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Airport Information For GMMN

Terminal Charts For GMMN

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: CASABLANCA MAR
ICAO/IATA: GMMN / CMN
Lat/Long: N33° 21.85', W007° 34.90'
Elevation: 656 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0559 Z
Sunset: 1901 Z

Runway Information

Runway: 17R
Length x Width: 12175 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 643 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 35L
Length x Width: 12175 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 655 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 17L
Length x Width: 12195 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 650 ft
Lighting: Edge, ALS, Centerline

Stopway: 197 ft

Runway: 35R

Length x Width: 12195 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 656 ft

Lighting: Edge, ALS, Centerline, TDZ

Stopway: 197 ft

Communication Information

ATIS: 126.300

Mohammed V Tower: 118.500

Mohammed V Tower: 121.000 Secondary

Mohammed V Ground: 121.700 Secondary

Mohammed V Ground: 130.600

Mohammed V Approach: 119.900

Mohammed V Approach: 121.300 Secondary

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CASABLANCA, MOROCCO

MOHAMMED V INTL

7 MAY 21

10-1P

.Eff.20.May.

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 126.3

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RWY USAGE

Take-off

From 0600-2300LT and with tailwind component of less or equal 7 KT RWY 35R is to be used. If RWYs 35R/L cannot be used for operational reasons, another RWY can be assigned on pilot's request with delays to be expected.

Landing

Up to a tailwind component of less or equal 7 KT RWY 35R/L is to be used. If only RWY 17L/R is usable for landings, two conditions are to be considered:

- With ceiling at or above 1500' AGL and visibility equal or greater than 5000m : Instrument approach procedure for RWY 35R or 35L is to be used, followed by RIGHT downwind for RWY 17L or 17R.
- With ceiling below 1500' AGL : Instrument approach procedure for RWY 17L or 17R is to be used.

Nighttime Restrictions:

From 2300-0600LT take-offs with a tailwind component of less or equal 7 KT have to be executed using RWY 17L/R. If RWY 17L/R cannot be used for operational reasons, another RWY can be assigned on pilot's request, with delays to be expected.

1.2.2. RUN-UP TESTS

Engine test runs may not be executed in areas other than those assigned by ATC (Tower) and only with ATC (Tower) permission.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP is applied to ensure safe operation when performing CAT I, II and IIIA precision approaches as well as low visibility departures.

LVP will be announced as soon as RVR is equal to or less than 800m and/or when ceiling is equal to or less than 200'.

The enforcement of LVP will be announced on the first radio contact with ACFT (on arrival or departure) and/or via D-ATIS.

LVP will be cancelled when the RVR is greater than 1500m and the ceiling is greater than 300' and an assured improvement of weather conditions is observed.

The LVP will be suspended in case of a notification by the pilot, using the active RWY, of an event affecting safety or security or failure of a component of the landing aid system.

In any other case of failure and in all circumstances, the ultimate decision to continue or not CAT II or III approach remains with the pilot-in-command.

ACFT movement on the ground will be as follows:

Zone 1 - Stands from E1 to E12, C1 to C8, B1 to B10 and J1 to J9.

Access to this area via TWY M and exit via TWY P.

Zone 2 - Stands from D1 to D3, J11 to J15, C23 to C26 and B11 to B14.

Access to this area via TWY P or TWY Q and exit via TWY Q.

Zone 3 - Stands from D4 to D15, F1 to F9 and G1 to G6.

Access to this area via TWY Q or TWY R and exit via TWY R.

During LVP, ATC limits traffic to a max of three maneuvering ACFT.

On request, ACFT will continue to be guided to their stands by Follow-me car.

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7 MAY 21

10-1P1

.Eff.20.May.

.AIRPORT.BRIEFING.

1. GENERAL

1.3.2. ARRIVAL

At first radio contact the controller:

1. will communicate available RVRs to the pilot in the following order: TDZ, Mid RWY and RWY End;
2. will provide information on any abnormal functioning of the lighting (side, central or approach lights).
3. After landing RWY 35L, vacate the RWY via TWY M2 or N2 only.
After landing RWY 35R, vacate the RWY via TWY M1 or N1 only.

1.3.3. DEPARTURE

Before start-up, the controller:

1. will communicate available RVRs to the pilot in the following order: TDZ, Mid RWY and RWY End;
2. will provide information on any abnormal functioning of the lighting (side, central or approach lights);
3. limit the movement of ACFT and vehicles.

In case of successive requests of departures, taxi instructions to the second ACFT will be issued after the first ACFT has reported:

- TWY T3 if the second ACFT is in Zone 1; or
- TWY T2 if the second ACFT is in Zone 2; or
- aligned and ready for take-off if the second ACFT is in Zone 3.

After take-off, pilots should report "Airborn" .

1.4. RWY OPERATIONS

Operational conditions for non-simultaneous movements on specialized close parallel RWYs:

Visibility is equal or more than 2000m, ceiling is equal or more than 500'.

RWY 35L reserved for landing, RWY 35R reserved for take-off.

RWY 17L reserved for take-off, RWY 17R reserved for landing.

Specific Guidelines:

A single movement takes place at a time (take-off or landing).

Vacating RWY must be reported by the pilot.

Pilots must read-back ATC instructions.

In case of engine failure during take-off, the pilot should maintain the RWY heading and immediately notify his intentions to ATC.

1.5. TAXI PROCEDURES

The TWY strips for A380 comply with following conditions:

No obstacles at a distance of less than 148'/45m from taxi centerline.

1.6. OTHER INFORMATION

Birds.

CAUTION: Risk of confusion between parallel TWY T and RWY 17L/35R, between RWY 35L and 35R and between RWY 17L and 17R.

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21 FEB 20

10-1P2

.Eff.27.Feb.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 35L and 35R approved for CAT II/III operations; special aircrew and ACFT certification required.

2.2. COMMUNICATION FAILURE PROCEDURES

Follow authorized or PLN STAR. In case of RADAR guidance, proceed to initial STAR.

Observe published FL and speed restriction.

Proceed to IAF at the last assigned level that was acknowledged, if this level is available in holding pattern, otherwise at highest level in holding pattern.

Stay in holding pattern at this level until latest time as follows:

- EAT;
- arrival time in holding pattern plus 10 minutes;

Then descend in holding pattern to FL 60.

Leave IAF at this level to perform the known or estimated approach procedure until landing.

2.3. TAXI PROCEDURE

2.3.1. SPECIFIC INFORMATION FOR OPERATION OF A380

The operation of the Airbus A380 is restricted to specific taxi routes and special conditions, after approval of the technical manual by the authority, in particular:

- Restriction of the weight of the ACFT on landing.
- Restriction of the weight of the ACFT for taxiing on the maneuvering area.
- Restriction of the use of external engines when taxiing on the maneuvering area (IDLE position).
- Restriction of the power of external engines during take-off phase.

Use of the cameras during the entire period of taxiing on the movement area.

Parking stand J1 is reserved for A380. If J1 is not available, stands E1 or J15 will be used.

To stand J1

- Taxi via TWY M only.
- Stands C1 and C2 must be closed.
- Stand E1 should not be occupied by one of the following ACFT: B747, B777, B787, A330, A340 and A350.
- Vehicle service lane adjacent to stand J1 must be closed during parking maneuver.

To stand E1

- Taxi via TWY M only.
- Use center line until abeam stand E3, then ACFT will be pushed back into E1.
- Stand E2 closed.
- Adjacent taxilane limited to ACFT up to code C.

To stand J15 via TWY P

- Vehicle service lane north of TWY P must be closed.
- Stands B11 thru B14 must be limited to ACFT up to code C.
- Stands E12, J13 and J14 must be closed.

To stand J15 via TWY Q

- Stands J13 and J14 must be closed.

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21 FEB 20

10-1P3

.Eff.27.Feb.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall contact Tower or Ground 10 minutes before EOBT by transmitting call sign, parking stand, D-ATIS acknowledgement and destination.
 Start-up shall be requested according to CFMU regulatory measures and when ACFT is ready.
 Push-back and taxiing must be performed immediately after receiving authorization from Tower.
 Tower must be informed in case of delay of start-up or taxiing.
 Use of reverse thrust is strictly prohibited on apron and stands.
 On nose-in stands, start-up is performed during push-back. If APU fails, Tower may allow start-up before taxiing.
 Anti-collision lights must be turned on during start-up and push-back.

3.3.1. SPECIFIC INFORMATION FOR OPERATION OF A380

From stand J1

- Taxi via TWY M only.
- Stand E1 should not be occupied by one of the following ACFT: B747, B777, B787, A330, A340 and A350.
- Vehicle service lane adjacent to stand J1 must be closed during parking maneuver.
- Minimum power when taxiing.

From stand E1

- Use only TWY M.
- Vehicle service lane adjacent to stand E1 must be closed during parking maneuver.
- Minimum power for taxiing.

From stand J15 via TWY P

- Vehicle service lane north of TWY P must be closed.
- Stands B12 thru B14 must be limited to ACFT up to code C.
- Stands B11 and J14 must be closed.
- Start the engines abeam stand B12 after push and pull operations.

From stand J15 via TWY Q

- Vehicle service lane adjacent to stand J15 must be closed.
- Stands D2 thru D4, J13 and J14 must be closed.
- Start the engines abeam stand B12 after push and pull operation.

3.2. NOISE ABATEMENT PROCEDURES

Turbojet ACFT shall perform climb procedures as follows:

Take-off to 1500'	Take-off power. Take-off flaps. Climb at $V_2 + 10$ KT (or as limited to body angle).
At 1500'	Reduce power to not less than climb power.
1500' -3000'	Climb at $V_2 + 10$ KT.

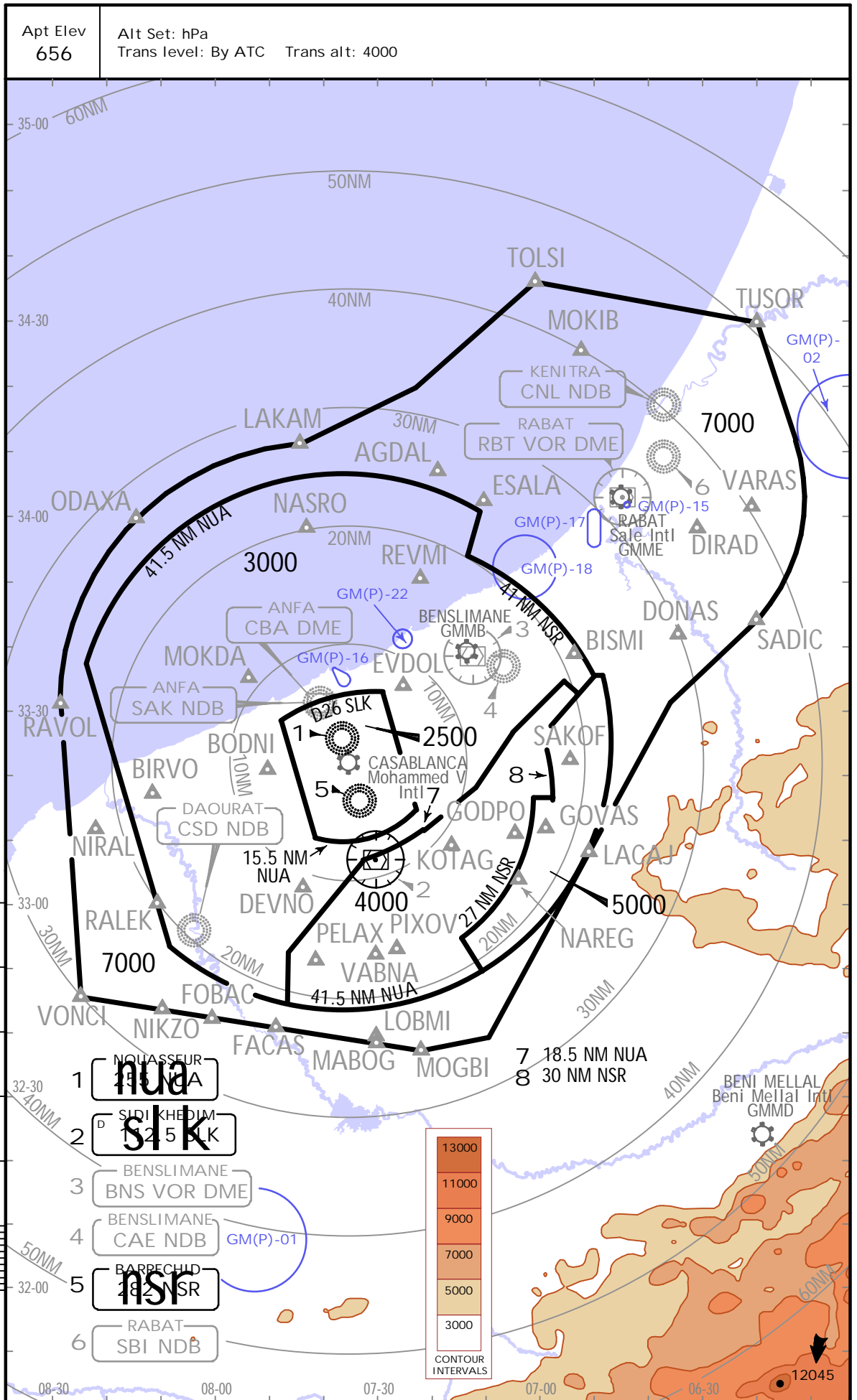
3.3. COMMUNICATION FAILURE PROCEDURES

In VMC, turn back and land on AD using circuit in WEST of AD.
 In IMC, go through with flight until TMA/1 limits and comply with the departure routing (SID) at the latest assigned level, then climb to cruising level. If latest assigned level is not compatible with the minimum safety altitude, climb up to cruising level.
 If the failure occurs when the ACFT is under RADAR vectoring, join the assigned SID as soon as possible.

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6 SEP 19 (10-1R) .Eff.12.Sep.

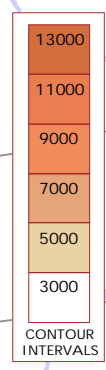
CASABLANCA, MOROCCO
RADAR.MINIMUM.ALTITUDES.



Apt Elev
656

Alt Set: hPa
Trans level: By ATC Trans alt: 4000

- 1 **nua** 113.5 NDB
- 2 **slk** 125.5 SLK
- 3 BENS LIMANE BNS VOR DME
- 4 BENS LIMANE CAE NDB
- 5 **nsr** 182 NSR
- 6 RABAT SBI NDB

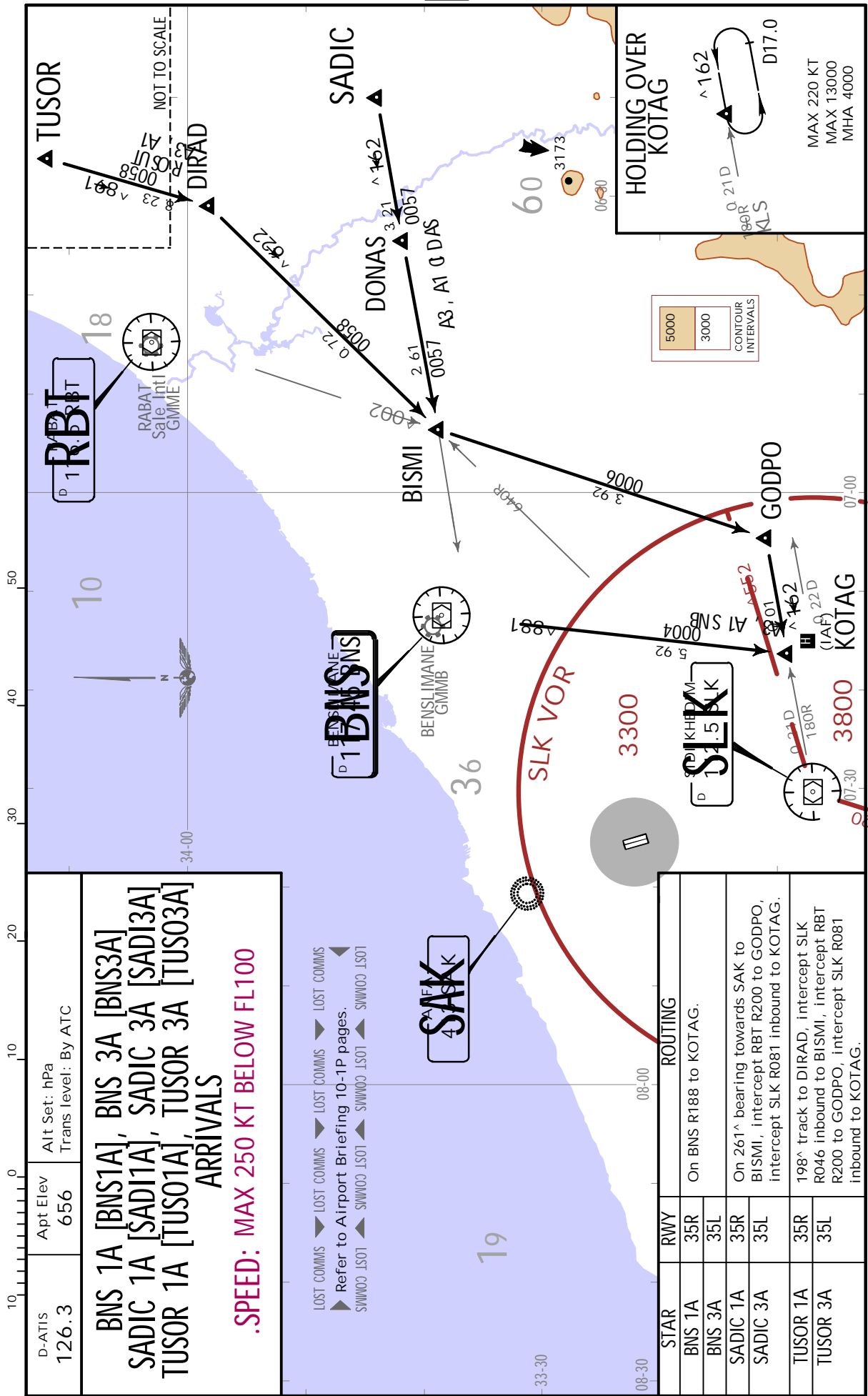


CHANGES: Sectors & altitudes completely revised.

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JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-2) .Eff.12.Sep.

.STAR.



D-ATIS 126.3 Apt Elev 656 Alt Set: hPa Trans level: By ATC

**BNS 1A [BNS1A], BNS 3A [BNS3A]
SADIC 1A [SAD1A], SADIC 3A [SAD13A]
TUSOR 1A [TUSO1A], TUSOR 3A [TUSO3A]**

ARRIVALS

.SPEED: MAX 250 KT BELOW FL100

LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS
 > Refer to Airport Briefing 10-1P pages.
 SMMW00 .ISOT < SMMW00 .ISOT < SMMW00 .ISOT < SMMW00 .ISOT

STAR	RWY	ROUTING
BNS 1A	35R	On BNS R188 to KOTAG.
BNS 3A	35L	
SADIC 1A	35R	On 261° bearing towards SAK to BISM, intercept RBT R200 to GODPO, intercept SLK R081 inbound to KOTAG.
SADIC 3A	35L	
TUSOR 1A	35R	198° track to DIRAD, intercept SLK R046 inbound to BISM, intercept RBT R200 to GODPO, intercept SLK R081 inbound to KOTAG.
TUSOR 3A	35L	

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JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 **(10-2A)** .Eff.12.Sep. **.STAR.**

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
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**SADIC 2A [SADI2A], SADIC 4A [SADI4A]
TUSOR 2A [TUSO2A], TUSOR 4A [TUSO4A]
ARRIVALS**

.SPEED: MAX 250 KT BELOW FL100



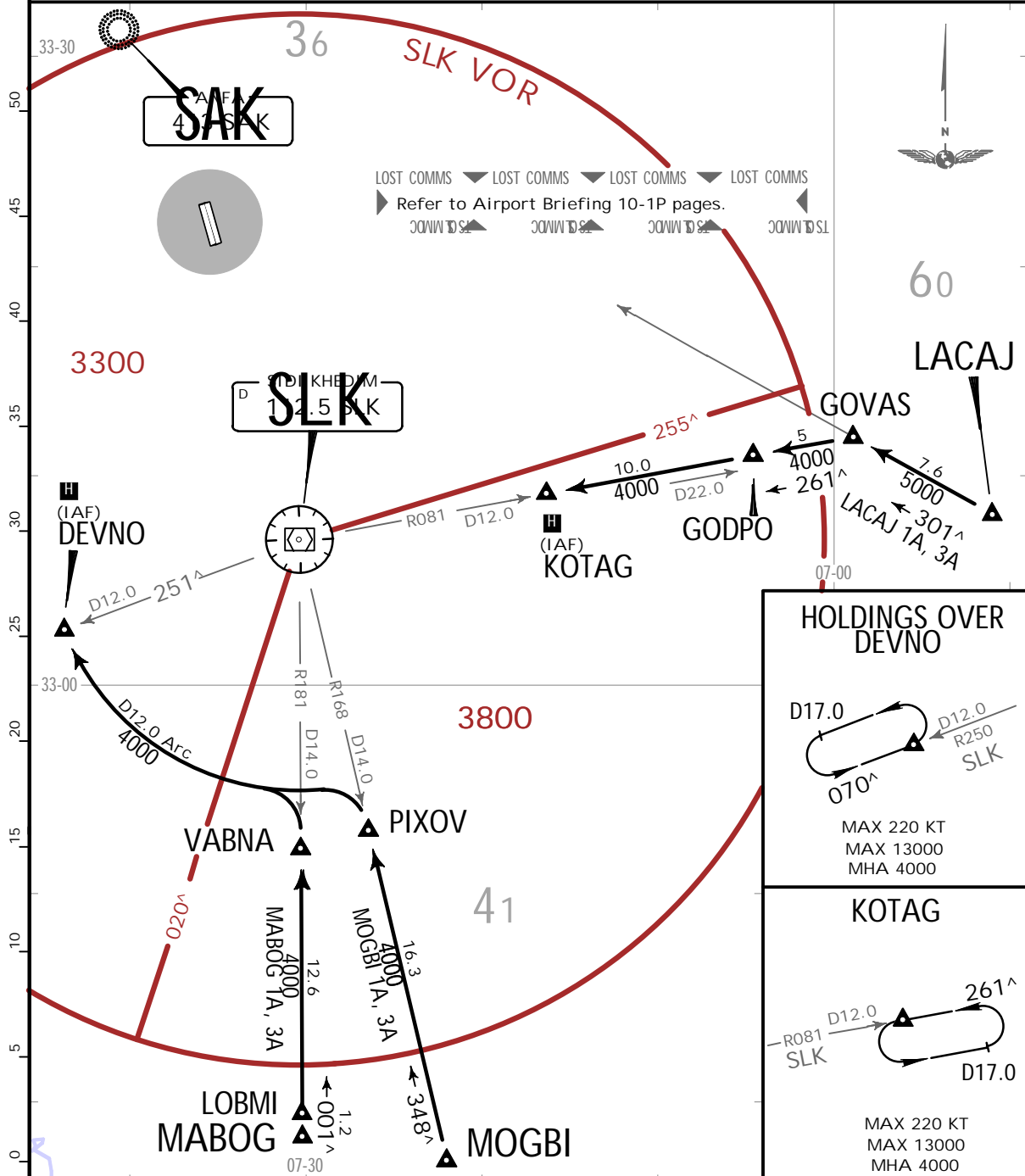
STAR	RWY	ROUTING
SADIC 2A	17L	Intercept 261 [^] bearing to CAE.
SADIC 4A	17R	
TUSOR 2A	17L	198 [^] track to DIRAD, intercept SLK R046 inbound to BISM, intercept 261 [^] bearing to CAE.
TUSOR 4A	17R	

GMMN/CMN

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JEPPESEN CASABLANCA, MOROCCO
 6 SEP 19 (10-2B) .Eff.12.Sep.
 .STAR.

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
LACAJ 1A [LACA1A], LACAJ 3A [LACA3A] MABOG 1A [MABO1A], MABOG 3A [MABO3A] MOGBI 1A [MOGB1A], MOGBI 3A [MOGB3A] ARRIVALS .SPEED: MAX 250 KT BELOW FL100		



STAR	RWY	ROUTING
LACAJ 1A	35R	301° bearing towards SAK to GOVAS, intercept SLK R081 inbound to KOTAG.
LACAJ 3A	35L	
MABOG 1A	35R	Intercept SLK R181 inbound to D14.0 SLK, along D12.0 Arc SLK to DEVNO.
MABOG 3A	35L	
MOGBI 1A	35R	Intercept SLK R168 inbound to D14.0 SLK, along D12.0 Arc SLK to DEVNO.
MOGBI 3A	35L	

CHANGES: New format: STARs completely revised.

