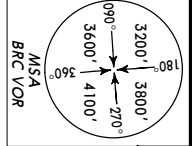


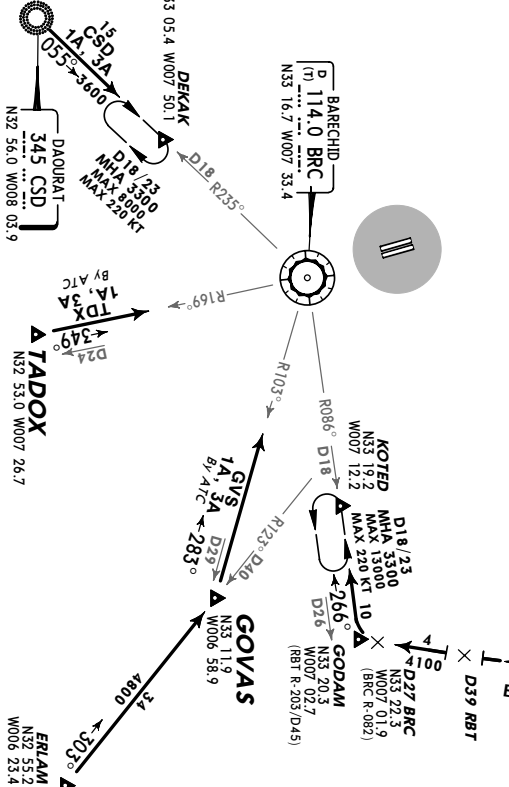
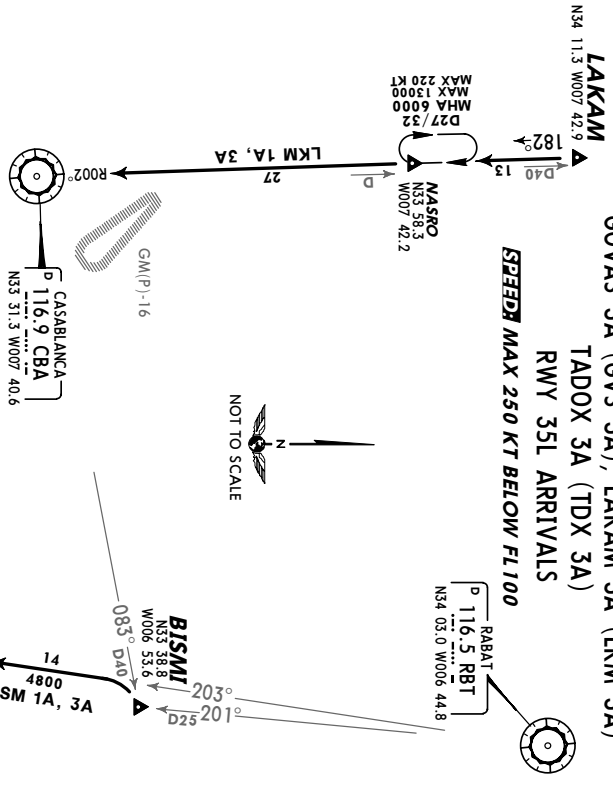
**JEPESEN CASABLANCA, MOROCCO**  
 STAR

10 DEC 04 (10-2) EFT 23 Dec  
 Api 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), LAKAM 1A (LKM 1A)**  
**TADOX 1A (TDX 1A)**  
**RWY 35R ARRIVALS**

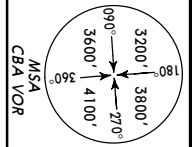
**BISMI 3A (BSM 3A), DAOURAT 3A (CSD 3A)**  
**GOVAS 3A (GVS 3A), LAKAM 3A (LKM 3A)**  
**TADOX 3A (TDX 3A)**  
**RWY 35L ARRIVALS**  
**SPEED MAX 250 KT BELOW FL100**



CHANGES: Trans Alt; STARS & RWY established; new format.  
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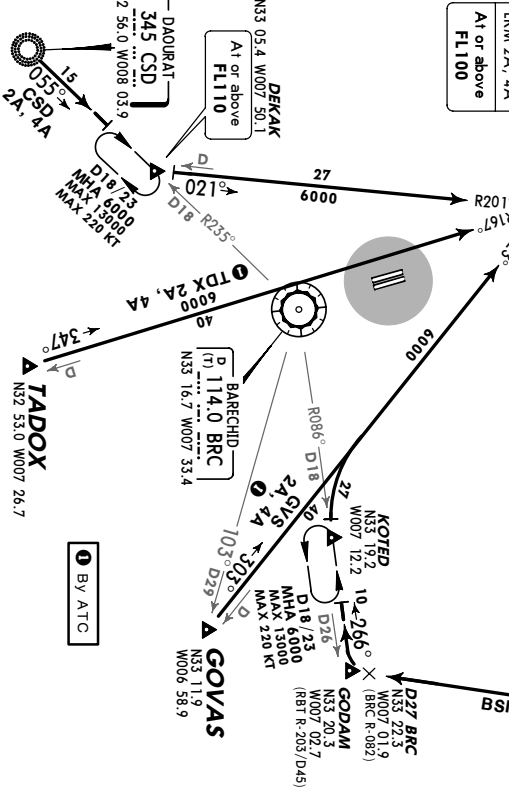
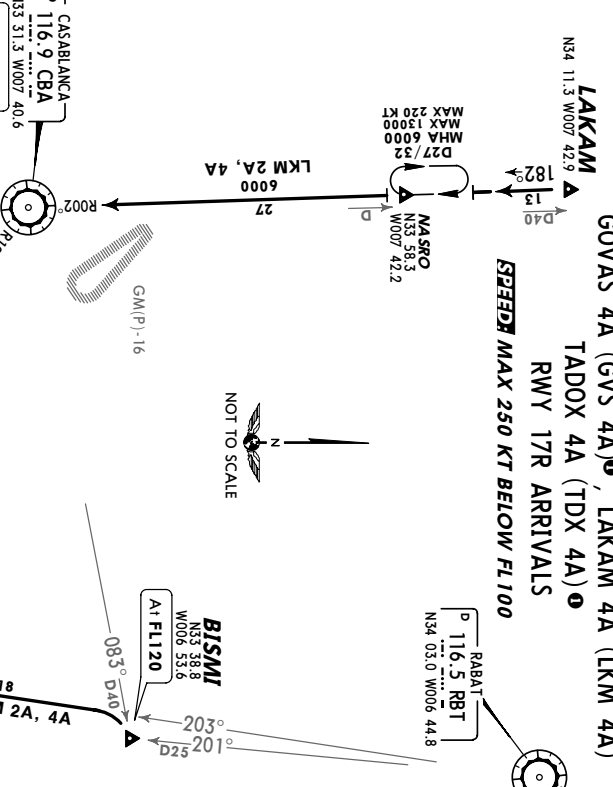
**JEPESEN CASABLANCA, MOROCCO**  
 STAR

