

Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

GMMX

Apt Elev 1535'

102.4°/3.0 from MAK 113.3

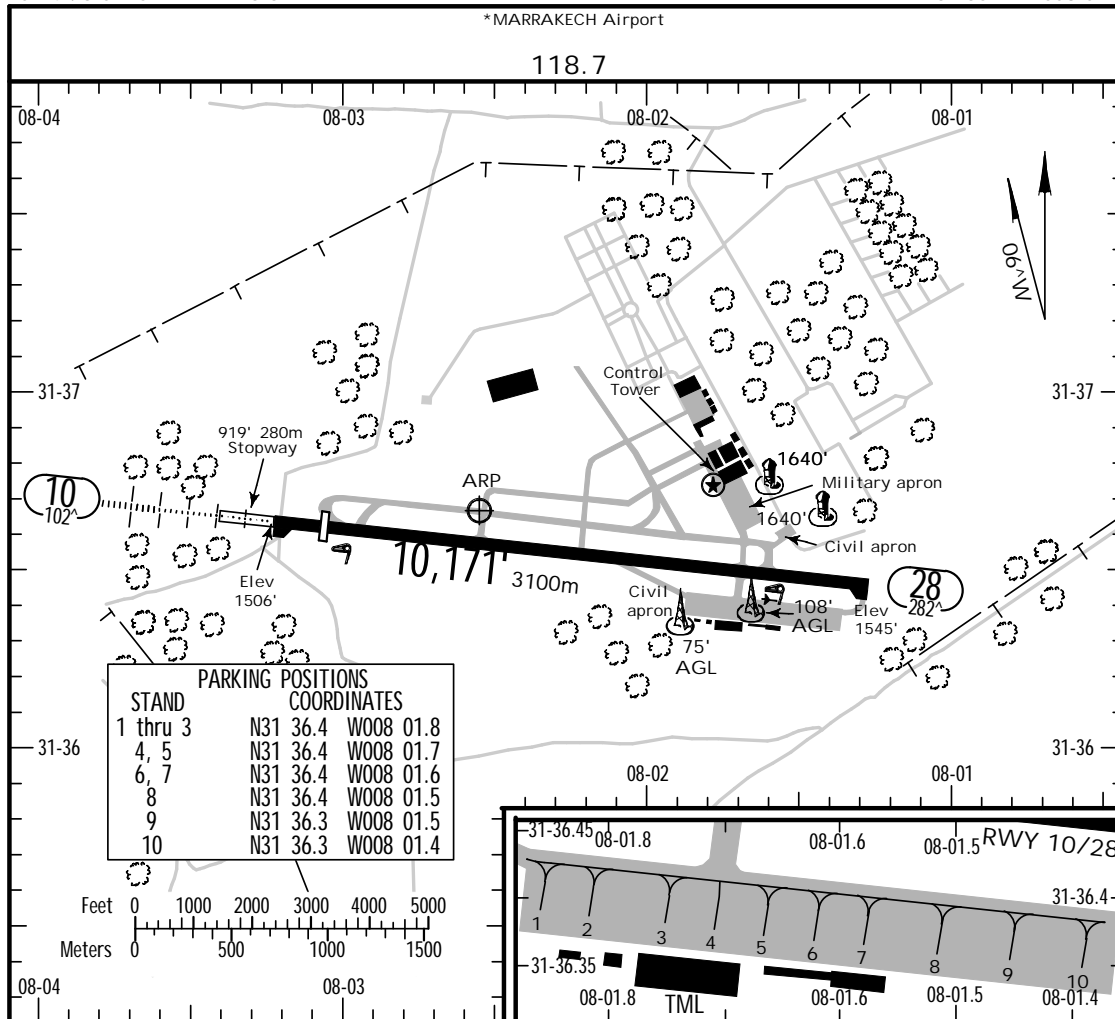
JEPPESEN

21 MAY 99 (10-9)

MARRAKECH, MOROCCO

MENARA

N31 36.7 W008 02.6



GENERAL

Apt elev is 10' below thresh 28.

For acft exceeding 50 tons, 180° turns on rwy permitted on turning pads only.

Rwy 10 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Glide Slope			
10	HIRL HIALS	9252'	2820m	8120'	2475m	148'
28	HIRL VASI					45m

PREFERENTIAL RUNWAY SYSTEM: Rwy 28 is the preferred rwy for take-off.

