

**General Info**

Casablanca, MAR

N 33° 21.8' W 07° 34.9' Mag Var: 4.1°W

Elevation: 656'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT uses DST

**Runway Info**

Runway 17L-35R 12205' x 148' asphalt

Runway 17R-35L 12205' x 148' asphalt

Runway 17L (166.0°M) TDZE 633'

Lights: Edge, ALS, Centerline

Stopway Distance 295'

Runway 17R (166.0°M) TDZE 638'

Lights: Edge, ALS, Centerline

Stopway Distance 197'

Runway 35L (346.0°M) TDZE 655'

Lights: Edge, ALS, Centerline, TDZ

Stopway Distance 197'

Runway 35R (346.0°M) TDZE 655'

Lights: Edge, ALS, Centerline, TDZ

Stopway Distance 197'

**Communications Info**ATIS **126.3**Mohammed V Tower **119.9** SecondaryMohammed V Tower **118.5**Mohammed V Ground Control **130.6**Mohammed V Approach Control **121.3**Mohammed V Approach Control **119.9** Secondary**Notebook Info**

GMMN/CMN

JEPPESEN

CASABLANCA, MOROCCO

MOHAMMED V INTL 20 JUN 14

10-1P

Eff 26 Jun

AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

\*ATIS 126.3

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RUNWAY 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. 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.

### 1.4. TAXI PROCEDURES

The TWY strips for A380 comply with following conditions:

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

### 1.5. 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.

GMMN/CMN

JEPPESEN

CASABLANCA, MOROCCO

MOHAMMED V INTL

20 JUN 14

10-1P1

Eff 26 Jun

AIRPORT BRIEFING

## 2. ARRIVAL

### 2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 within Casablanca TMA.

### 2.2. CAT II/III OPERATIONS

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

### 2.3. 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.

## 3. DEPARTURE

### 3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

ACFT shall contact Tower or Ground 10 min before EOBT by transmitting call sign, parking stand, 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 authorisation 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.

### 3.2. 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 EAST 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.



GMMN/CMN  
 MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO

20 JUN 14

10-2

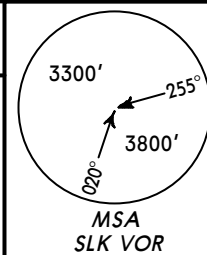
Eff 26 Jun

STAR

\*ATIS  
 126.3

Apt Elev  
 656'

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



BISMI 1A (BSM 1A), BNS 1A  
 GOVAS 1A (GVS 1A), LAKAM 1A (LKM 1A)  
 RWY 35R ARRIVALS

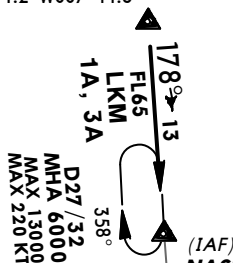
BISMI 3A (BSM 3A), BNS 3A  
 GOVAS 3A (GVS 3A), LAKAM 3A (LKM 3A)  
 RWY 35L ARRIVALS

**SPEED: MAX 250 KT BELOW FL100**

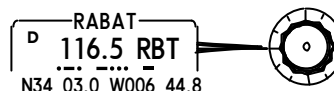
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Refer to Airport Briefing 10-1P pages.  
 SSWWOC 1S01 ▲ SSWWOC 1S01 ▲ SSWWOC 1S01 ▲ SSWWOC 1S01



**LAKAM**  
 N34 11.2 W007 44.3



Direct distance to  
 Mohammed V Intl from:  
 KOTAG 20 NM  
 NASRO 37 NM



(IAF)  
**NASRO**  
 N33 58.3 W007 43.1  
 (CBA D27)

BENSLIMANE  
 (H) 117.45 BNS  
 N33 38.5 W007 12.5

**BISMI**  
 N33 38.8  
 W006 53.6

At or above  
 FL85  
 descend to  
 at or above  
 6000'

DME  
 ANFA  
 (116.9) CBA  
 N33 31.3 W007 40.6  
 413 SAK  
 N33 31.3 W007 40.6

(H) 112.5 SLK  
 N33 06.9 W007 30.4

(IAF)  
**KOTAG**  
 N33 09.2  
 W007 16.3

**GODPO**  
 N33 11.0  
 W007 04.6

**GOVAS**  
 N33 11.9 W006 58.9

D12/17  
 MHA 4000  
 MAX 13000  
 MAX 220 KT

GVS  
 1A, 3A

STAR	ROUTING
BNS 1A, 3A	Intercept BNS R-189 to KOTAG.
BSM 1A, 3A	Intercept RBT R-200 to GODPO, intercept SLK R-082 inbound to KOTAG.
GVS 1A, 3A	Intercept SLK R-082 inbound to KOTAG.
LKM 1A, 3A	Intercept 178° bearing towards SAK to NASRO.

GMMN/CMN  
 MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO

20 JUN 14

10-2A

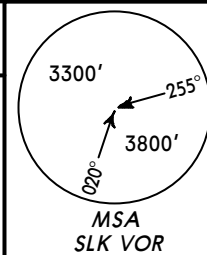
Eff 26 Jun

STAR

\*ATIS  
 126.3

Apt Elev  
 656'

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



CSD 1A, PIXOV 1A (POV 1A)  
 RAVOL 1A (RVL 1A), VABNA 1A (VBN 1A)  
 RWY 35R ARRIVALS

CSD 3A, PIXOV 3A (POV 3A)  
 RAVOL 3A (RVL 3A), VABNA 3A (VBN 3A)  
 RWY 35L ARRIVALS

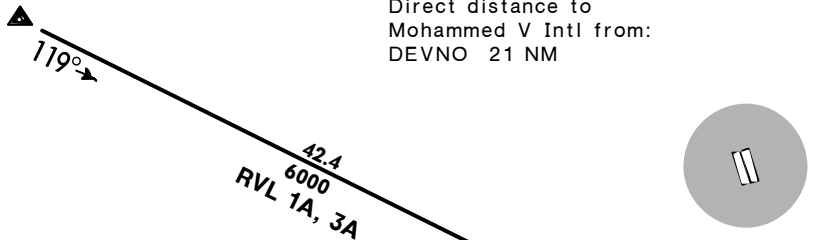
**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Refer to Airport Briefing 10-1P pages.  
 SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



**RAVOL**  
 N33 31.1 W008 28.5

Direct distance to  
 Mohammed V Intl from:  
 DEVNO 21 NM



DAOURAT  
 345 CSD  
 N32 56.0 W008 03.9  
 At or above  
 FL125  
 descend to  
 at or above  
 5000'

D12 SLK  
 N33 12.3 W007 43.1

(IAF)  
 DEVNO  
 N33 02.6 W007 43.7

SIDI KHEDIM  
 D (H) 112.5 SLK  
 N33 06.9 W007 30.4

D12  
 N32 54.9 W007 30.4

D12 SLK  
 N32 55.2 W007 27.2

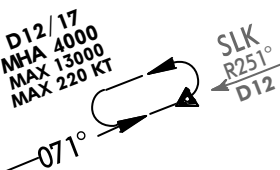
CSD 1A, 3A  
 4000

POV 1A, 3A

VABNA  
 N32 52.2 W007 30.3

PIXOV  
 N32 53.0 W007 26.4

**HOLDING OVER  
 DEVNO**



STAR	ROUTING
CSD 1A, 3A	Intercept SLK R-251 inbound to DEVNO.
POV 1A, 3A	Intercept SLK R-169 inbound to D12 SLK, along SLK 12 DME arc to DEVNO.
RVL 1A, 3A	Intercept SLK R-299 inbound to D12 SLK, along SLK 12 DME arc to DEVNO.
VBN 1A, 3A	Intercept SLK R-182 inbound to D12 SLK, along SLK 12 DME arc to DEVNO.

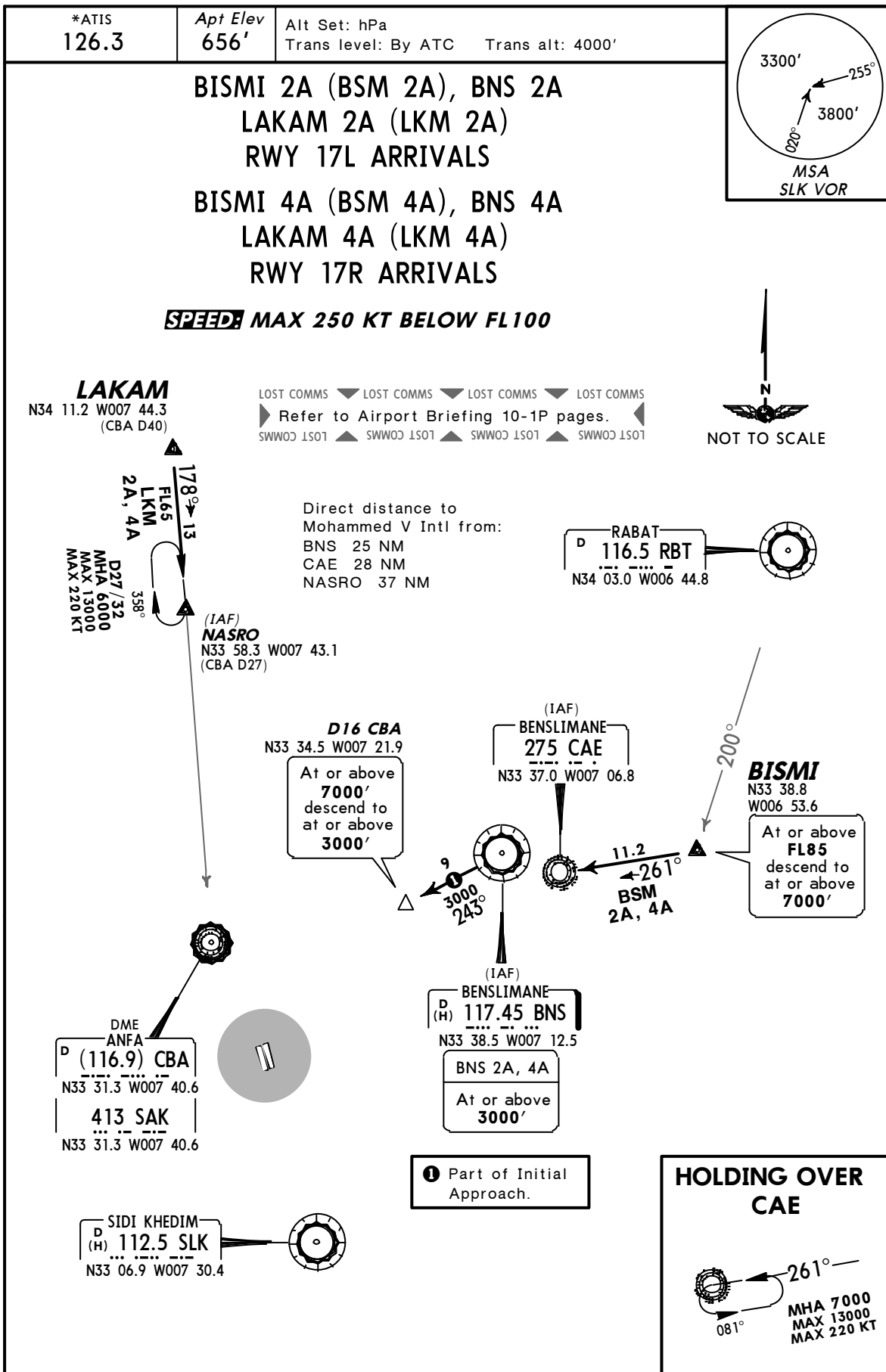
GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14

10-2B

Eff 26 Jun

STAR



STAR	ROUTING
BNS 2A, 4A	Departure Benslimane.
BSM 2A, 4A	Intercept 261° bearing to CAE.
LKM 2A, 4A	Intercept 178° bearing towards SAK to NASRO.

CHANGES: STARs completely revised.

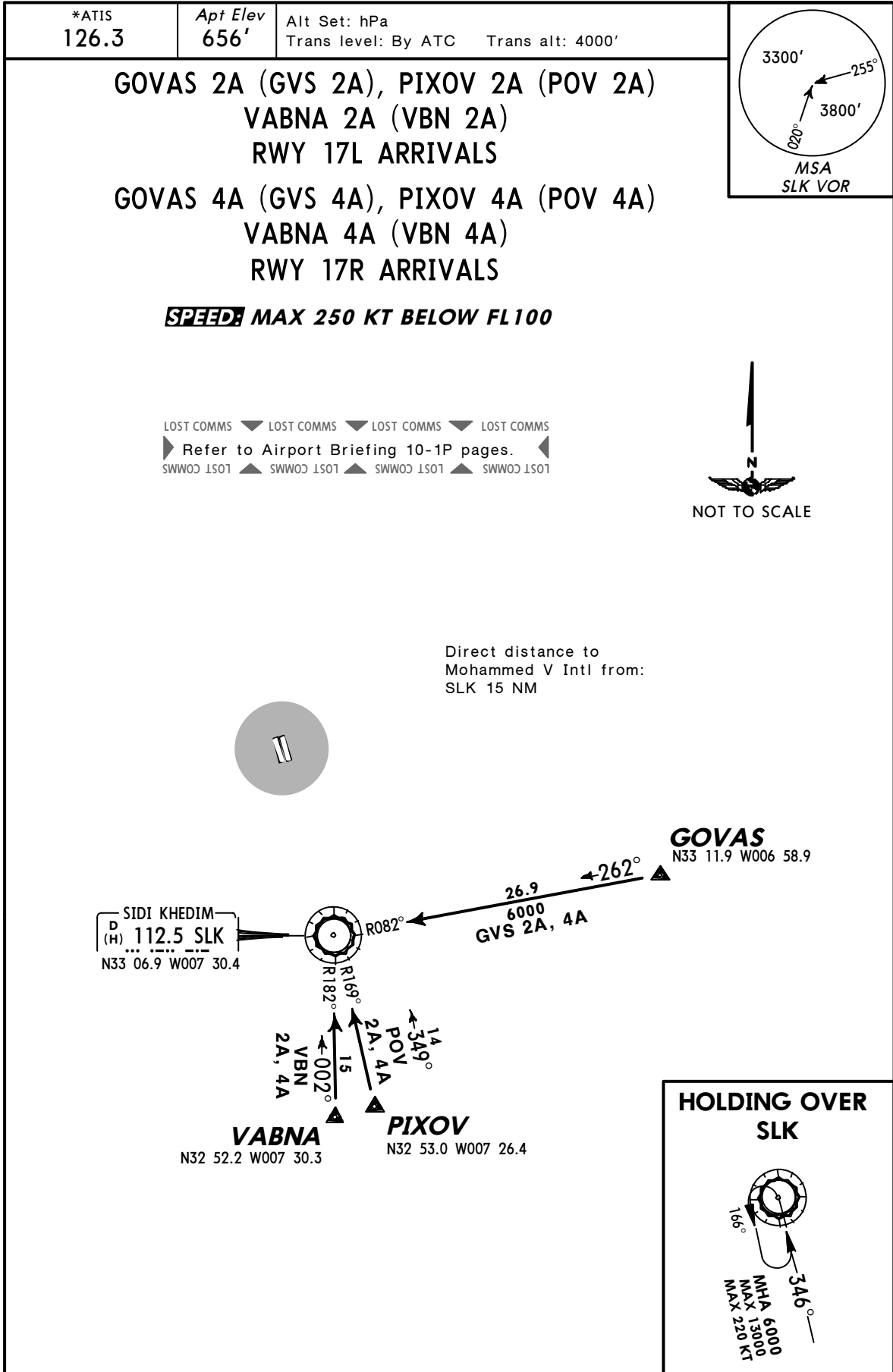
GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14

10-2C

Eff 26 Jun

STAR



STAR	ROUTING
<b>GVS 2A, 4A</b>	Intercept SLK R-082 inbound to SLK.
<b>POV 2A, 4A</b>	Intercept SLK R-169 inbound to SLK.
<b>VBN 2A, 4A</b>	Intercept SLK R-182 inbound to SLK.



GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14 (10-2D) Eff 26 Jun

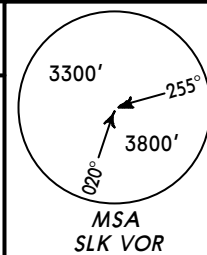
JEPPESEN CASABLANCA, MOROCCO

STAR

\*ATIS  
 126.3

Apt Elev  
 656'

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



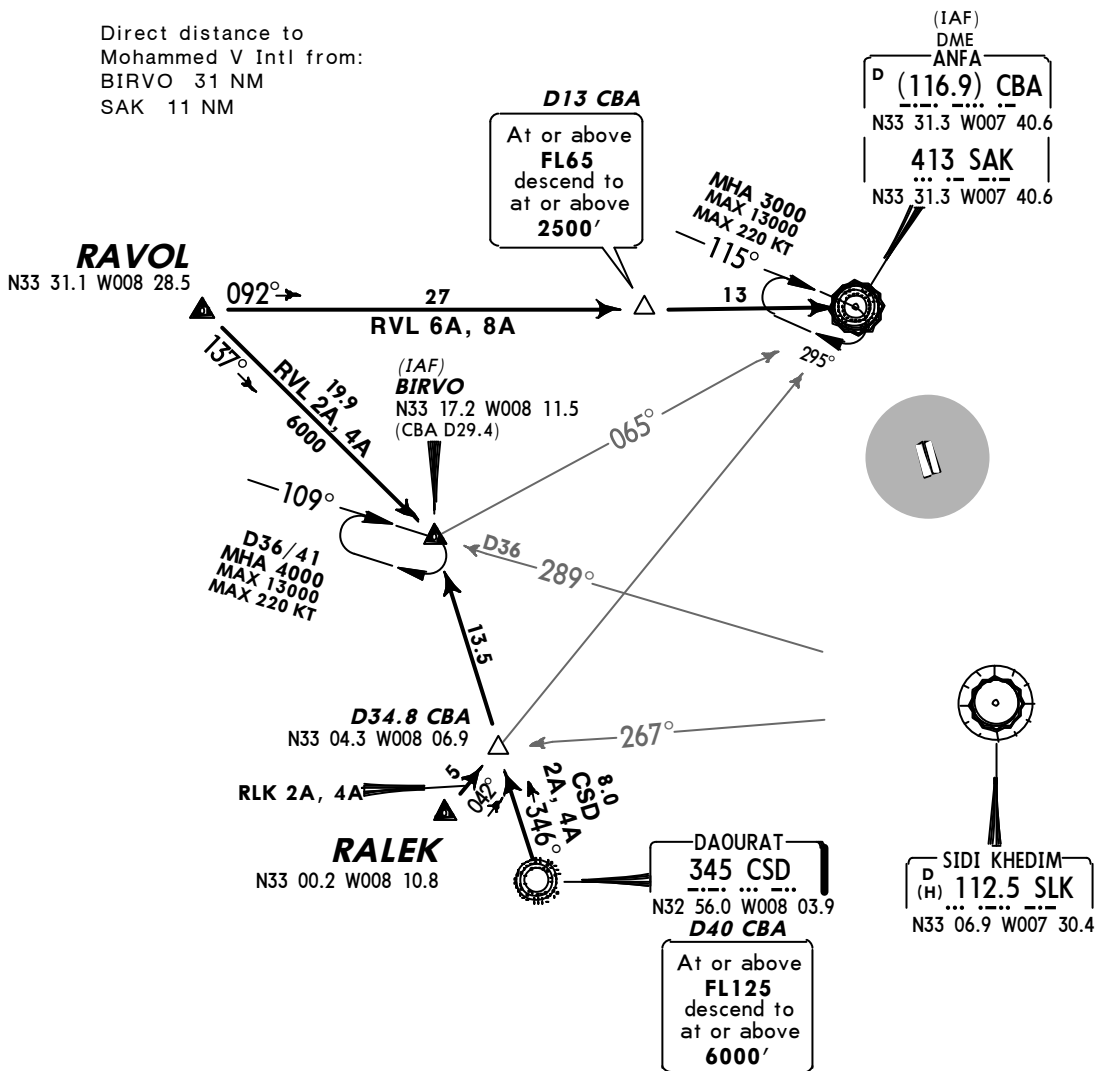
CSD 2A, RALEK 2A (RLK 2A)  
 RAVOL 2A (RVL 2A), RAVOL 6A (RVL 6A)  
 RWY 17L ARRIVALS  
 CSD 4A, RALEK 4A (RLK 4A)  
 RAVOL 4A (RVL 4A), RAVOL 8A (RVL 8A)  
 RWY 17R ARRIVALS

**SPEED** MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Refer to Airport Briefing 10-1P pages.  
 SWW00 1S01 ▲ SWW00 1S01 ▲ SWW00 1S01 ▲ SWW00 1S01



Direct distance to  
 Mohammed V Intl from:  
 BIRVO 31 NM  
 SAK 11 NM



STAR	ROUTING
CSD 2A, 4A	On 346° bearing to BIRVO.
RLK 2A, 4A	Intercept 042° bearing towards SAK to D34.8 CBA, intercept 346° bearing from CSD to BIRVO.
RVL 2A, 4A	137° track to BIRVO.
RVL 6A, 8A By ATC	Intercept 092° bearing to SAK.