10 DEC 04 (10-2A) EFT 23 Dec  
 Api 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**

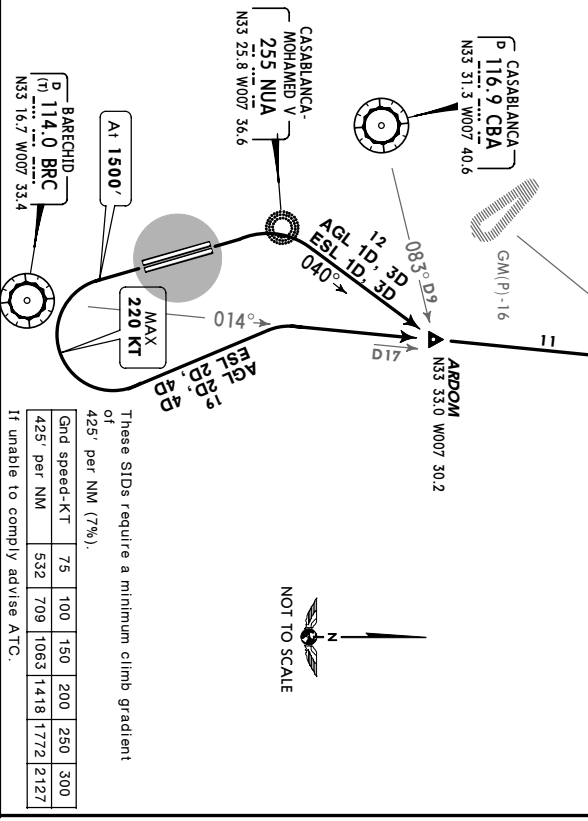
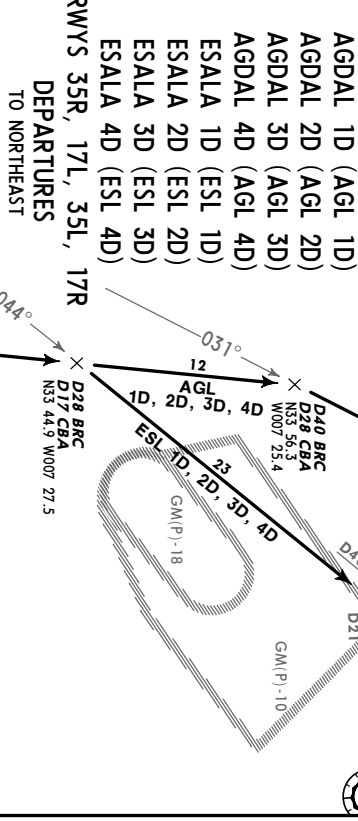
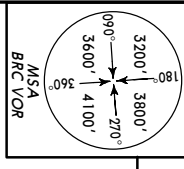
**BISMI 4A (BSM 4A), DAOURAT 4A (CSD 4A)**  
**GOVAS 4A (GVS 4A), LAKAM 4A (LKM 4A)**  
**TADOX 4A (TDX 4A)**  
**RWY 17R ARRIVALS**  
**SPEED MAX 250 KT BELOW FL100**



CHANGES: Trans Alt; STARS & RWY established; new format.  
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**GMNM/CMN**  
**JEPPESSEN CASABLANCA, MOROCCO**  
 10 DEC 04 (10-3) **EF 23 Dec** **STD**

Apt Elev 656' Trans level: By ATC Trans alt: 3300'



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

Initial climb clearance by ATC

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

These SIDs require a minimum climb gradient of 425' per NM (7%).  
 If unable to comply advise ATC.

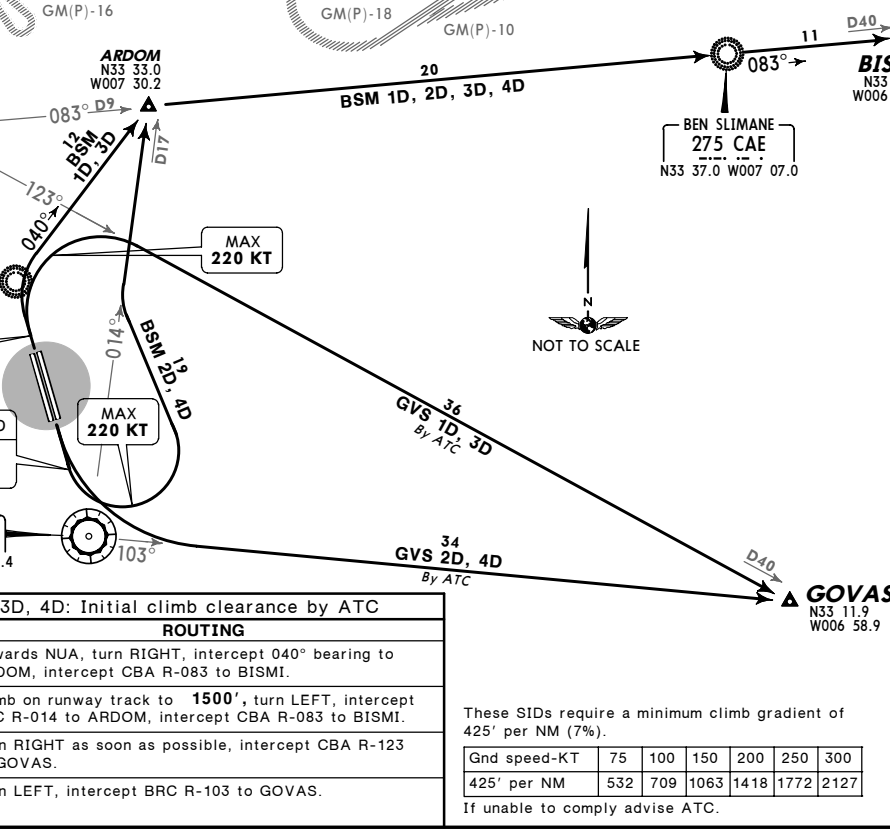
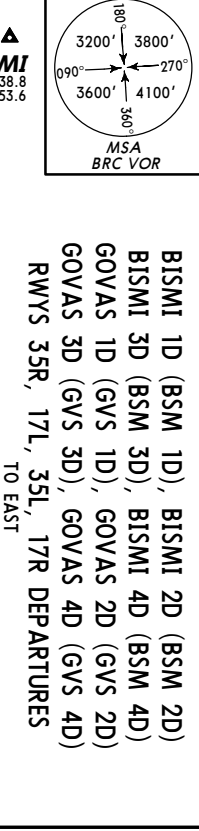
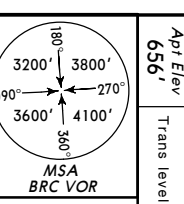
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

NOT TO SCALE

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**GMNM/CMN**  
**JEPPESSEN CASABLANCA, MOROCCO**  
 10 DEC 04 (10-3A) **EF 23 Dec** **STD**

Apt Elev 656' Trans level: By ATC Trans alt: 3300'



AGL 1D	35R	Towards NUA, turn RIGHT, intercept 040° bearing to ARDOM, intercept BRC
AGL 3D <td>35L</td> <td>R-014 to D40 BRC/D28 CBA, intercept CBA R-031 to AGDAL.</td>	35L	R-014 to D40 BRC/D28 CBA, intercept CBA R-031 to AGDAL.
AGL 2D <td>17L</td> <td>Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to D40</td>	17L	Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to D40
AGL 4D <td>17R</td> <td>BRC/D28 CBA, intercept CBA R-031 to AGDAL.</td>	17R	BRC/D28 CBA, intercept CBA R-031 to AGDAL.
ESL 1D BY ATC <td>35R</td> <td>Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.</td>	35R	Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.
GVS 3D BY ATC <td>35L</td> <td>Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.</td>	35L	Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.
GVS 2D BY ATC <td>17L</td> <td>Turn LEFT, intercept BRC R-103 to GOVAS.</td>	17L	Turn LEFT, intercept BRC R-103 to GOVAS.
GVS 4D BY ATC <td>17R</td> <td>Turn LEFT, intercept BRC R-103 to GOVAS.</td>	17R	Turn LEFT, intercept BRC R-103 to GOVAS.

Initial climb clearance by ATC

AGL 1D	35R	Towards NUA, turn RIGHT, intercept 040° bearing to ARDOM, intercept BRC
AGL 3D <td>35L</td> <td>R-014 to D40 BRC/D28 CBA, intercept CBA R-031 to AGDAL.</td>	35L	R-014 to D40 BRC/D28 CBA, intercept CBA R-031 to AGDAL.
AGL 2D <td>17L</td> <td>Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to D40</td>	17L	Climb on runway track to 1500', turn LEFT, intercept BRC R-014 to D40
AGL 4D <td>17R</td> <td>BRC/D28 CBA, intercept CBA R-031 to AGDAL.</td>	17R	BRC/D28 CBA, intercept CBA R-031 to AGDAL.
ESL 1D BY ATC <td>35R</td> <td>Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.</td>	35R	Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.
GVS 3D BY ATC <td>35L</td> <td>Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.</td>	35L	Turn RIGHT as soon as possible, intercept CBA R-123 to GOVAS.
GVS 2D BY ATC <td>17L</td> <td>Turn LEFT, intercept BRC R-103 to GOVAS.</td>	17L	Turn LEFT, intercept BRC R-103 to GOVAS.
GVS 4D BY ATC <td>17R</td> <td>Turn LEFT, intercept BRC R-103 to GOVAS.</td>	17R	Turn LEFT, intercept BRC R-103 to GOVAS.

These SIDs require a minimum climb gradient of 425' per NM (7%).  
 If unable to comply advise ATC.