TAKE-OFF

	AIR CARRIER All Rwys HIRL	AIR CARRIER (FAR 121) All Rwys Adequate Vis Ref
	A	RVR 250m
B	RVR 300m	
C	RVR 400m	
D	RVR 400m	

NOISE ABATEMENT PROCEDURES

TAKE-OFF RWY 10:

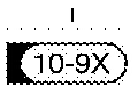
As soon as practicable turn RIGHT to MAK VOR, then turn to intended course.

TAKE-OFF RWY 28:

Climb on rwy heading to MAK VOR, then turn to intended course.

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11 APR 97



JAA MINIMUMS

MARRAKECH, MOROCCO

MENARA

STRAIGHT-IN RWY		A	B	C *	D
10	ILS	1749' (214') ceil45m-950m	1749' (214') ceil45m-1250m	1749' (214') ceil45m-1250m	1831' (296') ceil60m-1800m
	ALS out	ceil45m 1000m	ceil45m 1250m	ceil45m 1250m	ceil60m 1800m
	LOC	1790' (255') ceil45m-950m	1790' (255') ceil50m-1400m	1790' (255') ceil50m-1400m	1880' (345') ceil70m-2600m
	ALS out	ceil45m-1500m	ceil50m-1500m	ceil50m-1600m	ceil70m-2600m
	VOR	1800' (265') ceil55m-1100m	1840' (305') ceil60m-1450m	1840' (305') ceil60m-1450m	NOT APPLICABLE
	ALS out	ceil55m-1500m	ceil60m-1500m	ceil60m-1600m	

* ACFT with speed (1.3 Vso) above 135 kt use D minimums.

Take-off RWY 10, 28

Low Visibility Procedure in Force		RL	NIL (Day only)
	RCLM (Day only) or RL		
A	250m	400m	500m
B	300m		
C	300m		
D	300m		

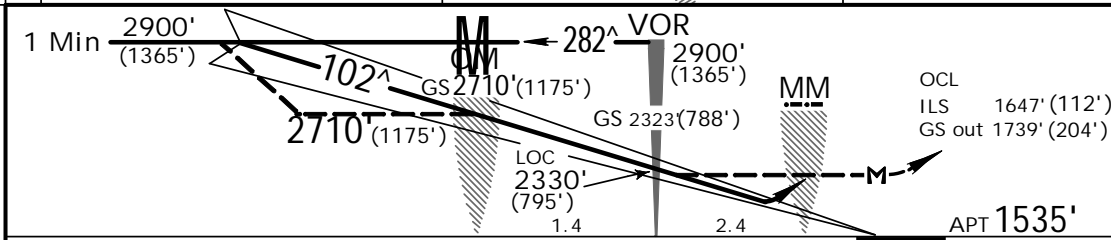
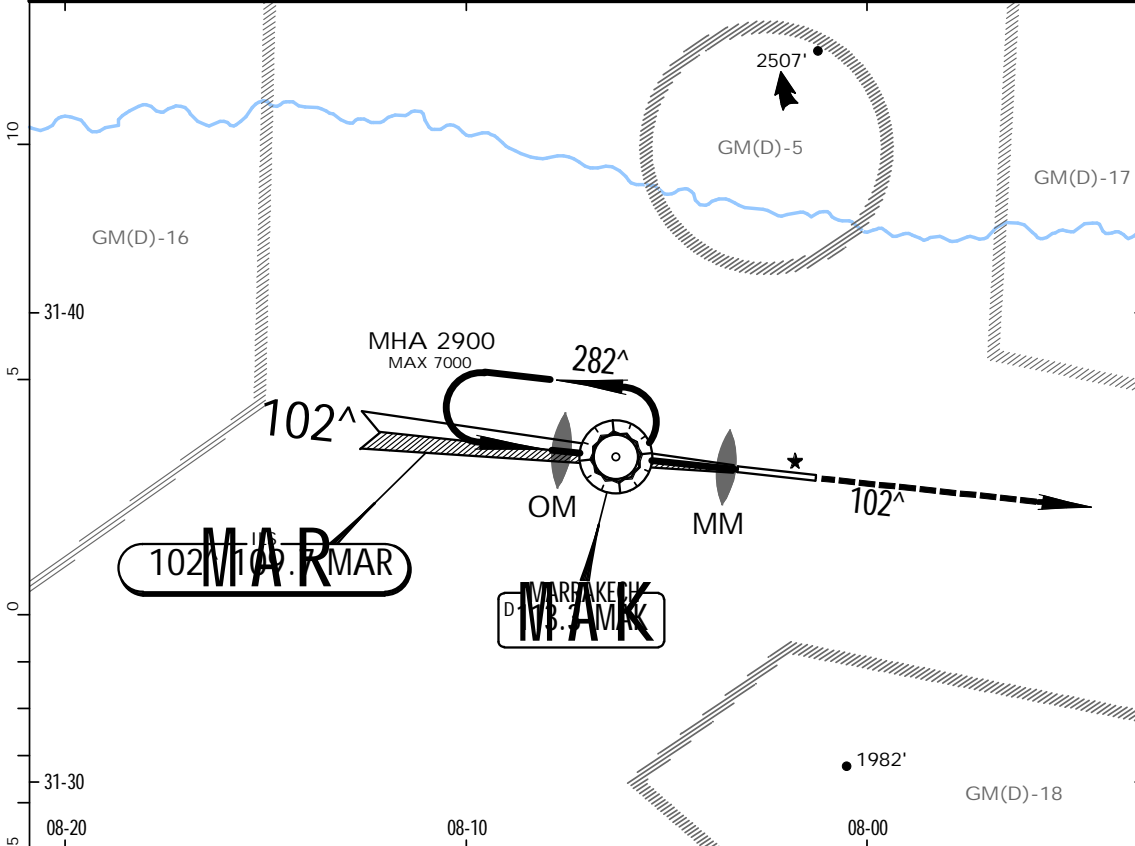
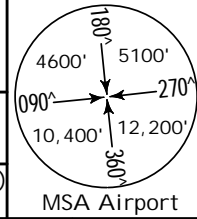
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JEPPESEN
21 MAY 99 (11-1)

