

ENR 1.2 VISUAL FLIGHT RULES

1. General

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1 below.

2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a) when the ceiling is less than 450 M (1500 ft); or
- b) when the ground visibility is less than 5 KM.

3. VFR Flights shall not be operated between Sunset and Sunrise.

4. Unless authorised by the appropriate ATS authority, VFR flights shall not be operated:

- a) above FL 200
- b) at transonic and supersonic speeds.
- c) beyond 20 NM from shoreline

5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

- a) over the congested areas of the cities, towns or settlements at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 M from the aircraft;
- b) elsewhere than as specified in 5 a), at a height less than 150 m (500 ft) above the ground or water.

6. Unless otherwise indicated in ATC clearances, VFR flights are advised to adopt the table of cruising level for VFR flights.

Table 1

Airspace class	C	G	
		ABOVE 900 M (3000 FT) AMSL or above 300M (1000 FT) above terrain, whichever is the higher	At and below 900 M (3000 FT) AMSL or 300M (1000 FT) above terrain, whichever is the higher
Distance from cloud	1500 M horizontally 300 M (1000 ft) vertically	1500 M horizontally 300 M vertically *	
Flight visibility	8 KM	5 KM *	
* 1. An aircraft flying at a I.A.S of less than 140 Kts shall be deemed to comply with the provisions provided it remains clear of clouds, in sight of the surface and in a flight visibility of at least 1500 M. 2. Helicopters flying clear of clouds and in sight of terrain may operate in a flight visibility below 1500 M provided it manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.			

2. Operations of local VFR flights

2.1 Air Traffic Services

2.1.1 Flights beyond 20 NM from the shoreline and flights across international boundaries.

Special permission is required from the Director of Civil Aviation prior to operating any VFR flight:

- a. Across international boundaries; and
- b. Beyond 20 NM from shoreline

To obtain a special permission, an application shall be submitted in writing to the Director of Civil Aviation (contact details at para 2) and copy to Aeronautical Information Services/Flight Clearance Office, contact details, fax: (230) 6032079 or e-mail: ais@ govmu.org.

After obtaining a flight clearance, operators of such flights shall submit a flight plan to ATC at least 12 hours before departure.

2.1.2 *Flights within 20 NM of the shoreline*

Operators of local VFR flights having obtained authorisation to operate local VFR flights from/to the Sir Seewoosagur Ramgoolam International Airport on a regular basis shall arrange for approval of their slots with ATC on a weekly basis unless otherwise agreed with the latter. These time slots will be allocated so as not to coincide with busy traffic periods and periods earmarked for runway maintenance works. It is to be noted that commercial air transport operations will have priority over local VFR flights, unless the latter is in an emergency situation or when search and rescue sorties and operations are required.

2.1.3 *Flights within Control Zone (CTR)/Terminal Control Area (TMA)*

All flights or portion thereof to be conducted within controlled airspace shall be subjected to an ATC clearance.

Consequently, all departing flights shall:

- a) Unless otherwise agreed with ATC, submit relevant flight plan information at least 60 minutes prior to the flight;
- b) Call ATC 5 minutes prior to start-up and obtain ATC clearance before taxiing; and
- c) Proceed as cleared by ATC for so long as the aircraft remains within controlled airspace.

All arriving aircraft shall:

- a) Five minutes prior to entering controlled airspace contact ATC, pass all relevant information and obtain an ATC clearance prior to entering the airspace; and
- b) On entering the controlled airspace proceed as per ATC clearance issued.

2.1.4 *Flights outside controlled airspace*

VFR operations below 3500 ft AMSL outside controlled airspace shall be primarily on a see-and-avoid basis. VFR flights outside the CTR and below the lower limit of the TMA will be subjected to different rules depending on whether they are operating at or above 2000 ft AMSL or below 2000 ft AMSL.

In general, all such aircraft shall broadcast their position, intention and altitude on the broadcast frequency 123.4 MHz using standard ICAO phraseology in English.

At or above 2000 ft AMSL - up to 3500 ft (outside the CTR but within 20 NM of the shoreline):

- a) All such aircraft shall be required to maintain two-way communication with Mauritius Approach Control on 119.1 MHz and to provide position reports and other information as requested by Approach Control;
- b) These aircraft shall, as far as practical, be provided with Flight Information Service and traffic information regarding other relevant traffic;
- c) Such aircraft shall also be provided with an alerting service which shall include issuance of alerting messages and provision of notice to operators in case of overdue reports;
- d) Aircraft intending to descend below 2000 ft AMSL in close proximity to the CTR boundary shall contact Tower on 118.1 MHz to obtain traffic information on aircraft entering or exiting the CTR; and
- e) Pilots of VFR flights shall exercise caution with regard to IFR flights descending below 4000 ft QNH on Instrument/GNSS Approach from "GBY" VOR 114.8 MHz or "FF" NDB 258 KHz.

Note: When so authorised VFR flights operating beyond 20 NM of the shoreline in Class G airspace shall maintain two-way communication with the appropriate ATS unit as instructed by Tower on departure or ACC prior to entering the FIR.

