

GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours

MON-FRI 0830-1630±

Ramadan 0900-1430±

Permanence H24

Airport Information

RFF: CAT 9

PCN: RWY 35R/17L: 0-60m / 0-197ft 67/R/C/W/T
60-830m / 197-2723ft 73/R/C/W/T
830-3720m / 2723-12005ft 65/F/C/W/T
RWY 17R: 0-2520m / 0-8267ft 66/F/B/W/T
2520-3720m / 8267-12005ft 62/R/B/W/T
RWY 35L: 0-1200m / 0-3937ft 62/R/B/W/T
1200-3720m / 3937-12005ft 66/F/B/W/T

Operation

Low Visibility Procedure

Authorization from DAC required to operate precision APCH CAT II/III.
LVP in force when RVR at or below 800m and/or CEIL at or below 200ft.
Follow-me AVBL O/R.

ARR

Vacate RWY only via TWY M2 or N2.

Access to stands as followed:

- E1-E12, B1-B10 and from J5-J9 taxi via TWY M.
- C23-C26 and J11-J15 taxi via TWY P.
- D1-D15 taxi via TWY Q.
- F1-F9 and G1-G6 taxi via TWY R.

DEP: Taxi instruction will be segmented: Taxi to HP, cross RWY and hold short, line-up and TKOF.

Preferential RWY

LDG RWY 35R/L

Up to a tailwind component of MAX 7KT RWY 35R/L is to be used.

If only RWY 17R/L is usable for LDGs, two conditions are to be considered:

- If CEIL 1500ft/AAL or more and VIS 5KM or more INSTR APCH RWY 35L/R followed by right downwind RWY 17L/R.
- If CEIL less than 1500/AAL INSTR APCH RWY 17L/R.

TKOF: RWY 35L/R 0600-2300±

TKOF: RWY 17L/R 2300-0600±

- **Night restrictions:** From 2300-0600± TKOF with a tailwind component of MAX 7KT have to be executed on RWY 17L/R. If RWY 17L/R cannot be used for operational reasons, another RWY can be assigned on pilots request, with delays to be expected.
- **Use of RWY:** From 0600-2300± and with tailwind component of MAX 7KT RWY 35L/R is to be used. If RWY 35L/R cannot be used for operational reasons, another RWY can be assigned on pilots request with delays to be expected.

GENERAL

A380: RWY 17L/35R AVBL for LDG/TKOF.

TWY Restriction

TWY N, S CLSD.

Except ATC authorization, ACFT landing at RWY 17R have not to vacate via TWY P.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

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

Observe the published flight LVL and speed requirements.

Proceed to IAF at last assigned LVL that was acknowledged, if this LVL is AVBL in the HP, otherwise at the highest LVL in the HP.

Stay in the HP at this LVL until the latest time as follow:

- EAT.
- ARR time in the HP plus 10min.

Then descend in the HP to FL60.

Leave IAF at this LVL to perform the know or estimated APCH PROC until LDG.

Arrival Procedure**Non-standard GP Intercept Position on RWY 35R**

GP intercepts RWY 35R at *336m / 1103ft* after landing threshold.

Remaining DIST beyond GP is *3384m / 11102ft*.

Warnings

During VIS APCH there is a risk of confusion between:

- parallel TWY T and RWY 35R/17L
- RWY 35L and RWY 35R
- RWY 17L and RWY 17R

DEPARTURE**Take-off Minima**

| RWY | | 35L, 35R | |
|----------|-----------|----------|---|
| All ACFT | ft - m/km | 0 - 75R | - |
| RWY | | 17L, 17R | |
| All ACFT | ft - m/km | 0 - 125R | - |

Communication**COM Failure**

VMC: Turn back and land on AD using circuit to west of AD.

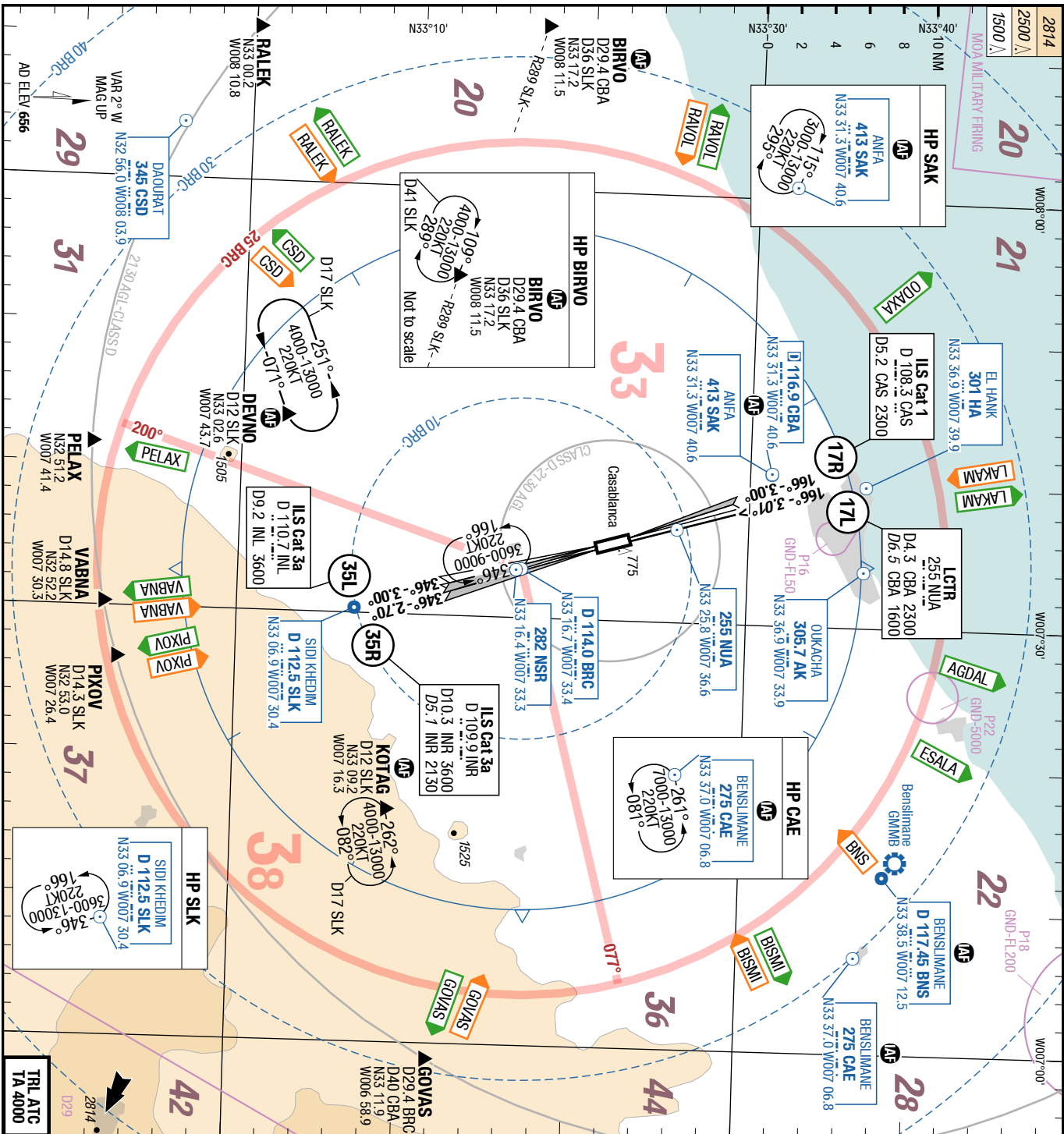
IMC: Continue to TMA/1 limit and comply with DEP routing at latest assigned LVL, then climb to the cruising LVL. If latest assigned LVL is not compatible with MNM safety ALT, climb up to cruising LVL. If the failure occurs when ACFT is under RAD vectoring, join assigned SID as soon as possible.

Departure Procedure**Start-up/Push-back**

Contact TWR or GND 10min before EOBT and report:

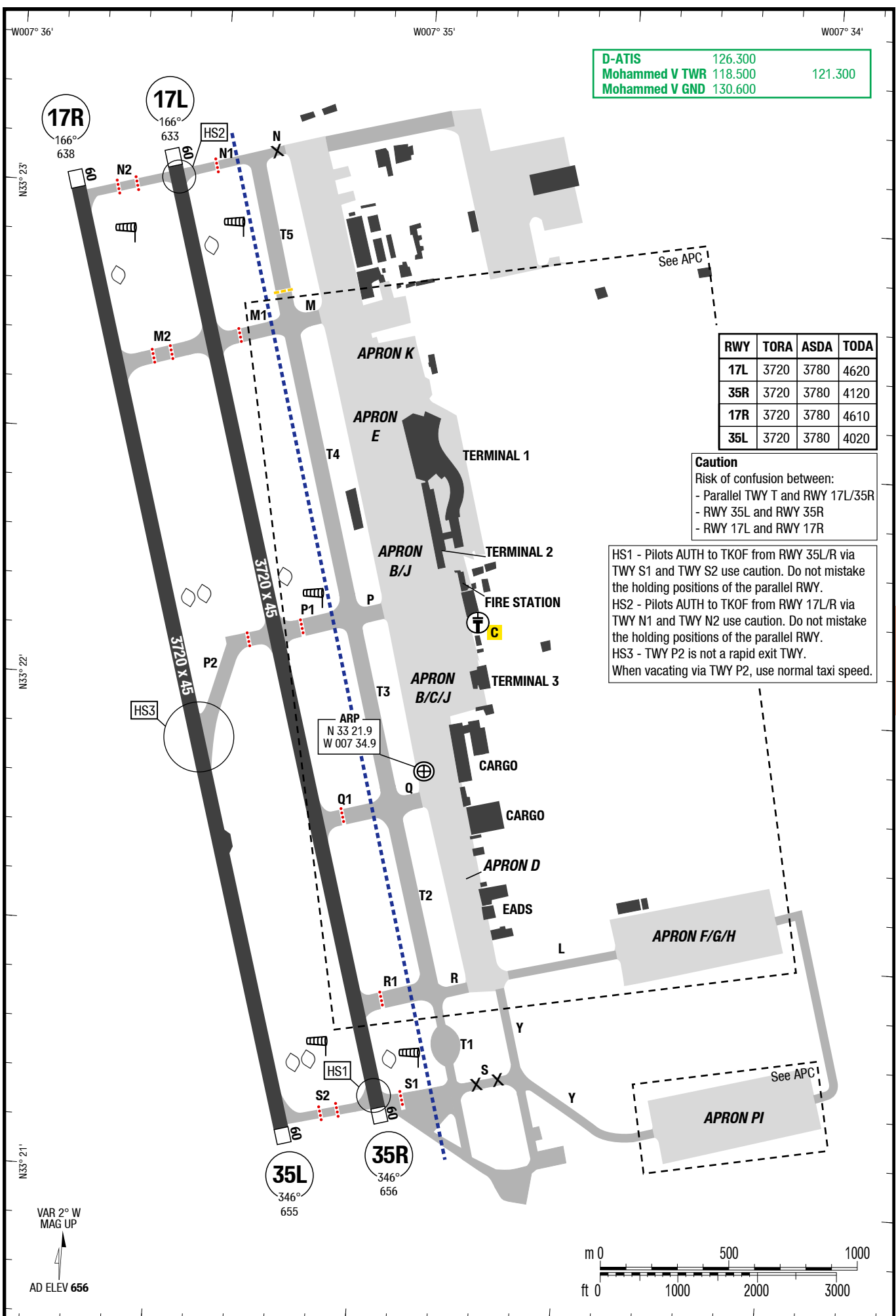
- Call sign
- Stand number
- D-ATIS code
- DEST

REQ start-up when actually ready, start-up during push-back.



| | |
|----------------|---------|
| D-ATIS | 126.300 |
| Mohammed V APP | 119.900 |
| Mohammed V TWR | 121.300 |
| Mohammed V GND | 118.500 |
| | 121.300 |
| | 130.600 |

| | |
|---------------------|---|
| Landing RWY system: | 82.7° |
| 17L | 3720 x 45 |
| HL-S | THR 633 (23hPa) / TDZ 643 (+0.5%) +0.2% |
| 17R | 3720 x 45 |
| HL-S | THR 638 (23hPa) / TDZ 639 (+0.1%) +0.1% |
| 35L | 3600 x 60 |
| HL-S | THR 654 (+0.2%) / THR 655 (24hPa) |