GMMN/CMN  
 MOHAMMED V INTL

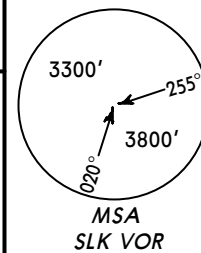
20 JUN 14

10-3

Eff 26 Jun

SID

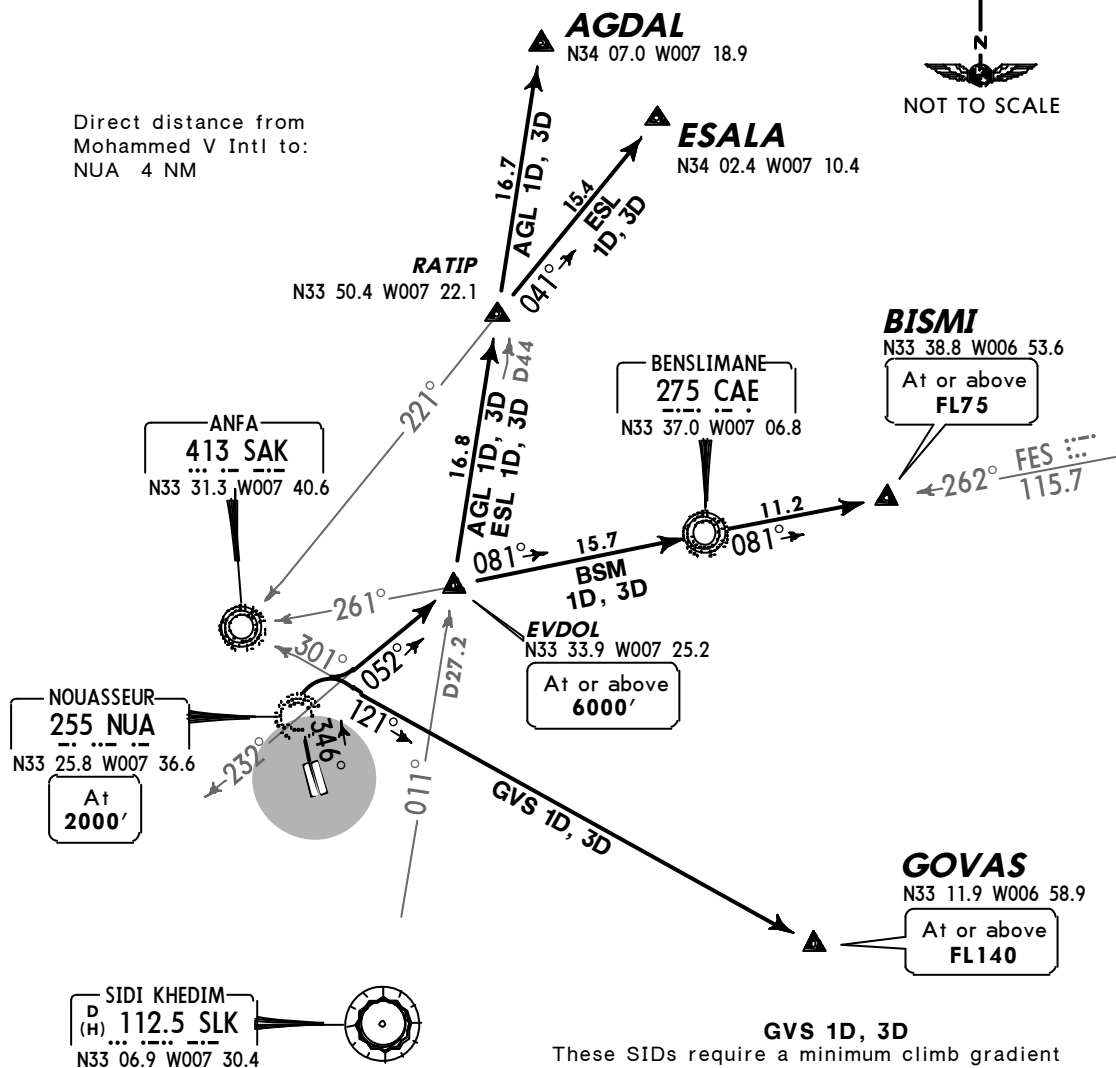
Apt Elev  
 656' Trans level: By ATC Trans alt: 4000'  
 MAX 230 KT during turns.



AGDAL 1D (AGL 1D), BISMI 1D (BSM 1D)  
 ESALA 1D (ESL 1D), GOVAS 1D (GVS 1D)  
 RWY 35R DEPARTURES  
 AGDAL 3D (AGL 3D), BISMI 3D (BSM 3D)  
 ESALA 3D (ESL 3D), GOVAS 3D (GVS 3D)  
 RWY 35L DEPARTURES

**SPEED** MAX 250 KT BELOW FL100

Direct distance from  
 Mohammed V Intl to:  
 NUA 4 NM



**GVS 1D, 3D**  
 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.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Refer to Airport Briefing 10-1P pages.  
 SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501

SID	ROUTING
<b>AGL 1D, 3D</b>	Climb on runway track to NUA, turn RIGHT, intercept 052° bearing from NUA to EVDOL, intercept SLK R-011 to AGDAL and planned route.
<b>BSM 1D, 3D</b>	Climb on runway track to NUA, turn RIGHT, intercept 052° bearing from NUA to EVDOL, intercept 081° bearing to CAE, 081° bearing to BISMIMANE and planned route.
<b>ESL 1D, 3D</b>	Climb on runway track to NUA, turn RIGHT, intercept 052° bearing from NUA to EVDOL, intercept SLK R-011 to RATIP, intercept 041° bearing from SAK to ESALA and planned route.
<b>GVS 1D, 3D</b>	Climb on runway track to NUA, turn RIGHT, intercept 121° bearing from SAK to GOVAS and planned route.



GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14

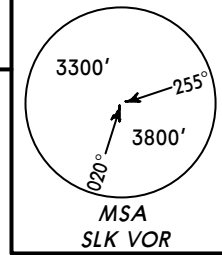
10-3B

Eff 26 Jun

SID

Apt Elev  
 656'

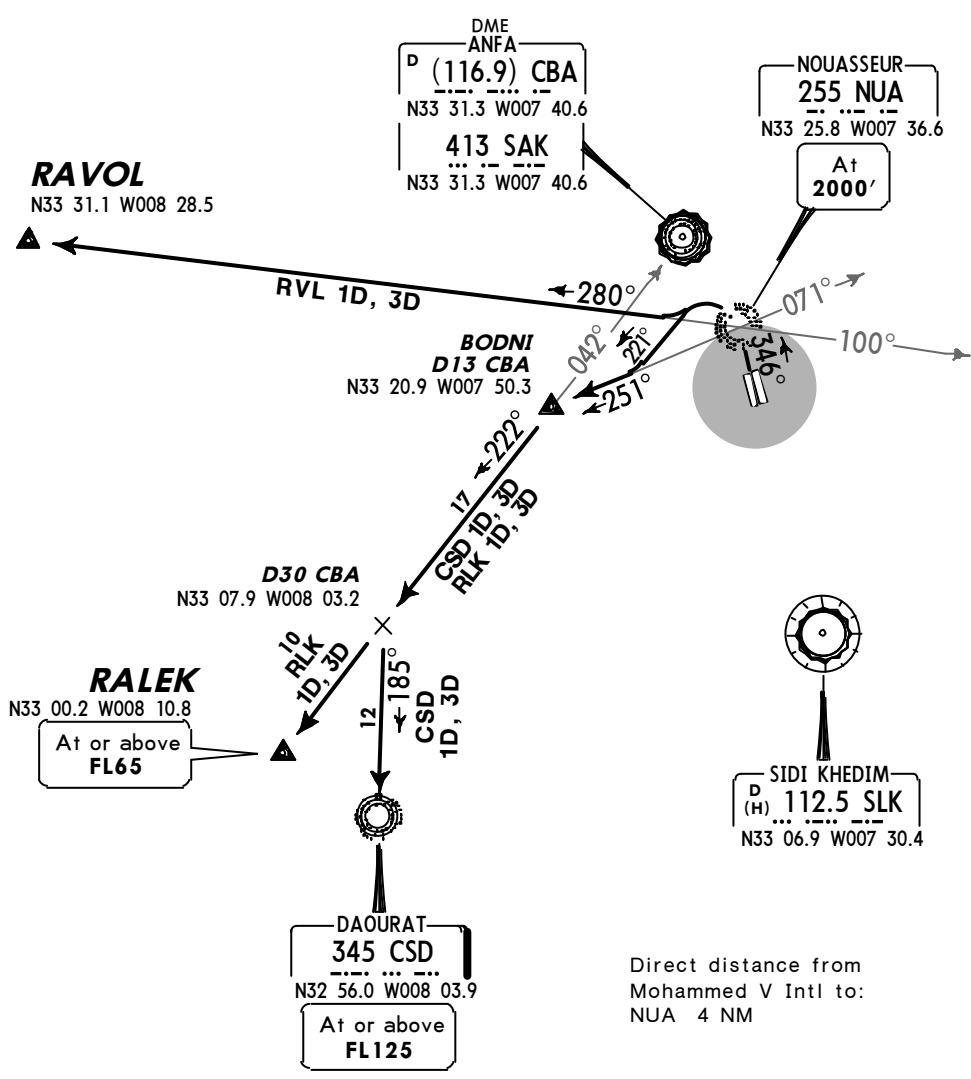
Trans level: By ATC Trans alt: 4000'  
 MAX 230 KT during turns.



CSD 1D, RALEK 1D (RLK 1D)  
 RAVOL 1D (RVL 1D)  
 RWY 35R DEPARTURES  
 CSD 3D, RALEK 3D (RLK 3D)  
 RAVOL 3D (RVL 3D)  
 RWY 35L DEPARTURES

**SPEED** MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 ▶ Refer to Airport Briefing 10-1P pages. ◀  
 SWW00 1S0T ▲ SWW00 1S0T ▲ SWW00 1S0T ▲ SWW00 1S0T



Direct distance from  
 Mohammed V Intl to:  
 NUA 4 NM

SID	ROUTING
CSD 1D, 3D	Climb on runway track to NUA, turn LEFT, intercept 251° bearing from NUA to BODNI, intercept 222° bearing from SAK to D30 CBA, intercept 185° bearing to CSD and planned route.
RLK 1D, 3D	Climb on runway track to NUA, turn LEFT, intercept 251° bearing from NUA to BODNI, intercept 222° bearing from SAK to RALEK and planned route.
RVL 1D, 3D	Climb on runway track to NUA, turn LEFT, intercept 280° bearing from NUA to RAVOL and planned route.

CHANGES: SIDs completely revised.

GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14

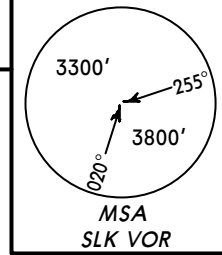
10-3C

Eff 26 Jun

SID

Apt Elev  
 656'

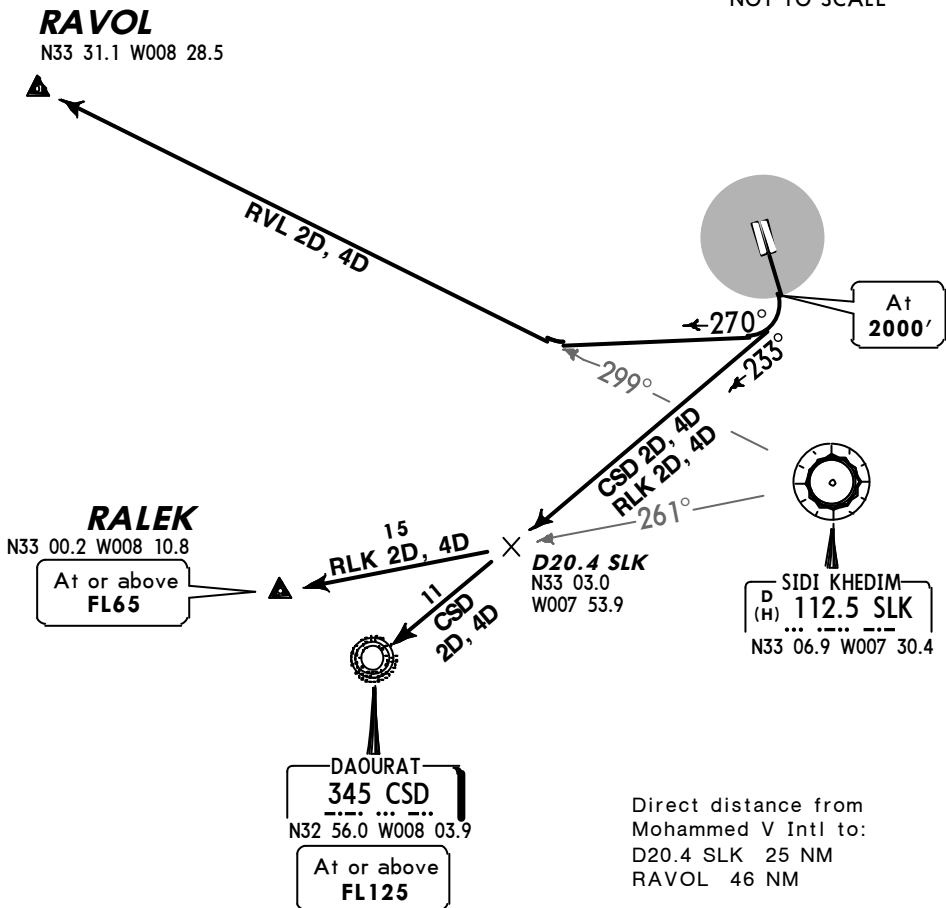
Trans level: By ATC Trans alt: 4000'  
 MAX 230 KT during turns.



CSD 2D, RALEK 2D (RLK 2D)  
 RAVOL 2D (RVL 2D)  
 RWY 17L DEPARTURES  
 CSD 4D, RALEK 4D (RLK 4D)  
 RAVOL 4D (RVL 4D)  
 RWY 17R DEPARTURES

**SPEED** MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Refer to Airport Briefing 10-1P pages.  
 SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01



Direct distance from  
 Mohammed V Intl to:  
 D20.4 SLK 25 NM  
 RAVOL 46 NM

SID	ROUTING
CSD 2D, 4D	Climb on runway track to 2000', turn RIGHT, intercept 233° bearing to CSD and planned route.
RLK 2D, 4D	Climb on runway track to 2000', turn RIGHT, intercept 233° bearing towards CSD, intercept SLK R-261 to RALEK and planned route.
RVL 2D, 4D	Climb on runway track to 2000', turn RIGHT, 270° track, intercept SLK R-299 to RAVOL and planned route.

CHANGES: SIDs completely revised.

GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14

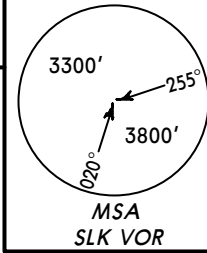
10-3D

Eff 26 Jun

SID

Apt Elev  
 656'

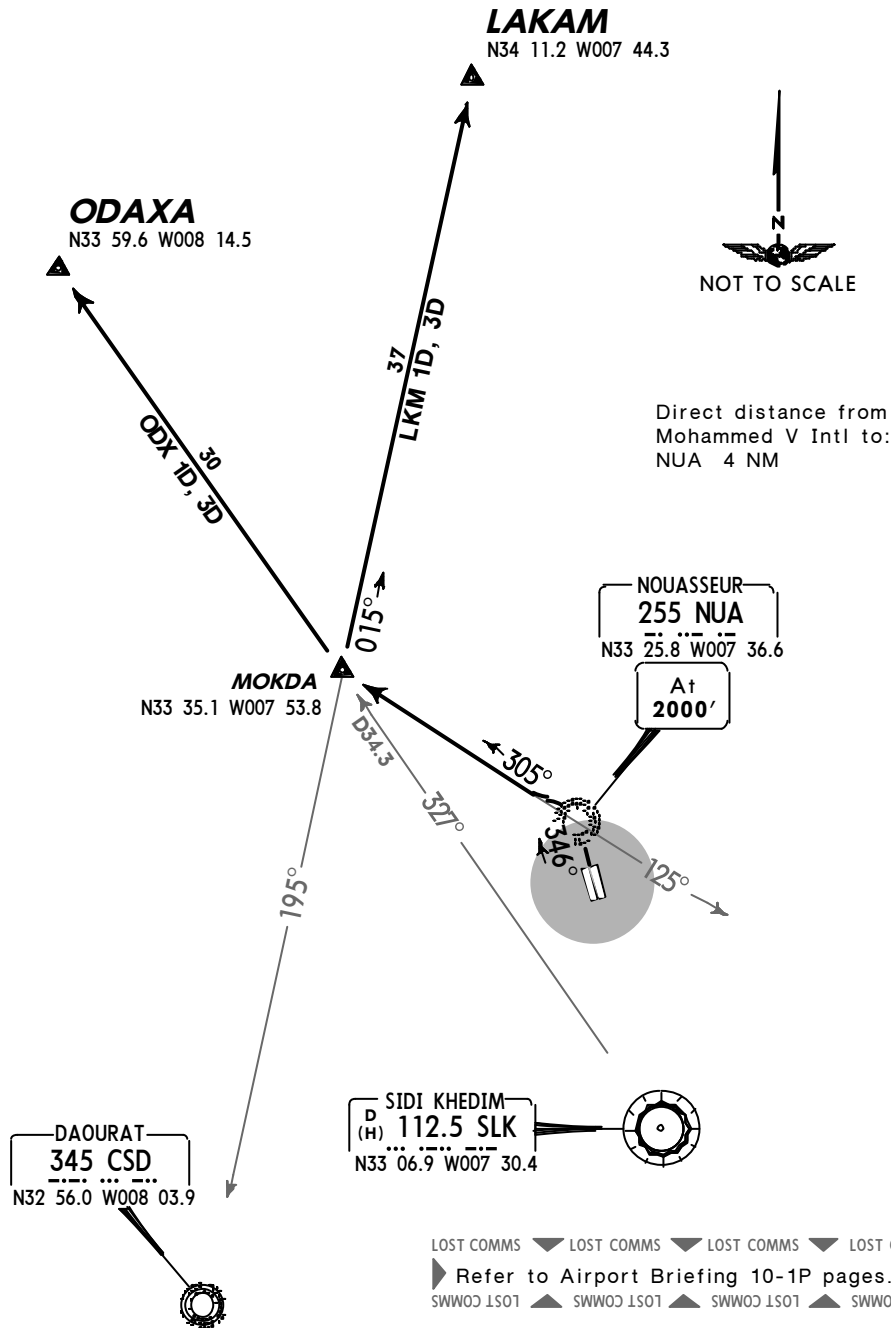
Trans level: By ATC Trans alt: 4000'  
 MAX 230 KT during turns.



LAKAM 1D (LKM 1D), ODAXA 1D (ODX 1D)  
 RWY 35R DEPARTURES

LAKAM 3D (LKM 3D), ODAXA 3D (ODX 3D)  
 RWY 35L DEPARTURES

**SPEED** MAX 250 KT BELOW FL100



SID	ROUTING
LKM 1D, 3D	Climb on runway track to NUA, turn LEFT, intercept 305° bearing from NUA to MOKDA, intercept 015° bearing from CSD to LAKAM and planned route.
ODX 1D, 3D	Climb on runway track to NUA, turn LEFT, intercept 305° bearing from NUA to MOKDA, intercept SLK R-327 to ODAXA and planned route.

GMMN/CMN  
 MOHAMMED V INTL

20 JUN 14

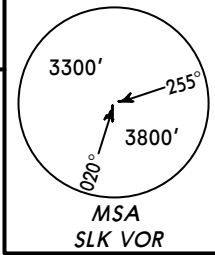
10-3E

Eff 26 Jun

SID

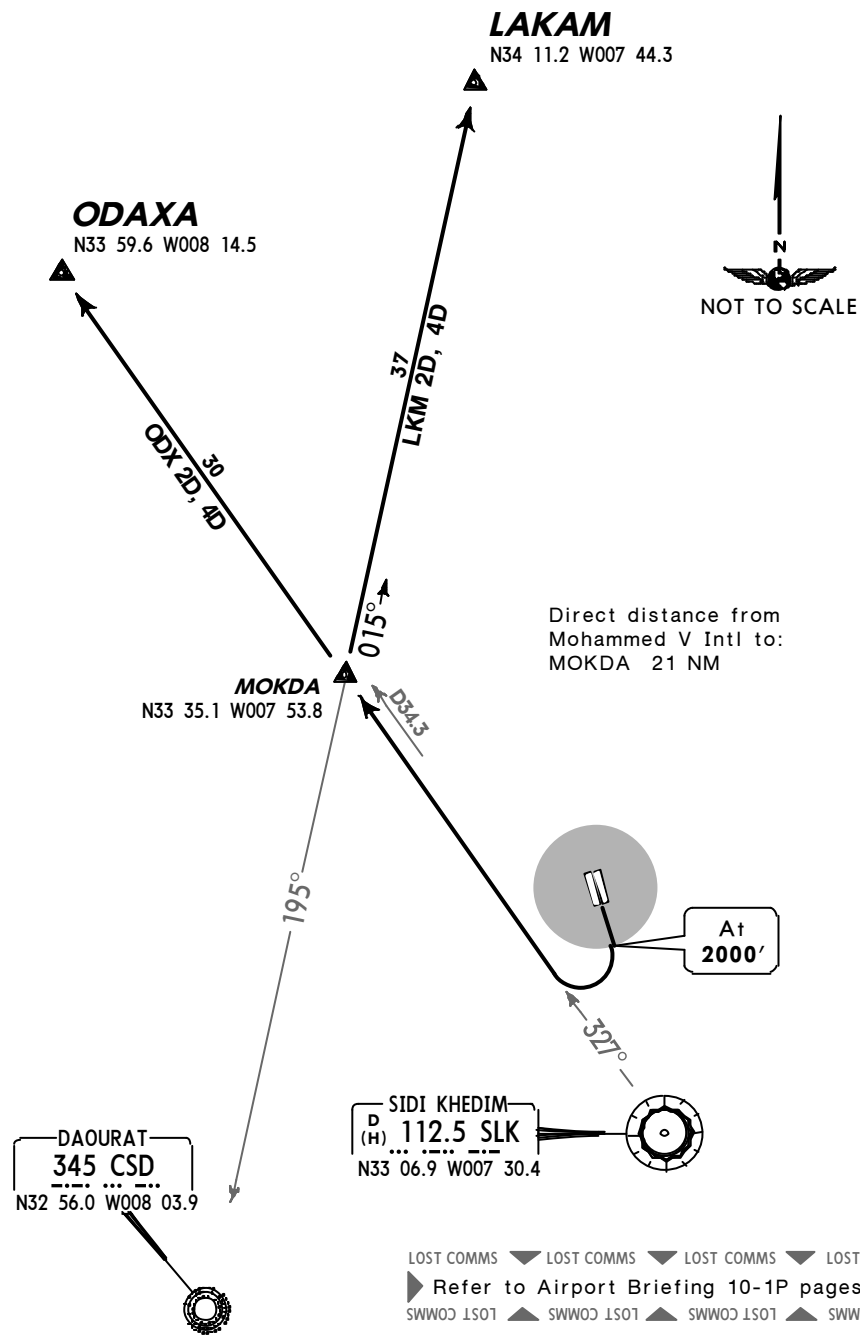
Apt Elev  
 656'

Trans level: By ATC Trans alt: 4000'  
 MAX 230 KT during turns.



LAKAM 2D (LKM 2D), ODAXA 2D (ODX 2D)  
 RWY 17L DEPARTURES  
 LAKAM 4D (LKM 4D), ODAXA 4D (ODX 4D)  
 RWY 17R DEPARTURES

**SPEED: MAX 250 KT BELOW FL100**



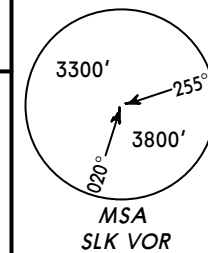
SID	ROUTING
LKM 2D, 4D	Climb on runway track to 2000', turn RIGHT, intercept SLK-327 to MOKDA, intercept 015° bearing from CSD to LAKAM and planned route.
ODX 2D, 4D	Climb on runway track to 2000', turn RIGHT, intercept SLK-327 to ODAXA and planned route.

GMMN/CMN  
 MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO  
 20 JUN 14 10-3F Eff 26 Jun

SID

Apt Elev 656' Trans level: By ATC Trans alt: 4000'  
 MAX 230 KT during turns.



