

CMN-GMMN

1-10

AOI

AOI

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/IIIA.

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 known 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

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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:

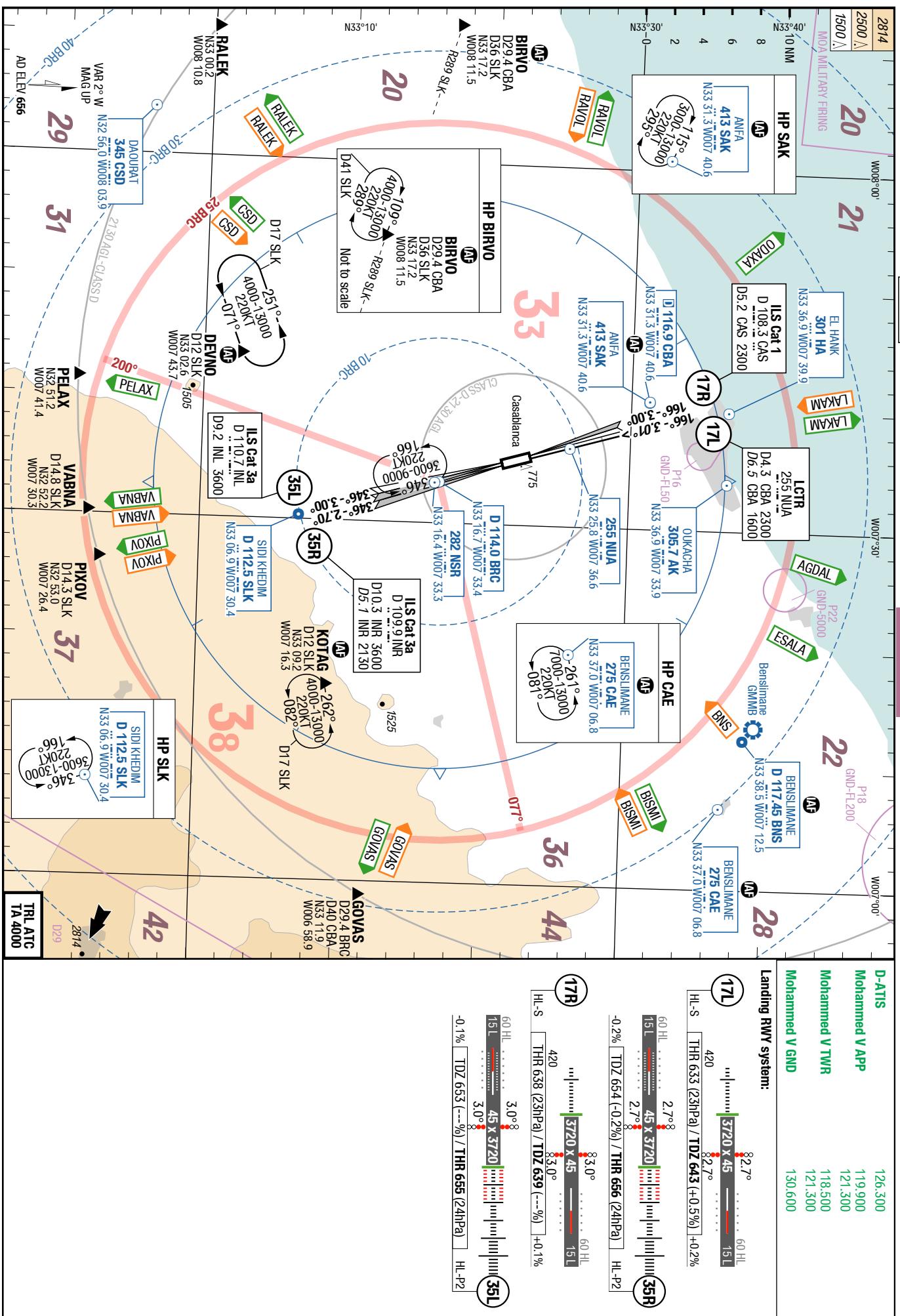
- Call sign
- Stand number
- D-ATIS code
- DEST

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

AFC  **Intl**

AF
Mo
AGC

AFC  **Mohammed V Int'l Casablanca Morocco**



26-JUL-2018

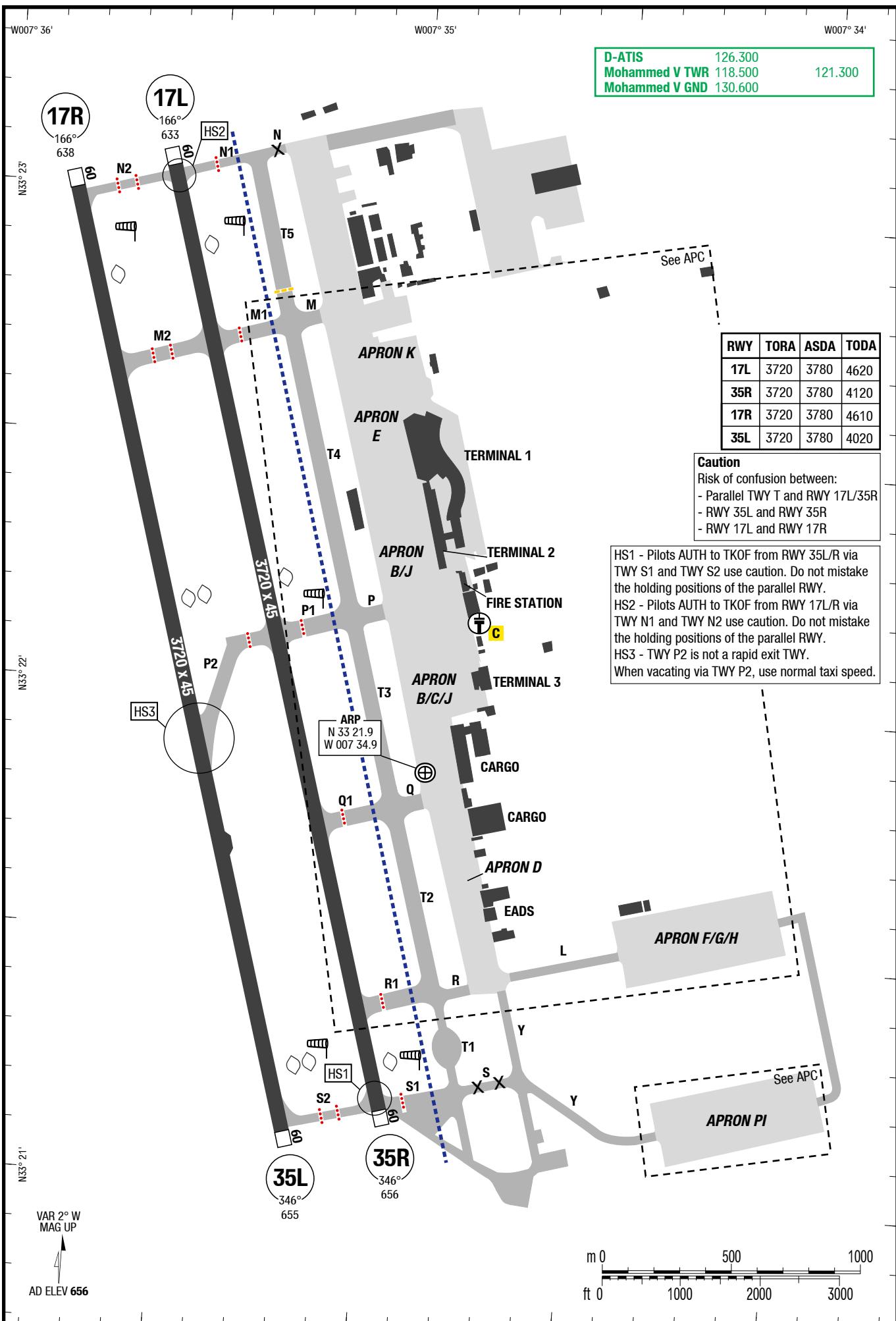
CMN-GMMN

Morocco Casablanca Mohammed V Intl

3-20

AGC
AGC
AGC
AGC

Mohammed V Intl Casablanca Morocco



26-JUL-2018

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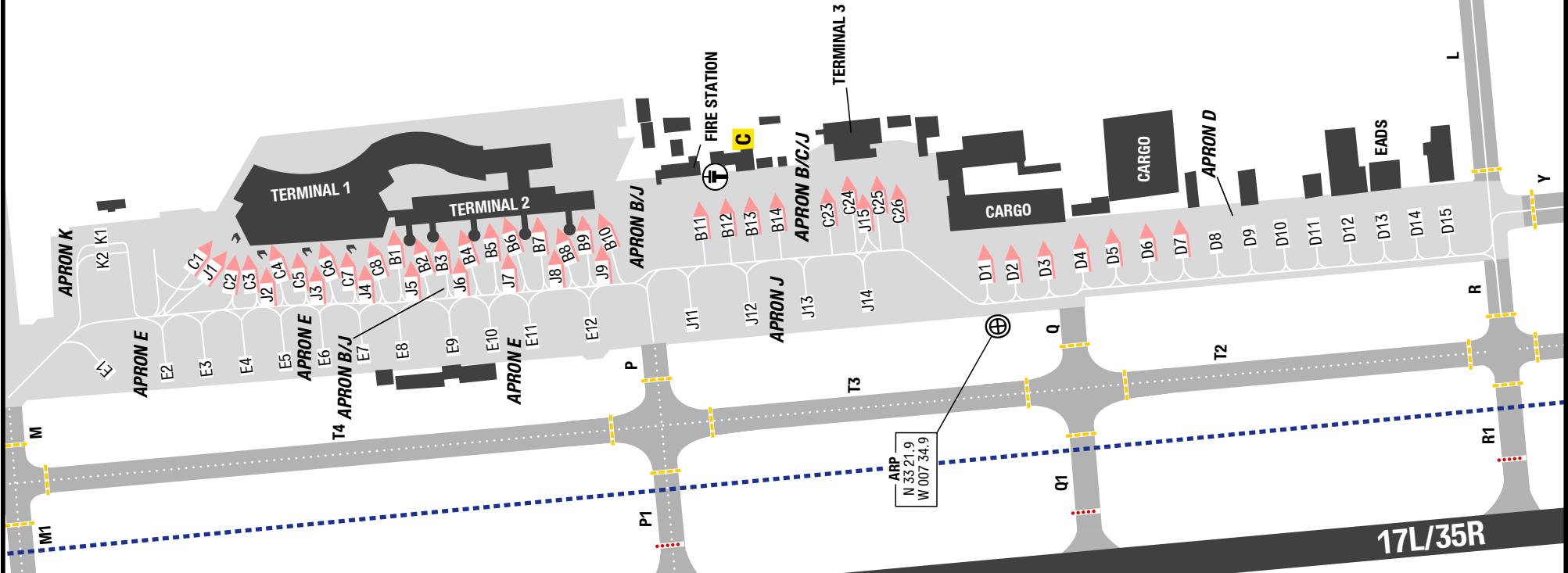
Mohammed V Intl Casablanca Morocco