Effective 12-OCT-2017

05-OCT-2017

CMN-GMMN

Morocco Casablanca Mohammed V Intl

SIDs RWYs 35L/R

SID

SID

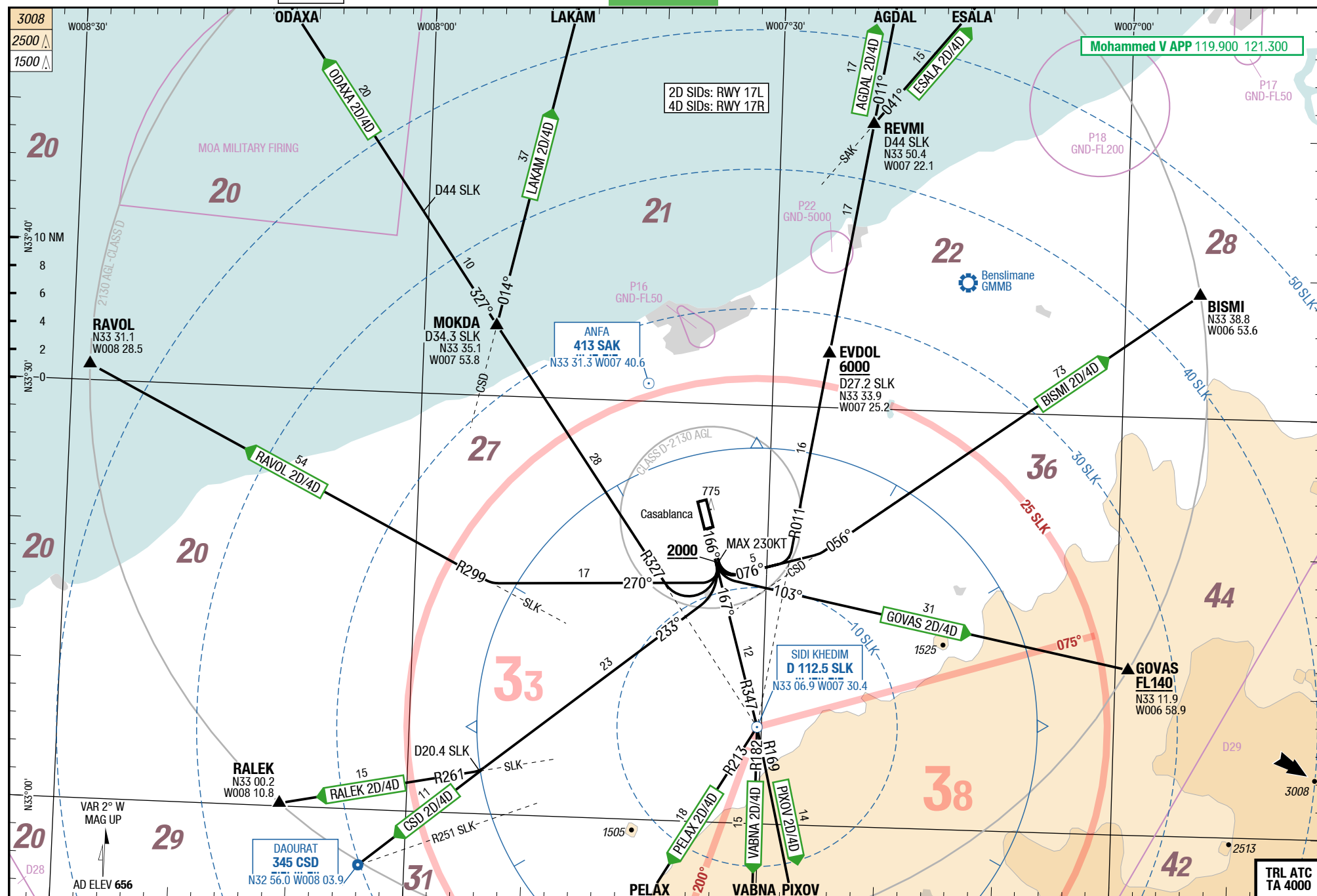
Mohammed V Intl Casablanca Morocco

SIDs RWYs 35L/R

SIDs RWYs 17L/R

4-10

SIDs RWYs 17L/R



Changes: Nil

TRL ATC
TA 4000

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05-OCT-2017

Morocco **Casablanca** Mohammed V Intl

SID

SID

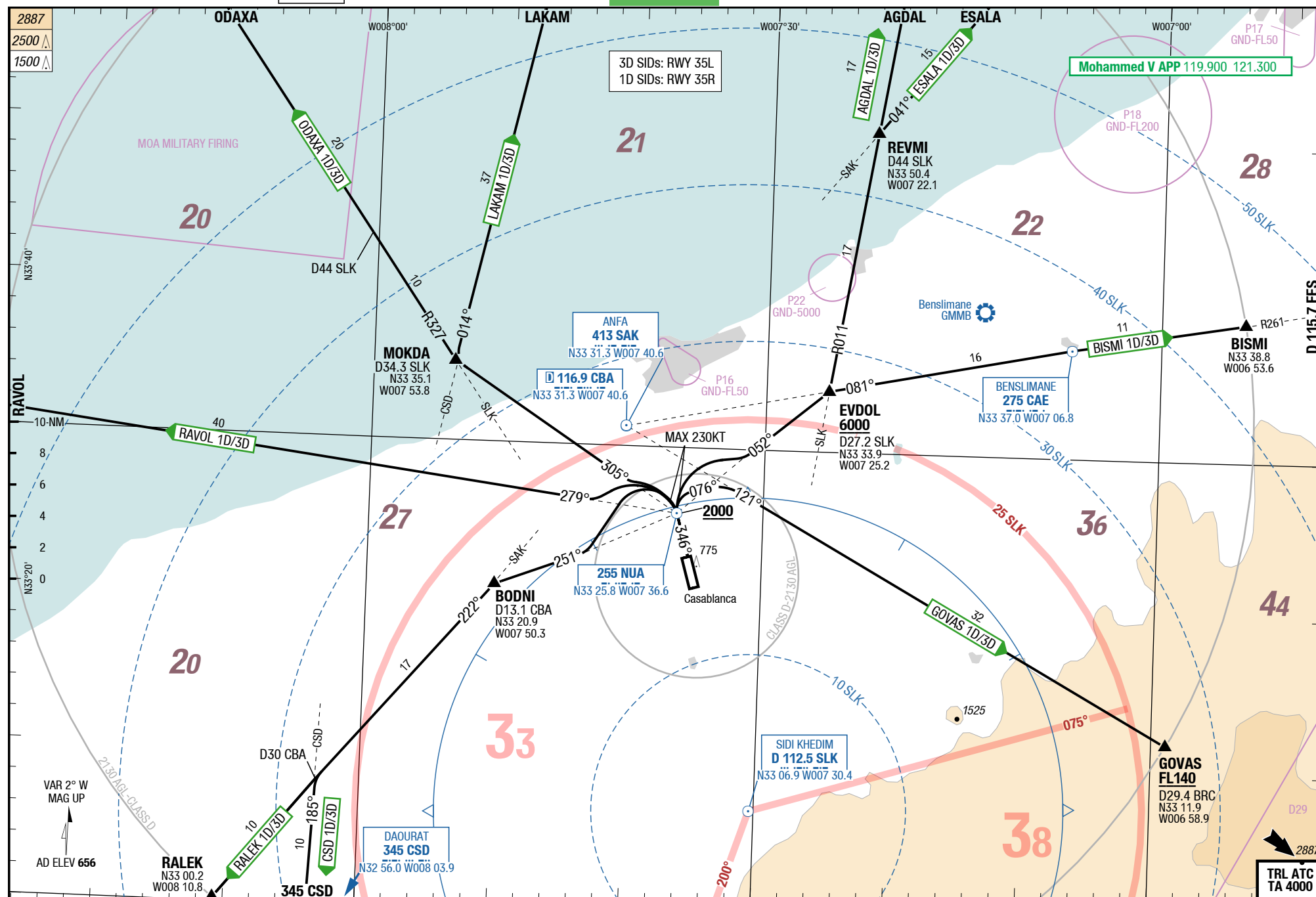
Mohammed V Intl **Casablanca** Morocco

CMN-GMMN

4-20

SIDs RWYs 35L/R

SIDs RWYs 35L/R



Changes: NAVAID

CMN-GMMN

5-10

SIDs RWYs 17L/R

SIDPT

AGDAL 2D / BISMI 2D / DAOURAT 2D / ESALA 2D / GOVAS 2D / LAKAM 2D / ODAXA 2D / PELAX 2D / PIXOV 2D

RWY 17L (166°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|------------------------|
| | Runway 17L | |
| AGDAL 2D AGL 2D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) 076° - intercept R011 SLK to EVDOL - REVMI - AGDAL | EVDOL MNM 6000 |
| BISMI 2D BSM 2D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) 076° - intercept QDR 056 CSD to BISMI | |
| DAOURAT 2D CSD 2D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) intercept QDM 233 CSD to CSD | |
| ESALA 2D ESL 2D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) 076° - intercept R011 SLK to EVDOL - REVMI - RT intercept QDR 041 SAK to ESALA | EVDOL MNM 6000 |
| GOVAS 2D GVS 2D 7.0% 119.900 | MNM 2000 LT (MAX 230 KT) 103° to GOVAS | GOVAS MNM FL140 |
| LAKAM 2D LKM 2D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept R327 SLK to MOKDA - RT intercept QDR 014 CSD to LAKAM. | |
| ODAXA 2D ODX 2D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept R327 SLK to ODAXA | |
| PELAX 2D PLX 2D 7.0% 119.900 | Intercept R347 SLK to SLK - R213 SLK to PELAX | |
| PIXOV 2D POV 2D 7.0% 119.900 | Intercept R347 SLK to SLK - R169 SLK to PIXOV | |

CMN-GMMN

5-20

SIDs RWYs 17L/R

RALEK 2D / RAVOL 2D / VABNA 2D / AGDAL 4D / BISMI 4D / DAOURAT 4D / ESALA 4D / GOVAS 4D

RWYs 17L/R (166°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|------------------------|
| Runway 17L | | |
| RALEK 2D RLK 2D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) intercept QDM 233 CSD inbound - intercept R261 SLK to RALEK. | |
| RAVOL 2D RVL 2D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) 270° - intercept R299 SLK to RAVOL | |
| VABNA 2D VBN 2D 7.0% 119.900 | Intercept R347 SLK to SLK - R182 SLK to VABNA | |
| Runway 17R | | |
| AGDAL 4D AGL 4D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) 076° - intercept R011 SLK to EVDOL - REVMI - AGDAL | EVDOL MNM 6000 |
| BISMI 4D BSM 4D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) 076° - intercept QDR 056 CSD to BISMI | |
| DAOURAT 4D CSD 4D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) intercept QDM 233 CSD to CSD | |
| ESALA 4D ESL 4D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) 076° - intercept R011 SLK to EVDOL - REVMI - RT intercept QDR 041 SAK to ESALA | EVDOL MNM 6000 |
| GOVAS 4D GVS 4D 7.0% 119.900 | MNM 2000 LT (MAX 230 KT) 103° to GOVAS | GOVAS MNM FL140 |

CMN-GMMN

5-30

SIDs RWYs 17L/R

LAKAM 4D / ODAXA 4D / PELAX 4D / PIXOV 4D / RALEK 4D / RAVOL 4D / VABNA 4D
RWY 17R (166°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|-----------|
| | Runway 17R | |
| LAKAM 4D LKM 4D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept R327 SLK to MOKDA - RT intercept QDR 014 CSD to LAKAM. | |
| ODAXA 4D ODX 4D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept R327 SLK to ODAXA | |
| PELAX 4D PLX 4D 7.0% 119.900 | Intercept R347 SLK to SLK - R213 SLK to PELAX | |
| PIXOV 4D POV 4D 7.0% 119.900 | Intercept R347 SLK to SLK - R169 SLK to PIXOV | |
| RALEK 4D RLK 4D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) intercept QDM 233 CSD inbound - intercept R261 SLK to RALEK. | |
| RAVOL 4D RVL 4D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) 270° - intercept R299 SLK to RAVOL | |
| VABNA 4D VBN 4D 7.0% 119.900 | Intercept R347 SLK to SLK - R182 SLK to VABNA | |

CMN-GMMN

5-40

SIDs RWYs 35L/R

SIDPT

AGDAL 3D / Bismi 3D / DAOURAT 3D / ESALA 3D / GOVAS 3D / LAKAM 3D / ODAXA 3D /
RALEK 3D / RAVOL 3D

RWY 35L (346°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|------------------------|
| | Runway 35L | |
| AGDAL 3D AGL 3D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVDOL - LT intercept R011 SLK to REVMI - AGDAL | EVDOL MNM 6000 |
| Bismi 3D BSM 3D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVDOL - RT intercept QDM 081 CAE to CAE - QDR 081 CAE to Bismi | EVDOL MNM 6000 |
| DAOURAT 3D CSD 3D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 251 NUA to BODNI - LT intercept QDR 222 SAK - at D30 CBA LT intercept QDM 185 CSD to CSD | |
| ESALA 3D ESL 3D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVDOL - LT intercept R011 SLK to REVMI - RT intercept QDR 041 SAK to ESALA | EVDOL MNM 6000 |
| GOVAS 3D GVS 3D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) 076° - intercept QDR 121 SAK to GOVAS | GOVAS MNM FL140 |
| LAKAM 3D LKM 3D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 305 NUA to MOKDA - RT intercept QDR 014 CSD to LAKAM | |
| ODAXA 3D ODX 3D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 305 NUA to MOKDA - RT intercept R327 SLK to ODAXA | |
| RALEK 3D RLK 3D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 251 NUA to BODNI - LT intercept QDR 222 SAK to RALEK | |
| RAVOL 3D RVL 3D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 279 NUA to RAVOL | |

