THE UNITED REPUBLIC OF TANZANIA

CHAPTER 80

THE CIVIL AVIATION ACT,

THE CIVIL AVIATION (APPROVED MAINTENANCE ORGANISATION) REGULATIONS

[SUBSIDIARY LEGISLATION]

REVISED EDITION 2026

This Revised Edition of The Civil Aviation (Approved Maintenance Organisation) Regulations, GN No. 55 of 2017 has been revised up to and including 31st July, 2026 and is printed under the authority of section 4 of the Laws Revision Act, Chapter 4.

Dodoma,
31st July, 2026

HAMZA SAID JOHARI
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CHAPTER 80

THE CIVIL AVIATION ACT,

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CHAPTER 80

THE CIVIL AVIATION ACT,

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REGULATIONS

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(Made under section 5)

THE CIVIL AVIATION (APPROVED MAINTENANCE ORGANISATION) REGULATIONS

[24th February,2017]
[DPG]

GN. No.
55 of 2017
372 of 2023

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Civil Aviation (Approved Maintenance Organisation) Regulations.

Interpretation
GN. No.
372 of 2023
reg. 2

2. In these Regulations, unless the context otherwise requires-

"acceptable" means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation;

"accountable manager" means the manager acceptable to the Authority who has corporate authority for ensuring that all maintenance activities required by the owner or operator of an aircraft are financed and carried out to the standard required by the Authority;

"aeronautical product" means any aircraft, engine, propeller, or subassembly, appliance, material,

part, or component to be installed thereon;

"aircraft" means any machine that can derive support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth's surface;

"aircraft component" means any assembly, item component, part of an aircraft up to and including a complete powerplant or any operational or emergency equipment;

"aircraft type" means all aircraft of the same basic design;

"airframe" means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of a powerplant), and landing gear of an aircraft and their accessories and controls

"airworthiness data" means any information necessary to ensure that an aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment, as appropriate, is assured;

"airworthiness directive" means a regulatory document which identifies aeronautical products in which an unsafe condition exists, and where the condition is likely to exist or develop in other aeronautical products of the same type design prescribes mandatory corrective actions to be taken or the conditions or limitations under which the aeronautical products may continue to be operated;

"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

"appliance" means Instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight including parachutes and including communication equipment and any other mechanism or

mechanisms installed in or attached to aircraft during flight, and which are not part or parts of aircraft, aircraft engines, or propellers;

"approved" means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval;

"approved by the Authority" means approved by the Authority directly or in accordance with a procedure approved by the Authority;

"approved data" means technical information approved by the Authority;

"approved continuous maintenance program" means a maintenance program approved by the State of Registry;

"approved maintenance organisation" herein also referred to as AMO, means an organisation approved by the Authority to perform specific aircraft maintenance activities;

"approved standard" means a manufacturing, design, maintenance, or quality standard approved by the Authority;

"approved training" means training carried out under special curricula and supervision approved by the Authority

"article" means any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or part;

"Authority" means the Tanzania Civil Aviation Authority;

"calibration" means a set of operations performed in accordance with a definite documented procedure that compares the measurement performed by a measurement device or working standard with a recognised bureau of standards for the purpose of detecting and reporting or eliminating adjustment errors in the measurement device, working standard, or aeronautical product tested;

"certificate of release to service" means document which contains a certification confirming that the

maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation's procedures manual or under an equivalent system;

"certifying staff" means personnel authorised by the approved maintenance organisation in accordance with a procedure acceptable to the Authority to certify an aircraft or aircraft components for release to service;

"competency" means a combination of skills, knowledge and attitudes required to perform a task to the prescribed standard;

"composite" means structural materials made of substances, including, but not limited to, wood, metal, ceramic, graphite, boron, epoxy, plastic, fibre-reinforced built-in strengthening agents that may be in the form of filaments, foils, powders, or flakes, of a different material;

"composite structure" means a type of aircraft structure made of plastic resins reinforced with strong light weight filaments;

"computer system" means any electronic or automated system capable of receiving, storing, and processing external data, and transmitting and presenting such data in a usable form for the accomplishment of a specific function;

"Contracting State" means a state that is signatory to the Convention on International Civil Aviation (Chicago Convention);

"engine" means a unit used or intended to be used for aircraft propulsion, consisting of at least those components and equipment necessary for functioning and control, but excludes the propeller, where applicable;

"facility" means a physical plant, including land, buildings, and equipment, which provides the means for the performance of maintenance, preventive maintenance, or modifications of any article;

"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 axis;

"housing" means buildings, hangers, and other structures to accommodate the necessary equipment and materials of a maintenance organisation that-

(a) provide working space for the performance of maintenance, preventive maintenance, or modifications for which the maintenance organisation is certificated and rated;

