

2.5 Aircraft parking stand 3 will be used by code E and below aircraft. Code D and E aircraft taxi-in on the primary lead in line shall use taxilane Q. Code C and below aircraft refueling on the starboard side will taxi to aircraft stand 3 via taxilane R and parked nose facing South. Code C and below aircraft refueling on the port side will taxi to aircraft stand 3 via taxilane Q and parked nose facing North.

2.6 Code C and below aircraft taxi-in parking stand 4 and 5 shall use taxilane Q.

### 3. Departing aircraft on Runway 32

3.1 Departing Turbofan aircraft (e.g., B737, A319) from parking Stand 1 will have to be towed on taxilane R abeam taxi lead line of parking stand 3 prior to start engines. Turboprop aircraft code C and below (e.g., ATRs) can taxi out via taxilane R when facing North or via taxilane Q when facing South (Tower).

3.2 Departing aircraft from parking Stand 2 can be either towed, push back or taxi depending on the aircraft type and whether stand 3 is occupied or not.

a) From primary lead-in line

- i. When there is no aircraft on stand 3, Code E and below aircraft can taxi-out using taxilane R.
- ii. When there is aircraft on stand 3, aircraft must push back on taxiway F via taxilane Q abeam parking stand 5 prior start engines.

b) From secondary lead-in line 1

- i. When there is no aircraft on stand 3, Code D & E aircraft has to be towed in front of stand 3 prior engine start.
- ii. When there is aircraft on stand 3, Code D & E aircraft has to be pushed back onto taxiway F via taxilane Q adjacent parking Stand 5 prior engine start.

**Note:** Aircraft category Code C and below shall taxi out of the parking stand safely irrespective of stand 1 and 3 being occupied either via taxilane R when nose facing North or taxilane Q when nose facing South (Tower).

c) From secondary lead-in line 2.

Code C aircraft such as B737, A319, A320 and ATR 72 shall taxi out of the parking stand safely irrespective of stand 1 and 3 being occupied either via taxilane R when nose facing North or taxilane Q when nose facing South (Tower).

3.3 Aircraft departing from Parking Stand 3 shall:

- i. Aircraft nose facing North taxi-out using taxilane R.
- ii. Aircraft nose facing South taxi-out via taxilane Q

3.4 Aircraft departing from Parking Stand 4 shall:

- i. Turboprop aircraft shall use lead line to taxi-out and join taxiway F.
- ii. Turbojet aircraft (e.g., B737, A319) shall push back onto taxilane Q and pull forward abeam parking stand 5 prior engine start.

3.5 Aircraft departing Parking Stand 5 shall taxi-out parking stand 5 using lead line to join taxiway F.

**3.6 Departing aircraft from bays 7, 8, 9, 10 and 11**

3.6.1 Departing aircraft on bays 7, 8, 9, 10 and 11 when cleared by ATC shall pushback with nose facing South East and proceed to Runway 32 via TWYs N, G, Y and E or via TWYs N, H, Y and E.

3.6.2 Exit/Entry operations on bays 7, 8, 9, 10 and 11 shall be as follows:

	<b>Exit/ Entry Operations</b>
BAY 7	Departing aircraft shall pushback and pull forward on TWY Y up to abeam TWY G to allow arriving aircraft exiting RWY32 via TWY A to proceed to Bays 7, 8, 9 and 10, or any alternative routing specified by ATC.
BAY 8	Arriving aircraft exiting RWY 32 via TWY A shall: (i) Proceed to Bays 9 and 10 via TWYs F, Y and G (ii) Aircraft proceeding to Bays 7 and 8 shall initially hold on TWY F (abeam Bay 3) until Bays 7 and 8 are clear or any alternative routing specified by ATC.
BAY 9	Arriving aircraft exiting RWY 32 via TWY A shall: (i) Proceed to Bays 7 via TWYs F and N (ii) Proceed to Bay 8 via TWYs F and N after aircraft on pushback has been pulled forward abeam Bay 9 (iii) Proceed to Bay 9 via TWYs F, Y and G after aircraft on pushback has been pushed abeam Bay 8 (iv) Proceed to Bay 9 via TWYs F and N after aircraft on pushback has been pulled forward abeam Bay 10 (v) Proceed to Bay 10 via TWYs F, N and G or any alternative routing specified by ATC.
BAY 10	Arriving aircraft exiting RWY 32 via TWY A shall: (i) Proceed to Bays 7 and 8 via TWYs F and N (ii) Proceed to Bay 9 via TWYs F and N after aircraft on pushback has been pulled forward clear of TWY G or has been pulled forward on TWY Y (iii) Proceed to Bay 10 via TWYs F, Y and G after aircraft on pushback has been pushed abeam Bay 9 or any alternative routing specified by ATC.

