# IVAO Morocco Division.

Documentation for use in Casablanca oceanic control. (GMMM_OC_CTR)

Author's Note:

The IVAO staff Morocco has decided to implement this document to help the controllers operating in our Oceanic airspace. It is condensed information from the real and adapted to the simulation. All that is stated in this guide reflects the author.

However, it is important to have some theoretical basis to be able to approach this document under the best conditions (link at the end of this document).

Good reading.

The airspace Casablanca Oceanic and controllable area from a minimum grade  in agreement with the MA-HQ or TC / TAC.

This area is frequented by many pilots including to and from the Canary Islands. This area requires some mastery of your different tools. That is why this document is for you.

**In first see the different essential points:**

-Frequency Radio: 124.500

-Levels Flights: Northbound flight level PAIR / south flight level IMPAIR

-SQ: North Transit 1401-1477 / South Transit 6201-6277

**Area of Responsibility Casablanca Radar:**

Delimited by the coordinates below:

straight line joining the point 355800N 0091500W - 355800N 0120000W - 321500N 0143700W, arc 100 NM radius centered 330400N 313000N 0154500W 0162100W up, and from that point a straight line to 303900N 0135200W including UN866, UN873 and UA873 .

**Type of services Radar :**

The radar system will be designed to provide the monitoring service, monitoring and information Radar road.

The radar information service will be provided to aircraft operating within the oceanic sector and assistance to navigation, information about the position of flight and assistance to emergency aircraft.

Any changes or modifications to the above mentioned procedures will be published NOTAM referring to the circular.

We will not return to the phraseology, as ADC you are well aware. We'll explore the area in question and invite you to watch the screen below which shows the sea area.
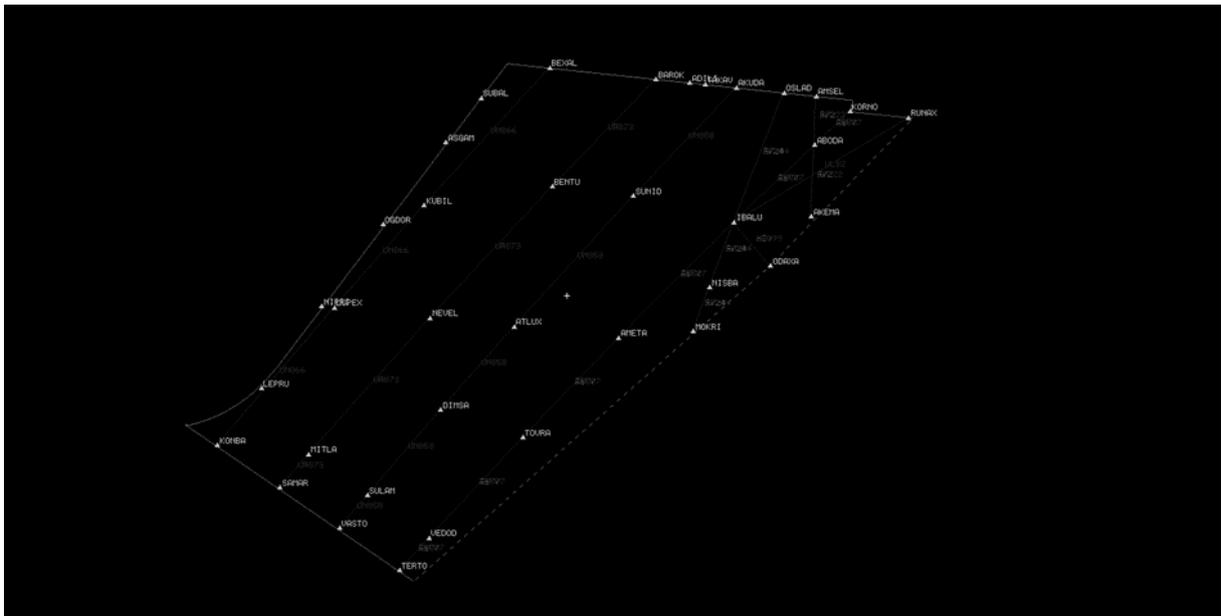


The pilots will go into this airways systematically by an entry point and finish them not transit an exit point.

Here are the points of entry or exit,

North:

BEXAL / BAROK / ADILI / TAKAV / AKUDA / OSLAD / AMSEL / KORNO / RUNAX

South:

KONDA / SAMAR / VASTO / TERTO

To validate a flight plan must be systematically that the flight plan includes one of these points of entry and exit points with the route. Otherwise ask the pilot's intended point of entry and point out.

Example :     LEMD Madrid / GCXO Tenerife :     CCS G7 ELVAR DCT BAROK UN873 SAMAR

                                                                      Entry / Route / Exit

The system itself is not very complex, that have four airways and your traffic will be on the lines except special cases or direct requested.

Example, the entry point SAMAR (UN873) to a point out BEXAL (UN866) to direct it involves a change of route. Make attention to the radar guidage:

RAM35C, proceed direct Bexal FL320, report 10nm Bexal.

To know that you are not forced to seek reports because you are in an area without OTS (Organised Track System) but with predefined routes and active radar. You can if you wish, request a reports on points to ensure that the pilot well respect its flight plan.

If you find several aircraft which follow on the same route, the same FL and willing enough of each other, you must indicate their separation speed. Example:

Pilot # 1 RAM35C accelerate M0.84 ... .. OR pilot behind RAM32J slow M0.82 for separation / regulation.

The minimum radar separation within the ocean sector is 10 NM.

You can ask a vertical separation for added security. Example:

RAM35C climb FL .... In this case, you are securing the area to avoid any incident.

Some pilots still use the Concorde in this sector. In this case they use an inertial navigation and rise to very high levels to exceed the mach1.

In this case you recognize you and ask him to continue according to its flight plan has discretion and standing by a recall for a control zone output.


Source: SIA Morocco, http://www.sia-aviation.gov.ma/


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