



AIR NAVIGATION SERVICES – AMMENDED REGULATIONS



Rashid Said Khamis
Chief Air Navigation Inspector-
TCAA

March 2024,
DAR ES SALAAM

OUTLINES

ANS REGULATIONS AMMENDED:



- **The Civil Aviation (Aeronautical Charts) Regulation, 2017**
- The Civil Aviation (Rules of Air) Regulation, 2017
- The Civil Aviation (Meteorological Services for International Air Navigation) Regulations, 2017

The Civil Aviation (Rules of Air) Regulation, 2017

- Reg. 2 –interpretation
- Reg. 3-The regulation has been revised (in EAC Model civil aviation (Rules of the air) regulations were deleted and moved to regulation no 43)
- Part II General rules- the subtitle « 3.1:Protection of persons and property» under the title « Part 3: General rules»
- New Reg added-Some text from Regulation 3 has been moved to form this new regulation
- [EAC Civil Aviation \(Rules of the air\) Regs \(MATRIX\) - 23.09.2021.docx](#)



The Civil Aviation (Meteorological Services for International Air Navigation) Regulations, 2017



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- These Regulations may be cited as the Civil Aviation (Meteorological Service for International Air Navigation) (Amendment) Regulations, 2023
- shall be read as one with the Civil Aviation (Meteorological Service for International Air Navigation) Regulations, 2017 here in after referred to as the principal regulations.
- The Principal Regulations are amended in the title of the Regulation by deleting the words 'INTERNATIONAL' appearing between the words 'for' and 'air'.

The Civil Aviation (Meteorological Services for International Air Navigation) Regulations, 2017



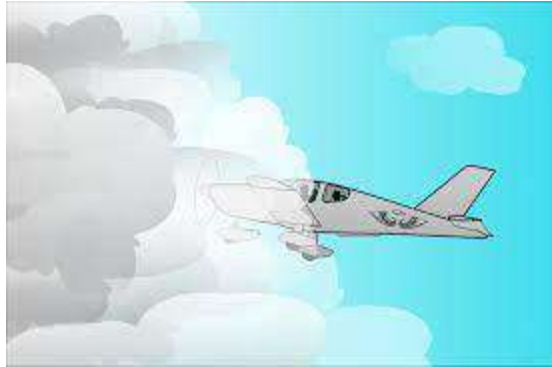
- The Principal Regulations are amended in Regulation 2 by adding new definitions as per ICAO Annex 3 amendment
- The Principal Regulations are amended in Regulation (9) by
 - (a) Adding immediately after Regulation (4) new sub regulation (5)
 - (b) Renumbering regulation (5), (6), (7), (8), (9) and (10) as Regulation (6),(7),(8),(9)(10) and (11) accordingly

The Civil Aviation (Meteorological Services for International Air Navigation) Regulations, 2017



- The Principal Regulations are amended in Regulation (11) by adding new sub regulation (3) immediately after sub regulation (2)
- The Principal Regulations are amended by adding Regulation 15A immediately after Regulation 15
- The Principal Regulations are amended in Regulation 16 by
 - (a) adding new sub regulation immediately after sub regulation 10
 - (b) Renumbering regulation (11) as (12) accordingly

The Civil Aviation (Meteorological Services for International Air Navigation) Regulations, 2017



- The Principal Regulations are amended in Regulation 33 by adding new regulation immediately after sub regulation (2)
- The Principal Regulations are amended in Regulation 38 by adding new sub regulation (6) immediately after sub regulation 5
- The Principal Regulations are amended in Regulation 41(1) by adding new paragraph (d) immediately after paragraph (c)

The Civil Aviation (Meteorological Services for International Air Navigation) Regulations, 2017

- The Principal Regulations are amended in Regulation 45 (3) by adding new sub regulation 3 immediately after sub regulation (2)
- The Principal Regulations are amended in Regulation 52 by renumbering Regulation 52 as Regulation 52(1); and adding new sub reg(2) immediately after sub regulation (1)
 - The Principal Regulations are amended in Regulation 53 by adding new sub regulation immediately after sub regulation (5)
- The Principal Regulations are amended by adding first to eleventh schedules immediately after Regulation 71





TANZANIA CIVIL AVIATION AUTHORITY

**SENSITIZATION MEETING OF CIVIL AVIATION REGULATIONS TO BE HELD ON
25 -28 MARCH 2024**

| Day One – 25/3/2024 | | | |
|----------------------------|----------------------------|--|---------------------------|
| SN. | TIME | ACTIVITY | RESPONSIBLE PERSON |
| 1. | 08:00 am – 08:30 am | Arrival & Registration | All |
| 2. | 08:30 am – 09:00 am | Introduction & Opening Remarks | DG |
| 3. | 09:00 am – 09:10 am | Overview of Civil Aviation Regulations | DLS |
| 4. | 09:10 am – 10:00 am | Proposal to join Single African Air Transport Market (SAATM) | DER |
| 5. | 10:00 am - 11:00 am | Discussion, Q&A | All |
| 6. | 11:00 am - 11:30 am | Health Break | All |
| 7. | 11:30 am – 12:30 pm | The Civil Aviation (Carriage by Air) Regulations, 2024 | DER Chief |
| 8. | 12:30 pm – 1:00 pm | Discussion, Q&A | All |
| 9. | 1:00 pm – 2:00 pm | End of the Program Lunch Break | All |


| SN. | TIME | ACTIVITY | RESPONSIBLE PERSON |
|----------------------------|-------------------|--------------------------|---------------------------|
| Day Two – 26/3/2024 | | | |
| 1. | 8:30 am – 9:00 am | Arrival and Registration | All |

| | | | |
|----|----------------------------|--|------------|
| 2. | 9:00 am – 9:20 am | Recap | DLS/DSR |
| 3. | 9:20 am – 10:00 am | Presentation of: - i. The Civil Aviation (Security) (Amendment) Regulations, 2023 ii. The Civil Aviation (Remotely Piloted Aircraft Systems) (Amendment) Regulations, 2023 | DLS |
| 4. | 10:00 am – 10:45 am | Health Break | All |
| 5. | 10:45 am – 1:30 pm | Presentation of: - i. The Civil Aviation (Personnel Licensing) (Amendment) Regulations, 2023 ii. The Civil (Amendment) Aviation (Approved Training Organization) Regulations, 2023 iii. The Civil Aviation (Metrological Services for International Air Navigation) (Amendment) Regulations, 2023 | DSR Chiefs |
| 6. | 1:30 pm – 2:00 pm | Discussion, Q&A | All |
| 7. | 2:00 pm | End of the Program Lunch Break | All |

| Day Three – 27/3/2024 | | | |
|-----------------------|----------------------------|--|--------------------|
| SN. | TIME | ACTIVITY | RESPONSIBLE PERSON |
| 1. | 08:00 am – 08:30 am | Arrival and Registration | All |
| 2. | 08:30 am – 09:00 am | Health Break | All |
| 3. | 09:00 am – 09:15 am | Recap | DLS/DSR |
| 4. | 09:15 am – 1:30 pm | Presentation of; - <ul style="list-style-type: none"> i. The Civil Aviation (Rules of the Air) (Amendment) Regulations, 2023 ii. The Civil Aviation (Approved Maintenance Organization) (Amendment) Regulations, 2023 iii. The Civil Aviation (Airworthiness) (Amendment) Regulations, 2023 iv. The Civil Aviation (Aircraft Registration and Marking) (Amendment) Regulations, 2023 v. The Civil Aviation (Instrument and Equipment) | DSR Chiefs |

| | | | |
|-----------------------------|----------------------------|---|---------------------------|
| | | (Amendment) Regulations, 2023 | |
| 5. | 1:30 pm – 2:00 pm | Discussion, Q&A | All |
| 6. | 2:00 pm | End of the Program Lunch Break | All |
| Day Four – 28/3/2024 | | | |
| SN | TIME | ACTIVITY | RESPONSIBLE PERSON |
| 1. | 08:00 am – 08:30 am | Arrival and Registration | All |
| 2. | 08:30 am – 09:00 am | Health Break | All |
| 3. | 09:00 am – 09:15 am | Recap | DLS/DSR |
| 4. | 09:15 am – 1:00 pm | Presentation of:- <ul style="list-style-type: none"> i. The Civil Aviation (Fatigue Risk Management System) Regulations, 2024 ii. The Civil Aviation (Dangerous Goods) Regulations, 2024 iii. The Civil Aviation (Commercial Air) Regulations, 2024 iv. The Civil Aviation (General Aviation) Regulations, 2024 v. The Civil Aviation (Helicopter) 2024 vi. The Civil Aviation ((Air Operator | DSR Chiefs |

| | | | |
|----|-------------------|--|-------------------------------------|
| | | <p>Certification and Administration) Regulations, 2024</p> <p>vii. The Civil Aviation (Aerodrome Certification Licensing and Registration) Regulations, 2024</p> <p>viii. The Civil Aviation (Aerodrome Design and Operations) Regulations, 2024</p> <p>ix. The Civil Aviation (Heliports) Regulations, 2024</p> | |
| 5. | 1:00 pm – 1:30 pm | Discussion, Q&A | All |
| 6. | 1:30 pm | <p>Closing Remarks</p> <p>Lunch Break</p> | <p>DSR</p> <p>All</p> |

| | | |
|--|--|---|
|  <p>Fax: (255) 22 2844300, 2844302 PHONE: (255) 22 2198100, 2844291 AFS: HTDQYOYO E-MAIL: tcaa@tcaa.go.tz, ais@tcaa.go.tz Website: www.tcaa.go.tz</p> | <p style="text-align: center;">UNITED REPUBLIC OF TANZANIA TANZANIA CIVIL AVIATION AUTHORITY Aeronautical Information Management Nyerere/ Kitunda Road Junction Aviation House, 1st Floor, P.O. Box 2819, DAR ES SALAAM</p> | <p style="text-align: center;">AIC 15/20 (Pink 71) 08 OCT</p> |
| <p>Document No : TCAA/FRM/ANS/AIS-30</p> | <p style="text-align: center;">Title: AIC</p> | <p style="text-align: center;">Page 1 of 5</p> |

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

Hamza S. Johari
Director General

DIRECTIVES ON OPERATING HELICOPTERS IN POPULATED AREAS AND SITES NOT DESIGNATED AS AERODROMES

1.0 GENERAL

- 1.1 This AIC is issued to guide Helicopter Operators, crew and the public in general on safety and security measures to be observed when it is necessary to use off airport landing sites near human settlements, in public gatherings or wherever the risk of incursion is high. This AIC provide information, guidance and the necessary action to be taken into consideration before or during operation of Helicopters in remote areas where air traffic control and/or specifically designated landing sites (airports or heliports) may not be available.
- 1.2 The Authority recognizes that, use of Helicopters is expected to increase in line with social economic growth in the country and in support of certain events. The increase is likely to impact on the safety of persons and property associated with the operations. Likewise, drop or picking of objects by aircraft including banner towing for advertisements may also pose danger if the rules and procedures associated to such operations are not observed.
- 1.3 Helicopter Operators and flight crew hired for providing services outside aerodromes or over areas of heavy human concentration and any person intending to use the services are reminded to ensure compliance with the Civil Aviation Act (Cap 80) and the applicable Civil Aviation Regulations. The act and regulations are available at the Authority’s website (www.tcaa.go.tz) and in case of doubt or need of further guidance the Authority may be contacted.
- 1.4 Regulation 323 of the Civil Aviation (Aerodromes) Regulations 2017 as amended, prohibits operation of aircraft outside aerodromes without authorization from the Authority. All Helicopter operations outside Aerodromes must obtain prior approval from the Director General of the Tanzania Civil Aviation Authority. An application for a grant of a temporary permit shall be submitted to the Authority within a reasonable time commensurate with the complexity of the application, in no circumstance the time will not be less than seven (07) days before the proposed effective date of the operation, this is to allow timely review by the Authority.

- 1.5 Director General advises Operators or any other interested persons to be familiar with the implications of these requirement and that before any commitment is made to conduct such operations, prior consultation with the Authority is essential.
- 1.6 The Director General may restrict or deny conduct of operations where it is determined that, grant of the permit might create hazardous exposure to person or property, and or shall contravene the applicable Civil Aviation Regulations.
- 1.7 Helicopter Operators are also required to receive authorization and assistance from other relevant Authorities including the Local Government Administrations and the Police Force in the areas they intend to operate before commencement of the operations.

2.0 AIRWORTHINESS REQUIREMENTS

- 2.1 Helicopters operating in the United Republic of Tanzania must hold a valid certificate of airworthiness issued by the relevant authority in which the Helicopter is registered and any conditions subject to which the certificate was issued or rendered valid must be complied with. The Authority may in the process of granting a permit/approval demand other documents and reports be furnished to the Authority for review.
- 2.2 Where the Helicopter is registered outside the United Republic of Tanzania, the intended user is required to obtain permission to import the Helicopter in accordance with the requirements prescribed in the AIC 08/09 on importation and/or use of foreign registered aircraft in Tanzania. The prospective operators/applicants are required to ensure compliance with the requirements of the AIC and compile relevant documents specified for submission, including copies of certificate of registration, certificate of airworthiness, aircraft radio station license, insurance coverage, lease agreement, crew licenses and proof of currency in maintenance (certificate of release to service or maintenance release). The Authority may carry out physical inspection of foreign registered Helicopters to confirm compliance to airworthiness requirements and conformance with other applicable Civil Aviation regulations.

3.0 SAFETY OF OPERATION

3.1 General Operational Requirements

- 3.1.1 Flight crew and all operational requirements must be in line with applicable provisions specified in the Civil Aviation (Operation of Aircraft) Regulations and other relevant Regulations. The Pilot-in-command is responsible to ensure that the Air Traffic Control unit responsible in the area of operation are provided with intended Flight Plans for the day.