**3.2 Departing aircraft on bays 41-48 (General Aviation Apron)**

3.2.1 Departing aircraft on bays 41-48 (General Aviation Apron) when cleared by ATC shall proceed to Runway 32 via TWYs K, Y and D or any alternative routing specified by ATC.

**Note:** Departing aircraft shall be required to hold at:

- a) Holding position K1 to allow General Aviation aircraft to taxi to Bays 41 – 48.
- b) Hold at Holding position K2 in case of aircraft taxiing on TWY Y.

**3.3 Departing aircraft from the National Coast Guard Hangar**

3.3.1 Departing aircraft from the National Coast Guard Hangar shall proceed to Runway 32 via TWYs L, Y and D or any alternative routing specified by ATC.

**Note:** Departing aircraft shall be required to hold at:

- a) Holding position L1 to allow Helicopter operations on FATO 14/32.
- b) Hold at Holding position L2 in case of aircraft taxiing on TWY Y.

### **3.4 Departing aircraft (Code E aircraft and below) on bay 11 and 12**

3.4.1 Departing aircraft (Code E aircraft and below) on bay 11 and 12 when cleared by ATC shall pushback onto TWY N to face South-East then proceed as per routing described in para. 4.1.1.

### **3.5 Departing aircraft (Code E aircraft and below) on bays 13, 14, 15 and 16.**

3.5.1 Departing aircraft (Code E aircraft and below) on bays 13, 14, 15 and 16 when cleared by ATC shall pushback onto Taxilane P to face North-East and proceed to Runway 32 via TWYs N, H, Y and D or E or via TWYs N, J, Y and D or E.

### **3.6 Departing aircraft (Code F aircraft)**

3.6.1 Code F aircraft departing from bay 12 shall be pushed back onto TWY N nose facing South-East then pulled forward up to nose wheel stop position A at a distance of 70 metres from intersection of centerlines TWY H and TWY N then start engines.

3.6.2 Departing aircraft on Taxilane P facing North-East shall proceed to Runway 32 via TWYs N, H, Y and TWYs D or E or via TWYs N, J, Y and TWYs D or E

## **4. Landing aircraft on Runway 32**

4.1 Landing aircraft on Runway 32 shall exit via TWY A or C as specified by ATC and follow ATC instructions to their respective parking.

4.2 ATC may also require arriving or departing aircraft to hold at intermediate Holding Positions indicated in the Aerodrome Chart (AD 2 – FIMP 30.1).

4.3 Arriving aircraft (Code E aircraft and below) may be required by ATC to hold clear of TWY H to facilitate exit of departing aircraft.

4.4 Code F aircraft landing on RWY 32 shall exit via TWY A then proceed to bay 12 via TWYs F, Y and H.

4.5 After landing on RWY 32, Airbus A380 or longer type of aircraft shall disregard RWY end red lights and use turning pad Nr 1 to carry out the 180 degree turn to backtrack the runway.

4.6 Code C and below aircraft refueling on the starboard side will taxi to aircraft stand 1 via taxilane R and parked nose facing South. Aircraft refueling on the port side will taxi to aircraft stand 1 via taxilane Q and parked nose facing North.

4.7 Code E and below aircraft taxi-in parking stand 2 shall use taxilane Q. Turboprop aircraft (e.g., ATRs) can also taxi-in stand 2 via taxilane R when they have to be positioned nose facing South (Tower) into the wind.

4.8 Aircraft parking stand 3 will be used by code E and below aircraft. Code D and E aircraft taxi-in on the primary lead in line shall use taxilane Q. Code C and below aircraft refueling on the starboard side will taxi to aircraft stand 3 via taxilane R and parked nose facing South. Code C and below aircraft refueling on the port side will taxi to aircraft stand 3 via taxilane Q and parked nose facing North.

4.9 Code C and below aircraft taxi-in parking stand 4 and 5 shall use taxilane Q.

## **5. Simultaneous Parallel Operation**

- 5.1 Simultaneous parallel operation **shall be allowed** between Code F aircraft taxiing on TWY Y and Code E aircraft taxiing on TWY N.
- 5.2 Simultaneous parallel operation **shall be allowed** between a Code E (or below) aircraft on TWY Y and Code F aircraft on portion of TWY N between aircraft stand number 11 and nose-wheel stop position B.
- 5.3 Simultaneous parallel operation **shall not be allowed** between a Code F aircraft on TWY Y and Code F aircraft on portion of TWY N between aircraft stand number 11 and nose-wheel stop position B.
- 5.4 Fixed-wing aircraft operations and helicopter operations shall be segregated as described in AIP Section ENR 3.4.