MARRAKECH, MOROCCO
ILS Rwy 10

*MARRAKECH Approach				*MARRAKECH Airport	
119.7				118.7	
LOC MAR 109.7	Final Apch Crs 102 [^]	GS OM 2710' (1175')	ILS DA(H) Refer to Minimums	Apt Elev 1535'	
MISSED APCH: Climb STRAIGHT AHEAD to 2900' and as directed.					
Alt Set: hPa Apt Elev: 55 hPa Trans level: By ATC Trans alt: 2900' (1365')					
Final approach based on max 180 KT TAS.					



TO DISPLACED THRESHOLD							HIALS	2900'
Gnd speed-Kts	70	90	100	120	140	160		
GS	2.50 [^]	315	405	450	541	631		
OM to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35	

STRAIGHT-IN LANDING RWY 10				CEILING REQUIRED..	
ILS		LOC (GS out)			
DA(H) ABC: 1749' (214')	D: 1831' (296')	MDA(H) ABC: 1790' (255')	D: 1880' (345')		
FULL		ALS out		ALS out	
CEILING-VISIBILITY					
A	45m-950m	45m-1200m	45m-950m	45m-1600m	
B	45m-1250m		50m-1400m	50m-1600m	
C					
D	60m-1800m		70m-2600m		

* ACFT with speed (1.3 Vso) above 135 KT use D minimums.
CHANGES: NDB withdrawn. DME commissioned. | JEPPESEN SANDERSON, INC., 1999. ALL RIGHTS RESERVED