- 3.1.2 The flight paths taken should avoid flying at low altitudes over heavily populated areas such as Central Business Districts including specific places identified for gatherings. The pilot in command shall comply with the provision of Regulations 9 and 10 (Protection of persons and Property) of the Civil Aviation (Rules of the Air) Regulations 2017 as amended.
- 3.1.3 Precautions must be taken during approach, landing and during take-off, as there may be a possibility of persons running towards the approaching Helicopter or gathering in the proximity of the Helicopter prior to start-up of the rotors. Under no circumstance shall the pilot use the Helicopter for gathering people for a meeting or using it inconsistent with normal flight maneuvers.
- 3.1.4 Where the proposal includes several locations or activities spanning over a period of time, a plan for the complete operation must be submitted to the Authority. The Authority may require issuance of a notice of the intended operations through issuance of a NOTAM or any other appropriate means.
- 3.2 Safety and Security of Landing and Take-off area**
- 3.2.1 All sites intended for landing and take-off must be identified in advance. In the case where gatherings are expected, the landing and take-off sites should be away from the place where the meeting is to be held to provide safe distance during take-off and landing.
- 3.2.2 The center of the designated Touch Down and Lift off Area (TOLF) shall be located a minimum of 30meters from any object or persons.
- 3.2.3 The Identified sites must be marked and provided with physical barriers to prevent persons or animals moving into the landing and take-off sites.
- 3.2.4 The designated Final Approach and Taking Off Areas (FATO) and approach/take off paths shall be free from stationery or moving objects that may endanger safety of the Helicopter and the public. In no circumstance the Helicopter will fly over an open-air assembly of persons.
- 3.2.5 The sites must be properly secured, and the pilot-in-command must ensure the Helicopter at all time when on ground is guarded against intrusion. Special security measures must be taken in the case of overnight parking. In any case before use, the pilot-in-command must ensure ground checks and searches are carried out thoroughly using dedicated checklist to discover suspicious/harmful object or anomalies that could conceal weapons, explosives, or any other dangerous devices.
- 3.2.6 Event organizers where Helicopter operations are involved, shall make effort to give safety and security awareness to the persons in attendance through the public address system. The awareness will be on safety measures including, keeping a safe distance from the landing site, evacuation routes and restriction on use of drones. To reduce risk of a stampede, the public shall also be instructed to remain calm in case of any eventuality and to disperse in an orderly manner when instructed.

3.3 Ground Personnel and Safety of Public

- 3.3.1 Ground personnel responsible for handling the Helicopter must be well trained and aware of the hazards involved with rotating propellers. Further reference may be made to AIC 33/00 on Hazards of Rotating Propellers and Helicopter Rotor Blades.
- 3.3.2 It is the responsibility of the pilot-in-command as well as the person who charters/leases the Helicopter to ensure the public is safe from the operating Helicopter. The Helicopter shall be operated only by flight crew holding appropriate license with sufficient experience to operate in similar environment(s). Crew operating the aircraft must maintain high professionalism and integrity in their actions. Reckless operation which endangers the safety of the public is a violation to the Civil Aviation Regulations. Contravention of the Regulations is an offence punishable by law. In addition, the person in default may have his license, certificate, approval, authorization, or such other document revoked or suspended by the Authority.

3.4 Drone Activity During Helicopter operations

- 3.4.1 Drones colliding with Helicopters may cause structural damage or even fatal accidents to the Helicopter. To reduce this risk, the Helicopter operator, event organizers assisted by the police force and local government officials, shall take measures to stop all drone activities 15 minutes prior to commencement of any landing or take off operations of the Helicopter.
- 3.4.2 The pilot in command will take appropriate measures upon sighting of drones during landing or prior to taking off.
- 3.4.3 When allowed, i.e. Before the Helicopter arrival or when the engines are switched off and rotors have come to a standstill. Drone operators are required to adhere to provisions of the Civil Aviation (Remotely piloted aircraft systems) Regulations currently in force. To avoid close encounters between drones and other manned aircraft, drone operators are required to abide by the maximum distance and altitude restrictions applicable.

3.5 Helicopter operations in Stadiums and Constrained Areas

- 3.5.1 The Civil Aviation (Rules of the Air) Regulations prohibits an aircraft to fly over an open air assembly of persons or for a Helicopter to fly below such height as would enable it to alight without danger to persons or property on the surface in the event of failure of a power unit. To reduce the risks associated with Helicopter operations in constrained crowded areas where there is an additional risk of a stampede, Helicopter operations in enclosed stadiums and constrained crowded areas is prohibited except with the permission in writing of the Authority and in accordance with any condition therein specified.
- 3.5.2 The Authority may issue a permit where the operation is for evacuation for purpose of saving life. Helicopter operations in stadium will only be permitted for twin engine Helicopters.

3.5.3 Stadiums anticipating Helicopter operations, are required to designate Helicopter landing sites, where minimum operational services, equipment, installations and facilities shall be provided. To reduce the risk of a stampede, all escape routes from the stadium shall be properly marked and kept open during Helicopter operations. Stadium managements are required to establish standard operating procedures for the facility and obtain prior authorization and guidance from the Authority.

3.6 Picking and Dropping Objects and Banner Towing

3.6.1 These services may be provided by Helicopter and other aircraft. Prior to providing these services, the operator must ensure compliance with the requirements of the Civil Aviation (Aerial Work) Regulations current in force and that prior approval from the Authority has been granted. Any operator providing these services contrary to the requirements of this AIC and the applicable Civil Aviation Regulations, contravenes the regulations and is an offence punishable by law.

3.7 Report of occurrences

3.7.1 The Pilot-in-Command shall make occurrences reports to the Authority as required by the Civil Aviation Regulations and in particular, but not limited to regulations 86, 87, 88, and 89 of the Civil Aviation (Operation of Aircraft) Regulations 2017 as amended.

3.7.2 The public is also called upon to report any unsafe operations noticed during operations in line with regulation 292 of the Civil Aviation (Operation of Aircraft) Regulations 2017 as amended.

3.7.3 The Authority will follow-up on the reports and take necessary measures for the safety of operations, the public and properties.



TANZANIA CIVIL AVIATION AUTHORITY

DIRECTORATE OF SAFETY REGULATIONS AIRWORTHINESS

Presenter: **NONDOLI, TM.**



OUTLINE

- INTRODUCTION
- CITATION
- DEFINITION OF TERMS
- APPLICATION
- AMO MANAGEMENT PERSONNEL
- ASSESSMENT OF PERSONNEL
- AIRWORTHINESS REGULATIONS
- AIRCRAFT REGISTRATION AND MARKING REGULATIONS
- INSTRUMENT AND EQUIPMENT REGULATIONS

INTRODUCTION

- The scope of this presentation will cover four (4) sets of TCARs relevant to the Airworthiness as follows;
 - The Civil Aviation (Approved Maintenance Organization) Regulations, 2017(Admt: 2023)
 - The Civil Aviation (Airworthiness) Regulations, 2017(Admt: 2023)
 - The Civil Aviation (Aircraft Registration and Markings) Regulations, 2017(Admt: 2023)
 - The Civil Aviation (Instruments and Equipment) Regulations, 2024 - Re-arranged for:
 - Commercial air transport
 - General aviation
 - Commercial Helicopter

CITATION

- These Regulations may be **cited as:**
 - The Civil Aviation (Approved Maintenance Organisation) (Amendment) Regulations, 2023.
 - Read as one with the Civil Aviation (Approved Maintenance Organisation) Regulations, 2017 here in after referred to as the “principal Regulations.”
 - Other amended sets of TCARs shall be cited the same.



DEFINITION OF TERMS

- Calibration
- Certificate of Release to Service
- maintenance
- State of Design
- State of Manufacture
- State of Registry
- type certificate
- quality control
- recognized airworthiness code”
- duplicate inspection

APPLICATION-AMO REG 3

- These Regulations apply;
 - To all persons operating or maintaining aircraft registered in the United Republic of Tanzania and to the organizations involved in the maintenance of such aircraft, engines, propellers and associated parts wherever they may be

- ❑ An AMO shall have an **Accountable Manager acceptable** to the Authority, with **Corporate authority** for ensuring that all the **necessary resources are available** to **support the AMO approval**.
- ❑ The AMO shall have **qualified Personnel** with proven **competence in Civil aviation** available and serving in the following **positions** or their **equivalent**-
 - Base Maintenance Manager
 - Line Maintenance Manager
 - Workshop Manager; and
 - Quality Manager.
 - **Safety manager- New post holder position**

AMO MANAGEMENT PERSONNEL- AMO REG 20

- ❑ The Authority may approve positions, other than those listed above where the AMO is able to show that it can perform the approved functions safely under the direction of fewer or different categories of management personnel.
- ❑ The AMO shall make temporal arrangements to ensure continuity of supervision of its functions if maintenance is conducted in the absence of any required management Personnel.
- ❑ A person serving in a required management position in an AMO shall not serve in a similar position in any other AMO unless exemption is issued by the Authority.
- ❑ “competence in civil aviation” means that an individual has a technical qualification and management experience acceptable to the Authority for the position served.

AMO MANAGEMENT PERSONNEL- AMO REG 20

- ❑ Where an AMO chooses to appoint managers for all or any combination of the identified functions because of the **size of the undertaking**, these managers **shall report** ultimately through **either**
- the base maintenance manager,
 - line maintenance manager,
 - workshop manager,
 - quality manager or
 - safety manager as appropriate, to **the accountable manager**.

ASSESSMENT OF PERSONNEL- AMO REG 23

- ❑ Planners, aircraft maintenance engineers, mechanics, supervisors, auditors and certifying staff of an AMO- shall be assessed for competence by “on the job” evaluation or by examination relevant to their role within the AMO before unsupervised work is permitted.
- ❑ The assessment described above, shall be based on the job description for each post and appropriately documented in employee training records to establish that;
 - planners are able to interpret maintenance requirements into maintenance tasks, and have an appreciation that they have no authority to deviate from the aircraft maintenance program;
 - aircraft maintenance engineers and mechanics are able to carry out maintenance tasks to any standard specified in the maintenance instructions and shall notify supervisors of mistakes requiring rectification to re-establish required maintenance standards;

ASSESSMENT OF PERSONNEL- AMO REG 23

- supervisors are able to ensure that all required maintenance tasks are carried out and where not done or where it is evident that a particular maintenance task cannot be carried out to the maintenance instructions, then such problems shall be reported to and agreed upon by the quality department of the AMO;
- auditors are able to perform quality audit functions in order to monitor compliance with the operational and maintenance procedures, designed to ensure safe operations, airworthy aircraft, and the serviceability of both operational and safety equipment;”
- certifying staff are able to determine when an aircraft or an aircraft component is or is not ready for release to service.
- Planners, supervisors, auditor and certifying staff, shall demonstrate knowledge of AMO procedures relevant to their particular role.

AIRWORTHINESS:

☐ REG 4: ACCEPTANCE OF TYPE CERTIFICATE

- ☐ The Authority may accept a **type certificate**, or an equivalent document issued by a State of Design in respect of an aircraft or aircraft component where-
 - the type certificate or an equivalent document is issued based on an **airworthiness code recognised by the Authority**;
- The **recognized airworthiness code** shall be as prescribed in the **Sixth Schedule** of the **Airworthiness** regulations and advisory circular No. **TCAA-AC-AWS021C**.

RECOGNIZED AIRWORTHINESS CODES-REG 4(3)

(Made under Regulation 4(3))
RECOGNIZED AIRWORTHINESS CODES

| NO | COUNTRY | AUTHORITY | INSTRUMENTS |
|----|-------------------------|---|--|
| 1. | United State of America | Federal Aviation Administration (FAA) | Federal Aviation Regulations (FARs) |
| 2. | United Kingdom | United Kingdom Civil Aviation Authority (UKCAA) | British Civil Airworthiness Requirements (BCARs) |
| 3. | Canada | Transport Canada Civil Aviation (TCCA) | Canadian Aviation Regulations (CARs) |
| 4. | Brazil | National Civil Aviation Agency (ANAC) | Regulamento Brasileiro da Aviação Civil (RBAC) |
| 5. | Europe | European Aviation Safety Agency (EASA) | Certification Specifications (CSs) |
| 6. | Australia | Civil Aviation Safety Authority (CASA) | Civil Aviation Safety Regulations (CASRs) |

VALIDITY AND RENEWAL OF A CERTIFICATE OF AIRWORTHINESS- REG 12

- ❑ A certificate of airworthiness or restricted certificate of airworthiness issued under **Airworthiness Regulations** shall be valid for **twelve months** from the date of issue unless-
 - a shorter period is specified by the Authority;
 - the Authority amends, extends, suspends, revokes or otherwise terminates the certificate; and
 - the aircraft owner or operator surrenders the certificate to the Authority;
- ❑ An application for **renewal of a certificate of airworthiness** shall be made in a **form and manner**, prescribed by the Authority, not later than **thirty (30) days before the certificate expires**
- ❑ Application for C of A renewal: Time frame **revised** from **60 days to 30 days**

AIRWORTHINESS- REG 27

□ Personnel authorised to approve for return to service

- pilot licensed by the Authority, after performing authorized preventive maintenance, provided he has successfully completed an approved maintenance course on the type of aircraft of maximum certificated take-off mass of 5700 kg or less.
- a LAME after the LAME has performed, supervised, or inspected its maintenance subject to the limitations specified in the Civil Aviation (Personnel Licensing) Regulations;
- an AMO that may approve aircraft and aircraft components for return to service as provided in the specific operating provisions approved by the Authority; and
- a pilot licensed by the Authority operating a balloon listed for use by an air operator certificate holder provided that, a pilot has been trained on the appropriate balloon maintenance.

PERFORMANCE RULES INSPECTION-REG 31(7)

Duplicate inspection requirement

A duplicate inspection shall be carried out-

- after any flight safety sensitive maintenance tasks involving the assembly or any disturbance of a control system that, when errors occur, could result in a failure, malfunction, or defect endangering the safe operation of the aircraft; and
- by two appropriately qualified persons in accordance with the Civil Aviation (Personnel Licensing) Regulations, to ensure correct assembly, locking and sense of operation and a technical record of the inspections shall contain the signatures of both persons before the relevant certificate of release is issued.

AIRCRAFT MASS SCHEDULE- REG 33

- ❑ An aircraft shall be weighed to determine their basic weight and the corresponding centre of gravity position when all manufacturing processes have been completed.
- ❑ Aircraft exceeding 5700 kg (12500 lb) MTMA must be re-weighed two years after the date of manufacture and thereafter at intervals not exceeding five years and at such times as the Authority may require.
- ❑ Aircraft not exceeding 5700 kg (12500 lb) shall be weighed at intervals not exceeding five years and at such times as the Authority may require.”
- ❑ Weighing of aircraft –Advisory circular ref. No. TCAA-AC-AWS016C

AIRCRAFT NATIONALITY AND REGISTRATION-REG 5

- ❑ The Civil Aviation(Aircraft Nationality and Registration) (Amendment) Regulations, 2023
 - an addition of a provision for a **leased aircraft** to be eligible for registration in Tanzania.

General Changes

- Refinement of definitions of terms used throughout the set of regulations as per ICAO SARPs.
- Re-numbering and correct typographical errors .

THE CIVIL AVIATION (INSTRUMENTS AND EQUIPMENT) REGULATIONS, 2024.

□ ARRANGEMENT OF REGULATIONS

□ PART I- PRELIMINARY PROVISIONS

- Citation
- Application
- Interpretation

□ PART II- GENERAL REQUIREMENTS FOR AIRCRAFT INSTRUMENTS AND EQUIPMENT

- General instruments and equipment requirements- Reg 4

□ PART III- COMMERCIAL AIR TRANSPORT-AEROPLANES

- Aeroplane Instruments, Equipment and flight Documents- (Reg 5- 51)
- Aeroplane Communication, Navigation and Surveillance Equipment –(Reg 52-59)

THE CIVIL AVIATION (INSTRUMENTS AND EQUIPMENT) REGULATIONS, 2024.

