

Casablanca

Mohammed V (GMMN)

- [General](#)
- [Mohammed V Ground](#)
- [Mohammed V Tower](#)
- [Mohammed V Approach](#)

General

Airspace Boundaries and Classes

Airspace	Owner	Class	Vertical Boundary
ATZ Casablanca	GMMN_TWR	D	SFC - 2 000 ft
CTR Casablanca	GMMN_APP	D	SFC - 2 000 ft
CTA Casablanca	GMMN_APP	D	2 000 ft - FL 65
TMA Casablanca	GMMN_APP	D	FL 65 - FL 195
SECTEUR NORD	GMMM_N_CTR	G C G	SFC - FL 195 FL 195 - FL 460 FL 460 - UNL

ATS Stations

Logon	ID	Callsign	Frequency	Remarks
GMMN_CTR	MVR	Mohammed V Radar	121.300 MHz	event position
GMMN_APP	MNA	Mohammed V Approche / Mohammed V Approach	119.900 MHz	
GMMN_TWR	MNT	Mohammed V Tour / Mohammed V Tower	118.500 MHz	
GMMN_GND	MNG	Mohammed V Sol / Mohammed V Ground	130.600 MHz	
GMMN_RMP	MNP	Mohammed V Planner	121.000 MHz	event position
GMMN_DEL	MNC	Mohammed V Delivery	121.700 MHz	event position
GMMN_ATIS	MNI	Mohammed V information	126.300 MHz	

Aerodrome Geographical Data

Data	Value
ARP	N33°21.85' / W7°34.90'
Aerodrome Location	16 NM S of Casablanca
Elevation at ARP	656 feet
Magnetic Variation	1.0° West
Transition altitude	4 000 ft

Radio Navigation & Landing Aids

Type	Ident	Name	Frequency	Remarks
ILS 35R	INR	-	109.900 MHz	3° GP, Cat III
ILS 17R	ICAS	-	108.300 MHz	3° GP, Cat I
ILS 35L	INL	-	110.700 MHz	3° GP, Cat III
VOR/DME	BNS	BEN SLIMANE	117.450 MHz	-
NDB	CAE	BEN SLIMANE	275 kHz	-
VOR/DME	CBA	CASABLANCA	116.900 MHz	-
NDB	CAE	DAOUARAT	345 kHz	-
NDB	HA	EL TANK	301 kHz	-
NDB	SAK	CASABLANCA	413 kHz	-
VOR/DME	SLK	CASABLANCA	112.500 MHz	-

Published Holding Procedures

FIX	Maximum Altitude	Minimum Altitude	Inbound Course	Direction of Turns	Use / Remarks
KOTAG	FL130	4000 ft	261°	Left	Clearance limit RW35
DEVNO	FL130	4000 ft	070°	Left	Clearance limit RW35
SLK	FL130	6000 ft	345°	Left	
CMNX1		3800 ft	165°	Right	EOSID 17L
CMNX2		3800 ft	165°	Right	EOSID 17R

FIX	Maximum Altitude	Minimum Altitude	Inbound Course	Direction of Turns	Use / Remarks
CMNX3		3300 ft	345°	Left	EOSID 35L
CMNX4		3300 ft	345°	Left	EOSID 35R
BIRVO	13000 ft	4000 ft	108°	Right	
NSR	9000 ft	3600 ft	345°	Left	
CAE	13000 ft	7000 ft	261°	Left	
NASRO	13000 ft	6000 ft	177°	Right	
SAK	13000 ft	3000 ft	114°	Right	

Runways

RWY	ILS	NDB	VOR	LOC
17L		✓		
35R	✓	✓	✓	✓
17R	✓	✓		✓
35L	✓	✓	✓	✓

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

Mohammed V Ground

IFR Procedures

Clearance Format

The aircraft should be issued clearance on the correct SID, and the ATIS information should be confirmed if it is not provided by the pilot. GND shall use the following phraseology:

“ RAM220, Mohammed V Ground, cleared to Moscow, TOLSI 3D Departure, climb to FL 50, squawk 6423.