3-30

APC

APC

COORDINATES	
B1	N33 22.4 W007 35.0
B2, B3	N33 22.4 W007 34.9
B4-B8	N33 22.3 W007 34.9
B9, B10	N33 22.2 W007 34.9
B11	N33 22.1 W007 34.9
B12, B13	N33 22.1 W007 34.8
B14	N33 22.0 W007 34.8
C1	N33 22.6 W007 35.0
C2-C7	N33 22.5 W007 35.0
C8	N33 22.4 W007 34.9
C23-C26	N33 22.0 W007 34.8
D1	N33 21.9 W007 34.8
D2-D4	N33 21.8 W007 34.8
D5-D7	N33 21.7 W007 34.8
D8	N33 21.6 W007 34.8
D9-D11	N33 21.6 W007 34.7
D12-D14	N33 21.5 W007 34.7
D15	N33 21.4 W007 34.7
E1-E3	N33 22.6 W007 35.1
E4, E5	N33 22.5 W007 35.1
E6, E7	N33 22.4 W007 35.1
E8	N33 22.4 W007 35.0
E9-E11	N33 22.3 W007 35.0
E12	N33 22.2 W007 35.0
F1	N33 21.4 W007 34.3
F2	N33 21.5 W007 34.3
F3-F5	N33 21.5 W007 34.2
F6, F7	N33 21.5 W007 34.1
F8, F9	N33 21.5 W007 34.0
G1	Not published
G2	N33 21.5 W007 34.2
G3	N33 21.5 W007 34.1
G4, G5	N33 21.6 W007 34.1
G6	N33 21.6 W007 34.0
H1	N33 21.5 W007 34.4



Effective 12-OCT-2017

05-OCT-2017

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Morocco Casablanca Mohammed V Intl

SIDs RWYs 35L/R

SID

Mohammed V Intl **Casablanca** Morocco

SIDs RWYs 35L/R

Effective 12-OCT-2017

05-OCT-2017

Morocco Casablanca Mohammed V Intl

Mohammed V Intl **Casablanca** Morocco

CMN-GMMN

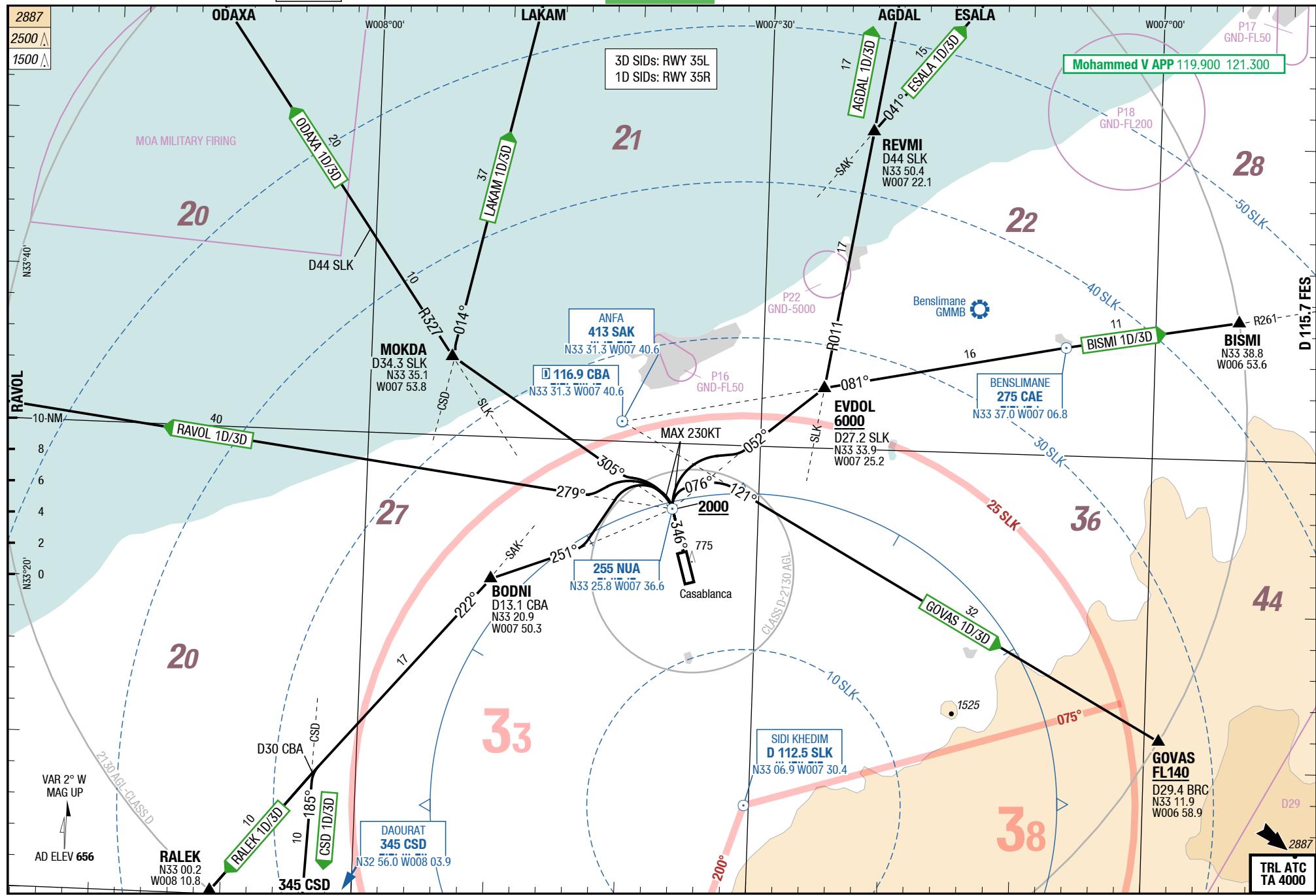
4-20

SIDs RWYs 35L/R

10

81

SIDs RWYs 35L/R



CMN-GMMN

5-10

SIDs RWYs 17L/R

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	

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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

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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	

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5-40

SIDs RWYs 35L/R

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 EVOL - LT intercept R011 SLK to REVM - AGDAL	EVOL MNM 6000
BISMI 3D BSM 3D 7.0% 119.900	MNM 2000 RT (MAX 230KT) - intercept QDR 052 NUA to EVOL - RT intercept QDM 081 CAE to CAE - QDR 081 CAE to BISMI	EVOL 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 EVOL - LT intercept R011 SLK to REVM - RT intercept QDR 041 SAK to ESALA	EVOL 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

