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General Information

Location: TANGER MAR
ICAO/IATA: GMTT / TNG
Lat/Long: N35° 43.9', W005° 55.3'
Elevation: 69 ft

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

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0639 Z
Sunset: 1737 Z

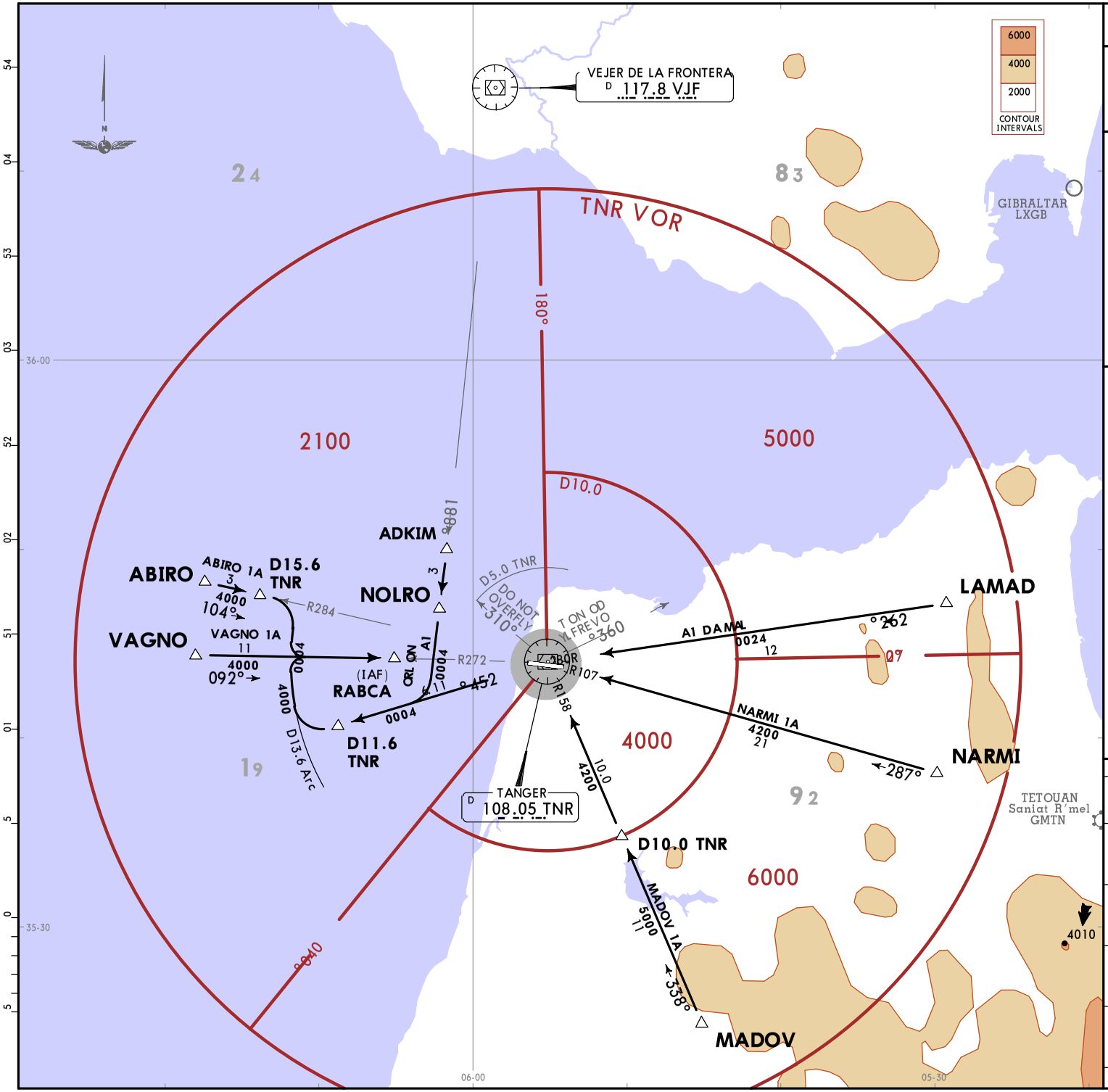
Runway Information

Runway: 10
Length x Width: 11483 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 20 ft
Lighting: Edge, Centerline
Stopway: 197 ft

Runway: 28
Length x Width: 11483 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 52 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1640 ft
Stopway: 197 ft

Communication Information

ATIS: 123.700
Tanger Tower: 119.500
Tanger Approach: 121.200



ATIS	Apt Elev
123.7	69

Alt Set: hPa Trans level: By ATC
1. TNR DME required.
2. NOLRO 1A: VJF VOR required.
3. TNR VOR unusable between R310 and R340 below 6000.

ABIRO 1A [ABIR1A]
LAMAD 1A [LAMA1A]
MADOV 1A [MADO1A]
NARMI 1A [NARM1A]
NOLRO 1A [NOLR1A]
VAGNO 1A [VAGN1A]
ARRIVALS
(RWY 10)

STAR	ROUTING
ABIRO 1A	Intercept TNR R284 inbound to D15.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
LAMAD 1A	Intercept TNR R082 inbound to TNR, TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
MADOV 1A	Intercept TNR R158 inbound to TNR, TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
NARMI 1A	Intercept TNR R107 inbound to TNR, TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
NOLRO 1A	On VJF R188 to NOLRO, intercept TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
VAGNO 1A	Intercept TNR R272 inbound to RABCA.

CHANGES: STAR ABIRO 1A revised.

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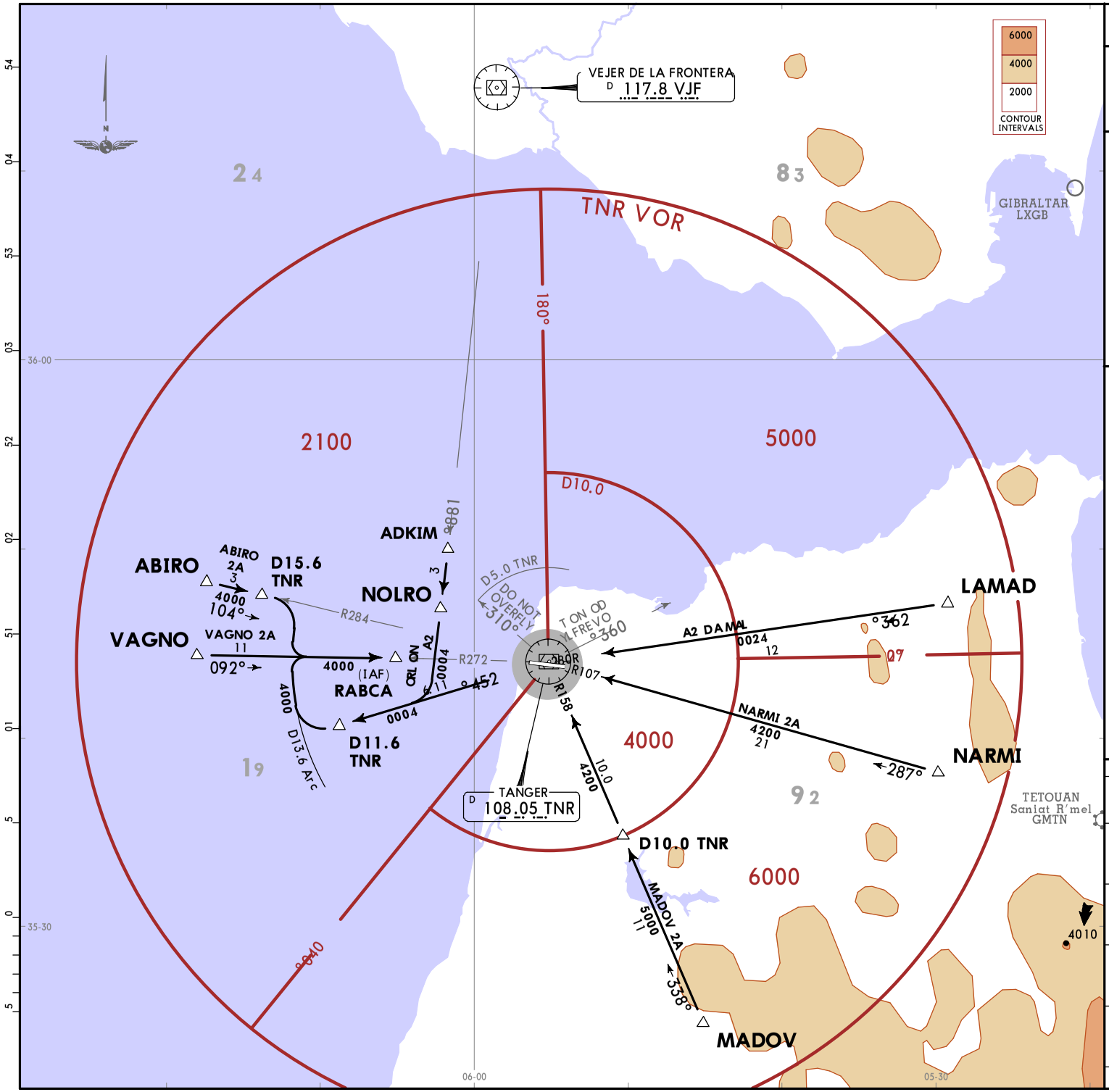

