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Revision Letter For Cycle 21-2020

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General Information

Location: CASABLANCA MAR
ICAO/IATA: GMMN / CMN
Lat/Long: N33° 21.8', W007° 34.9'
Elevation: 656 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0643 Z
Sunset: 1746 Z

Runway Information

Runway: 17L
Length x Width: 12205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 643 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 17R
Length x Width: 12205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 640 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 35L
Length x Width: 12205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 655 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 35R
Length x Width: 12205 ft x 148 ft

Surface Type: asphalt
TDZ-Elev: 655 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

ATIS: 126.300
Mohammed V Tower: 121.000 Secondary
Mohammed V Tower: 118.500
Mohammed V Ground: 130.600
Mohammed V Ground: 121.700 Secondary
Mohammed V Approach: 119.900
Mohammed V Approach: 121.300 Secondary

GMMN/CMN**JEPPesen****CASABLANCA, MOROCCO****MOHAMMED V INTL****5 JUN 20****10-1P****Eff 18 Jun****AIRPORT BRIEFING****1. GENERAL****1.1. ATIS**

D-ATIS 126.3

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RWY 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. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

Only airlines with CAT II/IIIA authorization are concerned by these procedures. LVP will be announced as soon as RVR is equal to or less than 800m and/or when ceiling is equal to or less than 200'.

The enforcement of LVP will be announced on the first radio contact with ACFT (on arrival or departure) and/or via D-ATIS.

LVP will be cancelled when the RVR is greater than 1500m and the ceiling is greater than 300' and an assured improvement of weather conditions is observed.

The LVP will be suspended in case of a notification by the pilot, using the active RWY, of an event affecting safety or security or failure of a component of the landing aid system.

In any other case of failure and in all circumstances, the ultimate decision to continue or not CAT II or III approach remains with the pilot-in-command.

ACFT movement on the ground will be as follows:

Zone 1 - Stands from E1 to E12, C1 to C8, B1 to B10 and J1 to J9.
Access to this area via TWY M and exit via TWY P.

Zone 2 - Stands from D1 to D3, J11 to J15, C23 to C26 and B11 to B14.
Access to this area via TWY P or TWY Q and exit via TWY Q.

Zone 3 - Stands from D4 to D15, F1 to F9 and G1 to G6.
Access to this area via TWY Q or TWY R and exit via TWY R.

During LVP, ATC limits traffic to a max of three maneuvering ACFT.

On request, ACFT will continue to be guided to their stands by Follow-me car.

GMMN/CMN**JEPPESEN****CASABLANCA, MOROCCO****MOHAMMED V INTL**

5 JUN 20

10-1P1**Eff 18 Jun****AIRPORT BRIEFING**

1. GENERAL

1.3.2. ARRIVAL

At first radio contact the controller:

1. will communicate available RVRs to the pilot in the following order: TDZ, Mid RWY and RWY End;
2. will provide information on any abnormal functioning of the lighting (side, central or approach lights).
3. After landing RWY 35L, vacate the RWY via TWY M2 or N2 only.
After landing RWY 35R, vacate the RWY via TWY M1 or N1 only.

1.3.3. DEPARTURE

Before start-up, the controller:

1. will communicate available RVRs to the pilot in the following order: TDZ, Mid RWY and RWY End;
2. will provide information on any abnormal functioning of the lighting (side, central or approach lights);
3. limit the movement of ACFT and vehicles.

In case of successive requests of departures, taxi instructions to the second ACFT will be issued after the first ACFT has reported:

- TWY T3 if the second ACFT is in Zone 1; or
- TWY T2 if the second ACFT is in Zone 2; or
- aligned and ready for take-off if the second ACFT is in Zone 3.

After take-off, pilots should report "Airborn".

1.4. 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.

1.5. TAXI PROCEDURES

The TWY strips for A380 comply with following conditions:

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

1.6. 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**

21 FEB 20

10-1P2**Eff 27 Feb****AIRPORT BRIEFING**

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. 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.

2.3. TAXI PROCEDURE**2.3.1. SPECIFIC INFORMATION FOR OPERATION OF A380**

The operation of the Airbus A380 is restricted to specific taxi routes and special conditions, after approval of the technical manual by the authority, in particular:

- Restriction of the weight of the ACFT on landing.
- Restriction of the weight of the ACFT for taxiing on the maneuvering area.
- Restriction of the use of external engines when taxiing on the maneuvering area (IDLE position).
- Restriction of the power of external engines during take-off phase.

Use of the cameras during the entire period of taxiing on the movement area.

Parking stand J1 is reserved for A380. If J1 is not available, stands E1 or J15 will be used.

To stand J1

- Taxi via TWY M only.
- Stands C1 and C2 must be closed.
- Stand E1 should not be occupied by one of the following ACFT: B747, B777, B787, A330, A340 and A350.
- Vehicle service lane adjacent to stand J1 must be closed during parking maneuver.

To stand E1

- Taxi via TWY M only.
- Use center line until abeam stand E3, then ACFT will be pushed back into E1.
- Stand E2 closed.
- Adjacent taxilane limited to ACFT up to code C.

To stand J15 via TWY P

- Vehicle service lane north of TWY P must be closed.
- Stands B11 thru B14 must be limited to ACFT up to code C.
- Stands E12, J13 and J14 must be closed.

To stand J15 via TWY Q

- Stands J13 and J14 must be closed.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall contact Tower or Ground 10 minutes before EOBT by transmitting call sign, parking stand, D-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 authorization 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.

3.3.1. SPECIFIC INFORMATION FOR OPERATION OF A380

From stand J1

- Taxi via TWY M only.
- Stand E1 should not be occupied by one of the following ACFT: B747, B777, B787, A330, A340 and A350.
- Vehicle service lane adjacent to stand J1 must be closed during parking maneuver.
- Minimum power when taxiing.

From stand E1

- Use only TWY M.
- Vehicle service lane adjacent to stand E1 must be closed during parking maneuver.
- Minimum power for taxiing.

From stand J15 via TWY P

- Vehicle service lane north of TWY P must be closed.
- Stands B12 thru B14 must be limited to ACFT up to code C.
- Stands B11 and J14 must be closed.
- Start the engines abeam stand B12 after push and pull operations.

From stand J15 via TWY Q

- Vehicle service lane adjacent to stand J15 must be closed.
- Stands D2 thru D4, J13 and J14 must be closed.
- Start the engines abeam stand B12 after push and pull operation.

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 WEST 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

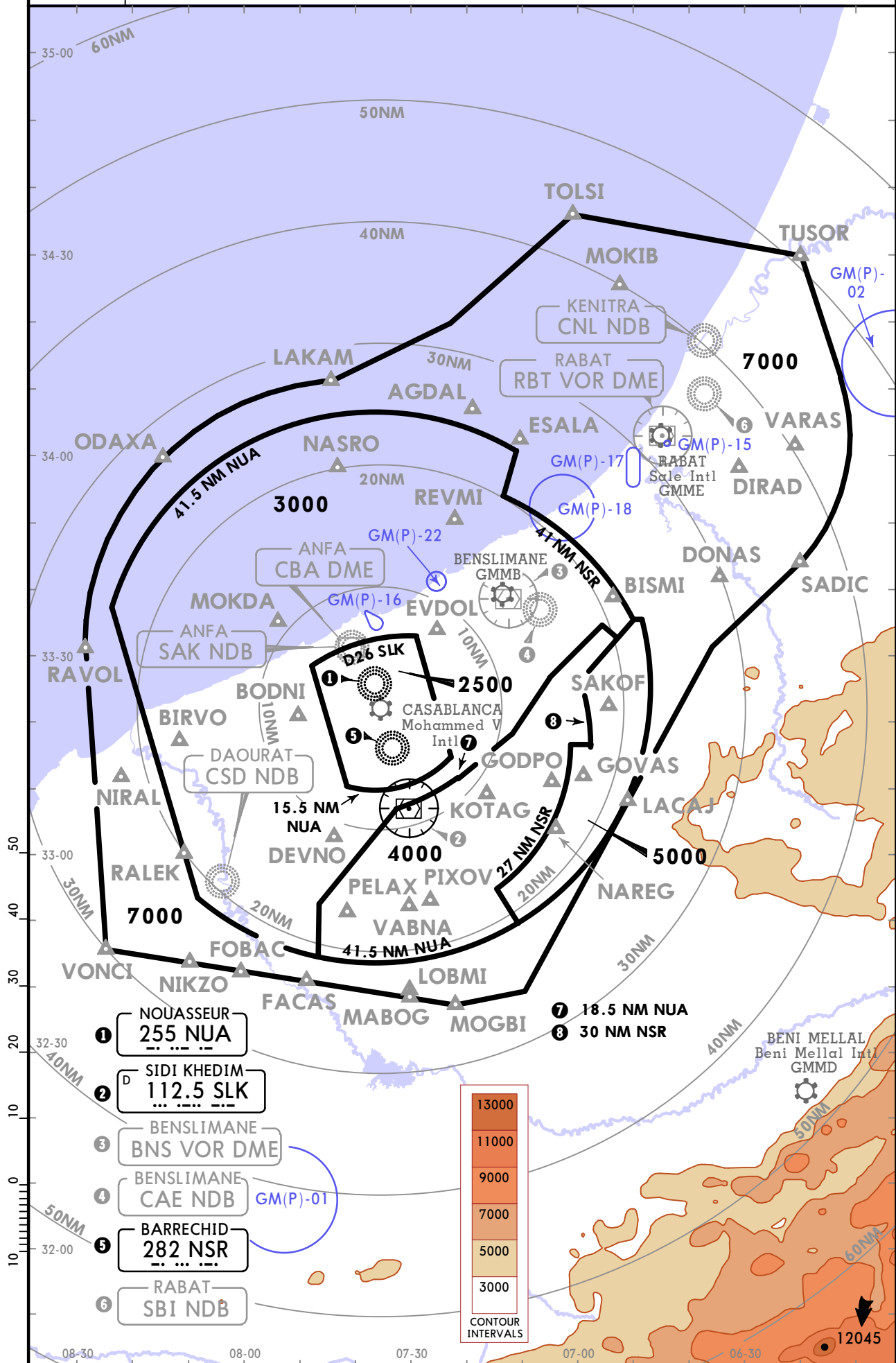
JEPPESSEN
6 SEP 19 10-1R Eff 12 Sep

CASABLANCA, MOROCCO

RADAR MINIMUM ALTITUDES

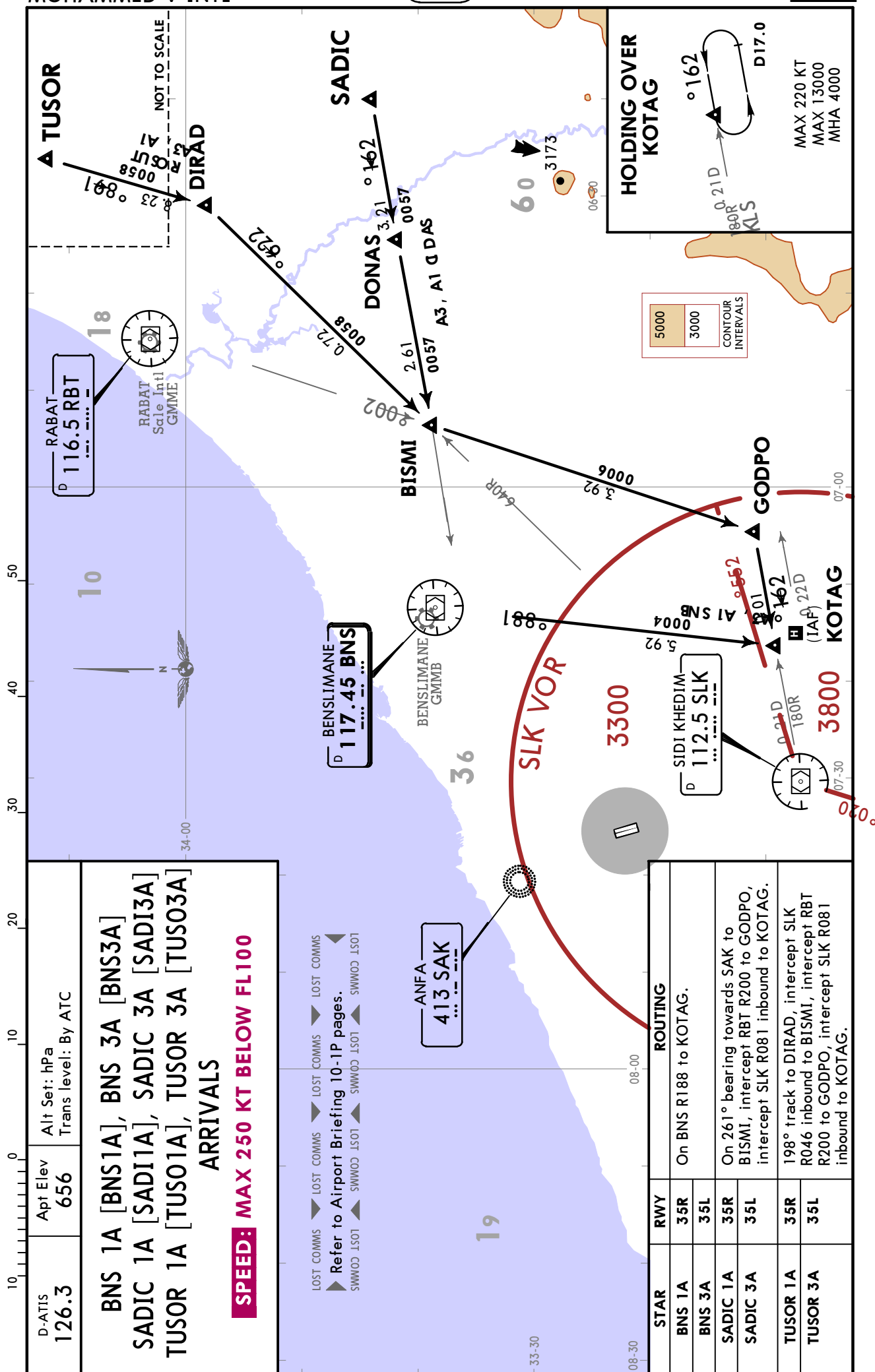
Apt Elev
656

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



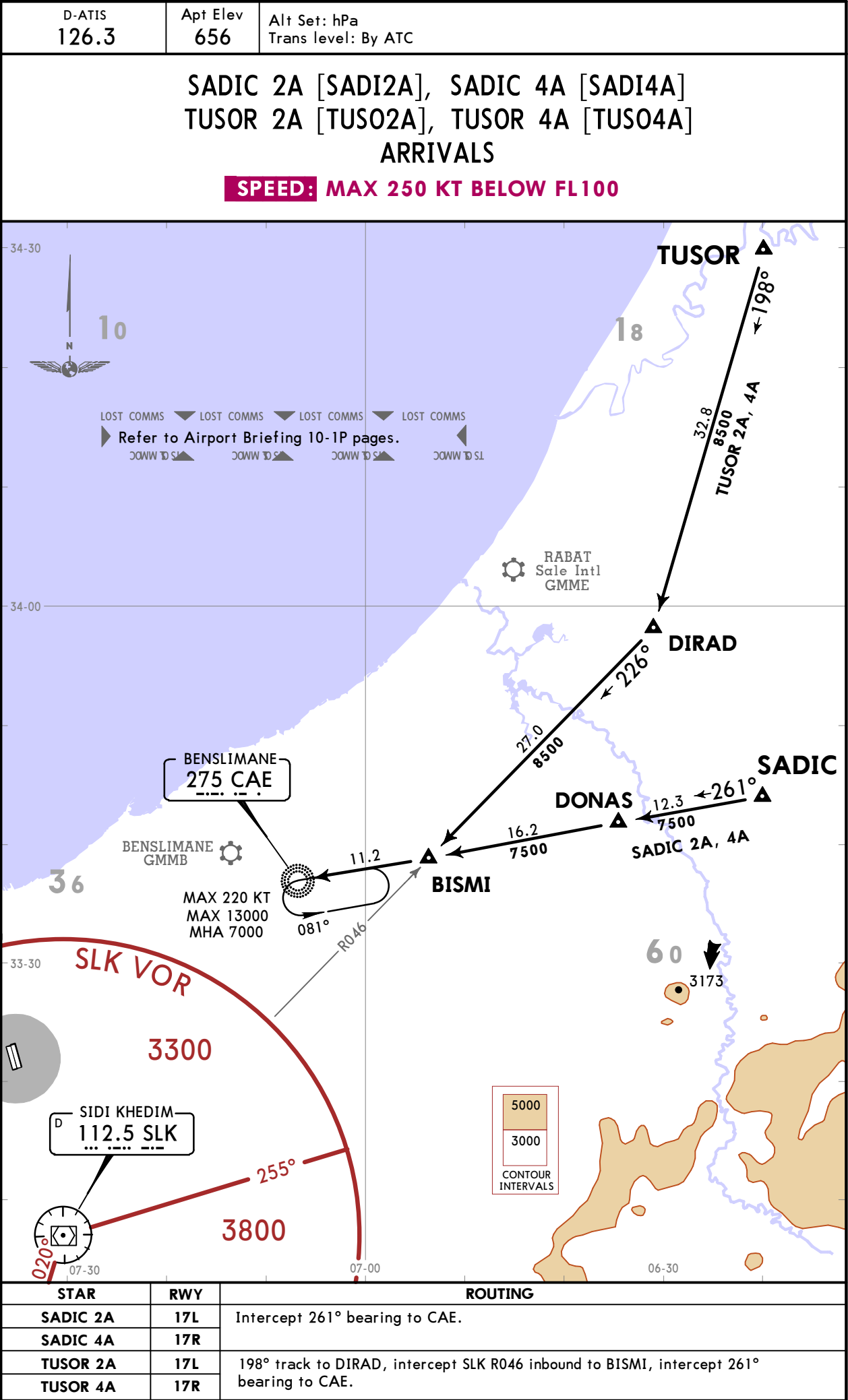
GMMN/CMN MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-2 Eff 12 Sep STAR



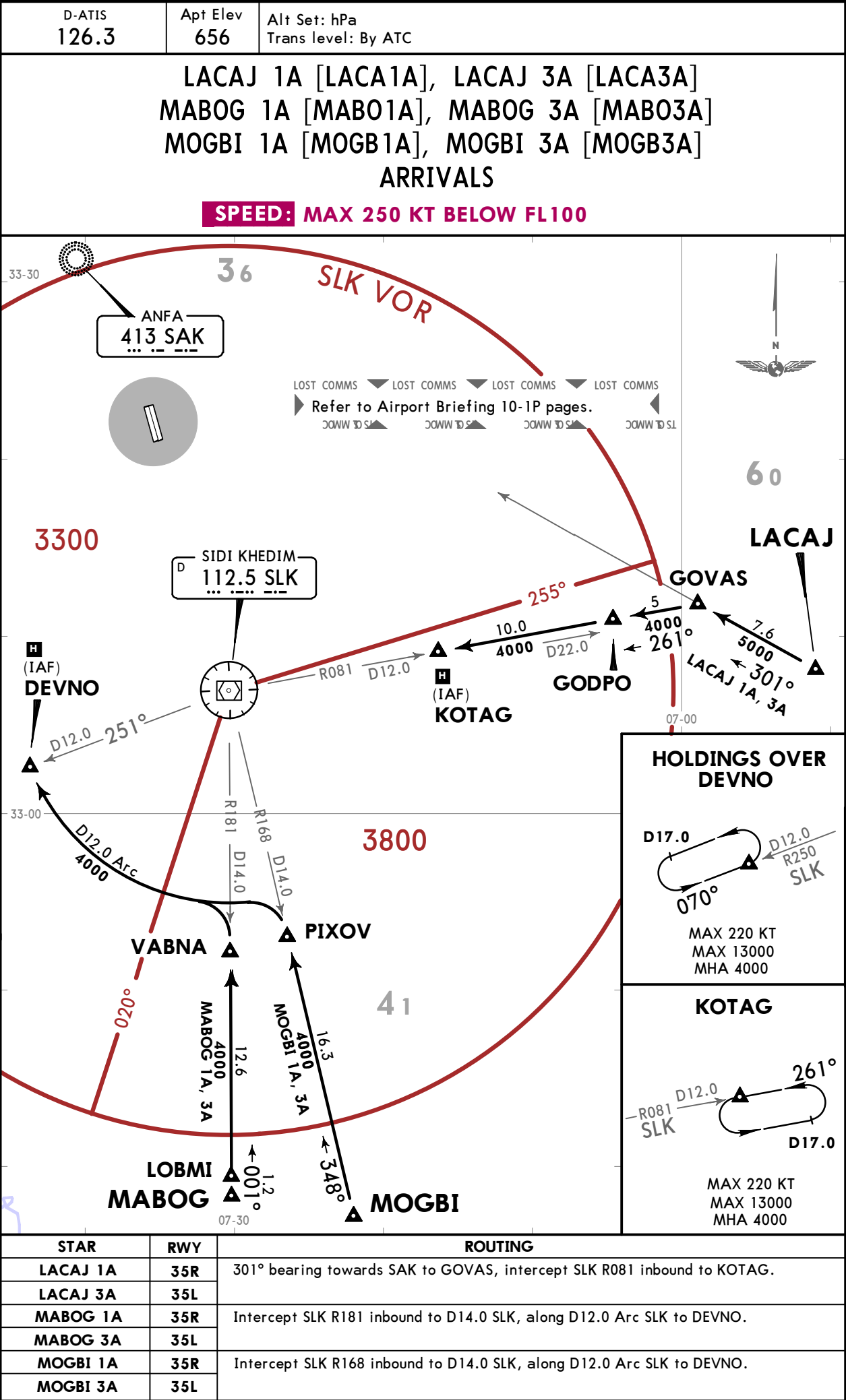
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MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 10-2A Eff 12 Sep STAR



