



REPUBLIC OF MAURITIUS
Flight Safety Division
Department of Civil Aviation
SSR International Airport

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NOTICE TO AIRCRAFT OPERATORS

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Carriage of weapons and munitions by air		

A. Background

Regulation 64(1)(a) of the Civil Aviation Regulations, as amended, states that “No operator shall carry any munition of war on board an aircraft unless such munition of war is carried with the written approval of the Authority and in accordance with any conditions relating thereto” and Regulation 64(1A) states that “Where any munition of war is intended to be carried on an aircraft, the operator shall make an application to the Authority in such form and manner as it may determine for approval”.

Also, Regulation 64(3A) of the same Civil Aviation Regulations, as amended, states that “Where any sporting weapon is intended to be carried on an aircraft, the operator shall make an application to the Authority in such form and manner as it may determine for approval.”

This notice to aircraft operators (NTAO) is published to inform operators of the procedure in place for the carriage of weapons and munitions by air in order to comply with the Civil Aviation Regulations. It also provides guidance to operators in a number of areas related to the transport by air of weapons and munitions of war, and sporting weapons.

B. Applicability

This NTAO is applicable to all operators of aircraft carrying weapons and munitions to, through and from Mauritius. Unless otherwise specified, the guidance in this NTAO is applicable to both large and small aeroplanes and to helicopters. It applies even if helicopters carry dangerous goods under slung.

The guidance is applicable generally to all civil aircraft operating in Mauritius, irrespective of whether they are undertaking scheduled or charter operations and whether or not they are registered in Mauritius.

C. Handling Agents

1. At the airport, it is normal for an operator to use the services of a handling agent to perform some or all of the operator's functions. Whilst the Regulations referred to in this NTAO may not make specific reference to a handling agent, there is nothing to prevent such an agent from undertaking the operator's responsibilities in most respects. However, the operator has a responsibility to ensure the handling agent carries out his functions correctly and in accordance with all the legal requirements; and the handling agent has a responsibility to ensure that he not only undertakes all that is required of him by the operator but also acts in accordance with his own responsibilities as an organisation which causes cargo and/or passengers to be carried on an aircraft.

2. The agreement between an operator and his handling agent should ensure that each party knows the limits of the other's responsibilities, particularly in respect of the production of information, keeping of records and reporting of incidents.

3. This NTAO contains guidance material in relation to operators' responsibilities and in general is addressed to operators. The guidance material, however, applies equally to handling agents when they are undertaking the various functions on behalf of operators.

D. Munitions of War

1. General

1.1. Under the International Convention on Civil Aviation, Member States have the right to control the air transport of munitions of war through their territory. However, unlike the transport of dangerous goods, there are currently no internationally agreed standards and it has been left to each individual State to develop its own requirements depending on circumstances and national needs.

1.2. Regulation 64 of the Civil Aviation Regulations contains the requirements for munitions of war. It applies to aircraft registered in Mauritius, no matter where they are operating, and to aircraft registered in a country other than Mauritius when they are operating to or from Mauritius. However, it should be realised that there is other non-aviation legislation and aviation security legislation that may apply to munitions of war during their processing for air transport and before or after their carriage by air. It should be noted that any such legislation is not covered in this NTAO. The onus is on the operator or handling agent to ensure all relevant legislation is met when dealing with munitions of war for carriage by air.

1.3. If a firearm is not a munitions of war, it should be treated as a sporting weapon for the purposes of its carriage on an aircraft

2 Definition

2.1. There is no internationally agreed definition of munitions of war. Regulation 64 (5) of the Civil Aviation Regulations gives a general description of such goods. However, munitions of war may be considered as any weapon, ammunition or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against

persons, including parts, whether components or accessories, for such weapon, ammunition or article. It is intended that it include the following:

- (a) weapons and ammunition carried for personal protection from attack by other persons, except where the calibre of the weapon is such that it is only effective at close range e.g. .22 hand gun;
- (b) weapons and ammunition carried by someone giving official protection from attack to another person;
- (c) weapons and ammunition used by police forces, para-military, military or armed forces.

2.2. "Weapons and ammunition" includes component parts and accessories. Where there is doubt as to whether or not a weapon, ammunition etc. is a munition of war, the DCA should be consulted.

3. Approval to Transport

3.1. Munitions of war can only be carried on aircraft with the approval of all the States concerned. These may be the States of origin, transit, overflight and destination of the consignment and that of the operator. In Mauritius, the DCA is responsible for considering applications for the grant of an approval.

3.2. The application form requesting the grant of an approval is shown in Appendix 1, together with guidance on its completion. Application should be made to the DCA by email or fax, at least 05 working days before the intended flight and include all the required information, as indicated on the form in Appendix 1

4. Conditions for Transport

4.1. Once an approval has been granted, munitions of war may only be carried on an aircraft when they are stowed in a place which is inaccessible to passengers during flight and, in the case of firearms, when they are unloaded. In exceptional circumstances they may be carried under different conditions providing an appropriate approval has been granted.

4.2. No matter how it is intended that munitions of war be carried on an aircraft, the Commander must be informed before a flight of what are to be carried and where they are located.

5. Munitions of War which are also Dangerous Goods

Some munitions of war are also dangerous goods by definition e.g. ammunition, bombs, torpedoes etc. In such circumstances the requirements for the transport of dangerous goods will also apply and where these indicate that an exemption or specific approval is needed, this is separate to that applicable to them as munitions of war. The application form shown in Appendix 1 can be used to request the approvals for items which are both munitions of war and dangerous goods.