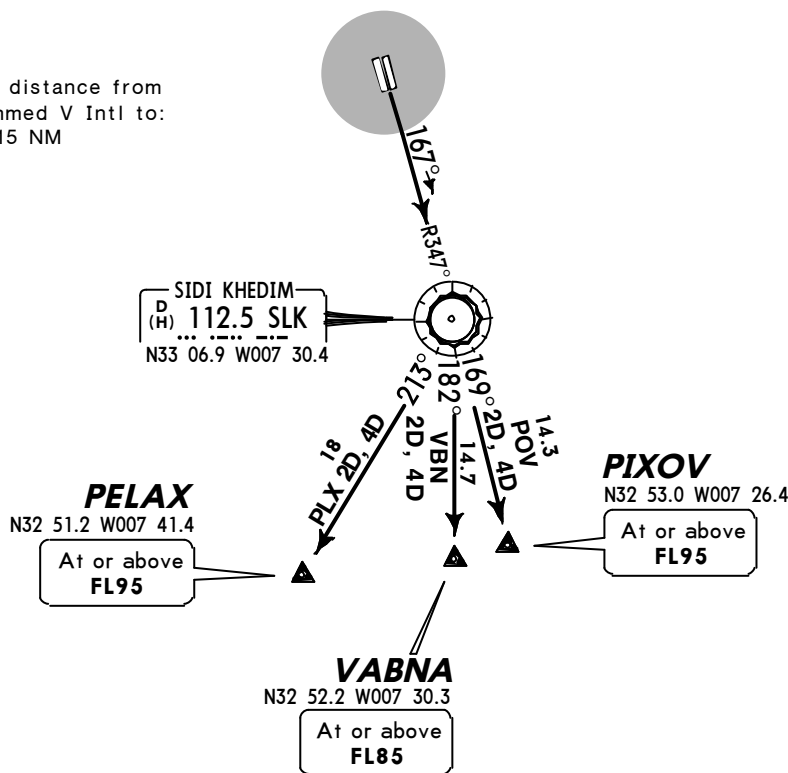
PELAX 2D (PLX 2D), PIXOV 2D (POV 2D)  
 VABNA 2D (VBN 2D)  
 RWY 17L DEPARTURES  
 PELAX 4D (PLX 4D), PIXOV 4D (POV 4D)  
 VABNA 4D (VBN 4D)  
 RWY 17R DEPARTURES

**SPEED** MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 ▶ Refer to Airport Briefing 10-1P pages. ◀  
 SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01



Direct distance from  
 Mohammed V Intl to:  
 SLK 15 NM



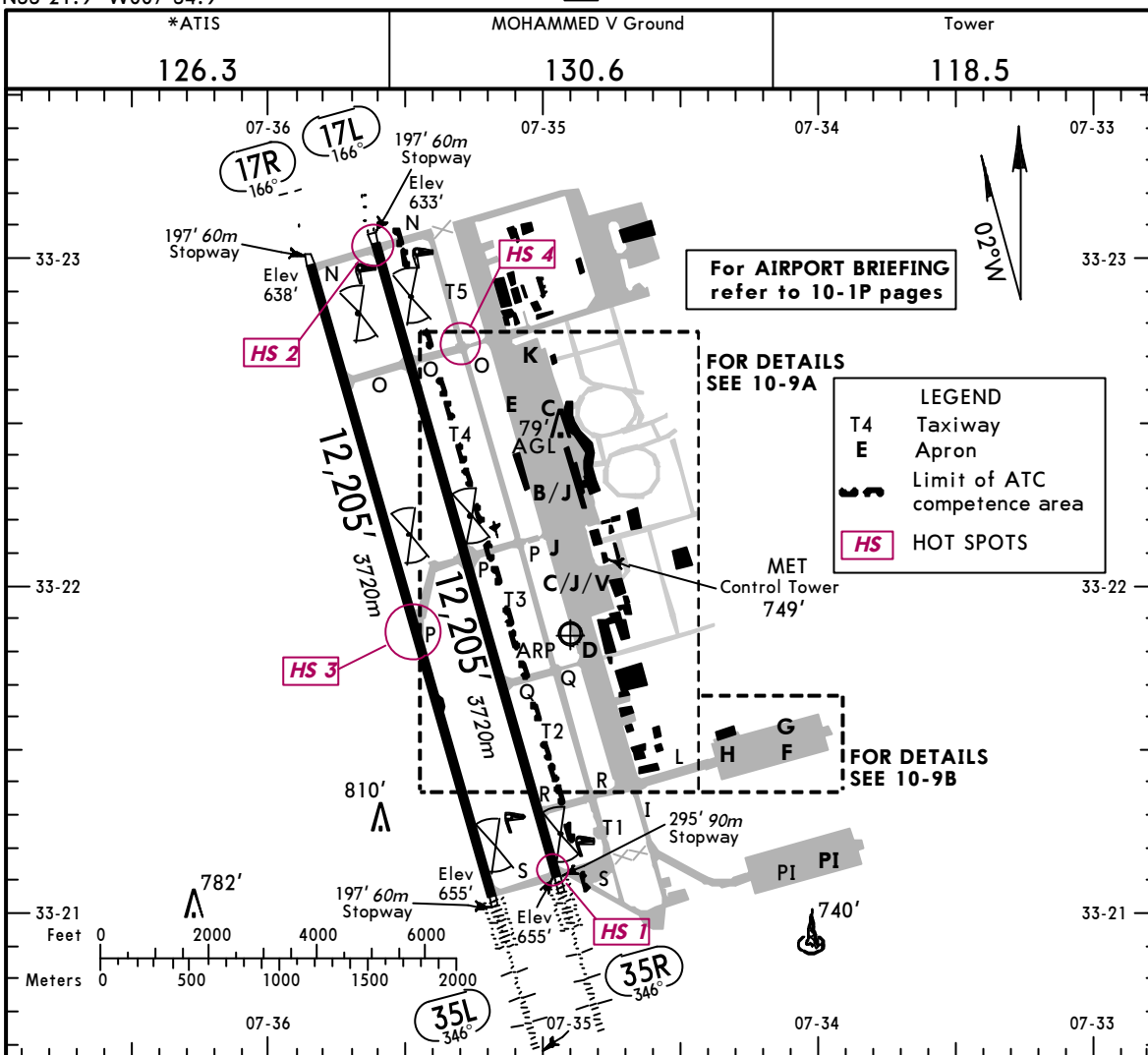
SID	ROUTING
PLX 2D, 4D	Climb on runway track, intercept SLK R-347 inbound to SLK, SLK R-213 to PELAX and planned route.
POV 2D, 4D	Climb on runway track, intercept SLK R-347 inbound to SLK, SLK R-169 to PIXOV and planned route.
VBN 2D, 4D	Climb on runway track, intercept SLK R-347 inbound to SLK, SLK R-182 to VABNA and planned route.





GMMN/CMN  
 Apt Elev 656'  
 N33 21.9 W007 34.9

JEPPESEN CASABLANCA, MOROCCO  
 28 MAR 14 (10-9) Eff 3 Apr  
 MOHAMMED V INTL



For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9A

LEGEND	
T4	Taxiway
E	Apron
	Limit of ATC competence area
HS	HOT SPOTS

FOR DETAILS SEE 10-9B

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
17L	HIRL (60m) CL (15m) ALS PAPI-L (2.7°) RVR				148'
35R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (2.7°) RVR		11,111' 3387m		45m
17R	HIRL (60m) CL (15m) ALS PAPI (3.0°) RVR				148'
35L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR		11,233' 3424m		45m

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 S 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 N have to be careful not to confuse the holding position of parallel Rwy.
- HS 3** After landing on Rwy 35L be careful not to use Twy P as a rapid Twy and use normal speed while taxiing via Twy P.
- HS 4** Observe the markings at the ground when taxiing to apron via Twy O.

TAKE-OFF

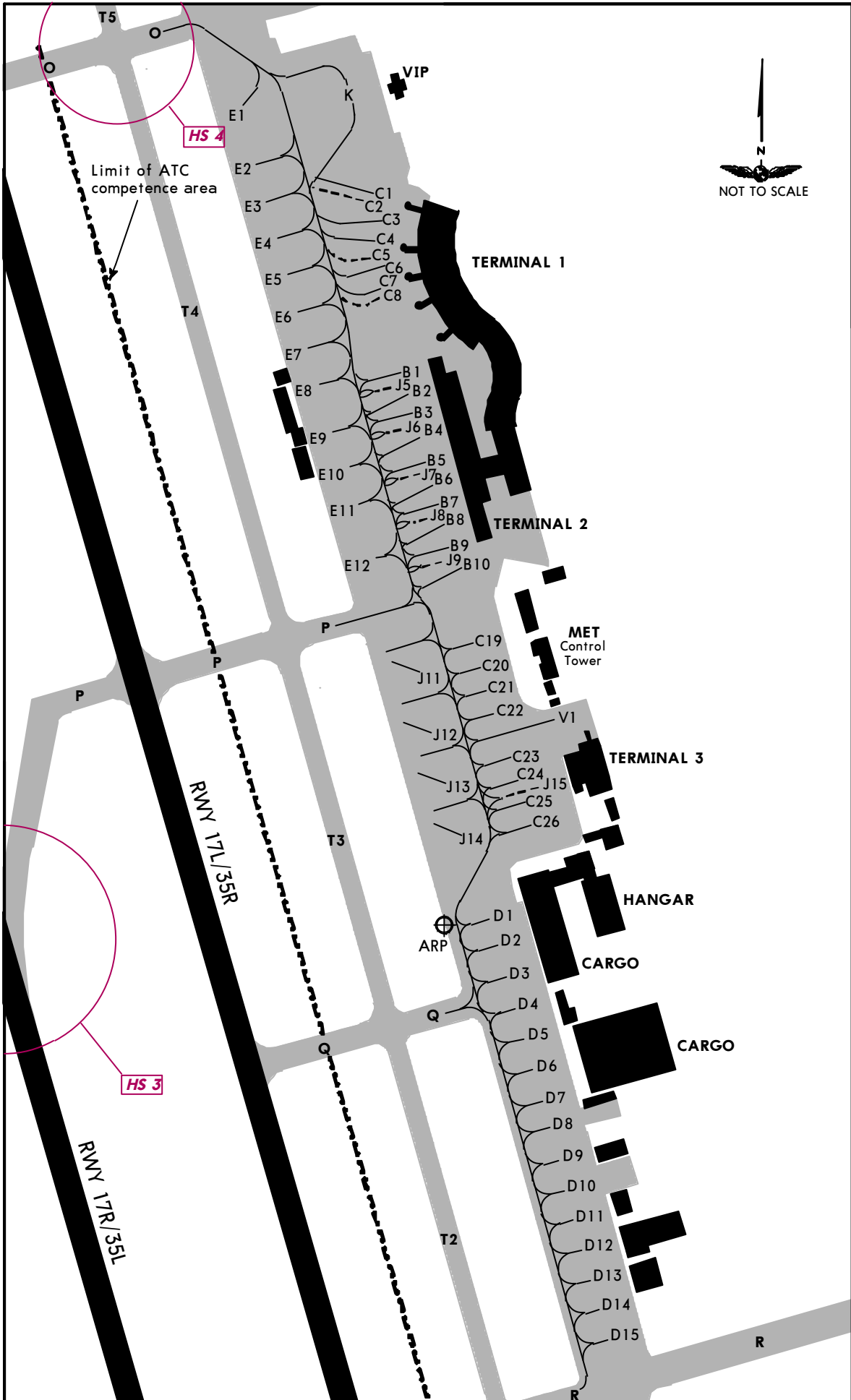
	AIR CARRIER (JAA) All Rwys LVP must be in force			AIR CARRIER (FAR 121) All Rwys	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL and RCLM and two RVR req	Adequate Vis Ref
A				2 Eng	
B	200m (150m)	250m	400m	RVR 175m	RVR 500m VIS 400m
C					
D	250m (200m)	300m			

GMMN/CMN

JEPPESEN CASABLANCA, MOROCCO

28 MAR 14 (10-9A) Eff 3 Apr

MOHAMMED V INTL



CHANGES: None.

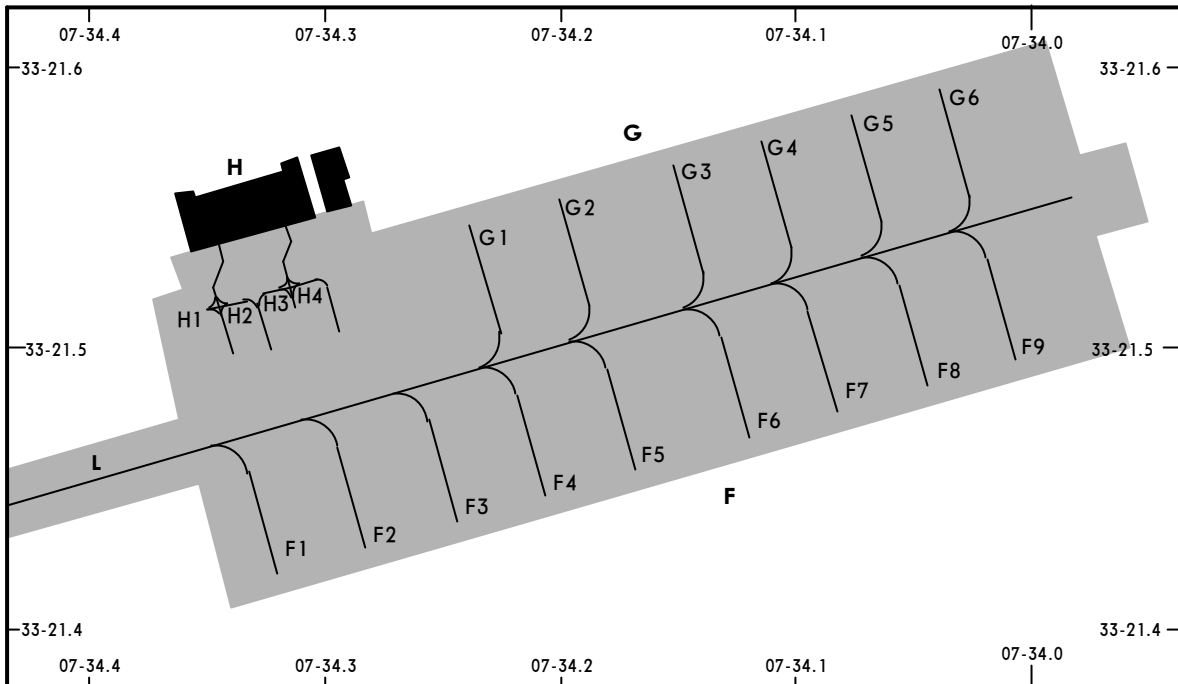
© JEPPESEN, 2001, 2013. ALL RIGHTS RESERVED.

GMMN/CMN

JEPPESEN CASABLANCA, MOROCCO

19 APR 13 10-9B Eff 2 May

MOHAMMED V INTL



**INS COORDINATES**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
B1	N33 22.4 W007 35.0	644	E5	N33 22.5 W007 35.1	639
B2, B3	N33 22.4 W007 34.9	644	E6	N33 22.4 W007 35.1	642
B4	N33 22.3 W007 34.9	643	E7	N33 22.4 W007 35.0	643
B5 thru B7	N33 22.3 W007 34.9	644	E8	N33 22.4 W007 35.0	644
B8	N33 22.3 W007 34.9	643	E9 thru E11	N33 22.3 W007 35.0	643
B9	N33 22.2 W007 34.9	644	E12	N33 22.2 W007 35.0	643
B10	N33 22.2 W007 34.9	642	F1	N33 21.4 W007 34.3	648
C1	N33 22.6 W007 35.0	640	F2	N33 21.5 W007 34.3	648
C2	N33 22.5 W007 35.0	641	F3 thru F5	N33 21.5 W007 34.2	648
C3	N33 22.5 W007 34.9	641	F6, F7	N33 21.5 W007 34.1	648
C4	N33 22.5 W007 35.0	641	F8, F9	N33 21.5 W007 34.0	648
C5	N33 22.5 W007 35.0	642	G1, G2	N33 21.5 W007 34.2	647
C6	N33 22.5 W007 34.9	642	G3	N33 21.5 W007 34.1	647
C7, C8	N33 22.5 W007 34.9	643	G4 thru G6	N33 21.6 W007 34.1	647
C19	N33 22.1 W007 34.9	641	H1	N33 21.5 W007 34.1	647
C20, C21	N33 22.1 W007 34.8	641	H2 thru H4	N33 21.5 W007 34.4	646
C22	N33 22.0 W007 34.8	641	J5	N33 22.4 W007 34.9	644
C23	N33 22.0 W007 34.8	643	J6	N33 22.4 W007 34.9	643
C24	N33 22.0 W007 34.8	645	J7	N33 22.3 W007 34.9	643
C25	N33 22.0 W007 34.8	646	J8	N33 22.3 W007 34.9	644
C26	N33 22.0 W007 34.8	647	J9	N33 22.2 W007 34.9	643
D1	N33 21.9 W007 34.8	644	J11	N33 22.1 W007 34.9	644
D2 thru D4	N33 21.8 W007 34.8	644	J12, J13	N33 22.0 W007 34.9	645
D5	N33 21.7 W007 34.8	645	J14	N33 21.9 W007 34.9	645
D6, D7	N33 21.7 W007 34.8	646	J15	N33 22.0 W007 34.8	646
D8	N33 21.6 W007 34.8	648	K	N33 22.7 W007 35.0	-
D9	N33 21.6 W007 34.8	649	PI	N33 21.2 W007 34.1	645
D10	N33 21.6 W007 34.7	649	V1	N33 22.0 W007 34.8	645
D11, D12	N33 21.5 W007 34.7	650			
D13	N33 21.5 W007 34.7	651			
D14, D15	N33 21.4 W007 34.7	652			
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	637			

GMMN/CMN

**JEPPESEN**  
 28 MAR 14  
 Eff 3 Apr 10-9S

**Standard**  
**CASABLANCA, MOROCCO**  
 MOHAMMED V INTL

STRAIGHT-IN RWY		A	B	C	D
17L	Lctr ①	1100' (467') R1500m	1100' (467') R1500m	1100' (467') R2000m	1100' (467') R2000m
	ALS out	R1500m	R1500m	C2200m	C2200m
17R	ILS	840' (202') R1000m	850' (212') R1000m	860' (222') R1000m	870' (232') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1100' (462') R1500m	1100' (462') R1500m	1100' (462') R2000m	1100' (462') R2000m
	ALS out	R1500m	R1500m	C2200m	C2200m
	Lctr ①	1100' (462') R1500m	1100' (462') R1500m	1100' (462') R2000m	1100' (462') R2000m
	ALS out	R1500m	R1500m	C2200m	C2200m
35L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	770' (115')	770' (115')	770' (115')	770' (115')
		RA113' R300m	RA113' R300m	RA113' R300m	RA113' R300m
	ILS	870' (215') R550m	870' (215') R550m	870' (215') R550m	870' (215') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ①	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m
ALS out	R1500m	R1500m	R1900m	R1900m	
35R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	760' (105')	760' (105')	760' (105')	760' (105')
		RA110' R300m	RA110' R300m	RA110' R300m	RA110' R300m
	ILS	860' (205') R550m	860' (205') R550m	860' (205') R550m	860' (205') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ①	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m
ALS out	R1500m	R1500m	R1900m	R1900m	
	Lctr ①	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m	1060' (405') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m

① Continuous Descent Final Approach.

GMMN/CMN



**Standard**  
 CASABLANCA, MOROCCO  
 MOHAMMED V INTL

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1150' (494') V1500m	1150' (494') V1600m	1280' (624') V2400m	1540' (884') V3600m

**TAKE-OFF RWY 17L/R, 35L/R**

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A	125m	150m	200m	250m	400m	500m	
B							
C	150m	200m	250m	300m			
D							



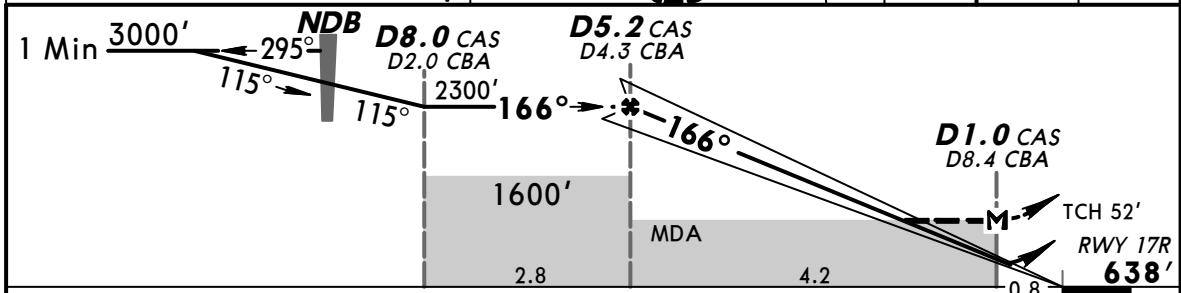
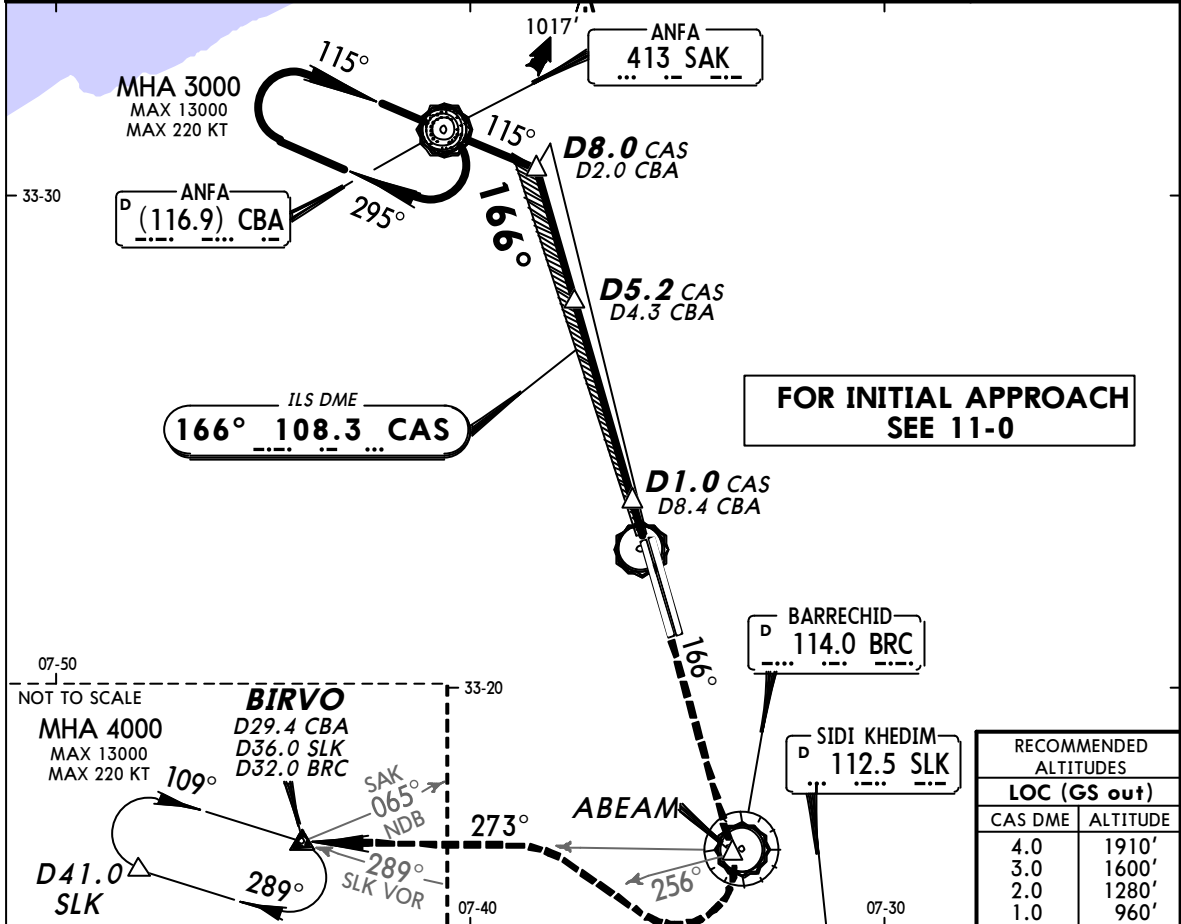
**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**

**CASABLANCA, MOROCCO**  
**ILS Z or LOC Z Rwy 17R**

20 JUN 14  
Eff 26 Jun (11-1)

*ATIS 126.3	MOHAMMED V Approach 121.3	MOHAMMED V Tower 118.5	Ground 130.6
LOC CAS <b>108.3</b>	Final Apch Crs <b>166°</b>	GS <b>D5.2 CAS</b> 2300' (1662')	ILS DA(H) Refer to Minimums
Apt Elev 656' RWY 638'			3000'  MSA SAK NDB
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM BRC VOR, then turn RIGHT to intercept and follow R-273 BRC to BIRVO climbing to 4000', or as directed.			
Alt Set: hPa CBA DME required.	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI --	ABEAM BRC 114.0 ↑
ILS GS or	372	478	531	637	743	849		
LOC Descent Angle 3.00°								
MAP at D1.0 CAS/8.4 CBA								

ILS STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
DA(H) A: 840' (202') C: 860' (222')		LOC (GS out)		Max Kts		MDA(H)	
B: 850' (212') D: 870' (232')		MDA(H) 1100' (462')					
FULL		ALS out		ALS out			
A			RVR 1500m VIS 1600m	100	1150' (494')	1600m	
B				135			
C	1200m		2000m	180	1280' (624')	2800m	
D			2400m	205	1540' (884')	4800m	

CHANGES: Missed approach. Note.

