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## 1. GENERAL

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### 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 pilots request with delays to be expected.

##### Landing

Up to a tailwind component of less or equal 7 KT RWYs 35R/L is to be used. If only RWYs 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 RWYs 17L/R. If RWYs 17L/R cannot be used for operational reasons, another RWY can be assigned on pilots 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. OTHER INFORMATION

Birds in vicinity of APT.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 within Casablanca TMA.

### 2.2. CAT II/III OPERATIONS

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

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## 3. DEPARTURE

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### 3.1. NOISE ABATEMENT PROCEDURES

Turbojet ACFT shall perform climb procedures as follows:

Take-off to 1500'

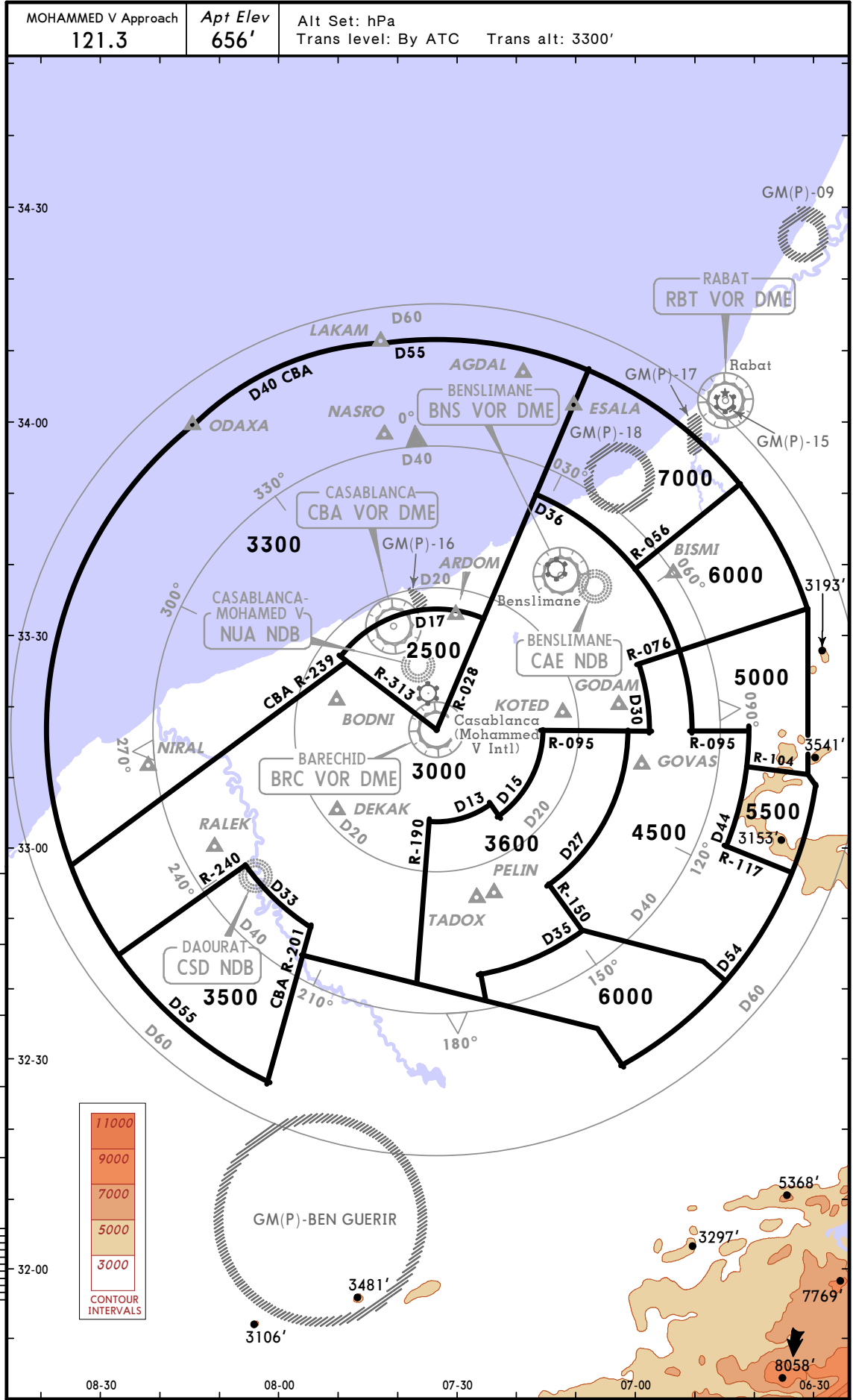
- take-off power
- take-off flaps
- climb at  $V_2 + 10$  KT ( or as limited to body angle)

At 1500'

- reduce power to not less than climb power

1500' - 3000'

- climb at  $V_2 + 10$  KT



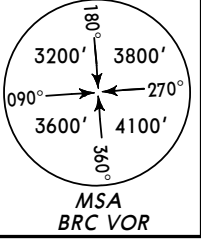
CHANGES: Sectors & altitudes.

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\*ATIS  
126.3

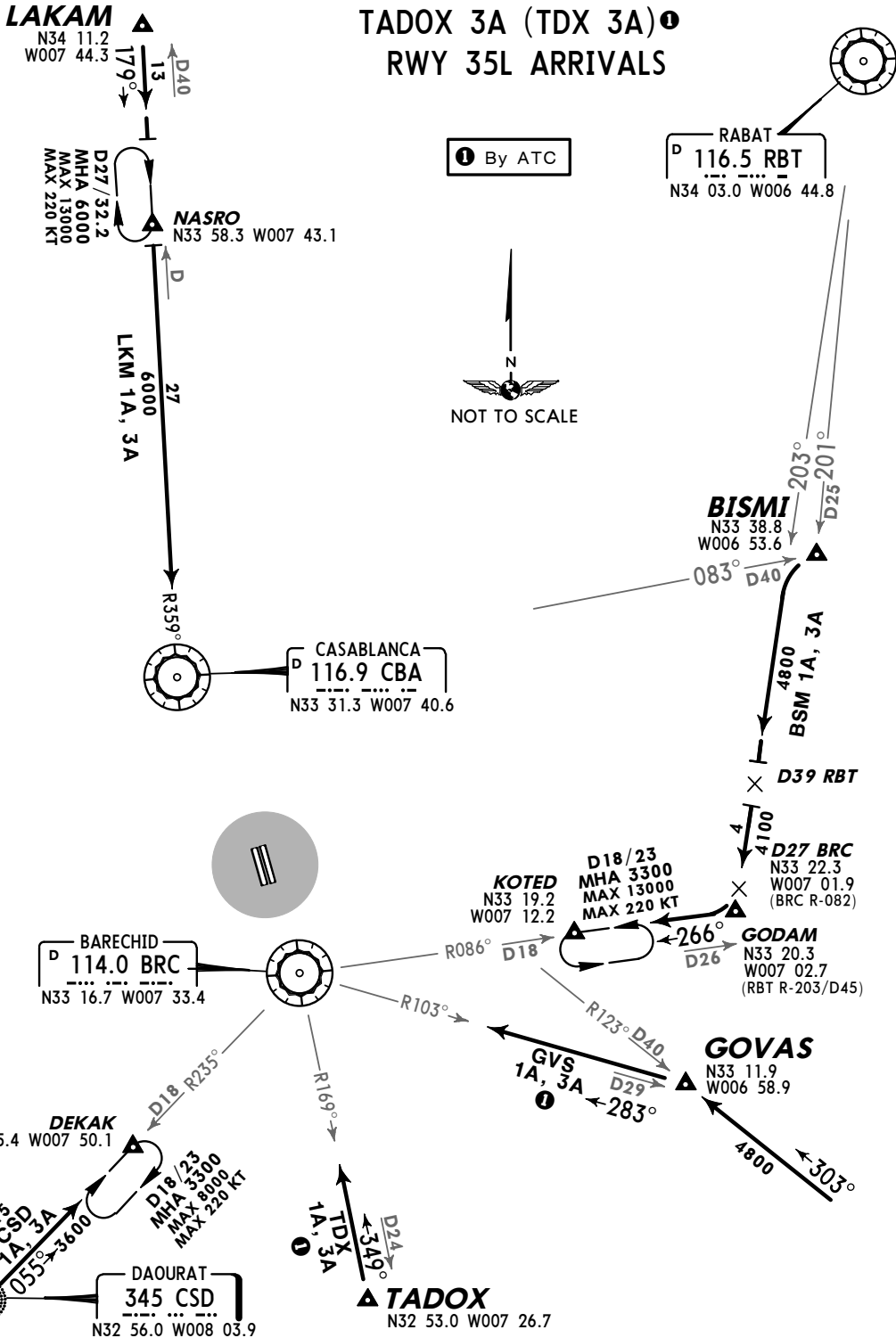
Apt Elev  
656'

Alt Set: hPa Trans level: By ATC Trans alt: 3300'  
MAX 220 KT during turns.



BISMI 1A (BSM 1A), DAOURAT 1A (CSD 1A)  
GOVAS 1A (GVS 1A) ①, LAKAM 1A (LKM 1A)  
TADOX 1A (TDX 1A) ①  
RWY 35R ARRIVALS

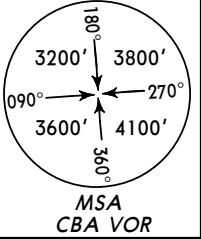
BISMI 3A (BSM 3A), DAOURAT 3A (CSD 3A)  
GOVAS 3A (GVS 3A) ①, LAKAM 3A (LKM 3A)  
TADOX 3A (TDX 3A) ①  
RWY 35L ARRIVALS



\*ATIS  
126.3

Apt Elev  
656'

Alt Set: hPa Trans level: By ATC Trans alt: 3300'  
MAX 220 KT during turns.



BISMI 2A (BSM 2A), DAOURAT 2A (CSD 2A)  
GOVAS 2A (GVS 2A) ●, LAKAM 2A (LKM 2A)  
TADOX 2A (TDX 2A) ●  
RWY 17L ARRIVALS

BISMI 4A (BSM 4A), DAOURAT 4A (CSD 4A)  
GOVAS 4A (GVS 4A) ●, LAKAM 4A (LKM 4A)  
TADOX 4A (TDX 4A) ●  
RWY 17R ARRIVALS

**LAKAM**  
N34 11.2  
W007 44.3

D27/32.2  
MHA 6000  
MAX 13000  
MAX 220 KT

**NASRO**  
N33 58.3 W007 43.1

LKM 2A, 4A  
6000  
27

● By ATC

**RABAT**  
D 116.5 RBT  
N34 03.0 W006 44.8



**BISMI**  
N33 38.8  
W006 53.6

At FL120

**CASABLANCA**  
D 116.9 CBA  
N33 31.3 W007 40.6

LKM 2A  
At or above  
FL60

LKM 4A  
At or above  
FL100

**DEKAK**  
N33 05.4 W007 50.1

CSD 2A  
At or above  
FL60

CSD 4A  
At or above  
FL100

**DAOURAT**  
345 CSD  
N32 56.0 W008 03.9

D18/23  
MHA 6000  
MAX 13000  
MAX 220 KT

**KOTED**  
N33 19.2  
W007 12.2

**GODAM**  
N33 20.3  
W007 02.7  
(RBT R-203/D45)

**BARECHID**  
D 114.0 BRC  
N33 16.7 W007 33.4

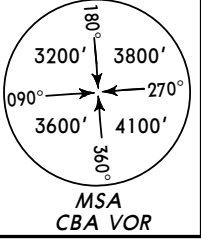
**GOVAS**  
N33 11.9  
W006 58.9

**TADOX**  
N32 53.0 W007 26.7

\*ATIS  
126.3

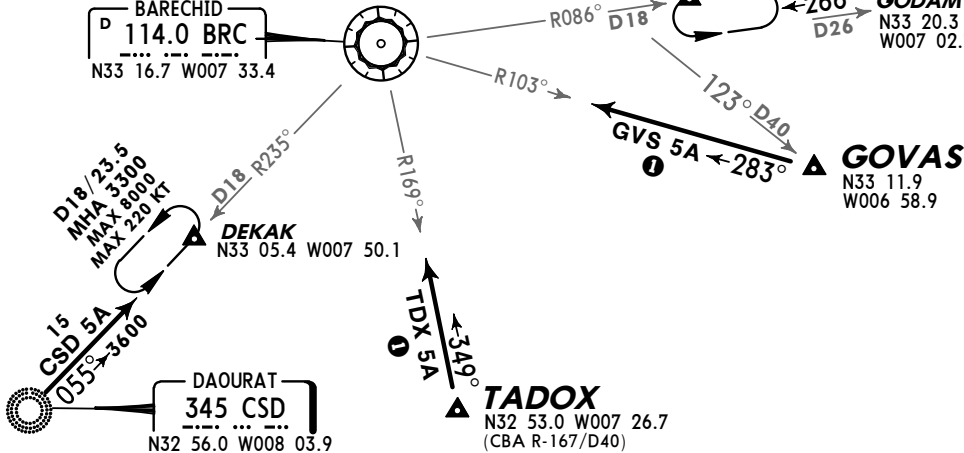
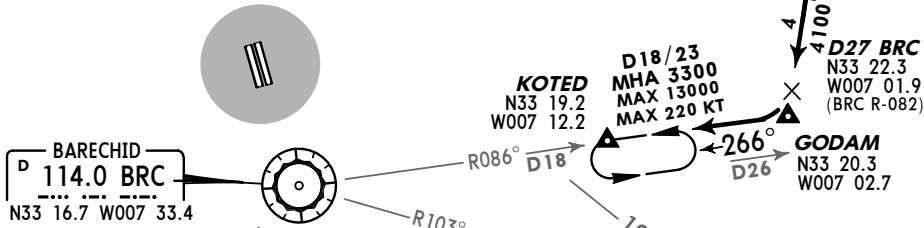
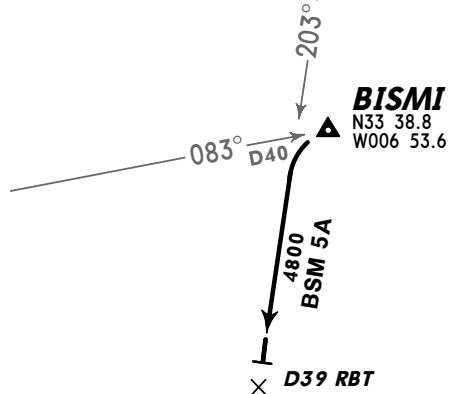
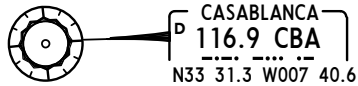
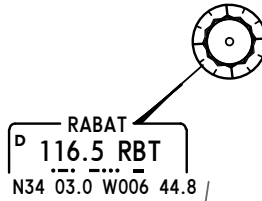
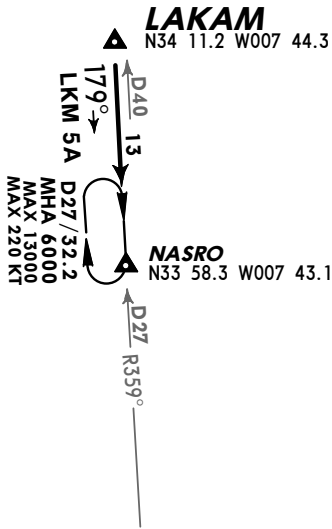
Apt Elev  
656'

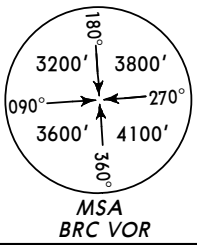
Alt Set: hPa Trans level: By ATC Trans alt: 3300'  
MAX 220 KT during turns.



