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**AIP SUPPLEMENT**  
**AIRAC**  
**S001 / 01**  
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## **RANDOM RNAV OPERATIONS ACROSS THE INDIAN OCEAN**

This AIP Supplement replaces AIP Supplement S005/96.

The details within this Supplement will take effect on 17 May 2001.

### **1. INTRODUCTION**

- 1.1 The aim of the AFI Implementation Coordination Group (ICG-10) is to facilitate the continued safe and efficient provision of Air Traffic Services in the Indian Ocean Area, and to plan the implementation of CNS/ATM initiatives.
- 1.2 The purpose of the AIP Supplement is to promulgate amendments to the procedures and dimensions associated with the Indian Ocean Random RNAV Area (IORRA).

### **2. GENERAL CONDITIONS FOR PARTICIPATION IN THE OPERATIONS PROGRAM**

- 2.1 Only those aircraft certified for RNP10 operations would be permitted to operate within the IORRA. Authorised operators indicate compliance by entering "X" in field 10 of the ATS flight plan.
- 2.2 This requirement shall ensure the level of navigation accuracy required for RNAV operations.

### 3. DESCRIPTION OF IORRA

3.1 IORRA is designated as the area with vertical limits FL290 to FL410 within the Antananarivo, Beira, Johannesburg Oceanic, Mauritius and Melbourne FIRs bounded by a line joining the following coordinates :

27 00 00S 035 00 00E  
33 00 00S 032 00 00E  
37 00 00S 028 00 00E  
37 00 00S 015 00 00E  
60 00 00S 015 00 00E  
60 00 00S 125 00 00E  
37 10 36S 125 04 54E  
36 59 00S 124 37 36E  
36 25 00S 116 40 00E  
33 35 30S 113 43 24E

then via a 150NM arc centered on Perth VOR to

31 47 18S 113 01 42E  
30 04 00S 112 45 06E (MERIB)  
20 00 00S 100 00 00E  
10 00 00S 100 00 00E  
10 00 00S 090 00 00E  
20 00 00S 060 00 00E

then via a 150NM arc centered on Plaisance VOR to

21 38 24S 060 00 00E  
24 00 00S 060 00 00E  
24 00 00S 057 00 00E  
25 54 18S 050 00 00E (AXOTA)  
27 00 00S 040 00 00E (ETGUN)  
27 00 00S 035 00 00E

3.2 Flights operating within IORRA shall enter and exit IORRA via the following gates :

Melbourne	MERIB	(30 04 00S	112 45 06E)
	STUGE	(31 48 36S	113 25 12E)
Mauritius	ATLOP	(21 27 36S	060 05 48E)
Harare/Johannesburg	AXOTA	(25 54 18S	050 00 00E)
Johannesburg	EGSOX	(28 23 32S	034 41 31E)
	GEVIS	(29 41 37S	033 57 38E)
	ANVED	(31 09 39S	033 06 35E)
Cape Town	APGOS	(37 09 12S	024 00 00E)

Aircraft may track via a flight plan preferred track between these gates.

3.3 **Flight planning in IORRA**

- 3.3.1 Flight plans shall indicate waypoints, whilst within IORRA, at the crossing of each 5° of longitude.
- 3.3.2 Aircraft meeting the navigation requirements may flight plan any preferred track between the entry and exit gates.
- 3.3.3 Additionally, a waypoint shall be included for each FIR crossing.

3.4 **Position reporting in IORRA**

- 3.4.1 Position reporting shall be required at :

Entry/exit gate  
040E  
050E  
057E (055E if on or south of 45S)  
065E  
075E  
085E  
095E  
105E  
115E  
125E  
135E

- 3.4.2 OPS normal reports shall also be made at 60E and 70E in the Mauritius FIR.

4. **CANCELLATION**

- 4.1 This Supplement remains valid until cancelled or re-issued.

**APPENDIX A**

**Schematic illustration - IORRA**

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for Director of Civil Aviation