ATIS	Apt Elev
123.7	69

Alt Set: hPa Trans level: By ATC
1. TNR DME required.
2. NOLRO 2A: VJF VOR required.
3. TNR VOR unusable between R310 and R340 below 6000.

ABIRO 2A [ABIR2A]
LAMAD 2A [LAMA2A]
MADOV 2A [MADO2A]
NARMI 2A [NARM2A]
NOLRO 2A [NOLR2A]
VAGNO 2A [VAGN2A]
ARRIVALS
(RWY 28)

STAR	ROUTING
ABIRO 2A	Intercept TNR R284 inbound to D15.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
LAMAD 2A	Intercept TNR R082 inbound to TNR, TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
MADOV 2A	Intercept TNR R158 inbound to TNR, TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
NARMI 2A	Intercept TNR R107 inbound to TNR, TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
NOLRO 2A	On VJF R188 to NOLRO, intercept TNR R254 to D11.6 TNR, turn RIGHT, along D13.6 Arc, intercept TNR R272 inbound to RABCA.
VAGNO 2A	Intercept TNR R272 inbound to RABCA.

CHANGES: None.

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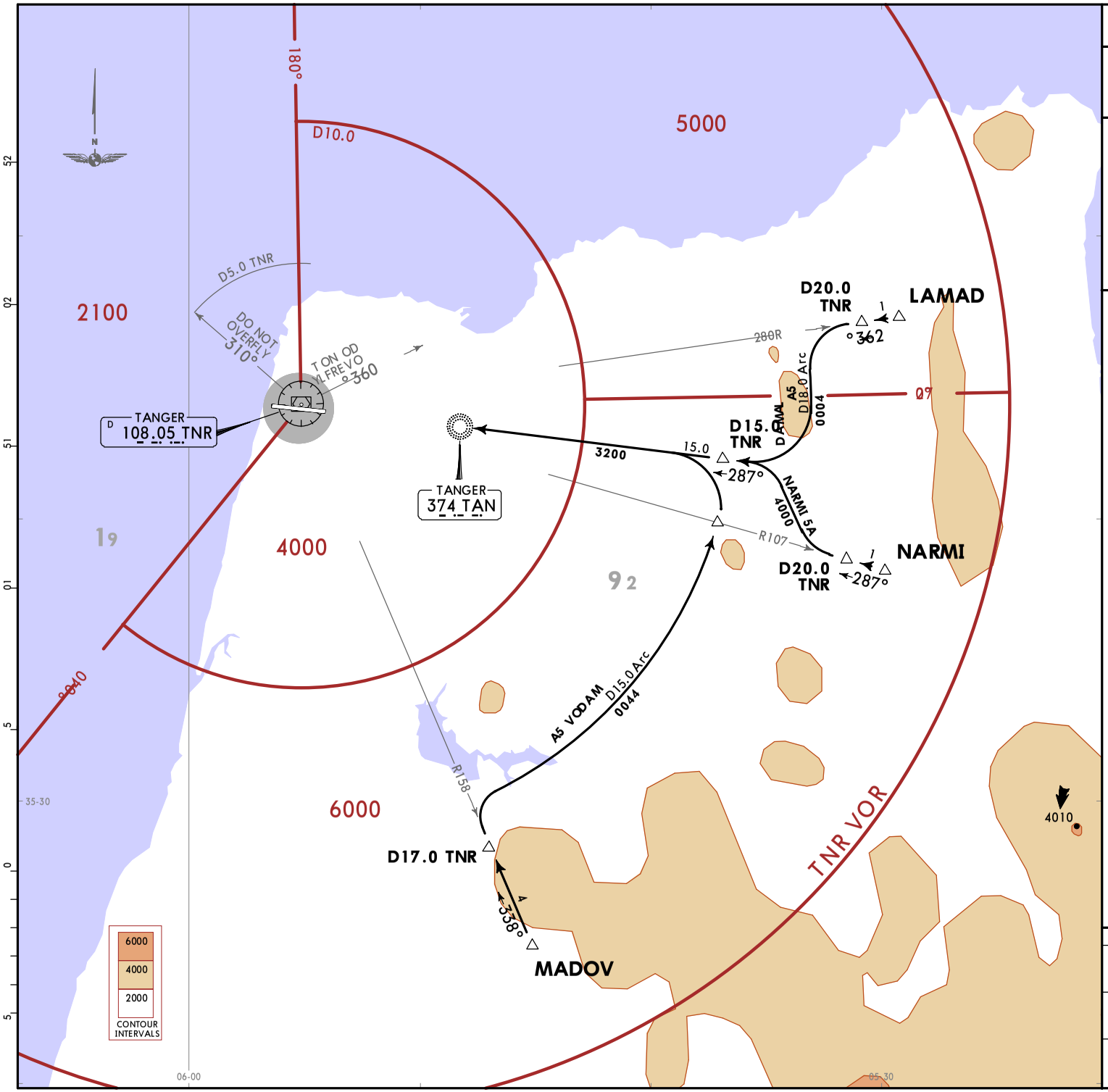

ATIS	Apt Elev
123.7	69

Alt Set: hPa Trans level: By ATC
1. DME required.
2. TNR VOR unusable between R310 and R340 below 6000.

LAMAD 5A [LAMA5A]
MADOV 5A [MADO5A]
NARMI 5A [NARM5A]
ARRIVALS
(RWY 28)
BY ATC

STAR	ROUTING
LAMAD 5A	Intercept TNR R082 inbound to D20.0 TNR, turn LEFT, along D18.0 Arc, intercept 287° bearing to TAN.
MADOV 5A	Intercept TNR R158 inbound to D17.0 TNR, turn RIGHT, along D15.0 Arc, intercept 287° bearing to TAN.
NARMI 5A	Intercept TNR R107 inbound to D20.0 TNR, turn RIGHT, intercept 287° bearing to TAN.

CHANGES: STAR MADOV 5A revised.