**Note:** No vehicle or personnel shall be allowed to use the service road behind bays 7 to 11 whilst a Code E aircraft is taxiing on TWY N abeam these bays. This restriction does not apply to Code A, B, C and D aircraft.

## 6. Limitation for the use of Taxiways

- 6.1 Limitation for the use of taxiways is as follows:

i	Taxiways A, C, D, E, F, G, H, M, P, Y and portion of Taxiway N (Between bay 11 up to nose-wheel stop position B, see chart AD 2- FIMP 30.5).	Code F aircraft
ii	Taxiways A, C, D, E, F, G, H, J, M, N, P, Q, R and Y	Code E aircraft and below
iii	Taxiway K	Code C aircraft and below
iv	Taxiway L	Code B aircraft and below

## 7. Control of taxiing aircraft

- 7.1 The taxi routes to be used by aircraft when taxiing from the runway to their respective parking bays and from their respective parking to the runway will be specified by air traffic control (ATC). Pilots shall comply with ATC instructions. Taxi instructions issued by ATC do not relieve the pilot-in-command from the responsibility to maintain separation with other aircraft on the movement areas.

## 8. Procedures for start-up and pushback of aircraft at Bay 12, 13, 14, 15 and 16

- 8.1 CCTV cameras will be used to provide the Tower Controller with a visual display of bays 12, 13, 14, 15 and 16.
- 8.2 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of the aircraft commences.
- 8.3 When the pilot is ready for start-up and pushback, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up. He shall then notify the Tower Controller (Call Sign: Mauritius Tower) that he is ready for pushback. On being told by Mauritius Tower that pushback is approved, he shall co-ordinate with the ground crew for the start-up and pushback of the aircraft.
- 8.4 The procedures for the pushback of aircraft from the various aircraft stands are explained in paragraph 1 and 3 above. When it becomes necessary to vary a procedure to expedite aircraft movement, Mauritius Tower will issue specific instructions to the pilot.
- 8.5 The lead-in lines are for the aircraft nose-in guidance to their respective parking bays. For aircraft stands without dedicated pushback lines, ground crew may use lead-in line for pushback guidance.

## **9. Turning Guidance Procedure at Turning Pads**

9.1 Two turning pads (see chart at AD 2 - FIMP 30.3) are available at the following locations:

1. Turning Pad No. 1 at commencement of the Starter Extension, and
2. Turning Pad No. 2 at displaced threshold RWY14 / end of TORA RWY 32.

9.2 Use of Turning Pad No 1 is for aircraft code F and below and the Turning Pad No 2 is for aircraft Code E and below making a 180<sup>0</sup> turn to take off runway 14 from the starter extension or from the displaced threshold runway 14.

### **9.3 Turning Guidance Procedure**

#### **9.3.1 Turning guidance procedure at turning pad No. 1 (commencement of Starter Extension Runway 14).**

To carry out 180<sup>0</sup> turn:

Make an initial turn left from runway centerline following guidance line;

When Red and Green pole-mounted lights **R1** and **G1** are in transit (at 45<sup>0</sup> to aircraft heading) with aircraft cockpit make right turn and follow guidance line so that lights **R1** and **G1** are in line ahead; and

When Red and Green pole-mounted lights **R2** and **G2** are in transit (at 90<sup>0</sup> to aircraft heading) with aircraft cockpit commence right turn and follow guidance line until aligned on runway heading.

**Note:** Turning pad No.1 is designed to accommodate for aircraft Code F and below.

#### **9.3.2 Turning guidance procedure at turning pad No. 2 (Start of Take-Off Run Runway 14)**

To carry out 180<sup>0</sup> turn from Turning Pad No.2:

- i. Make initial turn left from runway centreline following nose-wheel guidance line, so that Red and Green pole-mounted lights **R1** and **G1** are in line ahead;
- ii. When Red and Green pole-mounted lights **R2** and **G2** are in transit (at 90<sup>0</sup> to aircraft heading) with aircraft cockpit, commence right turn and follow nose-wheel guidance line until aligned on runway heading.

**Note:**

1. This turning guidance procedure has been designed for aircraft Code E and below. This system is also suitable for B707 and similar aircraft, but range indication is not applicable due to differences in cockpit height. See diagram on page **AD 2 - FIMP 30.3**.
2. This turning guidance procedure may not be suitable for longer type aircraft such as B777-300 and B777-300ER. In such cases, pilots should follow their respective company's procedures and/or manufacturer's guidance. The execution of a turn using company's procedures and/or manufacturer's guidance shall be the responsibility of the pilot.

9.4 Pilots are also reminded that use of the turning pads is mandatory for aircraft Code D and above having to make a 180 degrees turn on the runway. In case of doubts regarding taxi surface, coordination with ATC for ground support to complete the operation safely may be required.