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MOHAMMED V INTL

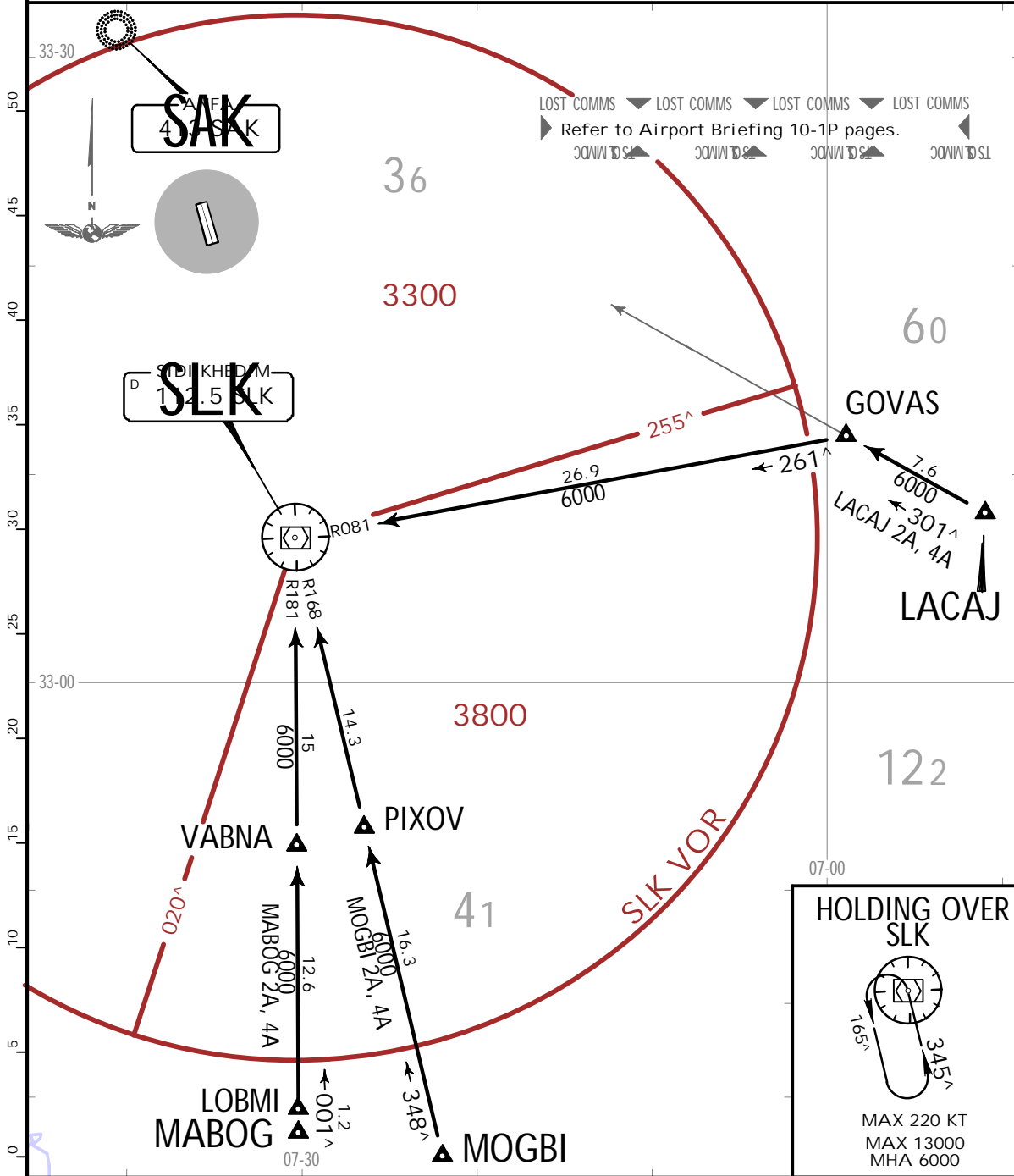
JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-2C) .Eff.12.Sep.

.STAR.

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
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LACAJ 2A [LACA2A], LACAJ 4A [LACA4A]
MABOG 2A [MABO2A], MABOG 4A [MABO4A]
MOGBI 2A [MOGB2A], MOGBI 4A [MOGB4A]
ARRIVALS

.SPEED: MAX 250 KT BELOW FL100



STAR	RWY	ROUTING
LACAJ 2A	17L	301^ bearing towards SAK to GOVAS, intercept SLK R081 inbound to SLK.
LACAJ 4A	17R	
MABOG 2A	17L	Intercept SLK R181 inbound to SLK.
MABOG 4A	17R	
MOGBI 2A	17L	Intercept SLK R168 inbound to SLK.
MOGBI 4A	17R	

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MOHAMMED V INTL

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CASABLANCA, MOROCCO

6 SEP 19

10-2D

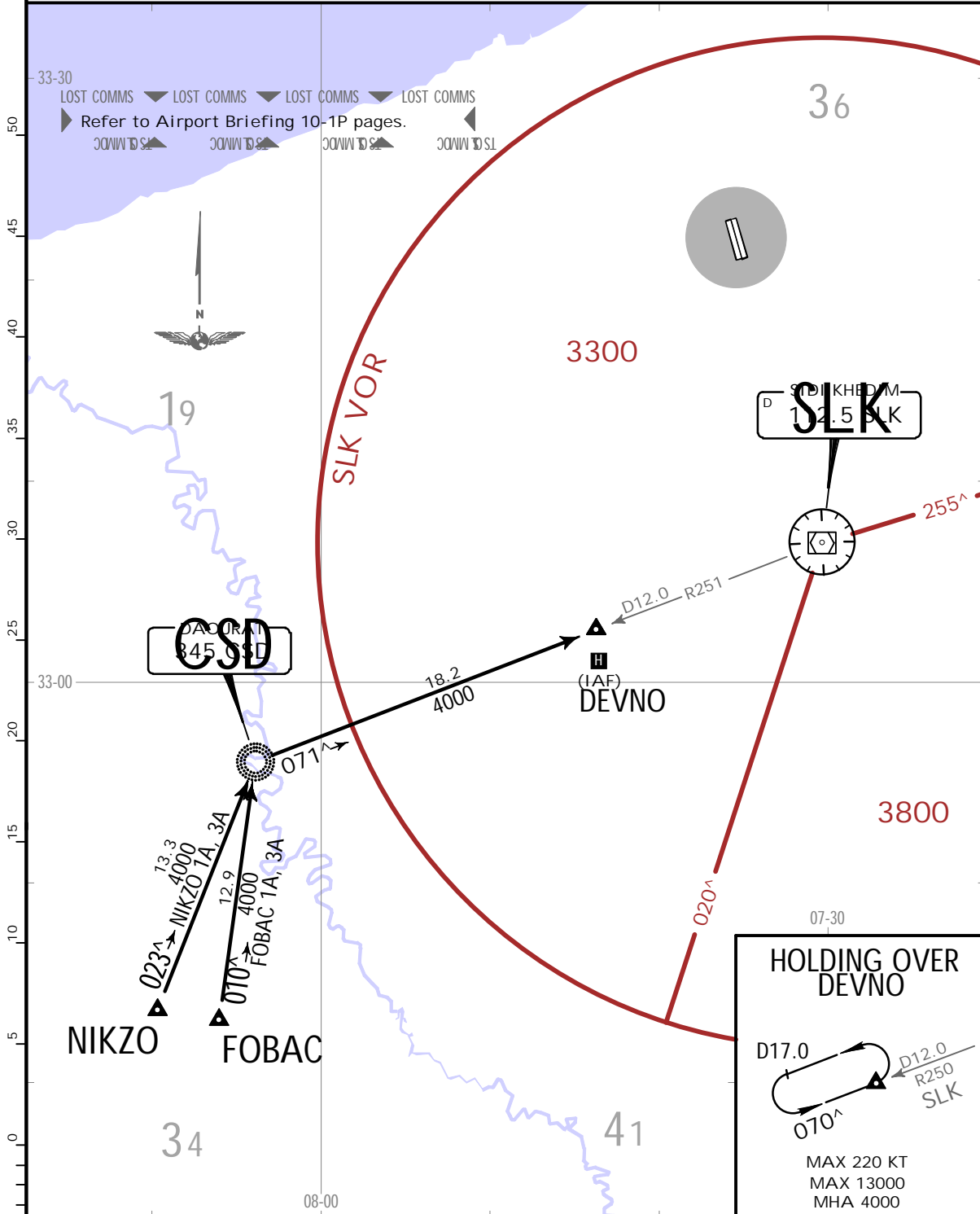
.Eff.12.Sep.

.STAR.

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans Level: By ATC
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FOBAC 1A [FOBA1A], FOBAC 3A [FOBA3A]
NIKZO 1A [NIKZ1A], NIKZO 3A [NIKZ3A]
ARRIVALS

.SPEED: MAX 250 KT BELOW FL100



STAR	RWY	ROUTING
FOBAC 1A	35R	On 010^ bearing to CSD, intercept SLK R251 inbound to DEVNO.
FOBAC 3A	35L	
NIKZO 1A	35R	On 023^ bearing to CSD, intercept SLK R251 inbound to DEVNO.
NIKZO 3A	35L	

CHANGES: New format; STARs completely revised.

GMMN/CMN

MOHAMMED V INTL

6 SEP 19 **10-2E** .Eff.12.Sep.

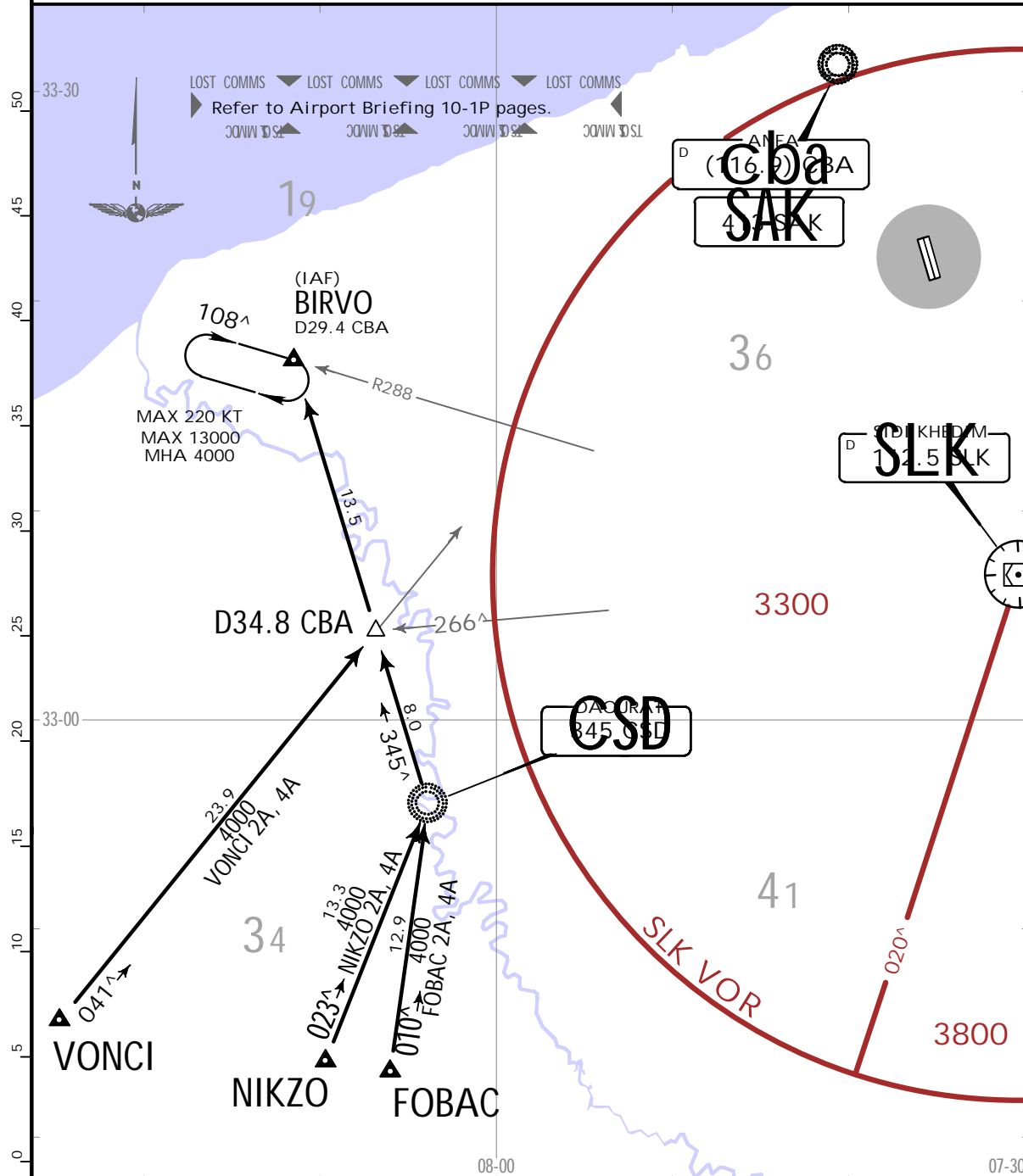
JEPPESEN CASABLANCA, MOROCCO

.STAR.

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
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**FOBAC 2A [FOBA2A], FOBAC 4A [FOBA4A]
 NIKZO 2A [NIKZ2A], NIKZO 4A [NIKZ4A]
 VONCI 2A [VONC2A], VONCI 4A [VONC4A]
 ARRIVALS**

.SPEED: MAX 250 KT BELOW FL100



STAR	RWY	ROUTING
FOBAC 2A	17L	On 010 [^] bearing to CSD, 345 [^] bearing to BIRVO.
FOBAC 4A	17R	
NIKZO 2A	17L	On 023 [^] bearing to CSD, 345 [^] bearing to BIRVO.
NIKZO 4A	17R	
VONCI 2A	17L	On 041 [^] bearing towards SAK to D34.8 CBA, intercept 345 [^] bearing from CSD to BIRVO.
VONCI 4A	17R	

CHANGES: New chart.

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MOHAMMED V INTL

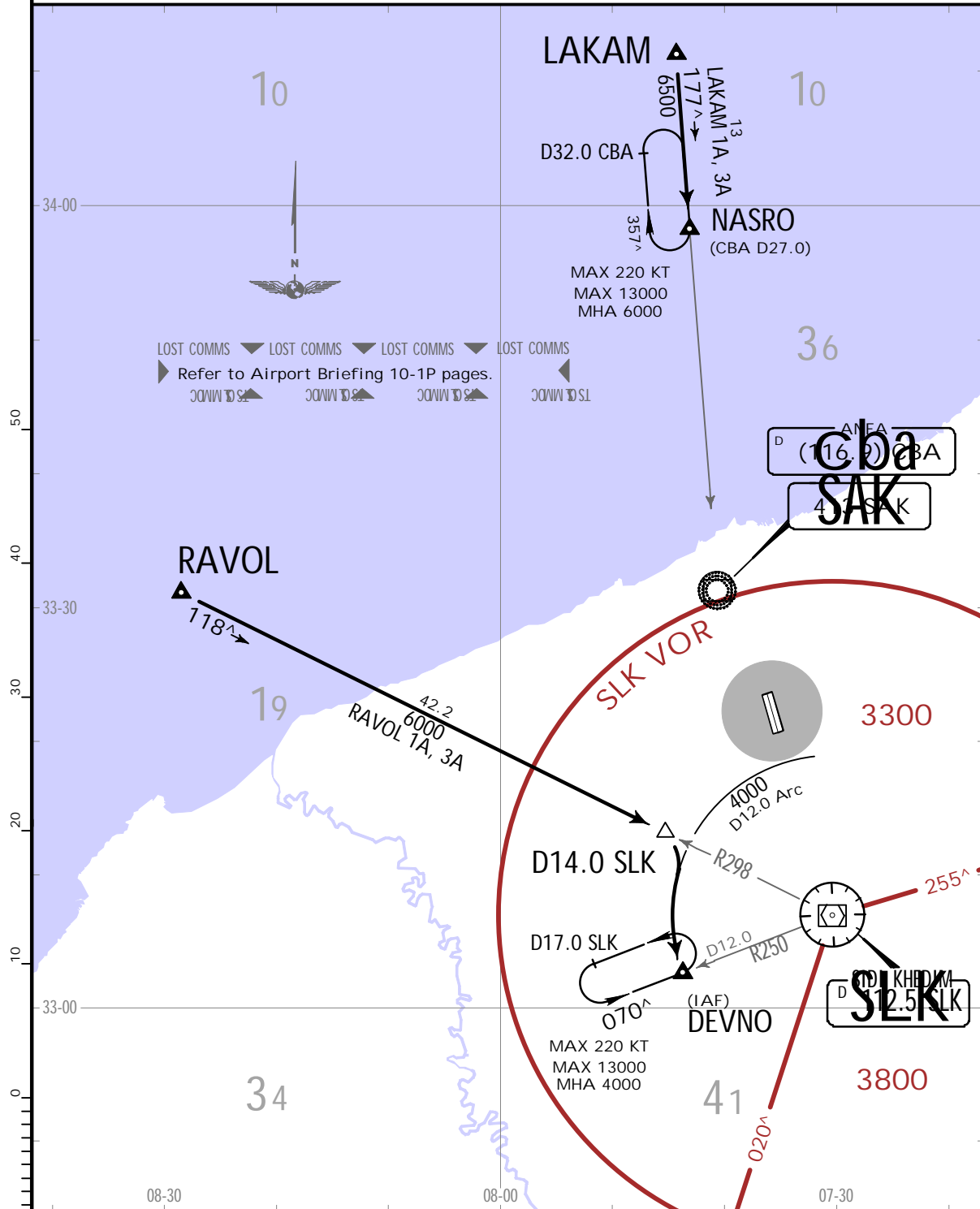
9 JUL 21 (10-2F) .Eff.15.Jul.

.STAR.

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
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LAKAM 1A [LAKA1A], LAKAM 3A [LAKA3A]
RAVOL 1A [RAVO1A], RAVOL 3A [RAVO3A]
ARRIVALS (RWYS 35L/R)

.SPEED: MAX 250 KT BELOW FL100



STAR	RWY	ROUTING
LAKAM 1A	35R	On 177° bearing towards SAK to NASRO.
LAKAM 3A	35L	
RAVOL 1A	35R	Intercept SLK R298 inbound to D14.0 SLK, along D12.0 Arc SLK to DEVNO.
RAVOL 3A	35L	

CHANGES: None.

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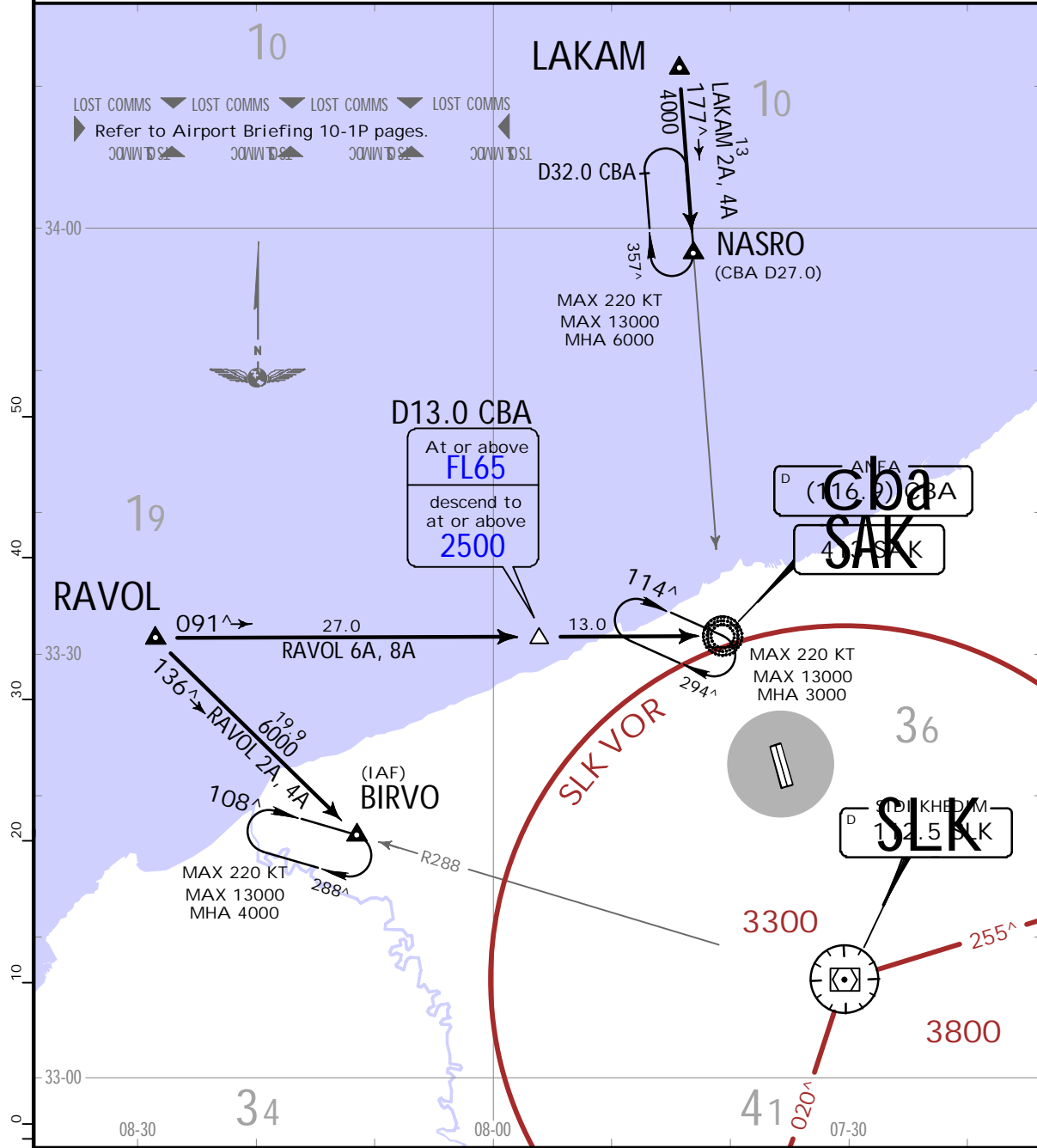
9 JUL 21 10-2G .Eff.15.Jul.

.STAR.

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
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LAKAM 2A [LAKA2A], LAKAM 4A [LAKA4A]
 RAVOL 2A [RAVO2A], RAVOL 4A [RAVO4A]
 RAVOL 6A [RAVO6A], RAVOL 8A [RAVO8A]
 ARRIVALS (RWYS 17L/R)

.SPEED: MAX 250 KT BELOW FL100



STAR	RWY	ROUTING
LAKAM 2A	17L	On 177° bearing towards SAK to NASRO.
LAKAM 4A	17R	
RAVOL 2A	17L	136° track to BIRVO.
RAVOL 4A	17R	
RAVOL 6A By ATC	17L	On 091° bearing to SAK.
RAVOL 8A By ATC	17R	

CHANGES: MEA between LAKAM & NASRO.

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6 SEP 19 (10-3) .Eff.12.Sep.

.SID.

Apt Elev 656	Trans alt: 4000
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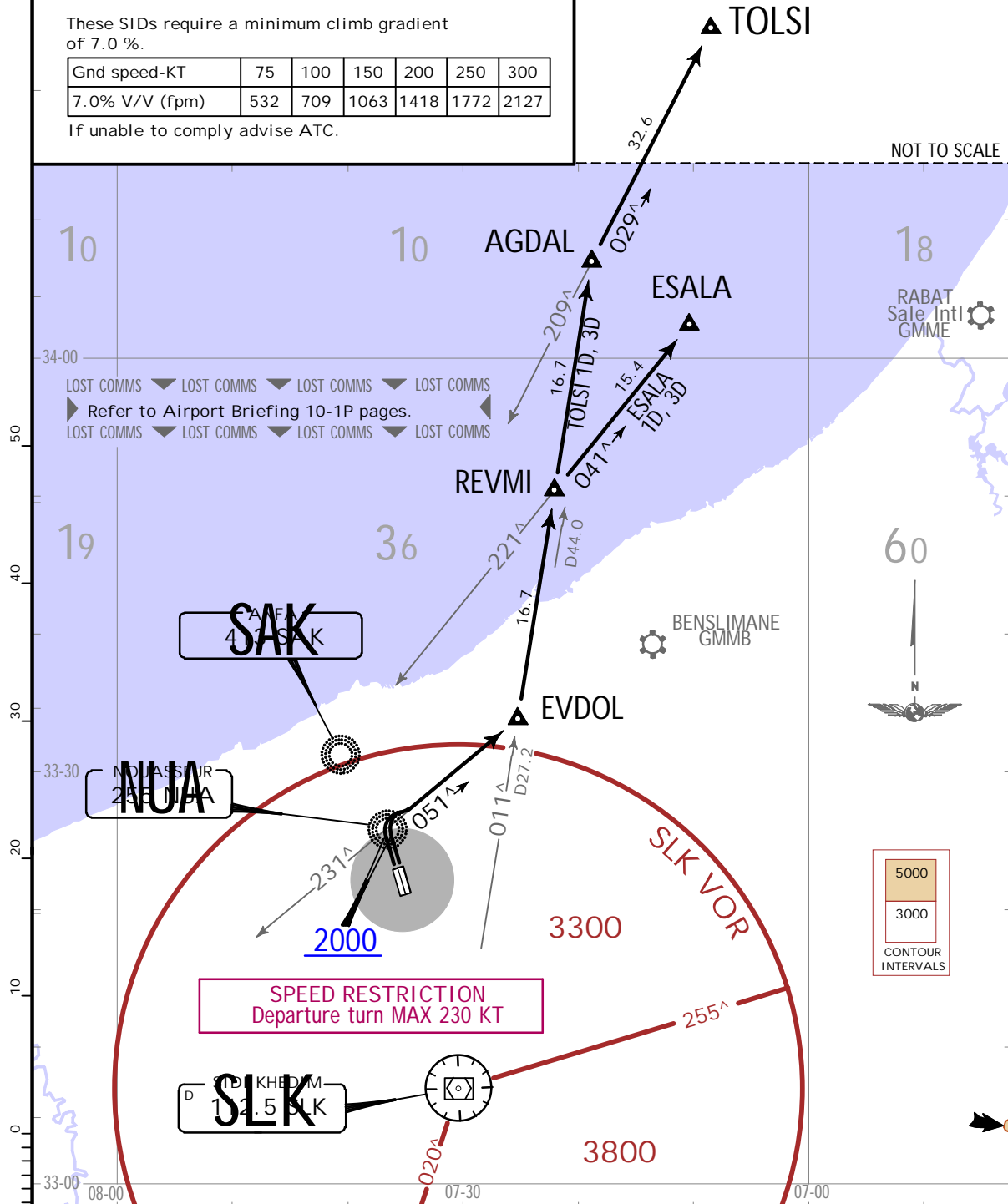
**ESALA 1D [ESAL1D], ESALA 3D [ESAL3D]
TOLSI 1D [TOLS1D], TOLSI 3D [TOLS3D]
DEPARTURES**

.SPEED: MAX 250 KT BELOW FL100

These SIDs require a minimum climb gradient of 7.0 %.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.