Vectored Departure

Usually, runway headings and an initial climb of 4000 feet should be used. Other coordinations are always possible. Assign the appropriate heading in the tag.

Start-up

When start-up clearance cannot be given immediately in the IFR clearance, where the TOBT differs from the TSAT, or the pilot is not ready for start-up within the next 5 minutes, start-up must be organized around the TSAT. This also applies when start-up is requested during pushback. Pushback clearance shall only be approved after start-up and must be coordinated based on the TSAT.

Phraseology guide

Low traffic (2am sandbagging)

Pilot: Request IFR clearance...

ATC: Start-up approved, cleared to DEST...

Pilot: Request start-up to DEST

ATC: Start-up approved, cleared to DEST...

Medium traffic (average staff-up)

Pilots: Request IFR clearance...
ATC: If EOBT in next 5 minutes: startup approved, cleared DEST

Pilot: Request start-up to DEST
ATC: Start-up approved, cleared to DEST... (assume now = TOBT = TSAT ; ie. no delay)

High traffic (events)

Pilot: Request IFR clearance...
ATC: Cleared to DEST...

- Provide pilot with TSAT after readback if different from TOBT

Pilot: Request start-up to DEST

- If TSAT in next 5 minutes:

ATC: Start-up approved, cleared to DEST

- Else provide TSAT

At Casablanca, it is common for start-up to be issued on its own, as the standard procedure is to automatically provide start-up when there are no delays between the TOBT and TSAT, even if the pilot has not yet requested it. Therefore, controllers must use good judgment and refer to CDM to review TSATs before granting start-up clearance.

VFR Coordination

TWR only approves VFR start-ups. GND must coordinate with TWR to approve them. Likewise, this responsibility is delegated to DEL, if online, and remains subject to the aforementioned authorization.

“ GND: Tower, Ground
TWR: Go ahead
GND: SPGCE, for circuits
TWR: Approved as standard

GND: Tower, Ground
TWR: Go ahead
GND: CNTMD, VFR flight plan to Rabat
TWR: Approved via KOSAD, 2000ft

Further [VFR procedures](#) are contained in the TWR section and should be reviewed in parallel.

Pushback

The pushback direction depends on the location of the aircraft and runway configuration.

I

RAM810D, pushback approved, face south, runway 35L.

RAM810D, pushback and startup approved, face south, runway 35L.

There is no standard pushback direction. It is recommended to maintain unidirectional apron circulation: clockwise for Runway 35 operations and counterclockwise for Runway 17 operations. Exceptions apply to stands positioned near opposing traffic flow, such as Stands J1 and E1, which should exit via Taxiway M to prevent traffic buildup and improve flow efficiency.

A380 traffic must avoid Zone 1 between Stands E12 and E2 due to limited wingtip clearance near remote stands and the terminal. A380s parked at J1 and E1 must also exit via Taxiway M. There are no pushback restrictions from Stand J15, and aircraft may exit via any taxiway.

Controllers are encouraged to use conditional clearances, and apply a combination of long/short pushbacks as well as push-and-pull operations to enhance apron efficiency. Creativity in managing these procedures is key to maintaining optimal flow.

Taxi

Taxiway Usage and Restrictions

Taxiway T is always used to taxi towards the holding point of the active departure runway. Apron circulation depends on the runway in use: during Runway 35 operations, circulation is clockwise, while during Runway 17 operations, circulation is counterclockwise.

Controllers may deviate from the recommended apron circulation, except during Low Visibility Procedures (LVP), when circulation must be maintained in one direction. Caution must be exercised to avoid conflicts between arriving traffic and traffic exiting the apron. Deviation from the recommended flow should only occur if an aircraft is significantly closer to the opposite exit and the time saved justifies the change.

Low Visibility Procedures

During LVP, a maximum of three aircraft are allowed to manoeuvre on the airport grounds at any given time. Only one aircraft may operate on the same apron zone's taxiway at a time.

The second aircraft may begin taxiing only when:

- The first outbound traffic reports on Taxiway T3 if the second aircraft is in Zone 1,
- On Taxiway T2 if the second aircraft is in Zone 2, or
- Is aligned and ready for takeoff if the second aircraft is in Zone 3.