BISMI 5A (BSM 5A), DAOURAT 5A (CSD 5A)  
GOVAS 5A (GVS 5A) ①, LAKAM 5A (LKM 5A)  
TADOX 5A (TDX 5A) ①  
RWY 17L ARRIVALS

① By ATC



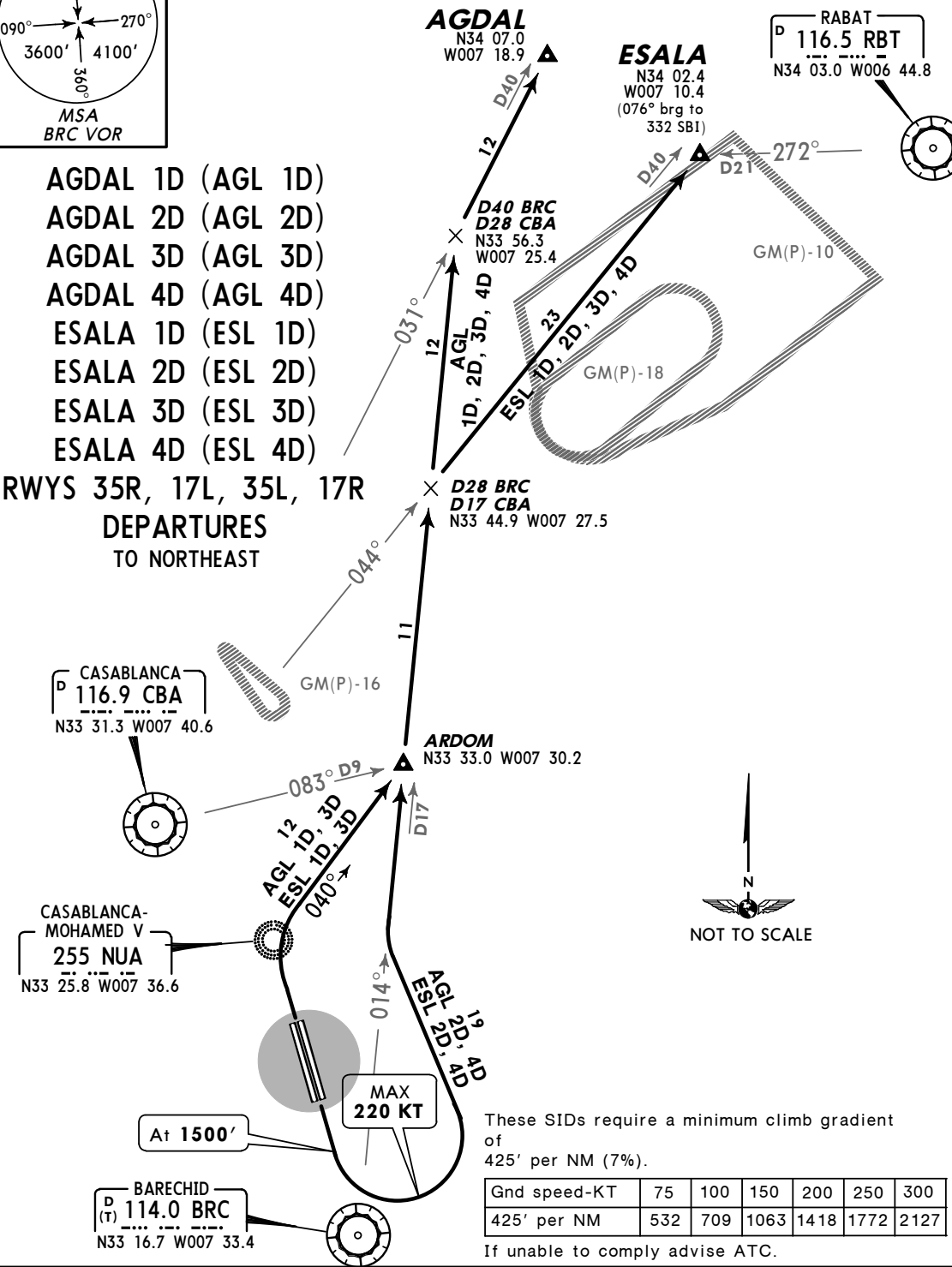


Apt Elev  
656'

Trans level: By ATC Trans alt: 3300'

- AGDAL 1D (AGL 1D)
- AGDAL 2D (AGL 2D)
- AGDAL 3D (AGL 3D)
- AGDAL 4D (AGL 4D)
- ESALA 1D (ESL 1D)
- ESALA 2D (ESL 2D)
- ESALA 3D (ESL 3D)
- ESALA 4D (ESL 4D)

RWYS 35R, 17L, 35L, 17R  
DEPARTURES  
TO NORTHEAST



These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

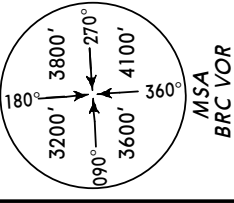
If unable to comply advise ATC.

Initial climb clearance by ATC

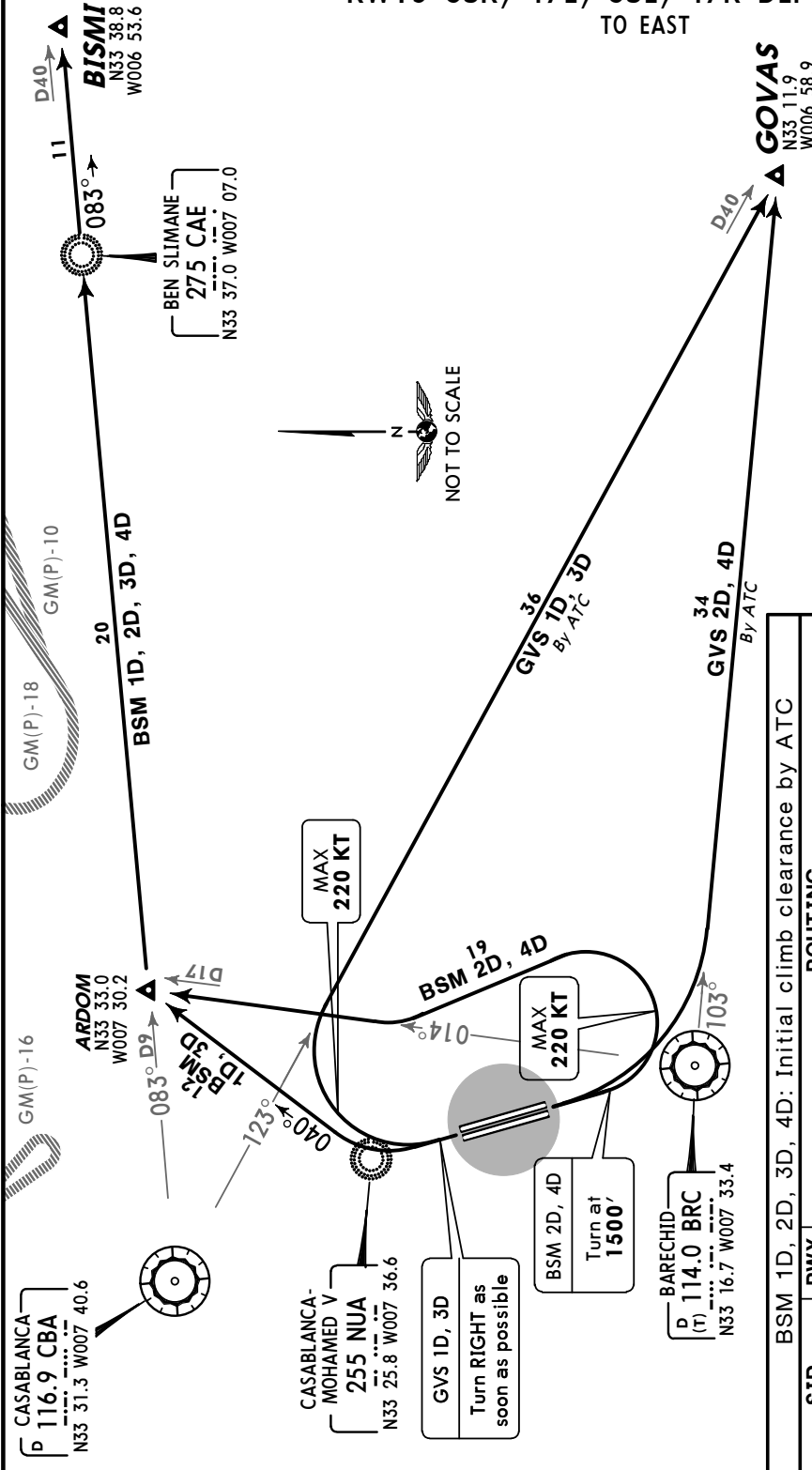
SID	RWY	ROUTING
AGL 1D	35R	Towards NUA, turn RIGHT, intercept 040° bearing to ARDOM, intercept BRC R-014 to D40 BRC/D28 CBA, intercept CBA R-031 to AGDAL.
AGL 3D	35L	
AGL 2D	17L	Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to D40 BRC/D28 CBA, intercept CBA R-031 to AGDAL.
AGL 4D	17R	
ESL 1D	35R	Towards NUA, turn RIGHT, intercept 040° bearing to ARDOM, intercept BRC R-014 to D28 BRC/D17 CBA, intercept CBA R-044 to ESALA.
ESL 3D	35L	
ESL 2D	17L	Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to D28 BRC/D17 CBA, intercept CBA R-044 to ESALA.
ESL 4D	17R	

Apt Elev  
656'

Trans level: By ATC Trans alt: 3300'



BISMI 1D (BSM 1D), BISMI 2D (BSM 2D)  
 BISMI 3D (BSM 3D), BISMI 4D (BSM 4D)  
 GOVAS 1D (GVS 1D), GOVAS 2D (GVS 2D)  
 GOVAS 3D (GVS 3D), GOVAS 4D (GVS 4D)  
 RWYS 35R, 17L, 35L, 17R DEPARTURES  
 TO EAST



These SIDs require a minimum climb gradient of 425' per NM (7%).

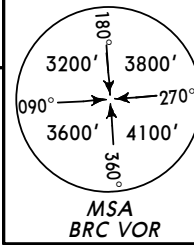
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

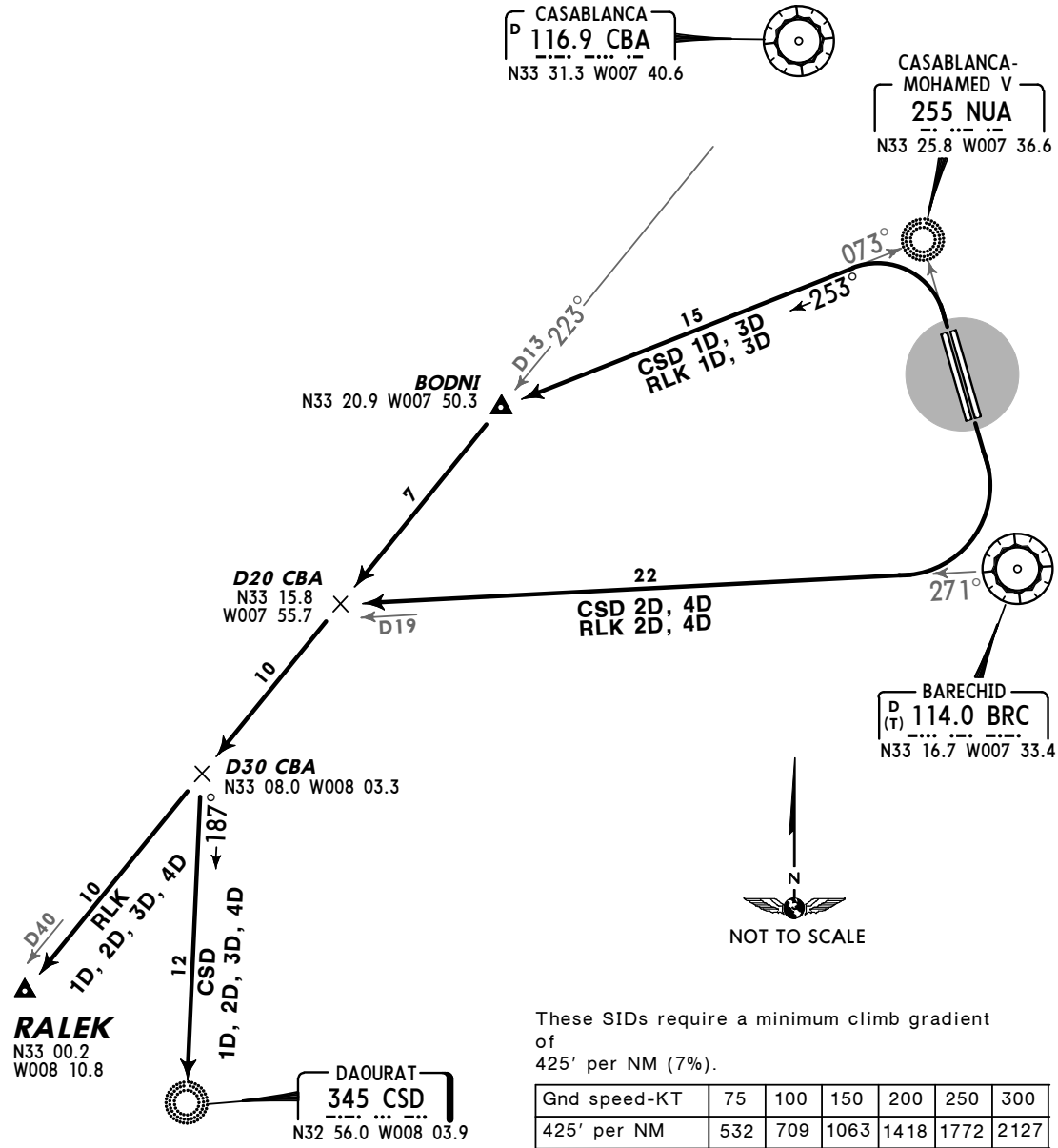
SID	RWY	ROUTING
BSM 1D	35R	Towards NUA, turn RIGHT, intercept 040° bearing to ARDOM, intercept CBA R-083 to BISMI.
BSM 3D	35L	
BSM 2D	17L	Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to ARDOM, intercept CBA R-083 to BISMI.
BSM 4D	17R	
GVS 1D BY ATC	35R	Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.
GVS 3D BY ATC	35L	
GVS 2D BY ATC	17L	Turn LEFT, intercept BRC R-103 to GOVAS.
GVS 4D BY ATC	17R	

Apt Elev  
656'

Trans level: By ATC Trans alt: 3300'



CSD 1D, CSD 2D, CSD 3D, CSD 4D  
RALEK 1D (RLK 1D), RALEK 2D (RLK 2D)  
RALEK 3D (RLK 3D), RALEK 4D (RLK 4D)  
RWYS 35R, 17L, 35L, 17R DEPARTURES  
TO SOUTHWEST



These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

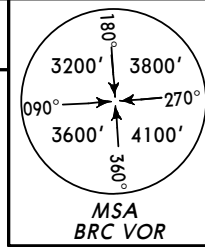
Initial climb clearance by ATC

SID	RWY	ROUTING
CSD 1D	35R	Towards NUA, turn LEFT, intercept 253° bearing to BODNI, intercept CBA
CSD 3D	35L	R-223 to D30 CBA, intercept 187° bearing to CSD.
CSD 2D	17L	Turn RIGHT, intercept BRC R-271, intercept CBA R-223 to D30 CBA, inter-
CSD 4D	17R	cept 187° bearing to CSD.
RLK 1D	35R	Towards NUA, turn LEFT, intercept 253° bearing to BODNI, intercept CBA
RLK 3D	35L	R-223 to RALEK.
RLK 2D	17L	Turn RIGHT, intercept BRC R-271, intercept CBA R-223 to RALEK.
RLK 4D	17R	