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

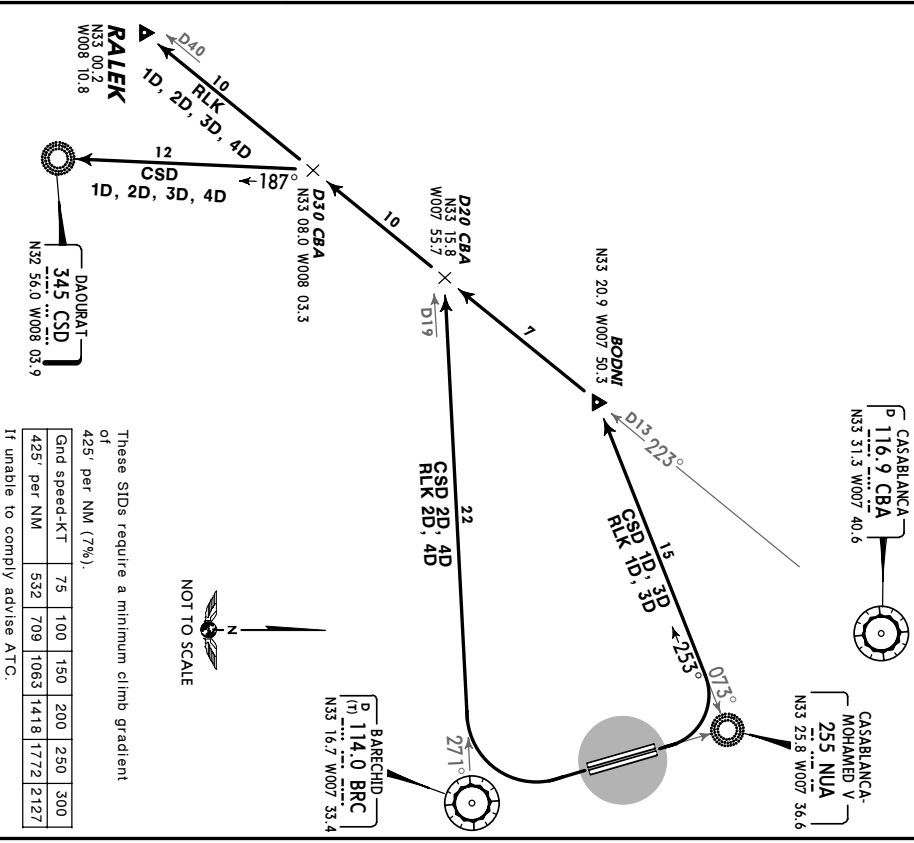
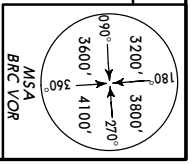
NOT TO SCALE

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**GMNM/CMN** **JEPPesen CASABLANCA, MOROCCO** **STD**  
 MOHAMED V 10 DEC 04 (10-3B) EFF 23 Dec

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



Initial climb clearance by ATC

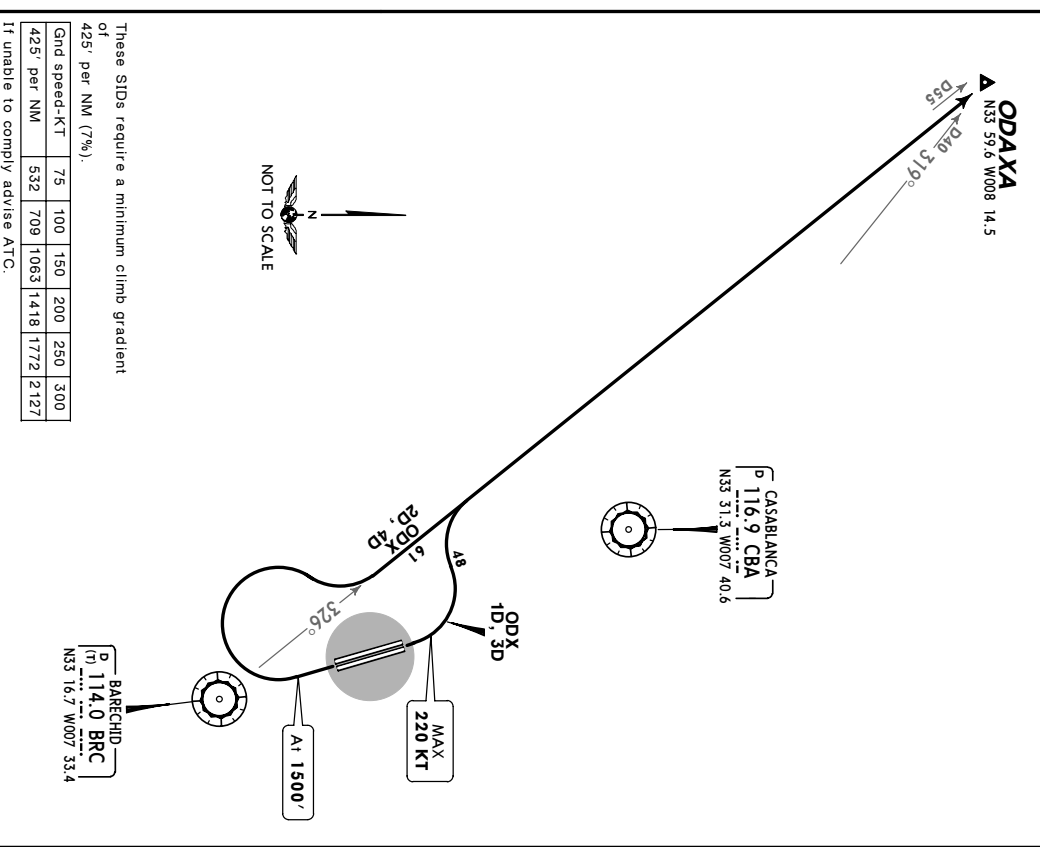
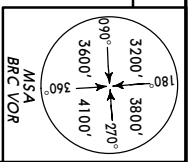
SID	RWY	ROUTING
CSD 1D	35R	Towards NUA, turn LEFT, intercept 253° bearing to BODNI, intercept CBA
CSD 3D	35L	R-223 to D30 CBA, intercept 187° bearing to CSD.
CSD 2D	17L	Turn RIGHT, intercept BRC R-271, intercept CBA R-223 to D30 CBA, intercept 187° bearing to CSD.
CSD 4D	17R	Towards NUA, turn LEFT, intercept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

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**GMNM/CMN** **JEPPesen CASABLANCA, MOROCCO** **STD**  
 MOHAMED V 10 DEC 04 (10-3C) EFF 23 Dec

Apt Elev 656' Trans level: By ATC Trans alt: 3300'

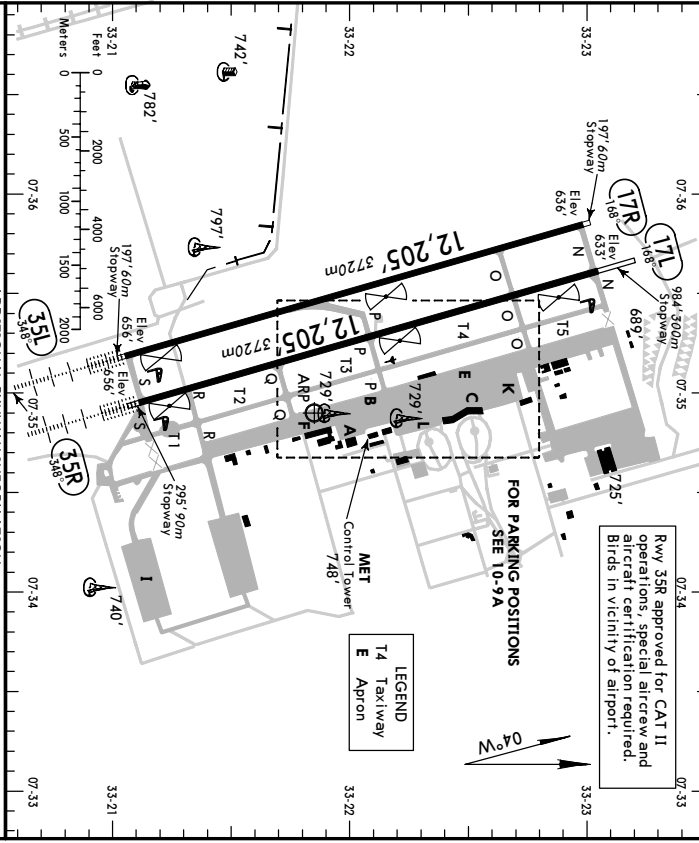
ODAXA 1D (ODX 1D), ODAXA 2D (ODX 2D)  
 ODAXA 3D (ODX 3D), ODAXA 4D (ODX 4D)  
 RWYS 35R, 17L, 35L, 17R DEPARTURES  
 TO NORTHWEST