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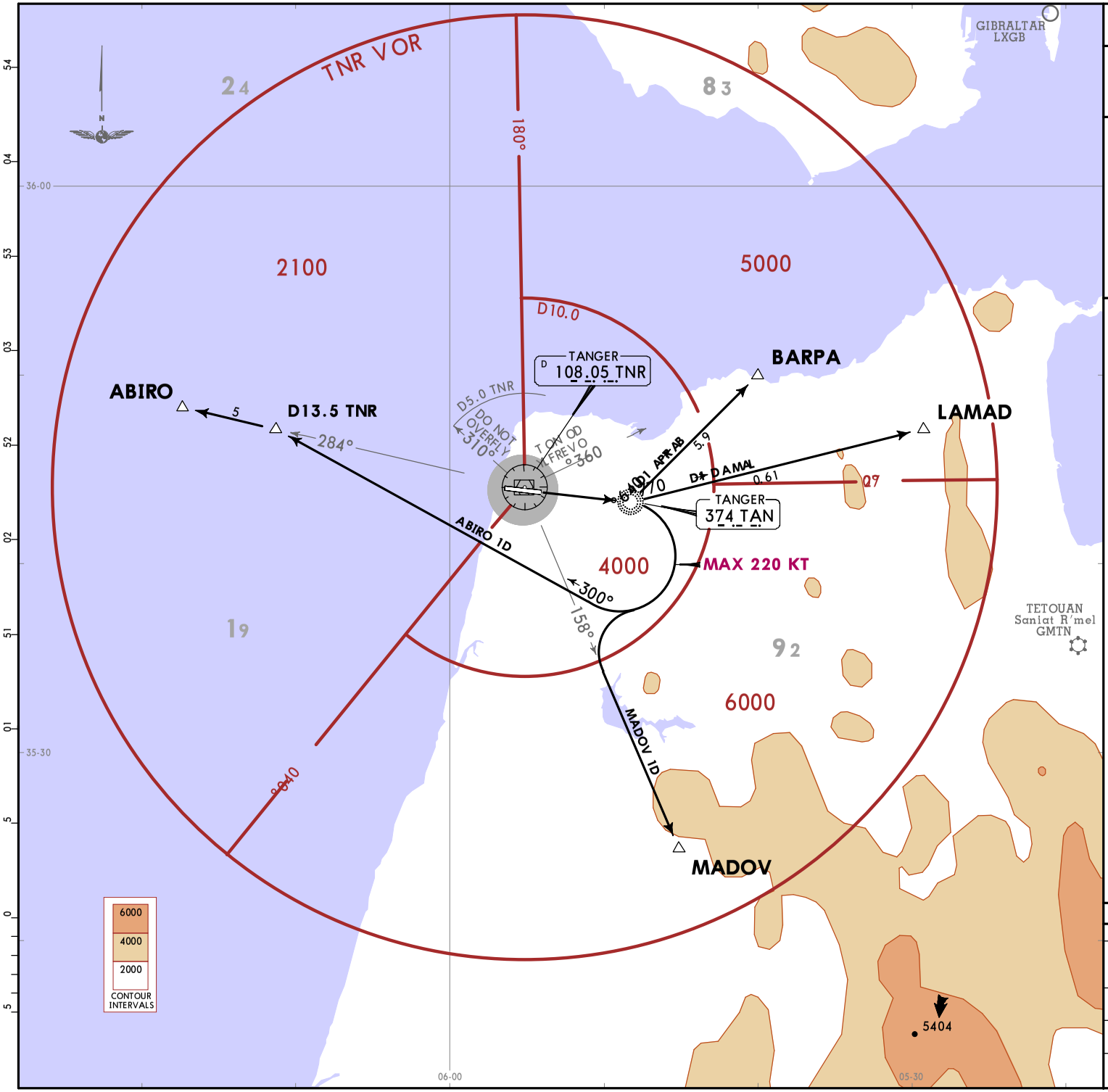

Apt Elev
69

Trans alt: 4200
1. DME required.
2. TNR VOR unusable between R310 and R340 below 6000.

ABIRO 1D [ABIR1D]
BARPA 1D [BARP1D]
LAMAD 1D [LAMA1D]
MADOV 1D [MADO1D]
DEPARTURES
(RWY 10)

These SIDs require a minimum climb gradient of 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial climb clearance by ATC

SID	ROUTING
ABIRO 1D	On runway track to TAN, turn RIGHT, 300° track, intercept TNR R284 to ABIRO.
BARPA 1D	On runway track to TAN, turn LEFT, 046° bearing to BARPA.
LAMAD 1D	On runway track to TAN, 077° bearing to LAMAD.
MADOV 1D	On runway track to TAN, turn RIGHT, intercept TNR R158 to MADOV.

CHANGES: SIDs completely revised; new format.

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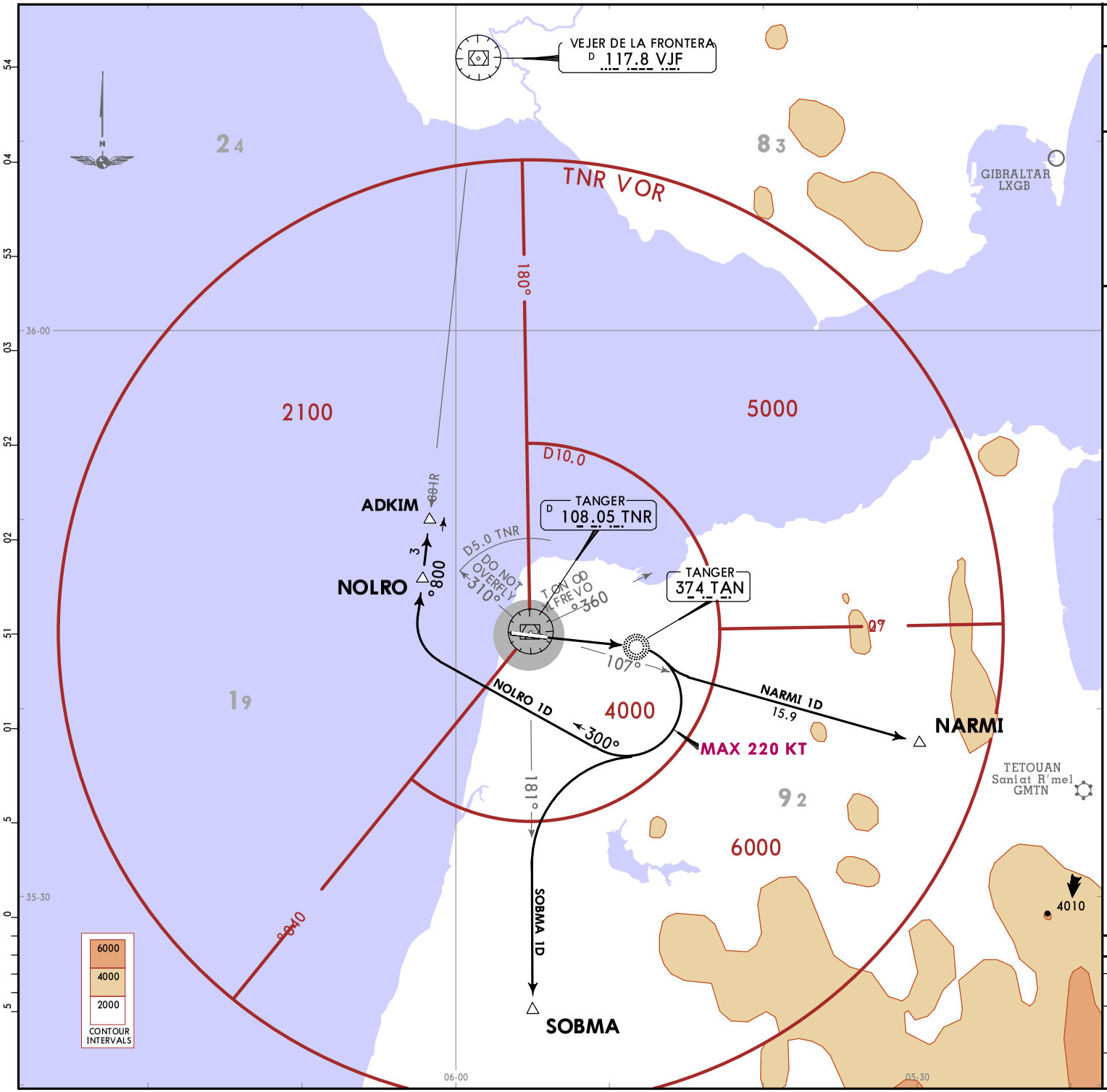

Apt Elev
69

Trans alt: 4200
1. TNR DME required.
2. NOLRO 1D: VJF VOR required.
3. TNR VOR unusable between R310 and R340 below 6000.

NARMI 1D [NARM1D]
NOLRO 1D [NOLR1D]
SOBMA 1D [SOBM1D]
DEPARTURES
(RWY 10)

These SIDs require a minimum climb gradient of 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial climb clearance by ATC

SID	ROUTING
NARMI 1D	On runway track to TAN, turn RIGHT, intercept TNR R107 to NARMI.
NOLRO 1D	On runway track to TAN, turn RIGHT, 300° track, intercept VJF R188 inbound to NOLRO.
SOBMA 1D	On runway track to TAN, turn RIGHT, intercept TNR R181 to SOBMA.

