



UNITED REPUBLIC OF TANZANIA
TANZANIA CIVIL AVIATION AUTHORITY
Aeronautical Information Services

AERONAUTICAL INFORMATION CIRCULAR

IPS Bldg, Azikiwe/Samora Avenue
P.O. Box 2819 DAR ES SALAAM.
FAX: (255 22) 2118905
PHONE: (255 22) 2115079/80, 2111951.
AFTN: HTDQYOYO
Email: tcaa@tcaa.go.tz
Website: <http://www.tcaa.go.tz>

AIC
2/2001
(Yellow 3)
23 March 2001

The following circular is hereby promulgated for information, guidance and necessary action.

M. Munyagi
Director General

**PROCEDURES FOR
AIRCRAFT OPERATIONS WITHIN DAR ES SALAAM CONTROL ZONE**

1. Introduction

- 1.1 It is apparent that some confusion continues to exist as to the application of Flight Rules with respect to differing classes of airspaces.
- 1.2 The provision of Air Traffic Services for VFR flights in Tanzania depends mainly on the class of airspace the aircraft is operating. If a pilot enters a class D airspace on a VFR clearance, separation from other aircraft is the responsibility of the pilot. ATS passes traffic information to assist the pilot in this matter. However, a VFR clearance may also include restrictions to altitude/and or route to enable air traffic controllers to effectively integrate VFR flights into the general flow of traffic in order to reduce conflicts.
- 1.3 If these restrictions preclude a pilot from maintaining VMC then he/she should inform ATS as soon as this becomes apparent and request an alternative clearance.
- 1.4 In Tanzania, all the Terminal Control Areas (TMA) and Control Zones (CTR) are classified as Class D airspaces. In class D airspace, IFR and VFR flights are permitted. All flights are provided with air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.
- 1.5 The following procedures, applicable to all flights operating within the Dar es Salaam Control Zone are being issued in order to provide a greater degree of protection to IFR flights especially in the critical climb/descend phase of the flight.

2. Flights Operating in the Sector 310° to 050° in the Dar es Salaam Control Zone

- 2.1 VFR flights operating in the sector 310° to 050° clockwise from DIA to maintain maximum flight altitude of 2,500ft on QNH (VFR pilots to note that flight altitude of 2,500ft is the highest permissible VFR level within this sector). However the semicircular rule is to be adhered to. Higher levels are permitted outside the control zone.

2.2 IFR flights operating in the sector 310° to 050° clockwise to maintain minimum IFR flight level FL30 (IFR pilots must ensure that they are flying above FL30 during day light hours when operating in this sector).

2.3 IFR flights taking off from runway 05 to maintain runway heading to FL30 before turning left.

2.4 IFR flights taking off from runway 23 to cross VOR radial 310° at FL30 or above.

3. Procedures for VFR flights Operating between Zanzibar /Dar es Salaam/Zanzibar

3.1 When runway 05/14 is in use, traffic to Zanzibar to route east of Wazo Hill and traffic from Zanzibar to route west of Wazo Hill.

3.2 When runway 23/32 is in use traffic to Zanzibar to route west of Wazo Hill and traffic from Zanzibar to route east of Wazo Hill.

3.3 Maximum VFR altitude shall be 2,500ft on QNH within the Dar Control Zone.

4. Traffic Transiting the control zone - Zanzibar/Selous Game Reserve/Zanzibar

- To maintain altitude of 2,500ft on QNH or below whilst flying between 310° and 050°

5. Procedures for VFR traffic operating between Dar and Selous Game Reserve

- Outbound traffic shall route east of Pugu Hills
- Inbound traffic to route west of Pugu Hills

6. Procedures for VFR Traffic operating within the Selous Game Reserve

- Traffic below FL45 to tune to 118.2MHz
- Traffic at or above FL45 to tune to 119.6MHz

7 Procedures for Traffic Operating between Coastal Aerodromes below FL45.

7.1 Procedures for VFR Traffic between Dar and – Tanga/Pemba/Mombasa

- Outbound traffic from Dar to contact Zanzibar approach on 121.2 MHz when abeam or overhead Zanzibar;
- Inbound traffic to Dar to contact Zanzibar approach on 121.2MHz and be transferred to Dar approach on 119.6MHz when abeam or overhead Zanzibar.

7.2 Procedures for VFR Traffic between Zanzibar and Tanga/Pemba/Mombasa

- Outbound traffic from HTZA to be transferred to respective destinations when in contact;
- Inbound traffic to HTZA be transferred to HTZA approach on 121.2MHz when in contact.

7.3 Procedures for VFR Traffic between Tanga and – Pemba/Mombasa

- Aircraft to remain on the frequency of departure aerodrome until in contact with the destination aerodrome.

8 VFR flights should not be flown in contravention of Regulation 28 (4) of the Air Navigation Regulations, 1983.

9 The purpose of this circular is to provide procedures for VFR flights which do not conflict with traffic using instrument approach or departure. ATS will use these procedures for expeditious management of traffic in the vicinity of the aerodrome.