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	

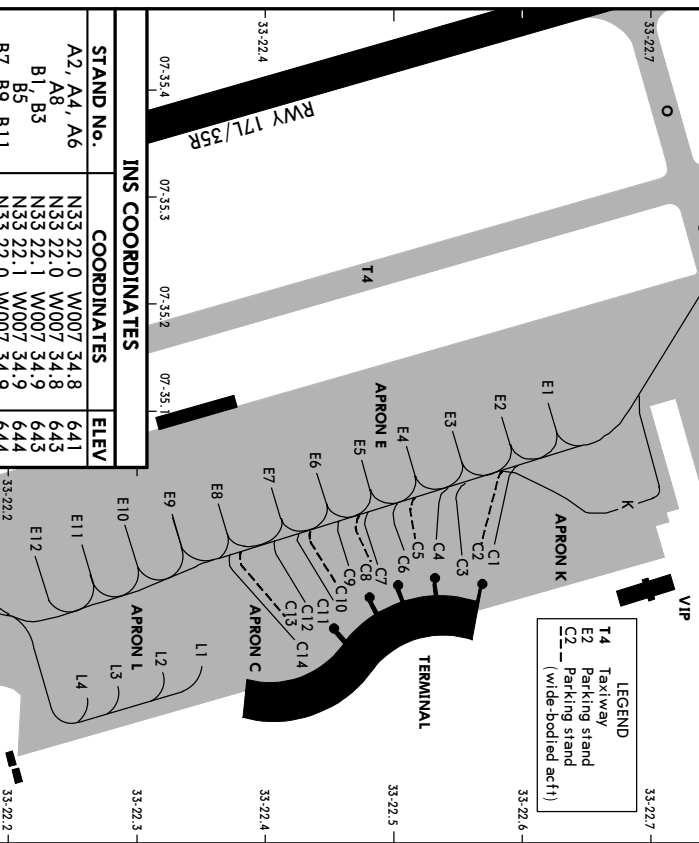
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RWY	USABLE LENGTHS			LANDING BEYOND THRESHOLD	GLIDE SLOPE	TAKE-OFF WIDTH
	HIRL (60m)	CL (15m)	PAPI-L (angle 2.7°)			
17L	HIRL (60m)	CL (15m)	PAPI-L (angle 2.7°)			148'
35R	HIRL (60m)	CL (15m)	HIALS-II TDZ			45m
17R	RL CL PAPI (angle 3.0°)					148'
35L	RL CL HIALS-II	REIL	TDZ			45m

AIR CARRIER (JAA)	TAKE-OFF		AIR CARRIER (FAIR 121)
	CL and RCLM and two RVR req	VIS Ref	
LVP must be in force			
All Rwys			
RCLM (DAY only) or RL			
RCLM (DAY only) or RL			
2 Eng			
3 & 4 Eng			



STAND No.	INS COORDINATES		ELEV
	COORDINATES	ELEV	
A2, A4, A6	N33 22.0 W007 34.8	641	
A8	N33 22.0 W007 34.8	643	
B1, B3	N33 22.1 W007 34.9	643	
B5	N33 22.1 W007 34.9	644	
B7, B9, B11	N33 22.0 W007 34.9	644	
B13	N33 21.9 W007 34.9	644	
B14, B15	N33 21.9 W007 34.9	645	
C1	N33 22.6 W007 35.0	640	
C2	N33 22.5 W007 35.0	641	
C3	N33 22.5 W007 34.9	641	
C4	N33 22.5 W007 35.0	641	
C5	N33 22.5 W007 34.9	642	
C6	N33 22.5 W007 35.0	642	
C7 thru C11	N33 22.5 W007 34.9	642	
C12 thru C14	N33 22.4 W007 34.9	642	
E1	N33 22.6 W007 35.1	642	
E2	N33 22.6 W007 35.1	641	
E3	N33 22.6 W007 35.1	641	
E4	N33 22.5 W007 35.1	639	
E5	N33 22.5 W007 35.1	640	
E6	N33 22.5 W007 35.0	643	
E7	N33 22.4 W007 35.0	644	
E8	N33 22.4 W007 35.0	645	
E9	N33 22.3 W007 35.0	644	
E10	N33 22.3 W007 35.0	644	
E11	N33 22.3 W007 35.0	642	
E12	N33 22.2 W007 35.0	643	
F1, F2	N33 21.8 W007 34.8	644	
K	N33 22.7 W007 35.0	643	
L1	N33 22.4 W007 34.9	643	
L2	N33 22.4 W007 34.9	642	
L3, L4	N33 22.3 W007 34.9	642	

GMMN/CMN

JEPPESEN  
 10 DEC 04  
 EFF 23 Dec (10-9X)

JAA MINIMUMS  
 CASABLANCA, MOROCCO  
 MOHAMED V

STRAIGHT-IN RWY	A	B	C	D
17L	Lctr 960' (327') R1500m	960' (327') R1500m	960' (327') R1800m	960' (327') R2000m
17R	VOR DME 960' (324') cell1500'-V2500m	960' (324') cell1500'-V2500m	960' (324') cell1500'-V2500m	960' (324') cell1500'-V2500m
35L	DAY 1060' (404') cell1500'-V2500m	1060' (404') cell1500'-V2500m	1060' (404') cell1500'-V2500m	1060' (404') cell1500'-V2500m
35R	NIGHT 1060' (404') cell1500'-V2500m	1060' (404') cell1500'-V2500m	1060' (404') cell1500'-V2500m	1060' (404') cell1500'-V2500m
	CAT 2 ILS 756' (100') RA104' R300m	756' (100') RA104' R300m	756' (100') RA104' R300m	756' (100') RA104' R300m
	ILS 856' (200') R550m	856' (200') R550m	856' (200') R550m	856' (200') R550m
	ALS out R1000m	R1000m	R1000m	R1000m
	LOC 1060' (404') R900m	1060' (404') R1000m	1060' (404') R1000m	1060' (404') R1400m
	ALS out R1500m	R1500m	R1800m	R2000m
	VOR DME 1060' (404') R900m	1060' (404') R1000m	1060' (404') R1000m	1060' (404') R1400m
	ALS out R1500m	R1500m	R1800m	R2000m
	VOR 1060' (404') R900m	1060' (404') R1000m	1060' (404') R1000m	1060' (404') R1400m
	ALS out R1500m	R1500m	R1800m	R2000m
	ALS out Lctr 1060' (404') R900m	1060' (404') R1000m	1060' (404') R1000m	1060' (404') R1400m
	ALS out R1500m	R1500m	R1800m	R2000m

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

Rwy 17L/35R	All Rwys			
LVP must be in Force	LVP must be in Force			
Approved Operators HRL, CL & mult. RVR req	Rt. CL & mult. RVR req	Rt. & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	125m	150m	200m	250m
B	150m	200m	250m	400m
C	150m	200m	250m	500m
D	150m	200m	250m	300m

GMMN/CMN  
 MOHAMED V

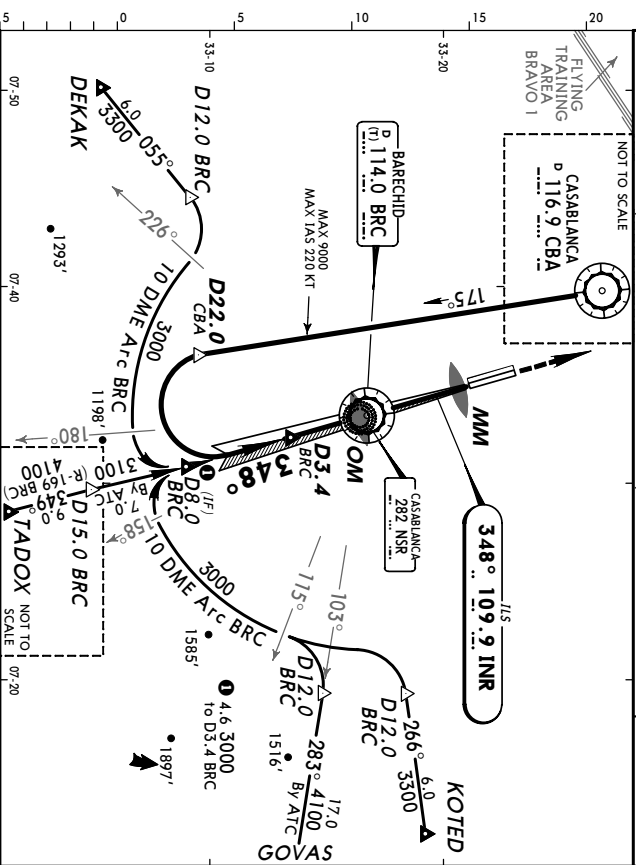
JEPPESEN  
 10 DEC 04  
 EFF 23 Dec (11-1)