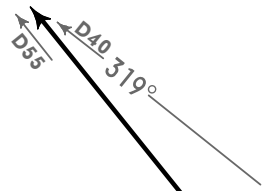
Apt Elev  
656'

Trans level: By ATC Trans alt: 3300'



ODAXA 1D (ODX 1D), ODAXA 2D (ODX 2D)  
ODAXA 3D (ODX 3D), ODAXA 4D (ODX 4D)  
RWYS 35R, 17L, 35L, 17R DEPARTURES  
TO NORTHWEST

**ODAXA**  
N33 59.6 W008 14.5



CASABLANCA  
P 116.9 CBA  
N33 31.3 W007 40.6



ODX 1D, 3D

48  
61  
ODX 2D, 4D

MAX  
220 KT

At 1500'

326°



BARECHID  
D (T) 114.0 BRC  
N33 16.7 W007 33.4

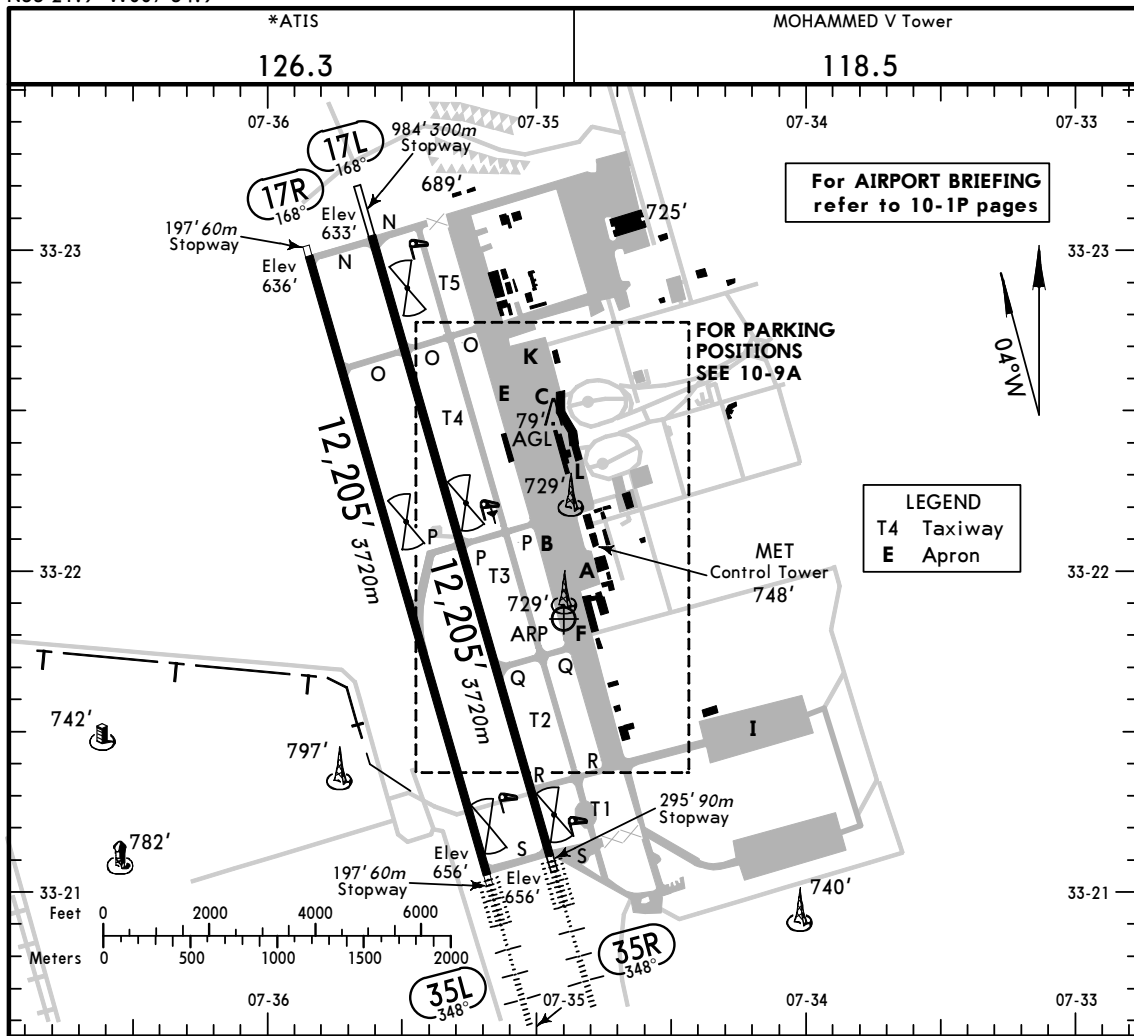
These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

Initial climb clearance by ATC

SID	RWY	ROUTING
ODX 1D	35R	Turn LEFT as soon as possible, intercept BRC R-326 to ODAXA.
ODX 3D	35L	
ODX 2D	17L	Climb on runway track to 1500', turn RIGHT, intercept BRC R-326 to ODAXA.
ODX 4D	17R	

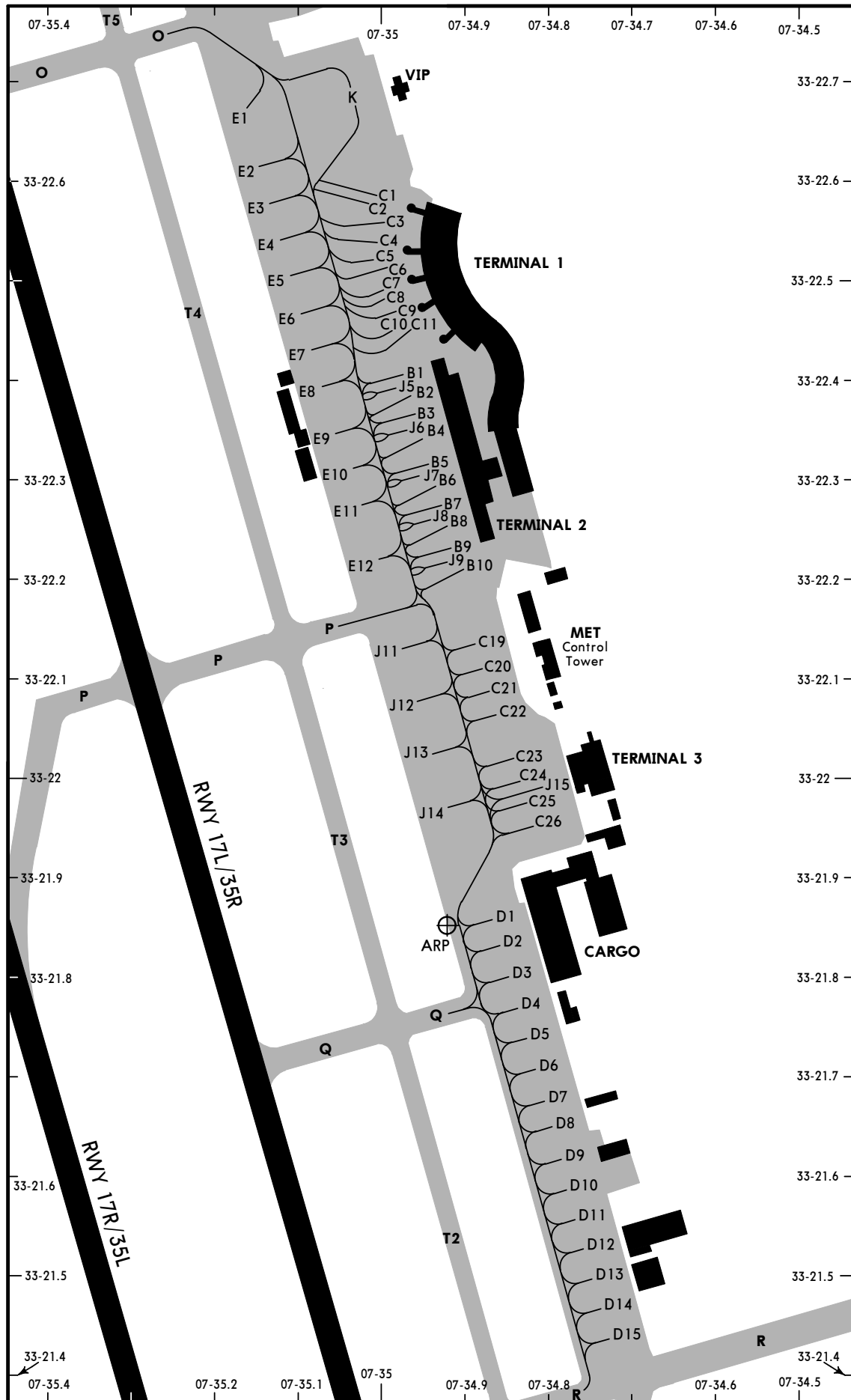


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope	TAKE-OFF	
17L	HIRL (60m) CL (15m) PAPI (2.7°) RVR				148'
35R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (2.7°) RVR		11,051' 3368m		45m
17R	HIRL (60m) CL (15m) PAPI (3.0°) RVR				148'
35L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR				45m

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			



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
B1	N33 22.4 W007 35.0	644	D11, D12	N33 21.6 W007 34.7	648
B2, B3	N33 22.4 W007 34.9	644	D13 thru D15	N33 21.5 W007 34.7	649
B4	N33 22.3 W007 34.9	643	E1	N33 22.6 W007 35.1	642
B5 thru B7	N33 22.3 W007 34.9	644	E2	N33 22.6 W007 35.1	640
B8	N33 22.3 W007 34.9	643	E3	N33 22.6 W007 35.1	638
B9			E4	N33 22.5 W007 35.1	636
B10	N33 22.2 W007 34.9	644	E5	N33 22.5 W007 35.1	639
C1	N33 22.2 W007 34.9	642	E6	N33 22.4 W007 35.1	642
C2	N33 22.6 W007 35.0	640	E7	N33 22.4 W007 35.0	643
C3	N33 22.5 W007 35.0	641	E8	N33 22.4 W007 35.0	644
	N33 22.5 W007 34.9	641	E9 thru E11	N33 22.3 W007 35.0	643
C4	N33 22.5 W007 35.0	641	E12	N33 22.2 W007 35.0	643
C5	N33 22.5 W007 35.0	642	I	N33 21.5 W007 34.3	653
C6	N33 22.5 W007 34.9	642	J5	N33 22.4 W007 34.9	644
C7 thru C11	N33 22.5 W007 34.9	643	J6	N33 22.4 W007 34.9	643
C19	N33 22.1 W007 34.9	641	J7, J8	N33 22.3 W007 34.9	644
C20, C21	N33 22.1 W007 34.8	641	J9	N33 22.2 W007 34.9	644
C22	N33 22.0 W007 34.8	641	J11	N33 22.1 W007 34.9	644
C23	N33 22.0 W007 34.8	643	J12, J13	N33 22.0 W007 34.9	645
C24	N33 22.0 W007 34.8	645	J14	N33 21.9 W007 34.9	645
C25	N33 22.0 W007 34.8	646	J15	N33 22.0 W007 34.8	646
C26	N33 22.0 W007 34.8	647	K	N33 22.7 W007 35.0	-
D1	N33 21.9 W007 34.8	644			
D2	N33 21.8 W007 34.8	644			
D3	N33 21.8 W007 34.8	644			
D4	N33 21.7 W007 34.8	644			
D5	N33 21.7 W007 34.8	644			
D6	N33 21.7 W007 34.8	645			
D7	N33 21.6 W007 34.8	646			
D8, D9	N33 21.6 W007 34.8	647			
D10	N33 21.6 W007 34.7	647			

STRAIGHT-IN RWY		A	B	C	D
17L	Lctr	960' (327')	960' (327')	960' (327')	960' (327')
		R1500m	R1500m	R1800m	R2000m
	VOR DME	960' (327')	960' (327')	960' (327')	960' (327')
		R1500m	R1500m	R1800m	R2000m
17R	VOR DME	960' (324')	960' (324')	960' (324')	960' (324')
		R1500m	R1500m	R1800m	R2000m
35L	CAT 2 ILS	756' (100')	756' (100')	756' (100')	756' (100')
		RA98' R300m	RA98' R300m	RA98' R300m	RA98' R300m
	ILS DME	856' (200')	856' (200')	856' (200')	856' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1060' (404')	1060' (404')	1060' (404')	1060' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	1060' (404')	1060' (404')	1060' (404')	1060' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
35R	CAT 2 ILS	756' (100')	756' (100')	756' (100')	756' (100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS	856' (200')	856' (200')	856' (200')	856' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1060' (404')	1060' (404')	1060' (404')	1060' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	1060' (404')	1060' (404')	1060' (404')	1060' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	1060' (404')	1060' (404')	1060' (404')	1060' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	Lctr	1060' (404')	1060' (404')	1060' (404')	1060' (404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 35L or 35R	1150' (494')	1150' (494')	1510' (854')	1510' (854')
	V1500m	V1600m	V2400m	V3600m

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

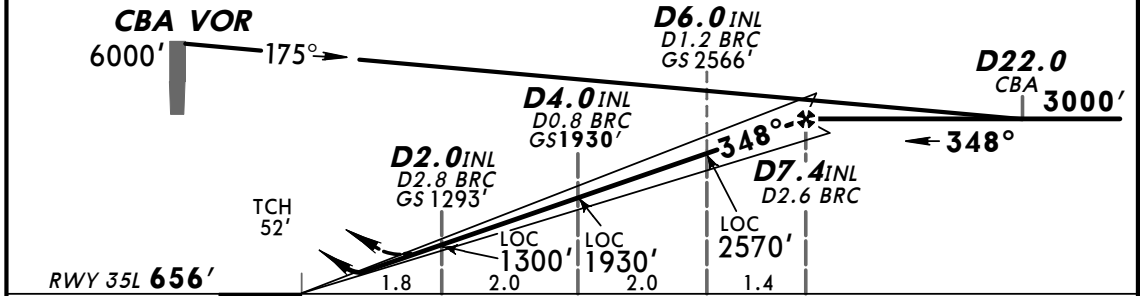
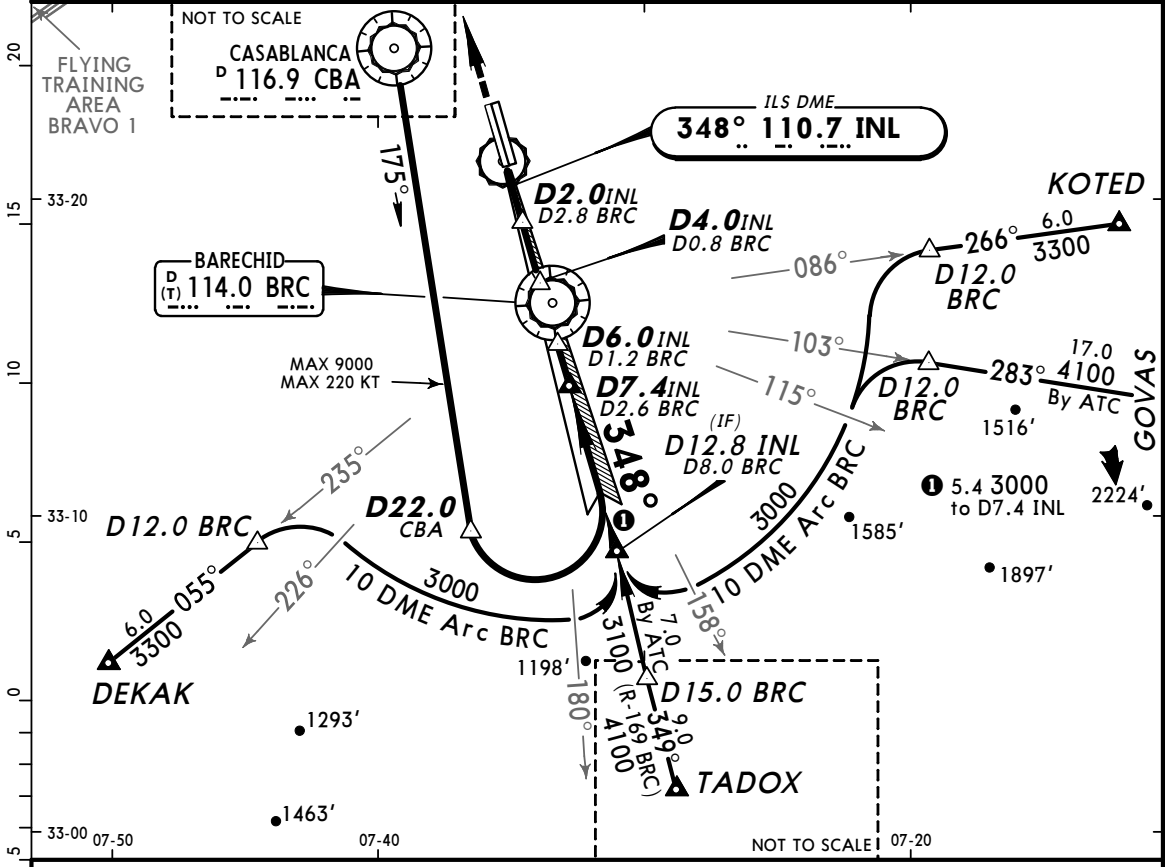
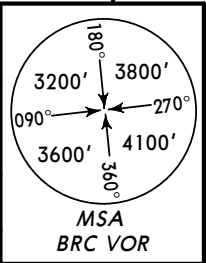
All Rwys					
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

