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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.
