

FIMP AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
14 (without starter extension)	3040	3340	3040	3040	Nil
14 (with starter extension)	3370	3670	3370	3040	Nil
14 (intersection TWY A)	2690	2990	2690		Nil
14 (intersection TWY C)	1540	1840	1540		Nil
32	3040	3190	3040	3040	Nil
32 (intersection TWY C)	1500	1650	1500		Nil
32 (intersection TWY D)	2560	2710	2560		Nil

FIMP AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length,, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN(M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
14	CAT I 900 M LIH	Green -	PAPI Left/3.5°	Nil	Nil	3370 M, 58 M White, LIH	Red -	Nil	RWY 14 White sequential LGT spacing 30 M for 900 M LIH
32	SALS		PAPI both/ 3.0°	Nil	Nil	3370 M, 58 M White, LIH	Red -	Nil	Red edge lgt beyond RWY 32 end. See chart AD 2- FIMP 30.1

FIMP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: Nil IBN: Nil
2	<i>LDI location and LGT</i> <i>Anemometer location and LGT</i>	LDI: Nil. Windsocks at 300 M from THR RWY 14 and 400 M from THR RWY 32, both lighted. Anemometer: 300 M from THR RWY14 not lighted
3	<i>TWY edge and centre line lighting</i>	Edge: All TWY Centre line: Nil
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: 15 SEC
5	<i>Remarks</i>	Nil

FIMP AD 2.16 HELICOPTER LANDING AREA

See ENR 3.4-8

FIMP AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	Mauritius Control Zone (CTR) 3 500 FT AMSL/ SEC 20°17'46"S 057°41'01"E Arc centred at FIMP ARP radius 8.00NM 20°27'30"S 057°49'18"E - 20°29'36"S 057°54'13"E Arc centred at FIMP ARP radius 13.00NM 20°33'46"S 057°51'56"E - 20°32'55"S 057°49'56"E Arc centred at FIMP ARP radius 11.00NM 20°36'36"S 057°43'21"E -20°31'13"S 057°32'39"E Arc centred at 20°25'12.660"S 057°40'30.630"E radius 9.50NM 20°19'37"S 057°32'20"E - 20°17'46"S 057°41'01"E
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		MAURITIUS CTA Area 1: 3500AMSL / 1500AMSL 20°17'46"S 057°41'01"E - 20°15'25"S 057°44'59"E Arc centred at FIMP ARP radius 11.00NM 20°22'55"S 057°52'17"E - 20°27'30"S 057°49'18"E Arc centred at FIMP ARP radius 8.00NM 20°17'46"S 057°41'01"E Area 2: 3500AMSL / 1500AMSL 20°31'13"S 057°32'39"E - 20°32'08"S 057°28'53"E Arc centred at FIMP ARP radius 13.00NM 20°28'32"S 057°27'26"E - 20°27'16"S 057°30'38"E Arc centred at 20°25'12.660"S 057°40'30.630"E radius 9.50NM 20°31'13"S 057°32'39"E Area 3: 3500AMSL / 2500 AMSL 20°10'06"S 057°45'14"E Arc centred at FIMP ARP radius 16.13NM 20°10'12"S 057°36'22"E Arc centred at 20°07'23"S 057°40'46"E radius 5.00NM 20°10'06"S 057°45'14"E
2	<i>Vertical limits</i>	SFC to 3 500 ft AMSL (CTR) and 1500 ft to 3500 ft or 2500 ft to 3500 ft (CTA)
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign languages</i>	Mauritius Tower for CTR and Mauritius Approach for CTA English and French (by prior arrangement)
5	<i>Transition altitude</i>	4000 FT
6	<i>Remarks</i>	Nil

FIMP AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
ACC	Mauritius Centre	129.3 MHz 121.5 MHz	H24	Emergency frequency
	Mauritius Radio	13306 kHz 8879 kHz 5634 kHz 3476 kHz	H24	SELCAL available on all frequencies. EM : J3E
APP	Mauritius Approach	119.1 MHz 121.5 MHz	H24	Emergency frequency
TWR	Mauritius Tower	118.1 MHz 121.5 MHz	H24	Emergency frequency
ATIS	Sir Seewoosagur Ramgoolam International Airport	126.2 MHz	H24	