GMMN/CMN  
MOHAMMED V INTL

1 SEP 06 (11-1)

CASABLANCA, MOROCCO  
via CBA VOR or Arc ILS DME Rwy 35L

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>348°</b>	GS <b>D4.0 INL</b> 1930' (1274')	ILS DA(H) <b>856' (200')</b>	Apt Elev <b>656'</b> RWY <b>656'</b>	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.					
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 3300'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	

STRAIGHT-IN LANDING RWY 35L					CIRCLE-TO-LAND	
ILS DA(H) <b>856' (200')</b>			LOC (GS out) MDA(H) <b>1060' (404')</b>		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out		ALS out		
A					100	1150' (494') 1600m
B					135	1510' (854') 4000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1500m	180	1510' (854') 4400m
D				2300m	205	1510' (854') 4400m

After LOC (GS out) apch: VIS 2300m.

CHANGES: Apt name. ATIS.

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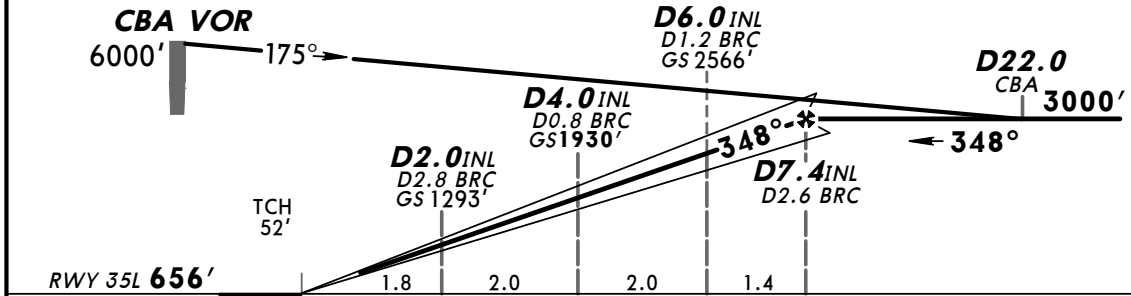
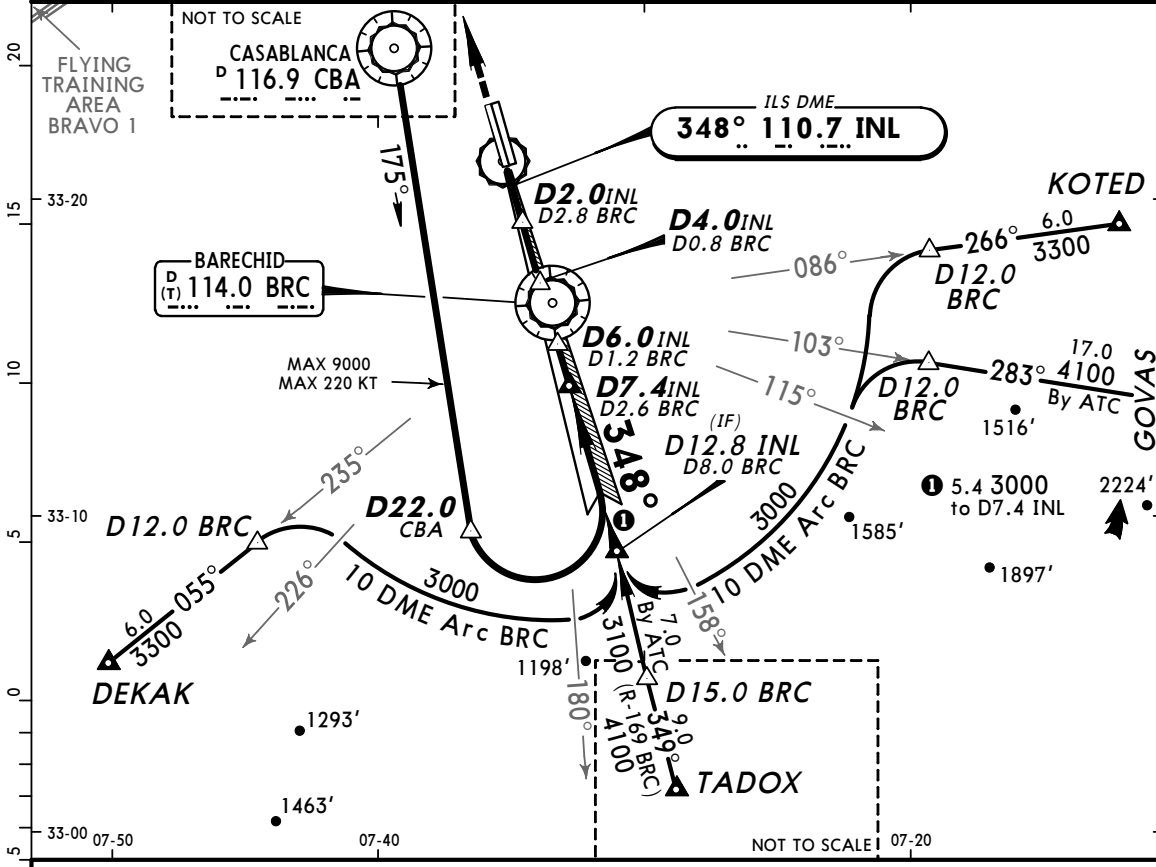
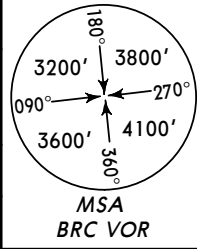
PANS OPS 3

GMMN/CMN  
MOHAMMED V INTL

**JEPPESEN**  
1 SEP 06 **11-1A**  
via CBA VOR  
or Arc

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

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>348°</b>	GS <b>D4.0 INL</b> 1930' (1274')	CAT II ILS <b>RA 98'</b> DA(H) 756' (100')	Apt Elev 656' <b>RWY 656'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.</b>					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
Special Aircrew & Acft Certification Required.				Trans alt: 3300'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'
GS	3.00°	377	484	538	646	753	

STRAIGHT-IN LANDING RWY 35L  
CAT II ILS  
ABCD  
**RA 98'**  
DA(H) **756'** (100')

RVR 350m

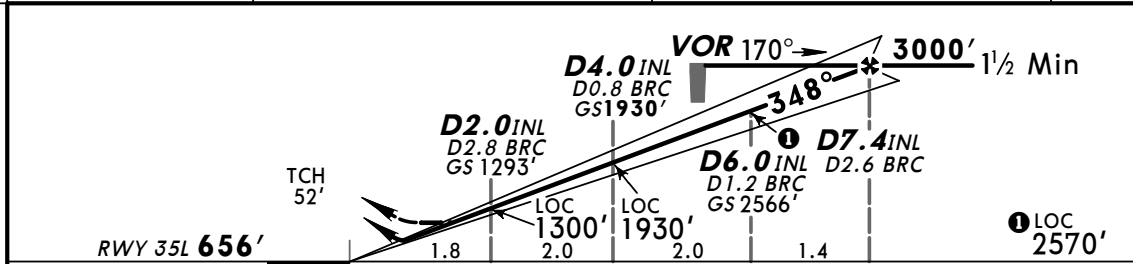
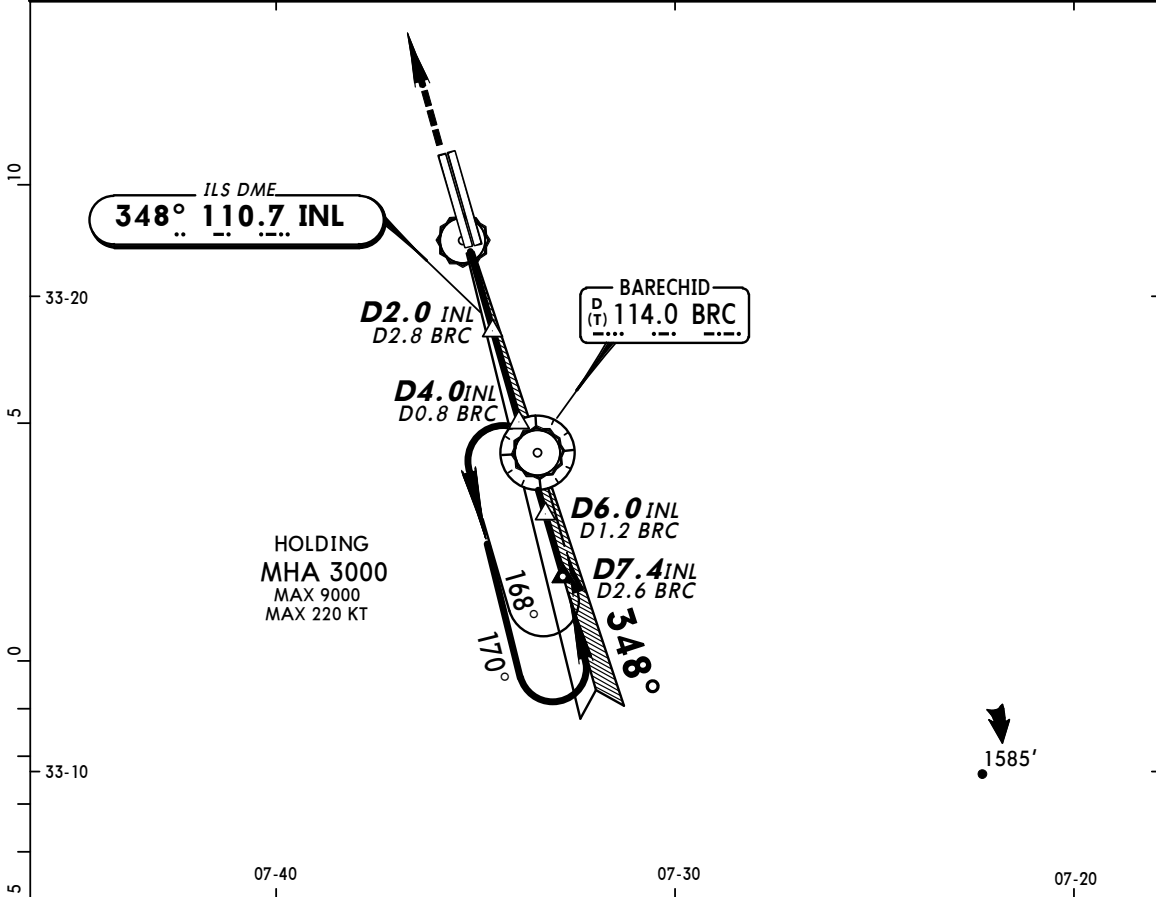
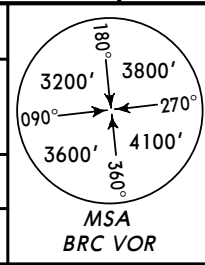
PANS OPS 3

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

**JEPPESEN**  
 1 SEP 06 (11-2)

**CASABLANCA, MOROCCO**  
 via BRC VOR ILS DME Rwy 35L

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>348°</b>	GS <b>D4.0 INL</b> 1930' (1274')	ILS DA(H) <b>856' (200')</b>	Apt Elev <b>656'</b> RWY <b>656'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.</b>					
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 3300'
Race-track restricted to MAX 210 KT.					



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II 	3000'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861		

STRAIGHT-IN LANDING RWY 35L					CIRCLE-TO-LAND	
ILS DA(H) <b>856' (200')</b>			LOC (GS out) MDA(H) <b>1060' (404')</b>		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out			
A					100	1150' (494') 1600m
B					135	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1500m	180	1510' (854') 4000m
D				2300m	205	1510' (854') 4400m

PANS OPS 3

**I** After LOC (GS out) apch: VIS 2300m.

CHANGES: Apt name, ATIS.