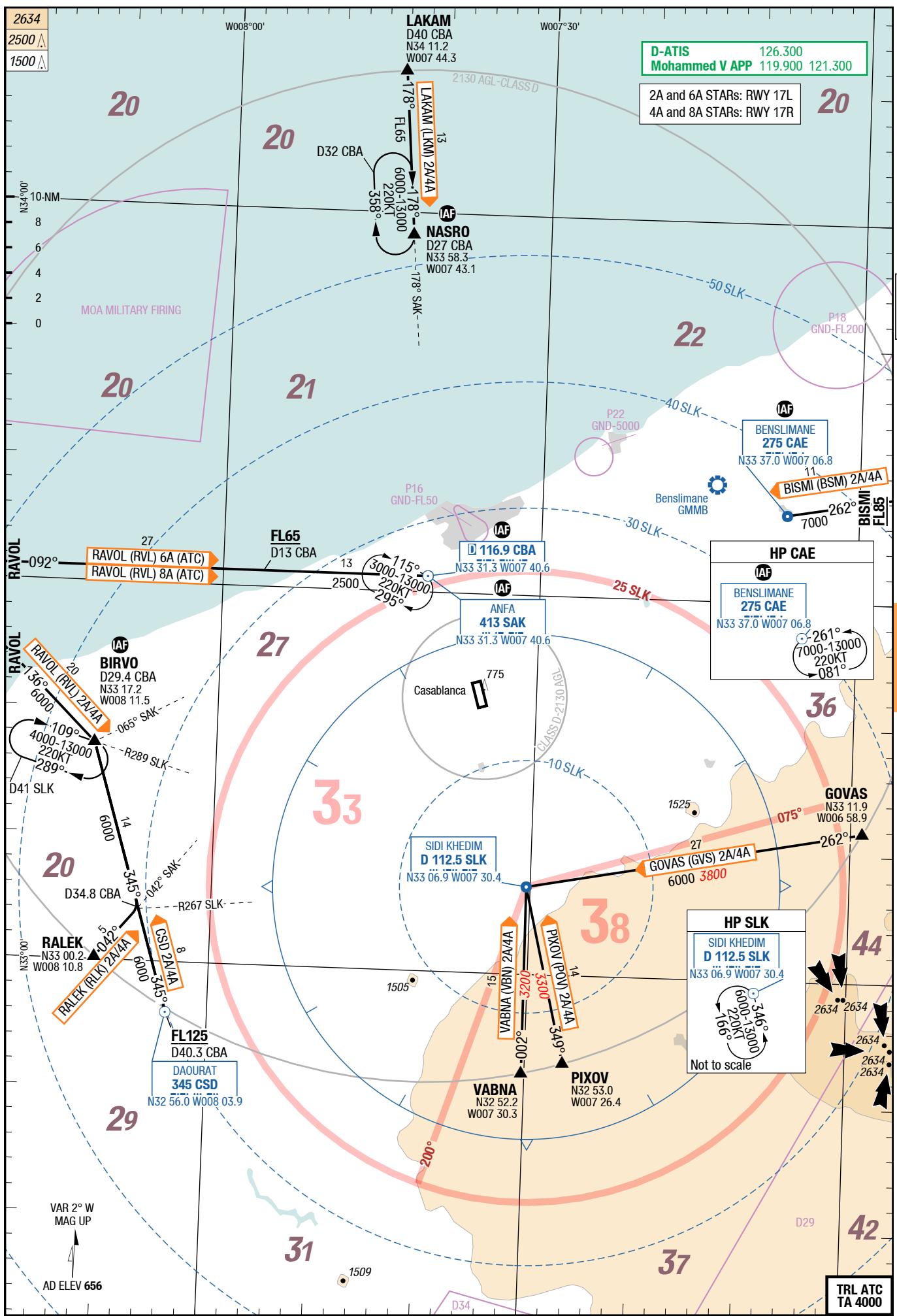
SIDPT

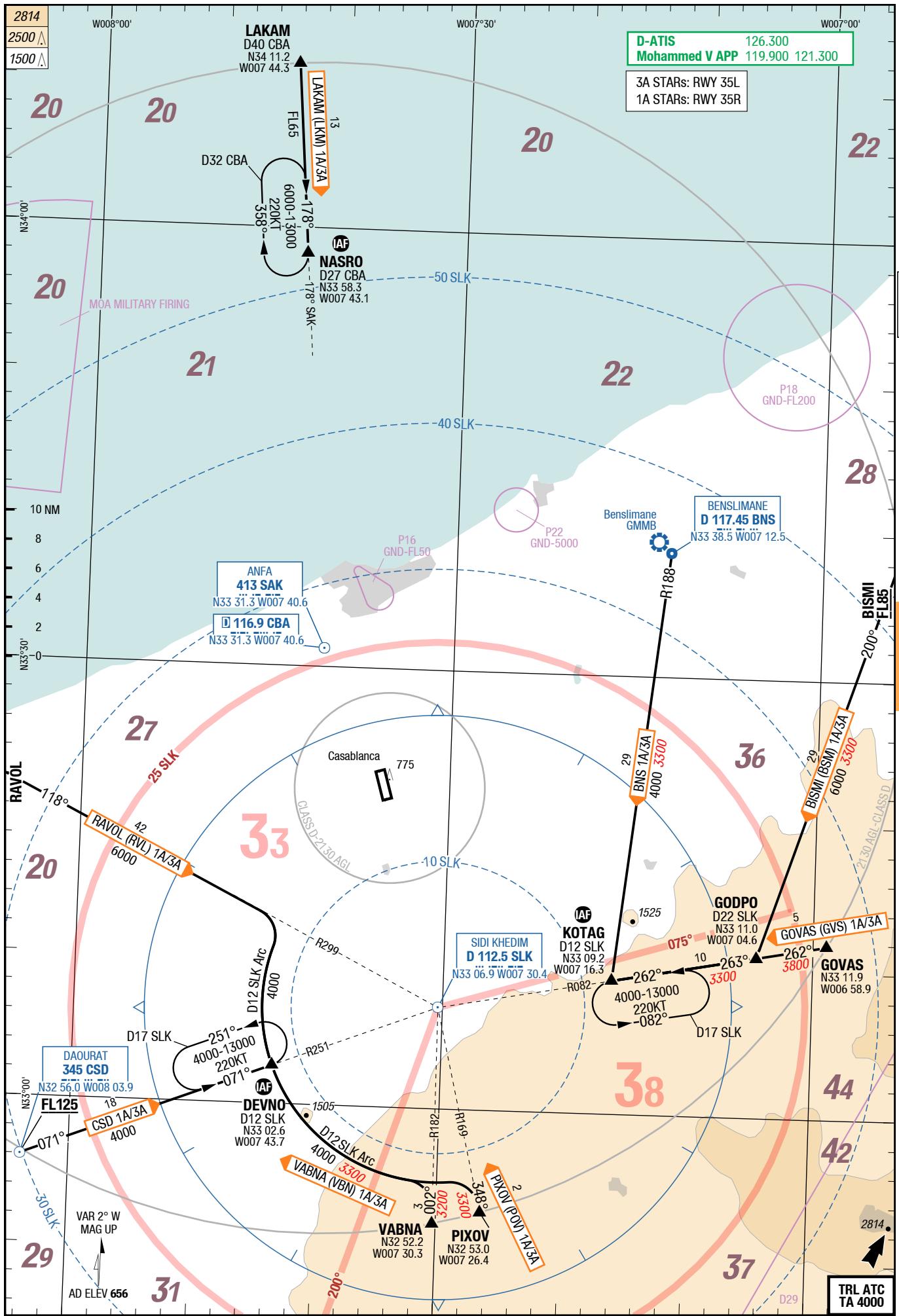
AGDAL 1D / BISMI 1D / DOURAT 1D / ESALA 1D / GOVAS 1D / LAKAM 1D / ODAXA 1D / RALEK 1D / RAVOL 1D

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	





Changes: Navaid CBA DME, OBST

2637
2500
1500
1000

W008°00'

W007°40'

W007°20'

126.300
118.500
121.300
130.600

D-ATIS	126.300
Mohammed V TWR	118.500
	121.300
Mohammed V GND	130.600

GMIN-GMIN

01-1

תְּלִיאָס / יְהוָה

111

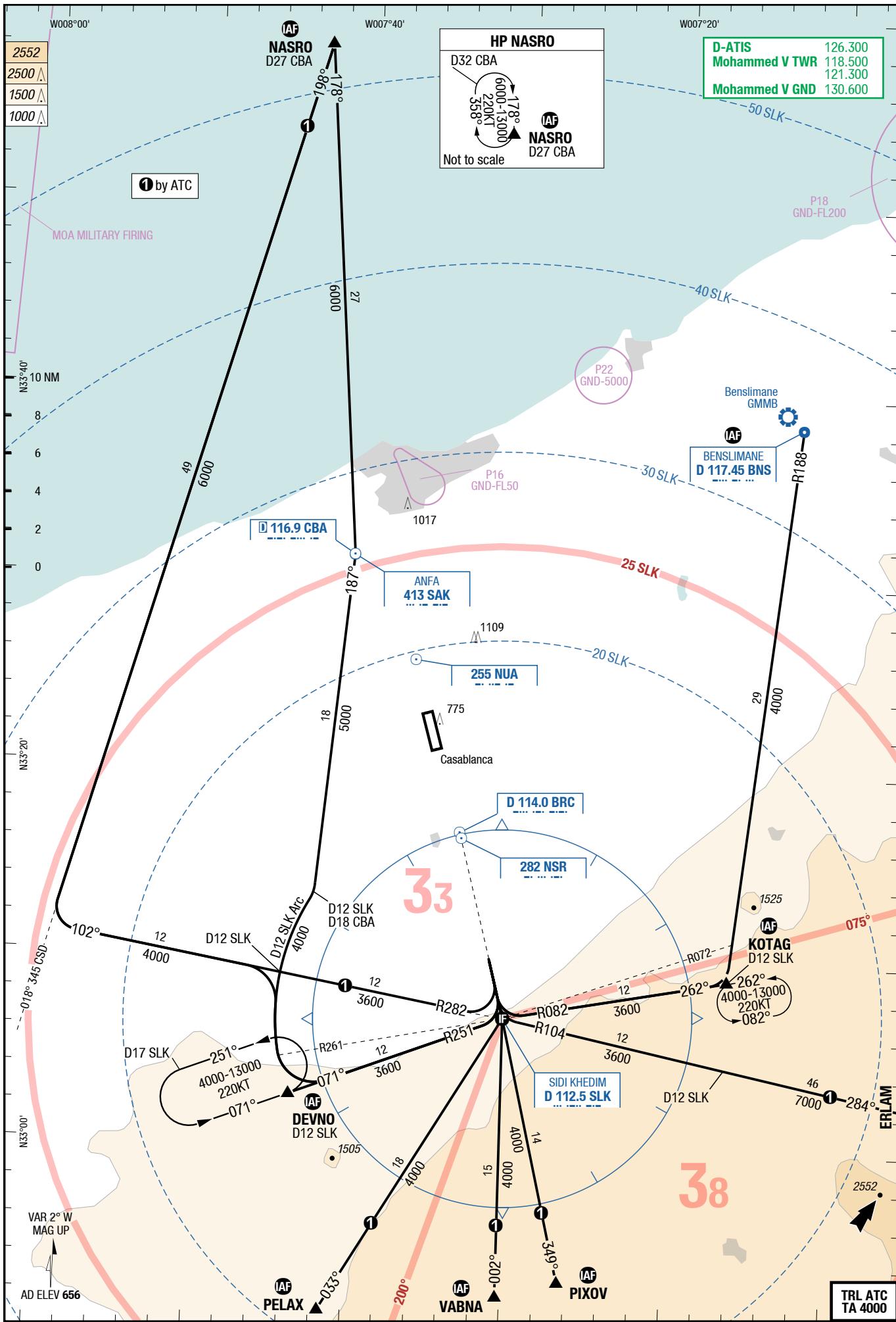
וְאֶת־בְּנֵי־יִשְׂרָאֵל

1

Flight Plan Map (Mission 33 and 38)

Key Features and Labels:

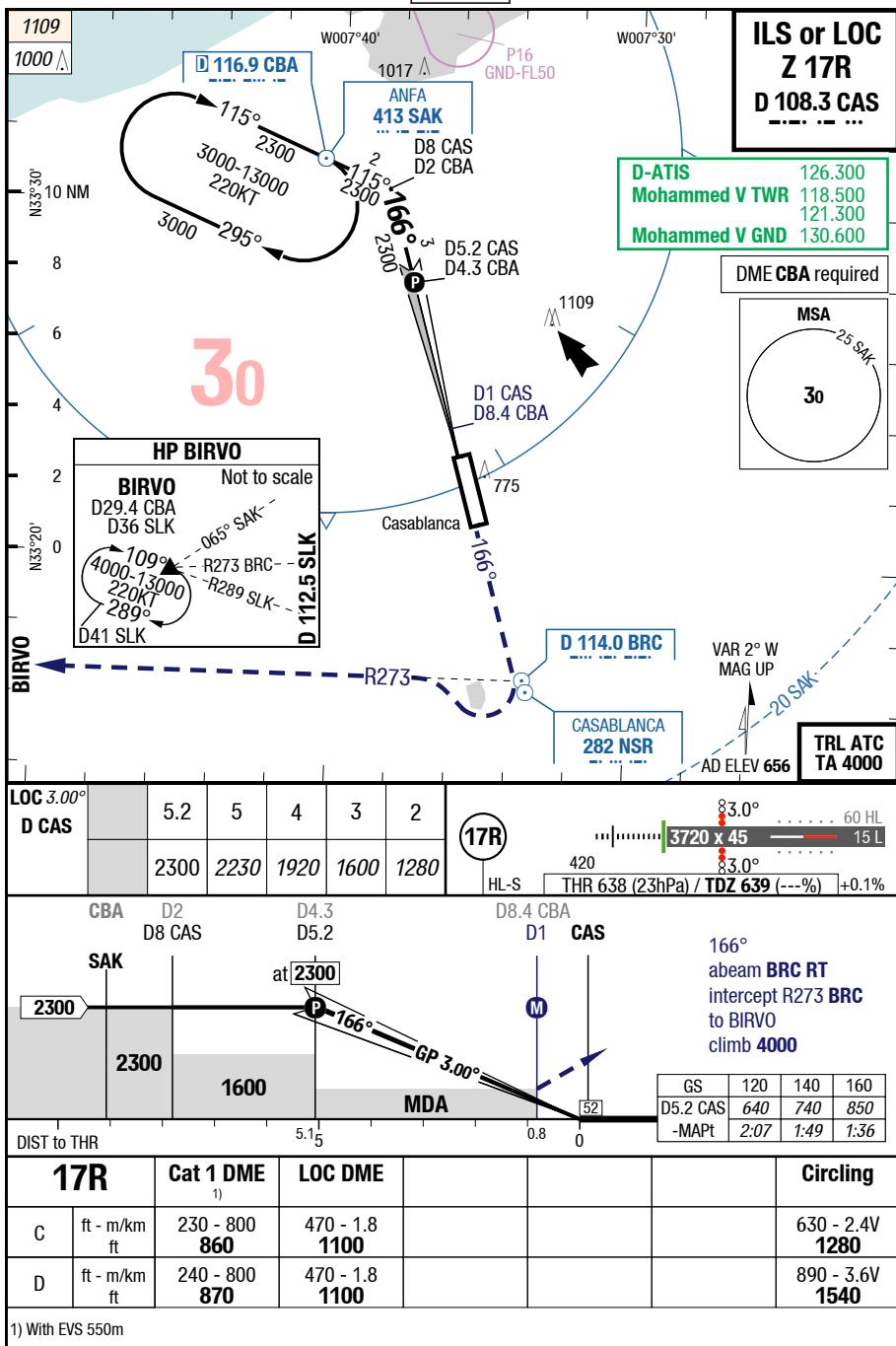
- Flight Routes:** D13 CBA Arc, D13 CBA, D11 CBA, D26 SLK Arc, D16 CBA, 50 SLK, 40 SLK, 30 SLK, 25 SLK.
- Altitudes:** 4000, 2500, 2000, 1500, 1000 meters.
- Locations:** BIRVO, BODNI, ANFA 413 SAK, SIDI KHEDIM, BENSIMANE, 255 NUA, 282 NSR, Casablanca.
- Weather and Hazards:** MOA MILITARY FIRING, P18 GND-FL200, P16 GND-FL50, P22 GND-5000.
- Legend:** TRL ATC TA 4000.



