

Mauritius Crib Sheet (FIMP)

SIDS	14	Initial	32	Initial	Notes
GABKI/OSKAR/ EVANA	GABKI1 etc	FL60	-	-	Runway 14 only
GERUS/ESRUL/ DUDIP/TAPER/ GUTKO/ARIGO/ OVTIS/IXABI/ ATLOP/KINIX	-	-	GERUS1B etc	FL60	Runway 32 only
NIBIS/OKMAR/ RASMA/TIBAG/ UDMED/UTIVA/ ETGOR/IBSIS/ SOBAT	NIBIS1 etc	FL60	NIBIS1B etc	FL60	

Transfer all departures to Mauritius Approach after departure

STD Missed Approaches	
14	Maintain RWY HDG, climbing to 4000ft.
32	Turn left to IBKOV, then track 226 DEG, climbing to 4000ft.

FIMP Holding Areas		
FF	136, LT	MHA 4000
PLS	316, LT 147, RT 137, RT	MHA 4000
MS	316, LT	MHA 4000
GEVEV	316, RT	MHA 4000
GABKI	239, LT	MHA 4000

DEPARTURE SEPARATION

All departures 2 minute separation from Runway 14

Runway 32, all departures 2 minute separation except:-

ESRUL/ETGOR/IBSIS/SOBAT/ATLOP/KINIX

followed by/preceded by

GERUS/NIBIS/OKMAR/RASMA/TIBAG/UDMED/UTIVA/DUDIP/TAPER/GUTKO/ARIGO/OVTIS/IXABI

Low Visibility Procedures

Low visibility procedures are in force and broadcast via the ATIS when the met visibility reduces below **600m** or the cloud ceiling is less than **300ft** and forecast to drop.

Wake Separation Arrival (nm)

Lead →	J	H	M	L
J				
H	6	4		
M	7	5	5	
L	8	6	5	5

Wake Separation Depart. (mins)

Lead →	J	H	M	L
J				
H	2			
M	3	2		
L	3	2	2	



(All RT should conform with ICAO Standard – Doc 9432)

Departure Clearance:

“DAL55, Cleared to Cape Town via the SOBAT1 departure, Runway 14, initial climb FL60, Squawk 3321”

Pushback Clearance:

“DAL55, Push and Start approved, face east, current QNH 1020”
“DAL55, after the Mauritius 787 taxis behind, Push and Start approved, face east, current QNH 1020”

Taxi Clearance:

“DAL55, taxi to holding point A1, Runway 14 via Foxtrot and Alpha”

VFR Circuit Direction

14	Below 3500ft (Left Hand)
32	Below 3500ft (Right Hand)

RNP Approach Fixes

Runway 14		Runway 32	
RNAV	GABKI (4000)	RNAV	EPREX (4000)
RNAV	FF (4000)	RNAV	EVOTU (4000)
RNAV	GERUS (4000)	RNAV	GEVEV (4000)

Control Positions & Frequencies

Aerodrome		Area	
ATIS	126.200	FIMM_CTR	129.300
GND	-	FIMM_FSS	133.050
TWR	118.100	AFRS_FSS	134.575
APP	119.100		

MSA 015-105DEG (3,100ft) | MSA 105-239DEG (2,600ft) | MSA 239-015DEG (3,800ft)