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**ESTABLISHMENT OF RESTRICTED AREA AT MON LOISIR FOR
SKYDIVING/PARACHUTE JUMPING SPORT ACTIVITIES**

1. Introduction

- (a) This AIC is issued in the exercise of the powers conferred under Regulation 135 of the Civil Aviation Regulations (CAR) 2007.
- (b) This AIC sets forth a means that would be acceptable to DCA for the purpose of complying with Regulation 62 of CAR 2007.

2. Background

- (a) The purpose of the AIC is to introduce the undermentioned definitions and procedures to allow a new type of operation, namely “sports parachuting” to take place over the territory of Mauritius.
- (b) In view of the scarcity of overland airspace and considering that most of this airspace is controlled airspace with the commercial air route structure spread all over it, DCA recommends that promoters of this new type of aerial activity and other concerned parties take maximum precaution to ensure that the airspace designated for this activity is used safely and efficiently for all users.
- (c) As with any action sport, sport parachuting can never be entirely risk-free. In response to this risk, the skydiving community needs to develop procedures and practices to reduce the risk factors. A significant level of safety can be maintained by developing these procedures and by properly preparing for each parachute jump.

(d) Promoters of this type of operation are requested to have in place positive and well established safety related incident reporting procedures for collection of information and data for analysis and action.

3. Applicability

(a) Except as provided in paragraph (b) of this section, this AIC describes the rules governing parachute operations in Mauritius.

(b) This part does not apply to a parachute operation conducted:

(i) in response to an in-flight emergency, or

(ii) to meet an emergency when it is conducted under the direction of the Mauritius Police Force.

4. General

(a) Except with the permission in writing of DCA Mauritius a person whether or not attached to a parachute shall not be dropped or permitted to drop to the surface from an aircraft flying over Mauritius.

(b) Any person authorised by DCA Mauritius to conduct a Skydiving/Parachute Jumping Operation shall fully meet DCA Mauritius Regulatory Requirements including those relating to Aerodrome Licensing and DCA Requirements for unlicensed aerodrome

(c) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from an aircraft, if that operation creates a safety hazard to air traffic or to persons or property on the surface.

(d) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a person to conduct a parachute operation from that aircraft, if that person is or appears to be under the influence of:

(i) Alcohol, or

(ii) Any drug that affects that person's abilities in any way contrary to safety.

(e) The DCA may inspect any parachute operation to which this AIC applies (including inspections at the site where the parachute operation is being conducted) to determine compliance with the Civil Aviation regulations and this AIC.

5. Establishment of a restricted area for skydiving /parachute jumping operations at Mon Loisir Grass Strip

Pursuant to AIP Mauritius page ENR 5.1-2 a restricted area defined by a circle 1.5 NM radius of 20 07 04.57S and 057 41 00.13 E (THR Grass RWY12 Mon Loisir - AIP Supplement S001 of 2 April 2004 refers) is being established at Mon Loisir. The Mon Loisir Grass Strip is located at 19NM R023PLS or 7NM R161GBY. Maximum altitude of restricted area is 15,000 ft. This restricted area is established for skydiving/parachute jumping operations (see chart in Appendix A). This restricted area shall be promulgated by NOTAM.

Aircraft operation within this area, when active, shall be subject to the provisions of AIC 04/05 of 14 July 2005 and the following conditions:

1. Below 2000 ft AMSL.
 - a) Pilots of aircraft being used for skydiving/parachute jumping operations shall be responsible to ensure that their operations remain within this area and shall strictly adhere to TIBA procedures to ensure safety of other flights.
 - b) Pilots of other VFR flights intending to fly across this area below 2000 ft AMSL shall be responsible to ensure that no skydiving or parachute Jumping operation is in progress while flying within this area (use of TIBA procedures or other means).
2. At or above 2000 ft up to 3500 ft AMSL
 - a) All aircraft shall established and maintain two-way communication with Mauritius Approach on 119.1 MHz.
 - b) All such aircraft shall be provided with Flight Information and Alerting Service.

3. Above 3,500 ft to 15,000 ft AMSL

All aircraft shall be strictly subject to an ATC Clearance prior to transiting across this Area.

6. Operational Requirements

The skydiving/parachute jumping operations shall take place in the restricted area only and is subject to the following conditions:

(i) Parachute jumping operations is strictly subject to an ATC Clearance as the restricted area is mainly located within controlled airspace.

