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JEPPESEN
JeppView for Windows

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General Information

Location: SFAX TUN
ICAO/IATA: DTTX / SFA
Lat/Long: N34° 43.23', E010° 41.32'
Elevation: 85 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: 0544 Z
Sunset: 1618 Z

Runway Information

Runway: 15
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 81 ft
Lighting: Edge
Stopway: 197 ft

Runway: 33
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge
Stopway: 984 ft

Communication Information

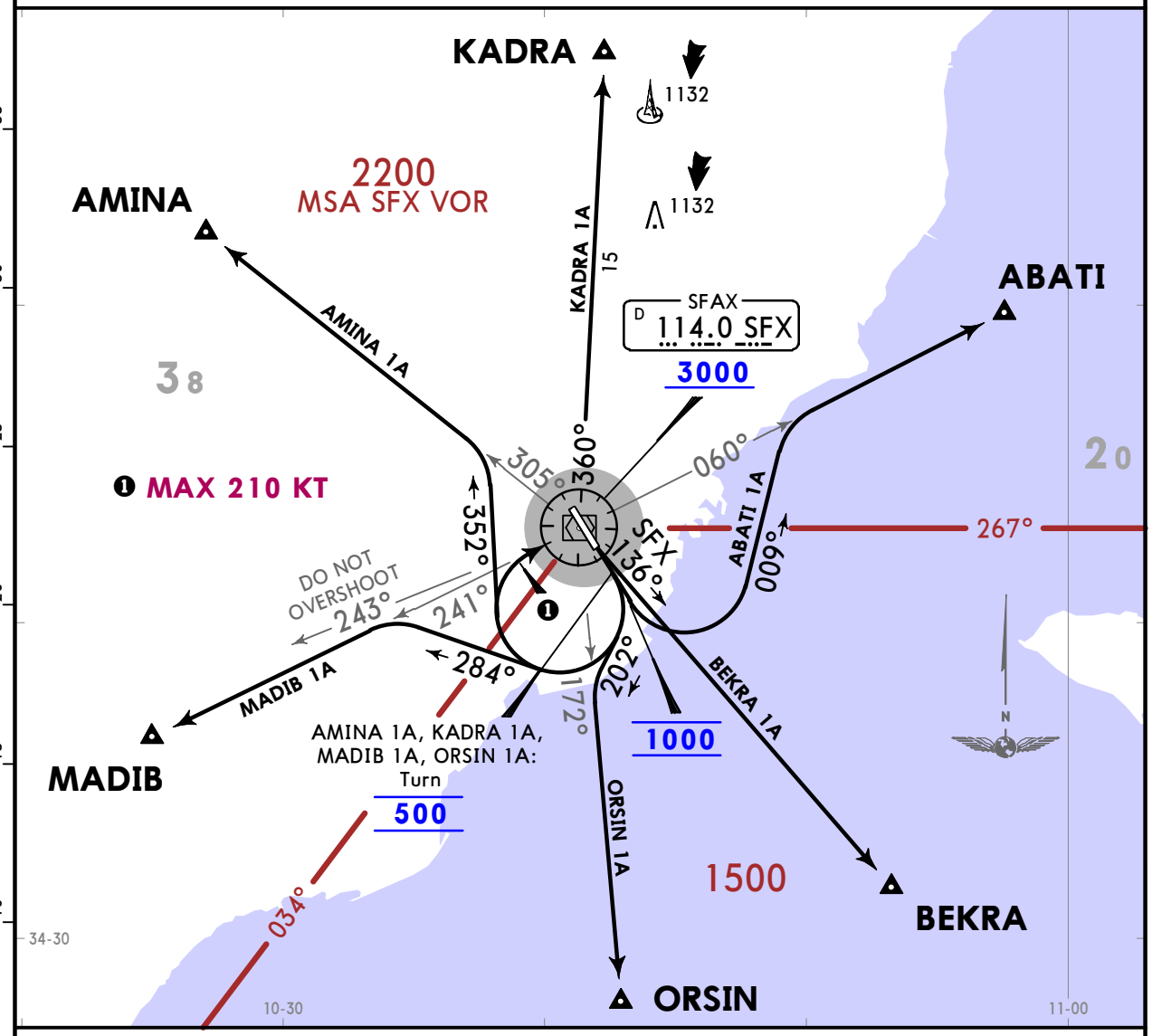
Sfax Tower: 120.150
Sfax Approach: 123.700