CMN-GMMN

5-50

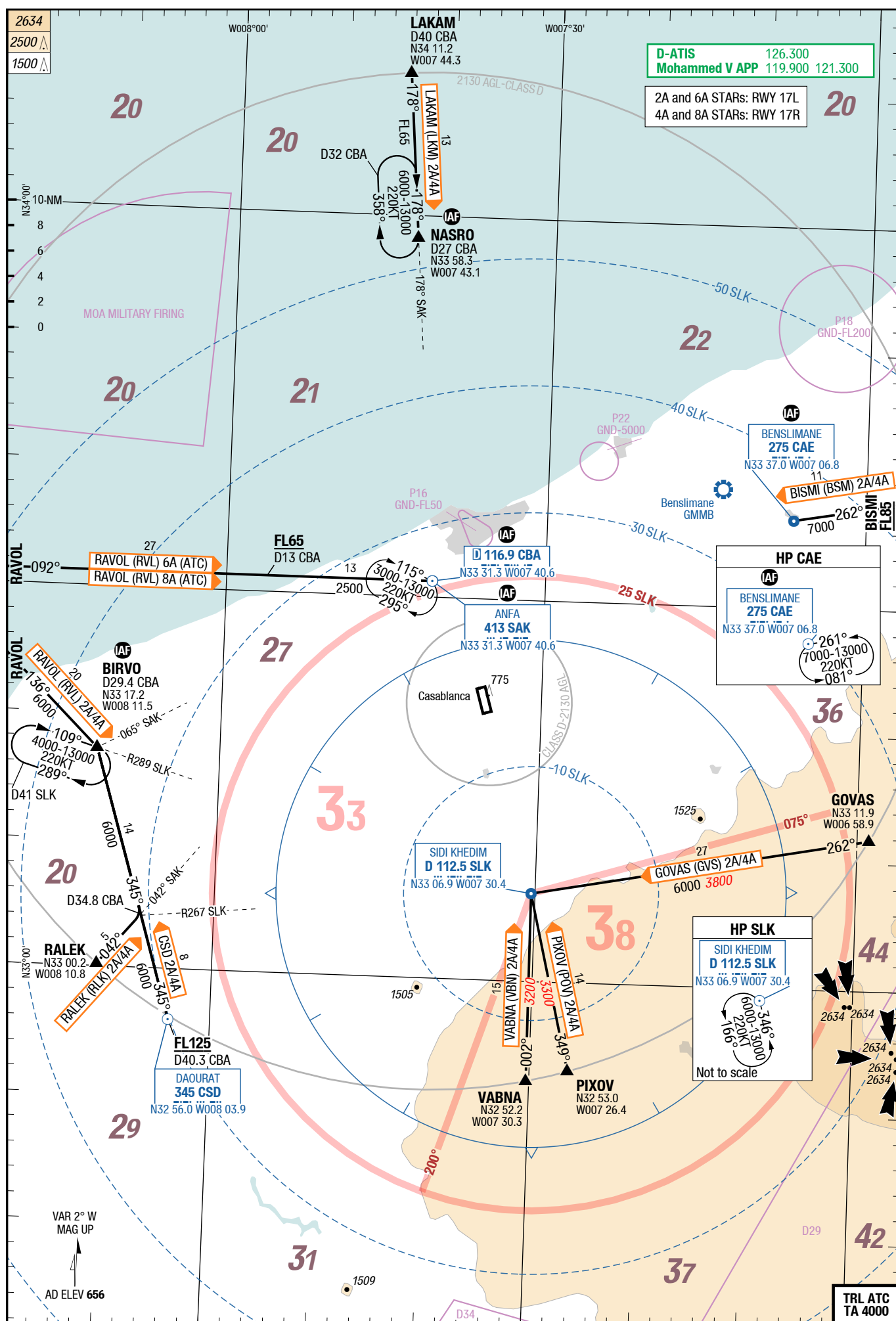
SIDs RWYs 35L/R

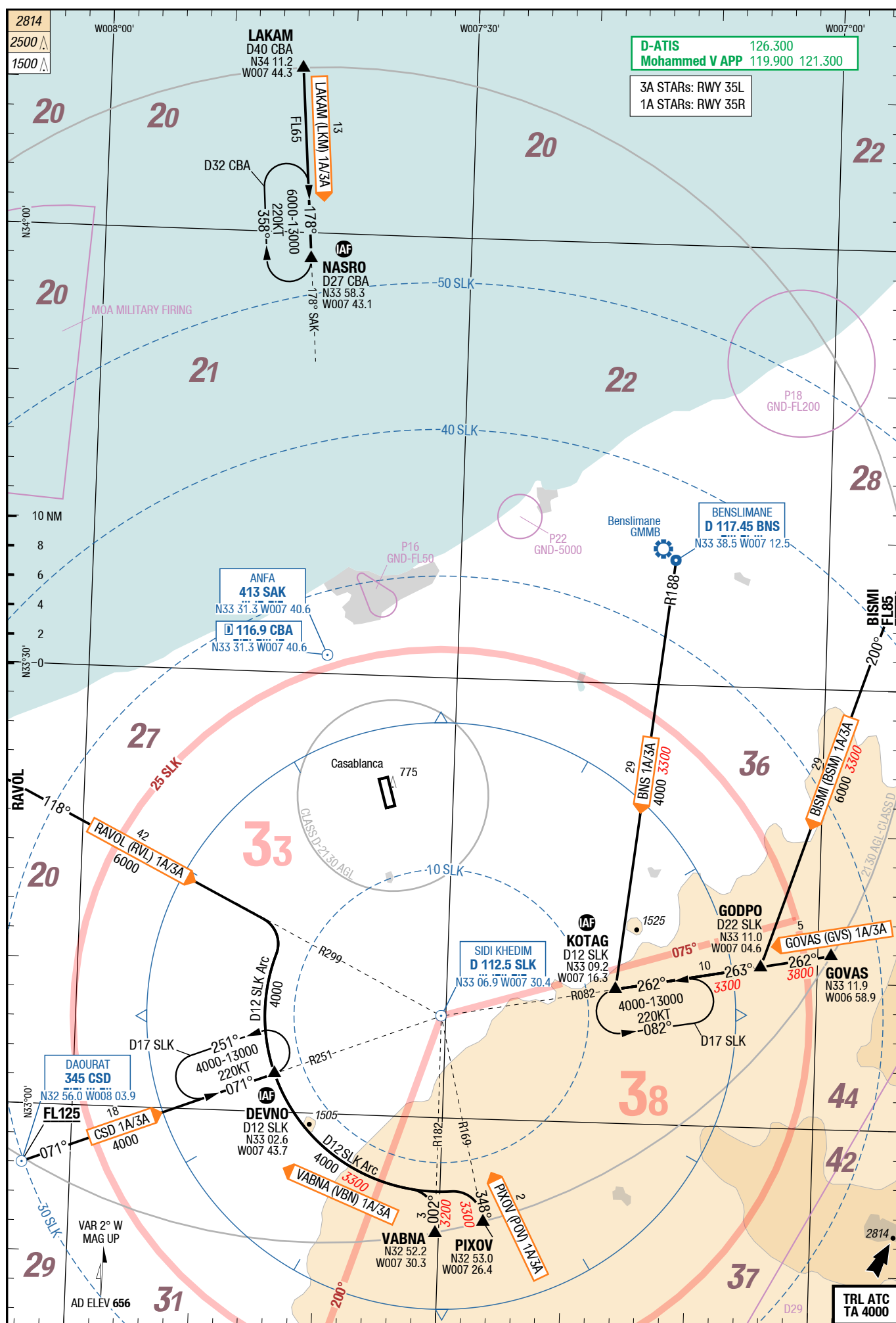
AGDAL 1D / BISMI 1D / DOURAT 1D / ESALA 1D / GOVAS 1D / LAKAM 1D / ODAXA 1D /
RALEK 1D / RAVOL 1D

RWY 35R (346°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|------------------------|
| | Runway 35R | |
| AGDAL 1D AGL 1D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVDOL - LT intercept R011 SLK to REVMI - AGDAL | EVDOL MNM 6000 |
| BISMI 1D BSM 1D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVDOL - RT intercept QDM 081 CAE to CAE -QDR 081 CAE to BISMI | EVDOL MNM 6000 |
| DOURAT 1D CSD 1D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 251 NUA to BODNI - LT intercept QDR 222 SAK - at D30 CBA LT intercept QDM 185 CSD to CSD | |
| ESALA 1D ESL 1D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVDOL - LT intercept R011 SLK to REVMI - RT intercept QDR 041 SAK to ESALA | EVDOL MNM 6000 |
| GOVAS 1D GVS 1D 7.0% 119.900 | MNM 2000 RT (MAX 230KT) 076°- intercept QDR 121 SAK to GOVAS | GOVAS MNM FL140 |
| LAKAM 1D LKM 1D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 305 NUA to MOKDA - RT intercept QDR 014 CSD to LAKAM | |
| ODAXA 1D ODX 1D 7.0% 119.900 | MNM 2000, LT (MAX 230KT) - intercept QDR 305 NUA to MOKDA - RT intercept R327 SLK to ODAXA | |
| RALEK 1D RLK 1D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 251 NUA to BODNI - LT intercept QDR 222 SAK to RALEK | |
| RAVOL 1D RVL 1D 7.0% 119.900 | MNM 2000 LT (MAX 230KT) - intercept QDR 279 NUA to RAVOL | |