Inbound traffic must report on stand before another aircraft can taxi within the same apron zone.

Intersection R-T

During Runway 35 operations, traffic on Taxiway T has priority over traffic exiting Zone 3 via Taxiway R. To avoid conflicts, traffic on R must be instructed to hold short of T.

If significant buildup occurs on Taxiway S, traffic on Taxiway T may be instructed to hold short of R to allow TWR to refine the departure sequence and facilitate intersectional departures via R ahead of full-length departures. Traffic shall be instructed to standby on TWR frequency, and when there is no more traffic on R, they may continue to Taxiway S as normal.

For any traffic via R, GND is responsible for confirming with the aircraft if they are able to take R1 (when there is a buildup of traffic). If yes, this should be written in the tag remarks for TWR to see.

Parking Positions

Terminal 1	Terminal 2		Zone 3
ACA	THY	MAC	RAM
ANE	KAC	MSR	RXP
QTR	SZN	TUB	SVW
RAM	RAM	GJT	SWT
IBE	UAE	VRE	TAY
UAE	ACA	DLH	GEC
RXP	ETD	AFR	
		TRA	
		TVF	

Mohammed V Tower

Airspace

Tower is responsible for all aerodrome movements on runways and their associated taxiways and all operations within the Casablanca ATZ below 2000 ft.

Tower shall also ensure separation between IFR aircraft that are arriving at and departing the aerodrome, as well as provide traffic information about VFR flights operating within the aerodrome traffic zone.

Casablanca ATZ reaches up to 2000 ft AMSL and is surrounded by the Casablanca CTR owned by Casablanca Approach (APP).

Departures

Runway Usage

Tower determines the direction of operations. Runway configurations should not be mixed and arrivals and departures should remain segregated.

Up to a tailwind component of less than or equal to 7 KT, RWY 35R/L is to be used. By default, 35R/17L are reserved for takeoff and 35L/17R are reserved for landing.

From 2300 to 0600 LT, nighttime restrictions are in effect. For takeoffs, Runway 17L/R shall be used when the tailwind component is 7 knots or less. Landings are not restricted; however, Runway 35L/R shall be prioritized for landings when the tailwind component is up to 7 knots.

Route Separation

Departure routes that converge or temporarily overlap for a segment are subject to minimum route separation restrictions. During light traffic operations, departures should maintain 7 NM of separation to avoid potential conflicts in TMA airspace. However, during peak departure times, TWR may reduce separation to the minimum wake turbulence or runway separation requirements to maximize runway throughput.

Runway 35L/R:

Following ⇒ Leading ↓	ESALA SADIC TOLSI	FOBAC NIKZO VONCI	LACAJ	LAKAM ODAXA	RAVOL
ESALA SADIC TOLSI	7 NM		5 NM		
FOBAC NIKZO VONCI		7 NM			5 NM
LACAJ	5 NM		7 NM		
LAKAM ODAXA				7 NM	5 NM
RAVOL		5 NM		5 NM	7 NM

Runway 17L/R:

Following ⇒ Leading ↓	ESALA TOLSI	FACAS MABOG	FOBAC NIKZO VONCI	LACAJ	LAKAM ODAXA	RAVOL	SADIC
ESALA TOLSI	7 NM						5 NM
FACAS MABOG		7 NM	5 NM	5 NM			
FOBAC NIKZO VONCI		5 NM	7 NM	5 NM			
LACAJ		5 NM	5 NM	7 NM			
LAKAM ODAXA					7 NM	5 NM	
RAVOL					5 NM	7 NM	
SADIC	5 NM						7 NM

A separation of 5 NM is applicable when the succeeding aircraft has the potential to outperform the preceding aircraft. This separation is only valid for diverging SIDs that temporarily converge during the early segments of the departure. For other cases, a route separation of 5 NM is recommended to prevent conflicts during turns but may be waived or adjusted at the controller's discretion.

When a faster aircraft follows a slower one, the basic separation should be increased by 2–4 NM for each performance group difference, depending on the aircraft's speed.

