

**REPUBLIC OF MAURITIUS**  
**DEPARTMENT OF CIVIL AVIATION**  
Aeronautical Information Service  
Sir Seewoosagur Ramgoolam International Airport  
Plaine Magnien

**TEL:** (230) 603 2000  
**FAX:** (230) 637 3164  
**AFS:** FIMPYNYX  
**E-mail:** *civil-aviation@govmu.org*

**AIP Supplement**  
**S002/16**  
22 August 2016

**CONSTRUCTION OF AIRCRAFT PARKING STAND 16, ENLARGEMENT  
OF TAXIWAY P AND REPAIR OF TAXIWAYS A, B & F AT SIR  
SEEWOSAGUR RAMGOOLAM INTERNATIONAL AIRPORT**

**1. INTRODUCTION**

1.1 With effect from 07 September 2016 Phase 2B of the apron and taxiway works (see Appendix 1 & 2) will start at Sir Seewoosagur Ramgoolam International Airport as promulgated in AIP Supplement S001/16. The Phase 2 of the works as described in AIP Supplement S001/16 comprises of:

- a) Construction of an additional aircraft parking stand, namely stand 16;
- b) Repair works on Taxiway A, B & F;
- c) Modification of existing stand 15 to accommodate A380 type of aircraft;  
and
- d) Enlargement of Taxiway P to accommodate code F aircraft.

1.2 This AIP Supplement supersedes AIP Supplement S001/16 and incorporates information on the works being carried out.

**2. DISRUPTION OF AIRSIDE FACILITIES**

2.1 During repair works on TWYs A, B and F, the following operational changes will occur:

- Closure of Taxiway A, B and F;
- Deviation of TWY N centerline behind bay 7;
- Provision of a temporary taxi-line from bay 7 to join the taxi-line behind bay 5 and the taxi-line in front of bay 3;
- Closure of aircraft stand 5;
- Safety line of bay 3 adjusted to allow for clearance of code C aircraft taxiing;

- Safety line of bay 7 adjusted to allow for clearance of code E aircraft towing on the deviated taxi-line;
- Safety line of bay 8 slightly adjusted and has no operational impact on its use for code E aircraft;
- Closure of TWY Y between TWYs F and G; and
- Aircraft stand 7 restricted for code C and below aircraft only.

### **3. OPERATIONAL INSTRUCTIONS – DUE CLOSURE OF TWY A, B & F**

- The closed TWYs A, B and F will be marked by Yellow Cross and lighted with fixed red lights. The associated signage (Runway Holding Position Signage TWYs A/B, runway exit signs TWYs A/B, aircraft stand identification sign and other signs showing taxiways A/B/F) will be blanked off;
- The work area will be demarcated with safety bollards and flashing yellow lights;
- Departing aircraft using RWY 14 shall enter RWY via TWY C;
- Landing aircraft on RWY 32 shall backtrack RWY and exit via TWY C;
- Departing aircraft using RWY 32 shall enter RWY via TWY D or TWY E and
- Aircraft exiting or entering TWY Y to or from TWY N shall be either via TWY G, or H or J.

### **4. AIRCRAFT ROUTING / PUSHBACK**

#### **4.1 PUSHBACK Instructions**

4.1.1 Pushback manoeuvres shall be coordinated with ground handlers prior to start of work.

4.1.2 ATC instructions for push back shall be concise.

Ex: “Call sign, pushback for RWY14/32 approved. Report ready for start-up.”;

#### **4.2 RWY 14/32 IN USE**

- a) Arriving aircraft proceeding to bays 1 – 15 (except bay 5) shall exit TWY Y via TWY G, or H or J.