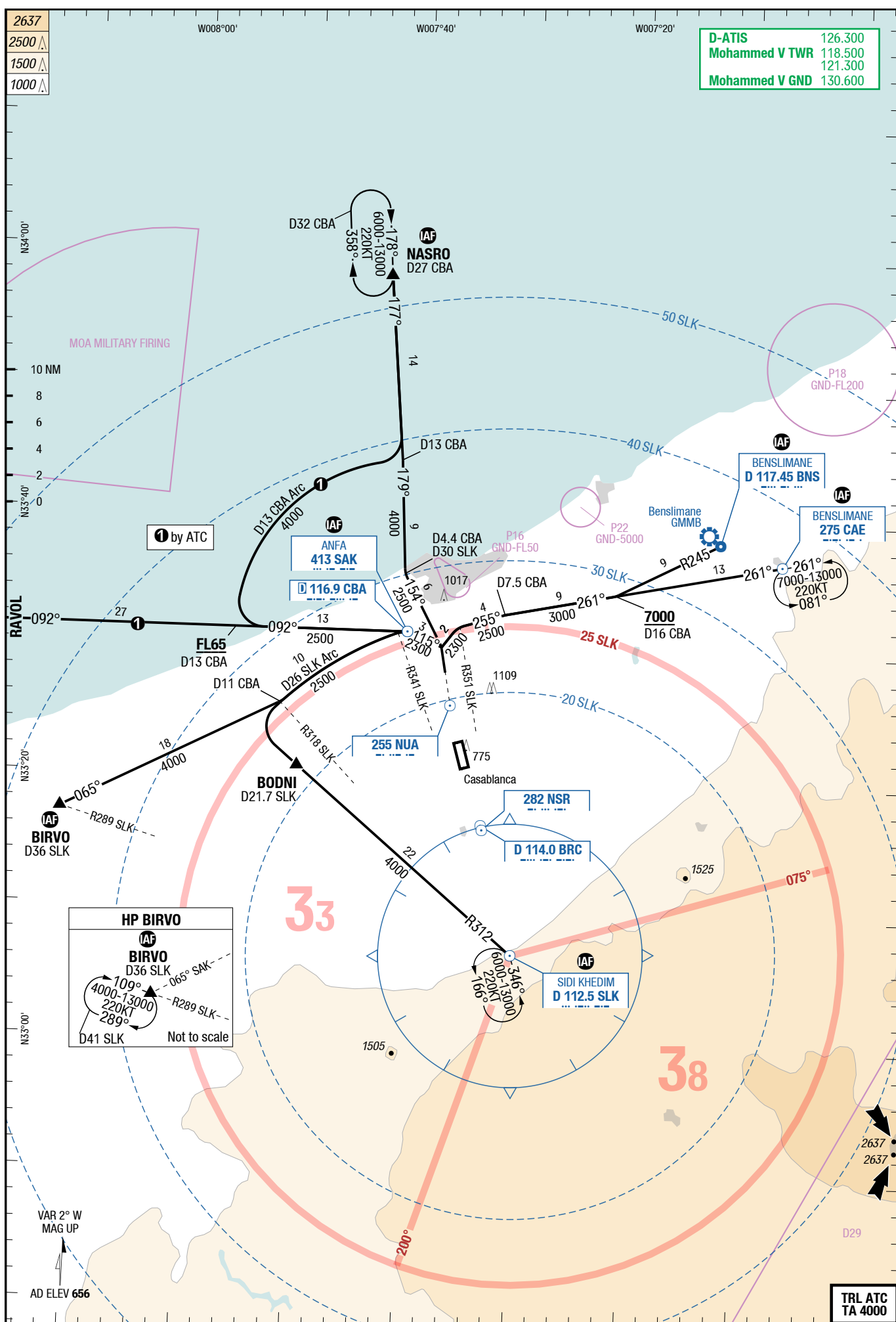


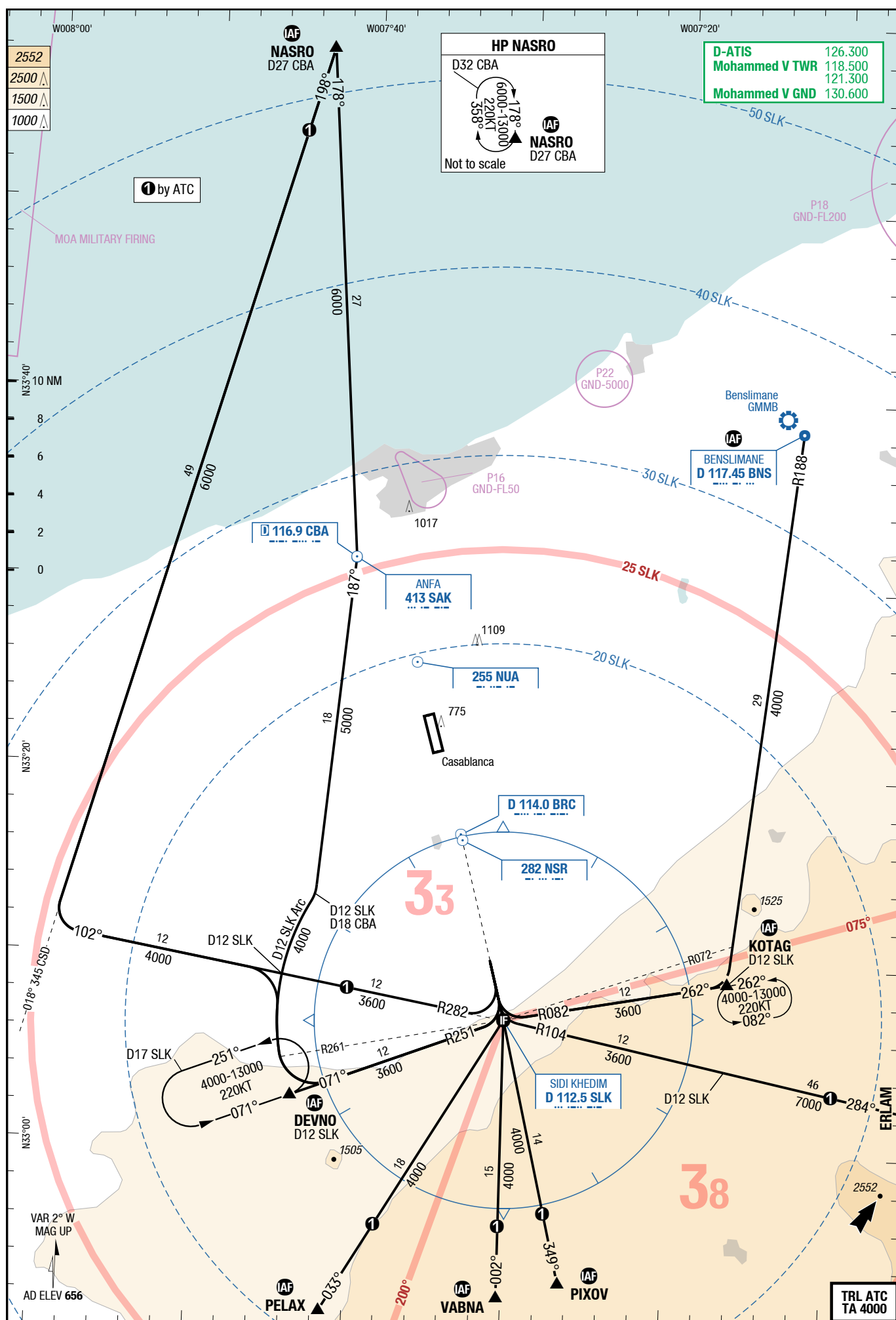


Mohammed V Intl **Casablanca** Morocco

Initials 35L/35R

Initials 17L/17R

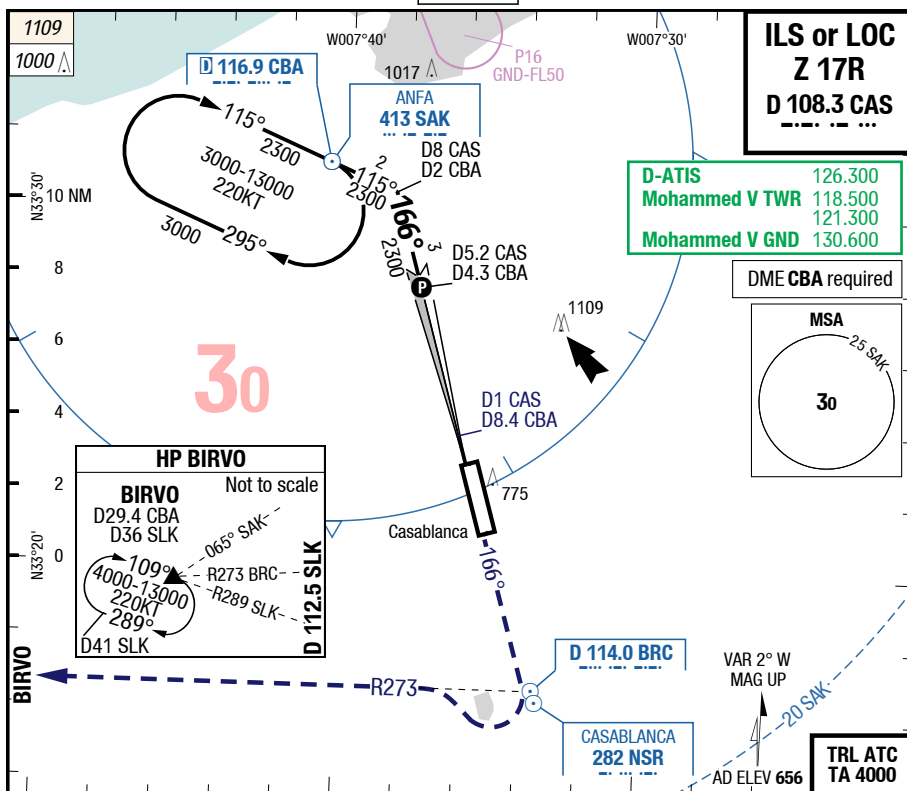




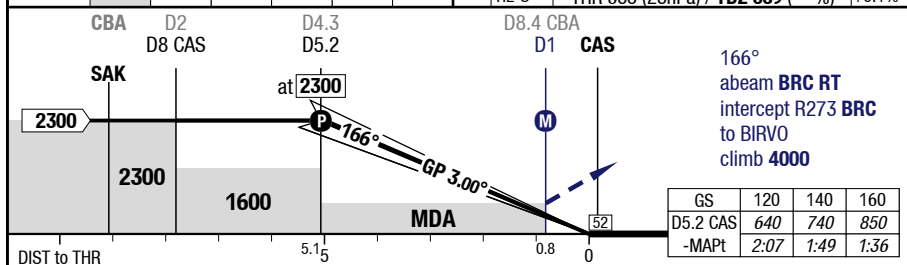
CMN-GMMN

7-30

ILS or LOC Z 17R



| LOC 3.00° | 5.2 | 5 | 4 | 3 | 2 | 17R | 83.0° | 60 HL |
|-----------|------|------|------|------|------|------|----------------------------------|-------|
| D CAS | 2300 | 2230 | 1920 | 1600 | 1280 | HL-S | 3720 x 45 | 15 L |
| | | | | | | | THR 638 (23hPa) / TDZ 639 (---%) | +0.1% |



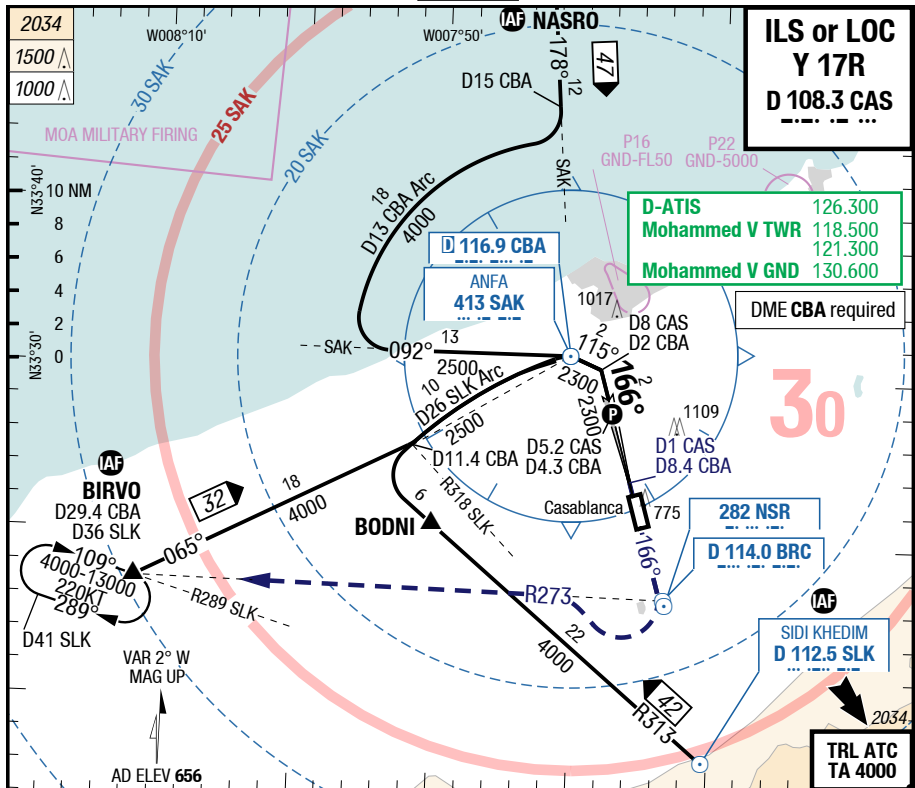
| 17R | Cat 1 DME ¹⁾ | LOC DME | | Circling |
|-----|-------------------------------------|-------------------|--|--------------------|
| C | ft - m/km ft 230 - 800 860 | 470 - 1.8 1100 | | 630 - 2.4V 1280 |
| D | ft - m/km ft 240 - 800 870 | 470 - 1.8 1100 | | 890 - 3.6V 1540 |

1) With EVS 550m

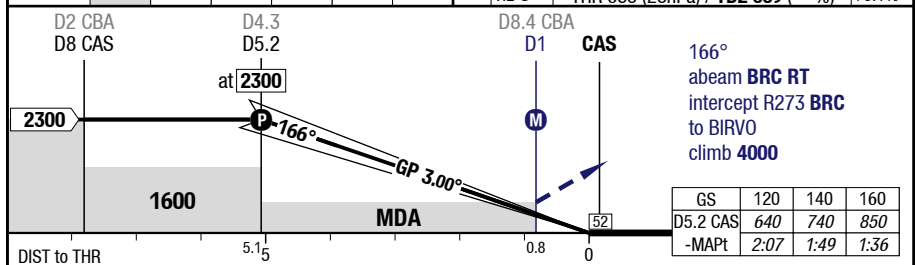
CMN-GMMN

7-40

ILS or LOC Y 17R



| | | | | | | | |
|-----------|--|--|--|--|--|--|--|
| LOC 3.00° | | | | | | <div><div>17R</div><div>HL-S</div></div> | <div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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|
|-----------|--|--|--|--|--|--|--|



| 17R | | Cat 1 DME 1) | LOC DME | | | | Circling |
|------------|-----------------|-------------------------|--------------------------|--|--|--|---------------------------|
| C | ft - m/km ft | 230 - 800 860 | 470 - 1.8 1100 | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 240 - 800 870 | 470 - 1.8 1100 | | | | 890 - 3.6V 1540 |

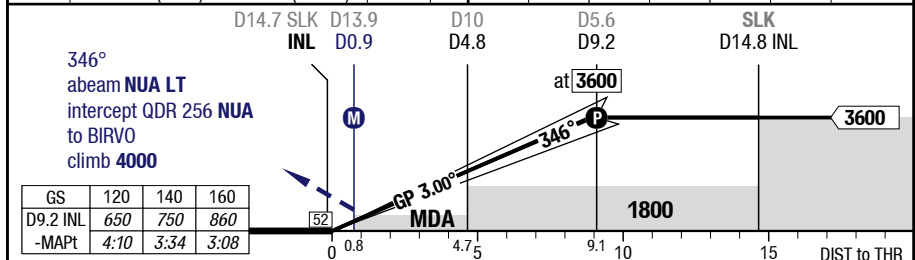
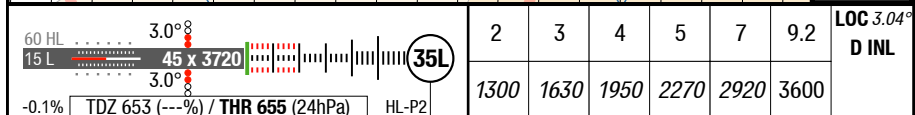
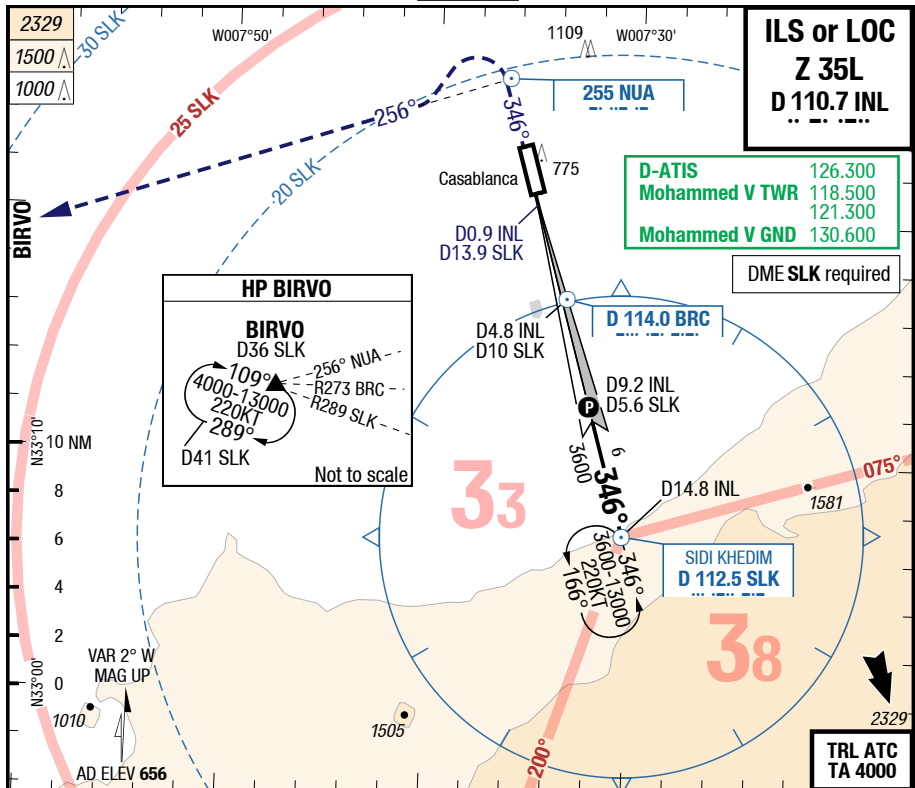
1) With EVS 550m

Changes: Navaid CBA DME, OBST

CMN-GMMN

7-50

ILS or LOC Z 35L



| 35L | | Cat 3a DME | Cat 2 DME | Cat 1 DME ¹⁾ | LOC DME | | Circling |
|-----|-----------------|----------------------|----------------------|-------------------------|-------------------|--|--------------------|
| C | ft - m/km ft | DH - 200R Company | 120 - 350R 113 RA | 220 - 550 870 | 410 - 1.2 1060 | | 630 - 2.4V 1280 |
| D | ft - m/km ft | DH - 200R Company | 120 - 350R 113 RA | 220 - 550 870 | 410 - 1.2 1060 | | 890 - 3.6V 1540 |