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
85	

ABATI 1A [ABAT1A], AMINA 1A [AMIN1A] BEKRA 1A [BEKR1A], KADRA 1A [KADR1A] MADIB 1A [MADI1A], ORSIN 1A [ORSI1A] DEPARTURES (RWY 15)

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
ABATI 1A: 377 per NM (6.2%) until 7500.
AMINA 1A: 365 per NM (6.0%) until 6000.
BEKRA 1A: 523 per NM (8.6%) until 7500.
KADRA 1A: 365 per NM (6.0%) until 3000.
MADIB 1A: 389 per NM (6.4%) until 7500.
ORSIN 1A: 475 per NM (7.8%) until 7500.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
377 per NM	471	628	943	1257	1571	1885
389 per NM	486	648	973	1297	1621	1945
475 per NM	594	792	1188	1583	1979	2375
523 per NM	654	872	1308	1743	2179	2615

No turn permitted below 500.

SID	ROUTING
ABATI 1A	Climb straight ahead, at 1000 turn LEFT, 009° track, intercept SFX R060 to ABATI.
AMINA 1A	Climb straight ahead, at 500 turn RIGHT, 352° track, intercept SFX R305 to AMINA.
BEKRA 1A	Climb straight ahead, intercept SFX R136 to BEKRA.
KADRA 1A	Climb straight ahead, at 500 turn RIGHT to SFX, do not overshoot SFX R243, SFX R360 to KADRA.
MADIB 1A	Climb straight ahead, at 500 turn RIGHT, 284° track, intercept SFX R241 to MADIB.
ORSIN 1A	Climb straight ahead, at 500 turn RIGHT, 202° track, intercept SFX R172 to ORSIN.

CHANGES: New format.

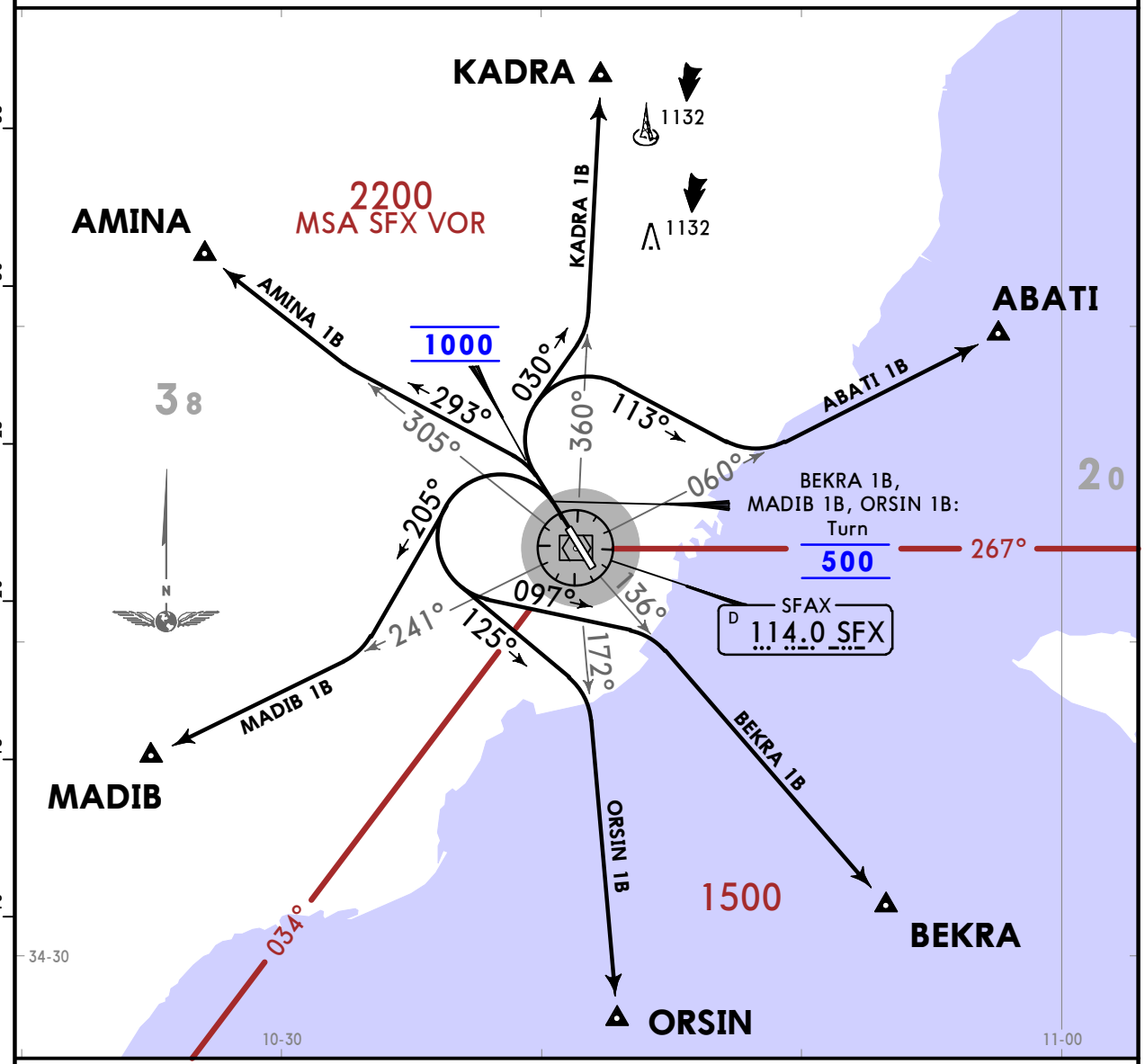
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Apt Elev	Trans alt: 6000
85	

