PART 3 - AERODROMES (AD)

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**AD 1. AERODROMES - INTRODUCTION**

**AD 1.1 AERODROME AVAILABILITY**

1. General conditions under which aerodromes and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in case of real emergency or when special permission has been obtained from the Department of Civil Aviation.

As there are no heliports, Section AD 3 has been omitted.

**Landings made other than at an international aerodrome or a designated alternate aerodrome**

If a landing is made other than at an international aerodrome or a designated aerodrome, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) any foodstuff of overseas origin or any plant material is not removed from the aircraft. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

**Traffic of persons and vehicles on aerodromes**

**Demarcation of zones**

The grounds of each aerodrome are divided into two zones:

- a) a public zone comprising the part of the aerodrome open to the public; and
- b) a restricted zone comprising the rest of the aerodrome.

**Movement of persons**

Access to the restricted zone is authorised only under the conditions prescribed by the special rules governing the aerodrome. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorised persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air navigation regulations and by special rules laid down by the Department of Civil Aviation.

**Movement of vehicles**

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

**Policing**

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.
Plaine Corail aerodrome is not available for public use unless prior permission has been obtained from the Department of Civil Aviation or in case of real emergency.

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

3. Civil use of military air bases

There is no military air base in the Republic of Mauritius.

4. Dissemination of information on wet runways

The presence of water on a runway will be reported on RT using the following descriptions:

- DAMP: the surface shows a change of colour due to moisture.
- WET: the surface is soaked but no significant patches of standing water are visible.
- WATER PATCHES: significant patches of standing water are visible.
- FLOODED: extensive standing water is visible.

When a runway is reported as 'DAMP' or 'WET', subject to any notification to the contrary pilots may assume that an acceptable level of runway wheel braking friction is available. When a runway is reported as having 'WATER PATCHES' or being 'FLOODED' wheel braking may be affected by aquaplaning and appropriate operational adjustments should be considered.

5. Bird concentration in the vicinity of the airport

It has been observed that flocks of birds appear along both sides of the runway. The birds consist of pigeons and smaller birds. Bird strike does represent a potential hazard. Attempts are being made to reduce this hazard, mainly by environmental management and trapping. Comprehensive statistical information on bird strikes is still indispensable in determining the best ways to deal with the bird problem. Pilots, aircraft engineers or interested parties are therefore requested to report all bird strikes to ATC whether or not they resulted in damage to the aircraft.

2. Applicable ICAO Documents
To facilitate the reporting of bird strikes, pilots may report them at the earliest opportunity via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Call sign
- The phrase "BIRD STRIKE REPORT"
- Altitude
- Approximate geographical location
- Time of incident
- Number of birds (an estimate)
- Size/Type of birds (if possible).

Pilots should report all bird strikes and "near misses" to Department of Civil Aviation by completing the Bird Strike Report Forms. Copies of the Bird Strike Report Form are available on request at the AIS. Movements of Bird in the vicinity of the aerodrome is notified by NOTAM.

6. Animal hazard on the airport

In so far as prevention of animal hazards on the aerodrome is concerned, suitable fencing has been installed and maintained. However, on isolated occasions dogs tend to stray into the airfield. In such cases the assistance of the Airport Ground Section will be sought to eliminate the presence of stray dogs.
AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. Rescue and fire fighting services

1. Adequate rescue and fire fighting vehicles equipment and personnel have been provided at all aerodromes for use by international and national commercial air transport.

2. The scale of protection has been determined in accordance with the guidance in Attachment A in Annex 14 and is indicated in terms of aerodrome category in AD 2. The number of trained personnel available is also indicated. The Rescue and Fire fighting service at SSR International Airport is the responsibility of Airports of Mauritius Limited. RFFS at Plaine Corail are under the responsibility of the Department of Civil Aviation.

2. Snow Plan

2.1 MAURITIUS climate obviates the need for a snow plan.

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AD 1.4 GROUPING OF AERODROMES

The criteria applied by the Republic of Mauritius in grouping aerodromes for the provision of information in this AIP are as follows:

**Primary/major international aerodrome**

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

**National aerodrome**

An aerodrome available only for domestic air traffic where civil air traffic is allowed under certain conditions.