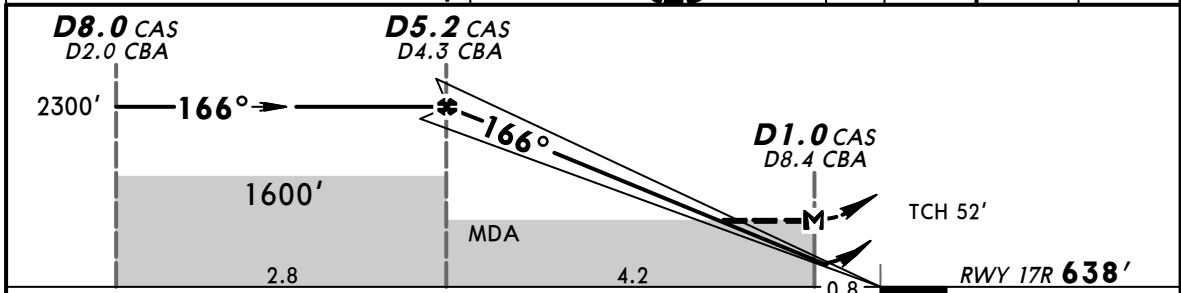
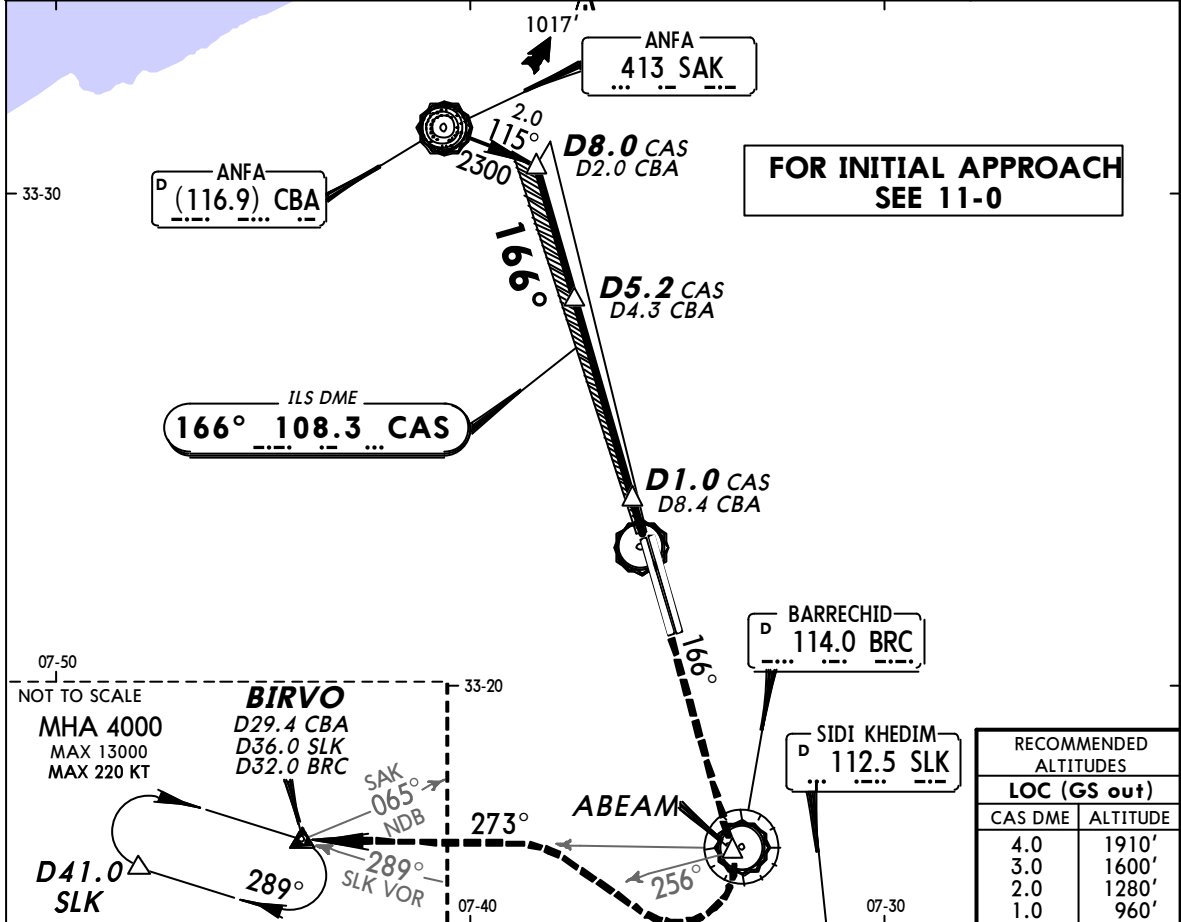


**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
 20 JUN 14  
 Eff 26 Jun (11-2)

**CASABLANCA, MOROCCO**  
**ILS Y or LOC Y Rwy 17R**

*ATIS 126.3		MOHAMMED V Approach 121.3		MOHAMMED V Tower 118.5		Ground 130.6	
LOC CAS <b>108.3</b>	Final Apch Crs <b>166°</b>	GS <b>D5.2 CAS</b> (2300' (1662'))	ILS DA(H) Refer to Minimums	Apt Elev 656' RWY <b>638'</b>		3000'  MSA SAK NDB	
<b>MISSED APCH: Climb STRAIGHT AHEAD to ABEAM BRC VOR,</b> <b>then turn RIGHT to intercept and follow R-273 BRC to BIRVO</b> <b>climbing to 4000', or as directed.</b>							
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC		Trans alt: 4000'	
CBA DME required.							



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI --	<b>ABEAM BRC 114.0</b> ↑	
ILS GS or	372	478	531	637	743	849			
LOC Descent Angle	3.00°								
MAP at D1.0 CAS/8.4 CBA									

ILS STRAIGHT-IN LANDING RWY 17R						CIRCLE-TO-LAND	
DA(H) A: <b>840'</b> (202') C: <b>860'</b> (222')			LOC (GS out)				
B: <b>850'</b> (212') D: <b>870'</b> (232')			MDA(H) <b>1100'</b> (462')				
FULL		ALS out		ALS out		Max Kts	
A				RVR 1500m	100	1150'(494')	1600m
B				VIS 1600m	135		
C	1200m			2000m	180	1280'(624')	2800m
D				2400m	205	1540'(884')	4800m

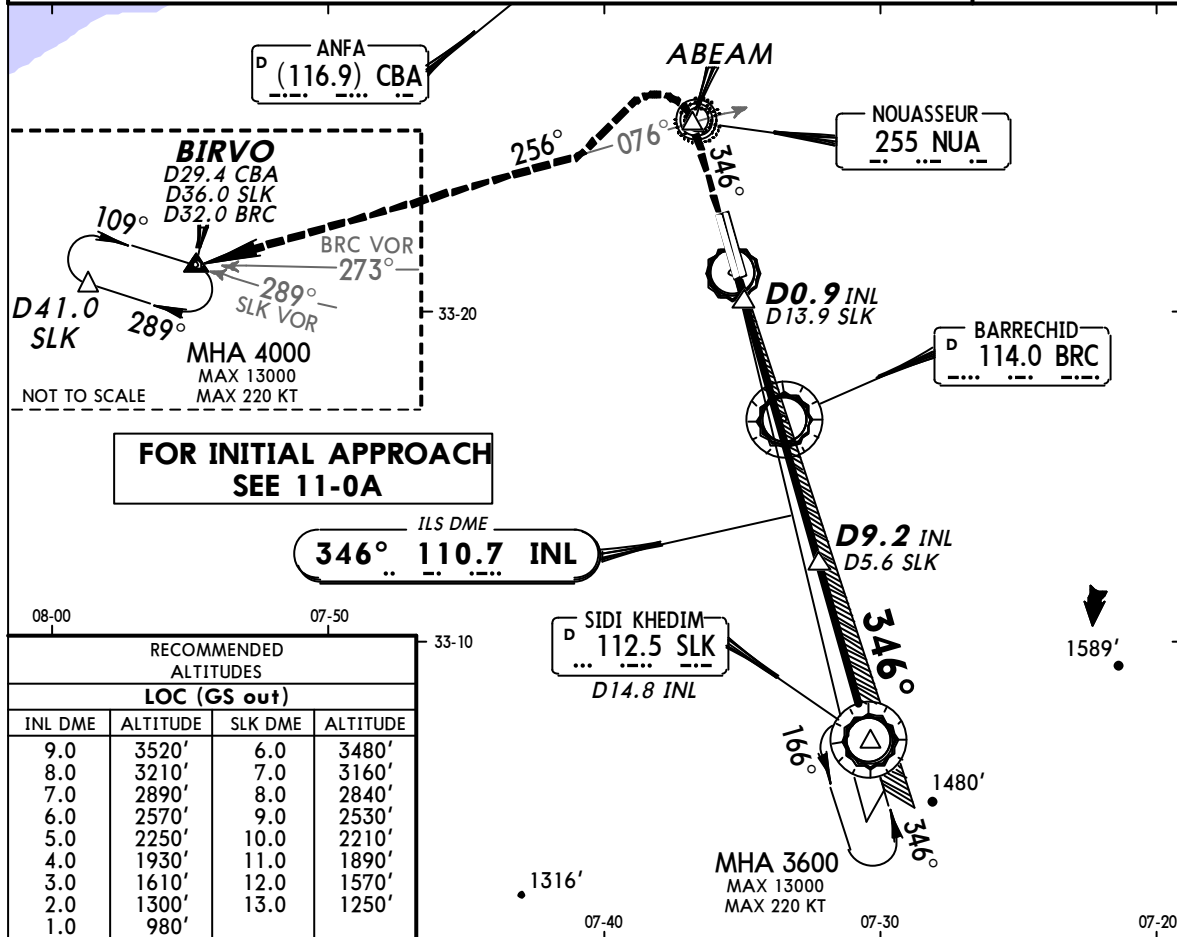
CHANGES: Chart reindexed. Missed approach. Note.

**GMMN/CMN**  
**MOHAMMED V INTL**

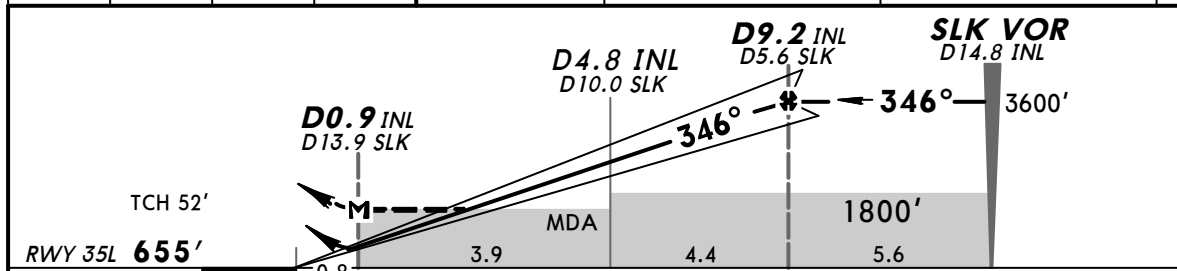
**JEPPESEN**  
20 JUN 14  
Eff 26 Jun (11-3)

**CASABLANCA, MOROCCO**  
**ILS Z or LOC Z Rwy 35L**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>346°</b>	GS <b>D9.2 INL</b> 3600' (2945')	ILS DA(H) <b>870' (215')</b>	Apt Elev <b>656'</b>	RWY <b>655'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.</b>							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
<b>SLK DME required.</b>						<b>MSA</b> SLK VOR	



RECOMMENDED ALTITUDES			
LOC (GS out)			
INL DME	ALTITUDE	SLK DME	ALTITUDE
9.0	3520'	6.0	3480'
8.0	3210'	7.0	3160'
7.0	2890'	8.0	2840'
6.0	2570'	9.0	2530'
5.0	2250'	10.0	2210'
4.0	1930'	11.0	1890'
3.0	1610'	12.0	1570'
2.0	1300'	13.0	1250'
1.0	980'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 	<b>ABEAM</b> NUA <b>255</b>
ILS GS or								
LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.9 INL/D13.9 SLK								

PANS OPS	STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		ILS		LOC (GS out)	
	DA(H) <b>870' (215')</b>		MDA(H) <b>1060' (405')</b>		DA(H)		MDA(H)	
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts		
A				RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494')	1600m
B						135		
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			180	1280' (624')	2800m
D				1200m	2000m	205	1540' (884')	4800m

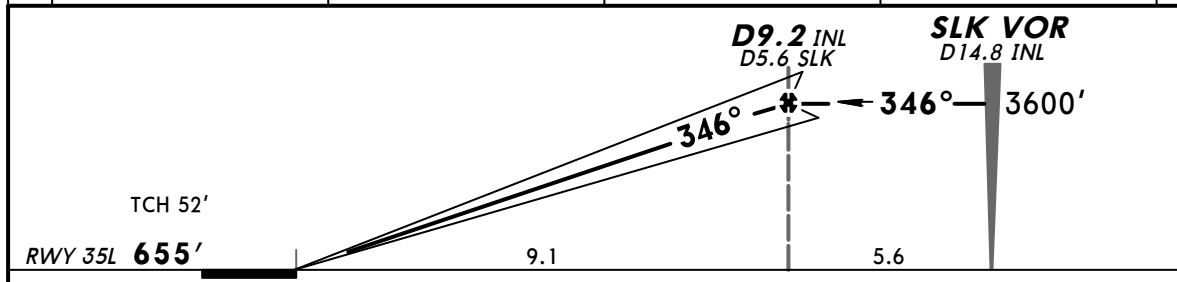
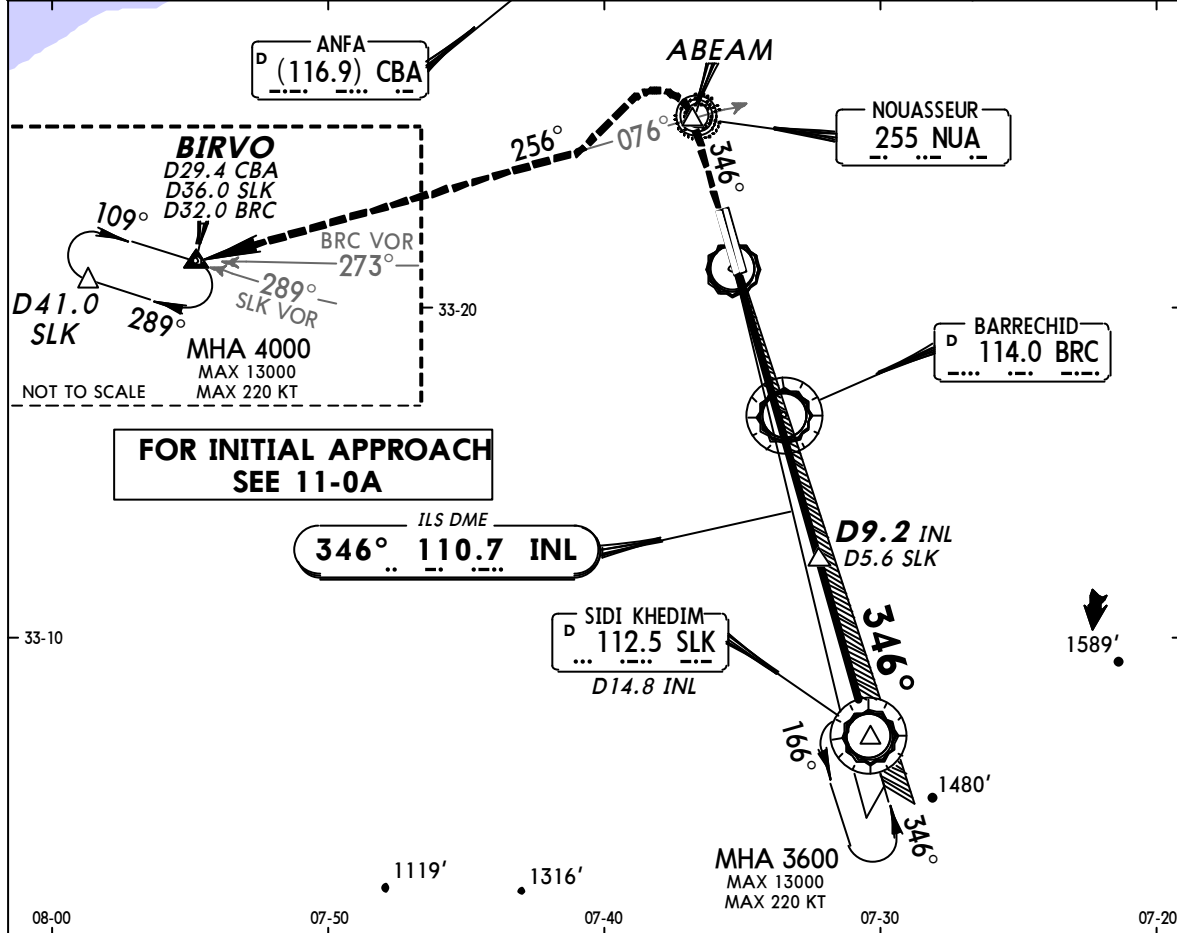
CHANGES: Missed approach. Note.

