

REPUBLIC OF MAURITIUS DEPARTMENT OF CIVIL AVIATION AERONAUTICAL INFORMATION SERVICE SIR SEEWOOSAGUR RAMGOOLAM		
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PRIVATE VFR FLIGHTS TO AND FROM MAURITIUS

1. INTRODUCTION

- 1.1 The MAURITIUS AIP (ENR 1.2-1, para. 4 c) states inter alia that no VFR flights are allowed to be conducted beyond 20 nautical miles seaward from the shoreline except with special authorisation from the Director of Civil Aviation.
- 1.2 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.
- 1.3 The purpose of this AIC is to assist pilots wishing to make private VFR flights to/from Mauritius in determining whether or not their applications are likely to be approved and to advise all concerned on the proper procedure for applying for permission to the DCA.

2. THE APPROVAL PROCESS

- 2.1 Each application will be judged on its own merits taking into account the degree to which the technical conditions specified at para 2.3 below are met and any other circumstances that may be considered relevant.
- 2.2 Any authorisation issued to a private VFR flight by the DCA shall be subject to compliance with the administrative requirements of para 4 below.

2.3 Technical Requirements

2.3.1 *Multi-Engine Aircraft*

2.3.1.1 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.

2.3.1.2 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.

2.3.2 *Single Engine Aircraft*

2.3.2.1 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.

2.2.2.2 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.

2.2.2.3 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. MODE OF APPLICATION

3.1 Applications for private VFR flights to/from Mauritius must be received in writing during office hours by the Director of Civil Aviation at SSR International Airport at least forty eight (48) hours before the flight.

Note:

(a) Office hours are from 0900 to 1600 local time, from Mondays to Fridays, with the exception of public holidays (these are published by an AIC each year).

(b) Applications shall be addressed to the Director of Civil Aviation:

Postal Address: Department of Civil Aviation
 SSR International Airport
 Plaine Magnien,
 Republic of Mauritius

AFS: FIMPYAYX
 FAX: (230) 6373164

4. **ADMINISTRATIVE REQUIREMENTS TO BE MET**

4.1 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.

4.2 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.

5. **EXCEPTIONAL CASES**

5.1 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.

(This AIC replaces AIC 03/95 dated 18 October 1995)

(This AIC is issued for information, guidance and necessary action)

A. MOSAHEB

For Director of Civil Aviation