

12-OCT-2017

**AGA-GMAD**

1-10

**AOI****A0I****GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours**

MON-FRI 0830-1630±

Ramadan Hours: 0900-1430±

Permanence: H24

**Airport Information****RFF:** CAT 8**PCN:** RWY 09/27: 62/F/A/W/T**Operation****TWY Restriction**

Two RWY exits with high speed AVBL.

TWY P width 15m / 49ft.

**Warnings**

Risk of excursion when using RWY 09 in case of presence rubber with rain conditions.

**ARRIVAL****Communication****COM Failure****STAR 1A**

Follow the authorized or planned STAR. In case of radar guidance, proceed to the initial STAR.

Observe the published FL and speed requirements. Proceed to IAF at the last assigned LVL acknowledged, if this LVL is AVBL in the HLDG pattern, otherwise at the highest LVL in the HLDG pattern. Stay in the HLDG pattern at this LVL until the latest time as follow:

- EAT
- Arrival time in the HLDG pattern +10min

Descend in the HLDG pattern to 4500ft at SOPAB. Leave IAF at this LVL to perform the known or estimated APCH procedure until LDG.

**STAR 2A**

Follow the authorized or planned STAR. In case of radar guidance, proceed to the initial STAR.

Observe the published FL and speed requirements. Proceed to IAF at the last assigned LVL acknowledged, if this LVL is AVBL in the HLDG pattern, otherwise at the highest LVL in the HLDG pattern. Stay in the HLDG pattern at this LVL until the latest time as follow:

- EAT
- Arrival time in the HLDG pattern +10min

Descend in the HLDG pattern to 4500ft at SOPAB or descend in the HLDG pattern to 4500ft at AGAMU. Leave IAF at this LVL to perform the known or estimated APCH procedure until LDG.

**Arrival Procedure****Non-standard GP intercept position on RWY 27**GP intercepts RWY 27 at *349m / 1145ft* after landing threshold.Remaining LDG DIST beyond GP is *2851m / 9354ft*.

12-OCT-2017

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**A0I****A0I****DEPARTURE****Take-off Minima**

|          |           |               |   |
|----------|-----------|---------------|---|
| RWY      |           | 09/27         |   |
| All ACFT | ft - m/km | 0 - 400R/400V | - |

**Communication****COM Failure**

In VMC: Turn back and land on AD.

In IMC: Go through with the flight until the TMA/1 limits and comply with SID at the latest assigned LVL, then climb to cruising LVL. If the latest assigned LVL is not compatible with MNM safety ALT, climb up to the cruising LVL.

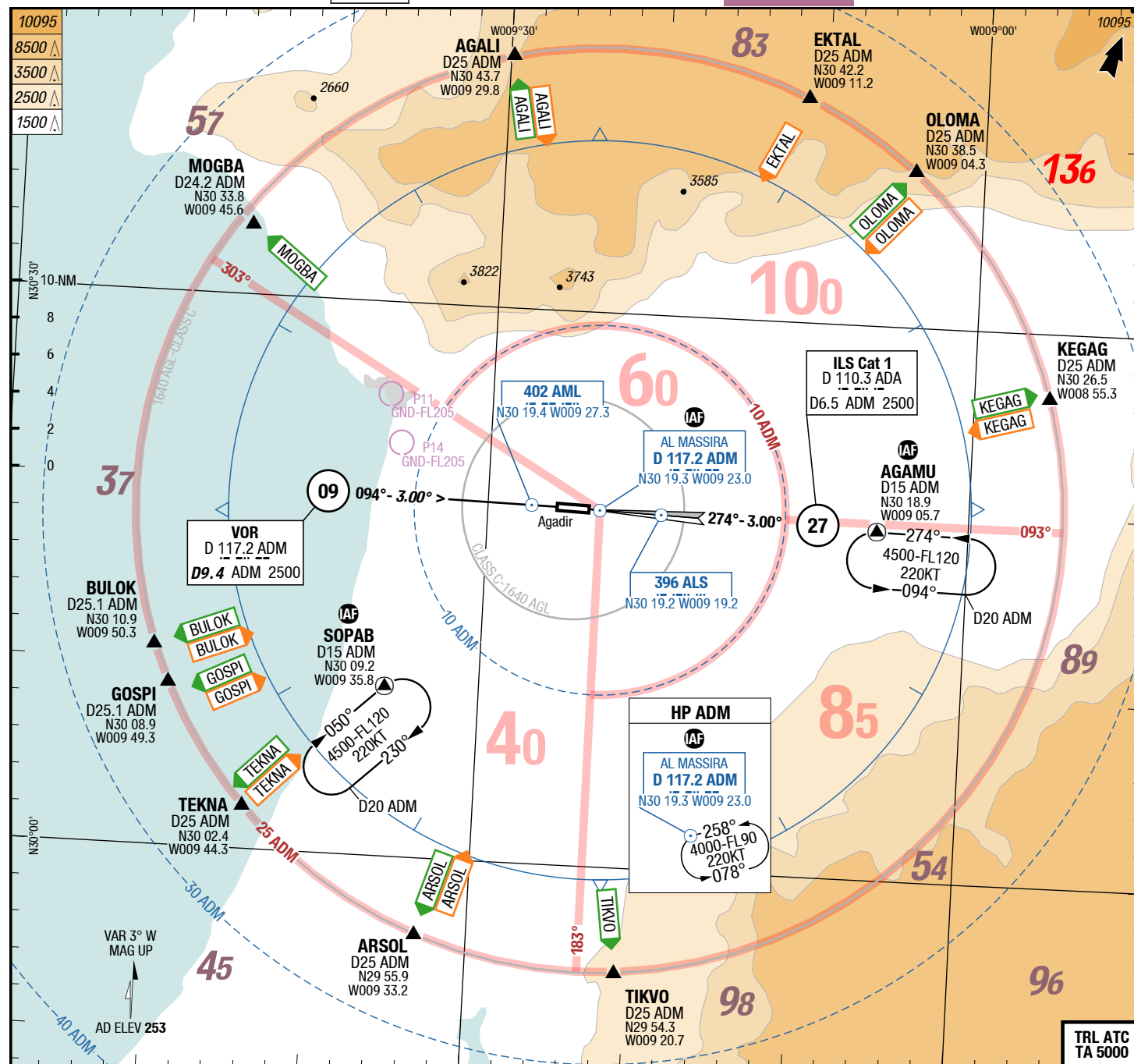
Under radar vectoring: Join the assigned SID as soon as possible.