SID	RWY	ROUTING
ESALA 1D	35R	Climb on runway track to 2000, turn RIGHT, intercept 051° bearing from NUA to EVDOL, intercept SLK R011 to REVMI, intercept 041° bearing from SAK to ESALA and planned route.
ESALA 3D	35L	
TOLSI 1D	35R	Climb on runway track to 2000, turn RIGHT, intercept 051° bearing from NUA to EVDOL, intercept SLK R011 to AGDAL, intercept 029° bearing from SAK to TOLSI and planned route.
TOLSI 3D	35L	

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JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-3A) .Eff.12.Sep.

.SID.

Apt Elev 656	Trans alt: 4000
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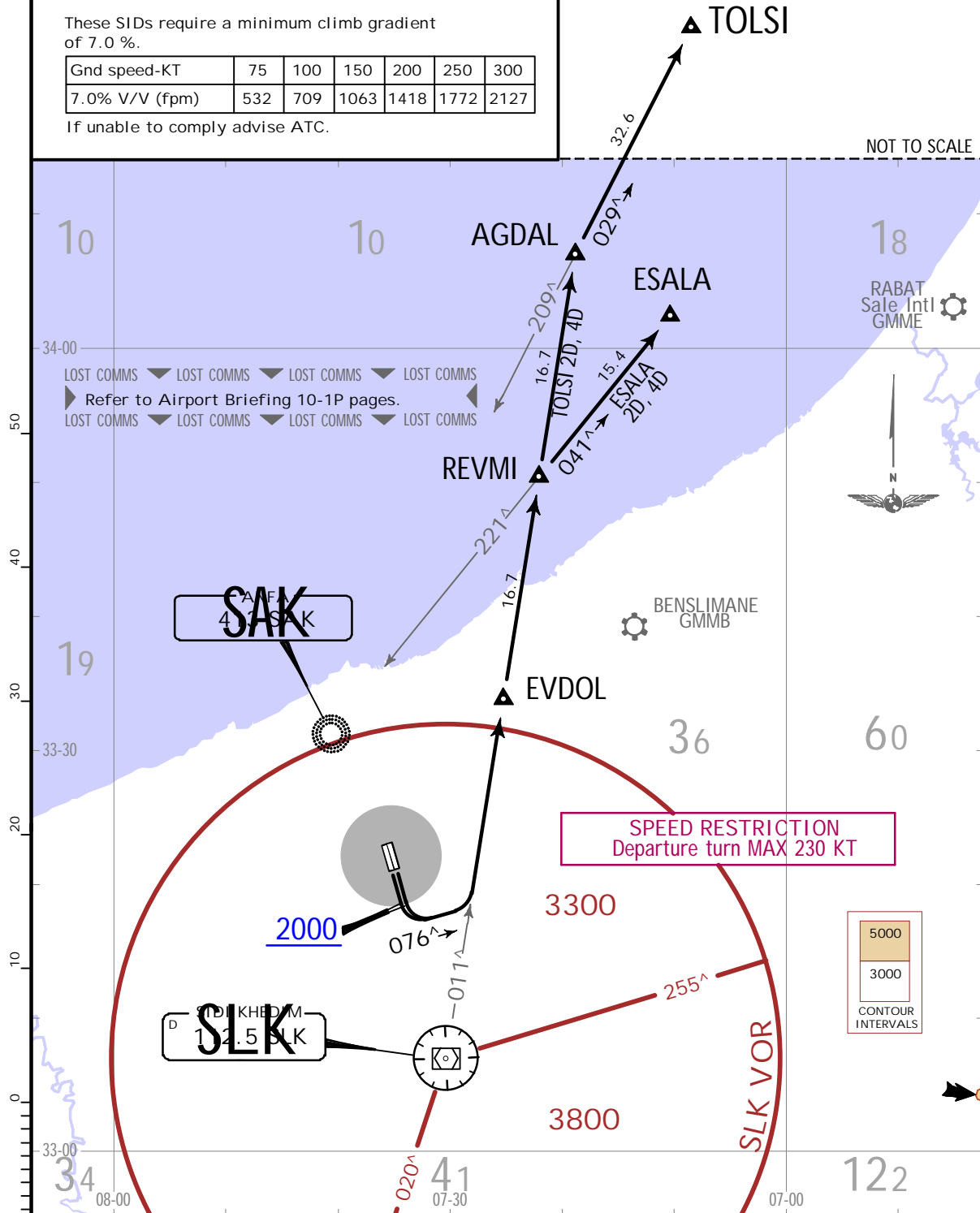
**ESALA 2D [ESAL2D], ESALA 4D [ESAL4D]
TOLSI 2D [TOLS2D], TOLSI 4D [TOLS4D]
DEPARTURES**

.SPEED: MAX 250 KT BELOW FL100

These SIDs require a minimum climb gradient of 7.0 %.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.



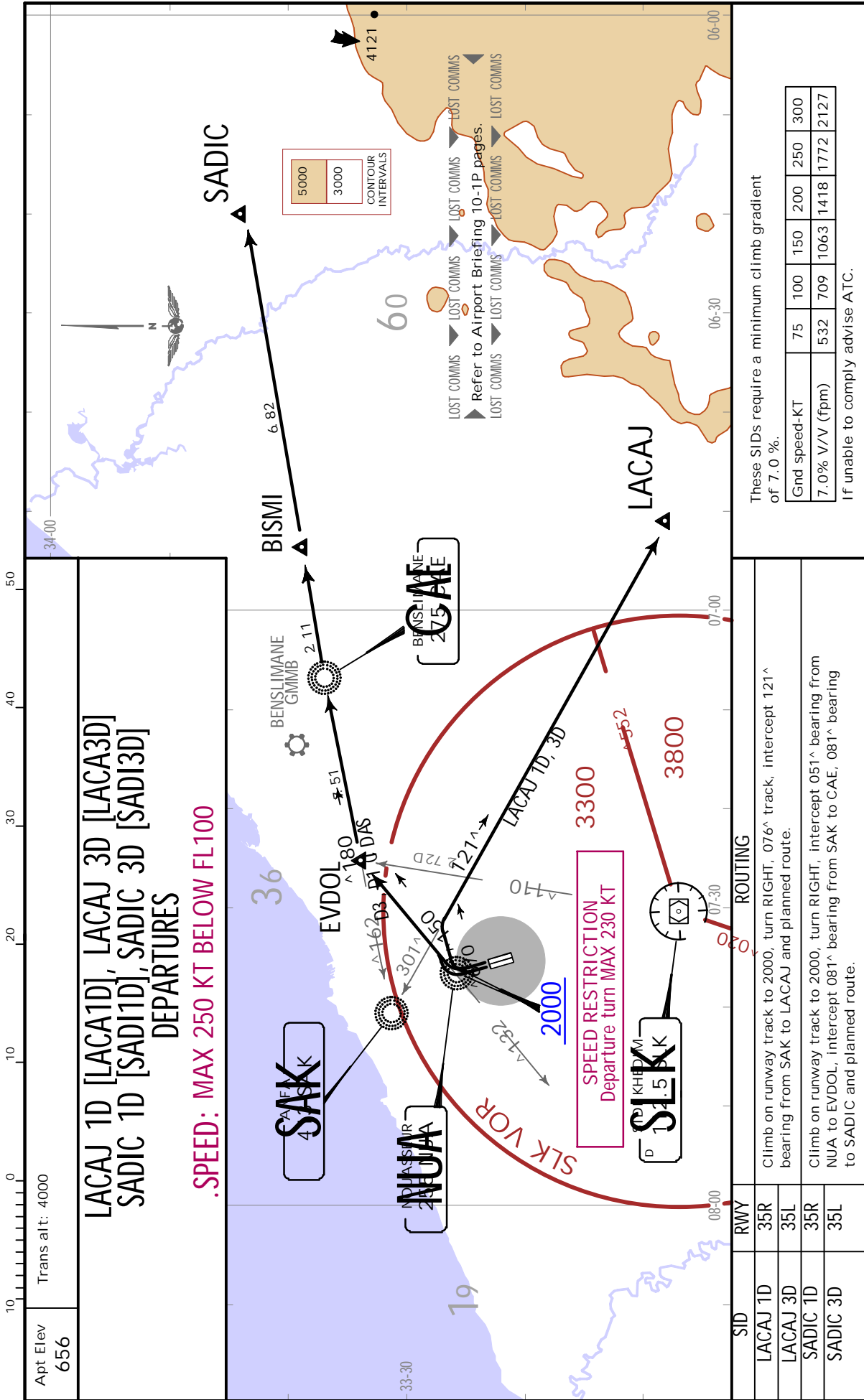
SID	RWY	ROUTING
ESALA 2D	17L	Climb on runway track to 2000, turn LEFT, 076° track, intercept SLK R011 to REVMI, intercept 041° bearing from SAK to ESALA and planned route.
ESALA 4D	17R	Climb on runway track to 2000, turn LEFT, 076° track, intercept SLK R011 to REVMI, intercept 041° bearing from SAK to ESALA and planned route.
TOLSI 2D	17L	Climb on runway track to 2000, turn LEFT, 076° track, intercept SLK R011 to AGDAL, intercept 029° bearing from SAK to TOLSI and planned route.
TOLSI 4D	17R	Climb on runway track to 2000, turn LEFT, 076° track, intercept SLK R011 to AGDAL, intercept 029° bearing from SAK to TOLSI and planned route.

CHANGES: New format; SIDs completely revised.

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MOHAMMED V INTL

6 SEP 19 (10-3B) .Eff.12.Sep.

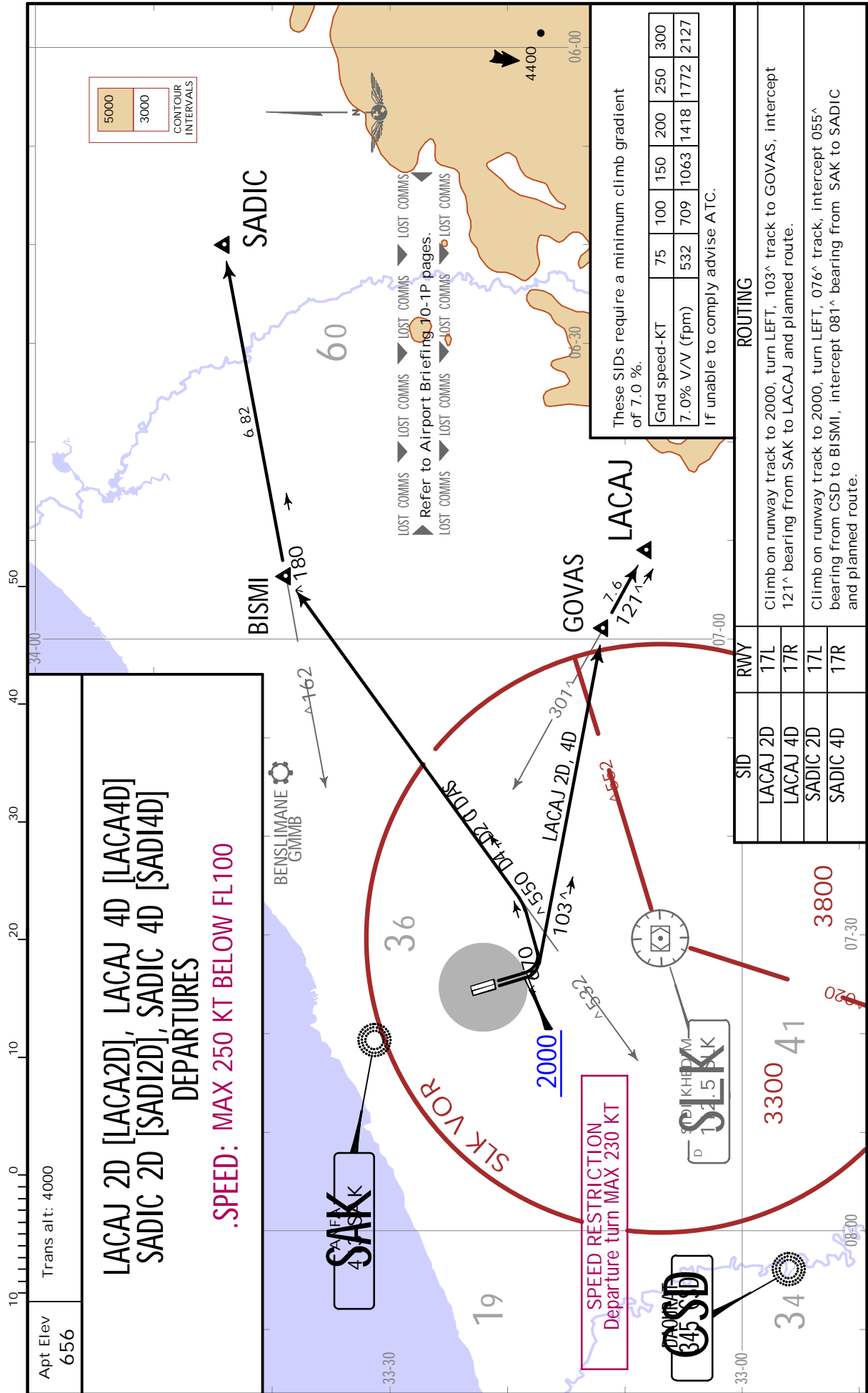
JEPPESEN CASABLANCA, MOROCCO
.SID.



GMMN/CMN
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-3C) .Eff.12.Sep.

.SID.



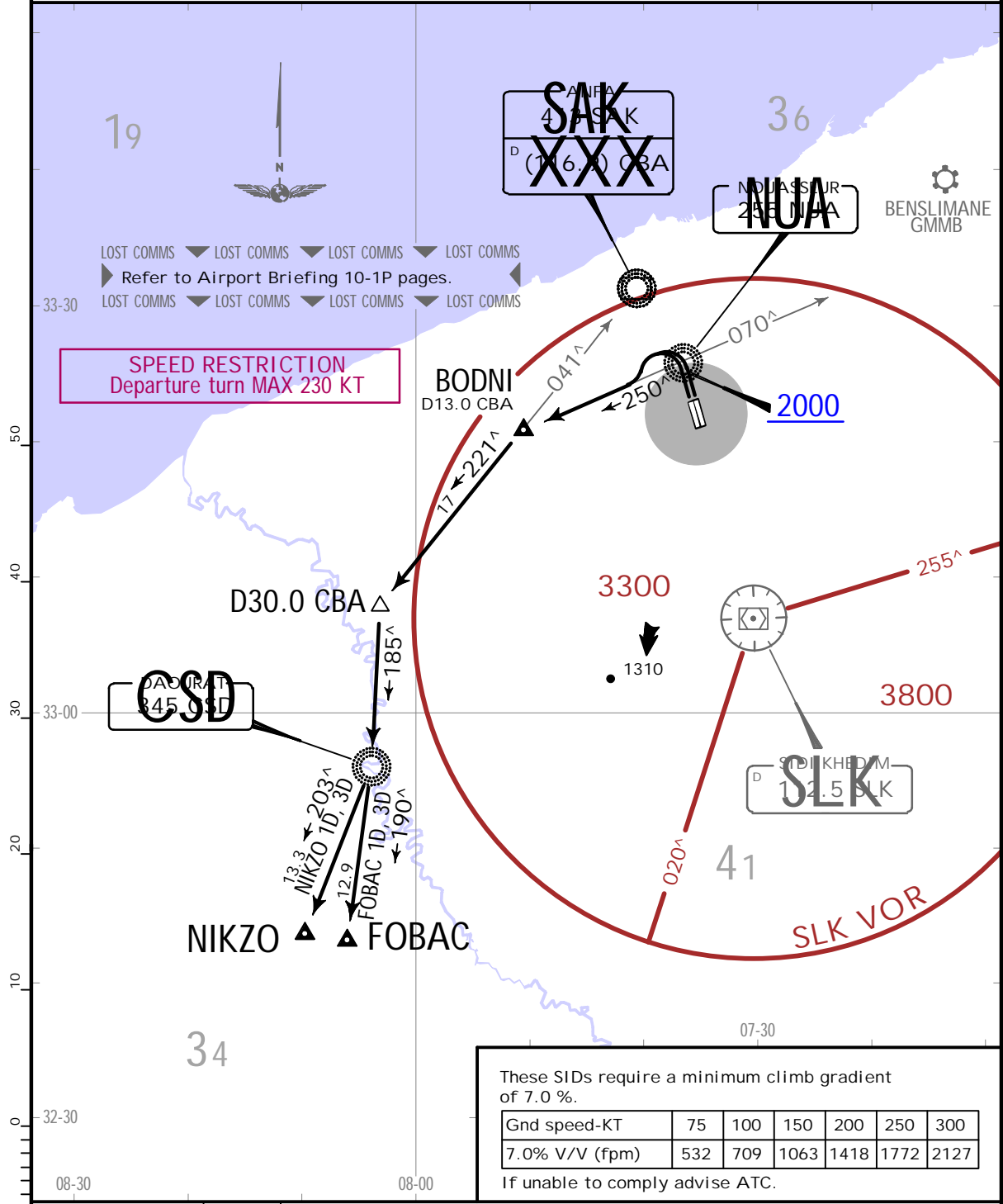
GMMN/CMN
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 **10-3D** .Eff.12.Sep. **.SID.**

Apt Elev 656	Trans alt: 4000
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**FOBAC 1D [FOBA1D], FOBAC 3D [FOBA3D]
NIKZO 1D [NIKZ1D], NIKZO 3D [NIKZ3D]
DEPARTURES**

.SPEED: MAX 250 KT BELOW FL100



SID	RWY	ROUTING
FOBAC 1D	35R	Climb on runway track to 2000, turn LEFT, intercept 250° bearing from NUA to BODNI, intercept 221° bearing from SAK to D30.0 CBA, intercept 185° bearing to CSD, 190° bearing to FOBAC and planned route.
FOBAC 3D	35L	
NIKZO 1D	35R	Climb on runway track to 2000, turn LEFT, intercept 250° bearing from NUA to BODNI, intercept 221° bearing from SAK to D30.0 CBA, intercept 185° bearing to CSD, 203° bearing to NIKZO and planned route.
NIKZO 3D	35L	

GMMN/CMN

MOHAMMED V INTL

6 SEP 19

10-3E

.Eff.12.Sep.

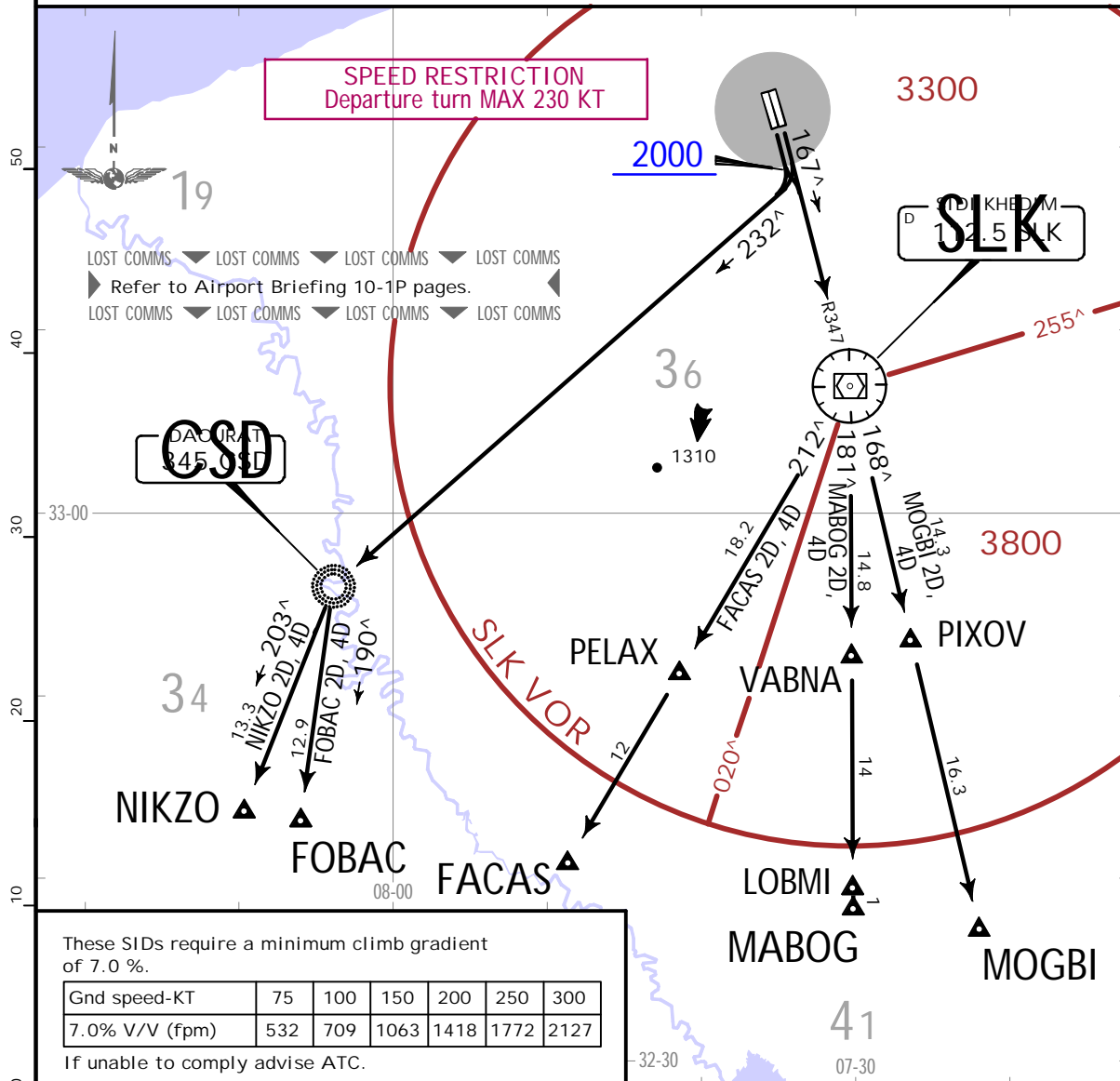
JEPPESEN CASABLANCA, MOROCCO

.SID.

Apt Elev 656	Trans alt: 4000
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FACAS 2D [FACA2D], FACAS 4D [FACA4D]
 FOBAC 2D [FOBA2D], FOBAC 4D [FOBA4D]
 NIKZO 2D [NIKZ2D], NIKZO 4D [NIKZ4D]
 MABOG 2D [MABO2D], MABOG 4D [MABO4D]
 MOGBI 2D [MOGB2D], MOGBI 4D [MOGB4D]
DEPARTURES

.SPEED: MAX 250 KT BELOW FL100



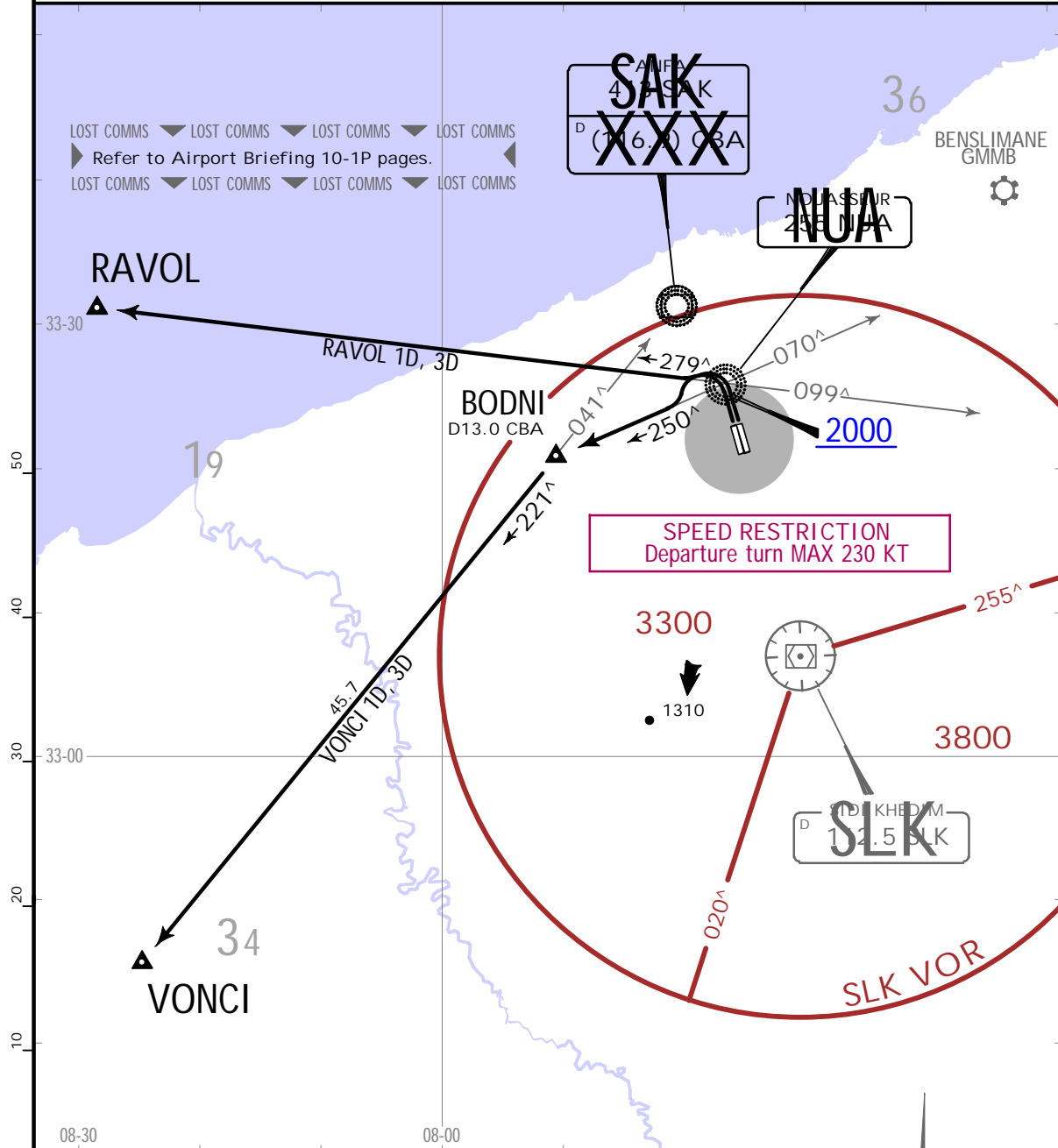
SID	RWY	ROUTING
FACAS 2D	17L	Climb on runway track, intercept SLK R347 inbound to SLK, SLK R212 to FACAS and planned route.
FACAS 4D	17R	
FOBAC 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept 232 [^] bearing to CSD, 190 [^] bearing to FOBAC and planned route.
FOBAC 4D	17R	
NIKZO 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept 232 [^] bearing to CSD, 203 [^] bearing to NIKZO and planned route.
NIKZO 4D	17R	
MABOG 2D	17L	Climb on runway track, intercept SLK R347 inbound to SLK, SLK R181 to MABOG and planned route.
MABOG 4D	17R	
MOGBI 2D	17L	Climb on runway track, intercept SLK R347 inbound to SLK, SLK R168 to MOGBI and planned route.
MOGBI 4D	17R	

GMMN/CMN
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-3F) .Eff.12.Sep. .SID.

