

Tunis Carthage International Airport

IATA/ICAO CODE: TUN/DTTA
 CITY: Tunis
 COUNTRY: Tunisia

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

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ELEVATION: 22 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
01/19	3200	-	3	45
11/29	2840	-	3.5 PAPI 3	45

NOISE ABATEMENT PROCEDURES

AD 2.21General

1.1 The procedures below 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 respect these procedures aiming at reducing the embarrassment due to the airplanes noise around the airport.

AD 2.21.2 Take-off procedures

2.1 All types of airplanes

Paths are to be followed (according to the operational standards of each individual airplane) in such a way as to reach a height of 3000 ft above aerodrome elevation as soon as possible.

Rate of climb:

All departure procedures are based on the fact that airplanes are to maintain a minimum

climb slope of 6% (365 ft/NM) until 3000 ft.

If unable to comply, pilots are to advise accordingly on requesting the start-up clearance.

2.2 Turbojet Airplanes

In addition to the above, pilots are to comply with the climb procedures hereunder:

1. The noise abatement procedure is not to be initiated at less than 800 ft above the airport elevation.
2. The initial climbing speed to the noise abatement initiation point shall not be less than $V_2 + 10$ kt.
3. On reaching an altitude at or above 800 ft above aerodrome elevation, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of V_2 plus 10 to 20 kt with flaps and slats in the take-off configuration.
4. At 3000ft above aerodrome elevation, accelerate smoothly to en-route climb speed with flaps/slats retraction on schedule.

AD2.21.3 Approach and Landing procedures

Final approach shall not be carried out at a slope:

- less than the ILS descent course which is 3 degrees
- less than the approach course set by the PAPI red and white sectors.

AD4.21.4 Actions to be taken to reduce noise embarrassment around Tunis/Carthage airport

In order to reduce noise embarrassment to people living in the agglomerations located in the extension of RWY 11/29 center line, the following actions are recognize:

4.1 Landing on RWY 11 will be operated as much as possible using ARC DME Instrument approach procedures (See AIP Tunisia AD2 DTTA-45 Ref).

4.2 In case a visual approach is permitted on RWY 11, the clearance will be attended by the following conditions:

- the aircraft must be aligned on the RWY center line at a minimum 10 NM of the runway threshold with minimum over flight altitude of 3000 ft

4.3 When the RWY 01/19 is not usable and if meteorological and traffic conditions permit, landing and take-off operations on RWY 11/29 will be permitted as follows:

- take-off RWY 11
- landing RWY 29

4.4 The operators will keep respect of approach procedures at minimum noise and drag as defined in their operations manual.

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

AD 2.21.5 Preferential runways:

Runway 29 is considered preferential for landing and Runway 01 is considered preferential for take-off on the understanding that:

- The runway surface conditions are not compromised (e.g. snow, slush, ice or water, mud, rubber, oil, or other substances)
- For landing, the ceiling is more than 150 m above airport elevation or for take-off and landing, the horizontal visibility is more than 1.9 km
- The crosswind component, including gusts is less or equal than 15 kt for runway and less or equal than 10 kt for wet or contaminated runway
- tail wind component including gusts is less than 5 kt
- Wind shear or thunderstorms are not reported or expected

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 - [UNKNOWN](#)

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](#)