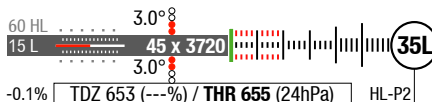
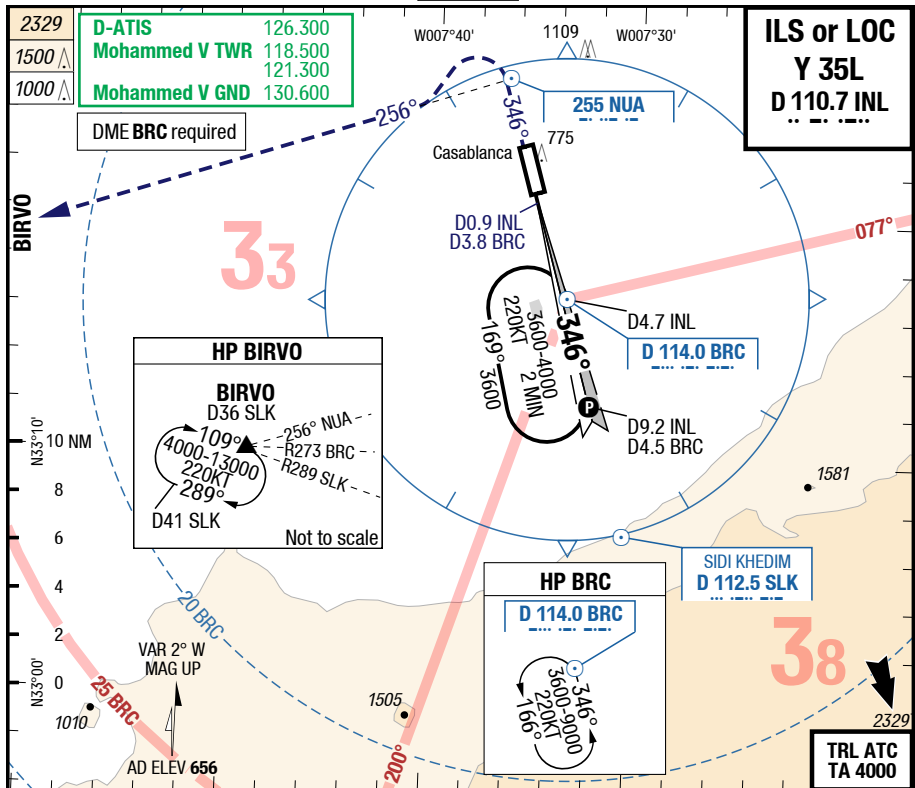
1) With EVS 350m

Changes: Inset

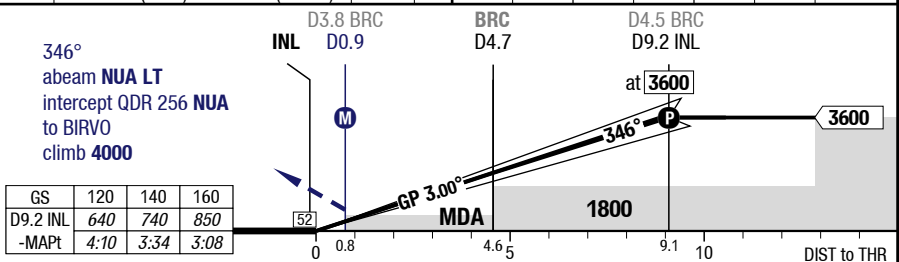
CMN-GMMN

7-60

ILS or LOC Y 35L



| 2 | 3 | 4 | 5 | 7 | 9.2 | LOC 3.00° D INL |
|------|------|------|------|------|------|--------------------|
| 1300 | 1610 | 1930 | 2250 | 2890 | 3600 | |



| 35L | | Cat 3a DME | Cat 2 DME | Cat 1 DME 1) | LOC DME | | Circling |
|-----|-----------------|----------------------|----------------------|------------------|-------------------|--|--------------------|
| C | ft - m/km ft | DH - 200R Company | 120 - 350R 113 RA | 220 - 550 870 | 410 - 1.2 1060 | | 630 - 2.4V 1280 |
| D | ft - m/km ft | DH - 200R Company | 120 - 350R 113 RA | 220 - 550 870 | 410 - 1.2 1060 | | 890 - 3.6V 1540 |

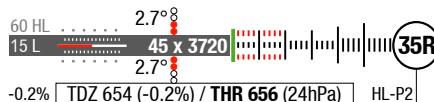
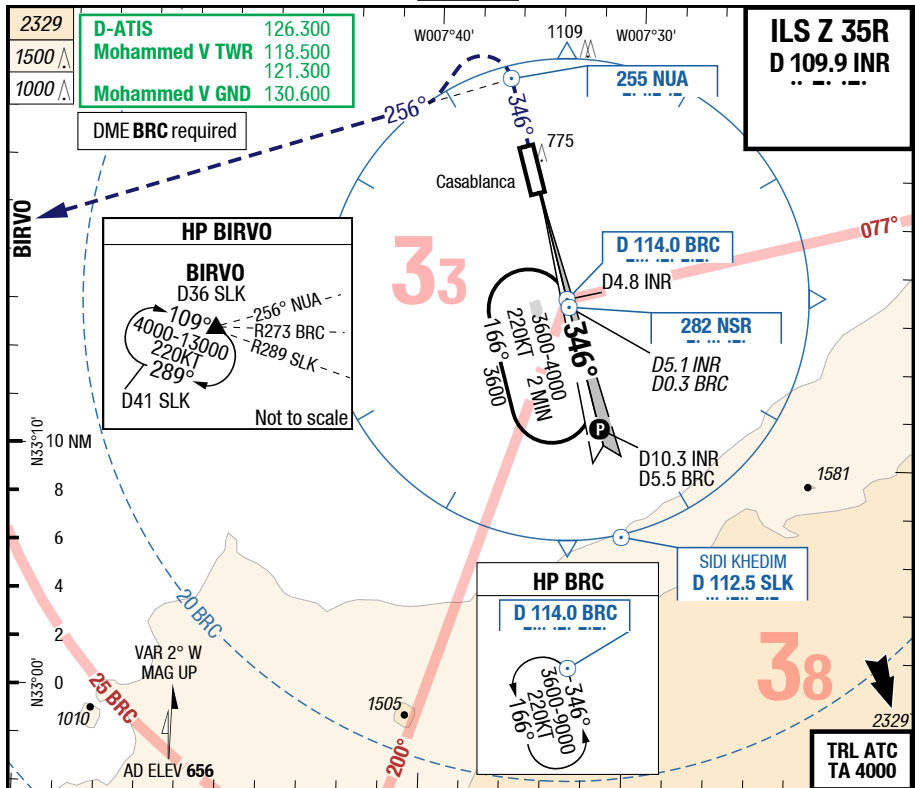
1) With EVS 350m

Changes: Inset

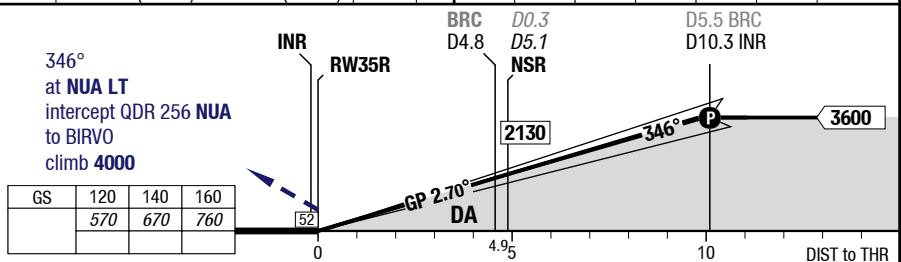
CMN-GMMN

7-70

ILS Z 35R



| 2 | 3 | 4 | 6 | 8 | 10.3 | D INR |
|------|------|------|------|------|------|-------|
| 1230 | 1520 | 1800 | 2380 | 2950 | 3600 | |



| 35R | | Cat 3a DME | Cat 2 DME | Cat 1 DME ₁₎ | LOC | Circling |
|-----|-----------------|----------------------|----------------------|-------------------------|---------------|--------------------|
| C | ft - m/km ft | DH - 200R Company | 110 - 350R 111 RA | 210 - 550 860 | Not published | 630 - 2.4V 1280 |
| D | ft - m/km ft | DH - 200R Company | 110 - 350R 111 RA | 210 - 550 860 | Not published | 890 - 3.6V 1540 |

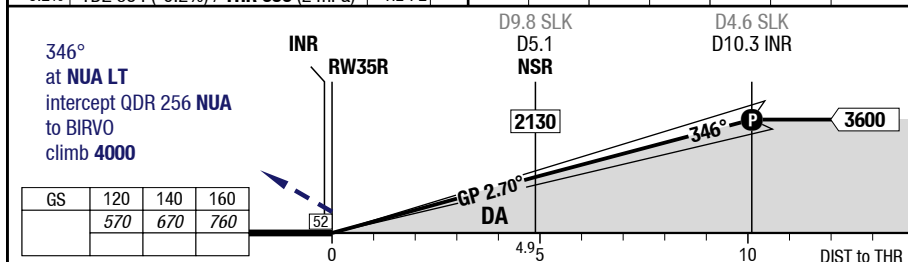
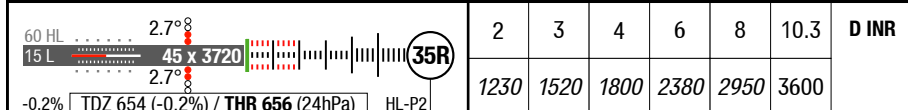
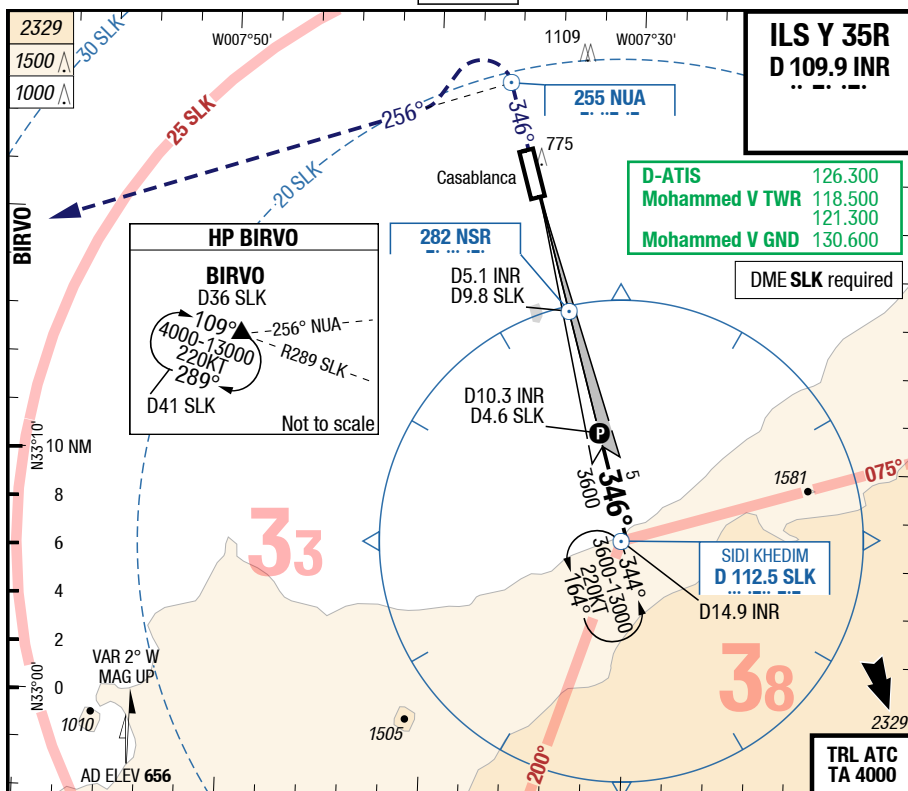
1) With EVS 350m

Changes: Inset

CMN-GMMN

7-80

ILS Y 35R



| 35R | | Cat 3a DME | Cat 2 DME | Cat 1 DME ¹⁾ | LOC | | Circling |
|-----|-----------------|----------------------|----------------------|-------------------------|---------------|--|--------------------|
| C | ft - m/km ft | DH - 200R Company | 110 - 350R 111 RA | 210 - 550 860 | Not published | | 630 - 2.4V 1280 |
| D | ft - m/km ft | DH - 200R Company | 110 - 350R 111 RA | 210 - 550 860 | Not published | | 890 - 3.6V 1540 |

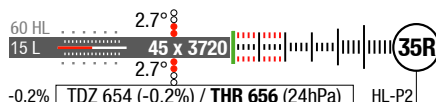
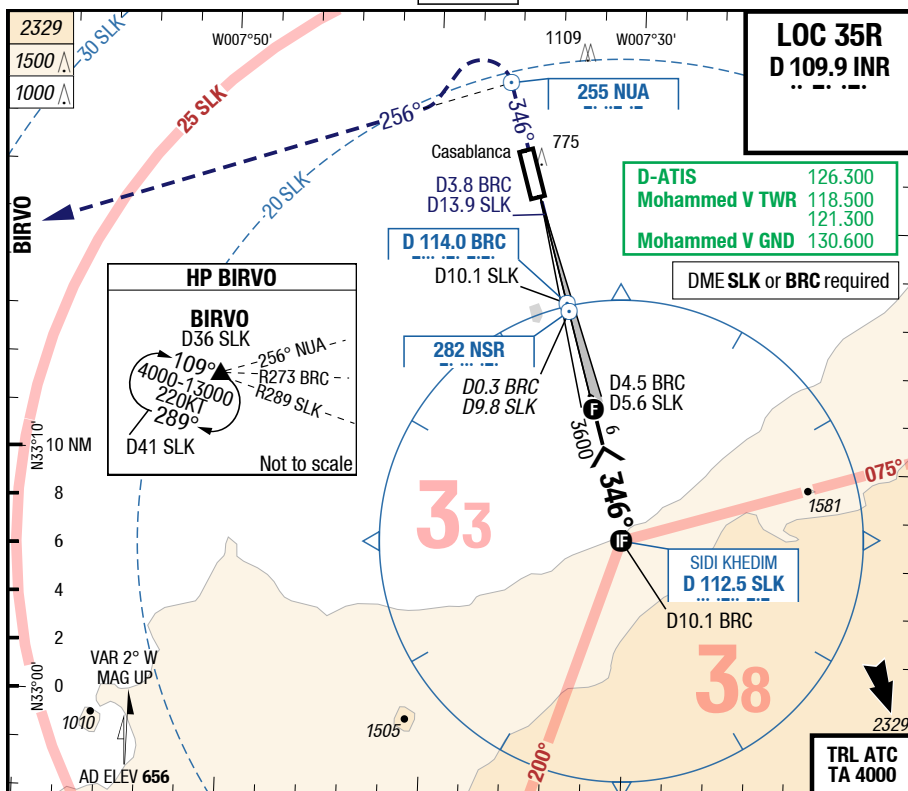
1) With EVS 350m

