 <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>UNITED REPUBLIC OF TANZANIA TANZANIA CIVIL AVIATION AUTHORITY Aeronautical Information Services Nyerere/ Kitunda Road Junction Aviation House, 1st Floor, P.O. Box 2819, DAR ES SALAAM</p>	<p>AIC</p> <p>7/23 (Yellow 16)</p> <p>29 JUN</p>
<p>Document No: TCAA/FRM/ANS/AIS-30</p>	<p>Title: AIC</p>	<p>Page 1 of 13</p>

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

Hamza S. Johari

Director General

VFR OPERATING PROCEDURES WITHIN THE DAR TMA

1.0 INTRODUCTION

- 1.1 The provision of Air Traffic Services for flights in the Dar es Salaam Flight Information Region (FIR) depends mainly on the class of airspace the aircraft is operating.
- 1.2 In Dar es Salaam Flight Information Region, all the Terminal Control Areas (TMA) and Control Zones (CTR) are classified as class D airspaces. In class D airspace, IFR and VFR flights are permitted. All flights are provided with Air Traffic Control Services.
- 1.3 IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights.
- 1.4 VFR flights receive traffic information in respect of all other traffic.
- 1.5 If a pilot enters class D airspace on a VFR clearance, separation from other aircraft is the responsibility of the pilot.
- 1.6 ATS passes traffic information to assist the pilot in this matter.
- 1.7 In addition, a VFR clearance may also include restriction to altitude and or route to enable Air Traffic Controllers to effectively integrate VFR flights into the general flow of traffic in order to reduce conflicts. Furthermore, radar controllers may suggest headings to be flown by VFR flights for sequencing them onto the final approach or for traffic avoidance. (Traffic Avoidance Advice).

If these restrictions preclude a VFR pilot from maintaining VMC or taking him/ her into terrain, then he/she should inform ATS as soon as this becomes apparent and request an alternative clearance.

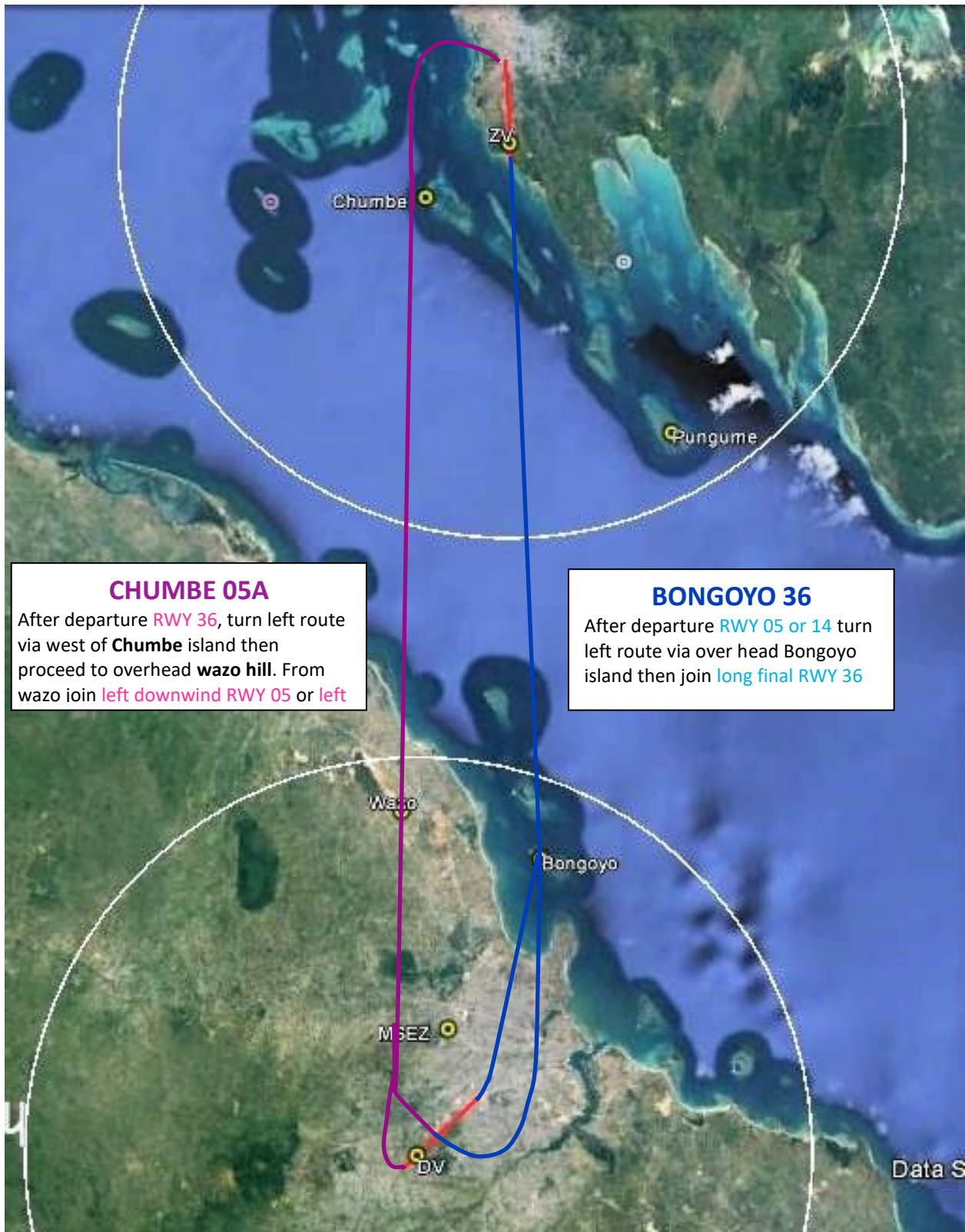
2.0 PROCEDURES FOR VFR OPERATION BETWEEN HTDA-HTZA-HTDA