CMN-GMMN

7-30

ILS or LOC Z 17R



Effective 12-OCT-2017

05-OCT-2017

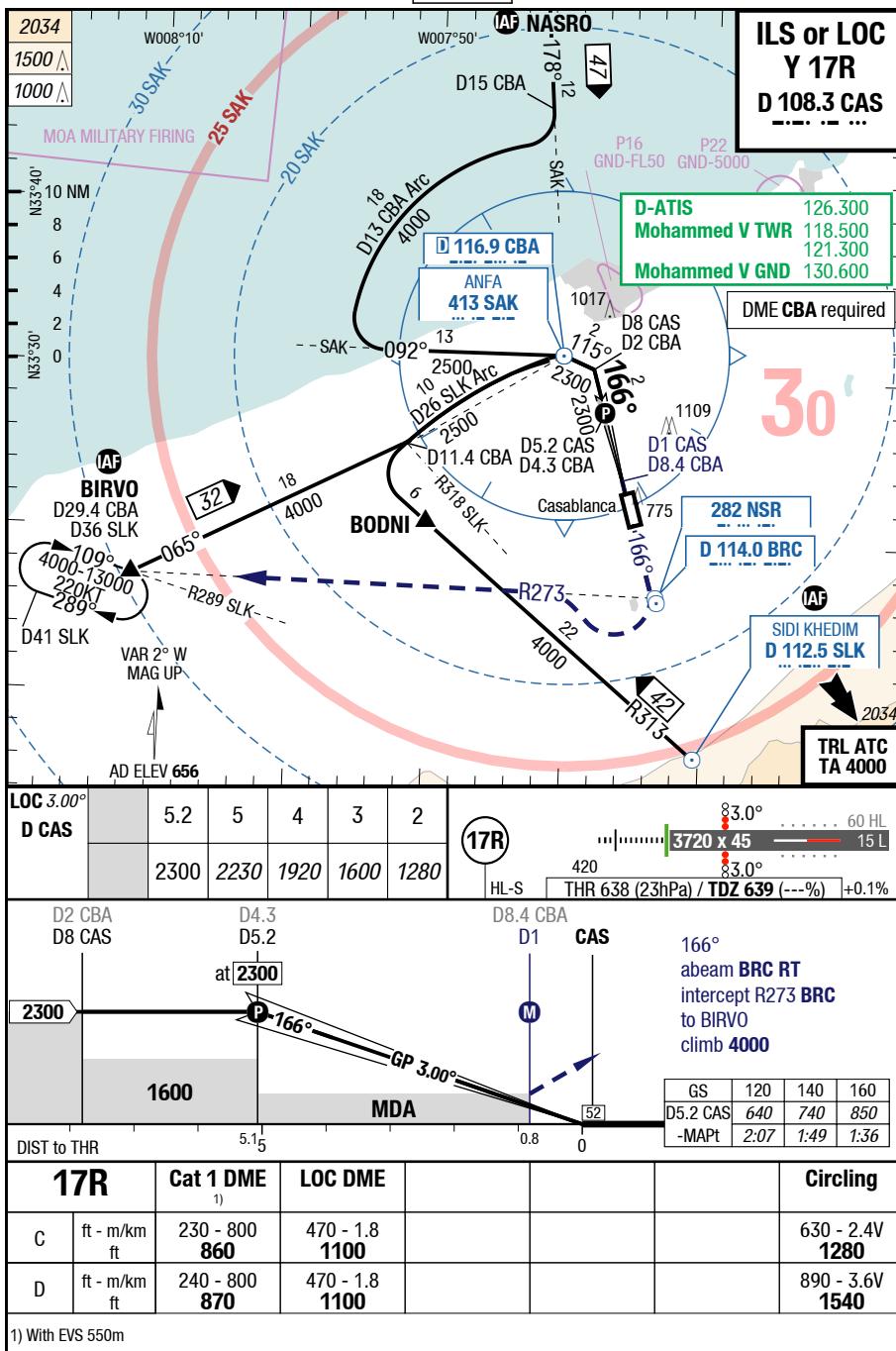
Morocco Casablanca Mohammed V Intl

IAC

CMN-GMMN

7-40

ILS or LOC Y 17R

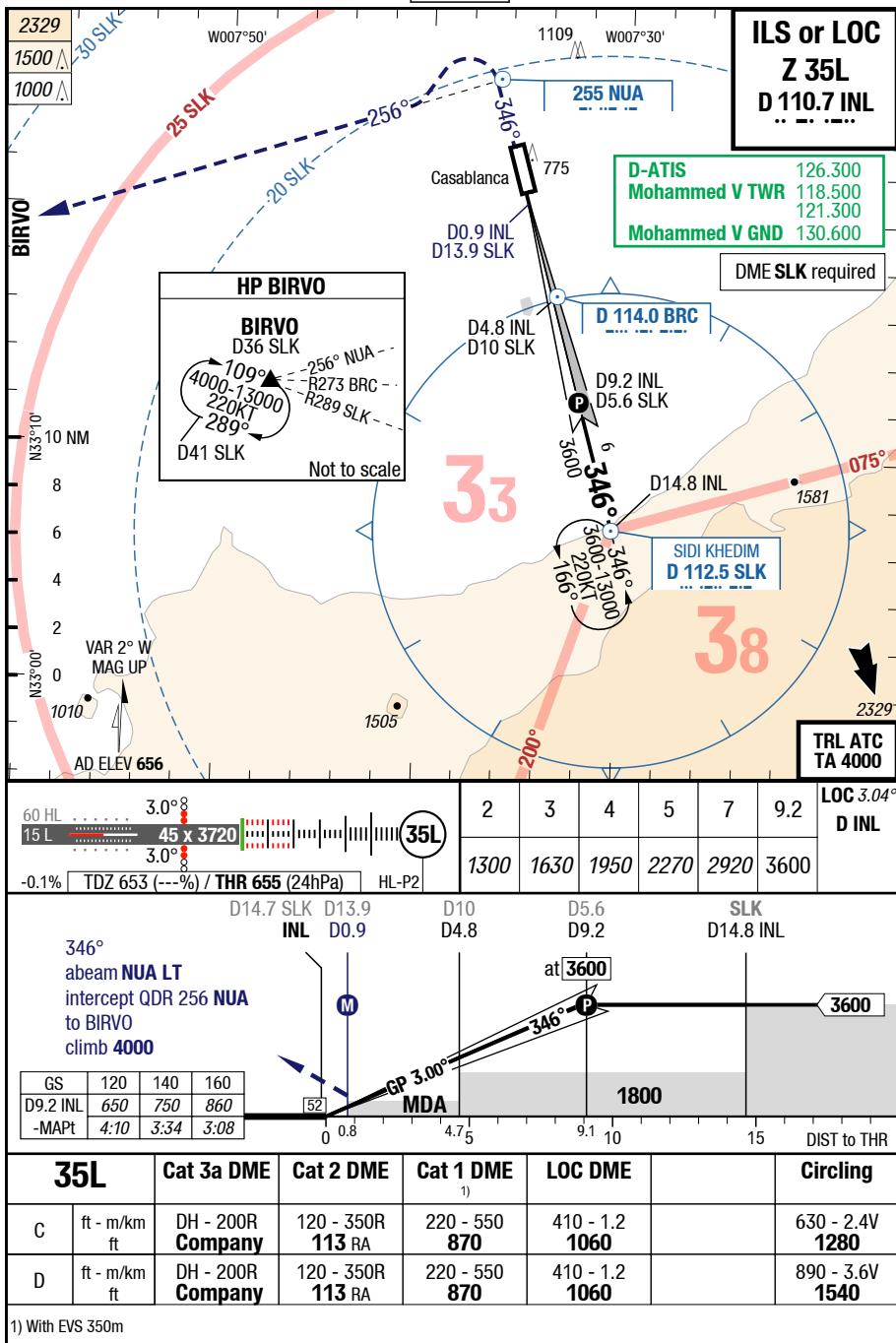


Changes: Navaid CBA DME, OBST

CMN-GMMN

7-50

ILS or LOC Z 35L

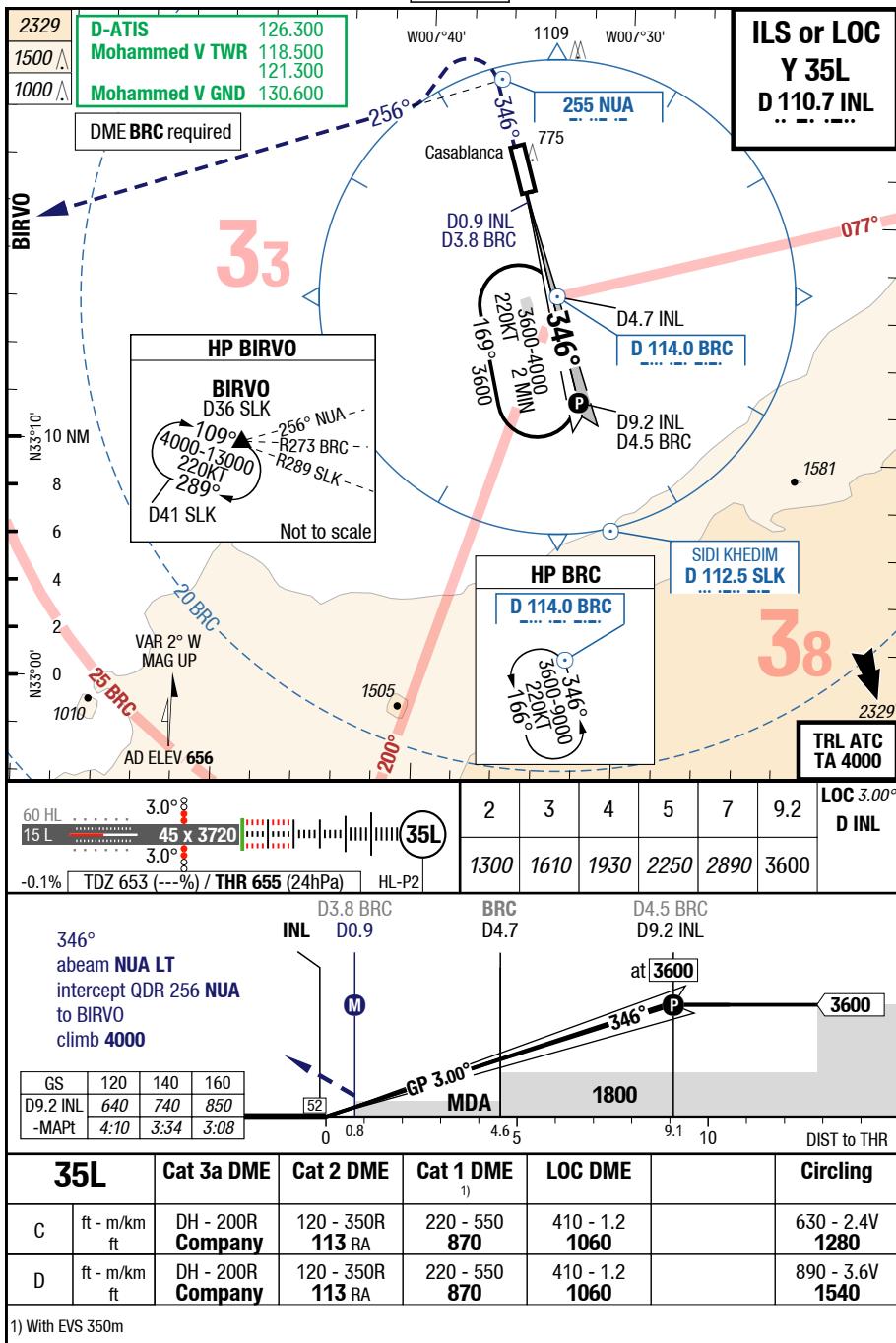


Changes: Inset

CMN-GMMN

7-60

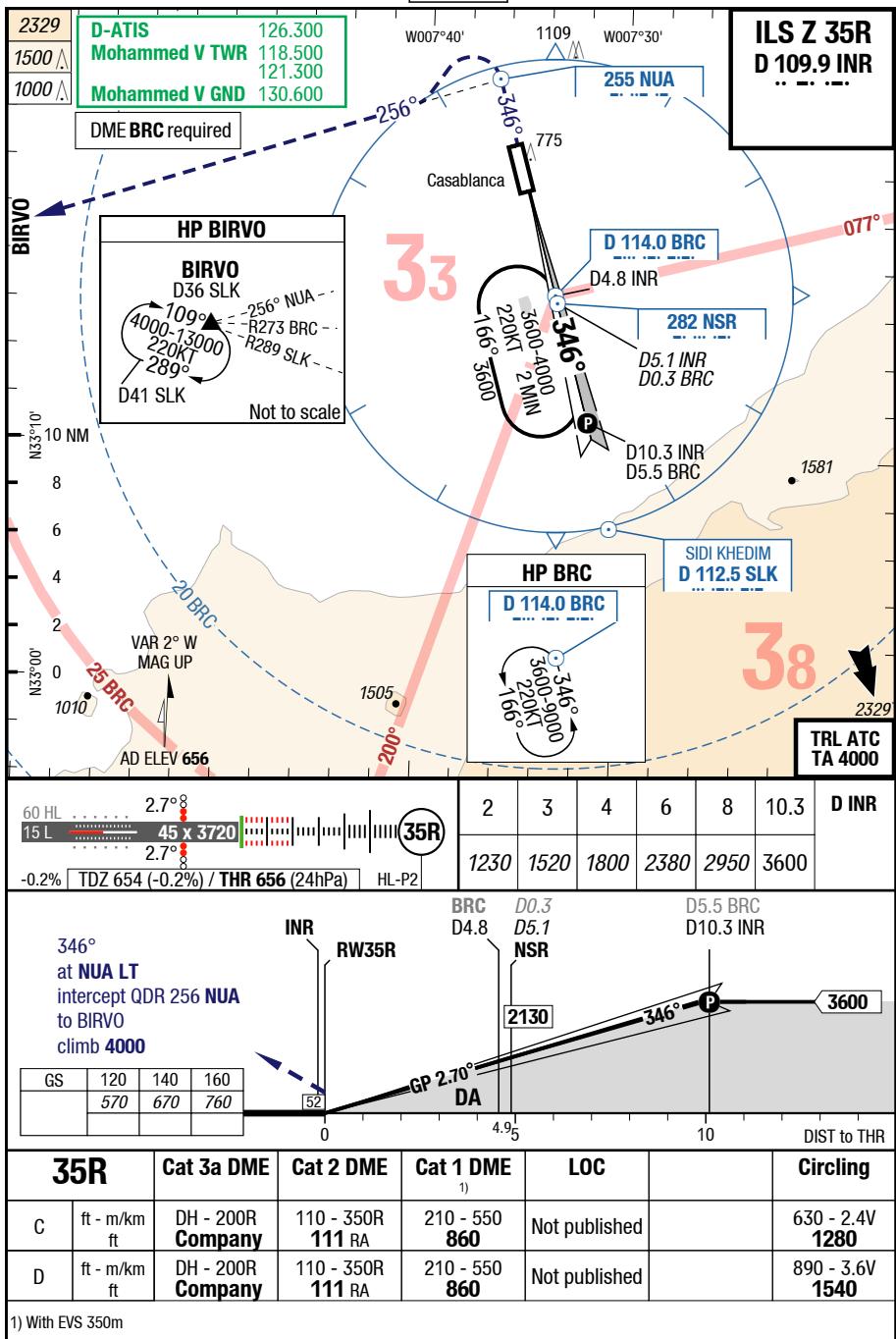
ILS or LOC Y 35L



CMN-GMMN

7-70

ILS Z 35R

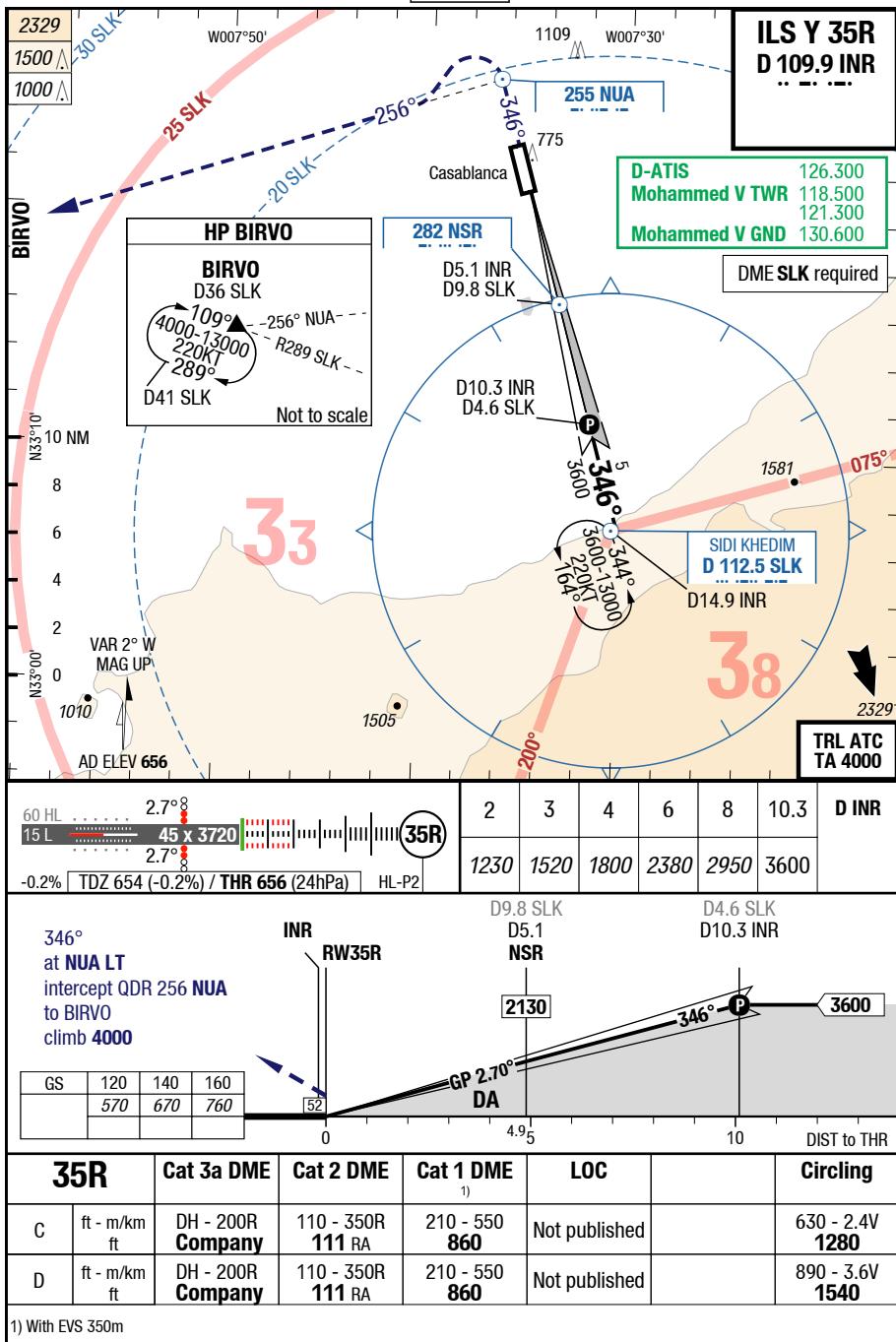


Changes: Inset

CMN-GMMN

7-80

ILS Y 35R



Changes: Inset

CMN-GMMN

7-90

LOC 35R

Changes: Inset

CMN-GMMN

7-100

VOR Z 35L

VOR Z
35L
D 112.5 SLK

BIRVO

HP BIRVO

BIRVO
D36 SLK
256° NUA
256°
220KT
289°
109°
4000-13000
D41 SLK
Not to scale

33

38

1109 W007°30'
775
Casablanca
D13.9 SLK

D-ATIS
Mohammed V TWR 126.300
118.500
121.300
Mohammed V GND 130.600

D 114.0 BRC
D 10 SLK
D 5.6 SLK
F
360°
346°
360°-13000
220KT
160°
346°
360°-13000
220KT
160°
1581
075°

1500
1000
2329
30 SLK
25 SLK
20 SLK
W007°50'