CHANGES: SIDs completely revised; new format.

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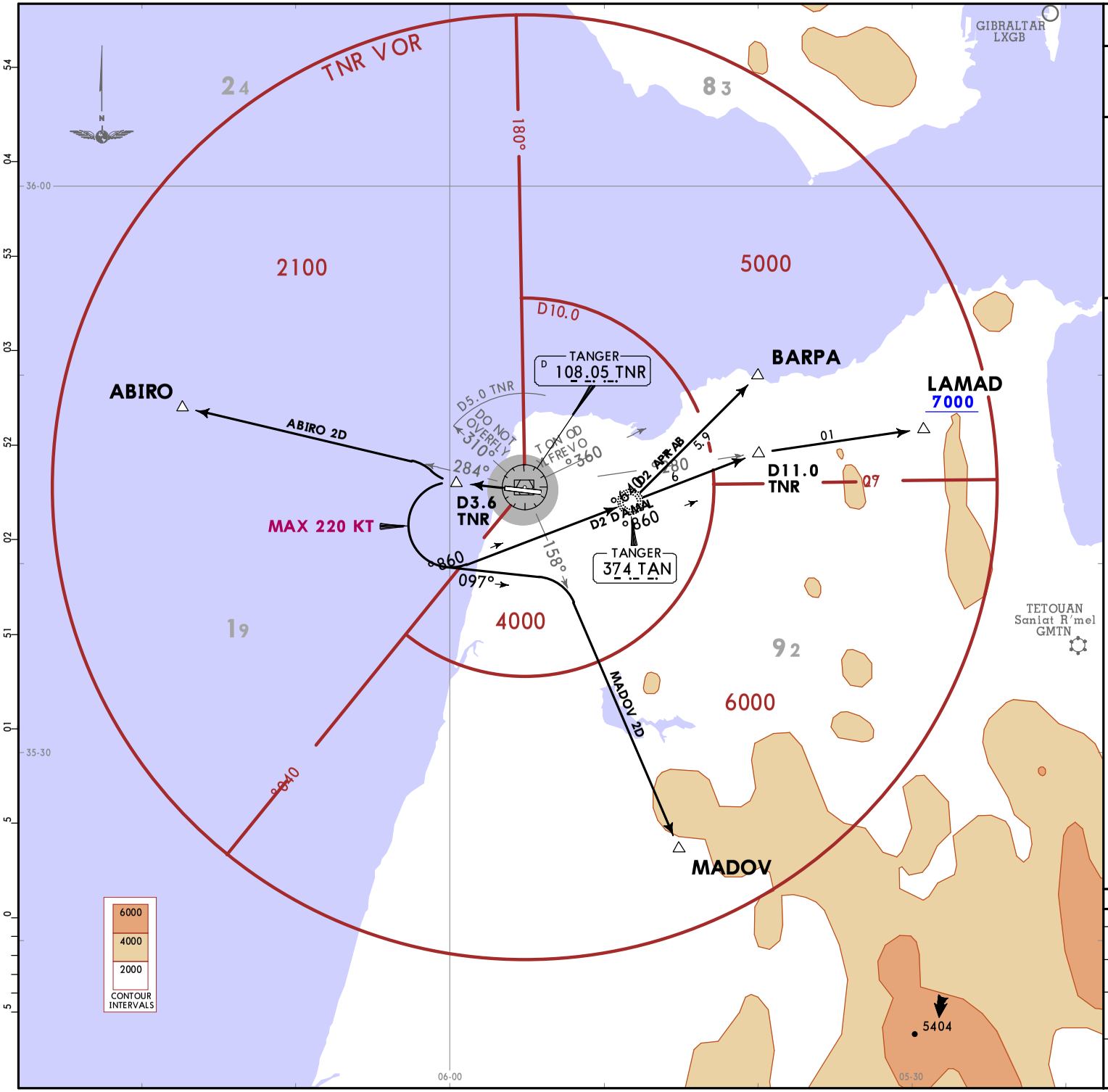

Apt Elev
69

Trans alt: 4200
1. DME required.
2. TNR VOR unusable between R310 and R340 below 6000.

ABIRO 2D [ABIR2D]
BARPA 2D [BARP2D]
LAMAD 2D [LAMA2D]
MADOV 2D [MADO2D]
DEPARTURES
(RWY 28)

Initial climb clearance by ATC

SID	ROUTING
ABIRO 2D	On runway track to D3.6 TNR, intercept TNR R284 to ABIRO.
BARPA 2D	On runway track to D3.6 TNR, turn LEFT to TAN, 046° bearing to BARPA.
LAMAD 2D	On runway track to D3.6 TNR, turn LEFT to TAN, 068° bearing to D11.0 TNR, intercept TNR R082 to LAMAD.
MADOV 2D	On runway track to D3.6 TNR, turn LEFT, 097° track, intercept TNR R158 to MADOV.

CHANGES: SIDs completely revised; new format.

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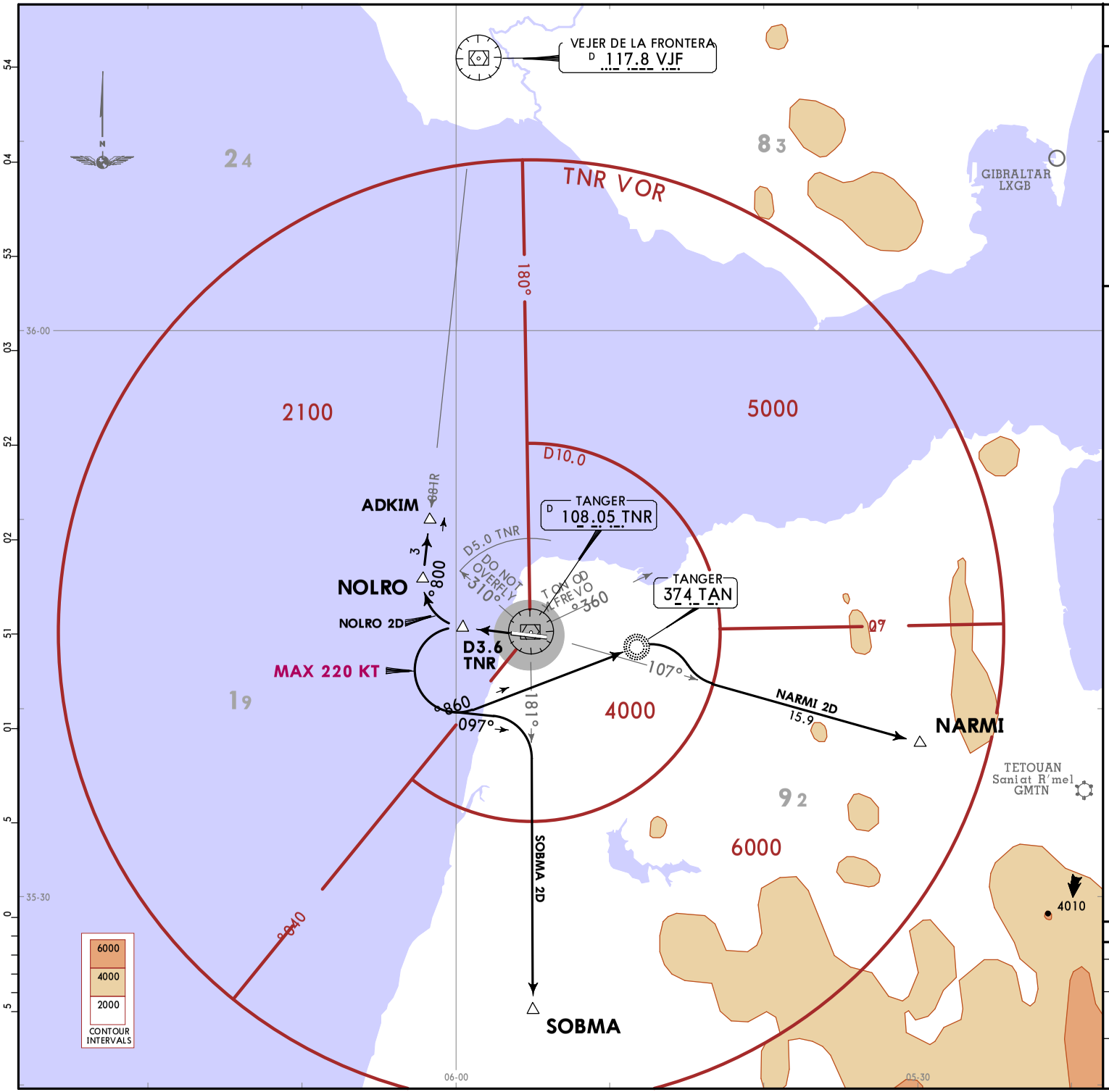

Apt Elev
69

Trans alt: 4200
1. TNR DME required.
2. NOLRO 2D: VJF VOR required.
3. TNR VOR unusable between R310 and R340 below 6000.