**AGA-GMAD**

**AFC**

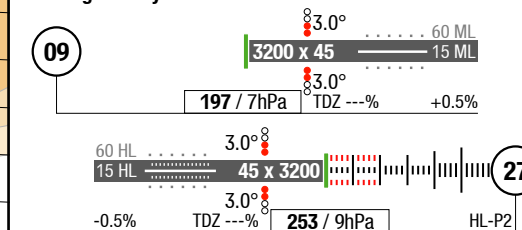
**AFC**

2-10



|                |         |
|----------------|---------|
| D-ATIS         | 127.750 |
| AI Massira APP | 120.900 |
| AI Massira TWR | 119.500 |

**Landing RWY system:**



Changes: Completely revised

Effective 07-JAN-2016

31-DEC-2015

AGA-GMAD

Morocco Agadir Al Massira Intl

AGC

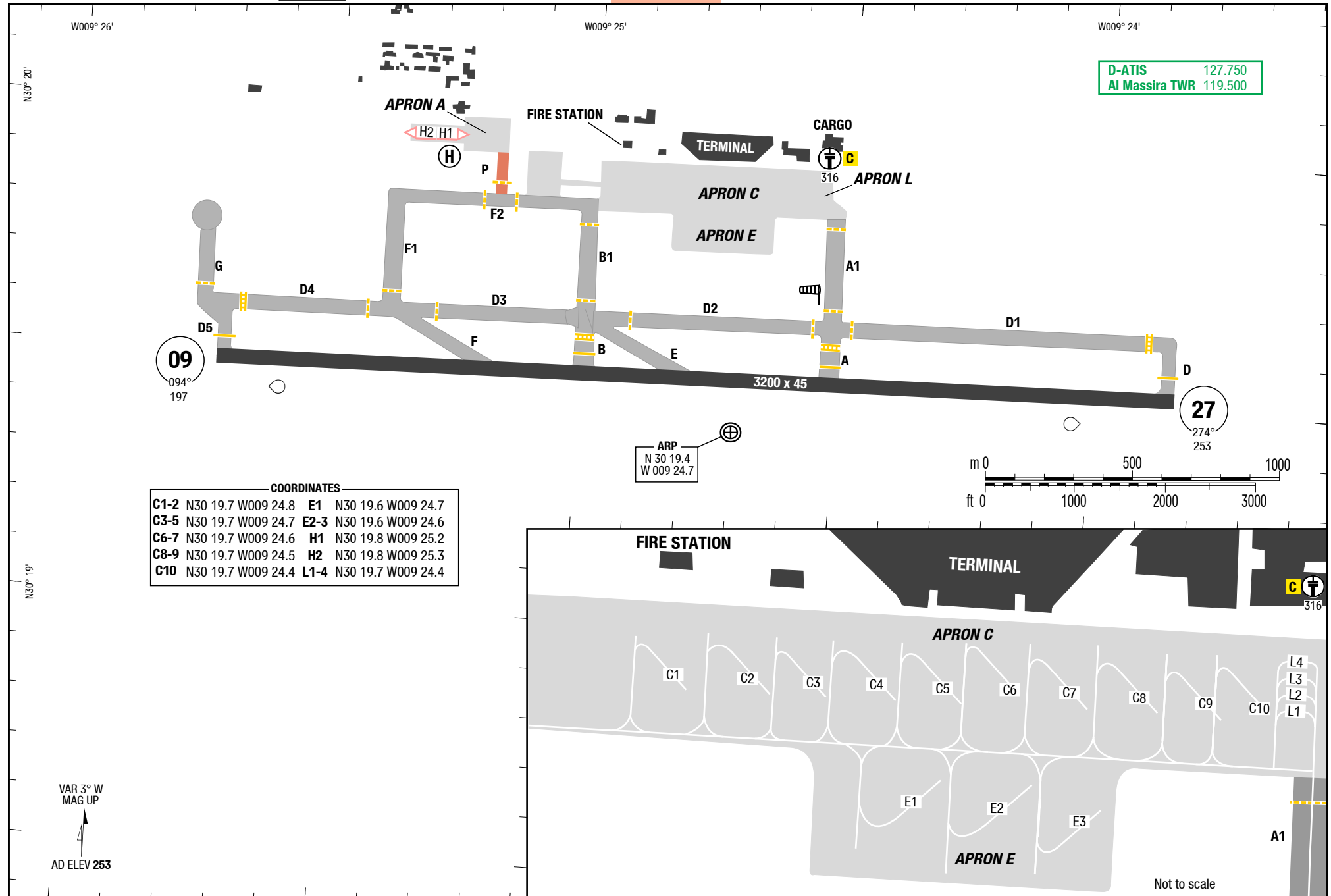
AGC

AGC

Al Massira Intl Agadir Morocco

AGC

3-20



Changes: QFU

31-DEC-2015

**AGA-GMAD**Morocco **Agadir** Al Massira Intl

## SIDs RWY 27

## SIDs RWY 09

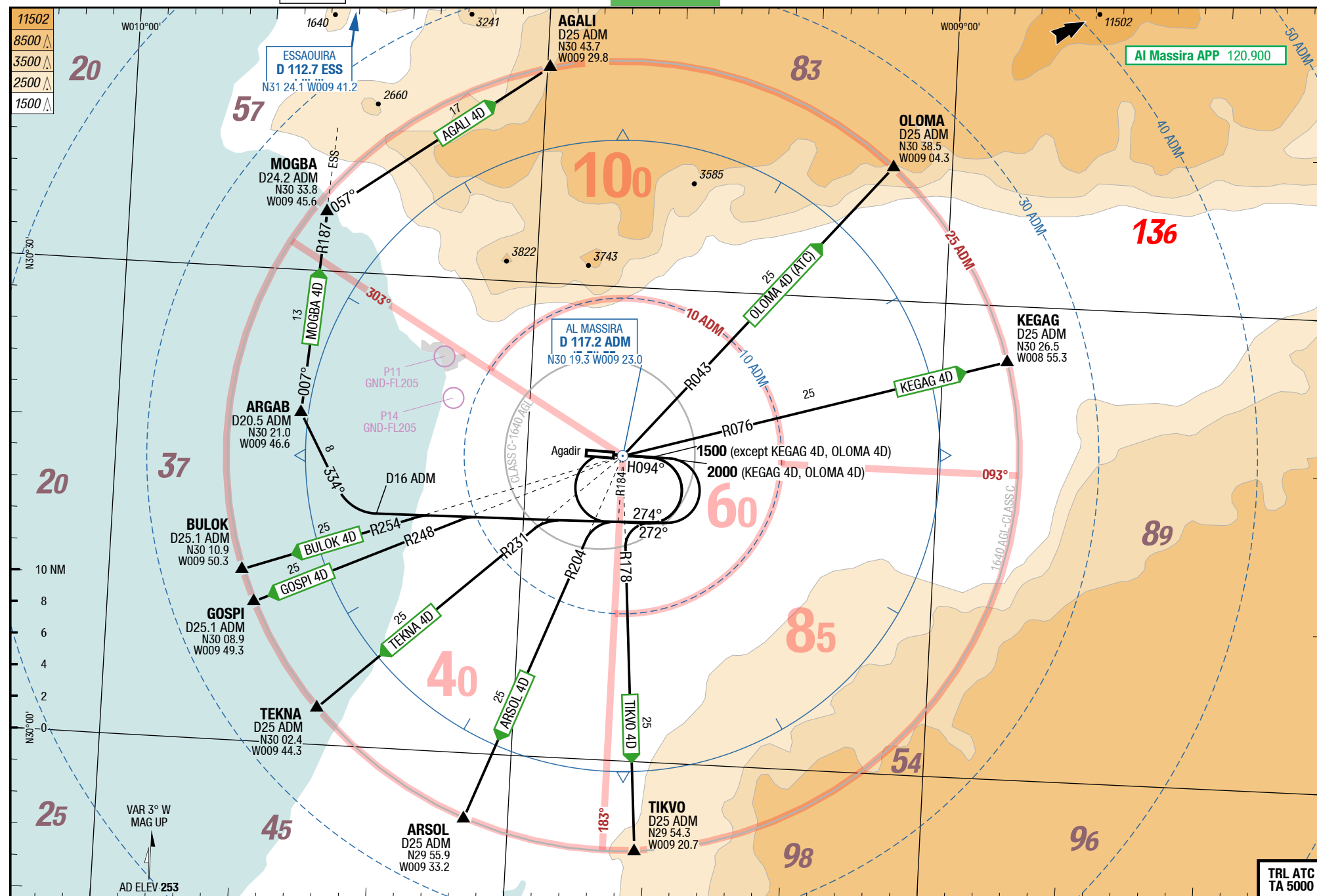
SID

SID

Al Massira Intl **Agadir** Morocco

SIDs RWY 27

## SIDs RWY 09



Changes: Completely revised

TRL ATC  
TA 5000

© Lido 2015

31-DEC-2015

Morocco **Agadir** Al Massira IntlAl Massira Intl **Agadir** Morocco**AGA-GMAD**

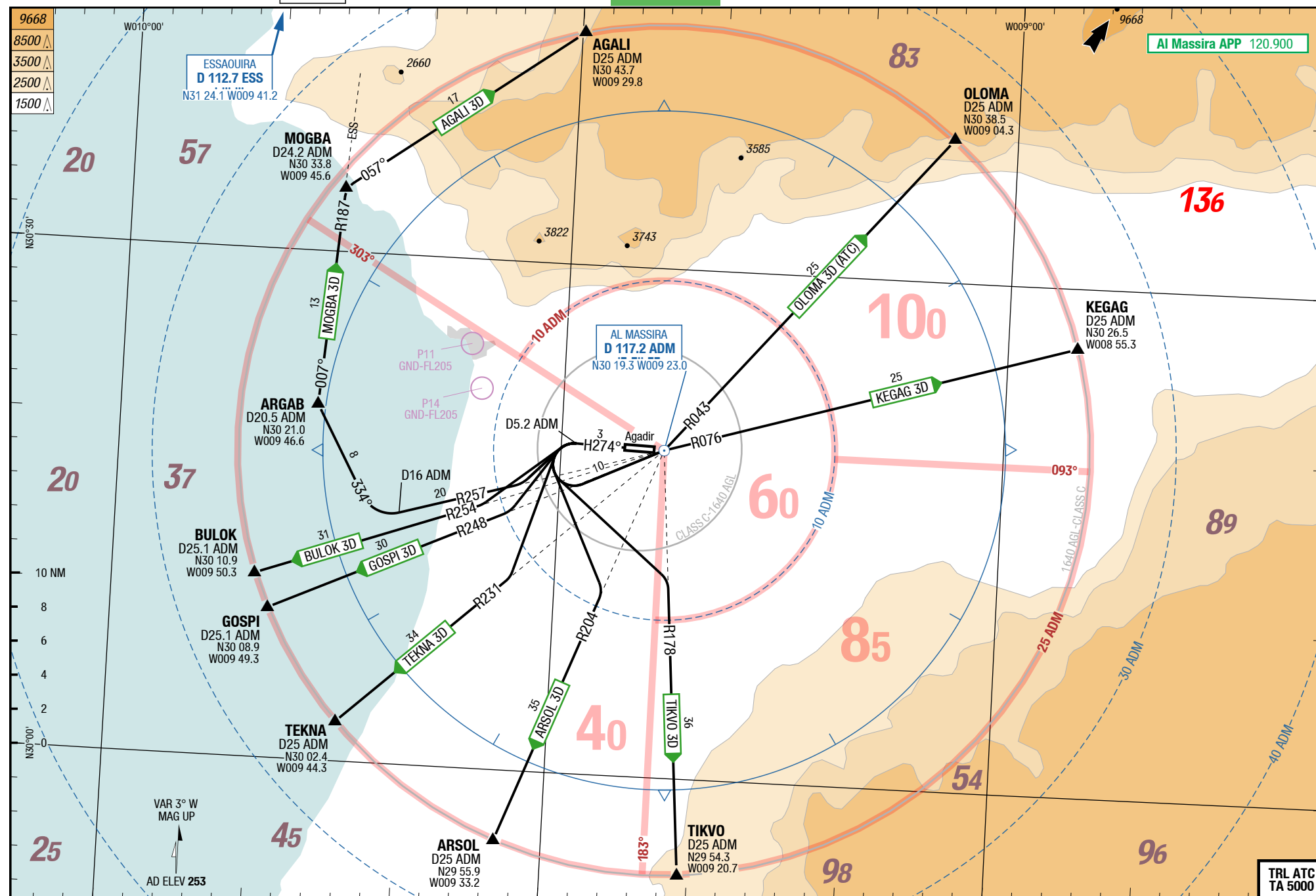
4-20

## SIDs RWY 27

SID

SID

## SIDs RWY 27



Changes: Completely revised

TRL ATC  
TA 5000

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**AGALI 4D / ARSOL 4D / BULOK 4D / GOSPI 4D / KEGAG 4D / MOGBA 4D / OLOMA 4D / TEKNA 4D / TIKVO 4D**

RWY 09 (094°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR   | ROUTING  | ALTITUDES |
|--|--|-----------|
|  | <b>Runway 09</b>   |           |
| <b>AGALI 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - at D16 <b>ADM RT</b> 334° to ARGAB<br>- intercept R187 <b>ESS</b> inbound to MOGBA - <b>RT</b> to AGALI |           |