9.5 Operators are advised to consult Airports of Mauritius Co. Ltd regarding any additional information required on turning pads. Contact details are:

Telephone: (230) 6036000

Telefax: (230) 6036100

E-mail: [airportinfo@aml.mru.aero](mailto:airportinfo@aml.mru.aero)

## 10. PROCEDURES FOR USING Visual Docking Guidance System (VDGS)

10.1 The Safegate Aircraft Docking Guidance System - SAFEDOCK is a fully automatic aircraft docking guidance system installed at the fixed gates in SSR International Airport Passenger Terminal. Safedock Type 2 (T2) AVDGS is installed at Sir Seewoosagur Ramgoolam International airport.

### 10.2 Description of the System

10.2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to recognise the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

10.2.2 The system is operated only in the Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.

10.2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure 1 below shows the Display and Laser Scanning Unit mounted on the terminal or pole in front of the aircraft stand.

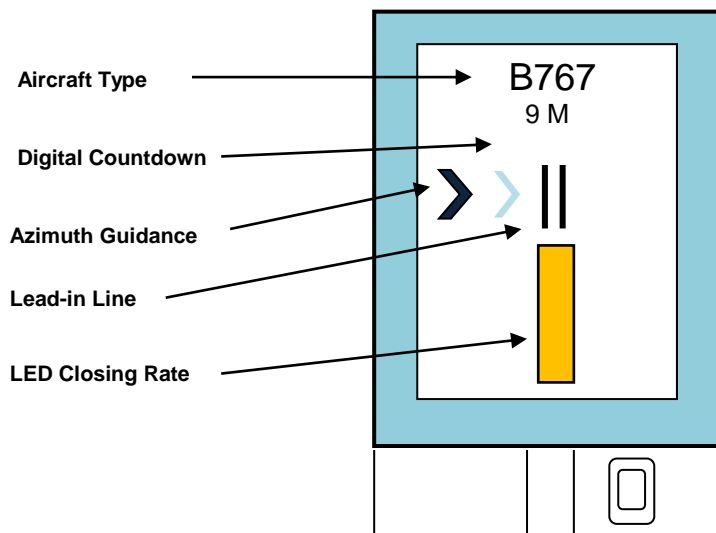


Figure 1. Safedock Type 2 (T2)

### 10.3 Safety measures










10.3.1 Pilot should not turn an aircraft into the parking stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

10.3.2 When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display “SLOW DOWN” to inform the pilot if the aircraft’s taxiing speed is too fast (see paragraph 10.4.7).









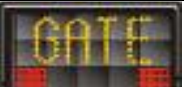




10.3.3 To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the “STOP” display or when given the stop sign by the aircraft marshaller.

10.3.4 Pilot should stop the aircraft immediately if the display goes black during the docking process. The aircraft is to be marshalled into the stand manually.


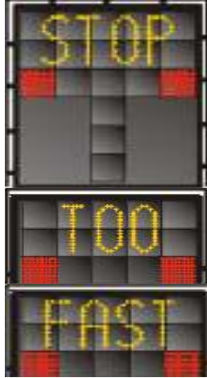


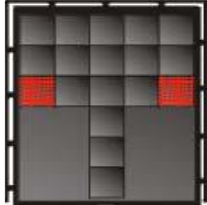
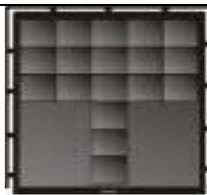
### 10.4 Procedures for Using VDGS (Normal Message)

<p><b>1- START OF DOCKING</b>                  The system is started by pressing one of the aircraft type buttons on the Operator Panel. When the button has been pressed, WAIT will be displayed</p>	
<p><b>2- CAPTURE</b>                  The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. Follow the lead-in line . DO NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p>	
<p><b>3- TRACKING</b>                  When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator and the display provide azimuth guidance.</p>	
<p><b>4- AZIMUTH GUIDANCE</b>                  The aircraft is at the displayed distance from the stop-position. The solid yellow arrow indicates distance of aircraft from the centre line, and the red flashing arrow indicates the steering direction.</p>	
<p><b>5- CLOSING RATE</b>                  The closing rate is the final countdown from at least 12m distance to the stop position. A yellow vertical closing rate bar/centre line indicator appears with a digital countdown for every 1m and every 0.1m at 3m from the stop position</p>	
<p><b>6- ALIGNED TO CENTRE</b>                  The aircraft is at the displayed distance from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.</p>	
<p><b>7- SLOW (DECREASE SPEED)</b>                  VDGS is configured with a slowdown active zone according to an acceptable docking speed (max allowed speed, standard 2 m/s).  <i>Note:</i> When 2 m/s is rounded down to a single digit, it is approximately 7 km/h, 4 mph or 3 knots. If the speed is exceeded, the system will show SLOW as a warning.</p>	
<p><b>8- STOP POSITION REACHED</b>                  When the correct stop-position is reached, the display will show STOP and red rectangular field will be displayed in the azimuth guidance area.</p>	
<p><b>9- DOCKING COMPLETED</b>                  When the aircraft is parked, OK will be displayed during 10 Sec</p>	

