

ENR 1. GENERAL RULES AND PROCEDURES

☞ ENR 1.1 GENERAL RULES

1. GENERAL

1.1 The air traffic rules and procedures applicable to air traffic in MAURITIUS conform with Annex 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services -- Rules of the Air and Air Traffic Services*, applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the AFI Region, except for the differences listed in GEN 1.7.

Service Designation	Call Sign	Frequencies		Hours of Operation
		VHF (MHZ)	HF (KHZ)	
Oceanic Control Service	Mauritius Centre	129.3	13306 8879 5634 3476	H24

1.2 As no radar service is available in the Republic of Mauritius, **ENR 1.6** has been omitted.

1.3 As Air Traffic Flow Management is not implemented in the Republic of Mauritius, **ENR 1.9** has been omitted.

1.4 As there are no special navigational systems in use, **ENR 4.2** has been omitted.

1.5 **ENR 5.2**, **ENR 5.3** and **ENR 5.5** have been omitted since they have not yet been developed. They will be introduced with forthcoming amendments.

2. DESIGNATION OF UPPER AIRSPACE

2.1 (a) All airspace within Mauritius FIR above FL245 to FL460 is classified as Class A Airspace.

(b) The upper limit of the Mauritius TMA (Class C airspace) is reduced to FL245

3. PROVISION OF OCEANIC CONTROL SERVICE WITHIN CLASS A AIRSPACE

3.1 An Area/Oceanic Control Service is provided to all aircraft entering Class A airspace by the Mauritius Area Control Centre (Callsign “Mauritius Centre”).

ATS Voice communications facilities are as follows:

☞ 4. IMPLEMENTATION OF RNP 4 AS THE NAVIGATION SPECIFICATION WITHIN THE MAURITIUS FIR

4.1 In accordance with the South Asia/Indian Ocean ATM Coordination Group (ASIOACG) recommendations, Mauritius is implementing 30NM laterally separated ATS routes within the oceanic airspace of Mauritius FIR. The PBN specification for these new ATS routes will be designated as RNP 4.

4.2 ADS-C and CPDLC capabilities of the aircraft are required for the RNP 4 operations within Mauritius FIR.

4.3 Aircraft operators must have the relevant RNP 4 operational approval from the State of Registry or State of Operator to use the new RNP 4 Routes.

4.4 RNP 4 capability is not mandated within Mauritius FIR.

4.5 Operations by aircraft not meeting RNP 4 Requirements

4.5.1 ATC will endeavour to accommodate aircraft that are unable to meet the minimum navigational requirements for RNP 4 operations within the designated airspace but aircraft meeting RNP 4 will be given priority over aircraft not meeting RNP 1, subject to traffic disposition.

4.5.2 RNAV equipped aircraft may use the RNP 4 Routes or as directed by ATC subject to traffic disposition. Priority of Level will be for RNP 4 quipped aircraft.

4.5.3 Non-RNAV equipped aircraft may still fly within Mauritius airspace, however, they shall abide strictly to the instructions of ATC.

5. RNP 4 ATS ROUTES WITHIN THE OCEANIC AIRSPACE OF THE MAURITIUS FIR

5.1 The upper airspace of Mauritius FIR has been updated to implement RNP 4 ATS routes. The waypoints currently used to ensure the transitions between Mauritius FIR and neighbouring FIRs have changed and will remain in use.

5.2 The RNP 4 ATS route network is composed of uni-directional routes (one-way airways) between FIMP TMA and Mauritius FIR boundaries aiming at improving safety and efficiency in the oceanic airspace.

5.3 In addition, the ATS Routes crossing the Mauritius FIR (UM314, R212 and R348) are bi-directional RNP 4 routes.

5.4 The RNP 4 ATS route description within the Mauritius FIR is provided as follows:

- RNP 4 ATS Routes - Outbound routes from FIMP TMA to Mauritius (FIMM) FIR boundaries are at page ENR 3.2-1 – ENR 3.2-5
- RNP 4 ATS Routes – Inbound routes from FIMM FIR boundaries to FIMP are at page ENR 3.2-7– ENR 3.2-9
- RNP 4 ATS Routes Crossing Mauritius FIR are at page ENR 3.2.9 – 3.2.15
- RNP 4 Route from FIMP TMA to FIMR and FMEE are at page ENR 3.2.16 to ENR 3.2.20
- FIMM En-Route Chart is at page ENR 6.1
- FIMM Area Chart is at page AD 2 – FIMP 33.1

3.5 The RNP 4 ATS routes extend from FIMP TMA lateral boundaries to Mauritius FIR lateral boundaries. For traffic transiting above FIMP TMA and staying above FL245 (where no RNP 4 routes are implemented), the transit will be performed using the UPR (User preferred route) concept.

6. RNP 1 AS THE NAVIGATION SPECIFICATION WITHIN THE MAURITIUS TMA

6.1 RNP 1 navigation specification is established as the standard navigation specification for FIMP TMA SIDs and STARs

6.2 Aircraft operators must have the relevant RNP 1 operational approval from the State of Registry or State of Operator to use the new RNP 1 Procedures.

6.3 RNP 1 capability is not mandated within FIMP TMA.

6.4 Operations by aircraft **Not** meeting RNP 1 Requirements

6.4.1 ATC will endeavour to accommodate aircraft that are unable to meet the minimum navigational requirements for RNP 1 operations within the designated airspace but aircraft meeting RNP 1 will be given priority over aircraft not meeting RNP 1, subject to traffic disposition.

6.4.2 Non-RNAV equipped aircraft may still fly within Mauritius airspace, however, they shall abide strictly to the instructions of ATC.

7. RNP 1 SIDs AND STARs WITHIN FIMP TMA

7.1 RNP 1 SIDs and STARs accommodates Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO).

7.2 The SID Procedures implemented at SSR International airport are as follows:

- DEPARTURES RWY14 NORTH (RNP 1) at page AD 2 – FIMP 34.1
- DEPARTURES RWY14 DUPNA TRANSITION at page AD 2 – FIMP 34.2
- DEPARTURE RWY14 UTRUP TRANSITION at page AD 2 – FIMP 34.3
- DEPARTURE RWY14 EAST (RNP 1) at page AD 2 – FIMP 34.4
- DEPARTURE RWY14 WEST (RNP 1) at page AD 2 -FIMP 34.5
- DEPARTURE RWY32 EAST (RNP 1) at page AD 2 – FIMP 35.1
- DEPARTURE RWY32 WEST (RNP 1) at page AD 2 – FIMP 35.2