Intersection Departures

Intersectional departures are available via Taxiways R and M, depending on the optimal departure sequence. TWR must instruct the pilot to join the intersection, with pilot agreement required regardless of aircraft type. Helicopters may depart from any runway intersection up to the runway end (e.g., Runway 17L departure via R1).

Frequency Change

All IFR aircraft shall, by default, receive frequency change approval during takeoff clearance unless otherwise coordinated with APP. If reduced separation is applied between successive departures, or if TWR decides to keep an aircraft on frequency to provide traffic information about other aircraft, the frequency change may be delayed.

“ RAM220, runway 35R, cleared for takeoff, wind 070 degrees, 12 knots. When airborne, contact Mohammed V Approach, 119.9.

Arrivals

Separation

APP is responsible for maintaining longitudinal separation between arrivals until touchdown. If separation minima are breached, TWR must instruct the pilot to go around. In such cases, coordination with APP is strongly recommended.

The minimum separation between two aircraft approaching the same runway is 7 NM or the applicable wake turbulence separation, whichever is greater. When in contact with TWR, radar separation between arrivals can be reduced to 3 NM, provided wake turbulence separation is not required. If visibility exceeds 10 km and the cloud ceiling is above 2500 ft, separation may be further reduced to a minimum of 2.5 NM for specific pairs of aircraft on the same final approach track within the vicinity of the aerodrome.

If minimum separation is likely to be infringed, TWR may apply speed reduction to maintain separation. However, caution is required, as this may disrupt the arrival flow. Therefore, continuous coordination between APP and TWR is highly recommended.

If speed control alone cannot resolve the conflict, aircraft may be instructed to maintain separation visually. This can only be done in VMC and with the pilot's agreement. If no other solution is practical, the succeeding aircraft shall be instructed to go around.

Dependencies

Due to their proximity, the parallel runways are considered as a single runway for the purpose of runway separation. For example, if there is approaching traffic on Runway 35L, a takeoff clearance on Runway 35R can be issued until the arriving traffic reaches approximately 3 NM final, provided the departing aircraft has completed line-up and begins its takeoff roll immediately. 3 NM is a recommendation and can be ignored, provided the controller ensures runway separation at all times. In the event of a missed approach, radar separation must be ensured between IFR flights, requiring TWR to actively manage separation and coordinate with APP to resolve potential conflicts.

A takeoff or landing clearance does not need to be withheld if the corresponding runway is clear. However, a takeoff on the other runway must be aborted if runway separation cannot be maintained. For departures following an arrival, takeoff clearance on the parallel runway can be issued as soon as the arriving aircraft has touched down. This clearance can be given earlier if careful observation of aircraft positions suggests a low likelihood of a go-around (e.g., approaching below minimums, stable approach, calm wind, etc.).

During parallel runway operations, controllers must ensure no aircraft initiates the takeoff roll between 3 NM final and the threshold of the departure runway. To prevent potential conflicts during a missed approach, the takeoff roll must begin before any inbound on the alternate landing runway reaches 3 NM final.

Visual Swingover

A visual swingover (visual approach) from Runway 35L to 35R is permitted if traffic conditions allow or if a go-around is anticipated due to insufficient visual separation or runway separation for the preceding aircraft to vacate the runway in time. The pilot must have 35R in sight before being cleared for the visual approach. In case of a missed approach, a new instruction must be issued. The standard missed approach procedure shall require the pilot to maintain runway heading and climb to 4000 ft.

“ RAM220, cleared visual approach runway 35R, maintain visual separation from ATR 72 on approach to runway 35L

in the event of missed approach, climb runway heading to 4000 ft.

Missed Approaches

In the event of a missed approach, APP must be informed immediately via TopSky or VCCS. Aircraft shall be instructed to climb runway heading to 4000 ft. Any deviation from standard procedures must be coordinated with APP in advance, except when TWR takes action to reestablish separation. In such cases, APP shall be informed as soon as practical.

Instructions to carry out a missed approach may be given to avert an unsafe situation. When a missed approach is initiated, cockpit workload is inevitably high. Any transmissions to aircraft going around should be brief and kept to a minimum.