Below 2000 ft AMSL (outside the CTR but within 20 NM of the shoreline):

- I. Aircraft operating below 2000 ft AMSL outside the CTR but within 20 NM of the shoreline are not required to maintain two-way communication with ATC and regular position reports will not be required unless otherwise requested by ATC for aircraft operating in the South – Eastern sector of the Island. However, all such aircraft shall:
 - a) after having been cleared to leave the CTR into uncontrolled airspace, report their CTR exit position, intention and altitude on the broadcast frequency 123.4 MHz which has been designated as the Traffic Information Broadcast Frequency;
 - b) report position and intentions at least every 5 minutes on the 123.4 MHz;
 - c) report every change in altitude (AMSL);
 - d) report every change in geographical location; and
 - e) establish and maintain two-way communication with Mauritius Approach on 119.1 MHz prior to climbing above 2000 ft AMSL outside controlled airspace. The

aircraft shall also obtain traffic information on aircraft entering or exiting the CTR from Tower on 118.1 MHz if operating in close proximity to the CTR;

- II. It shall be the responsibility of the pilots to ensure that the aircraft is operated in strict compliance with the Visual Flight Rules as specified in Chapter 4 of the Annex 2 to the Convention on International Civil Aviation and the provisions of AIP Mauritius;
- III. Whenever a specific type of aeronautical activity will be carried out within a portion of the airspace under consideration (i.e. outside Control Zone below 2000 ft) the Department of Civil Aviation will, by means of NOTAM or AIP Supplement, establish ALERT AREAS to inform pilots of the specific areas wherein such activity shall take place. All local VFR pilots shall strictly avoid flying into Restricted, Prohibited, Alert and Danger Areas and shall consult the latest NOTAM, AIP Supplement and AIC published by DCA to that effect; and
- IV. All aircraft wishing to enter the CTR from uncontrolled airspace below 2000 ft AMSL shall comply with para 3.3.3 above.

Note: It is recommended that operators of regular local VFR flights in uncontrolled airspace shall submit a copy of their weekly/daily operation plan or coordinate their flight program in advance with the Maritime Squadron of the National Coast Guard, Police Helicopter Squadron and Air Mauritius helicopter section to enhance safety of operations.

2.2 Radio communication failure procedures

Fixed-wing aircraft shall comply with the provisions of AIP page ENR 1.1.6 paragraph 11 or any specific arrangements made with ATC by individual operators.

Helicopters shall comply with the provisions as described at AIP Section ENR 3.4.

2.3 Briefing of new pilots

Operators shall ensure that every pilot who intends to fly VFR for the first time in Mauritius or who has not done so during the previous 12 months, calls at the briefing office of the Aeronautical Information Services for a full briefing on local conditions and restrictions before he is allowed to fly.

During such briefing the pilots shall be fully briefed on the ILS approach funnel area and associated restrictions, the various areas over the island which are

prohibited to be over flown or photographed, and any other relevant matter.

3. Application for private VFR Flights to and from Mauritius

Since no VFR flights are allowed to be conducted beyond 20 nautical miles seaward from the shoreline, it follows that any international VFR flight to/from Mauritius is subject to special permission from the Department of Civil Aviation and the operator/pilot should therefore make a formal request and await appropriate clearance before starting the flight.

Each application will be judged on its own merits taking into account the degree to which the technical and administrative requirements as detailed below are met and any other circumstances that may be considered relevant

3.1 Technical requirements

3.1.1 Multi-Engine Aircraft

The following equipment, all in serviceable order shall be carried on board:

- A. HF and VHF radio communication facilities suitable for communications with the Mauritius Flight Information Centre, Approach Control and Aerodrome Control,
- B. One ADF,
- C. One VOR,
- D. One portable emergency radio beacon (which may be fitted to a dinghy),
- E. Dinghies and life-jackets sufficient for all aircraft occupants,
- F. A GPS installation of the fixed panel mounted type may replace either B or C above.

The pilot shall:

- A. Hold a valid licence together with at least one hundred and fifty hours of flying experience,
- B. Hold an aircraft type rating,
- C. Be sufficiently fluent in English for Air Traffic Control Purposes,
- D. Carry out all ATC communications in English.

3.1.2 *Single Engine Aircraft*

Given the large expanse of ocean to be crossed to reach Mauritius and the relative scarcity of Search and Rescue facilities the Mauritius DCA does not encourage VFR flights by single engine aircraft.

However, such requests will be considered in exceptional circumstances. In such cases, in addition to the purpose of the flight, the experience of the pilot and the equipment being carried on board are likely to be determining factors.

The technical requirements applicable to multi-engine aircraft shall apply to single engine aircraft. In addition, to facilitate search and rescue, the aircraft shall carry a VOR/DME on Board.

3.2 **Administrative requirements**

Private VFR flights authorised to operate to/from Mauritius shall:

- a. Submit a flight plan at least 12 hours in advance,
- b. Ensure that the flight plan shows the names of the crew members and all other would-be occupants of the aircraft, and
- c. In case of foreign aircraft arrange for all the occupants to leave Mauritius by the aircraft on which they arrived on its first flight away from Mauritius.

Pilots may furthermore be requested to make minor or substantial changes to their ETD/ETA to avoid clashing with the movement of large civil transport aircraft.

3.3 **Exceptional cases**

In cases where genuine reasons exist for inability to comply with all the above conditions and where strict compliance with them would lead to great hardship (as for instance in the case of a flight organised at short notice for attending a funeral), the grant of a dispensation may be considered, provided:

- a. The application is made through the Aeronautical authority of the State of Registry setting forth the precise reason for the request;
- b. The names of the aircraft occupants are communicated, and
- c. All the technical requirements are met.

3.4 **Mode of application**

Applications for private VFR flights to/from Mauritius must be made to the Director of Civil Aviation at least forty-eight (48) hours before the flight. The address is as follows:

Director of Civil Aviation
Department of Civil Aviation
Sir Seewoosagur Ramgoolam International Airport
Plaine Magnien

Telephone : (230) 6032000
Telefax : (230) 6373164
AFS : FIMPYAYX
Email : civil-aviation@govmu.org