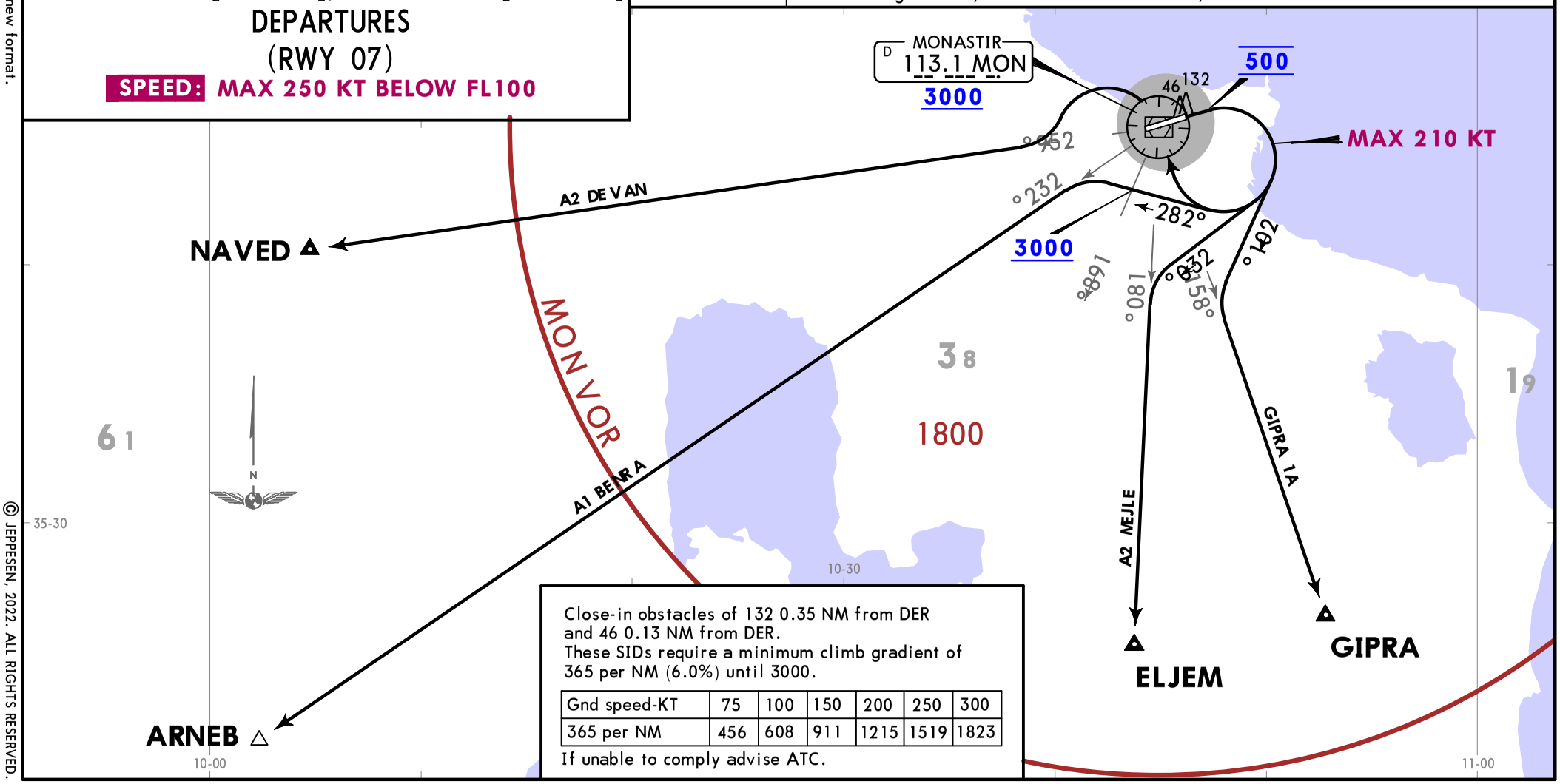
Apt Elev	
9	Trans alt: 6000 SIDs are also noise abatement procedures.

ARNEB 1A [ARNE1A], ELJEM 2A [ELJE2A] GIPRA 1A [GIPR1A], NAVED 2A [NAVE2A] DEPARTURES (RWY 07)

SPEED: MAX 250 KT BELOW FL100

No turn permitted below 500.

SID	ROUTING
ARNEB 1A	Climb straight ahead, at 500 turn RIGHT, 282° track, intercept MON R232 to ARNEB.
ELJEM 2A	Climb straight ahead, at 500 turn RIGHT, 230° track, intercept MON R180 to ELJEM.
GIPRA 1A	Climb straight ahead, at 500 turn RIGHT, 201° track, intercept MON R158 to GIPRA.
NAVED 2A	Climb straight ahead, at 500 turn RIGHT to MON, MON R259 to NAVED.



Close-in obstacles of 132 0.35 NM from DER and 46 0.13 NM from DER.
These SIDs require a minimum climb gradient of 365 per NM (6.0%) 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.

CHANGES: Radials; new format.

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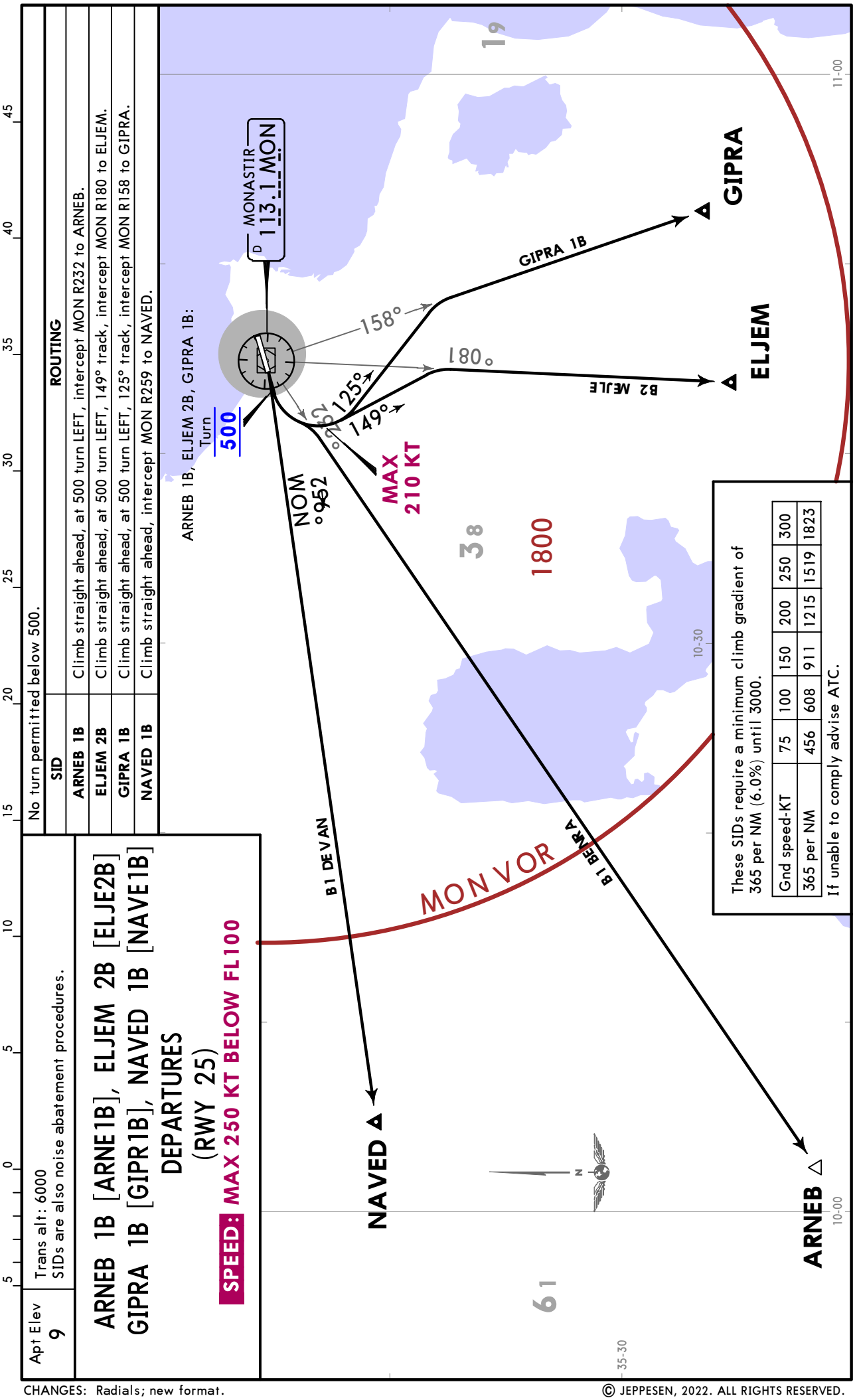
DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
4 FEB 22 (10-3E)

