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ATC Capacity for Mauritius FIR (FIMM)

This AIP Supplement aims to inform all relevant stakeholders about the Air Traffic Control (ATC) capacity within the Mauritius Flight Information Region (FIR). It outlines measures related to traffic organisation and handling to ensure operations remain safe, orderly, and expeditious—within the established capacity limits.

Air Traffic Control (ATC) capacity is defined as *"the maximum number of aircraft that can enter a control area during a given time period, while maintaining an acceptable level of ATC workload."*

The airspace under the Mauritius FIR comprises the following components, as described in AIP Mauritius:

- Terminal Control Area (TMA)
- Control Area (CTA)
- Control Zone (CTR)

Based on historical data and current traffic patterns, the ATC capacity for each sector is summarised as follows:

Sector	Capacity (aircraft /Hour)	Remarks
Oceanic (OCA)	16 - 32	Highest capacity due to longer aircraft transit times, reduced communication density, and simplified coordination requirements.

TMA / CTA	Approx. 15	Lower than OCA, reflecting greater coordination and sequencing efforts, along with integration of IFR and VFR traffic in terminal areas.
CTR	7	Most constrained, owing to short flight durations (average 8 minutes), high task density in clearance delivery and ground control, and the presence of both VFR and IFR traffic.



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