



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

Tel: 603 2000 - Fax: 637 3164 – Email: [civil-aviation@govmu.org](mailto:civil-aviation@govmu.org)

**NOTICE TO AIRCRAFT OPERATORS, MAINTENANCE ORGANISATION,  
AIR NAVIGATION SERVICE PROVIDERS, AND LICENCE HOLDERS.**

<b>Subject:</b> <b>Coronavirus Outbreak: Extension of Validity Periods for Licences, Ratings and Certificates of Aircrew, Instructors, Examiners, Aircraft Maintenance Licence Holders and Air Traffic Controllers</b>	<b>Number:</b>	<b>DCA-2020-01</b>
	<b>Number of Pages:</b>	<b>9</b>
	<b>Issue Date:</b>	<b>05 November 2020</b>

**Amendment to the Conditions of Certain Licences, Permits or Authorities to extend their validity**

**WHEREAS** exceptional circumstances have been created by the outbreak of the Coronavirus in Mauritius;

**WHEREAS** section 37A of the Interpretation and General Clauses Act provides that where a licence, permit or authority is issued under an enactment, it shall at all times be subject to such terms and conditions as may be imposed whether at the time of issue or renewal or during its currency;

**WHEREAS** it has become necessary, in response to these exceptional circumstances, to amend the conditions of the licences, permits and authorities hereunder referred to in the manner hereunder provided,

**NOW THEREFORE**, the following conditions shall apply to the licences, permits and authorities hereunder referred to with effect from the Issue date of this Notice until 31 March 2021:

**Covid-19 Outbreak: Extension of Validity Periods for Licences, Ratings and Certificates of Aircrew, Instructors, Examiners, Aircraft Maintenance Licence Holders and Air Traffic Controllers**

1. In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with ICAO guidance, the Department of Civil Aviation Authority ('the DCA'), on behalf of the Republic of Mauritius and pursuant to the provisions of Regulation 135 of the Civil Aviation Regulations 2007 as amended, exempts all operators, aircrew, instructors, examiners, aircraft maintenance licence holders and air traffic controllers for whom the DCA is the Competent Authority from the requirements detailed in paragraphs 2 to 5, as appropriate, subject to any conditions therein.
2. **Validity period of licences, ratings and certificates issued in accordance with MCAR-Part-FCL and MCAR-Part-MMED to the Civil Aviation Regulations 2007 as amended.**
  - 2.1 Subject to condition 2.2, aircrew are exempted from the standard validity periods of any of the following ratings or certificates that expire on or after **30 March 2020** and before **31 March 2021**, which may be extended until the end of the validity period of this Exemption:
    - (a) class ratings, type ratings and instrument ratings endorsed in MCAR-Part-FCL commercial pilot licences (CPL, MPL, ATPL) for operating aeroplanes and helicopters representing those classes and types within an organisation for which MCAR-AOCR is applicable;
    - (b) valid M CAR Part-MMED Class 1 medical certificates of holders of the ratings and certificates specified in paragraph (a) and (c);
    - (c) MCAR-Part-FCL instructor and examiner certificates the holders of which are involved in training and checking of holders of the class ratings, type ratings and instrument ratings specified in paragraph (a);
    - (d) language proficiency endorsements specified in MCAR-Part-FCL.055; and
    - (e) valid medical reports of cabin crew specified in MCAR-Part-MMED.C.030.
  - 2.2 The conditions mentioned in 2.1 are that:
    - (a) **MCAR-Part-FCL licence holders** shall:
      - (i) hold a valid class or type rating and instrument rating if applicable;
      - (ii) operate under the management system of an organisation for which MCAR-Part-AOCR is applicable; and

- (iii) have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type has been maintained. That assessment shall include class or type specific abnormal and emergency procedures.
- (b) Upon successful completion of the refresher training and the assessment under paragraph (a)(iii), the **MCAR-Part-FCL licence** shall be endorsed with the new expiry date preferably by a type rating examiner (TRE) nominated by the operator, or exceptionally the DCA (See Note 4).
- (c) **MCAR-Part-FCL instructor and examiner** certificate holders shall hold a valid instructor and, if applicable, a valid examiner certificate. An appropriately qualified TRE or Senior Examiner, nominated by the operator, or exceptionally the DCA, shall endorse the certificate with the new expiry date (See Note 4).
- (d) **MCAR-Part-MMED Class 1 medical certificate holders** must not have experienced a reduction in medical fitness in accordance with MED.A.020;
- (e) **MCAR-Part-MMED Class 1 medical certificate holders** who are under additional medical surveillance (e.g. by their AME or the DCA) should continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME or the DCA. Failure to do so may invalidate their medical certificate and/or the applicability of this exemption to them. If difficulties arise the certificate holder should contact their AME who may need to be advised by the DCA (See Note 4).
- (f) **MCAR-Part-MMED cabin crew medical report holders** who are under additional medical surveillance (e.g. by their AME or the DCA) shall continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME or the DCA. Failure to do so may invalidate their medical certificate or the applicability of this exemption to them. If difficulties arise, the certificate holder should contact their AME who may need to be advised by the DCA. (See Note 4).
- (g) Where **an English Language Proficiency (ELP)** licence endorsements for any licence expires before 31 March 2021, such endorsement is deemed to be extended up to a period of twelve (12) months from such expiry date or at the end of this Notice, whichever occurs first, without formality.
- (h) 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.