Apt Elev 656	Trans alt: 4000
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RAVOL 1D [RAVO1D], RAVOL 3D [RAVO3D]
VONCI 1D [VONC1D], VONCI 3D [VONC3D]
DEPARTURES
.SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 7.0 %.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

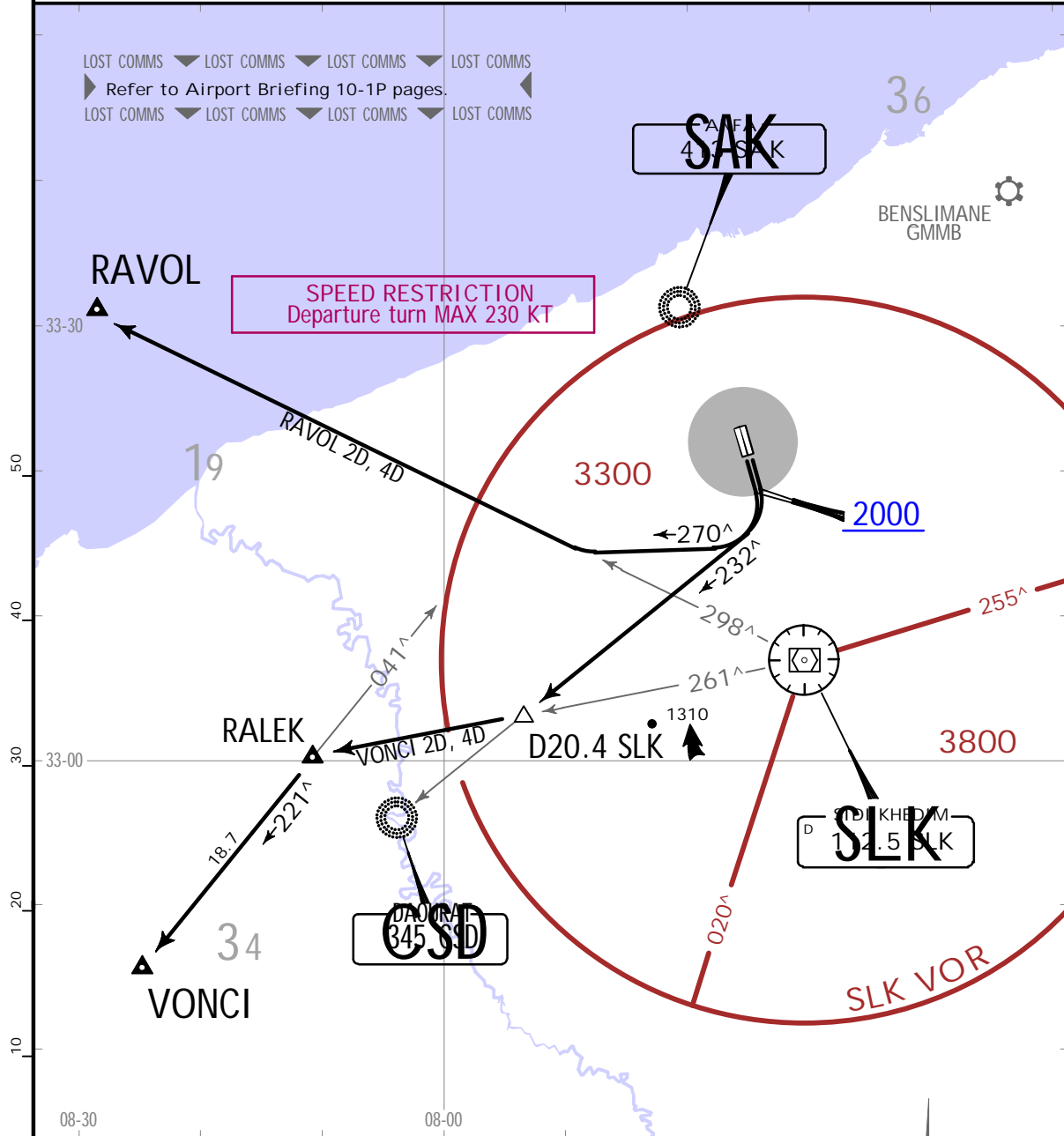
SID	RWY	ROUTING
RAVOL 1D	35R	Climb on runway track to 2000, turn LEFT, intercept 279° bearing from NUA to RAVOL and planned route.
RAVOL 3D	35L	
VONCI 1D	35R	Climb on runway track to 2000, turn LEFT, intercept 250° bearing from NUA to BODNI, intercept 221° bearing from SAK to VONCI and planned route.
VONCI 3D	35L	

GMMN/CMN
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 **10-3G** .Eff.12.Sep. **.SID.**

Apt Elev 656	Trans alt: 4000
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**RAVOL 2D [RAVO2D], RAVOL 4D [RAVO4D]
VONCI 2D [VONC2D], VONCI 4D [VONC4D]
DEPARTURES**
.SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 7.0 %.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

SID	RWY	ROUTING
RAVOL 2D	17L	Climb on runway track to 2000, turn RIGHT, 270° track, intercept SLK R298 to RAVOL and planned route.
RAVOL 4D	17R	
VONCI 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept 232° bearing towards CSD, intercept SLK R261 to RALEK, intercept 221° bearing from SAK to VONCI and planned route.
VONCI 4D	17R	

GMMN/CMN
MOHAMMED V INTL

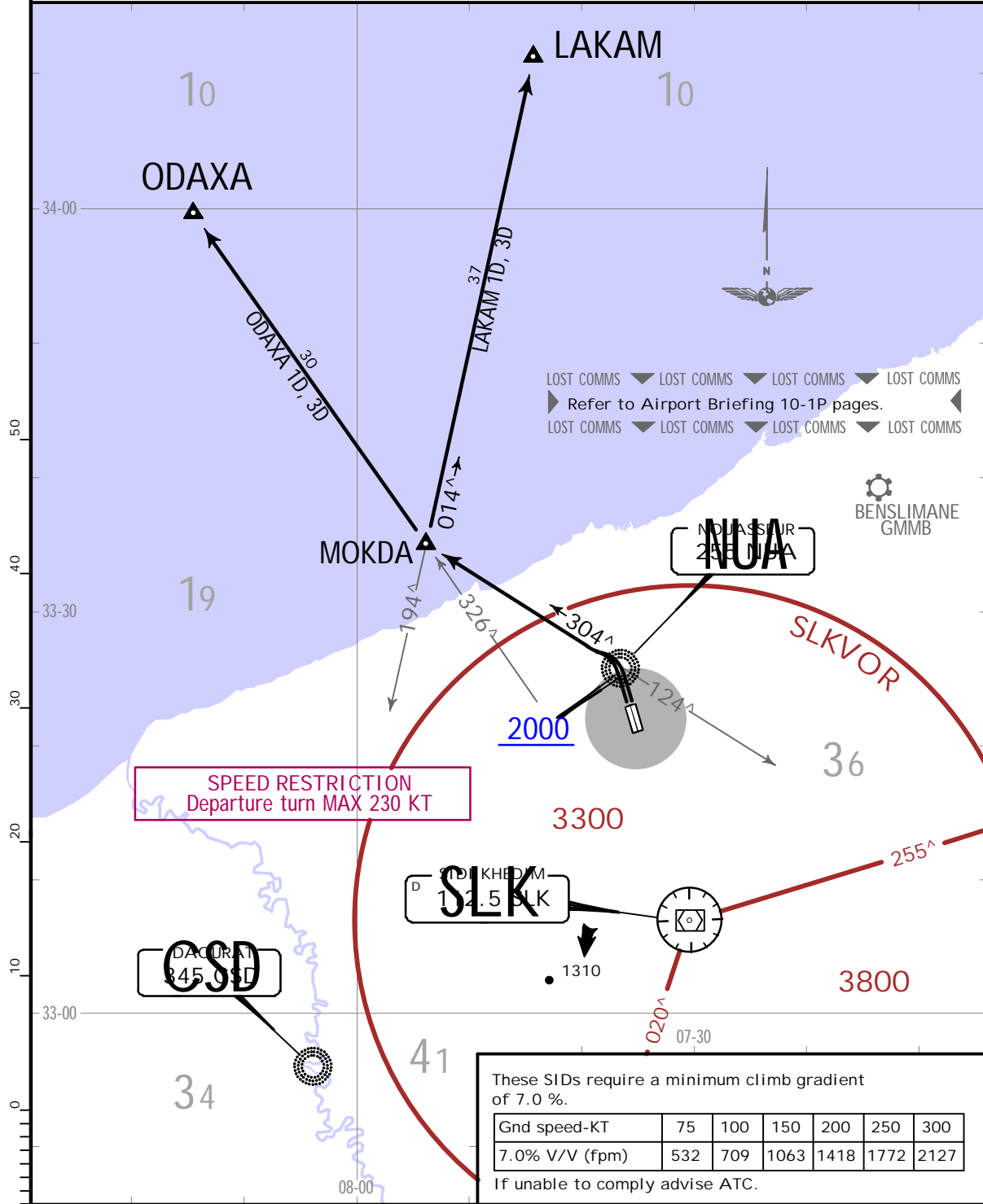
JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-3H) .Eff.12.Sep.

.SID.

Apt Elev 656	Trans alt: 4000
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LAKAM 1D [LAKA1D], LAKAM 3D [LAKA3D]
ODAXA 1D [ODAX1D], ODAXA 3D [ODAX3D]
DEPARTURES

.SPEED: MAX 250 KT BELOW FL100



SID	RWY	ROUTING
LAKAM 1D	35R	Climb on runway track to 2000, turn LEFT, intercept 304 [^] bearing from NUA to MOKDA, intercept 014 [^] bearing from CSD to LAKAM and planned route.
LAKAM 3D	35L	Climb on runway track to 2000, turn LEFT, intercept 304 [^] bearing from NUA to MOKDA, intercept 014 [^] bearing from CSD to LAKAM and planned route.
ODAXA 1D	35R	Climb on runway track to 2000, turn LEFT, intercept 304 [^] bearing from NUA to MOKDA, intercept SLK R-326 to ODAXA and planned route.
ODAXA 3D	35L	Climb on runway track to 2000, turn LEFT, intercept 304 [^] bearing from NUA to MOKDA, intercept SLK R-326 to ODAXA and planned route.

GMMN/CMN
MOHAMMED V INTL

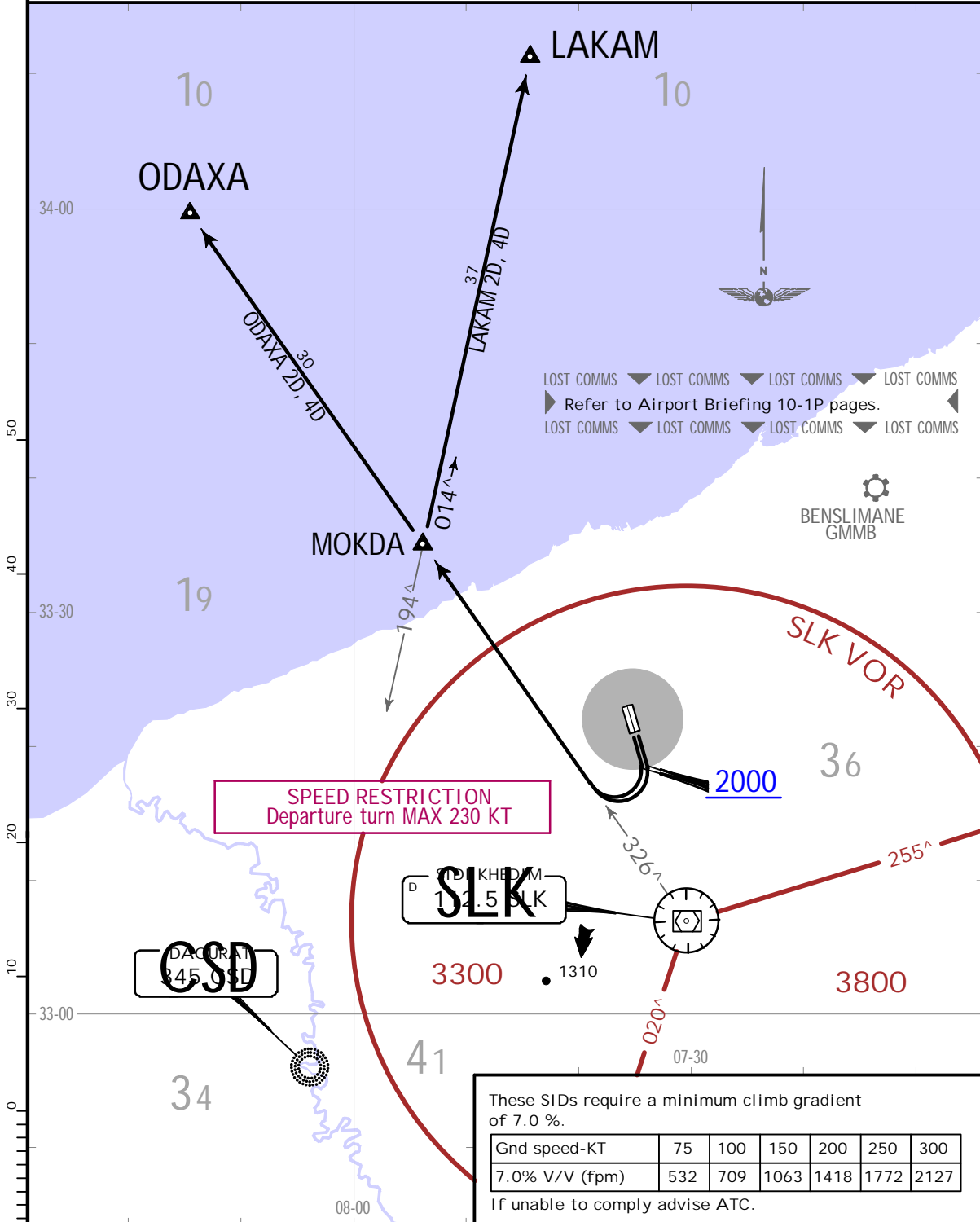
JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 (10-3J) .Eff.12.Sep.

.SID.

Apt Elev 656	Trans alt: 4000
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LAKAM 2D [LAKA2D], LAKAM 4D [LAKA4D]
ODAXA 2D [ODAX2D], ODAXA 4D [ODAX4D]
DEPARTURES

.SPEED: MAX 250 KT BELOW FL100



SID	RWY	ROUTING
LAKAM 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept SLK R326 to MOKDA,
LAKAM 4D	17R	intercept 014^ bearing from CSD to LAKAM and planned route.
ODAXA 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept SLK R326 to ODAXA
ODAXA 4D	17R	and planned route.

GMMN/CMN

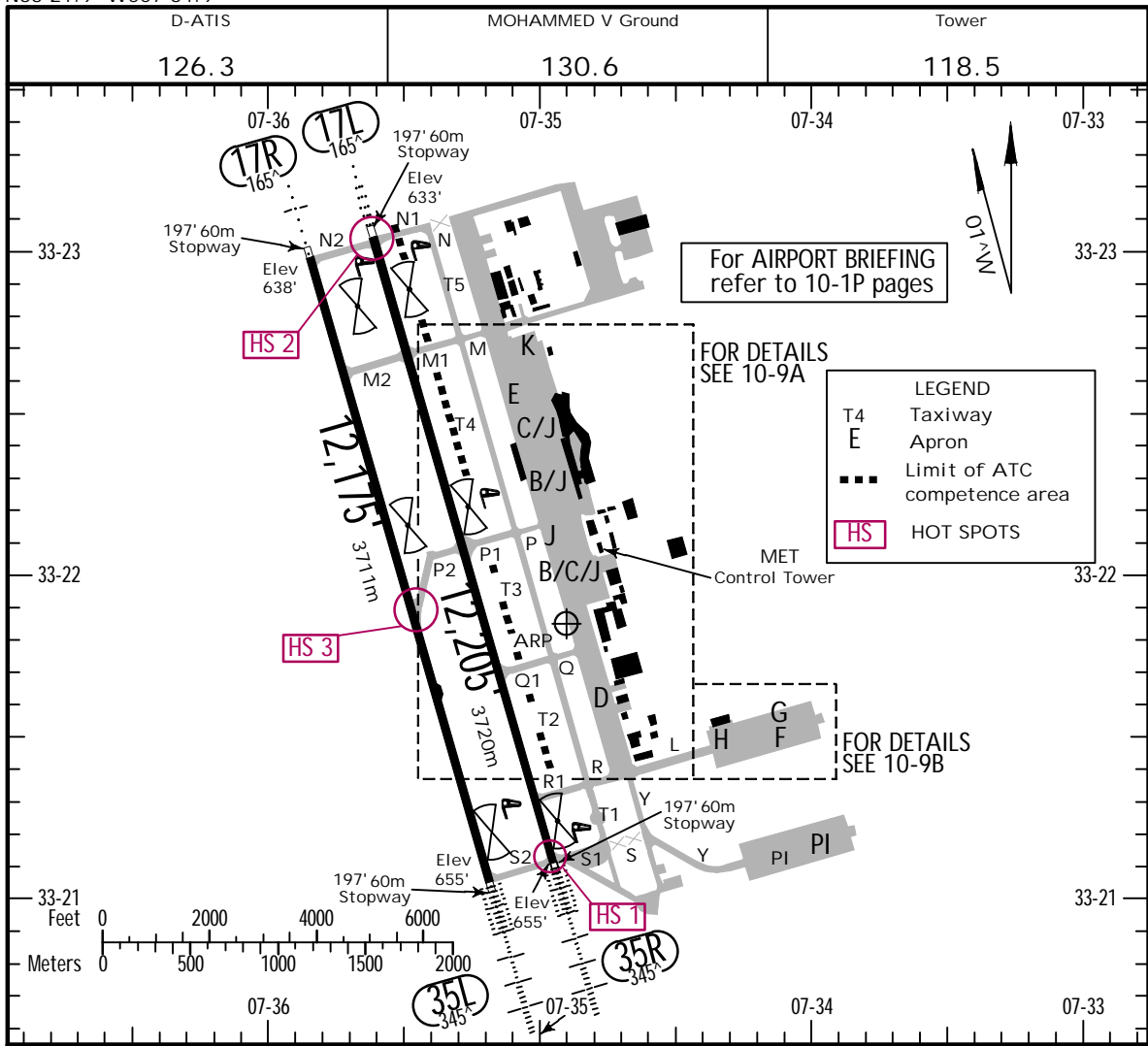
Apt Elev 656'
N33 21.9 W007 34.9



2 JUL 21 (10-9).Eff.15.Jul.

CASABLANCA, MOROCCO

MOHAMMED V INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
17L	HIRL (60m) CL(15m) HIALS PAPI (2.7°) RVR				148' 45m
	35R HIRL (60m) CL(15m) HIALS-II TDZ PAPI (2.7°) RVR		11,111' 3387m		
17R	HIRL (60m) CL(15m) HIALS PAPI (3.0°) RVR				148' 45m
	35L HIRL (60m) CL(15m) HIALS-II TDZ PAPI (3.0°) RVR		11,203' 3415m		

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS 1** Pilots who are authorised to depart from Rwy 35 L/R via Twy S1/S2 have to be careful not to confuse the holding position of parallel Rwy.
- HS 2** Pilots who are authorised to depart from Rwy 17 L/R via Twy N1/N2 have to be careful not to confuse the holding position of parallel Rwy.
- HS 3** After landing on Rwy 35L pilots have to be careful, Twy P2 is no rapid-exit Twy. Exit Rwy via P2 shall be carried out with normal speed.

.Std.

TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM		RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT			DAY	NIGHT
TDZ R125m	TDZ R150m	R200m	R300m		R400m	R/V500m	NA	
Mid R125m	Mid R150m							
Rollout R125m	Rollout R150m							

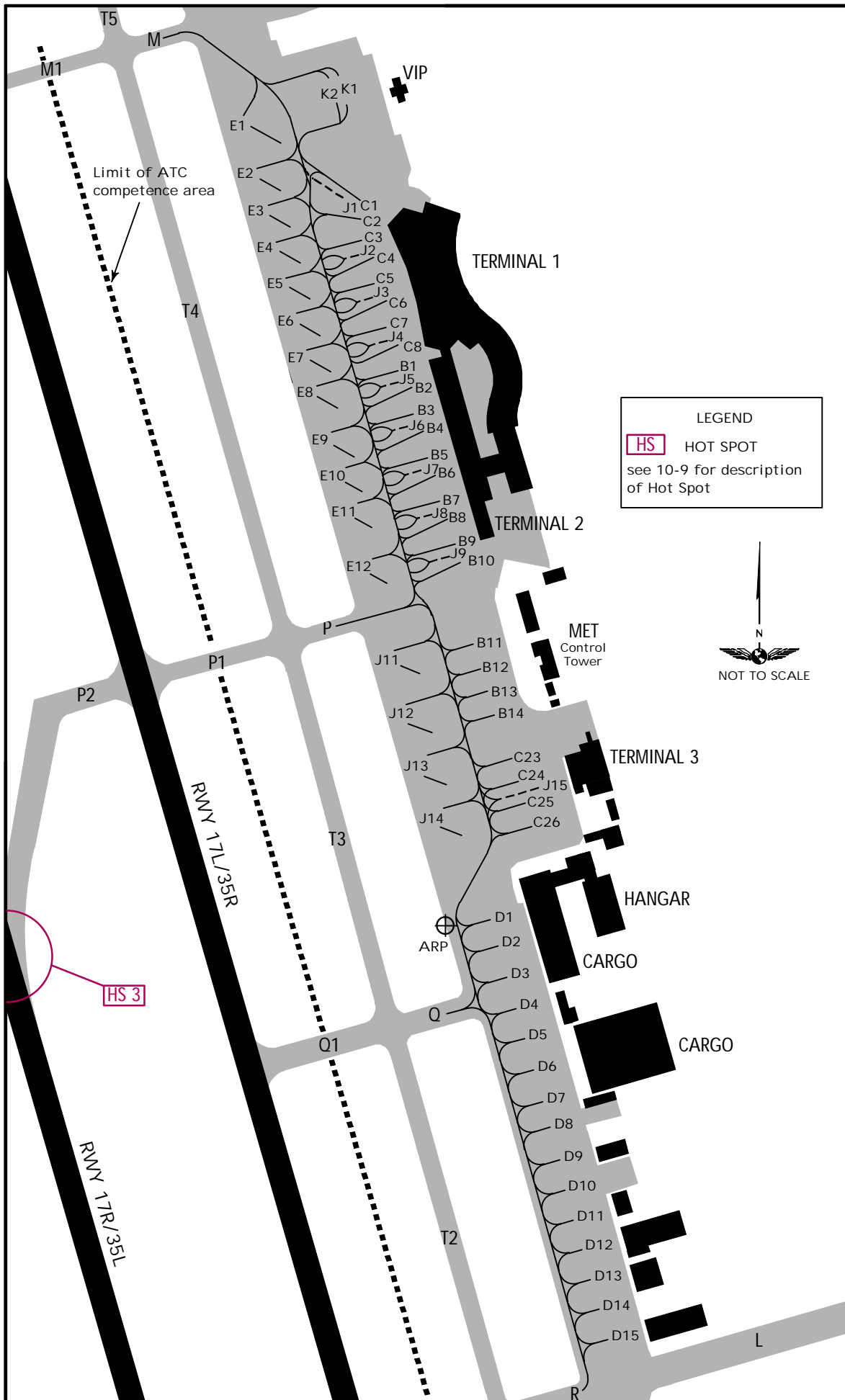
GMMN/CMN



JEPPESEN CASABLANCA, MOROCCO

2 JUL 21 (10-9A) .Eff.15.Jul.

MOHAMMED V INTL



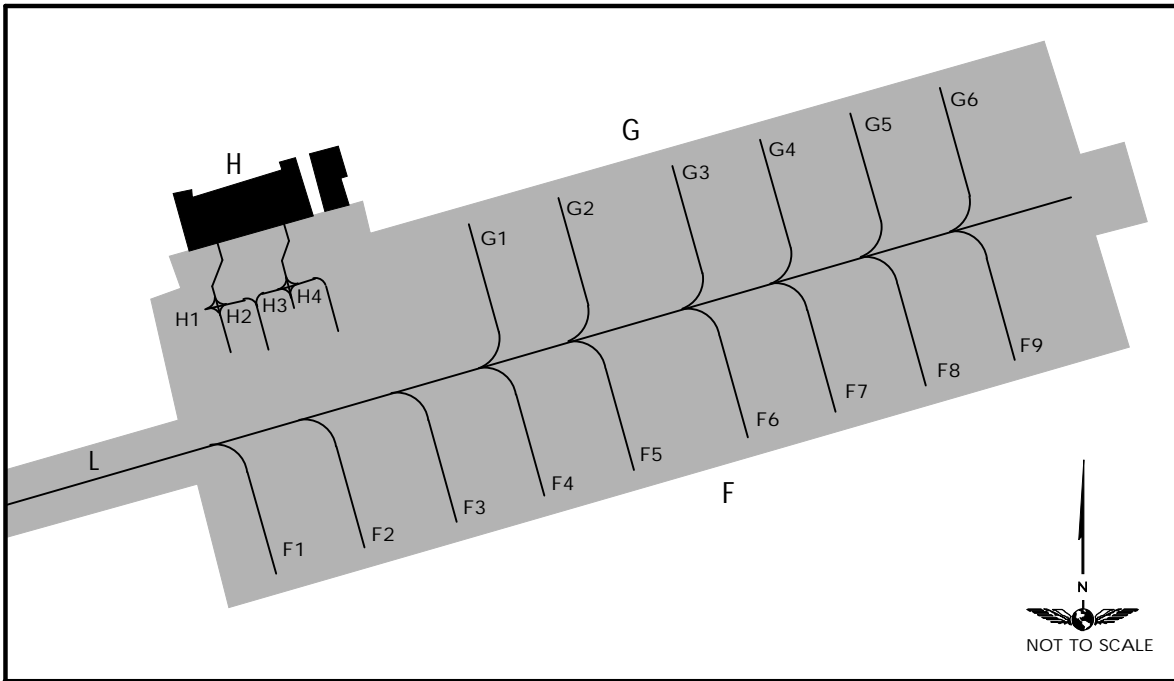
GMMN/CMN

JEPPesen

CASABLANCA, MOROCCO

27 JUL 18 (10-9B)

MOHAMMED V INTL



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
B1	N33 22.4 W007 35.0	643	E7	N33 22.4 W007 35.1	642
B2, B3	N33 22.4 W007 34.9	643	E8	N33 22.4 W007 35.0	643
B4 thru B6	N33 22.3 W007 34.9	643	E9 thru E11	N33 22.3 W007 35.0	643
B7	N33 22.3 W007 34.9	644	E12	N33 22.2 W007 35.0	643
B8	N33 22.3 W007 34.9	643	F1	N33 21.4 W007 34.3	649
B9	N33 22.2 W007 34.9	643	F2	N33 21.5 W007 34.3	649
B10	N33 22.2 W007 34.9	642	F3, F4	N33 21.5 W007 34.2	649
B11	N33 22.1 W007 34.9	641	F5	N33 21.5 W007 34.2	648
B12, B13	N33 22.1 W007 34.8	641	F6, F7	N33 21.5 W007 34.1	648
B14	N33 22.0 W007 34.8	640	F8, F9	N33 21.5 W007 34.0	648
C1	N33 22.6 W007 35.0	641	G1, G2	N33 21.5 W007 34.2	648
C2	N33 22.6 W007 35.0	642	G3	N33 21.5 W007 34.1	648
C3	N33 22.5 W007 35.0	641	G4 thru G5	N33 21.6 W007 34.1	648
C4 thru C6	N33 22.5 W007 35.0	642	G6	N33 21.6 W007 34.0	649
C7	N33 22.5 W007 35.0	643	H1	N33 21.5 W007 34.4	646
C8	N33 22.4 W007 34.9	642	H2 thru H4	N33 21.5 W007 34.3	646
C23	N33 22.0 W007 34.8	643	J1	N33 22.6 W007 35.0	641
C24	N33 22.0 W007 34.8	644	J2, J3	N33 22.5 W007 35.0	642
C25	N33 22.0 W007 34.8	645	J4	N33 22.4 W007 34.9	642
C26	N33 22.0 W007 34.8	646	J5, J6	N33 22.4 W007 34.9	643
D1	N33 21.9 W007 34.8	644	J7, J8	N33 22.3 W007 34.9	643
D2 thru D4	N33 21.8 W007 34.8	643	J9	N33 22.2 W007 34.9	643
D5, D6	N33 21.7 W007 34.8	644	J11	N33 22.1 W007 34.9	644
D7	N33 21.7 W007 34.8	645	J12, J13	N33 22.0 W007 34.9	644
D8	N33 21.6 W007 34.8	646	J14	N33 21.9 W007 34.9	644
D9	N33 21.6 W007 34.7	646	J15	N33 22.0 W007 34.8	645
D10, D11	N33 21.6 W007 34.7	648	K1	N33 22.7 W007 35.0	640
D12 thru D14	N33 21.5 W007 34.7	649	K2	N33 22.7 W007 35.0	639
D15	N33 21.4 W007 34.7	650	PI	N33 21.1 W007 34.2	645
E1	N33 22.6 W007 35.1	642			
E2	N33 22.6 W007 35.1	640			
E3	N33 22.6 W007 35.1	638			
E4	N33 22.5 W007 35.1	636			
E5	N33 22.5 W007 35.1	639			
E6	N33 22.4 W007 35.1	641			

GMMN/CMN



EASA AIR OPS
CASABLANCA, MOROCCO
MOHAMMED V INTL

STRAIGHT-IN RWY		A	B	C	D
17L	1 NDB Z or Y	1100' (467') R1500m	1100' (467') R1500m	1100' (467') R1800m	1100' (467') R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
17R	1 ILS Z or Y	870' (232') R800m	870' (232') R800m	880' (242') R800m	890' (252') R800m
	ALS out	R1200m	R1200m	R1300m	R1300m
	1 LOC Z or Y	1100' (462') R1500m	1100' (462') R1500m	1100' (462') R1800m	1100' (462') R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
	1 NDB	1100' (462') R1500m	1100' (462') R1500m	1100' (462') R1800m	1100' (462') R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
35L	CAT 3A ILS Z or Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS Z or Y	760' (105') RA105' R300m	780' (125') RA123' R400m	790' (135') RA132' R400m	800' (145') RA142' R450m
	ILS Z or Y	860' (205') R550m	860' (205') R550m	870' (215') R550m	880' (225') R550m
	FULL				
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC Z or LOC	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 VOR	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
35R	1 NDB	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 LOC	1110' (454') R1400m	1110' (454') R1400m	1110' (454') R1400m	1110' (454') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
35R	1 VOR	1110' (454') R1400m	1110' (454') R1400m	1110' (454') R1400m	1110' (454') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 NDB	1100' (444') R1400m	1100' (444') R1400m	1100' (444') R1400m	1100' (444') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m

1 Continuous Descent Final Approach.

2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

GMMN/CMN



EASA AIR OPS
CASABLANCA, MOROCCO
MOHAMMED V INTL

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 35R	1150' (494')	1160' (504')	1280' (624')	1540' (884')
After apch to rwy 17L 1	1150' (517')	1150' (517')	1280' (647')	1540' (907')
After apch to rwy 17R 2	1150' (512')	1150' (512')	1280' (642')	1540' (902')
After apch to rwy 35L 3	1150' (495') V1500m	1160' (505') V1600m	1280' (625') V2400m	1540' (885') V3600m

- 1 Circling height based on rwy 17L thresh elev 633'.
- 2 Circling height based on rwy 17R thresh elev 638'.
- 3 Circling height based on rwy 35L thresh elev 655'.

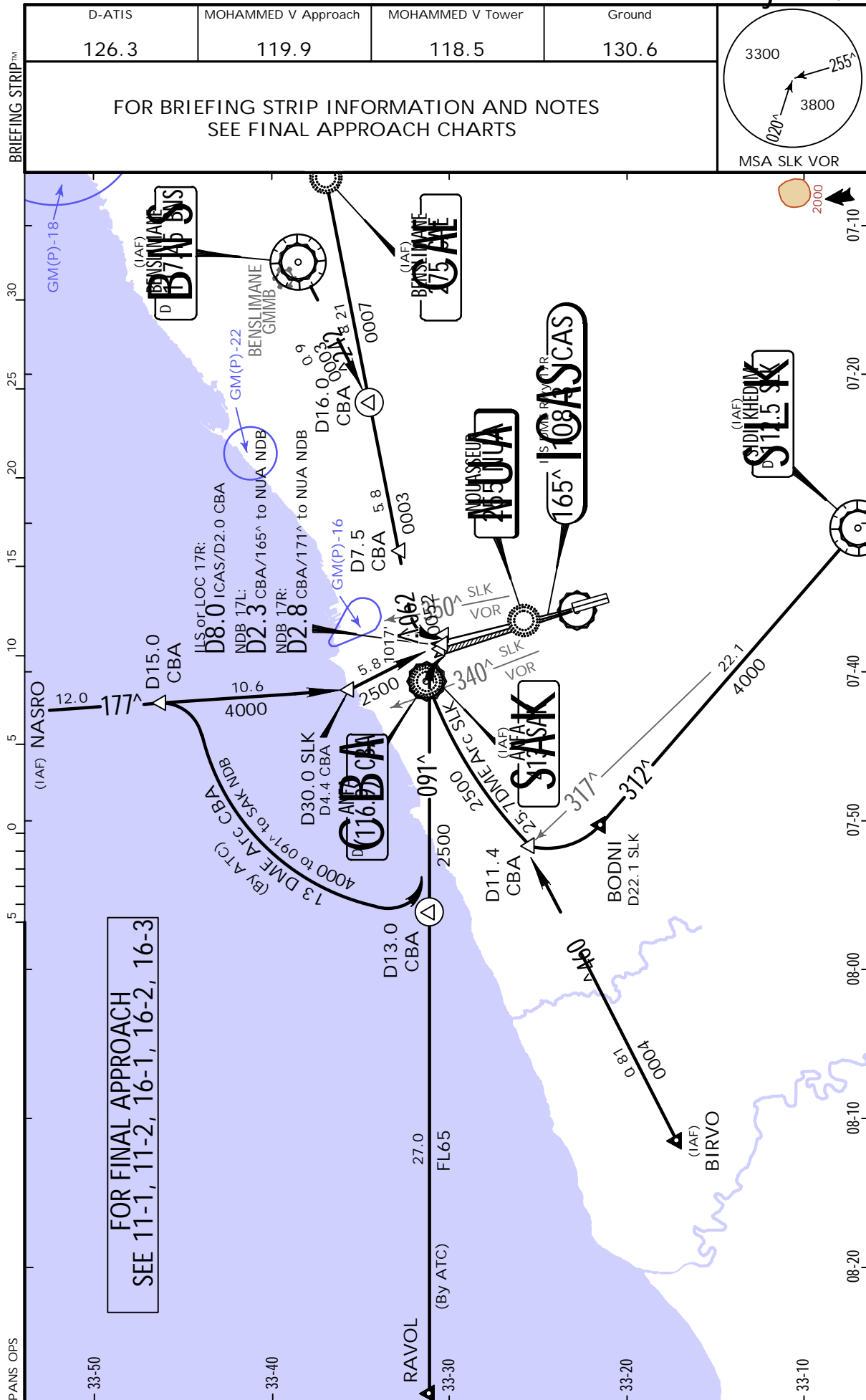
TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM				DAY	NIGHT
			DAY	NIGHT				
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

GMMN/CMN
MOHAMMED V INTL

27 JAN 23 (11-0)

JEPPESEN CASABLANCA, MOROCCO
INITIAL APCH Rwy 17L/R



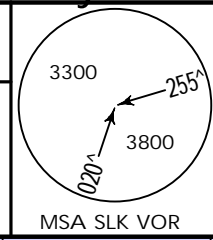
GMMN/CMN MOHAMMED V INTL

27 JAN 23

JEPPESEN
(11-0A)

CASABLANCA, MOROCCO INITIAL APCH Rwy 35L/R

D-ATIS	MOHAMMED V Approach	MOHAMMED V Tower	Ground
126.3	119.9	118.5	130.6

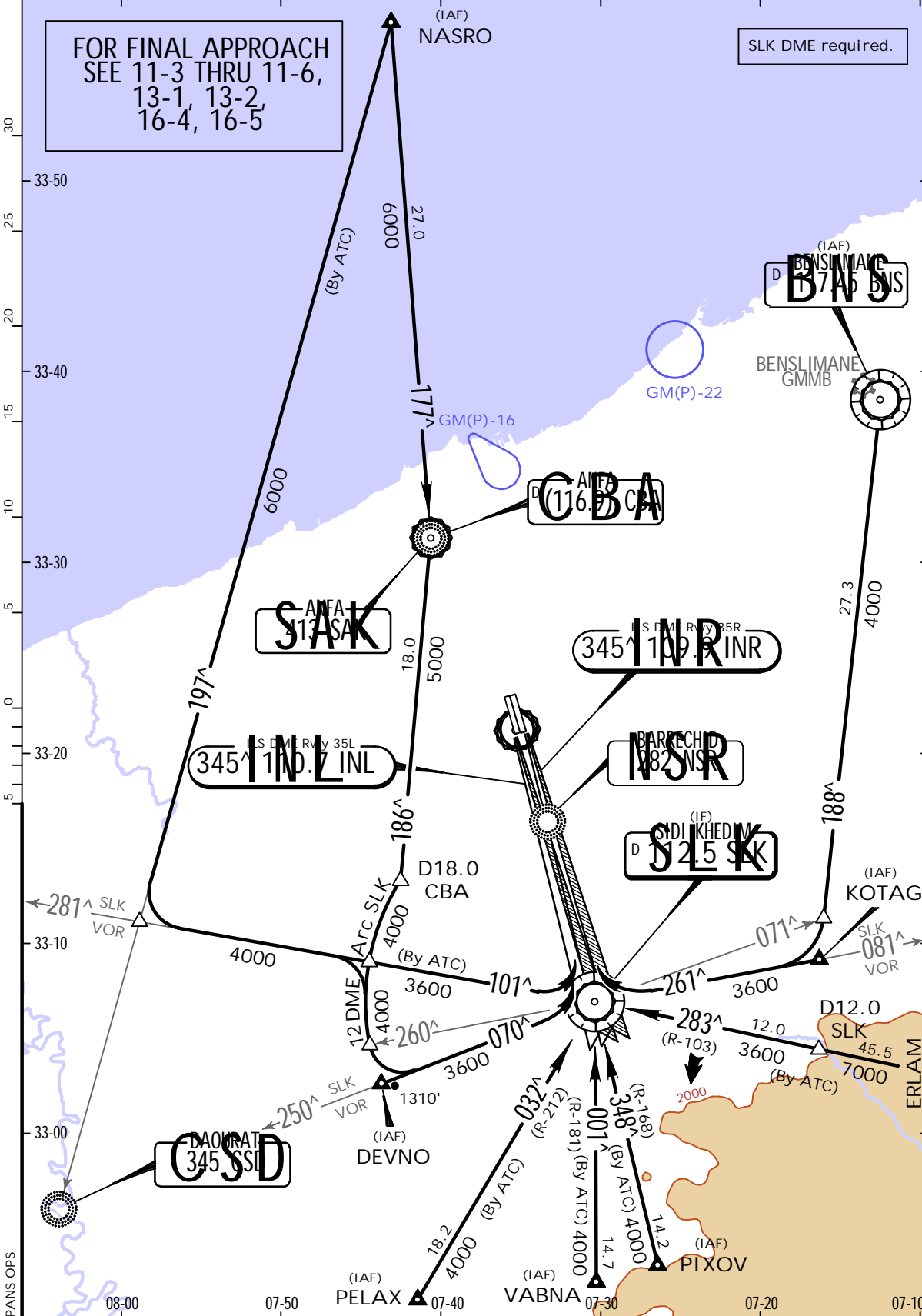


BRIEFING STRIP

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

FOR FINAL APPROACH
SEE 11-3 THRU 11-6,
13-1, 13-2,
16-4, 16-5

SLK DME required.



GMMN/CMN

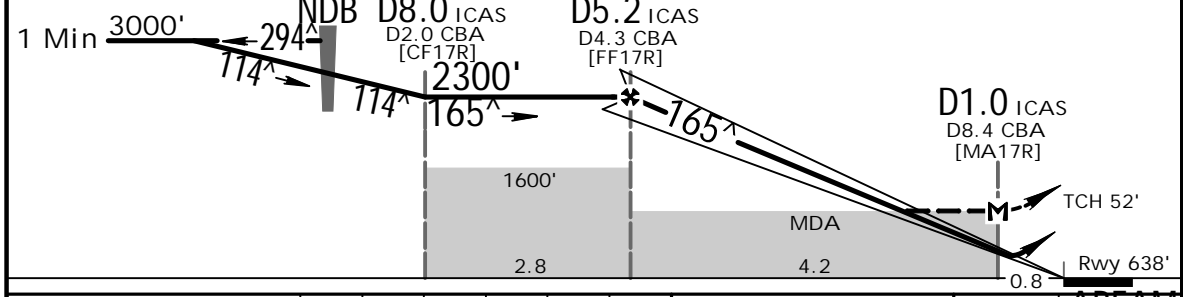
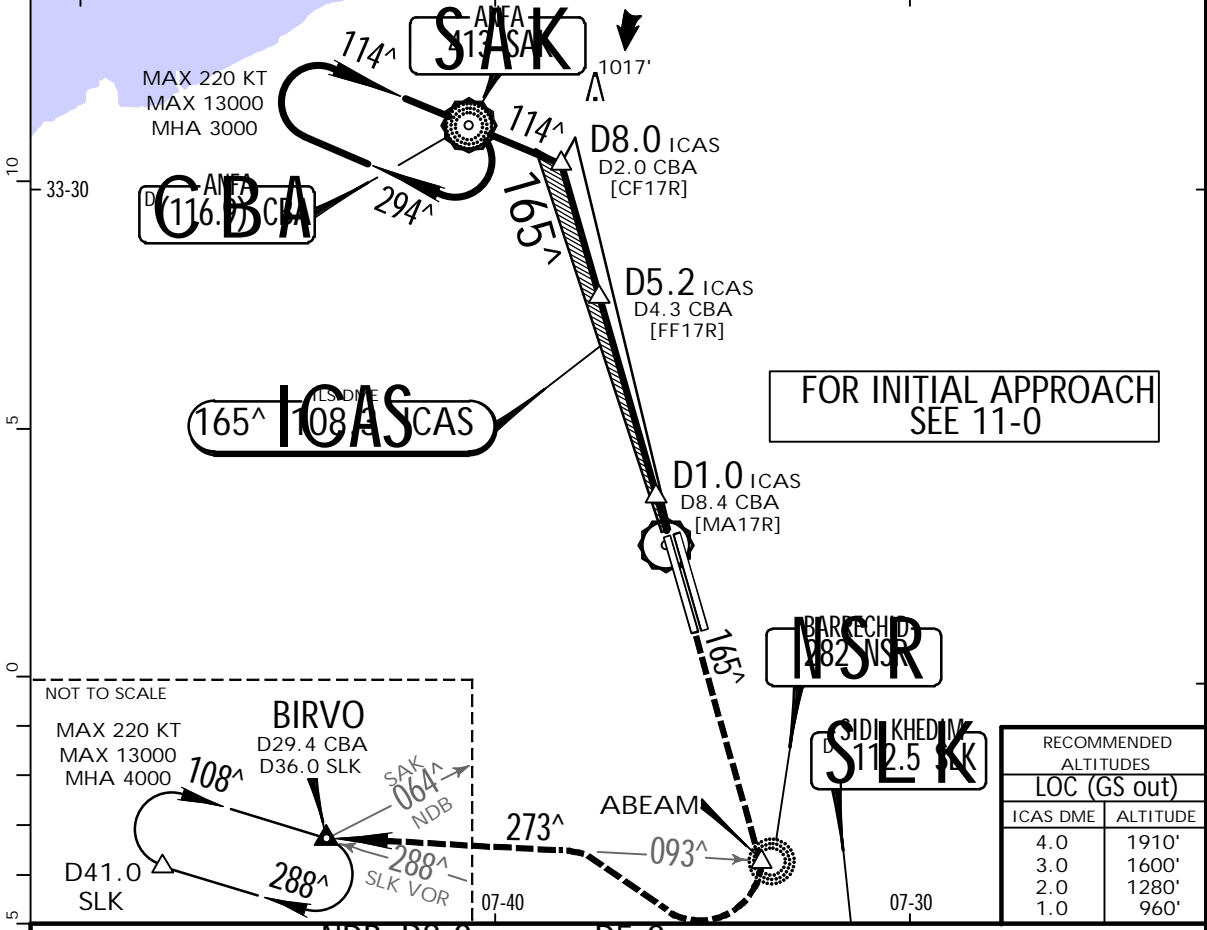
MOHAMMED V INTL

JEPPESSEN
13 JAN 23 **(11-1)**

CASABLANCA, MOROCCO

ILS Z Rwy 17R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6		
LOC ICAS 108.3	Final Apch Crs 165[^]	D5.2 ICAS 2300' (1662')	ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 638'		3000		
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NSR NDB, then turn RIGHT onto 273 [^] from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.								
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC				Trans alt: 4000'
CBA DME required.						MSA SAK NDB		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI NSR 282 [^]	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743		849
MAP at D1.0 ICAS/D8.4 CBA								

	.Std. STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Circling height based on rwy 17R thresh elev of 638'		
	DA(H)	C: 880' (242')	1 DA/MDA(H) 1100' (462')		Max Kts	MDA(H)	
	AB: 870' (232')	D: 890' (252')			100	1150' (512') V1500m	
	FULL	ALS out	ALS out		135	1150' (512') V1600m	
A	R800m	R1200m	R1500m		180	1280' (642') V2400m	
B			R1300m	R1800m	R2200m	205	1540' (902') V3600m
C							
D							

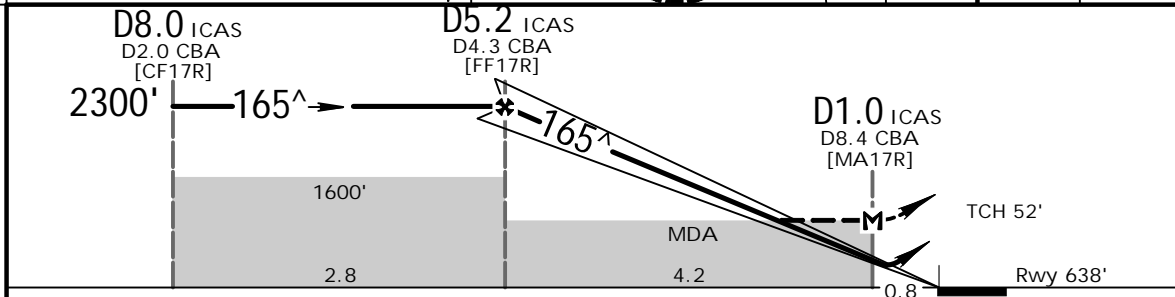
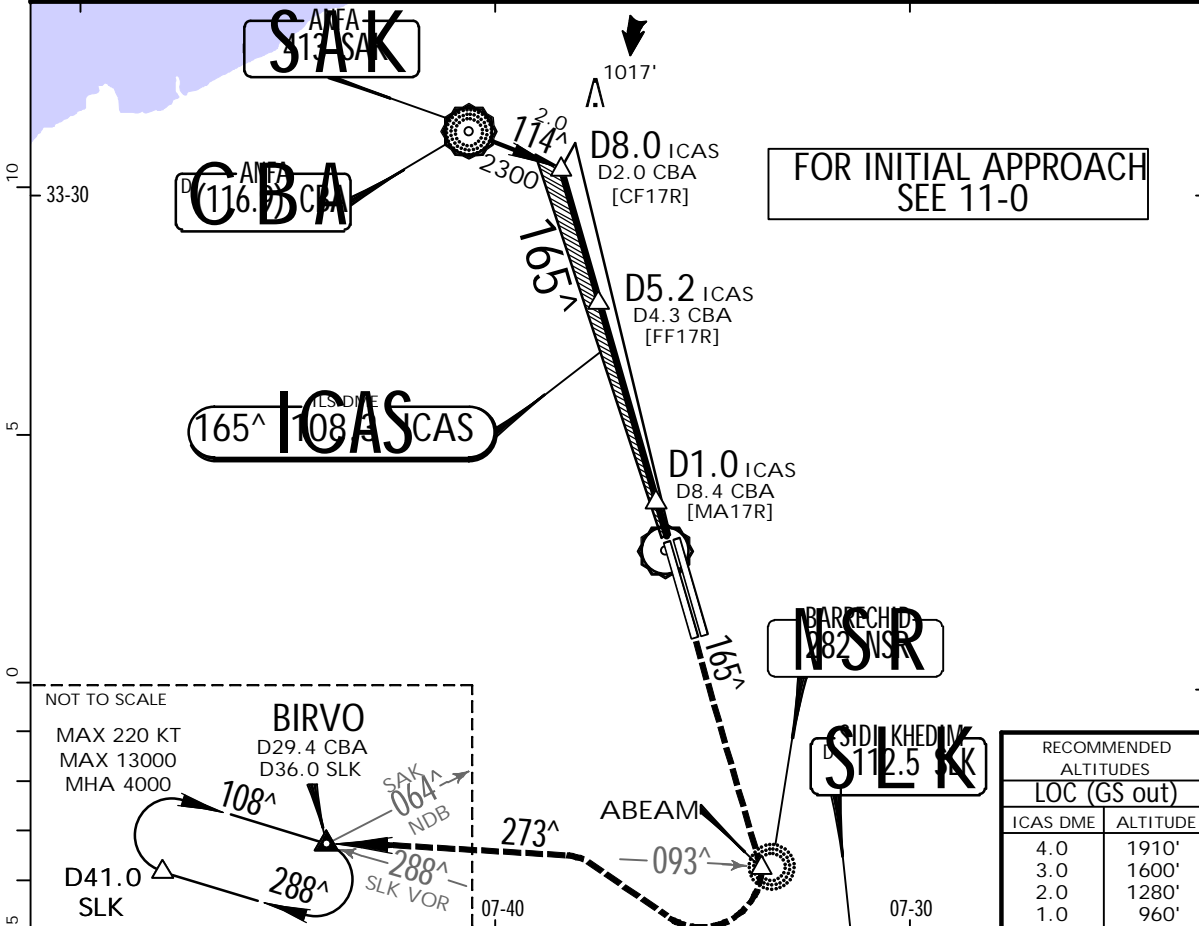
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Reissue. | JEPPESSEN, 2011, 2023. ALL RIGHTS RESERVED.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
13 JAN 23 11-2