GMMN/CMN
MOHAMMED V INTL

JEPPESEN CASABLANCA, MOROCCO
6 SEP 19 10-2B Eff 12 Sep STAR



GMMN/CMN
MOHAMMED V INTL

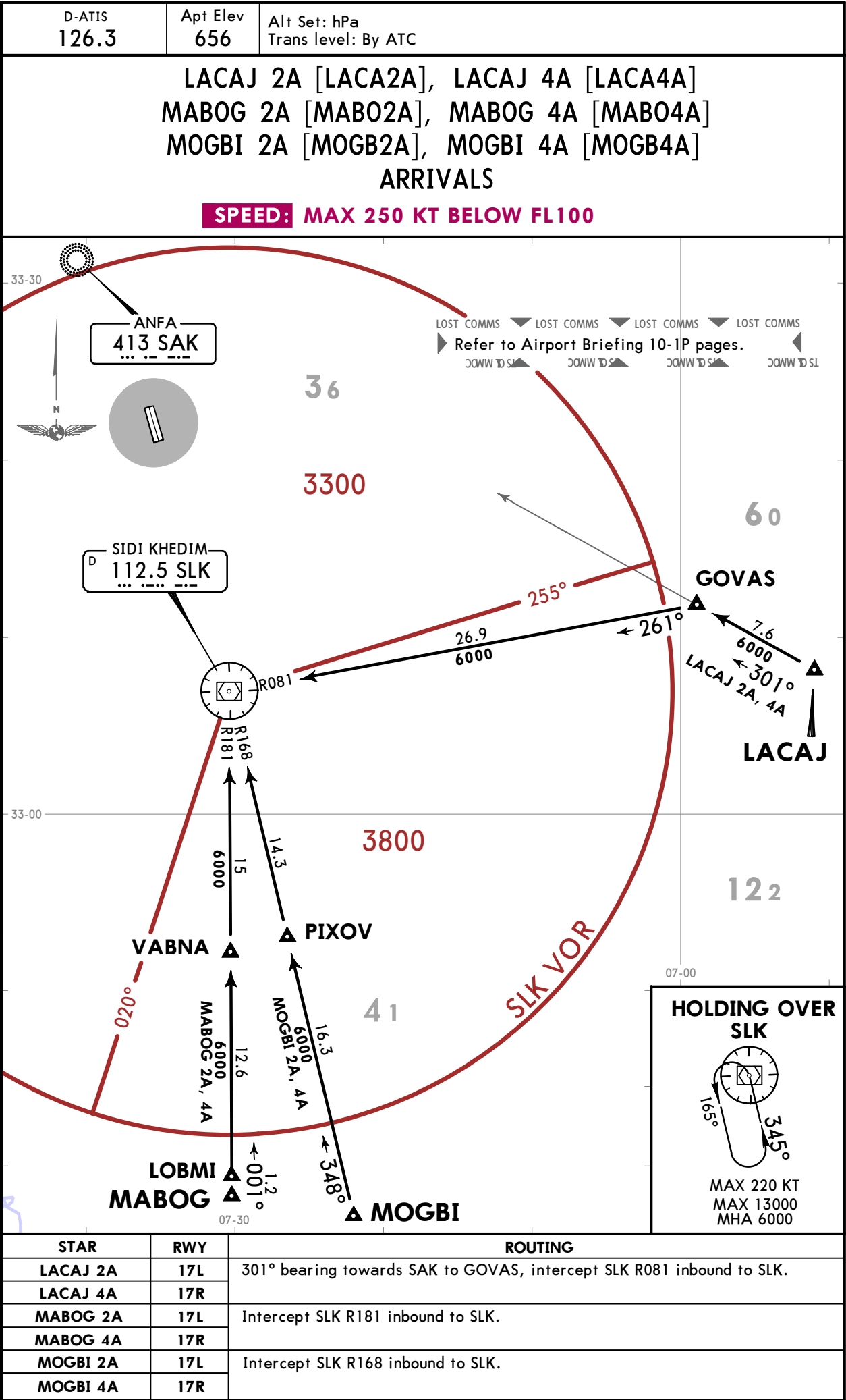
6 SEP 19

10-2C

Eff 12 Sep

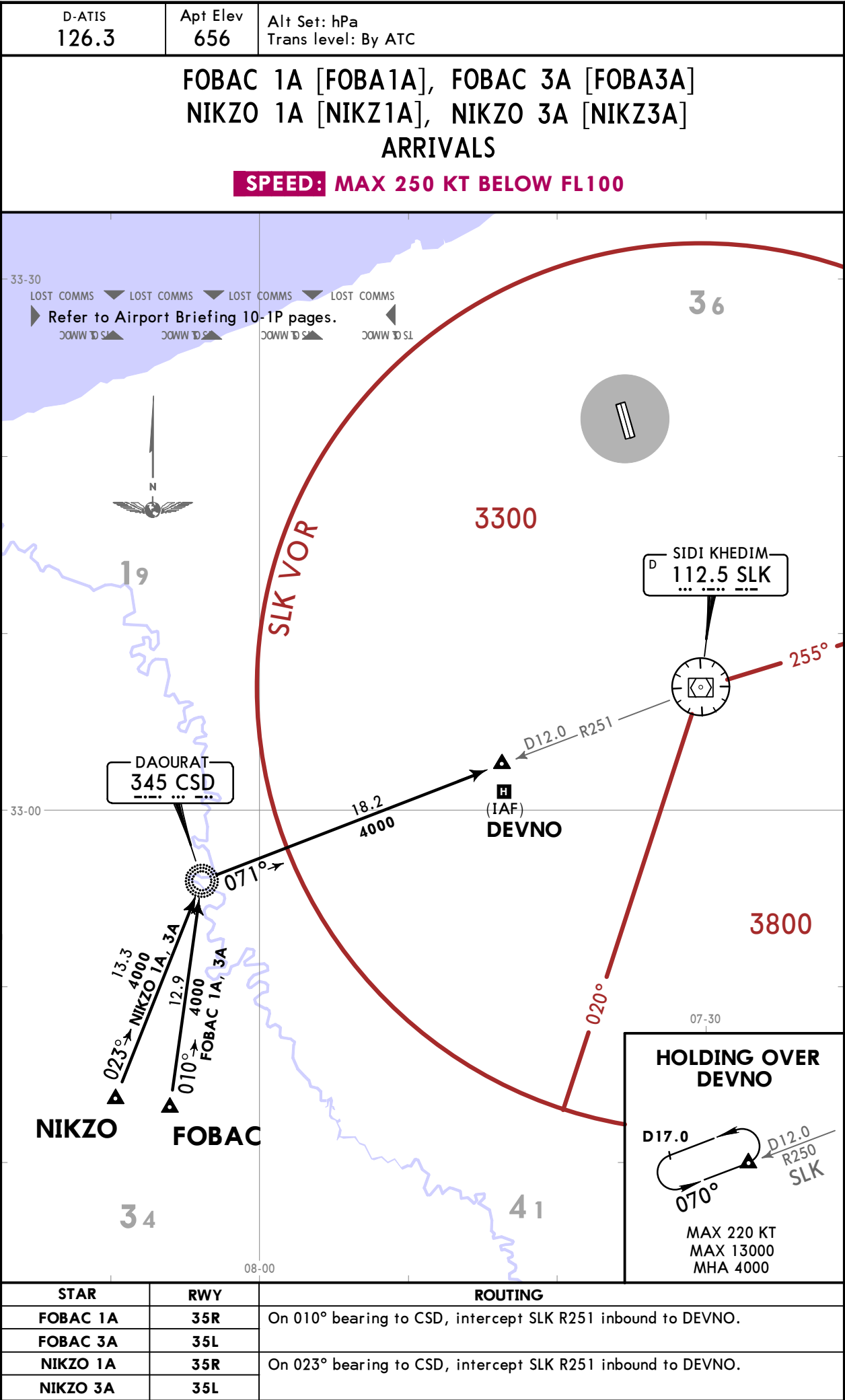
STAR

JEPPESEN CASABLANCA, MOROCCO



GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-2D Eff 12 Sep STAR



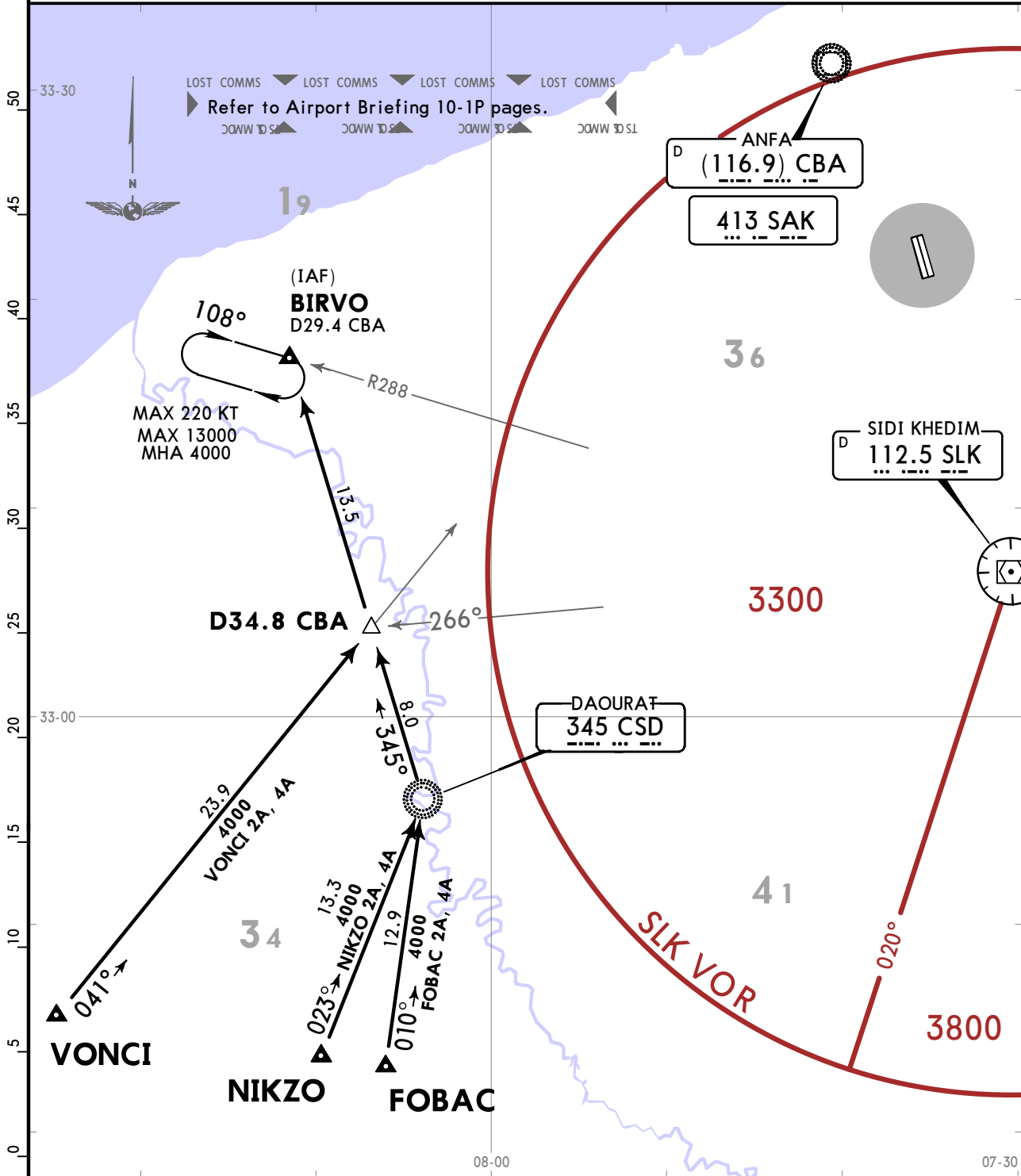
GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-2E Eff 12 Sep STAR

D-ATIS 126.3	Apt Elev 656	Alt Set: hPa Trans level: By ATC
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FOBAC 2A [FOBA2A], FOBAC 4A [FOBA4A]
NIKZO 2A [NIKZ2A], NIKZO 4A [NIKZ4A]
VONCI 2A [VONC2A], VONCI 4A [VONC4A]
ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	RWY	ROUTING
FOBAC 2A	17L	On 010° bearing to CSD, 345° bearing to BIRVO.
FOBAC 4A	17R	
NIKZO 2A	17L	On 023° bearing to CSD, 345° bearing to BIRVO.
NIKZO 4A	17R	
VONCI 2A	17L	On 041° bearing towards SAK to D34.8 CBA, intercept 345° bearing from CSD to BIRVO.
VONCI 4A	17R	

GMMN/CMN
MOHAMMED V INTL

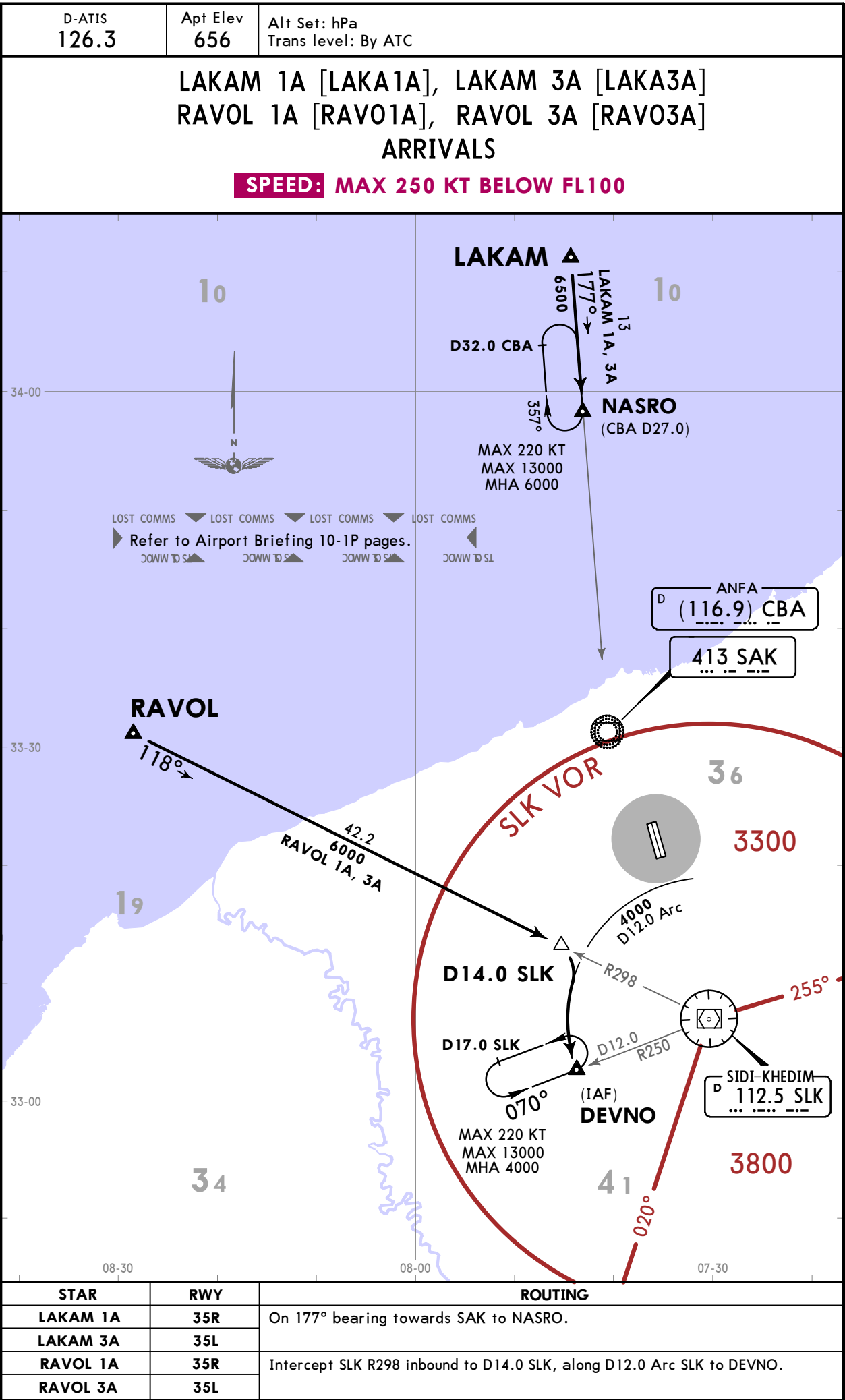
6 SEP 19

10-2F

Eff 12 Sep

CASABLANCA, MOROCCO

STAR

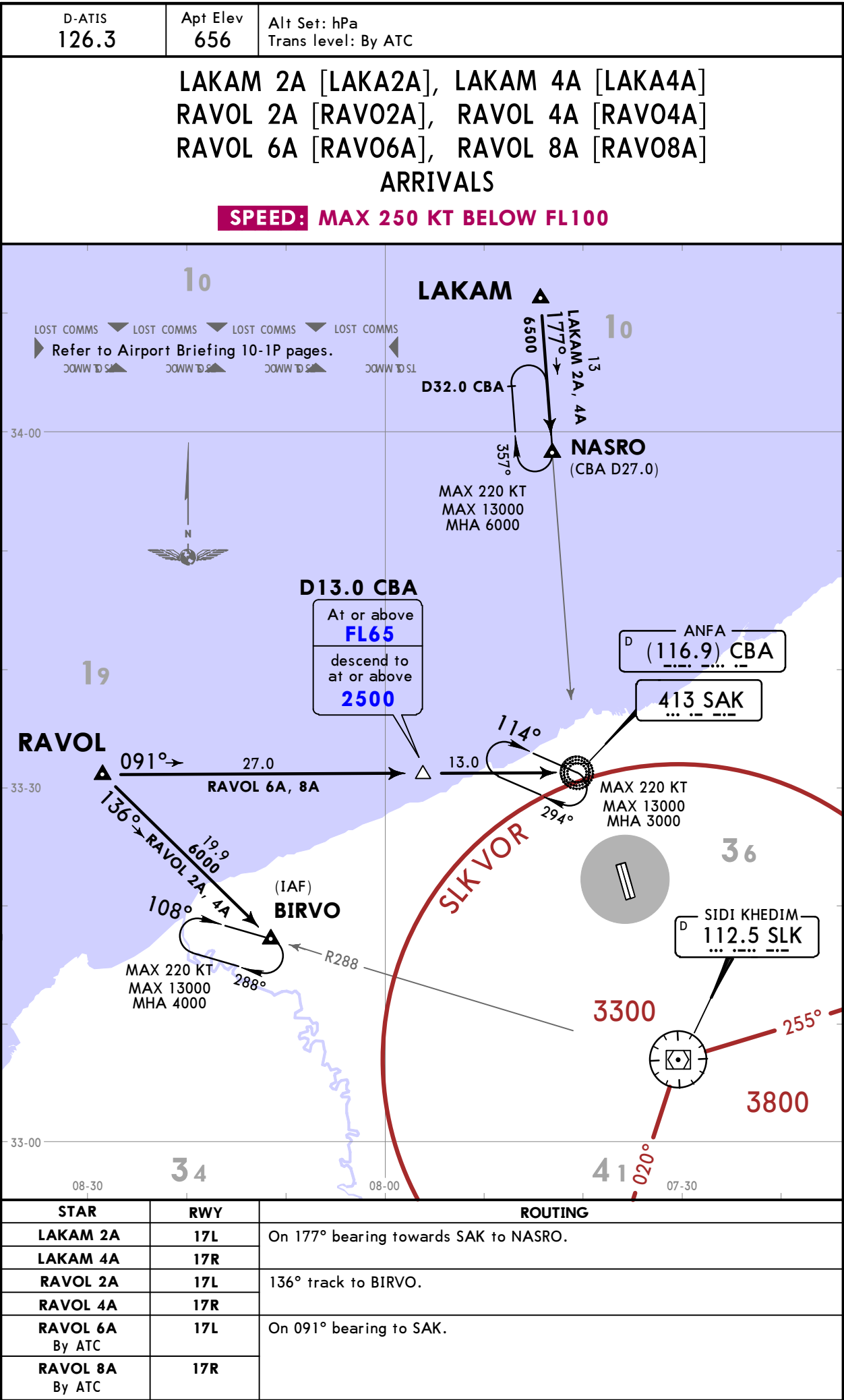


GMMN/CMN
MOHAMMED V INTL

 JEPPESSEN CASABLANCA, MOROCCO

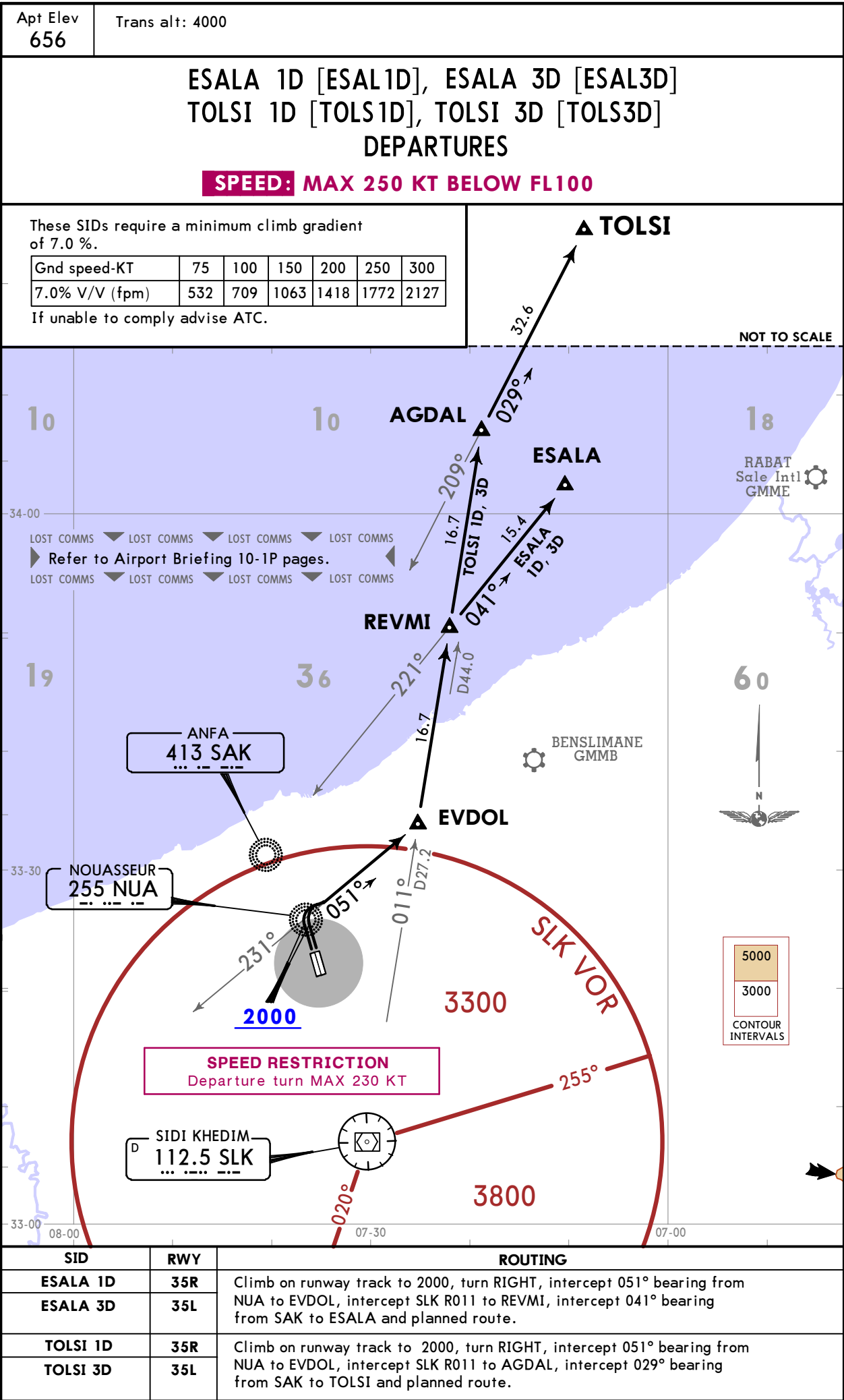
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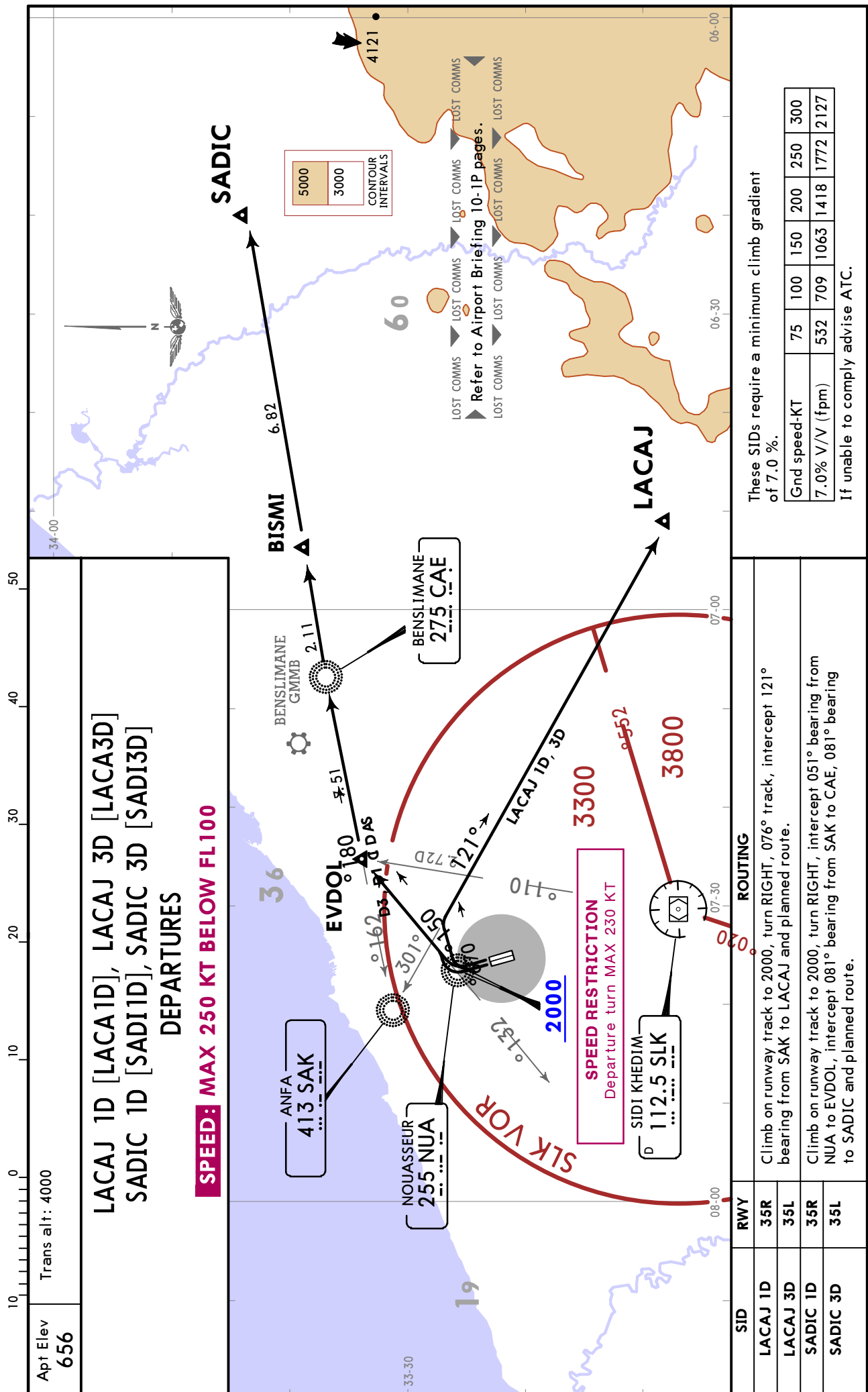
STAR



