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List of pages in this Trip Kit

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Airport Information For DTTA
Terminal Charts For DTTA
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: TUNIS TUN
ICAO/IATA: DTTA / TUN
Lat/Long: N36° 51.07', E010° 13.62'
Elevation: 21 ft

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

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

Sunrise: 0550 Z
Sunset: 1616 Z

Runway Information

Runway: 01
Length x Width: 10499 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 19 ft
Lighting: Edge, Centerline
Stopway: 197 ft

Runway: 11
Length x Width: 9350 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 20 ft
Lighting: Edge

Runway: 19
Length x Width: 10499 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 29
Length x Width: 9350 ft x 148 ft
Surface Type: bitu

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TDZ-Elev: 16 ft
Lighting: Edge
Displaced Threshold: 656 ft
Stopway: 197 ft

Communication Information

ATIS: 118.675
Tunis Tower: 118.100
Tunis Ground: 121.900
Tunis Approach: 119.500
Tunis Approach: 121.200

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1. GENERAL

1.1. ATIS

D-ATIS 118.67

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are intended to prevent excessive noise on and around the APT. As the pilots' contribution is essential for reaching the aim of the conceived noise abatement procedures, they are highly requested to stick to these procedures aiming at reducing the embarrassment due to the airplanes noise around APT.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

RWY 29 is normally used for landings and RWY 01 for take-offs, provided:

- RWY 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 RWY is dry or 10 KT if RWY is wet or contaminated;
- tailwind component (including gusts) does not exceed 5 KT;
- wind shear or thunderstorms are not reported or expected.

When RWY 01/19 is not usable and if meteorological conditions permit, take-off will be permitted on RWY 11 and landing on RWY 29.

1.3. PARKING INFORMATION

Push-back required on stands CP18 and P1 thru P58.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

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

On final approach do not descend below ILS GS of 3° or PAPI "on glide slope" indication.
Landing on RWY 11 will be operated as much as possible using ARC DME instrument approach procedures.

In case a visual approach is permitted on RWY 11, the clearance will be attended by the following conditions:
The ACFT must be aligned on the RWY centerline at minimum 10 NM of the RWY threshold with minimum overflight altitude of 3000'.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

ALL TYPE OF ACFT

Select a climb procedure to reach 3030' as soon as possible.

TURBOJET ACFT

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

Initiate noise abatement procedure at or above 830'. Climbing speed to noise abatement initiation point shall be at least V_2 + 10 KT.

At or above 830'	Adjust and maintain engine power/thrust in accordance with noise abatement power/thrust schedule Take-off flaps V_2 + 10 to 20 KT
At 3030'	Accelerate smoothly to enroute climb speed with flaps/slats retraction on schedule.

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pilot sends a departure clearance request (RCD: Request for Clearance delivery) 25 min before the start-up time taking into account the take-off time slot, if any.

If the pilot accepts the content of the departure clearance, he will send to the ground system, as soon as possible, the acknowledge message (CDA: Clearance Delivery Acknowledge) including the whole content of the departure clearance received on-board.

If the pilot cannot accept the content of the departure clearance received, he will then contact the controller through VHF voice channel and will continue the departure clearance request using the same mean.

In case of not receiving the departure clearance within 5 min of the request the pilot will contact the controller through VHF voice channel and will continue the departure clearance request procedure using the same mean.

If the ground system does not receive the acknowledgement message for the transmitted clearance within 3 min after the departure clearance has been transmitted, or if an invalid message is received, the ground system inform the pilot to contact the controller through VHF voice channel and will continue the departure clearance request procedure using the same mean.

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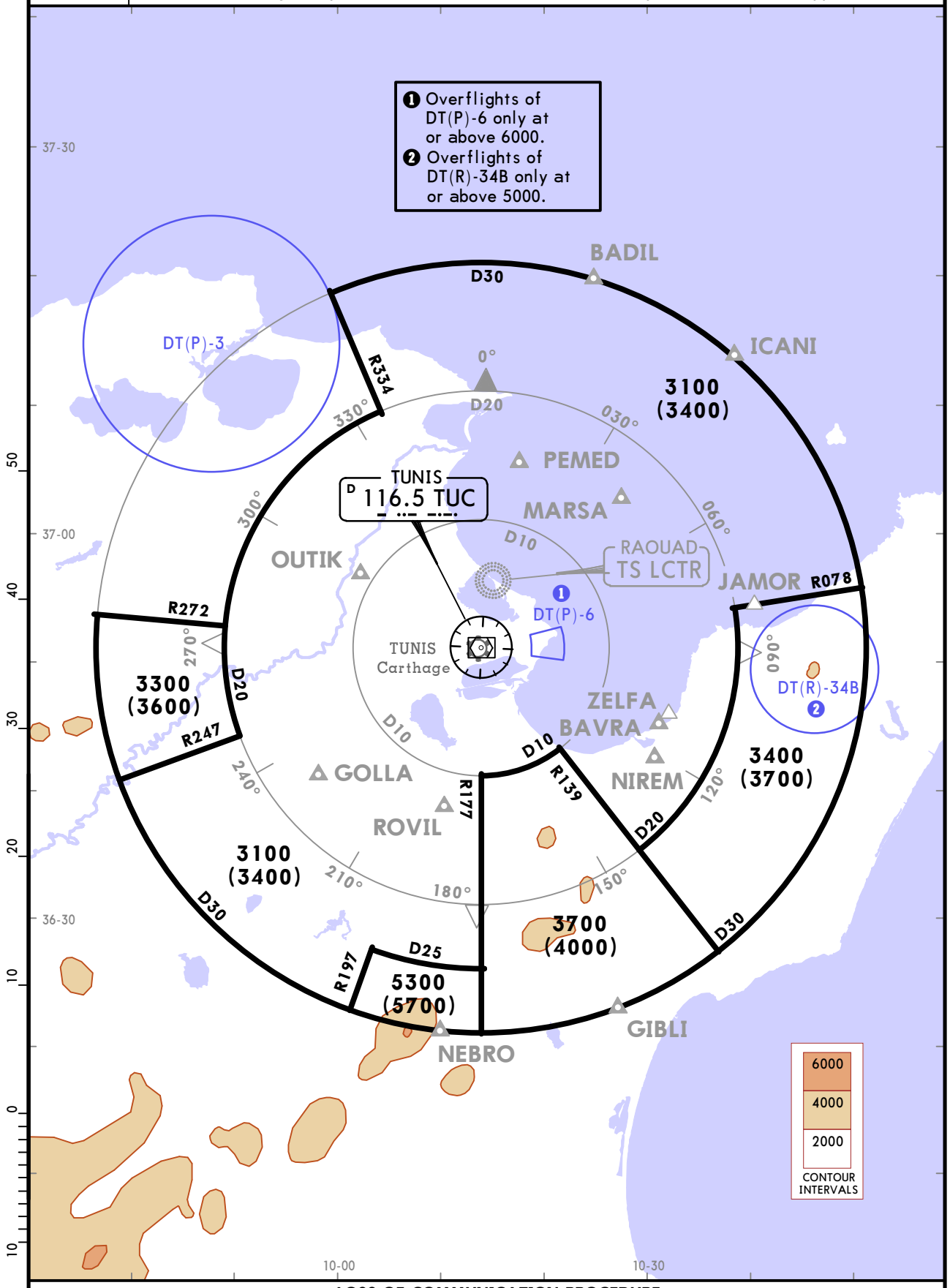
DTTA/TUN
CARTHAGE

JEPPESEN
10 MAY 24 (10-1R) Eff 16 May

TUNIS, ~~TUNISIA~~
RADAR MINIMUM ALTITUDES

Apt Elev
21

Alt Set: hPa Trans level: By ATC Trans alt: 6000
1. Chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.
2. When established under RADAR vectoring on RWY centerline 01, 19 or 29 minimum safe altitude between 15 NM and 6 NM from THR is 2000.
3. MAX 250 KT below FL100 under RADAR vectoring.
4. Altitudes in parentheses are applicable to a temperature between 5°C and -5°C.
5. Altitudes assigned by ATC include a correction for low temperature effect, if applicable.



LOSS OF COMMUNICATION PROCEDURE

RADAR VECTORING ARRIVAL
Resume standard APCH track for RWY in use, or proceed visually.

CHANGES: Restricted area.

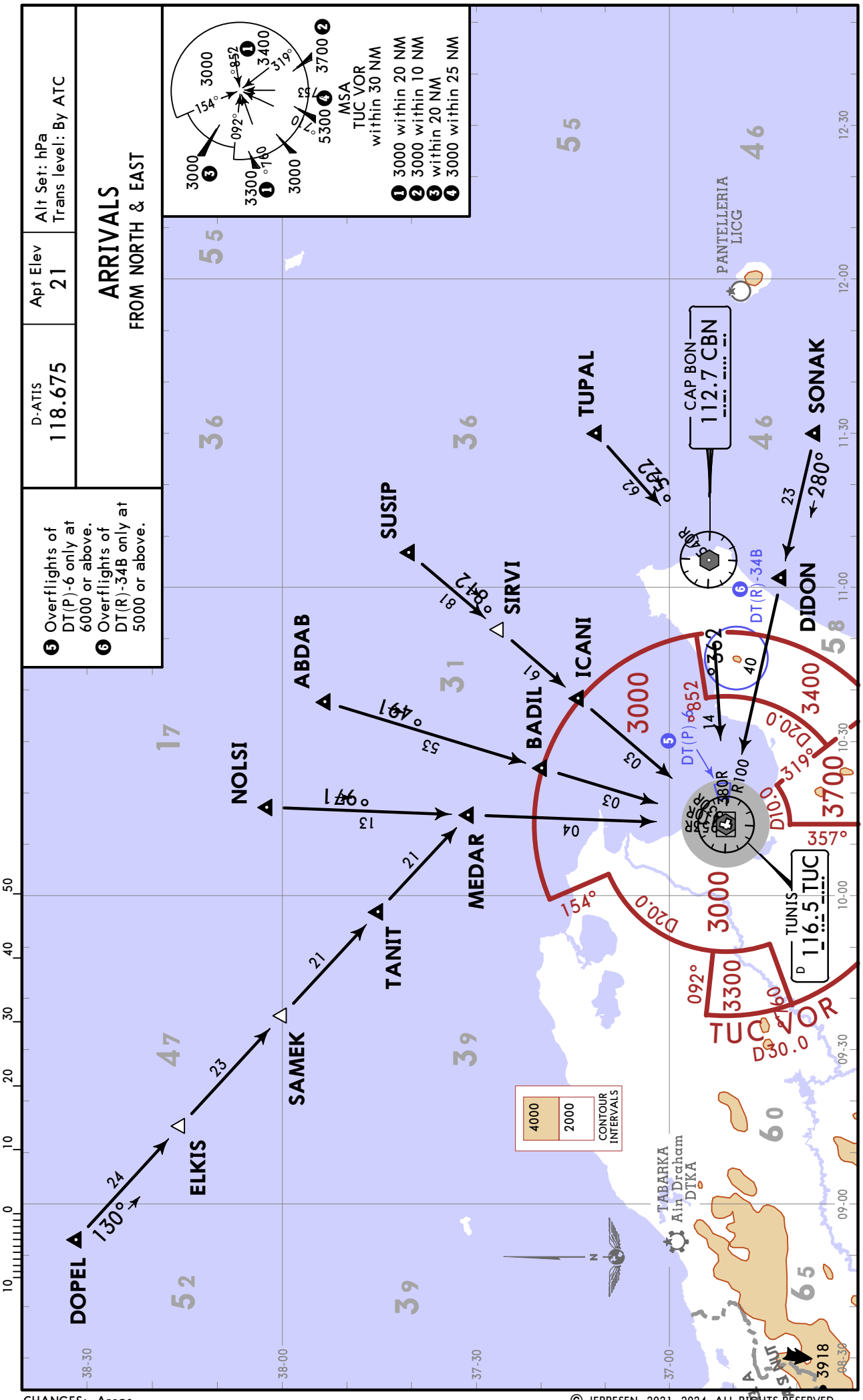
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DTTA/TUN
CARTHAGE

JEPPESEN
10 MAY 24 | 10-2 | Eff 16 May

TUNIS, TUNISIA
ARRIVAL



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DTTA/TUN
CARTHAGE

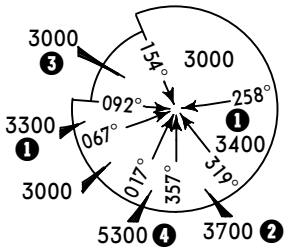
JEPPESEN
10 MAY 24 (10-2A) Eff 16 May

TUNIS, TUNISIA
ARRIVAL

D-ATIS	Apt Elev
118.675	21

Alt Set: hPa
Trans level: By ATC

ARRIVALS
FROM SOUTH



MSA
TUC VOR
within 30 NM

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

TUNIS
D 116.5 TUC

TUC VOR
D30.0
D20.0
D10.0
D25.0
092°
067°
258°
319°
017°
357°
R200
R183
R169
R156
3000
3300
3400
3700
5300
37
30
30
69
12
15
285°
011°
13
34
29
37
349°
336°
R180
R158
19.9
20
19
56
12
003°
42
112
360°
35
338°
020°
348°

NEBRO
RATBA
GIBLI
VAXAL
LOBNA
ENFIDHA
D 114.35 NBA
ENFIDHA
Hammamet
DTNH
MONASTIR
D 113.1 MON
MONASTIR
Habib Bourguiba
DTMB
ADRAM
NAVED
BAMGI
ELJEM
GIPRA
ARNEB
NEDOS
RELBA
SFAX
Thyna
DTTX
SFAX
114.0 SFX
SIDI BEN AOUN
115.3 BAN
DJERBA
D 112.2 JBA
4518

39 31 36 37-00 36-30 60 46 58 36-00 61 38 19 35-30 35-00 38 20 34-30 60 10-30 11-00 09-00 09-30 10-00

6000
4000
2000
CONTOUR INTERVALS

NOT TO SCALE

CHANGES: None.

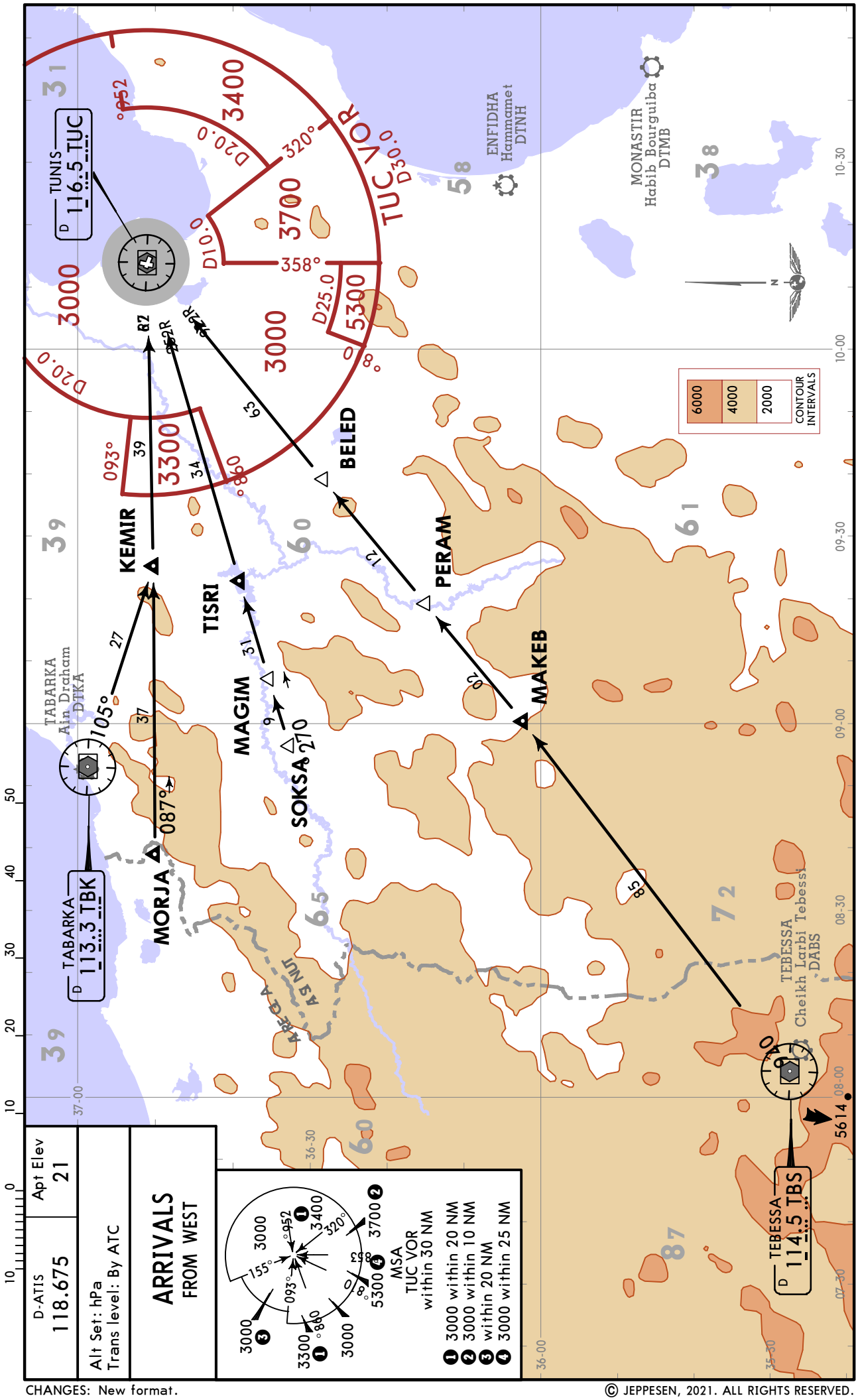
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DTTA/TUN
CARTHAGE

JEPPESEN
19 FEB 21 (10-2B)

TUNIS, TUNISIA
ARRIVAL



CHANGES: New format.