“ RAM810D, go around.

RAM810D, climb runway heading to 4000 ft, contact Mohammed V Approach 119.9.

Once the traffic has acknowledged the instruction and is observed to be safely climbing away, they shall be handed off to APP.

In the event of a risk that the go-around aircraft may overtake the departing aircraft, altitude restrictions shall be issued to the departing aircraft to ensure separation. If separation is infringed, relevant traffic information and avoiding action instructions shall be provided to each aircraft as necessary.

The standard procedure is to stop the departing aircraft's climb at 3000 ft and have both aircraft turn 30 degrees in opposite directions to reestablish separation. The handover to APP takes place once separation is assured. The next departure requires a subject release from APP. Departures shall not be permitted to commence their take-off roll until separation with go-around traffic is assured.

VFR Procedures

Initial Clearance

The initial call will be directed to GND (or DEL if online). The adjacent controller must coordinate with TWR to communicate their intentions. TWR approves all VFR operations within the airspace, including entry and/or exit, circuits, practice area use, or cross-country departures.

Once TWR grants approval to the controller below, or if the responsibility is referred back to TWR with GND temporarily delegating part of the taxiway to the runway holding point (e.g., Taxiways L and R to Runway 35R in which case GND responsibility on taxiway T is restricted until T2 short of R), start-up is automatically approved for the pilot, who will then receive clearance.

If TWR instructs GND to provide both start-up clearance and *departure instructions, GND may do so. Otherwise, GND will approve start-up and taxi, and TWR will issue further instructions upon initial contact before departure.

Traffic exiting the zone or departing controlled airspace shall be assigned a discrete SSR code along with their startup clearance and must have an active flight plan.

SCE, startup approved, squawk 3626, *after departure, right turn to KOSAD when able, not above 2000 ft

Coordination

All VFR aircraft wishing to exit the zone must be coordinated with and approved by APP. Start-up shall not be approved until APP has granted approval or issued a subject release (e.g., a void or clearance validity time).

Circuit Instructions

Circuit Operations may include various exercises such as touch-and-go, low approach, missed approach, stop-and-go, and full-stop landing, either while in the circuit or prior to departure. If the circuit or airport is busy, these exercises may not be approved due to traffic conditions.

Circuit exercises are performed at a standard altitude of 1000 ft AGL (1700 ft AMSL). By default, all circuits are approved at this altitude. However, for performance reasons, aircraft such as turboprops may request a circuit altitude of 2000 ft to remain within the ATZ.

All circuits are conducted to the west of the airport by default:

- Left-hand circuits for Runway 35.
- Right-hand circuits for Runway 17.

“ TMD, cleared left-hand circuit, runway 35L, 1700 ft, squawk 7000.

If all parameters of the clearance align with the standard VFR traffic circuit, the instructions can be omitted, including the standard VFR non-discrete squawk code, to keep radio transmissions short and simple. If the pilot appears unsure, controllers should provide the full and explicit clearance on frequency.

The runway used for VFR circuits depends on the traffic situation. If there is a continuous stream of IFR arrivals, circuits should be performed on the departure runway. Conversely, during departure peaks, circuits should be performed on the arrival runway to avoid obstructing either flow. Additionally, aircraft are allowed to depart from the active departure runway and enter the alternate runway's traffic circuit once airborne. Controllers should dynamically adjust runway usage to maximize efficiency and ensure safety in all situations.

Helicopters

Helicopters shall be instructed to air taxi, hover taxi, or ground taxi to the active runway holding point unless otherwise requested by the pilot. They may also take off from a manoeuvring area,

including a helipad, and must be informed of any hazards or obstructions. Control instructions, such as a required turn or heading after takeoff, may also be issued. All ramps are controlled, and helicopters are not permitted to take off at their discretion unless cleared otherwise.

“ Helicopter HECZ, there is a tower northeast of your location at 200 ft, wind calm, cleared for takeoff from Taxiway L.