**10.5 Procedures for using VDGS (Warning Message)**

<p><b>1--SLOW (DECREASE SPEED)-</b> If the aircraft has overshot the stop-position, TOO FAR will be displayed</p>	
<p><b>2- STOP SHORT-</b> If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown.</p>	 
<p><b>3- WAIT-</b> If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again. <u>DO NOT PROCEED BEYOND THE BRIDGE, UNLESS THE “WAIT” MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR. PLEASE HOLD AIRCRAFT AND WAIT FOR OTHER INSTRUCTION FROM THE DISPLAY</u></p>	
<p><b>4--AIRCRAFT VERIFICATION FAILURE-</b>  During entry into the Stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display. <u>DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.</u></p>	  
<p><b>5- GATE BLOCKED -</b> If an object is found blocking the approach to gate/apron view from the VDGS to the planned stop position for the aircraft, the docking procedure will be halted with a WAIT and GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.  <u>DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.</u></p>	  
<p><b>6-VIEW BLOCKED</b> If the view towards the approaching aircraft is hindered, for example internally in the unit on the laser lens or on the laser window by dirt, or another obstacle in the closest view area, the VDGS will report a View blocked condition. Once the system is able to see the aircraft through the hinder, the message will be replaced with a closing rate display. <u>DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.</u></p>	  



<p><b>7--SBU STOP</b></p> <p>Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show the text STOP SBU. <u>A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE</u></p>	
<p><b>8- -TOO FAST-</b></p> <p>If the aircraft approaches with a speed higher than the docking system can handle, the message STOP TOO FAST will be displayed.</p> <p>The docking system must be re-started or the docking procedure completed by manual guidance</p>	
<p><b>9- EMERGENCY STOP-</b></p> <p>When the Emergency Stop button is pressed, STOP is displayed.</p>	
<p><b>10- CHOAKS ON-</b></p> <p>Choaks on will be displayed, when the ground staff has put the choaks in front of the nose wheel and pressed the “Choaks On” button on the Operator Panel.</p>	
<p><b>11- SYSTEMS BREAKDOWN-</b></p> <p>In case of a severe system failure, the display will go back in red. A manual backup procedure must be used for docking guidance.</p>	
<p><b>12- POWER FAILURE-</b></p> <p>In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.</p>	

**11. ATC Clearance prior to departure**

- 11.1 All departing aircraft shall request ATC clearance from Mauritius Tower frequency 118.1MHz 5 minutes prior to engine start. (Suggested phraseology: Mauritius Tower, (ACFT CS) will be ready to start in 5 minutes, request ATC clearance.
- 11.2 All departing aircraft that are unable to pushback within 5 minutes of the time pushback clearance is obtained, shall request for a new pushback clearance.

## FIMP AD 2.21 NOISE ABATEMENT PROCEDURES To be developed

### FIMP AD 2.22 FLIGHT PROCEDURES

#### 1. SID/STAR - General Requirements and Procedures

- 1.1 Operators / Pilots flying SIDs and STARs are to ensure that:
- a) Aircraft are equipped with RNAV system enabling them to fly these procedures;
  - b) For SID and STAR connecting to an ILS or VOR/DME Procedures, reference ILS or VOR/DME are available and received by the aircraft; and
  - c) ATC is informed when on-board equipment does not meet the requirements to fly the SID/STAR procedures.
- 1.2 SID/STAR procedures are ATC assigned and therefore operators are requested not to file a specific departure or arrival procedure.
- 1.3 Way-Points (WPTs) established for SID/STAR Procedures

<i>Name-Code Designator</i>	<i>Coordinates</i>
APNIR	2023.1S 05723.9E
APRAD	2027.9S 05727.3E
AVAMI	2044.4S 05748.9E
AVAPU	2022.3S 05717.6E
AXURA	2013.3S 05731.1E
EPMER	1901.5S 05608.3E
EPNAG	2035.5S 05728.0E
EPREX	2024.4S 05755.7E
EPSAL	2028.6S 05724.2E
EPSUP	2038.2S 05725.0E
EPTEK*	2025.3S 05607.1E
EPNES	2027.0S 05743.5E
ERBAB	2027.5S 05744.5E
ERDAD	2009.6S 05716.2E
ESPIR	2012.4S 05725.8E
ESPUK	2023.1S 05800.9E
ESROL	2031.1S 05738.4E
ESVIS	2014.8S 05744.1E
ETGOR	2056.0S 05704.7E
ETKIS	2016.7S 05635.9E
ETNAN	2006.4S 05719.1E
ETONO	2033.7S 05759.0E
ETOSI	2002.7S 05723.7E
ETSOL	1857.1S 05610.3E
ETULA	2032.3S 05725.6E
EVANA	2033.3S 05742.5E
EVIXO	2025.5S 05719.5E
EVOTU	2037.8S 05748.4E
GABKI	2000.9S 05736.1E
GENOV	2030.9S 05728.5E
GEPAV	2030.0S 05800.4E