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CBN 3A [CBN3A], CBN 3B [CBN3B]
ICANI 2A [ICAN2A], ICANI 4B [ICAN4B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

TUNIS Approach 121.2	Apt Elev 21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

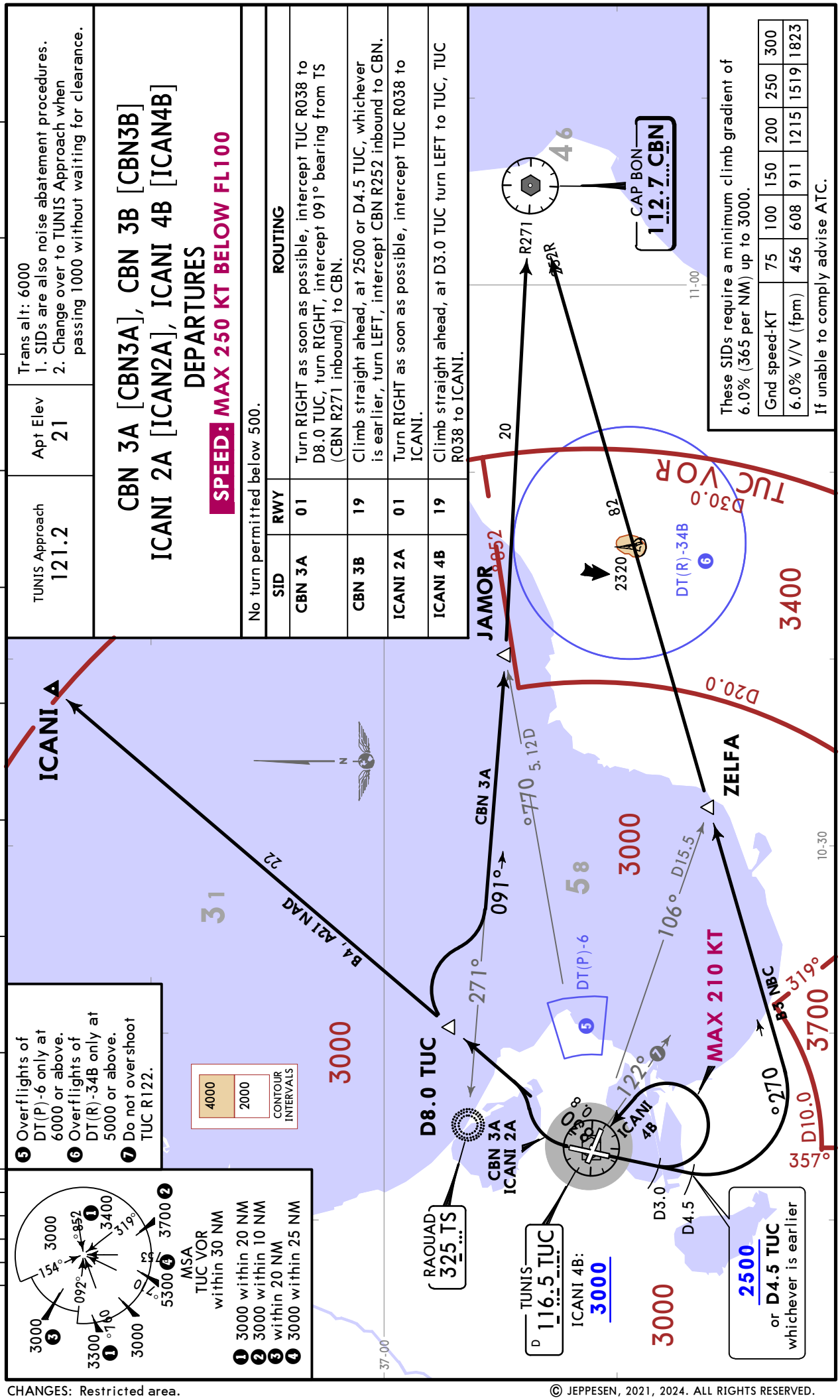
No turn permitted below 500.

SID	RWY	ROUTING
CBN 3A	01	Turn RIGHT as soon as possible, intercept TUC R038 to D8.0 TUC, turn RIGHT, intercept 091° bearing from TS (CBN R271 inbound) to CBN.
CBN 3B	19	Climb straight ahead, at 2500 or D4.5 TUC, whichever is earlier, turn LEFT, intercept CBN R252 inbound to CBN.
ICANI 2A	01	Turn RIGHT as soon as possible, intercept TUC R038 to ICANI.
ICANI 4B	19	Climb straight ahead, at D3.0 TUC turn LEFT to TUC, TUC R038 to ICANI.

These SIDs require a minimum climb gradient of 6.0% (365 per NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply advise ATC.



CHANGES: Restricted area.

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JEPPESEN
10 MAY 24 (10-3A) Eff 16 May

TUNIS, TUNISIA

SID

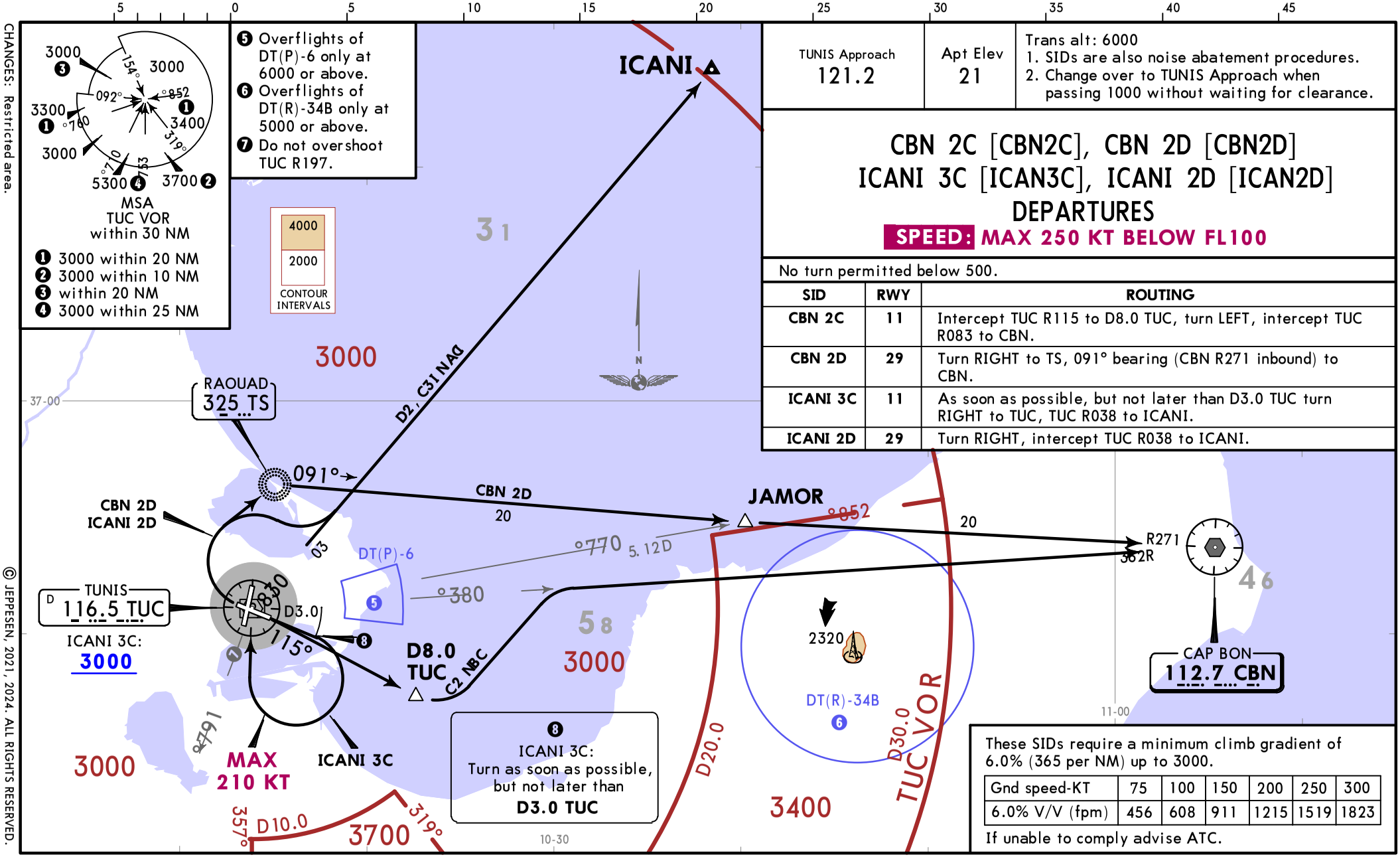
TUNIS Approach	Apt Elev	
121.2	21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

CBN 2C [CBN2C], CBN 2D [CBN2D]
ICANI 3C [ICAN3C], ICANI 2D [ICAN2D]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

No turn permitted below 500.

SID	RWY	ROUTING
CBN 2C	11	Intercept TUC R115 to D8.0 TUC, turn LEFT, intercept TUC R083 to CBN.
CBN 2D	29	Turn RIGHT to TS, 091° bearing (CBN R271 inbound) to CBN.
ICANI 3C	11	As soon as possible, but not later than D3.0 TUC turn RIGHT to TUC, TUC R038 to ICANI.
ICANI 2D	29	Turn RIGHT, intercept TUC R038 to ICANI.



These SIDs require a minimum climb gradient of 6.0% (365 per NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

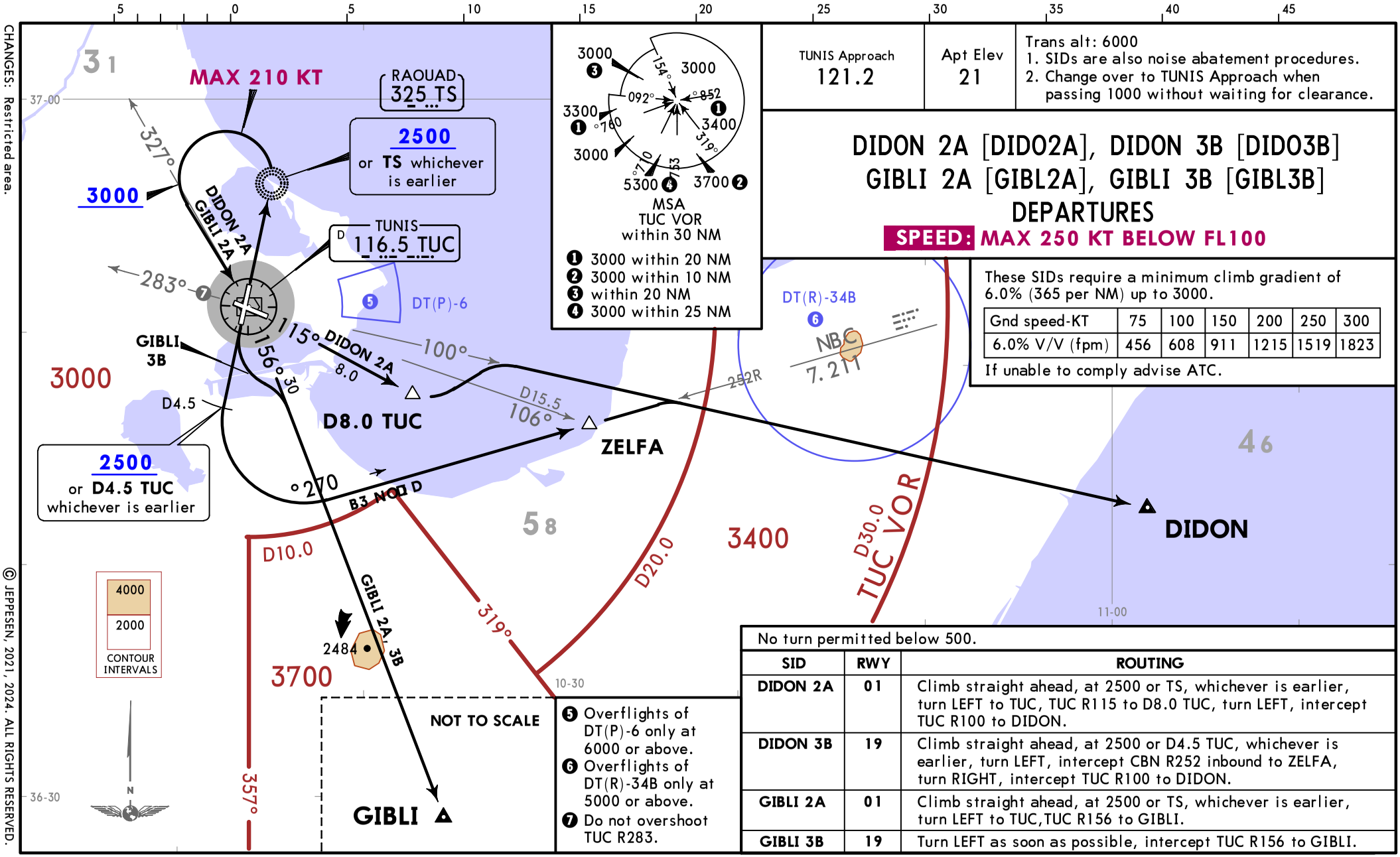
If unable to comply advise ATC.

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DIDON 2A [DIDO2A], DIDON 3B [DIDO3B]
GIBLI 2A [GIBL2A], GIBLI 3B [GIBL3B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

TUNIS Approach	Apt Elev	
121.2	21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.



These SIDs require a minimum climb gradient of 6.0% (365 per NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply advise ATC.

❺ Overflights of DT(P)-6 only at 6000 or above.
❻ Overflights of DT(R)-34B only at 5000 or above.
❼ Do not overshoot TUC R283.

No turn permitted below 500.

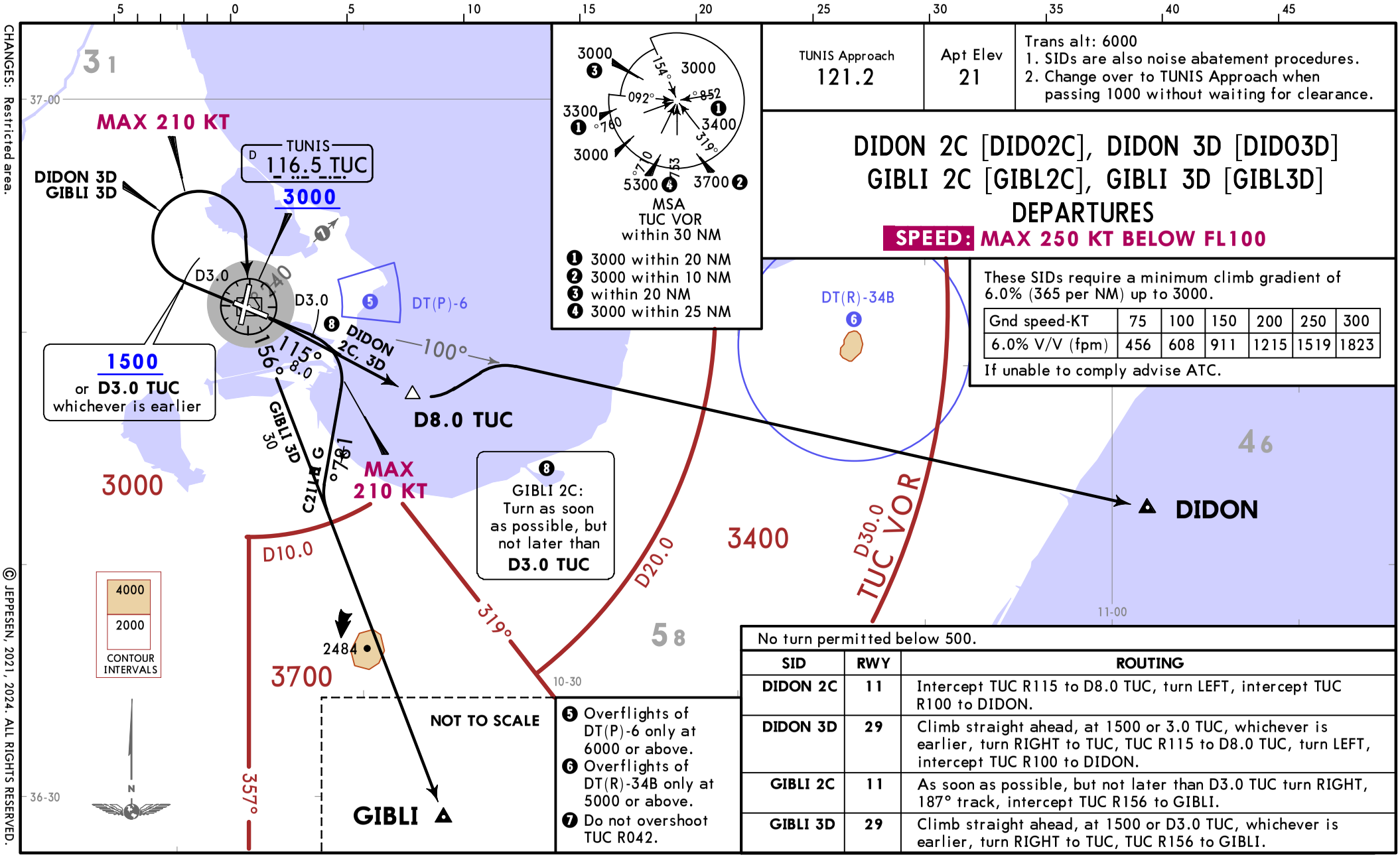
SID	RWY	ROUTING
DIDON 2A	01	Climb straight ahead, at 2500 or TS, whichever is earlier, turn LEFT to TUC, TUC R115 to D8.0 TUC, turn LEFT, intercept TUC R100 to DIDON.
DIDON 3B	19	Climb straight ahead, at 2500 or D4.5 TUC, whichever is earlier, turn LEFT, intercept CBN R252 inbound to ZELFA, turn RIGHT, intercept TUC R100 to DIDON.
GIBLI 2A	01	Climb straight ahead, at 2500 or TS, whichever is earlier, turn LEFT to TUC,TUC R156 to GIBLI.
GIBLI 3B	19	Turn LEFT as soon as possible, intercept TUC R156 to GIBLI.

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JEPPESEN
10 MAY 24
10-3C
Eff 16 May

TUNIS, TUNISIA

SID



TUNIS Approach
121.2

Apt Elev
21

Trans alt: 6000
1. SIDs are also noise abatement procedures.
2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

DIDON 2C [DIDO2C], DIDON 3D [DIDO3D]
GIBLI 2C [GIBL2C], GIBLI 3D [GIBL3D]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

These SIDs require a minimum climb gradient of 6.0% (365 per NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	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 R115 to D8.0 TUC, turn LEFT, intercept TUC R100 to DIDON.
DIDON 3D	29	Climb straight ahead, at 1500 or 3.0 TUC, whichever is earlier, turn RIGHT to TUC, TUC R115 to D8.0 TUC, turn LEFT, intercept TUC R100 to DIDON.
GIBLI 2C	11	As soon as possible, but not later than D3.0 TUC turn RIGHT, 187° track, intercept TUC R156 to GIBLI.
GIBLI 3D	29	Climb straight ahead, at 1500 or D3.0 TUC, whichever is earlier, turn RIGHT to TUC, TUC R156 to GIBLI.

5 Overflights of DT(P)-6 only at 6000 or above.
6 Overflights of DT(R)-34B only at 5000 or above.
7 Do not overshoot TUC R042.

CHANGES: Restricted area.

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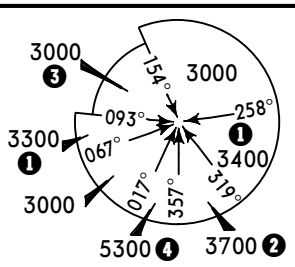
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TUNIS Approach	Apt Elev	
121.2	21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

NEBRO 2A [NEBR2A], NEBRO 2B [NEBR2B]
RATBA 2A [RATB2A], RATBA 2B [RATB2B]
DEPARTURES

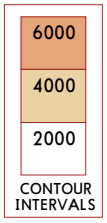
SPEED: MAX 250 KT BELOW FL100



MSA
TUC VOR
within 30 NM

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.
6. Do not overshoot TUC R283.



These SIDs require a minimum climb gradient of 365 per NM (6.0%) 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 R183 to NEBRO.
NEBRO 2B	19	Turn LEFT as soon as possible, intercept TUC R183 to NEBRO.
RATBA 2A	01	Climb straight ahead, at 2500 or TS, whichever is earlier, turn LEFT to TUC, TUC R200 to RATBA.
RATBA 2B	19	Turn RIGHT as soon as possible, intercept TUC R200 to RATBA.

CHANGES: Communication.