FIMP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, CAT of ILS/MLS (For VOR/ ILS/MLS, give VAR)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna / Remarks</i>
1	2	3	4	5	6
DVOR/DME (19 ⁰ W/2001)	PLS	113.7 MHz CH 84X	H24	20 25 12.1S 057 39 44.6E	316 ⁰ MAG / 0.6 NM from THR RWY 14
DVOR/DME (19 ⁰ W/2001)	GBY	114.8 MHz CH 95X	H24	20 00 53.0S 057 36 04.8E	008.5 ⁰ MAG / 25.25 NM from ARP

NDB	MS	343 kHz	H24	20 26 25.0S 057 41 26.7E	158 ⁰ MAG, / 0.76 NM from ARP. Coverage 300NM. EM : NON/A2A
NDB	FF	258 kHz	H24	20 16 53.8S 057 22 18.2E	316 ⁰ MAG, / 19 NM from THR RWY 14. Coverage 100 NM . EM : NON/A2A
ILS GP	IPL	333.8 MHz	H24	20 25 29.9S 057 40 30.8E	103 ⁰ MAG / 0.2 NM from THR RWY 14
ILS LLZ (19 ⁰ W/2001)	IPL	109.9 MHz	H24	20 26 17.5S 057 42 00.4E	136 ⁰ MAG / 0.37 NM from THR RWY 32
DME	IPL	CH 36X	H24	20 25 29.9S 057 40 30.8E	1030 MAG / 0.2 NM from and co-located with Glide Path and offset to give distances from THR RWY 14
FAN MKR		75 MHZ	H24	20 26 36.2S 057 42 39.3E	1360 MAG / 0.8 NM from THR RWY 32 OM Characteristics operating in an unmonitored Status. EM : A2A
ZMKR		75 MHZ	H24	20 20 53S* 057 30 50E*	3160 MAG / 10.02 NM from THR RWY 14 IM Characteristics. EM : A2A

FIMP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Departing aircraft on Runway 14

1.1 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).

1.2 Departing aircraft from parking Stand 2 can be either towed, pushed back or taxied 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).

1.3 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
- 1.4 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.
- 1.5 Aircraft departing Parking Stand 5 shall taxi-out parking stand 5 using lead line to join taxiway F.
- 1.6 Departing aircraft on bays 7, 8, 9, 10 and 11 when cleared by ATC shall pushback and proceed to RWY 14 via TWYs N, F and A. Aircraft on bays 10 and 11 may also exit via TWYs G, Y, F and A.
- 1.7 Code F aircraft departing on RWY 14 when cleared by ATC shall pushback from Bay 12 or bay 15 or bay 16 onto taxilane P to face North then proceed to RWY 14 via TWYs H, Y, F and A.
- 1.8 Departing aircraft (Code E aircraft and below) on bays 12, 13, 14 and 15 when cleared by ATC shall pushback onto taxi lane P to face North and proceed to Runway 14 via TWYs N, H, Y, F and A or via TWYs N, G, Y, F and A or via TWYs N, F and A.
- 1.9 Departing aircraft on bays 12 when cleared by ATC may also pushback onto TWY N nose facing South East up to nose wheel stop position A and proceed to RWY 14 via TWYs N, H, Y, F and A.
- 1.10 Departing aircraft on bays 41-48 (General Aviation Apron) when cleared by ATC shall proceed to Runway 14 via TWYs K, Y, F and A or any alternative routing specified by ATC.
- 1.11 Departing aircraft from National Coast Guard Hangar when cleared by ATC shall proceed to Runway 14 via TWYs L, Y and C or any alternative routing specified by ATC.
- 1.12 Departing aircraft (Code E aircraft and below) on bay 16 when cleared by ATC shall pushback onto taxi lane P facing North East and shall proceed to Runway 14 via TWYs N, H, Y and A or via TWYs N, G, Y, F and A or via TWYs N, F and A.
- 2 Landing aircraft on Runway 14**
- 2.1 Landing aircraft on RWY 14 shall exit via TWY C or D or E as specified by ATC and follow ATC instructions to their respective parking.
- 2.2 Code F aircraft landing on RWY 14 shall exit via TWY D or E then proceed to:
- (i) Bay 12 via TWYs Y, H and N; and
 - (ii) Bay 15 via TWYs Y, H, and taxi lane P.
 - (iii) Bay 16 via TWYs Y, H, and taxi lane P.
- Note: ATC may also require arriving or departing aircraft to hold at appropriate intermediate Holding Positions. (See Aerodrome chart on AIP page AD 2 – FIMP 30.1).**
- 2.3 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.
- 2.4 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.