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

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Director General

OPERATIONS OF FOREIGN REGISTERED AIRCRAFT IN THE UNITED REPUBLIC OF TANZANIA

1. INTRODUCTION

- 1.1. This AIC provides safety oversight-related guidance for operations into the **United Republic of Tanzania** by foreign-registered aircraft. These aircraft are authorised to operate in the country under Short Term Licences (STLs) based on The Civil Aviation (Operation of Aircraft) Regulations, 2017 and Civil Aviation (Economic Regulation) Regulations, 2006.
- 1.2. The AIC applies to aircraft whose Certificates of Registration and Airworthiness are issued and controlled by Civil Aviation Administrations of States other than the United Republic of Tanzania.
- 1.3. Additional information concerning the Authority's requirements in the submission and processing of the flight permits (STLs) is also included.

2. BACKGROUND

- 2.1. The responsibility of safety oversight of aircraft operations lies, primarily, with the State of the Operator. As a contracting State to the Chicago Convention, **The United Republic of Tanzania** is required to recognize certificates issued by another Contracting State acting as the State of Operator, provided that the requirements under which the certificates are issued are at least equal to the applicable standards specified in Annex 6 to the Convention.
- 2.2. As a minimum requirement, Tanzania Civil Aviation Authority (The Authority), as a Civil Aviation Administration in the United Republic of Tanzania, should review the Operator's safety and relevant documentation related to aircraft and crew, prior to the flight operations. The review should also be supplemented by safety-related information.

3. APPLICABILITY

- 3.1. All non-scheduled/Adhoc flights operated by aircraft registered by States other than the United Republic of Tanzania require relevant flight permits (STLs) from the Authority while operating into, out of and within the **United Republic of Tanzania** prior to starting the intended operations. This excludes flights operated by aircraft which are designated under the framework of Bilateral Air Services Agreements (BASAs) between Tanzania and respective States.
- 3.2. The flight(s) in question shall be operated by specified aircraft, on specific dates for specific reasons as stated on the approved permit (STL).
- 3.3. A flight permit shall be limited to seven (7) days. In case the purpose of the operation(s) necessitates days of operations that exceed 7 days, the Director General may consider the request with merits, but approval will not exceed six (6) months and following Aeronautical Information Publication (AIP) GEN 1.2-1.
- 3.4. There shall be an allowance of twenty-four (24) hours prior to or after the date of the operation indicated on the flight permit beyond which a new permit/amendment of the permit shall be required. This means STL approved for a certain date shall be valid for the approved operations on that date or dates falling between 24 hours before and 24 hours after the approved date of the operation(s).
- 3.5. In applying for the flight permit, aircraft operators, and aviation agents (on behalf of the operator) are required to register themselves to the portal in order to access the online permit system. To register, contact the TCAA permit office through this email: flightpermits@tcaa.go.tz.
- 3.6. All permits (STLs) applications should be submitted through TCAA Flight Permit Portal (e-Services) after being registered and having received login information from the TCAA permit office.
- 3.7. For aircraft operating to/from outside Tanzania, unless otherwise authorized the aerodrome of entry and exit shall be those listed in AIP GEN 1.2.1 to 1.2.3 or AIP Supplements.
- 3.8. Aircraft issued with permits are required to carry them on board and produce them for examination when so requested by designated aerodrome officers, and/or any approved entity for verification and validation. Failure to produce such a permit may result in the arrest of the pilot and detention of the aircraft.
- 3.9. Aircraft entered into Tanzanian airports or airspace by flying or as cargo by other means of Transportation, should have a valid permit from Tanzania Civil Aviation Authority. Failure to comply will result in legal consequences as per Economic regulation 2006, Licensing of Air Services).
- 3.10. Commercial flights, requiring long-term air service licenses shall continue to comply with regulations and procedures relating to licensing of air services currently in force.
- 3.11. Rules and regulations for diplomatic, State and military aircraft remain as detailed in Aeronautical Information Publication - GEN 1.2.3.

4. CONDITIONS

For the purposes of regulatory oversight, including undertaking safety enforcement of aircraft and operations involving the said foreign-registered aircraft while operating in the United Republic of Tanzania, either of the following must be observed:

- (a) A State in which the aircraft is registered must possess an Agreement with the United Republic of Tanzania in line with Article 83*bis* of the Chicago Convention) as per the Civil Aviation Act, Cap. 80 and other relevant documents; or
- (b) The aircraft must be registered in the United Republic of Tanzania if the operations are intended to exceed six (6) months; or
- (c) Notwithstanding the requirements of safety, security or environment, the Director General of Tanzania Civil Aviation Authority, may consider other criteria given prevailing circumstances for the interest of the public.

5. PROCEDURE

- 5.1. The procedure for Article 83*bis* application and approval requires the owner/operator wishing to operate an aircraft necessitating the transfer or acceptance of safety oversight responsibilities from another Contracting State to apply to her Authority indicating the likelihood of transferring oversight duties and responsibilities to the Authority in the **United Republic of Tanzania**.
- 5.2. The relevant foreign Civil Aviation Administration will evaluate the capacity of the United Republic of Tanzania, capability and competence to undertake the effective safety oversight functions of the aircraft in question. Upon successful completion of the evaluation process, Article 83*bis* Agreement will be entered into and signed by the two states' Civil Aviation Administrations.

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