E. Sporting Weapons

1 General

1.1. There are no internationally agreed standards for the carriage of sporting weapons on aircraft but there are security requirements which will apply to them.

1.2. Regulation 64 of the Civil Aviation Regulations contains the requirements applicable to sporting weapons.

1.3. Any firearm which is not a munition of war must be treated as a sporting weapon for the purposes of its carriage on an aircraft, otherwise it would not be subject to any controls in respect of its stowage and the need to be unloaded (when a firearm).

1.4. It should be noted that any applicable legislation is not covered in this NTAO; the onus is on the operator or handling agent to ensure all relevant legislation is met when dealing with sporting weapons for carriage by air.

2 Definition

2.1 There is no internationally agreed definition of sporting weapons. In general they may be any weapon which is not a munition of war (see Paragraph D). Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which may at one time have been a munition of war (such as a musket), may now be regarded as a sporting weapon. A firearm is any gun, rifle or pistol which fires a projectile. In the absence of a specific definition the following firearms are generally regarded as being sporting weapons:

- (a) those designed for shooting game, birds and other animals;
- (b) those used for target shooting, clay pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces;
- (c) airguns, dart guns, starting pistols, etc.

2.2. Where there is doubt as to whether or not a weapon is a sporting weapon, the DCA should be consulted.

3. Approval to Transport

3.1. The DCA is responsible for considering applications for the grant of an approval.

3.2. The application form requesting the grant of an approval is shown in Appendix 1, together with guidance on its completion. Application should be made to the DCA by email or fax, at least 05 working days before the intended flight and include all the required information, as indicated on the form in Appendix 1

4. Conditions for Transport

The transport of sporting weapons shall meet the following conditions:

- (a) the operator takes all reasonable measures to ensure he is informed of the intended carriage of the weapons;
- (b) the weapons are stowed in a place which is inaccessible to passengers during flight;

(c) for firearms or other weapons that can contain ammunition, they are unloaded.

(d) the Commander must be informed before a flight of what are to be carried and where they are located.

With the prior agreement of the DCA, sporting weapons may be carried other than in an inaccessible location on an aircraft if it has been accepted that it is impracticable to do so e.g. if there is no separate cargo compartment. The DCA will take into account the nature of the flight, its origin and destination, and the possibility of unlawful interference. In addition, they will be seeking for the weapons to be stowed so they are not immediately accessible to passengers e.g. by having them in locked boxes, in checked baggage which is stowed under other baggage or under fixed netting.

F. Reporting of Incidents

1. Incidents which arise from the transport of munitions of war or sporting weapons should be reported to the DCA, no matter whether they are contained in cargo, mail, passengers' baggage or crew baggage. An initial report must be made within 72 hours of the incident unless exceptional circumstances prevent this. The initial report may be made by any means but a written report should be made as soon as possible. The report should be comprehensive and contain all data known at the time it is compiled. If all relevant information is not available at first, the initial report should be sent stating what is known and a follow-up report sent when the full details are available.

2. A dangerous goods accident/incident report form may be used for the report and it should be sent to the DCA. This will assist the DCA in considering what is the appropriate action to be taken in response to the incident

G. Application fees

Each application for carriage of arms and munitions or sporting weapons shall be accompanied by the appropriate fee specified in the Sixteenth Schedule of the Civil Aviation (Amendment) Regulations 2010, amounting to Rs 3,000.

H. Grant of approval

The DCA may accept or reject any application submitted. When the application is accepted, the DCA will address a written approval letter to the operator, subject to such terms and conditions as the DCA may determine.

I. Authority

This notice is issued by the Director of Civil Aviation to aircraft operators and supersedes any previous requirements issued.

**Appendix 1: Application Form for Carriage of Weapons and Munitions of War
and/or Sporting Weapons**

**APPLICATION TO CARRY WEAPONS AND MUNITIONS OF WAR AND/OR
SPORTING WEAPONS**

Note - This form applies to all requests to carry weapons and munitions of war and/or sporting weapons. If there is insufficient space to list all items, they can be listed on a separate sheet.
Application for permission should be made at least 05 working days before the date of the flight on which the weapons and munitions of war are to be carried.

1. APPLICANT DETAILS

Name: _____ Telephone: _____
Company: _____ Fax: _____
Email: _____

2. FLIGHT DETAILS

Operator: _____ Date of flight: _____ Flight No: _____
Airport of departure: _____ Airport of destination: _____
Other Airports (Technical Stops): _____ AWB No: _____
Shipper: _____ Consignee: _____

3. MUNITIONS OF WAR

Quantity	Calibre	Make of weapons/munitions and type (rifle, pistol, etc.)

DECLARATION BY APPLICANT

I hereby submit the above application and declare:

(I) that I have understood and fully comply with the provisions of Annex 18 to the Convention on International Civil Aviation, the current edition of the International Civil Aviation Organisation (ICAO) Technical Instructions for The Safe Transport of Dangerous Goods by Air; and

(II) that the weapons and munitions of war and/or sporting weapons to be carried on board the aircraft are not forbidden by ICAO for transport by air.

On Behalf of Applicant;-

Name:

Organisation:

Signature:

Date:

For DCA use only	
Date of review of the application and supporting documents for evaluation of eligibility	
Status of application	<input type="checkbox"/> Approved <input type="checkbox"/> Rejected
Reference of approval issued	
Name of DCA officer	
Signature	