2.1 General Instructions

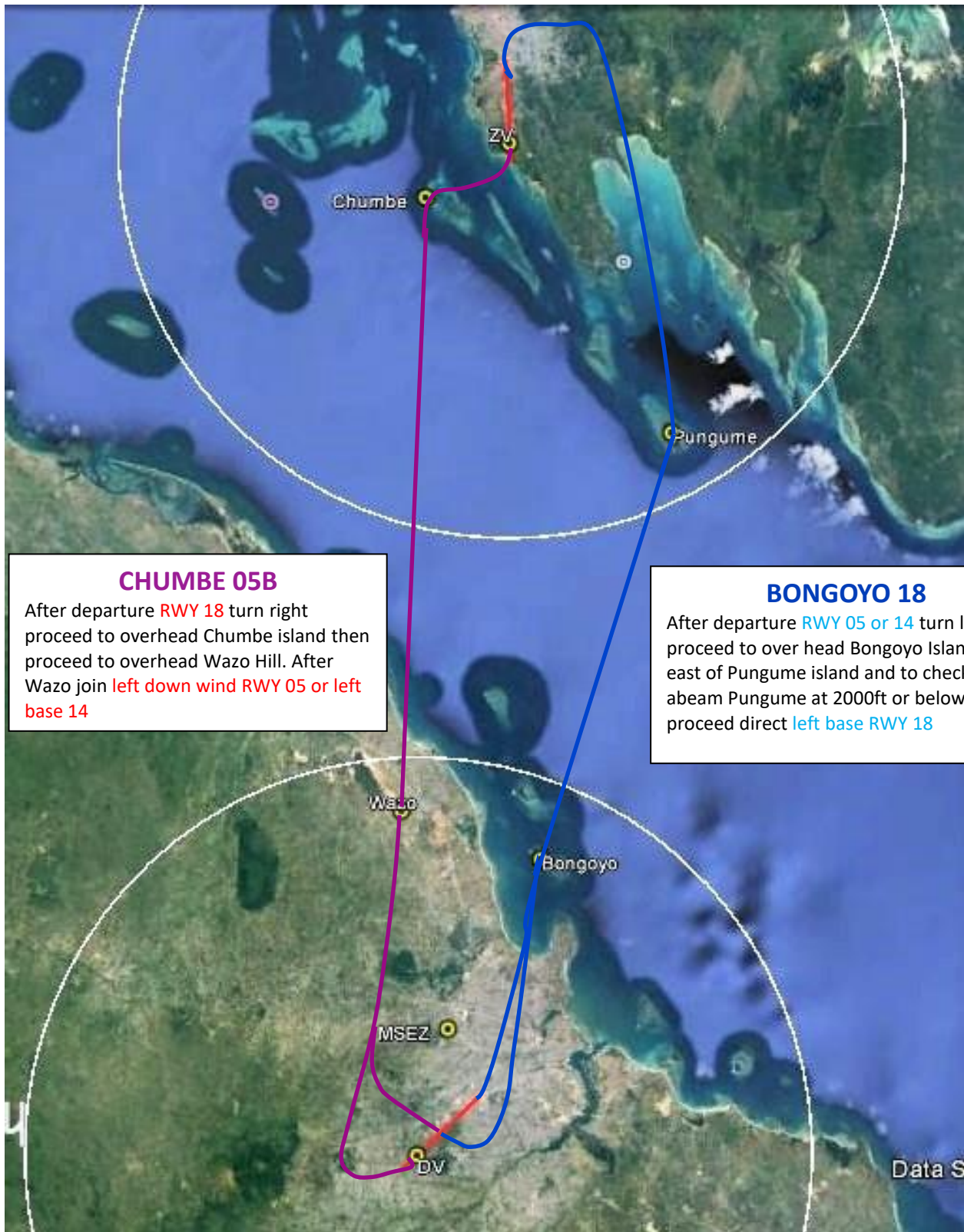
- 2.1.1 These procedures comprise four different sketches; each sketch describes a complete loop for aircraft operating from HTDA to HTZA and HTZA to HTDA depending on the runway in use at each aerodrome.
- 2.1.2 The departure routes in these procedures are named to indicate the first visual marker the aircraft will pass immediately after departure and the runway in use at the aerodrome of destination. For example, BONGOYO 36 indicates that the first visual marker the aircraft will pass after departure is Bongoyo Island and the runway in use at the destination aerodrome is Runway 36.
- 2.1.3 All VFR traffic inbound to HTDA shall enter the Dar CTR at 2500 feet or below except;
- (a) traffic from HTZA operating in the VFR corridor.
 - (b) traffic from North East i.e. HTPE and HKMO for runway 05 which shall cross the mainland coast line at flight level 45 or above.
- 2.1.4 All VFR traffic inbound to HTZA shall enter the Zanzibar CTR at 2500 or below except;
- (a) traffic from HTDA operating in the VFR corridor
 - (b) traffic from HTDA (Runway 05) proceeding to HTZA (Runway 18) which shall check abeam Pungume Island to the East at 2000ft or below.
 - (c) traffic inbound to HTZA from the South and South East e.g. HTMA and HTRK proceeding to Runway 18 which shall check abeam Pungume Island to the East at 2000ft or below.
- 2.1.5 Whenever there is a need to change the Runway in use, prior coordination between HTDA tower, Dar Approach, and HTZA tower shall be effected. However, changes of the runway in use shall be minimal, to be done only when there is a good reason to do so preferably wind factor.
- 2.1.6 Departure separation shall be applied between VFR flights as necessary. In addition, whenever a faster aircraft like an F406 is following a slower aircraft like a C208, the faster aircraft shall fly a wider route to remain clear of the slower aircraft.
- 2.1.7 IFR flights carrying out missed approach from runway 18 may be cleared to climb on runway heading until reaching FL 30 before turning left to UBVES depending on the traffic situation. To protect such traffic, FL30 for IFR traffic operating between HTDA and HTZA shall be delegated to Zanzibar Tower. Dar Approach shall request clearance from Zanzibar Tower FL30, and Zanzibar Tower shall keep Dar Approach promptly advised of all missed approaches. In addition, Dar Approach shall not descend aircraft inbound to Dar es Salaam from the North, North West, and North East to flight level 30 or below unless effective coordination with Zanzibar Tower has been done to establish the position of the aircraft carrying out instrument approach procedure in HTZA or such aircraft are descended with the help of radar or have reported overhead the facility.

