

## EXECUTIVE SUMMARY

### MAURITANIA

1. Civil aviation in Mauritania is still governed by Law No. 78-009 dated 18 January 1978 and supported by regulatory texts of various levels. The Mauritanian regulatory framework addresses most of the standards of Annexes 1, 6 and 8 but has not been updated. Law No. 78-009 has not yet been revised and regulatory texts which were drafted since its promulgation do not include the recent amendments to ICAO Annexes. Furthermore, the established framework is comprised of various regulatory texts which have not yet been merged into a comprehensive regulation. ICAO standards having been partially implemented through these various regulatory texts, the content of such texts often corresponds to the issues which Mauritania wishes to regulate rather than the relevant SARPs of the Annexes to the Chicago Convention. In addition, the existing regulations do not indicate the delegation to the Director of Civil Aviation and to inspectors for decision-making in the safety oversight context. A draft order establishing the requirements for the designation of civil aviation inspectors and their authority and responsibility limits has been drafted and is pending promulgation.

2. Mauritania has made little progress in the area of civil aviation organization and the DCA is still lacking the technical qualifications and resources essential to carry out safety oversight tasks. Essential delegations to the Director of Civil Aviation and to civil aviation inspectors have not yet been identified or carried out. Furthermore, as a public administration, the DCA cannot provide its managers with adequate working and remuneration conditions and has great difficulty in maintaining key qualifications. The DCA does not have the liberty and resources to undertake training and develop the technical qualifications of its personnel.

*Note.— Subsequent to the audit follow-up mission, Mauritania submitted an update on 6 October 2004 informing ICAO of a structural change in the Civil Aviation Authority and of the creation of a State-funded industrial and commercial establishment, called the National Civil Aviation Agency (NCAA), which replaces the DCA. The NCAA was established by Decree No. 2004-079/PM/MET of 11 August 2004. Its establishment contributed to the progress made and reported by Mauritania, and added to the recommendations with which the progress is associated.*

3. Mauritania has made good progress in the area of personnel licensing. The personnel licensing system has been reviewed and reinforced. The filing system has been established and the personnel responsible for such follow-up has been provided with office and computer equipment to carry out its tasks. The procedures to process personnel files have been developed and contain the required information and actions to be undertaken, in particular the confirmation of the authenticity of the information provided by the applicants. The DCA now approves the crew training programmes for type ratings. However, the DCA is not yet provided with a system for the designation of flight and practical examiners. The DCA designates instructors but has not yet established a system for the evaluation and maintenance of competency of examiners who often work in foreign training centres. In addition, the system for the designation of medical examiners and the approval and inspections of training centres is not yet established.

4. With respect to aircraft operations, new regulatory texts have been adopted as orders, circulars or decisions, thus improving the regulatory framework. The system of certification and surveillance of air operators has been improved by the introduction of AOC application forms, and the related checklists have been adopted by the DCA. The system is well-managed by the DCA despite the low material and human resources. However, Order No. 666 of 9 September 1998 addressing the issuance of the air transport licence and of the AOC has not yet been revised or amended in order to formalize the technical part of the system and to include the authority of the Director of Civil Aviation in the system, in particular the authority to modify, suspend or withdraw an AOC for safety reasons. Furthermore, the system established by Mauritania for the certification of operators still lacks the essential expertise and technical competency in the area of aircraft operations since the DCA is not provided with operations inspectors who have the relevant qualifications for aircraft used by operators it certified.

5. Mauritania has not made significant progress in the area of aircraft airworthiness. Draft ministerial orders have been prepared by the DCA and procedures have been identified but not yet finalized. Mauritania has not yet adopted any airworthiness code and the DCA has not yet implemented any technical procedures for an airworthiness inspection division. The supervision of the tasks delegated to Bureau Véritas, which has just drafted a procedure handbook not yet adopted by the DCA, is not in force. The DCA does not have an organizational structure and appropriate technical qualifications for the level of activity and the routine surveillance of airworthiness, and for carrying out aircraft accident investigation. However, the keeping of the registry and the monitoring of aircraft partly in electronic format are satisfactory. On account of the lack of qualifications, of technical documentation and of resources in general at the level of the Airworthiness Department of the DCA, Bureau Véritas is the sole airworthiness body to intervene with operators. Other than the extension of validity of the certificates of airworthiness, all other regulatory airworthiness tasks are assigned to the internal department.

— END —