- **PART IV - GENERAL AVIATION - AEROPLANES (GENERAL AVIATION OPERATIONS)**
 - Aeroplane Instruments, Equipment and Flight Documents-(Reg 60-84)
 - Aeroplane Communication, Navigation and Surveillance Equipment (85-91)
- **PART V- GENERAL AVIATION - AEROPLANES (LARGE AND TURBOJET AEROPLANES)**
 - Aeroplane instruments, equipment and Flight documents (92-107)
 - Aeroplane Communication, Navigation and Surveillance Equipment (Reg 108- 110)
- **PART VI- HELICOPTER OPERATIONS – COMMERCIAL AIR TRANSPORT**
 - Helicopter instruments, equipment and flight documents.(111- 149)
 - Helicopter Communication, Navigation and Surveillance Equipment(Reg 150-154)

THE CIVIL AVIATION (INSTRUMENTS AND EQUIPMENT) REGULATIONS, 2024.

- ❑ **PART VII-** HELICOPTER OPERATIONS - GENERAL AVIATION
 - Helicopter instruments, equipment and flight documents (Reg 155- 182)
 - Helicopter communication, navigation and surveillance equipment (Reg183- 185)

- ❑ **PART VIII-** EXEMPTION(186- 189)
 - Requirement for exemption
 - Application for exemption.
 - Initial review by Authority.
 - Evaluation of application.

- ❑ **PART IX-** OFFENCES AND PENALTIES(Reg 190-191)
 - Contravention of Regulations
 - Offences and penalties



THE CIVIL AVIATION (INSTRUMENTS AND EQUIPMENT) REGULATIONS, 2024.

□ PART X- GENERAL PROVISIONS (Reg 192-195)

- Safety inspections and audits.
- Enforcement.
- Revocation.
- Savings.



**Making Air Transportation Safer.
Today & Tomorrow.**

Thank you for your Attention.

March 26, 2024

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SENSITIZATION SEMINAR ON AMMENDED CIVIL AVIATION (AIR OPERATOR CERTIFICATION AND ADMINISTRATION) REGULATIONS, 2023

PRESENTED BY: Alex Mero
28 MARCH 2024

OUTLINE

❖ Introduction

❖ Amended Provisions in the Civil Aviation (Air operator Certification and Administration) Regulations, 2023.

INTRODUCTION

- ❖ The amendment may be cited as the **Civil Aviation (Air Operator Certification and Administration) (Amendment) Regulations, 2023.**
- ❖ The amendment shall be read as one with the **Civil Aviation (Air Operator Certification and Administration) Regulations, 2017** which is referred to as the **principal Regulations.**

AMENDMENT OF REGULATION

Ammendments –Refer MATRIX

- 24 Regulations-minor/major changes
- 20 regulations deleted completely (Reg 75 to 95)
- Introduction of new part (part VA)

Part VA

Part VA has been introduced to insert specific provision for Aeroplane AOC holders operating under Commercial Air Transportation to guide;

1. Aeroplane continuing airworthiness operators'

- Continuing airwothness responsibilities
- Maintenance control
- Maintenance programme

Part VA cont...

- Continuous Airworthiness records
- Continuing Airworthiness Information
- Modifications and repairs
- Approved Maintenance Organization
- Maintenance release
- Flight manual
- Maintenance Control Manual Contents
- Maintenance program contents

2. Cargo Compartment Safety

- Transport of items in the cargo compartment
- Fire Protection

THANKS FOR LISTENING



SENSITIZATION SEMINAR ON
AMMENDED CIVIL AVIATION
(APPROVED TRAINING
ORGANISATION) REGULATIONS,
2023

PRESENTER: MOSSY KITANG'ITA (CPEL)
MARCH, 2024

OUTLINE

- ❖ Introduction
- ❖ Amended Provisions in the Civil Aviation (Approved Training Organization) Regulations, 2023.
- ❖ Citation
- ❖ Definition of Terms

INTRODUCTION

- ❖ Following amendment 178 of Annex 1 (Personnel Licencing) in November 2022 by the International Civil Aviation Organization (ICAO) and industrial best practice, the Authority has amended the Civil Aviation (Approved Training Organisation), Regulations 2017.
- ❖ The amendment may be cited as the **Civil Aviation (Approved Training Organisations) (Amendment) Regulations, 2023.**
- ❖ The amendment shall be read as one with the **Civil Aviation (Approved Training Organisations) Regulations, 2017** which is referred there in as the **principal Regulations.**

AMENDMENT OF REGULATION 2

❖ **INTERPRETATION** Regulation 2 has the following new definitions:

“competency-based training and assessment” means training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards;

Other Definitions

- “distance learning”, “head of training”
- “ICAO competency framework”, “procedure manual”
- “online course”

AMENDMENT IN REGULATION 10

❖ The principal Regulations are amended in regulation 10 by adding immediately after sub regulation (2) the following new sub regulation:

“(3) An application for renewal of a certificate made more than thirty days after the expiry of the certificate shall be treated as a new application unless the Authority directs otherwise”.

AMENDMENT IN REGULATION 17

❖ The principal Regulations are amended in regulation 17 by deleting sub regulation (3) and substituting it with the following:

“(3) Copies of amended Training Manual and Procedures Manual shall be furnished promptly to all organizations or persons to whom the manual has been issued after being approved by the Authority”.

AMENDMENT IN REGULATION 19

“19(1) The Holder of Approved Training Organization Certificate shall not conduct the flight crew training complementary or non-complementary courses without the approval of the Authority. The list of the courses is found in the amended regulations which can be tracked from TCAA website: www.tcaa.go.tz

NEW REGULATION, 21A

- ❖ The principal regulations are amended by adding immediately after regulation 21 the following new regulation:
 - a person shall not conduct any online training provided for under these Regulations and the associated Civil Aviation (Personnel Licensing) Regulations as amended unless such program has been approved by the Authority.

AMENDMENT IN REGULATION 26

- **“26. (1) The holder of Approved Training Organization Certificate shall not conduct the complimentary and non-complimentary training courses for licences and ratings for aircraft maintenance engineers, air traffic controllers, flight operation officers and cabin crew member without the approval of the Authority.”**

AMENDMENT IN REGULATION 29

- ❖ The principal Regulations are amended in regulation 29 by adding immediately after sub regulation (4) the following:
 - **“(5) The holder of Approved Training Certificate shall make sure that the competency approved training course for aircraft maintenance engineers is conducted within an Approved Training Organization.”**

AMENDMENT IN REGULATION 30

- **“(3) The holder of Approved Training Certificate shall make sure that, the competency approved training course for air traffic controllers, flight Operations Officer or flight radio telephony operator, remotely pilot and cabin crew is conducted within an Approved Training Organization.”**

AMENDMENT IN REGULATION 46

❖ The principal Regulations are amended in regulation 46 by adding the words “**an offence**” immediately after the word “**commits**”.

THANKS FOR LISTENING



TANZANIA CIVIL AVIATION AUTHORITY

STAKEHOLDERS CONSULTATIVE MEETING ON REGULATIONS

PRESENTED BY ALEX MERO
28 MARCH 2024



Introduction

The Civil Aviation (Transport of Dangerous Goods by Air) Regulations, 2024

Applicability

These regulations shall apply to all international, domestic operations of civil aircraft and any person engaged in or offering to engage in aircraft operations involved in the safe transport of Dangerous Goods by air.

“Dangerous Goods”

Means articles or substances which can pose a risk to health, safety, property, or the environment and which are shown in the list of Dangerous Goods in the Technical Instructions, or which are classified according to those Instructions.

Dangerous Goods Approval

***A person shall not* engage in transport of Dangerous Goods by air unless issued with a specific approval to do so by the Authority and in compliance with the requirements of these Regulations.**

Arrangement of Regulations

Regulations are divided into 5 parts and a schedule as follows:

PART I

PRELIMINARY PROVISIONS

- 1. Citation**
- 2. Interpretation**
- 3. Applicability**

PART II

GENERAL

- 4. Approval to transport Dangerous Goods**
- 5. Compliance**
- 6. Dangerous Goods Technical Instructions**
- 7. Dangerous Goods Manual**

PART II cont'd...

- 8. Safety Management System**
- 9. Postal Operator**
- 10. Limitations on the transport of Dangerous Goods**
- 11. Exceptions**

PART II cont'd...

12. Notification of variations from the Technical Instructions

13. Surface transport

14. Classification

15. Packing

PART II cont'd...

16. Labelling and Marking

PART III

RESPONSIBILITIES

17. Separation, segregation and securing of dangerous goods

18. Dangerous Goods transport document

19. Acceptance of Dangerous Goods

20. Acceptance Checklist

PART III cont'd...

- 21. Inspection for damage leakage or contamination**
- 22. Loading Restriction in passenger cabin or on flight deck**
- 23. Removal of contamination**

PART III cont'd...

24. Loading on cargo aircraft

25. Provision of Information

26. Training Programmes

27. Cooperation between States

PART III cont'd...

28. Dangerous Goods by mail

**29. Dangerous Goods Accident and Incident
Reporting**

30. Dangerous Goods Security Provisions

PART IV

GENERAL PROVISIONS

31. Possession of the licence, certificate, approval, or authorization

32. Inspection of licences, certificates, approval, or authorization

PART IV cont'd...

33. Change of Address

34. Replacement of licence, certificate, approval, or authorization

35. Compliance by foreign operator with laws, regulations and procedures of Authority

PART IV cont'd...

- 36. Suspension and revocation of licence, certificate, approval, or authorization**
- 37. Use and retention of licence, certificate, authorization, and records**
- 38. Reports of violation**

PART IV cont'd...

39. Enforcement of directions

40. Aeronautical user fees

PART V

OFFENCES AND PENALTIES

41. Contravention of these Regulations

42. Penalties

Schedule

Particulars of a dangerous goods manual



THANKS FOR LISTENING



TANZANIA CIVIL AVIATION AUTHORITY

STAKEHOLDERS CONSULTATIVE MEETING ON REGULATIONS

**PRESENTED BY L.MALIMA
PRINCIPAL FLIGHT OPERATIONS INSPECTOR
28 MARCH 2024**



Introduction

The Civil Aviation (Fatigue Risk Management) Regulations, 2024

Introduction

These regulations prescribe the requirements of United Republic of Tanzania regarding the maximum duty periods, maximum flight time and minimum rest periods and acceptable variations to these prescriptive requirements based on risk management to ensure that key crew and operations personnel do not experience fatigue during their assigned aviation duties.

Applicability

These Regulations are applicable to operators, flight and cabin crew in General aviation, aerial work, and commercial air transport operations of United Republic of Tanzania registered aircrafts.

Important Definitions

“Duty period”

Means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties.

Important Definitions

“Flight duty period”

Means a period which commences when a crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest at the end of the last flight on which he or she is a crewmember.

Important Definitions

“Flight time”

For aeroplanes and gliders: The total time from the moment an aeroplane or a glider moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight, and it is synonymous with the term “block to block” or “chock to chock” time in general usage which is

Important Definitions

“Flight time” cont’d...

measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

Important Definitions

“Flight time”

For helicopters: The total time from the moment a helicopter rotor blades start turning until the moment a helicopter comes to rest at the end of the flight and the rotor blades are stopped.

Important Definitions

“Flight time”

For airships or free balloons: The total time from the moment an airship or free balloon first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon.

Important Definitions

“Rest period”

Means a continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.

Arrangement of Regulations

Regulations are divided into 8 parts as follows:

PART I - PRELIMINARY PROVISIONS

**PART II - PRESCRIPTIVE FLIGHT TIME
LIMITATIONS**

Arrangement of Regulations

PART III - PRESCRIPTIVE DUTY PERIODS

PART IV - REST PERIODS

PART V - AIR TRAFFIC CONTROLLERS

PRESCRIPTIVE DUTY TIME LIMITATIONS

PART VI - FATIGUE RISK MANAGEMENT

SYSTEMS

Arrangement of Regulations

- **PART VII - GENERAL PROVISIONS**
- **PART VIII – GENERAL OFFENCES AND PENALTIES**

Asanteni kwa kunisikiliza



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTOR OF SAFETY REGULATIONS
AVIATION SECURITY UNIT

THE CIVIL AVIATION (SECURITY) REGULATIONS, 2018

Proposed Amendments

| Regulation | Current | Proposed amendments | Remarks/Source |
|-------------------|----------------|---|---|
| 4 | Nil | Security culture. A set of security-related norms, values, attitudes and assumptions that are inherent in values, attitudes and assumptions that are inherent in the daily operation of an organization and are the daily operation of an organization and are reflected by the actions and behaviours of all entities reflected by the actions and behaviours of all entities and personnel within the organization. | Amendment 18 to Annex 17- Aviation Security |
| 11(4) | | Every operator providing service in or from the United Republic of Tanzania shall establish, maintain, and implement a written Internal Quality Control Programme that meets the requirements of the National Civil | Amendment 18 to Annex 17- Aviation Security |

| | | | |
|------------------|---|---|---|
| | | Aviation Security Quality Control Programme and these Regulations. | |
| 14(2) | (2) Every aircraft operator providing service in or from the United Republic of Tanzania shall establish and implement a written Aircraft Operator Security Programme that meets the requirements of the National Civil Aviation Security Programme and these Regulations. | Every commercial air transport operator shall establish, implement, and maintain a written Aircraft Operator Security Programme that meets the requirements of the National Civil Aviation Security Programme and these Regulations | Amendment 18 to Annex 17- Aviation Security |
| 14(3) | NIL | Every foreign commercial air transport operator providing service to and from the United Republic of Tanzania shall establish, implement, and maintain a written supplementary station procedures that meet the requirements of the National Civil Aviation Security Programme and these Regulations. | Amendment 18 to Annex 17- Aviation Security |
| 25)(2)(b)(xviii) | the appropriate screening methods are used and capable of detecting the presence of explosives and explosive devices carried by passengers on their persons or in cabin baggage and where they are not applied continuously, they shall be used in an unpredictable manner; | the appropriate screening methods are used and capable of detecting the presence of explosives and explosive devices carried by passengers on their persons or in cabin baggage, hold baggage and where they are not applied continuously, they shall be used in an unpredictable manner; | Amendment 18 to Annex 17- Aviation Security |



THE CIVIL AVIATION (AIR OPERATOR CERTIFICATION AND ADMINISTRATION) (AMENDMENT) REGULATIONS, 2023

| Regulation Number and Title | Existing Regulation, 2017 | Effected Change | Remarks/Reason for Change |
|-----------------------------|----------------------------------|---|---|
| Citation GN. No..... | | <p>1. These Regulations may be cited as the Civil Aviation (Air Operator Certification and Administration) (Amendment) Regulations, 2023 and shall be read as one with the Civil Aviation (Air Operator Certification and Administration) Regulations, 2017, hereinafter referred to as the “principal Regulations”.</p> | <p>Introduce New Title for Miscellaneous Amendments</p> |
| Regulation 2 Interpretation | <p>Missing Definition</p> | <p>2. The principal regulations are amended in regulation 2 by inserting the following new definitions in their appropriate alphabetical order: <i>“Aerodrome operating minima”</i> means the limits of usability of an aerodrome for:</p> <ul style="list-style-type: none"> (a) take-off, expressed in terms of runway visual range or visibility and, if necessary, cloud conditions; (b) landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude or MDA or minimum descent height or MDH and, where necessary, cloud conditions; and (c) landing in 3D instrument approach operations, expressed in terms of visibility or runway visual range and decision altitude or DA or decision height or DH as appropriate to the type or category of the | <p>New definition for technical terms to clear ambiguity if left undefined</p> |

operation;

“*Aircraft operating manual*” means a manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft;

“*Aircraft tracking*” means a process, established by the operator, that maintains and updates, at standardized intervals, a ground-based record of the four-dimensional position of individual aircraft in flight;

“*Airworthy*” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;

“*Alternate aerodrome*” means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use:

Alternate aerodromes include the following:

- (a) “*Take-off alternate*” means an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

- (b) “*En-route alternate*” means an alternate aerodrome at which an aircraft would be

able to land in the event that a diversion becomes necessary while en route.

