

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.

“ APP: Tower, Approach TWR: Go ahead APP: ECGAT, inbound from northeast, request full stop TWR: Approved	APP: Tower, Approach TWR: Go ahead APP: ECGAT, inbound from northeast, request full stop TWR: Remain outside the ATZ until further advised
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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.

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