GMMN/CMN
MOHAMMED V INTL

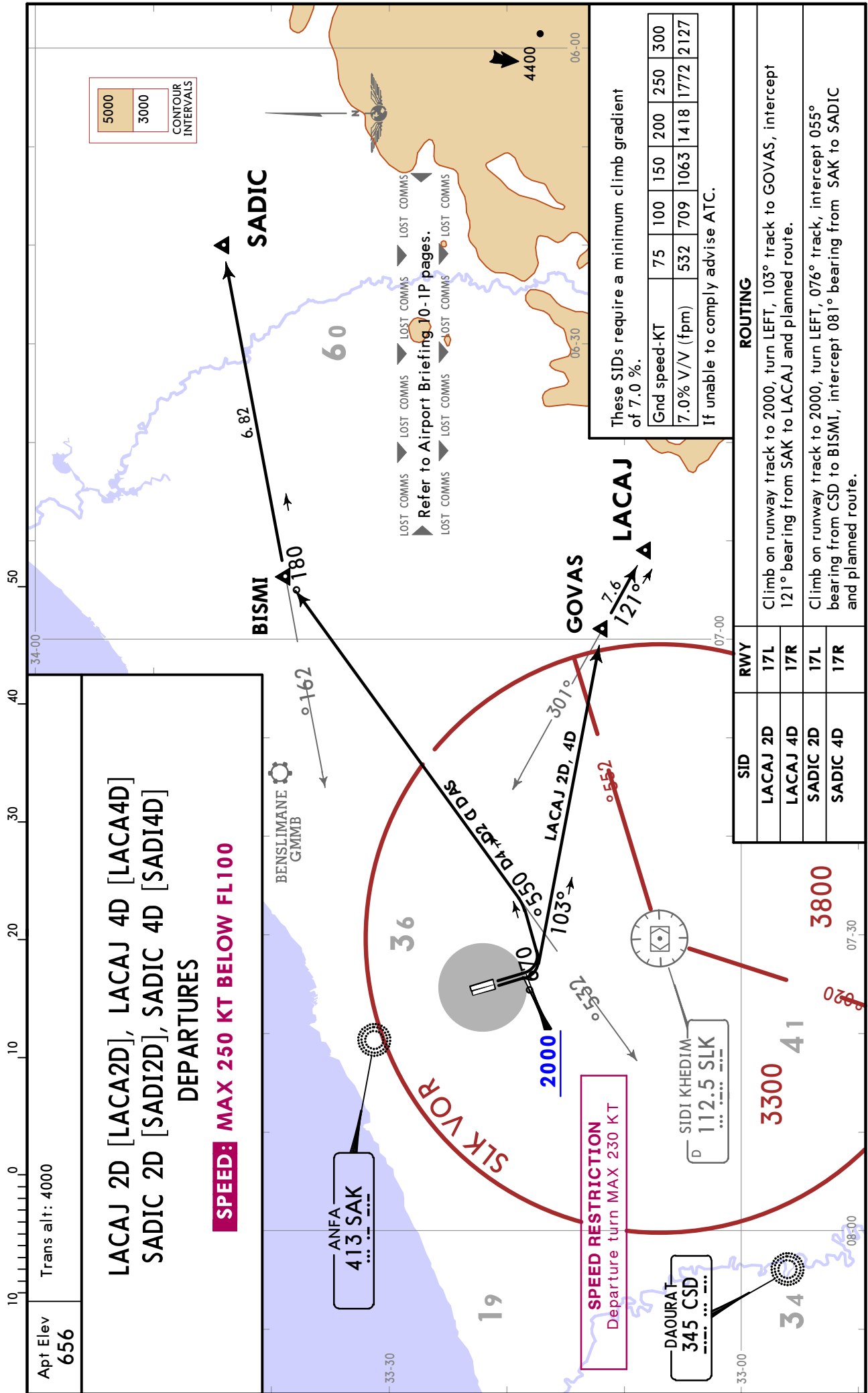
JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-3 Eff 12 Sep SID



SID

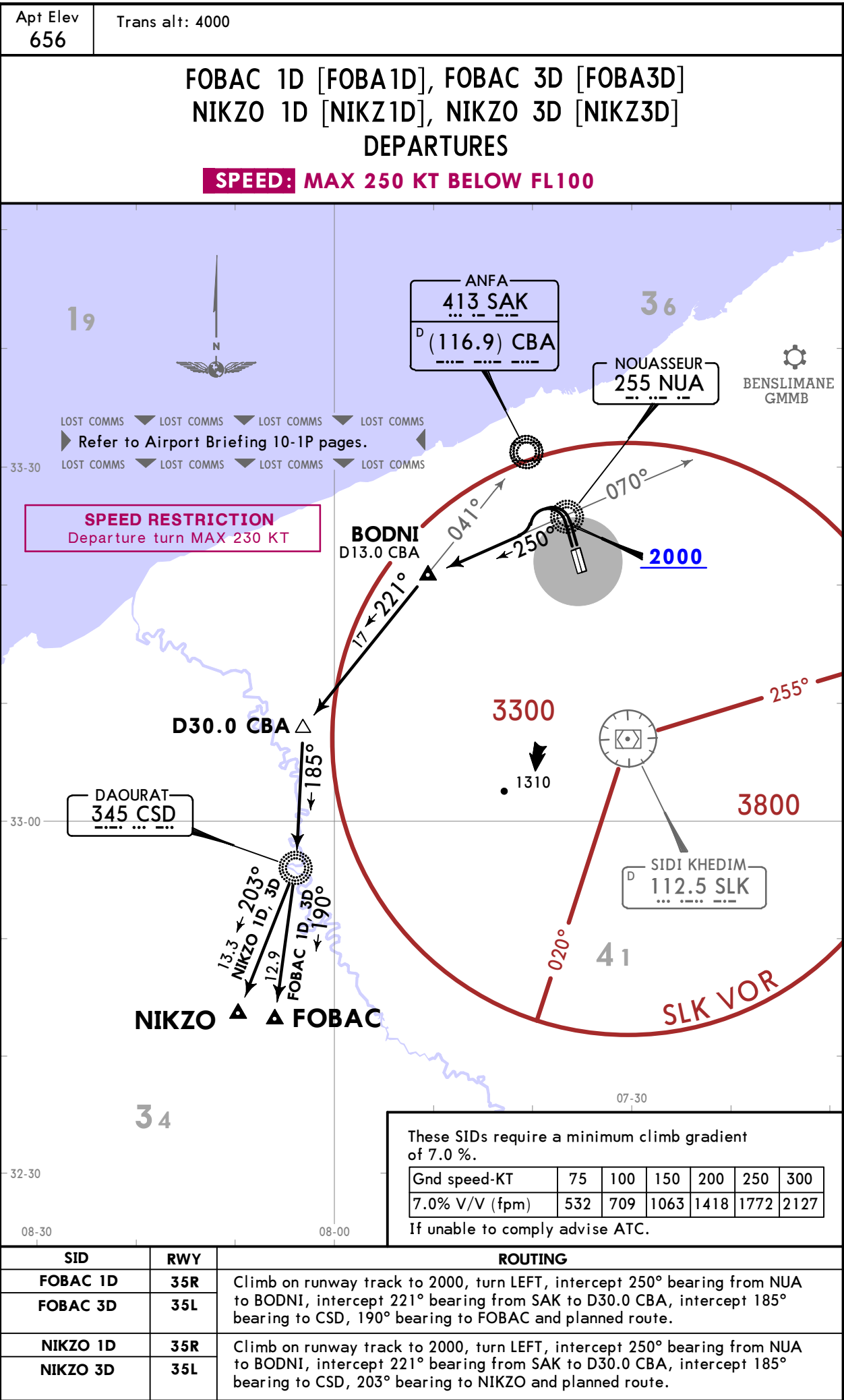
GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-3C Eff 12 Sep
SID



GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-3D Eff 12 Sep SID



GMMN/CMN
MOHAMMED V INTL

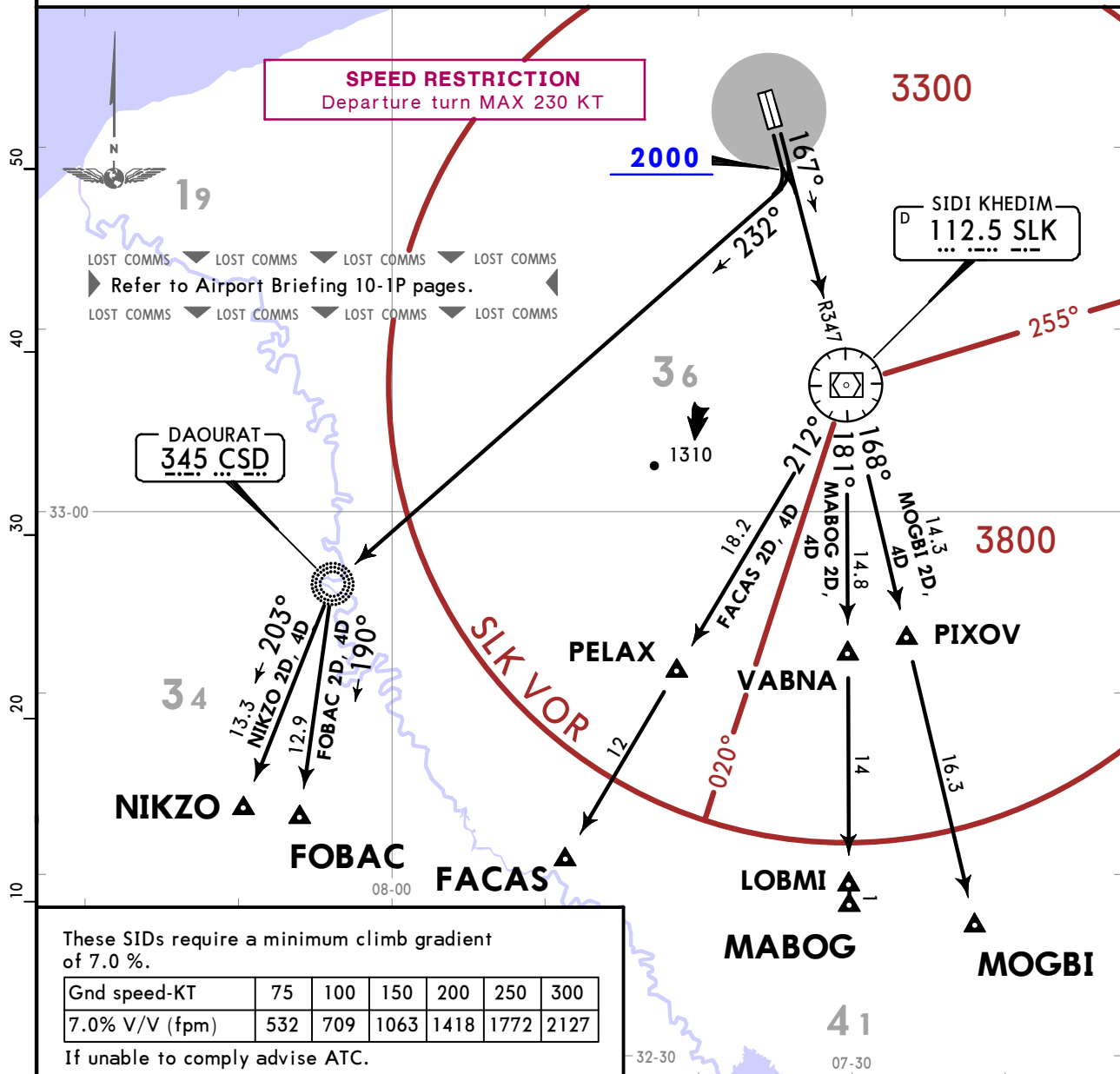
JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 **10-3E** **Eff 12 Sep** **SID**

Apt Elev
656

Trans alt: 4000

FACAS 2D [FACA2D], FACAS 4D [FACA4D]
FOBAC 2D [FOBA2D], FOBAC 4D [FOBA4D]
NIKZO 2D [NIKZ2D], NIKZO 4D [NIKZ4D]
MABOG 2D [MABO2D], MABOG 4D [MABO4D]
MOGBI 2D [MOGB2D], MOGBI 4D [MOGB4D]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100



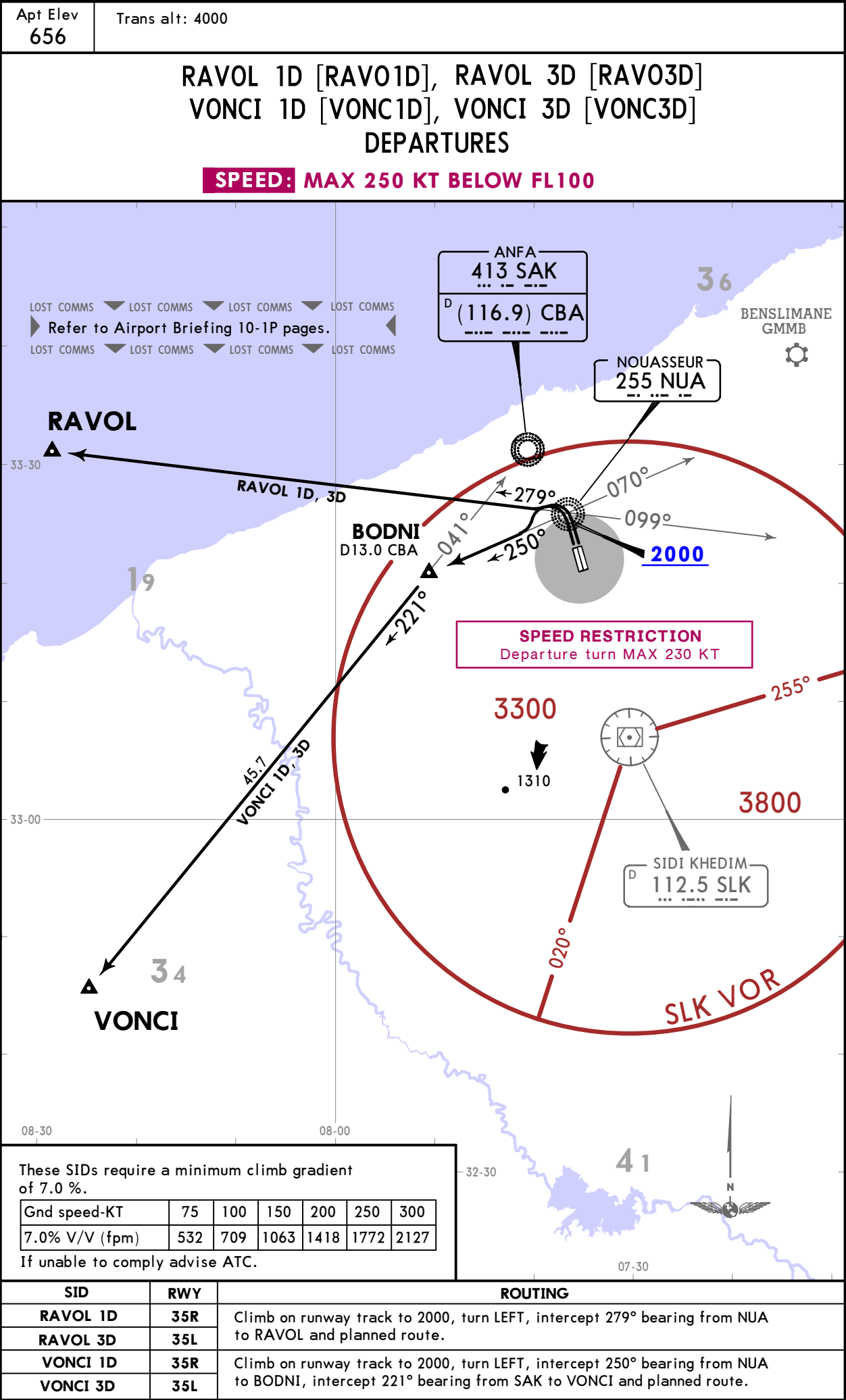
SID	RWY	ROUTING
FACAS 2D	17L	Climb on runway track, intercept SLK R347 inbound to SLK, SLK R212 to FACAS and planned route.
FACAS 4D	17R	
FOBAC 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept 232° bearing to CSD, 190° bearing to FOBAC and planned route.
FOBAC 4D	17R	
NIKZO 2D	17L	Climb on runway track to 2000, turn RIGHT, intercept 232° bearing to CSD, 203° bearing to NIKZO and planned route.
NIKZO 4D	17R	
MABOG 2D	17L	Climb on runway track, intercept SLK R347 inbound to SLK, SLK R181 to MABOG and planned route.
MABOG 4D	17R	
MOGBI 2D	17L	Climb on runway track, intercept SLK R347 inbound to SLK, SLK R168 to MOGBI and planned route.
MOGBI 2D	17R	

CHANGES: New format; SIDs completely revised.

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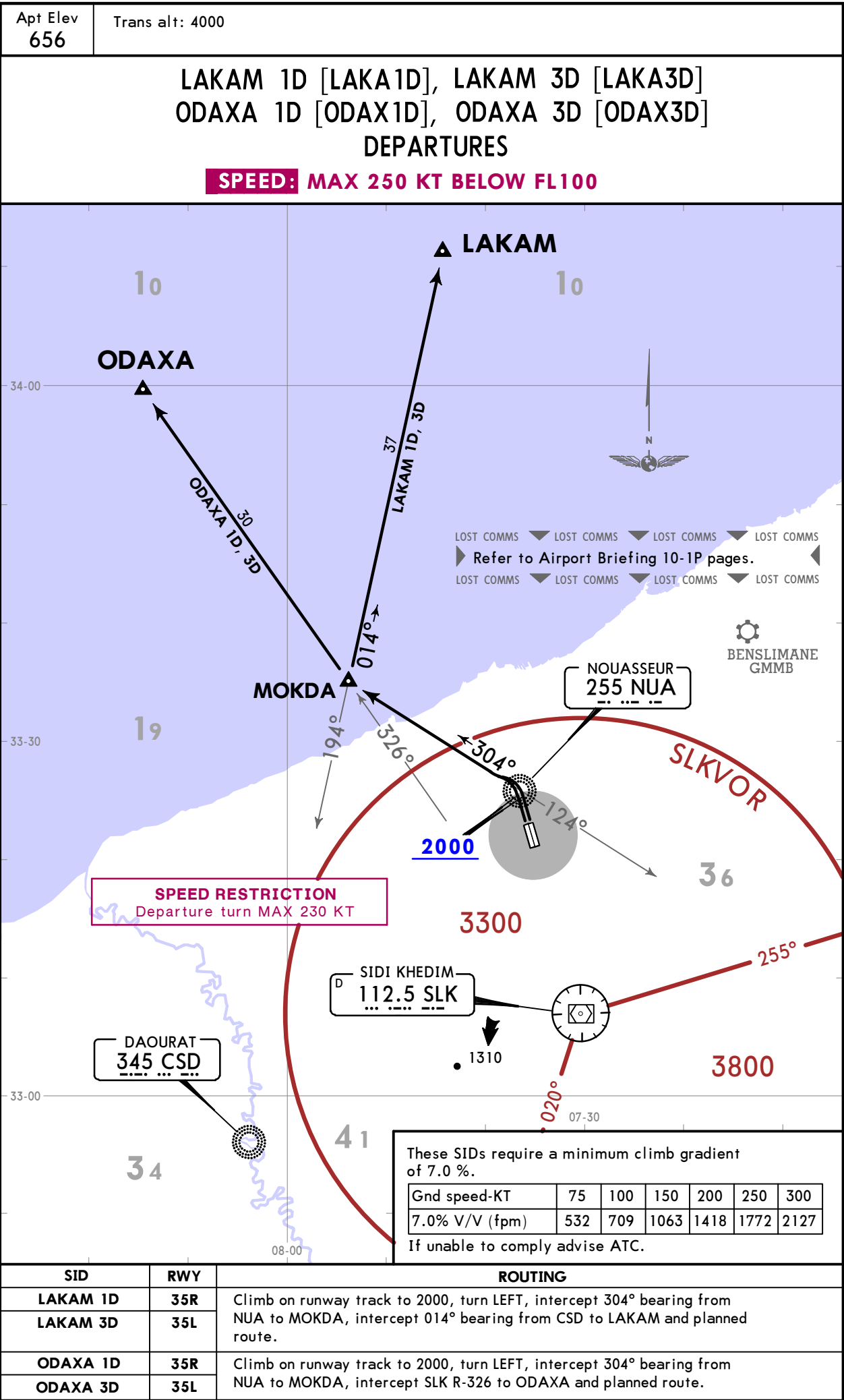
GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-3F Eff 12 Sep SID



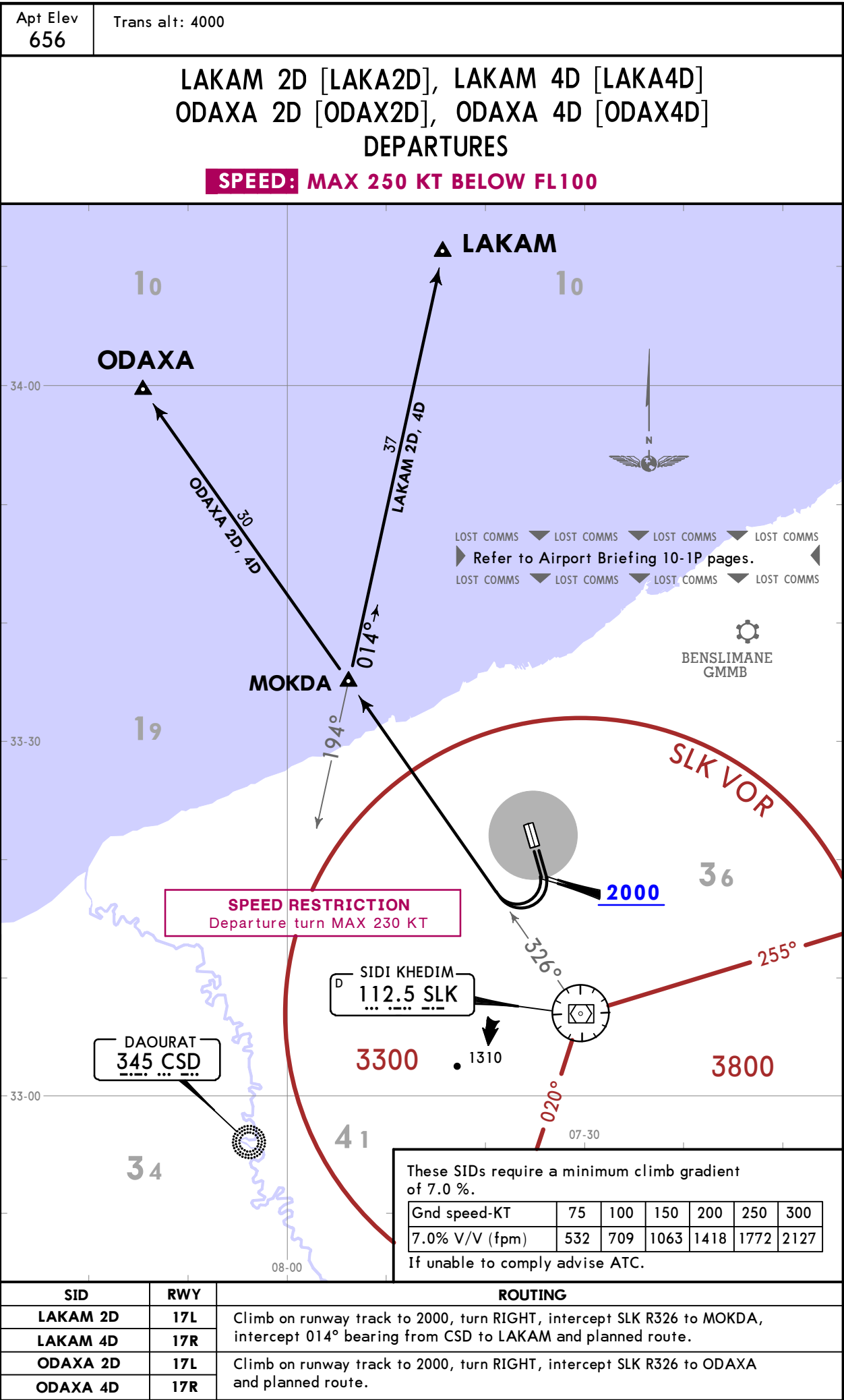
GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-3H Eff 12 Sep SID



GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 10-3J Eff 12 Sep SID



GMMN/CMN

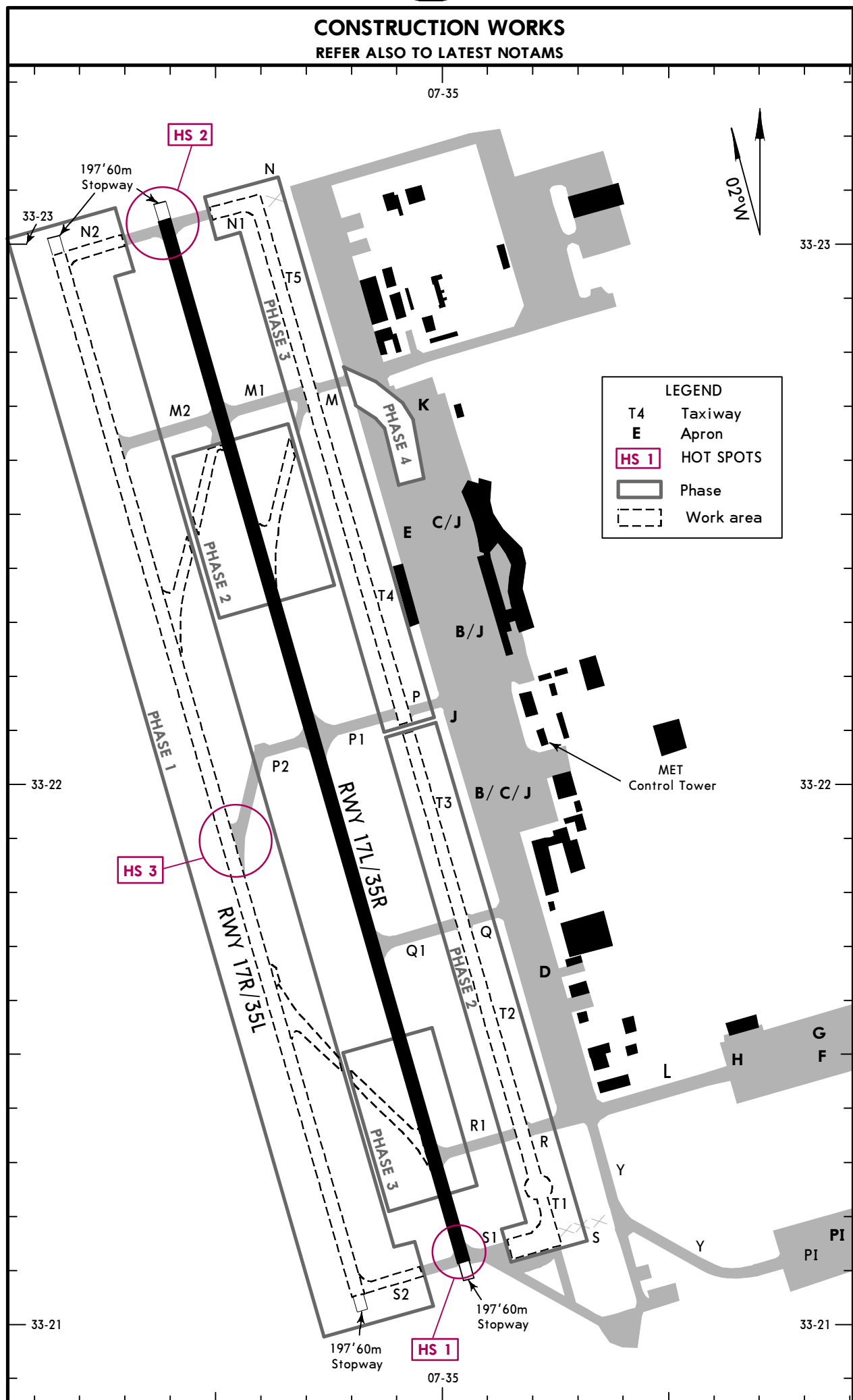


JEPPesen

CASABLANCA, MOROCCO

1 MAR 19 (10-8)

MOHAMMED V INTL



GMMN/CMN

 **JEPPesen**
1 MAR 19 **(10-8A)**

CASABLANCA, MOROCCO

MOHAMMED V INTL

CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 1

Periods of work:

From 28 FEB 19 to 10 OCT 19 from 0730 to 1800 UTC.

During the works of this phase:

RWY 17R/35L closed for take-offs and landings.

The runway in service remains the RWY 17L/35R.

PHASE 2

Periods of work:

From 18 OCT 19 to 18 MAR 20 from 0730 to 1800 UTC.

During the works of this phase:

RWY in use is RWY 17R/35L. RWY 17L/35R closed for take-offs and landings, however it is open for taxiing after landings and before take-offs

(except working areas). Change of ACFT taxiing routes.

PHASE 3

Periods of work:

From 19 MAR 20 to 09 JUL 20 from 0730 to 1800 UTC.

During the works of this phase:

RWY in use is RWY 17R/35L. RWY 17L/35R closed for take-offs and landings, however it is open for taxiing after landings and before take-offs (except working areas).

Change of ACFT taxiing routes:

- Departure route for RWY 35L via TWY Q or R followed by TWYs T1, S1, S2.
- Arrival route for RWY 35L via TWY P2, M2 or N2 followed backtracking RWY 35R to TWY Q and maintain position before the parallel TWY.
- Departure route for RWY 17R via TWY Q and backtrack RWY 17L to TWY M2 or N2.
- Arrival route for RWY 17R via TWY S2, S1, T1 followed by R or TWY S2, S1, T1, T2 followed by Q.

PHASE 4

Periods of work:

From 10 JUL 20 to 25 JUL 20 from 0730 to 1800 UTC.

During the works of this phase:

TWY M and related Apron entrance closed. Parking stands E1 thru E3 closed.

Change of ACFT taxiing routes:

- Departure route for RWY 35L via TWY P, Q or R.
- Arrival route for RWY 35L via TWY M2 or N2 and backtrack on RWY 35R to TWY P1 and P.
- Departure route for RWY 17R via TWY P and backtrack RWY 17L to TWY N2.
- Arrival route for RWY 17R via TWY S2 and S1 to avoid the crossing of ACFT on the ground at the entrance and exit of TWY P.

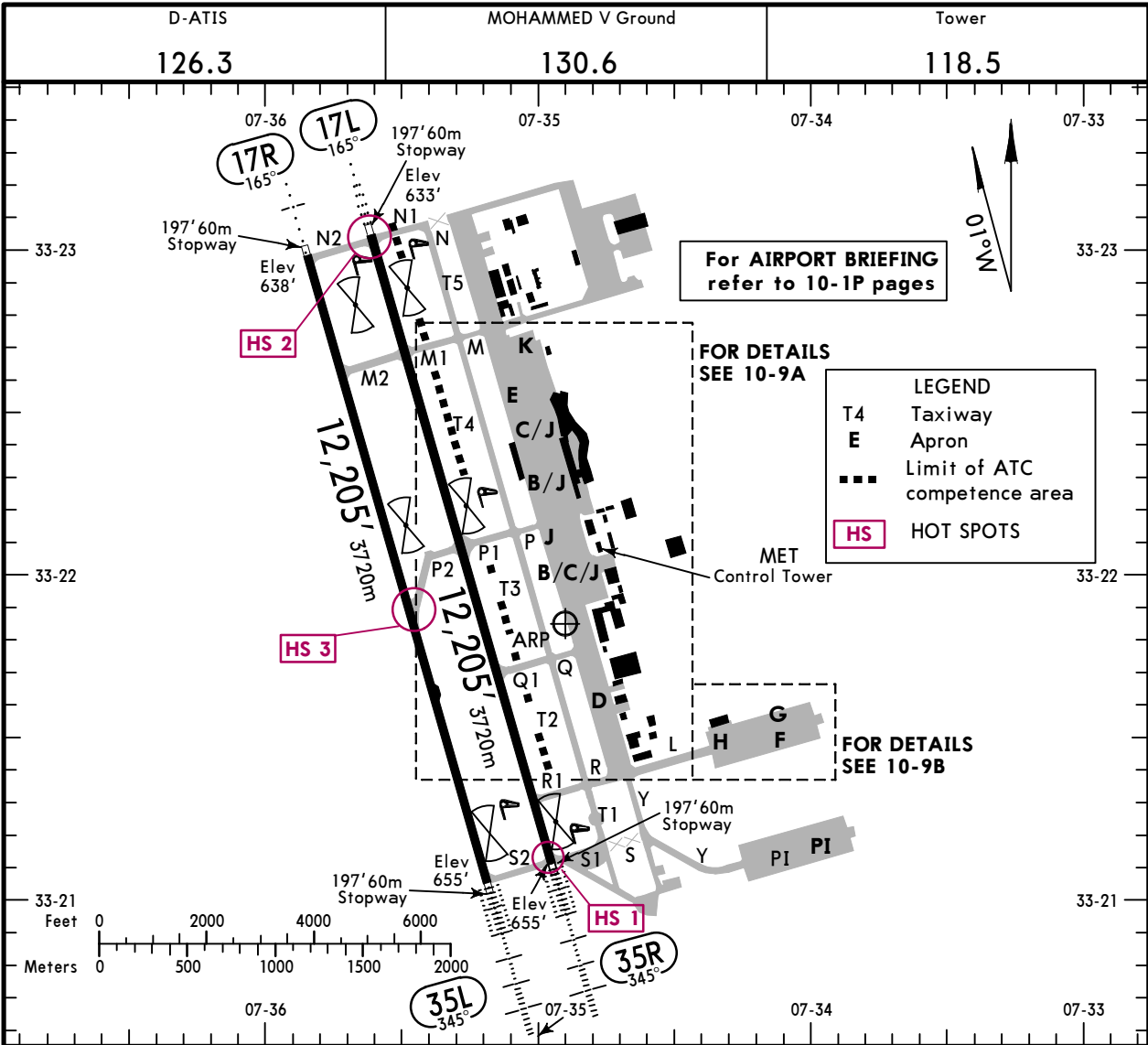
GMMN/CMN

Apt Elev **656'**
N33 21.9 W007 34.9

JEPPESSEN 21 FEB 20 **10-9** Eff 27 Feb

CASABLANCA, MOROCCO

MOHAMMED V INTL



ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	TAKE-OFF
						Threshold	WIDTH
17L	HIRL (60m)	CL (15m)	HIALS	PAPI (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)	HIALS	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.)

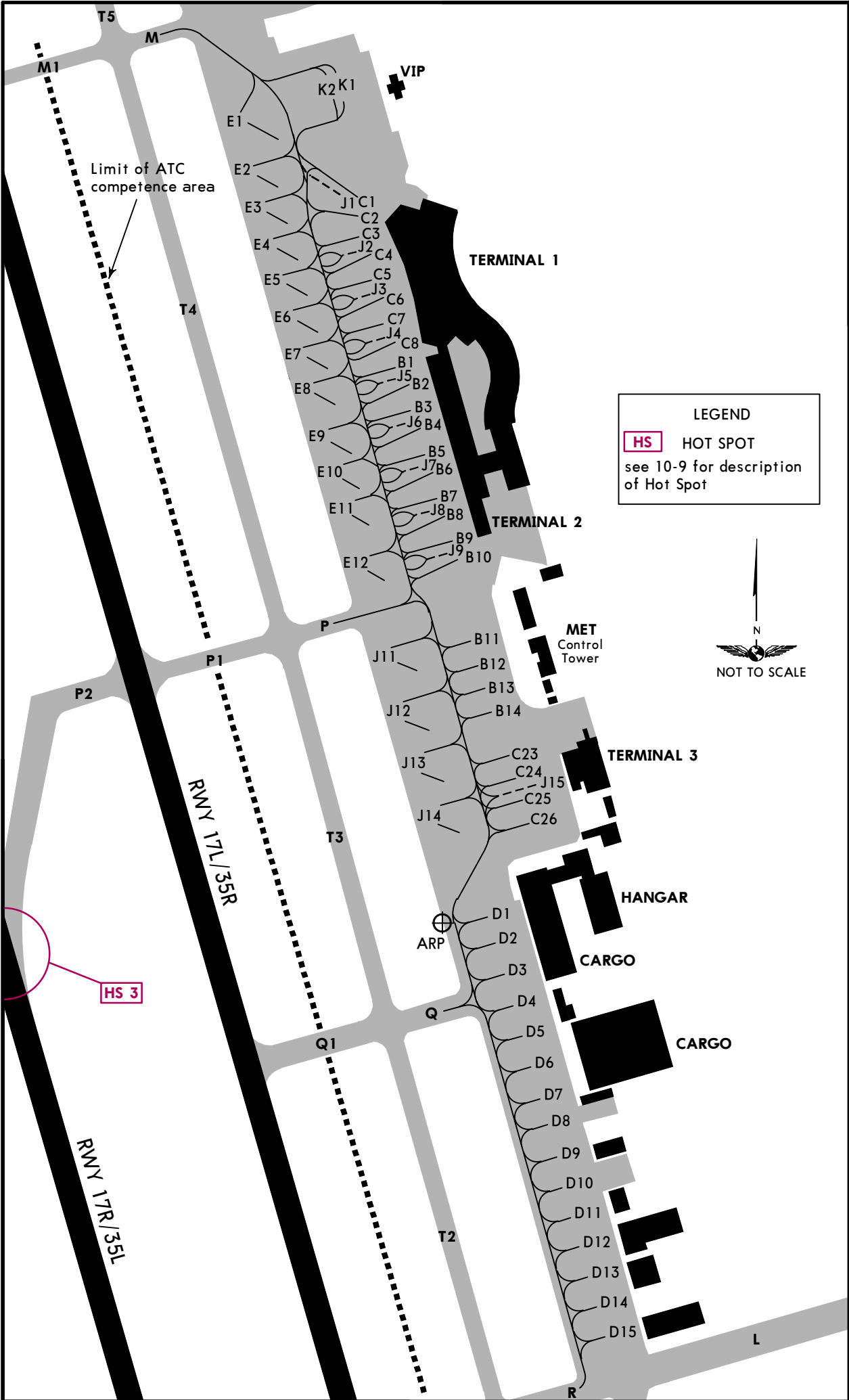
- HS 1** Pilots who are authorised to depart from Rwy 35 L/R via Twy S1/S2 have to be careful not to confuse the holding position of parallel Rwy.
- HS 2** Pilots who are authorised to depart from Rwy 17 L/R via Twy N1/N2 have to be careful not to confuse the holding position of parallel Rwy.
- HS 3** After landing on Rwy 35L pilots have to be careful, Twy P2 is no rapid-exit Twy. Exit Rwy via P2 shall be carried out with normal speed.

TAKE-OFF

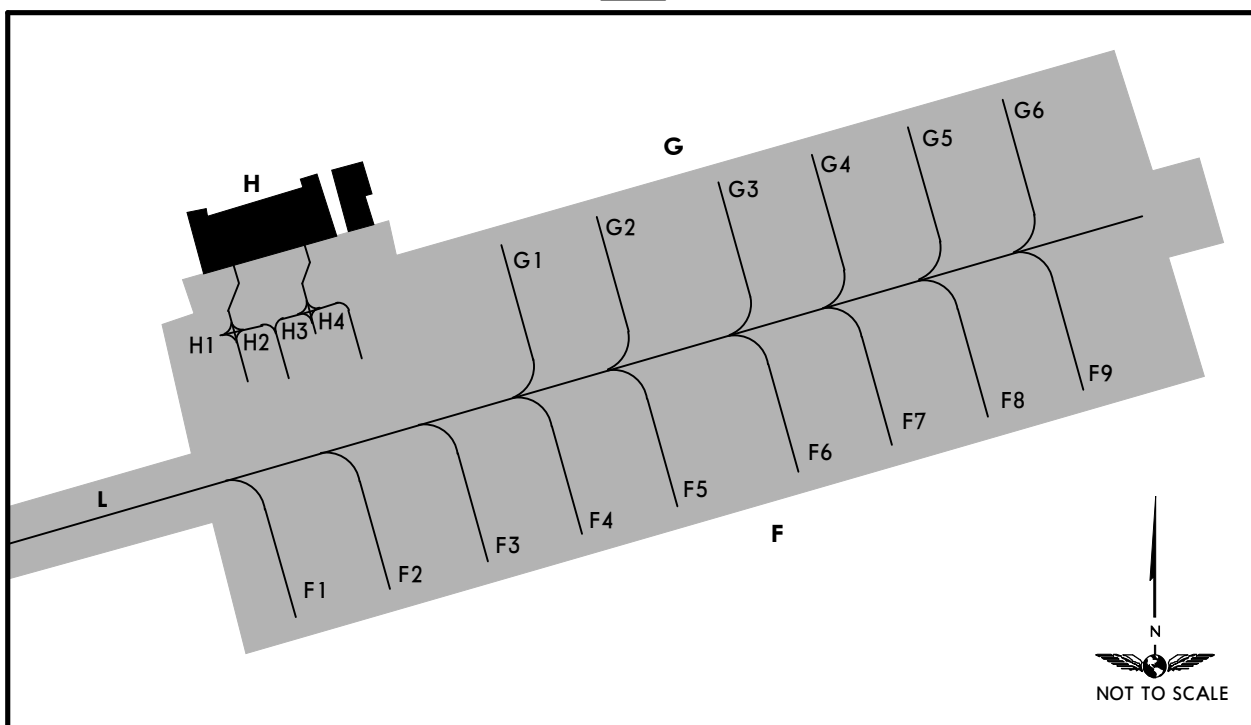
AIR CARRIER (JAA)				AIR CARRIER (FAR 121)		
All Rwys				All Rwys		
LVP must be in force						
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		CL and RCLM and two RVR req	Adequate Vis Ref
A				2 Eng		
B	200m (150m)	250m	400m	3 & 4 Eng	RVR 175m	RVR 500m
C						VIS 400m
D	250m (200m)	300m				

GMMN/CMN

JEPPESSEN CASABLANCA, MOROCCO
21 FEB 20 **(10-9A)** Eff 27 Feb **MOHAMMED V INTL**



GMMN/CMN

27 JUL 18 **10-9B**
JEPPESEN CASABLANCA, MOROCCO
MOHAMMED V INTL

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
B1	N33 22.4 W007 35.0	643	E7	N33 22.4 W007 35.1	642
B2, B3	N33 22.4 W007 34.9	643	E8	N33 22.4 W007 35.0	643
B4 thru B6	N33 22.3 W007 34.9	643	E9 thru E11	N33 22.3 W007 35.0	643
B7	N33 22.3 W007 34.9	644	E12	N33 22.2 W007 35.0	643
B8	N33 22.3 W007 34.9	643	F1	N33 21.4 W007 34.3	649
B9	N33 22.2 W007 34.9	643	F2	N33 21.5 W007 34.3	649
B10	N33 22.2 W007 34.9	642	F3, F4	N33 21.5 W007 34.2	649
B11	N33 22.1 W007 34.9	641	F5	N33 21.5 W007 34.2	648
B12, B13	N33 22.1 W007 34.8	641	F6, F7	N33 21.5 W007 34.1	648
B14	N33 22.0 W007 34.8	640	F8, F9	N33 21.5 W007 34.0	648
C1	N33 22.6 W007 35.0	641	G1, G2	N33 21.5 W007 34.2	648
C2	N33 22.6 W007 35.0	642	G3	N33 21.5 W007 34.1	648
C3	N33 22.5 W007 35.0	641	G4 thru G5	N33 21.6 W007 34.1	648
C4 thru C6	N33 22.5 W007 35.0	642	G6	N33 21.6 W007 34.0	649
C7	N33 22.5 W007 35.0	643	H1	N33 21.5 W007 34.4	646
C8	N33 22.4 W007 34.9	642	H2 thru H4	N33 21.5 W007 34.3	646
C23	N33 22.0 W007 34.8	643	J1	N33 22.6 W007 35.0	641
C24	N33 22.0 W007 34.8	644	J2, J3	N33 22.5 W007 35.0	642
C25	N33 22.0 W007 34.8	645	J4	N33 22.4 W007 34.9	642
C26	N33 22.0 W007 34.8	646	J5, J6	N33 22.4 W007 34.9	643
D1	N33 21.9 W007 34.8	644	J7, J8	N33 22.3 W007 34.9	643
D2 thru D4	N33 21.8 W007 34.8	643	J9	N33 22.2 W007 34.9	643
D5, D6	N33 21.7 W007 34.8	644	J11	N33 22.1 W007 34.9	644
D7	N33 21.7 W007 34.8	645	J12, J13	N33 22.0 W007 34.9	644
D8	N33 21.6 W007 34.8	646	J14	N33 21.9 W007 34.9	644
D9	N33 21.6 W007 34.7	646	J15	N33 22.0 W007 34.8	645
D10, D11	N33 21.6 W007 34.7	648	K1	N33 22.7 W007 35.0	640
D12 thru D14	N33 21.5 W007 34.7	649	K2	N33 22.7 W007 35.0	639
D15	N33 21.4 W007 34.7	650	PI	N33 21.1 W007 34.2	645
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	636			
E5	N33 22.5 W007 35.1	639			
E6	N33 22.4 W007 35.1	641			

CHANGES: Stands J1 thru J4 and C1 thru C8 coordinates.

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Standard

CASABLANCA, MOROCCO
MOHAMMED V INTL

STRAIGHT-IN RWY		A	B	C	D
17L	NDB ①	1100' (467') R1500m	1100' (467') R1500m	1100' (467') R1800m	1100' (467') R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
17R	ILS	870' (232') R800m	870' (232') R800m	880' (242') R800m	890' (252') R800m
	ALS out	R1200m	R1200m	R1300m	R1300m
	LOC ①	1100' (462') R1500m	1100' (462') R1500m	1100' (462') R1800m	1100' (462') R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
	NDB ①	1100' (462') R1500m	1100' (462') R1500m	1100' (462') R1800m	1100' (462') R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
35L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	760' (105') RA105' R300m	780' (125') RA123' R400m	790' (135') RA132' R400m	800' (145') RA142' R450m
	ILS	860' (205') R550m	860' (205') R550m	870' (215') R550m	880' (225') R550m
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	VOR ①	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	NDB ①	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
35R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	770' (115') RA115' R300m	780' (125') RA124' R400m	790' (135') RA133' R400m	800' (145') RA141' R450m
	ILS	860' (205') R550m	860' (205') R550m	870' (215') R550m	880' (225') R550m
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	VOR ①	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	NDB ①	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m	1110' (455') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m

① Continuous Descent Final Approach.