GEPIP	2035.3S 05653.0E
GEPOM	1928.4S 05612.8E
GERIS	1922.9S 05614.1E
GERUS	2019.8S 05728.5E
GEVEV	2032.0S 05754.0E
IBSIS	2046.4S 05657.4E
IBRAX	2011.2S 05745.7E
OKSIT	2033.4S 05730.4E
OKTAL	2034.2S 05721.9E
OSKAR	2023.4S 05749.3E

\* EPTEK is a temporary transition WPT at the FMEE/FIMP TMA BDRY located at 2025.3S 05607.1E.

SDG VOR/EPTEK 070<sup>0</sup>/250<sup>0</sup>M 44 nm

EPTEK/ETKIS 091<sup>0</sup>/271<sup>0</sup>M 28 nm

ATC may require aircraft from TMA St Denis Gillot to fly through this transition WPT to join STAR FF ONE RWY14 at transition WPT ETKIS. Prior coordination between ATS units required.

## 2. Standard Instrument Departures – Runway 14

2.1 Standard Instrument Departure Charts of the procedures for RWY 14 are included as follows:

- a) SID (RNAV) RWY 14 NORTH
- b) SID (RNAV) RWY 14 WEST

2.2 Aircraft will be provided with en-route clearance and expected SID five minutes before start up.

2.3 Aircraft flying to the East and South East will be cleared direct to TMA exit point or as required by ATC for separation purposes.

2.4 Departing aircraft are required to fly SID (RNAV) as follows:

<b>SID (RNAV) RWY 14 NORTH (AD 2 – FIMP 34.1)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>SID (RNAV)</b>
A/UA400F	RASMA	ERBAB, GABKI, RASMA	RASMA ONE DEPARTURE
	GABKI	ERBAB, GABKI * thence as cleared	GABKI ONE DEPARTURE
UG661F	NIBIS	ERBAB, GABKI, NIBIS	NIBIS ONE DEPARTURE
	GABKI	ERBAB, GABKI * thence as cleared	GABKI ONE DEPARTURE
UM609F	TIBAG	ERBAB, GABKI, TIBAG	TIBAG ONE DEPARTURE
	GABKI	ERBAB, GABKI * thence as cleared	GABKI ONE DEPARTURE
UM665F	OKMAR	ERBAB, GABKI, OKMAR	OKMAR ONE DEPARTURE
	GABKI	ERBAB, GABKI * thence as cleared	GABKI ONE DEPARTURE
UR400F	UTIVA	ERBAB, GABKI, UTIVA	UTIVA ONE DEPARTURE
	GABKI	ERBAB, GABKI * thence as cleared	GABKI ONE DEPARTURE
UA474F	UDMED	ERBAB, ESVIS, UDMED	UDMED ONE DEPARTURE

**\*For Lateral Separation purposes, ATC may require aircraft to transition via GABKI ONE DEPARTURE thence to join ATS route as cleared.**

<b>SID (RNAV) RWY 14 WEST (AD 2 – FIMP 34.2)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>SID (RNAV)</b>
A/UA402F	ETGOR	EPNES, EVANA, OKSIT,ETGOR	ETGOR ONE DEPARTURE
	EVANA	EPNES, EVANA* thence as cleared	EVANA ONE DEPARTURE
A/UA402F	IBSIS	EPNES, EVANA, GENOV, IBSIS,	IBSIS ONE DEPARTURE
	EVANA	EPNES, EVANA* thence as cleared	EVANA ONE DEPARTURE
A/UA401F	SOBAT	EPNES, EVANA, APRAD, SOBAT	SOBAT ONE DEPARTURE
	EVANA	EPNES, EVANA* thence as cleared	EVANA ONE DEPARTURE

**\*For Lateral Separation purposes, ATC may require aircraft to transition via EVANA ONE DEPARTURE thence to join ATS route as cleared.**