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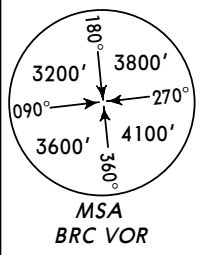


GMMN/CMN  
MOHAMMED V INTL

JEPPesen  
1 SEP 06 (11-2A) via BRC VOR

CASABLANCA, MOROCCO  
CAT II ILS DME Rwy 35L

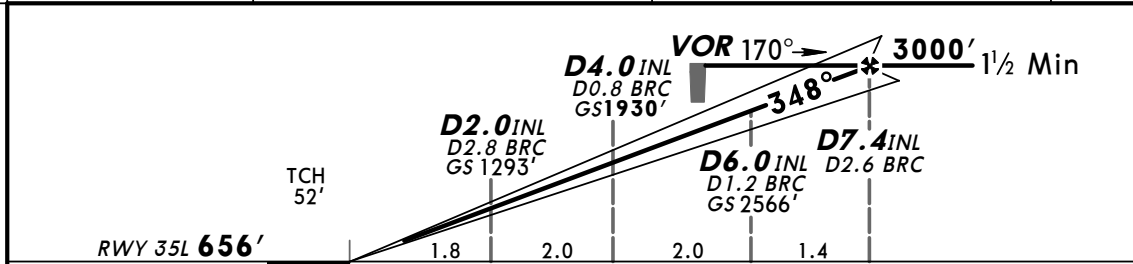
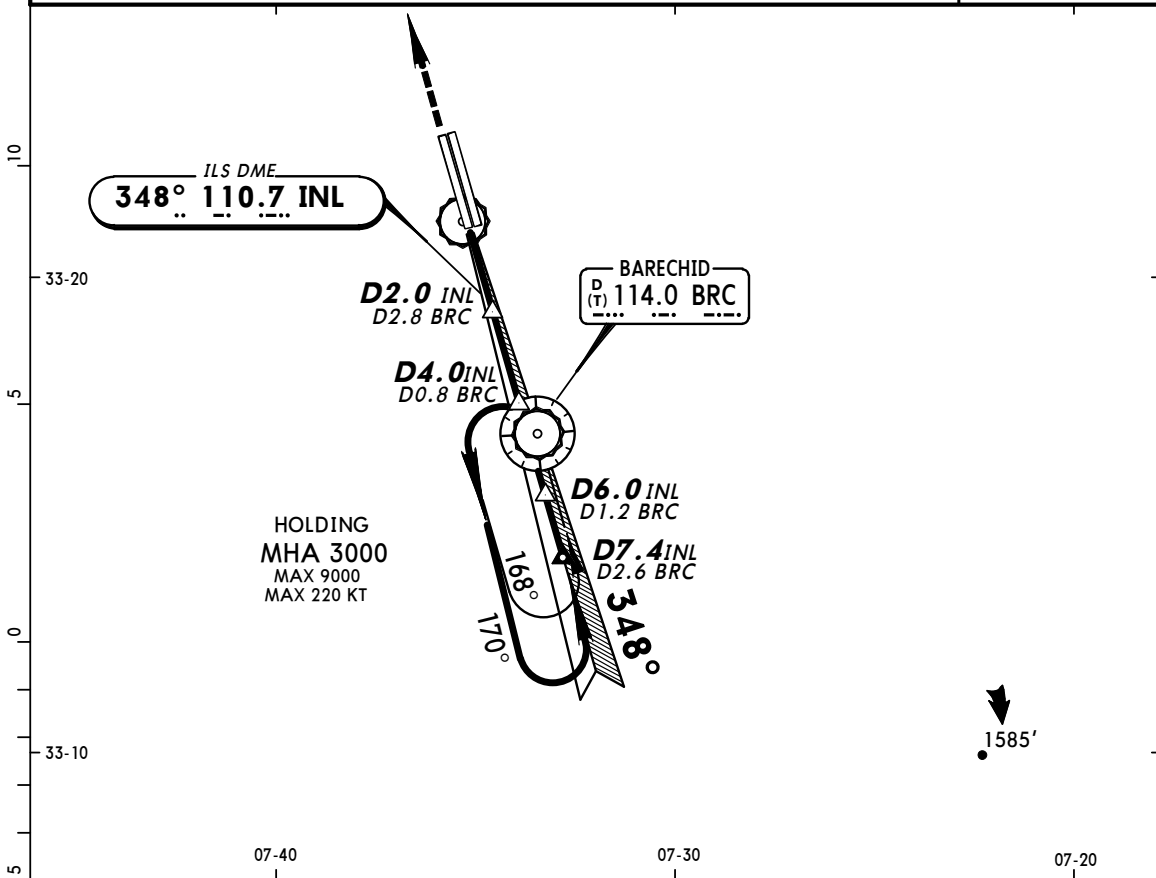
*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INL <b>110.7</b>	Final Apch Crs <b>348°</b>	GS <b>D4.0 INL</b> 1930' (1274')	CAT II ILS <b>RA 98'</b> DA(H) 756' (100')	Apt Elev <b>656'</b> RWY <b>656'</b>	



**MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.**

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 3300'

1. Special Aircrew & Acft Certification Required.  
2. Racetrack restricted to MAX 210 KT.



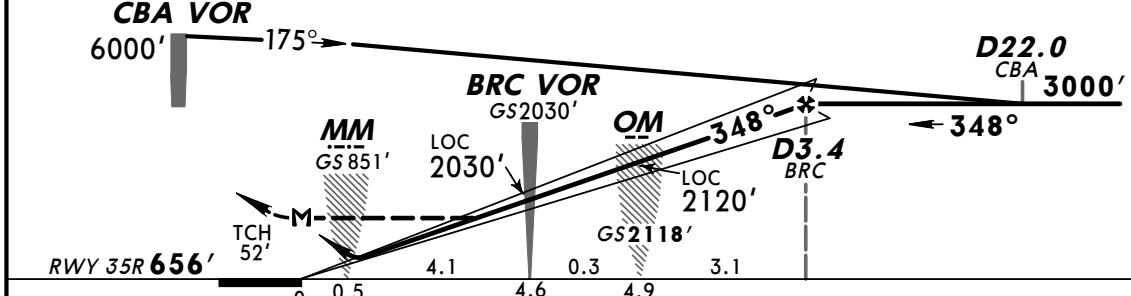
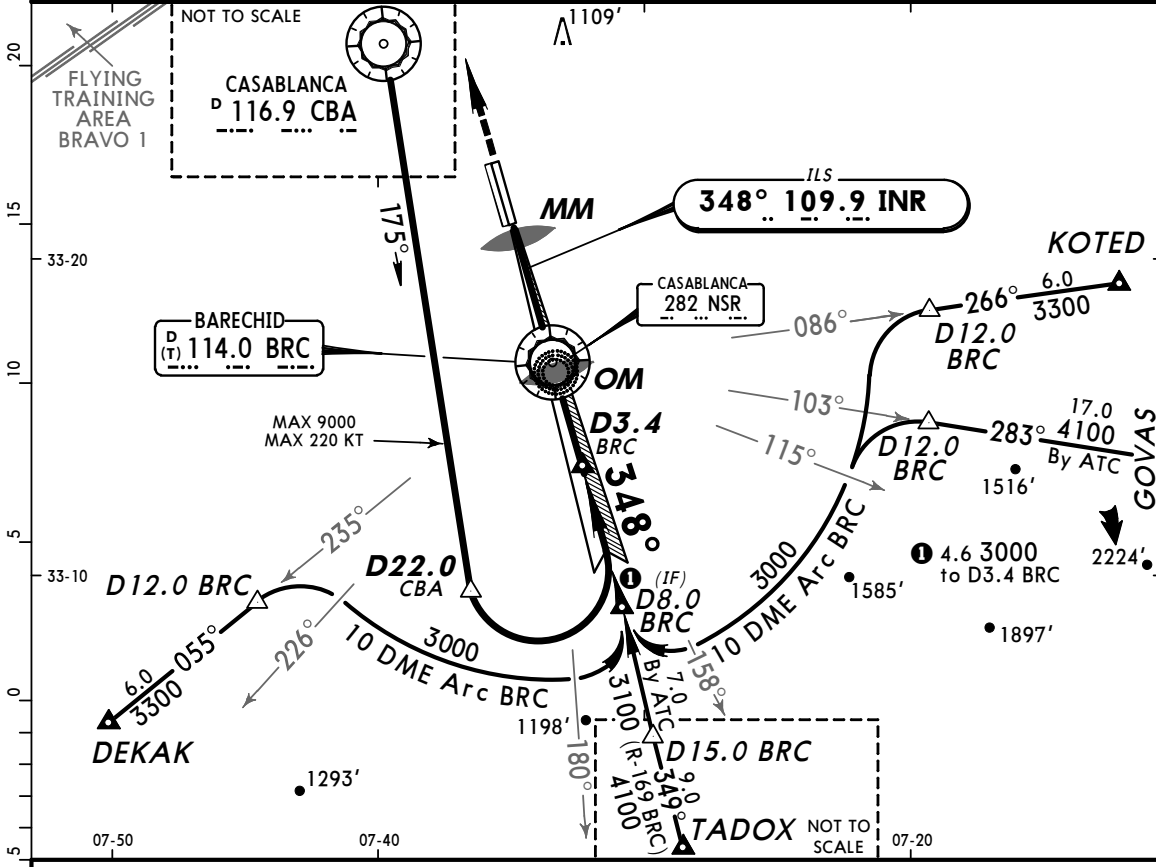
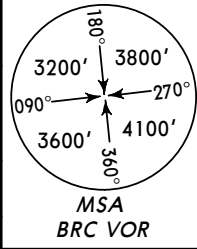
Gnd speed-Kts	70	90	100	120	140	160	HTALS-II 	3000'
GS	3.00°	377	484	538	646	753		

STRAIGHT-IN LANDING RWY 35L  
CAT II ILS  
ABCD  
**RA 98'**  
DA(H) **756'** (100')

RVR **350m**

PANS OPS 3

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>348°</b>	GS OM <b>2118'</b> (1462')	ILS DA(H) <b>856'</b> (200')	Apt Elev <b>656'</b> RWY <b>656'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.</b>					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
				Trans alt: 3300'	



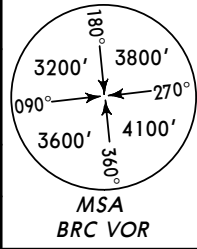
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 
ILS GS 2.70° or LOC Descent Gradient 4.7%	339	436	485	582	679	776	
BRC VOR to MAP	4.6	3:57	3:04	2:46	2:18	1:58	

PANS OPS 3	STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
	ILS DA(H) <b>856'</b> (200')		LOC (GS out) MDA(H) <b>1060'</b> (404')			
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
	A			RVR 720m VIS 800m	100	<b>1150'</b> (494') 1600m
	B			RVR 550m VIS 800m	135	
C	RVR 720m VIS 800m	1200m		180	<b>1510'</b> (854') 4000m	
D			1200m	205	<b>1510'</b> (854') 4400m	

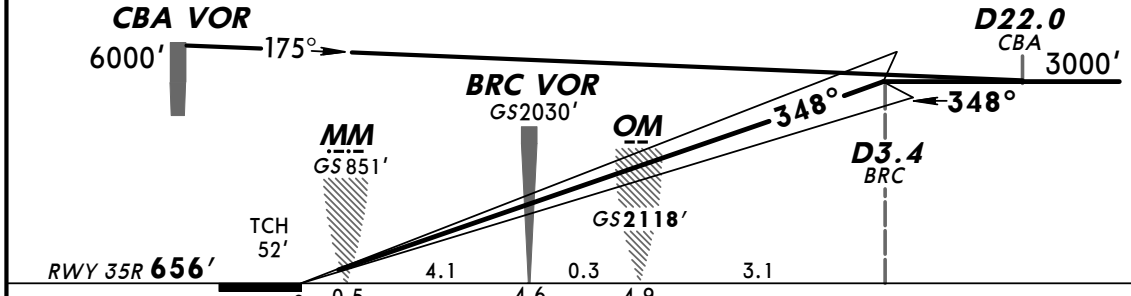
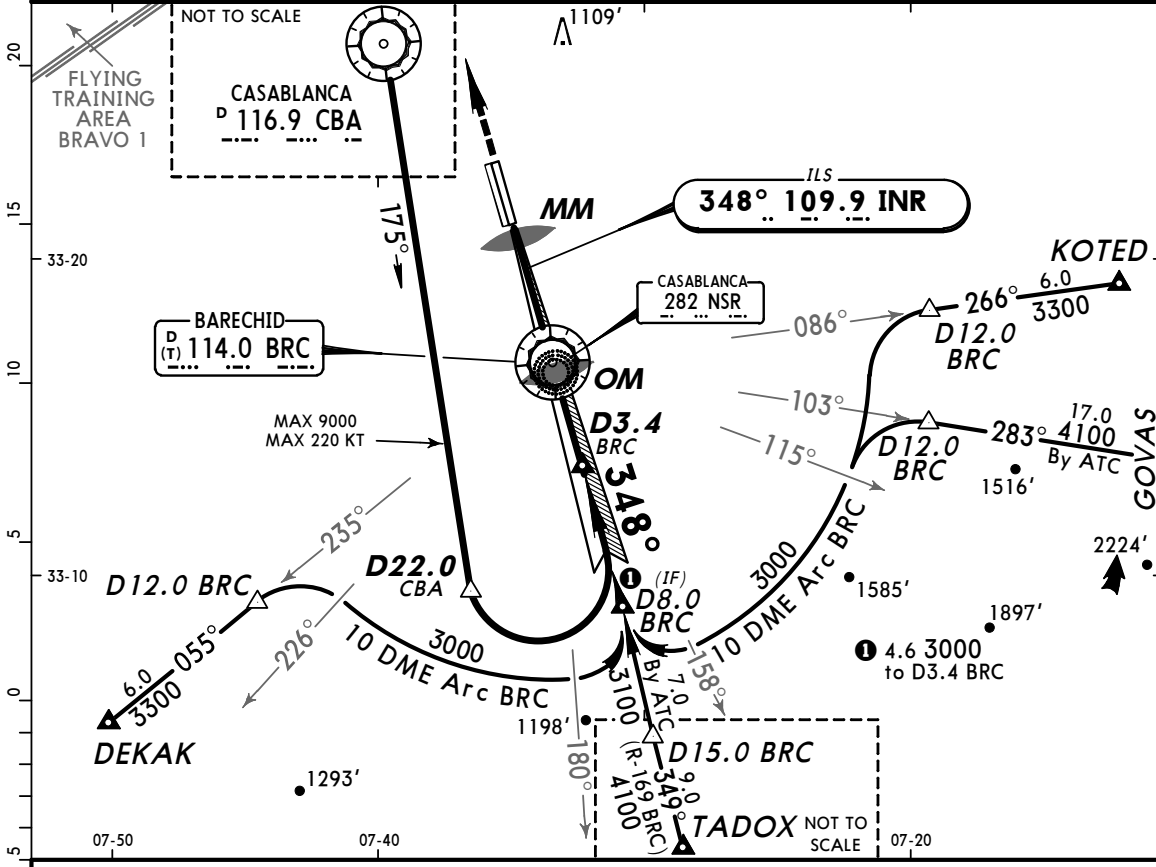
GMMN/CMN  
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO  
1 SEP 06 **11-3A** CAT II VOR DME ILS Rwy 35R

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>348°</b>	GS OM <b>2118'</b> (1462')	CAT II ILS <b>RA 104'</b> DA(H) 756' (100')	Apt Elev <b>656'</b> RWY <b>656'</b>	



**MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.**  
Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 3300'  
Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'
GS	2.70°	339	436	485	582	679	

STRAIGHT-IN LANDING RWY 35R  
CAT II ILS  
ABCD  
**RA 104'**  
DA(H) **756'** (100')