ABATI 1B [ABAT1B], AMINA 1B [AMIN1B] BEKRA 1B [BEKR1B], KADRA 1B [KADR1B] MADIB 1B [MADI1B], ORSIN 1B [ORSI1B] DEPARTURES (RWY 33)

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
ABATI 1B: 365 per NM (6.0%) until 7500.
AMINA 1B: 487 per NM (8.0%) until 7500.
BEKRA 1B: 365 per NM (6.0%) until 5000.
KADRA 1B: 487 per NM (8.0%) until 7500.
MADIB 1B: 414 per NM (6.8%) until 7500.
ORSIN 1B: 365 per NM (6.0%) until 6000.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
414 per NM	518	690	1035	1380	1725	2070
487 per NM	609	812	1218	1623	2029	2435

No turn permitted below 500.

SID	ROUTING
ABATI 1B	Climb straight ahead, at 1000 turn RIGHT, 113° track, intercept SFX R060 to ABATI.
AMINA 1B	Climb straight ahead, at 1000 turn LEFT, 293° track, intercept SFX R305 to AMINA.
BEKRA 1B	Climb straight ahead, at 500 turn LEFT, 097° track, intercept SFX R136 to BEKRA.
KADRA 1B	Climb straight ahead, at 1000 turn RIGHT, 030° track, intercept SFX R360 to KADRA.
MADIB 1B	Climb straight ahead, at 500 turn LEFT, 205° track, intercept SFX R241 to MADIB.
ORSIN 1B	Climb straight ahead, at 500 turn LEFT, 125° track, intercept SFX R172 to ORSIN.

CHANGES: New format.