| <b>ARSOL 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - intercept R204 <b>ADM</b> to ARSOL  |           |
| <b>BULOK 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - intercept R254 <b>ADM</b> to BULOK  |           |
| <b>GOSPI 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - intercept R248 <b>ADM</b> to GOSPI  |           |
| <b>KEGAG 4D</b><br>7.0%<br><b>120.900</b>          | RWY HDG - at <b>2000 RT</b> 274° - crossing R184 <b>ADM RT</b> direct<br><b>ADM</b> - R076 <b>ADM</b> to KEGAG                             |           |
| <b>MOGBA 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - at D16 <b>ADM RT</b> 334° to ARGAB<br>- intercept R187 <b>ESS</b> inbound to MOGBA                      |           |
| <b>OLOMA 4D</b><br>(ATC)<br>7.0%<br><b>120.900</b> | RWY HDG - at <b>2000 RT</b> 274° - crossing R184 <b>ADM RT</b> direct<br><b>ADM</b> - R043 <b>ADM</b> to OLOMA                             |           |
| <b>TEKNA 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - intercept R231 <b>ADM</b> to TEKNA  |           |
| <b>TIKVO 4D</b><br><b>120.900</b>                  | RWY HDG - at <b>1500 RT</b> 272° - intercept R178 <b>ADM</b> to TIKVO  |           |

**AGALI 3D / ARSOL 3D / BULOK 3D / GOSPI 3D / KEGAG 3D / MOGBA 3D / OLOMA 3D / TEKNA 3D / TIKVO 3D**

**RWY 27 (274°)**

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR   | ROUTING  | ALTITUDES |