- b) Arriving code C aircraft and below proceeding to bays 1 – 4 shall follow the **“Follow Me”** vehicle as from the deviated marking on TWY N.
- c) Arriving code D & E aircraft shall stop abeam bay 8 and then be towed to bay 2.
- d) Departing code C aircraft from bays 1 – 3 shall start up in its bay, taxi behind the **“Follow Me”** vehicle up to the following appropriate intermediate holding positions:
1. Intermediate holding position marking adjacent to bay 3; or
  2. Intermediate holding position marking abeam bay 9; or
  3. Intermediate holding position marking on TWY Y between TWY G and TWY H,
- then continue taxi following ATC instructions.
- e) Departing code C aircraft (turbofan) on bay 4 shall be pushed back and aligned on the taxi line behind bay 5 for engine start up, taxi behind the **“Follow Me”** vehicle up to the following appropriate intermediate holding positions:
1. Intermediate holding position marking abeam bay 9; or
  2. Intermediate holding position marking on TWY Y between TWY G and TWY H,
- then continue taxi following ATC instructions.
- f) Departing ATR aircraft from bay 4 shall start-up on its bay and taxi behind the **“Follow Me”** vehicle up to the following intermediate holding positions:
1. Intermediate holding position marking abeam bay 9; or
  2. Intermediate holding position marking on TWY Y between TWY G and TWY H,
- then continue taxi following ATC instructions.
- Note:** Bay 5 shall be closed during the work period
- g) Departing code D and E aircraft from bay 2 shall be pushed back on the taxi-line behind bays 1, 2 and 3, then be towed up to the intermediate holding position marking abeam bay 9 for start-up.
- For taxi, follow ATC instructions.
- Note:** Aircraft may be requested to follow the **“Follow Me”** vehicle up to the intermediate holding position marking on TWY Y between TWY G and TWY H.

- h) Due to the deviation route to bays 1, 2, 3 and 4, bay 7 shall be used for code C aircraft and below only. Departing code C aircraft from bay 7 shall be pushed back onto the deviated taxi-line behind bay 7, nose facing southeast, for start-up.  
For taxi, follow ATC instructions.
- i) ATR aircraft from bays 7, 8, 9 and 10 shall continue to use the Turning Guidance on Apron for entering and exiting its bays as laid down in AIP.
- j) Departing aircraft from bays 8 and 9 shall be pushed back onto TWY N with nose facing southeast, then be pulled forward to the intermediate holding position marking abeam bay 9 for start-up.  
For taxi, follow ATC instructions.
- k) Departing aircraft from bays 10 to 13 shall use the normal pushback procedures as laid down in the AIP.
- l) Depending on traffic configuration, departing code F aircraft from bay 12 shall be pushed back onto TWY N,
  - i) nose facing southeast up to nose-wheel stop position A, or
  - ii) nose facing northwest up to nose-wheel stop position B,and then follow ATC instructions to taxi out via TWY H.
- m) No signage and intermediate holding position lights will be available at the intermediate holding positions marking. Aircraft shall follow the **“Follow Me”** vehicle.
- n) Due to work in progress, aircraft will be expected to hold at the intermediate holding position Y.
- o) Departing aircraft from bay 14 shall be pushed back onto taxi lane P nose facing north and be pulled forward up to the intersection of center-line TWY H with taxi lane P and then start engines.
- p) Departing aircraft from bay 15 shall be pushed back onto taxi lane P up to TWY N with nose facing southeast and then start engines.

## **5. PUSHBACK PROCEDURES FOR AIRCRAFT ON BAYS 14 & 15 FROM 07 SEPTEMBER 2016 TO 24 JANUARY 2017**

- 5.1 To segregate the landside and the airside for the construction of bay 16, a temporary fencing has been installed annexed to bay 15. The fencing alignment goes across extended portion of TWY P beyond bay 15. As a result,

the pushback procedures from bay 14 and 15 have been revised and the applicable instructions are as follows:

- a) Departing aircraft from bay 14 shall be pushed back onto taxi-lane P nose facing north and be pulled forward up to the intersection of centerline TWY H with taxi lane P and then start engines; and
- b) Departing aircraft from bay 15 shall be pushed back onto taxi-lane P up to TWY N with nose facing southeast and then start engines.

The fencing alignment does not compromise the safety of aircraft taxiing in to dock on bay 15.

## **6. AIRCRAFT PUSHBACK AND TOWING TO/FROM HANGAR**

- 6.1 During the Phase 2B works (07 September to 07 November 2016) aircraft shall use the diverted marking (see chart at Annex 1 & 2) of TWY N behind bay 7 to access and egress from the hangar.

## **7. INTERMEDIATE HOLDING POSITION MARKING**

- 7.1 An Intermediate Holding Position Marking will be painted on the deviated taxilane adjacent bay 3, on TWY N abeam bay 9 and on TWY Y between TWY G and TWY H as shown at Annex 1 & 2.

## **8. OPERATIONAL CONSTRAINT**

- 8.1 Aircraft may be subjected to significant delays.