NARMI 2D [NARM2D]
NOLRO 2D [NOLR2D]
SOBMA 2D [SOBM2D]
DEPARTURES
(RWY 28)

Initial climb clearance by ATC

SID	ROUTING
NARMI 2D	On runway track to D3.6 TNR, turn LEFT to TAN, intercept TNR R107 to NARMI.
NOLRO 2D	On runway track to D3.6 TNR, turn RIGHT, intercept VJF R188 inbound to NOLRO.
SOBMA 2D	On runway track to D3.6 TNR, turn LEFT, 097° track, intercept TNR R181 to SOBMA.

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GMTT/TNG

Apt Elev **69′**
N35 43.9 W005 55.3

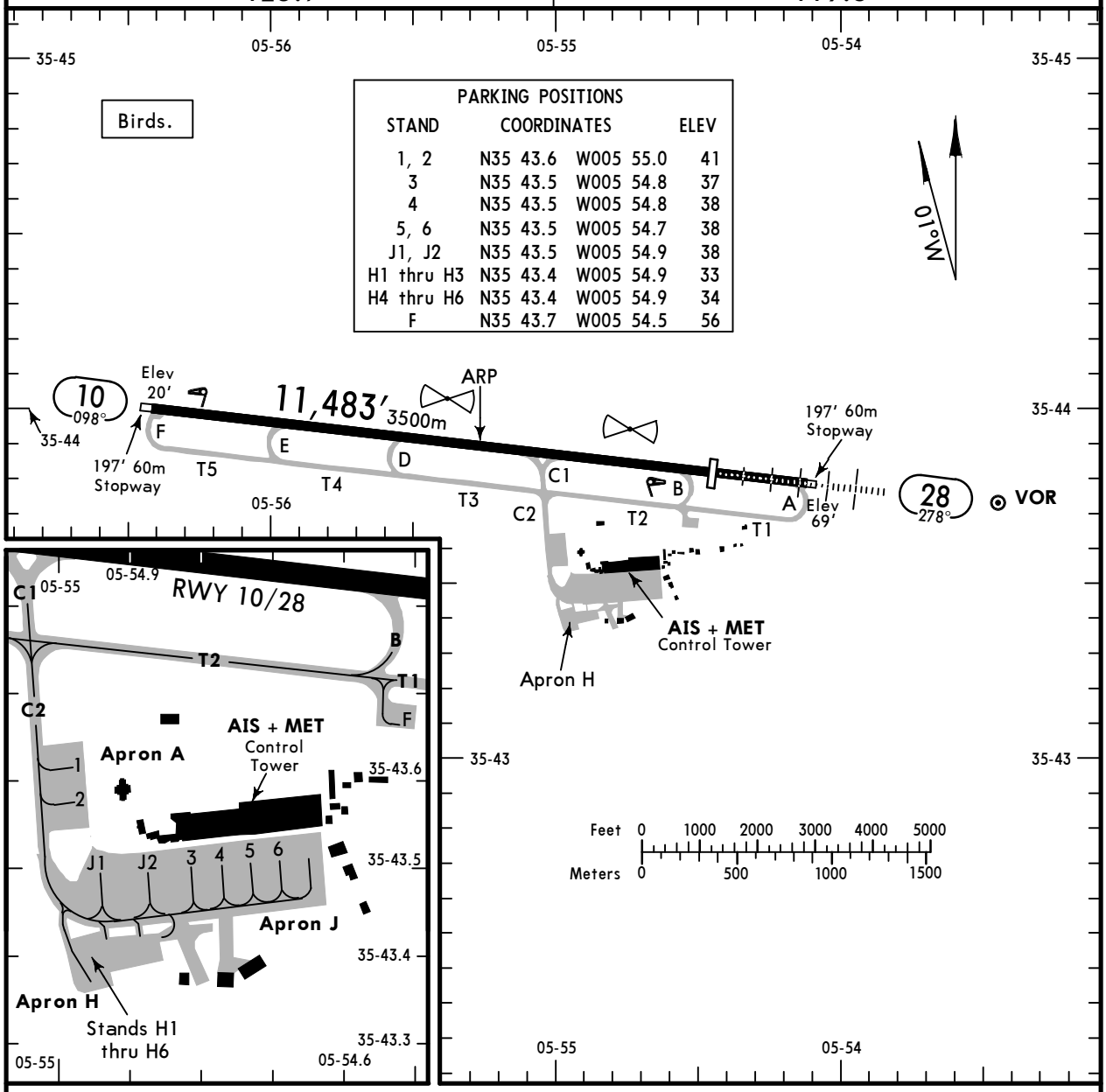
JEPPESEN

22 MAY 20 (10-9)

TANGER, MOROCCO

IBN BATOUTA INTL

ATIS	TANGER Tower
123.7	119.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL (60m) CL (15m) PAPI-L ❶				148′ 45m
28	HIRL (60m) CL (15m) HIALS PAPI-L ❶ RVR	9843′ 3000m	8992′ 2741m		

❶ (angle 3.0°)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	200m (150m)	250m	400m
B			
C			
D	250m (200m)	300m	

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
10	❶VOR	**750**′(730′) **R1500m**	**750**′(730′) **R1500m**	**750**′(730′) **R2400m**	**750**′(730′) **R2400m**
28	ILS Z or ILS Y FULL ALS out	**370**′(307′) **❷ R700m** R1400m	**370**′(307′) **❷ R700m** R1400m	**370**′(307′) **❷ R700m** R1400m	**370**′(307′) **❷ R700m** R1400m
	❶LOC Z ALS out	**740**′(677′) **R1500m** R1500m	**740**′(677′) **R1500m** R1500m	**740**′(677′) **R2400m** R2400m	**740**′(677′) **R2400m** R2400m
	❶VOR ALS out	**740**′(677′) **R1500m** R1500m	**740**′(677′) **R1500m** R1500m	**740**′(677′) **R2400m** R2400m	**740**′(677′) **R2400m** R2400m

❶ Continuous Descent Final Approach.
❷ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 10❸ After apch to rwy 28❹	**1300**′(1280′) **1300**′(1237′) V1500m	**1300**′(1280′) **1300**′(1237′) V1600m	**1600**′(1580′) **1600**′(1537′) V2400m	**1600**′(1580′) **1600**′(1537′) V3600m

❸ Circling height based on rwy 10 thresh elev of 20′.
❹ Circling height based on rwy 28 displ thresh elev of 63′.

