

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168-OPS/611 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS-OPS.

2. Arriving flights

2.1 IFR flights entering and landing within the Mauritius terminal control area will be cleared by Mauritius Approach Control to a specified holding point (or to an IAF) before clearance is given to commence an approach to land.

2.1 Instrument Approach Procedures

2.2.1 RNP1 equipped aircraft will refer to approach procedure charts AD-2-FIMP 38.1 to 38.5 for RWY 14 and AD-2-FIMP 39.1 to 39.2 for RWY32.

2.2.2 Non-RNP1 equipped / Conventional aircraft will refer to approach procedure chart AD-2-FIMP 38-6 to 38-7 for RWY14 and AD-2-FIMP 39.3 for RWY32

2.2.3 Holding patterns are as indicated within the specific related approach charts.

2.3 Standard Instrument Arrival (STAR)

2.3.1 Pilots of RNP1 equipped aircraft landing at SSR International Airport should refer to the procedures in RNP1 STAR Charts AD-2 FIMP 36.1 to AD-2 FIMP 36.3 for RWY 14 and RNP1 STAR Charts AD-2 FIMP 37.1 to 37.2 for RWY32.

2.3.2 Pilots of non-RNP1 equipped/conventional aircraft landing at SSR international Airport should refer to the procedures in AD2-FIMP 36.4 for RWY 14 or shall follow instructions given by ATC in sectors where no conventional STARs exist.

3. Departing flights

3.1 **IFR** Flights departing from Sir Seewoosagur Ramgoolam International Airport will receive initial ATC clearance from Mauritius Control Tower. The clearance limit will normally be the aerodrome of destination.

3.2 Detailed instructions will be given with regard to route, turns, etc., prior to take-off.

3.3 Standard Instrument Departure (SID)

3.3.1 Pilots of RNP1 equipped aircraft departing SSR International Airport should refer to the procedures in RNP1 SID Charts AD-2 FIMP 34.1 to AD-2 FIP 34.5 for RWI4 or AD-2-FIMP 35.1 to 35.2 for RWY32.

3.3.2 Pilots of non-RNP 1 equipped / conventional aircraft departing SSR International Airport should refer to the procedures in SID (RNAV) Charts AD-2 FIMP 34.6 34.7 for RWI4 or shall follow instructions given by ATC where conventional SIDs do not exist.

4. Blast Effect Due to Jet Aircraft

4.1 To avoid damage to bungalows on the coast- line, pilots of all jet aircraft taking-off on Runway 14 are requested, whenever possible, to arrange their departure courses to fly over the sea area of Blue Bay, so as to avoid passing over residential areas.