(c) “*Destination alternate*” means an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing;

“*COMAT*” means Operator material carried on an operator’s aircraft for the operator’s own purposes;

“*Commercial air transport operation*” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

“*competency in civil aviation*” means that an individual shall have a technical qualification and management experience acceptable to the Authority for the position served

“*Configuration deviation list or CDL*” means a list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction;

“*Contaminated runway*” means when a significant portion of the runway surface area whether in isolated areas or not within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors;

“*Continuing airworthiness*” means the set of processes by which an aircraft, engine, propeller or

part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

“Duty period” means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties;

“Engine” means a unit used or intended to be used for aircraft propulsion and consists of at least those components and equipment necessary for functioning and control, but excludes the propeller or rotors where applicable;

“Fatigue” means a physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload, mental and/or physical activity that can impair a person’s alertness and ability to adequately perform safety-related operational duties;

“Flight manual” means a manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft;

“Flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

“Flight recorder” means any type of recorder installed in the aircraft for the purpose of complementing accident and incident investigation;

“Helicopter” means a heavier-than-air aircraft

supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

“Human Factors principles” means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

“Maintenance programme” means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies;

“Maintenance release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements;

“Master minimum equipment list or MMEL” means a list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight and the MMEL may be associated with special operating conditions, limitations or procedures;

“Minimum equipment list or MEL” means a list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity

with, or more restrictive than, the MMEL established for the aircraft type; and

“Operator’s maintenance control manual” means a document which describes the operator’s procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator’s aircraft on time and in a controlled and satisfactory manner;

Regulation 4 - Compliance with an Air Operator Certificate. New sub regulations

(4) An operator shall develop for use, policies and procedures to be used by contracted service providers.

New Requirements for operators to
i. make use of policies,
ii. carrying certified true copy of the certificate on board the aircraft; and
iii. language to be used

(5) Each AOC holder shall carry a certified true copy of the air operator certificate and operations specifications relevant to the aircraft type, issued in conjunction with the certificate on board its aircraft.

(6) Where the certificate and the associated operations specifications are issued by the Authority in a language other than English, an English translation shall be included.

Addition of a new regulation 4A - AOC New Regulation

An AOC applicant shall be eligible for the grant of an AOC if he has undergone a five-phase certification process as specified by the Authority in the applicable technical guidance materials.

Introduction of 5 phase certification requirements.

eligibility
requirement

Regulation 5 -
Application for
an Air Operator
Certificate.

(2) Except for the Operations Manual specified in Regulation 30 and the Maintenance Control Manual specified in Regulation 58 which shall be submitted at least ninety days before the date of intended operation, an applicant shall make the application for an initial issue or reissue of an AOC at least sixty days before the date of the intended operation.

(2) An applicant shall make the application for an initial issue of an AOC at least 90 days before the date of the intended operation.

**Split and recasted for
clarity**

(3) At the time of application, the applicant shall provide all information and manuals required by the Authority.

Regulation 7 -
Contents of Air
Operator
Certificate

7.-(1) An air operator certificate (AOC) shall consist of-

(a) a certificate for public display issued by the Authority; and

(b) operation specifications containing the terms and conditions applicable to the certificate.

(a) deleting sub regulation (1) and substituting for it the following: “(1) An air operator certificate (AOC) shall consist of operation specifications containing the terms and conditions applicable to the certificate”.

(b) adding immediately after sub regulation (5) the following: “(6) An operator shall conspicuously display the Air operator certificate and operation specifications containing the terms and conditions applicable to the certificate”.

**Amended for clarity some
of the provisions are
repeated in other
regulations**

Regulation 8 -
Validity and
renewal of an
Air Operator
Certificate

8.-(1) An air operator certificate (AOC) issued by the Authority shall be valid for twelve months from the date of issue or renewal, unless a shorter period is specified by the Authority or-

- (a) the Authority amends, suspends, revokes or otherwise terminates the certificate;
 - (b) an AOC holder surrenders it to the Authority;
 - (c) the Authority establishes that the Air Operator has suspended operations for more than 60 continuous days; or
 - (d) the AOC holder notifies the Authority of the suspension of operations.
- (4) An applicant for an AOC which has expired shall make an initial application.

(4) An applicant for an AOC who fails to comply with sub regulation (3) shall be required to make an initial application as prescribed in Regulation 5.

New requirement requiring a person who have failed to comply to be subject to initial application

Regulation 10 -
Access for
inspection

10.-(1) An air operator certificate (AOC) holder shall for the purpose of inspection-

- (a) grant the Authority unrestricted access to any of its organisations, facilities and aircraft;

5. The principal Regulations are amended in regulation 10(1)(a) by inserting 'cooperate with and' before 'grant'.

Requirement for Operator to cooperate with the Authority during oversight

| | | | |
|--|--|--|--|
| Regulation 11 - Conducting tests and inspections | (3) An AOC holder shall make available at its principal base of operations the current: (c) a list that includes the location and individual positions responsible for each record, document and report required to be kept by the AOC holder under the applicable Regulations or standards. | (c) a list that includes the location and individual positions responsible for each record, document and report required to be kept by the AOC holder under the applicable Regulations. | The principal Regulations are amended in regulation 11(3)(3)(c) by deleting ‘or standard’ at the end of the sentence for clarity; there are no other standards apart from regulatory requirements |
| Regulation 18 - Retention and maintenance of personnel and other records. | New Requirements | (l) dangerous goods transport documents, 2 months; (m) records on cosmic and solar radiation dosage until 12 months after the crew member has left employment of the Operator; and (n) any other records for such period as the Authority may determine. | New requirements added |
| Regulation 23 - Dry leasing of foreign registered aircraft. | (f) the aircraft type and serial number; (g) the name and address of the registered owner; (h) the State of Registry and registration marks; (i) the Certificate of Airworthiness and statement from the registered owner that the aircraft fully complies with the | The principal Regulations are amended in regulation 23 by deleting (f) to (j) and renumber the regulation according. | They are the same as a to e |

airworthiness requirements of the State of Registry;

(j) the name, address and signature of the lessee who shall be responsible for the operational control of the aircraft under the lease agreement, including a statement that the lessee fully understands the responsibilities under the applicable regulations;

Regulation 27 - New Provision
Demonstration flights.

(5) A person shall not carry passengers in an aircraft during demonstration flights, except as authorized by the Authority.

(6) The Authority shall determine the necessity and extent of demonstration flights for those operators operating aircraft with a maximum certificated take-off mass of 5,700kg or less.

The principal Regulations are amended in regulation 27 by **adding new** sub regulations immediately after sub regulation (4) **Prohibiting carrying of passengers during demo flight**

Regulation 36 - New Sub regulation
Required cabin crew members

The principal Regulations are amended in regulation 36 by adding new sub regulations immediately after sub regulation (6) as follows:

(7) Each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with the Civil Aviation (Instruments and Equipment) Regulations during take-off and landing and whenever the pilot-in-command so directs.

New Requirement to Comply with the Civil Aviation (Instruments and Equipment) Regulations during take-off and landing and whenever the pilot-in-command so directs.

Regulation 41 - **New**
Performance
data control
system.

(2) The system specified in sub-regulation (1) shall provide current obstacle data for departure and arrival performance calculations.

New Requirement to provide obstacle data

Regulation 47 - **New sub regulations**
Route guide
and
aeronautical
charts.

(3) Each route guide shall contain at least the following information:

Information to be provided in the Route Guide

- (a) The minimum flight altitudes for each aircraft to be flown.
- (b) Aerodrome operating minima for each of the aerodromes that are likely to be used as aerodromes of intended landing or as alternate aerodromes.
- (c) the increase of aerodrome operating minima in case of degradation of approach or aerodrome facilities.
- (d) the necessary information for compliance with all flight profiles required by these Regulations, including but not limited to, the determination of:
 - (i) take-off runway length requirements for dry, wet, and contaminated conditions, including those dictated by systems failures which affect the take-off distance;
 - (ii) Take-off climb limitations;
 - (iii) En route climb limitations ;
 - (iv) Approach climb limitations and landing climb limitations;
 - (v) Landing runway length requirements for dry, wet, and contaminated conditions, including systems failures which affect the landing distance; and

- (vi) Supplementary information, such as tire speed limitations.

Regulation 50 -
Flight
supervision
and monitoring
system.

The principal Regulations are amended in regulation 50 by **deleting sub regulation (4)**.

New
Regulation
50A - Aircraft
Tracking

New Regulation

50A (1) An Operator shall establish an aircraft tracking capability to track aircraft throughout its area of operations.

**Splitting Reg 50 for clarity.
Requires to be a stand
alone**

(2) The Operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion or portions of the in-flight operations under the following conditions:

(a) where the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and

(b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

(3) The Operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion or portions of the in-flight operations that is planned in an oceanic under the following conditions:

(a) where the aeroplane has a maximum certificated take-off mass of over 45500 kg and a seating capacity greater than 19; and

(b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

(4) The Operator shall establish procedures, approved by the Authority, for the retention of aircraft tracking data to assist search and rescue or SAR in determining the last known position of the aircraft.

Regulation 51 - Flight following system for charter flights operations.

(5) An AOC holder conducting charter operations may arrange to have flight following facilities provided by persons other than the AOC holder's employees, but in such a case the AOC holder continues to be primarily responsible for the operational control of each flight.

The principal Regulations are amended in regulation 51 by

For clarity

- (a) Deleting sub regulation (5) and renumber accordingly; and
- (b) by adding new sub regulations immediately after sub regulation (6) as follows:
 - (7) An AOC holder conducting charter operations shall show that the personnel required to perform the function of operational control are able to perform their duties.

Regulation 51A - Managing Fatigue Related Safety Risks

An AOC holder shall manage fatigue-related safety risks, in accordance with the applicable Civil Aviation (Fatigue Management) Regulations.

Requiring AOC holder to comply with Fatigue Management Regulations

Regulation 53 - **New** Routes and areas of operation

(f) where single-engine aircraft are used, surfaces are available which permit a safe forced landing to be executed.

The principal Regulations are amended in regulation 53(1) **by adding new sub paragraph immediately after sub paragraph (f)**

Regulation 54 - **New** En-route

(3) Except for those navigational aids required for routes to alternate aerodromes, the Authority shall list

The principal Regulations are amended in regulation 54

navigational facilities.

Regulation 56 - Safety Programme and Management system

Regulation 73 - Security of the flight crew compartment

in the AOC holder's operations specifications non-visual ground aids required for approval of routes outside of controlled airspace.

An air operator certificate holder operating a Tanzanian registered aircraft flying for the purpose of commercial air transport shall establish and maintain a safety management system in accordance with the provisions of the Civil Aviation (Safety Management) Regulations.

The principal regulations are amended by inserting new Part VA

- (2) An air operator certificate holder shall ensure that a passenger carrying aeroplane:
- (a) of a maximum certificated take-off mass in excess of 54 500 kg; or
 - (b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or
 - (c) with a passenger seating capacity greater than 60;

is equipped with an approved flight crew compartment door that is designed to resist penetration by small firearms and grenade shrapnel, and to resist forcible intrusions by unauthorized persons, and the door shall be capable of being locked and unlocked from either pilot's station.

by **adding new sub regulations immediately after sub regulation (2)**

Compliance to SMS Regulations, and since the rest of the information are provided in the SMS regulation.

- (a) **deleting sub regulation 2 and replacing for it with new 2 which is split for clarity**
- (b) **Adding new sub regulations 4 and 5 to**

(4) All passenger-carrying aeroplanes shall be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door should be capable of being locked and unlocked from either pilot's station;

(5) In all aeroplanes which are equipped with a flight crew compartment door in accordance with sub-regulation (4):

- (a) the door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and
- (b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

**New
Regulation
73A -
Miscellaneous**

73A. (1) Specialized means of attenuating and directing the blast shall be provided for use at the Least-risk bomb location.

(2) Where the Operator accepts the carriage of weapons removed from passengers, the aeroplane shall have provision for stowing such weapons in a

**Requirement to be
complied with for carriage
of weapons**

place so that they are inaccessible to any person during flight time.

Regulations 74
- Approval to
transport
dangerous
goods.

An air operator certificate holder shall not transport dangerous goods unless issued with a specific approval to do so by the Authority and in compliance with the requirements of these Regulations and the Civil Aviation (Dangerous Goods) Regulations.

The principal regulations are amended in regulation 74 by deleting it and replacing for it **with new which makes reference to DG Regulations**

**Deletion of
Regulations**

The principal regulations are amended by deleting regulation **75 to 95**.

All the Provision have been moved to new DG regulations. DG caters for any Person and not AOC Holders only.

**Addition of a
new Part VA**

The principal regulations are amended by inserting new Part VA

To insert specific provision for Aeroplane AOC holders operating under Commercial Air Transportation and Helicopter operations

NEW AND AMENDMENTS ON THE TANZANIA CIVIL AVIATION (CARRIAGE BY AIR) REGULATIONS, 2024

The matrix is divided into two groups namely Amendments of existing regulations and new regulations.