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
20 JUN 14  
Eff 26 Jun **(11-3A)**

**CASABLANCA, MOROCCO**  
**CAT II ILS Z Rwy 35L**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>346°</b>	GS <b>D9.2 INL</b> 3600' (2945')	CAT II ILS <b>RA 113'</b> DA(H) 770' (115')		Apt Elev <b>656'</b>	RWY <b>655'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.</b>							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
<b>1. SLK DME required. 2. Special Aircrew &amp; Acft Certification Required.</b>						<b>MSA</b> SLK VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	<b>ABEAM</b> NUA <b>255</b>
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 35L  
**CAT II ILS**  
**RA 113'**  
 DA(H) **770' (115')**

**RVR 350m**

BRIEFING STRIP

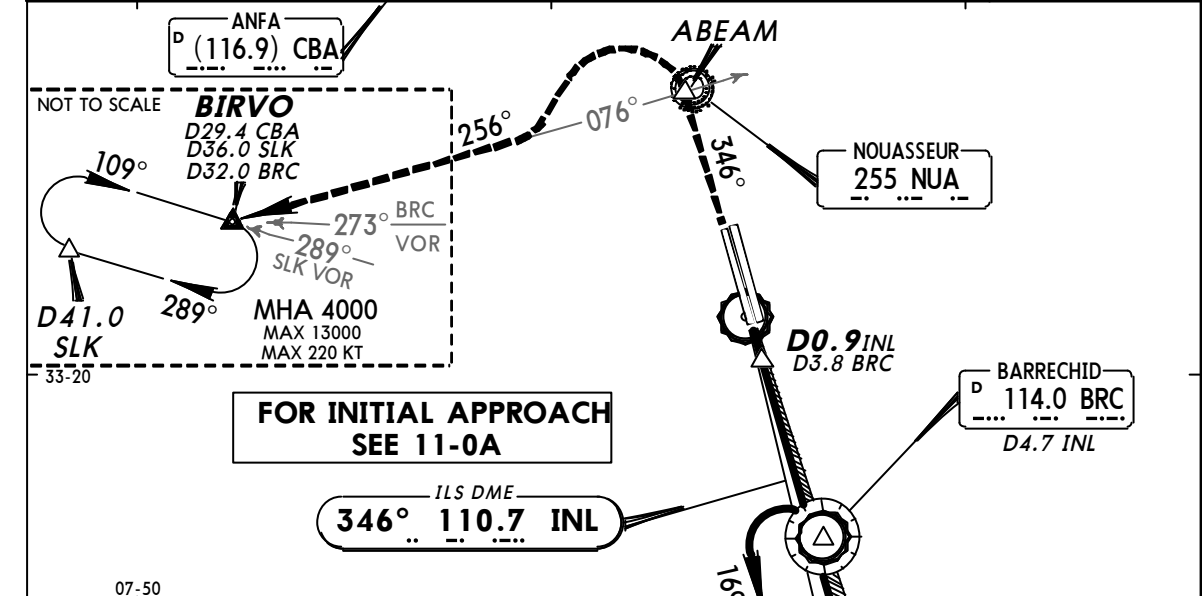
PANS OPS

**GMMN/CMN**  
**MOHAMMED V INTL**

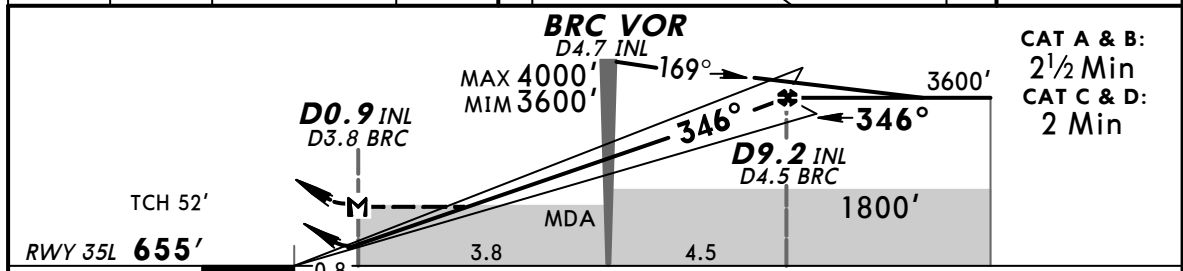
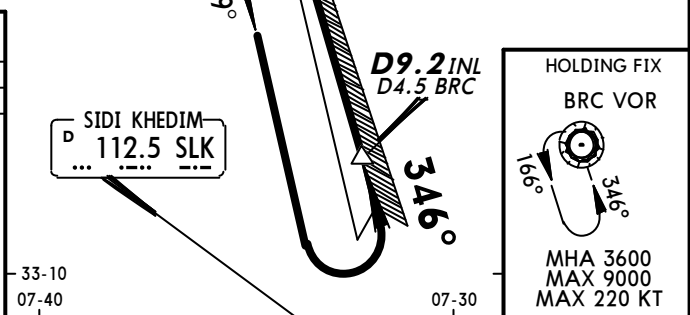
**JEPPESEN**  
20 JUN 14  
Eff 26 Jun (11-4)

**CASABLANCA, MOROCCO**  
**ILS Y or LOC Y Rwy 35L**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>346°</b>	GS <b>D9.2 INL</b> 3600' (2945')	ILS DA(H) <b>870' (215')</b>	Apt Elev <b>656'</b> RWY <b>655'</b>		<p>MSA BRC VOR</p>	
<p><b>MISSED APCH: Climb STRAIGHT AHEAD to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.</b></p>							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
<p>1. BRC DME required. 2. Racetrack restricted to MAX 220 KT.</p>							



RECOMMENDED ALTITUDES			
LOC (GS out)			
INL DME	ALTITUDE	BRC DME	ALTITUDE
9.0	3520'	4.0 before VOR	3450'
8.0	3210'	3.0 before VOR	3130'
7.0	2890'	2.0 before VOR	2810'
6.0	2570'	1.0 before VOR	2490'
5.0	2250'	0.0	2180'
4.0	1930'	1.0 after VOR	1860'
3.0	1610'	2.0 after VOR	1540'
2.0	1300'	3.0 after VOR	1220'
1.0	980'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI <b>ABEAM</b> NUA 255
	ILS GS or LOC Descent Angle 3.00°						
	372	478	531	637	743	849	
MAP at D0.9 INL/D3.8 BRC							

PANS OPS	STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
	ILS DA(H) <b>870' (215')</b>		LOC (GS out) MDA(H) <b>1060' (405')</b>		ILS		LOC (GS out)	
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	MDA(H)	
A					100	1150' (494')	1600m	
B					135			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		180	1280' (624')	2800m	
D					205	1540' (884')	4800m	

CHANGES: Missed approach. Note.

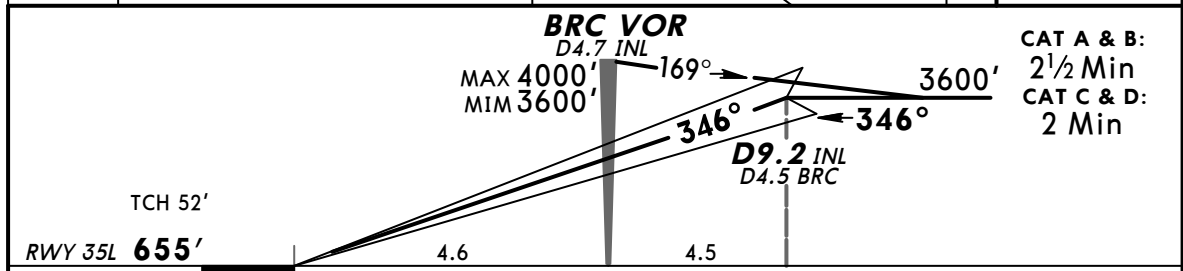
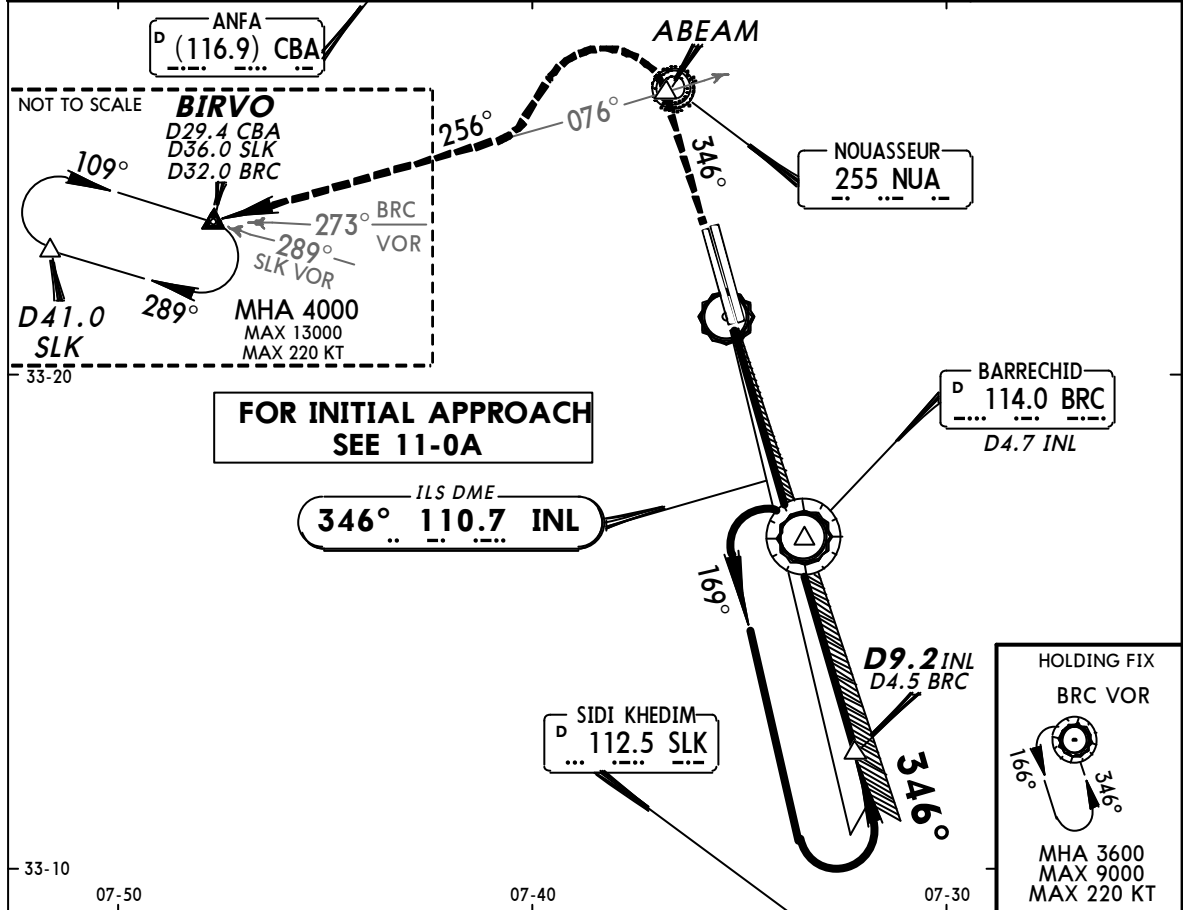
**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
20 JUN 14  
Eff 26 Jun **11-4A**

**CASABLANCA, MOROCCO**  
**CAT II ILS Y Rwy 35L**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>346°</b>	GS <b>D9.2 INL</b> 3600' (2945')	CAT II ILS <b>RA 113'</b> DA(H) 770' (115')		Apt Elev <b>656'</b>	RWY <b>655'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.</b>							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
<b>1. BRC DME required. 2. Special Aircrew &amp; Acft Certification Required. 3. Racetrack restricted to MAX 220 KT.</b>							
						<b>MSA</b> <b>BRC VOR</b>	

BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI <b>ABEAM</b> <b>NUA 255</b>
GS	3.00°	372	478	531	637	849	

STRAIGHT-IN LANDING RWY 35L  
CAT II ILS  
**RA 113'**  
DA(H) **770' (115')**

PANS OPS

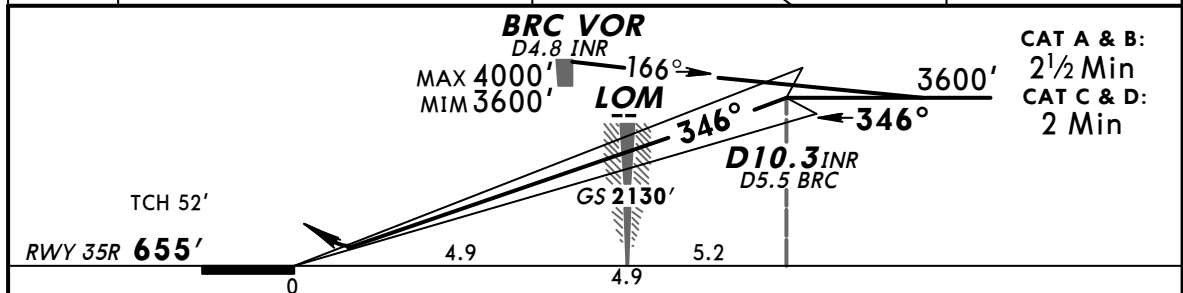
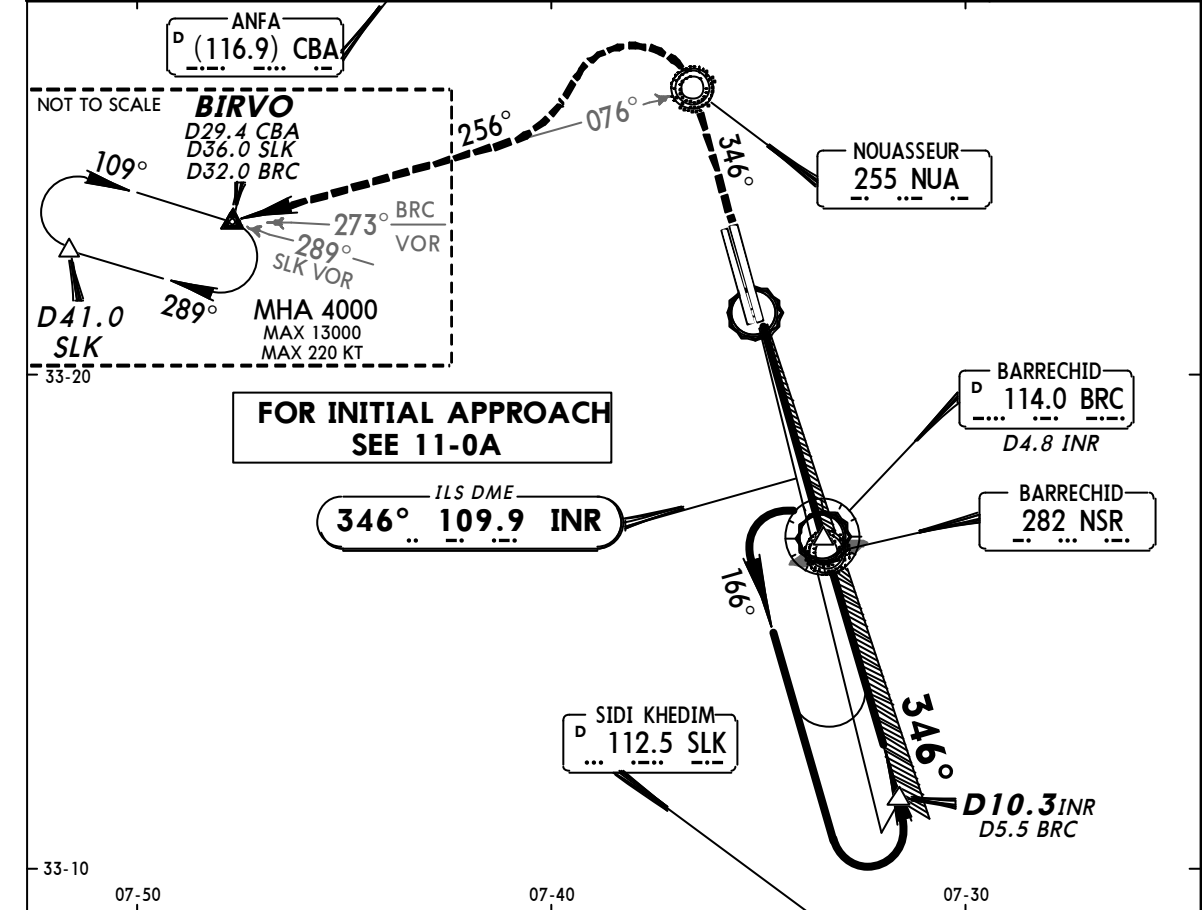
RVR **350m**

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
20 JUN 14 **(11-5)** **Eff 26 Jun**

**CASABLANCA, MOROCCO**  
**ILS Z Rwy 35R**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>346°</b>	GS LOM <b>2130' (1475')</b>	ILS DA(H) <b>860' (205')</b>	Apt Elev <b>656'</b> RWY <b>655'</b>		<p>MSA BRC VOR</p>	
<p><b>MISSED APCH: Climb STRAIGHT AHEAD to NUA Lctr, then turn LEFT onto 256° from NUA Lctr and proceed to BIRVO climbing to 4000', or as directed.</b></p>							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
<p><b>1. BRC DME required. 2. Racetrack restricted to MAX 220 KT.</b></p>							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	NUA <b>255</b>
GS	2.70°	334	430	478	573	669		

<b>STRAIGHT-IN LANDING RWY 35R</b>				<b>CIRCLE-TO-LAND</b>		
<b>DA(H) 860' (205')</b>				Max Kts	<b>MDA(H)</b>	
FULL	TDZ or CL out	ALS out	100		<b>1150' (494')</b>	<b>1600m</b>
A			135	<b>1280' (624')</b>	<b>2800m</b>	
B	RVR 550m VIS 800m	RVR 720m VIS 800m	180	<b>1540' (884')</b>	<b>4800m</b>	
C			205			
D						

**PANS OPS**

CHANGES: Missed approach. Note.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

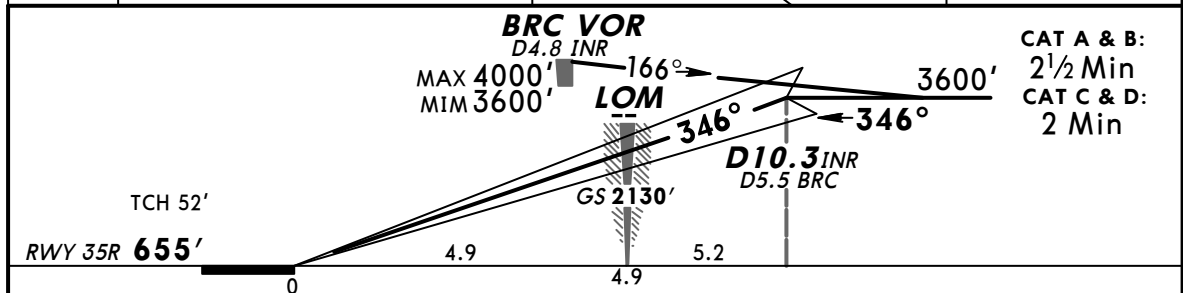
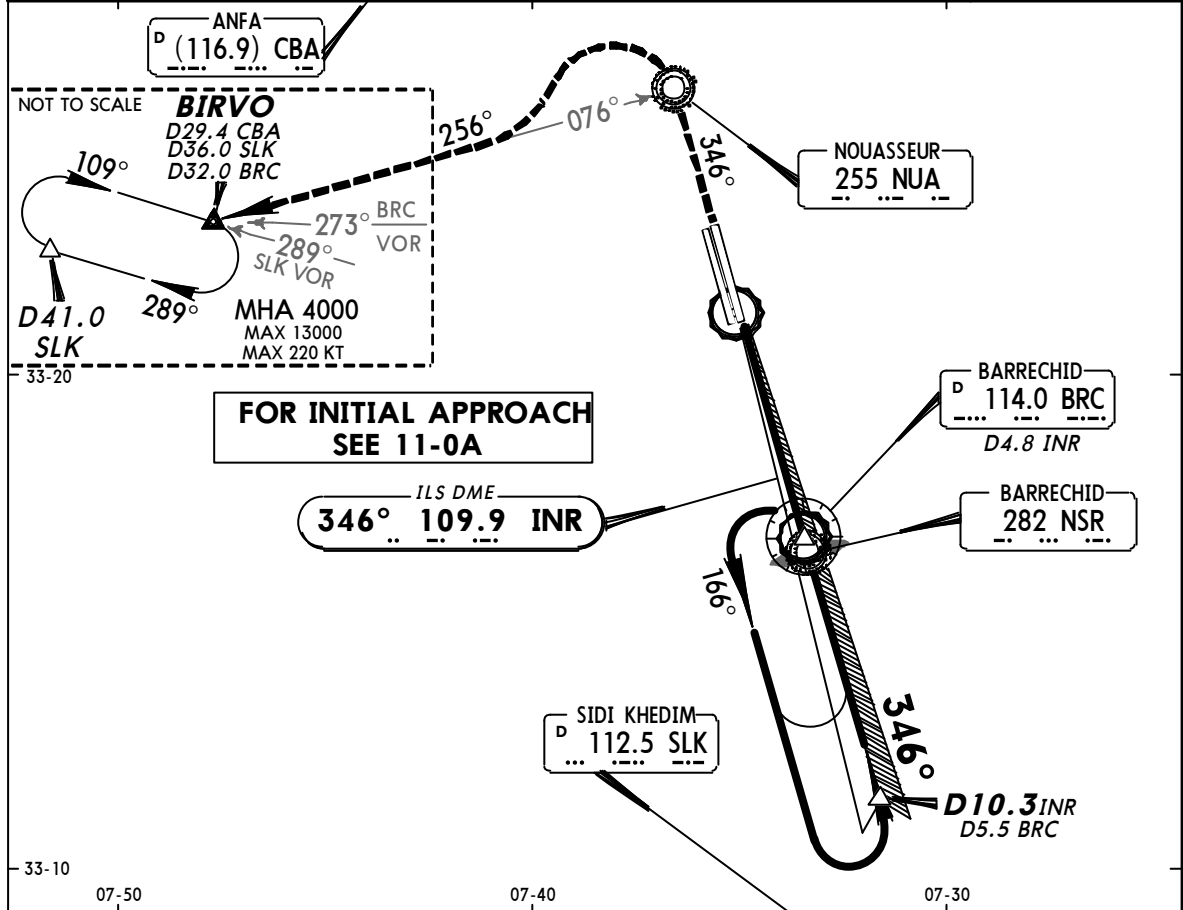
**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
20 JUN 14  
Eff 26 Jun **11-5A**

**CASABLANCA, MOROCCO**  
**CAT II ILS Z Rwy 35R**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>346°</b>	GS LOM <b>2130' (1475')</b>	CAT II ILS RA <b>110'</b> DA(H) <b>760' (105')</b>	Apt Elev <b>656'</b>	RWY <b>655'</b>		
MISSED APCH: Climb STRAIGHT AHEAD to NUA Lctr, then turn LEFT onto 256° from NUA Lctr and proceed to BIRVO climbing to 4000', or as directed.						<p>MSA BRC VOR</p>	
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
1. BRC DME required. 2. Special Aircrew & Acft Certification Required. 3. Racetrack restricted to MAX 220 KT.							

BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 	NUA <b>255</b> ↑
GS	2.70°	334	430	478	573	669		

STRAIGHT-IN LANDING RWY 35R  
CAT II ILS  
**RA 110'**  
DA(H) **760' (105')**

PANS OPS

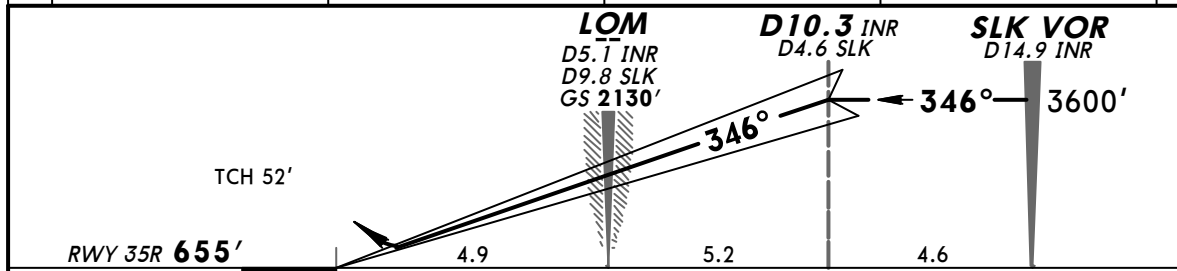
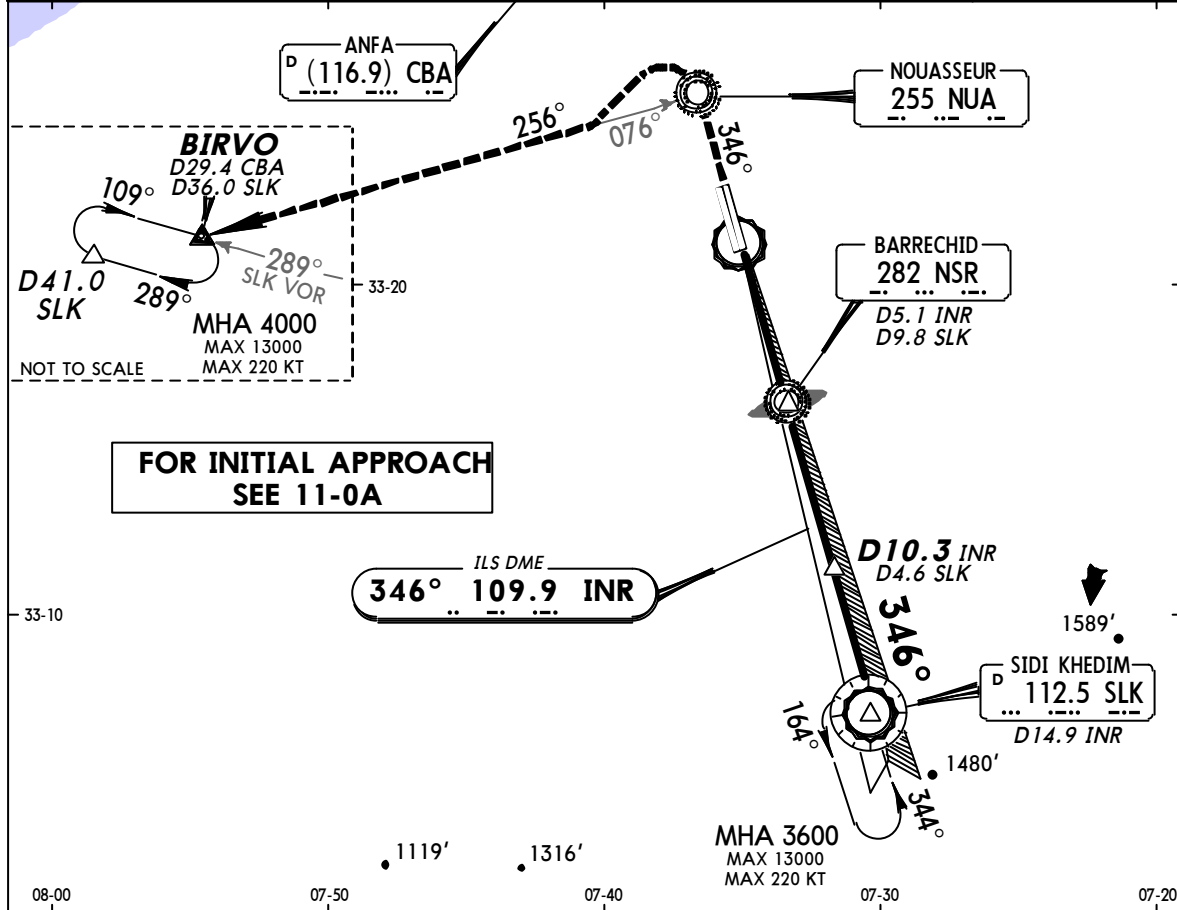
RVR **350m**

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
 20 JUN 14 **(11-6)** **Eff 26 Jun**

**CASABLANCA, MOROCCO**  
**ILS Y Rwy 35R**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>346°</b>	GS LOM <b>2130'</b> (1475')	ILS DA(H) <b>860'</b> (205')	Apt Elev <b>656'</b> RWY <b>655'</b>			
MISSED APCH: Climb STRAIGHT AHEAD to NUA Lctr, then turn LEFT onto 256° from NUA Lctr and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa SLK DME required.		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 4000'		MSA SLK VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	NUA 255
GS	2.70°	334	430	478	573	669		

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND				
DA(H) <b>860'</b> (205')				Max Kts				
FULL		TDZ or CL out		ALS out		MDA(H)		
A						100	1150' (494')	1600m
B						135	1280' (624')	2800m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			180	1540' (884')	4800m
D						205		

PANS OPS

CHANGES: Missed approach. Note.

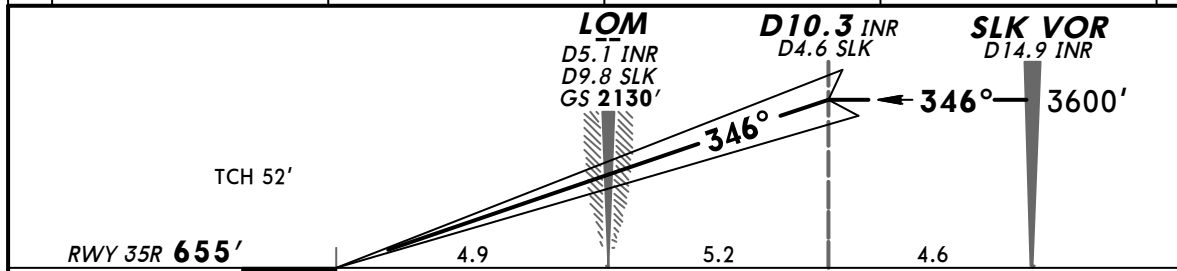
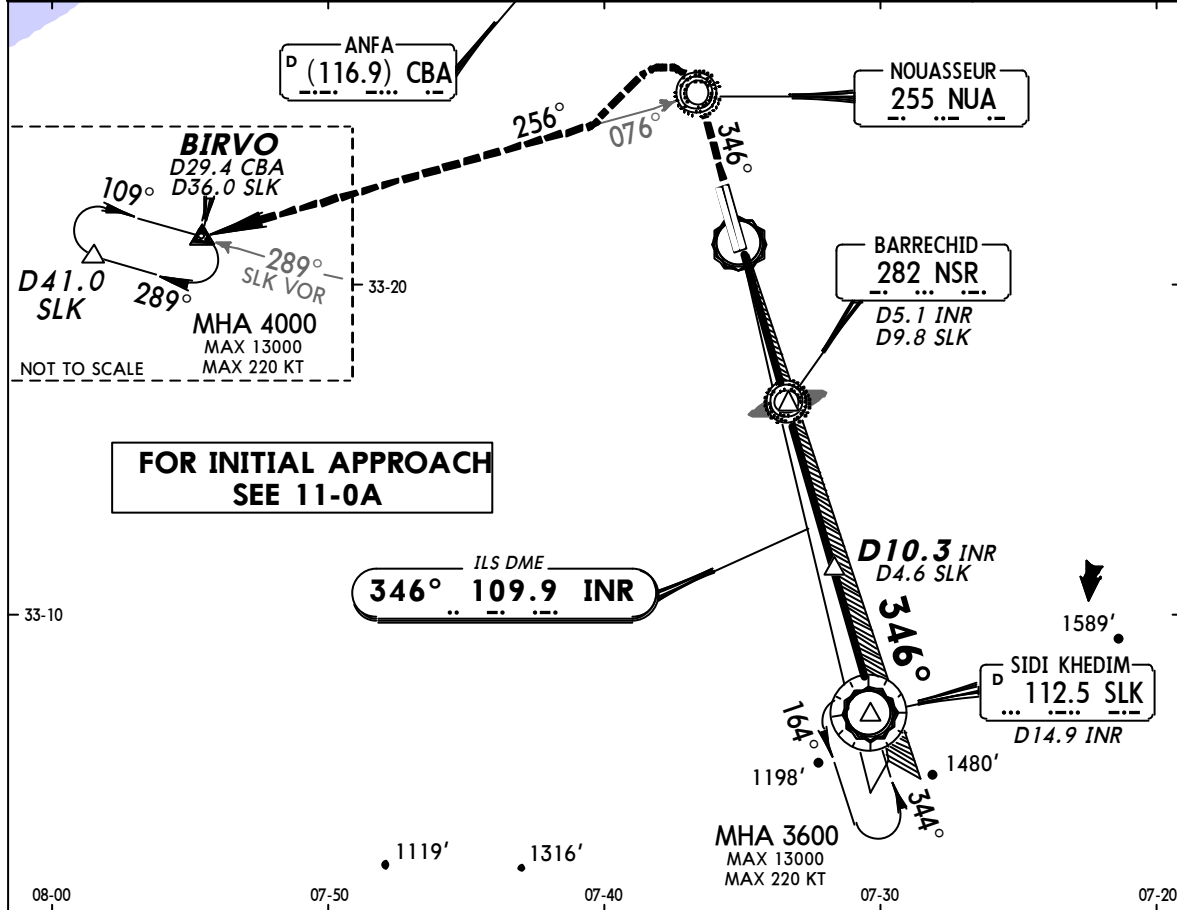


**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
20 JUN 14  
Eff 26 Jun (11-6A)

**CASABLANCA, MOROCCO**  
**CAT II ILS Y Rwy 35R**

*ATIS 126.3		MOHAMMED V Approach 121.3		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INR 109.9	Final Apch Crs 346°	GS LOM 2130' (1475')	CAT II ILS RA 110' DA(H) 760' (105')		Apt Elev 656'	RWY 655'	
MISSED APCH: Climb STRAIGHT AHEAD to NUA Lctr, then turn LEFT onto 256° from NUA Lctr and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
1. SLK DME required. 2. Special Aircrew & Acft Certification Required.							MSA SLK VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	NUA 255
GS	2.70°	334	430	478	573	669		

STRAIGHT-IN LANDING RWY 35R  
CAT II ILS  
RA 110'  
DA(H) 760' (105')

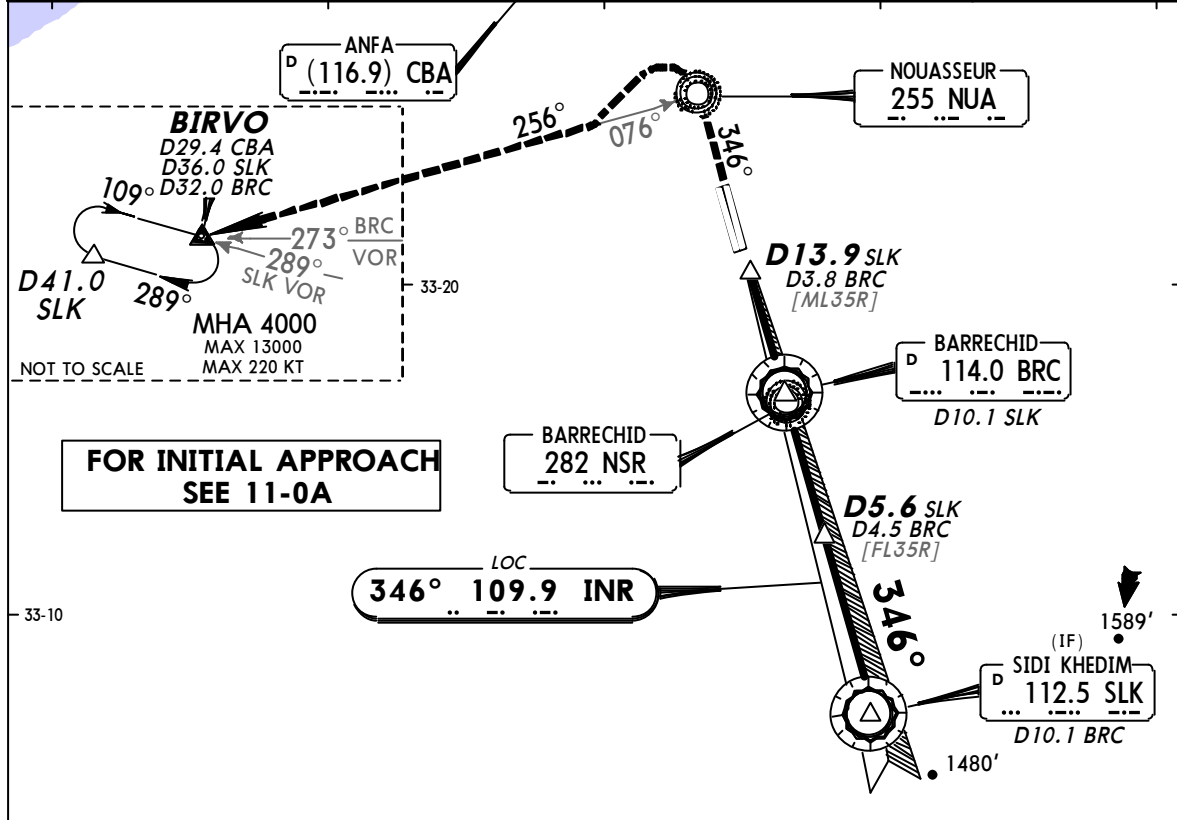
RVR 350m

**GMMN/CMN**  
**MOHAMMED V INTL**

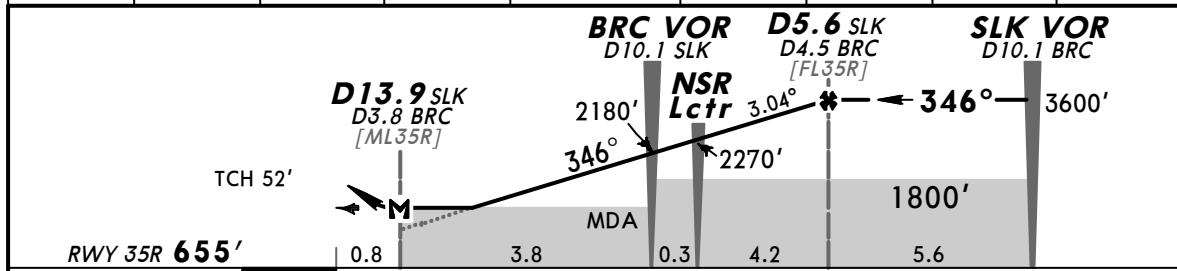
**JEPPESEN**  
 20 JUN 14 (11-7) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**LOC Rwy 35R**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>346°</b>	Procedure Alt <b>D5.6 SLK</b> 3600' (2945')	MDA(H) <b>1060' (405')</b>	Apt Elev <b>656'</b> RWY <b>655'</b>			
MISSED APCH: Climb STRAIGHT AHEAD to NUA Lctr, then turn LEFT onto 256° from NUA Lctr 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'	
SLK DME or BRC DME required.							



08-00	07-50	07-40	07-30	07-20
SLK DME	13.0	12.0	11.0	10.1 (BRC VOR)
ALTITUDE	1250'	1570'	1890'	2180'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI NUA 255
Descent Angle	3.04°	376	484	538	645	753	
MAP at D13.9 SLK/D3.8 BRC							

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
MDA(H) <b>1060' (405')</b>				MDA(H)			
ALS out				Max Kts			
A	RVR 720m	RVR 1500m		100	1150' (494')		1600m
B	VIS 800m	VIS 1600m		135			
C	1200m	2000m		180	1280' (624')		2800m
D	RVR 1500m			205	1540' (884')		4800m
D	VIS 1600m						

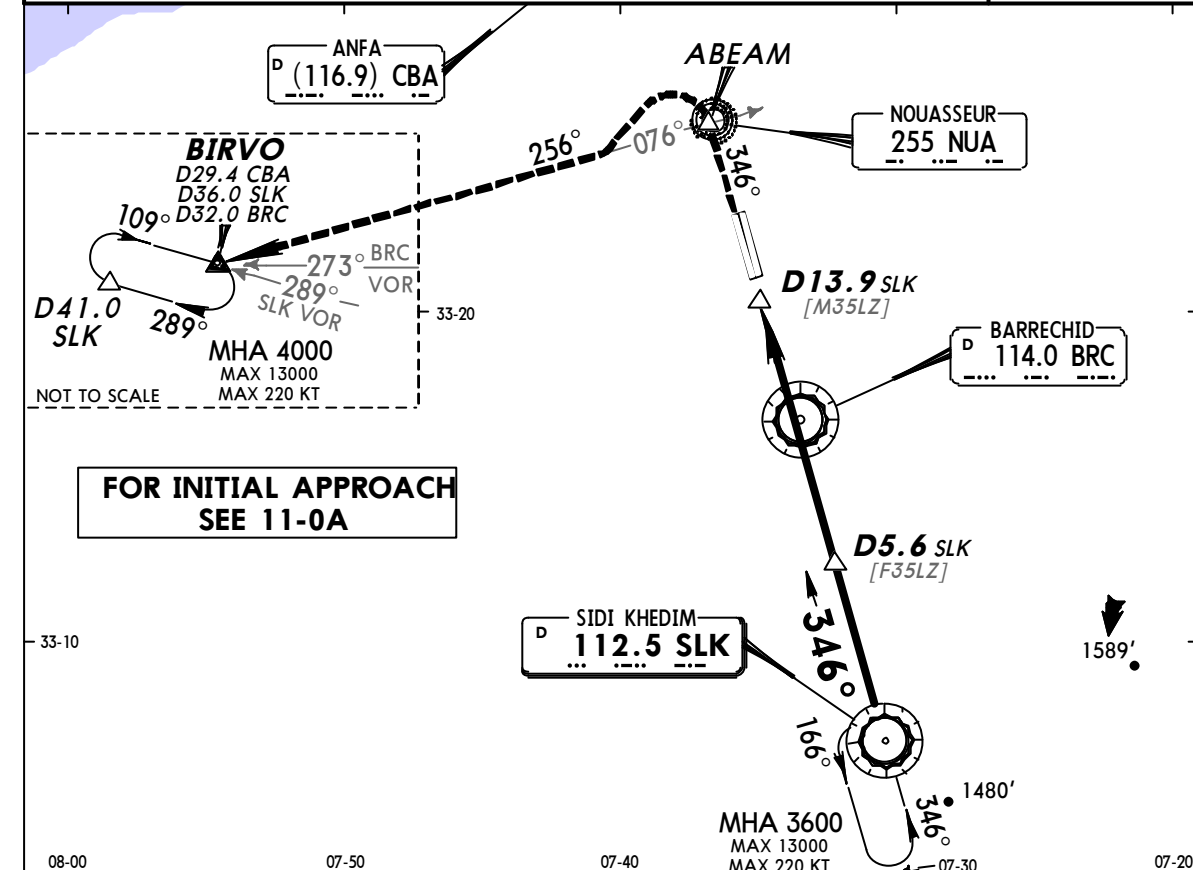


**GMMN/CMN**  
**MOHAMMED V INTL**

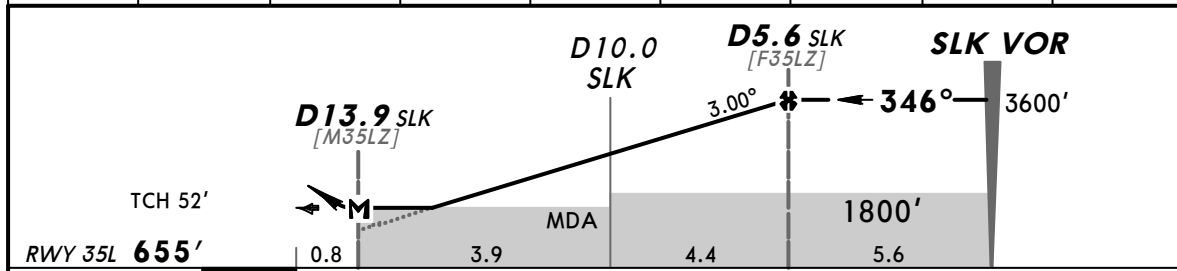
**JEPPESEN**  
20 JUN 14 (13-1) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**VOR Z Rwy 35L**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
VOR SLK <b>112.5</b>	Final Apch Crs <b>346°</b>	Procedure Alt <b>D5.6 SLK</b> 3600' (2945')	MDA(H) <b>1060' (405')</b>	Apt Elev <b>656'</b>	RWY <b>655'</b>		
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	



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'



STRAIGHT-IN LANDING RWY 35L						CIRCLE-TO-LAND		
MDA(H) <b>1060' (405')</b>						MDA(H)		
A	RVR 720m	ALS out				Max Kts		
B	VIS 800m	RVR 1500m	VIS 1600m		100	1150' (494')	1600m	
C	1200m	2000m				135	1280' (624')	2800m
D	RVR 1500m					180	1540' (884')	4800m
	VIS 1600m					205		

PANS OPS

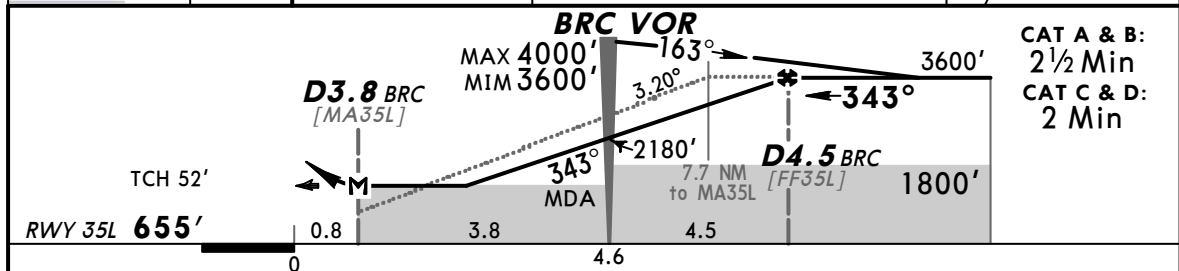
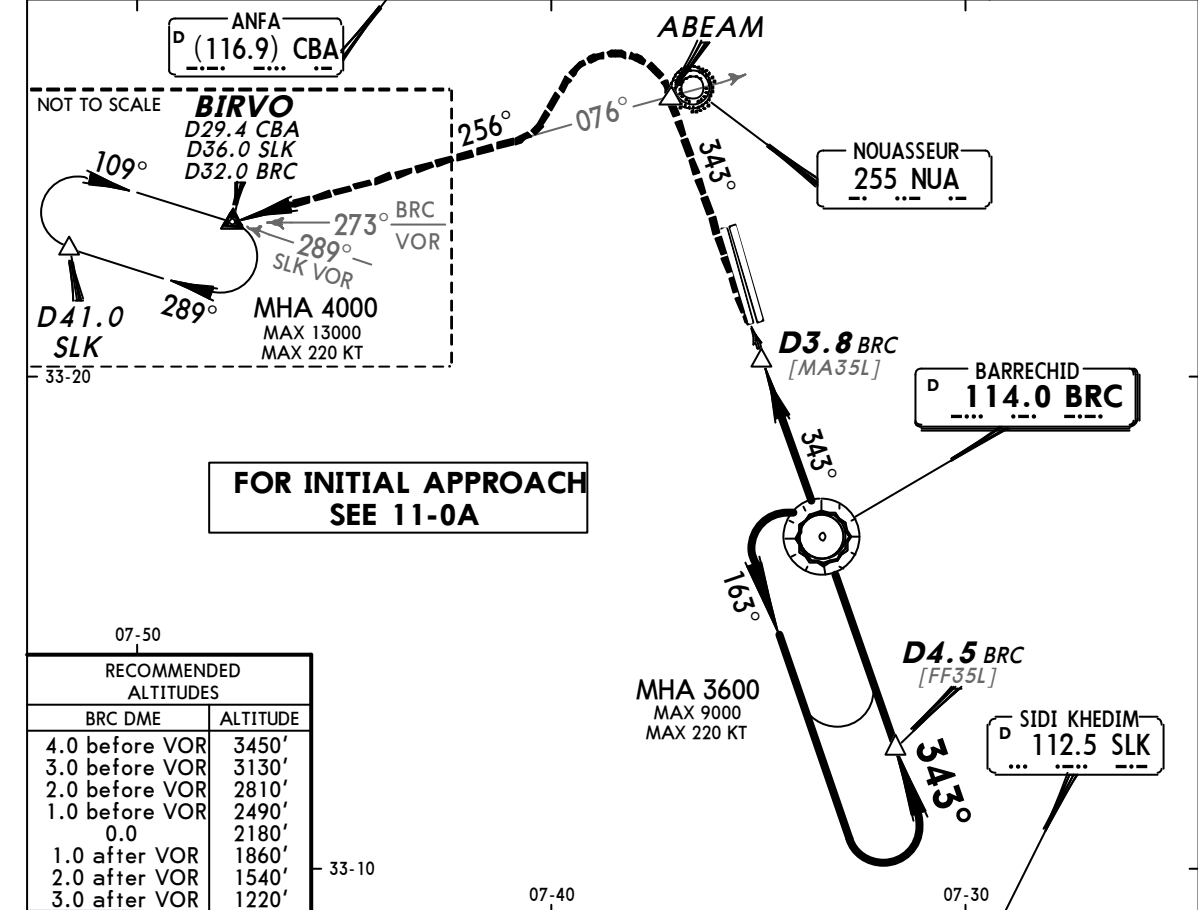
CHANGES: Missed approach. Note.