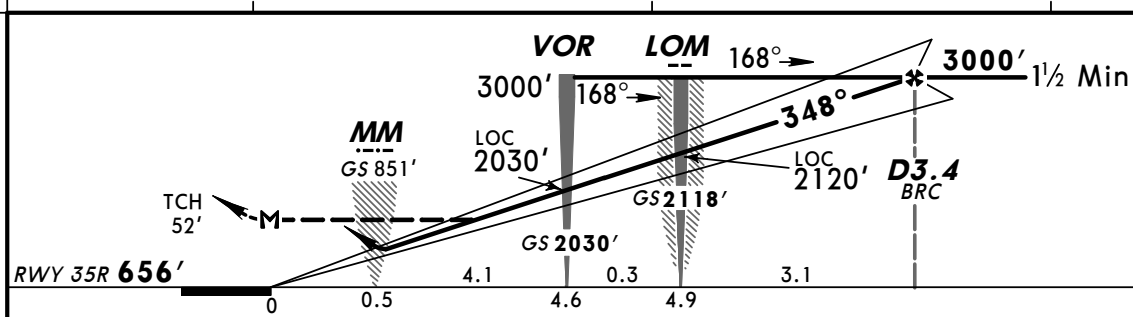
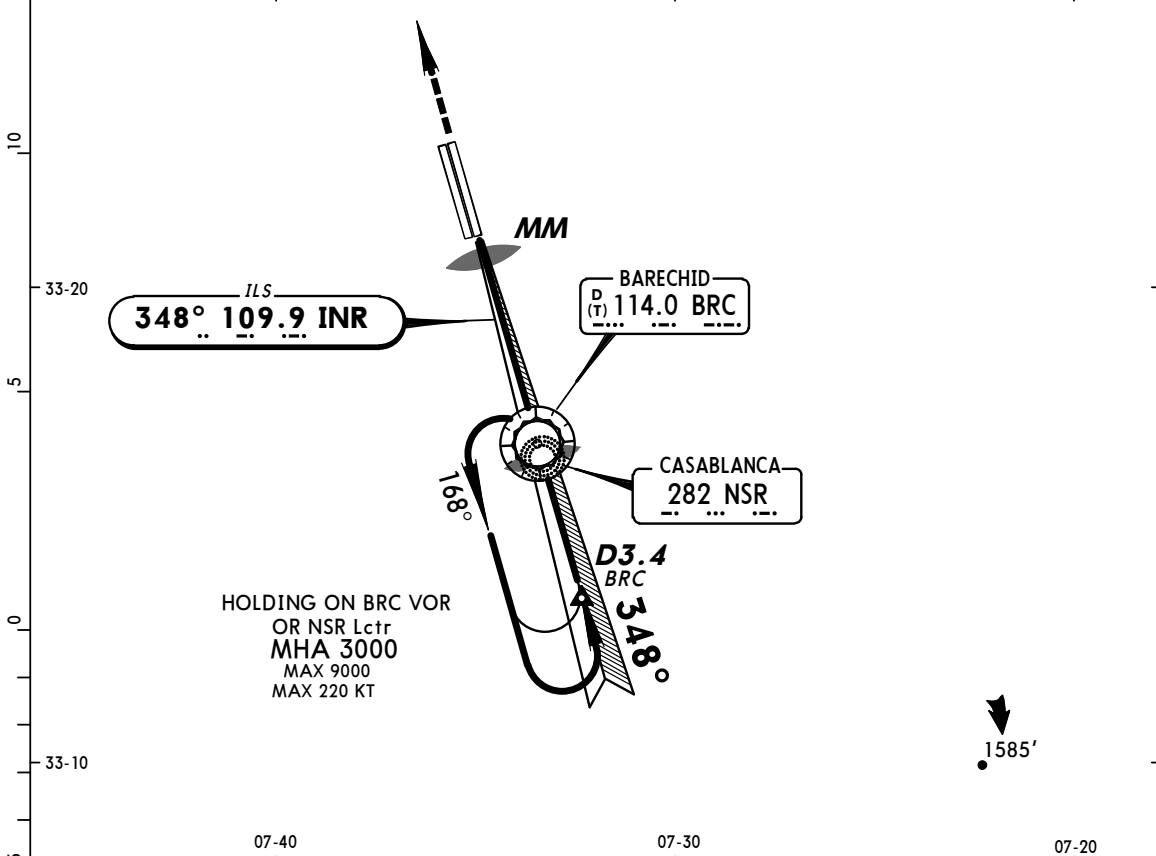
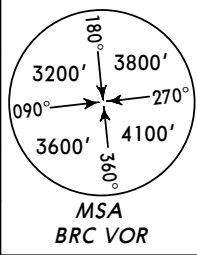
RVR **350m**

PANS OPS 3

GMMN/CMN  
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO  
1 SEP 06 (11-4) VOR ILS or Lctr ILS Rwy 35R

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>348°</b>	VOR <b>2030'</b> (1374')	GS <b>2118'</b> (1462')	ILS DA(H) <b>856'</b> (200')	Apt Elev <b>656'</b> RWY <b>656'</b>
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.</b>					
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 3300'
Race-track restricted to MAX 220 KT.					



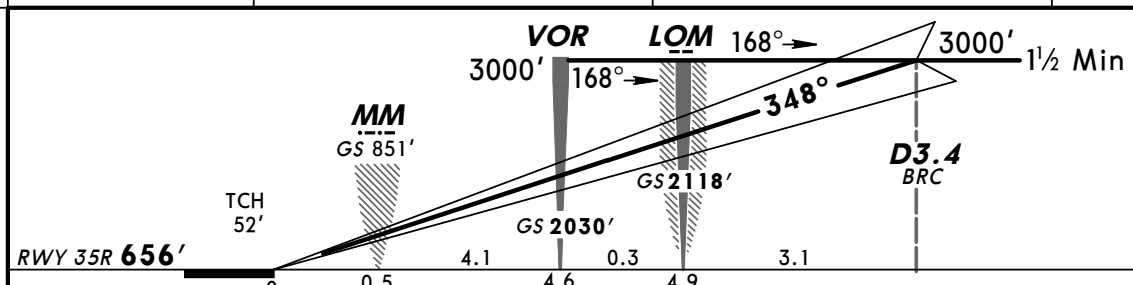
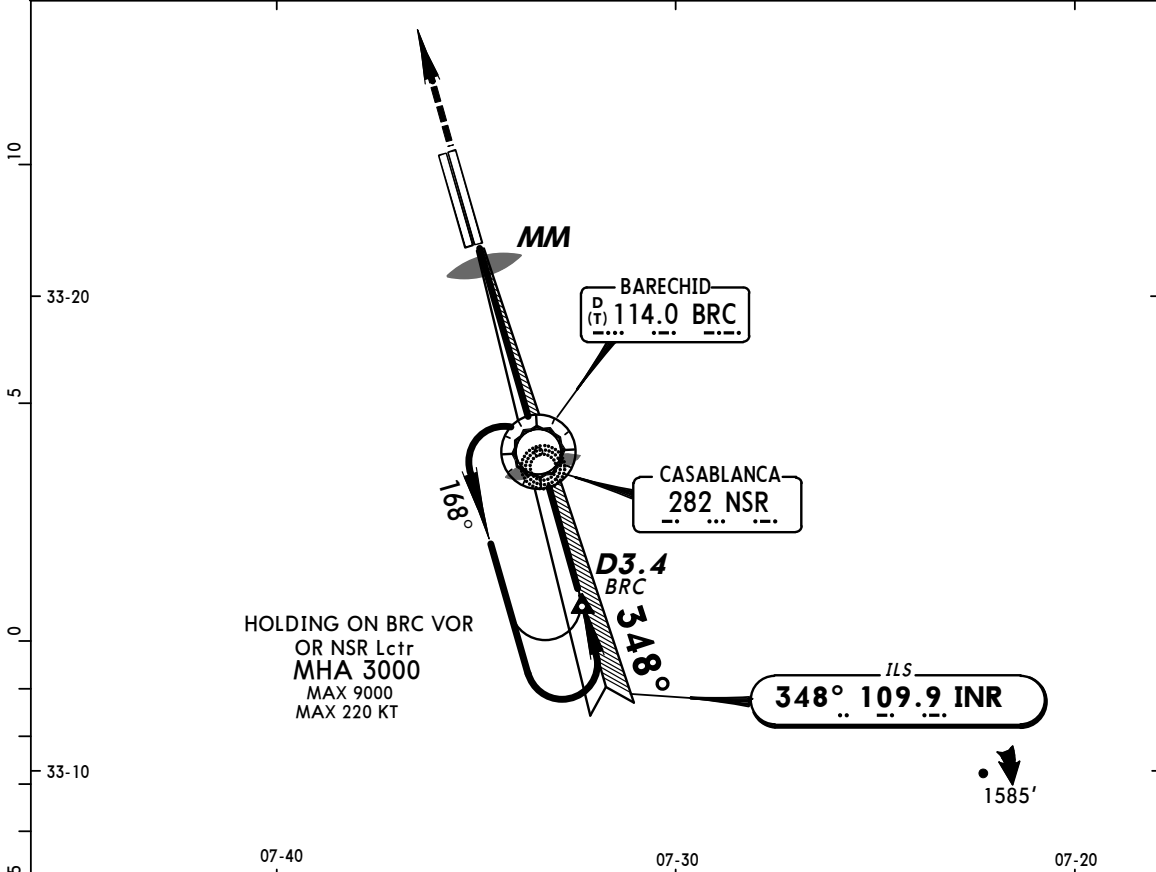
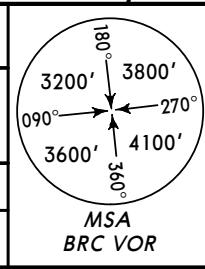
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'	
ILS GS 2.70° or LOC Descent Gradient 4.7%	339	436	485	582	679	776		
VOR to MAP	4.6	3:57	3:04	2:46	2:18	1:58		1:43
LOM to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50	

PANS OPS 3	STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
	ILS DA(H) <b>856'</b> (200')		LOC (GS out) MDA(H) <b>1060'</b> (404')		Max Kts	
	FULL	TDZ or CL out	ALS out	ALS out	MDA(H)	
	A			RVR 720m VIS 800m	RVR 1500m VIS 1600m	100
	B					135
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			180
D			1200m	2000m		205
						1150'(494') 1600m
						1510'(854') 4000m
						1510'(854') 4400m

CHANGES: Apt name. ATIS.

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*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
LOC INR <b>109.9</b>	Final Apch Crs <b>348°</b>	VOR <b>2030'</b> (1374')	GS <b>2118'</b> (1462')	CAT II ILS <b>RA 104'</b> DA(H) 756' (100')	Apt Elev <b>656'</b> <b>RWY 656'</b>
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
1. Special Aircrew & Acft Certification Req.		2. Racetrack restricted to MAX 220 KT.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	3000'
GS	2.70°	339	436	485	582	679		

STRAIGHT-IN LANDING RWY 35R  
CAT II ILS  
ABCD  
**RA 104'**  
DA(H) **756'** (100')

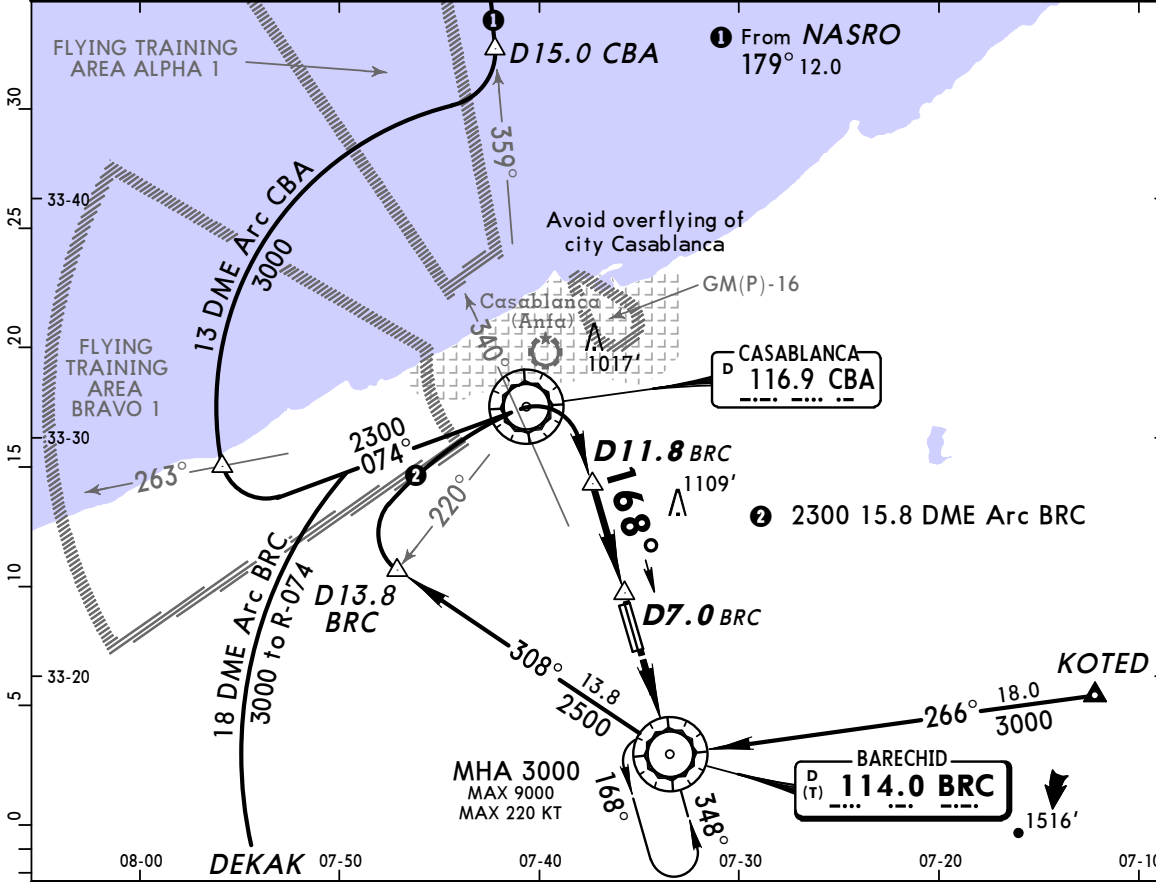
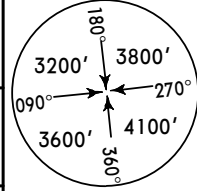
RVR **350m**

PANS OPS 3

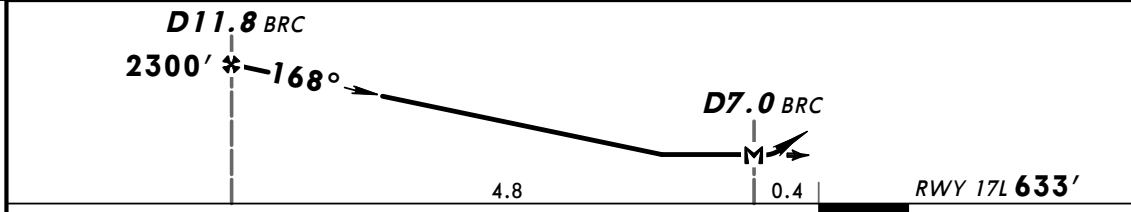
GMMN/CMN  
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO  
14 DEC 07 **13-01** Eff 20 Dec VOR DME Rwy 17L

*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
VOR BRC <b>114.0</b>	Final Apch Crs <b>168°</b>	Minimum Alt <b>D11.8 BRC</b> <b>2300'</b> (1667')	MDA(H) <b>960'</b> (327')	Apt Elev <b>656'</b> <b>RWY 633'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' to rejoin BRC VOR for another approach or as directed.</b>					
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC	
				Trans alt: 3300'	



BRC DME	11.0	10.0	9.0	8.0
ALTITUDE	2100'	1780'	1460'	1140'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	3000'	BRC 114.0
Descent Gradient 5.2%	369	474	527	632	737	843			
MAP at D7.0 BRC									

STRAIGHT-IN LANDING RWY 17L  
MDA(H) **960'** (327')

PANS OPS 3	A	
	B	
	C	RVR 1500m VIS 1600m
	D	

CHANGES: New procedure.