Changes: Inset

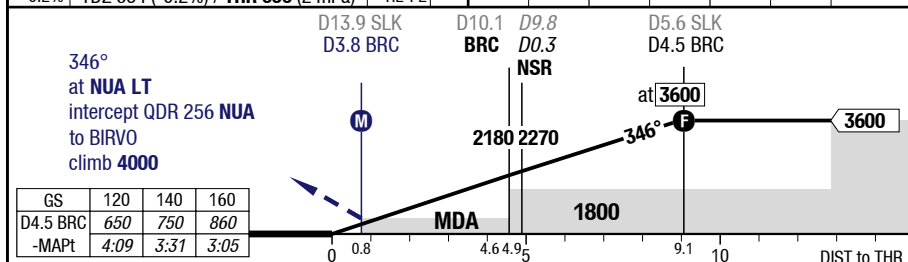
CMN-GMMN

7-90

LOC 35R



| | | | | | | |
|------|------|------|------|------|------|----------------|
| 3 | 2 | BRC | 2 | 4 | 4.5 | 3.04° D BRC |
| 1220 | 1540 | 2180 | 2830 | 3470 | 3600 | |

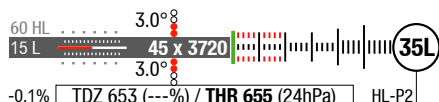
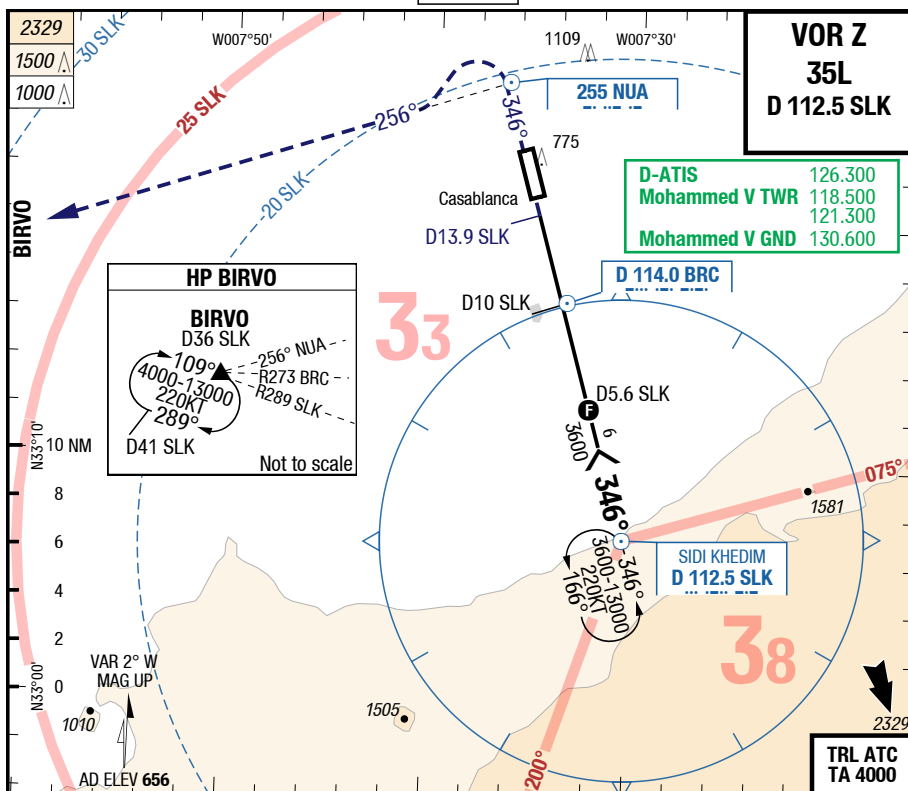


| 35R | LOC DME | | | | | Circling |
|-----|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 410 - 1.2 1060 | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 410 - 1.2 1060 | | | | 890 - 3.6V 1540 |

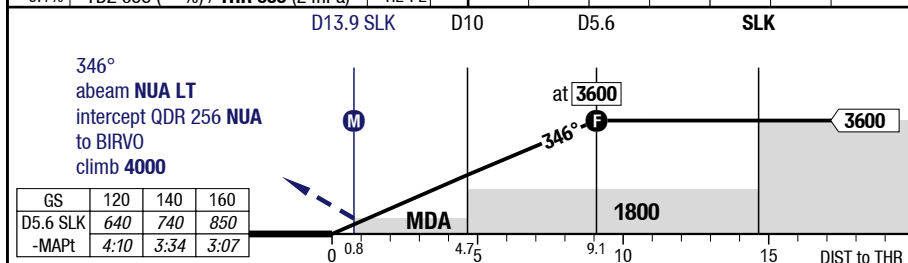
CMN-GMMN

7-100

VOR Z 35L



| | | | | | | |
|------|------|------|------|------|------|----------------|
| 13 | 12 | 10 | 8 | 6 | 5.6 | 3.00° D SLK |
| 1240 | 1560 | 2190 | 2830 | 3470 | 3600 | |

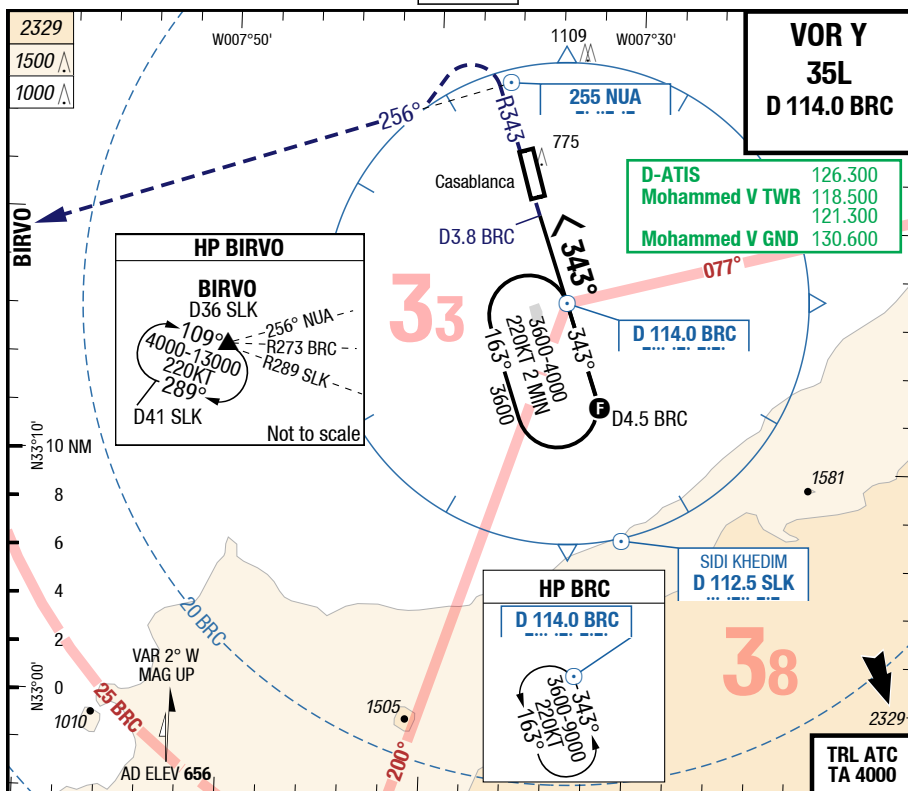


| 35L | VOR DME | | | | | Circling |
|------------|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 410 - 1.2 1060 | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 410 - 1.2 1060 | | | | 890 - 3.6V 1540 |

CMN-GMMN

7-110

VOR Y 35L

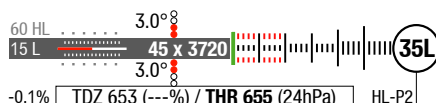
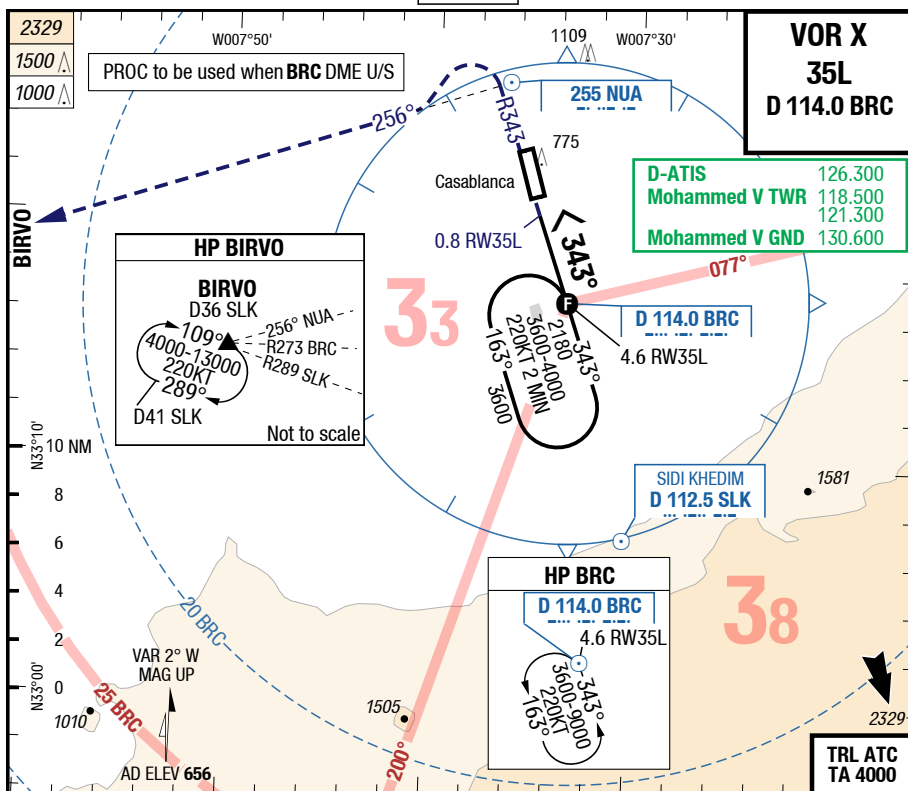


| 35L | | VOR DME | | | | | | Circling | |
|-----|-----------------|-------------------|--|--|--|--|--|--------------------|--|
| C | ft - m/km ft | 410 - 1.2 1060 | | | | | | 630 - 2.4V 1280 | |
| D | ft - m/km ft | 410 - 1.2 1060 | | | | | | 890 - 3.6V 1540 | |

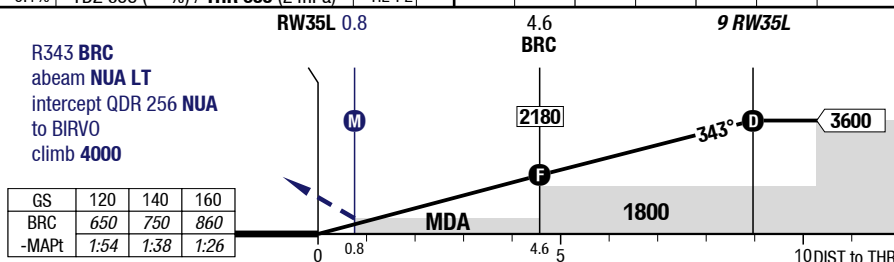
CMN-GMMN

7-120

VOR X 35L



| | | | | | | |
|------|------|------|------|------|------|------------------------------------|
| 2 | 3 | 4 | 5 | 7 | 9 | 3.04° RW35L 343° RWY 346° |
| 1360 | 1680 | 2000 | 2320 | 2970 | 3600 | |

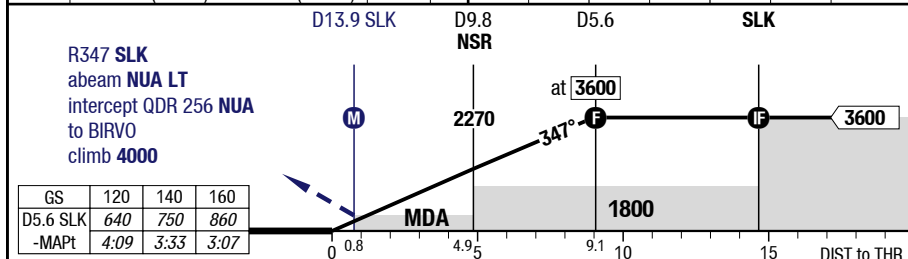
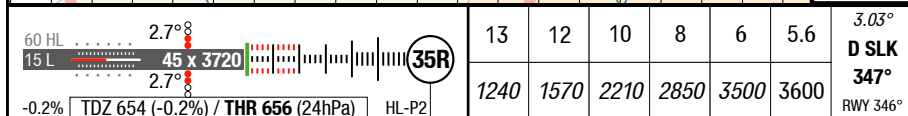
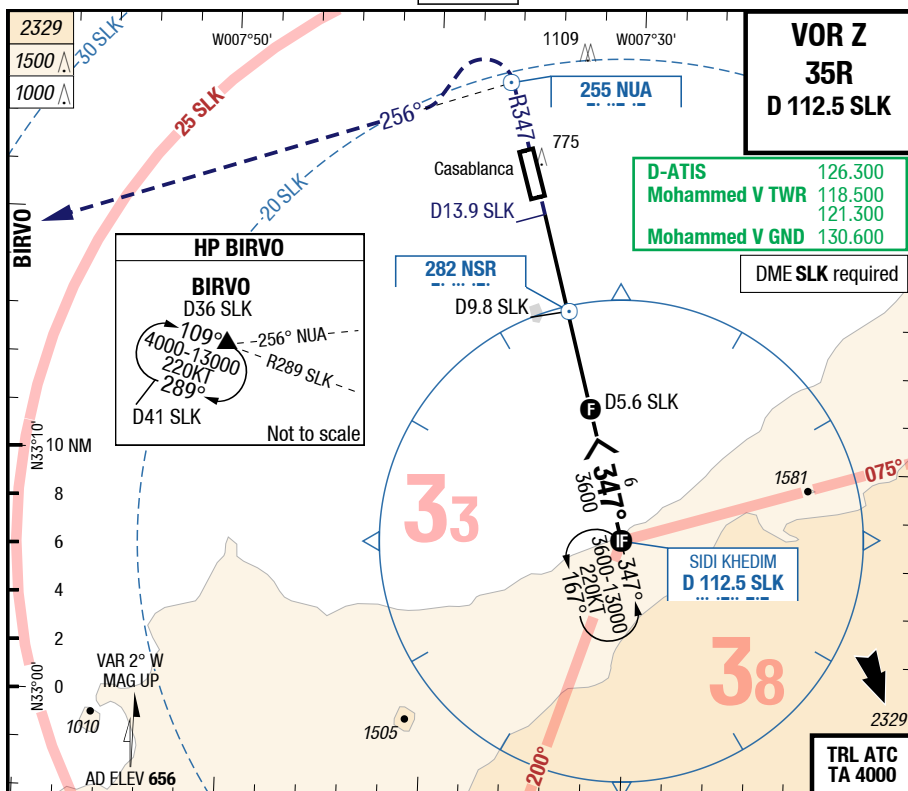


| 35L | VOR | | | | | Circling |
|-----|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 410 - 1.2 1060 | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 410 - 1.2 1060 | | | | 890 - 3.6V 1540 |

