

Casablanca - Mohammed V International Airport

IATA/ICAO CODE: CMN/GMMN
 CITY: Casablanca
 COUNTRY: Morocco

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name: El Hamdani Jilali Alaoui Abdellah
 Title: Airport Director Director of Operations
 Airport: Casablanca - Mohammed V International Airport
 Address: Office National Des Aeroports
 Aeroport Casablanca/Mohammed V
 B.P. 52 Casablanca/Nouasser 20240
 Morocco
 Phone: +212 5 22 53 9040
 Fax: +212 5 22 53 90 51
 Email:
 Airport Web Site: www.onda.ma/onda/fr

ELEVATION: 656 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
17L/35R	3720	-	-	45
17R/35L	3720	-	-	45

NOISE ABATEMENT PROCEDURES

See AIP Maroc for details.

1. Aircraft use restrictions

Turbojet aeroplanes are to comply with the climb procedures shown below:

- Maintain the speed V2 +10 (or that which allows aircraft attitude, depending on the type of aircraft) up to 3000 ft with flaps set in the take-off configuration.
- Maintain the take-off power until 1500 ft, then reduce climbing power until 3000 ft.

2. Aerodrome use restrictions

a) Use restrictions by night:

For take-off from 2300 – 0600 UTC and with a tailwind component less than or equal to 7 Kts, the RWY 17L or 17R is to be used.

If for operational reasons RWY 17L or 17R cannot be used, upon pilot request, at engine start up, an other QFU may be attributed with additional delays.

b) Engine test

Engine test shall not be done except in areas assigned by the Control Tower and after authorization of this one.

c) Conditions of RWY use

- Take-off

From 0600 to 2300 and with a tailwind component less than or equal to 7 Kts, RWY 35R must be used. If for operational limitation reasons RWY 35R or 35L cannot be used, upon pilot request, at engine start up, an other QFU may be attributed with additional delays.

- Landing

- RWY 35 R or 35L must be used until a tailwind component less than or equal to 7 Kts.
- when the landing is only possible on RWY 17R or 17L, 2 cases shall be considered:

1st case: ceiling more or equal than 1500 ft/ ground and the visibility more than or equal to 5000m.

Instrument procedure of RWY 35R or 35L is used followed by a right down-wind for RWY 17L or 17R.

2nd case: ceiling less than 1500 ft/ground.

The instrument procedure of RWY 17L or 17R is used.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine test runs may not be conducted in areas other than those assigned by ATC and only with ATC permission.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
-----------------	------------------	--------

Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [UNKNOWN](#)

CHAPTER 2 PHASEOUT - [UNKNOWN](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)