JAA MINIMUMS  
 CASABLANCA, MOROCCO  
 VOR DME ILS Rwy 35R

LOC	InR	Final	GS	ILS	Appt Elev
109.9	348°	2118' (1467')	856' (200')	118.5	656'

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

MOHAMED V Tower  
 MOHAMED V Tower  
 All Set: hPa  
 Rwy Elev: 24 hPa  
 Trans level: Br ATC  
 Trans alt: 3300'



Grnd speed/Kts	70	90	100	120	140	160
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	1:43

ILS  
 STRAIGHT-IN LANDING RWY 35R  
 LOC (GS out)  
 DA(H) 856' (200')  
 TDZ or CL out ALS out

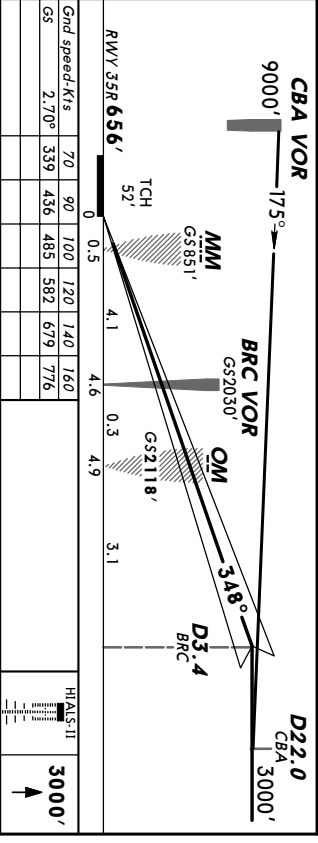
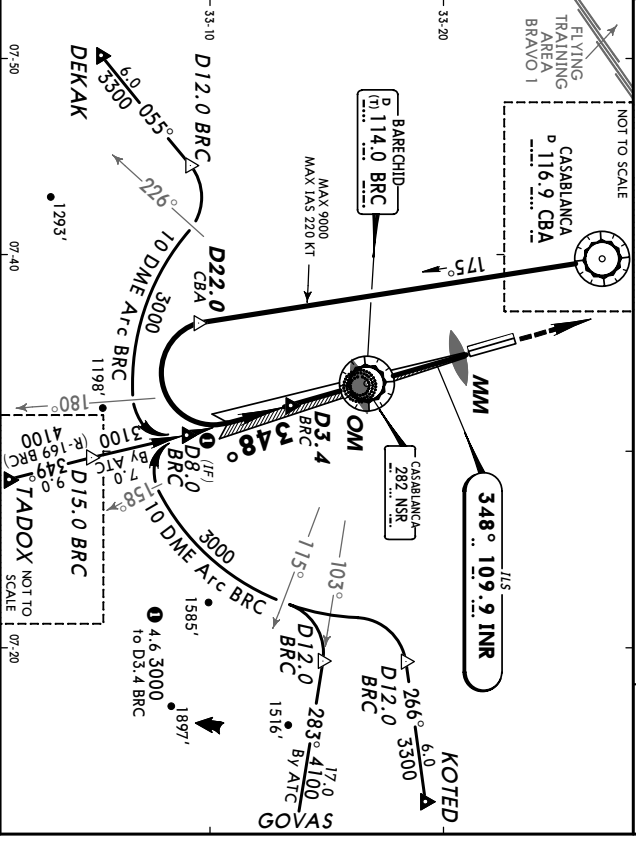
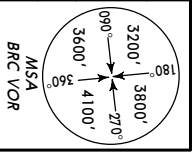
MM  
 LOC 2030'  
 G5851'  
 G52030'  
 G52118'  
 G52118'

MM  
 LOC 348°  
 D3.4  
 BRC  
 2120'

MM  
 LOC 3000'  
 D22.0  
 BRC  
 3000'

**GMMN/CMN**  
**MOHAMED V**  
 10 DEC 04  
**JEPPesen CASABLANCA, MOROCCO**  
**11-1A CAT II VOR DME ILS Rwy 35R**  
**EF 23 Dec**

MOHAMED V Approach		MOHAMED V Tower	
LOC INR	Final Apch Crs	GS OM	CAT II ILS DA(H)
109.9	348°	2118' (1462')	RA 104 DA(H) 756 (100')
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.		Rwy Elev: 24 Hpa Trans alt: 3300'	
Alt Set: Hpa Rwy Elev: 24 Hpa Special Altcrw & Act Certification Required.		Trans level: By ATC Trans alt: 3300'	



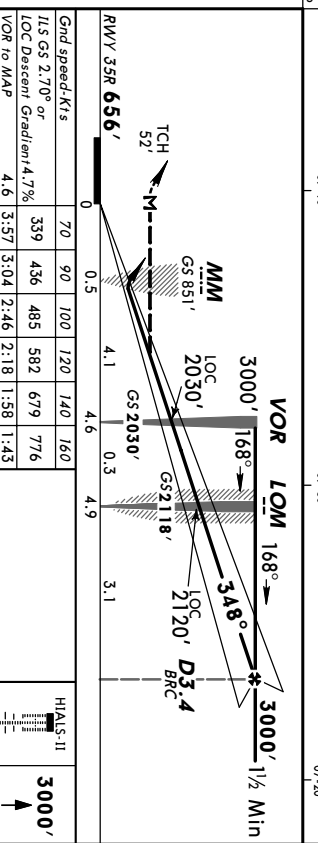
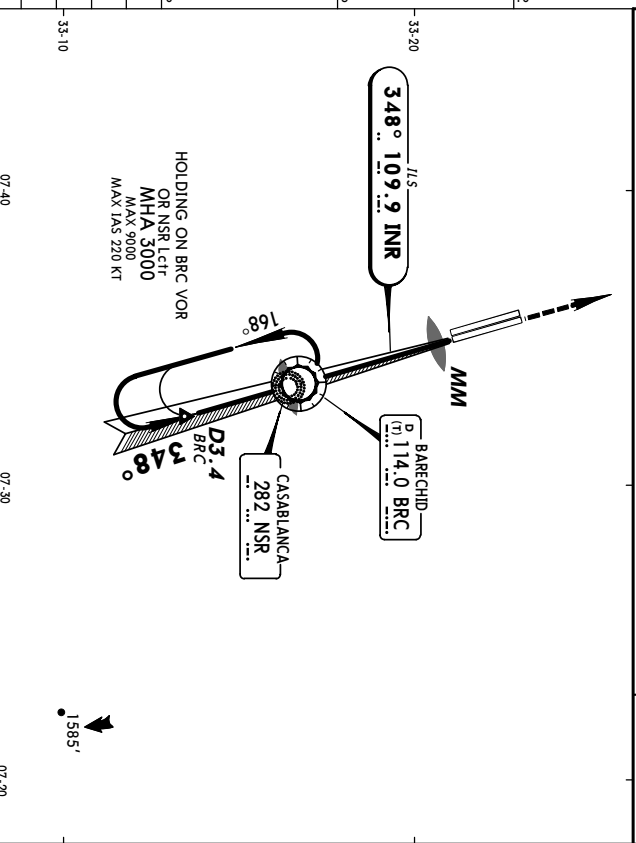
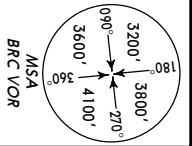
Grnd speed-Kts	70	90	100	120	140	160	HLAS II
GS	2.70	3.39	4.36	4.85	5.82	6.79	3000'
STRAIGHT-IN LANDING RWY 35R							
CAT II ILS							
ABCD							
RA 104'							
DA(H) 756' (100')							
RVR 350m							

PANS OPS 3

CHANGES: Procedure, Trans alt, RA, © JEPPESEN SANDERSON, INC., 2002, 2004. ALL RIGHTS RESERVED.