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
20 JUN 14 (13-2) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**VOR Y Rwy 35L**

*ATIS <b>126.3</b>	MOHAMMED V Approach <b>121.3</b>	MOHAMMED V Tower <b>118.5</b>	Ground <b>130.6</b>
VOR BRC <b>114.0</b>	Final Apch Crs <b>343°</b>	Procedure Alt <b>D4.5 BRC</b> <b>3600' (2945')</b>	MDA(H) Apt Elev <b>1060' (405')</b> <b>656'</b> RWY <b>655'</b>
<b>MISSED APCH: Climb on R-343 BRC to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.</b>			
Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4000' 1. Racetrack restricted to MAX 220 KT. 2. Final approach track offset 3° from RCL.			MSA BRC VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	<b>ABEAM!</b> NUA 255 on 114.0	BRC 114.0
Descent Angle	3.20°	396	510	566	679	793	PAPI	↑	R-343
MAP at D3.8 BRC									

STRAIGHT-IN LANDING RWY 35L			CIRCLE-TO-LAND	
MDA(H) 1060' (405')			MDA(H)	
	ALS out	Max Kts		
A	RVR 720m VIS 800m	100	1150' (494')	1600m
B		135		
C	1200m	180	1280' (624')	2800m
D	RVR 1500m VIS 1600m	205	1540' (884')	4800m

CHANGES: Missed approach. Note.

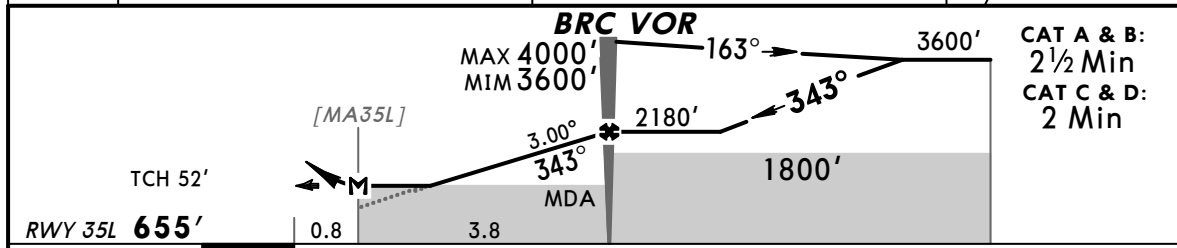
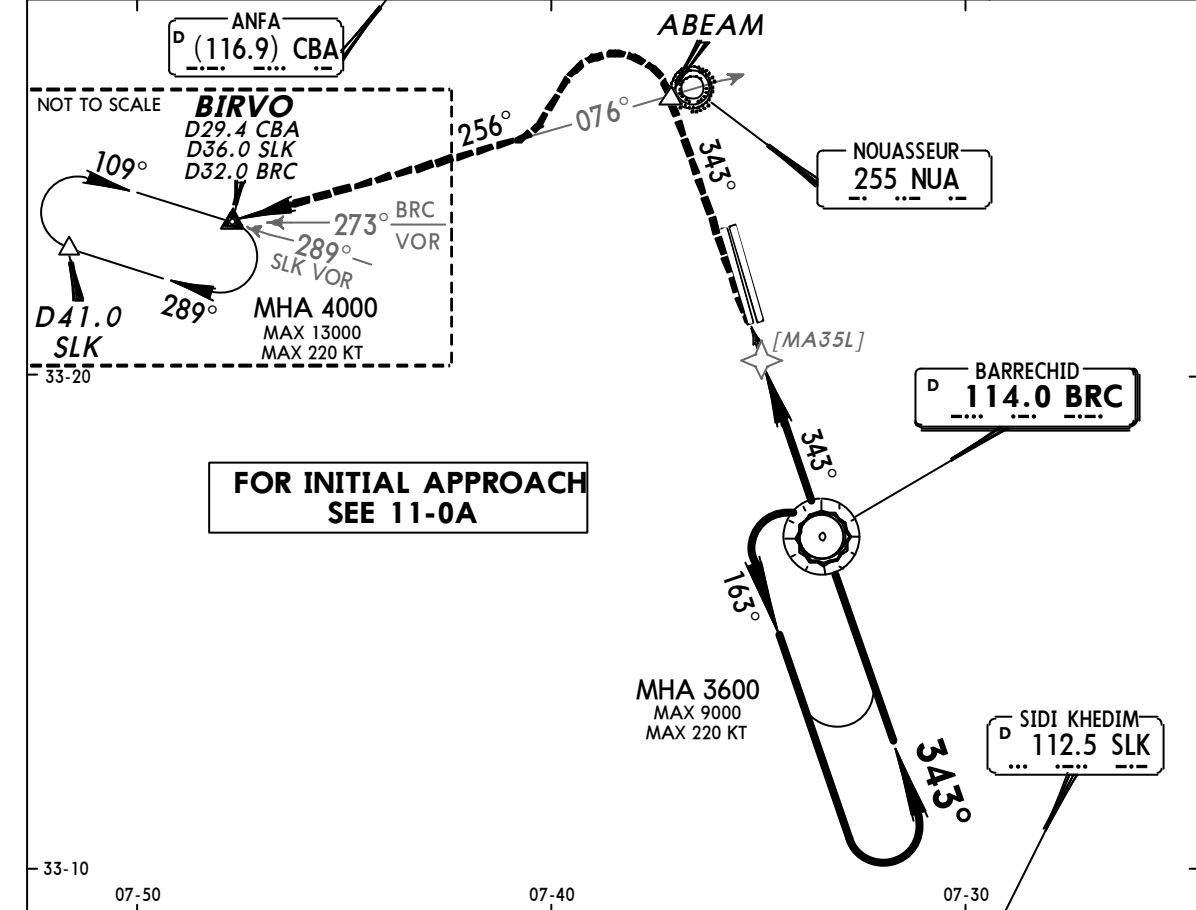
© JEPPESEN, 2014. ALL RIGHTS RESERVED.

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
 20 JUN 14 (13-3) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**VOR X Rwy 35L**

*ATIS <b>126.3</b>	MOHAMMED V Approach <b>121.3</b>	MOHAMMED V Tower <b>118.5</b>	Ground <b>130.6</b>
VOR BRC <b>114.0</b>	Final Apch Crs <b>343°</b>	Procedure Alt <b>BRC VOR 2180' (1525')</b>	MDA(H) <b>1060' (405')</b> Apt Elev <b>656'</b> RWY <b>655'</b>
MISSED APCH: Climb on R-343 BRC to ABEAM Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.			
Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4000' 1. Racetrack restricted to MAX 220 KT. 2. Final approach track offset 3° from RCL.			MSA BRC VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS-II PAPI PAPI <b>ABEAM!</b> NUA 255 on 114.0 BRC R-343	
<i>Descent Angle</i>	3.00°	372	478	531	637	743		849
<i>BRC VOR to MAP</i>	3.8	3:15	2:32	2:17	1:54	1:38		1:26

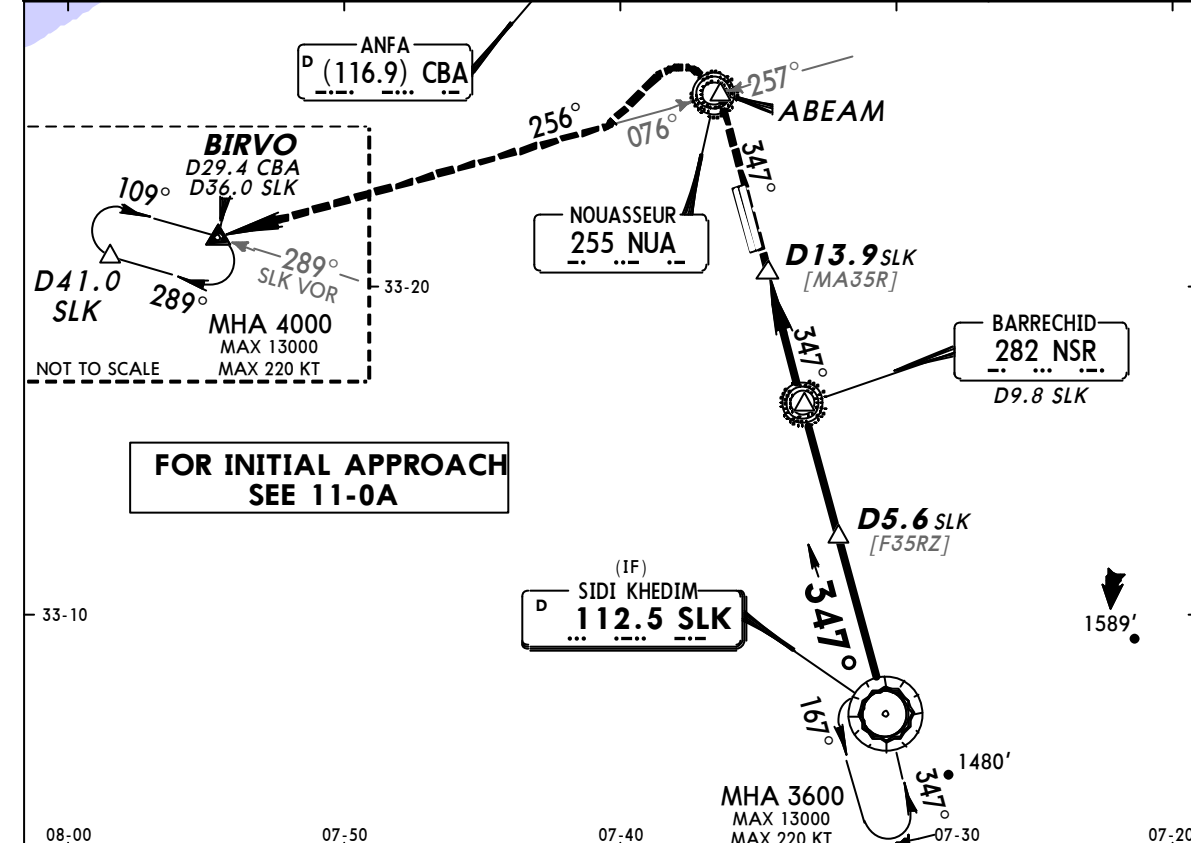
STRAIGHT-IN LANDING RWY 35L			CIRCLE-TO-LAND	
MDA(H) <b>1060' (405')</b>			MDA(H)	
		ALS out	Max Kts	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494') 1600m
B			135	
C	1200m		180	1280' (624') 2800m
D	RVR 1500m VIS 1600m	2000m	205	1540' (884') 4800m

**GMMN/CMN**  
**MOHAMMED V INTL**

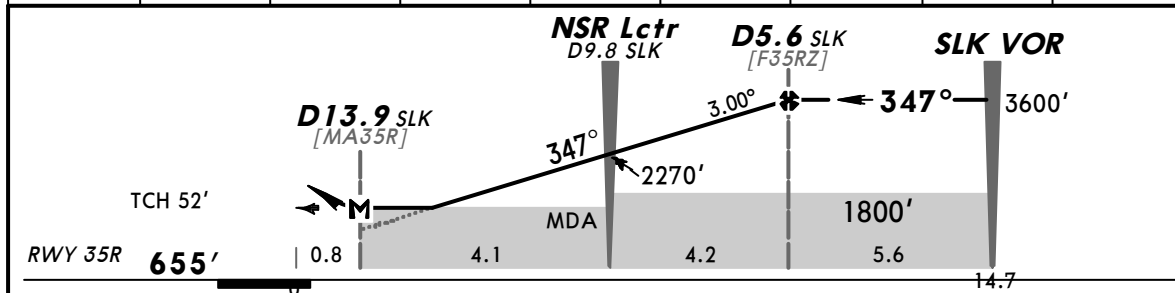
20 JUN 14 (13-4) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**VOR Z Rwy 35R**

*ATIS 126.3	MOHAMMED V Approach 121.3	MOHAMMED V Tower 118.5	Ground 130.6
VOR SLK <b>112.5</b>	Final Apch Crs <b>347°</b>	Procedure Alt <b>D5.6 SLK</b> 3600' (2945')	MDA(H) <b>1060'</b> (405')
Apt Elev <b>656'</b> RWY <b>655'</b>			<p>MSA SLK VOR</p>
<p><b>MISSED APCH:</b> Climb on R-347 SLK to ABEAM NUA Lctr, then turn LEFT onto 256° from NUA Lctr and proceed to BIRVO climbing to 4000', or as directed.</p>			
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.			



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 <b>ABEAM!</b> NUA 255 on 112.5 R-347
Descent Angle	3.00°	372	478	531	637	849	
MAP at D13.9 SLK							

STRAIGHT-IN LANDING RWY 35R			CIRCLE-TO-LAND	
MDA(H) <b>1060'</b> (405')			MDA(H)	
		ALS out	Max Kts	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494')    1600m
B			135	
C	1200m		180	1280' (624')    2800m
D	RVR 1500m VIS 1600m	2000m	205	1540' (884')    4800m

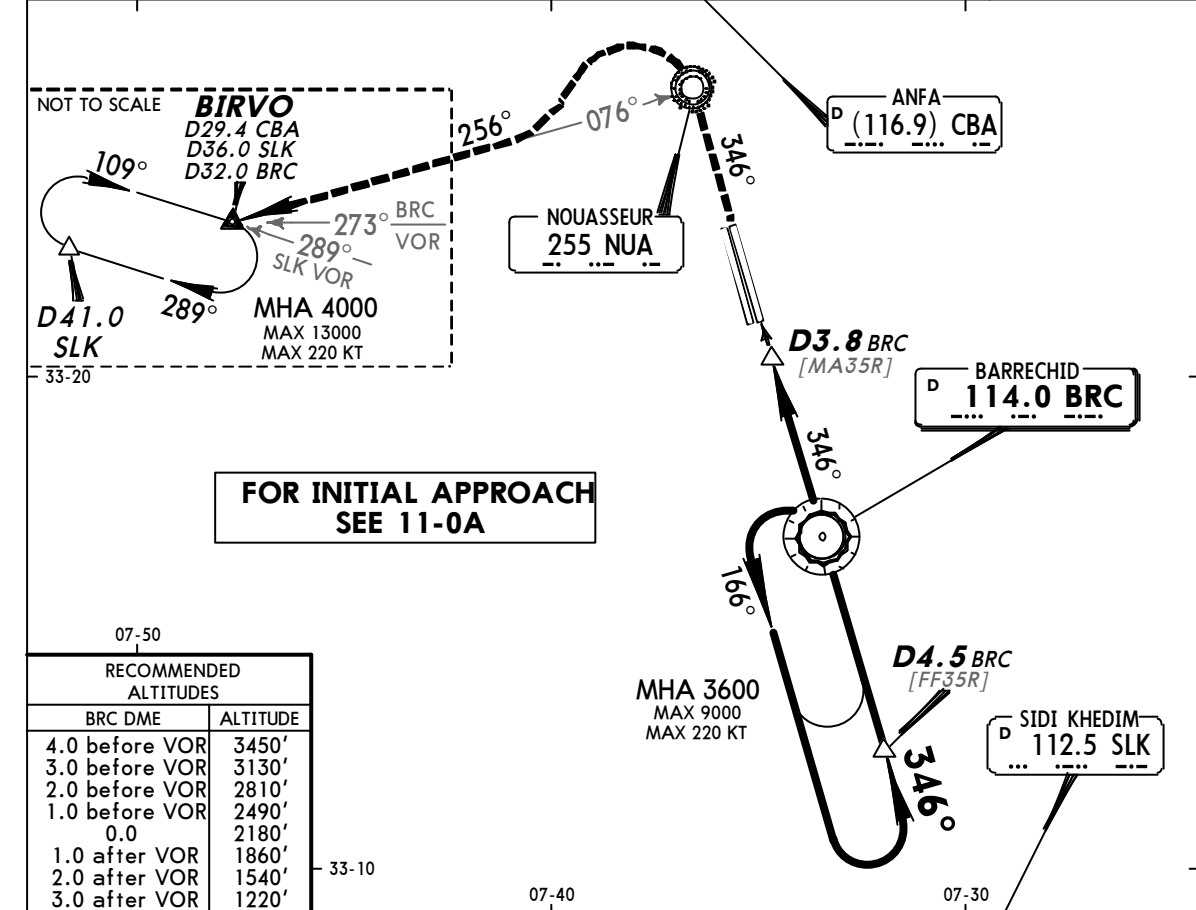
PANS OPS

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
 20 JUN 14 (13-5) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**VOR Y Rwy 35R**

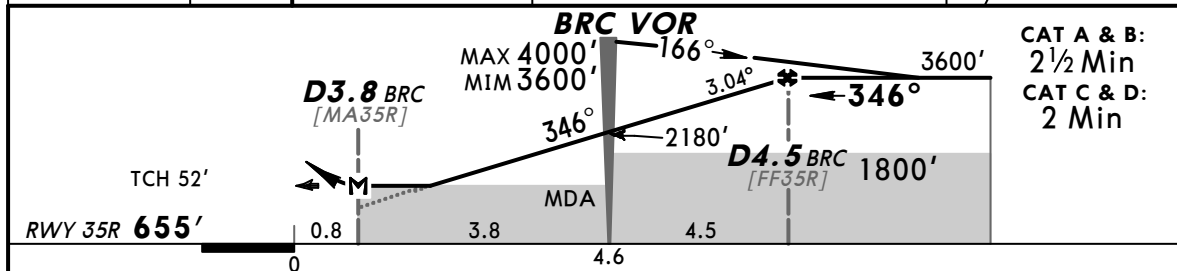
*ATIS <b>126.3</b>	MOHAMMED V Approach <b>121.3</b>	MOHAMMED V Tower <b>118.5</b>	Ground <b>130.6</b>
VOR BRC <b>114.0</b>	Final Apch Crs <b>346°</b>	Procedure Alt <b>D4.5 BRC</b> 3600' (2945')	MDA(H) Apt Elev 656' <b>1060' (405')</b> RWY <b>655'</b>
MISSED APCH: Climb STRAIGHT AHEAD to Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.			
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	
Racetrack restricted to MAX 220 KT.			



07-50

RECOMMENDED ALTITUDES	
BRC DME	ALTITUDE
4.0 before VOR	3450'
3.0 before VOR	3130'
2.0 before VOR	2810'
1.0 before VOR	2490'
0.0	2180'
1.0 after VOR	1860'
2.0 after VOR	1540'
3.0 after VOR	1220'

33-20



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI NUA 255
Descent Angle	3.04°	376	484	538	645	753	
MAP at D3.8 BRC							

STRAIGHT-IN LANDING RWY 35R			CIRCLE-TO-LAND	
MDA(H) 1060' (405')			MDA(H)	
		ALS out	Max Kts	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494') 1600m
B			135	
C	1200m		180	1280' (624') 2800m
D	RVR 1500m VIS 1600m	2000m	205	1540' (884') 4800m

PANS OPS

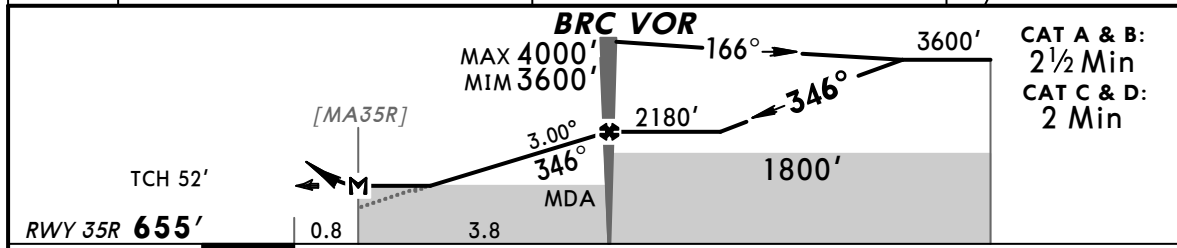
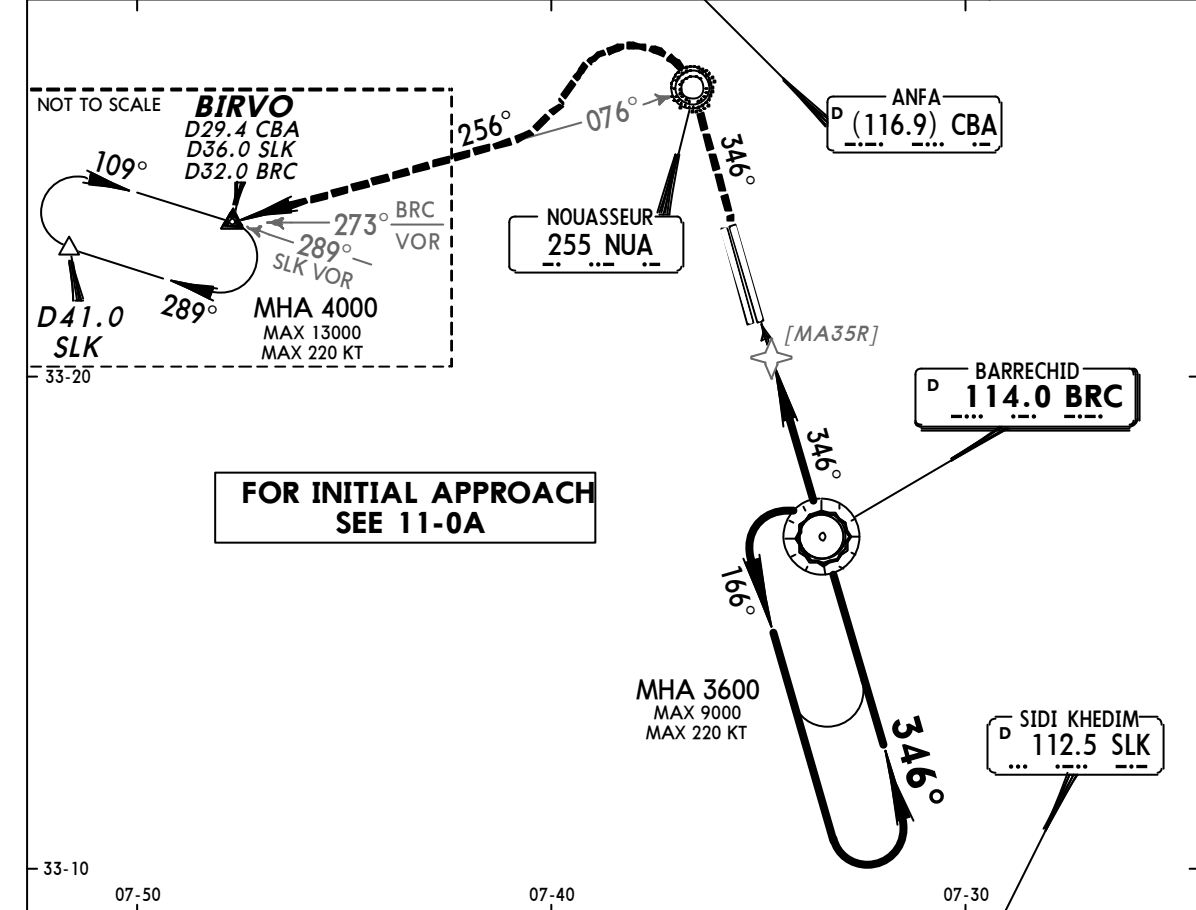
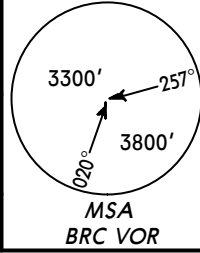