(b) assembly, and testing;

(c) provide structures for the proper protection of aircraft, airframes, aircraft engines, propellers, appliances, components, parts, and subassemblies thereof during disassembly, cleaning, inspection, repair, modification; and

(d) provide for the proper storage, segregation, and protection of materials, parts, and supplies;

"inspection" means the examination of an aircraft or aeronautical product to establish conformity with a standard approved by the Authority;

"line maintenance" means any unscheduled maintenance resulting from unforeseen events, or scheduled checks that contain servicing and/or inspections that do not require specialised training, equipment or facilities;

"maintenance" means the performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

"maintenance procedures manual" means a document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality

assurance or inspection systems;

"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 records" means records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part;

"major modification" in respect of an aeronautical product for which a type certificate has been issued, means a change in the type design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operations, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product;

"major repair" means a repair of an aeronautical product that might appreciably affect the weight, balance, structural strength, performance, power plant, operations, flight characteristics, or other qualities affecting airworthiness or environmental characteristics, or that will be embodied in the product using non-standard practices;

"modification" means a change to the type design of an aircraft or aeronautical product in conformity with an approved standard;

"operator" means a person, organization or enterprise, engaged in or offering to engage in an aircraft operation;

"overhaul" means the restoration of an aircraft or aircraft component using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and testing in accordance with approved standards and technical data, or in accordance with current standards and technical data

acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorisation (PMA) or Technical Standard Order (TSO);

"powerplant" means the system consisting of all the engines, drive system components where applicable, and propellers when installed, their accessories, ancillary parts, fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter;

"prescribed" means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states "shall," or a discretionary requirement if the written policy or methodology states "may";

"preventive maintenance" means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations;

"propeller" means a device for propelling an aircraft that has blades on an engine driven shaft and that when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation; it includes control components normally supplied by its manufacturer, and does not include main and auxiliary rotors or rotating airfoils of engine;

quality control" means the regulatory inspection process through which actual performance is compared with standards, such as the maintenance of standards of manufactured aeronautical products, and any difference is acted upon;

"quality system" means Documented organisational procedures and policies; internal audit of those policies procedures; management review and recommendation for quality improvements;

"rating" means an authorisation entered on, or associated

with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate;

"rebuild" means the restoration of an aircraft or aircraft component by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits;

"repair" means the restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear;

"signature" means an individual's unique identification used as a means of authenticating a record entry or record. A signature may be hand-written, electronic, or any other form acceptable to the Authority;

specialised maintenance" means any maintenance not normally performed by an approved maintenance organisation;

"specific operating provisions" means a document describing the ratings in detail and containing or referencing material and process specifications used in performing repair work, along with any limitations applied to the maintenance organisation;

"standard" means an object, artifact, tool, test equipment, system, or experiment that stores, embodies, or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity and also includes a document describing the operations and process that must be performed in order for a particular end to be achieved;

"State of Design" means the State having jurisdiction over the organization responsible for the type design;

"State of Manufacture" means the State having jurisdiction over the organization responsible for the final assembly of the aircraft;

"State of Registry" Means the State on whose register the aircraft is entered;

"traceability" means a characteristic of a calibration, analogous to a pedigree, a traceable calibration is achieved when each measurement device and working standard, in a hierarchy stretching back to the National Standard, was itself properly calibrated, and the results properly documented, the documentation provides the information needed to show that all calibrations in the chain of calibrations were properly performed;

"training program" means a program that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum;

"type certificate" means a document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State;

"type design" means the set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination;

Application. GN. No. 372 of 2023 reg. 3

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

PART II

CERTIFICATION

Certificate and Specific Operating Provisions GN. No. 372 of 2023 reg. 4

4.-(1) A person who intends to operate as an approved maintenance organisation shall apply for a certificate from the Authority in terms of these Regulations.

(2) A person who operates as an approved maintenance organisation-

(a) without an Approved Maintenance Organisation Certificate herein also referred to; or

(b) in violation of the terms of the certificate issued under these Regulations, commits an offence and shall be liable to the penalty stipulated in the Second Schedule to these Regulations.

(3) An AMO may perform maintenance, preventive maintenance, or modifications on an aircraft, airframe, engine, propeller, appliance, component or its part only for which it is rated and within the limitations placed in its Specific Operating Provisions.

(4) An AMO certificate shall consist of-

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

(b) specific operating provisions approved by the Authority containing the terms and conditions applicable to the AMO.

(5) An AMO certificate shall-

(a) be in the form to be prescribed by the Authority; and

(b) in the minimum, contain the following information:

(i) a certificate number specifically assigned to the AMO;

(ii) name and location of the main place of business of the AMO;

(iii) date of expiration; and

(iv) conditions of approval.