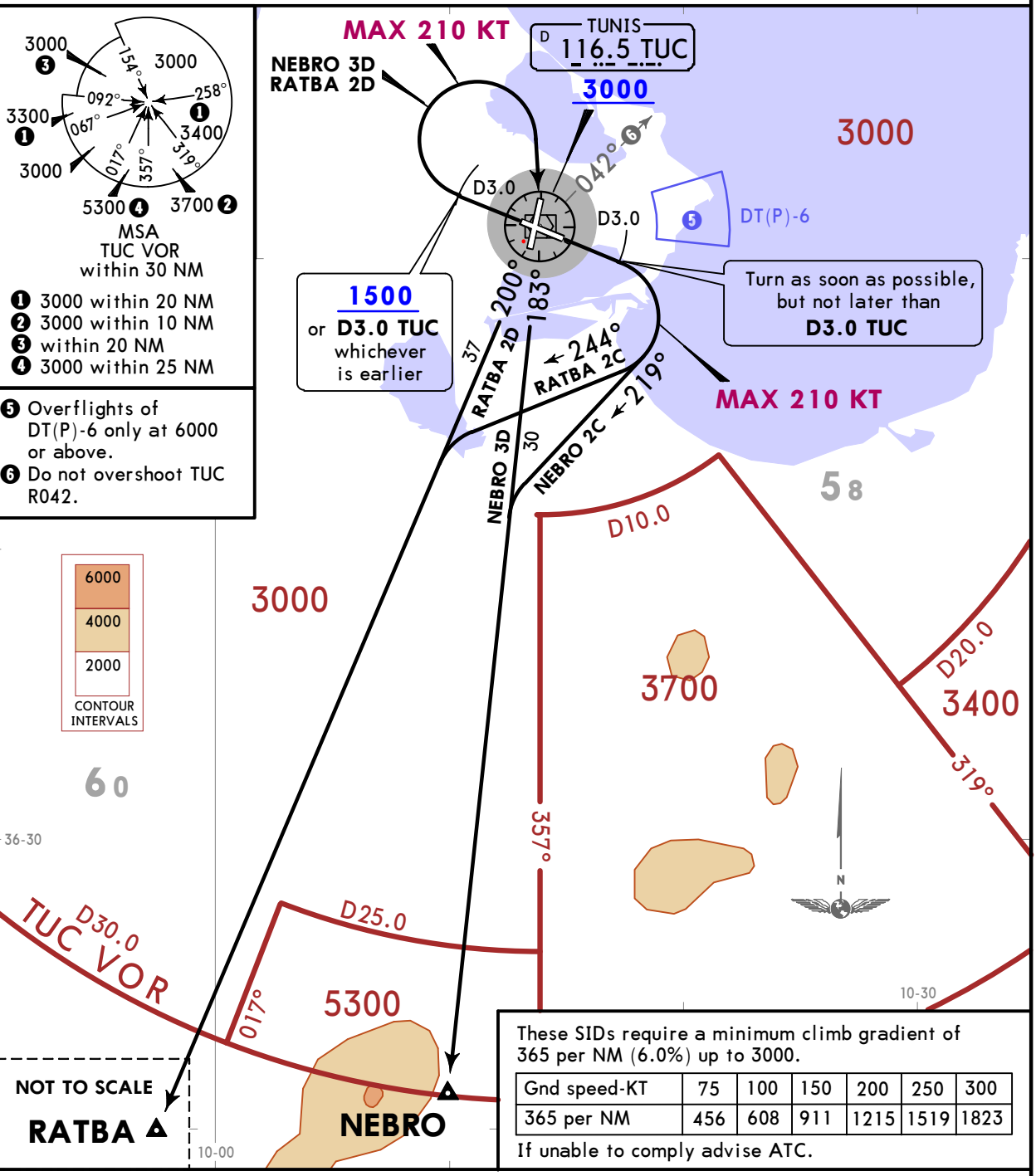
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TUNIS Approach 121.2	Apt Elev 21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

NEBRO 2C [NEBR2C], NEBRO 3D [NEBR3D]
RATBA 2C [RATB2C], RATBA 2D [RATB2D]
DEPARTURES

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.
6. Do not overshoot TUC R042.

These SIDs require a minimum climb gradient of 365 per NM (6.0%) 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 D3.0 TUC turn RIGHT, 219° track, intercept TUC R183 to NEBRO.
NEBRO 3D	29	Climb straight ahead, at 1500 or D3.0 TUC, whichever is earlier, turn RIGHT to TUC, TUC R183 to NEBRO.
RATBA 2C	11	As soon as possible, but not later than D3.0 TUC turn RIGHT, 244° track, intercept TUC R200 to RATBA.
RATBA 2D	29	Climb straight ahead, at 1500 or D3.0 TUC, whichever is earlier, turn RIGHT to TUC, TUC R200 to RATBA.

CHANGES: Communication.

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TUNIS Approach 121.2	Apt Elev 21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

BELED 2A [BELE2A], BELED 4B [BELE4B]
TISRI 2A [TISR2A], TISRI 4B [TISR4B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

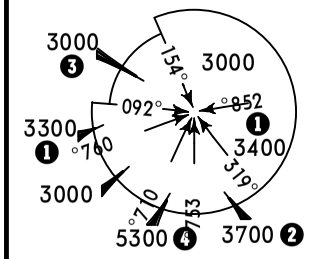
These SIDs require a minimum climb gradient of 365 per NM (6.0%) up to 3000.

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

If unable to comply advise ATC.

❺ Overflights of DT(P)-6 only at 6000 or above.
❻ Do not overshoot TUC R122.

RAOUAD
325 TS
2500
or TS whichever is earlier
TUNIS
D 116.5 TUC
3000
❺ DT(P)-6
3000
3000
3000
3300
3700
3700
MAX 210 KT
(TISRI 2A only)
[D251T]
(BELED 2A only)
[D228U]
TISRI
BELED
TUC VOR
A21 RSI T
B41 RSI T
A2 DELEB
B4 DELEB
D3.0
D4.5
D10.0
D20.0
D30.0
TISRI 4B
327°
357°
319°
122°
37-00
10-00
09-30
36-30



4000
2000
CONTOUR INTERVALS

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

No turn permitted below 500.

SID	RWY	ROUTING
BELED 2A	01	Climb straight ahead, at 2500 or TS, whichever is earlier, turn LEFT, intercept 220° bearing from TS, intercept TUC R228 to BELED.
BELED 4B	19	Straight ahead, at D4.5 TUC turn RIGHT, 261° track, intercept TUC R228 to BELED.
TISRI 2A	01	Climb straight ahead, at 2500 or TS, whichever is earlier, turn LEFT, intercept 239° bearing from TS, intercept TUC R251 to TISRI.
TISRI 4B	19	Straight ahead, at D3.0 TUC turn LEFT to TUC, TUC R251 to TISRI.

CHANGES: Communication.
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TUNIS Approach 121.2	Apt Elev 21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

BELED 4C [BELE4C], BELED 2D [BELE2D] TISRI 3C [TISR3C], TISRI 1D [TISR1D] DEPARTURES

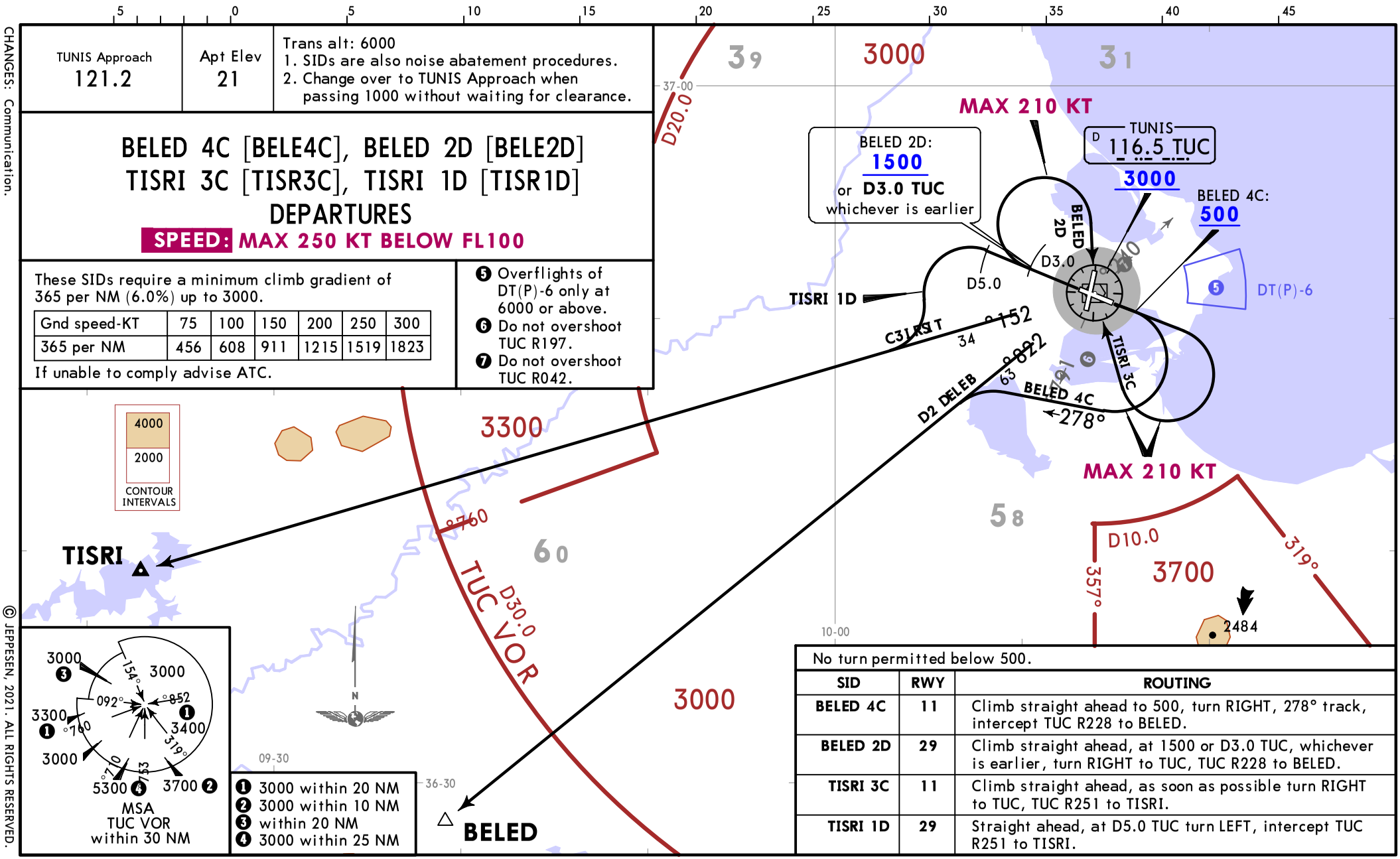
SPEED: MAX 250 KT BELOW FL100

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

❺ Overflights of DT(P)-6 only at 6000 or above.
❻ Do not overshoot TUC R197.
❼ Do not overshoot TUC R042.



SID	RWY	ROUTING
BELED 4C	11	Climb straight ahead to 500, turn RIGHT, 278° track, intercept TUC R228 to BELED.
BELED 2D	29	Climb straight ahead, at 1500 or D3.0 TUC, whichever is earlier, turn RIGHT to TUC, TUC R228 to BELED.
TISRI 3C	11	Climb straight ahead, as soon as possible turn RIGHT to TUC, TUC R251 to TISRI.
TISRI 1D	29	Straight ahead, at D5.0 TUC turn LEFT, intercept TUC R251 to TISRI.

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JEPPESEN
24 DEC 21 (10-3H)
Eff 30 Dec

TUNIS Approach 121.2	Apt Elev 21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

KEMIR 2A [KEMI2A], KEMIR 4B [KEMI4B]
TOBIB 2A [TOBI2A], TOBIB 4B [TOBI4B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

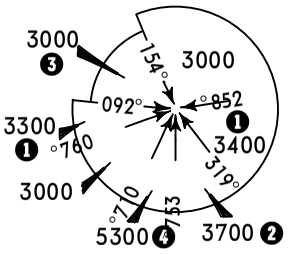
No turn permitted below 500.

SID	RWY	ROUTING
KEMIR 2A	**01**	Climb straight ahead, at 2500 or TS, whichever is earlier, turn LEFT, intercept 252° bearing from TS, intercept TUC R266 to KEMIR.
KEMIR 4B	**19**	Straight ahead, at D3.0 TUC turn LEFT to TUC, TUC R266 to KEMIR.
TOBIB 2A	**01**	Turn LEFT as soon as possible, intercept TUC R343 to TOBIB.
TOBIB 4B	**19**	Straight ahead, at D3.0 TUC turn LEFT to TUC, TUC R343 to TOBIB.

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



MSA
TUC VOR
within 30 NM

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.
6. Do not overshoot TUC R122.

CHANGES: Communication.
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TUNIS Approach
121.2

Apt Elev
21

Trans alt: 6000
1. SIDs are also noise abatement procedures.
2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

KEMIR 3C [KEMI3C], KEMIR 1D [KEMI1D]
TOBIB 3C [TOBI3C], TOBIB 2D [TOBI2D]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

No turn permitted below 500.

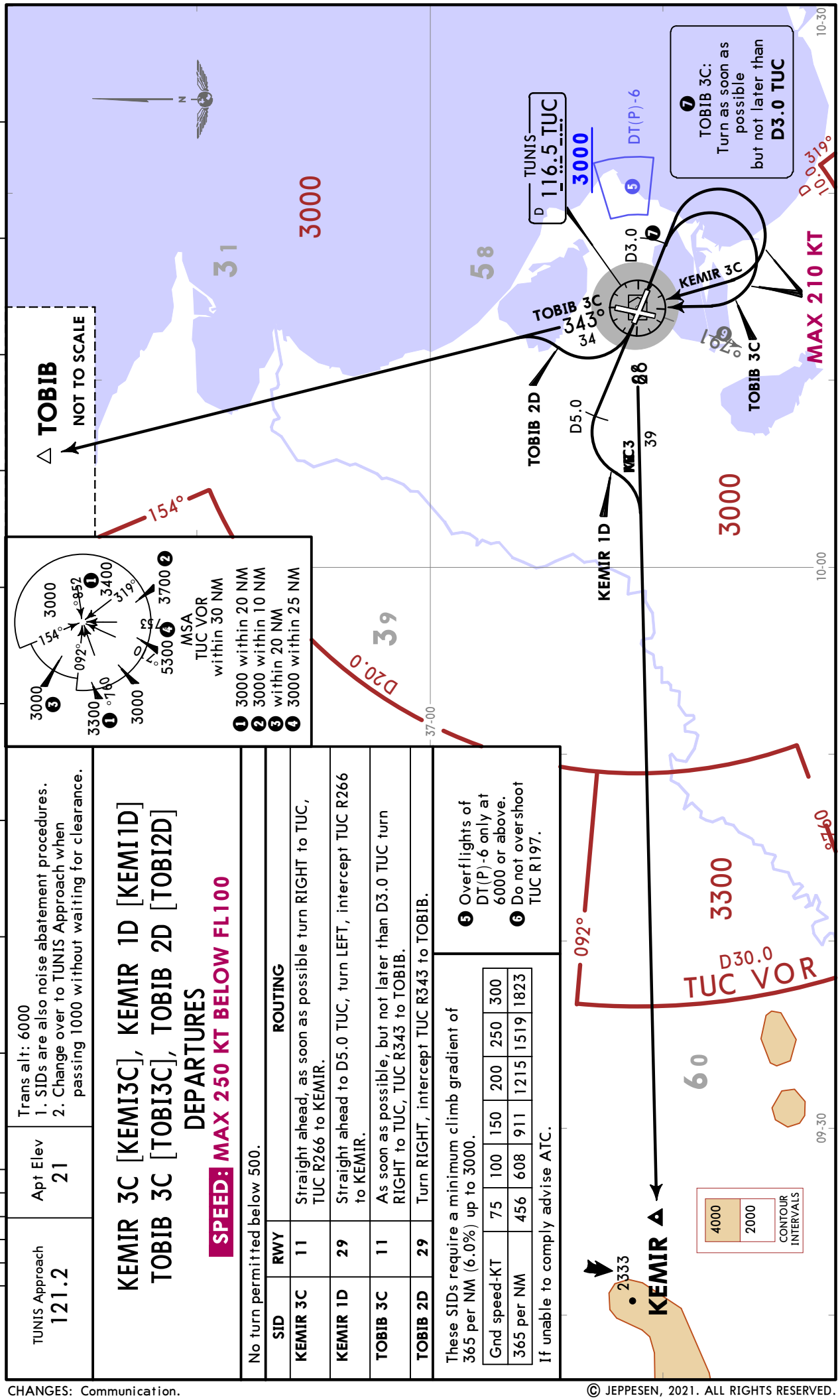
SID	RWY	ROUTING
KEMIR 3C	11	Straight ahead, as soon as possible turn RIGHT to TUC, TUC R266 to KEMIR.
KEMIR 1D	29	Straight ahead to D5.0 TUC, turn LEFT, intercept TUC R266 to KEMIR.
TOBIB 3C	11	As soon as possible, but not later than D3.0 TUC turn RIGHT to TUC, TUC R343 to TOBIB.
TOBIB 2D	29	Turn RIGHT, intercept TUC R343 to TOBIB.

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

❺ Overflights of DT(P)-6 only at 6000 or above.
❻ Do not overshoot TUC R197.



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TUNIS Approach 121.2	Apt Elev 21	Trans alt: 6000 1. SIDs are also noise abatement procedures. 2. Change over to TUNIS Approach when passing 1000 without waiting for clearance.

RADAR VECTORING DEPARTURE

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS ▶ In VMC conditions, join APT of departure, if possible. In IMC conditions, join SID of RWY in use, or climb on RWY heading until 3100 and then join the FPL route if possible, maintain the last assigned level or the minimum flight altitude whichever is higher until 30NM. ◀ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This radar vectoring departure requires 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.

No turn permitted below 3100.

ROUTING

Climb on runway heading, when passing 3100 EXPECT RADAR vectoring.

CHANGES: Communication.