10 NM
8
6
4
2
0
N33°10'
N33°00'
VAR 2° W
MAG UP
1010
AD ELEV 656

60 HL 3.0°
15 L 45 x 3720
3.0°
-0.1% TDZ 653 (---%) / THR 655 (24hPa) HL-P2

35L

	13	12	10	8	6	5.6
	1240	1560	2190	2830	3470	3600

3.00° D SLK

DIST to THR

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

M

3600

3600

1800

MDA

GS 120 140 160

GS	120	140	160
D5.6 SLK	640	740	850
-MAPt	4:10	3:34	3:07

35L **VOR DME** **1060** **1060** **Circling**

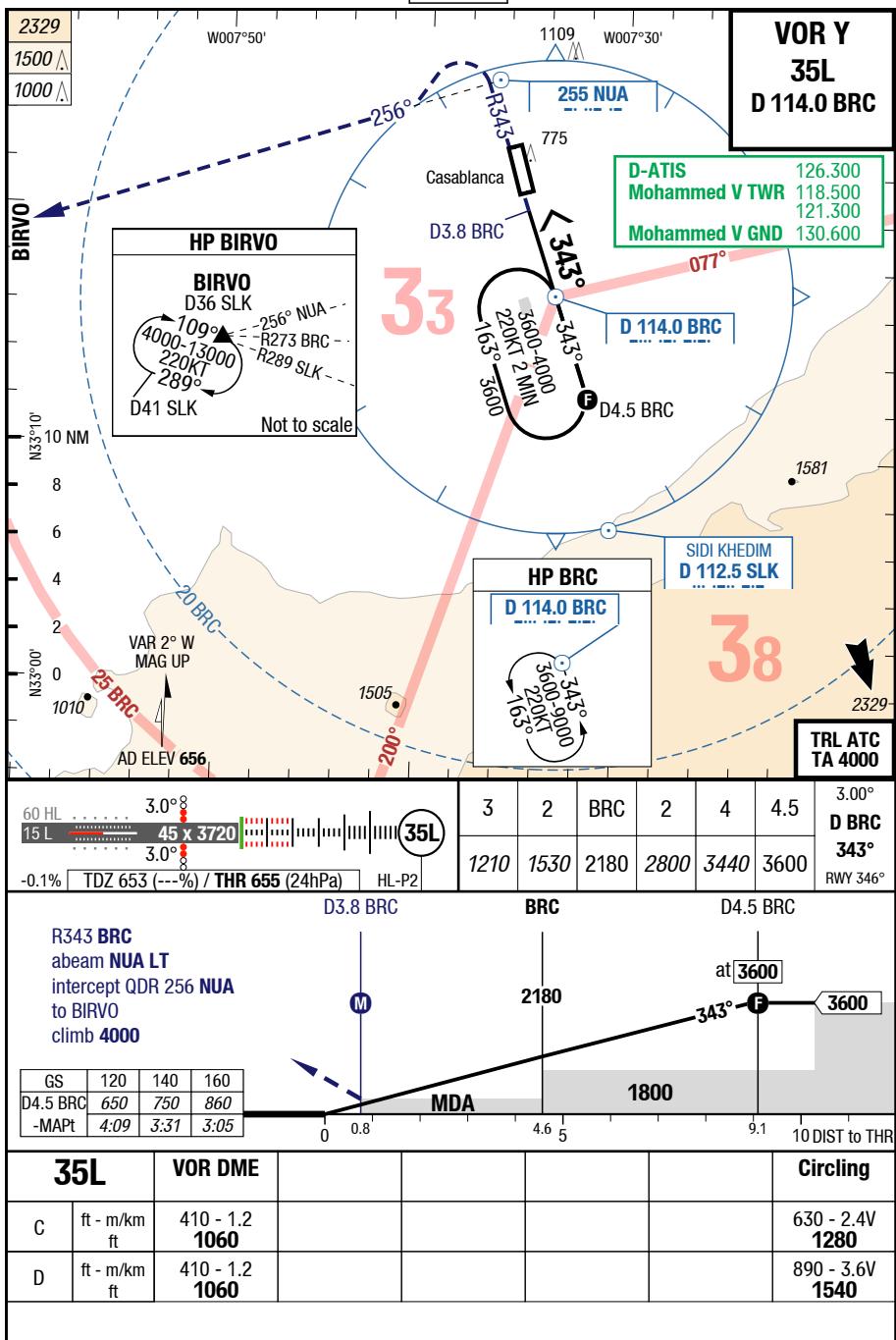
C ft - m/km ft 410 - 1.2 1060 630 - 2.4V 1280