(6) Specific Operating Provisions shall contain-

(a) a certificate number specifically assigned to the AMO;

(b) name of the AMO;
(c) date of expiration;
(d) class or limited ratings issued in detail, including special approvals and limitations issued;
(e) date issued or revised; and
(f) authorized signatures of the AMO and the Authority.

(7) The certificate issued to an AMO shall be displayed in the premises for inspection by the public and the Authority.

Advertising

5.-(1) An AMO shall not:
(a) advertise as a certificated approved maintenance organisation unless an approved maintenance organisation certificate has been issued to it; and
(b) a certificated AMO shall not make any statement, either in writing or orally, about itself that is false or is designed to mislead any person.

(2) Where an AMO advertises its services, the advertisement shall indicate the AMO's status of certification as well as the certificate number.

Application for an AMO Certificate GN. No. 372 of 2023 reg. 5

6. An applicant for an AMO certificate shall submit the following documents to the Authority, at least ninety days before the intended day of operations-
(a) an application on the form and manner prescribed by the Authority;
(b) the applicant's maintenance procedures manual in duplicate;
(c) a list of the maintenance functions to be performed, under contract, by another AMO;
(d) a list of all AMO certificates and ratings pertinent to the certificates issued by any Contracting State other than the United Republic;
(e) documentation of the maintenance organisation's quality system; and
(f) any other information which the Authority

may require.

Issue of an AMO certificate GN. No. 372 of 2023 reg. 6

7.-(1) The Authority shall issue an AMO certificate:

(a) after inspection conducted by the Authority;

(b) where the AMO meets the requirement of these Regulations; and

(c) where the AMO is properly and adequately equipped to perform the maintenance of aircraft or aircraft component for which it seeks approval.

(2) Where the principal AMO is found to have additional facilities at fixed locations, the Authority may approve that AMO without certificating each facility as a stand-alone provided that:

(a) all of the facilities are localized and within a defined area; and

(b) all facilities operate under the approval of the principal AMO certificate and operations specifications.

Validity and renewal of certificate GN. No. 372 of 2023 reg. 7

8.-(1) The certificate issued to an AMO shall be valid for a period of twelve months from the date of issuance or renewal, unless -

(a) a shorter period is specified by the Authority

(b) the Authority amends, suspends, revokes or otherwise terminates the certificate;

(c) the AMO surrenders it to the Authority; or

(d) the AMO suspends its operations for more than 180 continuous days.

(2) A person to whom an AMO certificate is issued shall, upon suspension or revocation of the certificate return the certificate, to the Authority.

(3) An application for renewal of an AMO certificate shall be made on the form to be prescribed by the Authority at least sixty days before the certificate expires.

(4) Where a request for renewal is made more than one hundred and eighty days after the expiry of an AMO certificate, the applicant shall meet the requirements provided for in regulation 6.

Continued validity of approval

9. The continued validity of an AMO certificate shall, unless the certificate has previously been surrendered, suspended, revoked or expired dependent upon-

(a) the AMO remaining in compliance with these regulations; and

(b) the Authority being granted access to the organisation's facilities to determine continued compliance with these Regulations.

Changes to the AMO and certificate amendments GN. No. 372 of 2023 reg. 8

10.-(1) For the purpose of determining compliance of these Regulations by the Authority, an AMO shall notify the Authority of any intended changes to any matter referred to under subregulation (2).

(2) An AMO shall not affect the following changes, without prior approval of the Authority-

(a) the name of the AMO;

(b) the location of the AMO;

(c) additional locations of the AMO;

(d) the accountable manager;

(e) any of the management personnel specified in the AMO's maintenance procedure manual;

(f) the facilities, equipment, tools, material, procedures, work scope and certifying staff that could affect the approval; and

(g) ratings held by the AMO whether granted by the Authority or held through an AMO certification issued by another contracting state.

(3) An AMO that contravenes the provisions of subregulation (2) commits an offence and shall be liable for suspension by the Authority.

(4) The Authority may, unless it determines that an approval should be suspended, prescribe the conditions under which the AMO may operate during interim the period of change.

(5) An application for the amendment of an existing AMO certificate shall be:

(a) in form and in the manner prescribed by the Authority; and

(b) where applicable, be accompanied by the required amendment to the maintenance procedures manual to the Authority for approval.