|--|--|-----------|
|  | <b>Runway 27</b>   |           |
| <b>AGALI 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R257 <b>ADM</b> - at D16 <b>ADM RT</b> 334° to ARGAB - intercept R187 <b>ESS</b> inbound to MOGBA - <b>RT</b> direct AGALI |           |
| <b>ARSOL 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R204 <b>ADM</b> to ARSOL   |           |
| <b>BULOK 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R254 <b>ADM</b> to BULOK   |           |
| <b>GOSPI 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R248 <b>ADM</b> to GOSPI   |           |
| <b>KEGAG 3D</b><br>7.0%<br><b>120.900</b>          | RWY HDG - at D5.2 <b>ADM LT</b> direct <b>ADM</b> - R076 <b>ADM</b> to KEGAG   |           |
| <b>MOGBA 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R257 <b>ADM</b> - at D16 <b>ADM RT</b> 334° to ARGAB - intercept R187 <b>ESS</b> inbound to MOGBA                          |           |
| <b>OLOMA 3D</b><br>(ATC)<br>7.0%<br><b>120.900</b> | RWY HDG - at D5.2 <b>ADM LT</b> direct <b>ADM</b> - R043 <b>ADM</b> to OLOMA   |           |
| <b>TEKNA 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R231 <b>ADM</b> to TEKNA   |           |
| <b>TIKVO 3D</b><br><b>120.900</b>                  | RWY HDG - at D5.2 <b>ADM LT</b> intercept R178 <b>ADM</b> to TIKVO   |           |