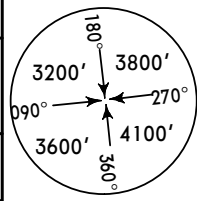
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GMMN/CMN  
MOHAMMED V INTL

1 SEP 06 (13-1)

JEPPESEN CASABLANCA, MOROCCO  
VOR DME Rwy 17R

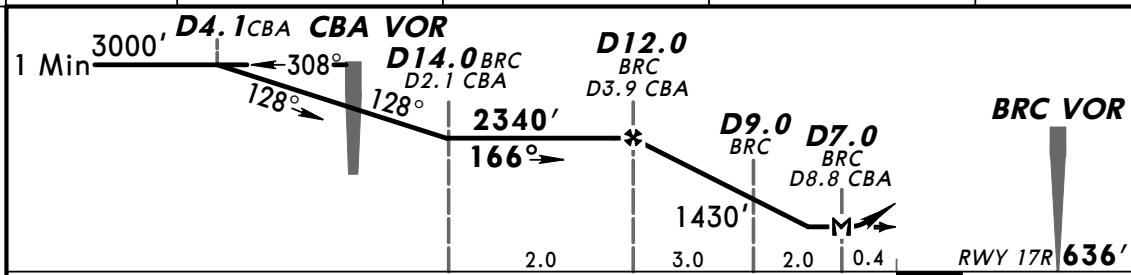
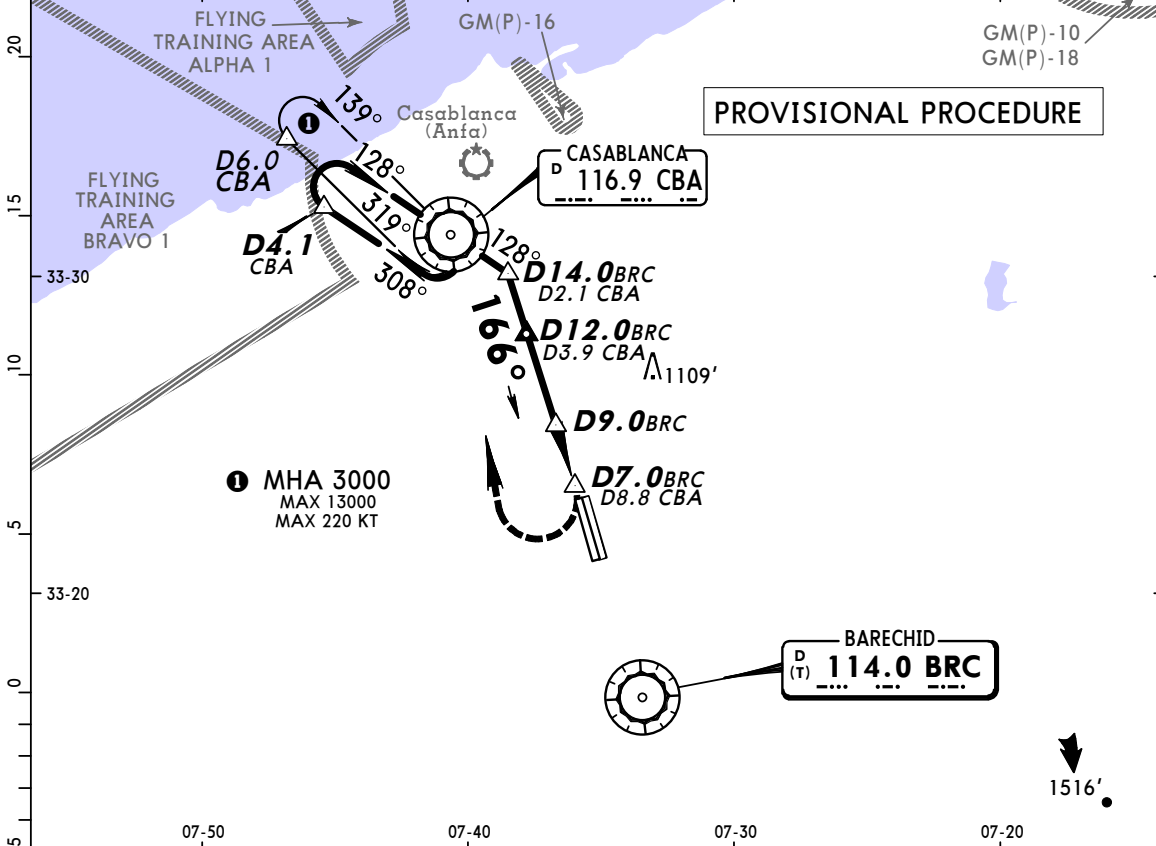
*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
VOR BRC <b>114.0</b>	Final Apch Crs <b>166°</b>	Minimum Alt <b>D12.0 BRC</b> 2340' (1704')	MDA(H) <b>960' (324')</b>	Apt Elev <b>656'</b> RWY <b>636'</b>	



**MISSED APCH: Turn RIGHT (MAX 185 KT) as soon as possible climbing to 3000' to rejoin CBA VOR and as directed.**

Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 3300'

1. Racetrack restricted to MAX 185 KT.  
2. Final approach track offset 2° from rwy centerline.



Gnd speed-Kts	70	90	100	120	140	160	3000'	185 KT MAX	CBA 116.9
Descent Gradient 5.0%	354	456	506	608	709	810			
MAP at D7.0 BRC									

STRAIGHT-IN LANDING RWY 17R

MDA(H) **960' (324')**

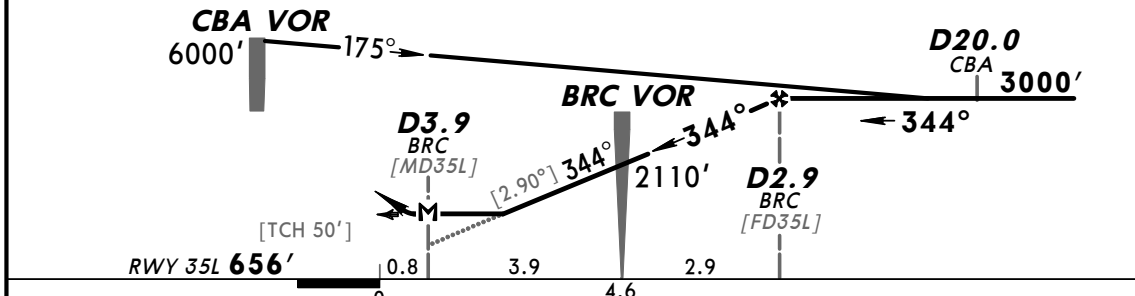
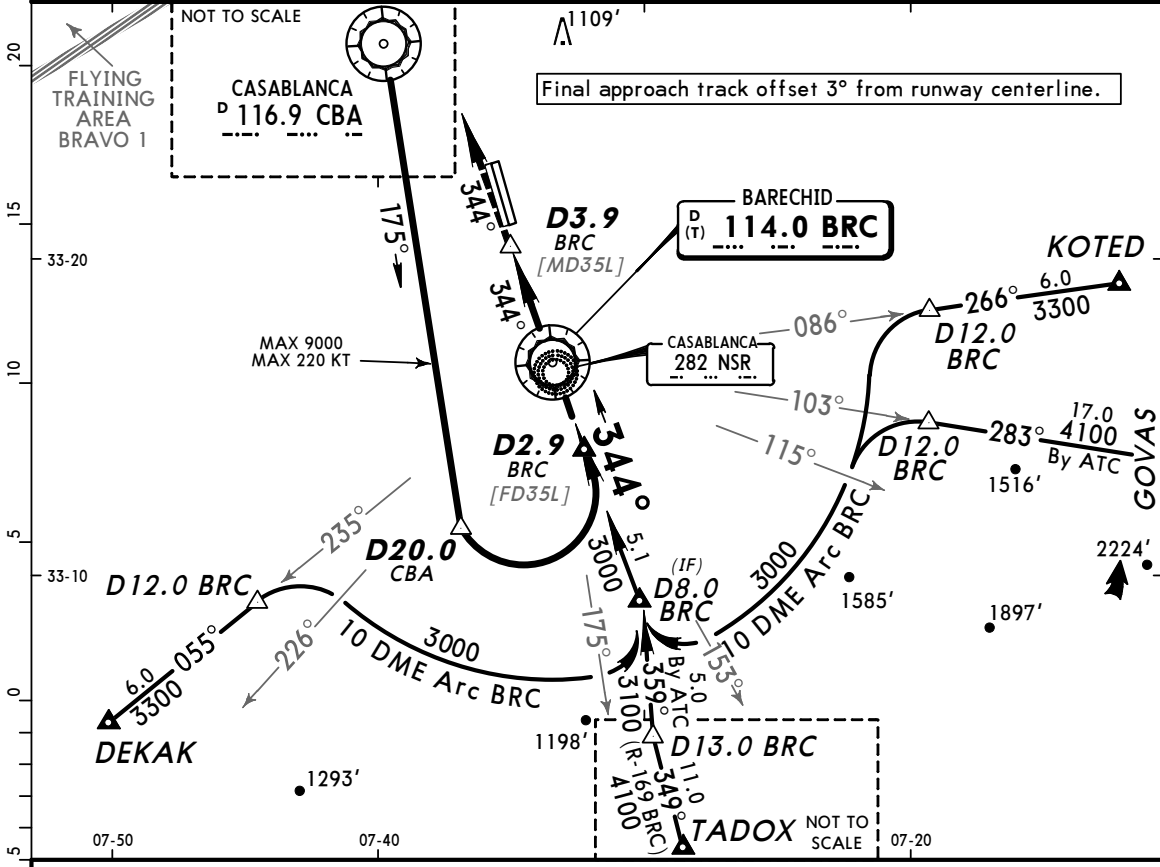
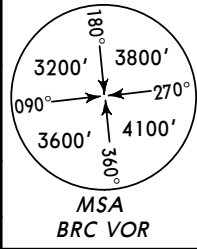
A	
B	
C	RVR 1500m VIS 1600m
D	

PANS OPS 3

CHANGES: Apt name. ATIS.

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*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
VOR BRC <b>114.0</b>	Final Apch Crs <b>344°</b>	Minimum Alt <b>D2.9 BRC</b> 3000' (2344')	MDA(H) <b>1060' (404')</b>	Apt Elev <b>656'</b> RWY <b>656'</b>	
MISSED APCH: Climb on R-344 BRC to 3000' and as directed.					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
				Trans alt: 3300'	



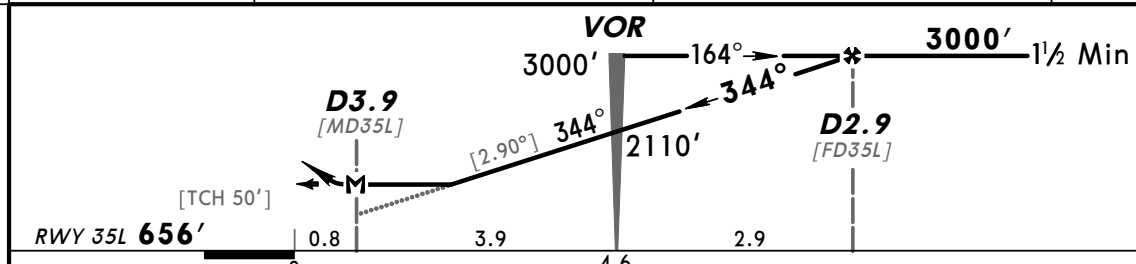
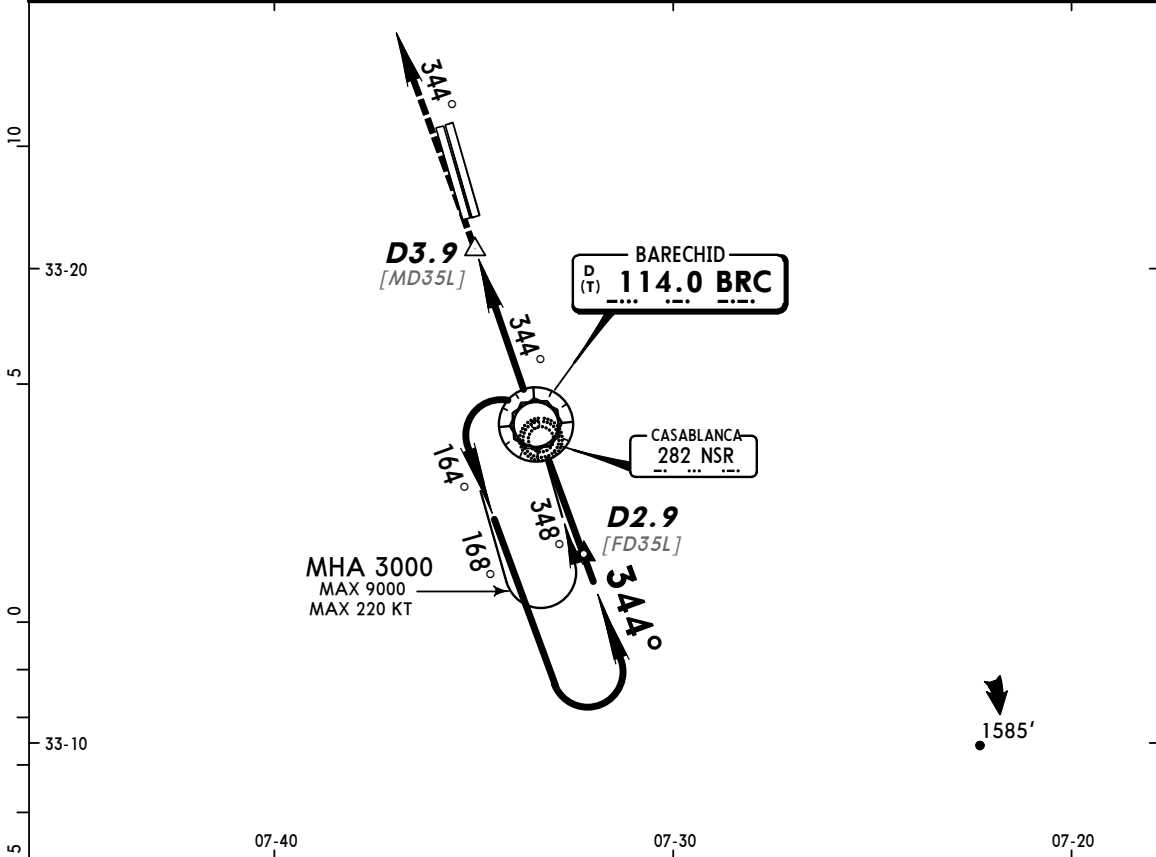
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000' BRC on 114.0 R-344
Descent Gradient 5.06% or Descent angle [2.90°]	359	462	513	616	718	821	
MAP at D3.9 BRC							

STRAIGHT-IN LANDING RWY 35L			CIRCLE-TO-LAND	
MDA(H) <b>1060' (404')</b>				
		ALS out	Max Kts.	MDA(H)
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494')
B			135	1600m
C	1200m	2000m	180	1510' (854')
D	RVR 1500m VIS 1600m		205	1510' (854')

PANS OPS 3



*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
VOR BRC <b>114.0</b>	Final Apch Crs <b>344°</b>	Minimum Alt D2.9 <b>3000' (2344')</b>	MDA(H) <b>1060' (404')</b>	Apt Elev <b>656'</b> RWY <b>656'</b>	
<b>MISSED APCH: Climb on R-344 to 3000' and as directed.</b>					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
1. Racetrack restricted to MAX 185 KT.		2. Final approach track offset 3° from runway centerline.		Trans alt: 3300'	
					MSA BRC VOR