### 3. Standard Instrument Arrivals – Runway 14

3.1 Standard Instrument Arrival Charts of the procedures for RWY 14 are included as follows:

- a) STAR – FF ONE RWY 14
- b) STAR (RNAV) - GABKI ONE RWY 14

3.2 Arrivals to SSR International Airport will be cleared on the appropriate STAR by ATC.

3.3 For routes not covered by STAR, aircraft will be cleared to the appropriate NAVAIDS by ATC.

3.4 Arriving aircraft are required to follow STAR as follows:

<b>STAR - FF ONE - RWY 14 (AD 2 – FIMP 36.1)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>STAR</b>
A/UA402F	IBSIS	IBSIS, OKTAL, EVIXO, FF	FF ONE ARRIVAL
A/UA402F	ETGOR	ETGOR, EPSUP, OKTAL, EVIXO, FF	FF ONE ARRIVAL
A/UA401F*	EPTEK	EPTEK, ETKIS, FF  <b>Note:</b> EPTEK is a temporary transition WPT at the FMEE/FIMP TMA BDRY located at 2024.1S 05607.3E. SDG VOR/EPTEK 070 <sup>0</sup> /250 <sup>0</sup> M 44 nm EPTEK/ ETKIS 091 <sup>0</sup> /271 <sup>0</sup> M 28 nm	FF ONE ARRIVAL
A/UA400F	ETKIS	RASMA, ETKIS, FF	FF ONE ARRIVAL

**\*ATC may require aircraft to leave this ATS Route and fly through the transition WPT EPTEK to join STAR FF ONE RWY14 at transition WPT ETKIS. Prior coordination between ATS units required.**

<b>STAR (RNAV) – GABKI ONE RWY 14 (AD 2 – FIMP 36.2)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>STAR</b>
UG661F	GERIS	NIBIS, GERIS, GABKI	GABKI ONE ARRIVAL
UM609F	ETSOL	TIBAG, ETSOL, GABKI	GABKI ONE ARRIVAL
UM665F	OKMAR	AMBOD, OKMAR, GABKI	GABKI ONE ARRIVAL
UR400F	UTIVA	UTIVA, GABKI	GABKI ONE ARRIVAL
UA474F	UDMED	UDMED, GABKI	GABKI ONE ARRIVAL
G454	TAPER	TAPER, GABKI	GABKI ONE ARRIVAL
R329	DUDIP	DUDIP, GABKI	GABKI ONE ARRIVAL
P627	GUTKO	GUTKO, GABKI	GABKI ONE ARRIVAL
L744	ARIGO	ARIGO, GABKI	GABKI ONE ARRIVAL
N633	OVTIS	OVTIS, GABKI	GABKI ONE ARRIVAL
ATS (G200)	IXABI	IXABI, GABKI	GABKI ONE ARRIVAL
UG594F	KINIX	KINIX, GABKI	GABKI ONE ARRIVAL
UG595F	ATLOP	ATLOP, GABKI	GABKI ONE ARRIVAL

#### 4. Standard Instrument Departures – Runway 32

4.1 Standard Instrument Departure Charts of the procedures for RWY 32 are included as follows:

- a) SID (RNAV) RWY 32 NORTH
- b) SID (RNAV) RWY 32 EAST
- c) SID (RNAV) RWY 32 SOUTH EAST
- d) SID (RNAV) RWY 32 SOUTH WEST

4.2 Aircraft shall be provided with en-route clearance and expected SID five minutes before start up.

4.3 Departing aircraft are required to fly SID (RNAV) as follows:

<b>SID (RNAV) RWY 32 NORTH (AD 2 – FIMP 35.1)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>SID (RNAV)</b>
A/UA400F	RASMA	GERUS, AVAPU, ETKIS, RASMA	RASMA 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
UG661F	NIBIS	GERUS, ERDAD, GEPOM, NIBIS	NIBIS 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
UM609F	TIBAG	GERUS, ETNAN, EPMER, TIBAG	TIBAG 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
UM665F	OKMAR	GERUS, ETOSI, OKMAR	OKMAR 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE

**\*Subject to traffic, ATC may allow aircraft to transition via GERUS 1B DEPARTURE thence to join ATS route as cleared.**

<b>SID (RNAV) RWY 32 EAST (AD 2 – FIMP 35.2)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>SID (RNAV)</b>
UR400F	UTIVA	GERUS, AXURA, GABKI, UTIVA	UTIVA 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
UA474F	UDMED	GERUS, AXURA, , PLS 15 DME ARC, UDMED	UDMED 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
G454	TAPER	GERUS, AXURA, PLS 15 DME ARC, TAPER	TAPER 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
R329	DUDIP	GERUS, AXURA, PLS 15 DME ARC, DUDIP	DUDIP 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
P627	GUTKO	GERUS, AXURA, PLS 15 DME ARC, GUTKO	GUTKO 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
L774	ARIGO	GERUS, AXURA, PLS 15 DME ARC, ARIGO	ARIGO 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
N633	OVTIS	GERUS, AXURA, PLS 15 DME ARC, OVTIS	OVTIS 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE
G200	IXABI	GERUS, AXURA, PLS 15 DME ARC, IXABI	IXABI 1B DEPARTURE
	GERUS	GERUS * thence as cleared	GERUS 1B DEPARTURE

