SSR international airport - Revision of Instrument Flight Procedures due to erection of crane

1. Introduction

1.1 With effect from 27 February 2020, the height of the tower crane which is in use for the construction of a new Control Tower at SSR International Airport will increase from 70 m to 80 m. Consequently, the tower crane will further protrude the Inner Horizontal Surface and the following procedures will be revised:

- Standard Departure Procedure (SID)
  - SID (RNAV) RWY 32 South East; and
  - SID (RNAV) RWY 32 South West
- Instrument Approach Procedure (IAP):
  - ILS DME RWY 14;
  - VOR/DME RWY 32; and
  - NDB Runway 32.

1.2 The crane is erected at position 202606.99S 0574100.95E which is at a distance of 1615 m from Threshold Runway 14 along runway centerline and at a perpendicular distance of 500.5 m from runway centerline.

2. INSTRUMENT FLIGHT PROCEDURES

2.1 The significant changes in the procedures, which are published as Appendices 1 to 5 of this AIP Supplement, are described below:

Appendix 1 SID (RNAV) RWY 32 South East
AIP reference AD 2 – FIMP 35.3
Changes: Turn altitude is amended to read 700ft instead of 600ft
Appendix 2  SID (RNAV) RWY 32 South West  
AIP reference AD 2 – FIMP 35.4  
Turn altitude is amended to read **700ft** instead of 600ft

Appendix 3  ILS DME RWY 14  
AIP reference AD 2 – FIMP 38.1  
New OCA’s published for all aircraft categories are as follows:

<table>
<thead>
<tr>
<th></th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCA (OCH)</td>
<td>440 (257)</td>
<td>453 (270)</td>
<td>461 (278)</td>
<td>471 (288)</td>
</tr>
</tbody>
</table>

Appendix 4  VOR DME 32  
AIP reference AD 2 – FIMP 39.1  
New MDA for CAT A, B and C to read **530ft** instead of 510ft

Appendix 5  NDB RWY 32  
AIP reference AD 2 – FIMP 39.2  
New OCA - CAT A, B, C and D to read **720ft** instead of 550ft

<table>
<thead>
<tr>
<th></th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCA (OCH)</td>
<td>720 (622)</td>
<td>720 (622)</td>
<td>720 (622)</td>
<td>720 (622)</td>
</tr>
</tbody>
</table>

3. **Effective date**  
3.1 This AIRAC AIP Supplement will become effective on 27 February 2020 at 0001 UTC.

4. **Cancellation**  
4.1 This AIRAC AIP Supplement shall remain effective until the work is completed by 02 May 2020 and the crane is dismantled.

K. SAKURDEEP  
For Director of Civil Aviation
Appendix 1

SID (RNAV) RWY 32 South East

ESROL 1B DEPARTURE
Track DCT to ESROL, then as cleared.

KINX 1B DEPARTURE
Track DCT to ESROL, track DCT to AVAMI, cross AVAMI at or above 5000ft, then as cleared.

ATLCP 1B DEPARTURE
Track DCT to ESROL, track DCT to AVAMI cross AVAMI at or above 6000ft, then as cleared.

AIRAC AIP Supplement S001/20
Appendix 2

SID (RNAV) RWY 32 South West

AIRAC AIP Supplement S001/20
Appendix 3

Instrument Approach Chart – ILS DME RWY 14

INSTRUMENT APPROACH CHART - ICAO

Aerodrome ELEV 183 FT

MAURITIUS/
Sir Seewoosagur Ramgoolam International Airport (FIMP)
ILS DME RWY 14

DME ARC PROCEDURE
DME arc procedure applicable for AGFT arriving from DM to RE
quadranet and only when FT NCS
Inoperative.

WARNING
1. Glide Path indications must not be used before reaching 6 DME
PLS Fl at 2200 ft or 13 DME PLS.

2. ILS Procedure is unsuitable if both PLS and PLS DME are unserviceable. In case of ILS DME
Pilots only, follow the ILS DME indicator can display blank of NM
and initiate an ILS / PLS DME
procedure.

Missed APPROACH:
Climb to 4000 ft, (3777) on Heading 135° and contact ATC.

INSTRUMENT CAT
A   B   C   D   Ground Speed (Kt)
OCA H 440 (287) 465 (270) 461 (28) 471 (288) 90 110 130 150 180 210

Biggera - Currepe Pt. Rate of descent:
Currepe Pt. - THR 14 Rate of descent
Currepe Pt. - THR 14 time (min)

AIRAC AIP Supplement S001/20
Appendix 5

Instrument Approach Chart – NDB RWY 32

INSTRUMENT APPROACH CHART - ICAO
FIMP CAT A, B, C, D

MAURITIUS/
Sir Seewoosagur Ramgoolam
International Airport (FIMP)
NDB RWY 32
MS 343

CONTOUR INTERVALS
3000
2500
2000
1500
1000
500
0

MAPL (M) NDB MS
Turn left as soon as practicable to
Intercept and follow NDB MS QDR 225°,
climbing to 4000 and contact ATC.
Maximum IAS 185KT before established
on NDB MS QDR 225°.

OUEBD TIMING:
A/B/C/D 3 MIN
1500
(1402)

RECOMMENDED PROFILE
Grade 5.2%, 300FT/NM

<table>
<thead>
<tr>
<th>OCA (OCH)</th>
<th>VMCA (OCH+400)</th>
</tr>
</thead>
<tbody>
<tr>
<td>720 (622)</td>
<td>720 (622)</td>
</tr>
</tbody>
</table>

NOTES
1. FAT crosses RWY 4L 0.9 NM before THR.
2. FAT offset 17° from RWY 4L.
3. VMCA prohibited on NE end of 14/32.

AIRAC AIP Supplement S001/20