

when a transfer to CPDLC is required by use of the phraseology:

“TRANSFER TO MAURITIUS CENTRE ON DATA LINK. MONITOR [frequency]”.

- a. On transfer to data link, the pilot is required to downlink a CPDLC position report. Following this initial position report, ADS reporting will fulfill normal position reporting requirements within the FIR.
- b. Pilots departing the Mauritius FIR into a non-CPDLC FIR will be instructed to CONTACT the next unit by voice.
- c. Pilots departing the Mauritius FIR into a CPDLC-capable FIR will be instructed to MONITOR the next unit by voice. CPDLC remains the primary means of communication.
- d. Due to size limitations in the uplink message elements “CONTACT [unit name][frequency]” and “MONITOR [unit name][frequency]”, only the primary HF frequency will be notified to the pilot. The secondary frequency will be available on request.
- e. The CONTACT [unit name][frequency] message and the END SERVICE message will be sent as separate messages. The END SERVICE message will be sent after receipt of the WILCO response to the CONTACT message.

5.3.6 Specific Procedures

- (a) Specific procedures in the Mauritius FIR are as follows:
 - i. For aircraft inbound to destinations within the Mauritius FIR, CPDLC and ADS connections will be maintained until the aircraft has landed. Pilots will be instructed when the transfer to VHF voice is required by use of the CPDLC uplink element: CONTACT MAURITIUS CENTRE [frequency].

- ii. For aircraft departing from airports within the FIMM FIR, a CPDLC connection will be established manually by the Air Traffic controller when CPDLC is required.

6. APPLICATION OF ADS

- 6.1 To facilitate reliable ADS monitoring, pilots must ensure that ADS is left ARMED.
- 6.2 ADS Periodic and Event contracts will be established automatically on receipt of the LOGON.
- 6.3 Following an initial CPDLC position report on first contact, ADS reporting will fulfill normal position reporting requirements within the FIR. CPDLC or voice position reports will not be required while ADS is operational.
- 6.4 ADS contracts will be terminated automatically at a system parameter time after the aircraft has left the FIR.

7. DATA LINK FAILURE

- 7.1 Flight crew recognising a failure of a CPDLC connection must immediately establish communications on the appropriate voice frequency. When voice communications have been established, voice must continue to be used as the primary medium until a CPDLC connection has been re-established and the controller has authorised the return to data link.
- 7.2 In the event of an unexpected CPDLC shutdown, the controller will advise all data link connected aircraft of the failure by voice. Instructions will continue to be issued by voice until the return of the data link system. The return of the system to an operational state will require a new AFN logon from affected aircraft.

8 NOTIFICATION OF EMERGENCY

- 8.1 Depending on the nature of the emergency condition experienced, flight crew should notify ATS of the circumstances by the most efficient means (voice or data link).
- 8.2 If a CPDLC MAYDAY or PAN message is received by the ground system, the controller will respond with the free text uplink message

ROGER MAYDAY (PAN). The controller will not expect a ROGER response to the uplink until being notified that the emergency situation has been cancelled or stabilised to the extent that messages are able to continue being exchanged (if data link is considered to be the best communications medium for the situation).

- 8.3 If the emergency situation no longer exists, the pilot should cancel the ADS emergency mode.

9 HF SELCAL CHECK

- 9.1 For aircraft departing Mauritius, a SELCAL check is not mandatory. However, flight crews wishing to satisfy themselves with HF performance should perform a SELCAL check after departure, but prior to being transferred to CPDLC. The primary HF frequency will be advised with the transfer instruction. The HF operator will confirm the primary and secondary HF frequencies on first contact.

10. FLIGHT PLANNING

- 10.1 Aircraft planning to utilize data link communications must annotate the ICAO flight plan as follows:

- i) Data link capability must be notified by inserting the designator **J** in item 10 (Communication and Navigation Equipment),
- ii) The data link equipment carried must be notified in item 18 by use of the prefix "DAT/", followed by one or more letters as follows:
 - 1 DAT/S for satellite data link.
 - 2 DAT/H for HF data link.
 - 3 DAT/V for VHF data link.
 - 4 DAT/M for SSR mode S data link.
- iii) Serviceable ADS equipment carried must be annotated by adding the designator **D** to the SSR equipment carried.

11. RADIO COMMUNICATION FAILURE

- 11.1 In the event that radio communication failure prevents an aircraft flying within the Mauritius FIR, from maintaining a continuous listening watch on the appropriate radio frequency, and

from making contact as necessary, the aircraft shall:

- a) If in visual meteorological conditions:
 - 1. Continue to fly in visual meteorological conditions;
 - 2. Land to the nearest suitable aerodrome; and
 - 3. Report its arrival by the most expeditious means to the appropriate air traffic control unit; or
- b) If in instrument meteorological conditions or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with a) above:
 - 1. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
 - 2. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with paragraph 3 below, hold over this aid or fix until commencement of descent;
 - 3. Commence descent from the navigation aid or fix specified in paragraph 2 above, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time (EAT) has been received and acknowledged, at, or as close as possible to, the estimated time of arrival (ETA) resulting from the current flight plan;
 - 4. Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
 - 5. Land if possible, within 30 minutes after estimated time of arrival specified in (iii) or the last acknowledged expected approach time, whichever is later.

- 11.2 For information, ATC will act in the following manner unless it is known that the aircraft is not adhering to the flight plan received:

- a) Maintain separation between aircraft on the assumption that aircraft experiencing radio failure will adopt the abovementioned procedures;
 - b) Transmit on the appropriate air/ground channels the altitude, route and EAT, or ETA, to which it is assumed the aircraft is adhering, and the weather conditions at the destination aerodrome and suitable alternates (when this information is already being transmitted on the appropriate channels either by routine broadcast, or in messages to other aircraft, a special transmission will be made only at the discretion of ATC). If practicable, the weather conditions in the area, or areas, suitable for a descent through cloud procedure will also be transmitted;
 - c) Endeavour by means of any possible relay through which the operator (ACARS etc.), aircraft station whether the aircraft is receiving, and able to comply with instructions from ATC, and subsequently, to give all possible guidance to the aircraft;
 - d) Inform the operator concerned or his designated representative;
 - e) Inform ATC at the alternate aerodrome, or the appropriate ACC, of the circumstances; if (by agreement with the operator or his designated representative) instructions to divert are transmitted to the aircraft, transmit the latest weather report and any current unserviceability report of approach aids at the alternate, and request the appropriate ATC unit to attempt to establish communication with the aircraft;
 - f) Before presuming that the aircraft has proceeded to another area or aerodrome, ATC will allow:
 - a) A period of 30 minutes after the last acknowledged EAT;
 - b) If no EAT has been acknowledged, a period of 30 minutes after the last acknowledged ETA; or
 - c) If no ETA has been acknowledged, a period of 30 minutes after the last ETA computed from the last acknowledged position report and the flight plan times for subsequent sectors of the flight.
 - g) If the aircraft has not reported or landed by the end of the appropriate period, alerting action will be initiated and pertinent information concerning the aircraft will be given to the operating agencies and/or the pilots of any aircraft concerned and normal operations resumed if they so desire. It is the responsibility of the operating agencies and/or pilots of aircraft to determine whether they will resume normal operations or take other action.
- 11.3 The period referred in the para f) above will be reduced when:
- a) Through the use of electronic or other aids, (e.g. ADS-C) ATC can determine the position of the aircraft experiencing the failure, and can determine that action contrary to that prescribed above can be taken without impairing safety; or
 - b) It becomes known that the aircraft has landed.