EXECUTIVE SUMMARY

MAURITIUS

1. In the area of primary aviation legislation, no progress has been made by Mauritius in amending the Civil Aviation Act. However, the ICAO audit follow-up mission team was informed that the Government is considering the establishment of an autonomous civil aviation authority along with an autonomous air navigation services provider subject to a feasibility study whose terms of reference have been completed and are soon to be tendered. The DCA has finalized the draft Civil Aviation Regulations (CAR) 2004 which were to be signed by the Minister responsible for aviation before the end of July 2004. The DCA has also reviewed the Civil Airworthiness Requirements and pending promulgation of the regulations, they will be harmonized with the regulations and immediately signed by the Director of Civil Aviation. The procedure to identify, eliminate and inform ICAO of any differences between its national regulations and the provisions of Annexes 1, 6 and 8 has not been developed.

2. In the area of civil aviation organization, the DCA has made some progress in improving the schemes of service where job descriptions, functions and responsibilities are established for all Government employees. In addition, guidance, including procedures manuals and checklists for inspectors, has been developed, and the system for ordering and distributing amendments to ICAO Annexes and documents has been improved. However, the capability of the DCA to carry out safety oversight functions is still limited and the DCA has not yet been able to recruit and retain qualified technical staff to conduct appropriately relevant certification tasks and surveillance of aviation activities. In addition, no training policies or training programmes have been established for the technical staff.

3. In the field of personnel licensing and training, the DCA has developed and implemented guidance and procedures for the validation and conversion of licences. New requirements for flight operations officers/flight dispatchers have been introduced in the draft CAR 2004, to be approved by the Government. However, no procedures have yet been developed for the designation and supervision of medical examiners. In addition, a system for the supervision and control of flight and practical test delivery has not been implemented by the DCA, and established guidance and procedures for the designation of flight examiners need improvement and formal approval. Furthermore, licences issued by Mauritius do not conform to the specifications provided for in Annex 1, Chapter 5.

4. Concerning aircraft operations, certification and supervision, the progress made by the DCA is limited to the development of the draft CAR 2004 in which several provisions of Annex 6, Part I and related ICAO documents have been introduced. Such provisions include but are not limited to: requirements for operators to develop and submit for approval an operations manual and its amendments, an accident prevention and flight safety programme, flight crew and cabin crew training programmes, dangerous goods training, and flight and duty time limitations. However, the DCA has not yet been able to recruit a full-time operations inspector and although flight examiners have been formally designated, procedures for designation need to be revised and approved by the DCA. In addition, no effective continuous surveillance of certified air operators is currently in place, and control and supervision of designated flight examiners is not carried out in accordance with ICAO guidance.

5. Some progress has been made by Mauritius in the development of procedures for most airworthiness activities and the addition of support staff has improved the filing system of the airworthiness records. However, even though a dedicated clerk has been assigned to the technical library, centralizing and distributing the documents/manuals, a control system has to be established. In addition, the DCA has yet to recruit additional airworthiness inspectors to carry out safety oversight functions. The unit relies presently on one airworthiness engineer who is also acting as the Deputy Director of Civil Aviation for the Regulatory Section, in addition to an inspector under contract from Bureau Véritas, and a trainee avionics inspector who has not been given oversight tasks. Finally, the surveillance inspections are not adequate.