MONASTIR, TUNISIA
SID



No turn permitted below 500.

SID	ROUTING
ARNEB 1B	Climb straight ahead, at 500 turn LEFT, intercept MON R232 to ARNEB.
ELJEM 2B	Climb straight ahead, at 500 turn LEFT, 149° track, intercept MON R180 to ELJEM.
GIPRA 1B	Climb straight ahead, at 500 turn LEFT, 125° track, intercept MON R158 to GIPRA.
NAVED 1B	Climb straight ahead, intercept MON R259 to NAVED.

These SIDs require a minimum climb gradient of 365 per NM (6.0%) 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.

Apt Elev 9

Trans alt: 6000
SIDs are also noise abatement procedures.

ARNEB 1B [ARNE1B], ELJEM 2B [ELJE2B]
GIPRA 1B [GIPR1B], NAVED 1B [NAVE1B]
DEPARTURES
(RWY 25)

SPEED: MAX 250 KT BELOW FL100

CHANGES: Radials; new format.

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NOISE ABATEMENT

LT minus 1 HOUR = UTC (Z)

GENERAL

The following procedures are intended to prevent excessive noise on and around the airport.

As the pilots' contribution is essential for reaching the aim of the conceived noise abatement procedures, they are strictly requested to stick to these procedures aiming at reducing the embarrassment due to the airplanes' noise around airport.

PREFERENTIAL RUNWAY SYSTEM

Runway 07 is normally used for landings and runway 25 for take-offs, provided:

- runway surface conditions are not compromised (e.g. snow, slush, ice or water, mud, rubber, oil, etc.);
- ceiling is more than 500'/150m AAL for landings or horizontal visibility is more than 1.9km for take-offs and landings;
- crosswind component (including gusts) does not exceed 15 KT if runway is dry or 10 KT if runway is wet or contamined;
- tailwind component (including gusts) does not exceed 5 KT;
- wind shear or thunderstorms are not reported or expected.

ARRIVALS

Landing will be operated as much as possible using instrument approach procedures.

On final approach do not descend below ILS glide slope of 3° or PAPI "on glide slope" indication.

If visual approach is permitted, clearance will be attended if aircraft is aligned on runway centerline at least 7NM before THR at or above 2010'.

Operators must keep respect of approach procedures at minimum noise and drag as defined in operations manual.

DEPARTURES

All type of aircraft

Select a climb procedure to reach 3010' as soon as possible.

Turbojet aircraft

In addition to the preceding provisions, pilots are to comply with the following procedures:

Initiate noise abatement procedure at or above 810'. Climbing speed to noise abatement initiation point shall be at least V_2 + 10 KT.

At or above 810'	Adjust and maintain engine power/thrust in accordance with noise abatement power/thrust schedule Take-off flaps V_2 + 10 to 20 KT
At 3010'	Accelerate smoothly to enroute climb speed with flaps/slats retraction on schedule.

REVERSE THRUST

The use of reverse thrust and propeller pitch reversers at landing beyond idle has to be avoided between 2200-0600LT except for operational needs.

CIRCUIT FLIGHTS

Meteorological conditions permitting, circuits shall be flown at or above 2010'.

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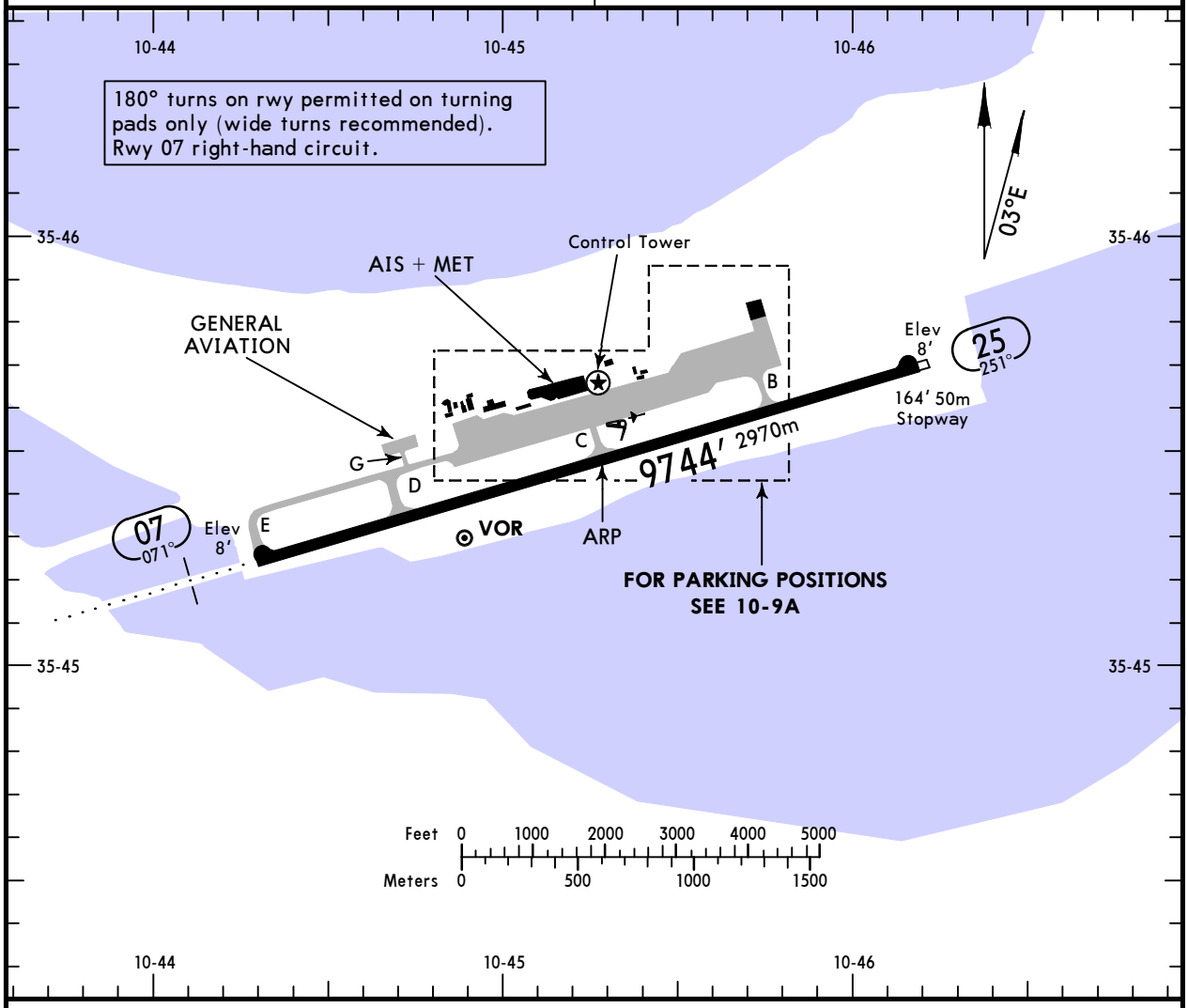
DTMB/MIR

Apt Elev 9′
N35 45.5 E010 45.3

JEPPESEN
15 SEP 23 (10-9)

MONASTIR, ~~TUNISIA~~
HABIB BOURGUIBA

D-ATIS	BOURGUIBA Airport (TWR)
128.125	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07	HIRL (50m) HIALS PAPI-L (3.0°) RVR O/R		8651′ 2637m		148′ 45m
25	HIRL (50m) PAPI-L (3.0°) RVR O/R				

JAR-OPS TAKE-OFF

	LVP must be in force		RCLM or RL	RL	Nil	
	RL or RCLM	RL				
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
A	R250m		R/V400m		R/V500m	NA
B						
C						
D	R300m					

CHANGES: New AOM concept.

