

# DTTA

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# General

## Aerodrome Description

With just over 7 million passengers passing through the airport in 2024, it was the busiest airport in Tunisia and the 14th busiest in Africa. In January 2025, XINHUA reported a year-on-year increase of 8.8% passenger traffic. The airport serves as hub for Tunisair, Tunisair Express, Nouvelair, and Tunisavia. It is named after the historic city of Carthage.

Data	Value
ARP	N36°51'04' / W010°13'38'
Elevation	21 feet
Transition altitude	6000 ft

## Scenery

Scenery usage is strongly recommended. Here is the selection of scenery that we suggest you use when flying into or out of Casablanca!

Recommended Sceneries
<div><div>Microsoft Flight Simulator</div><div><a href="#">Paid: PrealSoft</a></div></div>
<div><div>Prepar3D</div><div><a href="#">Paid: PrealSoft (P3D v5)</a><a href="#">Paid: PrealSoft (P3D v4)</a><a href="#">Paid: FSDG (FSX/P3D)</a><a href="#">Free: JMS Designs (FSX/P3D)</a></div></div>

## X-Plane

[Free: Risuali](#)

# Charts

It is important to have the latest version of the charts when flying. Through the Tunisian eAIP, you can get a set of charts for Tunis Carthage airport.

As part of your planning and preparation for your flight, we encourage you to review these charts. They are directly accessible [here](#).

# AIRAC

To prevent problems with inaccurate data, please make sure you have the most recent AIRAC cycle installed before your next flight.

# Airfield Data

## Runways

Runways	Dimensions	Magnetic Bearing	Threshold Elevation
01/19	3,200 x 45 m	009° / 189°	4 m / 6 m
11/29	2,850 x 45 m	109° / 289°	6 m / 4 m

## Declared Distances

RWY	TORA	ADSA	TODA	LDA
01	3,200 m	3,200 m	3,200 m	3,200m
11	2,850 m	2,850 m	2,850 m	2,850 m
19	3,200 m	3,200 m	3,200 m	3,200 m
29	2,850 m	2,850 m	2,850 m	2,850 m

## Frequencies

Designator	Callsign	Frequency
APP	Tunis Radar	119.5 MHz
APP	Tunis Approche / Tunis Approach	121.2 MHz
TWR	Tunis Tour / Tunis Tower	118.1 MHz
GND	Tunis Sol / Tunis Ground	121.9 MHz
DEL	Tunis Delivery	121.7 MHz
ATIS	Tunis information	118.675 MHz

## Aprons and Parking

# Departures

## En Route Clearance and Start-up

Clearance is along with their en route clearance. This clearance includes a SID or runway heading, and pilots can expect an initial climb to 4000 feet.

Please note that a separate clearance for pushback & start is required. If you are not able to begin pushback or start-up within 5 minutes of receiving your clearance, please plan accordingly and only request your en route clearance when you are prepared to proceed.

Please see the ATIS for the current runway in use. The runway will be confirmed either prior to taxi or during the pushback clearance by Ground.

“ TAR181: "Tunis Ground, Tunisair 181, information charlie, clearance to Frankfurt"

DTTA\_GND: "Tunisair 181, Tunis Ground, cleared to Frankfurt, TOBIB2A departure, runway 01, climb initially 4000 feet, squawk 6403"

TAR181: "Cleared to Frankfurt, TOBIB2A departure, runway 01, climb initially 4000 feet, squawk 6403, Tunisair 181"

DTTA\_GND: "Tunisair 181, readback correct, report ready for push & start"

In situations of high traffic volume, when you request start-up & push, you may receive a Target Start-up Approval Time (TSAT). This TSAT indicates the anticipated time for you to receive approval for start-up/pushback.

If you request start-up while also requesting your en route clearance, your TSAT will be provided simultaneously. However, if you have not requested a start-up clearance, it is your responsibility to inform ATC when you are prepared.

“ DTTA\_GND: "Tunisair 181, start up time at 1415 (TSAT 14:15z), report aircraft ready"

TAR181: "Wilco, Tunisair 181"

To ensure a smooth operation, we recommend that you plan to be ready at least 5 minutes prior to your assigned TSAT (you are expected to recall Delivery 5 minutes before TSAT). Additionally, when filing your flight plan, you will be assigned a CTOT (Calculated Take Off Time).

Your CTOT is the estimated time for when you will be cleared for take-off. Please note that your actual departure time may be 5 minutes earlier or 10 minutes later than your CTOT.

# Taxi

Ground movement at DTTA is straightforward. After starting your engines and completing all necessary checklists, expect to receive clearance to taxi to your assigned runway from the closest apron exit, and if you are in the main terminal you may expect exit B. You will then be instructed to hold short of the runway at the designated holding point.

Before crossing the runway, it is important to establish contact with the Tower controller. Even if Runway 01/19 or 11/29 is not in use, you must receive clearance before crossing.

# Take-off

Once you are next in sequence for departure, the Tower controller will instruct you to line-up and wait. Please complete all necessary pre-departure checklists before receiving clearance to line-up for departure.

As part of the take-off clearance, Tower will include instructions for you to contact Approach on the designated frequency once airborne.

Make sure to follow the initial climb that was provided in your clearance. If you are unsure, please confirm with Tower before takeoff.

- The transition altitude for DTTA is 6000 feet.
- After take-off, pay close attention to the initial routing of your SID and comply with altitude and speed restrictions as per charts.

# Arrivals

When flying the arrival, make sure to follow the published altitude restrictions and comply with any ATC instructions. Before arriving at the Initial Approach Fix (IAF), expect the controller to either clear you for the approach, instruct you to hold or vector you. The default approach type for DTTA is the ILS-Z if it is available, but ATC may assign a different approach type based on traffic and operational conditions.

When cleared for the ILS approach from the IAF, it is expected that you follow the published route on the approach chart and descend via the arrival to intercept the glideslope at the appropriate altitude depending on the active configuration. Make sure to comply with any ATC instructions and fly the approach with precision.