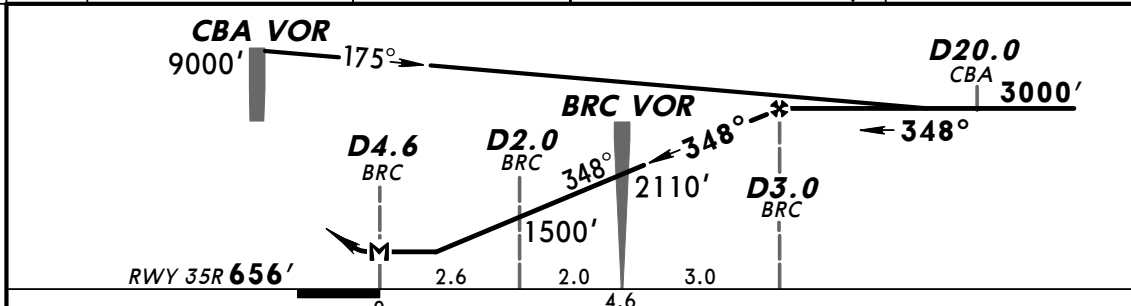
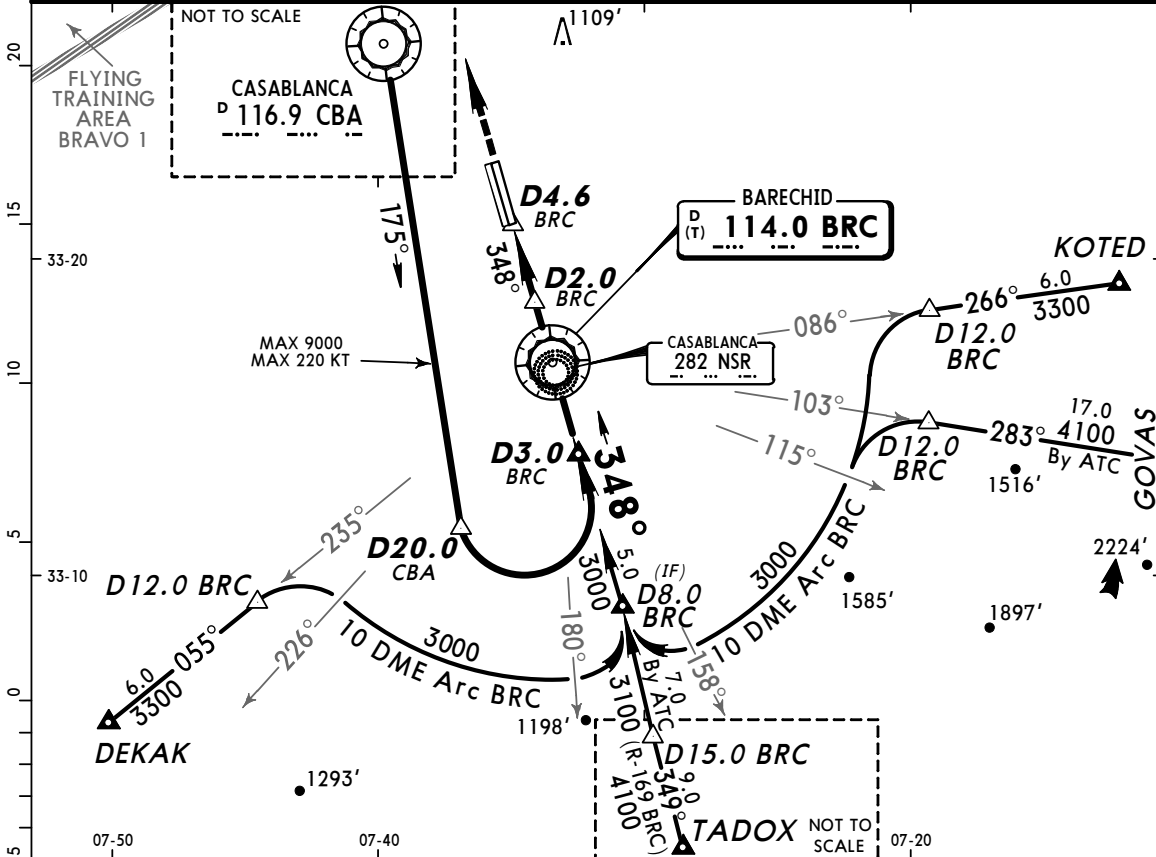
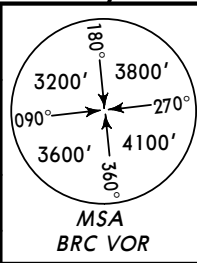


Gnd speed-Kts	70	90	100	120	140	160		<b>3000'</b> on <b>114.0</b> <b>R-344</b>
Descent Gradient 5.06% or Descent angle [2.90°]	359	462	513	616	718	821		
MAP at D3.9								

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND	
MDA(H) <b>1060' (404')</b>					
		ALS out	Max Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	<b>1150' (494')</b>	1600m
B			135		
C	1200m		180	<b>1510' (854')</b>	4000m
D	RVR 1500m VIS 1600m	2000m	205	<b>1510' (854')</b>	4400m

PANS OPS 3

*ATIS 126.3		MOHAMMED V Approach 121.3		MOHAMMED V Tower 118.5	
VOR BRC 114.0	Final Apch Crs 348°	Minimum Alt D3.0 BRC 3000' (2344')	MDA(H) 1060' (404')	Apt Elev 656' RWY 656'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
				Trans alt: 3300'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 3000'
Descent Gradient 5.0%	354	456	506	608	709	810	
MAP at D4.6 BRC							

STRAIGHT-IN LANDING RWY 35R			CIRCLE-TO-LAND	
MDA(H) 1060' (404')				
		ALS out	Max Kts.	MDA(H)
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150'(494') 1600m
B			135	
C	1200m		180	1510'(854') 4000m
D	RVR 1500m VIS 1600m	2000m	205	1510'(854') 4400m

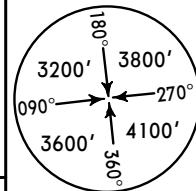
PANS OPS 3

GMMN/CMN  
MOHAMMED V INTL

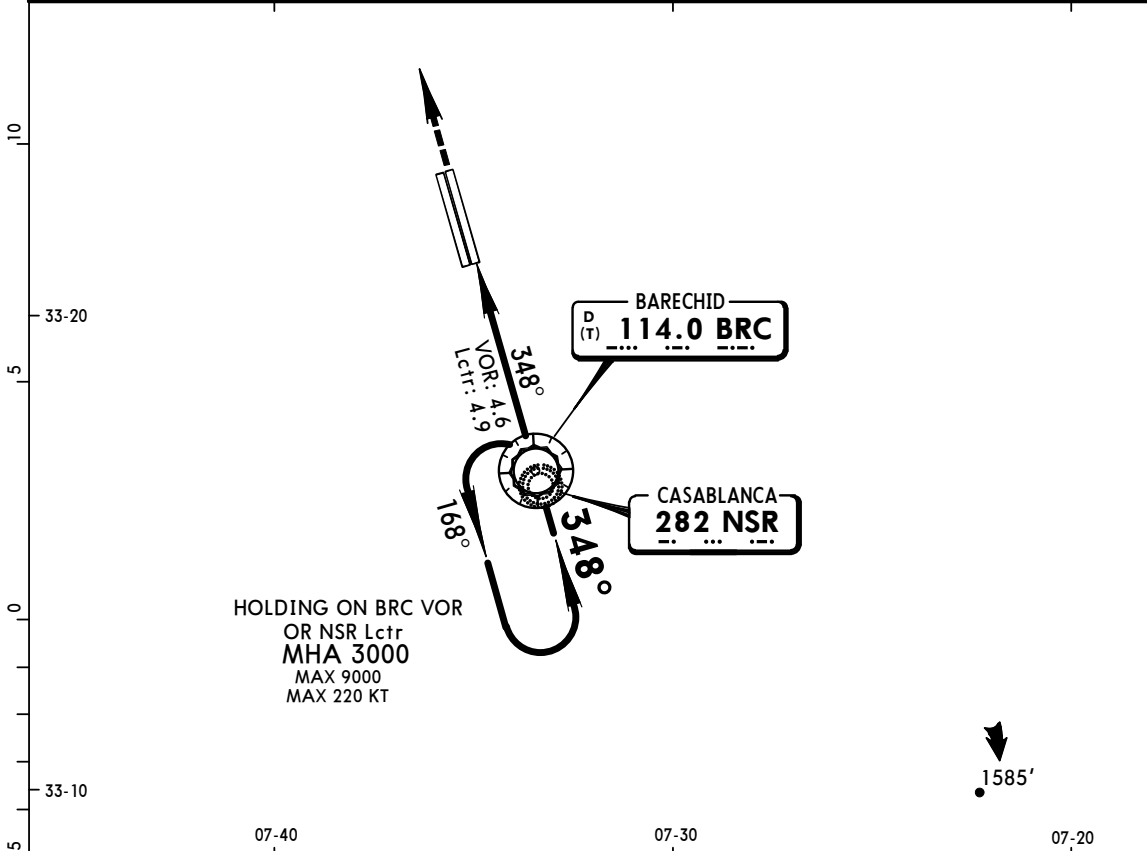
JEPPESEN  
27 APR 07 (13-5)

CASABLANCA, MOROCCO  
VOR or Lctr Rwy 35R

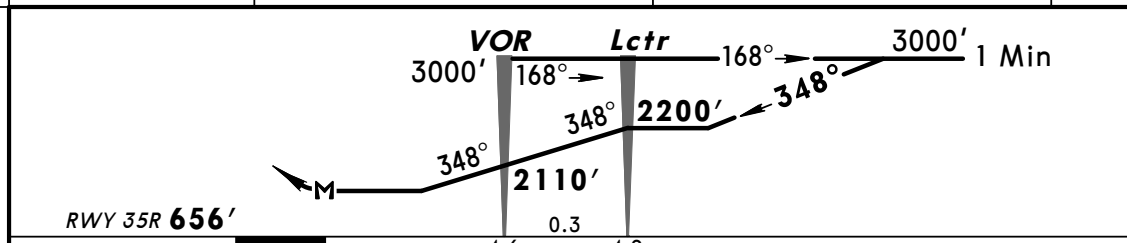
*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
VOR BRC <b>114.0</b>	Final Apch Crs <b>348°</b>	Minimum Alt VOR <b>2110' (1454')</b>	MDA(H) <b>1060' (404')</b>	Apt Elev <b>656'</b>	RWY <b>656'</b>
Lctr NSR <b>282</b>		Minimum Alt Lctr <b>2200' (1544')</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.</b>					
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC	
Racetrack restricted to MAX 220 KT.				Trans alt: 3300'	



MSA  
BRC VOR



HOLDING ON BRC VOR  
OR NSR Lctr  
MHA 3000  
MAX 9000  
MAX 220 KT



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	3000'	
Descent Gradient	5.0%	354	456	506	608	709			810
VOR to MAP	4.6	3:57	3:04	2:46	2:18	1:58			1:43
Lctr to MAP	4.9	4:12	3:16	2:56	2:27	2:06			1:50

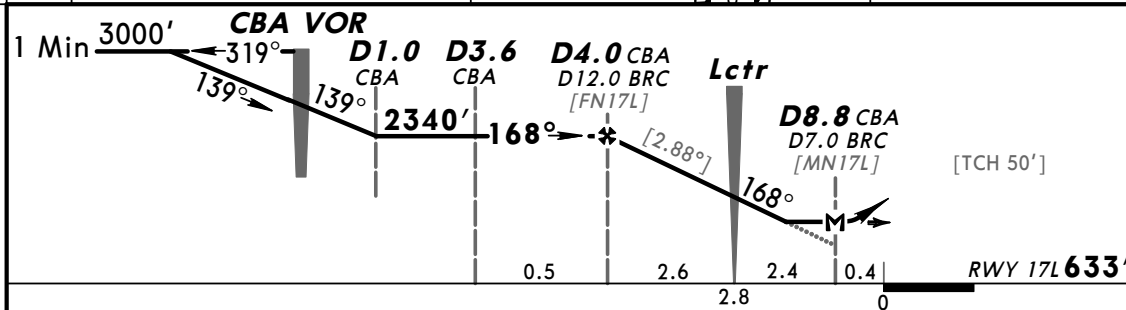
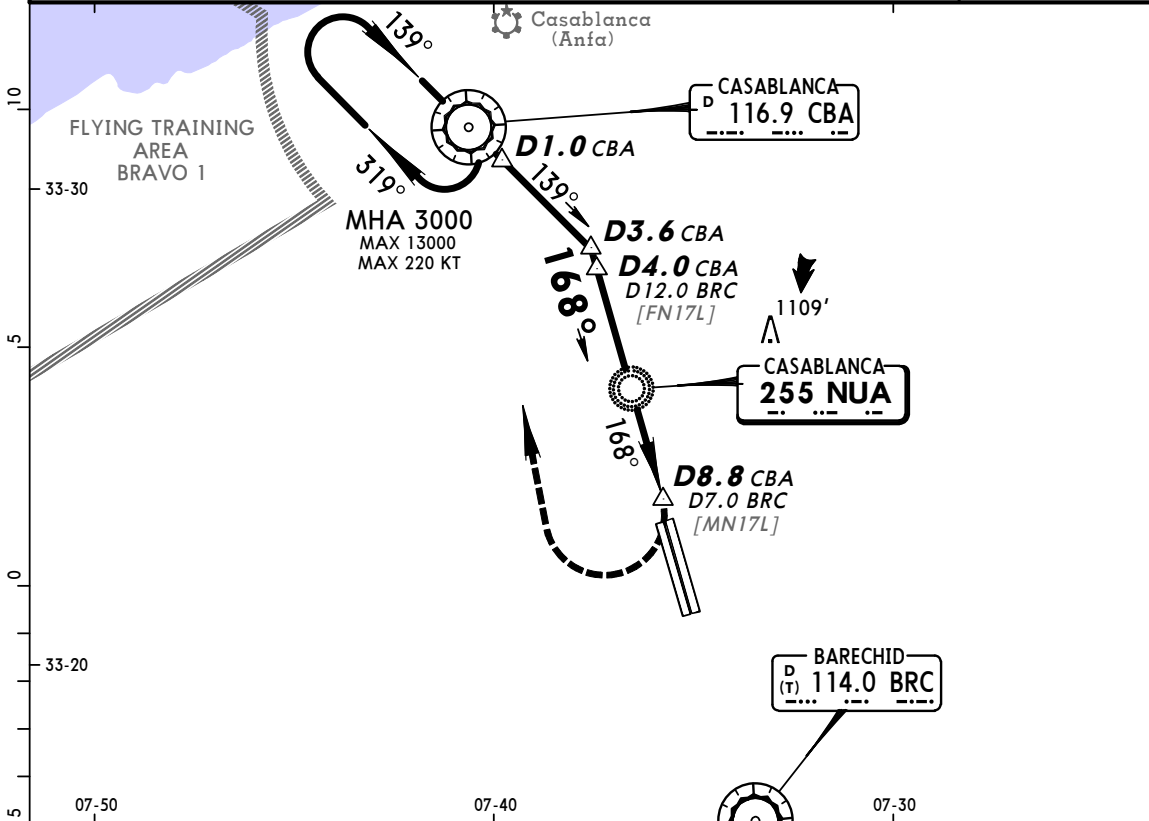
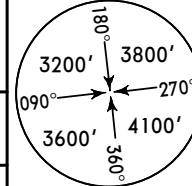
STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
MDA(H) <b>1060' (404')</b>							
		ALS out		Max Kts	MDA(H)		
A	RVR 720m	RVR 1500m		100	1150' (494')	1600m	
B	VIS 800m	VIS 1600m		135			
C	1200m			180	1510' (854')	4000m	
D	RVR 1500m	2000m		205	1510' (854')	4400m	
D	VIS 1600m						

PANS OPS 3

CHANGES: None.

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*ATIS <b>126.3</b>		MOHAMMED V Approach <b>121.3</b>		MOHAMMED V Tower <b>118.5</b>	
Lctr NUA <b>255</b>	Final Apch Crs <b>168°</b>	Minimum Alt <b>D4.0 CBA</b> <b>2340'</b> (1707')	MDA(H) <b>960'</b> (327')	Apt Elev <b>656'</b> <b>RWY 633'</b>	
<b>MISSED APCH: Turn RIGHT as soon as possible climbing to 3000' to rejoin CBA VOR for another approach. MAX 185 KT.</b>					
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: By ATC		Trans alt: 3300'
Racetrack restricted to MAX 220 KT.					MSA CBA VOR



Gnd speed-Kts	70	90	100	120	140	160				
Descent Gradient 5.02% or	357	459	509	611	713	815				
Descent angle [2.88°]										
MAP at D8.8 CBA/D7.0 BRC										

STRAIGHT-IN LANDING RWY 17L									
MDA(H) <b>960'</b> (327')									

A									
B									
C									
D									

PANS OPS 3