

**SEVENTH MEETING OF THE ARABIAN SEA/INDIAN OCEAN ATS COORDINATION GROUP (ASIOACG/7)**

Mumbai, India, 11<sup>th</sup> – 14 December 2012

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**Agenda Item 2: Update from ANS Providers, Airspace Users and other Service Providers**

**Update from Department of Civil Aviation Mauritius**

(Presented by Mauritius)

**SUMMARY**

The purpose of this paper is to brief member States on the current status of facilities available and services provided within the Mauritius FIR and future plans.

**1. INTRODUCTION**

1.1 This information paper gives a basic introduction to the facilities available and the services provided within the Mauritius FIR as well as an overview of future plans of the Department of Civil Aviation Department.

**2. Background.**

2.1 It is almost a decade now since Mauritius upgraded the services it provides within its FIR from Flight Information Service to Area Control Service. This was accompanied by:

- Upgrading all airspace between Fl245 and Fl460 from class G to Class A;
- Promulgation of all such class A as RNAV/RNP10 airspace and
- Implementation of FANS 1/A datalink operations including CPDLC and ADS-C applications.

2.2 This was made possible through a massive investment in a new Area Control Centre which included the provision of a Thales EUROCAT 2000 air Traffic Management system has enabled Mauritius to provide an efficient and effective service over the years which included allowing aircraft to track via “flight plan preferred tracks” within the IORRA (Indian Ocean Random RNAV Area) and the implementation of RVSM within its FIR.

**3. Recent Developments:**

3.1 During 2011 and 2012 Mauritius has gradually introduced a series of SIDs and STARS for both runway ends at Sir Seewoosagur International Airport. These SIDs and STARS are “traditional” procedures predicated on conventional RNAV and VOR/DME. It is intended that these will be replaced by PBN SIDs and STARS in the future.

3.2 Mauritius has developed RNAV GNSS procedures for both Runway ends. These will be published shortly following finalization and promulgation of relevant legislation.

3.3 Mauritius believes in procuring and operating state of the art Air Traffic Control systems. This policy has lead us to upgrade our ATC system Software in early 2011 so that we were among the first organisations world wide to have upgraded our system to be compatible with the new international standards such as the New Flight Plan Mandated by ICAO for November 2012 or the migration of critical SITA services to the IP rather than the old X25 networks.

**4. Future Plans**

4.1 Our future plans include:

- Introduction of RNAV (GNSS) Procedures for both Runway ends at SSR International Airport.
- Upgrading Oceanic airspace from RNP 10 to RNP 4

4.2 We shall also initiating discussions with stakeholders with a view to:

- Introduction of RNAV1or RNP1within Mauritius TMA
- Introduction of ADS-B a surveillance tool within the Mauritius TMA

**5. ACTION BY THE MEETING**

5.1 The meeting is invited to note the information presented in this paper.

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