- (i) Licence holders availing of this provision shall retain a copy of this exemption with the licence.
- (j) In the case of point FCL.060(b)(1) and (b)(2) and limited to multi-pilot operations, the 90-day period is extended to 150 days as long as the pilot undertakes line flying under the supervision of a flight crew member specifically nominated by the operator and trained for the task (Line Training Captain) or type rating instructor or type rating examiner.
- (k) In the case of point FCL.060(b)(3)(ii), the 90-day period is extended to 150 days. As mitigation measure, at least 1 sector as a cruise relief pilot on the same type or class of aircraft if the other operating flight crew has the recency and he/she is not inexperienced as per AOCR.FC.200(a) with associated AMC1 AOCR.FC.200 (a) Composition of flight crew
- (l) In the case of point FCL.060(c)(1) (Specific requirements for commercial air transport), the 120-day period is extended to 180 days under the same conditions as specified in that point.
- (m) In all cases where an exemption has been availed of, the licence holder shall retain a copy of this exemption with the affected licence.
- (n) If, towards the end of the periods specified above, the DCA considers that the reasons for granting this Exemption still apply, the validity period of the rating or certificate may be further extended for another period. Such period of extension will be such so as not to exceed twelve (12) months in total for any item.

### **3. Validity period of training and checking in accordance with MCAR-AOCR.**

3.1 Subject to condition 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of MCAR-AOCR listed below and that expire before **31 March 2021**. Validity periods may be extended to the end of the validity period of this Exemption for all of the following:

- (a) operator proficiency checks (OPC) in accordance with MCAR-AOCR-FC.230(b);
- (b) operator line-oriented evaluation in accordance with MCAR-AOCR-FC.A.245(d), if applicable;
- (c) operator line checks (LC) in accordance with point MCAR-AOCR-.FC.230(c);

- (d) operator emergency and safety equipment training and checking in accordance with MCAR-AOCR-FC.230(d);
- (e) operator crew resource management recurrent training in accordance with MCA R-AO C R-FC.230(e)(1) and (e)(2);
- (f) operator recurrent training and checking in accordance with MCAR-AOCR-FC.130.
- (g) operator ground and flight training in accordance with MCAR-AOCR-FC.230(f);
- (h) operator cabin crew member recurrent training and checking in accordance with MCAR-AOCR-CC.140; and
- (i) operator technical crew member recurrent training in accordance with MCAR- AOCR.TC.135.
- (j) any other training required by the current requirements.

3.2 The conditions mentioned in 3.1 are that:

- (a) for operator proficiency checks (OPC) in accordance with MCAR-AOCR.FC.230(b) and ORO.FC.330, line-oriented evaluation in accordance with MCAR-AOCR.FC.A.245(d) as well as line checks in accordance with MCAR-AOCR.FC.230(c), if applicable, the operator shall ensure that flight crew benefitting from this exemption shall comply with paragraph 2.2(a) above and any additional Part-SPA related exercises, as appropriate; and
- (b) for flight crew member operator emergency and safety equipment training and checking in accordance with MCAR-AOCR.FC.230(d), crew resource management recurrent training in accordance with MCAR-AOCR.FC.230(e)(1) and (e)(2), ground and flight training in accordance with MCAR-AOCR.FC.130 or MCAR-AOCR.FC.230(f), OPC for commercial CAT MCAR-AOCR.FC.005(b)(1) and (2) in accordance with MCAR-AOCR.FC.330, cabin crew member recurrent training and checking in accordance with MCAR-AOCR.CC.140, technical crew member recurrent training in accordance with MCAR-AOCR.TC.135, crew resource management recurrent training in accordance with point MCAR-AOCR.FC.230(e)(1) and (e)(2), the operator shall ensure all members complete additional training through any means.

#### **4. Validity of licences, endorsements and certificates issued in accordance with MCAR-ATS-ATO and MCAR-Part-MMED.**

- 4.1 Subject to condition 4.2, ATCOs are exempted from the standard validity periods of the following endorsements or certificates that expire on or after **30 March 2020** and before **31 March 2021**, which may be extended to the end of the validity period of this Exemption for all of the following:



- (a) ATCO unit endorsements as per MCAR-PART-ATCO Licensing Requirements;
- (b) valid MCAR-Part-ATCO Class 3 medical certificates as per MCAR-Part-ATCO.MMED. A045;
- (c) ATCO language proficiency endorsements as per MCAR-Part-ATCO Appendix 3;
- (d) ATCO on-the-job-training instructor endorsement as per MCAR-Part-ATCO.C Appendix 5; and
- (e) ATCO assessor endorsement as per MCAR-Part-ATCO licensing Requirements.