Arrival/Approach

Before landing, VFR traffic will establish initial contact with APP within the CTR. If the airspace is very busy, TWR may instruct APP to have the traffic remain outside the ATZ temporarily or orbit. TWR shall provide approval to APP for the frequency change and subsequently clear the VFR traffic into the circuit for landing, providing the pilot with a sequence number.

<p>“ APP: Tower, Approach TWR: Go ahead APP: ECGAT, inbound from northeast, request full stop TWR: Approved</p>	<p>APP: Tower, Approach TWR: Go ahead APP: ECGAT, inbound from northeast, request full stop TWR: Remain outside the ATZ until further advised</p>
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VFR Hold

VFR holds should be performed abeam the aerodrome's midfield. Subject to coordination and approval with APP, aircraft may be instructed to remain outside the ATZ due to traffic.

Low Visibility Procedures

The three LVP phases are:

Factor	Preparation State	In-force Stage	Termination Stage
RVR	1500m or less	Less than 800m	More than 1500m AND increasing
Cloud Base	Less than 300ft	Less than 200ft	More than 300ft AND increasing

“ RAM1415, runway visual range 650 metres, 700 metres and 600 metres, wind 070 degrees, 12 knots, runway 35L, cleared to land.

Arriving aircraft should be given the easiest taxi route to allow them to clear the localiser-sensitive area expeditiously.

Landing clearance shall not be issued until:

- Preceding landing aircraft has vacated the localiser-sensitive area.
- Preceding departing aircraft is airborne and has passed over the localiser antenna (DER).

The minimum longitudinal separation between aircraft in the approach sequence increases to 15 NM.

The Localiser Sensitive Area in front of an arriving aircraft shall not be infringed from the time it is 2 NM from the touchdown unit it has completed its landing roll.

During Take-off in CAT II/III condition, the Localizer Sensitive Area in front of a departure aircraft shall not be infringed from the time take-off clearance is issued until the aircraft has departed and passed over DER/the stop end of the runway.

Mohammed V Approach

Airspace

Mohammed V Approach (APP) is in charge of all traffic within the Casablanca TMA as well as the Casablanca CTR and is required to offer approach control services to aircraft from the time and location at which arriving aircraft are transferred from Casablanca ACC until control is transferred to TWR, departing aircraft on specific routes are transferred from TWR until they are transferred to Casablanca ACC or until an aircraft is clear of controlled airspace.

Approach provides services suitable for approach control tasks and ensures uniform separation between Special VFR and IFR flights as well as between Special VFR flights.

CTR/TMA/CTA

APP is responsible for the Casablanca TMA, which extends vertically from FL65 to FL195 and is comprised of two subsectors: the Mohammed V CTA and the Rabat CTA, with vertical limits of 2000 ft to FL65 and 1500 ft to FL65, respectively.

Mohammed V CTA is managed by Mohammed V Approach, while Rabat CTA is managed by Rabat Approach, and, when offline, APP assumes responsibility for top-down coverage. Radar coverage in the Rabat CTA is limited; therefore, procedural separation must be applied within this airspace. The Casablanca CTR, which surrounds the Casablanca ATZ, has vertical limits defined from surface to 2000 ft.

All flight information services within the lateral limits of the Mohammed V CTA shall be provided by APP, while services within the horizontal limits of the TMA but outside the vertical limits of the Rabat CTA shall be provided by ACC.

Separation Minima

Separation between aircraft shall always be equal to or greater than the required minima. Within the TMA, excluding the Rabat CTA or any area lacking radar coverage, APP shall apply a radar separation minimum of 10 NM between all aircraft.

Departures

The initial climb shall be FL50. After departure, traffic shall contact APP. All departures shall be climbed to FL150, or to the request LVL if lower, and transferred to ACC (NOR), except for southerly

departures, which shall be transferred to SOU and are to be handed off 2 minutes prior to reaching the vertical or lateral limits of the TMA.

The controller may coordinate a higher Transfer Flight Level (XFL) with ACC, up to FL190, when unable to initiate the transfer of control and communications in a timely manner, in order to support continuous climb operations and avoid level-offs. Coordination is required and should ideally be conducted via Automated Coordination Messages (TIP or HOP). Speed restrictions below FL100 may be cancelled by Approach in order to increase separation. When issuing deviations off track are required, APP shall ensure departures are above MRVA or are able to maintain visual separation from the terrain.