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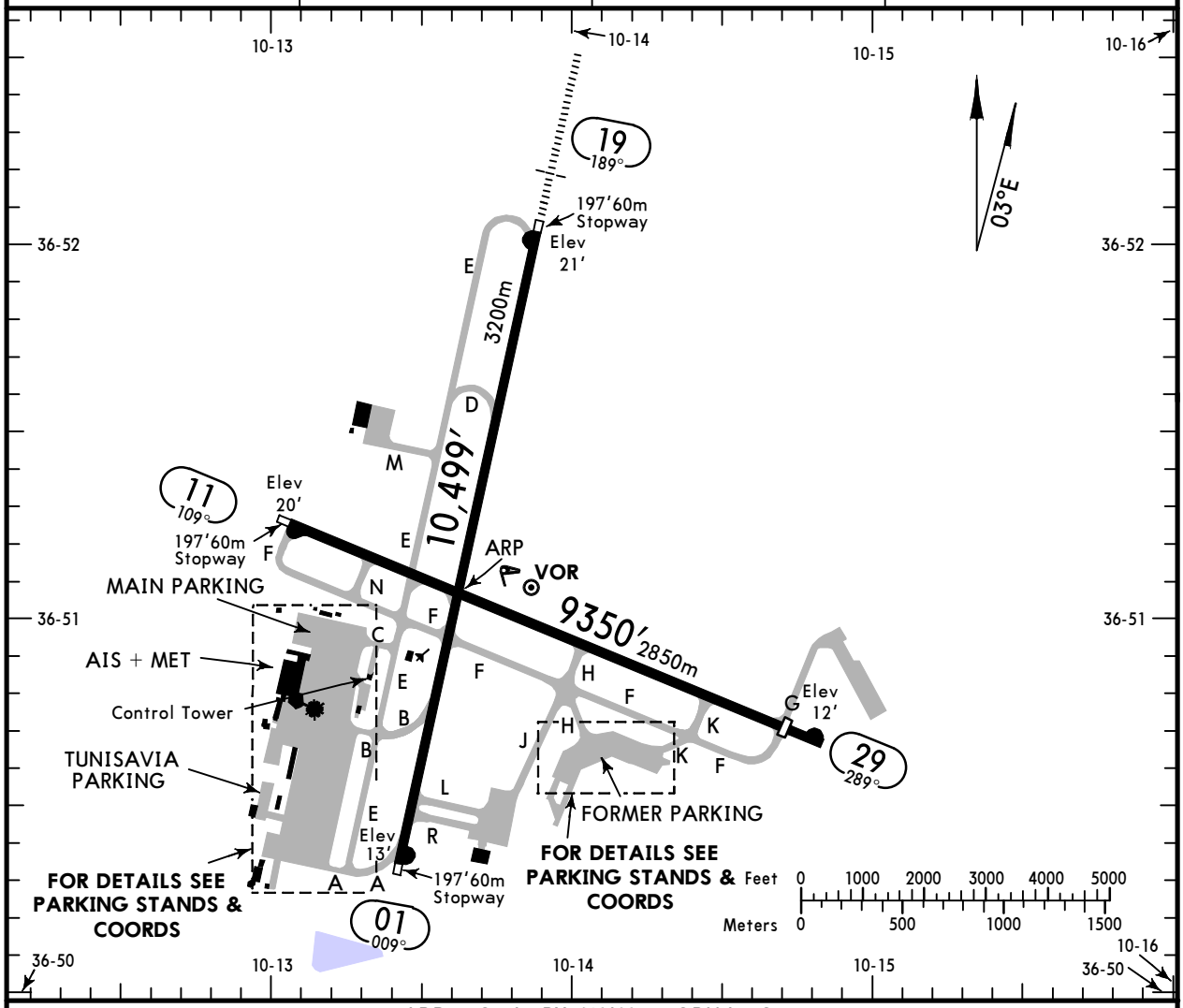
DTTA/TUN

Apt Elev 21′
N36 51.1 E010 13.6

JEPPESEN
15 AUG 25 (10-9)

TUNIS, ~~TUNISIA~~
CARTHAGE

D-ATIS	ACARS:	TUNIS Ground	TUNIS Tower
118.675	DCL	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°)		9513′ 2900m	❶	148′ 45m
19	HIRL (50m) CL (18m) HIALS PAPI-L (3.0°)		9406′ 2867m		

❶ TAKE-OFF RUN AVAILABLE

RWY 01:
From rwy head 10,499′ (3200m)
twy B int 8104′ (2470m)
twy F int 6759′ (2060m)
twy L int 9449′ (2880m)
twy R int 9711′ (2960m)

RWY 19:
From rwy head 10,499′ (3200m)
twy D int 7628′ (2325m)

11	HIRL (50m) PAPI-L (3.5°)			❷	148′ 45m
29	HIRL (50m) PAPI-L (3.0°)	8694′ 2650m	7661′ 2335m		

❷ TAKE-OFF RUN AVAILABLE

RWY 11:
From rwy head 9350′ (2850m)
twy E int 7218′ (2200m)
twy N int 8005′ (2440m)

RWY 29:
From rwy head 9350′ (2850m)
twy F int 8694′ (2650m)
twy H int 5200′ (1585m)
twy K int 7431′ (2265m)

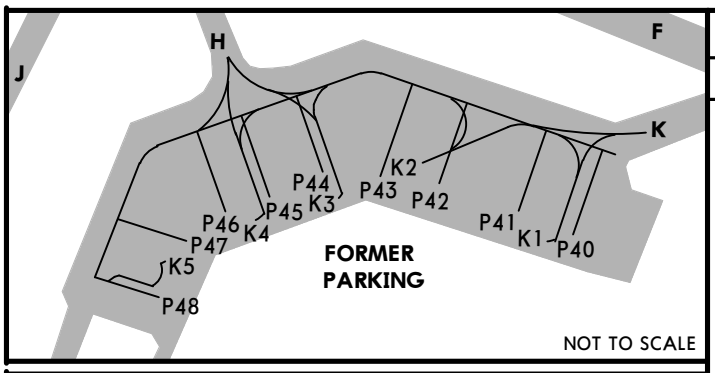
JAR-OPS TAKE-OFF

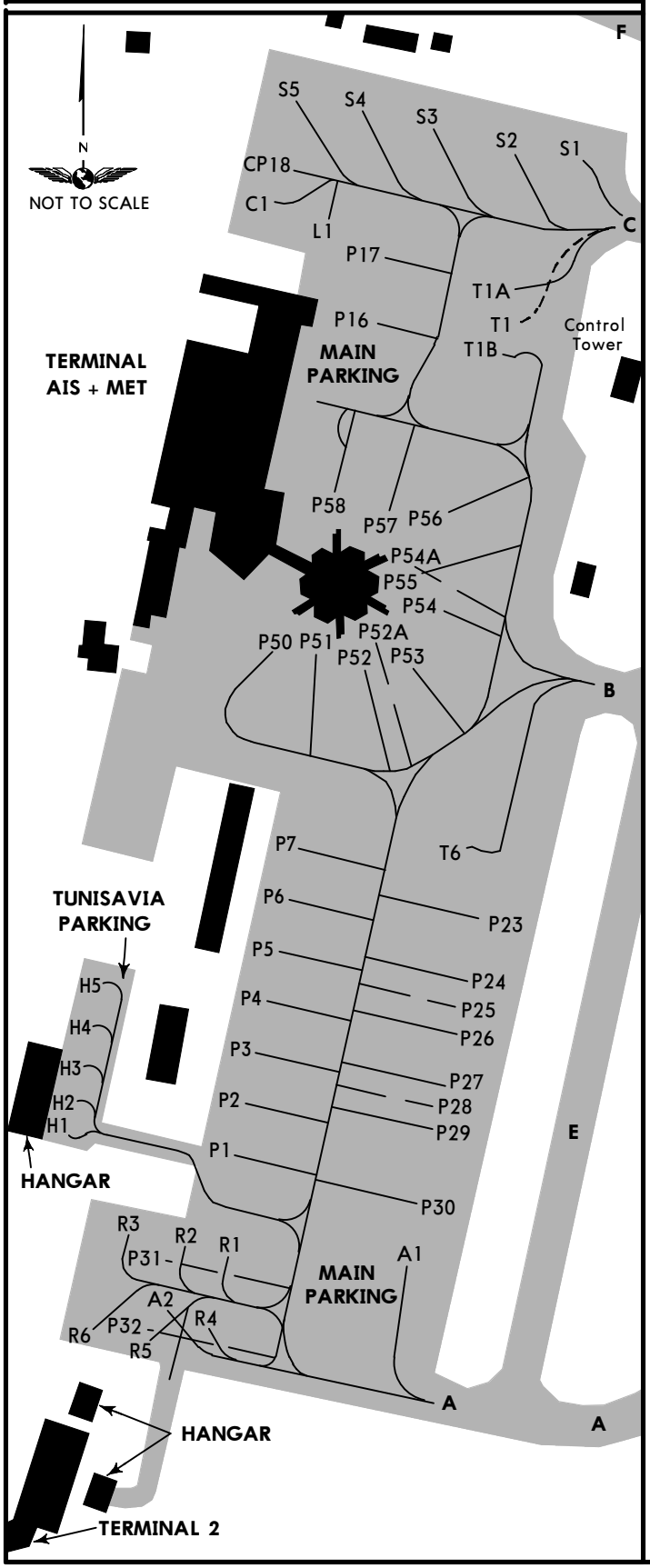
	LVP must be in force			RL or RCLM	RL	Nil	
	RL & CL	RL or RCLM	RL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
A B C	R200m	R250m		R/V400m		R/V500m	NA
D	R250m	R300m					

CHANGES: None.

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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
L1	N36 50.9 E010 13.1
P1 thru P4	N36 50.5 E010 13.1
P5 thru P7	N36 50.6 E010 13.1
P16	N36 50.9 E010 13.1
P17	N36 50.9 E010 13.2
P23, P24	N36 50.6 E010 13.2
P25 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, T1A, T1B	N36 50.9 E010 13.2
T6	N36 50.6 E010 13.2

CHANGES: TWY guide lines.

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TUNIS, TUNISIA
CARTHAGE

STRAIGHT-IN RWY		A	B	C	D
01	ILS Z, Y or X	**223**′(210′) R1200m	**233**′(220′) R1200m	**243**′(230′) R1200m	**253**′(240′) R1200m
	❶ LOC Z, Y or X with D3.0/D2.4	**380**′(367′) R1500m	**380**′(367′) R1500m	**380**′(367′) R1800m	**380**′(367′) R2000m
	❶ LOC Z, Y or X w/o D3.0/D2.4	**760**′(747′) R1500m	**760**′(747′) R1500m	**760**′(747′) R2400m	**760**′(747′) R2400m
	❶ VOR Z with D3.0	**380**′(367′) R1500m	**380**′(367′) R1500m	**380**′(367′) R1800m	**380**′(367′) R2000m
	❶ VOR Z w/o D3.0	**760**′(747′) R1500m	**760**′(747′) R1500m	**760**′(747′) R2400m	**760**′(747′) R2400m
	❶ VOR Y	**810**′(797′) R1500m	**810**′(797′) R1500m	**810**′(797′) R2400m	**810**′(797′) R2400m
	VOR Y	**810**′(797′) R3800m	**810**′(797′) R3800m	**810**′(797′) R4000m	**810**′(797′) R4000m
11	❶ VOR with D3.4	**850**′(829′) R1500m	**850**′(829′) R1500m	**850**′(829′) R2400m	**850**′(829′) R2400m
	❶ VOR w/o D3.4	**1080**′(1059′) R1500m	**1080**′(1059′) R1500m	**1080**′(1059′) R2400m	**1080**′(1059′) R2400m
19	ILS Z, Y or X ALS out	**281**′(260′) ❷ R650m R1300m	**291**′(270′) ❷ R650m R1300m	**301**′(280′) ❷ R650m R1300m	**311**′(290′) ❷ R650m R1400m
	❶ LOC Z, Y or X ALS out	**420**′(399′) R1100m R1500m	**420**′(399′) R1100m R1500m	**420**′(399′) R1100m R1800m	**420**′(399′) R1400m R1800m
	❶ VOR ALS out	**420**′(399′) R1100m R1500m	**420**′(399′) R1100m R1500m	**420**′(399′) R1100m R1800m	**420**′(399′) R1400m R1800m
29	ILS Z, Y or X	**242**′(230′) R1200m	**252**′(240′) R1200m	**262**′(250′) R1300m	**272**′(260′) R1300m
	❶ LOC Z, Y or X	**430**′(418′) R1500m	**430**′(418′) R1500m	**430**′(418′) R1900m	**430**′(418′) R2000m
	❶ VOR	**540**′(528′) R1500m	**540**′(528′) R1500m	**540**′(528′) R2400m	**540**′(528′) R2400m

❶ Continuous Descent Final Approach.

❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM concept.

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TUNIS, TUNISIA
CARTHAGE

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After VOR Y 01	❶ **550**′(529′) **820**′(799′) ❶ V1500m	❶ **730**′(709′) **820**′(799′) ❶ V1600m	**1230**′(1209′) **1230**′(1209′) ❶ V2400m	**1230**′(1209′) **1230**′(1209′) ❶ V3600m

❶ or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off				RL or RCLM	RL or CL	Adequate Vis Ref	
RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

CHANGES: New AOM concept.

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DTTA/TUN
CARTHAGE

JEPPESEN
11 APR 25
Eff 17 Apr
11-1

TUNIS, ~~TUNISIA~~
ILS Z or LOC Z Rwy 01

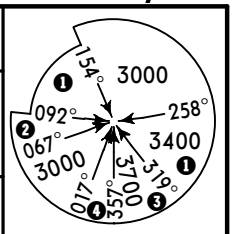
D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

BRIEFING STRIP

LOC TBL	Final Apch Crs	D6.6 TUC	ILS DA(H) Refer to Minimums	Apt Elev 21′ Rwy 13′
111.1	009°	1900′ (1887′)		

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

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



MSA TUC VOR within 30 NM

VOR and DME required.

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

For ILS approach, descent on GP below FAF altitude, is not permitted until passing FAF.

DT(P)-3A/ DT(P)-3B DT(R)-10E

17.5 DME Arc TUC DO NOT OVERSHOOT

1535′ 542′ D15.3 TUC 37-00

HOLDING MAX 220 KT MANDATORY 3000 119° 299°

OUTIK D11.0 TUC

TUNIS D 116.5 TUC

D7.0 TUC

(IAF) MARSA D16.0 TUC

220° 040° D22.0 TUC MAX 230 KT MAX 10000 MHA 3700

13 DME Arc TUC 3700

299° 811′ 489′ 1080′ 834′ 1007′ 36-50

ILS DME 009° 111.1 TBL

DT(P)-6 Do not overfly below 6000

D3.0 TUC [3ØLOC] D0.8 TUC [RWØ1]

646′ DT(R)-2C DT(R)-2A 10-00 505′ 545′ D6.6 TUC [FIØ1] 1346′ 1000

(IF) D11.0 TUC 683′ 479′ 2021′ 1900 3700 1000

(IAF) NIREM D16.0 TUC

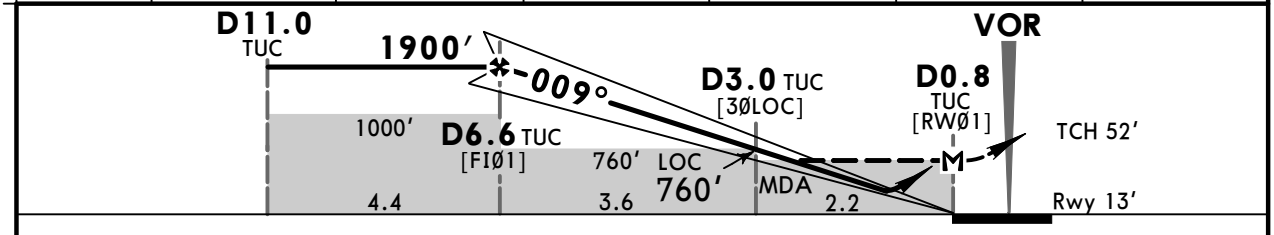
DO NOT OVERSHOOT 13 DME Arc TUC 36-40 194° 178° 172° 479′ 10-10 10-20 10-30

MAX 200 KT MAX 10000 MHA 3700

D21.0 TUC

RECOMMENDED ALTITUDES LOC (GS out)	
TBL DME	ALTITUDE
6.0	1910′
5.0	1590′
4.0	1280′
3.0	960′
2.0	640′
1.0	330′

LOC (GS out)	TUC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1710′	1400′	1080′	760′	450′



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 D0.8 TUC							

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

JAR-OPS

STRAIGHT-IN LANDING

ILS	LOC (GS out) with D3.0	LOC (GS out) w/o D3.0
DA(H) A: 223′ (210′) C: 243′ (230′) B: 233′ (220′) D: 253′ (240′)	MDA(H) 380′ (367′)	MDA(H) 760′ (747′)

CIRCLE-TO-LAND

			Max Kts	MDA(H)
A	R1000m	R1500m	100	550′ (529′) ❶ V1500m
B			135	730′ (709′) ❶ V1600m
C		R1800m	180	1230′ (1209′) V2400m
D		R2000m	205	1230′ (1209′) V3600m

PANS OPS

❶ or higher straight-in minimums.

CHANGES: Airspace renamed.

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DTTA/TUN
CARTHAGE

JEPPESEN
11 APR 25
Eff 17 Apr
11-2

TUNIS, ~~TUNISIA~~
ILS Y or LOC Y Rwy 01

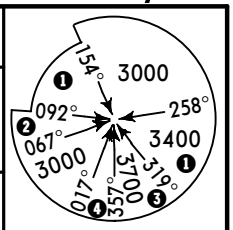
BRIEFING STRIP

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

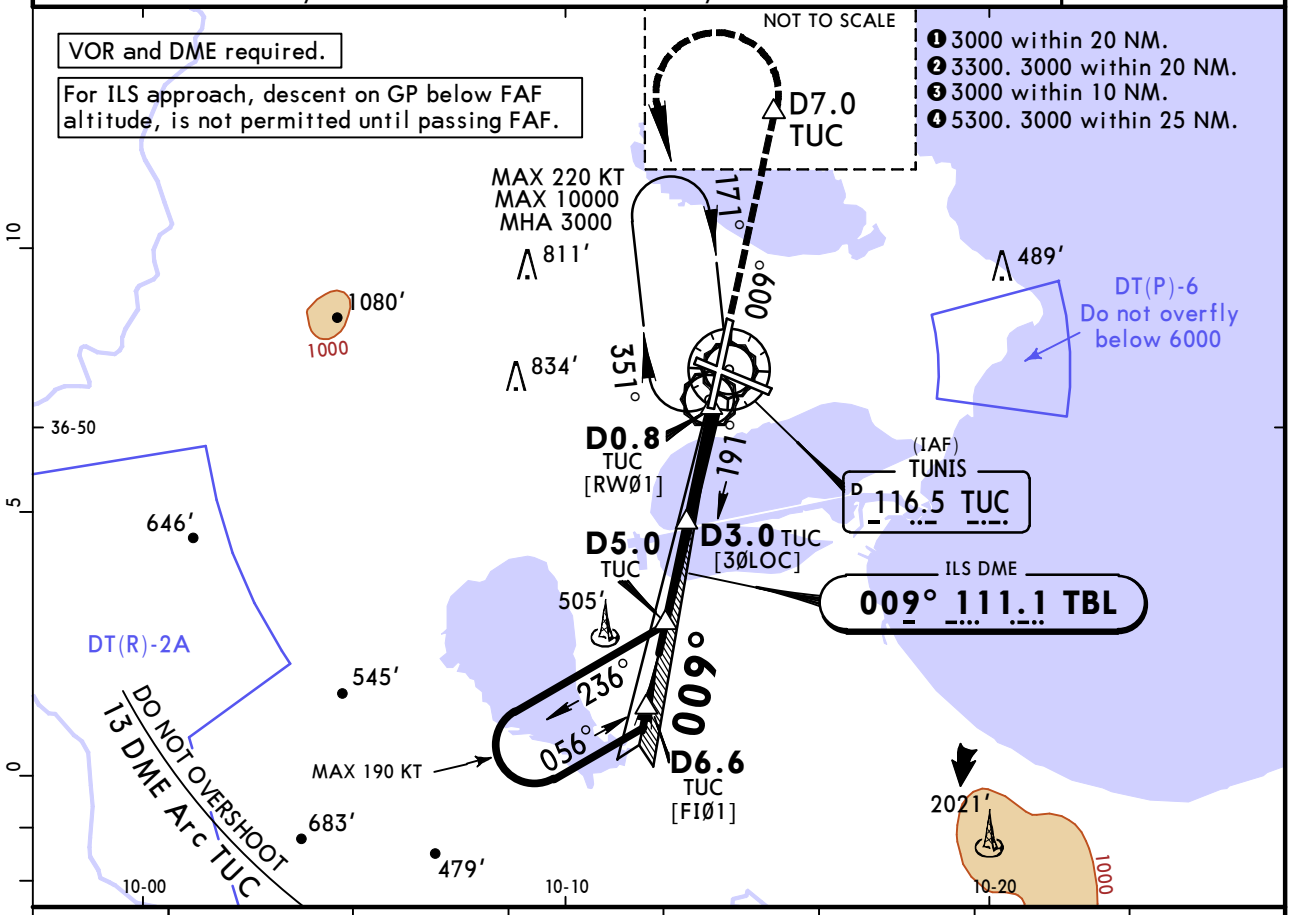
LOC TBL	Final Apch Crs	D6.6 TUC	ILS DA(H)	Apt Elev 21′
111.1	009°	1900′ (1887′)	Refer to Minimums	Rwy 13′