- 2.1.8 To avoid delays all aircraft intending to operate HTDA –HTZA at FL30 shall request clearance for engine start-up from Tower.
- 2.1.9 Depending on the traffic situation, IFR flights carrying out VOR/DME approach runway 36 shall not be descended below flight level 30 until when established on the final approach track. Similarly, IFR flights carrying out VOR/DME approach runway 36 for visual circling to land runway 18 shall not be descended below flight level 30 until when established on the final approach track runway 18.
- 2.1.10 IFR flights from the South & South East of Zanzibar which have been cleared direct NEVAB for RNAV approach RWY 18 shall not be descended below FL 30 until passing the IAF, and all VFR flights to the North & North East from runway 18 shall be cleared to 1500ft with left turn heading 070 degrees; also IFR flights from the South & South West of HTZA which have been cleared direct UDNUR for RNAV approach runway 18 shall not be descended below FL40 until passing the IAF; and all VFR flights to the North & North West from runway 18 shall be cleared to 2500ft with a right turn heading 290 degrees. In all cases, the VFR flights shall be asked to resume normal navigation when the IFR flight has passed the IAF or when clear of the traffic either visually or on the radar.
- 2.1.11 Any deviation from these procedures for weather avoidance or any other reason should be reported to ATC immediately. The ATC unit which has been informed of deviation from these procedures shall inform other ATC units which may be affected by the deviation as soon as possible.
- 2.1.12 Approach Radar Controllers shall assist to sequence aircraft both VFR and IFR by close coordination with Tower and Approach procedural.
- 2.1.13 In case of Missed Approach by either IFR or VFR traffic coordination between Tower and Approach shall be effected immediately.

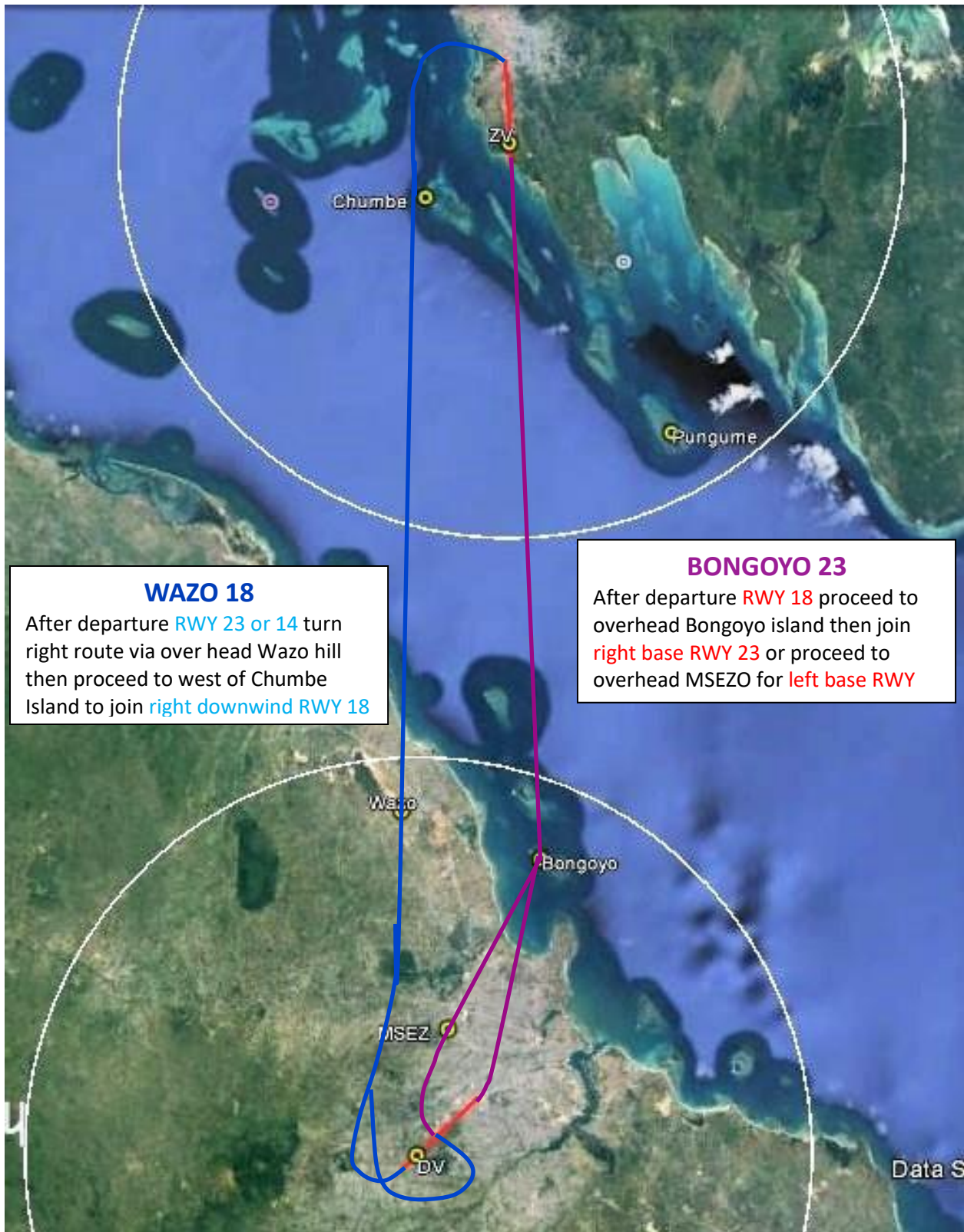
2.2 Sketch for HTZA RWY 36 and HTDA RWY 05 / 14