CASABLANCA, MOROCCO
ILS Y Rwy 17R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6		
LOC ICAS 108.3		Final Apch Crs 165 [^]		D5.2 ICAS 2300' (1662')		ILS DA(H) Refer to Minimums		
				Apt Elev 656'		Rwy 638'		
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NSR NDB, then turn RIGHT onto 273 [^] from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.							3000	
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC		Trans alt: 4000'		
CBA DME and SLK VOR DME required.								MSA SAK NDB



MAP at D1.0 ICAS/D8.4 CBA						
---------------------------	--	--	--	--	--	--

.Std.	STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H)	ILS	LOC (GS out)	CDFDA	Circling height based on rwy 17R thresh elev of 638'	
	AB: 870' (232')	C: 880' (242') D: 890' (252')	1 DA/MDA(H)	1100' (462')		
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	R800m	R1200m	R1500m		100	1150' (512') V1500m
B					135	1150' (512') V1600m
C		R1300m	R1800m	R2200m	180	1280' (642') V2400m
D					205	1540' (902') V3600m

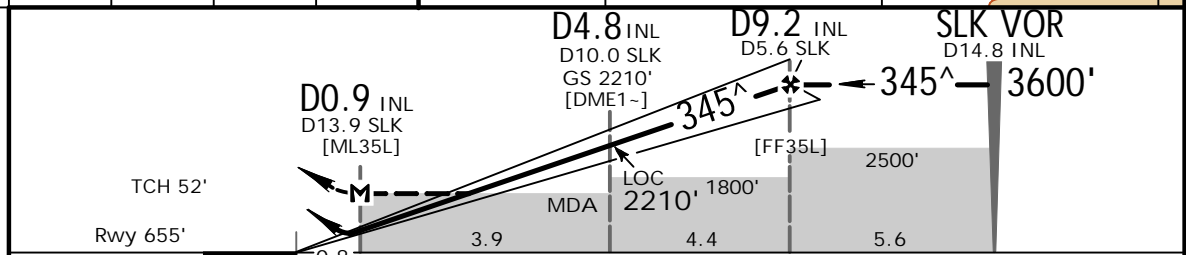
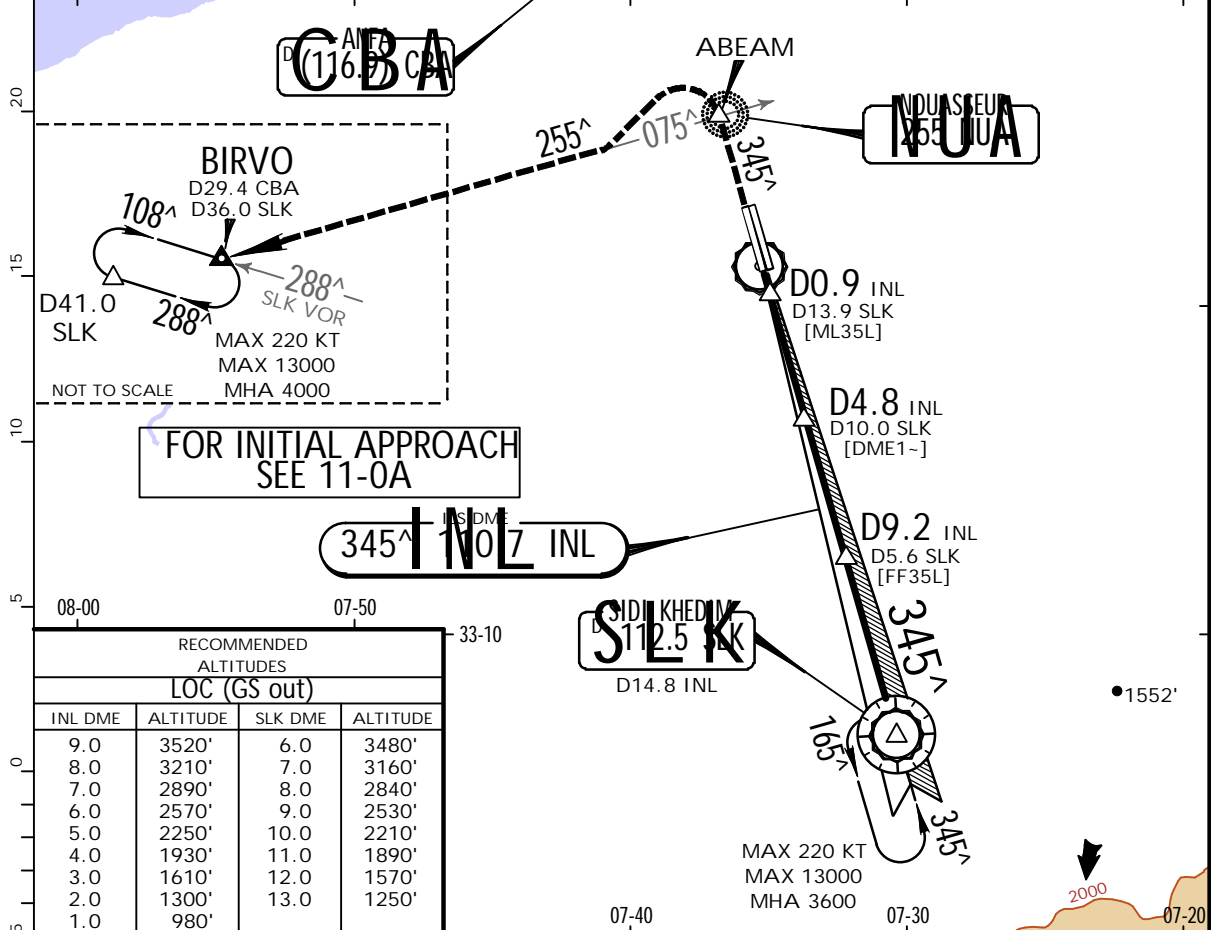
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Reissue. | JEPPESSEN, 2014, 2023. ALL RIGHTS RESERVED.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
27 JAN 23 **(11-3)**

CASABLANCA, MOROCCO
ILS Z Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INL 110.7	Final Apch Crs 345[^]	D9.2 INL 3600' (2945')		ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 655'		
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NDB, then turn LEFT onto 255 [^] from NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
SLK DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI PAPI 	
ILS GS	3.00 [^]	372	478	531	637	743		849
LOC Descent Angle	3.05 [^]	378	486	540	648	755		863

MAP at D0.9 INL/D13.9 SLK

.Std.	ILS				STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND 3	
	DA(H)		C: 870' (215')		CDFA		1110' (455')			
	AB: 860' (205')		D: 880' (225')		2 DA/MDA(H)					
	FULL	TDZ or CL out	ALS out		ALS out					
A								Max Kts	MDA(H)	
B	R550m	1 R550m	R1200m	R1400m	R1500m			100	1150' (495')	V1500m
C								135	1160' (505')	V1600m
D								180	1280' (625')	V2400m
								205	1540' (885')	V3600m

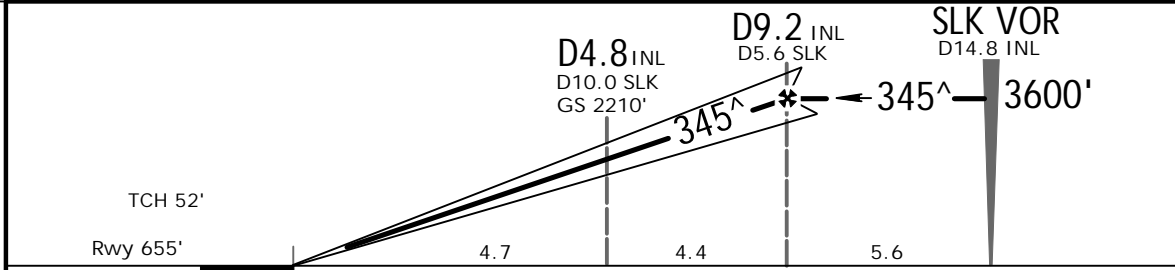
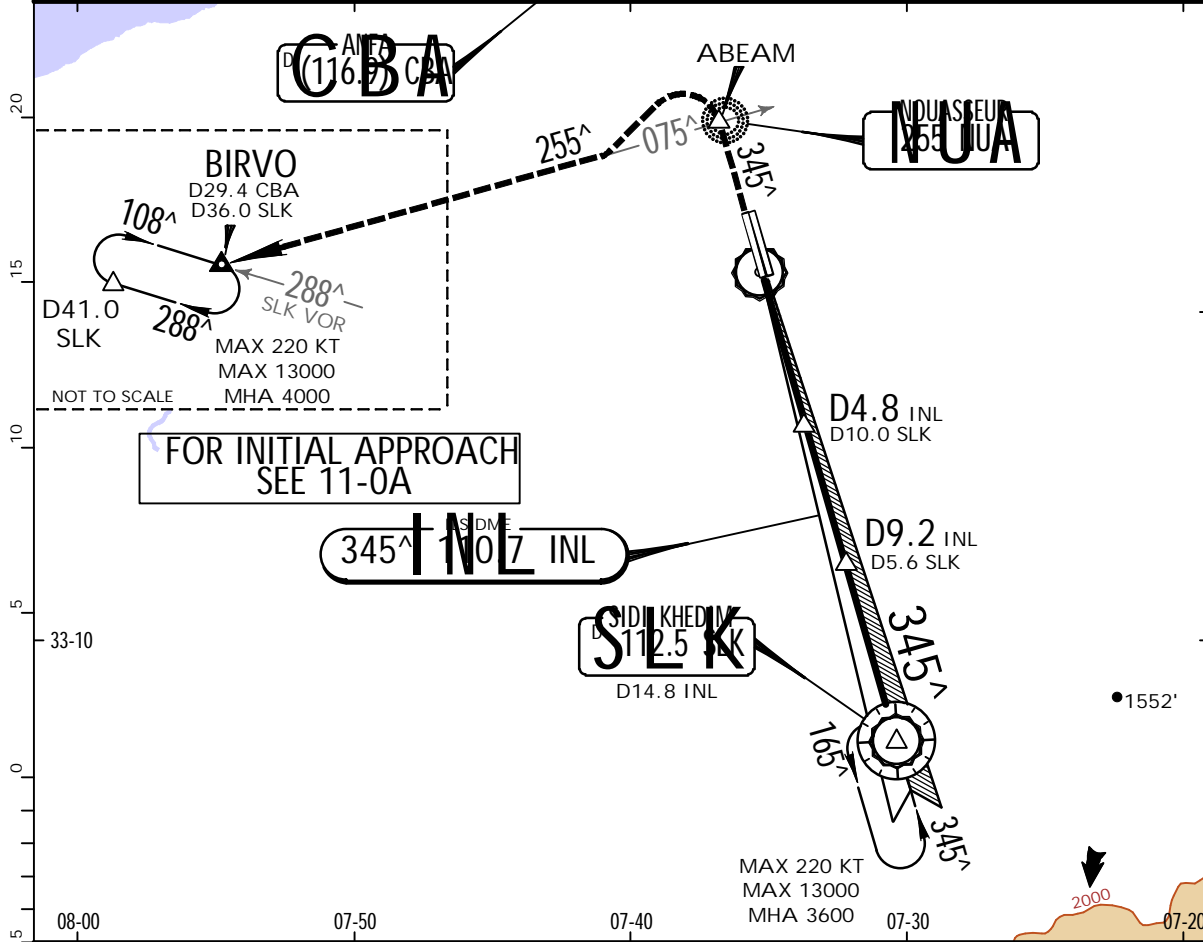
1 R750m when a Flight Director or Autopilot or HUD to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 Circling height based on rwy 35L thresh elev of 655'.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
27 JAN 23 (11-3A)

CASABLANCA, MOROCCO
CAT II/III ILS Z Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6		
BRIEFING STRIP™	LOC INL 110.7	Final Apch Crs 345 [^]	D9.2 INL 3600' (2945')	CAT III ILS Refer to Minimums	CAT II ILS	Apt Elev 656' Rwy 655'		
	MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NDB, then turn LEFT onto 255 [^] from NDB and proceed to BIRVO climbing to 4000', or as directed.							
	Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4000'						MSA SLK VOR	
1. SLK DME required. 2. Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	ABEAM NDB 255
GS	3.00 [^]	372	478	531	637	849		

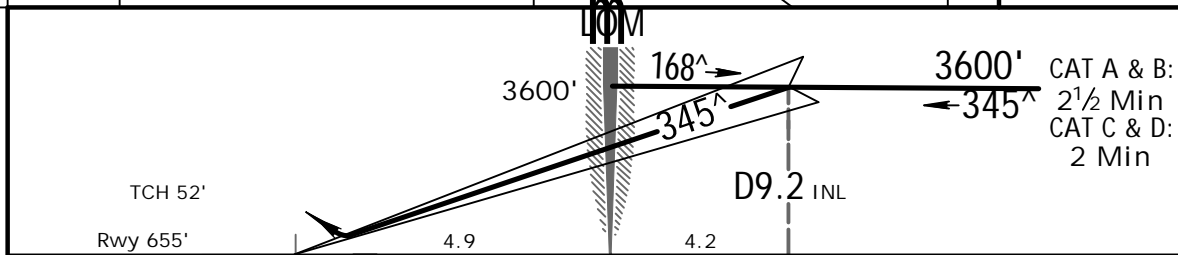
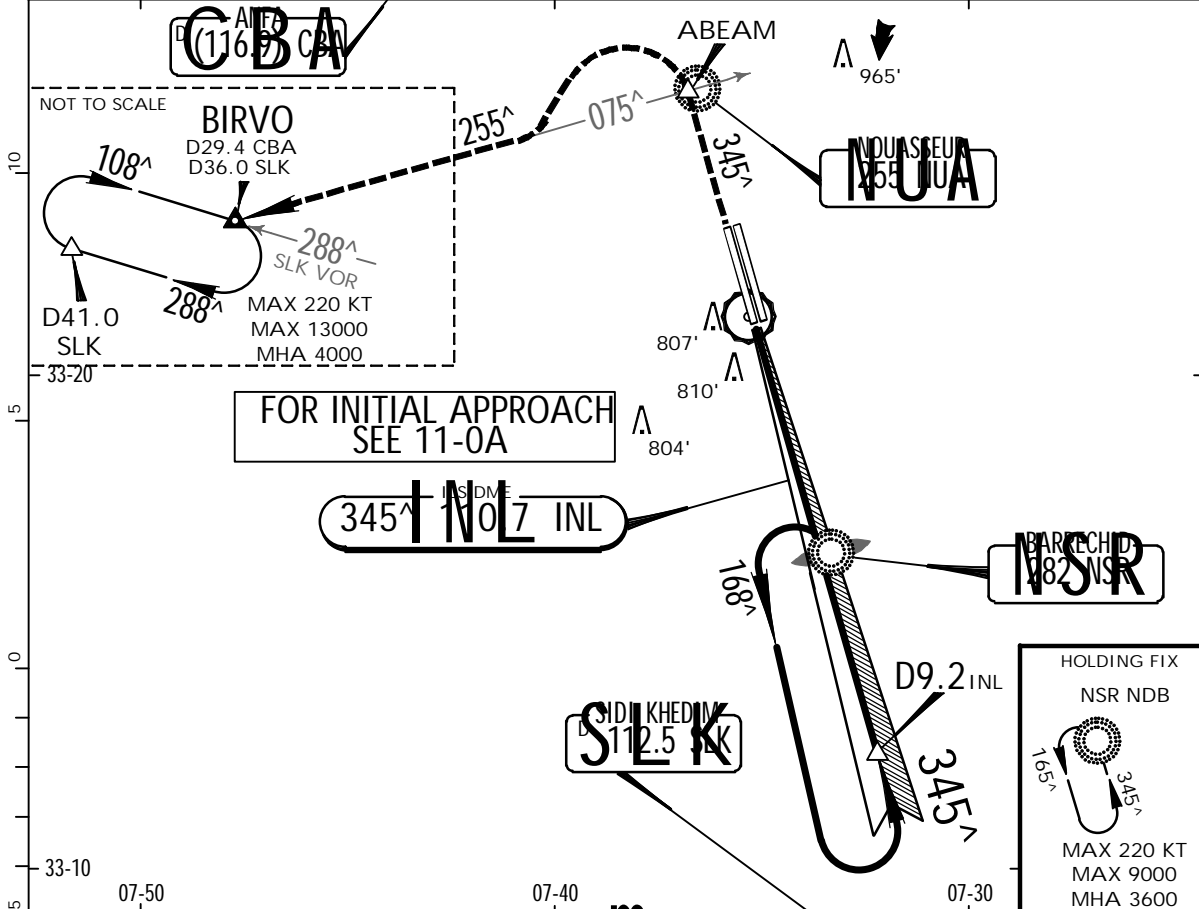
PANS OPS	.Std. CAT III ILS	STRAIGHT-IN LANDING CAT II ILS			
		A RA 105' DA(H) 760' (105')	B RA 123' DA(H) 780' (125')	C RA 132' DA(H) 790' (135')	D RA 142' DA(H) 800' (145')
		R200m	R300m	R400m	R450m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
27 JAN 23 (11-4)

CASABLANCA, MOROCCO
ILS Y Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INL 110.7	Final Apch Crs 345 [^]	D9.2 INL 3600' (2945')	ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 655'			
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NUA NDB, then turn LEFT onto 255 [^] from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							MSA NSR NDB
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 4000'		
Racetrack restricted to MAX 140 KT (CAT A & B)/MAX 200 KT (CAT C & D).							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	ABEAM NUA 255
Gs	3.00 [^]	372	478	531	637	849		

.Std.	STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND 2	
	DA(H) AB: 860' (205')	C: 870' (215')	D: 880' (225')	Max Kts	MDA(H)
A	FULL	TDZ or CL out	ALS out	100	1150' (495') V1500m
B	R550m	1 R550m	R1200m	135	1160' (505') V1600m
C				180	1280' (625') V2400m
D				205	1540' (885') V3600m

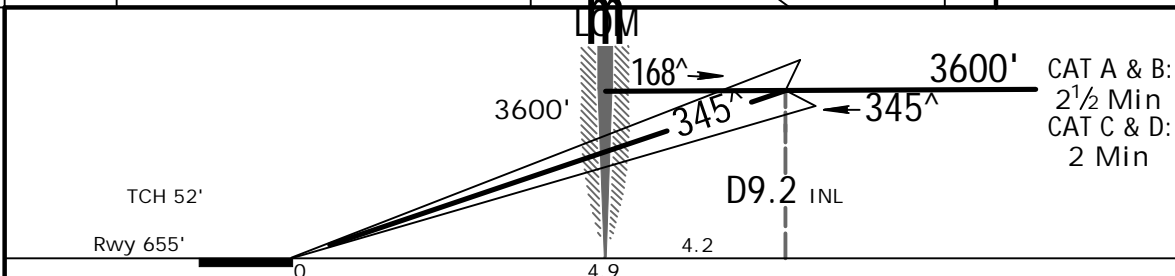
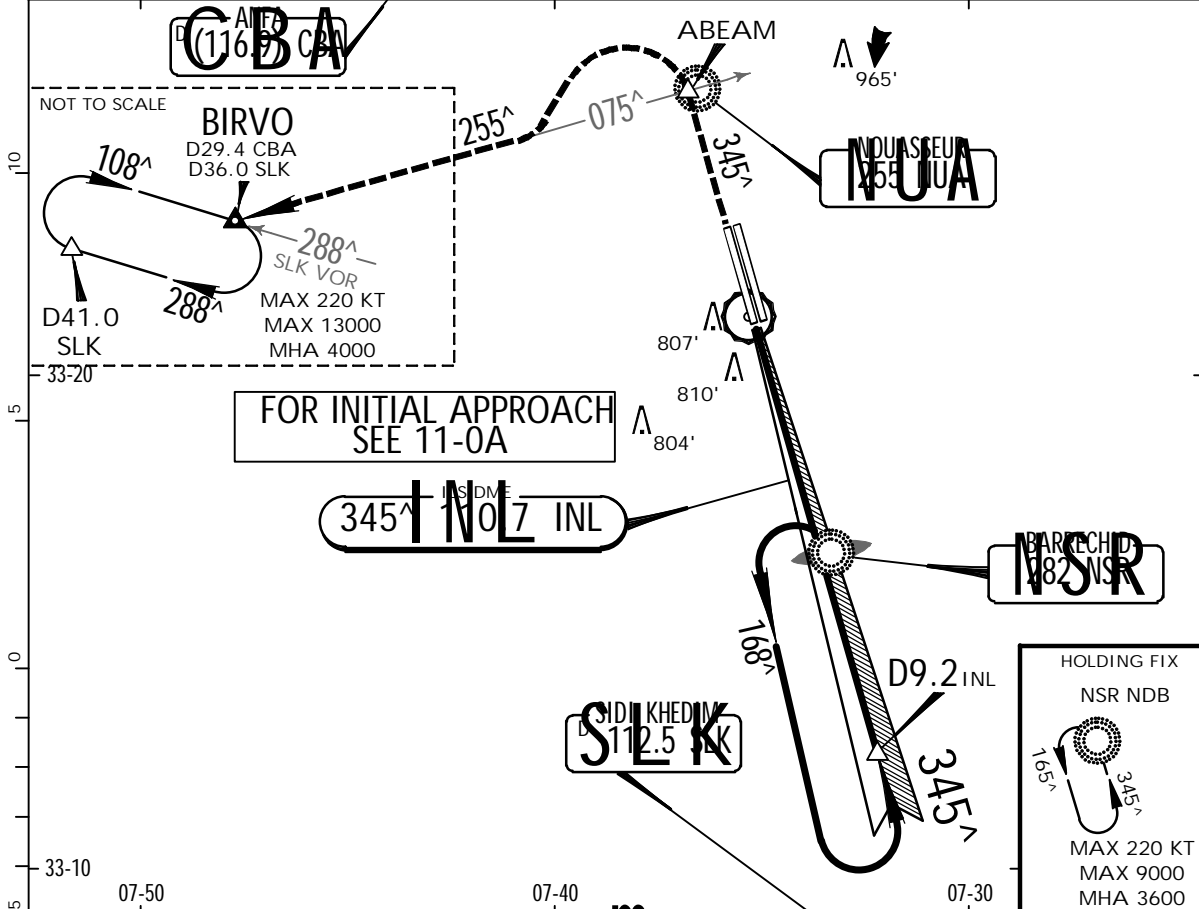
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 Circling height based on rwy 35L thresh elev of 655'.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
27 JAN 23 **(11-4A)**

CASABLANCA, MOROCCO
CAT II/III ILS Y Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INL 110.7	Final Apch Crs 345^	D9.2 INL 3600' (2945')		CAT III ILS	CAT II ILS	Apt Elev 656' Rwy 655'	
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NUA NDB, then turn LEFT onto 255^ from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							<p>MSA NSR NDB</p>
Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4000'							
1. Special Aircrew & Acft Certification Required. 2. Racetrack restricted to MAX 140 KT (CAT A & B)/MAX 200 KT (CAT C & D).							