1. Amendments

The amendments are as follows:

| TITLE | AMENDMENTS | REMARKS |
|---|--|---|
| The Tanzania Civil Aviation Authority Act, 1977 (No 130 of 1977) | Deleted and substituted with the following: Civil Aviation Act, Cap 80 (R.E 2020) | The Civil Aviation Act, Cap 80 was revised in 2020 to harmonize title |
| The Tanzania Civil Aviation (Carriage by Air) Regulations, 2008 | Deleted and substituted with the following: The Civil Aviation (Carriage by Air) Regulations, 2024 | To harmonize with the title of the Act. |
| Made under Section 12 | Deleted and substituted with the following: Made under Section 4 | The Act was revised in 2020 |
| <p>Contracting carrier – actual carrier</p> <p>42. The provisions of this Part apply when a person (hereinafter referred to as "the contracting carrier") as a principal makes a contract of carriage governed by these Regulations with a passenger or consignor or with a person acting on behalf of the passenger or consignor, and another person (hereinafter referred to as "the actual carrier") performs,</p> | <p>Application</p> <p>47.-(1) This Part shall apply to carriage by air performed by contracting carrier and actual carrier.</p> <p>(2) For the purpose of this Part- "contracting carrier" means a principal who makes a contract of carriage governed by these Regulations</p> | To make it clearer |

| | | |
|--|---|--|
| <p>by virtue of authority from the contracting carrier, the whole or part of the carriage, but is not with respect to such part a successive carrier within the meaning of these Regulations.</p> <p>Provided that such authority shall be presumed in the absence of proof to the contrary.</p> | <p>with a passenger or consignor or with a person acting on behalf of the passenger or consignor, and another person; and</p> <p>“actual carrier” means a carrier who performs, by virtue of authority from the contracting carrier, the whole or part of the carriage, but is not with respect to such part a successive carrier within the meaning of these Regulations;</p> <p>Provided that, such authority shall be resumed in the absence of proof to the contrary.</p> | |
|--|---|--|

2. New Regulations

| S.NO | NEW REGULATIONS | REMARKS |
|------|--|----------------------------------|
| 1. | <p>Cancelation 21 (1) In the case of cancellation of a flight, the passengers concerned shall-</p> <p>(a) be offered assistance by the air carrier in accordance with regulation 25;</p> <p>(b) be offered an assistance specified in regulations 24 and 25, in event of re-routing when the reasonably expected time of departure of the new flight is at least the day after the departure as it was planned for the cancelled flight; and</p> <p>(c) have the right to compensation by the air carrier upon proof of loss or damages by a passenger unless they are informed of the cancellation at least four hours before the scheduled time of departure.</p> | The need to have this regulation |
| | (2) Where passengers are informed of the cancellation, an explanation shall be given concerning possible alternative transport | |

| | | |
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| | (3) An air carrier shall not be obliged to pay compensation where there is proof that the cancellation is caused by extraordinary circumstances which could not have been avoided even if all reasonable measures had been taken. | |
| | (4) The burden of proof concerning the questions as to whether and when the passenger has been informed of the cancellation of the flight shall rest with the operating air carrier. | |
| 2. | Denied boarding 22.-(1) Where an air carrier reasonably expects to deny boarding on a flight shall first call for volunteers to surrender their reservations in exchange for benefits under conditions to be agreed between the passenger concerned and the air carrier. | The need to have this regulation |
| | (2) Volunteers shall be assisted in accordance with regulation 25, such assistance being additional to the benefits mentioned in this regulation. | |
| | (3) Where an insufficient number of volunteers comes forward to allow the remaining passengers with reservations to board the flight, the air carrier may then deny boarding to passengers against their will. | |
| | (4) Where boarding is denied to the passenger against his will, the air carrier shall- (a) assist him in accordance with regulations 24 or 25; and (b) compensate upon proof of loss or damages by a passenger | |
| 3. | Refusal of carriage 23.-(1) The carrier may refuse carriage of any passenger or his baggage, if, in the exercise of its discretion, the carrier determines that- (a) such action is necessary for safety or security reasons; (b) such action is necessary in order to prevent | The need to have this regulation |

| | | |
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| | <p>infringement of any applicable laws in which there shall be the airport of departure, a stopover or the airport of destination or over which the aircraft shall fly;</p> <p>(c) the conduct, age, mental or physical state of the passenger is such that-</p> <ul style="list-style-type: none">(i) it requires special assistance of the carrier;(ii) evidently violates principles of good conduct, in a manner which may raise serious objections of other passengers; or(iii) possesses a threat to himself, other passengers or someone else's property; <p>(d) the passenger does not comply with the carrier's instructions or orders, especially those concerning the safety and order on board</p> <p>(e) the passenger has refused to submit to a security check carried out by the airport security personnel supervising the safety of flights;</p> <p>(f) the applicable fares or any charges or taxes payable have not been paid or credit arrangements between carrier and the passenger or the person paying for the ticket have not been completed;</p> <p>(g) the passenger does not have required documents or refuses to produce, at the carrier's request, appropriate documentation;</p> <p>(h) the passenger has destroyed his required documents or has refused to surrender his travel documents to the carrier's personnel against receipt for the period of the journey if this is required by relevant authorities;</p> | |
|--|--|--|

| | | |
|-----------|---|---|
| | <p>(i) the passenger has been refused entry into the country in which there is the airport of departure or the airport of destination or through which the flight takes place;</p> <p>(j) the ticket presented by the passenger-</p> <p>(i) was acquired unlawfully or has been purchased from any entity other than the issuing carrier or its authorised agent;</p> <p>(ii) has been reported as lost or stolen; is a counterfeit ticket; or</p> <p>(iv) contains a flight coupon or an electronic coupon which has been altered by anyone other than the carrier or its authorised agent, or any of the coupons has been damaged;</p> <p>(k) the person presenting the ticket cannot prove that he is the person named in the ticket; or</p> <p>(l) the passenger committed misconduct violating applicable laws relating to air transport safety or security, or evidently offended good customs morality on previous flight segments during one journey, and the carrier has reasonable grounds to believe that such misconduct, due to the passenger's condition, may repeat during the remaining segments of the flight.</p> | |
| | <p>(2) The carrier reserves the right to retain his ticket in the cases mentioned in paragraphs (k) and (l) of sub regulation (1).</p> | |
| <p>4.</p> | <p>Right to re-imburement or rerouting</p> <p>24. In the case of cancellation, delay or denied boarding, passenger shall be offered-</p> <p>(a) reimbursement within seven days of the full cost of the ticket at the price at which it was bought, for the part or parts of the journey not made, and for the part or parts already made if the flight is no longer</p> | <p>The need to have this regulation</p> |

| | | |
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| | <p>serving any purpose in relation to the passenger's original travel plan, together with,</p> <p>when relevant, a return flight to the first point of departure, at the earliest opportunity;</p> <p>(b) re-routing, under comparable transport conditions, to their final destination at the earliest opportunity; or</p> <p>(c) re-routing, under comparable transport conditions, to their final destination at a later date at the passenger's convenience, subject to availability of seats.</p> | |
| 5. | <p>Right to care</p> <p>25.-(1) In the case of a flight delay, cancellation or denied boarding, passengers shall be offered free of charge</p> <p>(a) meals and refreshments in relation to the waiting time;</p> <p>(b) hotel accommodation in the cases where a stay of one or more nights becomes necessary, or where a stay additional to that intended by the passenger becomes necessary; or</p> <p>(c) transport between the airport and place of accommodation.</p> | The need to have this regulation |
| | <p>2) Subject to sub regulation (1), the air carrier shall pay particular attention to the needs of persons with reduced mobility and any persons accompanying them, as well as to the needs of unaccompanied children.</p> | |
| 6. | <p>Upgrading and downgrading</p> <p>26. Where an air carrier places a passenger in a class-</p> <p>(a) higher than that for which the ticket was purchased, he shall not request any supplementary payment; or</p> <p>(b) lower than that for which the ticket was purchased, he shall reimburse the difference.</p> | The need to have this regulation |

| | | |
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| 7. | <p>Persons with reduced mobility or special needs</p> <p>27.-(1) An air carrier shall give priority to carrying person with reduced mobility and any persons or certified service dogs accompanying them or unaccompanied children by taking into account-</p> <p>(a) reflection of principle of proportionality; and</p> <p>(b) consideration of the massive impact of flight disruptions.</p> <p>(2) In the case of denied boarding, cancellation or delays, a person with reduced mobility and any person accompanying him or unaccompanied children, shall have the right to care in accordance with regulation 25.</p> | The need to have this regulation |
| 8. | <p>Conduct barring limitation</p> <p>32. The provisions of regulations 30 and 31 shall not apply if it is proved that the damage resulted from an act or omission of the carrier, his servants or agents, done with intent to cause damage or recklessly and with knowledge that damage would probably result:</p> <p>Provided that, in the case of such act or omission of a servant or agent, it is also proved that such servant or agent was acting within the scope of his employment.</p> | The need to have this regulation |
| 9. | <p>Liability of successive carriers</p> <p>44.-(1) In the case of successive carrier, the passenger or any person entitled to compensation in respect of the carrier can take action only against the carrier who performed the carriage during which the accident or the delay occurred, save in the case where, by express agreement, the first carrier has assumed liability for the whole journey.</p> <p>(2) As regards baggage or cargo, the passenger or consignor shall have a right of action against the first carrier, and the passenger or</p> | The need to have this regulation |

| | | |
|--|---|--|
| | <p>consignee who is entitled to delivery shall have a right of action against the last carrier, and further, each may take action against the carrier who performed the carriage during which the destruction, loss, damage or delay took place and these carriers shall be jointly and severally liable to the passenger or to the consignor or consignee.</p> | |
|--|---|--|

| S/NO | SCHEDULE | REMARKS |
|------|---|---------------------------------|
| 1. | <p><i>(Made under regulation 57)</i> Access of information to Passengers</p> <p>Before the Travel</p> <p>Passengers should have access to clear and transparent information on the air transport product sought, including-</p> <ul style="list-style-type: none"> (a) assistance expected, for example, in case of service disruption; (b) total price, including the applicable air fare, taxes, charges, surcharges and fees; (c) general conditions applying to the fare; (d) identity of the airline actually operating the flight, and advice on any change occurring after the purchase as soon as possible; (e) information on choices among different price and service offerings, consumer education efforts to create or increase awareness of passenger's consumer rights and the available avenues for recourse should disputes arise; (f) awareness by passengers of airline products available in the market, different airline policies and contractual rights. | The aim is to protect consumers |

| | | |
|----|--|---------------------------------|
| 2. | <p>During the travel-</p> <p>(a) passengers should be kept regularly informed throughout their journey on any special circumstances affecting their flight, particularly in the event of service disruption;</p> <p>(b) passengers should receive due attention in cases of service disruption including rerouting, refund, care and/or other compensation (where provided);</p> <p>(c) persons with disabilities should, without derogating from aviation safety, have access to air transport in a non-discriminatory manner and to appropriate assistance;</p> <p>(d) mechanisms should be planned in advance by all concerned stakeholders to ensure that passengers receive adequate attention and assistance in cases of massive disruptions.</p> | The aim is to protect consumers |
| 3. | <p>Massive disruptions include situations resulting from circumstances:</p> <p>(a) outside the operator's control;</p> <p>(b) of a magnitude such that they result in multiple cancellations and/or delays;</p> <p>(c) leading to a considerable number of passengers stranded at the airport.</p> <p>Examples of such circumstances, which result in large numbers of passengers being stranded away from their home, include:</p> <p>(i) meteorological or natural phenomena of a large scale (hurricanes, volcanic eruptions, earthquakes, floods);</p> <p>(ii) political instability;</p> <p>(iii) similar events</p> | The aim is to protect consumers |

| | | |
|----|--|---------------------------------|
| 4. | After the travel: (a) efficient complaint handling procedures should be available; (b) passengers should be clearly informed about such procedures. | The aim is to protect consumers |
|----|--|---------------------------------|



TANZANIA CIVIL AVIATION AUTHORITY

STAKEHOLDERS CONSULTATIVE MEETING ON REGULATIONS

**PRESENTED BY L. MALIMA
PRINCIPAL FLIGHT OPERATIONS INSPECTOR
28 MARCH 2024**



Flight Operations

FIVE NEW REGULATIONS have been developed to address the changes in International Standards and Recommended Practices.

New Regulations

**1. The Civil Aviation (Operation of Aircraft-
Commercial Air Transport) Regulations, 2024;**

**2. The Civil Aviation (Operations of Aircraft-
Helicopters Operations)
Regulations, 2024;**

New Regulations

3. The Civil Aviation (Operation of Aircraft-General Aviation)

Regulations, 2024;

4. The Civil Aviation (Fatigue Risk Management System) Regulations, 2024;



New Regulations

5. The Civil Aviation (Transport of Dangerous Goods by Air) Regulations, 2024;

Introduction

The current Civil Aviation (Operation of Aircraft) Regulations provides provisions for all aircraft operations including commercial operations, general operations and helicopter operations.



Introduction

The newly developed Regulations have now been separated into three parts making it user friendly and no ambiguity to comply.

Commercial Air Transport Operations

Means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

General Aviation Operations

Means an aircraft operation other than a commercial air transport operation or an aerial work operation.



Commercial Air Transport Operation

The Civil Aviation (Operation of Aircraft-Commercial Air Transport) Regulations, 2024

Applicability

These regulations are applicable to the operation of all aeroplanes by Operators authorized to conduct both international and domestic commercial air transport operations.

Arrangement of Regulations

The Regulations are divided into 16 parts and 2 Schedules as follows:

- PART I PRELIMINARY PROVISIONS**
- PART II OPERATIONAL REQUIREMENTS**
- PART III FLIGHT OPERATIONS**

Arrangement of Regulations

- **PART IV AEROPLANE PERFORMANCE
 OPERATING LIMITATIONS**
- **PART V AEROPLANE CONTINUING
AIRWORTHINESS**
- **PART VI AEROPLANE FLIGHT CREW**
- **PART VII FLIGHT OPERATIONS OFFICER**

Arrangement of Regulations

- **PART VIII MANUALS LOGS AND RECORDS**
- **PART IX CABIN CREW**
- **PART X SECURITY**
- **PART XI DANGEROUS GOODS**
- **PART XII CARGO COMPARTMENT SAFETY**

Arrangement of Regulations

- **PART XIII EXEMPTION**
- **PART XIV GENERAL PROVISIONS**
- **PART XV OFFENCES AND PENALTIES**
- **PART XVI REVOCATION AND SAVING**

Arrangement of Regulations

SCHEDULES TO THESE REGULATIONS

- **FIRST SCHEDULE – Specific approval for Reduced Vertical Separation Minimum (RVSM)**

Arrangement of Regulations

- **SECOND SCHEDULE - Additional requirements for approved operations by single engine turbine-powered aeroplanes at night and/or in instrument meteorological conditions (IMC)**



General Aviation Operations

The Civil Aviation (Operation of Aircraft-General Aviation) Regulations, 2024



Applicability

These Regulations are applicable to all operations of aeroplanes engaged in general aviation.