**\* Subject to traffic, ATC may allow aircraft to transition via GERUS 1B DEPARTURE thence to join ATS route as cleared.**

<b>SID (RNAV) RWY 32 SOUTH EAST (AD 2 – FIMP 35.3)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>SID (RNAV)</b>
UG594F	KINIX	ESROL, AVAMI, KINIX	KINIX 1B DEPARTURE
	ESROL	ESROL* thence as cleared	ESROL 1B DEPARTURE
UG595F	ATLOP	ESROL, AVAMI, ATLOP	ATLOP 1B DEPARTURE
	ESROL	ESROL* thence as cleared	ESROL 1B DEPARTURE

**\* Subject to traffic, ATC may allow aircraft to transition via ESROL 1B DEPARTURE thence to join ATS route as cleared.**

<b>SID (RNAV) RWY32 SOUTH WEST (AD 2 – FIMP 35.4)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>SID (RNAV)</b>
A/UA401F	SOBAT	APRAD, GEPIP, SOBAT	SOBAT 1B DEPARTURE
A/UA402F	IBSIS	GENOV, IBSIS	IBSIS 1B DEPARTURE
A/UA402F	ETGOR	OKSIT, ETGOR	ETGOR 1B DEPARTURE

**5. Standard Instrument Arrivals – Runway 32**

5.1 Standard Instrument Arrival Charts of the procedures for RWY 32 are included as follows:

- a. STAR – EPREX ONE - RWY 32
- b. STAR – GEVEV ONE - RWY 32
- c. STAR – EVOTU ONE - RWY 32

5.2 Arrivals to SSR International Airport will be cleared on the appropriate STAR by ATC.

5.3 For routes not covered by STAR, aircraft will be cleared to the appropriate NAVAIDS by ATC.

5.4 Arriving aircraft are required to follow STAR as follows:

<b>STAR – EPREX 1 - RWY 32 (AD 2 – FIMP 37.1)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>STAR</b>
UR400F	UTIVA	UTIVA, GABKI, IBRAX, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
UA474F	UDMED	UDMED, IBRAX, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
G454	TAPER	TAPER, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
R329	DUDIP	DUDIP, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
P627	GUTKO	GUTKO, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
L774	ARIGO	ARIGO, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
N633	OVTIS	OVTIS, PLS 15 DME ARC, EPREX	EPREX 1 ARRIVAL
G200	IXABI	IXABI, ESPUK, EPREX	EPREX 1 ARRIVAL

<b>STAR – GEVEV 1- RWY 32 (AD 2 – FIMP 37.2)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>STAR</b>
UG594F	KINIX	KINIX, GEPAV, GEVEV	GEVEV 1 ARRIVAL
UG595F	ATLOP	ATLOP, ETONO, GEVEV	GEVEV 1 ARRIVAL

<b>STAR – EVOTU ONE - RWY 32 (AD 2 – FIMP 37.3)</b>			
<b>ATS Routes</b>	<b>TRANSITION</b>	<b>TRANSITION ROUTE</b>	<b>STAR</b>
UM665F	OKMAR	OKMAR, PLS, EVOTU	EVOTU 1 ARRIVAL
UM609F	EPMER	EPMER, PLS, EVOTU	EVOTU 1 ARRIVAL
UG661F	GEPOM	GEPOM, PLS, EVOTU	EVOTU 1 ARRIVAL

A/UA400F	ETKIS	ETKIS, APNIR, PLS 15 DME ARC, EVOTU	EVOTU 1 ARRIVAL
A/UA401F	SOBAT	SOBAT, GEPIP, EPSAL, PLS 15 DME ARC, EVOTU	EVOTU 1 ARRIVAL
A/UA402F	IBSIS	IBSIS, ETULA, PLS 15 DME ARC, EVOTU	EVOTU 1 ARRIVAL
A/UA402F	ETGOR	ETGOR, EPNAG, PLS 15 DME ARC, EVOTU	EVOTU 1 ARRIVAL

## FIMP AD 2.23 ADDITIONAL INFORMATION

### 1. Birds/Bats concentration in the vicinity of the airport

It has been observed that flocks of birds (pigeons and smaller birds) appear along both sides of the runway. 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.

Bats activities have also been observed over the South East of the aerodrome.

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.

To facilitate the reporting of bird/bat 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/Bat in the vicinity of the aerodrome are notified by NOTAM.

### 2. 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 Airfield Operations Section will be sought to eliminate the presence of stray dogs.

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