

REPUBLIC OF MAURITIUS

DEPARTMENT OF CIVIL AVIATION
AERONAUTICAL INFORMATION SERVICE
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AIC
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SECURITY OF THE FLIGHT CREW COMPARTMENT

With effect from 01 November 2003 ICAO Annex 6, Operation of Aircraft Part I requires that all passenger carrying aircraft of a maximum certificated take-off mass in excess of 45,000 Kg or with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusion by unauthorized persons. This door should be capable of being locked and unlocked from either pilot's station.

It has come to our attention that certain aircraft operators have not complied with the above requirement and have continued to operate to Mauritius without requesting or obtaining derogation from the Department of Civil Aviation of Mauritius.

The Department of Civil Aviation of Mauritius is also aware that certain aircraft operators have faced real difficulties in complying with the above Annex 6 standard within the prescribed time frame.

In order to permit the prompt and smooth implementation of these measures without unduly affecting the operation of the aircraft concerned, it has been decided to permit the continued operation within the Mauritius FIR by non compliant aircraft until the 01 December 2003 following which only fully compliant aircraft or **those who have been specifically granted a derogation by the Department of Civil Aviation** will be authorised to operate within the Mauritius FIR.

In order to obtain the necessary derogation before the 01 December 2003, Aircraft Operators who have not yet fully complied with requirement to reinforce the flight crew compartment doors on the relevant aircraft should, before **25 November 2003**, submit a formal request for derogation accompanied with the following details:

- (a) Present status of implementation of the above mentioned measures with regard to all relevant aircraft operating into SSR International Airport or overflying the Mauritius FIR.
- (b) An action plan for modifying the respective aircraft (reinforcing cockpit doors) to achieve compliance with the above Annex 6 Standard.
- (c) Confirmation that the aircraft operator has obtained a derogation from the State of Registry to operate the unmodified aircraft within the territory of the State of Registry for the period up to the date when full compliance will be achieved.
- (d) Confirmation that the State of Registry of the aircraft will accept any liability resulting from non-compliance with the above ICAO Standard.

On receipt of the above information the Department of Civil Aviation will evaluate and assess each case on its merits and inform the operator accordingly.

(This AIC is issued for information, guidance and necessary action)

R.D. SERVANSINGH
for Director of Civil Aviation