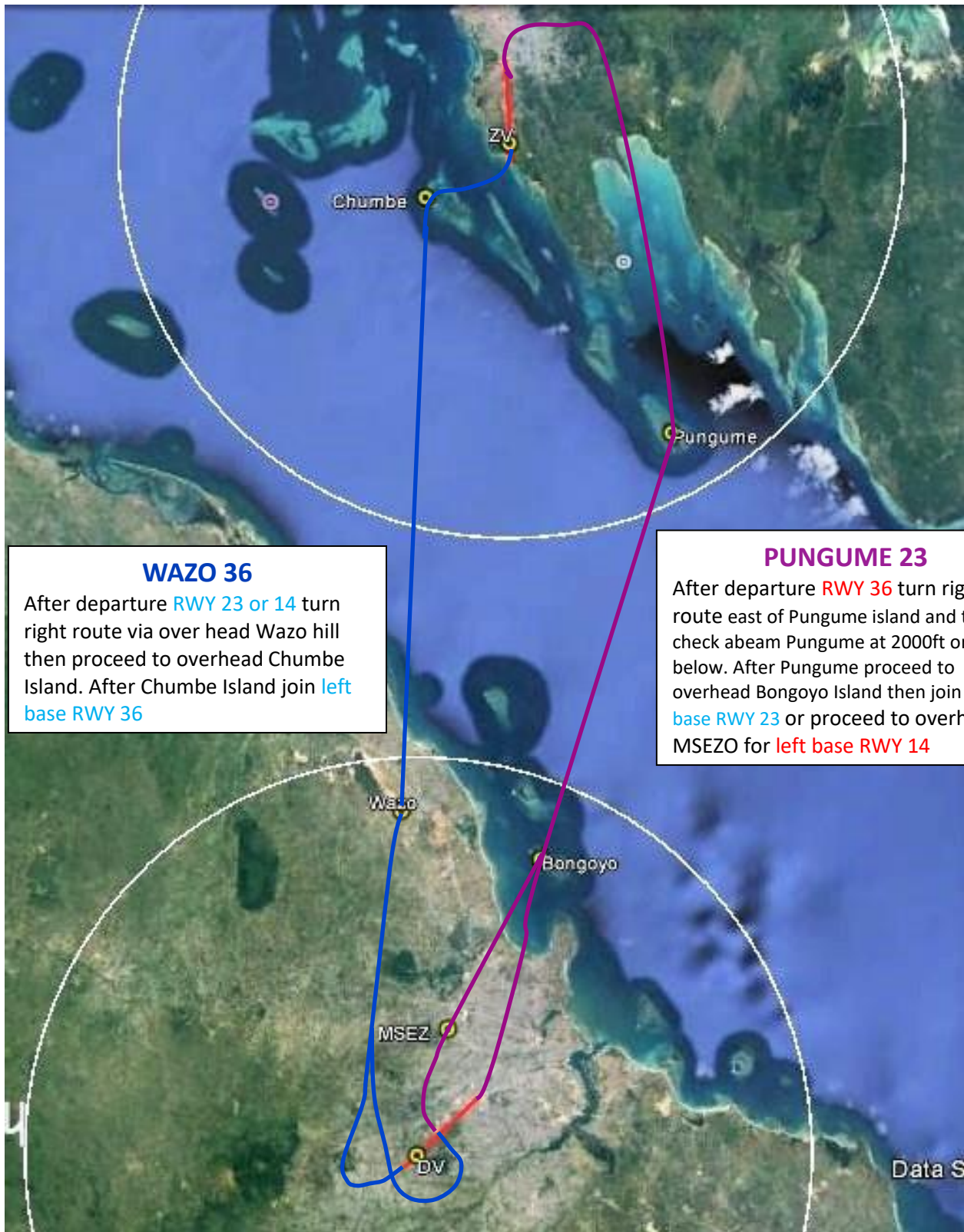
2.3 Sketch for HTZA RWY 18 and HTDA RWY 05 / 14