CMN-GMMN

7-130

VOR Z 35R

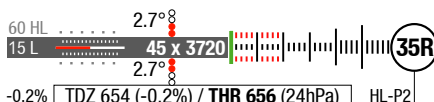
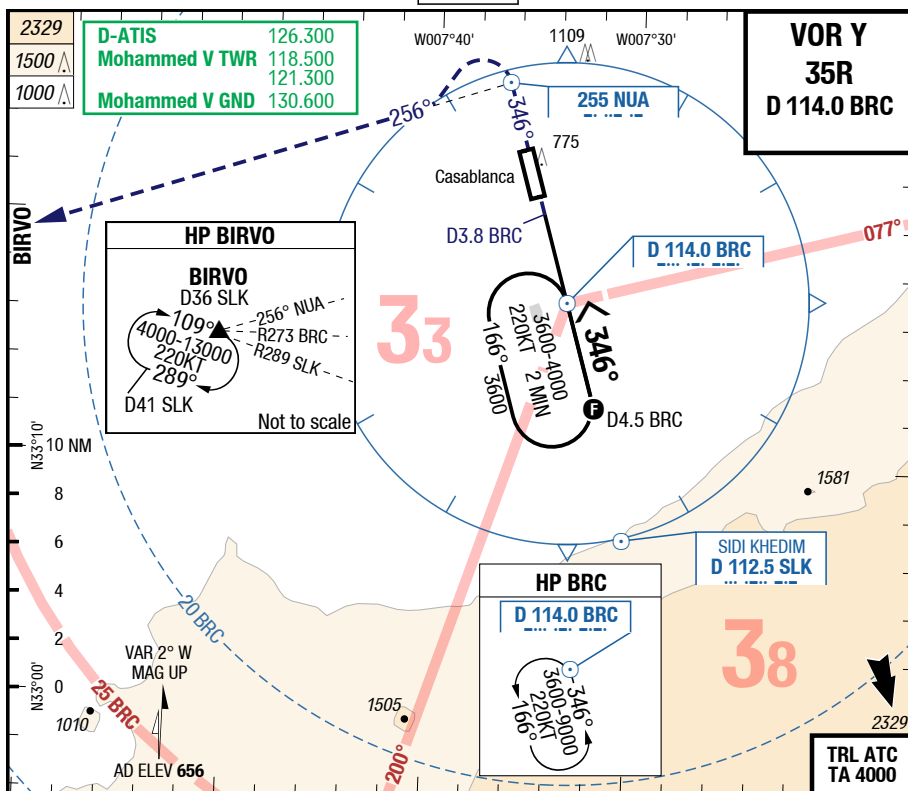


| | | | | | | | |
|------------|-----------------|--------------------------|--|--|--|--|---------------------------|
| 35R | | VOR DME | | | | | Circling |
| C | ft - m/km ft | 410 - 1.2 1060 | | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 410 - 1.2 1060 | | | | | 890 - 3.6V 1540 |

CMN-GMMN

7-140

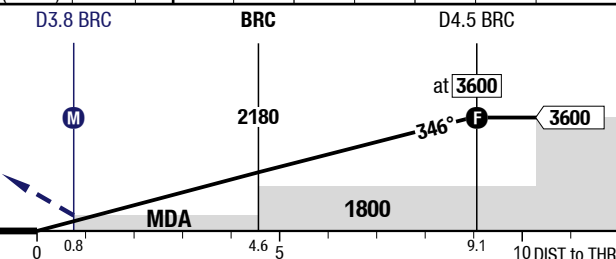
VOR Y 35R



| | | | | | | |
|------|------|------|------|------|------|----------------|
| 3 | 2 | BRC | 2 | 4 | 4.5 | 3.00° D BRC |
| 1210 | 1530 | 2180 | 2810 | 3440 | 3600 | |

346°
at NUA LT
intercept QDR 256 NUA
to BIRVO
climb 4000

| GS | 120 | 140 | 160 |
|----------|------|------|------|
| D4.5 BRC | 640 | 740 | 850 |
| -MAPt | 4:09 | 3:34 | 3:07 |

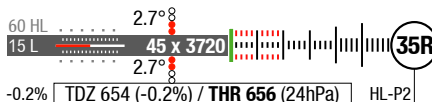
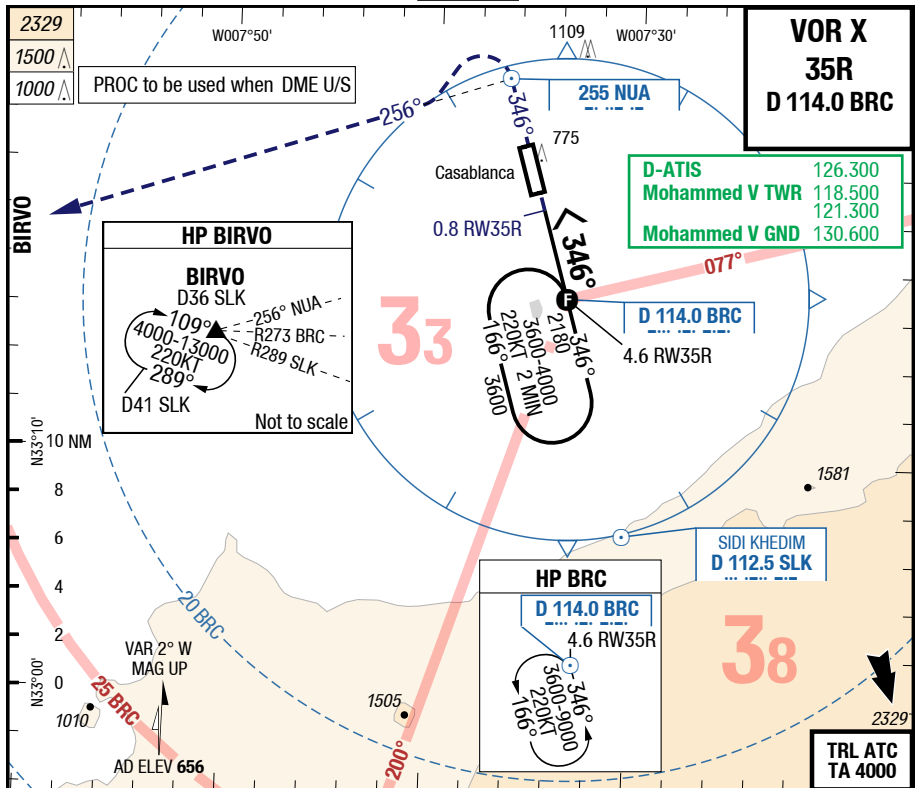


| 35R | VOR DME | | | | | Circling |
|-----|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 410 - 1.2 1060 | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 410 - 1.2 1060 | | | | 890 - 3.6V 1540 |

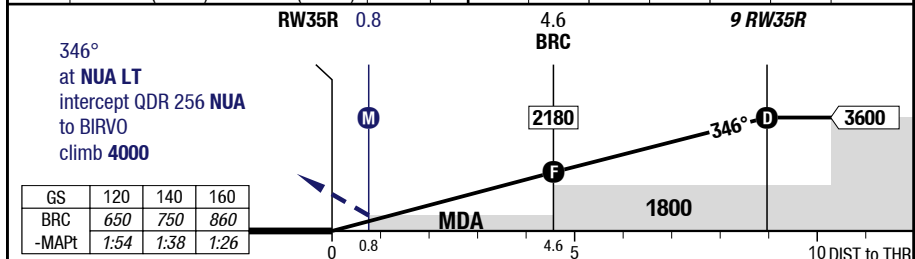
CMN-GMMN

7-150

VOR X 35R



| | | | | | | |
|------|------|------|------|------|------|----------------|
| 2 | 3 | 4 | 5 | 7 | 9 | 3.04° RW35R |
| 1360 | 1680 | 2000 | 2320 | 2970 | 3600 | |

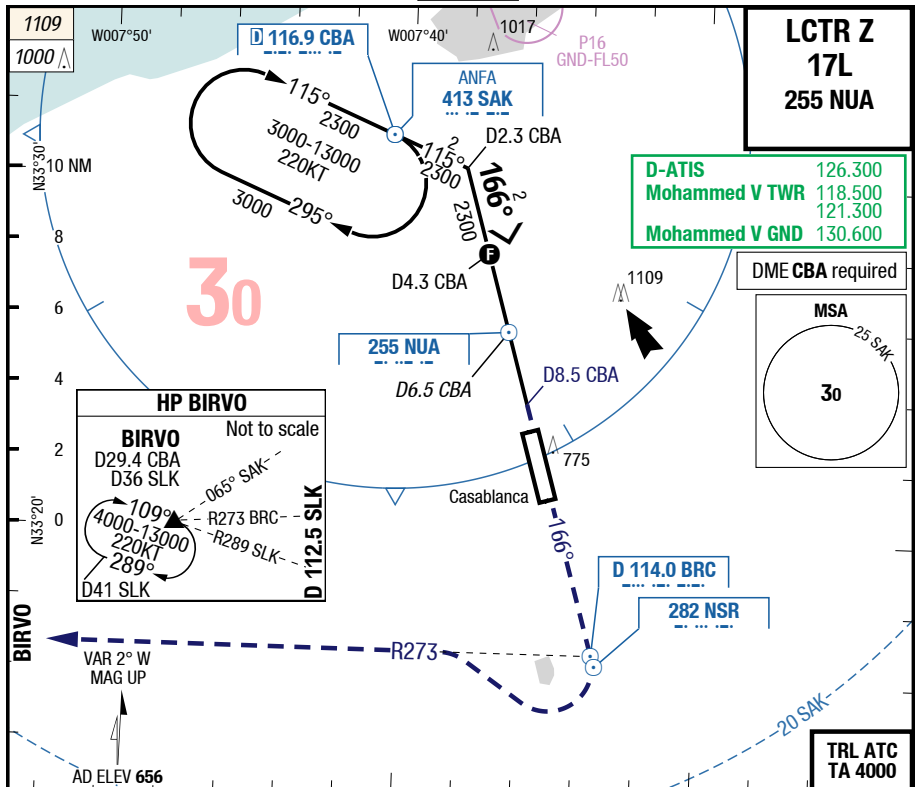


| 35R | | VOR | | Circling | |
|-----|-----------------|-------------------|--|--------------------|--|
| C | ft - m/km ft | 410 - 1.2 1060 | | 630 - 2.4V 1280 | |
| D | ft - m/km ft | 410 - 1.2 1060 | | 890 - 3.6V 1540 | |

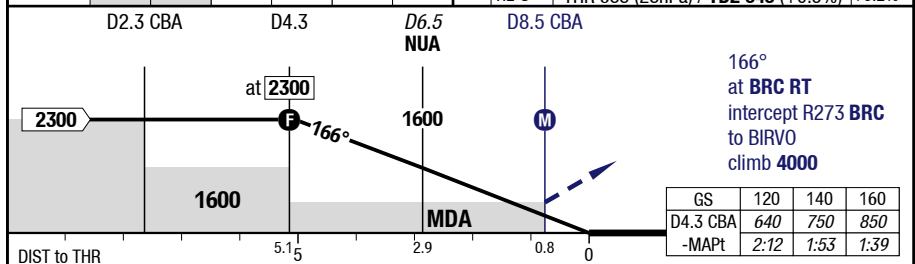
CMN-GMMN

7-160

LCTR Z 17L



| | | | | | | |
|----------------|--|------|------|------|------|--|
| 3.01° D CBA | | 4.3 | 5 | 6 | 7 | |
| | | 2300 | 2090 | 1750 | 1420 | |

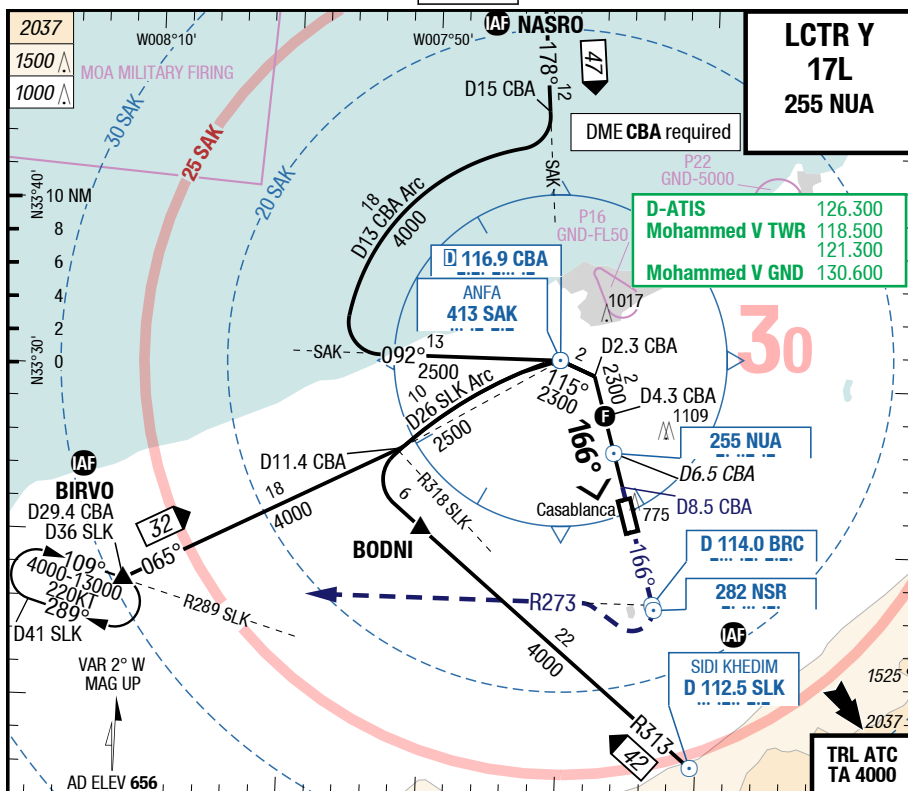


| | | | | | | | |
|------------|-----------------|--------------------------|--|--|--|--|---------------------------|
| 17L | | LCTR DME CBA | | | | | Circling |
| C | ft - m/km ft | 460 - 1.7 1100 | | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 460 - 1.7 1100 | | | | | 890 - 3.6V 1540 |

