



REPUBLIC OF MAURITIUS

Flight Safety Division

Department of Civil Aviation

SSR International Airport

Tel: 603 2000 - Fax: 637 3164 – Email civil-aviation@govmu.org

NOTICE TO AIRCRAFT OPERATORS

Subject: COVID-19 - EXTENSION OF VALIDITY AND OTHER TIME PERIODS FOR LICENCE RATINGS, CERTIFICATES, FOR DCA-LICENSED OR CERTIFICATED FLIGHT CREW	Number	NTAO FCL.02/2021
	No. of pages	6
	Issue date	22 March 2021
	NTAO Validity	30 June 2021

INTRODUCTION AND SCOPE

Due to implementation of national requirements on social distancing and also the limitation of movement of persons on a global basis because of the COVID-19 crisis, the ability of flight crew licence holders to maintain licences and associated ratings and certificates and for licence applicants and trainees to comply with other specified time periods, is impeded. The Department of Civil Aviation hereby issues the exemptions outlined hereunder.

According to ICAO CART II, Recommendation 12, States should not extend the alleviation measures beyond 31 March 2021, unless circumstances dictates otherwise. Accordingly, the Department of Civil Aviation issued NTAO-01/20 (issue 4) on 05 November 2020 valid until 31 March 2021

Since the pandemic is still causing flight restrictions and not all flight simulators are available due to sanitary protocol still being implemented, the Department of Civil Aviation after evaluating the risk assessment of the operator, and in order to maintain continuity of the operation, hereby issues this new NTAO FCL 02/2021 granting a further **exceptional** extension on the alleviation already issued under the NTAO 01/20 (issue 4.)

1. The Department of Civil Aviation pursuant to:

- MCAR-FCL, in the case of flight crew licences issued under the following regulations:
- MCAR FCL.300 – FCL 325, FCL.500 - 520, FCL.060, FCL.600 - 625, FCL.725, FCL.740, FCL.940 and FCL.1025
- Part MED.A.045 of Annex IV (Part-MED)
- Part Validation & Conversion of Foreign Licences

hereby provides an **exceptional** exemption from compliance with the above requirements subject to the condition that the aircraft operator undertake to complete the applicable requirements which could not be complied with at the earliest available opportunity and to the limits and conditions detailed below in this NTAO.

This NTAO is effective with immediate effect and shall remain in force until **30 June 2021** (end date of this exemption) unless otherwise specified in this notice or it is revoked by the DCA.



I POKHUN
Director of Civil Aviation

Limits and Conditions of this Exemption

1. Validity extension of Class, Instrument and Type Ratings

- a. Where an aircraft class or type rating due to expire on 31 March 2021 and the holder has exhausted all attempts to revalidate by conventional means, the rating may be extended for the period specified below subject to the following:
 - i. In the case of type, instrument and class ratings (other than para ii below), by a period of **three (3) months** (to the end of a whole calendar month), or to the end date of this NTAO, whichever occurs first, provided:
 - ii. The licence holder undergoes an assessment by a means acceptable to an appropriate qualified examiner. The assessment should be conducted on the ground, in the cockpit of the aircraft concerned, using the "Touch / Point based training method", including "Normal, Abnormal and Emergency procedures":
 - iii. When satisfied that the licence holder has maintained the required level of knowledge to exercise the privileges of the applicable class, instrument rating or type rating, the examiner shall:
 - a. Extend the validity period of the rating on the licence holder's certificate of revalidation page (original or scanned copy where the assessment has been carried out remotely);
 - b. Send the Assessment report / letter to the DCA by email at civil-aviation@govmu.org
 - c. The licence holder shall carry evidence of this exemption and the documents identified in point (c) above.
- b. Where the licence holder is employed by a third country commercial air transport (CAT) operator and holds a validation of a Mauritius pilot licence to exercise privileges on aircraft registered in that third country, the refresher training and assessment may consist of the procedures and requirements implemented by the competent authority of that country in order to issue and maintain validations in accordance with ICAO Annex I (Personnel Licensing) of the Chicago Convention.
- c. In all cases, the licence holder acting under the arrangements in (a) and (b) above shall inform the competent authority of that third country of the class or type rating renewal or revalidation requirements achieved in order to ascertain that such arrangements are acceptable for the continued exercise of the licence privileges in aircraft registered in that country.
- d. The provisions detailed in paragraphs a) to c) are not applicable for an aircraft class or type ratings that have expired after 31 March 2021.

2. Extension to Validity Period of Instructor & Examiner Certificates.

- b. Instructor and Examiner certificates due to expire on 31 March 2021, may be extended up to a period of eight (8) months from such expiry date, or to the end date of this NTAO, whichever occurs first, without formality.
- c. Instructors and Examiners availing of this provision shall retain a copy of this exemption with the certificate.

- d. The provisions detailed in paragraphs a to c are not available for an instructor and examiner certificates that have expired after 31 March 2021.