Rabat (GMME)

Departures to Rabat on the ESALA route shall be transferred descending to FL70 when reaching ESALA, as they approach the lateral limits of the Rabat CTA. Arrivals to Rabat that do not transit the Mohammed V CTA shall be transferred directly to GMME and released, subject to the discretion of ACC. Top-down coverage shall be provided by APP if Rabat Approach is offline, with arrivals transferred when approaching the TMA in stack along airways, descending to FL70 in accordance with MEA.

The initial climb for Rabat departures is FL60. However, where possible, GMME departures should always be accommodated for further climb by coordination with adjacent sectors. Typically, at least FL100-FL130 shall be approved for sequential departures climbing in stack of 2000 ft respectively, to avoid level-offs and minimise time spent outside radar coverage. If transiting the TMA to EAS, departures shall be coordinated climbing FL240. Alternatively, if all parties agree and traffic permits, departures may be approved unrestricted.

Rabat departures are automatically released when climbing and transiting the TMA, where outside the horizontal limits of the Mohammed V CTA. NOR provides the departure release and coordinates with APP for southbound departures climbing into the horizontal limits of the Mohammed V CTA for airspace crossing in order to provide a shortcut. Otherwise, southbound departures shall receive delay vectors by ACC until they are above FL160 for TMA crossing within the horizontal limits of Mohammed V CTA.

Where possible, and subject to APP approval, the standard cleared level for airspace crossing is FL110 climbing, coordinated by NOR. This level may be adjusted as needed by coordination. If ACC is offline, APP assumes full responsibility for the TMA within its vertical limits, and GMME shall coordinate with APP for departure releases and handoffs.

Arrivals

Arrivals shall be transferred descending to FL160, and transfer of control shall take place no higher than FL200 when approaching the CTA boundary, or at the TMA boundary if the requested LVL is below FL160, or as otherwise coordinated. The TMA is delegated above FL160 to ACC, and traffic transiting the TMA above that level shall remain under ACC control.

Arrival separation standards are as follows:

- 10 NM: Standard separation between arrivals.
- Minimum 7 NM: May be applied on final when at least one of the aircraft is within 10 NM of the airport, provided that:
 - Vertical separation exists at the time of establishing,
 - Horizontal separation is greater than 7 NM at the time of establishing on final.
- 15 NM: During LVP.

Default to 10 NM, as this is the separation minimum based on the ATS surveillance system. Use 7 NM target spacing only when the above conditions are met.

STARs

On first contact with APP, aircraft shall report callsign, cleared LVL, and assigned STAR, which should have already been issued by ACC. In the absence of ACC, the STAR must be assigned by APP. Routing should generally be as direct as possible.

Effective coordination between Casablanca ACC and Approach is essential for efficient management of arrivals into GMMN. Tactical directs are often issued early to establish a sequence, as many arrivals do not follow STARs in full. Instead, they are sequenced via various arrival points and subsequently vectored to align with final approach. Most arrivals are assigned a STAR but are typically vectored prior to reaching the IAF, or cleared direct to SLK.

Approach

ILS is the default approach type at Casablanca, with NDB used if the ILS is unavailable. If a pilot requests another type of instrument approach, it should be accommodated, as it typically has no significant impact on operations. In EuroScope, assign the corresponding STAR+APP, or just the APP, in the STAR field for the correct runway in the Traffic Management List. No further coordination is required.

If a pilot requests a visual approach, first assess whether traffic conditions allow for it. If so, clear the visual approach only when the arrival sequence can still be maintained without negatively impacting downstream traffic, and the requesting aircraft has the preceding traffic in sight. Clearing a visual approach effectively hands off control of the base turn to the pilot, limiting the controller's ability to fine-tune spacing by adjusting vectors. For this reason, visual approaches are generally only feasible during periods of lighter traffic.

Local pilots frequently request visual approaches when arriving from the north or east inbound to Runway 35, allowing for a tighter pattern and reduced track mileage.