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

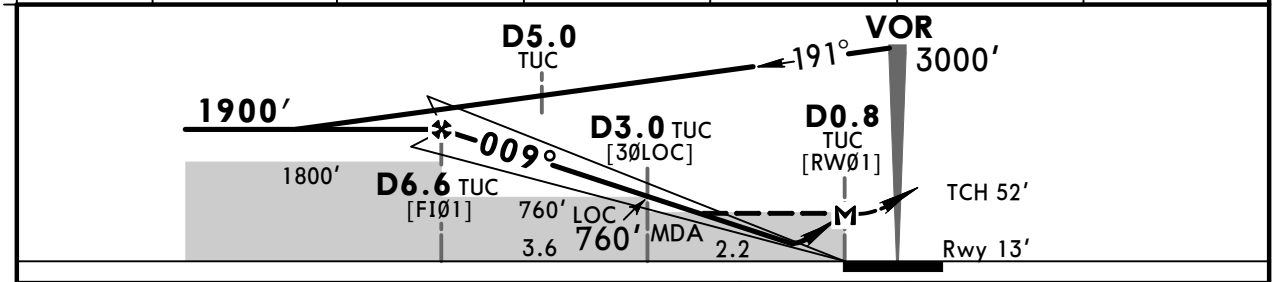
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TUC VOR within 30 NM



LOC (GS out)							
	TBL DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1910′	1590′	1280′	960′	640′	330′
	TUC DME	6.0	5.0	4.0	3.0	2.0	
	ALTITUDE	1710′	1400′	1080′	760′	450′	



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 D0.8 TUC							

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

PANS OPS

JAR-OPS STRAIGHT-IN LANDING

	ILS DA(H)	LOC (GS out) with D3.0 MDA(H)	LOC (GS out) w/o D3.0 MDA(H)
A	A: 223′ (210′) C: 243′ (230′)	380′ (367′)	760′ (747′)
B	B: 233′ (220′) D: 253′ (240′)		
A	R1000m	R1500m	R1500m
B			
C		R1800m	R2000m
D		R2000m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	550′ (529′)	❶ V1500m
135	730′ (709′)	❶ V1600m
180	1230′ (1209′)	V2400m
205	1230′ (1209′)	V3600m

❶ or higher straight-in minimums.

CHANGES: None.

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DTTA/TUN
CARTHAGE

JEPPESEN
11 APR 25
Eff 17 Apr
11-3

TUNIS, ~~TUNISIA~~
ILS X or LOC X Rwy 01

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

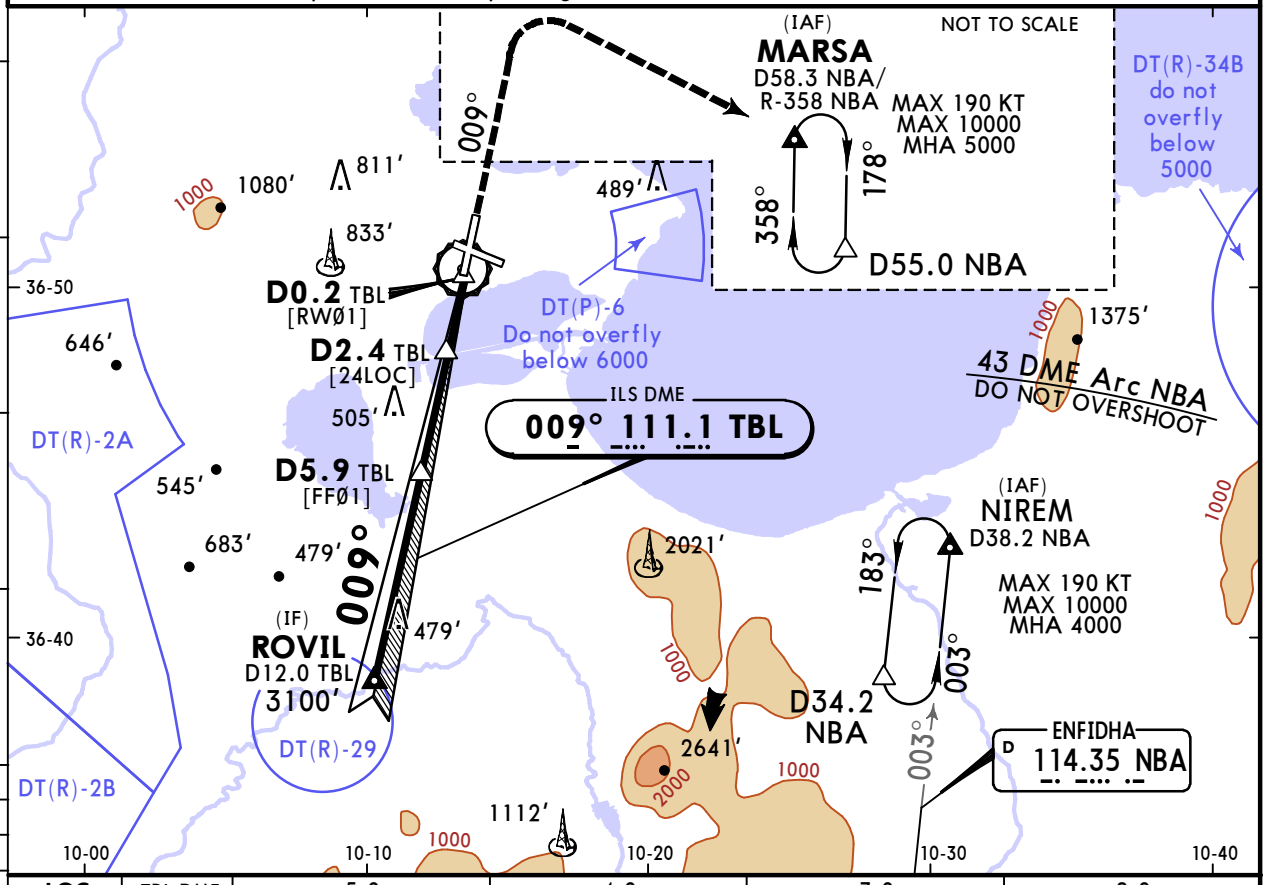
LOC TBL	Final Apch Crs	D5.9 TBL	ILS DA(H) Refer to Minimums	Apt Elev 21′ Rwy 13′
111.1	009°	1900′ (1887′)		

5300
MSA ARP

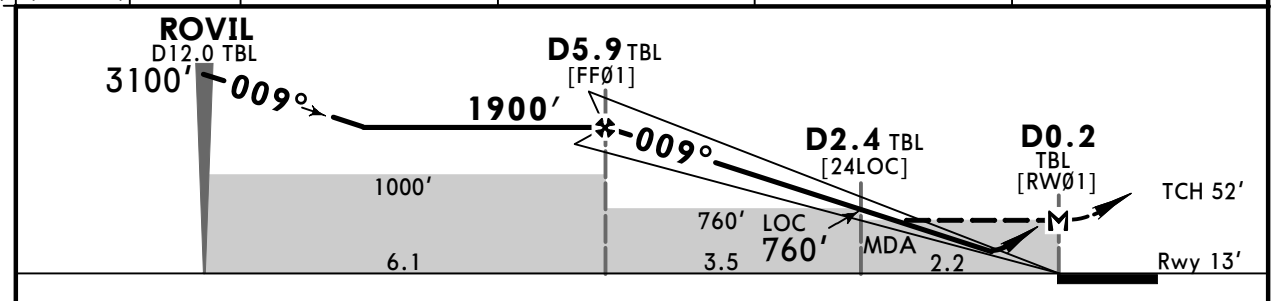
MISSED APCH: Climb STRAIGHT AHEAD to 3100′, then turn RIGHT to join MARSA at 5000′ or expect radar vectoring.
MAX 250 KT. Do not turn before MAP.

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

1. DME required. 2. Radar vectoring required before IF ROVIL. 3. For ILS approach, descent on GP below FAF altitude is not permitted until passing FAF.



LOC (GS out)	TBL DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	970′	650′



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 D0.2 TBL							

PAPI-L | 250 KT MAX | 3100′

JAR-OPS

STRAIGHT-IN LANDING

ILS DA(H)	LOC (GS out) with D2.4 MDA(H)	LOC (GS out) w/o D2.4 MDA(H)
A: 223′ (210′) C: 243′ (230′) B: 233′ (220′) D: 253′ (240′)	380′ (367′)	760′ (747′)

CIRCLE-TO-LAND

			Max KT	MDA(H)	
A	R1000m	R1500m	100	550′ (529′)	1 V1500m
B			135	730′ (709′)	1 V1600m
C		R1800m	180	1230′ (1209′)	V2400m
D		R2000m	205	1230′ (1209′)	V3600m

PANS OPS

1 or higher straight-in minimums.

CHANGES: None.

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DTTA/TUN CARTHAGE

JEPPESEN 11 APR 25 (11-4) Eff 17 Apr

TUNIS, ~~TUNISIA~~ ILS Z or LOC Z Rwy 19

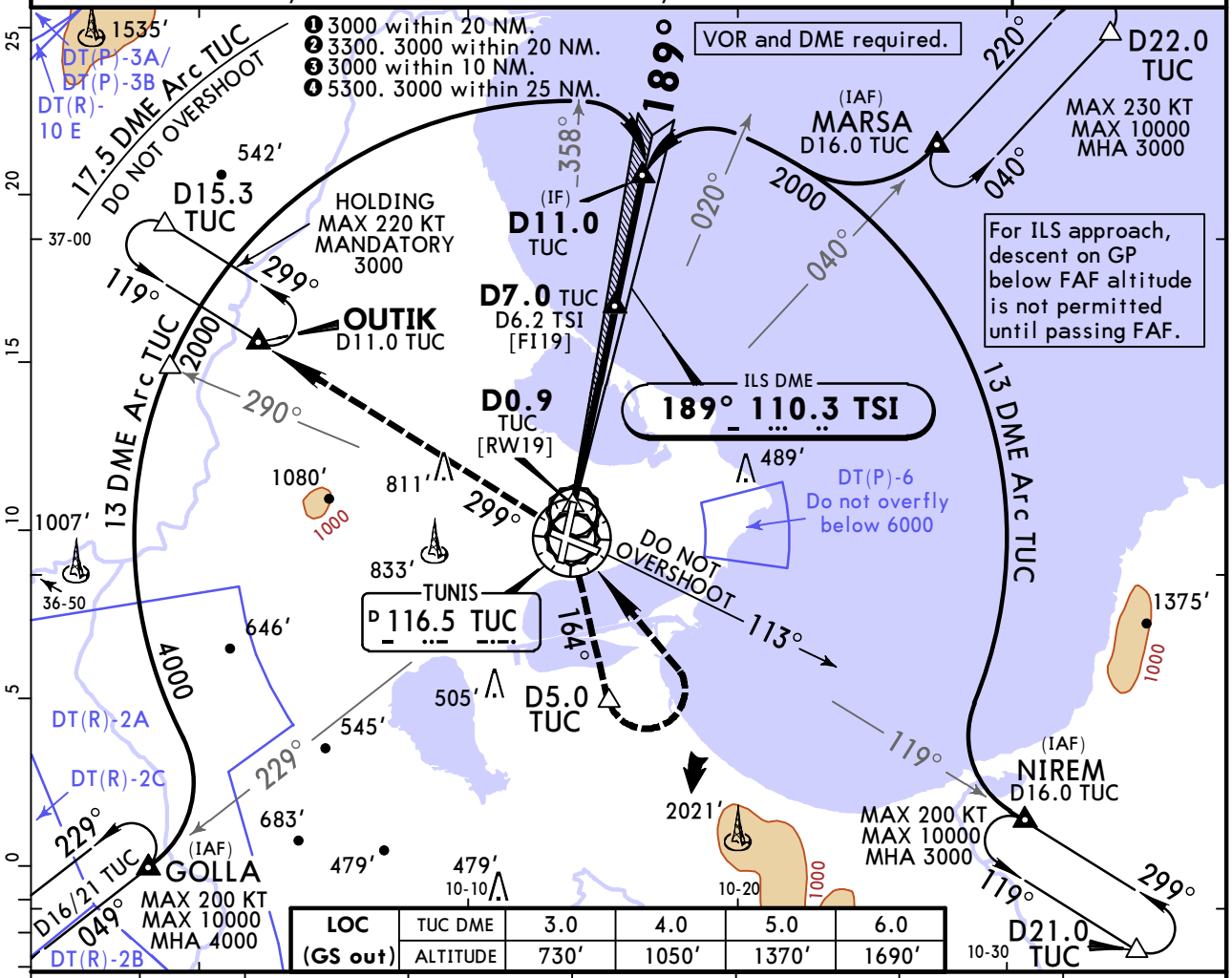
D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

LOC TSI	Final Apch Crs	D7.0 TUC	ILS DA(H) Refer to Minimums	Apt Elev 21′
110.3	189°	2000′ (1979′)		Rwy 21′

MISSED APCH: As soon as possible climbing turn LEFT on R-164 to D5.0 TUC, then turn LEFT to VOR. Follow R-299 to join OUTIK holding at 3000′ and as directed. Do not turn before MAP. MAX 220 KT.

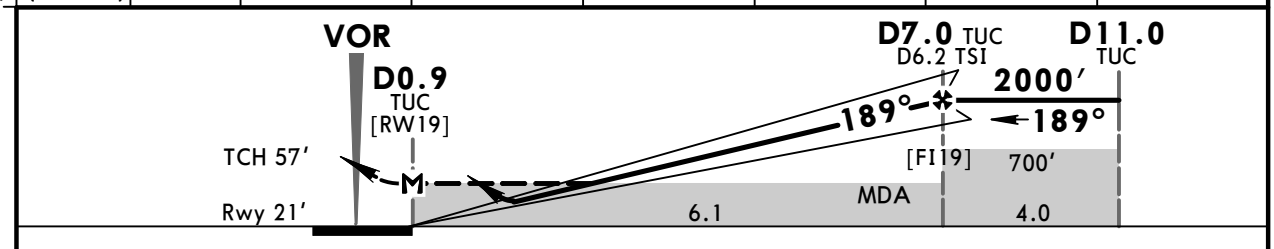
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

MSA
TUC VOR within 30 NM



LOC (GS out)	TUC DME	3.0	4.0	5.0	6.0
	ALTITUDE	730′	1050′	1370′	1690′

LOC (GS out)	TSI DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	340′	650′	970′	1290′	1600′	1920′



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 D0.9 TUC							

HIALS
PAPI

As soon as possible

D5.0 TUC LT

TUC on 116.5 R-164

JAR-OPS

STRAIGHT-IN LANDING

DA(H) ILS
A: 281′ (260′) C: 301′ (280′)
B: 291′ (270′) D: 311′ (290′)

LOC (GS out)
MDA(H) 420′ (399′)

CIRCLE-TO-LAND

	FULL	ALS out	LOC (GS out)	ALS out
A	R650m	R1200m	R900m	R1500m
B			R1000m	
C				R1800m
D			R1400m	R2000m

Max KT	MDA(H)	
100	550′ (529′)	V1500m
135	730′ (709′)	V1600m
180	1230′ (1209′)	V2400m
205	1230′ (1209′)	V3600m

PANS OPS

CHANGES: Airspace renamed.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 MAY 24 (11-5)

TUNIS, ~~TUNISIA~~
ILS Y or LOC Y Rwy 19

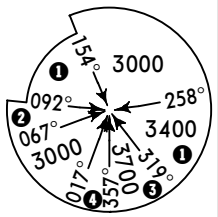
D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

BRIEFING STRIP™

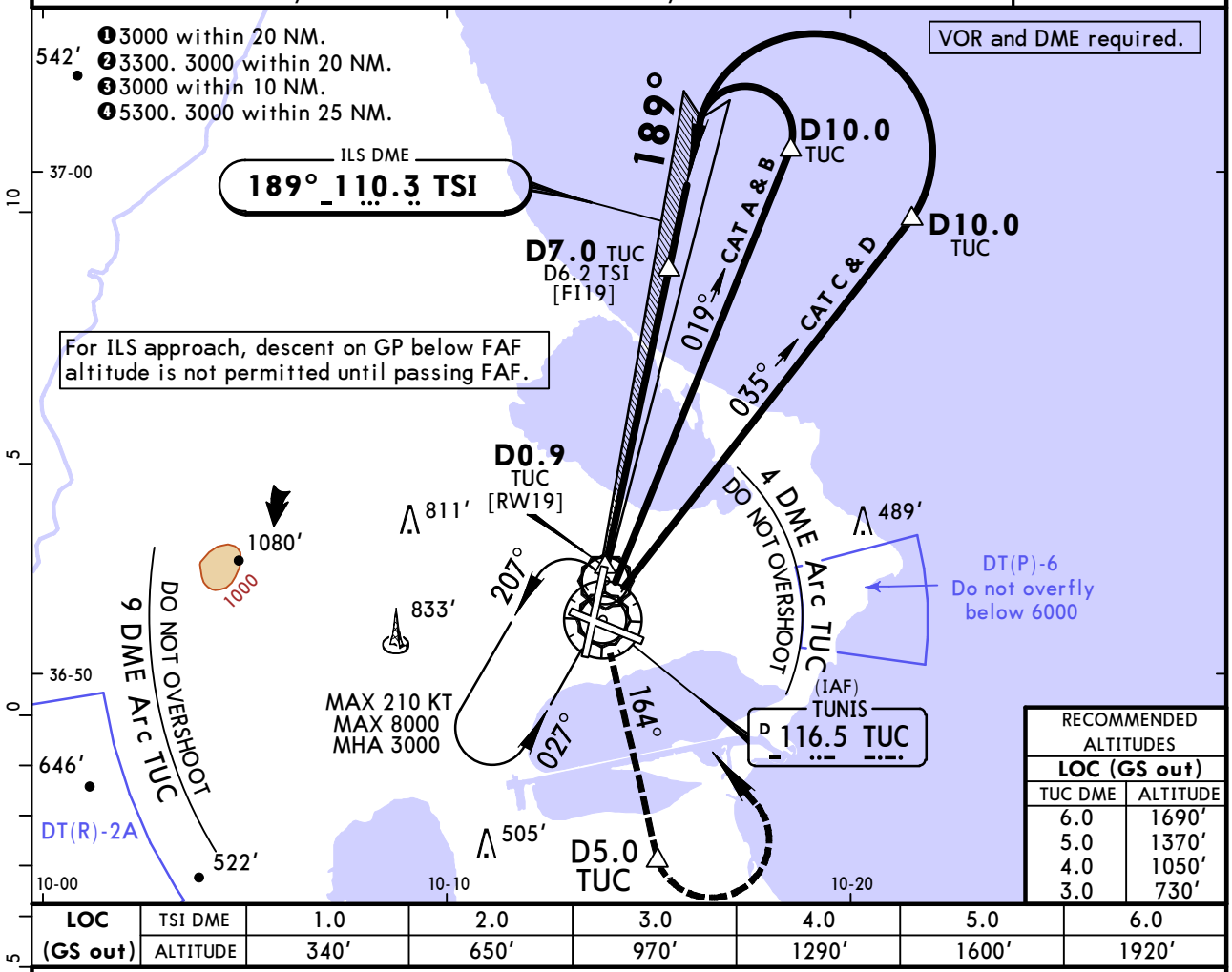
LOC TSI	Final Apch Crs	D7.0 TUNIS	ILS DA(H)	Apt Elev 21′
110.3	189°	2000′ (1979′)	Refer to Minimums	Rwy 21′

MISSED APCH: As soon as possible climbing turn LEFT on R-164 to D5.0 TUC, then turn LEFT (MAX 190 KT) to join VOR at 3000′. Do not turn before MAP.