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Standard

CASABLANCA, MOROCCO

MOHAMMED V INTL

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1150'(494') V1500m	1160'(504') V1600m	1280'(624') V2400m	1540'(884') V3600m

TAKE-OFF RWY 17L/R, 35L/R					
A B C D	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
B	125m	150m	200m	250m	400m
D	150m	200m	250m	300m	

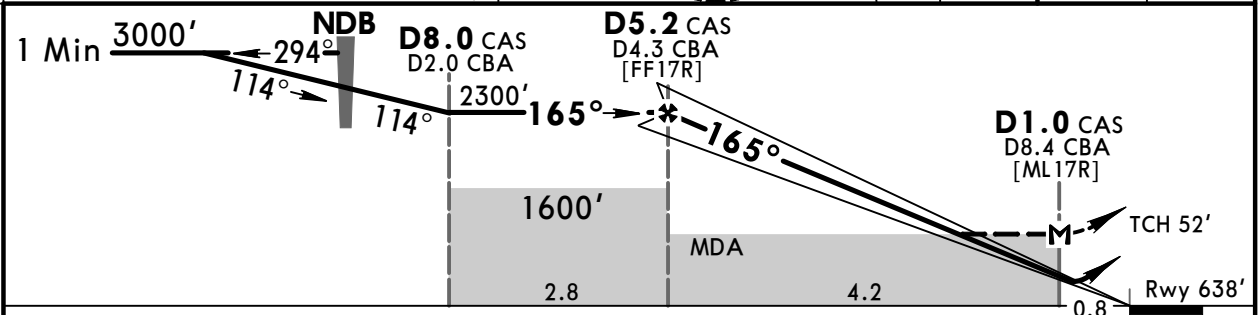
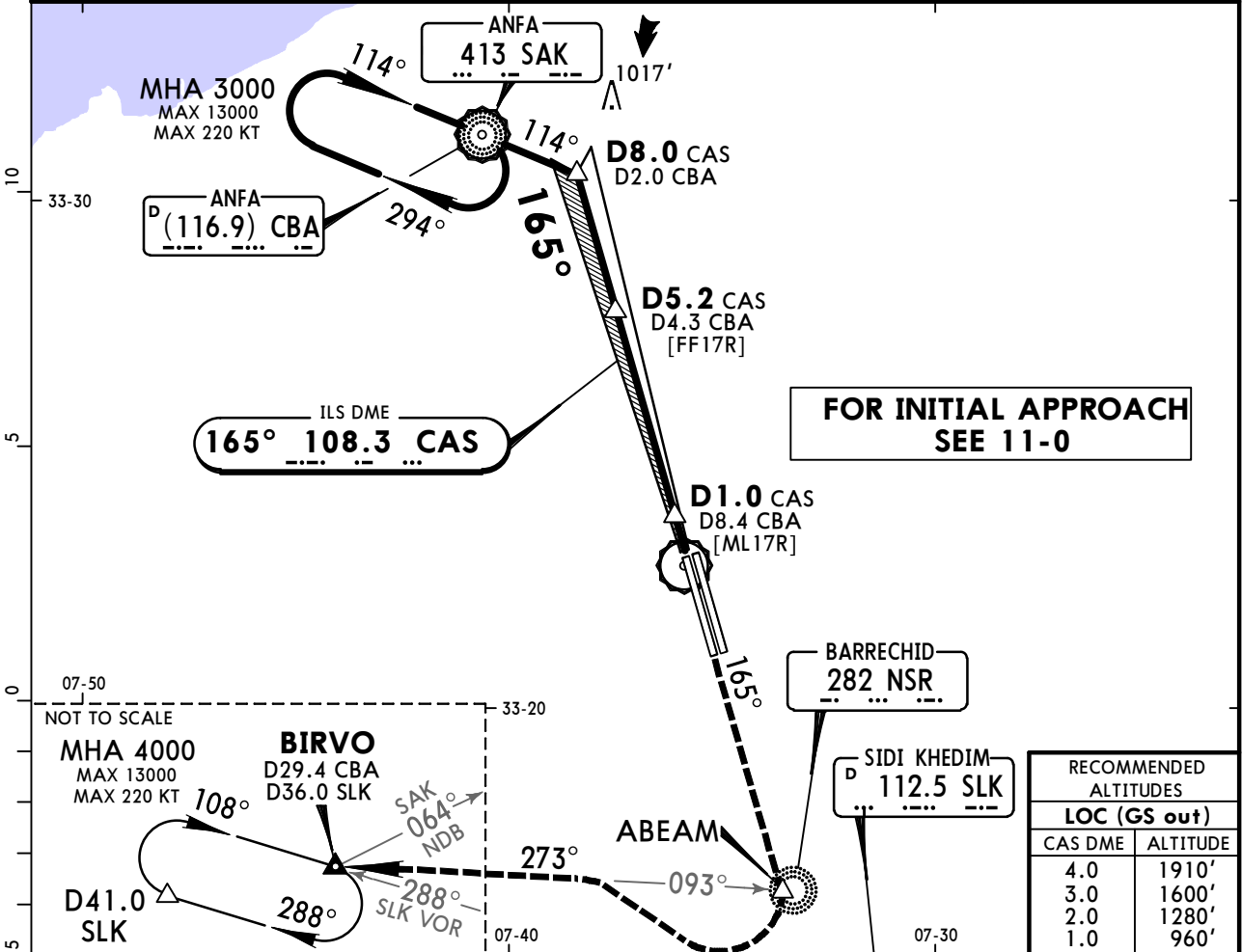
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MOHAMMED V INTL

JEPPESSEN
6 SEP 19
Eff 12 Sep 11-1

CASABLANCA, MOROCCO
ILS Z or LOC Z Rwy 17R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6
LOC CAS 108.3	Final Apch Crs 165°	GS D5.2 CAS 2300' (1662')	ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 638'		3000 MSA SAK NDB
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NSR NDB, then turn RIGHT onto 273° from NSR NDB and proceed 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	HTALS PAPI: PAPI	ABEAM NSR 282
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 CAS/D8.4 CBA								

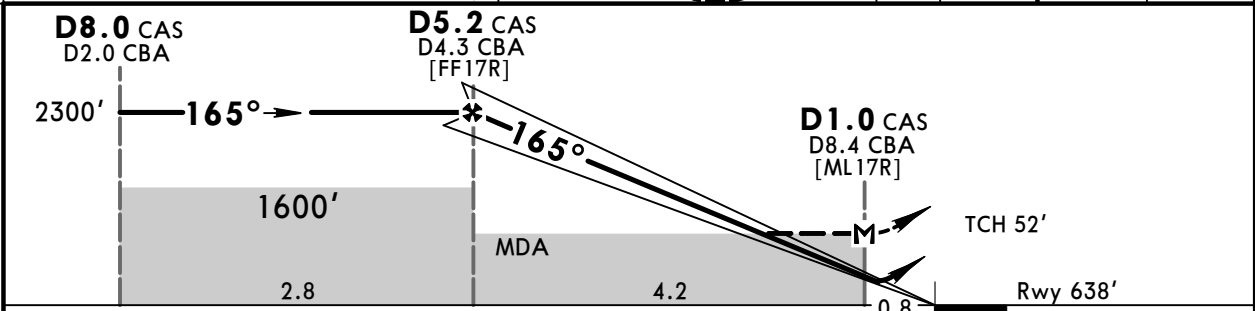
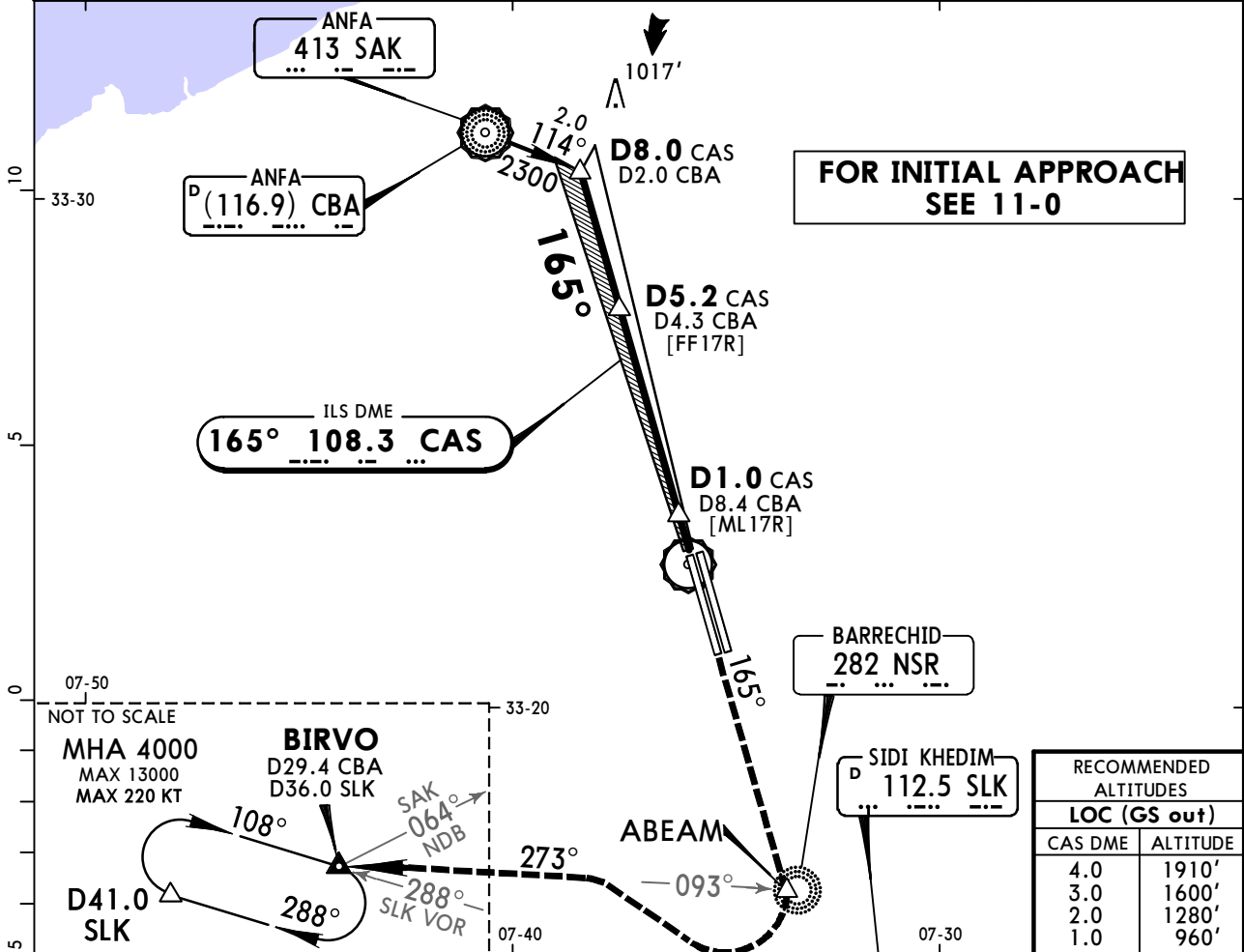
ILS STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
DA(H) AB: 870' (232')		C: 880' (242') D: 890' (252')		LOC (GS out) MDA(H) 1100' (462')		Max Kts	
FULL		ALS out		ALS out		MDA(H)	
A		1200m		RVR 1500m VIS 1600m		100	
B		1200m		2000m		135	
C		1200m		2400m		180	
D		1200m		2400m		205	

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19
Eff 12 Sep 11-2

CASABLANCA, MOROCCO
ILS Y or LOC Y Rwy 17R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC CAS 108.3	Final Apch Crs 165°	GS D5.2 CAS 2300'(1662')	ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 638'		3000 MSA SAK NDB	
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NSR NDB, then turn RIGHT onto 273° from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC			
CBA DME required.							



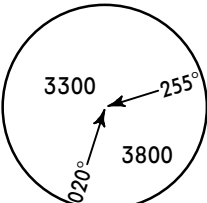
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI: PAPI	ABEAM NSR 282
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 CAS/D8.4 CBA								

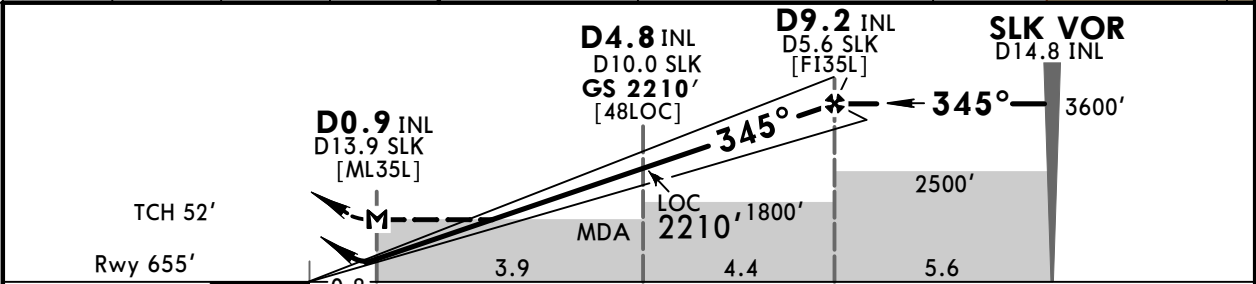
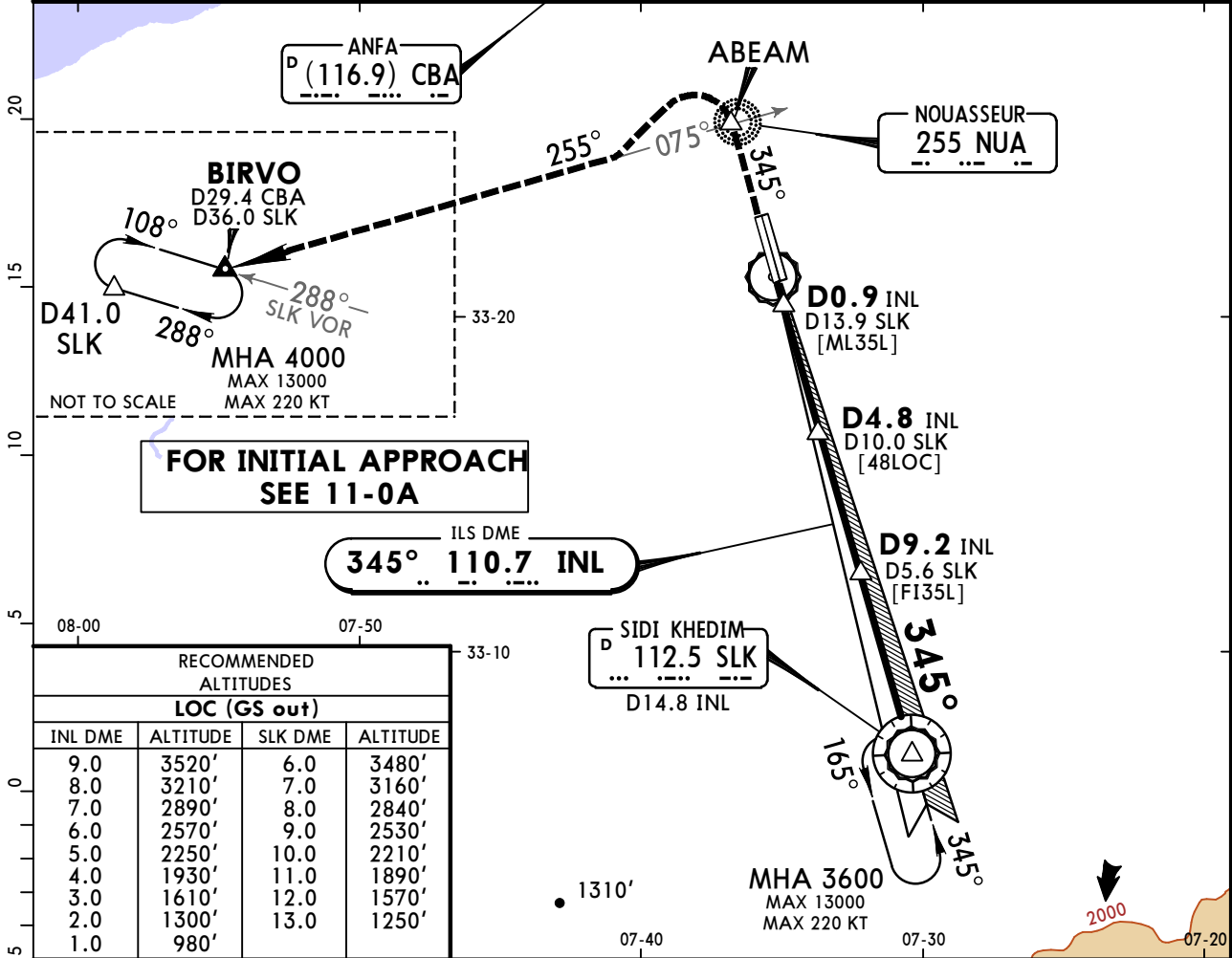
ILS STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
DA(H) AB: 870' (232')		C: 880' (242') D: 890' (252')		LOC (GS out) MDA(H) 1100' (462')			
FULL		ALS out		ALS out			
PANS OPS	A			1200m	RVR 1500m VIS 1600m	100	1150' (494') 1600m
	B					135	
	C	1200m		2000m		180	1280' (624') 2800m
	D			2400m		205	1540' (884') 4800m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19
Eff 12 Sep 11-3

CASABLANCA, MOROCCO
ILS Z or LOC Z Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6
LOC INL 110.7	Final Apch Crs 345°	GS D4.8 INL 2210' (1555')	ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 655'		
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NDB, then turn LEFT onto 255° from NDB and proceed to BIRVO climbing to 4000', or as directed.						
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 4000'	
SLK DME required.						MSA SLK VOR



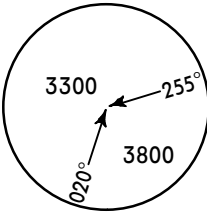
0.8									
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	ABEAM NUA 255 ↑	
ILS GS or LOC Descent Angle	3.06°	379	487	541	650	758			866
MAP at D0.9 INL/D13.9 SLK									

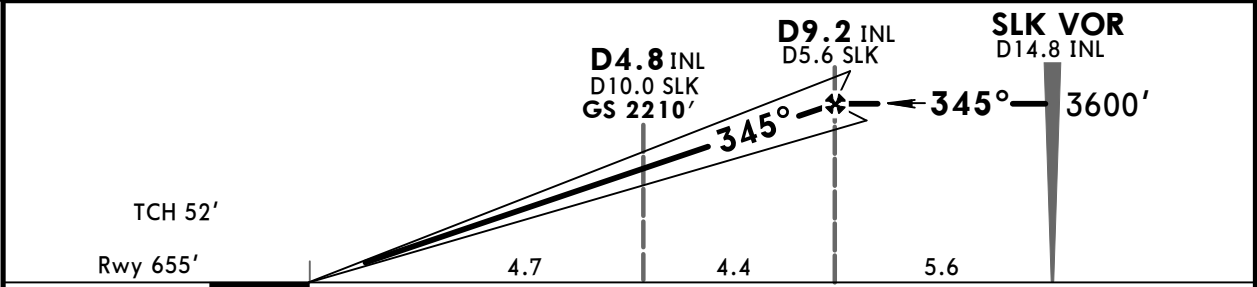
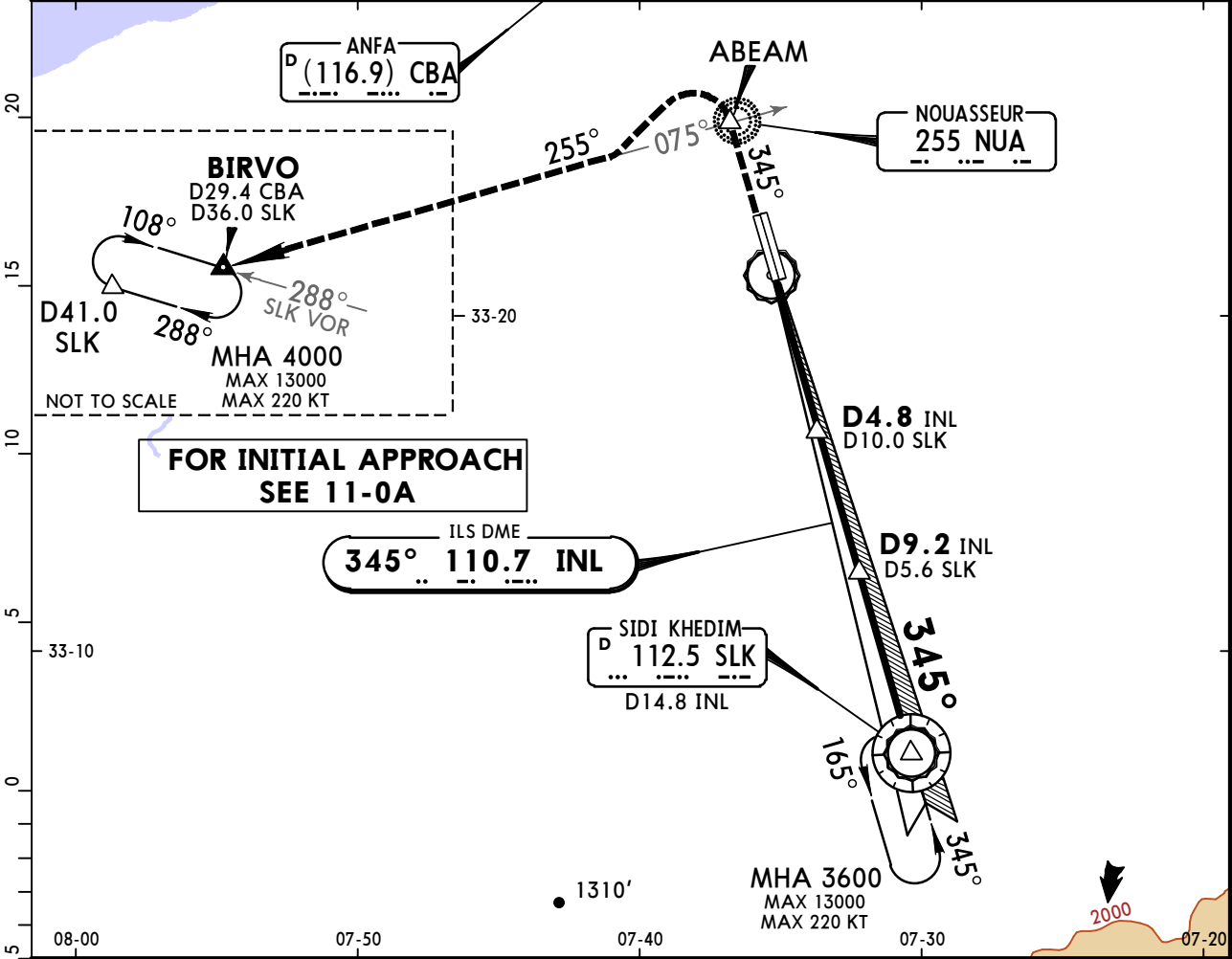
ILS STRAIGHT-IN LANDING RWY 35L						CIRCLE-TO-LAND			
DA(H) AB: 860' (205') C: 870' (215') D: 880' (225')			LOC (GS out) MDA(H) 1110' (455')						
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)		
A				RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494')		
B						135			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m	2000m	180	1280' (624')		
D				1600m	2400m	205	1540' (884')		

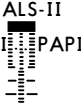
GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19
Eff 12 Sep 11-3A

CASABLANCA, MOROCCO
CAT II ILS Z Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INL 110.7	Final Apch Crs 345°	GS D4.8 INL 2210' (1555')	CAT II ILS Refer to Minimums	Apt Elev 656' Rwy 655'			
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NDB, then turn LEFT onto 255° from NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC			
1. SLK DME required.		2. Special Aircrew & Acft Certification Required.		Trans alt: 4000'		MSA SLK VOR	



Gnd speed-Kts	70	90	100	120	140	160			ABEAM NUA 255 ↑
GS	3.06°	379	487	541	650	758			

STRAIGHT-IN LANDING RWY 35L CAT II ILS			
A RA 105' DA(H) 760' (105')	B RA 123' DA(H) 780' (125')	C RA 132' DA(H) 790' (135')	D RA 142' DA(H) 800' (145')
RVR 300m	RVR 400m		RVR 450m

