

**REPUBLIC OF MAURITIUS**  
**DEPARTMENT OF CIVIL AVIATION**  
Aeronautical Information Service  
Sir Seewoosagur Ramgoolam International Airport  
Plaine Magnien

**TEL:** (230) 603 2000  
**FAX:** (230) 637 3164  
**AFS :** FIMPYNYX  
**E-mail:** civil-aviation@govmu.org

**AIC**  
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**Prevention of the introduction of White Grubs in the Republic of Mauritius**

**1. Introduction**

- 1.1 The Mauritian and French authorities have signed a protocol agreement concerning the measures to be implemented to prevent the insect known as “White grub” from being carried between the Republic of Mauritius (Sir Seewoosagur Ramgoolam International Airport/Plaine Corail Airport) and Reunion Island (Roland Garros/Pierrefonds) on board ships and aircraft serving these Islands.
- 1.2 The purpose of this Aeronautical Information Circular is to inform all concerned of the procedures laid down by the protocol to reduce the risk of the introduction into the Republic of Mauritius inclusive of Rodrigues Island and Reunion Island of the White Grub by aircraft flying between these countries.
- 1.3 The protocol shall be applicable every year from 01 November to 15 January the following year.

**2. General**

- 2.1 The protocol for flights between Republic of Mauritius (Sir Seewoosagur Ramgoolam International Airport / Plaine Corail Airport) and Reunion Island (Roland Garros / Pierrefonds) shall apply as follows:
  - No aircraft shall be authorized to leave Reunion Island for Mauritius or Rodrigues between 1430 UTC and sunrise; all doors (cabin and baggage holds) to be closed by 1415 at latest, and
  - No aircraft shall be authorized to leave Mauritius or Rodrigues for Reunion Island between 1445 UTC and sunrise; all doors (cabin and baggage holds) to be closed by 1430 at latest.

However, the Black Out period is 1430 to 1630 for Reunion Island and 1445 to 1630 for Mauritius and Rodrigues.

- 2.2 Throughout the period of application of this protocol, any aircraft staying overnight on either island for a take-off the next day shall have its cabin and luggage holds treated with approved aircraft insecticides and such aircraft shall then be kept closed during the night. Evidence of disinsectisation should be

kept and presented to the official service (empty containers) upon arrival. Any dead beetles shall be collected prior to putting the aircraft into service. Airline companies shall be fully responsible for the implementation of this measure.

2.3 During the period of application of this Protocol, the holds of departing aircrafts shall be systematically treated with insecticide at the time of closing. Airline companies shall be fully responsible for the implementation of this measure.

2.4 For the aircrafts that landed in the Black Out period, the companies must clean and disinsectise the aircraft before leaving the next morning to the other island.

### **Freight**

2.5 As far as possible, due to the high risk of contamination of cargo stored outdoors in lit areas, all cargo shall be stored inside buildings until their loading onto the aircraft. These buildings shall be kept closed and unilluminated during the Black Out period (1430 to 1630) during the period of application of this Protocol. The official plant protection services reserve their right to carry out unannounced inspections.

2.6 During "white Grub Alert" triggered by the local phytosanitary authority (a period of high risk considering the recording of significant beetle flights and trap catches), airline companies will have to extend the above-mentioned disinsectisation operations for all flights to Mauritius.

## **4 Specific measures for special/exceptional cases**

4.1 In the event of an aircrafts that has been delayed or has not been closed at the scheduled time limits (1430 in Reunion Island, 1445 in Mauritius), the duty officers of the airlines concerned must contact the relevant authorities for the following special and exceptional cases :

4.2 **CASE No. 1: Take-off of an aircraft before the start of the Black-Out period (1430 in Reunion or 1445 in Mauritius) but landing during the Black-Out period (from 1430 or 1445 to 1630)**

- The airline company must apply for an official derogation for such a landing from the relevant authorities of the country of destination by informing, as soon as it becomes aware, the official plant protection services of the country of arrival of the probable non-compliance to schedule.