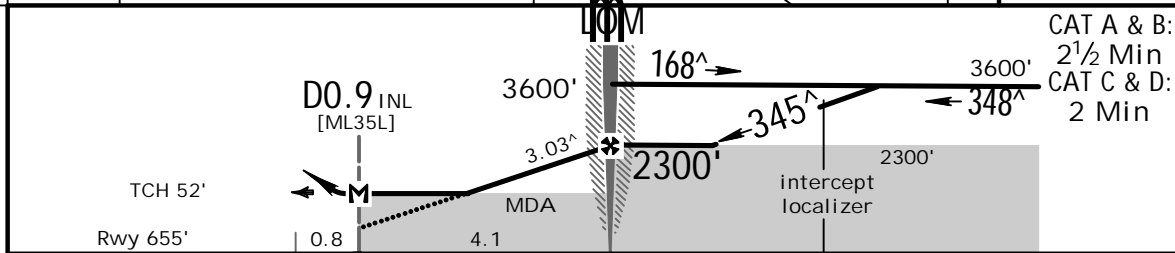
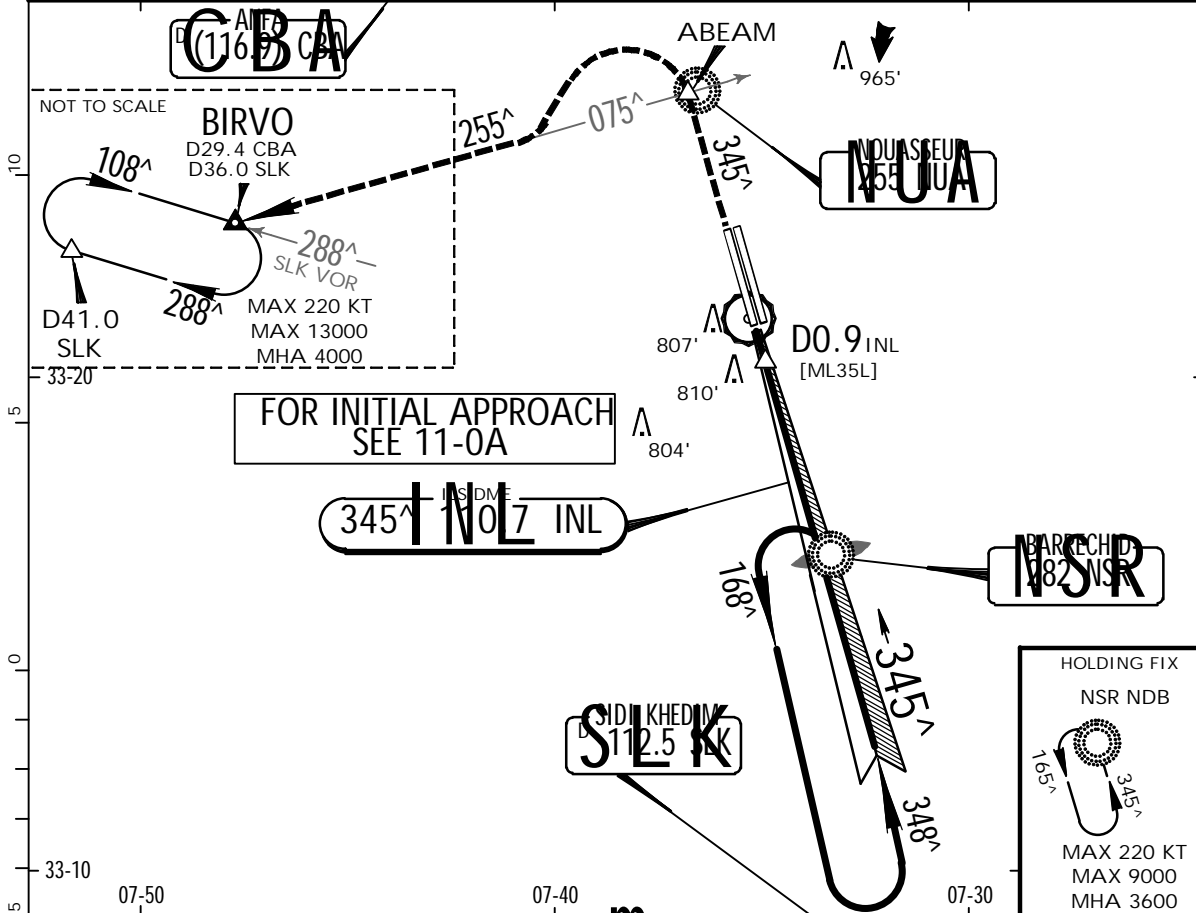
.Std.	STRAIGHT-IN LANDING			
	CAT III ILS	CAT II ILS		
	A	B	C	D
	RA 105'	RA 123'	RA 132'	RA 142'
	DA(H) 760' (105')	DA(H) 780' (125')	DA(H) 790' (135')	DA(H) 800' (145')
PANS OPS	R200m	R300m	R400m	R450m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
27 JAN 23 (11-5)

CASABLANCA, MOROCCO
LOC Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6		
LOC INL 110.7	Final Apch Crs 345 [^]	LOM 2300' (1645')	DA/MDA(H) 1110' (455')	Apt Elev 656' Rwy 655'				
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NUA NDB, then turn LEFT onto 255 [^] from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.								
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'		
Racetrack restricted to MAX 140 KT (CAT A & B)/MAX 200 KT (CAT C & D).							MSA NSR NDB	



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI PAPI	ABEAM NUA 255
Descent Angle 3.03 [^]	375	482	536	643	750	858		
MAP at D0.9 INL								

.Std.	STRAIGHT-IN LANDING		CIRCLE-TO-LAND 2	
	CDFA			
1 DA/MDA(H) 1110' (455')				
	ALS out	Max Kts	MDA(H)	
A		100	1150' (495') V1500m	
B	R1400m	135	1160' (505') V1600m	
C		180	1280' (625') V2400m	
D		205	1540' (885') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 35L thresh elev of 655'.

GMMN/CMN

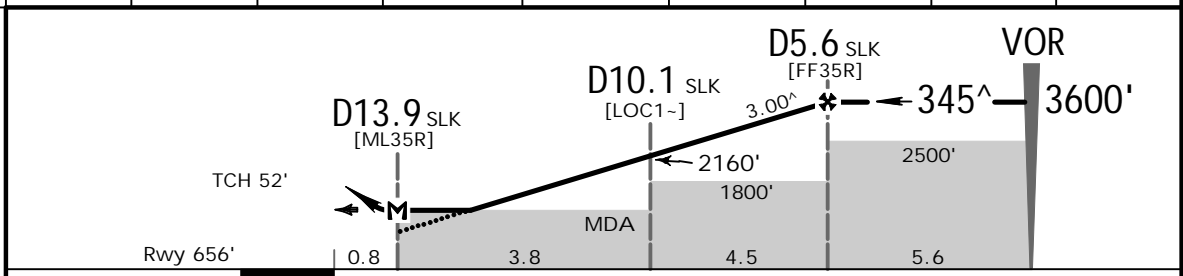
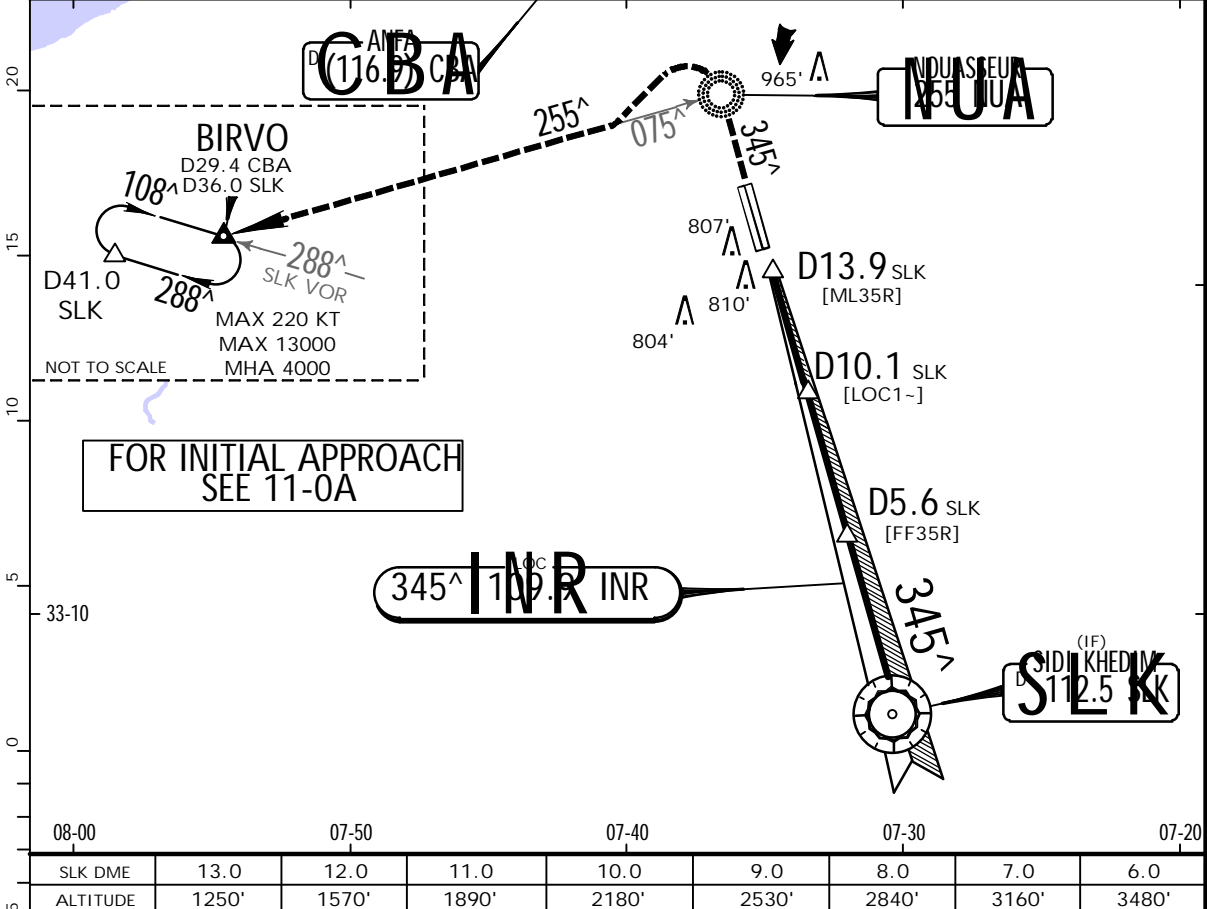
MOHAMMED V INTL

JEPPESSEN
27 JAN 23 (11-6)

CASABLANCA, MOROCCO

LOC Rwy 35R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INR 109.9	Final Apch Crs 345 [^]	D5.6 SLK 3600' (2944')	DA/MDA(H) 1110' (454')	Apt Elev 656' Rwy 656'		<p>MSA SLK VOR</p>	
MISSED APCH: Climb STRAIGHT AHEAD to NUA NDB, then turn LEFT onto 255 [^] from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 4000'		
SLK DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI PAPI NUA 255
Descent Angle 3.00 [^]	372	478	531	637	743	849	
MAP at D13.9 SLK							

.Std.	STRAIGHT-IN LANDING				CIRCLE-TO-LAND ²			
	1 DA/MDA(H) 1110' (454')				ALS out			
A	R1400m				1150' (494') V1500m			
B					135 1160' (504') V1600m			
C					180 1280' (624') V2400m			
D					205 1540' (884') V3600m			

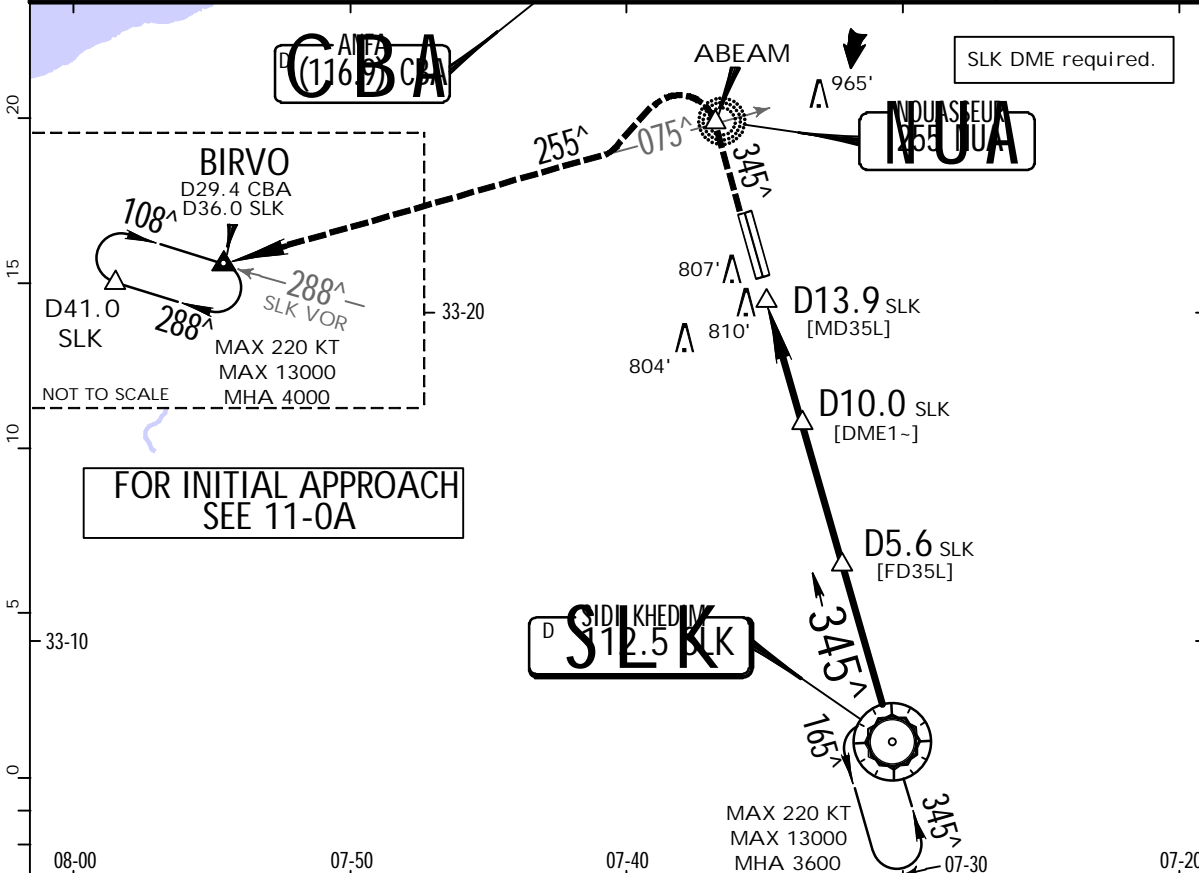
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 35R thresh elev of 656'.

GMMN/CMN
MOHAMMED V INTL

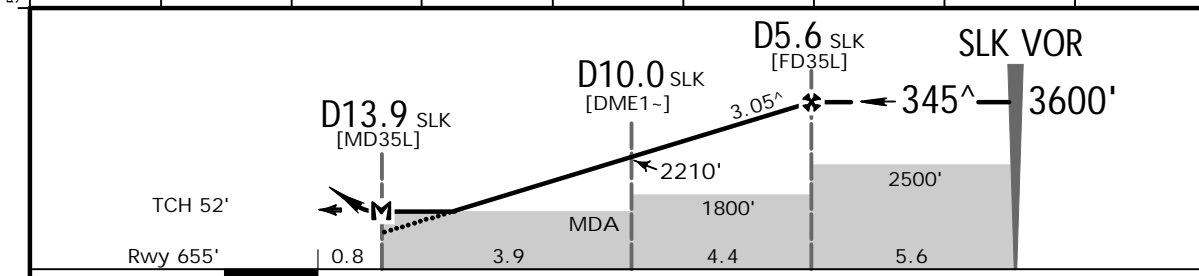
JEPPESEN
23 DEC 22 (13-1) .Eff.29.Dec.

CASABLANCA, MOROCCO
VOR Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
VOR SLK 112.5	Final Apch Crs 345 [^]	D5.6 SLK 3600' (2945')	DA/MDA(H) 1110' (455')	Apt Elev 656' Rwy 655'			
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NDB, then turn LEFT onto 255 [^] from NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
							MSA SLK VOR



08-00	07-50	07-40	07-30
SLK DME	13.0	12.0	11.0
ALTITUDE	1250'	1570'	1890'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05 [^]	378	486	540	648	755	863
MAP at D13.9 SLK						

.Std.	STRAIGHT-IN LANDING		CIRCLE-TO-LAND ²	
	CDEFA			
1 DA/MDA(H) 1110' (455')		ALS out		Max Kts
A	R1400m	R1500m		100
B		R2100m		135
C				180
D				205
				MDA(H)
				1150' (495')
				V1500m
				1160' (505')
				V1600m
				1280' (625')
				V2400m
				1540' (885')
				V3600m

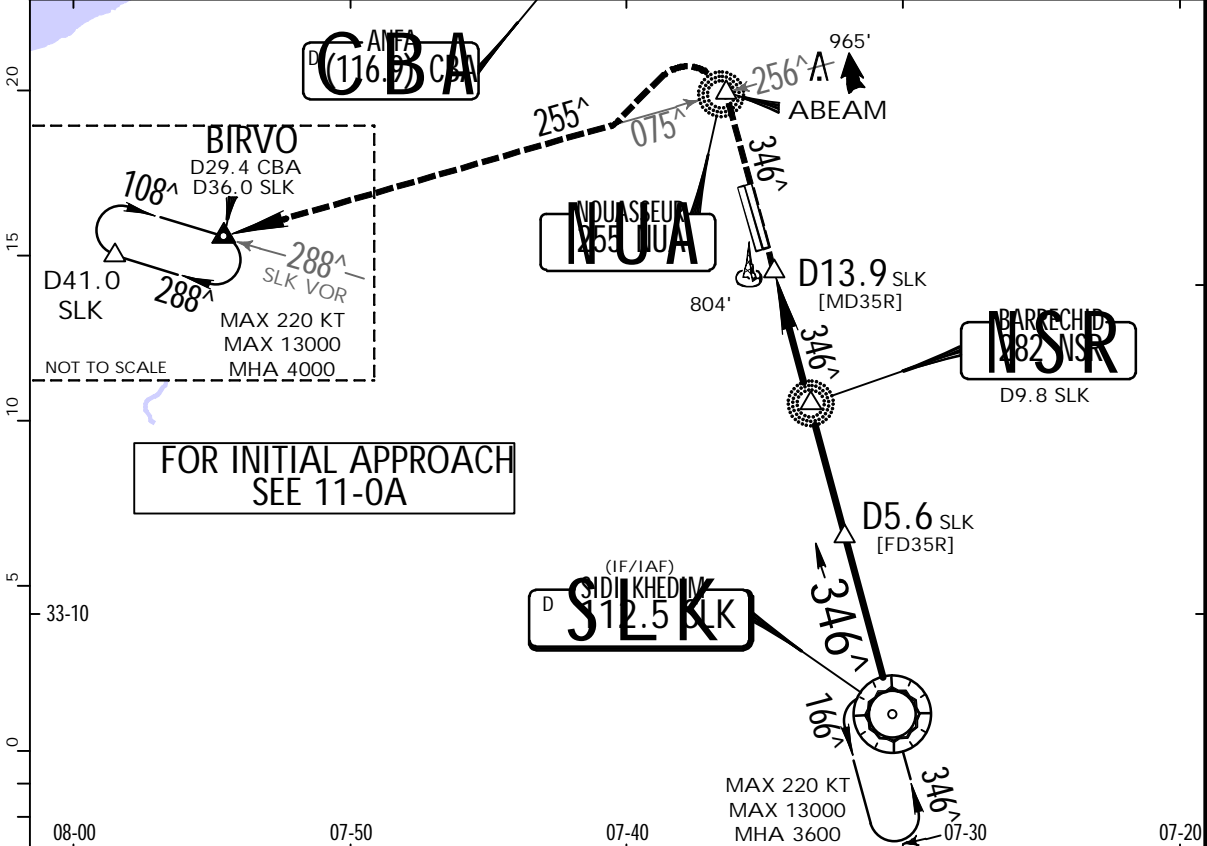
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 35L thresh elev of 655'.

GMMN/CMN
MOHAMMED V INTL

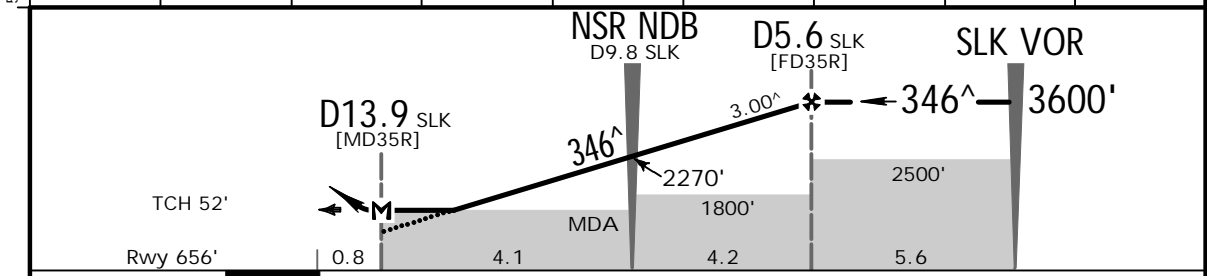
JEPPESSEN
23 DEC 22 (13-2) .Eff.29.Dec.

CASABLANCA, MOROCCO
VOR Rwy 35R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6		
VOR SLK 112.5	Final Apch Crs 346 [^]	D5.6 SLK 3600' (2944')	DA/MDA(H) 1110' (454')	Apt Elev 656' Rwy 656'				
MISSED APCH: Climb on R-346 SLK to ABEAM NUA NDB, then turn LEFT onto 255 [^] from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							MSA SLK VOR	
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'		
1. SLK DME required. 2. Final apch track offset 1 [^] of rwy centerline.								



08-00	07-50	07-40	07-30	07-20				
SLK DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0
ALTITUDE	1250'	1570'	1890'	2210'	2530'	2840'	3160'	3480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	ABEAM SLK 255 on 112.5 R-346
Descent Angle	3.00 [^]	372	478	531	637	849		
MAP at D13.9 SLK								

PANS OPS	.Std. STRAIGHT-IN LANDING				CIRCLE-TO-LAND 2			
	CDFA 1 DA/MDA(H) 1110' (454')				ALS out			
	R1400m				R1500m			
	R2100m				R2100m			
	Max Kts	MDA(H)						
A	100	1150' (494')		V1500m				
B	135	1160' (504')		V1600m				
C	180	1280' (624')		V2400m				
D	205	1540' (884')		V3600m				

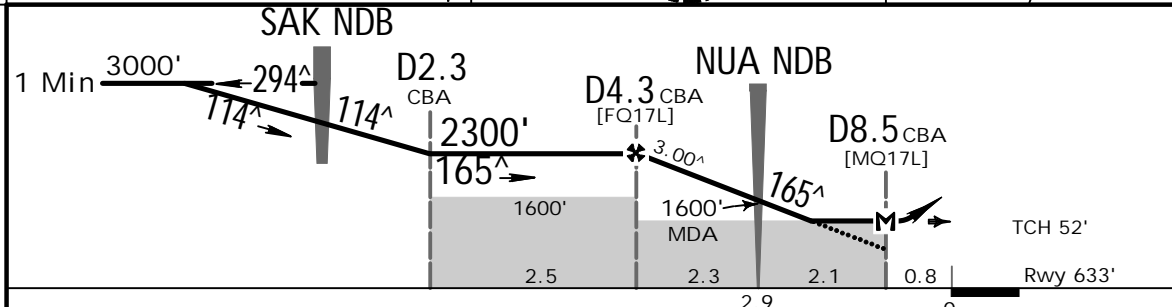
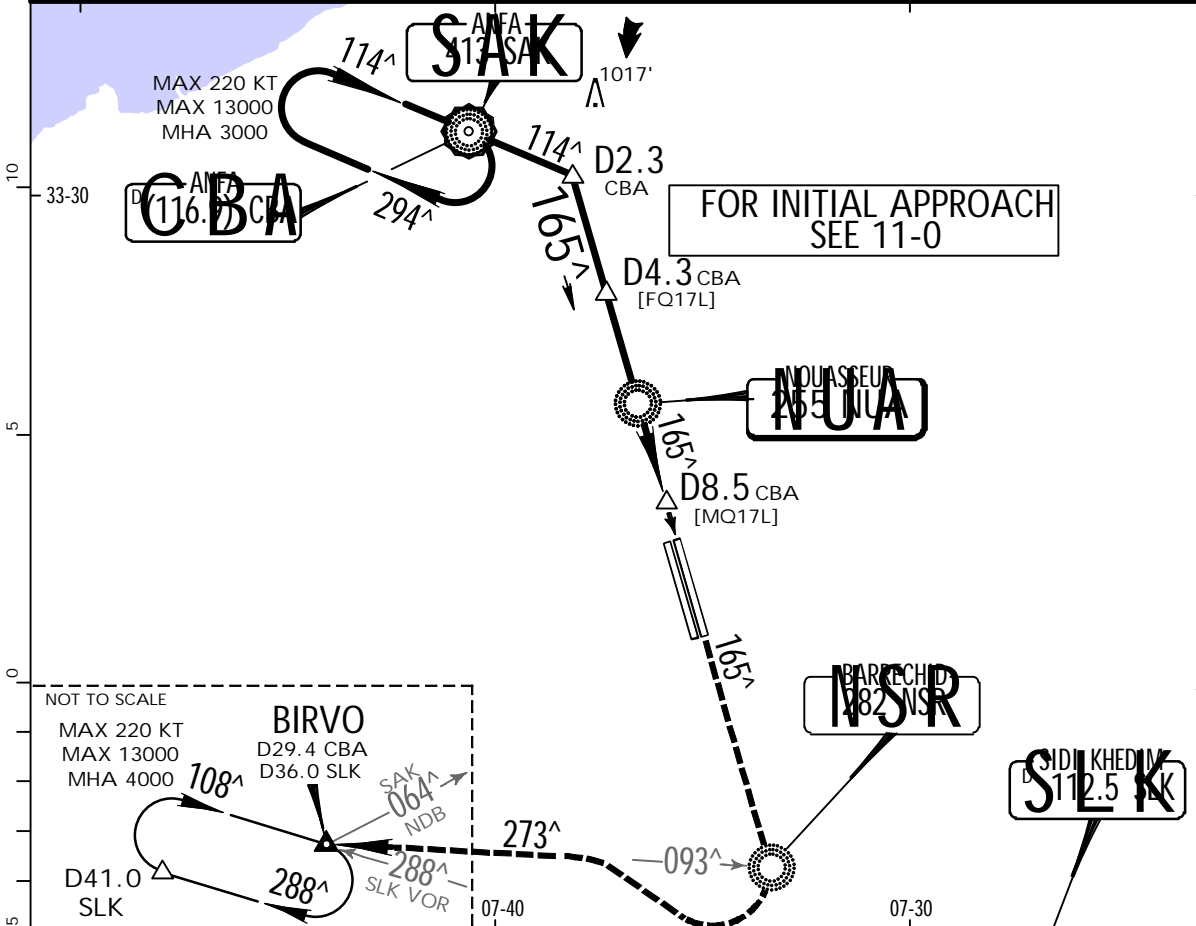
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 35R thresh elev of 656'.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
13 JAN 23 16-1