**GMMN/CMN**  
**MOHAMED V**  
 10 DEC 04  
**JEPPesen CASABLANCA, MOROCCO**  
**11-2 VOR ILS or Lctr ILS Rwy 35R**  
**EF 23 Dec**

MOHAMED V Approach		MOHAMED V Tower	
LOC INR	Final Apch Crs	GS LOM	ILS DA(H)
109.9	348°	2030' (1374')	2118' (1462') 856' (200')
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.		Rwy Elev: 24 Hpa Trans alt: 3300'	
Alt Set: Hpa Rwy Elev: 24 Hpa Retracked restricted to MAX IAS 220 KT.		Trans level: By ATC Trans alt: 3300'	



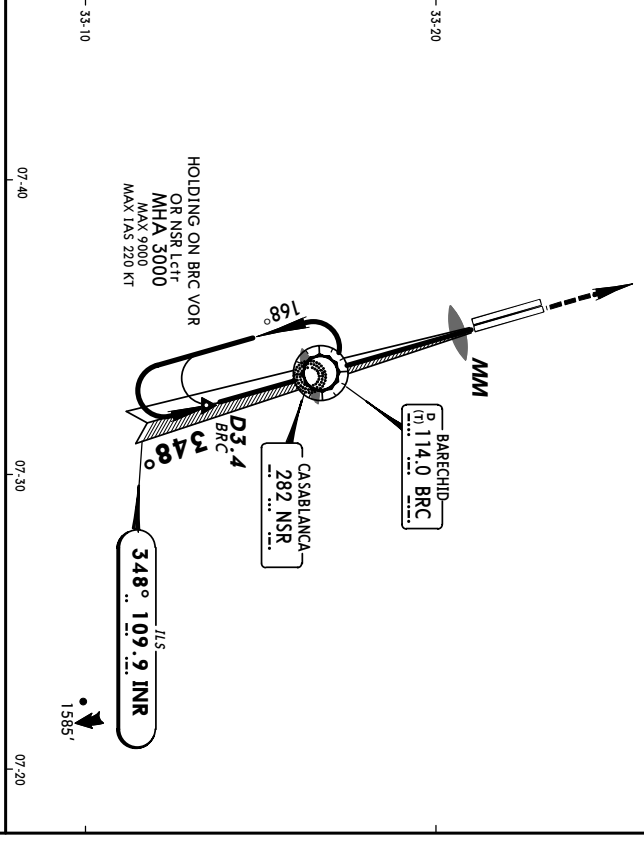
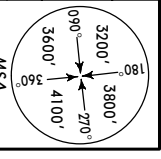
Grnd speed-Kts	70	90	100	120	140	160	HLAS II
ILS GS 2.70° or LOC Descrnt Gradient 4.7%	3.39	4.36	4.85	5.82	6.79	7.76	3000'
VOR to MAP	4.6	3.57	3.04	2.46	2.18	1.58	1.43
LOM to MAP	4.9	4.12	3.16	2.56	2.27	2.06	1.50
STRAIGHT-IN LANDING RWY 35R							
ILS							
LOC (GS out)							
DA(H) 856' (200')							
MDA(H) 1060' (404')							
FULL TDZ or Cl. out ALS out							
A	RVR 550m		RVR 720m		RVR 1500m		
B	RVR 550m		RVR 720m		RVR 1500m		
C	VIS 800m		VIS 800m		VIS 1600m		
D	VIS 800m		VIS 800m		VIS 1600m		

PANS OPS 3

CHANGES: Trans alt, Arrivals withdrawn, Minimums, © JEPPESEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.

**GMMN/CMN** 10 DEC 04 **JEPPESSEN CASABLANCA, MOROCCO**  
**MOHAMED V** **EHF 23 Dec** **(1-2A) CAT II VOR ILS or Lctr ILS RWY 35R**

MOHAMED V Approach		MOHAMED V Tower	
LOC	Final	GS	CAT II ILS
INR	Apch Crs	LSOM	RA 104
<b>109.9</b>	<b>348°</b>	<b>2030'</b> (1374')	DA(H) 756' (100')
			Appt Elev 656'
			RWY <b>656'</b>
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.			
Alt Set: hPa		Rwy Elev: 24 hPa	
1. Special Aircrew & Actl Certification Req. 2. Race track restricted to MAX IAS 220 KT.		Trans level: By ATC	
		Trans alt: 3300'	

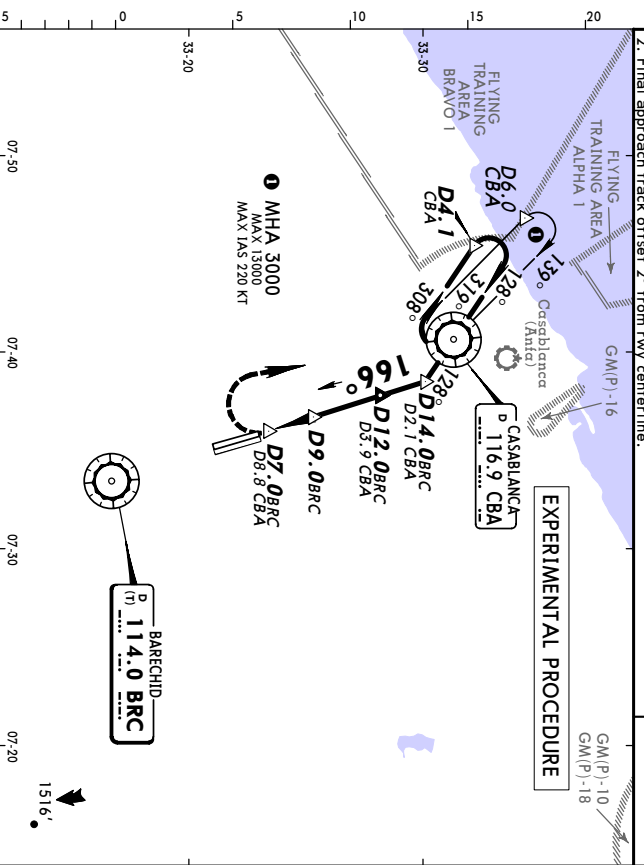
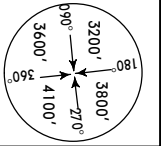


RWY 35R	656'	0	0.5	4.1	4.6	4.9	3.1			
GS	2.70°	339	436	485	582	679	776			
Grnd speed-Kts	70	90	100	120	140	160				
Descent Gradient	5.0%	354	456	506	608	709	810			
MAP at DZ 0 BRC										

STRAIGHT-IN LANDING RWY 35R  
 CAT II ILS  
 ABCD  
**RA 104'**  
 DA(H) **756' (100')**  
**RVR 350m**

**GMMN/CMN** 10 DEC 04 **JEPPESSEN CASABLANCA, MOROCCO**  
**MOHAMED V** **EHF 23 Dec** **(3-1) VOR DME RWY 17R**

MOHAMED V Approach		MOHAMED V Tower	
VOR	Final	Minimum Alt	MDA(H)
BRC	Apch Crs	<b>D12.0 BRC</b>	<b>960'</b> (324')
<b>114.0</b>	<b>166°</b>	<b>2340'</b> (1704')	
			Appt Elev 656'
			RWY <b>636'</b>
MISSED APCH: Turn RIGHT (MAX IAS 185 KT) as soon as possible climbing to 3000' to rejoin CBA VOR and as directed.			
Alt Set: hPa		Rwy Elev: 23 hPa	
1. Race track restricted to MAX IAS 185 KT.		Trans level: By ATC	
		Trans alt: 3300'	