Arrangement of Regulations

PART I PRELIMINARY PROVISIONS

PART II GENERAL AVIATION OPERATIONS

PART III LARGE AND TURBO-JET AEROPLANE

PART IV SECURITY

Arrangement of Regulations

PART VI

GENERAL PROVISIONS

PART VII

OFFENCES AND PENALTIES

Helicopter

The Civil Aviation (Operation of Aircraft-Helicopter Operations) Regulations, 2024

Applicability

These Regulations shall be applicable to all helicopters engaged in commercial air transport operations, general aviation operations, except helicopters engaged in aerial work.

Arrangement of Regulations

In these Regulations you will find provisions which will also cover Commercial and General Aviation. These Provisions are divided into 6 Parts and 1 schedule.

Arrangement of Regulations

PART I - PRELIMINARY PROVISIONS

PART II - COMMERCIAL AIR TRANSPORT

PART III - GENERAL AVIATION OPERATIONS

PART IV - EXEMPTION

Arrangement of Regulations

PART V – OFFENCES AND PENALTIES

PART VI – GENERAL PROVISIONS

Arrangement of Regulations

SCHEDULE – Additional requirements for operations of helicopters in performance class 3 in instrument meteorological conditions (IMC)

Asanteni kwa kunisikiliza



GENERAL OVERVIEW OF THE CIVIL AVIATION REGULATIONS



PRESENTED AT THE STAKEHOLDERS CONSULTATIVE MEETING – MARCH 2024

WHAT'S INSIDE

1. Introduction

2. State Obligations

3. Aviation Regulations and Oversight

4. Reasons for Amendments

5. Amended, Split and New regulations

6. Consultation Meeting/Publication and Sensitisation

7. Feedback and Conclusion

Introduction

- The International Civil Aviation Organization (ICAO) is a specialized United Nations Organisation that deals with international air transport to ensure safe and orderly growth of aviation.
- ICAO Council adopts standards and recommended practices concerning:
 - Personnel,
 - Operations,
 - air navigation,
 - its infrastructure,
 - flight inspection,
 - prevention of unlawful interference, and
 - facilitation of border-crossing procedures for international civil aviation
- ICAO has issued SARPs in 19 Annexes to the Convention on International Civil Aviation (Chicago Convention)

State Obligations

- Under the Chicago Convention contracting States have privileges and obligations defined:
- **Privileges** - States sovereignty is recognized under the Convention with rights such as:
 - control of access by scheduled commercial operations into a States airspace – Article 6
 - Development of rules and their enforcement – Article 12
 - Provide Nationality of aircraft – Article 17
 - Provision of Air Navigation Facilities and Systems – Article 28
 - Regulate Airworthiness of aircraft – Article 31
 - Control of Licensing of Personnel – Article 32

State Obligations

- **Obligation-** States to adopt **SARPs into national regulations** that form the body of laws that govern aviation operations in the States.
- Obligation under Article 37

Adoption of International Standards and Procedures

Each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation

Aviation Regulation & Oversight

- ICAO under the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) has **established requirements for a safety oversight system**
- The USOAP –CAM is done by checking the **establishment and implementation of eight critical elements** of a State Safety Oversight (SSO) system – ICAO Doc. 9734
- States are obliged to ensure that their SSO system conforms to the prescription made by ICAO – ICAO Doc. 9735

Aviation Regulation & Oversight

- “Establishment Critical Elements”
 - CE-1 — Primary aviation legislation
 - **CE-2 — Specific operating regulations**
 - CE-3 — State system and functions
 - CE-4 — Qualified technical personnel
 - CE-5 — Technical guidance, tools and provision of safety-critical information
- “Implementation Critical Elements”
 - CE-6 — Licensing, certification, authorization and approval obligations
 - CE-7 — Surveillance obligations
 - CE-8 — Resolution of safety issues.

Aviation Regulation & Oversight



Aviation Regulation & Oversight

- **CE-2. Specific operating regulations.** The promulgation of **regulations** to address, at a **minimum**, national requirements emanating from the primary aviation legislation, for standardized operational procedures, products, services, equipment and infrastructures in **conformity with the Annexes** to the Convention on International Civil Aviation.
- Article 38 of the Convention lays down the conditions under which a State “**shall give immediate notification** to the International Civil Aviation Organization of the differences between its own practice and that established by the international standard”.

Aviation Regulation & Oversight

- Whether such differences result in implementing lower or higher standards than those required by ICAO, the Council of **ICAO is obligated to make an immediate notification to all other States of the difference** which exists between one or more features of an international Standard and the corresponding regulations and practices of the notifying State.
- Where differences are filled States must ensure safety and security is not compromised.

Aviation Regulation & Oversight

Empowering provision under the Civil Aviation Acts, Cap 80:

- Section 4(1) The Minister may make Regulations for the better carrying out of the provisions of this Act.*
- (2) Without prejudice to the generality of subsection (1) the Minister may in consultation with the Authority make regulations—*
- (a) for regulating air navigation and economic regulations of air transport services;*
 - (b) giving effect to Chicago Convention and annexes thereto, and any other civil aviation conventions to which the United Republic is party;*
 - (c) regulating the use of aircraft by establishing licensing authorities and a system of licensing*

Amendment Procedures

- The State Safety Policy requires all the legislative framework instruments developed for the purpose of managing aviation safety to be reviewed periodically to ensure that they remain relevant, appropriate aviation system and in tandem with international standards”.
- Consequently, the Authority will periodically review its regulatory framework instruments in accordance laid procedures.
- Additionally, amendments will be considered at such shorter period as may become necessary or may not be undertaken in a longer period if they are not necessary – (AICs).
- The draft Regulations are reviewed in a consultative process.

Reasons for Amendments

- a) Upon receipt and assessment of amendments to relevant ICAO Annexes that necessitate a change of applicable regulations
- b) Upon amendment to Civil Aviation Act that necessitates amendment to regulations;
- c) Upon receipt of request/information from stakeholders regarding the application and/or implementation of the regulation;
- d) Whenever there is a significant change in the size and complexity of the aviation system;
- e) Whenever there is change in technology;
- f) When the regulations are no longer relevant, applicable or effective;
- g) As may be desired by the Authority to enhance efficiency of the safety oversight system.

The 2017 TCARs

- ❖ In response to **emerging trends, advancements in technology,** and **evolving safety standards,** the Civil Aviation Regulations of 2017, have undergone a comprehensive review.
- ❖ The amendments aim to align our industry practices with international benchmarks and enhance overall regulatory compliance.
- ❖ These changes are crucial to ensuring the continued safety, efficiency, and sustainability of our operations within the aviation industry.

Amended, Split and New Regulations

- a) Flight Safety Standards – 5 New and 7 Amended
- b) Aerodromes – 3 Split
- c) Security – Amendments
- d) RPAS – Amendment
- e) Air Navigation Services - Amendments

Consultation Meeting

- ❑ Section 43 of the Civil Aviation Act, Cap 80 requires the Authority to consult for the purpose of effectively carrying out its functions.

- ❑ The civil aviation safety and security Regulations being fundamental elements in the national civil aviation safety oversight system; the Authority Conducted Stakeholder's Meeting on September 2022 to get your views on the proposed Draft Regulations.

- ❑ Your Inputs were carefully analyzed and addressed.





Publication of New and Amended Regulations

- Regulations were published as here under:
- Amended Regulations in May 2023.
- New Regulations in January 2024



Sensitization Meeting

- ✓ As the Authority, we are committed to upholding the highest standards of safety, operational excellence, and regulatory compliance.
- ✓ To facilitate a smooth transition and ensure continued compliance, the Authority has organized this Sensitization Meeting intended to:
 - ✓ to assist stakeholders in meeting the regulatory requirements;
 - ✓ Create awareness on the implications of the regulations; and
 - ✓ ensure that stakeholders are aware of available channels for seeking further guidance or assistance.



Sensitization Meeting

Presenters will clearly outline the responsibilities and obligations of each of you in complying with the new regulations. This will involve actions such as:

- ❑ updating Manuals/procedures,
- ❑ conducting additional training or
- ❑ acquiring new equipment or technology,

We call upon the importance of collaboration and cooperation among stakeholders to ensure smooth implementation and adherence to the updated regulations.

The Authority will always be there to Offer guidance and assist in understanding and meeting your regulatory requirements.



Feedback



We encourage you to provide feedback on the changes and their implementation process - potential challenges, areas for improvement, or additional support needed.

Conclusion

- In conclusion, compliance with Tanzania Civil Aviation Regulations (TCARs) is essential for ensuring the safety, security, and integrity of aviation operations within the country. By adhering to TCAR's requirements, aviation stakeholders contribute to maintaining a safe, secure, and efficient aviation environment. We urge all stakeholders to reaffirm their commitment to compliance and collaboration, let us continue to work together collaboratively, uphold regulatory compliance, and promote a culture of safety and excellence within the Tanzanian aviation sector.
- Your continued support and participation are essential in achieving our shared goals of ensuring safe, secure, and efficient aviation operations for all.

Thank you for your attention

Citation

- These Regulations may be cited as the Civil Aviation (Remotely Piloted Aircraft Systems) (Amendment) Regulations, 2023 and shall be read as one with the Civil Aviation (Remotely Piloted Aircraft Systems) Regulations, 2018, hereinafter referred to as the “principal Regulations”.

Amendment – Regulation 2

- The principal Regulations are amended in regulation 2 by inserting in their appropriate alphabetical order the following new definitions:

“aerodrome code” means a code used for planning purposes to classify an aerodrome with respect to the critical aircraft characteristics for which the aerodrome is intended;

“aerodrome reference point” means designated geographical location of an aerodrome;

Cont...

“National Civil Aviation Security Committee (NCASC)” means the Committee established by the Civil Aviation Act; and

“State aircraft” has the same meaning as ascribed to it under the Civil Aviation Act.”

Amendment – Regulation 3

- The principal Regulations are amended by deleting regulation 3 and substituting for it the following:

“These Regulations shall- (a) apply to persons operating or maintaining RPAS registered in the United Republic (b) not apply to State aircraft.”

Amendment – Regulation 4

- The principal Regulations are amended in regulation 4 by- (a) deleting the table appearing in subregulation (3)(c); and
 - (b) adding immediately after subregulation (3) the following new subregulation:

“ (4) Subject to subregulation (2)(c), the authorization of RPA shall comply with airworthiness certification, continuing airworthiness, operations, instruments, pilot licencing and Air Traffic Management.”

Amendment – Regulation 7

- The principal Regulations are amended in regulation 7, by-
 - (a) deleting sub regulation (3); and
 - (b) re-numbering sub regulation (4) as sub regulation (3) accordingly.

Amendment – Regulation 8

- The principal Regulations are amended in regulation 8(2), by adding immediately after paragraph (c) the following new paragraph:
“(d) any other document as the Authority may direct”.

Amendment – Regulation 10

- The principal Regulations are amended in regulation 10 by deleting item “(9XR-...)” appearing between the words “number” and “and” and substituting for it item “(5H-.....)”.

Amendment – Regulation 11

- The principal Regulations are amended in regulation 11(1), by deleting paragraph (c).

Amendment – Regulation 14

- The principal Regulations are amended in regulation 14, by-
 - (a) designation the contents of regulation 14 as regulation 14(1);
and
 - (b) adding immediately after sub regulation (1) the following:
“(2) A person shall not conduct RPAS maintenance without the approval from the Authority”

Amendment – Regulation 23

- The principal Regulations are amended in regulation 23 by-
 - (a) deleting item “(VLoS)” appearing in paragraph (b) and substituting for it item “(BVLoS)”;
 - (b) adding immediately after paragraph (b) the following new paragraph: “(c) Extended Beyond Visual Line of Sight (EBVLoS)”;
 - (c) deleting subregulation (4) and substituting for it the following:
 - “(4) Notwithstanding the provisions of subregulation (3)(b) and (c), a RPAS to be operated Beyond Visual Line of Sight or Extended Beyond Visual Line of Sight (EBVLoS), shall be-
 - (a) required to have special authorization from the Authority; and
 - (b) equipped with a detector and avoid system.”

Amendment – Regulation 26

- The principal Regulations are amended by deleting regulation 26 and substituting for it the following:
“A person shall not operate more than one RPAS at the same time without the approval of the Authority”.

Amendment – Regulation 28

- The principal Regulations are amended in regulation 28 by adding immediately after the word “aircraft” appearing at the end of the sentence, the words “without the approval of the Authority”

Amendment – Regulation 34

- The principal Regulations are amended in regulation 34-
 - (a) in paragraph (a), by inserting the word “aerodrome” between the words “for” and “code”; and
 - (b) in paragraph (b), by inserting the word “aerodrome” between the words “for” and “code”

Amendment – Regulation 62

- The principal Regulations are amended in regulation 62(2) by deleting the words “by the operator” appearing between the words “followed” and “to”



Amendment – Regulation 65

- The principal Regulations are amended in regulation 65 by deleting subregulation (3).



SINGLE AFRICAN AIR TRANSPORT MARKET

(SAATM)

PRESENTED BY: *Daniel Nelson Malanga*

PRESENTED TO: *Stakeholders Consultations Meeting*

PRESENTED ON: *Monday, the 25th day of March 2024*

PRESENTED AT THE VENUE: *Aviation House, Dar es Salaam.*



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1. Background

AFRICA



One of the biggest Continents in the World

Endowed with natural tourist attractions and a range of minerals

Second largest Continent after Asia (Africa 30.3 mil. SqKm: Asia 44.6 mil. SqKm)

Population: 1.5 bil. against 4.7 bil. People for Asia

The population is about 19% of total global figure and land is 23% of total land globally

1. Background

- ❑ However, the African aviation contribution to the global aviation volume, is not pro rata with the continent's endowment and the size of its population and land.
- ❑ In the year 2019, 4.5 billion passengers were handled globally. Africa, 2.7% only.
- ❑ This means, The African continent with 19% of the global population and 23% of the total land of the Universe, has only 2.7% as its contribution to air transport basing on passengers handled in 2019.
- ❑ This paradox is the genesis of the Yamoussoukro Declaration of 1988 and the Yamoussoukro Decision of 1999, popularly known as the YD.

2. What is SAATM

- ❑ **Single African Air Transport Market (SAATM)** is a project of the African Union (AU) to create a single market for air transport in Africa.
- ❑ SAATM was established and launched during the 30th Ordinary Summit of the AU Assembly of Heads of States and Government held in Addis Ababa, Ethiopia from 28th to 29th of January, 2018.
- ❑ Once completely in force, the single market is supposed to allow significant freedom of air transport in Africa.
- ❑ It is one of the twelve flagship projects of the African Union Agenda 2063.
- ❑ SAATM is meant to ensure that aviation plays a major role in connecting Africa to help support its social, economic and political integration and boost intra-Africa trade and tourism.