03-NOV-2016

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STARs RWY 27

STARs RWY 09

STAR

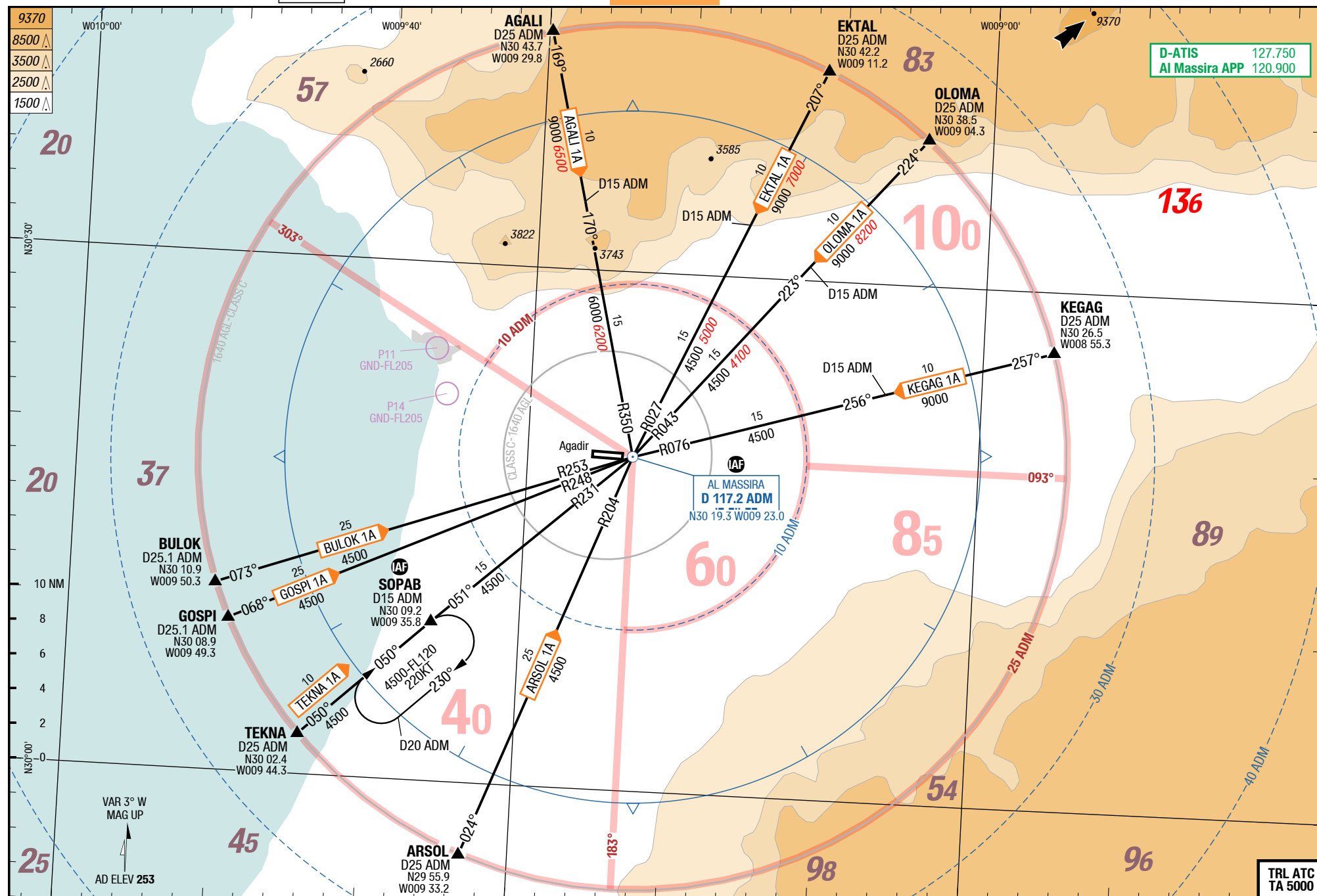
STAR

Al Massira Intl Agadir Morocco

STARs RWY 27

STARs RWY 09

6-10



Changes: Reprint

03-NOV-2016  
AGA-GMAD

Morocco Agadir Al Massira Intl

6-20

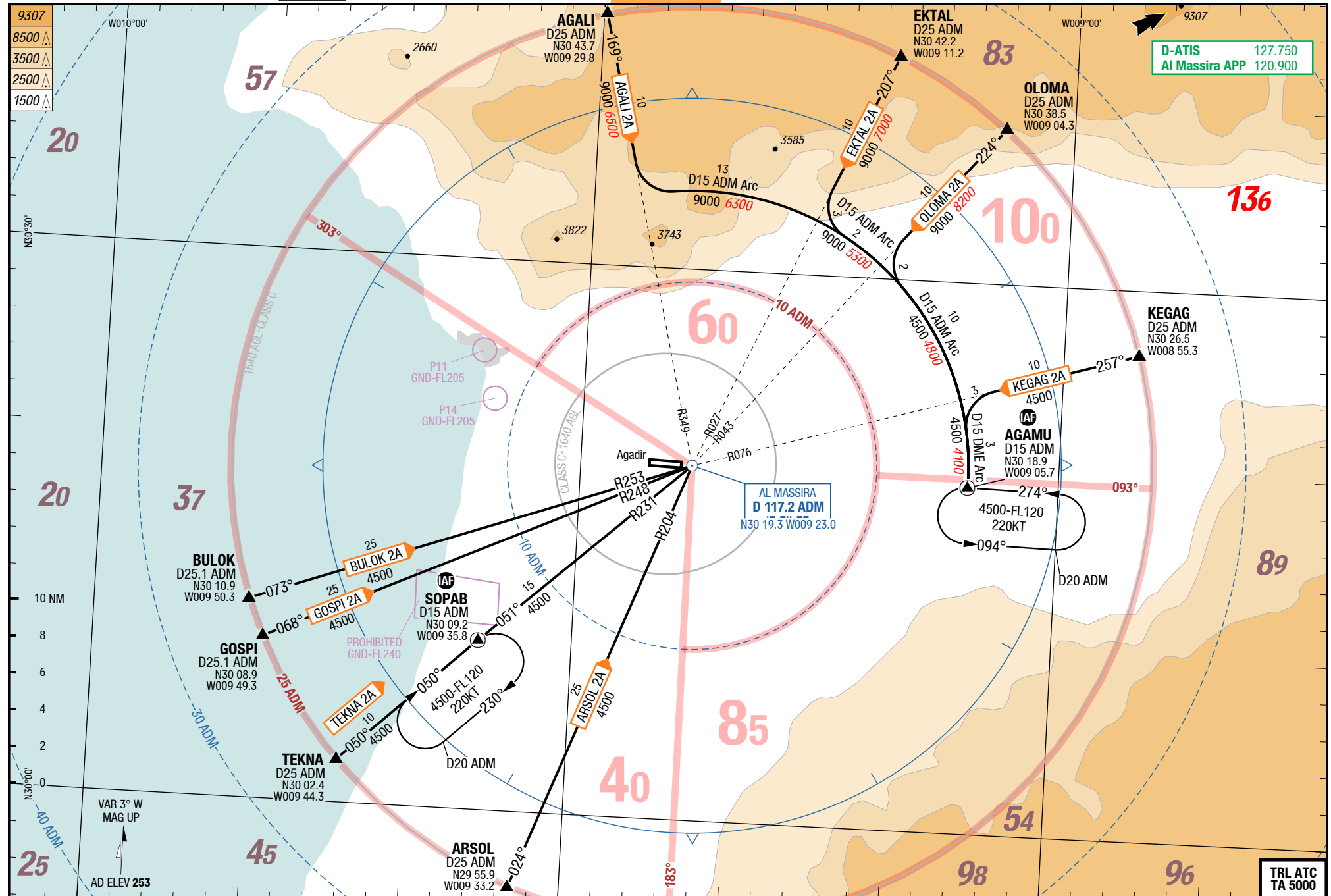
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STAR