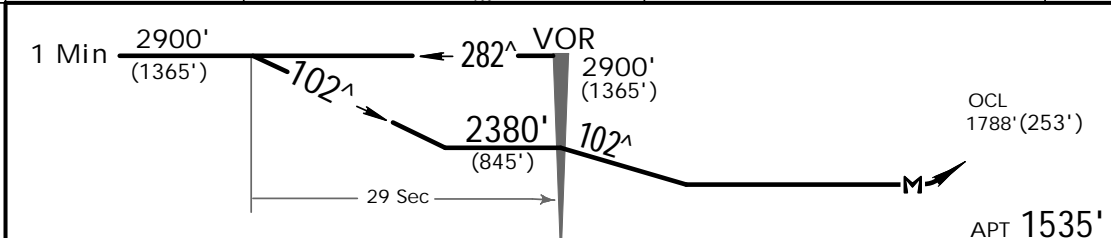
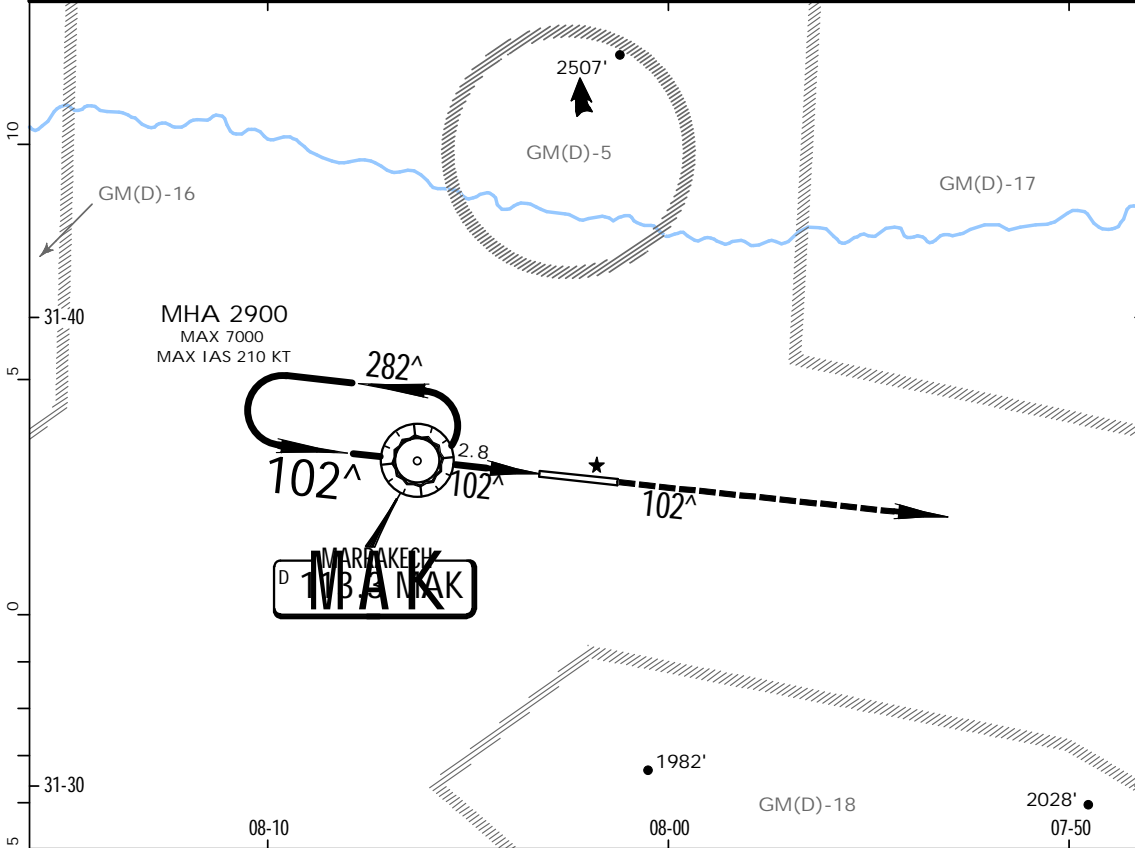
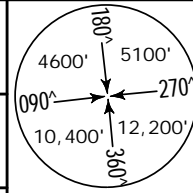
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JEPPESEN
21 MAY 99 (13-1)

MARRAKECH, MOROCCO
CAT A, B & C **VOR Rwy 10**

*MARRAKECH Approach			*MARRAKECH Airport		
119.7			118.7		
VOR MAK 113.3	Final Apch Crs 102 [^]	Minimum Alt VOR 2380' (845')	MDA(H) Refer to Minimums	Apt Elev 1535'	
MISSED APCH: Climb STRAIGHT AHEAD to 2900' and as directed.					
Alt Set: hPa	Apt Elev: 55 hPa	Trans level: By ATC	Trans alt: 2900' (1365')	MSA Airport	



TO DISPLACED THRESHOLD							2.8	0
Gnd speed-Kts	70	90	100	120	140	160	HIALS 2900' ↑	
VOR to MAP	2.8	2:24	1:52	1:41	1:24	1:12		

STRAIGHT-IN LANDING RWY 10		.CEILING REQUIRED.	
MDA(H) A: 1800' (265') BC: 1840' (305')			
ALS out			
CEILING-VISIBILITY			
A	55m -1100m	55m -1600m	
B * C	60m -1450m	60m -1600m	
D	NOT APPLICABLE		

* ACFT with speed (1.3 V_{so}) above 135 KT: NOT APPLICABLE.
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