

MARRAKECH Menara (RAK/GMMX)

Elevation 1545ft

CATEGORY B

AV brief - not required

GENERAL

- Aerodrome is ~3.5 km to the S of the city of Marrakech. The city must not be overflown.
- The airfield is controlled by the Military. Military traffic is generally controlled in French.
- Airspace can be closed for Moroccan Royal Flight, with no prior notification by NOTAM.

Threats

CFIT

- Ridge of terrain to the N of the aerodrome rising to 3481ft asl.
- S of the airport terrain rises gently over ~14 nm from 1500ft – 3000ft asl. Beyond 14 nm terrain rises rapidly to ~13,500ft asl towards the Atlas mountains running WSW to ENE ~20 nm south of the airfield
- **MKR and LSR SIDs are not approved** due to Terrain issues.

Runway Excursion

- Turns of 180° are only permitted at the runway thresholds.

Loss of Control

- There is a significant bird hazard (storks) in the vicinity of the airfield.

Mid Air Collision

- Exercise increased vigilance for VFR traffic that may not be communicating with ATC.

ARRIVAL

Diversion Airports

CASABLANCA	CMN/GMMN	108 nm/012°T	CAT A
MALAGA	AGP/LEMG	352 nm/030°T	CAT B
JEREZ	XRY/LEJR	324 nm/018°T	CAT A
FARO	FAO/LPFR	325 nm/001°T	CAT A

Visibility at Casablanca can reduce at short notice as a result of unforecast sea fog.

- All approaches are procedural.
- Descents may be stepped due to co-ordination with outbound traffic. ATC will repeatedly ask arriving aircraft for DME positions based upon the MAK VOR/DME.
- Expect multiple runway changes.
- ATC wind readouts may be inaccurate.

Approach

- Arrivals from the North will usually be routed via MABAP for either a MABAP1A procedural arrival, which leads straight onto the ILS for Rwy10, or from MABAP direct to the MAK VOR.
- If cleared to the MAK, expect to take up the hold or join the procedure via the MAK. Particular attention should be paid to not overflying the city when joining the hold/procedure. In IMC aircraft will need to descend in the hold due to the lack of an intermediate approach.
- During VMC aircraft may be cleared to self position.
- Other operators have experienced GPWS alerts generated by the terrain ridge to the North.

Rwy 10

- Expect direct to ODALO or visual clearance to join 10 mile final.
- There are power lines on approach and a 40ft mast close to the Southern edge of the runway.
- ILS 10 – Late descent clearance to intercept glideslope possible due departures from Rwy 28.

Rwy 28

- VOR approach available to Rwy 28.
- RNAV is now the primary approach for 28.
- When flying the Circling 28 with prescribed tracks, gear down should be selected by the MAK VOR due to the risk of GPWS alerts during the down wind leg. The horizontal track of this procedure is wider than a standard visual circuit, creating an unusual visual perspective if descent to circling minima has been necessary. In VMC a standard visual circuit may be flown to the south of the airfield, this may provide crew with a more familiar descent profile.
- Rwy 28 has no approach lights.

GROUND

- The military area is to the N of Rwy 10/28 while the civil area is to the S of Rwy 10/28.
- Parking stand is usually A1-A6.
- Stand markings are very clear, with stand guidance on A1-6.

DEPARTURE

- Late Close-out procedures are used.
- ACARS reception can be intermittent on the ground. The handling agent has been asked to ensure the radio operator is available for 10 minutes after departure to confirm the final figures on the company frequency.
- Ground delays may be encountered due to inbound traffic requiring procedural separation from each other and from departing traffic.
- Outbound Routing will normally be via the published SID to MABAP.
- Emergency Turn procedures (ETPs) for Rwy 10 and Rwy 28.
- MKR and LSR SIDs are not approved due to Terrain issues.
- Casablanca Radar will provide a radar Control Service approaching MABAP.

WEATHER

- Consideration should be given to higher than normal Density Altitudes and TAS.
- Relative humidity peaks during the morning. There is little rainfall – mostly during the winter months.

- November to April the Harmattan (a North Easterly wind) carrying significant dust can reduce visibility below 2000 m.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT MAROC
Handling Agent VHF	131.45
Potable Water	Uplift Ban.

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use for duration of GPU prepaid time only (60mins) then use APU