



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

Tel: 603 2000 - Fax: 637 3164 – Email civil-aviation@mail.gov.mu

NOTICE TO AIRCRAFT OPERATORS

Subject: Personal logbooks and the recording of flight time.	Number: 03/2010
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Background:

The DCA receives regular enquiries about the correct methods of recording flight time for the purposes of applying for licences and in order to comply with regulations. This noticed is published to clarify the requirements.

Applicability:

All flight crew of Mauritian registered aircraft and applicants for flight crew licenses.

Content:

Regulatory Requirements

The Civil Aviation Regulations require every member of the flight crew of an aircraft registered in Mauritius, as well as every person who engages in flying for the purpose of qualifying for the grant or renewal of a licence, to keep a personal logbook (article 37). The contents of the logbook must include the following:

1. The name and address of the holder of the logbook;
2. Particulars of the holder's licence to act as a member of the flight crew;
3. The name and address of the holder's employer;
4. Particulars of all flights made as a member of the flight crew of an aircraft or while flying for the purpose of qualifying for the grant or renewal of a licence, as the case may be, including:
 - a. The date, duration and places of arrival and departure of each flight
 - b. The type and registration of the aircraft

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- c. The capacity in which the holder acted on the flight
 - d. Particulars of any special conditions under which the flight was conducted, including night flying and instrument flying; and
 - e. Particulars of any test or examination undertaken while in flight; and
5. Particulars of any test or examination conducted while in a flight simulator including
- a. The date of the test or examination;
 - b. The type of simulator;
 - c. The capacity in which the holder acted; and
 - d. The nature of the examination.

The flight times recorded in the logbook should be from the moment when the aircraft first moves under its own power until it next comes to rest after landing.

The Civil Aviation Regulations require that entries in a logbook shall be made in ink and also specify that it is an offence to damage or alter a logbook, to make a false entry in a logbook or to make a false representation for the purpose of procuring a licence (article 86).

Persons authorised by the Department of Civil Aviation have the power to require a pilot to produce documents for the purpose of detecting a contravention of regulations (article 131). It is not a requirement for the logbook to be carried on all flights.

Recording of Operating Capacity.

The Department of Civil Aviation requires pilots to comply with the requirements of JAR-FCL for the issue of flight crew licenses. It is therefore important to record the operating capacity of the logbook holder in accordance with the 'pilot function' requirements of JAR-FCL 1.080. This specifies the following criteria for the recording of 'pilot function' or operating capacity.

Pilot-in-Command (PiC): All flight time during which the pilot is pilot-in command. This includes any time spent taking in-flight rest, all time spent acting as instructor in an aircraft and any time spent as examiner occupying a pilot's seat.

Student Pilot-in-Command (SPiC): The holder of a pilot's licence, or an applicant for a pilot's licence should record as SPiC any time spent as student pilot-in-command. The supervising instructor should countersign the entry.

Pilot-in-Command under supervision (PiCUS): A co-pilot of a multi-pilot aircraft may log as 'PiCUS' all flight time during which he occupies a pilot's seat and during which he acts as pilot-in-command under the supervision of the Pilot-in-Command. The entry must be countersigned by the Pilot-in-Command.

Co-pilot: The holder of a pilot licence operating a multi-crew aircraft and acting as co-pilot may log as 'co-pilot' all flight time during which he occupies a pilots seat.

Cruise Relief Pilot: A cruise relief pilot may log as 'co-pilot' all the flight time during which he occupies a pilot's seat.

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Acceptable Types of Logbook

There is no requirement for a personal logbook to be approved by the authority and any record complying with the requirement detailed above will be acceptable. Pilots should ensure that the logbook format they use is suitable for recording all the different capacities in which they might act and also of distinguishing between the total time the aircraft was in flight and the time for which the holder acted in any given capacity.

Should an individual pilot choose to maintain a record of his personal flight time in any form of electronic media then this, on its own, would not satisfy the requirement for a logbook. The individual pilot must be able to produce a written or printed document when required.

Conclusions:

Pilots and operators should ensure that they maintain a personal logbook in accordance with the regulatory requirements. Applicants for licence issue or upgrade, for example from CPL to ATPL will be required to produce evidence of the required experience. Any flight time which is not recorded in accordance with the requirements will be disallowed when considering the applicant's experience.

Authority:

This notice is issued as guidance to aircraft operators and supersedes any previous guidance issued. Issued by the Director of Civil Aviation.



Captain Andrew McKechnie.

for Director of Civil Aviation