## **9. EFFECTIVE DATE**

- 9.1 This AIP Supplement will become effective on 07 September 2016.

## **10. CANCELLATION**

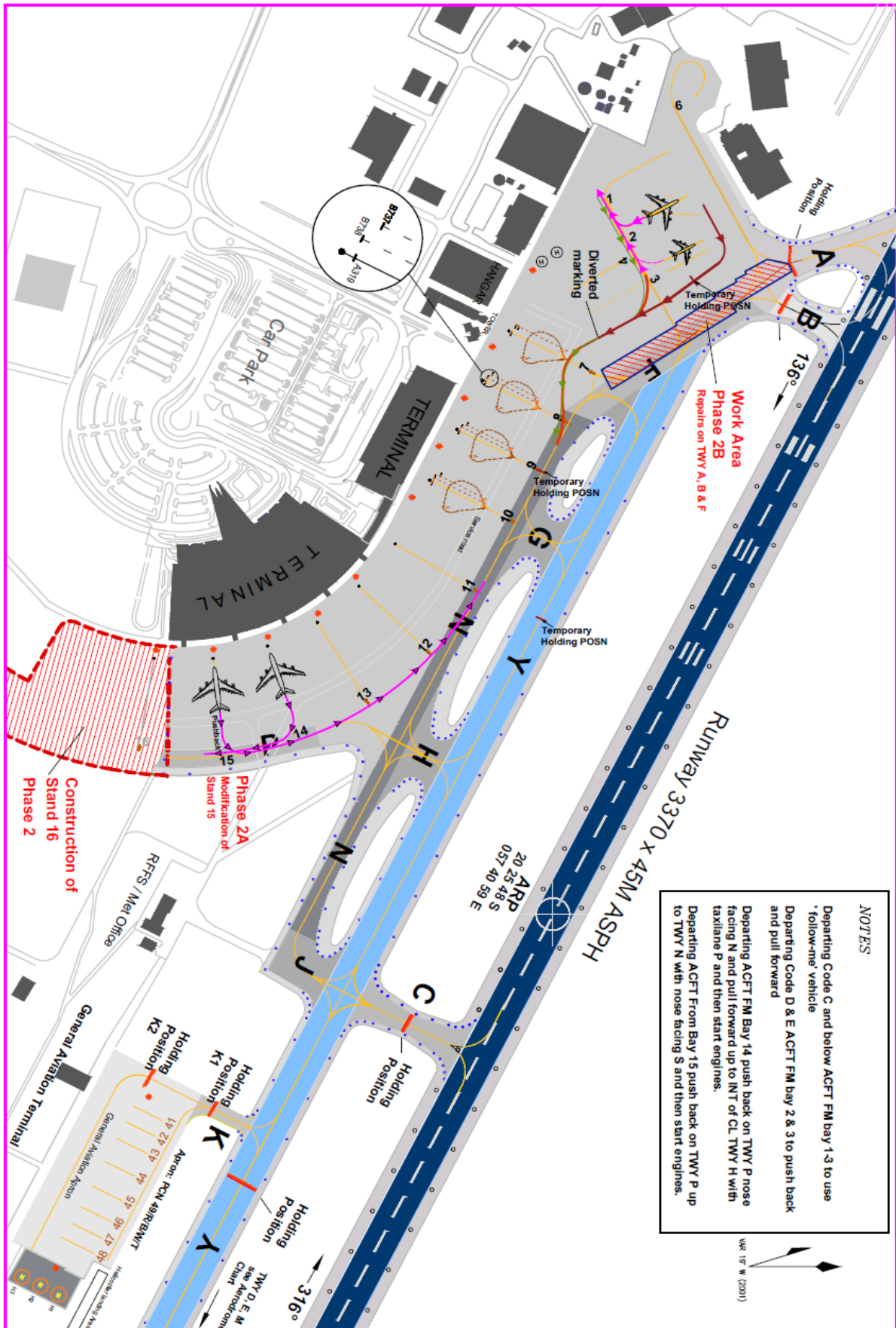
- 10.1 This AIP Supplement will remain in force until completion of works.

***This AIP Supplement replaces AIP Supplement S001/16***

R.K. GURUVADOO  
**For Director of Civil Aviation**

**MAURITIUS/** Sir Seewoosagur Ramgoolam International Airport

Construction of aircraft parking stand 16, enlargement of taxiway P, repair of taxiway A B & F



## Appendix 2

