

Monastir-Habib Bourguiba International Airport

IATA/ICAO CODE: MIR/DTMB
 CITY: Monastir
 COUNTRY: Tunisia

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name: Haluk BILGI
 Title: Chief Executive Officer
 TAV Tunisie S.A.
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ELEVATION: 9 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07/25	2970	-	3	45

NOISE ABATEMENT PROCEDURES

See AIP Tunisie for details

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 contaminated;

- 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.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Operating restrictions of the Standard Instrument Departure procedure (SID SORAB 1E)

In order to reduce noise around the airport of Monastir-Habib Bourguiba, the following operational restriction is decided on the platform:

SID SORAB 1E (AD2 DTMB-29) will be attributed on request under the responsibility of the crews between 0500 and 2100 only for aircraft which meet the following provisions:

Turbojet aircraft whose noise certification meets the standards specified in chapter 3 of the second part of the first volume of the Annex 16 to the ICAO Convention dated December 7th, 1944.

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

A noise monitoring system is planned.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [SEE Curfew information](#)

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - [NONE](#)