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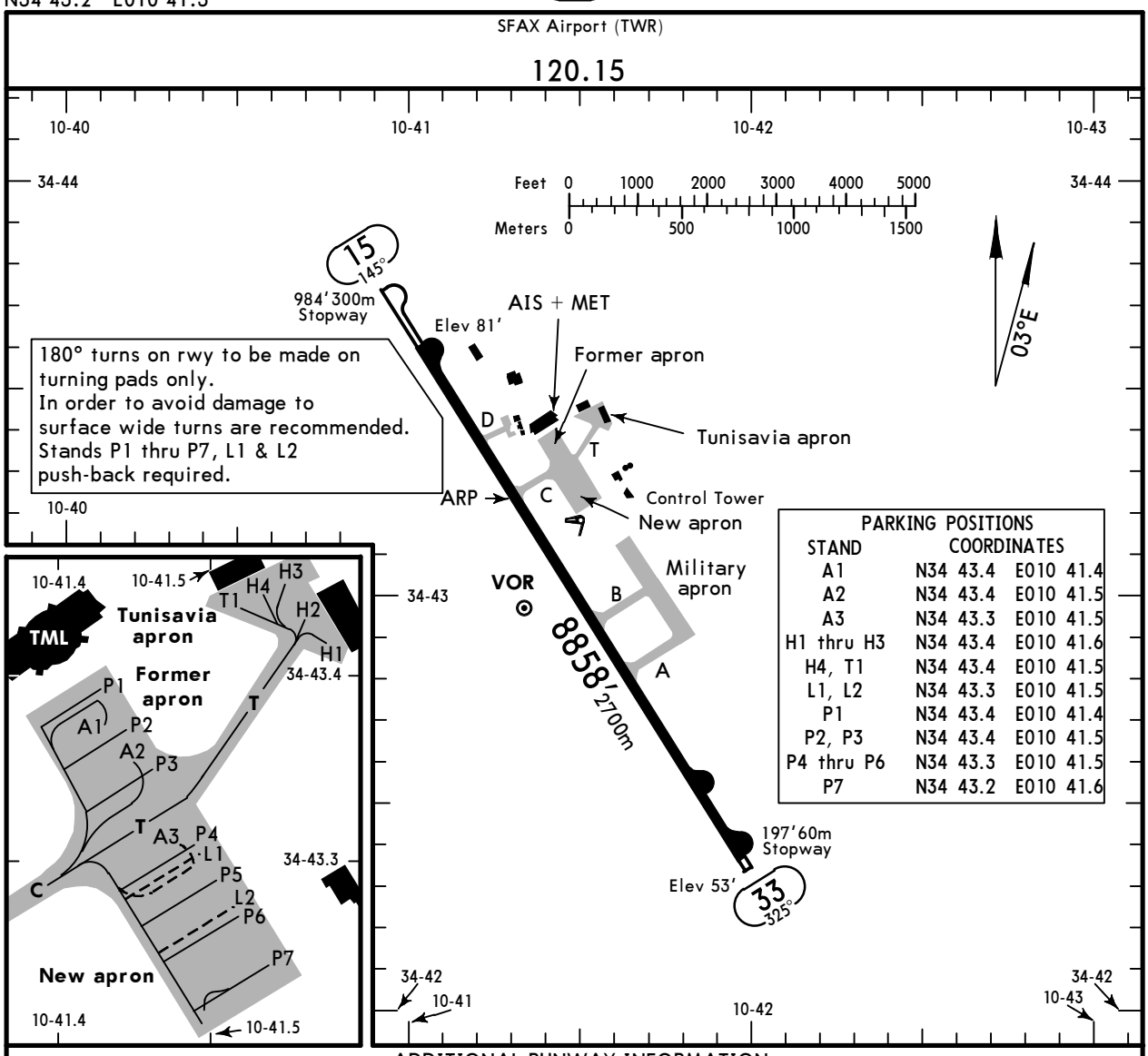
DTTX/SFA

Apt Elev **85′**
N34 43.2 E010 41.3

JEPPESEN
19 NOV 21 (10-9) **Eff 2 Dec**

SFAX, ~~TUNISIA~~

THYNA



PARKING POSITIONS	
STAND	COORDINATES
A1	N34 43.4 E010 41.4
A2	N34 43.4 E010 41.5
A3	N34 43.3 E010 41.5
H1 thru H3	N34 43.4 E010 41.6
H4, T1	N34 43.4 E010 41.5
L1, L2	N34 43.3 E010 41.5
P1	N34 43.4 E010 41.4
P2, P3	N34 43.4 E010 41.5
P4 thru P6	N34 43.3 E010 41.5
P7	N34 43.2 E010 41.6

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15 33	HIRL (50m) PAPI-L (angle 3.0°)				148′ 45m

JAR-OPS TAKE-OFF

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

CHANGES: VAR. Rwy bearings.

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SFAX, TUNISIA

THYNA

STRAIGHT-IN RWY		A	B	C	D
15	❶ VOR	**930**′(845′) R1500m	**930**′(845′) R1500m	**930**′(845′) R2400m	**930**′(845′) R2400m
	VOR	**930**′(845′) R4000m	**930**′(845′) R4000m	**930**′(845′) R4200m	**930**′(845′) R4200m
33	❶ VOR	**500**′(447′) R1500m	**500**′(447′) R1500m	**500**′(447′) R2100m	**500**′(447′) R2100m
	VOR	**500**′(447′) R2300m	**500**′(447′) R2300m	**500**′(447′) R2500m	**500**′(447′) R2500m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After VOR 15	**930**′(845′)	**930**′(845′)	**930**′(845′)	**930**′(845′)
After VOR 33	**590**′(505′) ❷ V1500m	**590**′(505′) ❷ V1600m	**750**′(665′) ❷ V2400m	**920**′(835′) ❷ V3600m

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF

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

CHANGES: Circling minimums. New AOM concept.

