

GMMN

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General

Aerodrome Description

With just under 8 million passengers passing through the airport in 2014, it was the busiest airport in Morocco and the fourth busiest in Africa. In August 2014, ONDA reported a year-on-year increase of 7.28% passenger traffic, to 918,238. The airport serves as hub for Royal Air Maroc, Royal Air Maroc Express and Air Arabia Maroc. It is named after King Mohammed V of Morocco, who led the country's successful push for independence from French and Spanish colonial rule.

Data	Value
ARP	<i>N33°21.85' / W7°34.90'</i>
Elevation	<i>656 feet</i>
Transition altitude	<i>4000 ft</i>

Scenery

Scenery usage is strongly recommended. Here is the selection of scenery that we suggest you use when flying into or out of Casablanca!

Recommended Sceneries
<div>Microsoft Flight Simulator</div> <div>Paid: PrealSoft</div>
<div>Prepar3D</div> <div>Paid: PrealSoft (P3D v5)Paid: PrealSoft (P3D v4)Paid: FSDG (FSX/P3D)Free: JMS Designs (FSX/P3D)</div>

X-Plane

[Paid: Axonos](#)[Paid: FSDG](#)[Free: Risuali](#)

Charts

It is important to have the latest version of the charts when flying. Through the Morocco eAIP, you can get a set of charts for Mohammed V airport.

As part of your planning and preparation for your flight, we encourage you to review these charts. They are directly accessible [here](#).

AIRAC

To prevent problems with inaccurate data, please make sure you have the most recent AIRAC cycle installed before your next flight.

Airfield Data

Runways

Runways	Dimensions	Magnetic Bearing	Threshold Elevation
17L/35R	3,717 x 45 m	165° / 345°	633 m / 656 m
17R/35L	3,711 x 45 m	165° / 345°	640 m / 656 m

Declared Distances

RWY	TORA	ADSA	TODA	LDA
17L	3,717 m	4,617 m	3,777 m	3,717 m
35R	3,717 m	4,117 m	3,777 m	3,717 m
17R	3,717 m	4,601 m	3,771 m	3,711 m
35L	3,717 m	4,011 m	3,771 m	3,711 m

Frequencies

Designator	Callsign	Frequency
APP	Mohammed V Radar	121.300 MHz
APP	Mohammed V Approche / Mohammed V Approach	119.900 MHz
TWR	Mohammed V Tour / Mohammed V Tower	118.500 MHz
GND	Mohammed V Sol / Mohammed V Ground	130.600 MHz
GND	Mohammed V Planner	121.000 MHz
DEL	Mohammed V Delivery	121.700 MHz
ATIS	Mohammed V information	126.300 MHz

Aprons and Parking



Departures

En Route Clearance and Start-up

To prevent any unnecessary delays, pilots are provided with their start-up clearance along with their en route clearance. This clearance includes a SID, and pilots can expect an initial climb to FL050.

Please note that a separate clearance for pushback is still required, even if you have already received your start-up clearance. If you are not able to begin pushback or start-up within 5 minutes of receiving your clearance, please plan accordingly and only request your en route clearance when you are prepared to proceed.

Please see the ATIS for the current runway in use. The runway will be confirmed either prior to taxi or during the pushback clearance by Ground.

“ **RAM810D:** "Mohammed 5th Delivery, Royal Air Maroc 810 delta, information charlie, request start-up clearance to Frankfurt"

GMMN_DEL: "Royal Air Maroc 810 delta, Mohammed 5th Delivery, start-up approved, cleared to Frankfurt, TOLSI3D departure, climb initially FL50, squawk 6403"

RAM810D: "Start-up approved, cleared to Frankfurt, TOLSI3D departure, climb initially FL50, squawk 6403, Royal Air Maroc 810 delta"

GMMN_DEL: "Royal Air Maroc 810 delta, readback correct, report ready for pushback."

In situations of high traffic volume, when you request start-up, you may receive a Target Start-up Approval Time (TSAT). This TSAT indicates the anticipated time for you to receive approval for start-up/pushback.

If you request start-up while also requesting your en route clearance, your TSAT will be provided simultaneously. However, if you have not requested a start-up clearance, it is your responsibility to inform ATC when you are prepared.

GMMN_DEL: "Royal Air Maroc 810 delta, start up time at 1415 (TSAT 14:15z), report aircraft ready"

RAM810D: "Wilco, Royal Air Maroc 810 delta"

To ensure a smooth operation, we recommend that you plan to be ready at least 5 minutes prior to your assigned TSAT (you are expected to recall Delivery 5 minutes before TSAT). Additionally, when filing your flight plan, you will be assigned a CTOT (Calculated Take Off Time).

Your CTOT is the estimated time for when you will be cleared for take-off. Please note that your actual departure time may be 5 minutes earlier or 10 minutes later than your CTOT.

Taxi

Ground movement at GMMN is straightforward. After starting your engines and completing all necessary checklists, expect to receive clearance to taxi to your assigned runway from the closest apron exit. You will then be instructed to hold short of the runway at the designated holding point.

Before crossing the runway, it is important to establish contact with the Tower controller. Even if Runway 17L/35R is not in use, you must receive clearance before crossing.

Take-off

Once you are next in sequence for departure, the Tower controller will instruct you to line-up and wait. Please complete all necessary pre-departure checklists before receiving clearance to line-up for departure.

As part of the take-off clearance, Tower will include instructions for you to contact Approach on the designated frequency once airborne.

Make sure to follow the initial climb that was provided in your start-up clearance. If you are unsure, please confirm with Tower before takeoff.

- The transition altitude for GMMN is 4000 feet.
- After take-off, pay close attention to the initial routing of your SID and comply with altitude and speed restrictions as per charts.

Arrivals

When flying the arrival, make sure to follow the published altitude restrictions and comply with any ATC instructions. Before arriving at the Initial Approach Fix (IAF), expect the controller to either clear you for the approach, instruct you to hold or vector you. The default approach type for GMMN is the ILS-Z if it is available, but ATC may assign a different approach type based on traffic and operational conditions.

When cleared for the ILS approach from the IAF, it is expected that you follow the published route on the approach chart and descend via the arrival to intercept the glideslope at the appropriate altitude depending on the active configuration. Make sure to comply with any ATC instructions and fly the approach with precision.