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MONASTIR, TUNISIA

HABIB BOURGUIBA

15 SEP 23 JEPPESEN 10-9A

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CHANGES: None.

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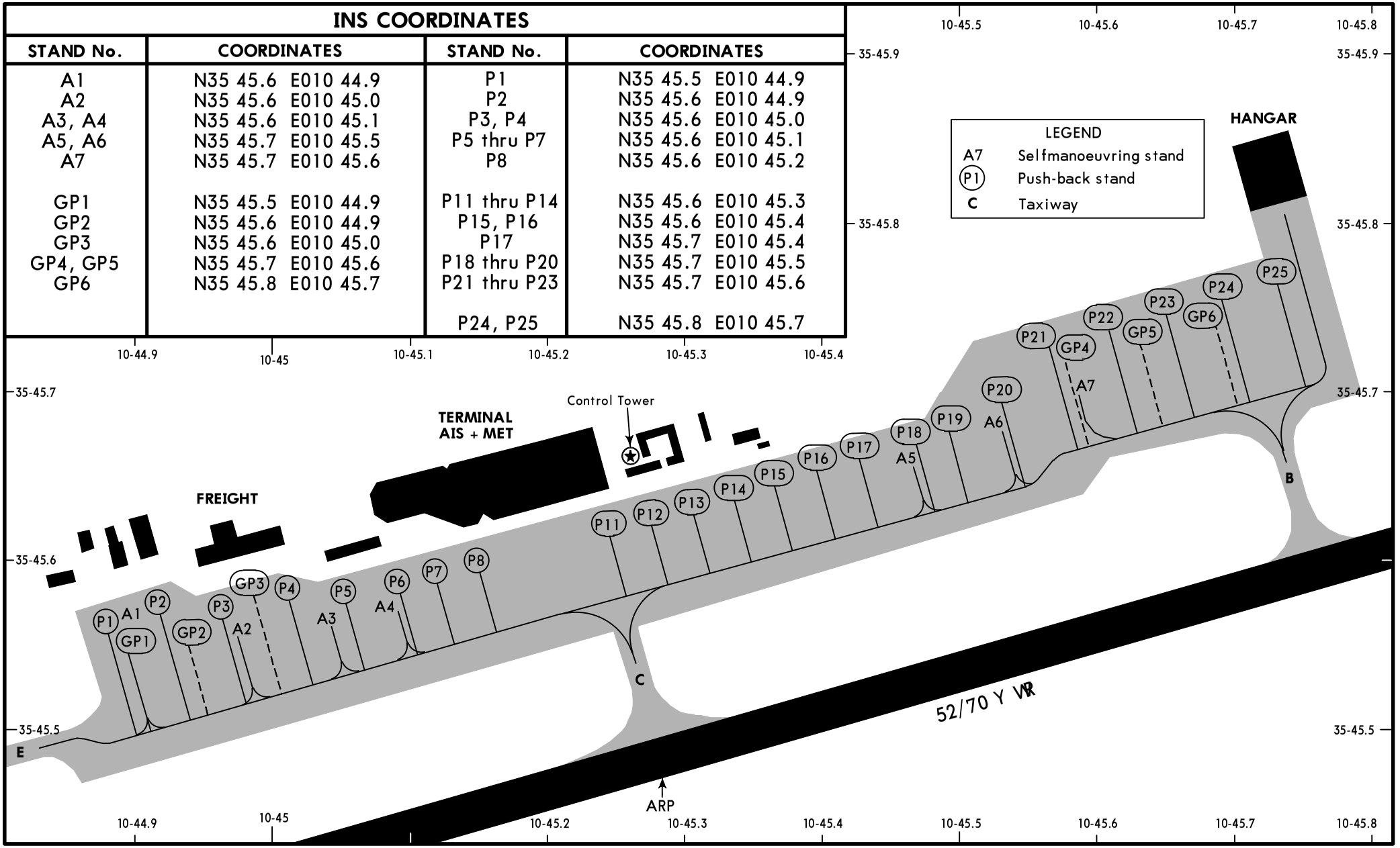
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N35 45.6 E010 44.9	P1	N35 45.5 E010 44.9
A2	N35 45.6 E010 45.0	P2	N35 45.6 E010 44.9
A3, A4	N35 45.6 E010 45.1	P3, P4	N35 45.6 E010 45.0
A5, A6	N35 45.7 E010 45.5	P5 thru P7	N35 45.6 E010 45.1
A7	N35 45.7 E010 45.6	P8	N35 45.6 E010 45.2
GP1	N35 45.5 E010 44.9	P11 thru P14	N35 45.6 E010 45.3
GP2	N35 45.6 E010 44.9	P15, P16	N35 45.6 E010 45.4
GP3	N35 45.6 E010 45.0	P17	N35 45.7 E010 45.4
GP4, GP5	N35 45.7 E010 45.6	P18 thru P20	N35 45.7 E010 45.5
GP6	N35 45.8 E010 45.7	P21 thru P23	N35 45.7 E010 45.6
		P24, P25	N35 45.8 E010 45.7



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MONASTIR, TUNISIA
HABIB BOURGUIBA

STRAIGHT-IN RWY		A	B	C	D
07	ILS	**288**′(280′)	**298**′(290′)	**308**′(300′)	**318**′(310′)
		❶ R650m	❶ R650m	❶ R650m	R800m
	ALS out	R1300m	R1400m	R1400m	R1400m
	❷ LOC	**630**′(622′)	**630**′(622′)	**630**′(622′)	**630**′(622′)
		R1500m	R1500m	R2200m	R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ VOR Z	**660**′(651′)	**660**′(651′)	**660**′(651′)	**660**′(651′)
		R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ VOR Y	**840**′(831′)	**840**′(831′)	**840**′(831′)	**840**′(831′)
		R1500m	R1500m	R2400m	R2400m
	❷ Lctr	**660**′(651′)	**660**′(651′)	**660**′(651′)	**660**′(651′)
		R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
25	❷ VOR Z	**470**′(461′)	**470**′(461′)	**470**′(461′)	**470**′(461′)
		R1500m	R1500m	R2200m	R2200m
	❷ VOR Y	**520**′(511′)	**520**′(511′)	**520**′(511′)	**520**′(511′)
		R1500m	R1500m	R2400m	R2400m

❶ RVR 750m when a Flight Director or Autopilot or HUDLS to DA is not used.