D ft - m/km ft 410 - 1.2 1060 890 - 3.6V 1540

CMN-GMMN

7-110

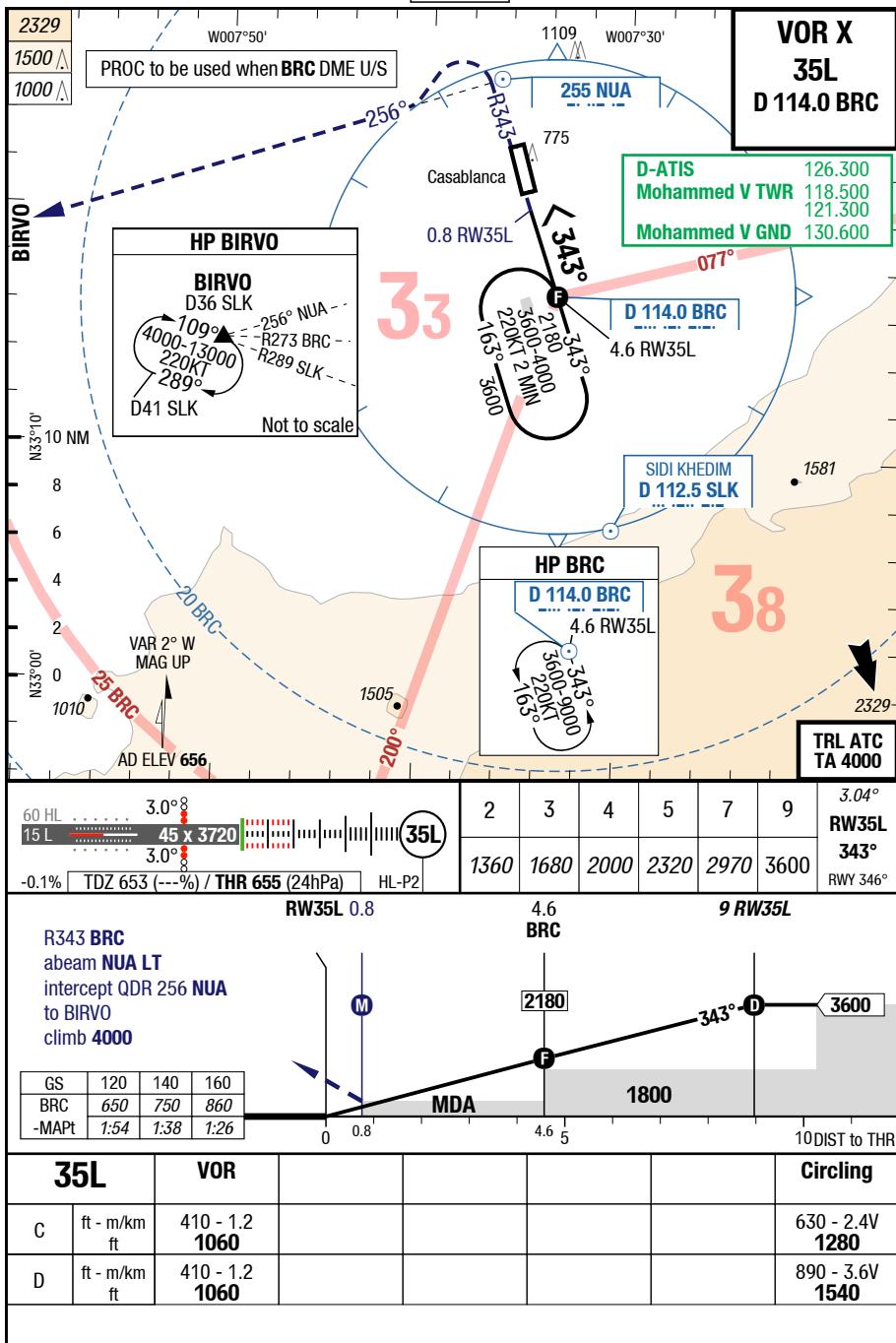
VOR Y 35L



CMN-GMMN

7-120

VOR X 35L

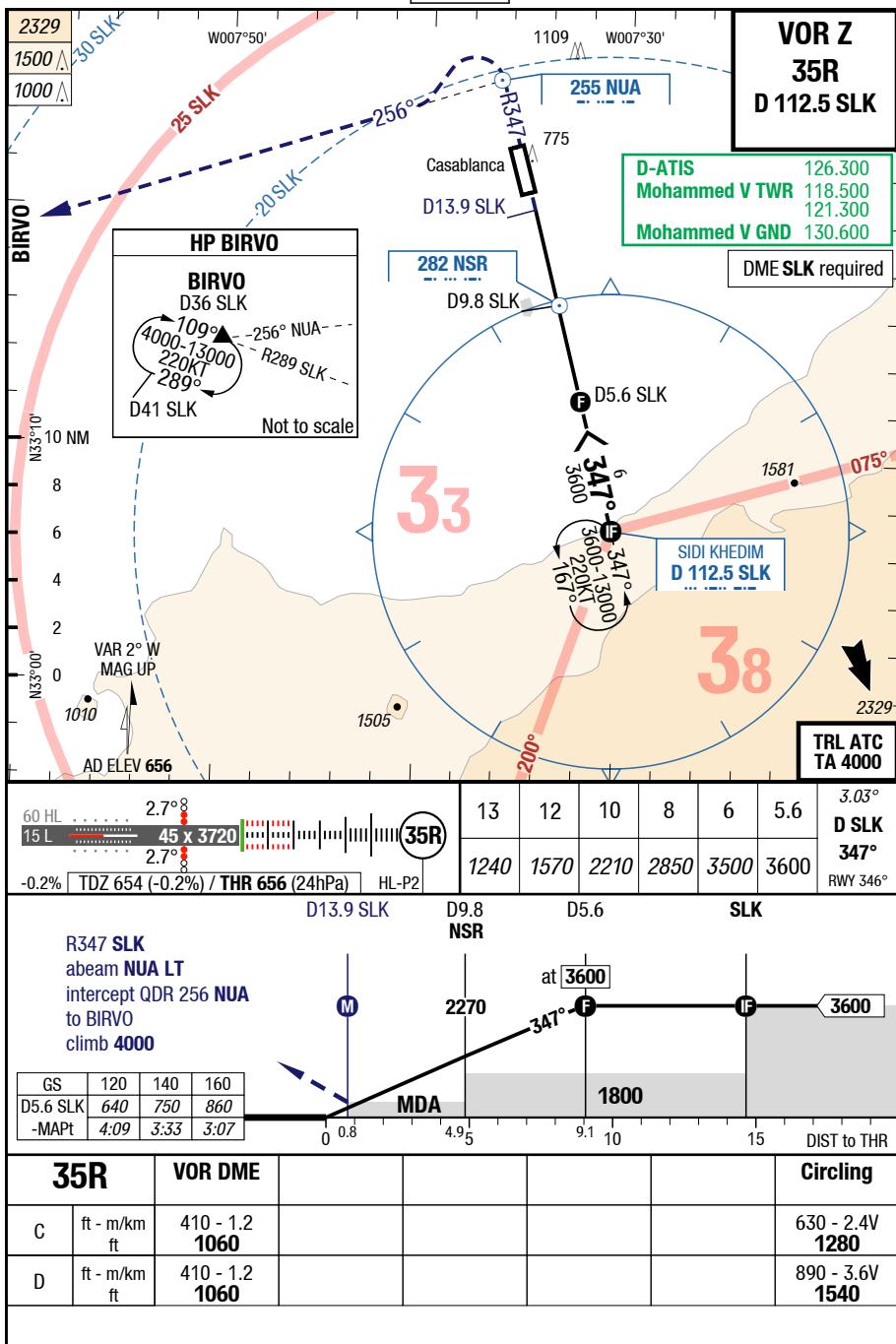


Changes: Inset

CMN-GMMN

7-130

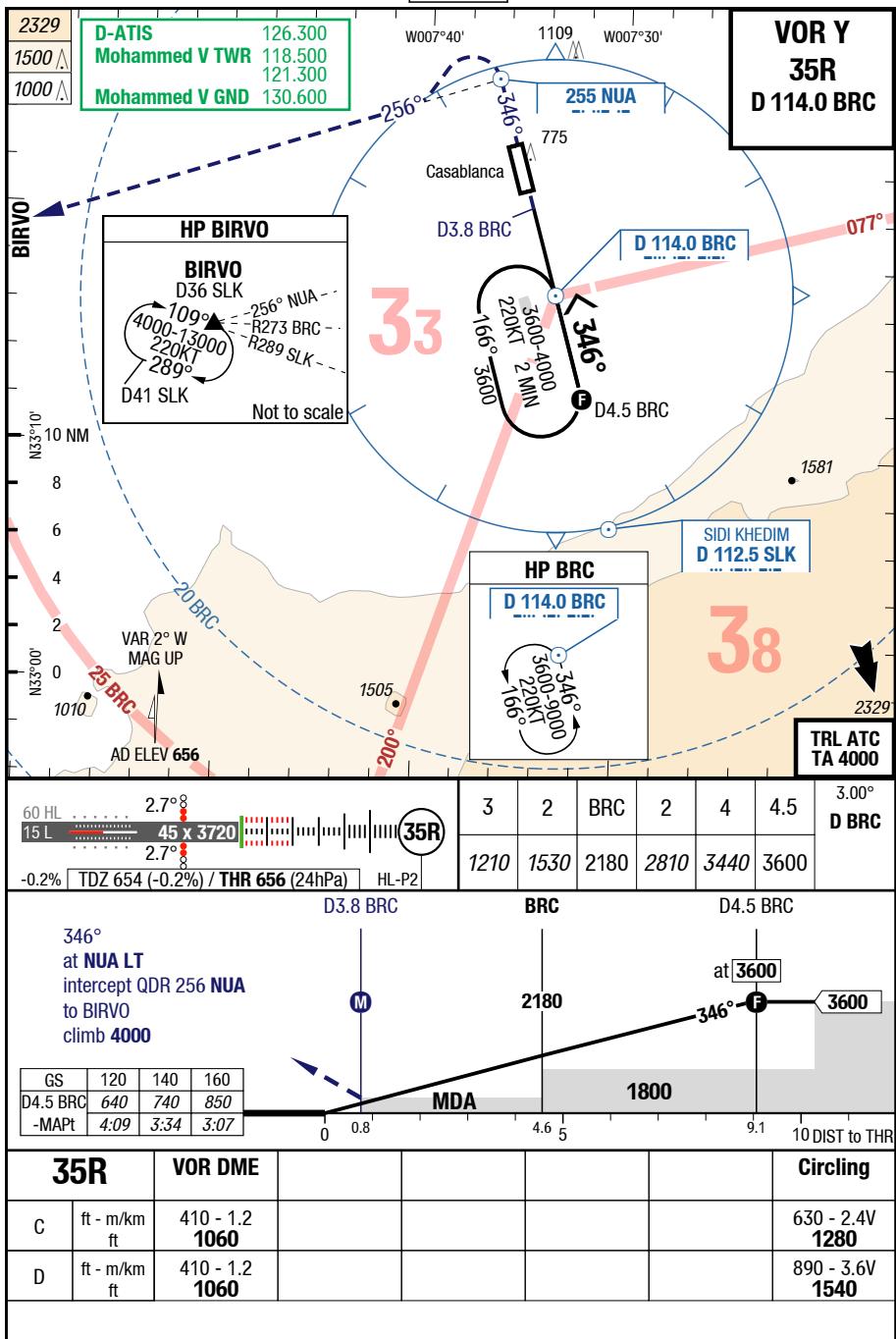
VOR Z 35R



7-140

VOR Y 35R

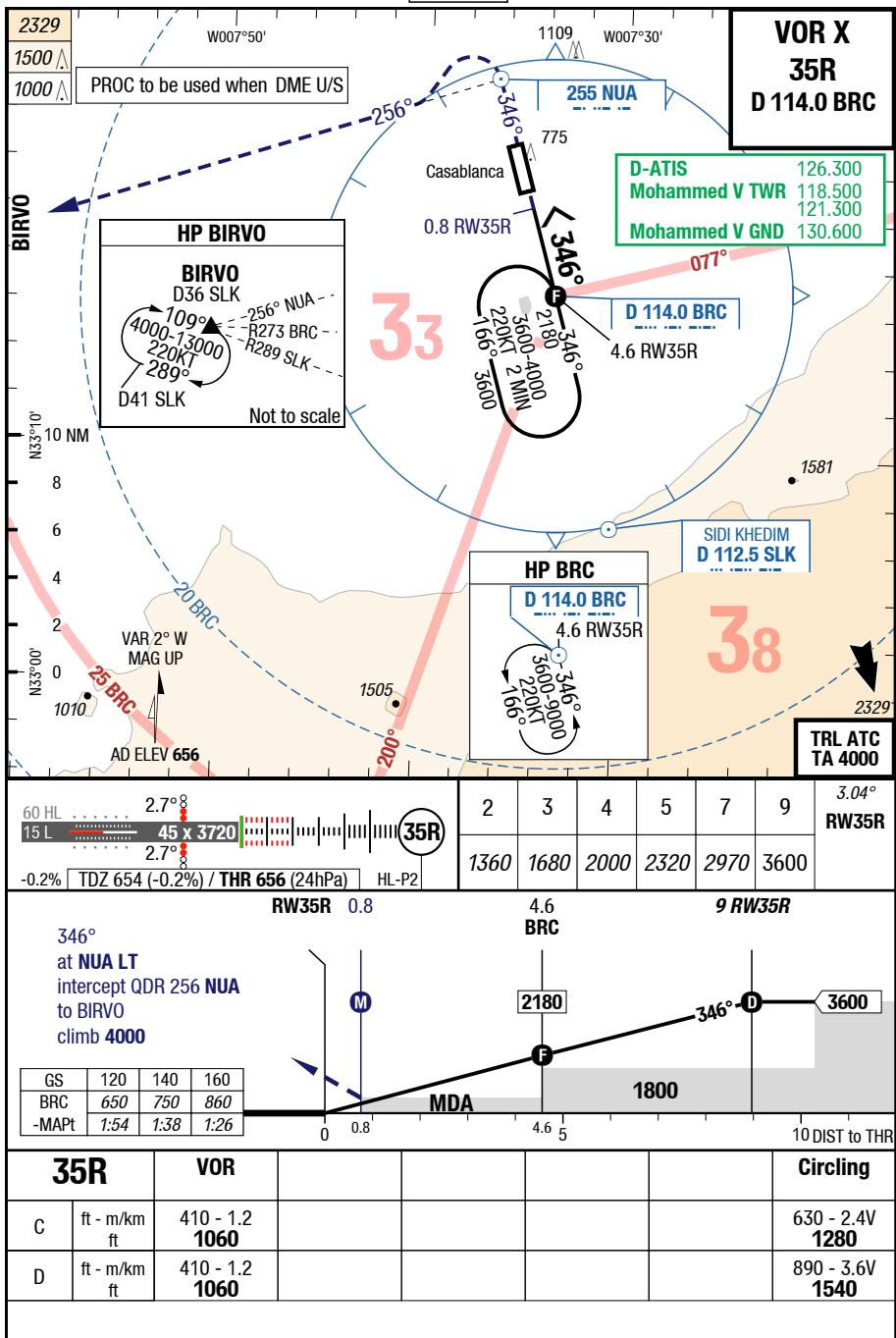
34



CMN-GMMN

7-150

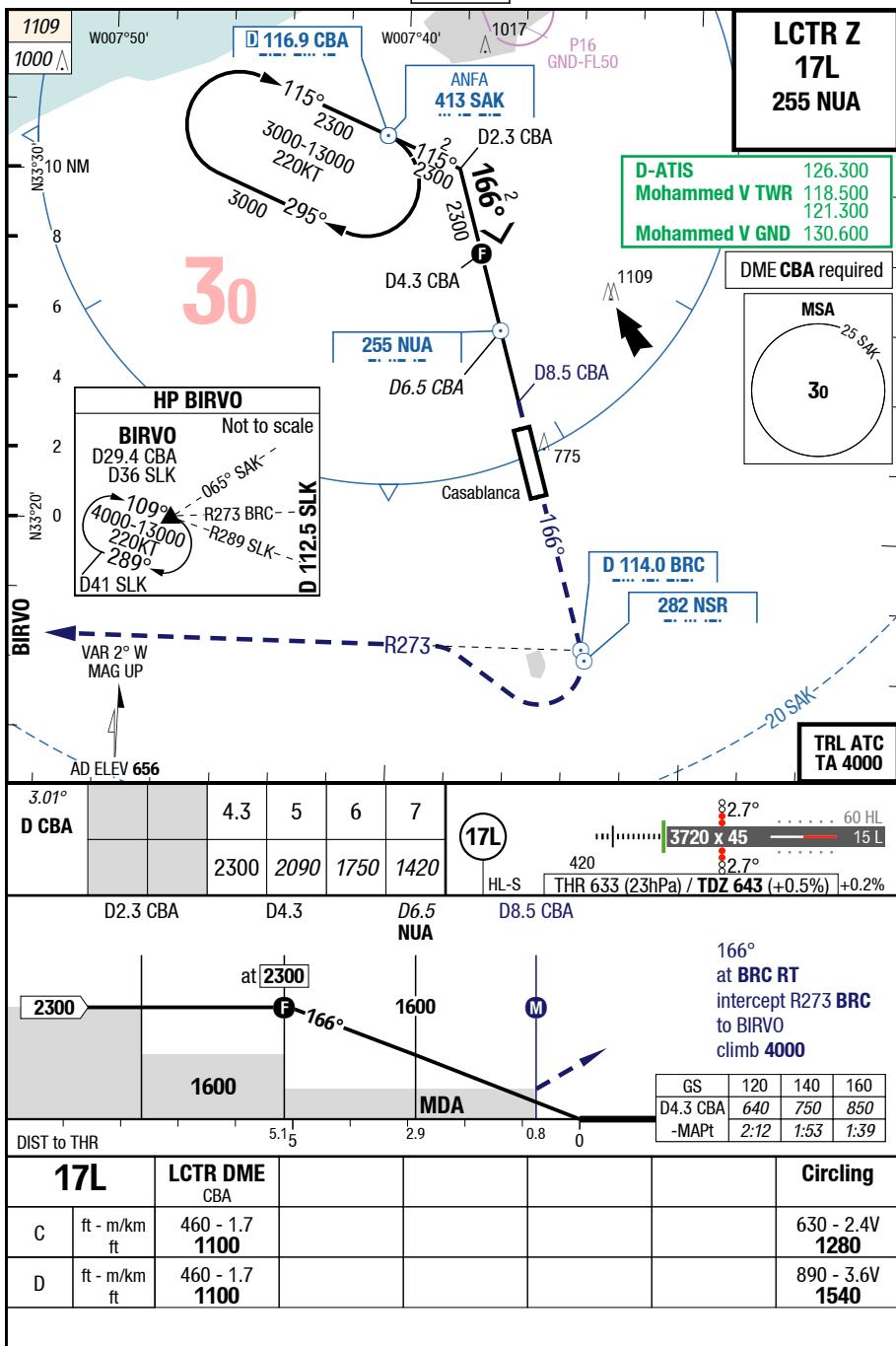
VOR X 35R



CMN-GMMN

7-160