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

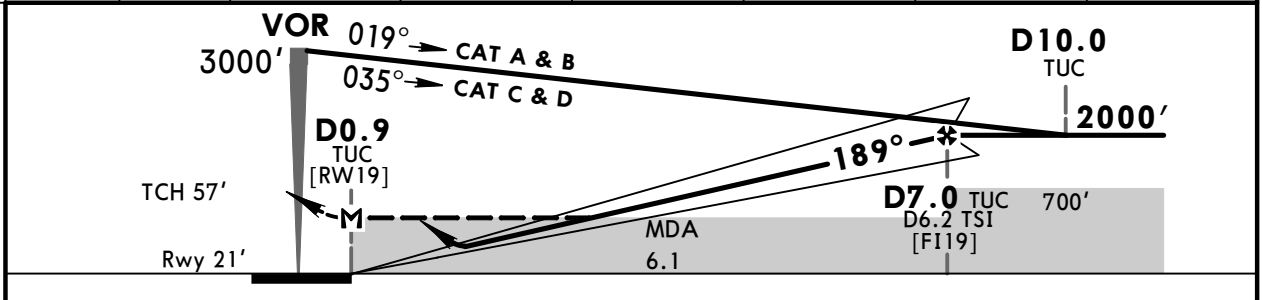


MSA TUC VOR within 30 NM



RECOMMENDED ALTITUDES LOC (GS out)	
TUC DME	ALTITUDE
6.0	1690′
5.0	1370′
4.0	1050′
3.0	730′

LOC (GS out)	TSI DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	340′	650′	970′	1290′	1600′	1920′



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 D0.9 TUC							

HIALS
PAPI

As soon as possible

D5.0 TUC LT on TUC 116.5 R-164

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING

ILS DA(H)	A: 281′ (260′)	C: 301′ (280′)
	B: 291′ (270′)	D: 311′ (290′)

LOC (GS out) MDA(H) 420′ (399′)

	FULL	ALS out		ALS out
A	R650m	R1200m	R900m	R1500m
B			R1000m	
C				R1800m
D			R1400m	R2000m

CIRCLE-TO-LAND

	Max KT	MDA(H)	
A	100	550′ (529′)	V1500m
B	135	730′ (709′)	V1600m
C	180	1230′ (1209′)	V2400m
D	205	1230′ (1209′)	V3600m

CHANGES: None.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 MAY 24 (11-6)

TUNIS, ~~TUNISIA~~
ILS X or LOC X Rwy 19

BRIEFING STRIP ™

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

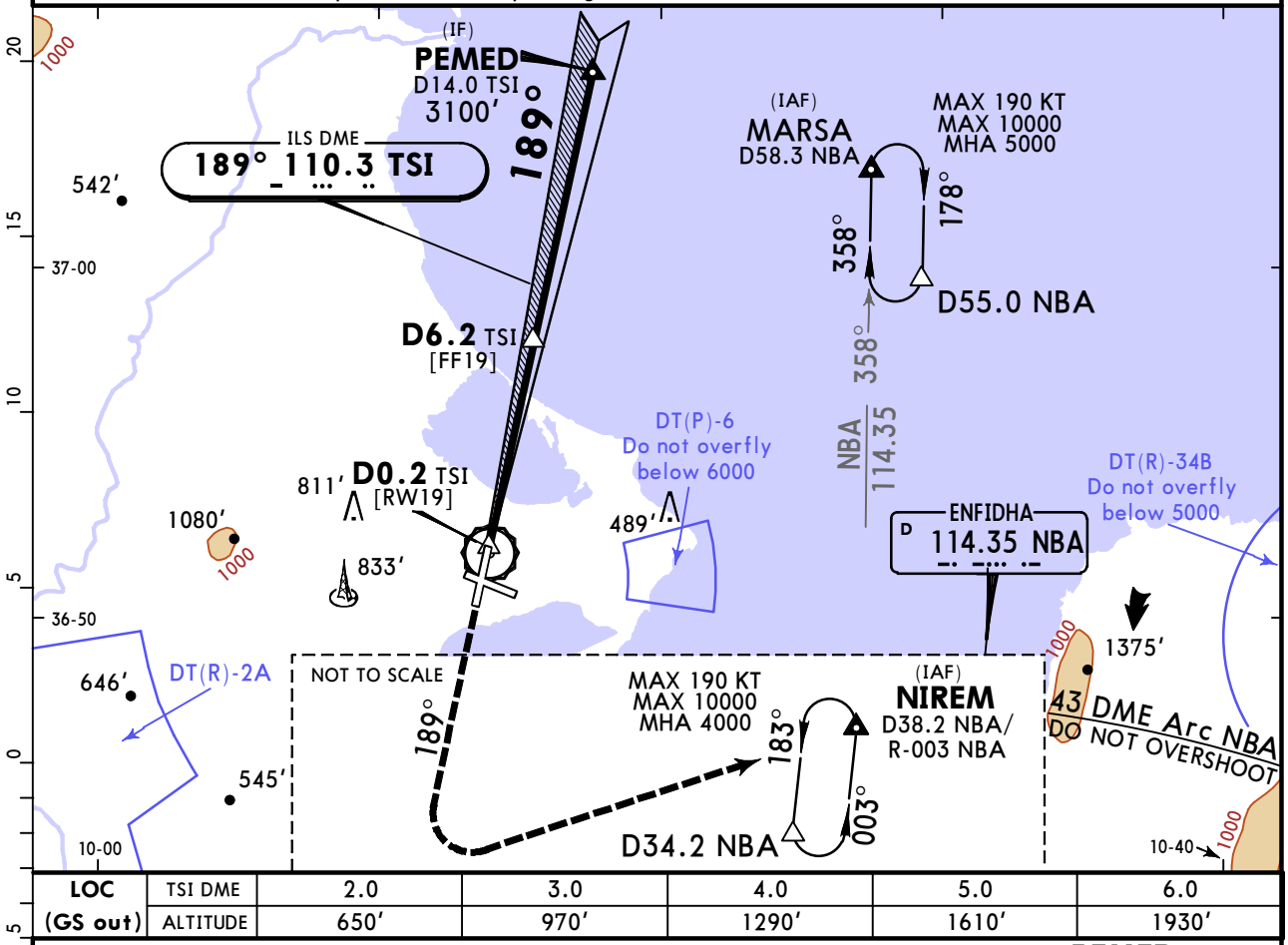
LOC TSI	Final Apch Crs	D6.2 TSI	ILS DA(H)	Apt Elev 21′
110.3	189°	2000′ (1979′)	Refer to Minimums	Rwy 21′

5300
MSA ARP

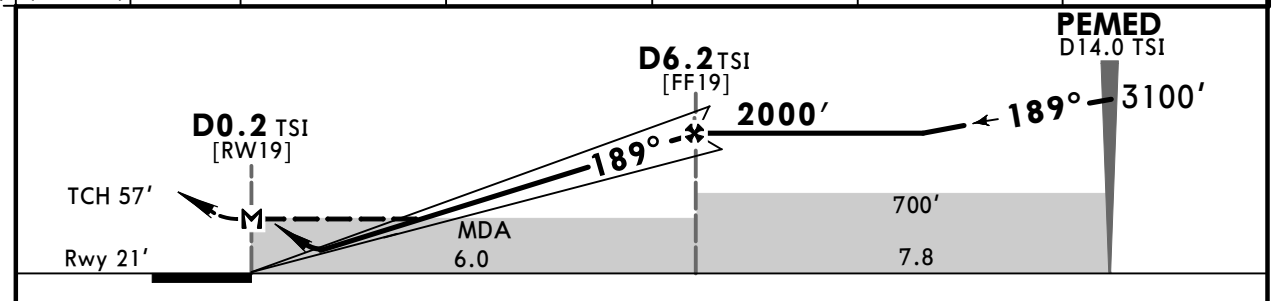
MISSED APCH: Climb STRAIGHT AHEAD to 3100′, then turn LEFT to join holding NIREM at 4000′ or expect radar vectoring.
MAX 250 KT. Do not turn before MAP.

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

1. DME required. 2. Radar vectoring required before IF PEMED. 3. For ILS approach, descent on GP below FAF altitude is not permitted until passing FAF.



LOC (GS out)	TSI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	650′	970′	1290′	1610′	1930′



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 D0.2 TSI							

HIALS
PAPI

250 KT MAX

3100′

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
ILS DA(H) A: 281′ (260′) B: 291′ (270′) C: 301′ (280′) D: 311′ (290′)		LOC (GS out) MDA(H) 420′ (399′)		Max KT	MDA(H)	
	FULL	ALS out		ALS out		
A	R650m	R1200m	R900m	R1500m	100	550′ (529′) V1500m
B			R1000m		135	730′ (709′) V1600m
C				R1800m	180	1230′ (1209′) V2400m
D			R1400m	R2000m	205	1230′ (1209′) V3600m

CHANGES: Restricted area renamed.

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DTTA/TUN CARTHAGE

JEPPESEN
24 DEC 21
Eff 30 Dec
11-7

TUNIS, ~~TUNISIA~~
ILS Z or LOC Z Rwy 29

BRIEFING STRIP

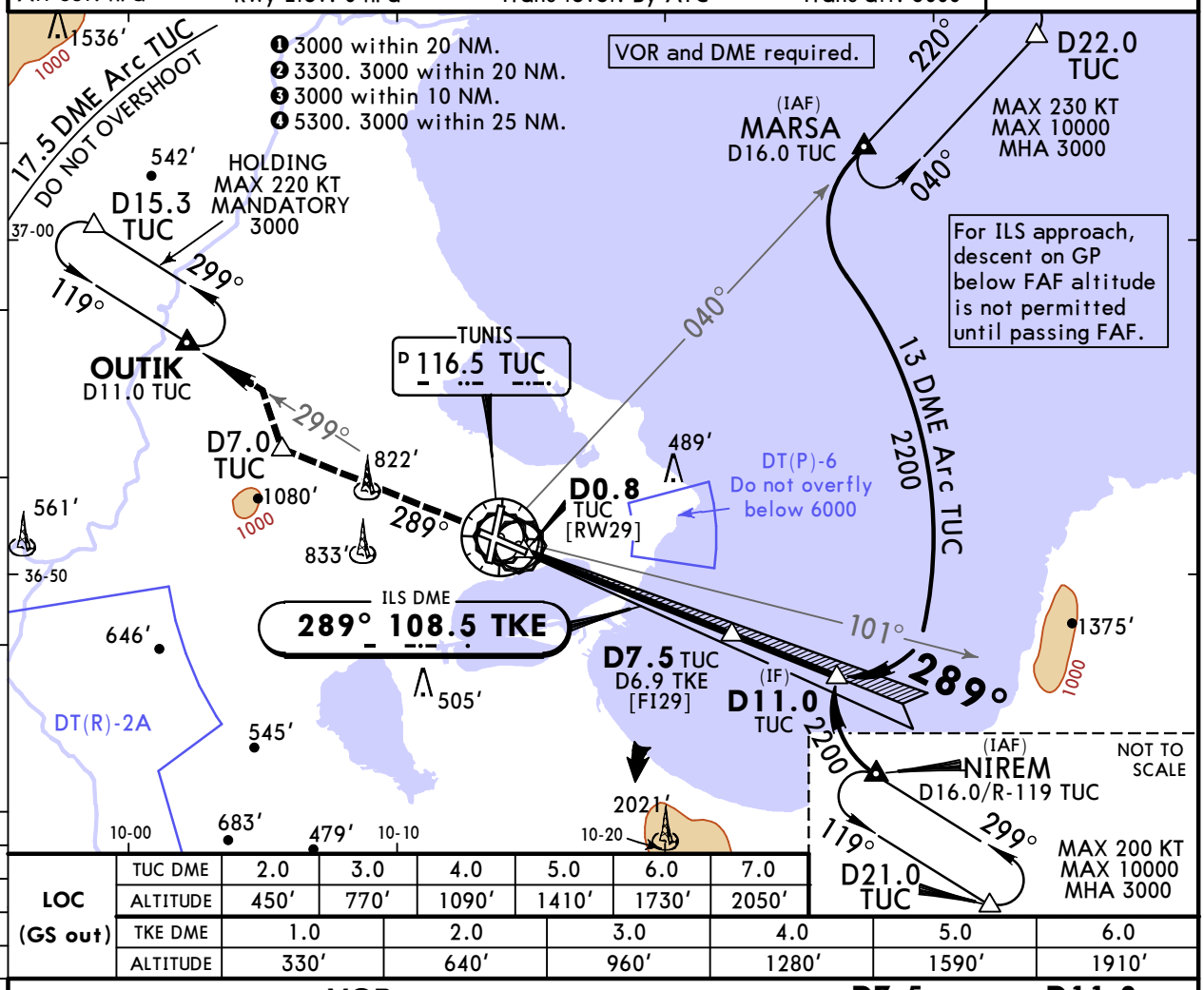
D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

LOC TKE	Final Apch Crs	D7.5 TUC	ILS DA(H) Refer to Minimums	Apt Elev 21′ Rwy 12′
108.5	289°	2200′ (2188′)		

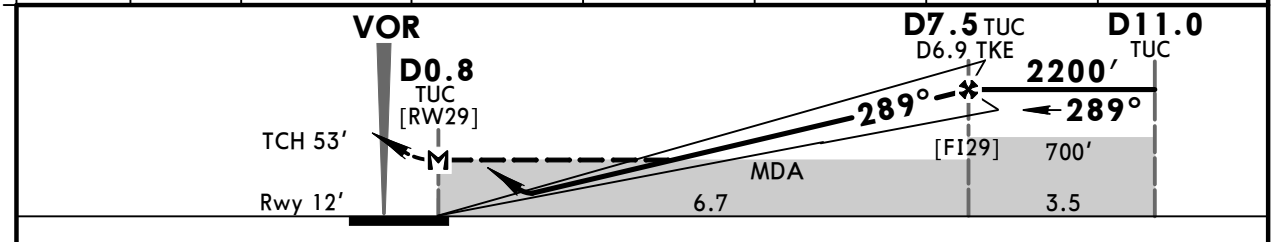
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-299 TUC and join holding at 3000′, then as directed.
MAX 220 KT.

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

MSA
TUC VOR
within 30 NM



LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	450′	770′	1090′	1410′	1730′	2050′
	TKE DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	330′	640′	960′	1280′	1590′	1910′



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 D0.8 TUC							

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

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING

	ILS	LOC (GS out)
DA(H)	A: 242′ (230′) C: 262′ (250′) B: 252′ (240′) D: 272′ (260′)	MDA(H) 430′ (418′)
A	R1000m	R1500m
B		
C		R1800m
D	R1200m	R2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	550′ (529′)	V1500m
135	730′ (709′)	V1600m
180	1230′ (1209′)	V2400m
205	1230′ (1209′)	V3600m

CHANGES: TWR service. New AOM concept.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 DEC 21
Eff 30 Dec
11-8

TUNIS, ~~TUNISIA~~
ILS Y or LOC Y Rwy 29

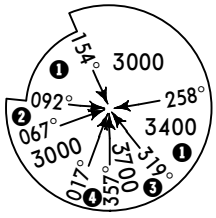
BRIEFING STRIP™

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

LOC TKE	Final Apch Crs	D7.5 TUC	ILS DA(H) Refer to Minimums	Apt Elev 21′
108.5	289°	2200′ (2188′)		Rwy 12′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 TUC, then turn RIGHT to intercept R-299 TUC and join holding at 3000′, then as directed. MAX 220 KT.

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



MSA TUC VOR within 30 NM

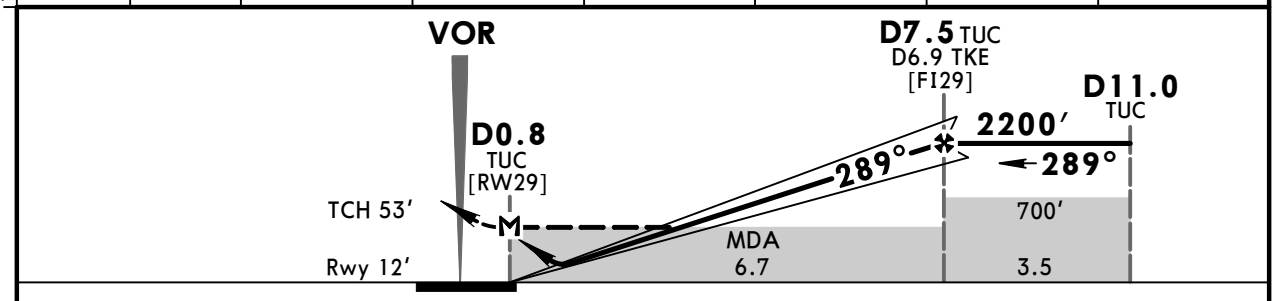
VOR and DME required.

For ILS approach, descent on GP below FAF altitude is not permitted until passing FAF.