2.4 Sketch for HTZA RWY 18 and HTDA RWY 23 / 14



2.5 Sketch for HTZA RWY 36 and HTDA RWY 23 / 14



WAZO 36

After departure RWY 23 or 14 turn right route via over head Wazo hill then proceed to overhead Chumbe Island. After Chumbe Island join left base RWY 36

PUNGUME 23

After departure RWY 36 turn right to route east of Pungume island and to check abeam Pungume at 2000ft or below. After Pungume proceed to overhead Bongoyo Island then join right base RWY 23 or proceed to overhead MSEZO for left base RWY 14

2.6 Examples of Clearances

- (Call sign) cleared HTDA-HTZA via Bongoyo 18 FL35
- (Call sign) cleared HTDA-HTZA via Bongoyo 36 FL35
- (Call sign) cleared HTDA-HTZA via Wazo 18 FL35
- (Call sign) cleared HTZA-HTDA via Chumbe 05A FL45
- (Call sign) cleared HTZA-HTDA via Pungume 23 FL45
- (Call sign) cleared HTZA-HTDA via Bongoyo 23 FL45
- (Call sign) cleared HTZA-HTDA via Chumbe 05B FL45

2.7 Protection of Climb out area for HTDA

Climb out Area is an area within CTR bounded by Track 202° and 252° from DV for RWY 23; Track 022° and 072° from DV for RWY 05.

2.7.1 When RWY 23 is in use; All VFR traffic from Selous airstrips and South West shall enter the CTR on Track 202° or less from DV; or route south of **Magoza Primary School** for left downwind RWY23/left base RWY32; or Track 252° or greater from DV; or route north of **Kazimzumbwi Cement Factory** for right downwind RWY23 / right base RWY 14.

2.7.2 When RWY 05 is in use; All VFR traffic from North or North East (e.g. Tanga, Pemba, or Mombasa) shall route via **Wazo hill** for left downwind RWY05 / Left base RWY14.

2.8 Holding Visual Markers

Two holding visual markers have been established for holding VFR traffic whenever the need arises before they are cleared to approach for landing.

2.8.1 Mbezi Bus Stand:

Intended to be used to hold VFR flights inbound from traffic from North, West, and South West.

Location: Mbezi area along Morogoro road, R323° 7.8nm DV, (06° 47' 10.8" S, 039° 06' 43.2" E)

Holding Pattern: Right-hand holding pattern. Outbound 230° (*1minute*), Inbound 050° (*1minute*) and Base turn (*1minute*)

2.8.2 Rhino Cement Factory

Intended to be used to hold VFR flights inbound from East, South, and South West.

Location: Kisemvule area along Kilwa road, R154° 9.6nm DV, (07° 01' 46.2"S, 039° 16' 11.4"E)

Holding Pattern: Right-hand holding pattern. Outbound 050° (1 minute), Inbound 230° (1 minute), and Base turn (1 minute)

- 2.8.3 Elapsed time for one hold will be approximately 4 minutes. The time may vary taking into consideration that some VFR pilots may not be able to maintain the timings as required.
- 2.8.4 Two VFR traffic can hold at the same holding visual marker provided that vertical separation is maintained ie at 2500 feet and 1500 feet on the QNH.

