

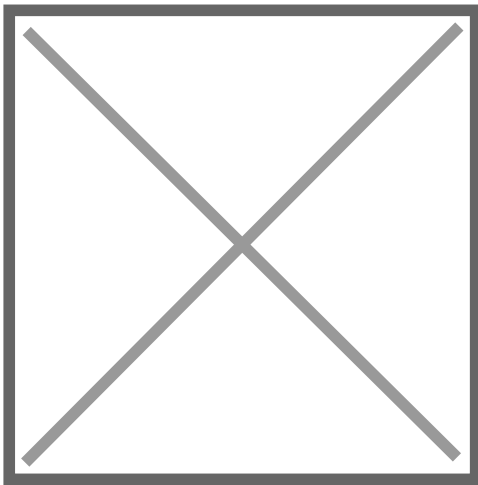
Tunis Ground

General Provisions

The SMC controller's callsign, for radio communication and coordination is "Tunis Ground".

Config 1 is chosen by APP or above for a double runway for departure and Config 2 for double runway for arrival. App and above can as well decide of the initial climb that will be used and was well of if they fly using SID or using runway heading.

On the Following picture in the right the, the boxes Green represents the aprons in Tunis-Carthage. The main apron is located in the west of the airport where Most of the operations are done. In those area, the Ground is responsible for the tasks indicated In 1.2. The red Boxes are under Tower responsibilities but also, Tunis Tower is responsible for ground movements in the aprons such TAXI (outbound and inbound).



In case if TWR is not online then GND is allowed to give Taxi instructions.

IFR Procedures

SID Assignment

Clearance

Ground clearance for IFR ACFT shall be issued in this order:

1. SID/Heading
2. Runway In Use
3. Initial Climb
4. Squawck Code

For example:

- SID: Information A is correct, cleared to Enfidha via Flight planned route, DIDON2A departure, runway 01, initial climb 4000 feet squawk 6451.
- RWY HDG: Cleared to DEST, via flight planned route, after departure, maintain runway heading, initially 4000 feet, squawk 6451.

For SSR codes, INTL and Regional flights have different assignments. The SSR codes are as follow:

INTL Flights	6130 - 6177 / 4101 - 4127
Regional Flights	5001 - 5077 / 0040 - 0057

Pushback and start / start up clearance

TAR181: Requesting startup.

DTTA_GND: TAR181 Startup approved runway 01 QNH ____

- After Startup, the aircraft shall contact Tunis Tower to request TAXI. The handover to the DTTA_TWR can be done with coordination between GND and TWR (DTTA_GND: TAR181 contact DTTA_TWR when ready for TAXI) or the aircraft itself can automatically switch to TWR frequency when it's ready for TAXI without waiting for handoff instruction from the ground.

Pushback Clearance:

Pushback, Push and start Clearances

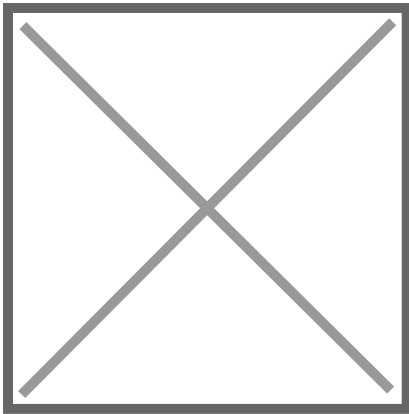
TAR181: Requesting Pushback

DTTA_GND TAR181 push and start approved facing N/E/S/W runway 01 QNH ____

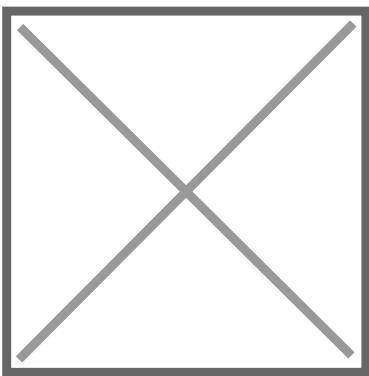
or DTTA_GND TAR181 Push and Pull approved onto charlie runway 01 QNH ____

Speacial pushback procedure:

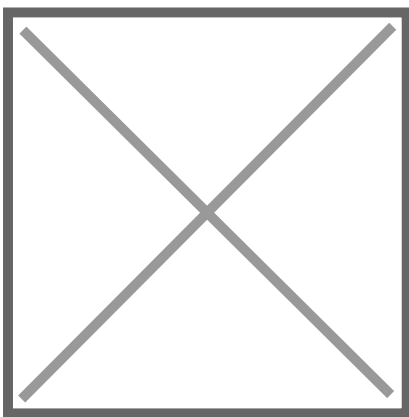
Gate P58, must push facing South on C



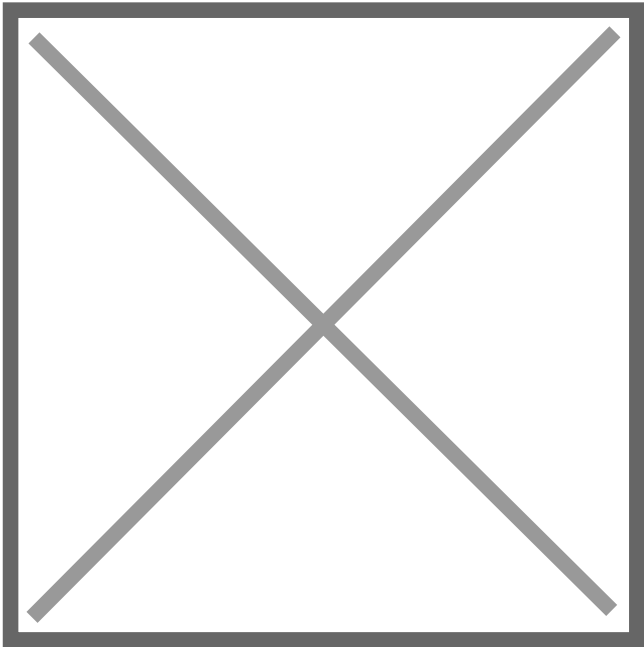
Gate P50, must push facing North.



AI ACFT on R3, R2, R1, R4, R5, R6, P31 and P32 must push back facing south on A.



from stand P48 to P40 and from K5 to K1 all ACFT does not require push but only start up and when they taxi they make a 360 degree turn.



Gate Information:

Stand/Gate:	Aircrafts Permitted
P01 - P51 (P31+P32 Cargo)	A321, 737, Dash-8, Embraer
P52 - P54	A321, 737, Dash-8, Embraer
P54A	A340, 747-400, 777, 787
P55	A321, 737, Dash-8, Embraer
P56 - P58	757, 767, C-17, C-130, MD11/DC10
C01	A321, 737, Dash-8, Embraers
CP18	A340, 747-400, 777, 787
K01 - K05	A321, 737, Dash-8, Embraer
S01 - S05	A321, 737, Dash-8, Embraer
T01 - T01A	A321, 737, Dash-8, Embraer
T06	A340, 747-400, 777, 787
A01	A340, 747-400, 777, 787

A02 + R01 - R03 (Cargo)	A321, 737, Dash-8, Embraer
H01 - H05	Small General Aviation
T18	A321, 737, Dash-8, Embraer

VFR Aircraft

Small aircrafts are allowed to do circuits on 1000 & 1500 Feet. Medium aircraft and above are allowed to do circuits on 1500 & 2000 Feet. Ground can coordinate with Tower to find out which altitude will be applicable to which aircraft.

Runway	Circuits
01	Left Hand Circuits
19	Right Hand Circuits
11	Right Hand Circuits
29	Left Hand Circuits

- For Runway 01 : Right Downwind is not permitted because of the DT P6. However, the Pilot should maintain his own separation with the terrain on the left Hand Circuit.
- For Runway 19 : Left Downwind is not permitted because of the DT P6. However, the Pilot should maintain his own separation with the terrain on the right Hand Circuit.
- For Runway 11 : Left Downwind is not permitted because of the DT P6.
- For Runway 29 : Right Downwind is not permitted because of the DT P6.

Runway Change Procedure

Tower shall provide ample notice to Ground before changing runway configuration. The last departure using the old configuration shall be coordinated between Tower, Ground and Approach.

Aircraft that have already been cleared to taxi using the old configuration shall be re-cleared if they have not already reached the holding point.