❷ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	520′(511′)	**560**′(551′)	**770**′(761′)	**810**′(801′)
After ILS or LOC 07	**630**′(621′)	**630**′(621′)	**770**′(761′)	**810**′(801′)
After VOR Z or Lctr 07	**660**′(651′)	**660**′(651′)	**770**′(761′)	**810**′(801′)
After VOR Y 07	**840**′(831′)	**840**′(831′)	**840**′(831′)	**840**′(831′)
	❸ V1500m	❸ V1600m	❸ V2400m	❸ V3600m

❸ or higher straight-in minimums

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required		RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

CHANGES: New AOM concept.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
15 SEP 23 (11-1)

MONASTIR, ~~TUNISIA~~
ILS or LOC Rwy 07

D-ATIS	ENFIDHA Approach	BOURGUIBA Airport (TWR)
128.125	119.3 122.225	118.3

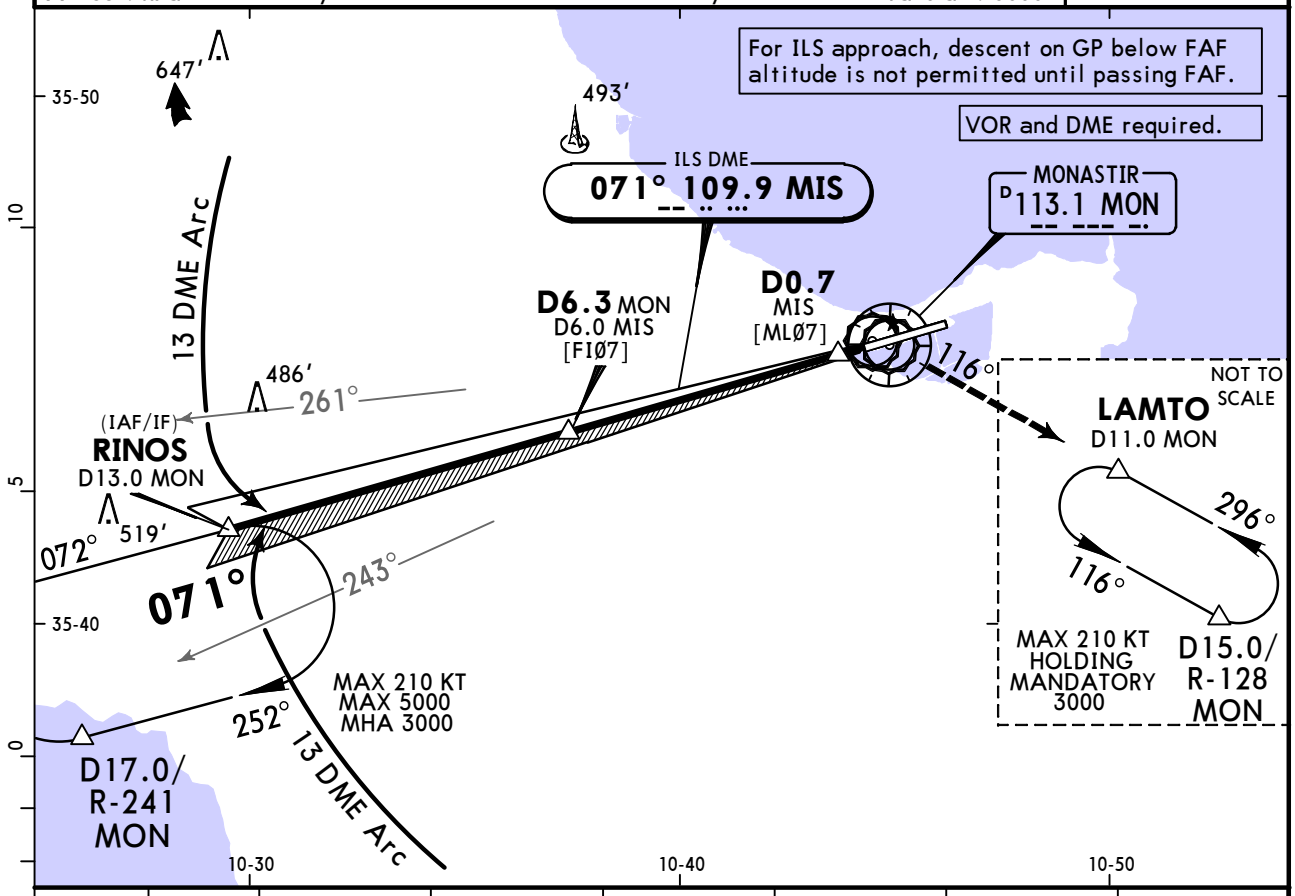
LOC MIS	Final Apch Crs	D6.3 MON	ILS DA(H)	Apt Elev 9′
109.9	071°	1900′ (1892′)	Refer to Minimums	Rwy 8′

MISSED APCH: Climb STRAIGHT AHEAD to 600′, then turn RIGHT to intercept and follow R-116 to join LAMTO holding at 3000′, then as directed. MAX 210 KT.

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

1800
MSA
MON VOR

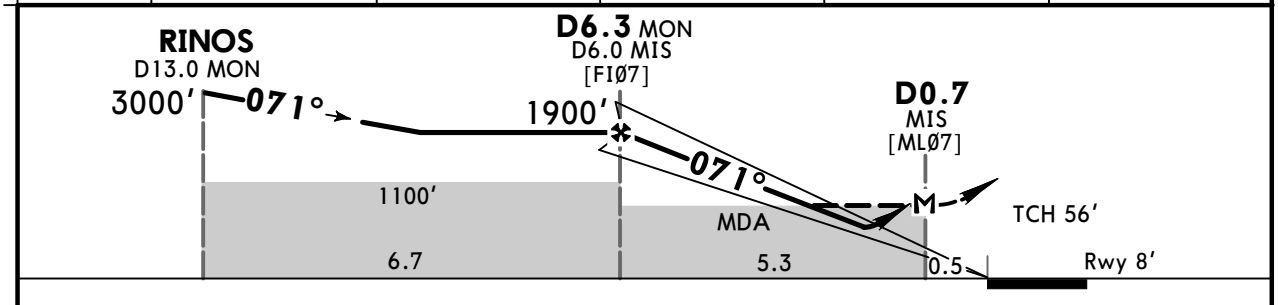
BRIEFING STRIP™



LOC (GS out)	MIS DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1900′	1590′	1270′	950′	640′	320′

LOC (GS out)	MON DME	6.0	5.0	4.0	3.0
	ALTITUDE	1810′	1490′	1180′	860′

5



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 MIS							

HIALS
PAPI

210 KT MAX	600′	RT	MON 113.1 R-116

JAR-OPS STRAIGHT-IN LANDING

ILS
DA(H) A: **288′** (280′) C: **308′** (300′)
B: **298′** (290′) D: **318′** (310′)

LOC (GS out)
MDA(H) **630′** (622′)

	ILS	ALS out	LOC (GS out)	ALS out
A	R650m	R1200m	R1000m	R1500m
B			R1200m	
C				R2000m
D	R800m		R1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	630′ (621′)	V1500m
135	630′ (621′)	V1600m
180	770′ (761′)	V2400m
205	810′ (801′)	V3600m

PANS OPS

CHANGES: New AOM concept.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
15 SEP 23 (13-1)