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

17.5 DME Arc TUC
DO NOT OVERSHOOT
1536′
542′
HOLDING
MAX 220 KT
MANDATORY
3000
D15.3 TUC
299°
119°
37-00
OUTIK
D11.0 TUC
299°
822′
D7.0 TUC
MAX 220 KT
MAX 10000
MHA 6000
294°
489′
DT(P)-6
Do not overfly below 6000
ILS DME
289° 108.5 TKE
D0.8 TUC [RW29]
289°
561′
1080′
1000
36-50
(IAF)
833′
TUNIS
116.5 TUC
D7.5 TUC
D6.9 TKE
[FI29]
(IF)
D11.0 TUC
289°
646′
9.0
6000
7.0
119°
3000
D9.0 TUC
2200
505′
1375′
1000
DT(R)-2A
545′
(IAF)
NIREM
D16.0/R-119 TUC
NOT TO SCALE
RACETRACK
119°
299°
MAX 200 KT
MAX 6000
MHA 3000
D21.0 TUC
2021′
1000
10-00
683′
479′
10-10
10-20

LOC (GS out)	TUC DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	450′	770′	1090′	1410′	1730′	2050′
	TKE DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	330′	640′	960′	1280′	1590′	1910′



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 D0.8 TUC							

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

PANS OPS

JAR-OPS

	STRAIGHT-IN LANDING ILS	STRAIGHT-IN LANDING LOC (GS out)	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)	
DA(H)	A: 242′ (230′) C: 262′ (250′) B: 252′ (240′) D: 272′ (260′)	MDA(H) 430′ (418′)			
A	R1000m	R1500m	100	550′ (529′)	V1500m
B			135	730′ (709′)	V1600m
C		R1800m	180	1230′ (1209′)	V2400m
D	R1200m	R2000m	205	1230′ (1209′)	V3600m

CHANGES: TWR service. New AOM concept.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 MAY 24 (11-9)

TUNIS, ~~TUNISIA~~
ILS X or LOC X Rwy 29

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

BRIEFING STRIP™

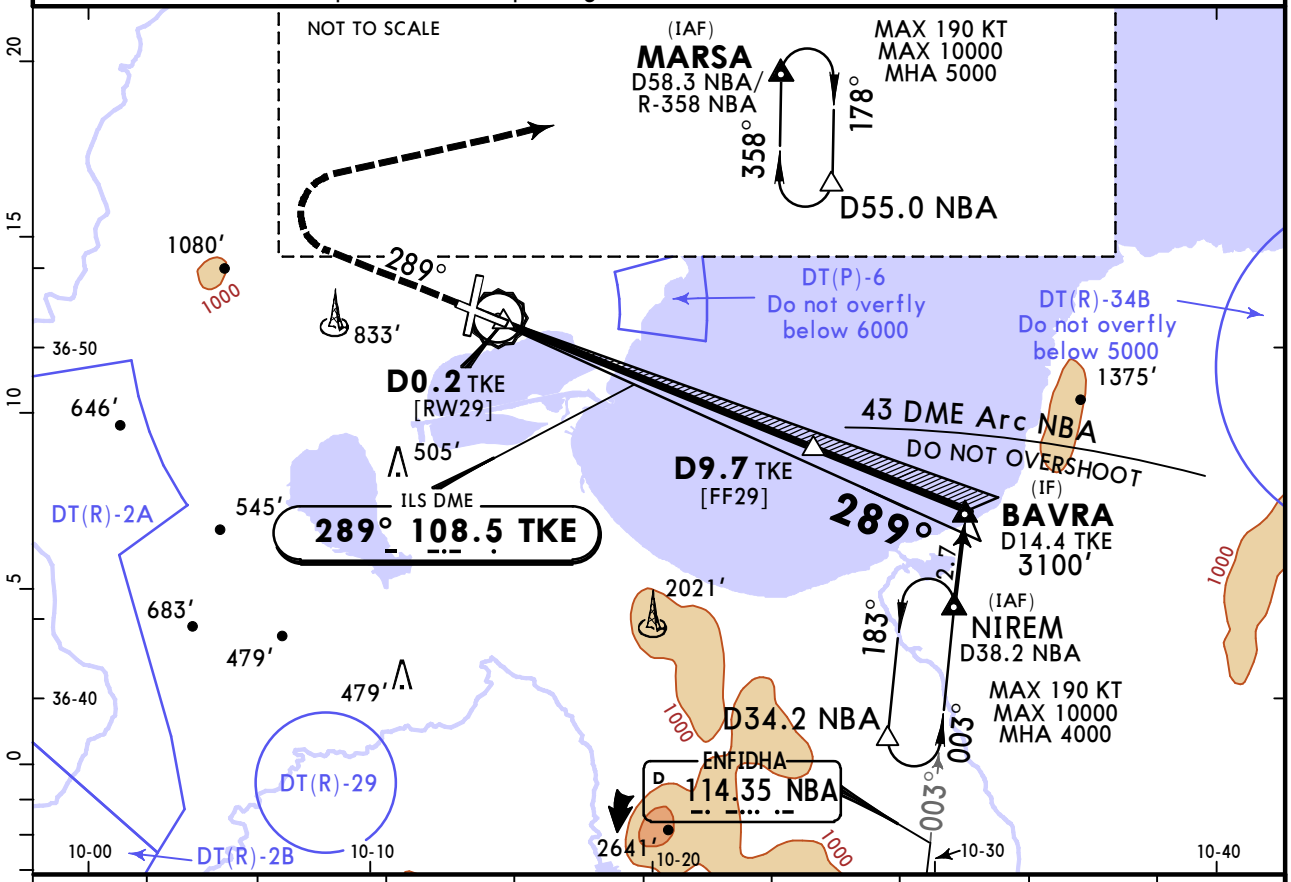
LOC TKE	Final Apch Crs	D9.7 TKE	ILS DA(H) Refer to Minimums	Apt Elev 21′ Rwy 12′
108.5	**289°**	**3100′** (3088′)		

MISSED APCH: Climb STRAIGHT AHEAD to 3100′, then turn RIGHT to join MARSA at 5000′ or expect radar vectoring.
MAX 250 KT. Do not turn before MAP.

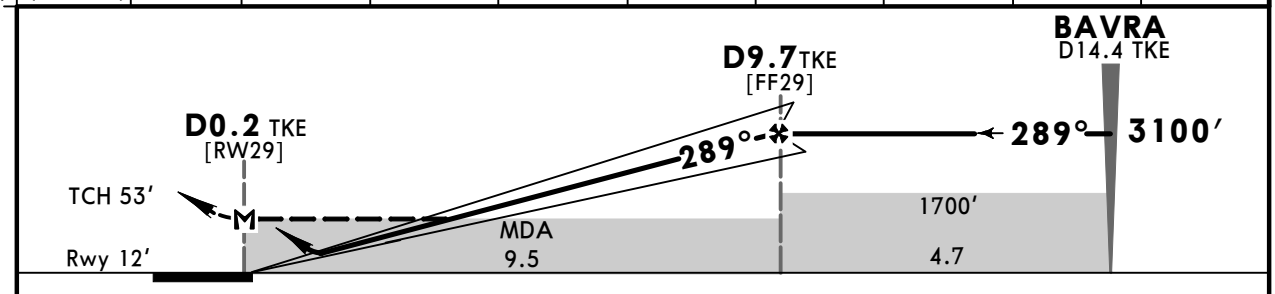
5300
MSA ARP

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

1. DME required. 2. Radar vectoring required before IF BAVRA. 3. For ILS approach, descent on GP below FAF altitude is not permitted until passing FAF.



LOC (GS out)	TKE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2870′	2560′	2240′	1920′	1600′	1280′	960′	650′



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 D0.2 TKE							

HIALS
PAPI

250 KT MAX

3100′

PANS OPS

JAR-OPS

	STRAIGHT-IN LANDING ILS	STRAIGHT-IN LANDING LOC (GS out)	CIRCLE-TO-LAND Max KT	CIRCLE-TO-LAND MDA(H)	
DA(H)	A: **242′** (230′) C: **262′** (250′) B: **252′** (240′) D: **272′** (260′)	MDA(H) **430′** (418′)			
A	R1000m	R1500m	100	550′ (529′)	V1500m
B			135	730′ (709′)	V1600m
C		R1800m	180	1230′ (1209′)	V2400m
D	R1200m	R2000m	205	1230′ (1209′)	V3600m

CHANGES: Restricted area renamed.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 DEC 21 (13-1) Eff 30 Dec

TUNIS, ~~TUNISIA~~
VOR Z Rwy 01

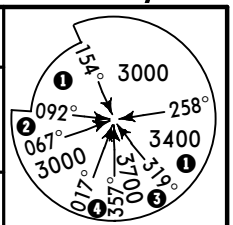
BRIEFING STRIP

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

VOR TUC	Final Apch Crs	D6.3	MDA(H) (CONDITIONAL)	Apt Elev 21′
116.5	014°	1800′ (1787′)	380′ (367′)	Rwy 13′

MISSED APCH: Climb on R-014 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′

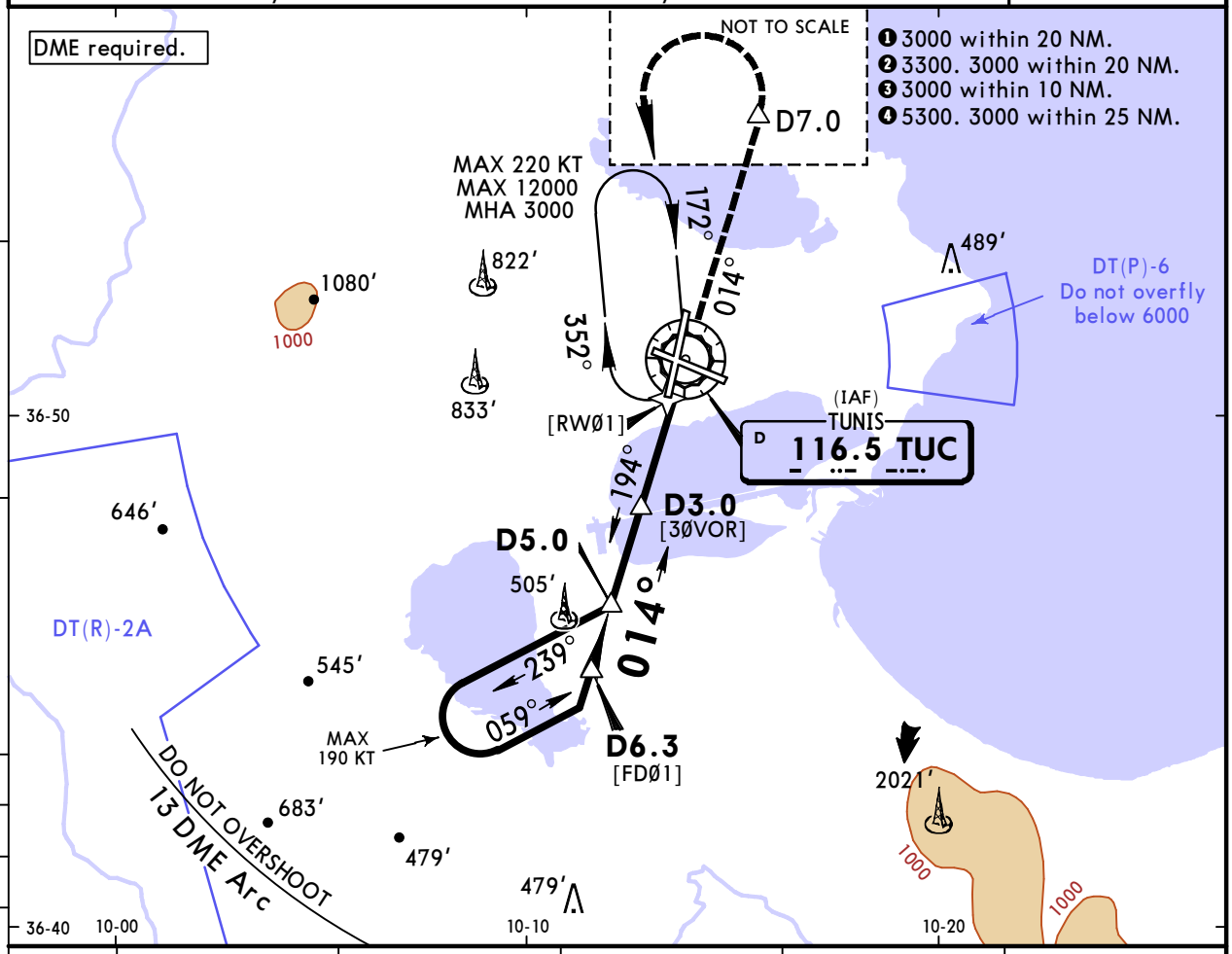


MSA TUC VOR within 30 NM

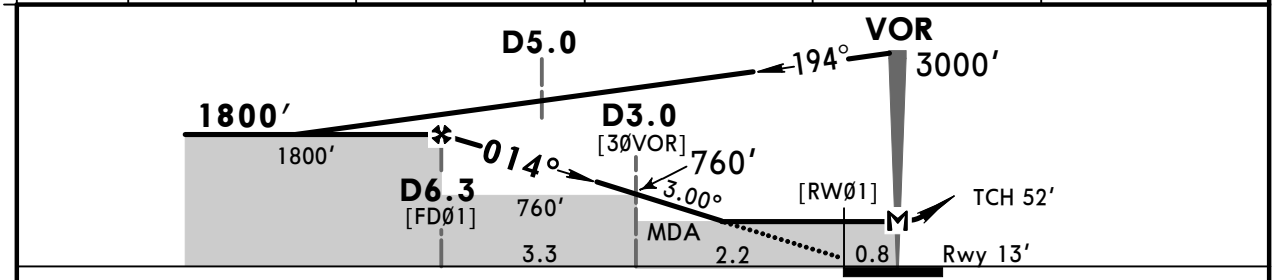
DME required.

NOT TO SCALE

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



TUC DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1710′	1390′	1080′	760′	450′



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

PAPI-L

D7.0 ↑ TUC on 116.5 R-014

JAR-OPS

	STRAIGHT-IN LANDING with D3.0 MDA(H) 380′ (367′)	STRAIGHT-IN LANDING w/o D3.0 MDA(H) 760′ (747′)	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)	
A	R1500m	R1500m	100	550′ (529′)	1 V1500m
B			135	730′ (709′)	1 V1600m
C	R1800m	R2000m	180	1230′ (1209′)	V2400m
D	R2000m		205	1230′ (1209′)	V3600m

PANS OPS

1 or higher straight-in minimums.

CHANGES: TWR service. New AOM concept.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 DEC 21 (13-2) Eff 30 Dec

TUNIS, ~~TUNISIA~~
VOR Y Rwy 01

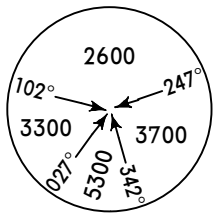
BRIEFING STRIP

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

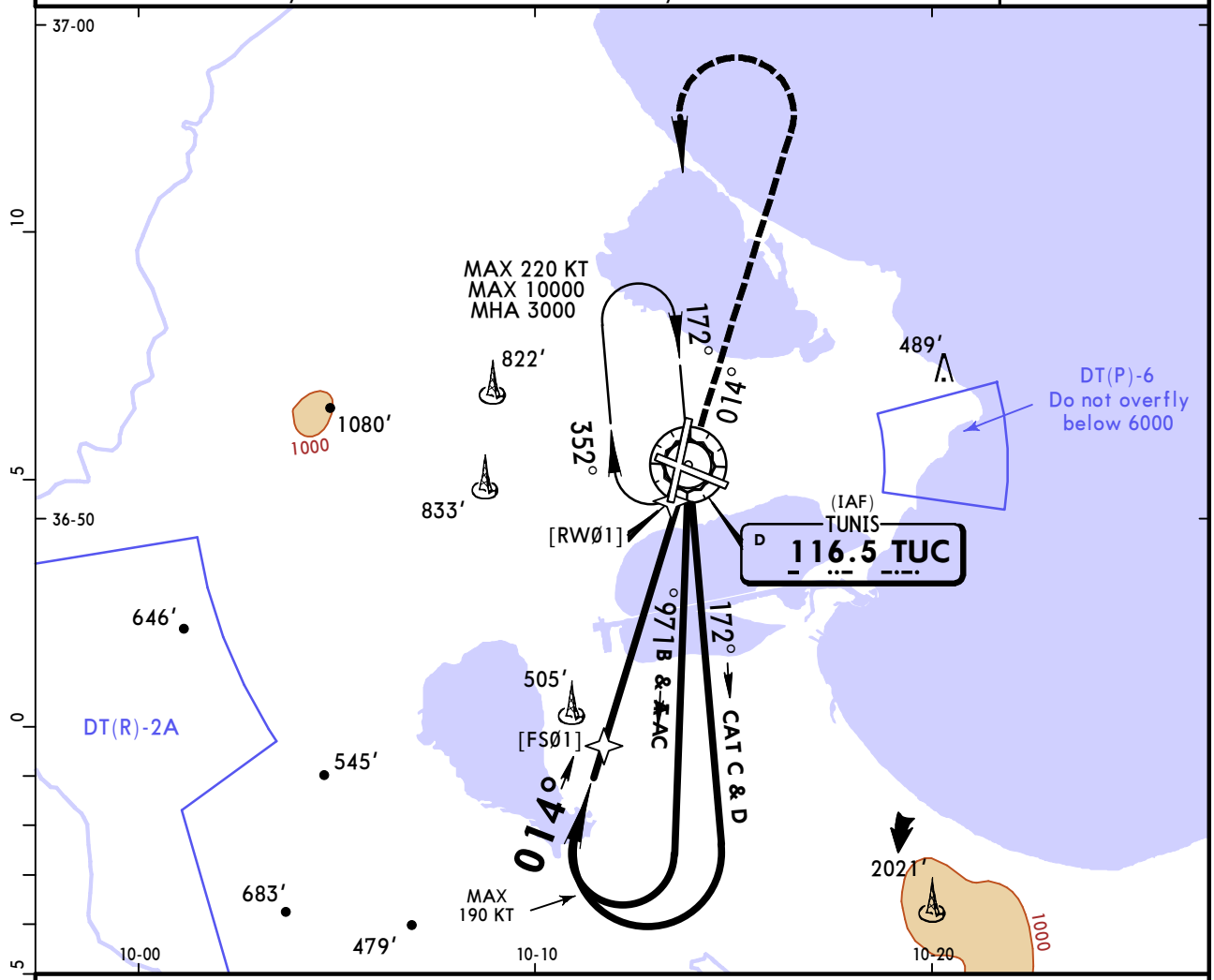
VOR TUC	Final Apch Crs	No FAF	MDA(H)	Apt Elev 21′
116.5	014°		810′ (797′)	Rwy 13′

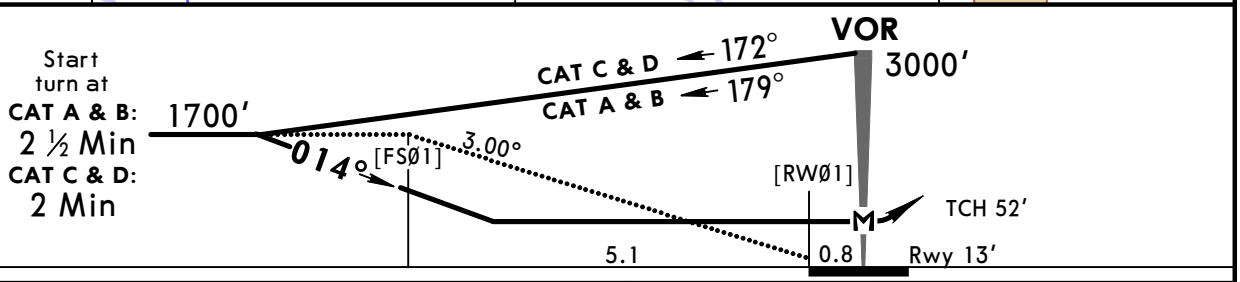
MISSED APCH: Climb on R-014 to 2000′, then turn LEFT to join VOR at 3000′. Do not turn before MAP. MAX 220 KT.

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



MSA
TUC 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′ on TUC 116.5 R-014

JAR-OPS

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND		
	MDA(H) 810′ (797′)	Max Kts	MDA(H)	
A	R1500m	100	820′ (799′)	V1500m
B		135	820′ (799′)	V1600m
C	R2000m	180	1230′ (1209′)	V2400m
D		205	1230′ (1209′)	V3600m

PANS OPS

CHANGES: TWR service. New AOM concept.