2. What is SAATM

- ❑ Primarily, the goal of the SAATM is to fully implement the 1999 [Yamoussoukro Decision](#).
- ❑ This means that all participants agree to lift [market access](#) restrictions for airlines, remove [restrictions on ownership](#), grant each other extended [air traffic rights](#) (first through fifth freedoms, not affecting [cabotage](#) rights), and liberalise flight frequency and capacity limits.
- ❑ Both passenger and [cargo aviation](#) are included. It also seeks to harmonise safety and security regulations in aviation, based on [ICAO](#) requirements.
- ❑ Oversight over the SAATM is exercised by the African Union, its [Regional Economic Communities](#), and the [African Civil Aviation Commission](#) (AFCAC).

2. What is SAATM

- ❑ The benefit of liberalising air traffic, particularly the [fifth freedom](#), was first acknowledged in the Yamoussoukro Declaration (YD) of 1988. This declaration was reaffirmed in 1999, when the African Union passed the [Yamoussoukro Decision \(YD\)](#).
- ❑ However, the implementation of the decision faced obstacles, as regulatory bodies did not become operational as stipulated in the agreement. A number of member states did not grant fifth freedom rights to airlines from other countries.
- ❑ In 2015, the *Declaration for the Establishment of a Single African Air Transport Market* laid the framework for a single market implementing the Yamoussoukro Decision to be established by 2017. The launch of the SAATM was made official on 28 January 2018 by Rwandan President [Paul Kagame](#), as new [Chairperson of the African Union](#).
- ❑ The organisation sought to have 40 members by the end of 2019.

3. Why is the SAATM so Important?

- ❑ Africa is home to over 1.5 billion people with a huge geographical spread that is largely land-locked.
- ❑ Given the lack of robust alternative infrastructure across the continent (road, rail, water), aviation is the most effective way to get around the continent.
- ❑ Unfortunately, Africa is not well connected in terms of air services. In many cases, the only way to get to countries within Africa is to travel for days or through other continents.
- ❑ This lack of connectivity is making Africa lose out immensely on socio-economic benefits and growth opportunities.
- ❑ The African aviation market is perhaps one that has the most potential for growth out of the global regions, due to it being a comparatively young industry and servicing a large and rapidly developing population.

3. Why is the SAATM so Important?

- ❑ Aviation is a vital tool for development globally and has the potential to greatly transform and improve the economic and social benefits across Africa.
- ❑ In Africa, air transport supports 6.8 million jobs & \$72.5 billion of GDP.
- ❑ Improved intra-Africa connectivity facilitates business and trade, enables tourism, connects friends, families and cultures, and promotes the exchange of knowledge and ideas.
- ❑ Aviation is the foundation of many established and emerging economies e.g. UAE, Singapore, Ethiopia, South Africa, Rwanda, Ghana, Cote D'Ivoire.
- ❑ The SAATM is therefore a clear path for a more prosperous and secure African future.



5. Non Participants in SAATM – 17 States

| State (Population) | State (Population) |
|------------------------|------------------------|
| 1. Tanzania (4.6%) | 15. Djibouti (0.1) |
| 2. Uganda (3.3%) | 16. Comoros (0.1%) |
| 3. Sudan (3.3%) | 17. Seychelles (0.01%) |
| 4. Algeria (3.1%) | |
| 5. Madagascar (2.1%) | |
| 6. Malawi (1.4%) | |
| 7. Somalia (1.2%) | |
| 8. Burundi (0.9%) | |
| 9. Tunisia (0.9%) | |
| 10. South Sudan (0.8%) | |
| 11. Libya (0.5%) | |
| 12. Mauritania (0.3%) | |
| 13. Eritrea (0.3%) | |
| 14. Mauritius (0.1%) | |

Reasons for not joining SAATM include the following:

1. Protectionism of local airlines – Fear of competition;
2. Weak airlines may perish if they can not compete;
3. States that do not have national airlines and plan to establish the same, fear of failure to do so.

6. Making SAATM a Reality – What next?

- ❑ Those 37 countries represent over 80% of the existing aviation market in Africa.
- ❑ Below are some of the next steps to making the SAATM a reality:
 1. Ensuring more States join the SAATM;
 2. Ensuring all Member States in the SAATM have YD compliant BASAs; or Removal of any restrictive provisions from existing BASAs in order to fully comply with YD.
 3. Harmonization of the national and regional Regulations at the continental level. Ensuring all States in the Market meet the minimum ICAO Safety and Security Standards;
 4. Ensure sufficient resource mobilization particularly to the Executing agency of the YD (AFCAC).

7. What does SAATM Mean in Practice?

Supporting the free exercise of the first, second, third, fourth and fifth Freedoms of the Air, under which an eligible airline or air carrier from one African State can fly into another African State's airspace and land on its territory using only a prior notification procedure

- ❑ SAATM will eliminate the need for separate Bilateral Air Services Agreements (BASAs) between individual countries.
- ❑ It promotes multilateralism for air transport in Africa, as envisaged under the YD, with a view to making the entire African aviation market a single market.

7. What does SAATM Mean in Practice?

- ❑ Under SAATM, any current or future air service agreement signed between any or all of the 37 member States, must be YD compliant and must meet the below requirements:
 - Free exercise of 1st, 2nd, 3rd, 4th and 5th freedom traffic to Eligible Airlines;
 - Liberalized air tariffs;
 - Unrestricted frequency and capacity;
 - Full liberalization of cargo services;
 - Recognition of the powers and function of the Executing Agency – African Civil Aviation Commission;
 - Adhere to the uniform rules for fair competition, consumer protection and other regulations.



8. YD Compliant BASAs as a % of Total BASAs

| State (Compliance) | State (Compliance) | State (Compliance) | State (Compliance) |
|----------------------------|--------------------------------------|-------------------------------------|-------------------------------------|
| Cabo Verde (76%) | Guinea (53%) | Sierra Leone (35%) | Algeria (19%) – Non SAATM |
| Mozambique (75%) | Congo Republic (52%) | Togo (34%) | Kenya (18%) |
| Mali (73%) | South Sudan (50%) – Non SAATM | Djibouti (33) – Non SAATM | Madagascar (17%) – Non SAATM |
| Liberia (71%) | Nigeria (50%) | Tunisia (33%) – Non SAATM | Tanzania (14%) – Non SAATM |
| Senegal (68%) | Ethiopia (50%) | Mauritania (33%) – Non SAATM | Malawi (12%) – Non SAATM |
| Cameroon (67%) | Niger (50%) | Lesotho (33%) | Angola (11%) |
| Ghana (66%) | Chad (50%) | Cote d'Ivoire (31%) | Egypt (11%) |
| Botswana (65%) | Rwanda (49%) | Equatorial Guinea (29%) | Mauritius (10%) – Non SAATM |
| Gambia (64%) | Eswatini (47%) | Gabon (25%) | Morocco (9%) |
| Guinea Bissau (63%) | Central African Republic (46%) | Zimbabwe (25%) | Seychelles (8%) – Non SAATM |
| Burkina Faso (62%) | Namibia (41%) | Democratic Republic of Congo (21%) | Libya (8%) – Non SAATM |
| South Africa (61%) | Comoros (38%) – Non SAATM | Zambia (20%) | Burundi (6%) – Non SAATM |
| Benin (61%) | Sudan (36%) – Non SAATM | Eritrea (0.3%) – Non SAATM | Uganda (4%) – Non SAATM |
| Sao tome et Principe (60%) | | | Somalia (0%) – Non SAATM |

9. How will SAATM be Regulated

- ❑ The Institutional and Regulatory Texts of the Yamoussoukro Decision are essential for the single market to function effectively. At the 30th Ordinary Summit of the African Union Assembly of Heads of States and Government, which took place on 28 January 2018 in Addis Ababa - Ethiopia, the following Regulations were adopted:
 1. Competition rules;
 2. Consumer protection regulations; and
 3. Powers and Functions of the Executing Agency of the YD.

9. How will SAATM be Regulated

- ❑ The following Regulations are at various stages of validation and approval:
 1. Dispute settlement procedures;
 2. Guidelines for the negotiation of BASAs with third countries;
 3. Harmonized regulations for the approval of eligible air carriers and the access of African air carriers to intraAfrican routes under the Single Air Transport Market;
 4. Other operational regulations for the smooth operation of the Market (Enforcement rules); and
 5. Reducing the cost of doing business in Africa (Taxes, User charges and Fees through ensuring Compliance with the Policies of ICAO on User Charges and taxation) – States' compliance to ICAO policies is essential.

10. Memorandum of Implementation

- ❑ SAATM member States met during the 4th Ministerial Working Group Meeting in Lomé, Togo (May 25 – 28) to address a key measure for the SAATM to operate effectively i.e. the harmonization of all Bilateral Air Services Agreements (BASAs) to ensure the removal of any restrictions that run counter to the Yamoussoukro Decision.
- ❑ The Ministers present committed to the operationalization of the SAATM via the signing of harmonized Bilateral Air Services Agreements (BASAs) and the adoption of a Memorandum of Implementation (Mol) that ensures the removal of any air service agreement restrictions that are not in compliance with the Yamoussoukro Decision.
- ❑ Fourteen Member States of the SAATM signed the Mol, including: Benin, Cabo Verde, Central African Republic, Congo, Côte d'Ivoire, Ethiopia, Ghana, Guinea, Liberia, Mali, Niger, Rwanda, Sierra Leone and Togo – **Now, they are 20.**

11. Essential Pillars for a Successful SAATM

| S/No. | Pillars | S/No. | |
|-------|--|-------|--|
| 1. | Continuous improvement in Safety and Security | 6. | Reduced taxes and charges (Competitiveness) |
| 2. | The effective operationalization of the Single Africa Air Transport Market (SAATM) through notification of implementation of the SAATM concrete measures | 7. | Strengthening the capacity of implementing agencies and Member States |
| 3. | Regulatory & policy harmonization | 8. | Human capacity development (Skills and personnel pipeline) |
| 4. | Optimized infrastructure and establishment of a seamless Airspace Architecture | 9. | Multi-sector collaboration (Tourism, Finance, Health, Agriculture, Education etc.) |
| 5. | Ease of intra-African mobility (Visas/customs) | | |

12. Concrete Measures

| S/No. | Concrete Measures |
|-------|--|
| 1. | <p>States shall publish or gazette in accordance with their national laws:</p> <ul style="list-style-type: none"> a. That they are committed to the immediate implementation of the Yamoussoukro Decision under the terms of the Declaration of Solemn Commitment in line with the AU Agenda 2063; and b. That named signatories of the Declaration of Solemn Commitment have been notified of their action under point 2 below. |
| 2. | <p>States shall notify other State Parties and especially signatories to the Declaration of Solemn Commitment that their skies are liberalised in accordance with the Yamoussoukro Decision</p> |
| 3. | <p>Review of BASAs to ensure conformity with the Yamoussoukro Decision:</p> <ul style="list-style-type: none"> a. Removal of all restrictions on traffic rights under the 3rd, 4th and 5th freedoms, frequencies, fares, and capacity; and b. Ensure that all national Laws, Regulations, Rules, Policies are in conformity with the express provisions of the Yamoussoukro Decision. |

12. Concrete Measures (Cont.)

| S/No. | Concrete Measures |
|-------|--|
| 4. | States shall propose to the Executing Agency (AFCAC) at least one airline established in their state for international air service for consideration under the eligibility criteria article 6.9 of the Yamoussoukro Decision. The proposed airline can also be from another State Party or a multi-national African airline in accordance with article 6 of the Yamoussoukro Decision. |
| 5. | States shall immediately constitute their National Implementation Committees for the Yamoussoukro Decision and the establishment of a Single African Air Transport Market, designate a dedicated focal point and notify the RECS and the Executing Agency (AFCAC). |
| 6. | States are encouraged to organise public awareness activities/advocacy on YD and the Single African Air Transport Market. |
| 7. | States shall celebrate the YD (1999) on the anniversary of its signing on 14th November as part of advocacy for the promotion of AU Agenda 2063 in consultation with AFCAC. |
| 8. | States shall sign the Memorandum of Implementation of the Yamoussoukro Declaration, adopted in May 2018 by the Ministerial Working Group on the establishment of the Single African Air Transport Market. |

13. Ongoing Activities of the Executing Agent

- ❑ Africa's air transport liberalization is emphasised through a Joint Prioritised Action Plan involving all major stakeholders including AUC, AFRAA, ICAO, EU, IATA, World Bank, African Development Bank, etc.,.
- ❑ ICAO and AFCAC, have the assigned role to develop an African Air Transport Capacity Development Master Plan (ATCMP) and Master Plan for Infrastructural developments in the 2019-2021 Joint Prioritised Action Plan.
- ❑ The Executing Agency's immediate action is to assist the SAATM States who are below the global average on Effective Implementation (EI) of SARPs on Aviation Safety and Security and the Regional targets aims to address the deficiencies.

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13. Ongoing Activities of the Executing Agent

- ❑ A number of advocacy on compliance with ICAO's guidance, Manuals and policies on Economic Oversight, Aeronautical Charges, taxation, etc. as well as capacity building initiatives to domesticate and implement the YD regulatory and institutional legal framework towards the implementation of SAATM are ongoing.
- ❑ AFCAC is currently engaging ICAO on joint programmes on capacity building on economic oversight and regulation of air transport and awareness program on ICAO policies.
- ❑ AFCAC utilizes all avenues to encourage more States join SAATM and sign the MoI; Memorandum of Cooperation (MoC) with RECs are being signed concluded already with EAC and COMESA

14. SAATM Pilot Implementation Project

- ❑ Implementation of SAATM has stages to be observed. That is why, out of the 37 States that have signed the Solemn Commitment, only nineteen (20) are in full implementation of SAATM.
- ❑ This means, these 20 Member States have joined what is termed by the AFCAC as SAATM Pilot Implementation Project (SAATM-PIP). Seventeen (17) SAATM States therefore, are not members of SAATM-PIP.
- ❑ SAATM-PIP was launched in November 2022.
- ❑ One of the challenges related to many of those States having not joined the SAATM-PIP, is their delayed signing of the Memorandum of Implementation (MoI).
- ❑ MoI is signed once all the requirements (Concrete Measures), have been complied with.

15. Implementation of SAATM by Tanzania

At EU Level

- ❑ Tanzania has not signed a Solemn Commitment for SAATM;
- ❑ However, we implement the YD gradually;
 - ❑ Multiple Designation;
 - ❑ No fare regulations;
 - ❑ No restrictions on frequencies and capacity.
- ❑ On market access, especially fifth freedom traffic rights for passengers, we allow it on a case-by-case basis

15. Implementation of YD by Tanzania

At EAC Level

Regulation Market Access – Current version:

- ❑ In February 2023, TCM approved the EAC Regulations on Liberalization of Air Transport;
- ❑ The Regulations are designed to fully implement the YD for SAATM;
- ❑ There is however a provision for 3-year exemption, renewable once, for States that are not ready, to delay the implementation.