(ii) Any person authorised by DCA Mauritius to conduct skydiving/parachute jumping operation shall notify ATC of the date and time each operation will begin, duration of each operation and request a slot for same.

(iii) Subject to prevailing traffic conditions ATC shall allocate a slot for the operation.

(iv) No skydiving/parachute jumping operation shall be conducted into or through cloud. The minimum flight visibility must be at least 5km.

(v) The skydiving/parachute jumping operation shall not be conducted between sunset and sunrise.

(vi) The aircraft being used for skydiving/parachute jumping operation shall be equipped with a functioning two-way radio communication system appropriate to the ATC facility being used.

(vii) Radio communications between the aircraft being used for Skydiving/Parachute Jumping Operations shall be carried out as specified in AIC 04/05 of 14 July 2005 and using the phraseologies spelled out in the following example.

(a)	“All stations – this is DROP-1 Cessna 182 with 1+ 4 onboard + 2 hours endurance starting up for taxiing to RWY 12 Mon Loisir for para dropping, one run in at Flight Level (FL) 120.”	TX/RX 123.4 MHz Monitors 119.1 MHz
(b)	“All stations – DROP-1 is taxiing for RWY 12 Mon Loisir.”	
(c)	“All stations – DROP-1 is holding short RWY12 Mon Loisir ready for Take-Off.”	
(d)	“All stations – DROP-1 is entering RWY12 for Take-Off with left turn out and climbing to 2000ft overhead the RWY12 Mon Loisir.”	
(e)	“All stations – DROP-1 is airborne from RWY 12 Mon Loisir with left turn out.”	
(f)	“All stations – DROP-1 is climbing through 700 ft Mon Loisir.”	
(g)	“Mauritius APP – DROP-1 airborne Mon Loisir at out of 1000 ft.” Request ATC Clearance to climb FL 120.	TX/RX 119.1 and monitors 123.4 MHz
(h)	DROP-1 - Mauritius APP stop climb at....., Or continue climb to or maintain and expect further climb at.....	
(i)	“Mauritius APP – DROP-1 is at FL120 ready to Run in overhead the RWY12 Mon Loisir ready to drop.	
(j)	“Mauritius APP – DROP-1 has completed all drops and ready for descend.”	
(k)	DROP-1 – Mauritius APP Descend 2000 ft QNH or cleared to leave controlled space.	
(l)	“All stations – DROP-1 is descending through FL 35 EST landing Mon Loisir.....”	TX/RX 123.4 MHz
(m)	“All stations – DROP-1 is rejoining downwind for RWY 12 Mon Loisir at circuit height (1000ft AGL).”	
(n)	“All stations – DROP-1 is turning left base for RWY 12 Mon Loisir.”	
(o)	“All stations – DROP-1 is turning finals for RWY 12 Mon Loisir to land.”	
(p)	“All stations DROP-1 is clear RWY 12 Mon Loisir.”	

(viii) Any person authorised by DCA Mauritius to conduct skydiving/parachute jumping operation shall ensure that the safety of other helicopters/aircraft operating along the coastline or close to the restricted area of Mon Loisir is not affected by skydiving/parachute jumping operations.

(ix) ATC may suspend the whole operation at any time in the interest of air safety.

7. Overdue Aircraft

Any person authorised by DCA Mauritius to conduct skydiving/parachute jumping operation shall notify ATC of any overdue aircraft or aircraft failing to land within 5 minutes of the estimated landing time at Mon Loisir.

8. Emergency and Aircraft Crash Landing Procedures

The person responsible for skydiving/parachute jumping operations shall be solely responsible to handle any emergency or crash landing occurring within the area restricted for such operations (Mon Loisir). In such cases the that person shall implement his own crash landing procedures as specified in his Standard Operating Procedures/Emergency Procedures in line with DCA requirements for unlicensed aerodrome.

9. Incident/Accident Reporting

Any person authorised by DCA Mauritius to conduct skydiving/parachute jumping operation shall report all incident/accident inclusive of infringements to ATC instructions to ATC immediately followed by a written report to DCA as soon as possible.

A MOSAHEB

for Director of Civil Aviation

Restricted Area - A circle 1.5NM centred at position 20 07 04S 057 41 00E