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DTTA/TUN
CARTHAGE

JEPPESEN
11 APR 25 (13-3) Eff 17 Apr

TUNIS, ~~TUNISIA~~
VOR Rwy 11

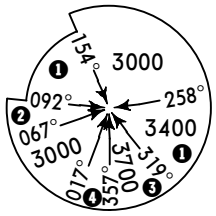
BRIEFING STRIP

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

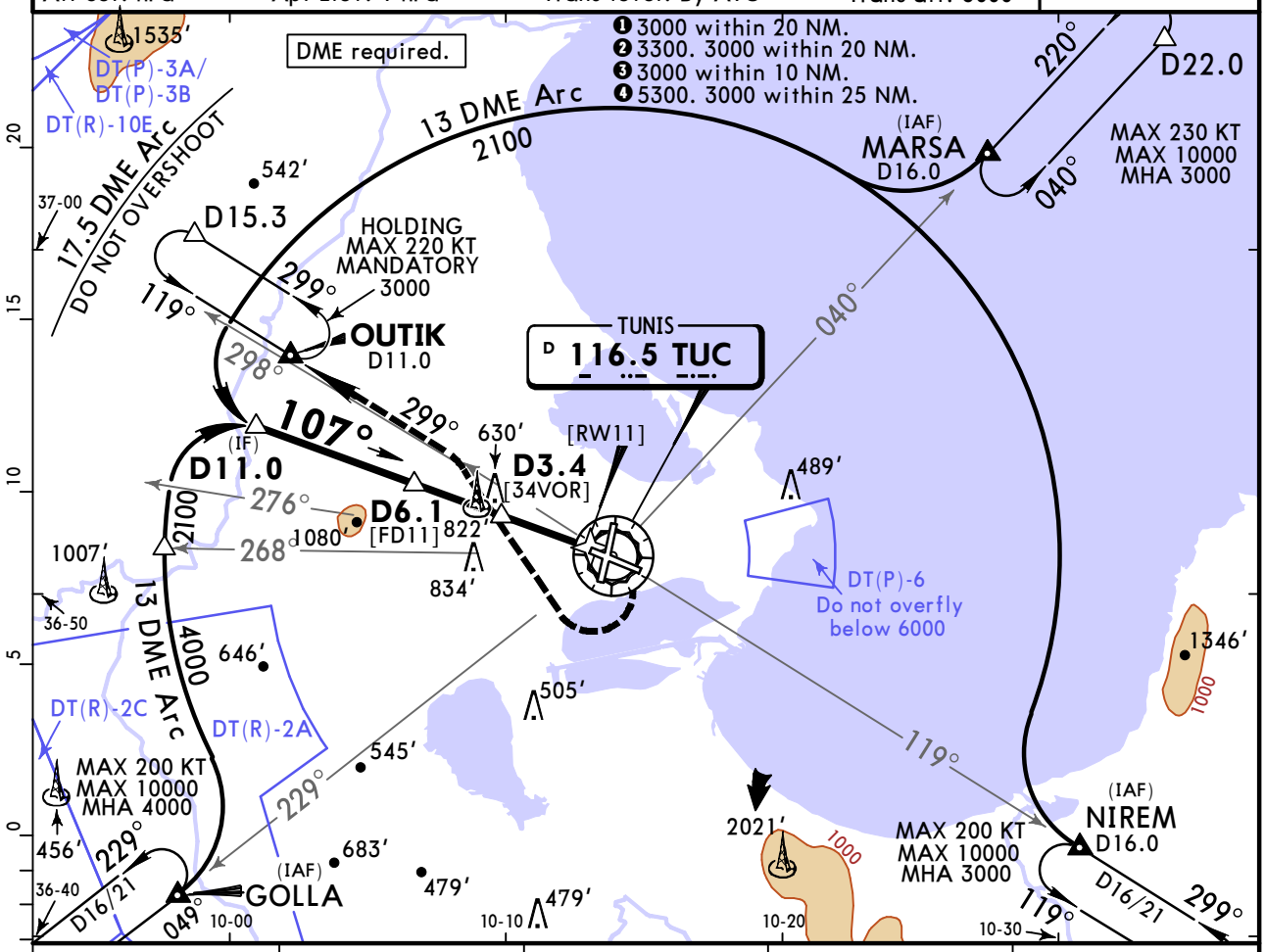
VOR TUC	Final Apch Crs	D6.1	MDA(H) (CONDITIONAL)	Apt Elev 21′
116.5	107°	2100′ (2079′)	850′ (829′)	

MISSED APCH: Turn RIGHT to intercept and follow R-299 to join OUTIK holding at 3000′ and as directed. MAX 220 KT.

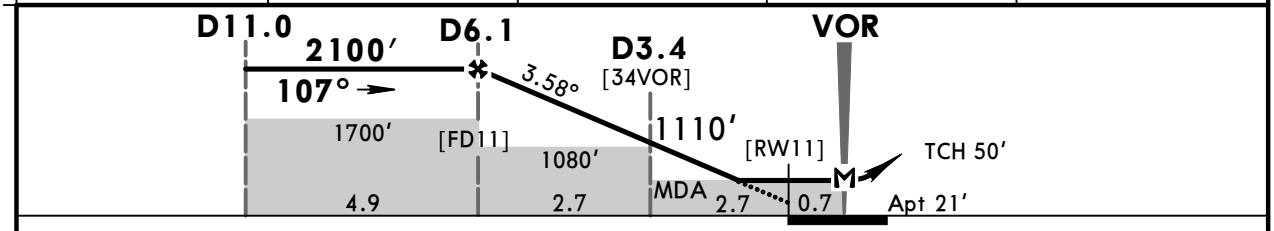
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	6.0	5.0	4.0	3.0
ALTITUDE	2070′	1700′	1330′	960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.58°	444	570	634	760	887	1014
MAP at VOR							

PAPI-L

220 KT MAX

3000′ RT on TUC 116.5 R-299

JAR-OPS

	STRAIGHT-IN LANDING with D3.4 MDA(H) 850′ (829′)	STRAIGHT-IN LANDING w/o D3.4 MDA(H) 1080′ (1059′)	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)	
A	R1500m	R1500m	100	850′ (829′)	1 V1500m
B			135	850′ (829′)	1 V1600m
C	R2000m	R2000m	180	1230′ (1209′)	V2400m
D			205	1230′ (1209′)	V3600m

PANS OPS

1 or higher straight-in minimums.

CHANGES: Airspace renamed.

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DTTA/TUN
CARTHAGE

JEPPESEN
11 APR 25 (13-4) Eff 17 Apr

TUNIS, ~~TUNISIA~~
VOR Rwy 19

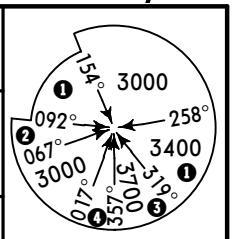
BRIEFING STRIP

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

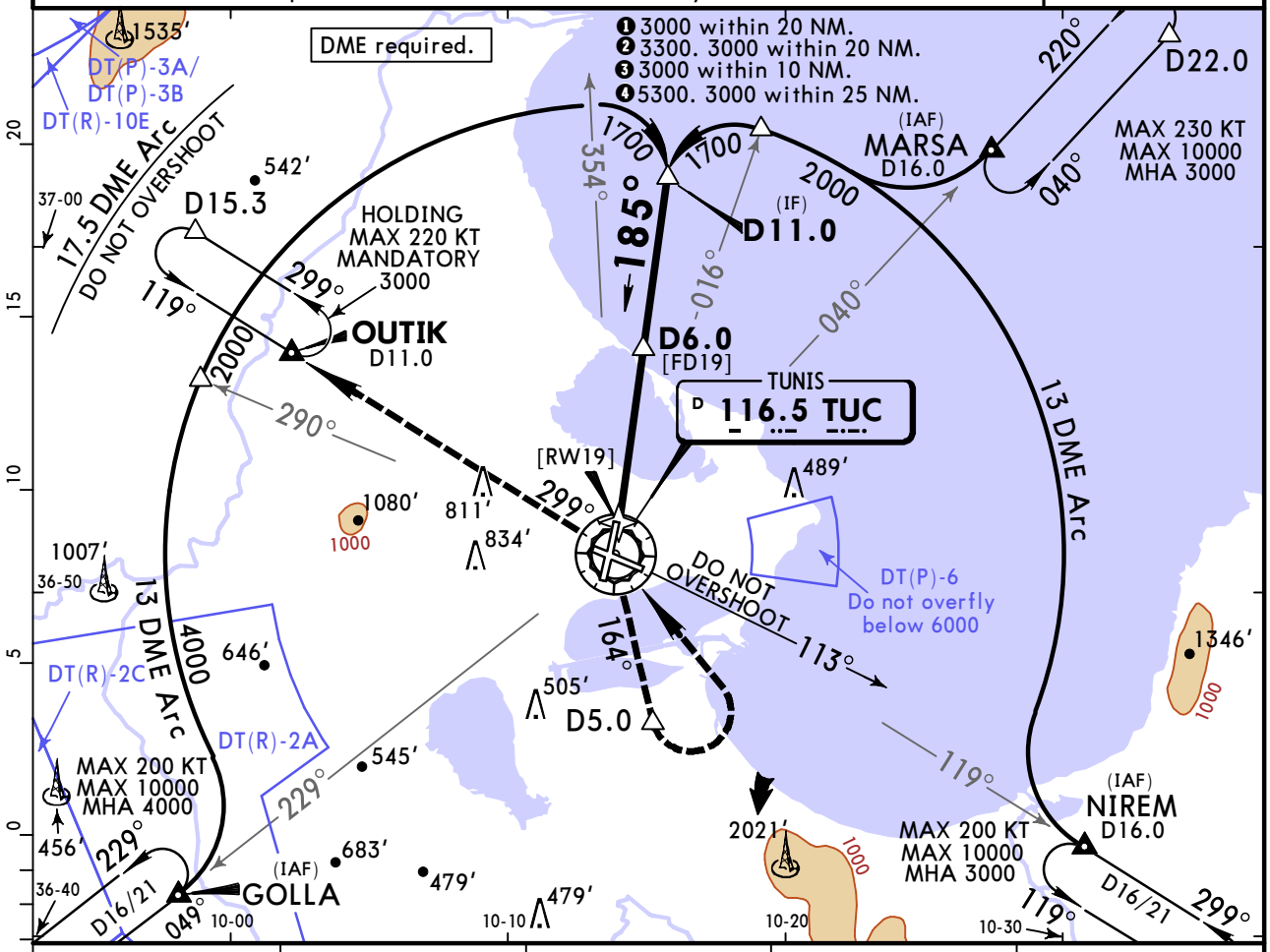
VOR TUC	Final Apch Crs	D6.0	MDA(H)	Apt Elev 21′
116.5	185°	1700′ (1679′)	420′ (399′)	

MISSED APCH: As soon as possible climbing turn LEFT on R-164 to D5.0, then turn LEFT to VOR. Follow R-299 to join OUTIK holding at 3000′ and as directed. MAX 220 KT. Do not turn before MAP.

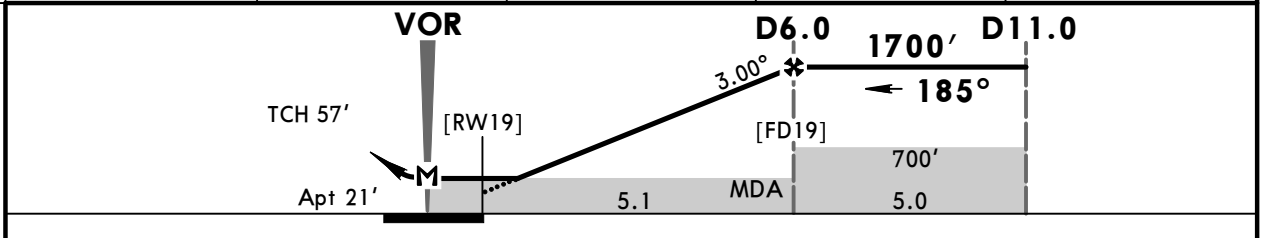
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	2.0	3.0	4.0	5.0
ALTITUDE	420′	740′	1060′	1380′



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

HIALS
PAPI

As soon as possible

D5.0 TUC LT on TUC 116.5 R-164

JAR-OPS

STRAIGHT-IN LANDING

MDA(H) 420′ (399′)

		ALS out
A	R900m	R1500m
B	R1000m	
C		R1800m
D	R1400m	R2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	550′ (529′)	V1500m
135	730′ (709′)	V1600m
180	1230′ (1209′)	V2400m
205	1230′ (1209′)	V3600m

PANS OPS

CHANGES: Airspace renamed.

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DTTA/TUN
CARTHAGE

JEPPESEN
24 DEC 21 (13-5) Eff 30 Dec

TUNIS, ~~TUNISIA~~
VOR Rwy 29

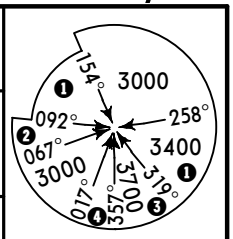
BRIEFING STRIP

D-ATIS	TUNIS Approach	TUNIS Tower	Ground
118.675	121.2	118.1	121.9

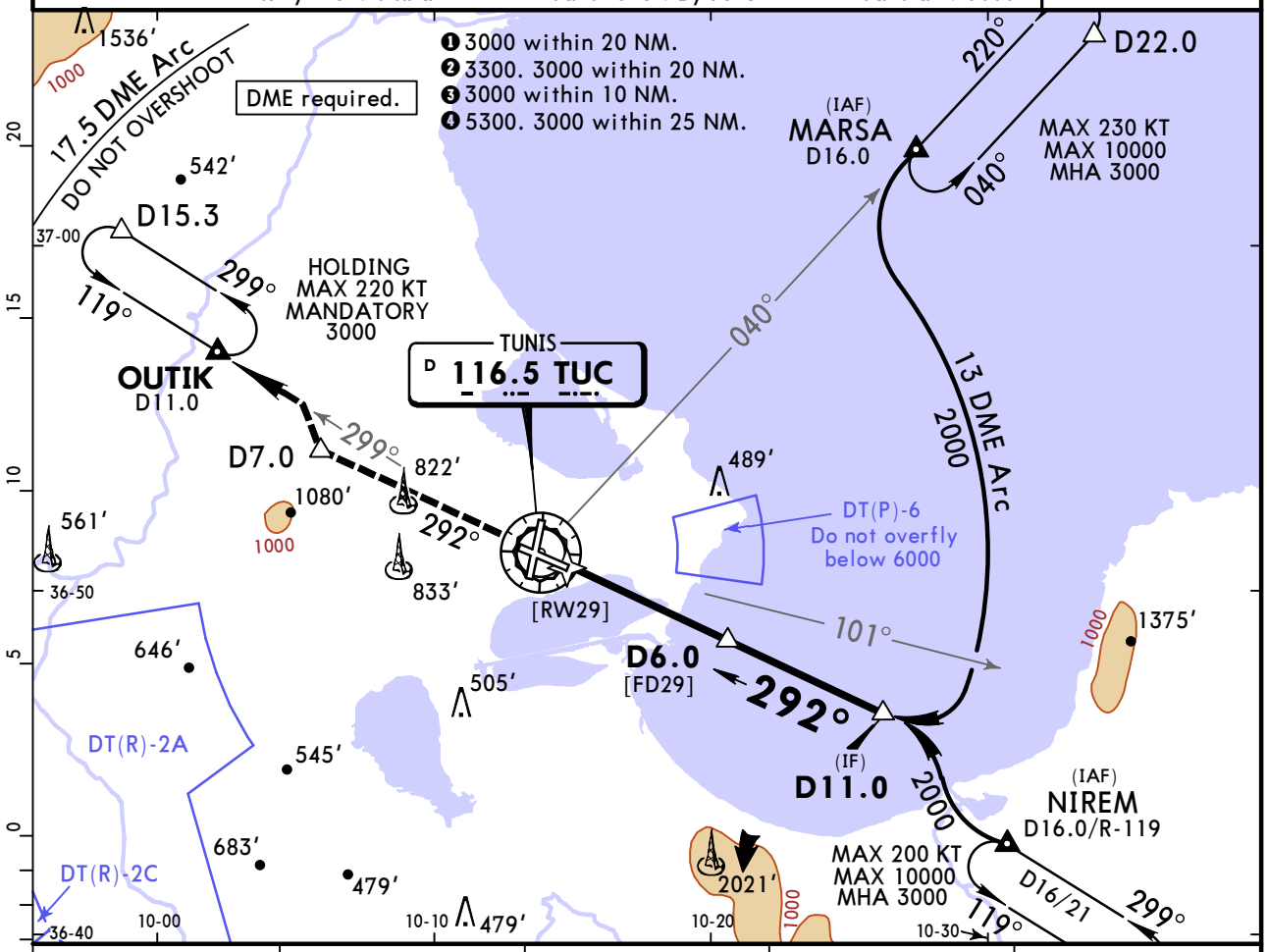
VOR TUC	Final Apch Crs	D6.0	MDA(H)	Apt Elev 21′
116.5	292°	1700′ (1688′)	540′ (528′)	Rwy 12′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0, then turn RIGHT to intercept R-299 and join holding at 3000′, or as directed.
MAX 220 KT.

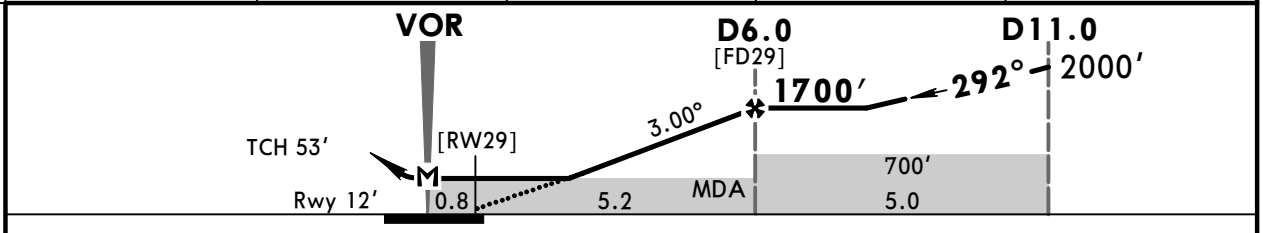
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TUC VOR
within 30 NM



TUC DME	3.0	4.0	5.0	6.0
ALTITUDE	760′	1070′	1390′	1710′



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

PAPI-L | 220 KT MAX | D7.0

JAR-OPS

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND		
	MDA(H) 540′ (528′)	Max Kts	MDA(H)	
A	R1500m	100	550′ (529′)	V1500m
B		135	730′ (709′)	V1600m
C	R2000m	180	1230′ (1209′)	V2400m
D		205	1230′ (1209′)	V3600m

PANS OPS

CHANGES: TWR service. 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

TUNIS, (CARTHAGE - DTTA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport DTTA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20260826

(10-9) Caution: Construction work South of TWY F and East of the intersection of TWY C and E daily between 0700 - 1500. Works marked during Day and equipment marked Day and Night. Follow TWR instructions (based on SUP 4/26).

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

(10-9) DCL service u/s (based on SUP 1-26).

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

(10-3/CBN 3A, 10-3A/CBN 2D, 10-3F/BELED 2A/TISRI 2A, 10-3H/KEMIR 2A) Procedures are suspended.