MONASTIR, TUNISIA
VOR Z Rwy 07

D-ATIS	ENFIDHA Approach	BOURGUIBA Airport (TWR)
128.125	119.3 122.225	118.3

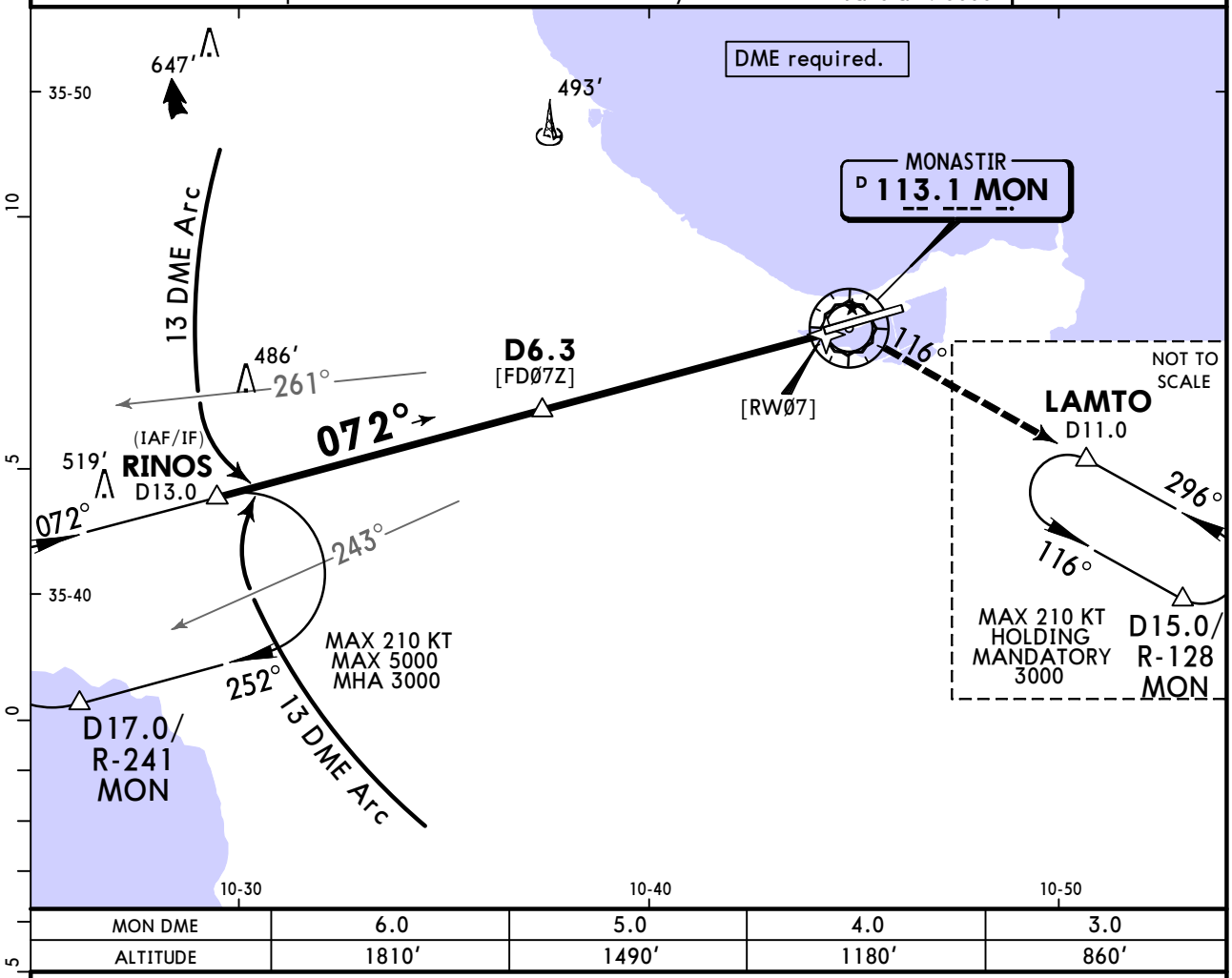
BRIEFING STRIP ™

VOR MON	Final Apch Crs	D6.3	MDA(H)	Apt Elev 9′
113.1	072°	1900′ (1891′)	660′ (651′)	

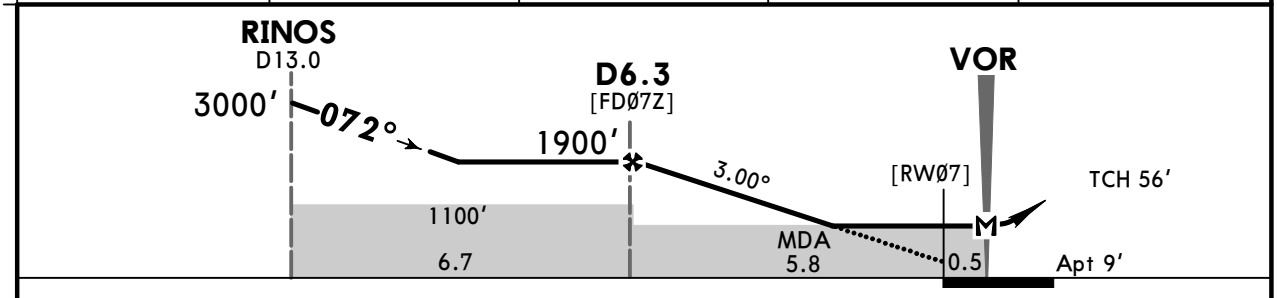
MISSED APCH: Turn RIGHT to intercept and follow R-116 climbing to join LAMTO holding at 3000′, then as directed.
MAX 210 KT. Do not turn before passing MAP.

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

1800
MSA
MON VOR



MON DME	6.0	5.0	4.0	3.0
ALTITUDE	1810′	1490′	1180′	860′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS
PAPI

210 KT MAX

3000′ RT onto MON 113.1 R-116

LAMTO

JAR-OPS STRAIGHT-IN LANDING

MDA(H) 660′ (651′)

		ALS out
A	R1200m	R1500m
B	R1400m	
C		R2000m
D	R1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	660′ (651′)	V1500m
135	660′ (651′)	V1600m
180	770′ (761′)	V2400m
205	810′ (801′)	V3600m

PANS OPS

CHANGES: New AOM concept.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
15 SEP 23 (13-2)