Sketch for Protection of Climb out areas and holding Visual markers



3.0 PROCEDURES FOR VFR TRAFFIC DEPARTING FROM HTDA TO OTHER AERODROMES OTHER THAN HTZA

3.1 RUNWAY 05/14

3.1.1 VFR from HTDA to the North and North East. (HTTG, HTPE & HKMO)

After departure from runway 05/14 turn left to route via overhead Bongoyo Island; and from overhead Bongoyo Island proceed on track to destination

3.1.2 VFR from HTDA to the North West (HTKJ, HTDO, HKNW)

After the departure from runway 05/14 turn left on course to the destination.

3.1.3 VFR flights from HTDA to the south (HTMA, HTLI, HTMT)

After departure from runway 05 turn right on course to the destination or after departure runway 14 to climb on track to the destination

3.1.4 VFR from HTDA to the south West (HTME, HTBB, HTZW)

- After departure runway 05 or runway 14 turn right heading 180 degrees, to RNN after passing the CTR boundary or when instructed by ATC; or
- After departure runway 05 or runway 14 turn right to route south of Magoza Primary School. From South of Magoza Primary School proceed on track to the destination; or
- After departure runway 05 turn left to route North of Kazimzumbwi Cement Company. From North of Kazimzumbwi Cement Company proceed on track to the destination

3.2 RUNWAY 23/14

3.2.1 VFR flights from HTDA to the North, North West and North East:(HTDO, HTAR, HTTG, HTPE)

After departure from runway 23/14 turn right to route via overhead Wazo Hill or abeam Wazo Hill to the West, and from overhead Wazo Hill/ abeam Wazo Hill proceed on track to the destination

3.2.2 VFR flights from HTDA to the south (HTMA, HTLI, HTMT)

After departure from runway 23 turn left on course to the destination or after departure from runway 14 climb on track to the destination

3.2.3 VFR from HTDA to the south West (HTME, HTBB, HTZW)

After departure runway 23 climb on track to the destination or after departure runway 14 turn right to the route south of Magoza Primary School. From South of Magoza Primary School proceed on track to destination.

Note: No departure shall cross the centerline of the runway unless cleared by ATC.

4.0 PROCEDURES FOR VFR TRAFFIC INBOUND TO HTDA FROM OTHER AERODROMES OTHER THAN HTZA

4.1 RUNWAY 05/14

4.1.1 VFR flights from the North and North West (HTTG, HKNW, HTDO)

To route via overhead Wazo Hill or remain West of Wazo Hill, and from overhead/abeam Wazo Hill join left-hand base/left-hand downwind runway 05 or long final/left-hand base runway 14 as appropriate

4.1.2 VFR flights from the North and North West (HTTG, HKNW, HTDO)

To route via overhead Wazo Hill or remain West of Wazo Hill, and from overhead/abeam Wazo Hill join left-hand base/left-hand downwind runway 05 or long final/left-hand base runway 14 as appropriate

4.1.3 VFR flights from the North East (HTPE, HKMO)

To route via overhead Wazo Hill/West of Wazo Hill and from overhead/abeam Wazo Hill to join left-hand base/left-hand downwind runway 05 or long final/left-hand base runway 14, and cross the mainland coastline at FL45 or above

4.1.4 VFR flights from the South (HTMA, HTMT, HTLI)

To join right base runway 05 or right/left hand downwind runway 14

4.1.5 VFR flights from the South West (HTME, HTBB, HTSG)

To join long final runway 05 or route north of Kazimzumbwi Cement Company to join right-hand base runway 14

4.2 RUNWAY 23/14

4.2.1 VFR flights from the North East (HKMO, HTPE)

To route via overhead Bongoyo Island and from overhead Bongoyo Island join right-hand base runway 23 or from overhead Bongoyo Island proceed to MSEZO and then join left-hand base runway 14.

4.2.2 VFR flights from the North and North West (HTDO, HTAR, HKNW)

To join right-hand base runway 23 or long final runway 14 as appropriate

4.2.3 VFR flights from South West (HTME, HTBB, HTSG, HTSO etc.)

Route South of Magoza Primary School to join left-hand downwind runway 23 or north of Kazimzumbwi Cement Company for right-hand downwind runway 23 or right-hand base runway 14

4.2.4 VFR flights from the South (HTMA, HTMT, HTLI)

To join on left-hand base runway 23 or left/right-hand downwind runway 14 as appropriate.