Al Massira Intl Agadir Morocco

STARs RWY 27

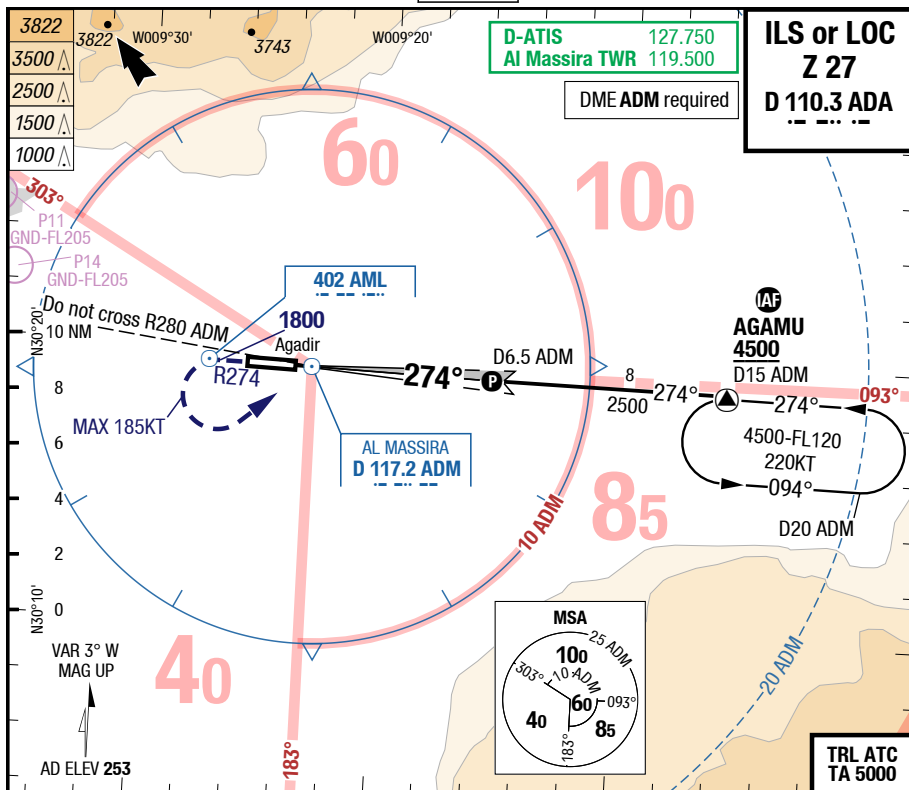


Changes: SUAs, Editorial

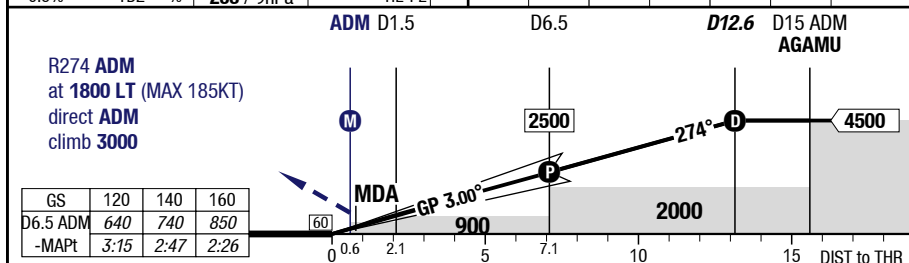
# AGA-GMAD

7-10

ILS or LOC Z 27



|       |           |            |       |      |      |      |      |                  |
|-------|-----------|------------|-------|------|------|------|------|------------------|
| 60 HL | 3.0°      | 1          | 3     | 5    | 7    | 9    | 12.6 | <b>LOC 3.00°</b> |
| 15 HL | 45 x 3200 | 810        | 1450  | 2090 | 2720 | 3360 | 4500 | <b>D ADM</b>     |
| -0.5% | TDZ ---%  | 253 / 9hPa | HL-P2 |      |      |      |      |                  |