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DTTX/SFA
THYNA

JEPPESEN
19 NOV 21 (13-1) Eff 2 Dec

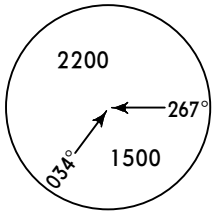
SFAX, ~~TUNISIA~~
VOR Rwy 15

BRIEFING STRIP ™

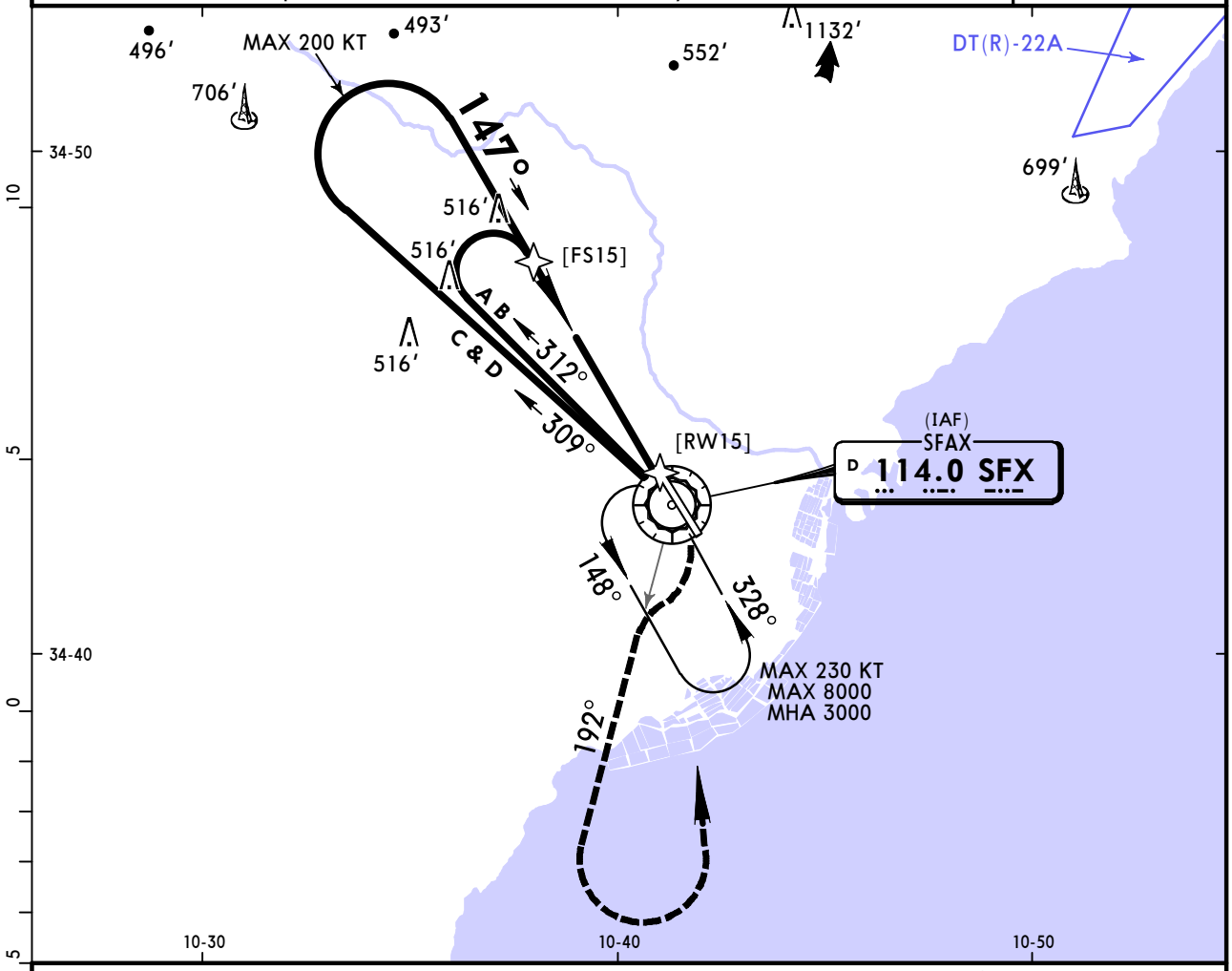
SFAX Approach 123.7		SFAX Airport (TWR) 120.15		
VOR SFX **114.0**	Final Apch Crs **147°**	No FAF	MDA(H) **930′** (845′)	Apt Elev 85′