MONASTIR, ~~TUNISIA~~
VOR Y Rwy 07

D-ATIS	ENFIDHA Approach	BOURGUIBA Airport (TWR)
128.125	119.3 122.225	118.3

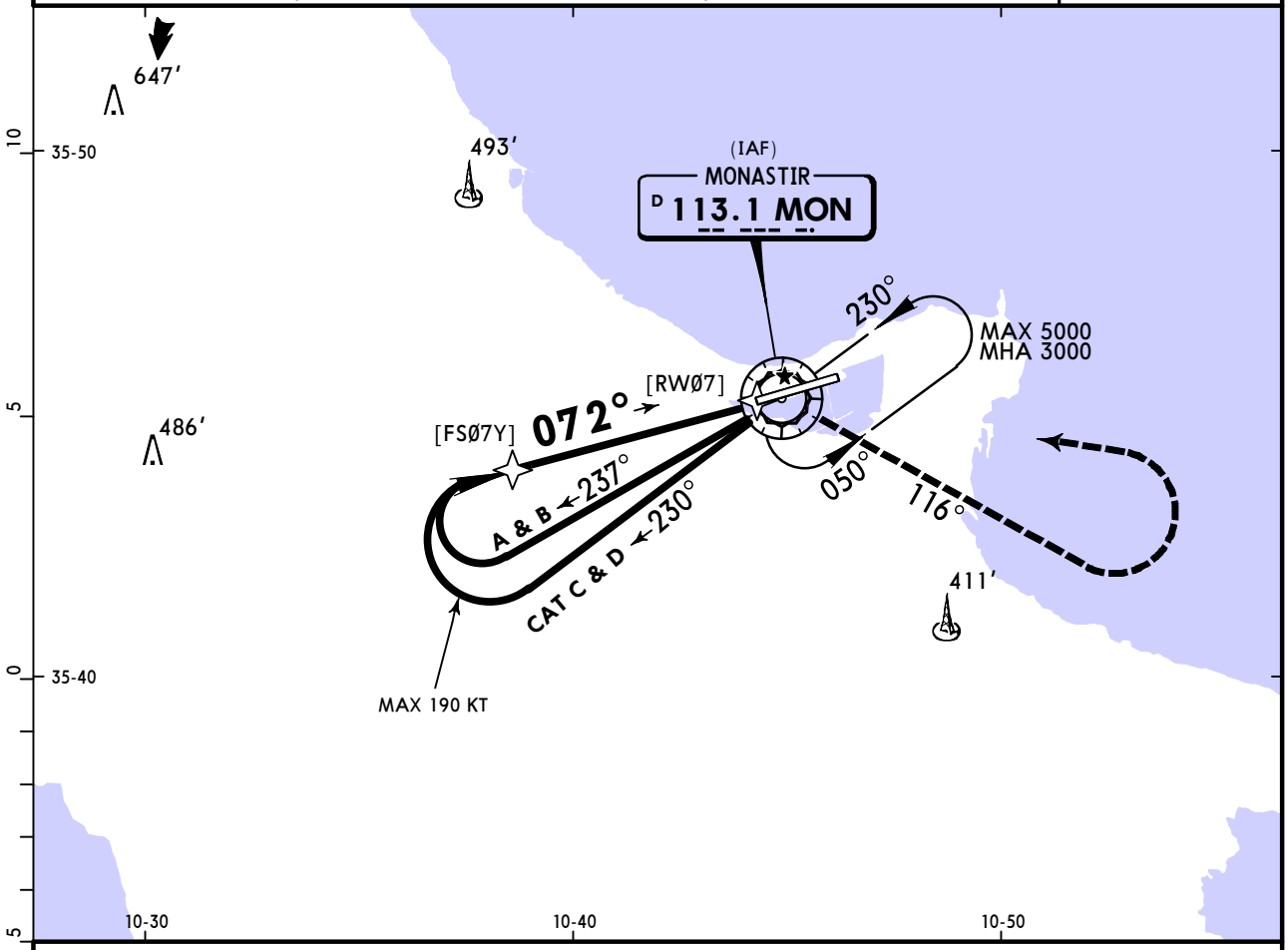
BRIEFING STRIP™

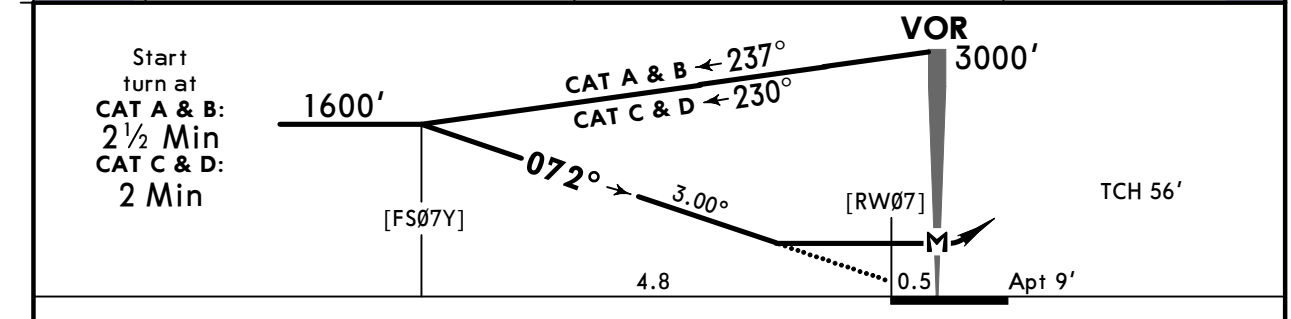
VOR MON	Final Apch Crs	No FAF	MDA(H)	Apt Elev 9′
113.1	072°		840′ (831′)	

MISSED APCH: Turn RIGHT onto R-116 climbing to 2000′, then turn LEFT to join VOR at 3000′. Do not turn before passing MAP.

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

1800
MSA MON VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS
PAPI

2000′ MON
onto 113.1
RT R-116

PANS OPS

JAR-OPS STRAIGHT-IN LANDING

MDA(H) 840′ (831′)

		ALS out
A	R1200m	R1500m
B	R1400m	
C		R2000m
D	R1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	840′ (831′)	V1500m
135	840′ (831′)	V1600m
180	840′ (831′)	V2400m
205	840′ (831′)	V3600m

CHANGES: New AOM concept.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
15 SEP 23 (13-3)

MONASTIR, ~~TUNISIA~~
VOR Z Rwy 25

BRIEFING STRIP™

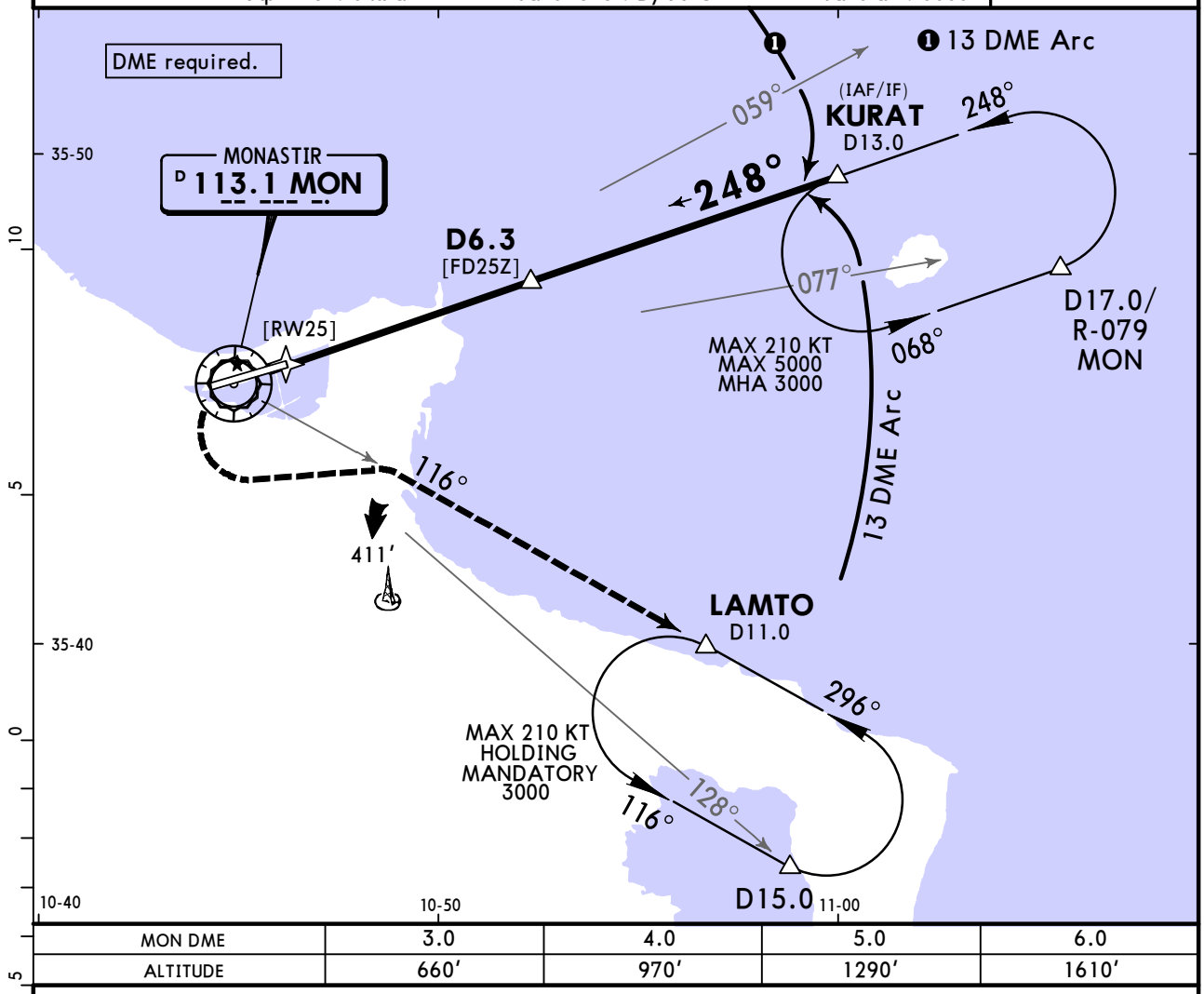
D-ATIS	ENFIDHA Approach	BOURGUIBA Airport (TWR)
128.125	119.3 122.225	118.3