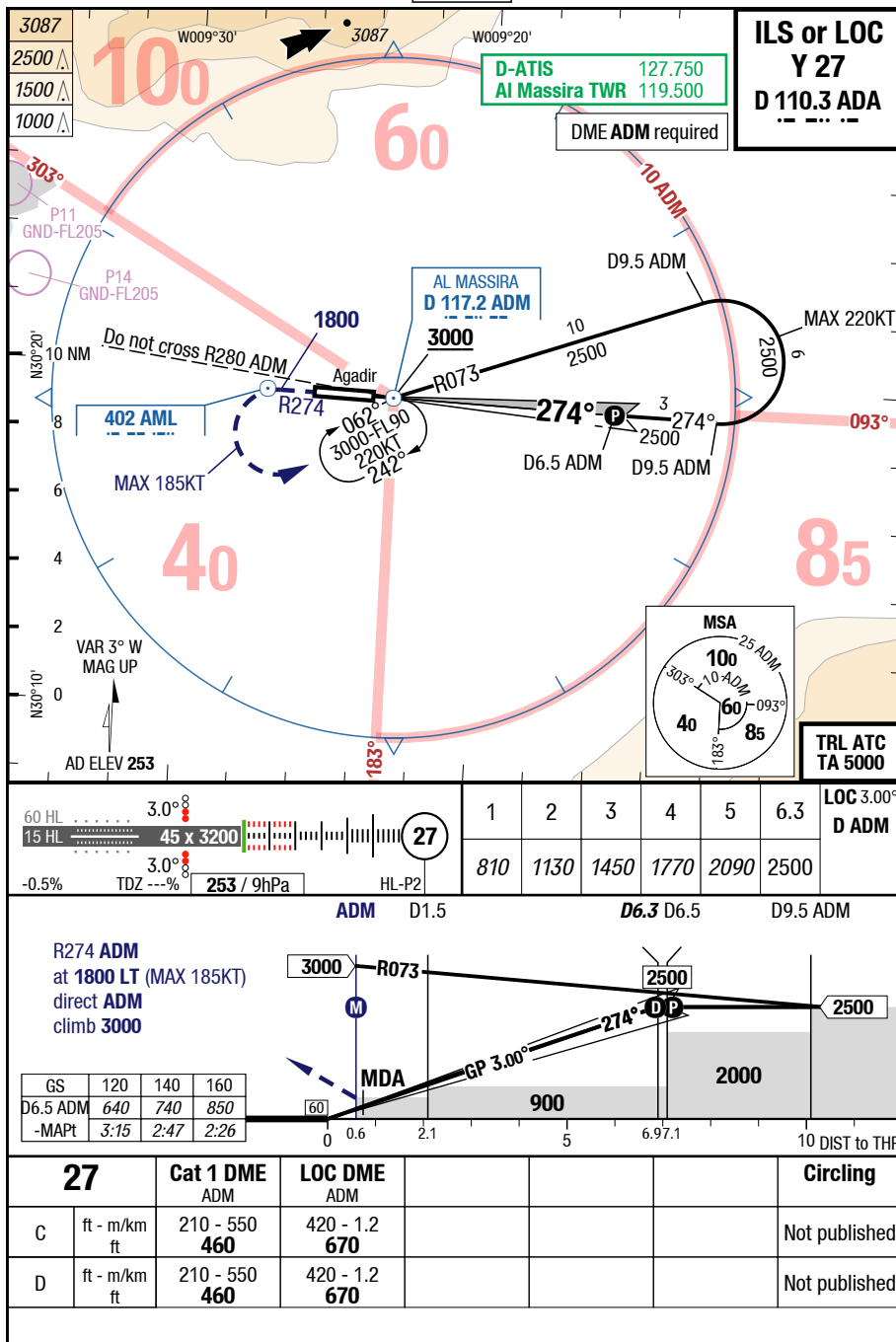


| 27 | Cat 1 DME ADM   | LOC DME ADM      |                  |  |  | Circling      |
|----|-----------------|------------------|------------------|--|--|---------------|
| C  | ft - m/km<br>ft | 210 - 550<br>460 | 420 - 1.2<br>670 |  |  | Not published |
| D  | ft - m/km<br>ft | 210 - 550<br>460 | 420 - 1.2<br>670 |  |  | Not published |