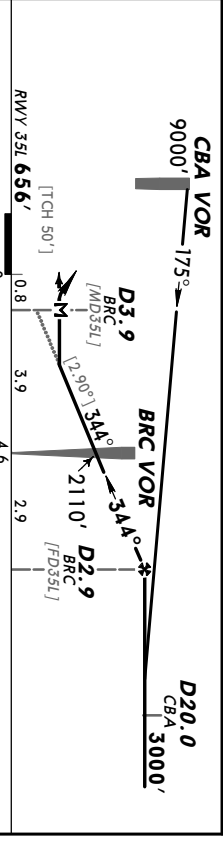
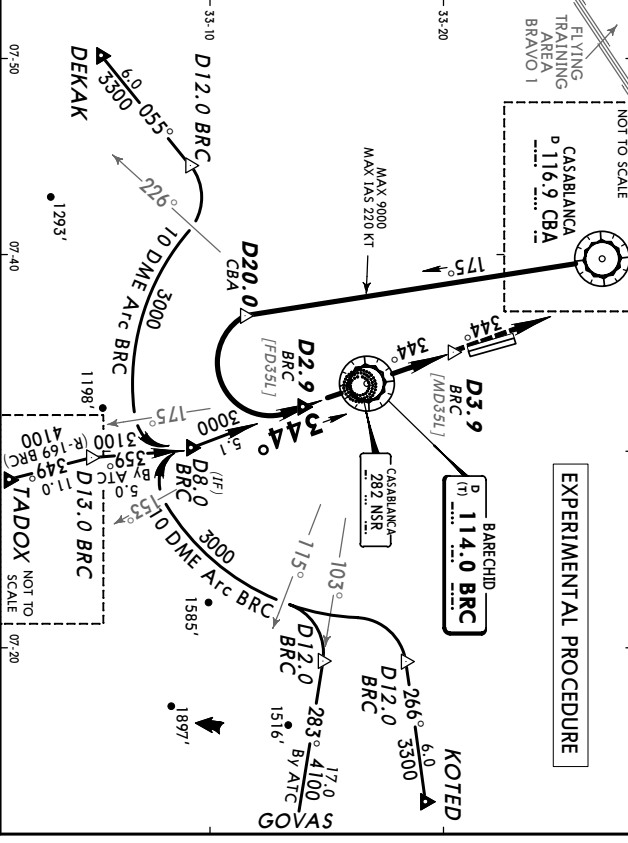
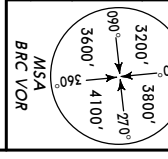


RWY 17R	636'	0	0.4	2.0	3.0	2.0	0.4			
GS	2.70°	354	456	506	608	709	810			
Grnd speed-Kts	70	90	100	120	140	160				
Descent Gradient	5.0%	354	456	506	608	709	810			
MAP at DZ 0 BRC										

STRAIGHT-IN LANDING RWY 17R  
 DAY  
 NIGHT  
 MDA(H) **960' (324')**  
**RVR 500m**

**GMMN/CMN**  
**MOHAMED V**  
 10 DEC 04  
 EFF 23 Dec  
**JEPPESSEN**  
 13-2  
**CASABLANCA, MOROCCO**  
 via CBA VOR VOR DME RWY 35L  
 or ATIS

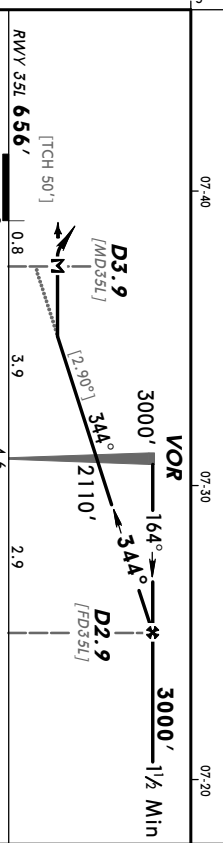
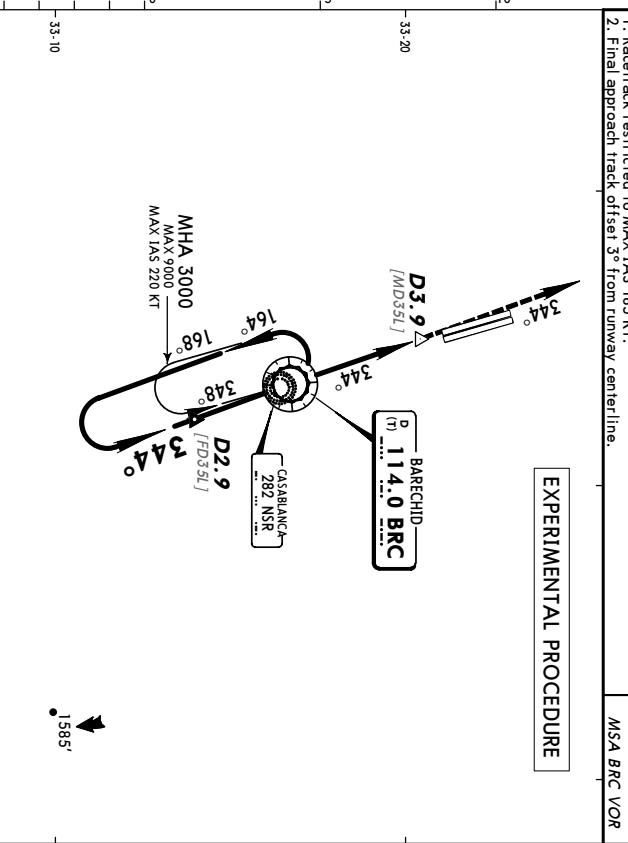
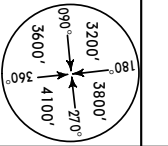
MOHAMED V Approach		MOHAMED V Tower	
VOR	121.3	Minimum Alt	118.5
BRC	114.0	MDA(H)	1060' (404')
Final	344°	Apt Elev	656'
Apch Crs	3000' (2344')	RWY	656'
MISSED APCH: Climb on R-344 BRC to 3000' and as directed.		MISA BRC VOR	



Gnd speed-Kts		70	90	100	120	140	160	HIAS-II		
Descent Gradient 5.06% or		359	462	513	616	718	821	3000' BRC		
Descent angle [2.90°]									on 114.0	
MAP at D3.9 BRC									R-344	
STRAIGHT-IN LANDING RWY 35L										
MDA(H) 1060' (404')										
DAY										
NIGHT										
ALS out CELL-VIS ALS out										
A										
B										
C	500' - 2500m									
D	500' - 5000m									

**GMMN/CMN**  
**MOHAMED V**  
 10 DEC 04  
 EFF 23 Dec  
**JEPPESSEN**  
 13-3  
**CASABLANCA, MOROCCO**  
 via BRC VOR VOR DME RWY 35L

MOHAMED V Approach		MOHAMED V Tower	
VOR	121.3	Minimum Alt	118.5
BRC	114.0	MDA(H)	1060' (404')
Final	344°	Apt Elev	656'
Apch Crs	3000' (2344')	RWY	656'
MISSED APCH: Climb on R-344 to 3000' and as directed.		MISA BRC VOR	

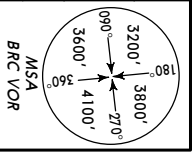


Gnd speed-Kts		70	90	100	120	140	160	HIAS-II		
Descent Gradient 5.06% or		359	462	513	616	718	821	3000' BRC		
Descent angle [2.90°]									on 114.0	
MAP at D3.9									R-344	
STRAIGHT-IN LANDING RWY 35L										
MDA(H) 1060' (404')										
DAY										
NIGHT										
ALS out CELL-VIS ALS out										
A										
B										
C	500' - 2500m									
D	500' - 5000m									

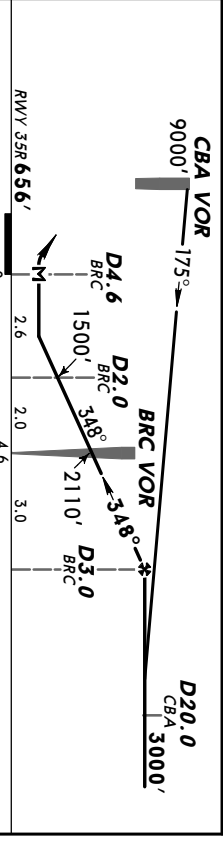
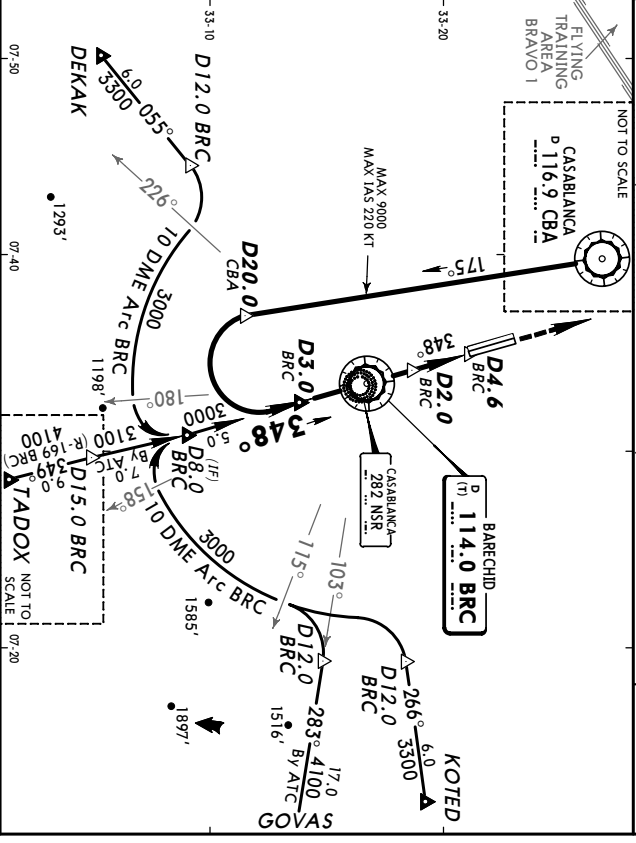