4.2 The conditions mentioned in 4.1 are that:

- (a) **MCAR-Part-ATCO Class 3 medical certificate holders** who are under additional medical surveillance (e.g. by their AME or the DCA) shall continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME or the DCA. Failure to do so may invalidate their medical certificate or the applicability of this exemption to them. If difficulties arise, the certificate holder should contact their AME who may need to be advised by the DCA (See Note 3).
- (b) For **ATCO unit endorsement** in ATCO licences, **Air Navigation Service Providers** (ANSP) shall ensure that the potential unavailability of Synthetic Training Devices is mitigated by other means, including computer-based training or the rescheduling of refresher training within the shortest possible delay as the case may be.
- (c) For **ATCO language proficiency endorsements**, the ANSPs should ensure that, in the case of unavailability of a Language Assessment Body (LAB), language training is achieved through other means, including online courses.

## 5. **Validity of aircraft maintenance licences issued in accordance with MCAR-Part-66**

- 5.1 Subject to condition 5.2, aircraft maintenance licence holders are exempted from the standard validity period of their licences issued in accordance with MCAR-Part-66 provided that their licence expire on or after **30 March 2020** and before **31 March 2021**. Their licence may be extended until the end of the validity period of this Notice.
- 5.2 **MCAR-Part-66 aircraft maintenance licence holders** shall only exercise the certification privileges associated with their licence when no action is pending pursuant to Regulation 85 of CAR 2007 as amended.

## 6. Interpretation

In these conditions:

"aircrew" has the same meaning as detailed in MCAR-AOCR;

"AME" means Approved Medical Examiner;

"ATCO" means Air Traffic Control Officer;

"CBT" means Computer Based Training;

"DCA" means Director of Civil Aviation;

"TRE" means type rating examiner.

In this exemption, the intent of "through any means" is that operators provides additional training to crew members in order to compensate for the extended validity of the different training elements of MCAR-AOCR and MCAR Part SPA, as applicable. This could be done for example via briefing/leaflet/bulletin/CBT/video.

7. This NOTICE is issued pursuant to the provisions of Regulation 135 of the Civil Aviation Regulations as amended.
8. This exemption has effect from the Issue date until 31 March 2021, both dates inclusive, unless previously revoked.
9. This exemption supersedes DCA-2020-01 Issue 1 revision 4 dated 28 August 2020, which is revoked.



I POKHUN  
Director of Civil Aviation

05 November 2020

### Notes:

1. The DCA is aware that operators and individual licence holders may have difficulties in completing training and checking during the period of the Coronavirus infection and has issued this exemption in line with the procedures being implemented by ICAO and other States. This exemption does not preclude the revalidation of licences, ratings or medical certificates so long as the participants do not breach legal prohibitions on non-essential activities, Mauritius Government public health guidance and they can be carried out safely.

2. Any questions or queries regarding the application of these conditions should be made, in the first instance, to the relevant FOI, or Airworthiness Surveyor. Alternatively, the DCA may be contacted for general queries at [civil-aviation@govmu.org](mailto:civil-aviation@govmu.org)
3. The DCA will keep these conditions under constant review and amend them as necessary.
4. Recording of extension of privileges:
  - (a) Licence holders: Recording the extension of the validity period of the rating privileges for licence holders is to be inserted on the Certificate of Revalidation page of the licence, the Rating Certificate Endorsement to show the relevant endorsement as would normally be entered. At the Date of Rating Test or Date of IR Test as applicable, enter 'DCA-2020-01', at 'Valid' enter the new expiry date as permitted by these conditions, the Examiner's Certificate Number and Examiner's Certificate and signed entries will be completed as normal.
  - (b) Examiner certificate holders: Recording the extension of the validity period of privileges for examiner certificate holders, the authorised person is to enter on the Examiner's Certificate 'Extended to DD/MM/YYYY as permitted by DCA-2020-01' stating their Examiner's Certificate Number and signing the same.
  - (c) Operators: Organisations using these conditions for their licence holders are to provide a monthly report to the DCA via [civil-aviation@govmu.org](mailto:civil-aviation@govmu.org) detailing the revalidations.
  - (d) To demonstrate compliance with MCAR-Part MED aircrew and ATCOs should carry their (expired) medical certificate and a copy of these conditions as part of their Licence/ Endorsement.
5. It is the intention of the Department of Civil Aviation to resume normal licensing requirements as soon as the situation returns to normality.
6. These exemptions will be granted on the following basis that are fully justified and not driven by other considerations (e.g. cost saving), particularly when used to extend the validity of recurrent training and checking (e.g. operator proficiency check).
7. The operator shall provide the following documentation in order to satisfy the criteria of the exemption:
  - (a) Official notification to the DCA making clear references to which provisions the request for exemption is being made and for which flight and cabin crew this would apply. a list of crew names, training/testing/checking/ and current expiry dates is necessary.





- (b) Adequate risk assessments on the training that cannot be conducted on time, clearly indicating mitigating measures that apply in such circumstances.
- (c) With regards to crew recency experience, the risk assessment must highlight the probability and potential severity of crew competency deterioration related to the extended absence from flying duties and the appropriate mitigations to reduce the identified risks. Any cumulative effect of any other exemptions and alleviations need to be also considered and factored

-----XXX-----