CASABLANCA, MOROCCO
NDB Z Rwy 17L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
NDB NUA 255		Final Apch Crs 165 [^]		D4.3 CBA 2300' (1667')		DA/MDA(H) 1100' (467')	
				Apt Elev 656'		Rwy 633'	
MISSED APCH: Climb STRAIGHT AHEAD to NSR NDB, then turn RIGHT onto 273 [^] from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.						3000	
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC		Trans alt: 4000'	
CBA DME required.						MSA SAK NDB	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI NSR 282
Descent Angle 3.00 [^]	372	478	531	637	743	849	
MAP at D8.5 CBA							

.Std.	STRAIGHT-IN LANDING		CIRCLE-TO-LAND 2	
	1 DA/MDA(H) 1100' (467')		2	
A	R1500m		Max Kts	MDA(H)
B			100	1150' (517') V1500m
C			135	1150' (517') V1600m
D	R1800m	R2200m	180	1280' (647') V2400m
			205	1540' (907') V3600m

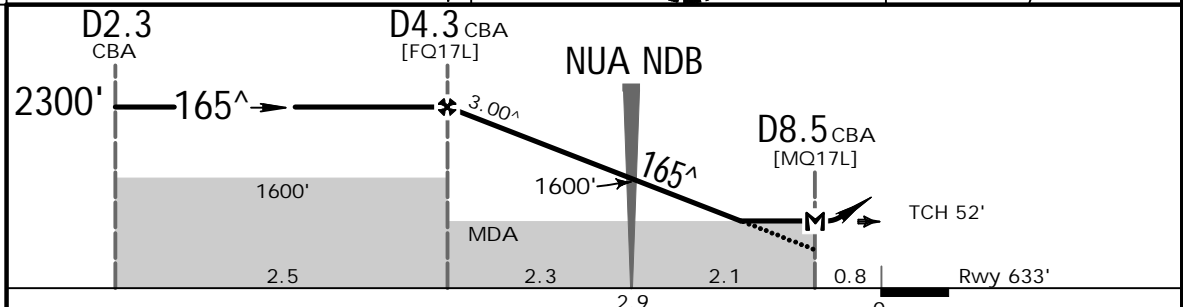
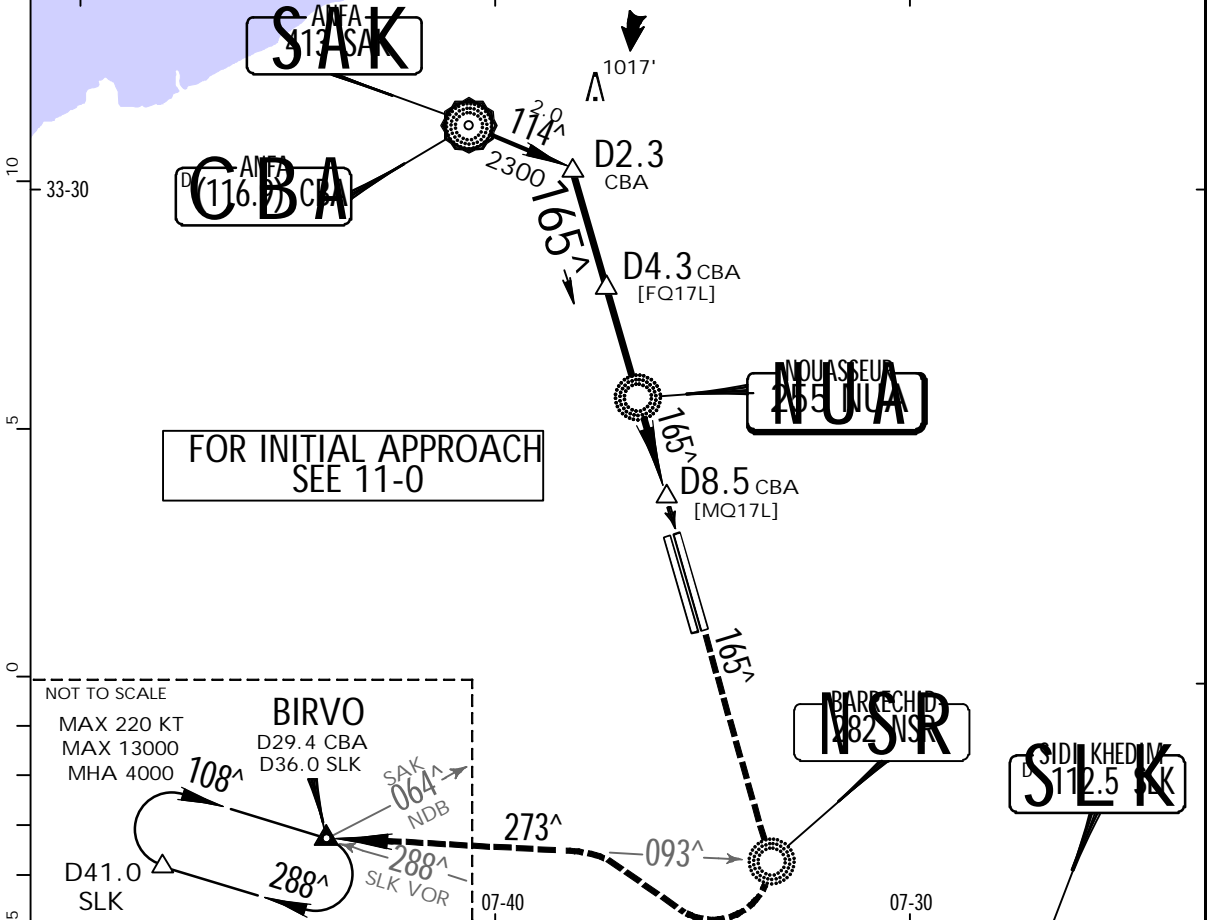
PANS OPS
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 17L thresh elev of 633'.
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GMMN/CMN
MOHAMMED V INTL

JEPESEN
13 JAN 23 (16-2)

CASABLANCA, MOROCCO
NDB Y Rwy 17L

D-ATIS 126.3	MOHAMMED V Approach 119.9	MOHAMMED V Tower 118.5	Ground 130.6
NDB NUA 255	Final Apch Crs 165 [^]	D4.3 CBA 2300' (1667')	DA/MDA(H) 1100' (467')
Apt Elev 656' Rwy 633'			3000
MISSED APCH: Climb STRAIGHT AHEAD to NSR NDB, then turn RIGHT onto 273 [^] from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.			
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 4000'			
CBA DME required.			MSA SAK NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI NSR 282
Descent Angle 3.00 [^]	372	478	531	637	743	849	
MAP at D8.5 CBA							

.Std.	STRAIGHT-IN LANDING		CIRCLE-TO-LAND 2	
	1 DA/MDA(H) 1100' (467')		2	
A	R1500m		Max Kts	MDA(H)
B	R1500m		100	1150' (517') V1500m
C	R1800m	R2200m	135	1150' (517') V1600m
D	R1800m	R2200m	180	1280' (647') V2400m
			205	1540' (907') V3600m

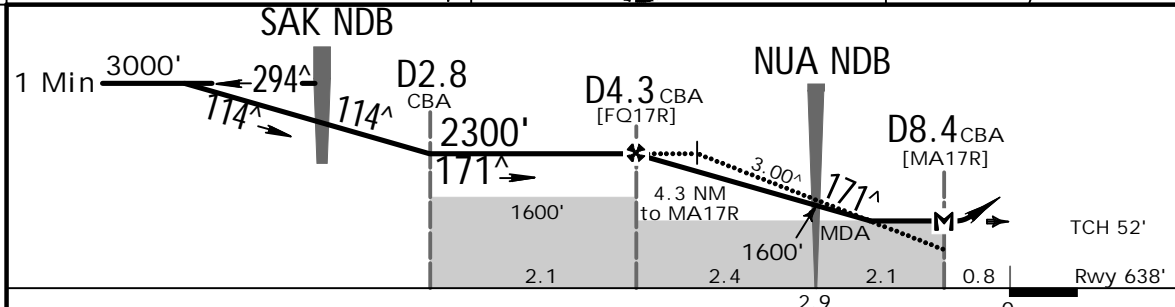
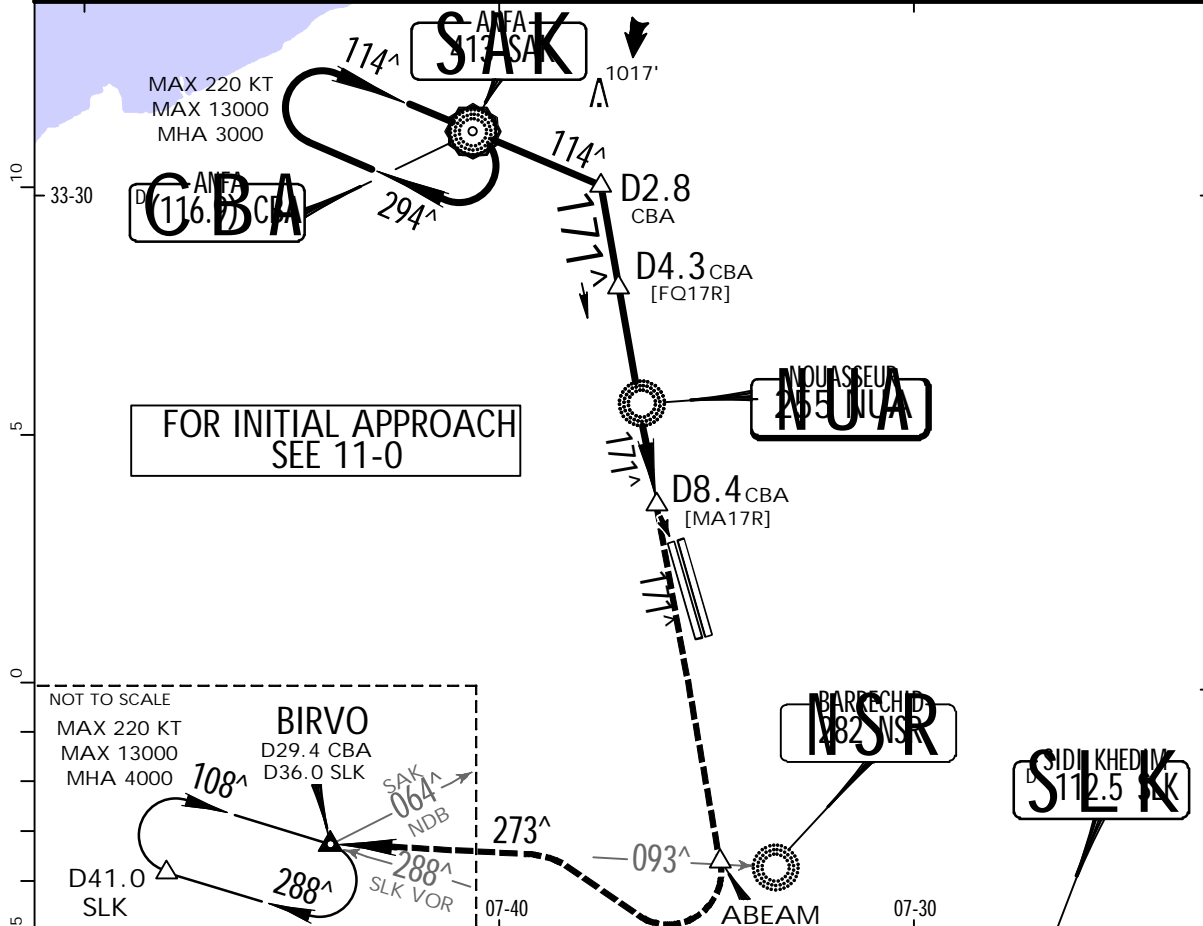
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 17L thresh elev of 633'.
CHANGES: Reissue. | JEPESEN, 2014, 2023. ALL RIGHTS RESERVED.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
13 JAN 23 (16-3)

CASABLANCA, MOROCCO
NDB Rwy 17R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6		
BRIEFING STRIP™	Lctr NUA 255	Final Apch Crs 171 [^]	D4.3 CBA 2300' (1662')	DA/MDA(H) 1100' (462')	Apt Elev 656' Rwy 638'		3000	
	MISSED APCH: Climb on 171 [^] from NUA NDB to ABEAM NSR NDB, then turn RIGHT onto 273 [^] from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.							MSA SAK NDB
	Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 4000'							
1. CBA DME required. 2. Final apch track offset 6 [^] from rwy centerline.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI:PAPI PAPI:PAPI	ABEAM NSR 82'
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D8.4 CBA								

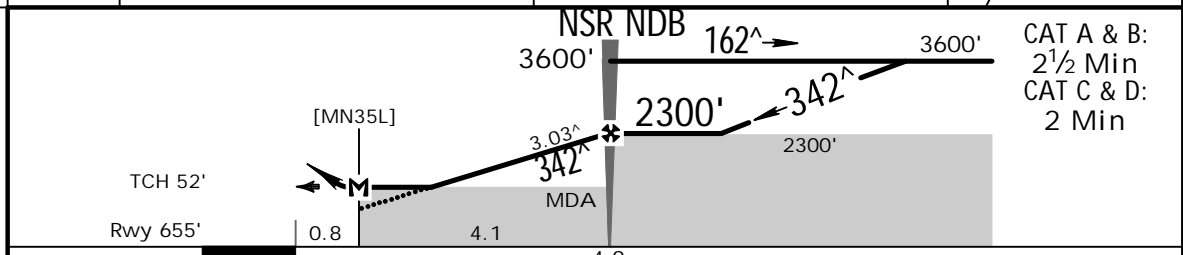
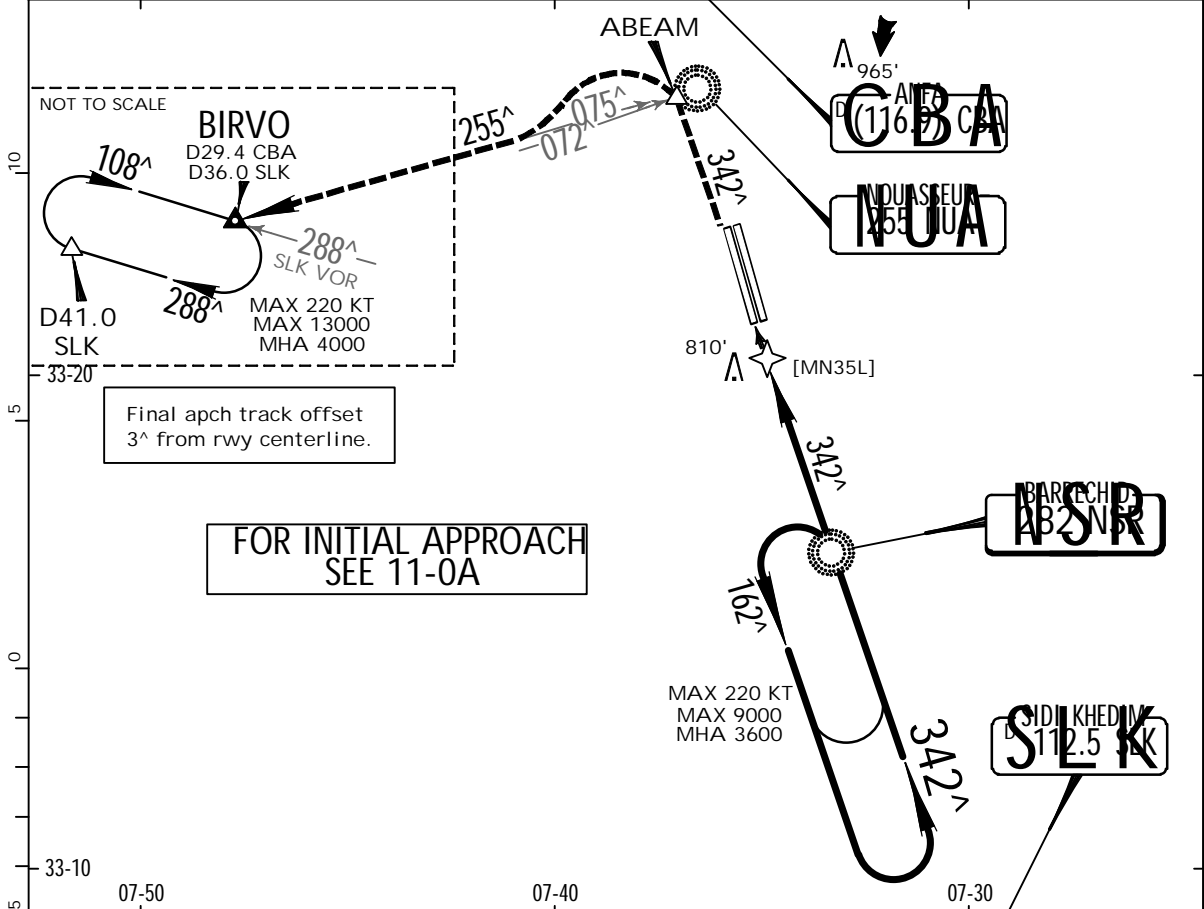
PANS OPS	.Std.		STRAIGHT-IN LANDING CDFA 1 DA/MDA(H) 1100' (462')				CIRCLE-TO-LAND Circling height based on rwy 17R thresh elev of 638'.	
	ALS out						Max Kts	MDA(H)
	A	R1500m				100	1150' (512')	V1500m
	B	R1500m				135	1150' (512')	V1600m
	C	R1800m		R2200m		180	1280' (642')	V2400m
D	R1800m		R2200m		205	1540' (902')	V3600m	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.								

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
13 JAN 23 (16-4)

CASABLANCA, MOROCCO
NDB Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
NDB NSR 282	Final Apch Crs 342 [^]	NSR NDB 2300' (1645')	DA/MDA(H) 1110' (455')	Apt Elev 656' Rwy 655'			
MISSED APCH: Climb on 342 [^] from NSR NDB to ABEAM NUA NDB, then turn LEFT onto 255 [^] from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 4000'		MSA NSR NDB
Racetrack restricted to MAX 140 KT (CAT A & B)/MAX 200 KT (CAT C & D).							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	ABEAM NUA 255
Descent Angle 3.03 [^]	375	482	536	643	750	858		
NSR NDB to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32	

.Std.	STRAIGHT-IN LANDING		CIRCLE-TO-LAND ²	
	CDFA			
	1 DA/MDA(H) 1110' (455')			
A	R1400m	ALS out	Max Kts	MDA(H)
B		R1500m	100	1150' (495') V1500m
C		R2100m	135	1160' (505') V1600m
D		R2100m	180	1280' (625') V2400m
			205	1540' (885') V3600m

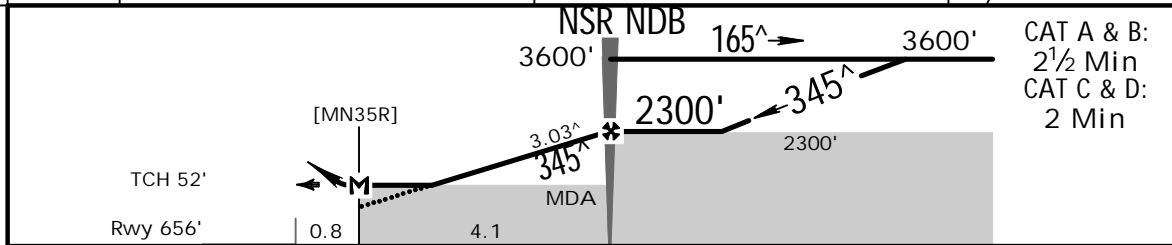
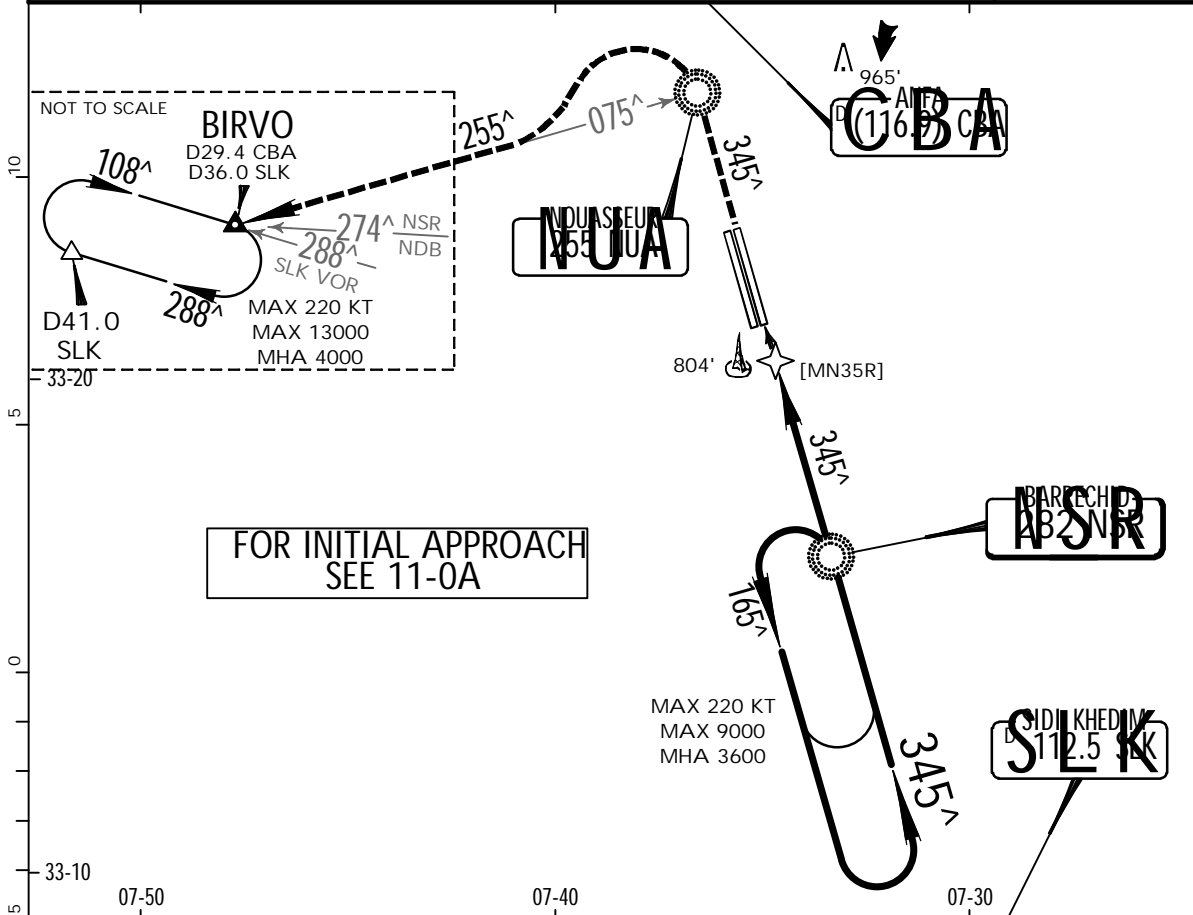
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 35L thresh elev of 655'.

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
13 JAN 23 (16-5)

CASABLANCA, MOROCCO
NDB Rwy 35R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
NDB NSR 282	Final Apch Crs 345 [^]	NSR NDB 2300' (1644')	DA/MDA(H) 1100' (444')	Apt Elev 656' Rwy 656'			
MISSED APCH: Climb STRAIGHT AHEAD to NUA NDB, then turn LEFT onto 255 [^] from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
Racetrack restricted to MAX 140 KT (CAT A & B)/MAX 200 KT (CAT C & D).						MSA NSR NDB	



Gnd speed-Kts	70	90	100	120	140	160		NUA 255 ↑
Descent Angle 3.03 [^]	375	482	536	643	750	858		
NSR NDB to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32	

PANS OPS	.Std.		STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND ²	
	1 DA/MDA(H)		1100' (444')			
	ALS out		Max Kts		MDA(H)	
	A		R1500m	100	1150' (494')	V1500m
	B		R1500m	135	1160' (504')	V1600m
C	R1400m		180	1280' (624')	V2400m	
D		R2100m	205	1540' (884')	V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 35R thresh elev of 656'.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

CASABLANCA, (MOHAMMED V INTL - GMMN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GMMN

Type: Terminal

Effectivity: Temporary

Begin Date: 20221229

End Date: Until Further Notice

(10-2J, LACAJ 1P) Procedure under clarification due to dual use of wpt name MN466, CAUTION advised.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Caution, newly built exit taxiways exist at RWYs 17L/35R and 17R/35L. Designation and status unknown.