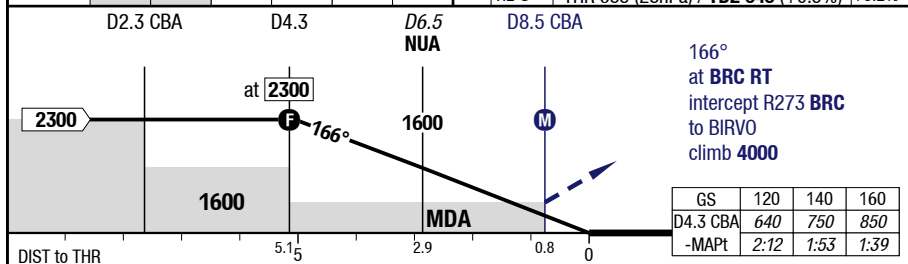
CMN-GMMN

7-170

LCTR Y 17L



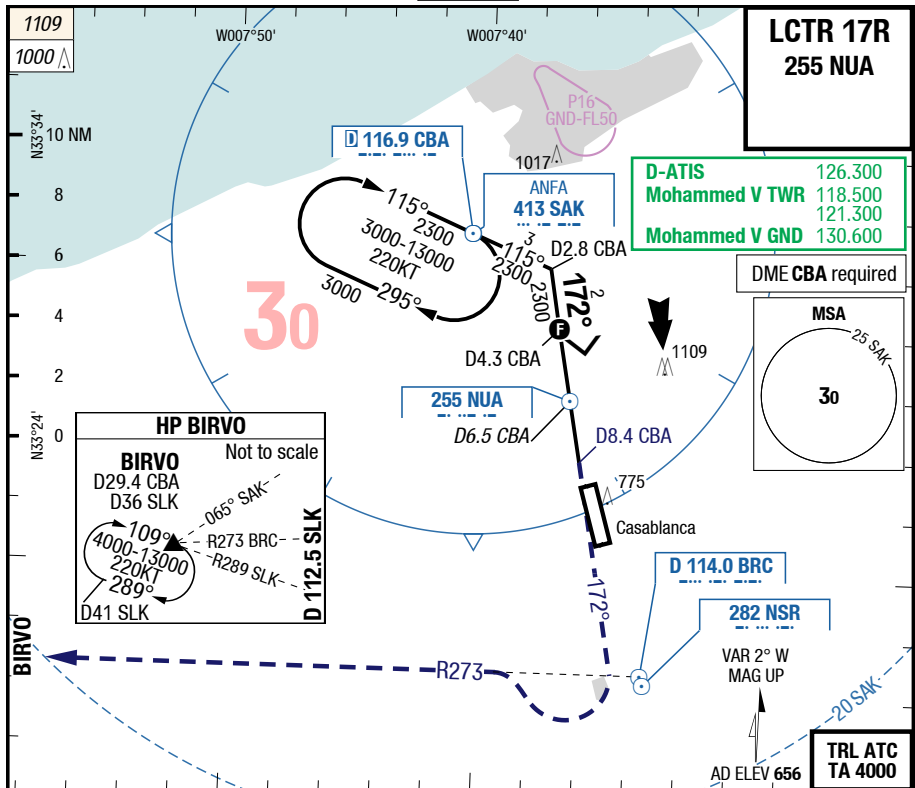
| 3.01° D CBA | 4.3 | 5 | 6 | 7 | 17L | 82.7° | 60 HL |
|----------------|------|------|------|------|------|-----------------------------------|-------|
| | 2300 | 2090 | 1750 | 1420 | HL-S | 3720 x 45 | 15 L |
| | | | | | | THR 633 (23hPa) / TDZ 643 (+0.5%) | +0.2% |



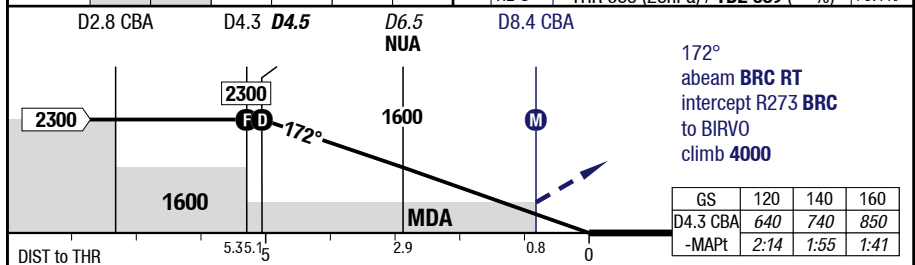
| 17L | LCTR DME CBA | | | | Circling |
|-----|-----------------|-------------------|--|--|--------------------|
| C | ft - m/km ft | 460 - 1.7 1100 | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 460 - 1.7 1100 | | | 890 - 3.6V 1540 |

CMN-GMMN

7-180

LCTR 17R

| | | | | | | | | |
|-------|--|--|-----|---|---|---|--|---|
| 3.00° | | | 4.5 | 5 | 6 | 7 | <div><div>17R</div><div>HL-S</div></div> | <div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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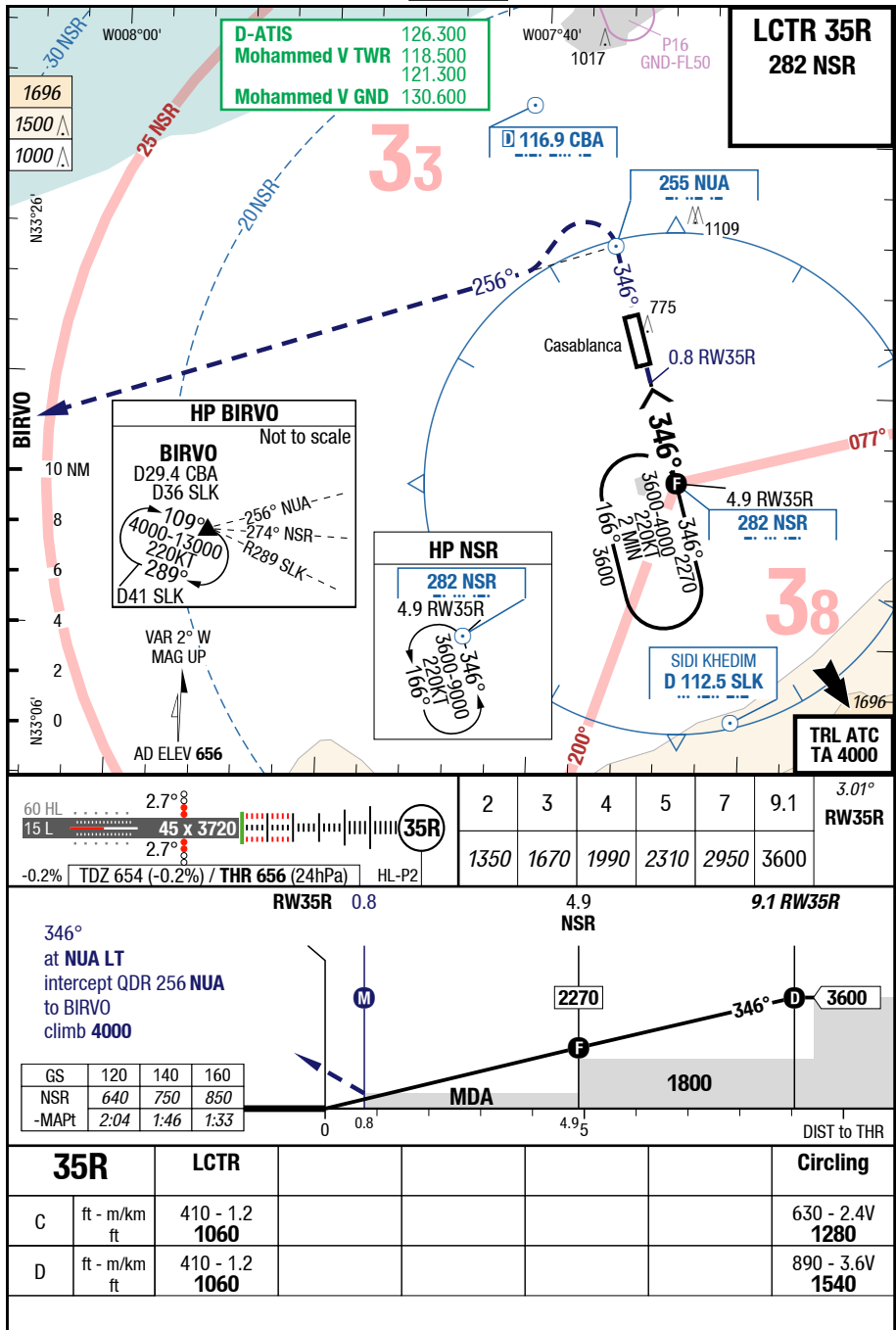


| | | | | | | | |
|------------|-----------------|--------------------------|--|--|--|--|---------------------------|
| 17R | | LC2R DME CBA | | | | | Circling |
| C | ft - m/km ft | 470 - 1.8 1100 | | | | | 630 - 2.4V 1280 |
| D | ft - m/km ft | 470 - 1.8 1100 | | | | | 890 - 3.6V 1540 |

CMN-GMMN

7-190

LCTR 35R



05-OCT-2017

CMN-GMMN

Morocco **Casablanca** Mohammed V Intl

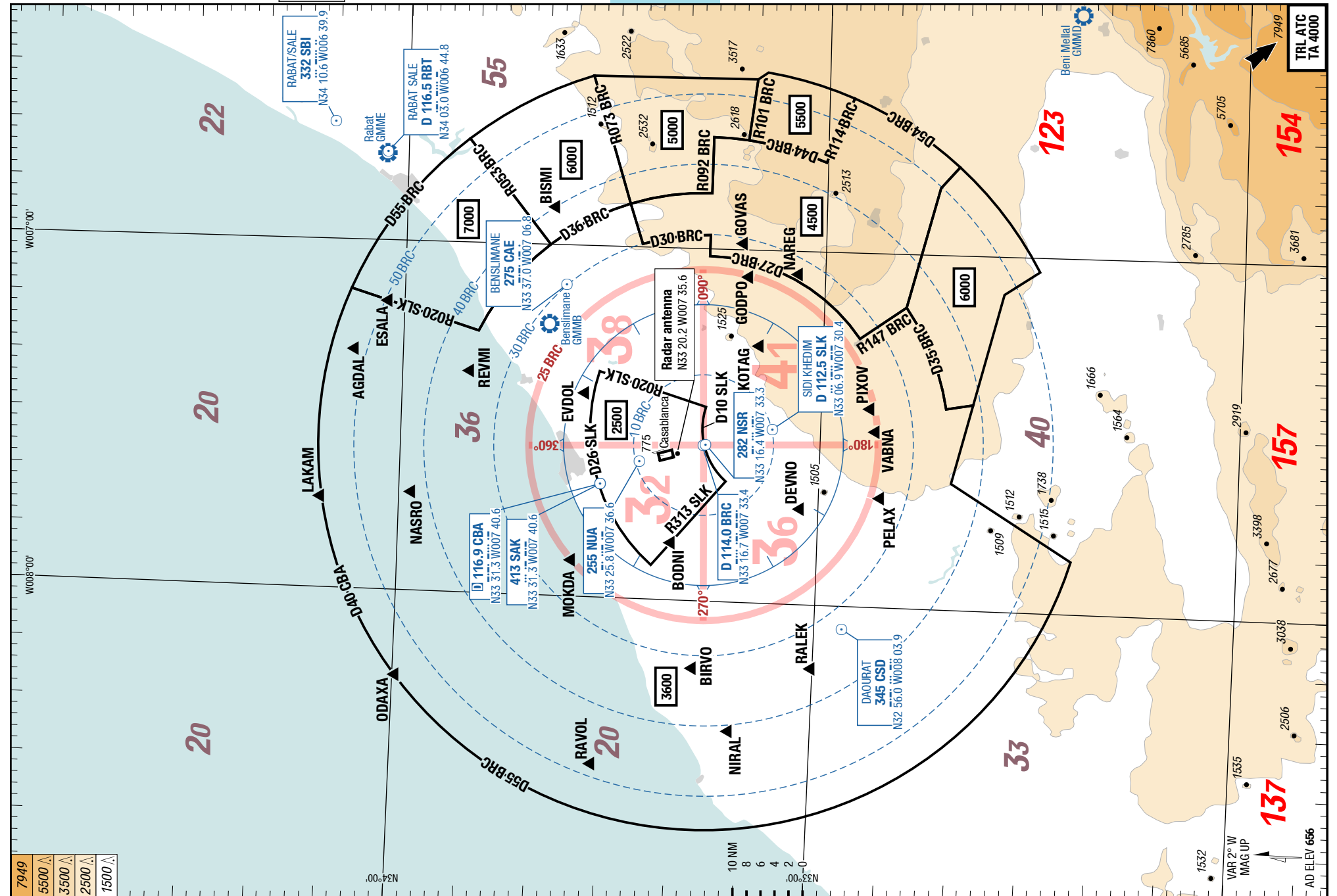
NIL
MRC

MRC

MRC

Mohammed V Intl **Casablanca** Morocco

NIL
MRC



Changes: Navaid , OBST