TAKE-OFF

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m

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GMTT/TNG
IBN BATOUTA INTL

JEPPESEN
22 MAY 20 (11-1)

TANGER, MOROCCO
ILS Z Rwy 28

BRIEFING STRIP

ATIS	TANGER Approach	TANGER Tower
123.7	121.2	119.5

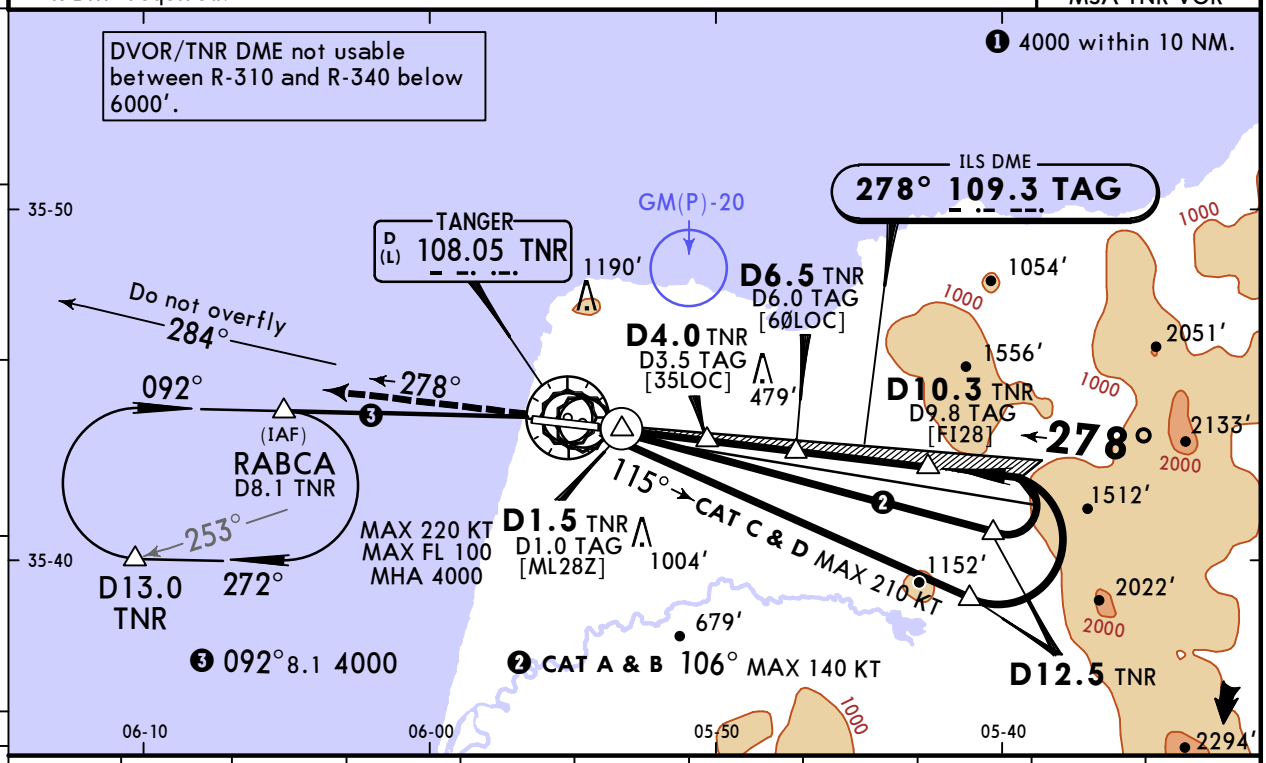
LOC TAG	Final Apch Crs	D10.3 TNR	ILS DA(H)	Apt Elev 69′
109.3	278°	3200′(3137′)	370′(307′)	Rwy 63′

MISSED APCH: Climb STRAIGHT AHEAD on 278° to 4000′ and as directed.

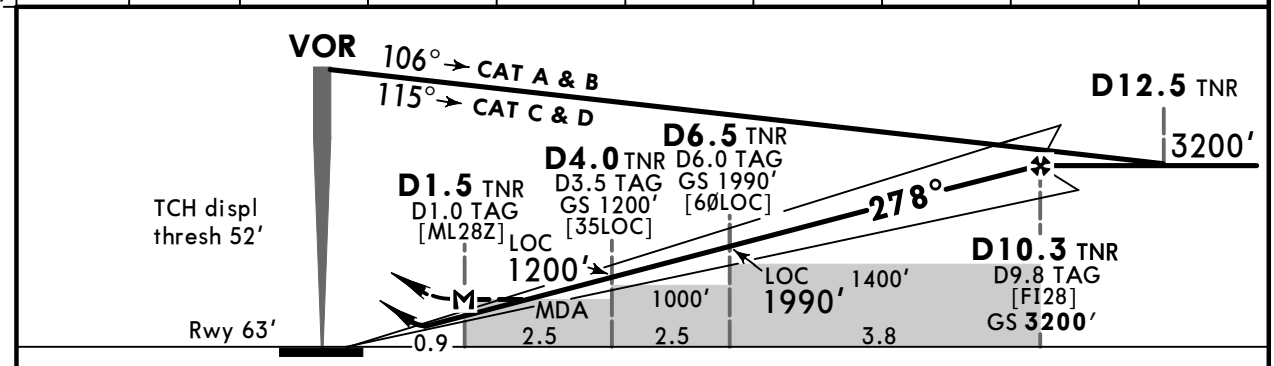
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 4200′

TNR DME required.

MSA TNR VOR: 180° 5000 ❶; 270° ❶; 040° 6000; 2100



LOC (GS out)									
TAG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	390′	710′	1030′	1350′	1670′	1990′	2300′	2620′	2940′
TNR DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	
ALTITUDE	880′	1200′	1510′	1830′	2150′	2470′	2790′	3110′	



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.04°	376	484	538	645	753	861
MAP at D1.5 TNR/D1.0 TAG							

HIALS PAPI 4000′ on 278°

PANS OPS

STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 370′(307′) FULL	ILS DA(H) 370′(307′) ALS out	LOC (GS out) MDA(H) 740′(677′)	LOC (GS out) ALS out
A	900m	1500m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			2400m	3200m
D			2800m	3600m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	1300′(1237′)	2000m
135	1300′(1237′)	2400m
180	1600′(1537′)	4800m
205		

❶ Circling height based on rwy 28 displ thresh elev of 63′.

CHANGES: SDF. Altitudes.

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GMTT/TNG
IBN BATOUTA INTL

JEPPESEN
8 MAY 20 (11-2) Eff 21 May

TANGER, MOROCCO
ILS Y Rwy 28

BRIEFING STRIP ™

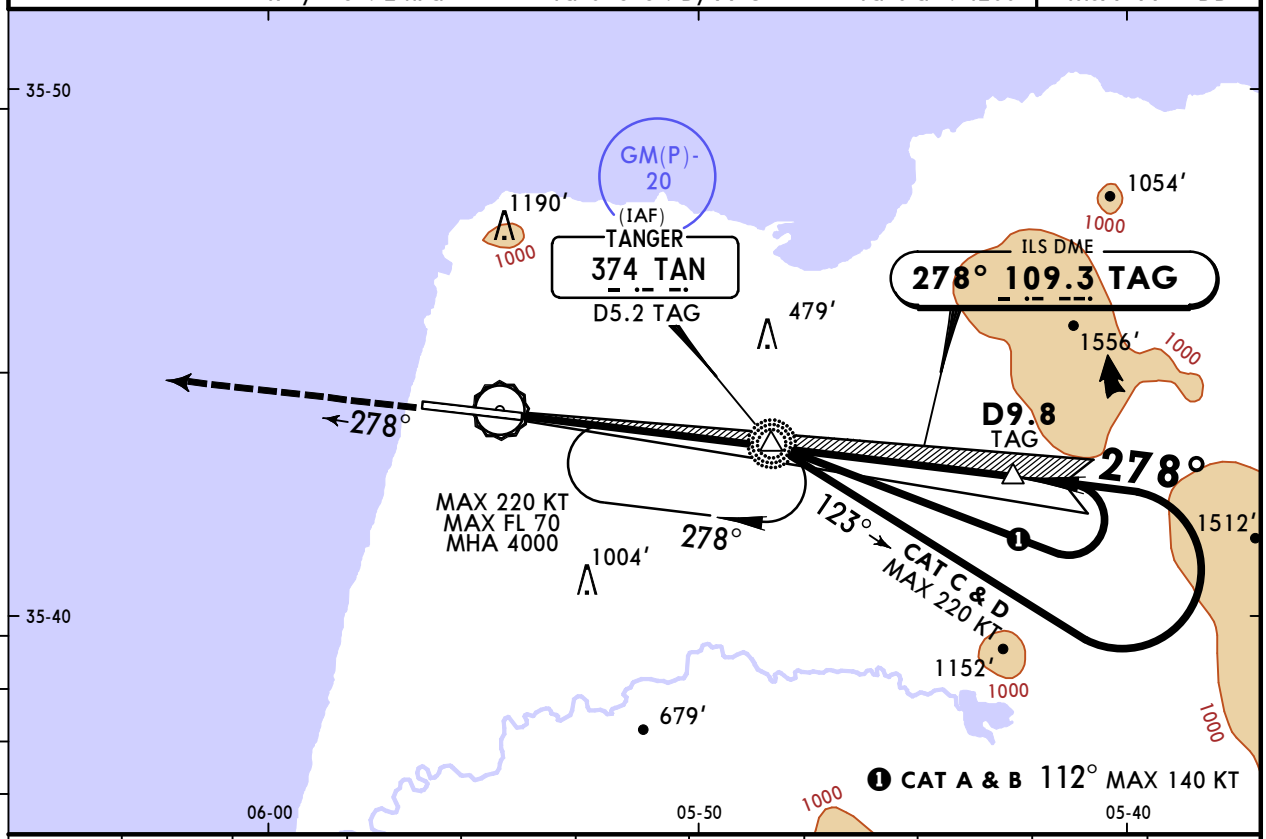
ATIS	TANGER Approach	TANGER Tower
123.7	121.2	119.5