3. Extension of Validity Period of English Language Proficiency (ELP) Licence Endorsements.

- a. Where an English Language Proficiency (ELP) licence endorsements for any licence expires on 31 March 2021 such endorsement is deemed to be extended up to a period of three (3) months from such expiry date or to the end date of this NTAO, whichever occurs first, without formality.
- b. The above sub-paragraph is without prejudice to the duty of an examiner, where in the course of conducting an English Language Assessment (ELA) it is found that a licence holder's ELP falls below ICAO ELP Level 4, to downgrade the licence holders ELP level accordingly.
- c. Licence holders availing of this provision shall retain a copy of this exemption with the licence.
- d. The provisions detailed in paragraphs a to c are not applicable for English Language Proficiency (ELP) licence endorsements that have expired after 31 March 2021.

4. Extension of The Validity of Medical Certificates – Flight Crew

Where a Class 1 medical certificate holder is unable to complete a medical assessment with any appropriately certified Aeromedical Examiner, the validity of the certificate is extended for a period of 3 months or to the end date of this NTAO, whichever occurs first, subject to the following:

- a. The holder shall hold a current medical certificate appropriate to the licence held, which is without restrictions, other than visual;
- b. The validity period of the certificate expires on 31 March 2021;
- c. The holder shall make a declaration of fitness declaring that their medical fitness has not decreased since the issuance of the current medical certificate;
- d. The holder shall retain a copy of this declaration when exercising the privileges of the associated flight crew licence.

The provisions detailed in paragraphs **a)** to **c)** are not applicable for Class 1 medical certificates that have expired after 31 March 2021.

5. Operator's Risk Analysis, Risk Assessment and Risk Mitigation

Each operator, holder of a Mauritian AOC, and employing Flight Crew concerned by the extension of Class, Instrument and Type Ratings, should provide the DCA with a detailed Risk assessment tailored to the type of specific authorisations linked to its AOC and based on the example below:

a) Risk Assessment

SAFETY RULES	HAZARD IDENTIFICATION & CONSEQUENCES	RISK ANALYSIS EXISTING DEFENCES	RISK ASSESSMENT	RISK MITIGATION			
<p>"Pilots shall retain an acceptable level of proficiency even with an additional extension beyond 31 March 2021"</p> <p>Consequences;</p> <ul style="list-style-type: none"> • Serious difficulties in the preparation and conduct of flights • CRM deterioration related to lack of simulator training • Hard landings 	<ul style="list-style-type: none"> • Pilots are unable to retain an acceptable level of proficiency even with an additional extension beyond 31 March 2021 <p>Consequences;</p> <ul style="list-style-type: none"> • Serious difficulties in the preparation and conduct of flights • CRM deterioration related to lack of simulator training • Hard landings 	<ul style="list-style-type: none"> • Ground CBT based training and refresher course • Touch / Point based training in the aircraft on the ground including Normal, Abnormal and Emergency procedures • Specific Operations refresher ground training • As much as possible training (LPC + OPC) carried out in simulator from 31 March 2021 to 30 June 2021 • Line training Captains should be scheduled as much as possible on flights 	<p>Use the matrix below to define the risk assessment</p> <table border="1" data-bbox="778 546 1032 920"> <tr> <td data-bbox="778 797 1032 920">ACCEPTABLE</td> <td data-bbox="778 669 1032 797">MODERATE</td> <td data-bbox="778 546 1032 669">HIGH RISK</td> </tr> </table>	ACCEPTABLE	MODERATE	HIGH RISK	<p>Operator's Risk Mitigation proposal</p>
ACCEPTABLE	MODERATE	HIGH RISK					

b) Risk Matrix

Severity	Consequence Types					Likelihood				
	People	Environment	Assets	Reputation	Extremely Improbable	Improbable	Remote	Occasional	Frequent	
					(Almost Inconceivable that event will occur) or Never heard of in Industry	(Very unlikely to Occur) or Has occurred in Industry	(Unlikely to occur, but possible has occurred rarely) or Has occurred in company	(Likely to occur sometimes has occurred infrequently) or Occurs several times per year in company	(Likely to occur many times has occurred frequently) or Occurs frequently in company	
Nil	No Injury	No Effect	No Damage	No Impact	Low	Low	Low	Low	Low	
Negligible	Slight Injury	Slight Effect	Slight Damage	Slight Impact	Low	Low	Low	Moderate	Moderate	
Minor	Minor Injury	Minor Effect	Minor Damage	Limited Impact	Low	Low	Moderate	Moderate	Moderate	
Major	Major Injury	Localised Effect	Localised Damage	Considerable Impact	Low	Moderate	Moderate	Moderate	High	
Hazardous	Fatalities (1-3)	Major Effect	Major Damage	National Impact	Low	Moderate	Moderate	High	High	
Catastrophic	Multiple Fatalities	Massive Effect	Extensive Damage	International Impact	Moderate	Moderate	High	High	High	