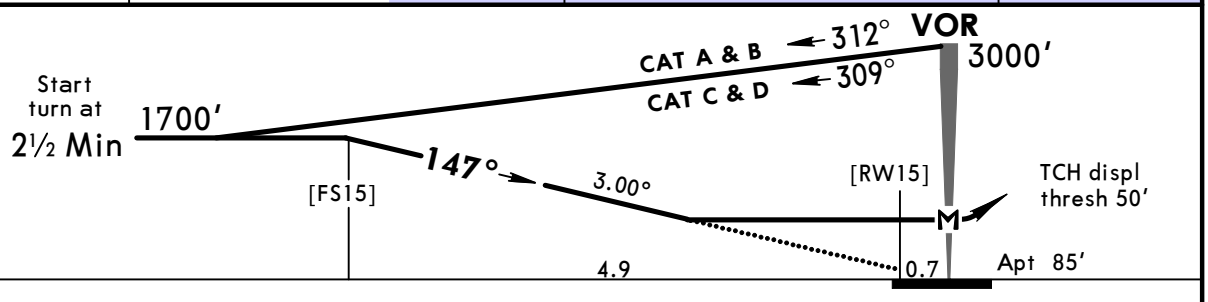
MISSED APCH: Climb on R-192 to 2600′, then turn LEFT to join VOR at 3000′. Do not turn before MAP.

Alt Set: hPa | Apt Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′



MSA SFX 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 | 2600′ RT | on SFX 114.0 R-192 | SFX 114.0 LT

JAR-OPS

	STRAIGHT-IN LANDING MDA(H) **930′** (845′)	Max Kts	CIRCLE-TO-LAND MDA(H)	
A	R1500m	100	930′ (845′)	V1500m
B		135	930′ (845′)	V1600m
C	R2000m	180	930′ (845′)	V2400m
D		205	930′ (845′)	V3600m

PANS OPS

CHANGES: Bearings.

