

## MAURITIUS (MRU/FIMP)

Elevation 183ft

### CATEGORY B

No AV brief required.

### GENERAL

- Mauritius is a mountainous island with the airport located on a small plain in the SE corner.
- No radar available

### Threat Based Briefing Topics

#### CFIT

- High ground mainly to the N and NW with the highest peak 2,717ft asl 12 nm W of the airfield.
- NW the terrain rises in a continuous 1:30 slope towards the high ground
- High ground immediately to the N which reaches 1,200ft asl within 2.5 nm

#### Runway Excursion – Stable Approach

- Rwy 14 stable criteria – early 1000 auto callout due rising terrain. Callout occurs at 1800ft QNH (4.7d IPL). Refer to the approach guidance below.

#### Runway Excursion - 180° Turns

- To assist 180° turns on rwy at Turning Pad 1 and 2, a guidance system is provided – see Jepps
- Use published SOPs for turns on turning pad 2

### ARRIVAL

#### Diversions Airports

LA REUNION	RUN/FMEE	125 nm/257°T	CAT B
SEYCHELLES	SEZ/FSIA	957 nm/352°T	CAT B
DAR ES SALAAM	DAR/HTDA	1351 nm/307°T	CAT A

Others that can be used include Nairobi and Mombasa

- Landing and takeoff normally Rwy 14 due prevailing easterly trade wind
- Large westerly variation

## Approach

- Expect clearance “direct to FF descend to 4000ft” rather than the GBY arrival
- Rwy 14 Approaches: although the RNAV(GNSS) approach provides a constant 3.5° vertical path for reduced workload, the ILS approach provides a lower decision altitude for use in the event of low cloud or restricted visibility which is not uncommon.

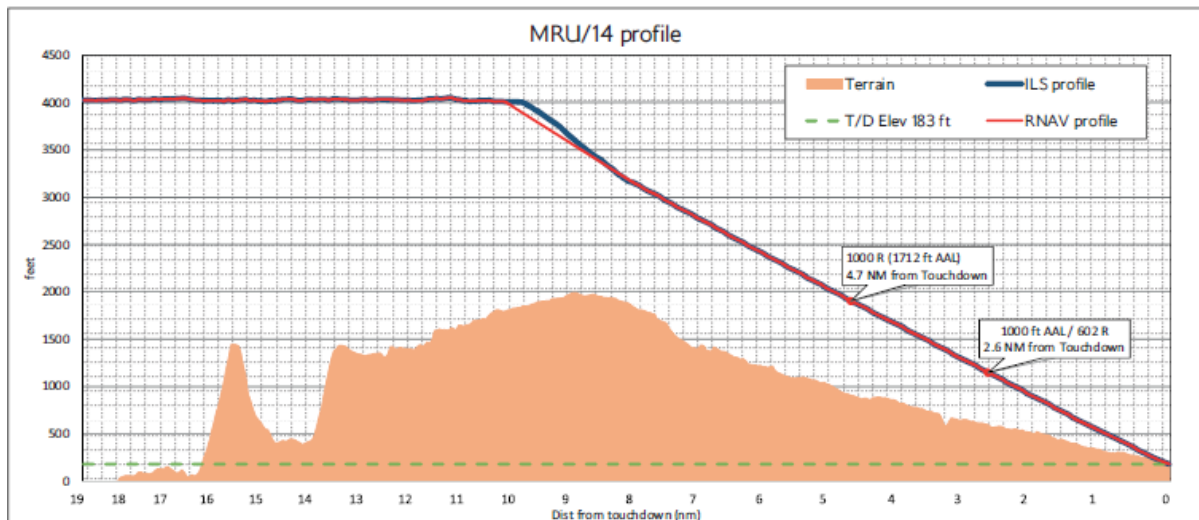
- The ILS approach to Rwy 14 has an unusual vertical profile and steep G/S of 3.5°; review the guidance below when briefing for the ILS approach:
  - It is strongly recommended that the aircraft is fully established in the landing configuration prior to the 10d IPL descent point for energy management during the steep approach and to reduce the CFIT risk
  - Descent below 4000ft is not permitted before 10d IPL in order to ensure separation from the high terrain underlying the approach path just before 10d IPL
  - Between 10d IPL and 8d IPL is the intermediate approach and has a 3.8° profile

**CAUTION: Do not use ILS G/S until 8d IPL to ensure terrain clearance**

- At the 10d IPL descent point commence descent with an appropriate rate of descent such that the 3.5° ILS G/S can be intercepted and captured from above not before 8d IPL

**CAUTION: Do NOT descend below 3200ft before 8d IPL**

- Depicted below are the Rwy 14 RNAV and ILS vertical profiles, as well as the underlying terrain which generates the unexpected rad alt values and the position of the 1000ft auto callout when on profile. Ensure the vertical profile is accurately followed.



- Circling approaches to Rwy 14 are flown RH inside the high ground.

## GROUND

- Refer to the Runway Excursion section for details regarding 180° turns on turning pads

## DEPARTURE

- Emergency Turn Procedures in CARD
- Do not enter Rwy 14 for backtrack until the Final Loadsheet has been received.

**WEATHER**

- A tropical depression within 150 nm of both Mauritius and St Denis Gillot could give bad weather conditions at both airfields simultaneously
- Prevailing wind easterly
- Apr to Aug – referred to locally as winter with strong E-SE winds. Cb develop inland by day.
- Visibility reduced by smoke from fires during sugar cane cutting
- Sep to Nov – occasional showers. Weak fronts giving low cloud and drizzle.
- Dec to Apr – Monsoon rains. Heavy showers and thunderstorms.
- Cyclones very occasionally from Jan to Feb.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	Ground 2 Air
<b>Handling Agent VHF</b>	131.7
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times