LOC TAG	Final Apch Crs	D9.8 TAG	ILS DA(H)	Apt Elev 69′
109.3	278°	3200′ (3137′)	370′ (307′)	Rwy 63′

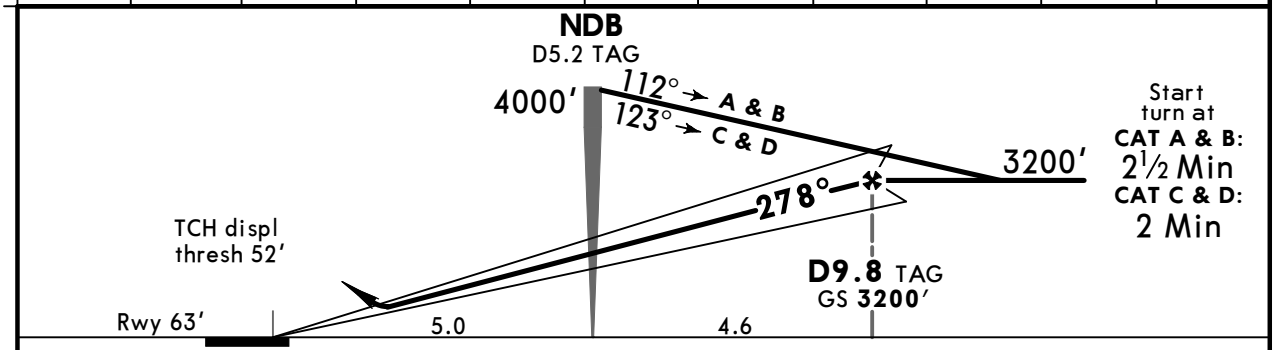
MISSED APCH: Climb STRAIGHT AHEAD on 278° to 4000′ and as directed.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 4200′

MSA TAN NDB: 180° 5000; 270° 6500; 040° 4000



LOC (GS out)	TAG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	390′	710′	1030′	1350′	1670′	1990′	2300′	2620′	2940′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS
PAPI
4000′ on 278°

PANS OPS

STRAIGHT-IN LANDING RWY 28
ILS
DA(H) 370′ (307′)

	FULL	ALS out
A	900m	1500m
B		
C		
D		

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	1300′ (1237′)	2000m
135	1300′ (1237′)	2400m
180	1600′ (1537′)	4800m
205		

[1] Circling height based on rwy 28 displ thresh elev of 63′.

CHANGES: MSA. Procedure. Minimums.

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GMTT/TNG
IBN BATOUTA INTL

JEPPESEN

8 MAY 20 (13-1) Eff 21 May

TANGER, MOROCCO
VOR Rwy 10

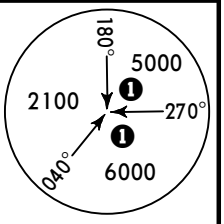
BRIEFING STRIP ™

ATIS	TANGER Approach	TANGER Tower
123.7	121.2	119.5

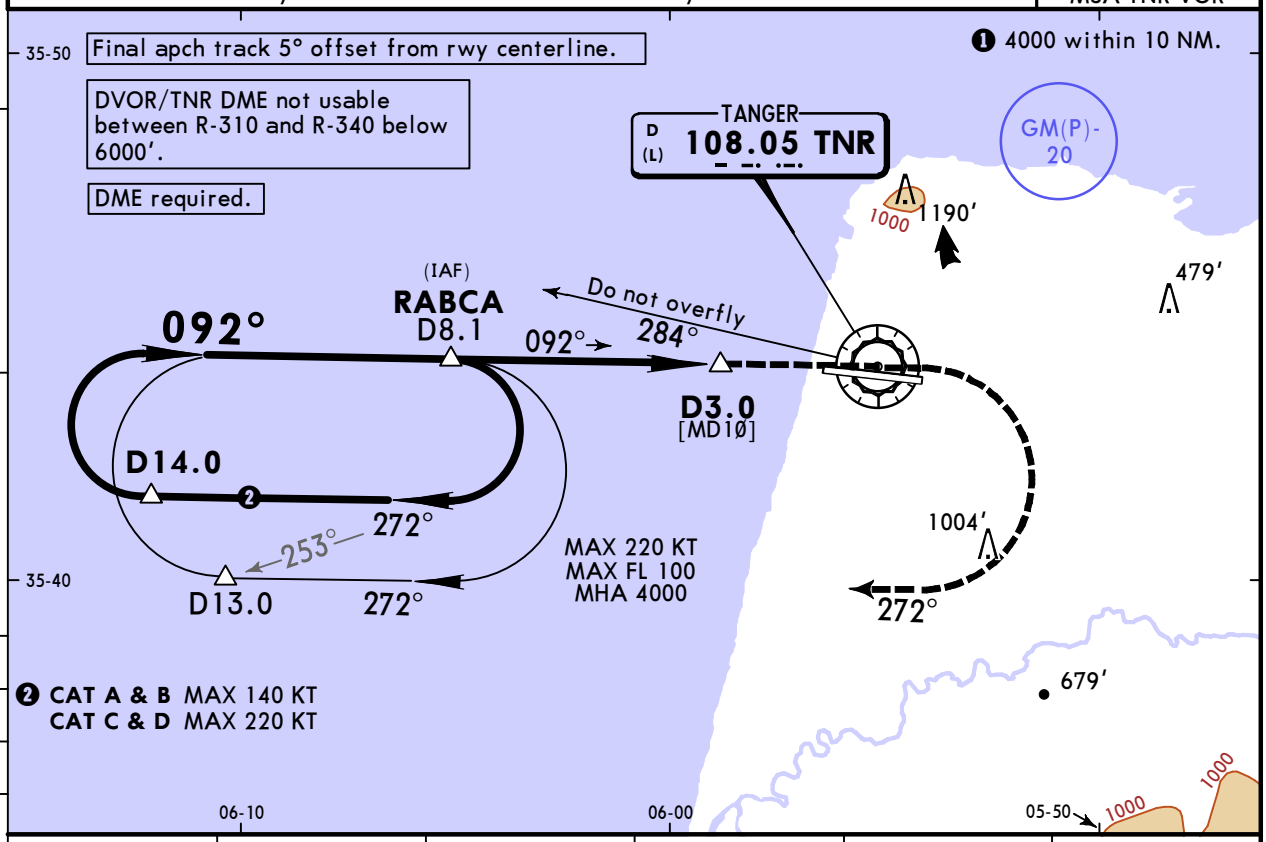
VOR TNR	Final Apch Crs	RABCA	MDA(H)	Apt Elev 69′
108.05	092°	2300′ (2280′)	750′ (730′)	Rwy 20′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn RIGHT (MAX 185 KT) to 272°, then continue climb to 2300′ and as directed.