VOR MON	Final Apch Crs	D6.3	MDA(H)	Apt Elev 9′
113.1	248°	1700′ (1691′)	470′ (461′)	

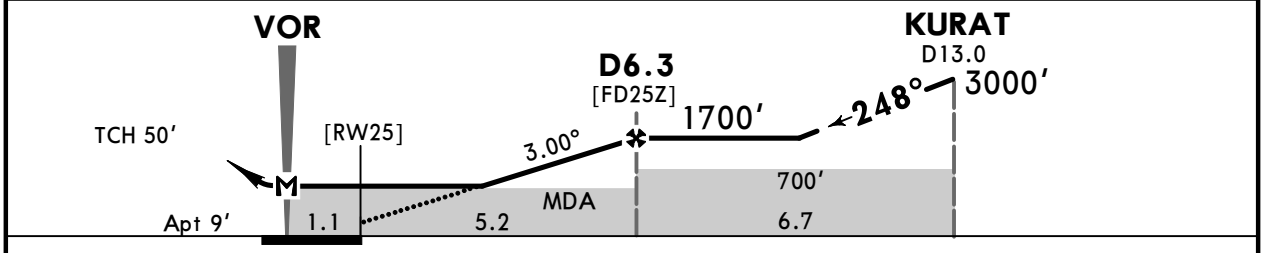
MISSED APCH: Turn LEFT to intercept and follow R-116 climbing to join LAMTO holding at 3000′, then as directed.
MAX 210 KT. Do not turn before passing MAP.

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

1800
MSA
MON VOR



MON DME	3.0	4.0	5.0	6.0
ALTITUDE	660′	970′	1290′	1610′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L | 210 KT MAX | 3000′ LT onto MON 113.1 R-116 | LAMTO

JAR-OPS

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
MDA(H) 470′ (461′)		Max Kts	MDA(H)	
A	R1500m	100	520′ (511′)	V1500m
B		135	560′ (551′)	V1600m
C	R2000m	180	770′ (761′)	V2400m
D		205	810′ (801′)	V3600m

PANS OPS

CHANGES: New AOM concept.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
15 SEP 23 (13-4)

MONASTIR, ~~TUNISIA~~
VOR Y Rwy 25

BRIEFING STRIP™

D-ATIS	ENFIDHA Approach	BOURGUIBA Airport (TWR)
128.125	119.3 122.225	118.3

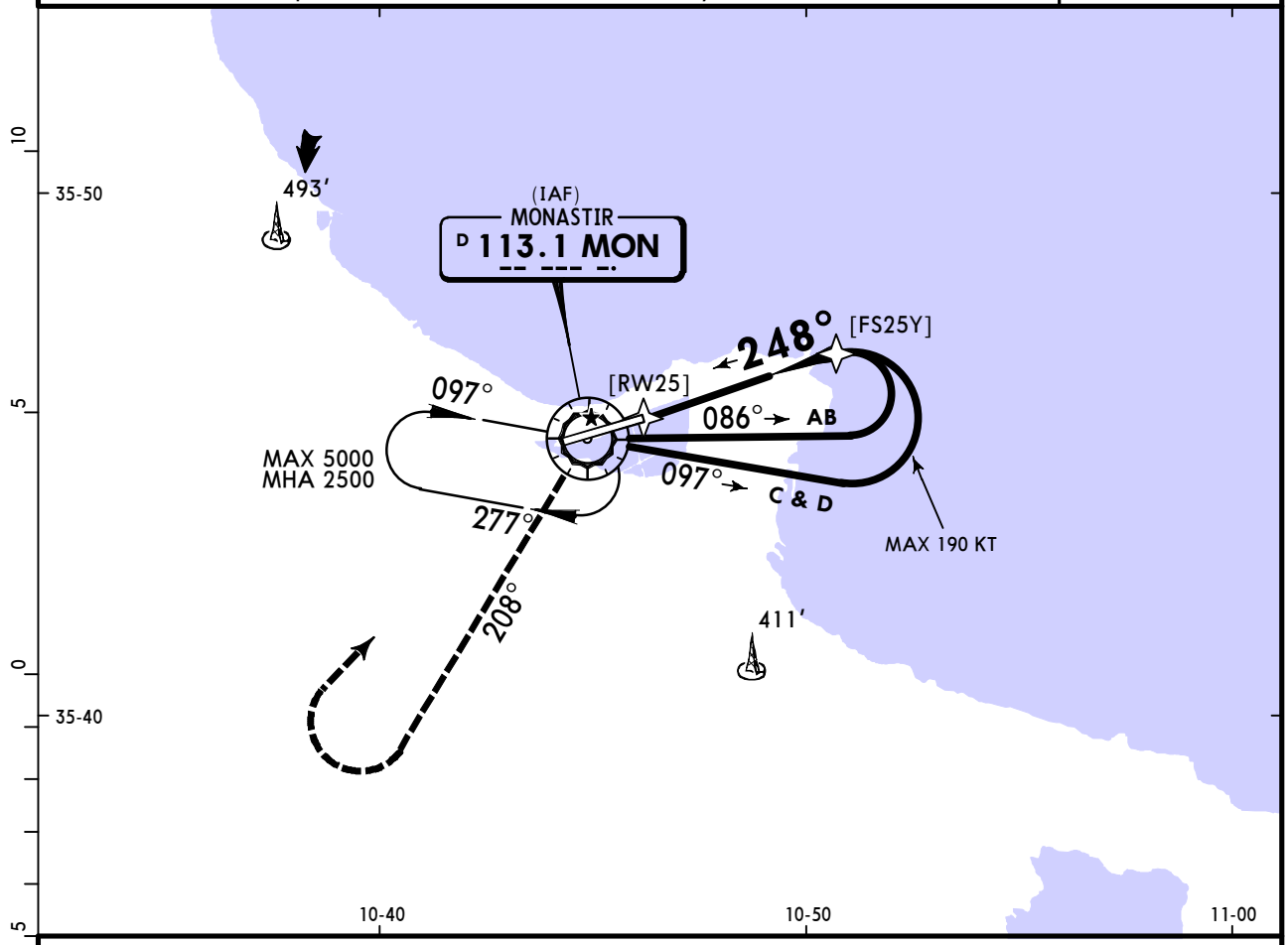
VOR MON	Final Apch Crs	No FAF	MDA(H)	Apt Elev 9′
113.1	248°		520′ (511′)	

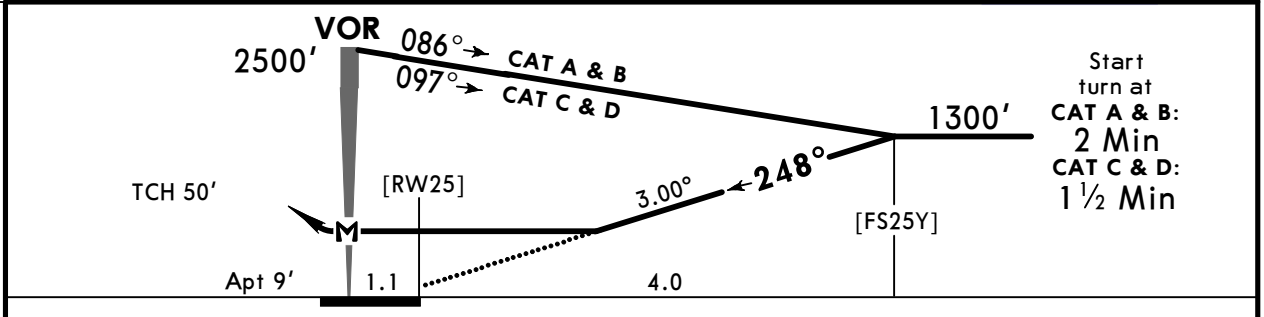
MISSED APCH: Climbing turn LEFT and follow R-208 to 2000′, then turn RIGHT to join VOR at 2500′. Do not turn before passing MAP.