# AGA-GMAD

7-20

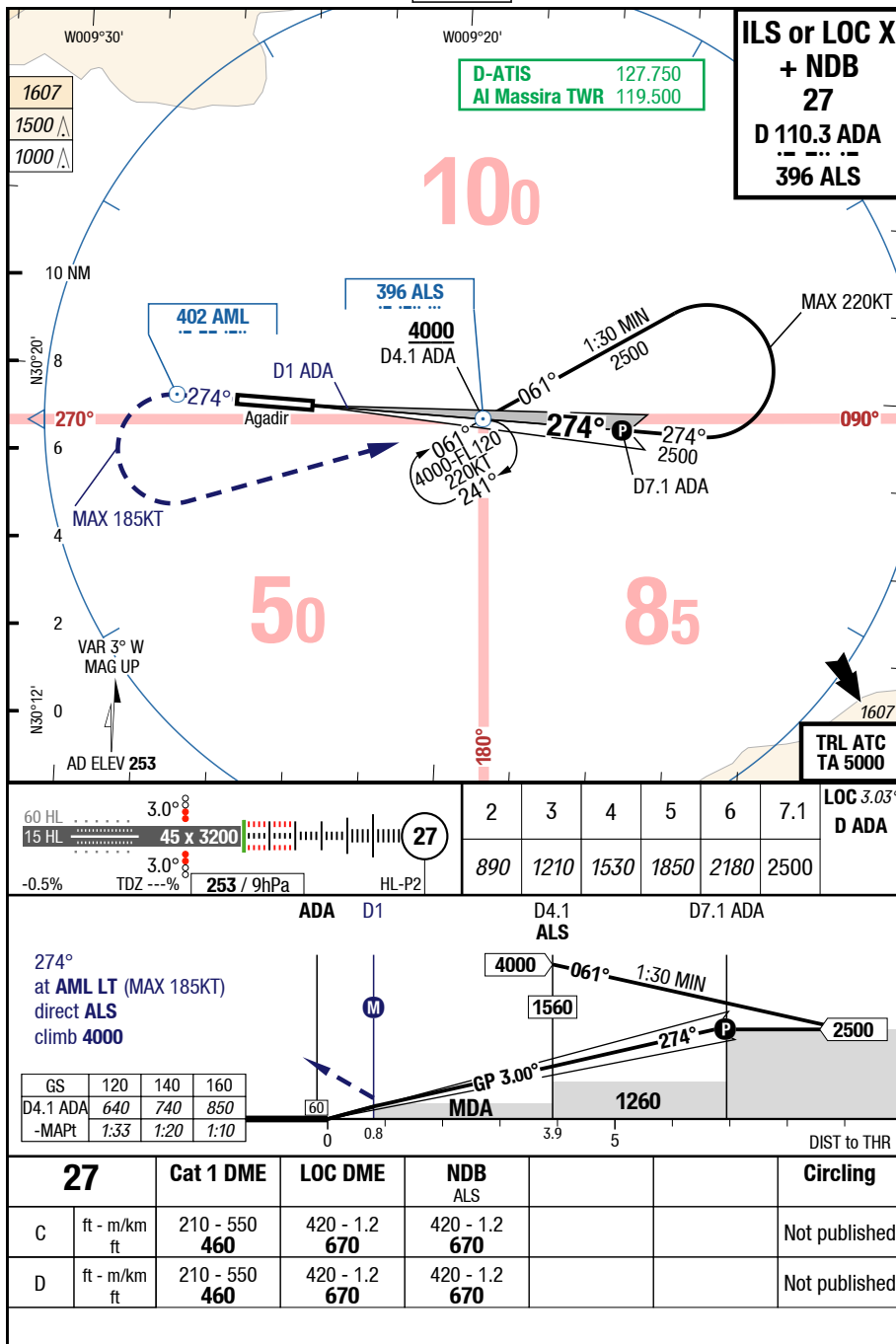
ILS or LOC Y 27



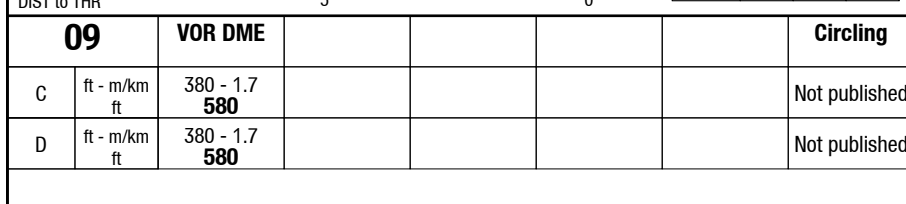
AGA-GMAD

7-30

ILS or LOC X + NDB 27



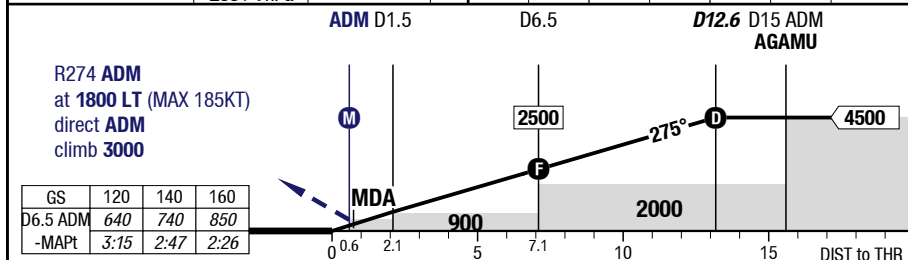
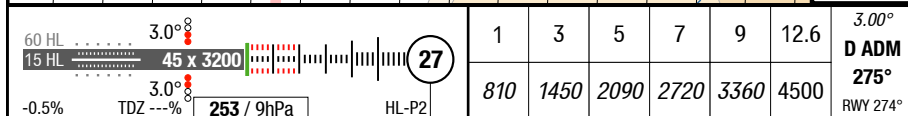
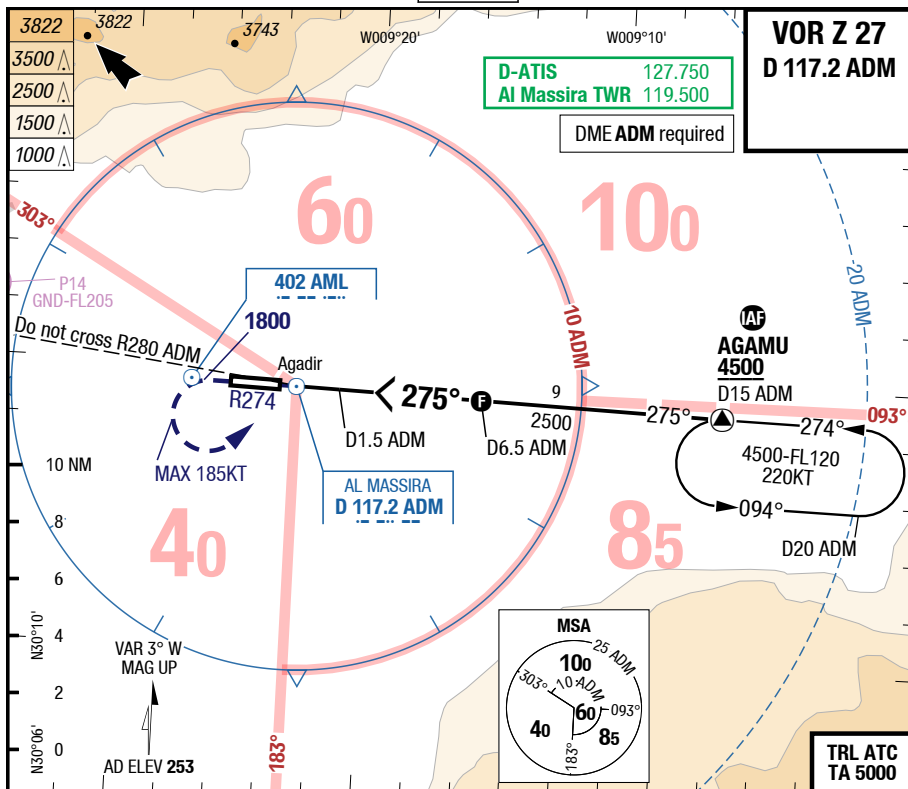
**VOR 09**



# AGA-GMAD

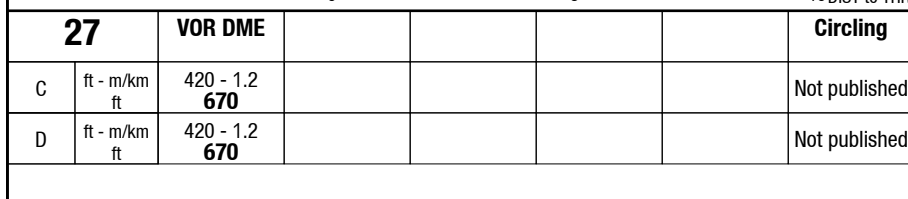
7-60

VOR Z 27



| 27 | VOR DME         |                  |  |  |  | Circling      |
|----|-----------------|------------------|--|--|--|---------------|
| C  | ft - m/km<br>ft | 420 - 1.2<br>670 |  |  |  | Not published |
| D  | ft - m/km<br>ft | 420 - 1.2<br>670 |  |  |  | Not published |

**VOR Y 27**





**AGA-GMAD**

**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**

**8-10**



Changes: WPT KESIR, TOLSO

TRL ATC  
TA 5000

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