5.0 PROCEDURES FOR TRAFFIC TRANSITING THE DAR CONTROL ZONE - HTZA/SOUTH- HTZA

- 5.1 To maintain an altitude of 2500ft on QNH or below whilst flying within the control zone
- 5.2 Traffic from Selous Game Reserve is to contact Dar Tower prior to entering the Dar CTR and to be released to Zanzibar Tower upon checking the Dar CTR boundary
- 5.3 Traffic from HTZA to contact Dar Tower upon checking the Zanzibar CTR boundary outbound and shall be transferred to Dar Approach upon checking the Dar CTR outbound

6.0 PROCEDURES FOR VFR TRAFFIC OPERATING WITHIN THE SELOUS GAME RESERVE

- 6.1 Traffic below FL45 to tune to 118.2 MHZ
- 6.2 Traffic at or above FL45 to tune to Dar Approach Frequency 119.6 MHZ

7.0 PROCEDURES FOR TRAFFIC OPERATING BETWEEN COASTAL AERODROMES AT OR BELOW FL45

VFR Traffic from HTDA to HTTG/HTPE/HKMO/Sadani to contact Zanzibar Tower on 121.2 MHZ at Zanzibar CTR boundary and Inbound traffic from HTTG/HTPE/HKMO to HTDA to contact Zanzibar Tower on 121.2 MHZ and be transferred to Dar Approach (for traffic operating above 2500ft) or Dar Tower (for traffic operating at or below 2500ft) after crossing Zanzibar CTR boundary outbound.

8.0 PROCEDURES FOR VFR TRAFFIC BETWEEN HTZA AND HTTG/HTPE/HKMO/SADANI

- 8.1 Outbound Traffic is to be transferred to respective destinations when in contact
- 8.2 Outbound Traffic to Sadani be transferred to 118.2 MHZ when they have a destination in sight or top of descent
- 8.3 Inbound traffic to HTZA be transferred to HTZA Approach 121.2 MHZ when in contact
- 8.4 Inbound traffic from Sadani to contact Zanzibar Approach on 121.2 MHZ as soon as possible after airborne.

9.0 PROCEDURES FOR VFR TRAFFIC BETWEEN HTTG AND HTPE/HKMO

- 9.1 Aircraft operating between HTTG and HTPE to remain on the frequency of departure aerodrome until in contact with the destination aerodrome.
- 9.2 Aircraft operating between HTTG/HTPE and HKMO to remain on the frequency of departure aerodrome until crossing the FIB. Inbound traffic from HKMO to HTTG/HTPE is to be released to the destination

10.0 LOCATION OF VISUAL MARKERS

Name	Coordinates	Track and distance from DV VOR	Track and distance from ZV VOR
Bongoyo Island	06°41' 50.000"S 039°15'53.000"E	021°, 12Nm	174°, 28NM
Wazo Hill Cement Factory	06°40' 12.000"S 039°10'30.000"E	355°, 13Nm	187°, 26NM
Mkapa Special Economic Zone (MSEZO)	06°48' 26.000"S 039°12'34.000"E	012°, 5NM	182°, 34NM
Pungume Island	06°25' 39.257"S 039°20'18.841"E	018°, 29NM	149°, 13NM
Chumbe Island	06°16' 46.539"S 039°10'37.711"E	359°, 36NM	235°, 4NM
Kazimzumbwi Cement Company	06°55' 56.000"S 039°01'43.000"E	255°, 10NM	196°, 43NM
Magoza Primary School	07°05' 19.000"S 039°06'13.000"E	204°, 14NM	188°, 51NM
Kimbulumbulu Island	06°49' 16.000"S 039°21'19.000"E	067°, 11NM	168°, 35NM
Mbezi bus stand	06° 47' 10.8" S, 039° 06' 43.2" E	323°, 7.8NM	
RHINO Cement Company	07° 01' 46.2"S, 039° 16' 11.4"E	154°, 9.6NM	