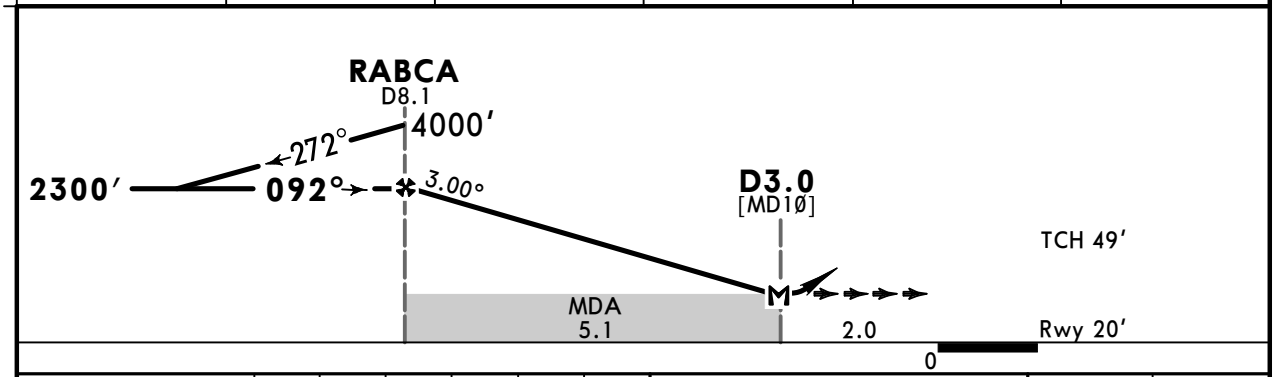
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4200′



MSA TNR VOR



TNR DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2270′	1960′	1640′	1330′	1010′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

PAPI-L 1000′

PANS OPS

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND ❶		
MDA(H) 750′(730′)		Max Kts	MDA(H)	
A	3200m	100	1300′ (1280′)	3200m
B		135		
C		180	1600′ (1580′)	4800m
D	3600m	205		

❶ Circling height based on rwy 10 thresh elev of 20′.

CHANGES: MSA. Procedure. Minimums.

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GMTT/TNG
IBN BATOUTA INTL

JEPPESEN
8 MAY 20 (13-2) Eff 21 May

TANGER, MOROCCO
VOR Rwy 28

BRIEFING STRIP ™

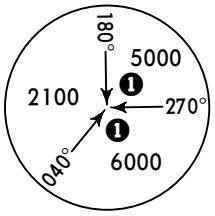
ATIS	TANGER Approach	TANGER Tower
123.7	121.2	119.5

VOR TNR	Final Apch Crs	D10.3	MDA(H)	Apt Elev 69′
108.05	283°	3200′(3137′)	740′(677′)	Rwy 63′

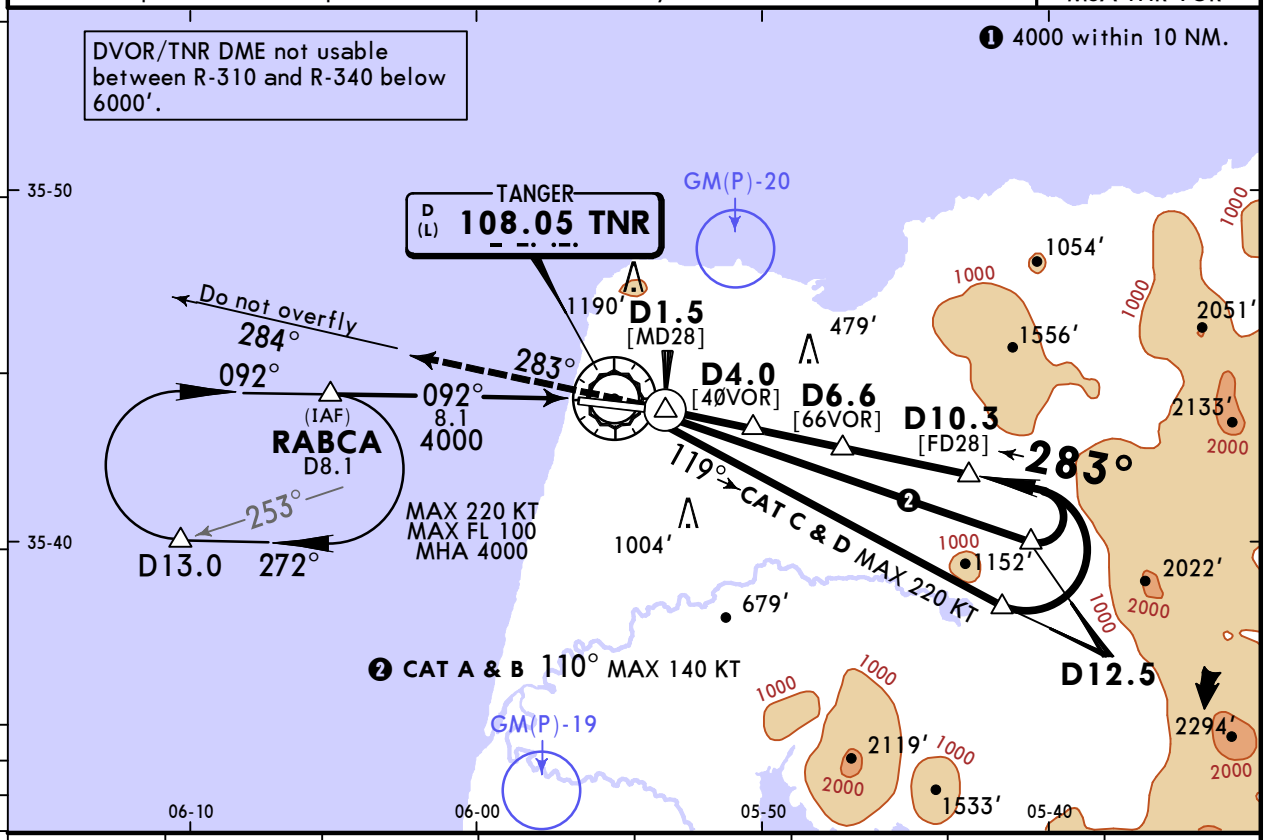
MISSED APCH: Climb STRAIGHT AHEAD on 283° to 4000′ and as directed.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 4200′

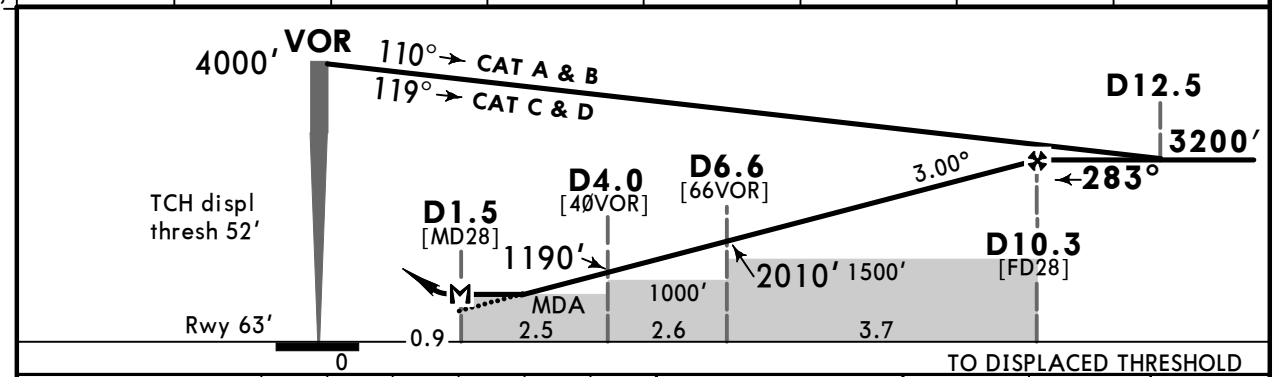
1. DME Required. 2. Final apch track 5.1° offset from rwy centerline.



MSA TNR VOR



TNR DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	870′	1190′	1500′	1820′	2140′	2450′	2770′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

HIALS
PAPI
4000′
283°

PANS OPS

STRAIGHT-IN LANDING RWY 28

MDA(H) 740′(677′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	2400m	3200m
D	2800m	3600m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	1300′(1237′)	2000m
135	1300′(1237′)	2400m
180	1600′(1537′)	4800m
205		

❶ Circling height based on rwy 28 displ thresh elev of 63′.

CHANGES: MSA. Procedure. Minimums.

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Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TANGER, (IBN BATOUTA INTL - GMTT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport GMTT