**GMMN/CMN**  
**MOHAMED V**

MOHAMED V Approach		MOHAMED V Tower	
VOR BRC	121.3	118.5	
Final Apch Crs	348°	MDA(H)	1060' (404')
Minimum Alt	3000' (2344')	Appt Elev	656'
		RWY	656'



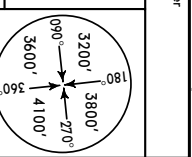
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.  
 All Set: Hpa Rwy Elev: 24 Hpa Trans level: By ATC Trans alt: 3300'



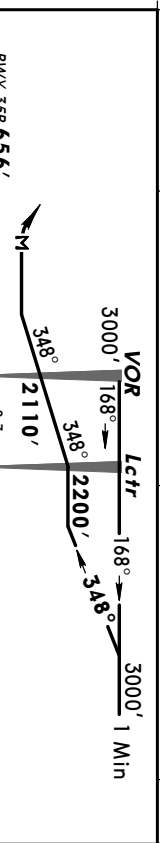
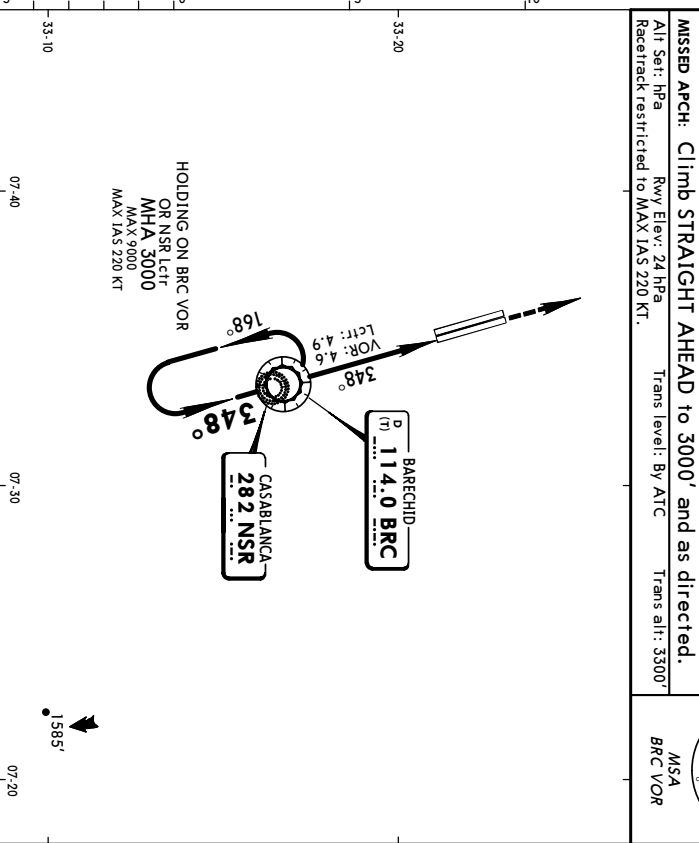
Grid speed-Kts	70	90	100	120	140	160	HAIS-II	3000'	
Descent Gradient	5.0%	354	456	506	608	709			
MAP at D4.6 BRC									
STRAIGHT-IN LANDING RWY 35R									
MDA(H) 1060' (404')									
ALS out									
A	RVR 720m								RVR 1500m
B	VIS 800m								VIS 1600m
C	1200m								
D	RVR 1500m								
	VIS 1600m								

**GMMN/CMN**  
**MOHAMED V**

MOHAMED V Approach		MOHAMED V Tower	
VOR BRC	121.3	118.5	
Final Apch Crs	348°	MDA(H)	1060' (404')
Minimum Alt	2200' (1544')	Appt Elev	656'
Lctr NSR	282	RWY	656'



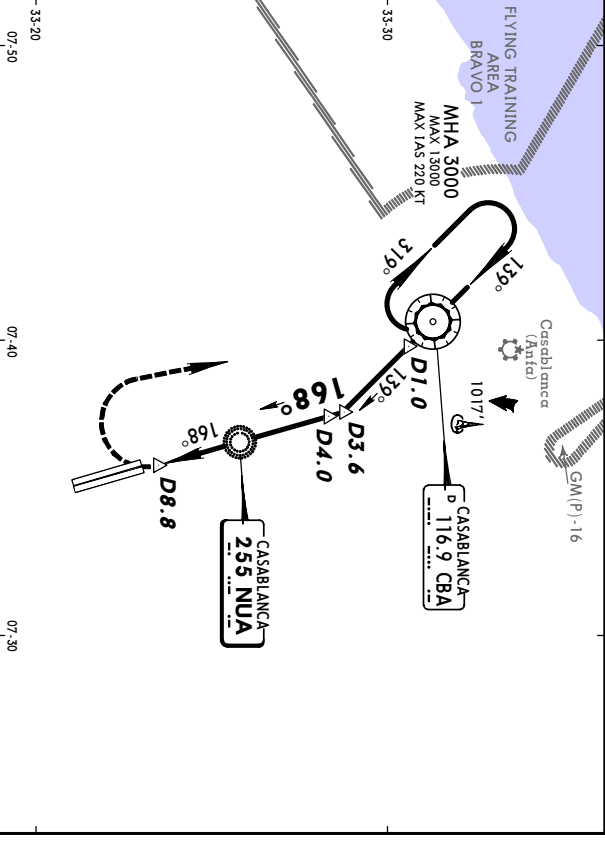
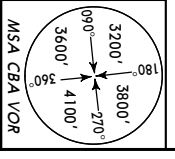
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.  
 All Set: Hpa Rwy Elev: 24 Hpa Trans level: By ATC Trans alt: 3300'



Grid speed-Kts	70	90	100	120	140	160	HAIS-II	3000'	
Descent Gradient	5.0%	354	456	506	608	709			
VOR to MAP	4.6	3:57	3:04	2:46	2:18	1:43			
Lctr to MAP	4.9	4:12	3:16	2:56	2:27	2:06			
STRAIGHT-IN LANDING RWY 35R									
MDA(H) 1060' (404')									
ALS out									
A	RVR 720m								RVR 1500m
B	VIS 800m								VIS 1600m
C	1200m								
D	RVR 1500m								
	VIS 1600m								

**GMMN/CMN** **JEPPERSEN CASABLANCA, MOROCCO**  
**MOHAMED V** **(6-1) EFF 23 Dec** **Lctr Rwy 17L**

MOHAMED V Approach		MOHAMED V Tower	
Lctr NUA 255	Final Apch Crs 168°	Minimum Alt D4.0 2340' (1707')	MDA(H) 960' (327')
		Apt Elev 656'	RWY 633'
MISSED APCH: Turn RIGHT as soon as possible climbing to 3000' to rejoin VOR for another approach. MAX IAS 185 KT.			
Alt Set: hPa Rwy Elev: 23 hPa Race-track restricted to MAX IAS 220 KT.		Trans level: By ATC	Trans alt: 3300'
			MSA CBA VOR



STRAIGHT-IN LANDING RWY 17L									
MDA(H) <b>960' (327')</b>									
Wind speed-Kts	70	90	100	120	140	160			
Descent Gradient 5.0%	354	456	506	608	709	810			
MAP at D8.8							PAPI-L	MAX	CBA
									116.9
RWY 17L <b>633'</b>									