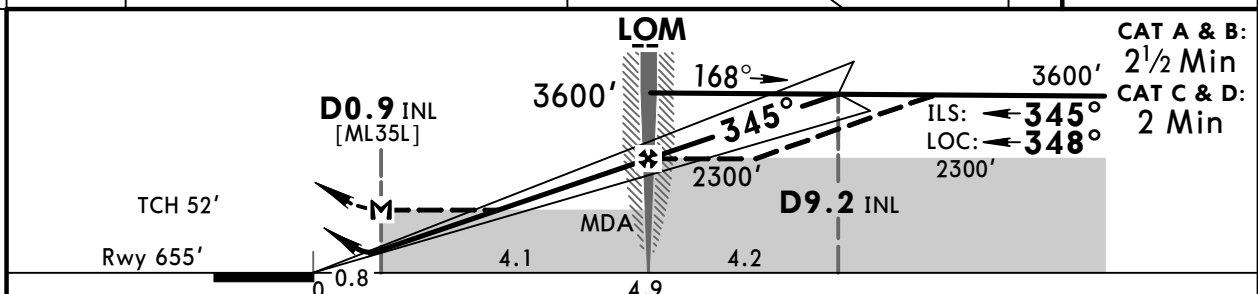
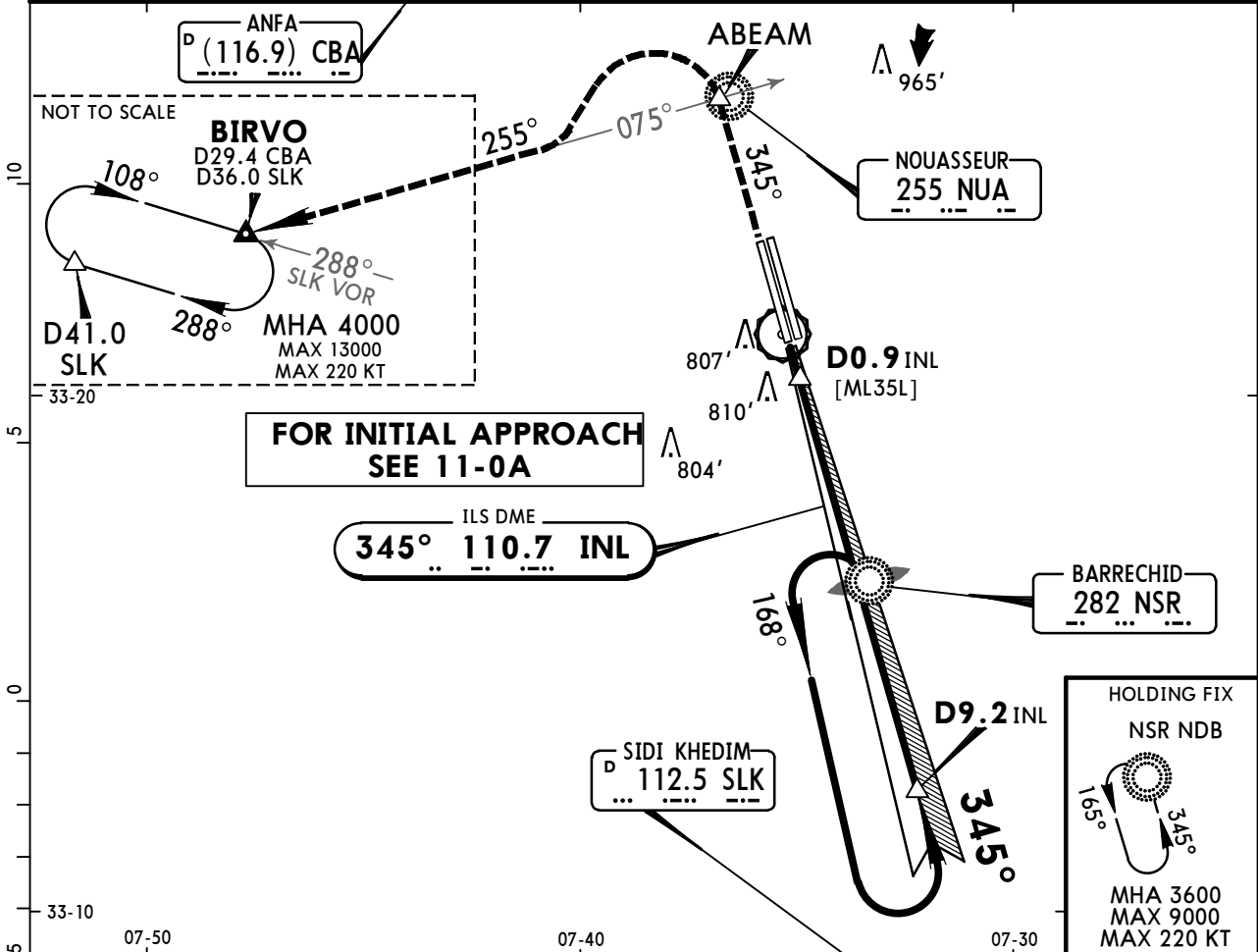
GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
 6 SEP 19
 Eff 12 Sep **(11-4)**

CASABLANCA, MOROCCO
ILS Y or LOC Y Rwy 35L

BRIEFING STRIP™

D-ATIS		MOHAMMED V Approach		MOHAMMED V Tower		Ground	
126.3		119.9		118.5		130.6	
LOC INL	Final Apch Crs	GS D9.2 INL	ILS DA(H) Refer to Minimums	Apt Elev 656'			
110.7	345°	3600' (2945')		Rwy 655'			
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NUA NDB, then turn LEFT onto 255° from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 4000'	
Racetrack restricted to MAX 220 KT.							
						MSA NSR NDB	



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

ILS STRAIGHT-IN LANDING RWY 35L						CIRCLE-TO-LAND			
DA(H) AB: 860' (205') C: 870' (215') D: 880' (225')				LOC (GS out) MDA(H) 1110' (455')		Max Kts	MDA(H)		
FULL		TDZ or CL out	ALS out		ALS out				
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494') 1600m		
B						135			
C						1200m	2000m	180	1280' (624') 2800m
D						1600m	2400m	205	1540' (884') 4800m

CHANGES: Bearings. Minimums.

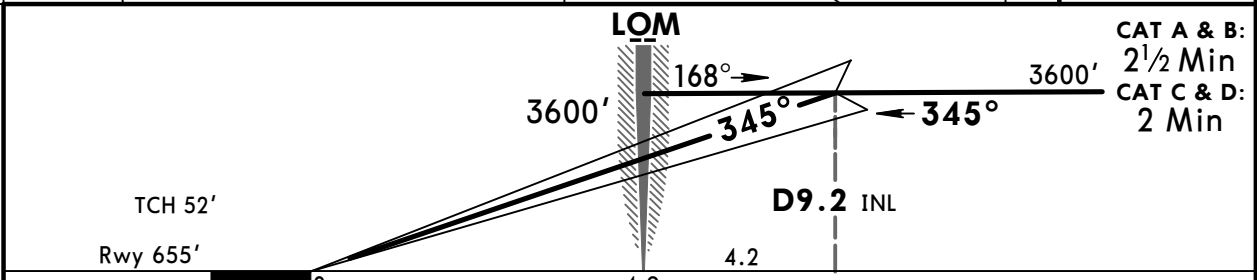
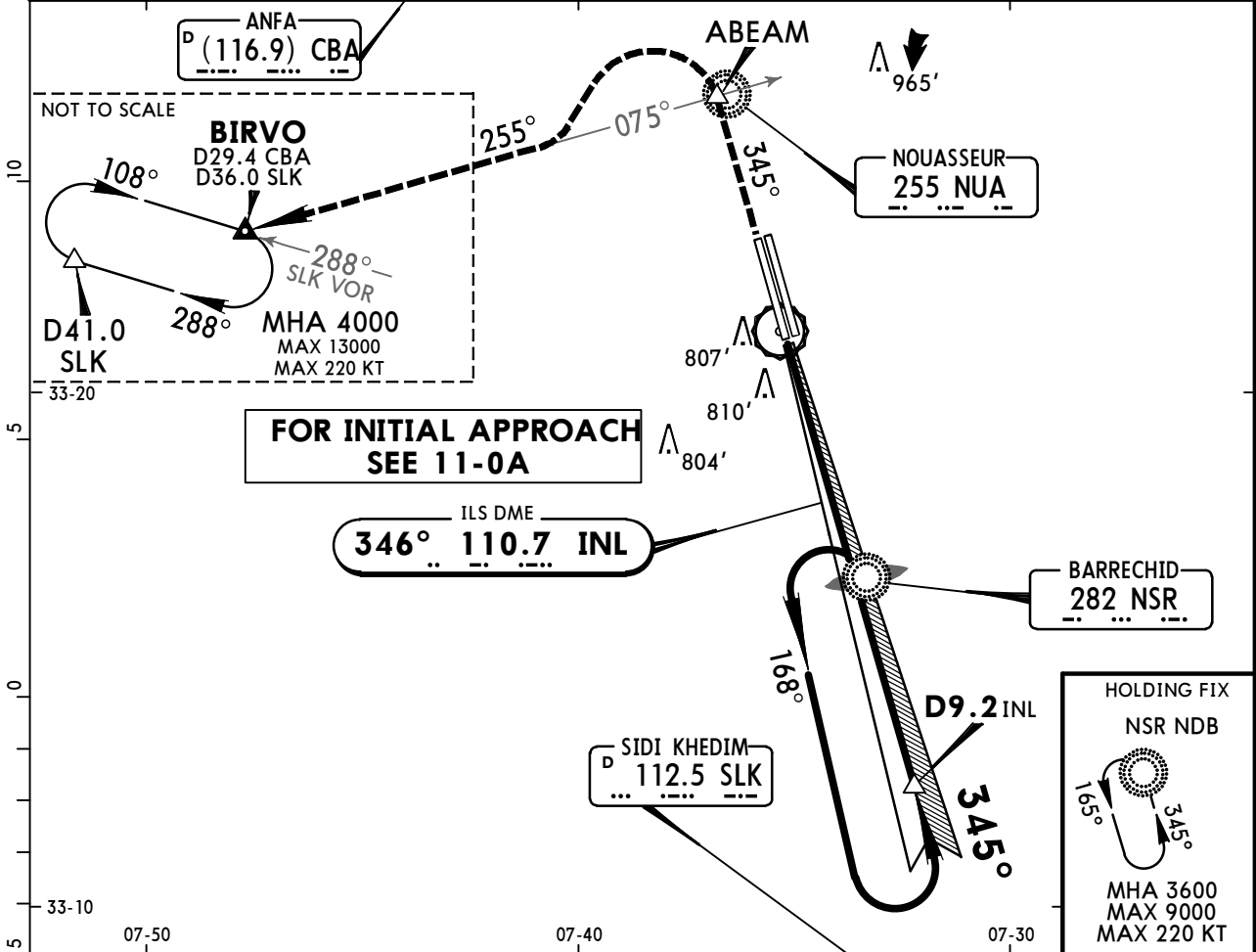
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GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19
Eff 12 Sep 11-4A

CASABLANCA, MOROCCO
CAT II ILS Y Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6
LOC INL 110.7	Final Apch Crs 345°	GS D9.2 INL 3600' (2945')	CAT II ILS Refer to Minimums	Apt Elev 656' Rwy 655'		 MSA NSR NDB
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NUA NDB, then turn LEFT onto 255° from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.						
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		
1. Special Aircrew & Acft Certification Required. 2. Racetrack restricted to MAX 220 KT.						
Trans alt: 4000'						



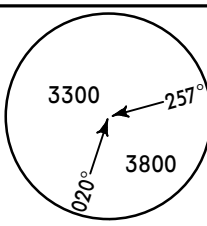
Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI PAPI	ABEAM NUA 255 ↑
GS	3.00°	372	478	531	637	743		

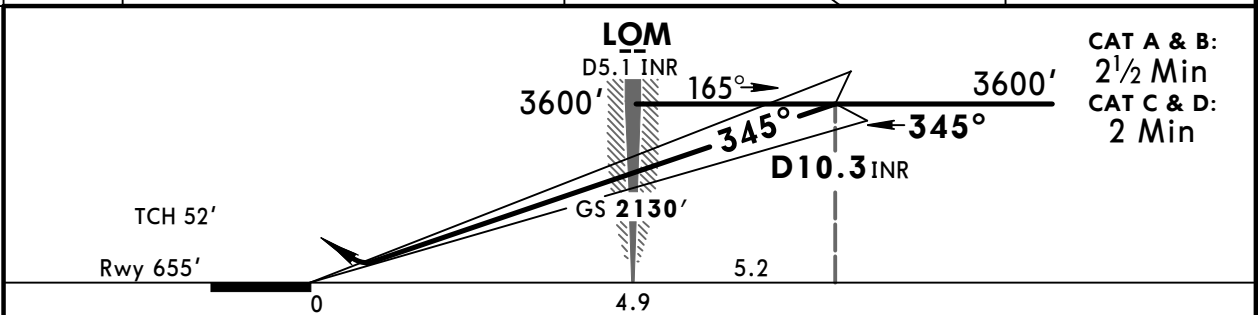
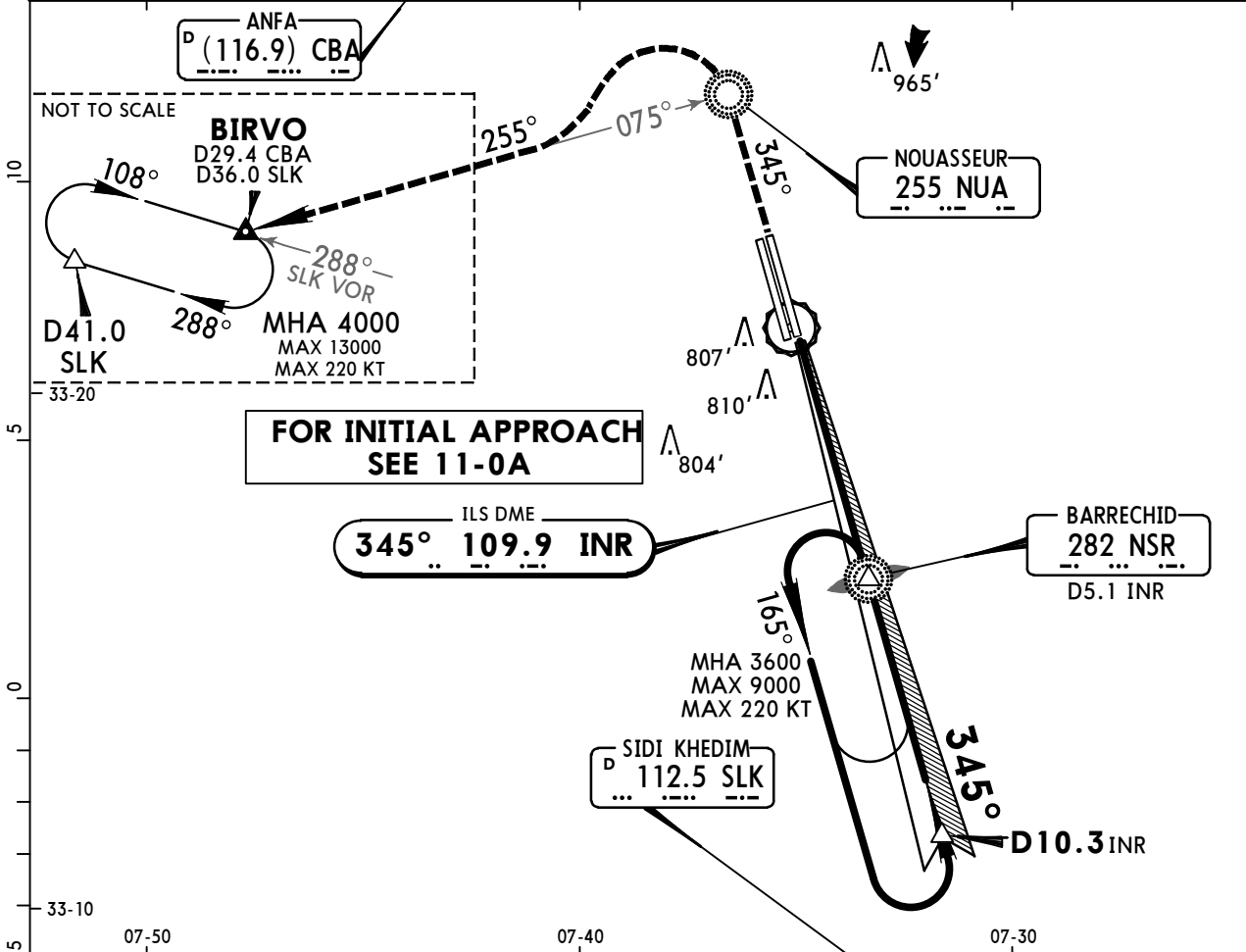
STRAIGHT-IN LANDING RWY 35L CAT II ILS			
A RA 105' DA(H) 760' (105')	B RA 123' DA(H) 780' (125')	C RA 132' DA(H) 790' (135')	D RA 142' DA(H) 800' (145')
RVR 300m	RVR 400m		RVR 450m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 11-5 Eff 12 Sep

CASABLANCA, MOROCCO
ILS Z Rwy 35R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INR 109.9	Final Apch Crs 345°	GS LOM 2130' (1475')	ILS DA(H) Refer to Minimums	Apt Elev 656' Rwy 655'			
MISSED APCH: Climb STRAIGHT AHEAD to NUA NDB, then turn LEFT onto 255° from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC			
Racetack restricted to MAX 220 KT.						MSA NSR NDB	



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

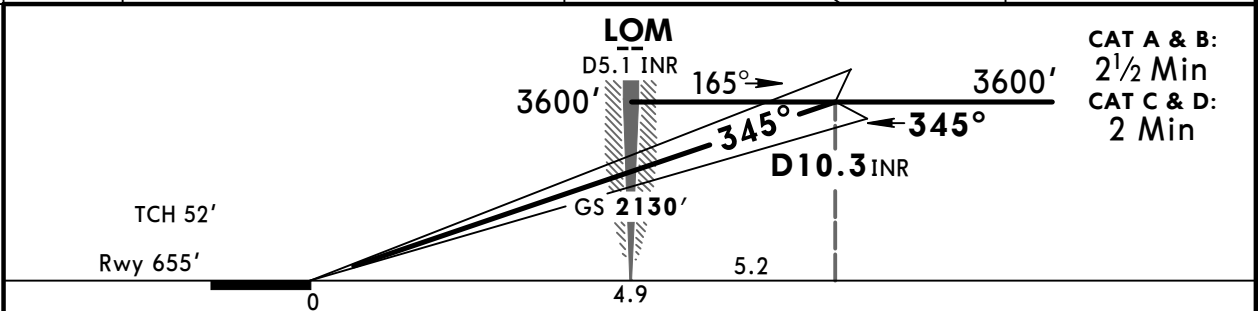
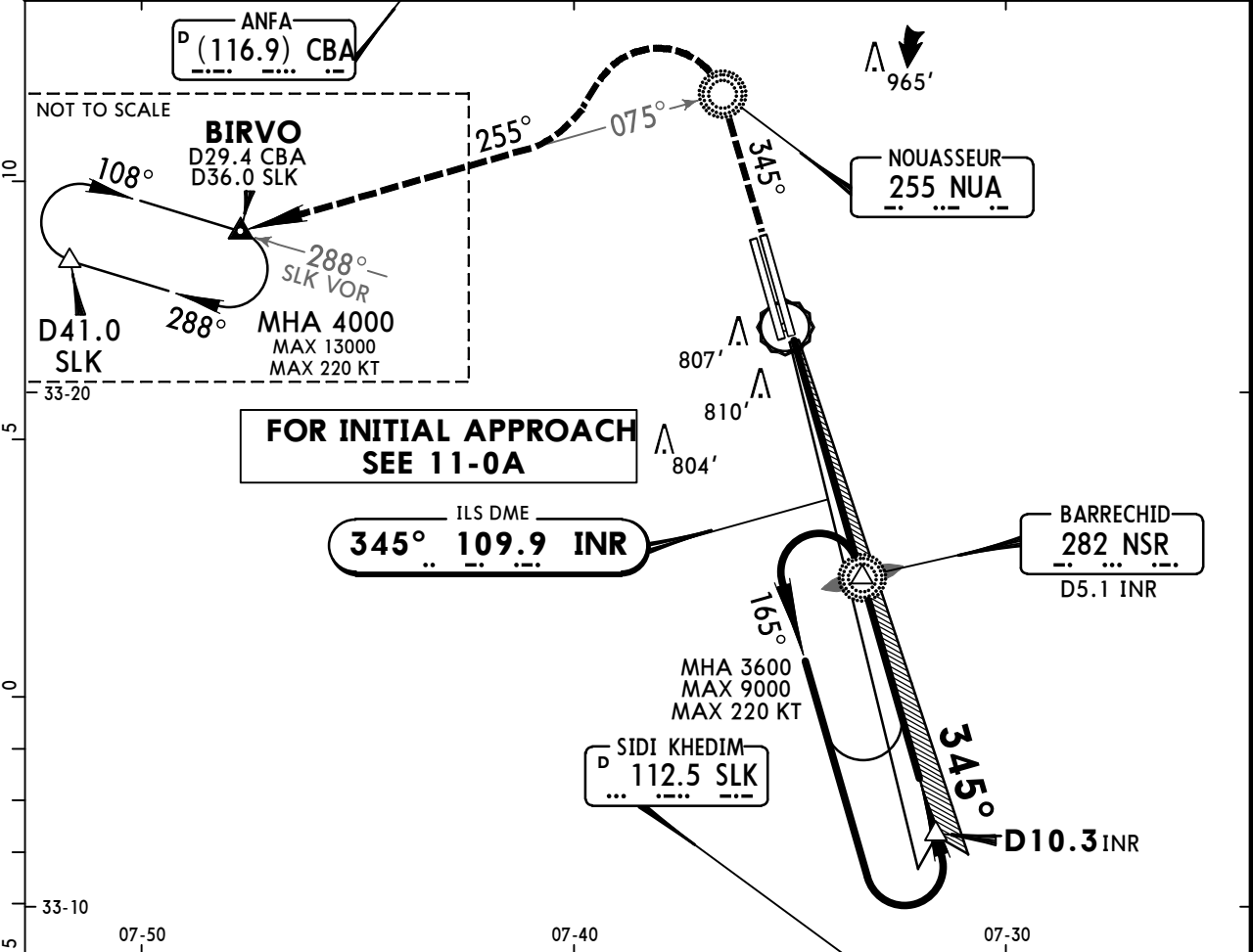
STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
DA(H) AB: 860' (205') C: 870' (215') D: 880' (225')							
FULL		TDZ or CL out	ALS out	Max Kts	MDA(H)		
A				100	1150' (494')		1600m
B				135			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	1280' (624')		2800m
D				205	1540' (884')		4800m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19
Eff 12 Sep 11-5A

CASABLANCA, MOROCCO
CAT II ILS Z Rwy 35R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
LOC INR 109.9	Final Apch Crs 345°	GS LOM 2130' (1475')	CAT II ILS Refer to Minimums		Apt Elev 656' Rwy 655'		 MSA NSR NDB
MISSED APCH: Climb STRAIGHT AHEAD to NUA NDB, then turn LEFT onto 255° from NUA NDB 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. Special Aircrew & Acft Certification Required. 2. Racetrack restricted to MAX 220 KT.							