The official plant protection services of the country of destination may impose an inspection upon landing.

4.3 **CASE No. 2: Take-off and landing of an aircraft during the Black-Out period (from 1430 at Reunion or 1445 at Mauritius to 1630 hours)**

- The airline company must apply for an official derogation for such a take-off from the relevant authorities of the country of departure by informing, as soon as it becomes aware, the official plant protection services of the country of arrival of the probable non-compliance to schedule.
- The official plant protection services in the country of departure will then inform the official plant protection services in the country of destination and seek their approval for landing.
- The possibility of take-off is subject to a prior agreement between the two parties on the possibility of landing.
- If necessary, all issues must be closed prior to the start of the blackout period and the aircraft kept in an unlit area before departure.
- No movement of passengers or luggage (in or out of the aircraft) shall take place during the period 1430 to 1630.
- The official plant protection services in the country of destination may impose a visual inspection upon arrival and/or at departure.

**In the event for forced landing of an aircraft**, coming from whatever country, on one of the two islands during this 1430 to 1630 period for major technical reason and when the final destination is the sister island, the airline company must inform as soon as possible the official plant protection services of the landing country in order to reauthorize take-off in that time period provided the aircraft is kept closed for the duration of the stopover. The official plant protection services of the country of stopover shall provide the necessary certification to the country of final destination

4.4 **CASE No. 3: Take-off of an aircraft during the Black-Out period (from 14:30/45 and 1630) but landing after 1630.**

- The airline must apply for an official derogation for such a take-off from the phytosanitary authorities of the country of arrival by informing, as soon as it becomes aware, the official plant protection services of the country of arrival of the probable non-compliance to schedule.
- The official plant protection services of the country of destination shall inform their counterpart in the country of departure of its decision. If necessary, all issues must be closed prior to the start of the blackout period and the aircraft should be kept in an unlit area before departure.
- No movement of passengers or luggage (in or out of the aircraft) shall take place during the period 18:30/45 to the time of take-off.
- The official plant protection services in the country of destination may impose a visual inspection upon arrival and/or at departure.

**4.5 CASE No. 4: It is possible for an aircraft to take off from one of the two sister islands to the other between 1630 and 1830, or after the period of Black-Out, subject to strict compliance with the following conditions:**

- Aircraft (cabin and luggage holds) should be held closed from 1430 to 1630.
- Aircraft must be kept in the dark (closed hangar or non-illuminated part of tarmac) from 1430 (or landing time) and 1630.
- Absence of any movement of passengers and luggage onto the plane between 1430 and 1630.
- If check-in is done before 1430, the loading of luggage containers should be completed by 1430. These shall be immediately closed and conveyed in a non-illuminated area protected from insects. Otherwise check-in will have to be done after 1630.
- Cabin and luggage holds shall be treated with insecticide.
- The Official plant protection services of the country of arrival may require a visual examination of the aircraft prior to take-off and may also conduct an inspection upon arrival.

**4.6 CASE No. 5: It is possible for an aircraft to take off from one of the two sister islands to the other after the Black Out period, subject to strict compliance with the following conditions:**

- The concerned aircraft should not be present on both islands from 1400 to 1700,
- Departure of the aircraft authorised as from 1900 with check-in of luggage and passengers after 1700,
- Disinsectisation of the cabin and luggage holds at the time of departure of the aircraft. Evidence of disinsectisation should be kept and presented to the official services (empty containers)
- information about the risks involved in luggage packing by the airline company to these travelers, by checking themselves, the absence of insects,
- the official services of the country of arrival may require a visual inspection of the aircraft at time of departure and may also conduct an inspection on arrival (systematic or unannounced inspection)

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**This AIC replaces AIC 04/13.**

**This Circular is issued for information, guidance and necessary action.**

**K. SAKURDEEP**  
for Director of Civil Aviation