SSR INTERNATIONAL AIRPORT

REVISION OF INSTRUMENT FLIGHT PROCEDURES:

1. REVISED SIDs RWY 32, AND

2. REVISED INSTRUMENT APPROACH PROCEDURE RWY 32

1. INTRODUCTION

1.1 The purpose of this AIP Supplement is to notify the aviation industry of minor revisions to SIDs Runway 32 and to Instrument Approach Procedure (IAP) NDB Runway 32 for SSR International Airport.

1.2 This revision is due to the erection of a tower crane in connection with the construction of the new control tower which protrudes the Inner Horizontal Surface at SSR International Airport.

2. INSTRUMENT FLIGHT PROCEDURES

2.1 The revised flight procedures are as follows:

<table>
<thead>
<tr>
<th>Appendix 1</th>
<th>AD 2 FIMP35.3 - SID (RNAV) RWY 32 South East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SID RNAV ESROL 1B RWY 32</td>
</tr>
<tr>
<td></td>
<td>SID RNAV KINIX 1B RWY 32</td>
</tr>
<tr>
<td></td>
<td>SID RNAV ATLOP 1B RWY 32</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Appendix 2</th>
<th>AD 2 FIMP 35.4 - SID (RNAV) RWY 32 South West</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SID RNAV SOBAT 1B RWY 32</td>
</tr>
<tr>
<td></td>
<td>SID RNAV IBSIS 1B RWY 32</td>
</tr>
<tr>
<td></td>
<td>SID RNAV ETGOR 1B RWY 32</td>
</tr>
</tbody>
</table>

| Appendix 3 | AD 2 FIMP 39.2 NDB RWY 32                    |
2.2 Significant change:

2.2.1 Re: SID RNAV ESROL 1B RWY 32
       SID RNAV KINIX 1B RWY 32
       SID RNAV ATLOP 1B RWY 32
       SID RNAV SOBAT 1B RWY 32
       SID RNAV IBSIS 1B RWY 32
       SID RNAV ETGOR 1B RWY 32

       Turn altitude is amended to read 640ft instead of 600ft (See Appendix 1 and 2).

2.2.2 Re: AD 2 FIMP 39.2 NDB RWY 32

       OCA/H are amended to read:
       i) 620(522) ft instead of 550(452) ft for CAT A & B (See Appendix 3);
       ii) 670(522) ft instead of 550(452) ft for CAT C (See Appendix 3); and.
       iii) 670(572) ft instead of 570(472) ft for CAT D (See Appendix 3).

3. Effective date

3.1 This AIRAC AIP Supplement and relevant charts will become effective on 13 September 2018 at 0000 UTC.

4. Cancellation

4.1 This AIRAC AIP Supplement shall remain effective until incorporated in AIP Mauritius.

A.D. SOOKDEB
For Director of Civil Aviation
Appendix 2

AD 2 - FIMP 35.4
Effective 13 SEP 18

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

OCA 129.3
APP 119.1
TWR 118.1
ATIS 122.2

TRANSITION ALTITUDE
4000 FT

AERODROME ELEV 183 FT

MAURITIUS/
Sir Seewoosagur Ramgoolam International Airport (FIMP)
SID (RNAV)
RWY 32 SOUTH WEST

FLIC EN FLAC
NOB 255
FF 2222
22 16 53.80
057 22 18.2E

APRAD
S20 32.6
E057 27.3

GENOV
S20 30.2
E057 26.5

OXSIT
S20 33.4
E057 30.4

PLAISANCE
DVOR/DME 113.7
PLS 20 26 12.16
057 38 44.8E

ELEV. ALT IN FEET
DIST IN NM
BRG IN MAG
VAR 19° W (2001)

GEPIP
S20 35.3
E056 53.0

SOBAT 1B
33

SOBAT
S20 43.1
E056 15.9

PASAR
S20 46.0
E056 14.8

JBSIS
S20 57.4
E056 44.3

ETGOR
S20 56.0
E057 04.7

SOBAT 1B DEPARTURE
IBIS 1B DEPARTURE
ETGOR 1B DEPARTURE

RWY 32
GRAD 5.6% to 1500ft, thence 5.0% to 4000ft. Thence 3.3%. Track 316°, at 840ft turn LEFT.

SOBAT 1B DEPARTURE
Track DCT to APRAD, from APRAD track 270° to SOBAT. Thence as cleared.

IBIS 1B DEPARTURE
Track DCT to GENOV, from GENOV track 261° to IBIS. Thence as cleared.

ETGOR 1B DEPARTURE
Track DCT to OXSIT, from OXSIT track 246° to ETGOR. Thence as cleared.

AIRAC AIP Supplement S005/18

4
INSTRUMENT APPROACH
CHART - ICAO
FIMP CAT A, B, C, D

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

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

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

MAP1 (M) NDB MS
Turn left as soon as practicable to intercept and follow NDB MS QDR 225°, climbing to 4000 ft and contact ATC. Maximum IAS 185KT before established on NDB MS QDR 225°.

Recommended Profile

<table>
<thead>
<tr>
<th>G/S KT</th>
<th>FT/MIN</th>
<th>RATE OF DESCENT</th>
<th>OCA (OCH)</th>
<th>VM(C) OCA (OCH AAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>180</td>
<td>960</td>
<td>A</td>
<td>620 (522)</td>
<td>910 (727)</td>
</tr>
<tr>
<td>150</td>
<td>800</td>
<td>B</td>
<td>620 (522)</td>
<td>1040 (857)</td>
</tr>
<tr>
<td>130</td>
<td>690</td>
<td>C</td>
<td>670 (572)</td>
<td>1600 (1417)</td>
</tr>
<tr>
<td>110</td>
<td>590</td>
<td>D</td>
<td>670 (572)</td>
<td>1860 (1677)</td>
</tr>
<tr>
<td>90</td>
<td>480</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES
1. FAT crosses RWY C/L 0.9 NM before THR.
2. FAT off-set 17° from RWY C/L.
3. VM(C) prohibited on NE side of RWY 14/32.

Changes: New OCA/H
AIRAC AIP Supplement S005/18