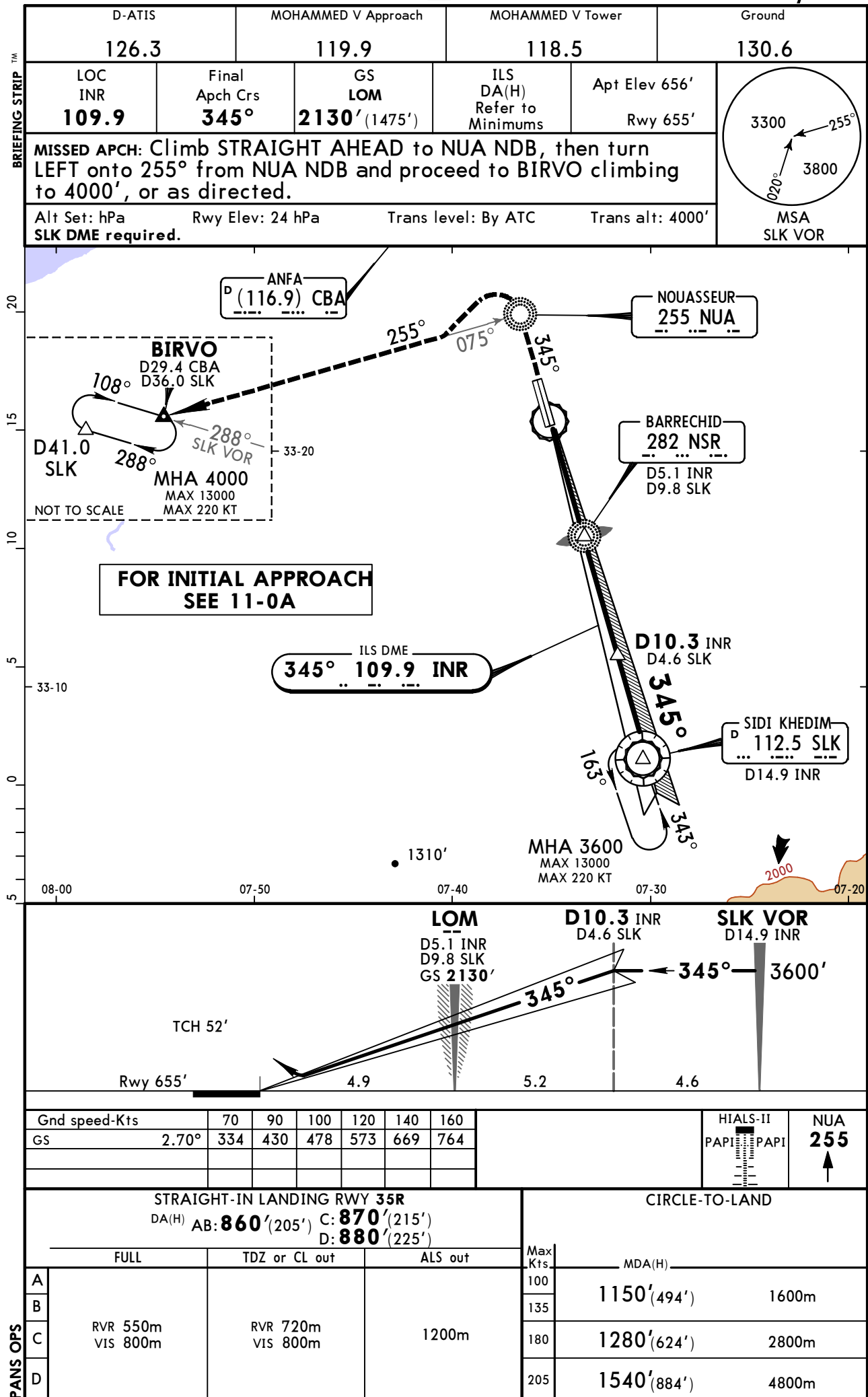
Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI	NUA 255 ↑
GS	2.70°	334	430	478	573	669		

STRAIGHT-IN LANDING RWY 35R CAT II ILS			
A RA 115' DA(H) 770' (115')	B RA 124' DA(H) 780' (125')	C RA 133' DA(H) 790' (135')	D RA 141' DA(H) 800' (145')
RVR 300m	RVR 400m		RVR 450m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 **11-6** Eff 12 Sep

CASABLANCA, MOROCCO
ILS Y Rwy 35R



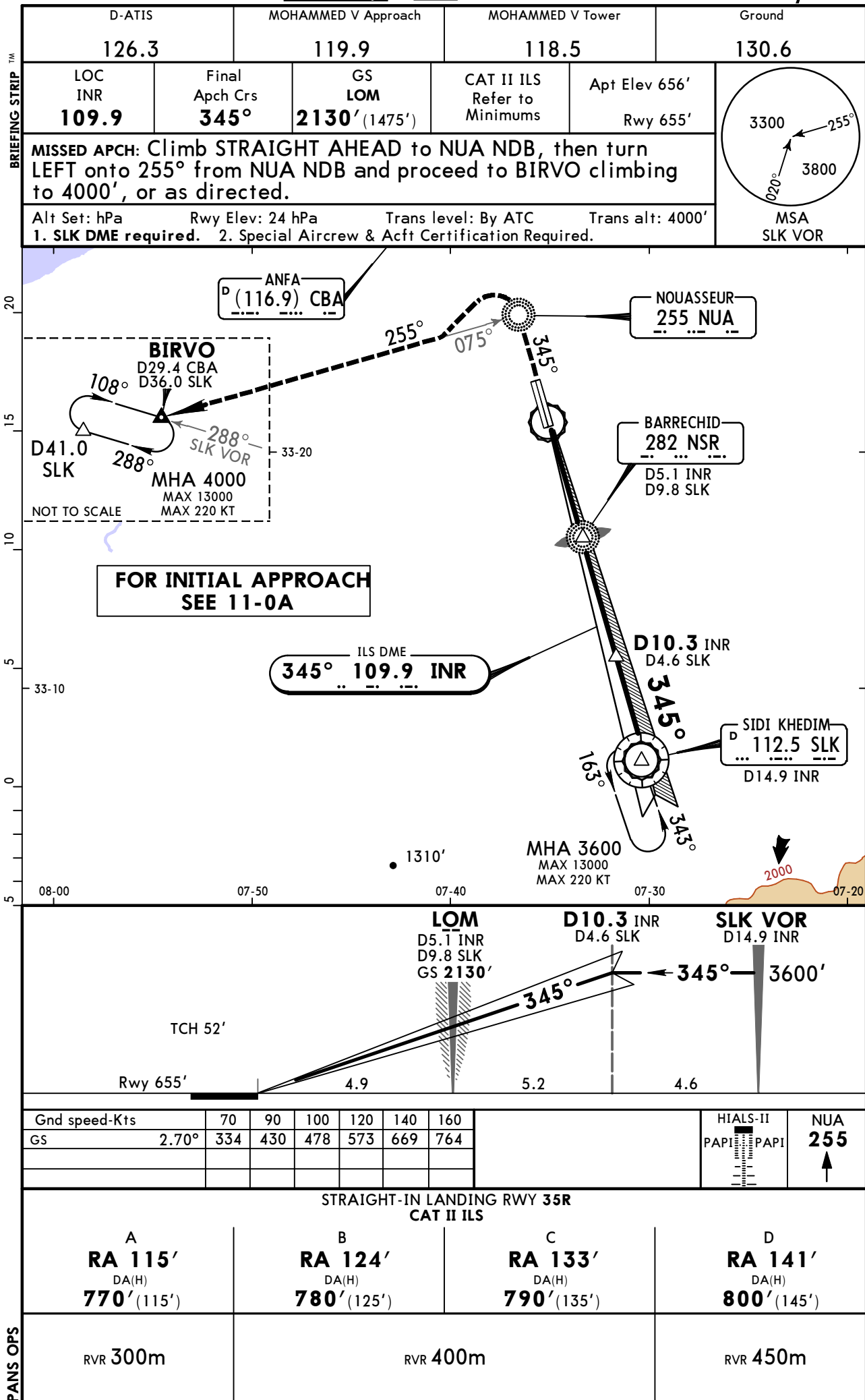
CHANGES: Bearings. Minimums.

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GMMN/CMN
MOHAMMED V INTL

JEPPesen
6 SEP 19
Eff 12 Sep **(11-6A)**

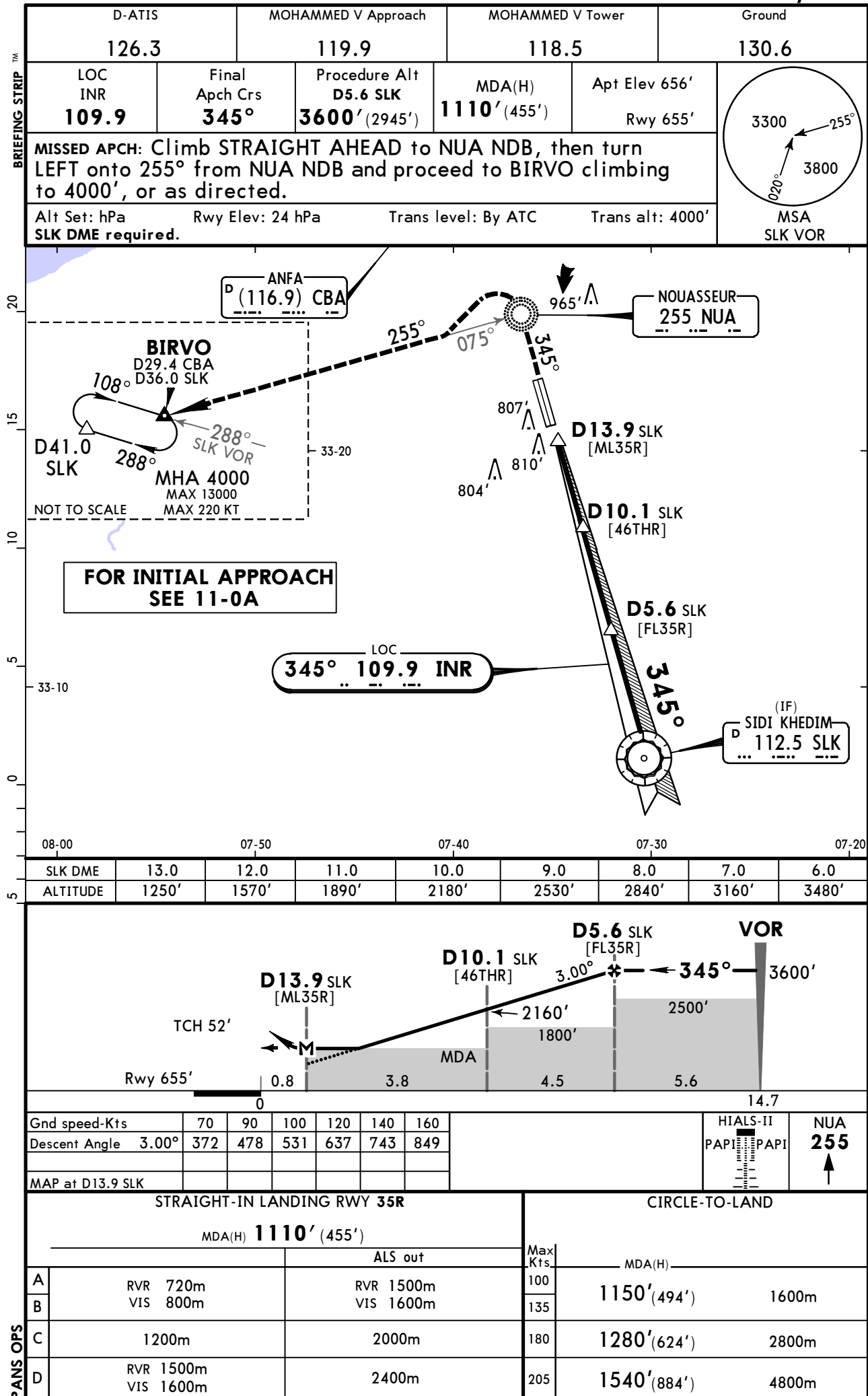
CASABLANCA, MOROCCO
CAT II ILS Y Rwy 35R



GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 **11-7** Eff 12 Sep

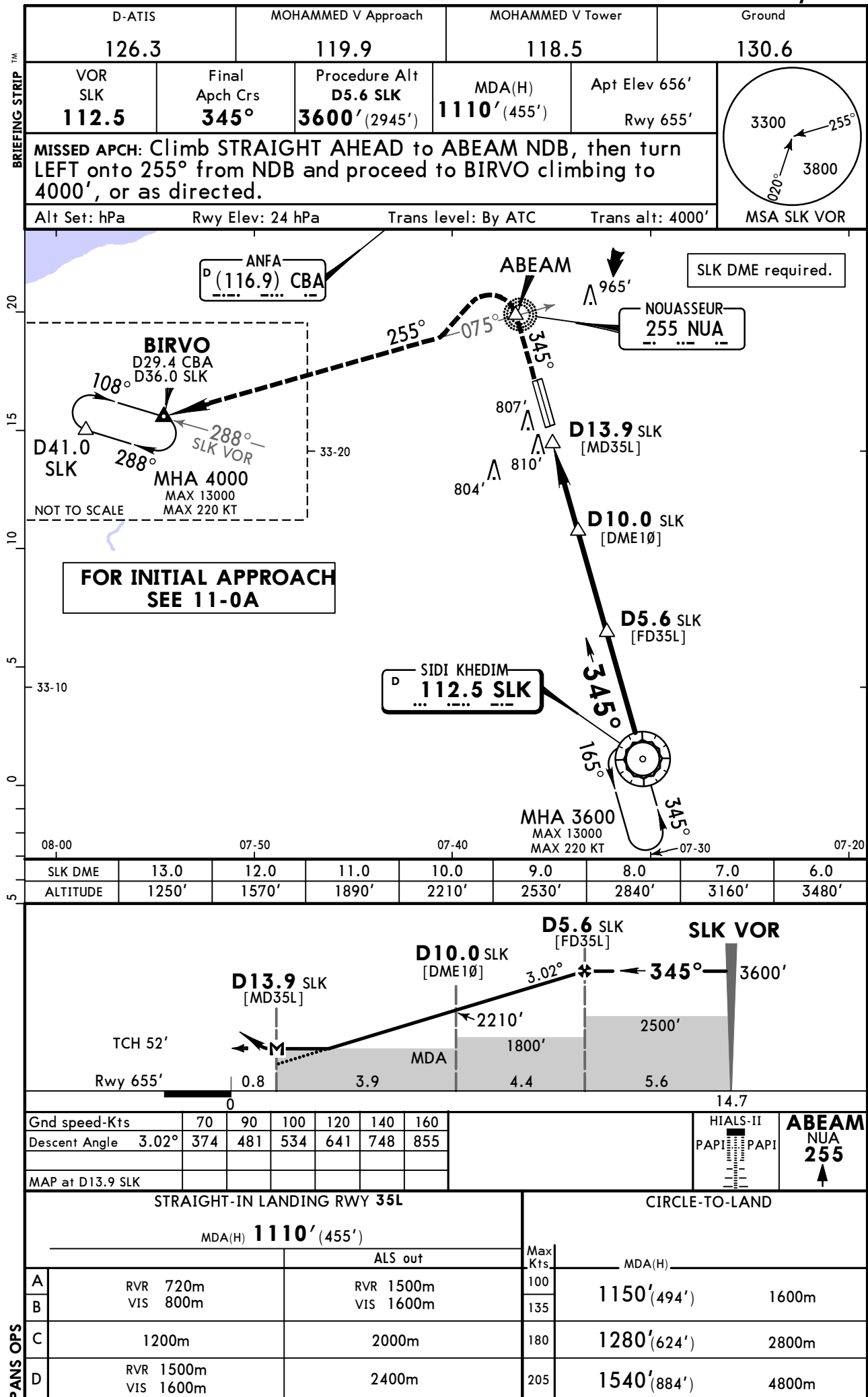
CASABLANCA, MOROCCO
LOC Rwy 35R



GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 **13-1** Eff 12 Sep

CASABLANCA, MOROCCO
VOR Rwy 35L



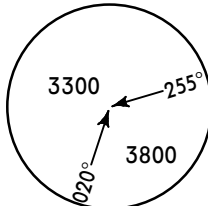
GMMN/CMN
MOHAMMED V INTL

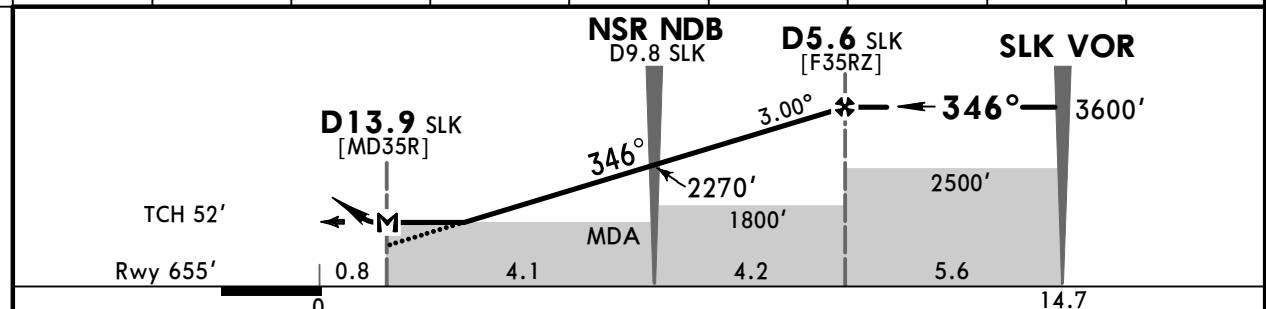
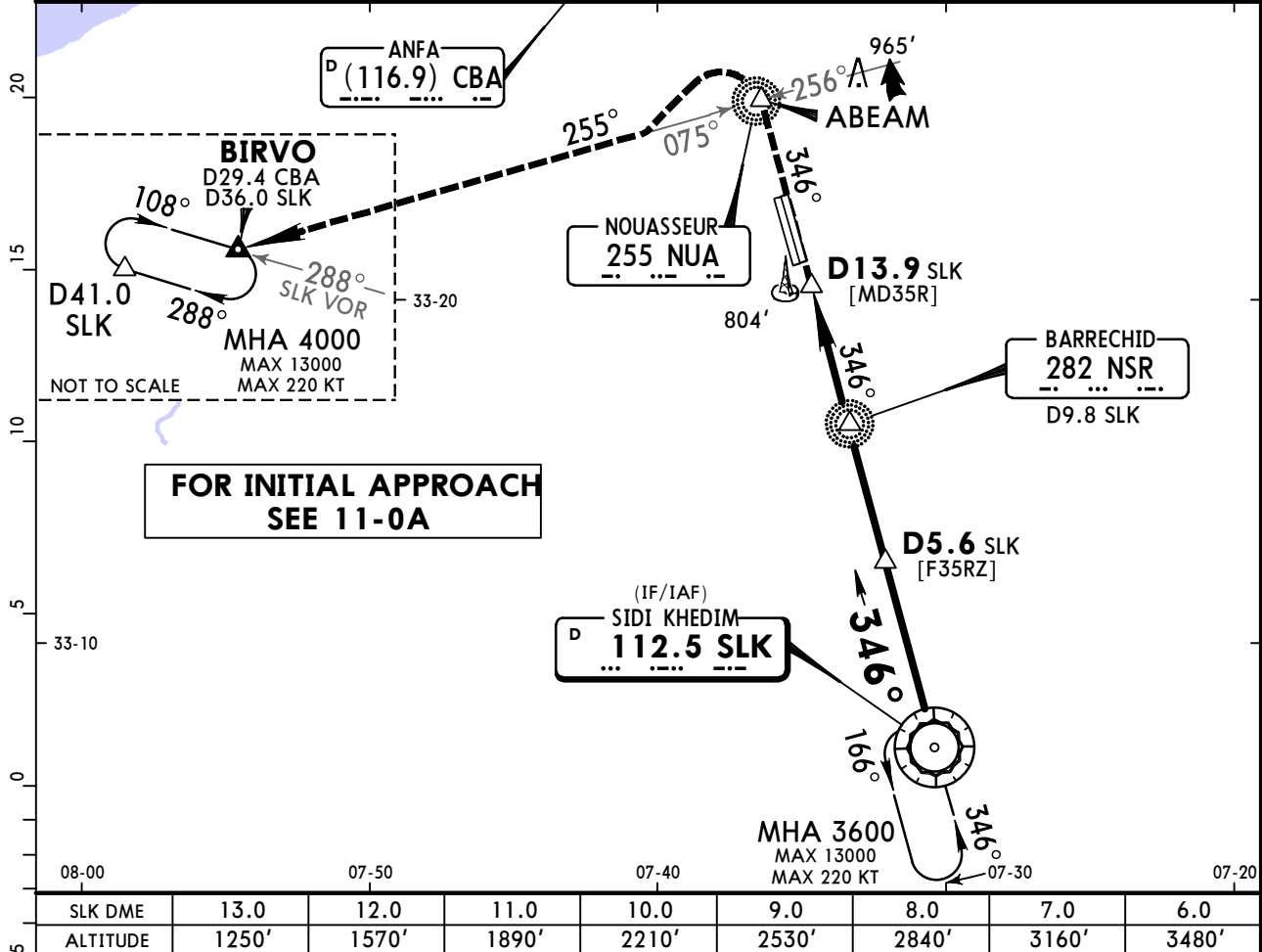
JEPPESSEN
6 SEP 19 **13-2** Eff 12 Sep

CASABLANCA, MOROCCO
VOR Rwy 35R

TM

BRIEFING STRIP

D-ATIS		MOHAMMED V Approach		MOHAMMED V Tower		Ground	
126.3		119.9		118.5		130.6	
VOR SLK 112.5	Final Apch Crs 346°	Procedure Alt D5.6 SLK 3600'(2945')	MDA(H) 1110'(455')	Apt Elev 656' Rwy 655'			
MISSED APCH: Climb on R-346 SLK to ABEAM NUA NDB, then turn LEFT onto 255° from NUA NDB 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. Final apch track offset 1° of rwy centerline.							



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D13.9 SLK						

STRAIGHT-IN LANDING RWY 35R			CIRCLE-TO-LAND		
MDA(H) 1110' (455')			MDA(H) _____		
ALS out			Max Kts		
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1150' (494')	1600m
B			135		
C	1200m	2000m	180	1280' (624')	2800m
D	RVR 1500m VIS 1600m	2400m	205	1540' (884')	4800m

CHANGES: Bearings. SMA. Minimums.

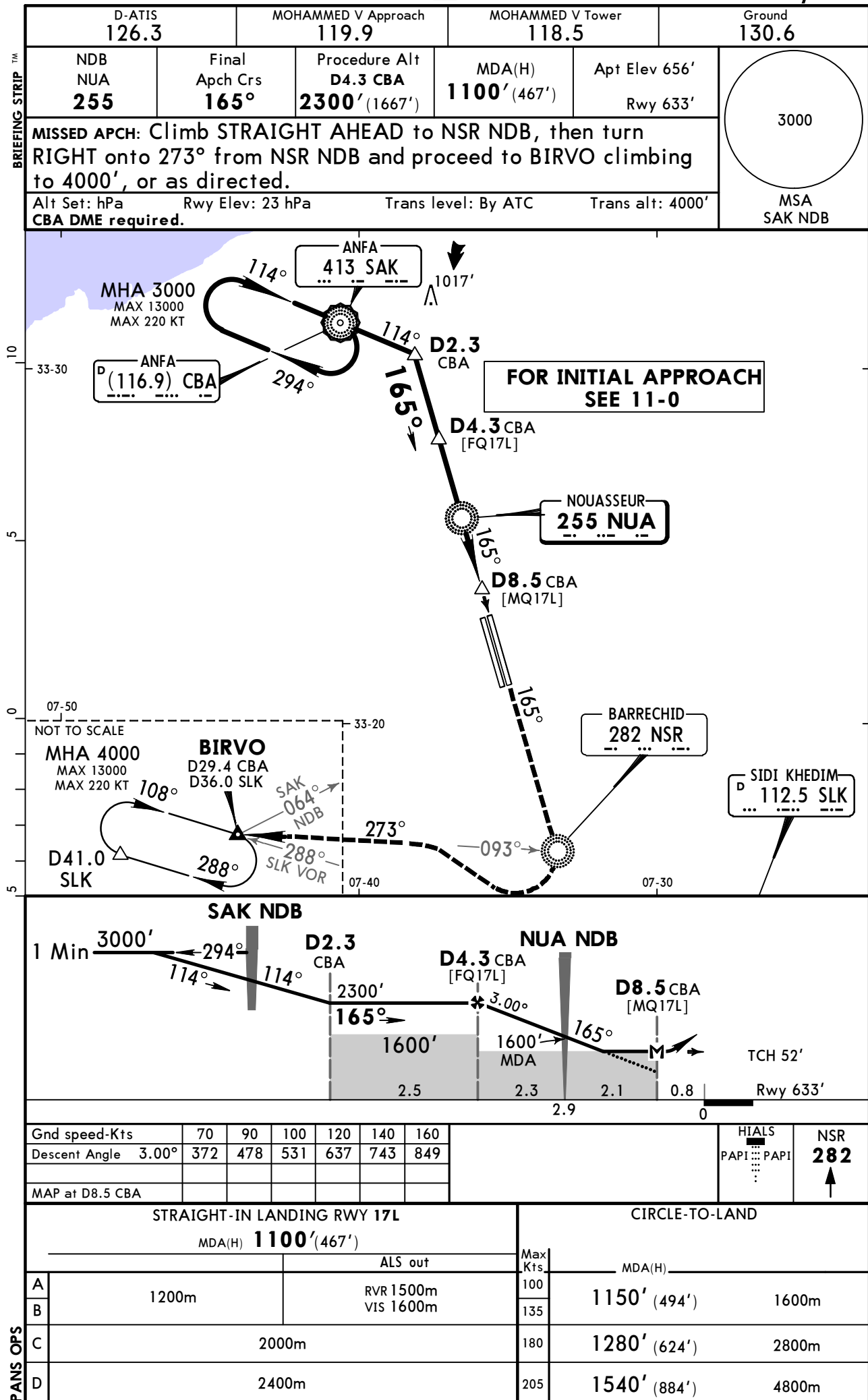
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GMMN/CMN

MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 16-1 Eff 12 Sep

NDB Z Rwy 17L

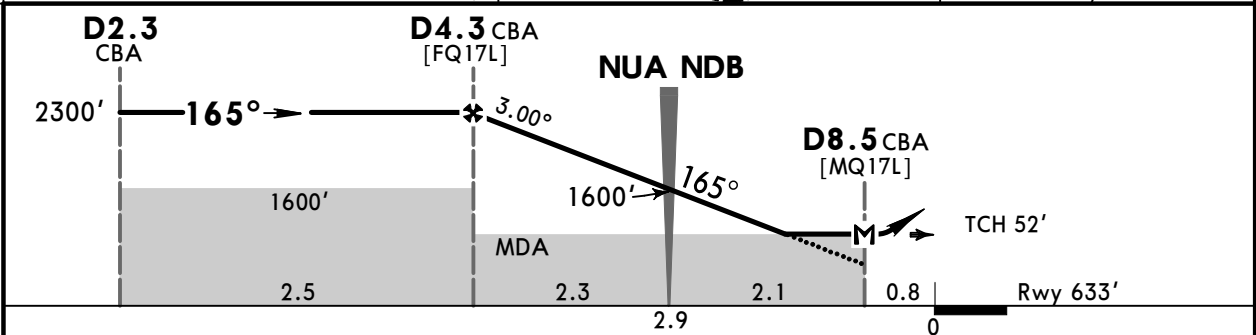
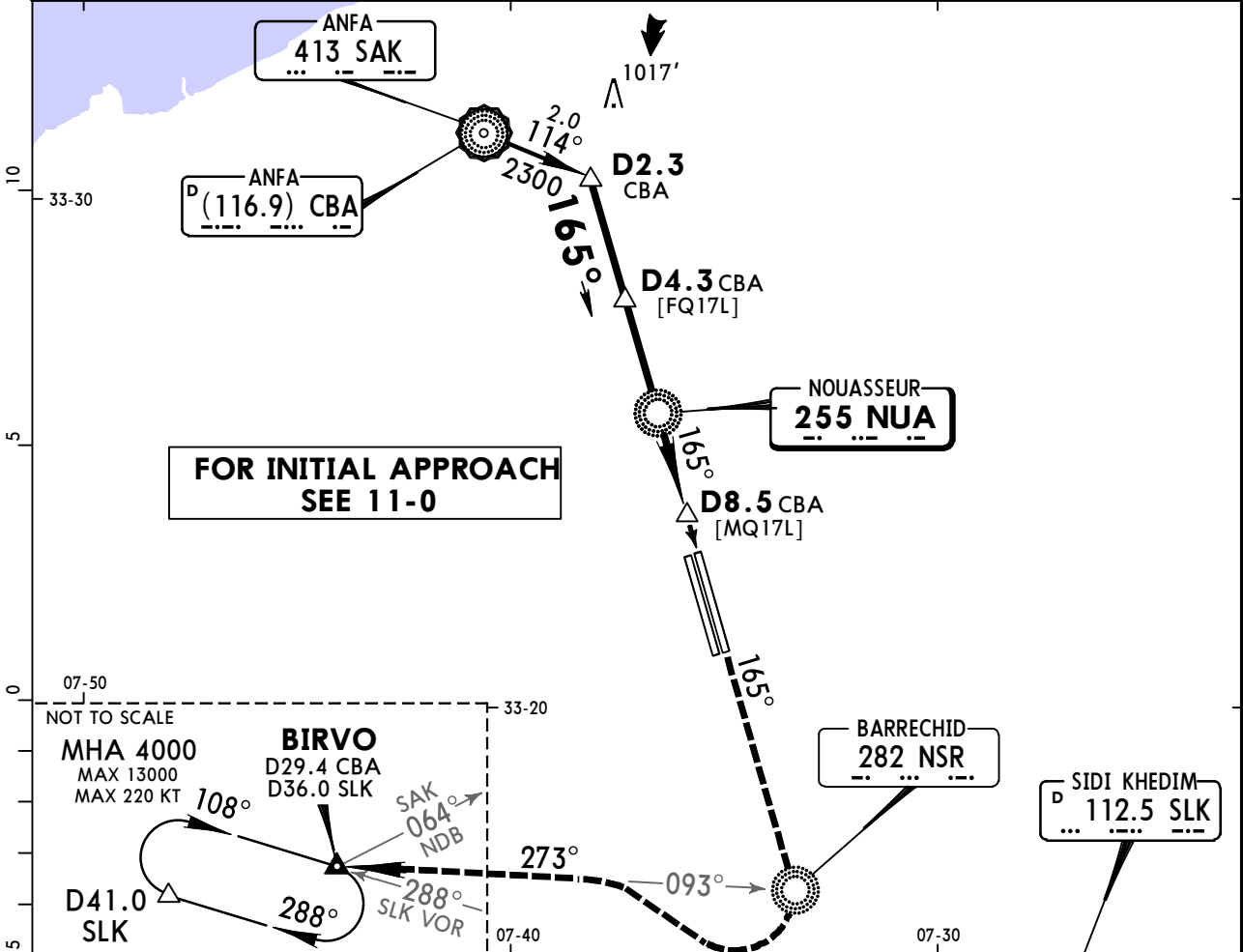


GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 16-2 Eff 12 Sep

CASABLANCA, MOROCCO
NDB Y Rwy 17L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
NDB NUA 255	Final Apch Crs 165°	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 NSR NDB, then turn RIGHT onto 273° from NSR NDB and proceed 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	HIALS PAPI PAPI NSR 282
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D8.5 CBA							

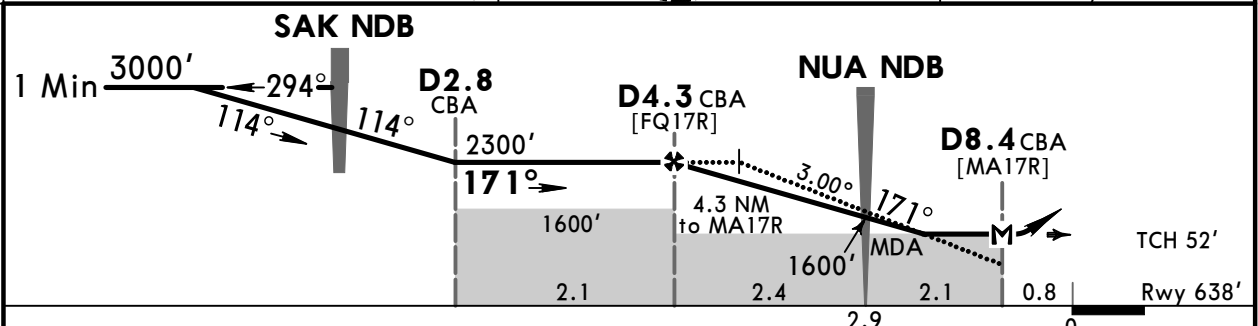
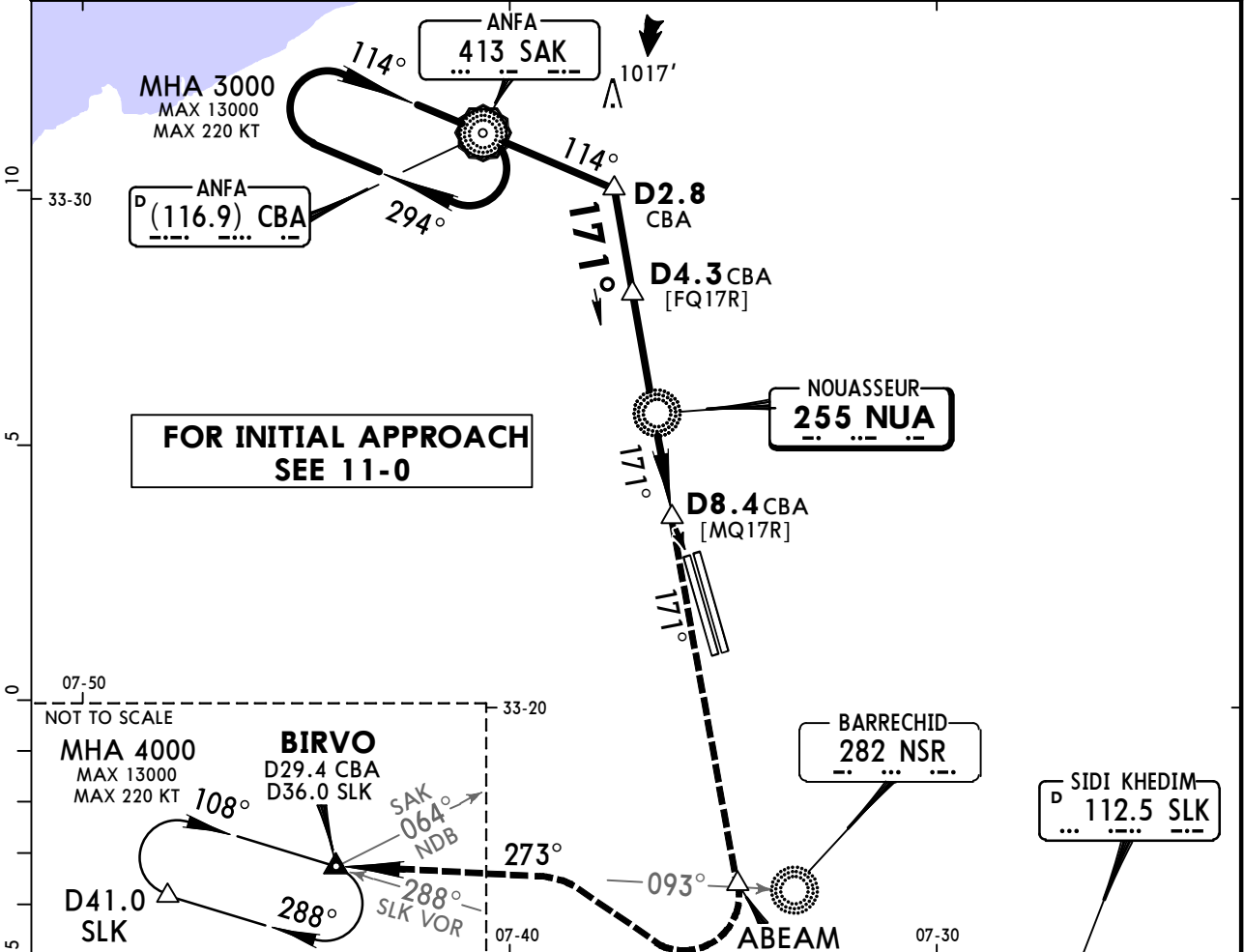
STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND			
MDA(H) 1100' (467')				Max Kts	MDA(H)		
A	1200m		ALS out	100	1150' (494')		1600m
B			RVR 1500m VIS 1600m	135			
C	2000m			180	1280' (624')		2800m
D	2400m			205	1540' (884')		4800m

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN CASABLANCA, MOROCCO
6 SEP 19 16-3 Eff 12 Sep

NDB Rwy 17R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6	
Lctr NUA 255	Final Apch Crs 171°	Procedure Alt D4.3 CBA 2300' (1662')	MDA(H) 1100' (462')	Apt Elev 656' Rwy 638'		3000 MSA SAK NDB	
MISSED APCH: Climb on 171° from NUA NDB to ABEAM NSR NDB, then turn RIGHT onto 273° from NSR NDB and proceed to BIRVO climbing to 4000', or as directed.							
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.							



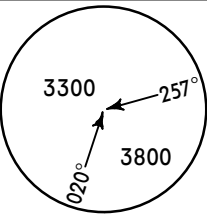
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	ABEAM NSR 282
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D8.4 CBA								

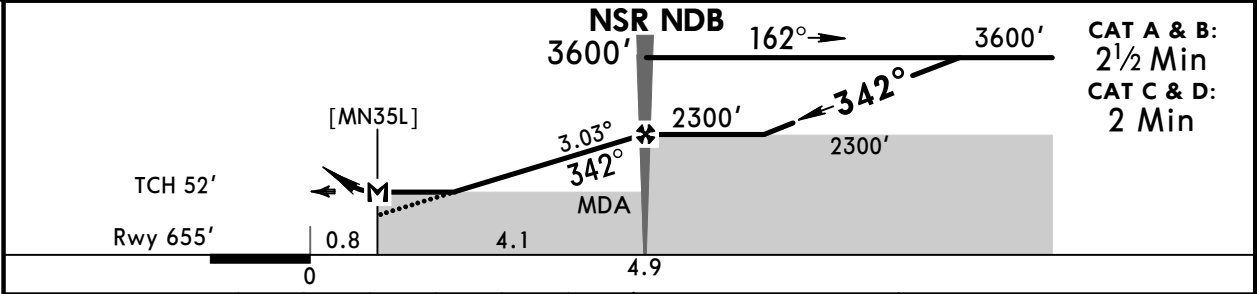
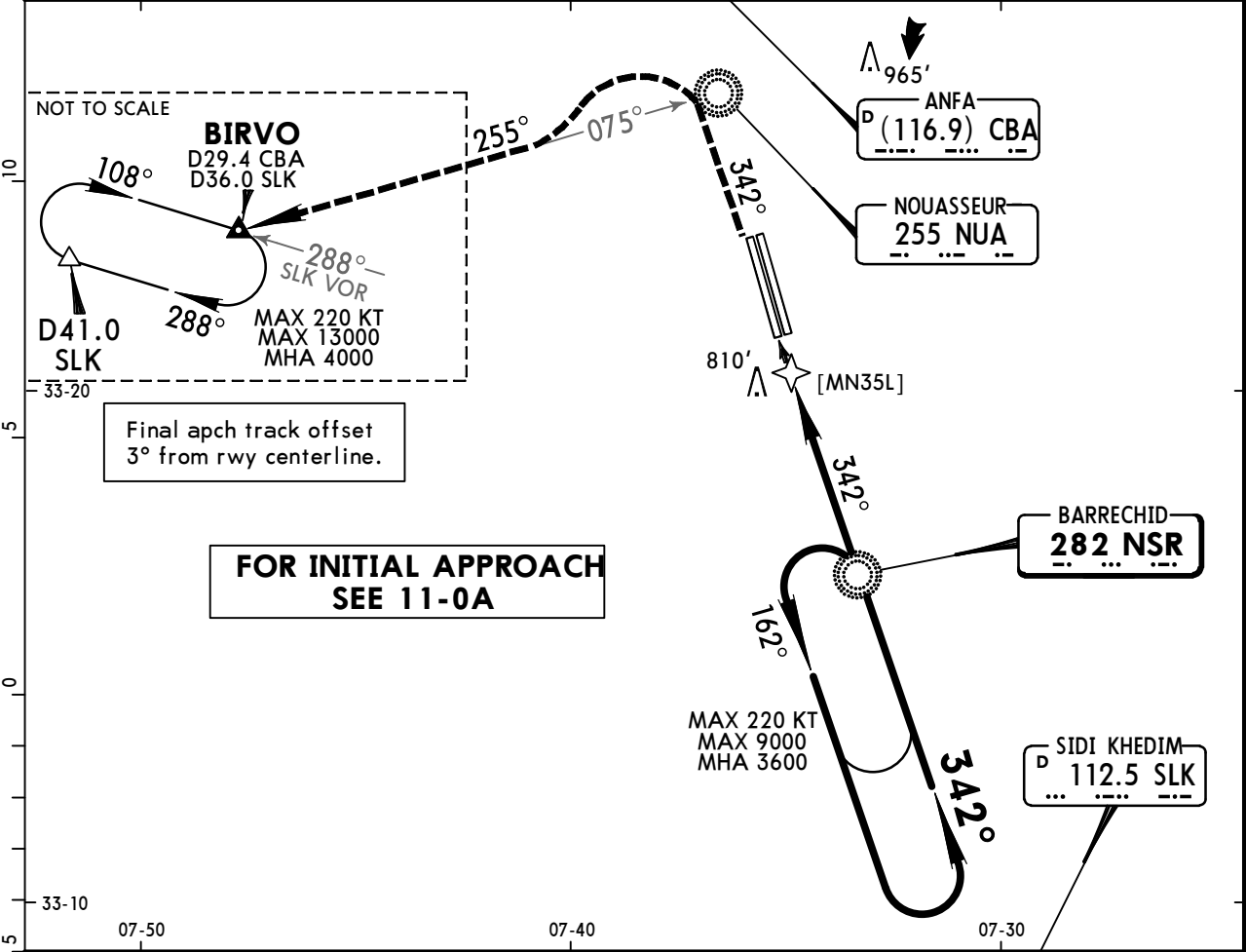
STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
MDA(H) 1100' (462')				Max Kts	MDA(H)		
		ALS out		100			
A	1200m		RVR 1500m VIS 1600m	135	1150' (494') 1600m		
B							
C	2000m			180	1280' (624') 2800m		
D	2400m			205	1540' (884') 4800m		

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 16-4 Eff 12 Sep

CASABLANCA, MOROCCO
NDB Rwy 35L

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6
NDB NSR 282	Final Apch Crs 342°	Procedure Alt NSR NDB 2300' (1645')	MDA(H) 1110' (455')	Apt Elev 656' Rwy 655'		
MISSED APCH: Climb on 342° from NSR NDB to NUA NDB, then turn LEFT onto 255° from NUA NDB 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 200 KT.						



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI PAPI	NUA 255 on 342°
Descent Angle	3.03°	375	482	536	643	750			
NSR NDB to MAP	4.1	3:31	2:44	2:28	2:03	1:45			

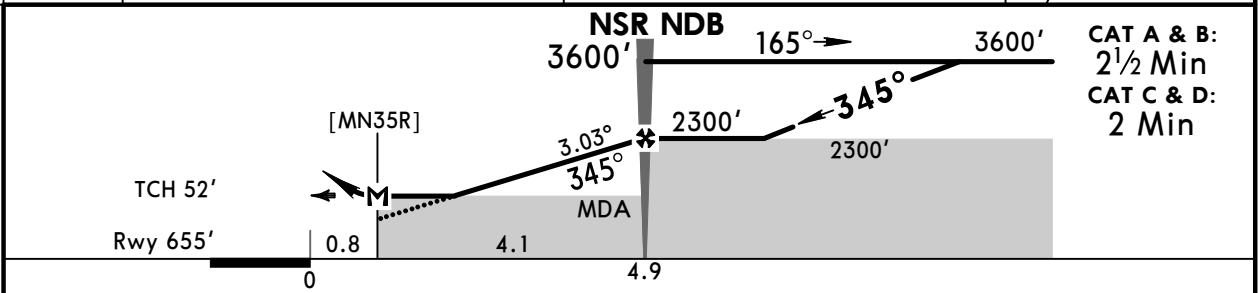
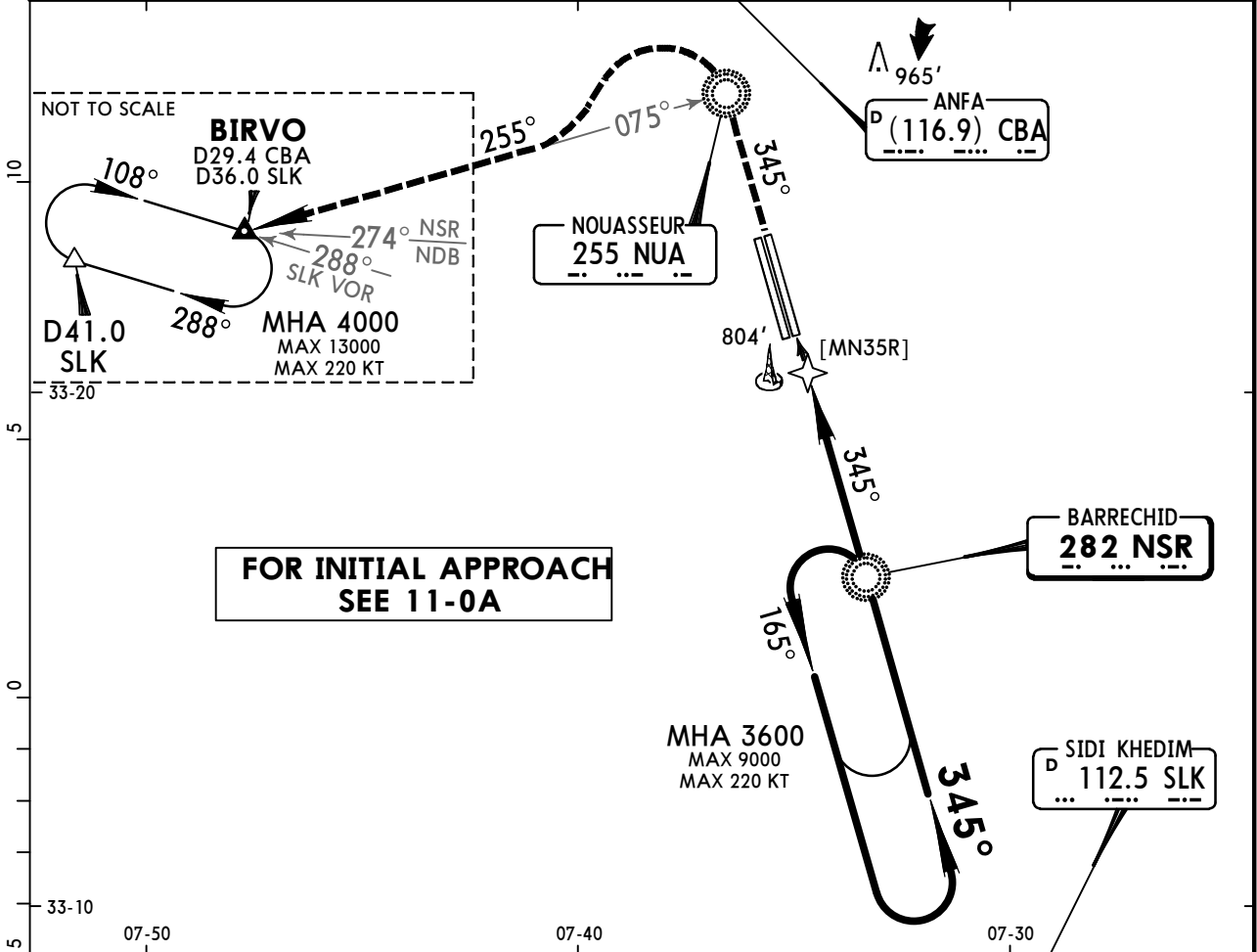
STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
MDA(H) 1110' (455')				MDA(H)			
ALS out				Max Kts			
A	RVR 720m	RVR 1500m		100	1150' (494')	1600m	
B	VIS 800m	VIS 1600m		135			
C	1200m	2000m		180	1280' (624')	2800m	
D	2000m	2400m		205	1540' (884')	4800m	

GMMN/CMN
MOHAMMED V INTL

JEPPESSEN
6 SEP 19 16-5 Eff 12 Sep

CASABLANCA, MOROCCO
NDB Rwy 35R

D-ATIS 126.3		MOHAMMED V Approach 119.9		MOHAMMED V Tower 118.5		Ground 130.6
NDB NSR 282	Final Apch Crs 345°	Procedure Alt NSR NDB 2300' (1645')	MDA(H) 1110' (455')	Apt Elev 656' Rwy 655'		
MISSED APCH: Climb STRAIGHT AHEAD to NUA NDB, then turn LEFT onto 255° from NUA NDB and proceed to BIRVO climbing to 4000', or as directed.						
Alt Set: hPa		Rwy Elev: 24 hPa	Trans level: By ATC		Trans alt: 4000'	
Racetrack restricted to MAX 200 KT.						MSA NSR NDB



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI PAPI	NUA 255
Descent Angle 3.03°	375	482	536	643	750	858			
NSR NDB to MAP	4.1	3:31	2:44	2:28	2:03	1:45			

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
MDA(H) 1110' (455')				MDA(H)			
		ALS out		Max Kts			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		100	1150' (494')	1600m	
B				135			
C	1200m	2000m		180	1280' (624')	2800m	
D	2000m	2400m		205	1540' (884')	4800m	

CASABLANCA, (MOHAMMED V INTL - GMMN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport GMMN

Type: Terminal

Effectivity: Temporary

Begin Date: 20190228

End Date: Until Further Notice

Construction works published by SUP 01-19 effective 28 FEB 19. Refer to (10-8/10-8A) and latest NOTAMs.