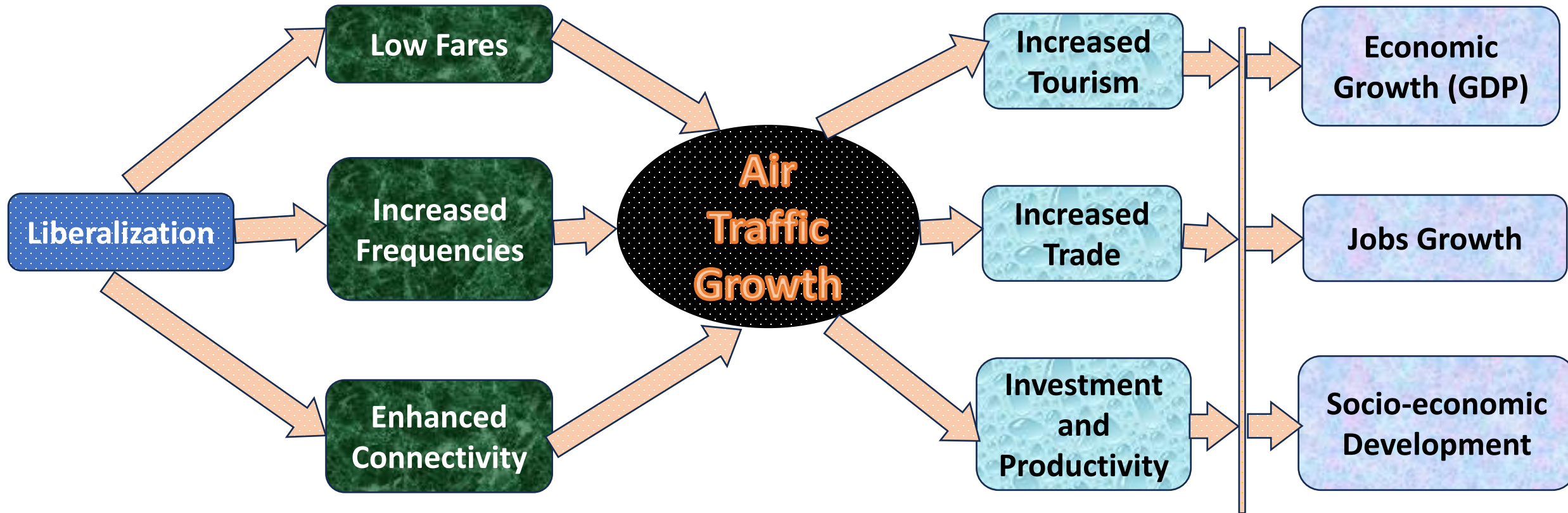
16. Rationale, Why should Tanzania join SAATM and Why now?

- ❑ Pursuant to Section 30 of the Civil Aviation Act, Cap. 80, the Authority is, among others, duty-bound to:
 - ❑ promote effective competition and economic efficiency of the aviation activities;
 - ❑ protect the interest of consumers; and
 - ❑ promote the availability of regulated services to all consumers including low income, rural and disadvantaged consumers

16. Rationale, Why should Tanzania join SAATM and Why now?

- ❑ Due to dynamics of the world of aviation, this is high time we rethink of our position on implementation of the YD, specifically due to the following reasons:
 - ❑ Air Tanzania and Precision Air, have adequately grown; they require access to as many markets as possible, including fifth freedom traffic rights;
 - ❑ Regulations for Liberalisation of air services in the EAC which include unrestricted market access among the Member States, have been approved;
 - ❑ The benefits of full implementation of YD to the travelling public and other sectors of economy can not be skipped forever;
 - ❑ The entire world is moving towards the direction of liberalised economies, so it is critical to rethink of how Tanzania plans to optimise advantages of liberalisation and formulate strategies to sustain the competition.

17. Benefits of BASA Liberalisation



18. Challenges

- Reluctance by some member States to sign the Solemn Commitment and Mol.
- Excessive delay to report on Concrete measures from SAATM member States.
- Unnecessary local procedures to sign Mol after signing the YD (1999) and Solemn Commitment on unconditional implementation of all the provisions of the YD.
- Memorandum of Cooperation (MoC) with RECs are being signed, concluded already with EAC and COMESA

Thank you for Listening



SENSITIZATION SEMINAR ON AMMENDED CIVIL AVIATION (PERSONNEL LICENCING)(AMENDMENT) REGULATIONS, 2023

**PRESENTER: MOSSY KITANG'ITA (CPEL)
MARCH, 2023**



OUTLINE

- ❖ Introduction
- ❖ Amended Regulations, 2023
- ❖ Citation
- ❖ Definition of Terms

INTRODUCTION

- ❖ Following amendment 178 of Annex 1 (Personnel Licencing) in November 2022 by the International Civil Aviation Organization (ICAO) and industrial best practice, the Authority has amended the Civil Aviation (Personnel Licencing), Regulations 2017.
- ❖ **The amendment may be cited as the Civil Aviation (Personnel Licencing) (Amendment) Regulations, 2023.**
- ❖ The amendment shall be read as one with the Civil Aviation (Personnel Licencing) Regulations, 2017 which is referred there in as the principal Regulations.

AMENDMENT IN REGULATION 2

❖ **INTERPRETATION:** Regulation 2 has been amended by inserting the definition of integrated course as follows;

“INTEGRATED COURSE” integrated training means carrying out all training of commercial pilot training on a full-time course at an approved training organization. It takes a student pilot from having zero hours flying time to holding a frozen ATPL in around 14-18 months. The training is intensive requiring complete commitment from start to finish.

CONTINUE

❖ **“DISCHARGE CERTIFICATE”** means a certificate given when a member of armed forces is released from their obligation to serve in the military

AMENDMENT IN REGULATION 4

- ❖ Deleting sub-regulation (1) and substituting it to include **“remote pilot for aeroplane, airship, glider, rotorcraft, powered-lift or free balloon”**:

- ❖ inserting the words **“and certificates”** between the words **“licences”** and **“issued”** appearing in sub-regulation (3).

CONTINUE

- ❖ “(7) The Authority may issue the following ratings for air traffic controllers:
- (a) aerodrome control rating;
 - (b) approach control procedural rating;
 - (c) approach control surveillance rating;
 - (d) approach precision radar control rating;
 - (e) area control procedural rating; and
 - (f) area control surveillance rating.”

AMENDMENT IN REGULATION 5

❖ "(9) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence:

- **(a) Category A;**
- **(b) Category B1;**
- **(c) Category B2;**
- **(d) Category C**

AMENDMENT IN REGULATION 5

❖(10) The Authority may issue the specific or group type rating for Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines:

- (a) A1 Fixed Wing -Aeroplane Turbine;
- (b) A2 Fixed wing -Aeroplane Piston;
- (c) A3 -Helicopters Turbine;
- (d) A4 -Helicopters -Piston;

AMENDMENT IN REGULATION 5

- (e) B1.1- Fixed Wing -Aeroplane Turbine;
- (f) B1.2-Fixed wing -Aeroplane Piston;
- (g) B1.3-Helicopter -turbine;
- (h) B1.4- Helicopter -piston; and
- (i) B2 Avionics - fitted to all aircraft

AMENDMENT IN REGULATION 5

11) The aircraft maintenance engineers licenses for **category A, C, A & C, X and R** shall **not be renewed beyond March, 2027** and shall be converted by the Authority into the **appropriate B1 or B2** category upon request by the applicant in accordance with the procedures prescribed by the Authority in the applicable technical guidance material.

AMENDMENT IN REGULATION 7

❖ The principal Regulations are amended in regulation 7(1) by adding immediately after paragraph (h) the following new paragraphs-

- (i) flight operations officer instructor; and**
- (j) designated examiners.**

NEW REGULATION 6A

❖ Authority to act as a flight and remote flight crew member:

6A.-(1) A person shall not act as a flight crew member of an aircraft or as a remote flight crew member of a Remotely Piloted Aircraft System unless he or **she holds a valid licence issued by the Authority** showing compliance with the specifications of these Regulations and appropriate to the duties to be performed by that person.

NEW REGULATION 6A

(2) All flight crew members and remote flight crew members shall carry **their appropriate licences on board every aircraft** engaged in international and domestic operations.

NEW REGULATION 6C

❖ **“Rendering a licence valid pursuant to a formal agreement**

6C.-(1) Notwithstanding the provisions in Regulations 10, the Authority shall automatically render valid a licence issued by another EAC Partner State provided that the States have fulfilled conditions specified in the amendment.

AMENDMENT IN REGULATION 9

❖ The principal Regulations are amended in regulation 9 by

❖ **“(13) A cabin crew member certificate shall be valid:**

(a) for a holder who is less than 40 years of age, from the date the certificate is issued or renewed by the Authority **for a period of the remainder of the 24 four months validity** of the holder’s medical certificate; or

AMENDMENT IN REGULATION 9

❖ (b) for a holder who is 40 years of age or more, from the date the certificate is issued or renewed by the Authority **for a period of the remainder of the 12 months validity** of the holder's medical certificate".

AMENDMENT IN REGULATION 15

- ❖ The principal Regulations are amended in regulation 15 by adding new sub-regulations:-
- **“(6) A holder of Commercial Pilot Licencing or Airline Transport Pilot Licence who has attained the age of 65 years shall operate only under the privilege of a Private Pilot Licence”.**
- **“(7) A holder of Licence under sub regulation (6) shall surrender the Licence to the Authority before granted a Private Pilot Licence”.**

Amendment IN regulation 21

- ❖ The principal Regulations are amended in regulation 21, by-
- **“(d) for non -national, a person shall have a proof of employment from a prospective air operator.”**

AMENDMENT IN REGULATION 21

“(f) for Remote pilot licence (RPAS)

(i) An examination for the class 3 medical certificate;

(ii) The composite paper comprising **air law, navigation and charts, meteorology, radiotelephony, RPAS general and flight performance, operating procedures and management system performance**

AMENDMENT IN REGULATION 21

(d) (11) The validity of the knowledge test results for an applicant for conversion of a pilot licence shall be as follows ;

- **(a) For PPL – six (6) months after passing the knowledge test.**
- **(b) For CPL – six (6) months after passing the knowledge test.**
- **(c) For ATPL – six (6) months after passing the knowledge test**
- **(d) For RPAS - six (6) months after passing the knowledge test.**

AMENDMENT IN REGULATION 36

❖ Qualification for SPL

(d) have attained at least a pass of grade D obtained from CSEE on all of the subjects namely Physics (or Engineering Science), Basic Mathematics, Geography and English".

AMENDMENT IN REGULATION 103

❖ 27. The principal Regulations are amended in regulation 103 : -

“(2) The applicant shall have undergone the actual control of air traffic under the supervision of an **appropriately air traffic controller on the job training instructor** and acquired experience for the rating sought as specified in regulation 104.”

AMENDMENT IN REGULATION 112

31. The principal Regulations are amended in regulation 12 .by-

- **“(2) For lapsed ATC licence renewal the applicant must undergo an OJT for at least 30 days by authorised OJT Instructor and submit a training report endorsed by the operator. The applicant must also hold a class 3 medical certificate when applying for renewal.**

NEW REGULATION 125A

40. The principal Regulations are amended by adding immediately after regulation 125 the following:

- 125A.-(1)An applicant for an aircraft maintenance engineer's licence shall, not later than March, 2027,
 - *For category A and subcategories B1.2 and B1.4:*
 - (i) **4 years of practical maintenance experience** on operating aircraft where the applicant has no previous relevant technical training in aircraft maintenance, provided the experience is gained in an AMO; or

REGULATION 125A

(ii) **2 years of practical** maintenance experience on operating aircraft and completion of training as a skilled worker in a technical trade applicable to the licence sought; or

(iii) **1 year of practical** maintenance experience on operating aircraft and completion of an approved basic training course.

REGULATION 125A

- *For category B2 and subcategories B1.1 and B1.3:*
 - 5 years of practical maintenance** experience on operating aircraft where the applicant has no previous relevant technical training provided the experience is gained in an AMO; or
 - 3 years of practical maintenance** experience on operating aircraft and completion of training as a skilled worker in a technical trade applicable to the licence sought; or
 - 2 years of practical maintenance** experience on operating aircraft and completion of an approved basic training course.

REGULATION 125A

For category C with respect to large or complex aircraft:

- (i) **3 years of experience** exercising category B1.1, B1.3 or B2 privileges on large aircraft or as B1.1, B1.3 or B2 maintenance personnel working on large aircraft, or, a combination of both; or
- (ii) **5 years of experience** exercising category B1.2 or B1.4 privileges on large aircraft or as B1.2 or B1.4 maintenance personnel working on large aircraft, or a combination of both.

REGULATION 125A

- *For category C with respect to aircraft other than large or complex aircraft*
- **3 years of experience** exercising category B1 or B2 privileges on aircraft other than large aircraft or as B1 or B2 maintenance personnel working on aircraft other than large aircraft, or a combination of both.

REGULATION 125A

- *For category C obtained through the academic route:*

an academic degree in a technical discipline applicable to the licence sought from a recognized university, and **3 years of experience working in a civil aircraft maintenance environment** on a representative selection of tasks directly associated with aircraft maintenance, including 6 months of observation of base maintenance tasks.

AMENDMENT IN REGULATION 143

❖ The principal Regulations are amended in regulation 143, by-

“(2) If the Cabin Crew Certificate has expired, the applicant shall have **received a refresher training** acceptable by the Authority.



AMENDMENT IN REGULATIONS RELATED TO MEDICAL

- ❖. The principal Regulations are amended in regulation 146, 148, 151, 153, 166, 168 and 171 related to Aviation Medicine has been amended as seen in the amendments.

NEW REGULATION 208

- **51A. - (1) A person shall not act either as remote pilot-in command or remote co-pilot of an RPA in any of the following RPA categories unless that person is the holder of a remote pilot licence issued in accordance with these Regulations and the relevant provisions of the Civil Aviation (Remotely Piloted Aircraft Systems) Regulations:**
 - (a) Aeroplane;
 - (b) Airship;
 - (c) Glider;
 - (d) Rotorcraft;
 - (e) powered-lift;
 - (f) free balloon

REGULATION 209

- ❖ 52A -(1) An applicant for remote pilot licence shall be at least 18 years of age.
- **(2) The applicant shall hold:**
- **(i) a current class 3 medical certificate for students; or**
- **(ii) a current class 1 medical certificate based on his or her work environment and responsibilities in the context of a specific RPAS application.**

THANKS FOR LISTENING