**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
 20 JUN 14 (13-6) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**VOR X Rwy 35R**

*ATIS <b>126.3</b>	MOHAMMED V Approach <b>121.3</b>	MOHAMMED V Tower <b>118.5</b>	Ground <b>130.6</b>
VOR BRC <b>114.0</b>	Final Apch Crs <b>346°</b>	Procedure Alt BRC VOR <b>2180' (1525')</b>	MDA(H) Apt Elev 656' <b>1060' (405')</b> RWY <b>655'</b>
MISSED APCH: Climb STRAIGHT AHEAD to Lctr, then turn LEFT onto 256° from Lctr and proceed to BIRVO climbing to 4000', or as directed.			
Alt Set: hPa Rwy Elev: 24 hPa Racetrack restricted to MAX 220 KT.		Trans level: By ATC	Trans alt: 4000'



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
BRC VOR to MAP	3.8	3:15	2:32	2:17	1:54	1:38		1:26

STRAIGHT-IN LANDING RWY 35R			CIRCLE-TO-LAND	
MDA(H) <b>1060' (405')</b>			MDA(H)	
		ALS out	Max Kts	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494') 1600m
B			135	
C	1200m		180	1280' (624') 2800m
D	RVR 1500m VIS 1600m	2000m	205	1540' (884') 4800m

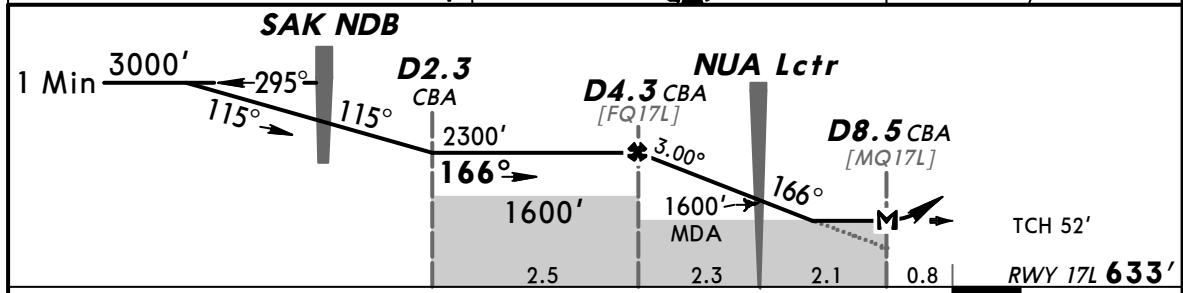
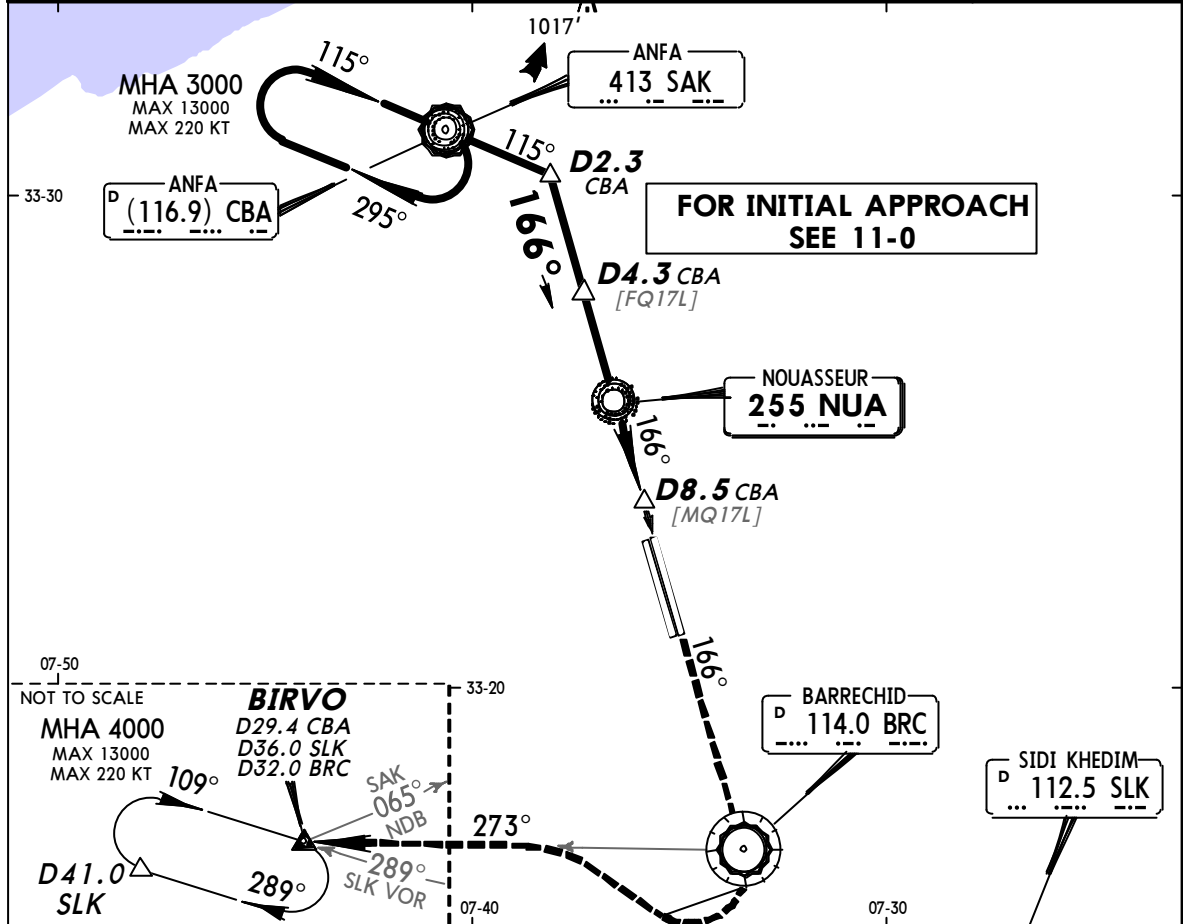
PANS OPS

**GMMN/CMN**  
**MOHAMMED V INTL**

JEPPESEN  
 20 JUN 14 (16-1) Eff 26 Jun

**CASABLANCA, MOROCCO**  
 Lctr Z Rwy 17L

*ATIS 126.3	MOHAMMED V Approach 121.3	MOHAMMED V Tower 118.5	Ground 130.6
Lctr NUA 255	Final Apch Crs 166°	Procedure Alt D4.3 CBA 2300' (1667')	MDA(H) 1100' (467')
Apt Elev 656' RWY 633'			3000'  MSA SAK NDB
MISSED APCH: Climb STRAIGHT AHEAD to BRC VOR, then turn RIGHT to intercept and follow R-273 BRC 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.			



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI BRC 114.0
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D8.5 CBA							

STRAIGHT-IN LANDING RWY 17L			CIRCLE-TO-LAND	
MDA(H) 1100' (467')			ALS out	
		Max Kts	MDA(H)	
A	RVR 1500m	100	1150' (494')	1600m
B	VIS 1600m	135		
C	2000m	180	1280' (624')	2800m
D	2400m	205	1540' (884')	4800m

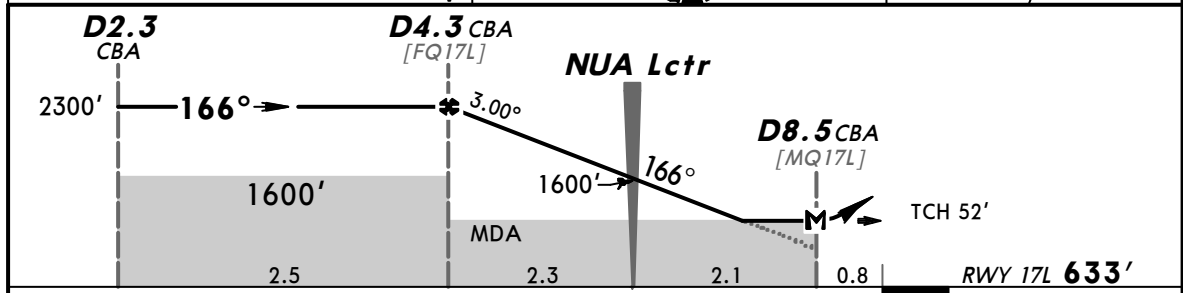
CHANGES: Missed approach. Note.

**GMMN/CMN**  
**MOHAMMED V INTL**

JEPPESEN  
 20 JUN 14 (16-2) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**Lctr Y Rwy 17L**

*ATIS 126.3	MOHAMMED V Approach 121.3	MOHAMMED V Tower 118.5	Ground 130.6
Lctr NUA 255	Final Apch Crs 166°	Procedure Alt D4.3 CBA 2300' (1667')	MDA(H) 1100' (467')
Apt Elev 656' RWY 633'			3000'  MSA SAK NDB
MISSED APCH: Climb STRAIGHT AHEAD to BRC VOR, then turn RIGHT to intercept and follow R-273 BRC to BIRVO climbing to 4000', or as directed.			
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: By ATC
CBA DME required.		Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI BRC 114.0
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D8.5 CBA							

STRAIGHT-IN LANDING RWY 17L			CIRCLE-TO-LAND	
MDA(H) 1100' (467')			ALS out	
		Max Kts	MDA(H)	
A	RVR 1500m	100	1150' (494')	1600m
B	VIS 1600m	135		
C	2000m	180	1280' (624')	2800m
D	2400m	205	1540' (884')	4800m

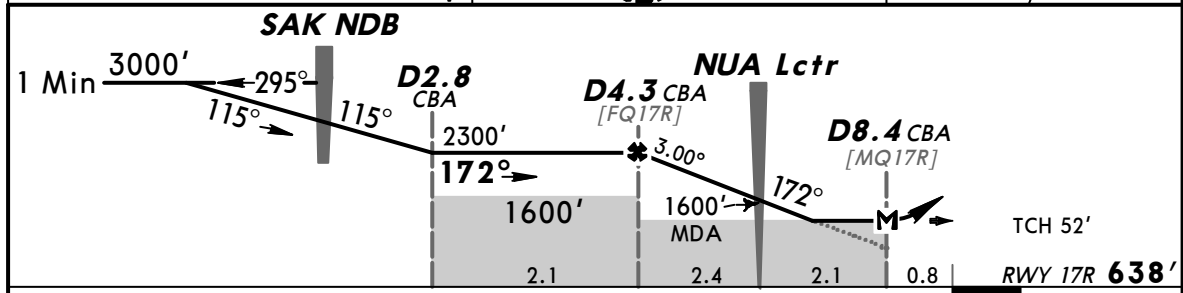
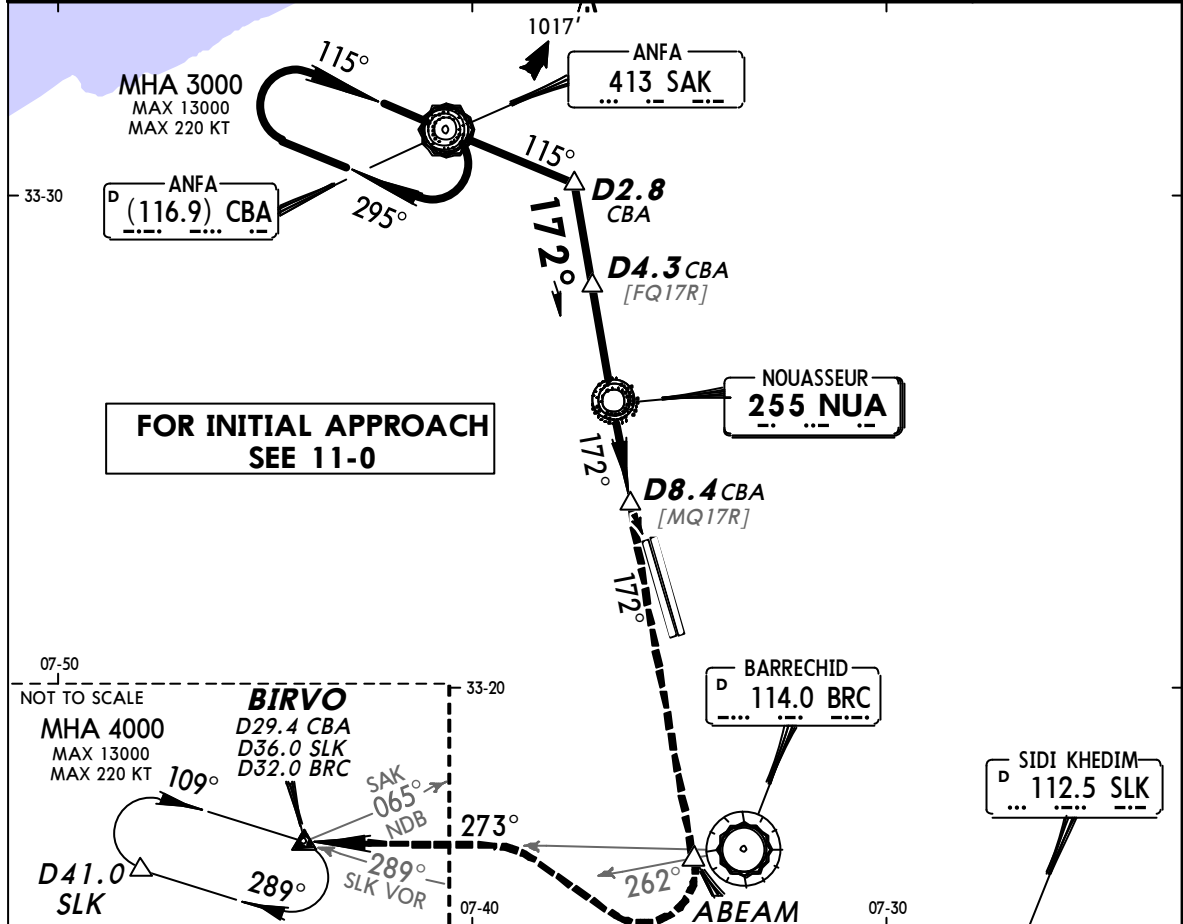
CHANGES: Chart reindexed. Missed approach. Note.

**GMMN/CMN**  
**MOHAMMED V INTL**

JEPPESEN  
 20 JUN 14 (16-3) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**Lctr Rwy 17R**

*ATIS 126.3	MOHAMMED V Approach 121.3		MOHAMMED V Tower 118.5	Ground 130.6
Lctr NUA 255	Final Apch Crs 172°	Procedure Alt D4.3 CBA 2300' (1662')	MDA(H) 1100' (462')	Apt Elev 656' RWY 638'
MISSED APCH: Climb on 172° to ABEAM BRC VOR, then turn RIGHT to intercept and follow R-273 BRC to BIRVO climbing to 4000', or as directed.				3000'
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.				MSA SAK NDB



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI --	ABEAM BRC 114.0 on 172°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D8.4 CBA								

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
MDA(H) 1100' (462')				Max Kts			
ALS out				MDA(H)			
A	RVR 1500m VIS 1600m			100	1150' (494')		1600m
B				135	1280' (624')		2800m
C	2000m			180	1540' (884')		4800m
D	2400m			205			

CHANGES: Missed approach. Note.

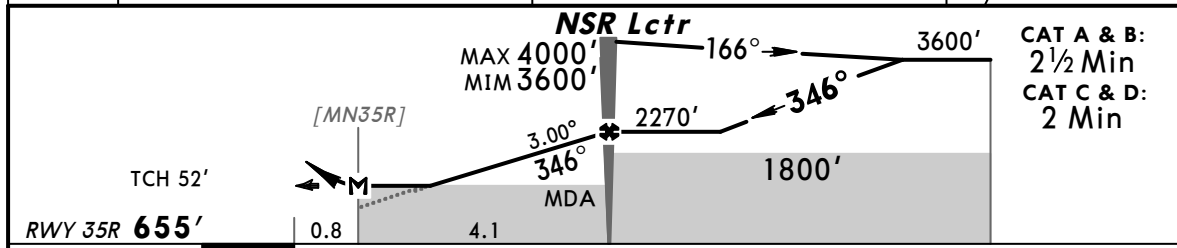
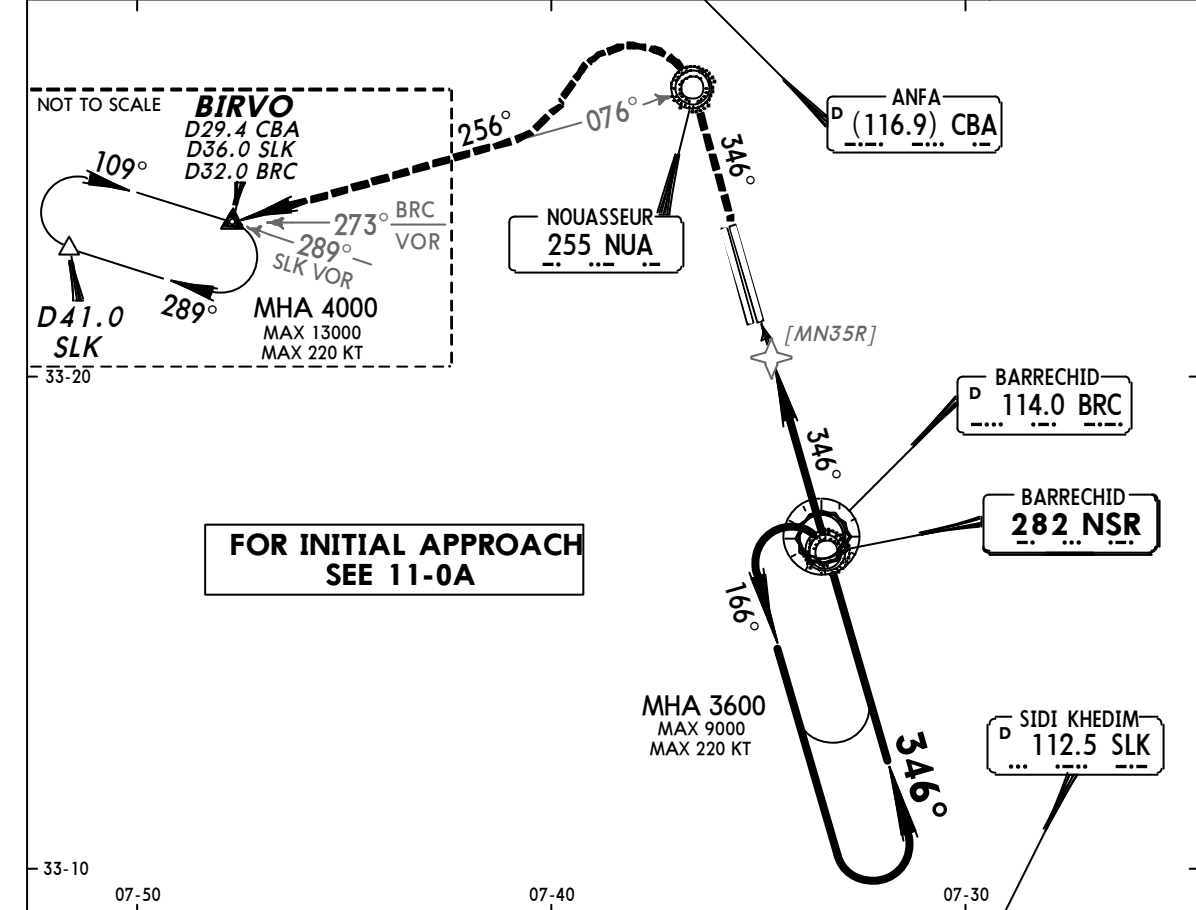
© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

**GMMN/CMN**  
**MOHAMMED V INTL**

**JEPPESEN**  
 20 JUN 14 (16-4) Eff 26 Jun

**CASABLANCA, MOROCCO**  
**Lctr Rwy 35R**

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>		Ground <b>130.6</b>	
Lctr NSR <b>282</b>	Final Apch Crs <b>346°</b>	Procedure Alt NSR Lctr <b>2270' (1615')</b>	MDA(H) <b>1060' (405')</b>	Apt Elev <b>656'</b>	RWY <b>655'</b>		
MISSED APCH: Climb STRAIGHT AHEAD to NUA Lctr, then turn LEFT onto 256° from NUA Lctr and proceed to BIRVO climbing to 4000', or as directed.						MSA NSR Lctr	
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
Racetrack restricted to MAX 220 KT.							



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS-II PAPI PAPI NUA 255
<i>Descent Angle</i>	3.00°	372	478	531	637	743	
<i>NSR Lctr to MAP</i>	4.1	3:31	2:44	2:28	2:03	1:45	

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
MDA(H) <b>1060' (405')</b>				MDA(H)			
ALS out				Max Kts			
A	RVR 720m	RVR 1500m		100	1150' (494')		1600m
B	VIS 800m	VIS 1600m		135			
C	1200m	2000m		180	1280' (624')		2800m
D	RVR 1500m			205	1540' (884')		4800m
	VIS 1600m						