



**UNITED REPUBLIC OF TANZANIA
TANZANIA CIVIL AVIATION AUTHORITY
Aeronautical Information Services**

AERONAUTICAL INFORMATION CIRCULAR

P.O. Box 2819 DAR ES SALAAM
FAX: (255 22) 2119805
TEL: (255 22) 2115079/70, 2111951
COMM: DIRAIR
E-Mail: tcaa@tcaa.go.tz
Web-site: <http://www.tcaa.go.tz>

AIC
56/2000
(Pink 28)
7 September 2000

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

M. Munyagi
Director General

**OPERATION OF THE SINGLE TURBINE ENGINE AIRCRAFT IN THE PUBLIC
TRANSPORT CATEGORY BY DAY UNDER IFR.**

With the increasing number of single turbine engine aircraft in the public transport category on the Tanzania registry, it has become necessary to specify the criteria listed below of operation of such aircraft by day under IFR in the Tanzania airspace. Aircraft owners who wish to operate their aircraft for day IFR operations should make a formal application to the Director General of Tanzania Civil Aviation Authority certifying that aircraft operation and performance will meet the following specifications:

1. The engine must have demonstrated and documented mean time between failures of equal to or better than 01/1 00 hours over a period of 100,000 hours in service based on the original equipment manufacturer (OEM) component reliability and instructions for continued airworthiness. The effects of non-OEM components may require separate consideration. Time in service of engines with identical components and in similar operating environments may be considered as equivalent operating experience.
2. The aircraft must have:
 - (i) Two independent electrical power generating sources, either of which is capable of sustaining essential instruments and electrical equipment;
 - (ii) A means of engine wear detection and trend monitoring to provide an early warning of impending failure;
 - (iii) An auto-ignition system use of continuous ignition during take off, landing and flight during heavy precipitation;
 - (iv) A manual throttle which by passes the governing section of the fuel control unit and permits continued unrestricted operation of the engine in the event of a fuel control unit failure;
 - (v) A radar altimeter;
 - (vi) Two separate and independently powered attitude indicators;
 - (vii) IFR-approved area navigation equipment that provides immediate identification and heading to the nearest suitable airport;
 - (viii) If the aircraft is to be operated in remote areas, 1 HF radio;

- (ix) Emergency equipment shall be installed as required by our current regulations;
 - (x) An operative/serviceable autopilot capable of operation in the heading and altitude mode and of performing a coupled approach;
 - (xi) An engine fire warning indicator;
 - (xii) A weather radar; and
 - (xiii) A ground proximity warning system
3. Crew training is required to include:
- (i) Initial simulator-based training (if practically available), pilot-in-command training to include training in emergency procedures that cannot safely be practiced in an aircraft. Aircraft specific training and proficiency must be demonstrated on the make and model of aircraft to be operated or on an approved type specific simulator;
 - (ii) A pilot proficiency check to be completed biannually on the make and model of aircraft;
 - (iii) Autopilot training and testing specific to the aircraft; and
 - (iv) Emergency procedure training must be completed as prescribed in terms of the Company Operations Procedures Manual;
4. An approved operator may not use a pilot on public transport operations unless that pilot has been trained and meets the requirements in accordance with the approved operators' operation manual.
5. A minimum Equipment list must be compiled by the operator and approved by the Director General of Tanzania Civil Aviation Authority.
6. Each schedule route shall be approved by the operator's operations manager and safety officer;
7. Flights must maintain a safety height of 1 500ft above obstacles within 5 nautical miles of the intended track. Flights over mountainous terrain should be avoided unless a safe forced landing can be achieved from any point along the proposed flight path;
8. Flights into known icing conditions should be prohibited unless the aircraft has been certified and equipped for such conditions;
9. An operator operating a specific type under these requirements may have additional requirements imposed via the operating procedures manual depending on aircraft characteristics.

Cancel AIC 9/1999