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

1800

MSA MON VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L

2000′ LT onto MON 113.1 R-208

JAR-OPS

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND		
	MDA(H) 520′ (511′)	Max Kts	MDA(H)	
A	R1500m	100	520′ (511′)	V1500m
B		135	560′ (551′)	V1600m
C	R2000m	180	770′ (761′)	V2400m
D		205	810′ (801′)	V3600m

PANS OPS

CHANGES: New AOM concept.

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DTMB/MIR
HABIB BOURGUIBA

JEPPESEN
15 SEP 23 (16-1)

MONASTIR, ~~TUNISIA~~
Lctr Rwy 07

D-ATIS	ENFIDHA Approach	BOURGUIBA Airport (TWR)
128.125	119.3 122.225	118.3

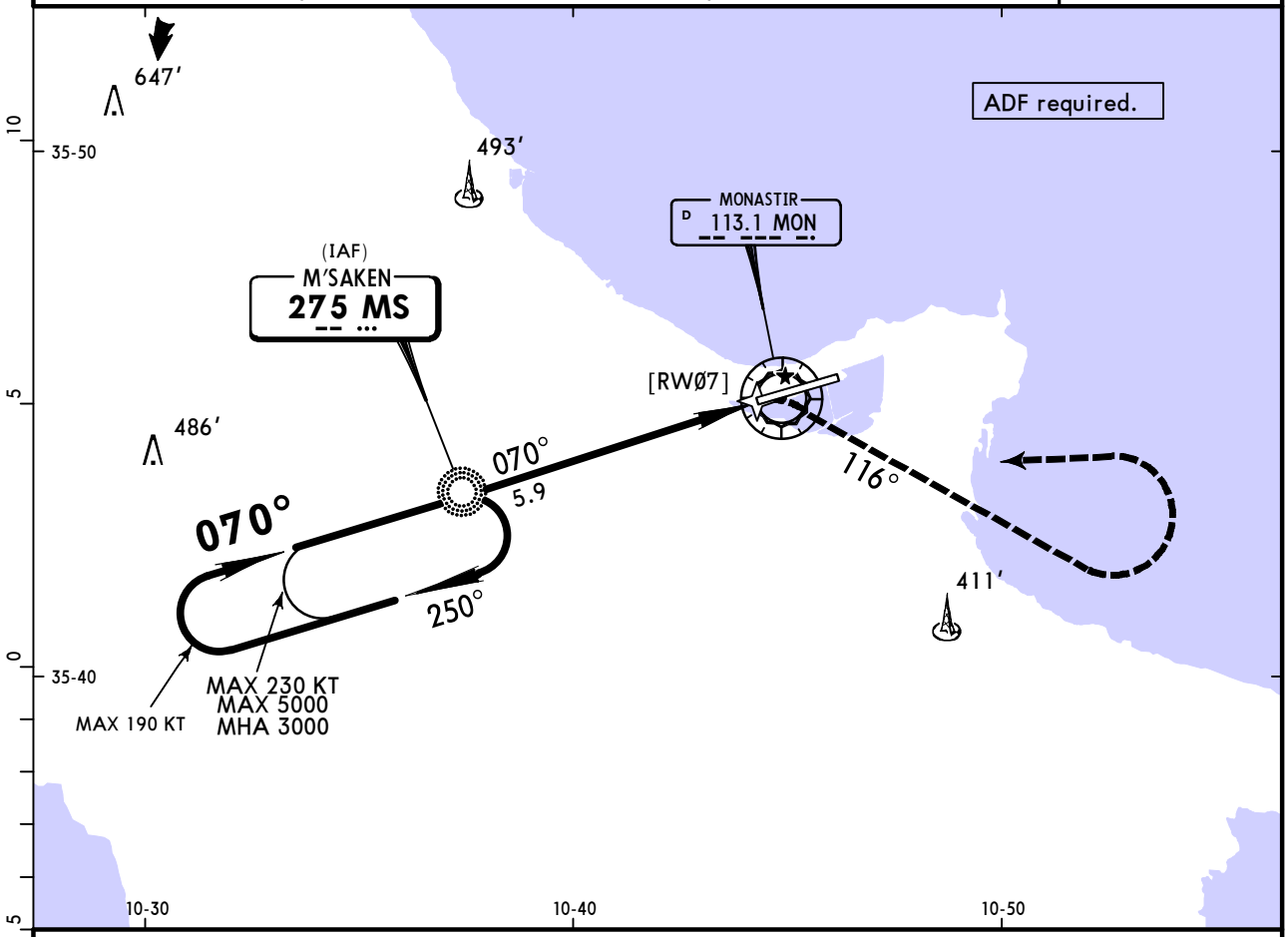
BRIEFING STRIP™

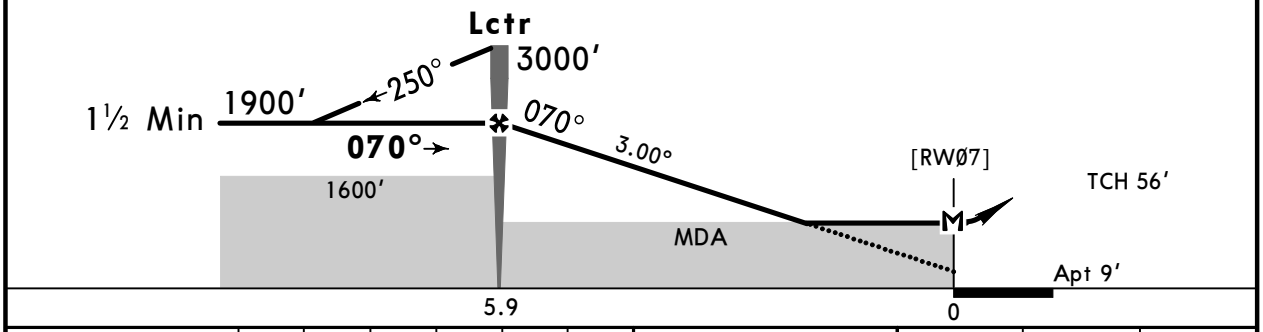
Lctr MS	Final Apch Crs	Lctr	MDA(H)	Apt Elev 9′
275	070°	1900′ (1891′)	660′ (651′)	

MISSED APCH: Turn RIGHT onto 116° climbing to 1500′, then turn LEFT to join Lctr at 3000′.
Do not turn before passing MAP.

MSA MS Lctr: 173° 2400 113° 1800

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





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
Lctr to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

HIALS
PAPI
116° RT
1500′

PANS OPS

JAR-OPS STRAIGHT-IN LANDING

MDA(H) 660′ (651′)

		ALS out
A	R1200m	R1500m
B	R1400m	
C		R2000m
D	R1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	660′ (651′)	V1500m
135	660′ (651′)	V1600m
180	770′ (761′)	V2400m
205	810′ (801′)	V3600m

CHANGES: New AOM concept.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MONASTIR, (HABIB BOURGUIBA - DTMB)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport DTMB

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20270131

(16-1) IAP Lctr Rwy 07 suspended (based on SUP 03-26).