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DTTX/SFA
THYNA

JEPPESEN
19 NOV 21 (13-2) Eff 2 Dec

SFAX, ~~TUNISIA~~
VOR Rwy 33

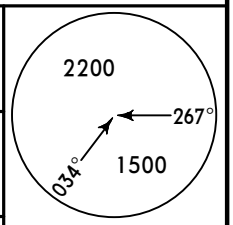
BRIEFING STRIP TM

SFAX Approach	SFAX Airport (TWR)
123.7	120.15

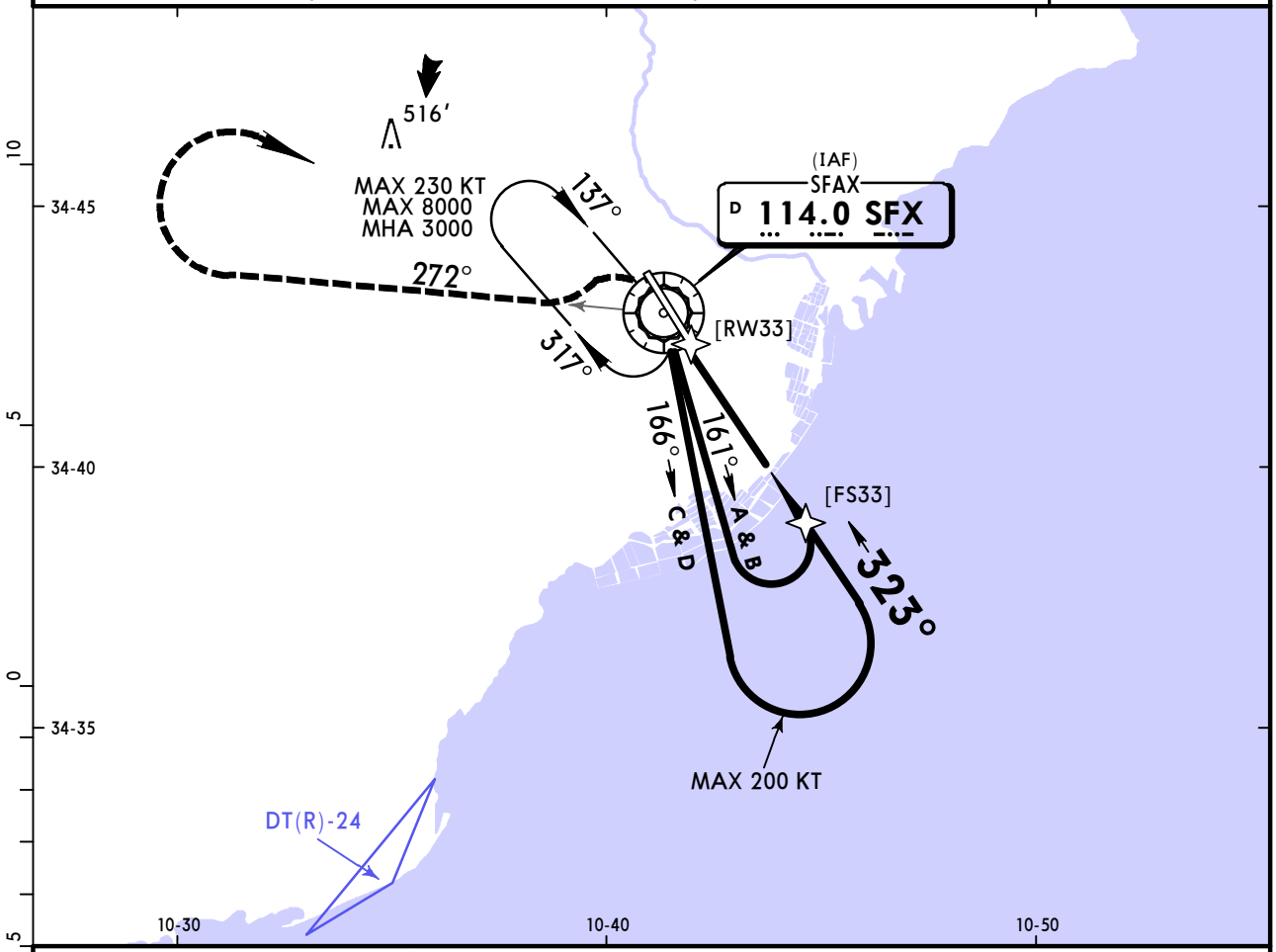
VOR SFX 114.0	Final Apch Crs 323°	No FAF	MDA(H) 500′ (447′)	Apt Elev 85′ Rwy 53′

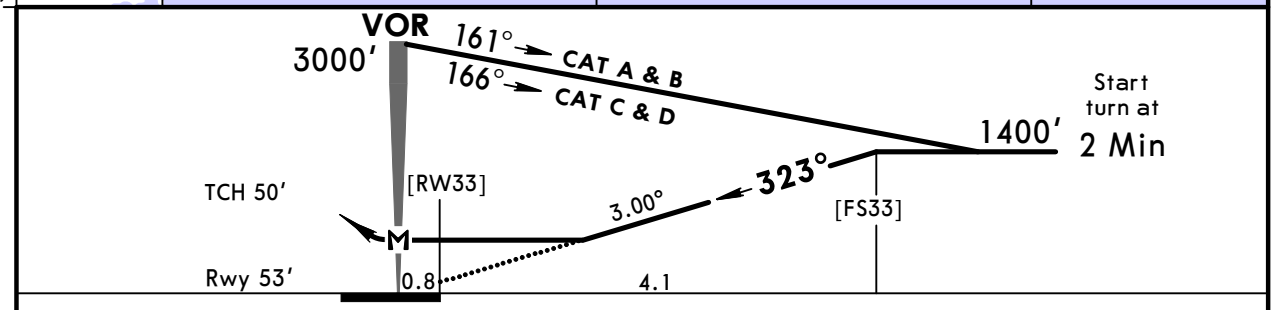
MISSED APCH: Climb on R-272 to 2200′, then turn RIGHT to join VOR at 3000′. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 6000′



MSA SFX 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 | 2200′ LT | on SFX 114.0 R-272 | SFX 114.0 RT

JAR-OPS STRAIGHT-IN LANDING

MDA(H) 500′ (447′)

A	R1500m
B	
C	R2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	590′ (505′)	V1500m
135	590′ (505′)	V1600m
180	750′ (665′)	V2400m
205	920′ (835′)	V3600m

PANS OPS

CHANGES: Bearings.

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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

SFAX, (THYNA - DTTX)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport DTTX