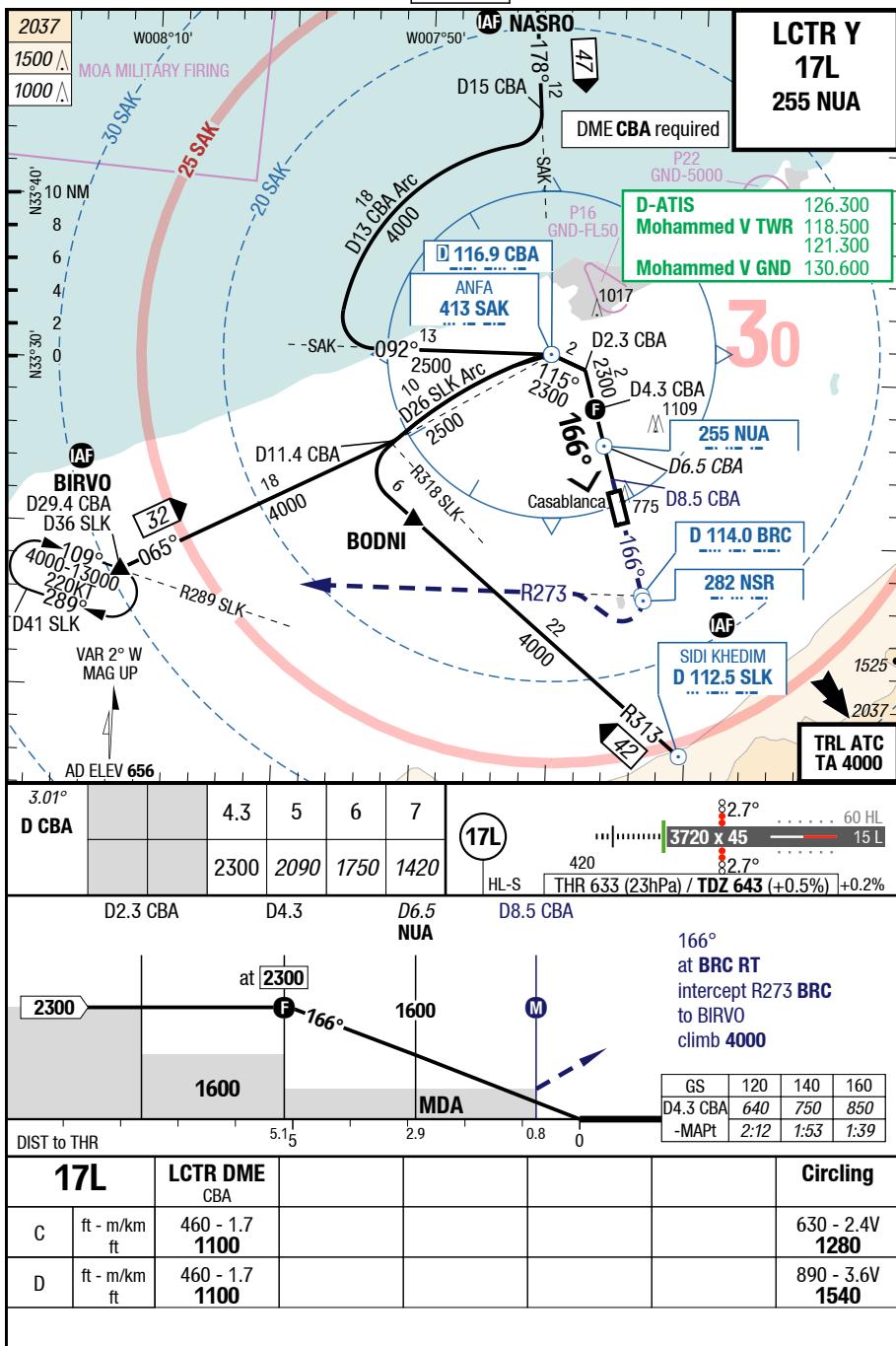
LCTR Z 17L



CMN-GMMN

7-170

LCTR Y 17L

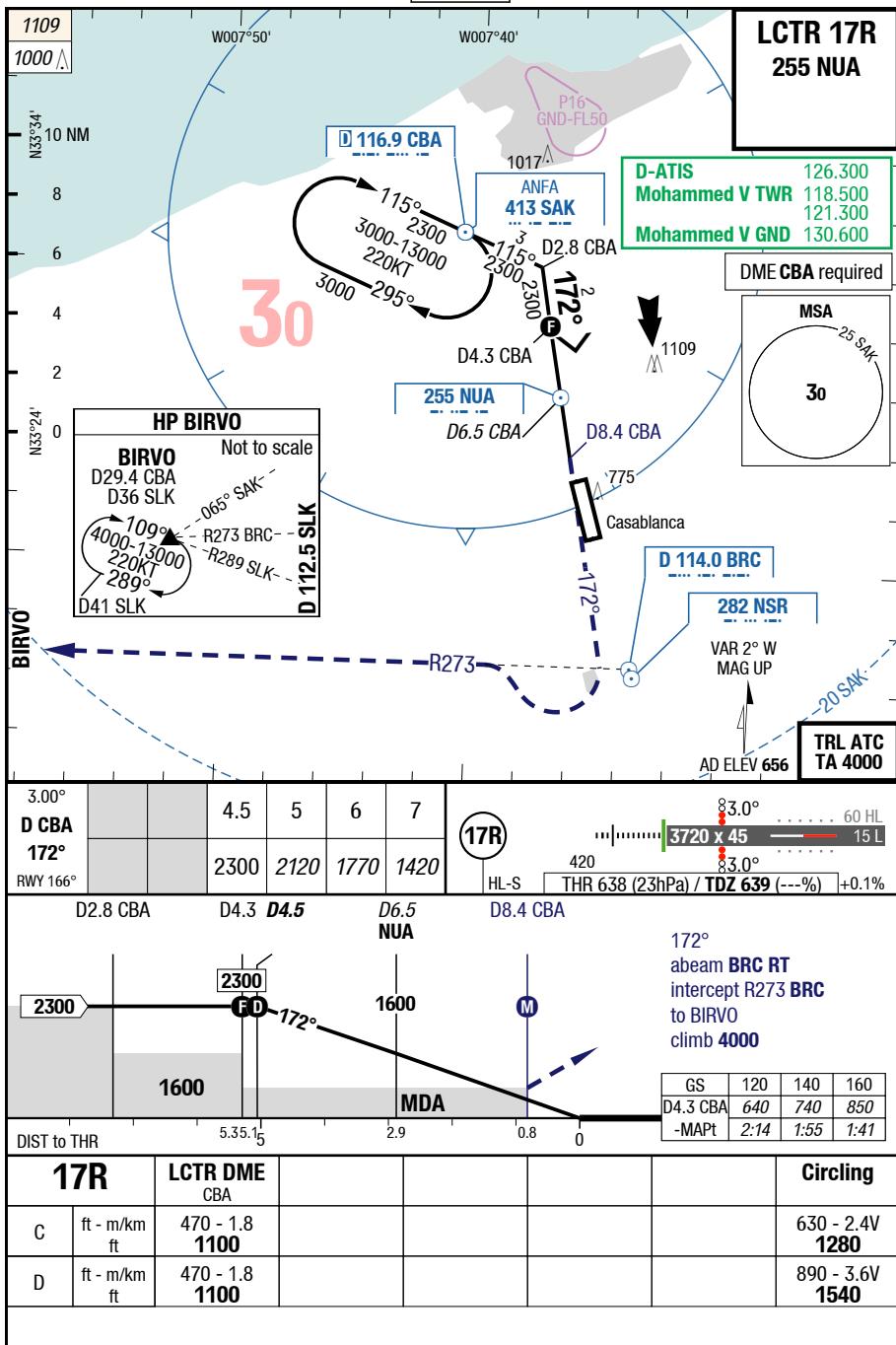


Changes: Navaid CBA DME, OBST

CMN-GMMN

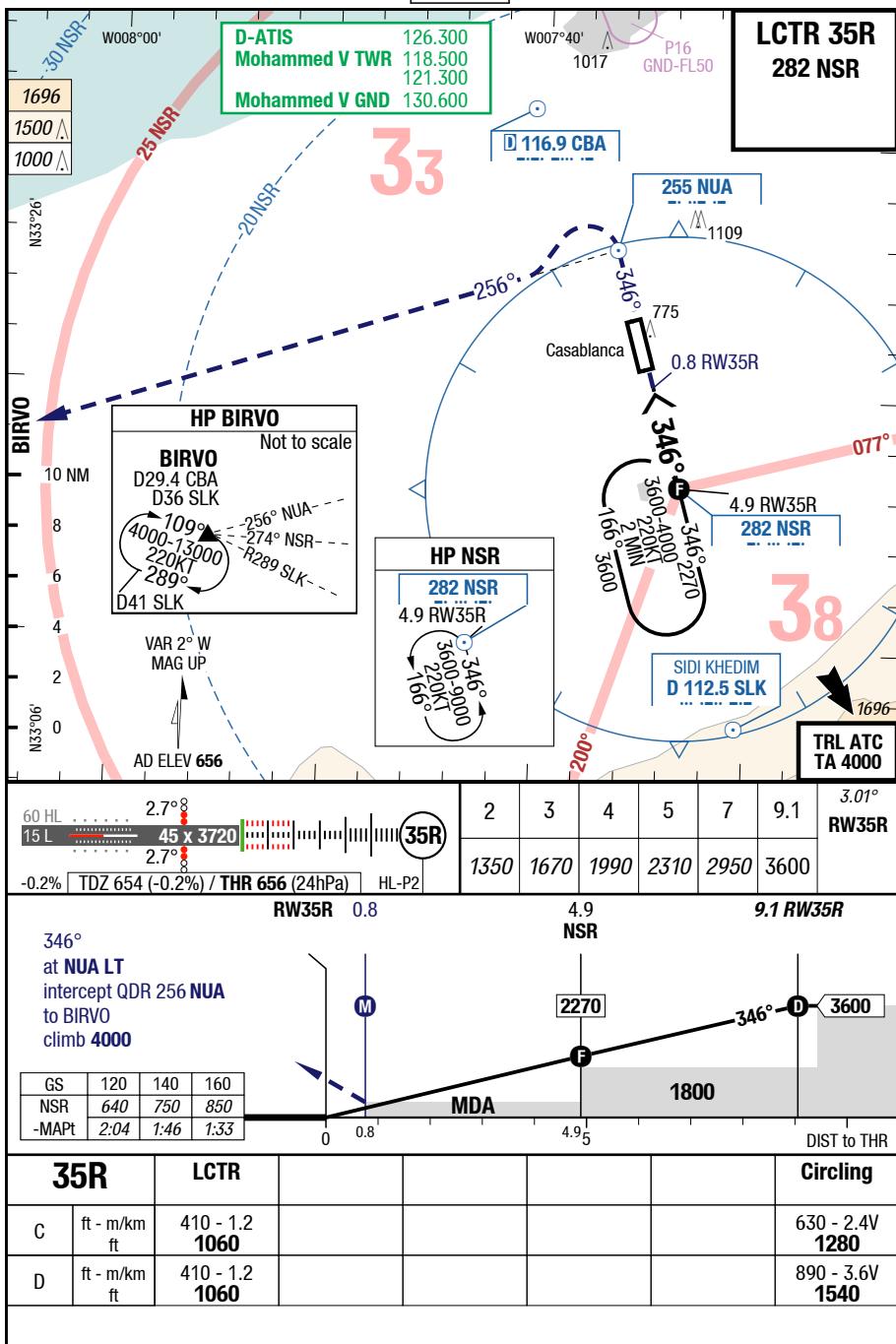
7-180

LCTR 17R



7-190

LCTR 35R



Effective 12-OCT-2017

05-OCT-2017

CMN-GMMN

Morocco Casablanca Mohammed V Intl

8-10

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Mohammed V Intl Casablanca Morocco