Ratings of the AMO
GN. No. 372 of 2023 reg. 9

11. The following ratings may be issued to an AMO:

(a) airframe ratings-
  (i) Class 1: Composite construction of small aircraft;
  (ii) Class 2: Composite construction of large aircraft;
  (iii) Class 3: All-metal construction of small aircraft;
  (iv) Class 4: All-metal construction of large aircraft;

(b) power plant ratings-
  (i) Class 1: Reciprocating engines of 400 horsepower or less;
  (ii) Class 2: Reciprocating engines of more than 400 horsepower;
  (iii) Class 3: Turbine engines;

(c) propeller ratings-
  (i) Class 1: All fixed pitch and ground adjustable propellers of wood, metal, or composite construction;
  (ii) Class 2: All other propellers, by make;

(d) radio ratings-
  (i) Class 1: Communication equipment:
  Any radio transmitting equipment or receiving equipment, or both, used in aircraft to send or receive communications in flight, regardless of carrier frequency or type of modulation used; including auxiliary and related aircraft interphone systems, amplifier systems, electrical or electronic inter-crew signaling devices, and similar equipment; but not including equipment used for navigation of the aircraft or as an aid

to navigation, equipment for measuring altitude or terrain clearance, other measuring equipment operated on radio or radar principles, or mechanical, electrical, gyroscopic, or electronic instruments that are a part of communications radio equipment;

(ii) Class 2: Navigational equipment: Any radio system used in aircraft for en route or approach navigation the flight director system, except equipment operated on radar or pulsed radio frequency principles, but not including equipment for measuring altitude or terrain clearance or other distance measuring equipment operated on radar or pulsed radio frequency principles;

(iii) (iii)Class 3: Radar equipment: Any aircraft electronic system operated on radar or pulsed radio frequency principles.

(e) instrument ratings-

(i) Class 1: Mechanical: Any diaphragm, bourdon tube, aneroid, optical, or mechanically driven centrifugal instrument that is used on aircraft or to operate aircraft, including tachometers, airspeed indicators, pressure gauges drift sights, magnetic compasses, altimeters, or similar mechanical instruments;

(ii) Class 2: Electrical: Any self-synchronous and electrical indicating instruments and systems, including remote indicating instruments, cylinder head temperature gauges, or similar electrical instruments;

(iii) Class 3: Gyroscopic: Any instrument or system using gyroscopic principles

and motivated by air pressure or electrical energy, including automatic pilot control units, turn and bank indicators, directional gyros, and their parts, and flux gate and gyrosyn compasses; and

(iv) Class 4: Electronic: Any instruments whose operation depends on electron tubes, transistors, electronic display or similar devices including capacitance type quantity gauges, system amplifiers, and engine analyzers.

(f) computer systems rating-

(i) Class 1: Aircraft computer systems;

(ii) Class 2: Powerplant computer systems; and

(iii) Class 3: Avionics computer systems;

(g) accessory ratings-

(i) Class 1: Mechanical accessories that depend on friction, hydraulics, mechanical linkage, or pneumatic pressure for operation, including aircraft wheel brakes, mechanically driven pumps, carburetors, aircraft wheel assemblies, shock absorber struts and hydraulic servo units;

(ii) Class 2: Electrical accessories that depend on electrical energy for their operation, and generators, including starters, voltage regulators, electric motors, electrically driven fuel pumps magnetos, or similar electrical accessories;

(iii) Class 3: electronic accessories that depend on the use of an electron tube transistor, or similar device, including supercharger, temperature, air conditioning controls, or similar electronic controls; and (iv) Class 4: Auxiliary Power Unit (APU) that may be installed on aircraft as self-

contained units to supplement the aircraft's engines as a source of hydraulic, pneumatic, or electrical power.

Limited rating to AMO
GN. No. 372 of 2023 reg. 10

12.-(1) Where the Authority deems it necessary, it may issue a limited rating to an AMO that maintains or alters only a particular type of airframe, power plant, propeller, radio, instrument, computer or accessory, or parts thereof, or performs only specialised maintenance requiring equipment and skills not ordinarily found in an AMO with ratings as specified in regulation 11.

(2) The rating issued under sub regulation (1) may be limited to a specific model aircraft, engine, or constituent part, or to any number of parts made by a particular manufacturer to-

(a) airframes of a particular make and model;
(b) engines of a particular make and model;
(c) propellers of a particular make and model;
(d) instruments of a particular make and model;
(e) computers of a particular make and model;
(f) radio equipment of a particular make and model;
(g) accessories of a particular make and model;
(h) landing gear components;
(i) floats, by make;
(j) non-destructive inspection, testing and processing;
(k) emergency equipment by make and model;
(l) Rotor blades by make and model;
(m) aircraft fabric work; or
(n) any for other purpose which the Authority finds the applicant's request to be appropriate.

(3) A specialised service rating may be issued to an AMO to perform specific maintenance or processes and the specific operating provisions of the AMO shall identify the specification used in performing specialised services which may be -

(a) a civil or military specification that is currently used by industry and approved by

the Authority; or

(b) a specification developed by the AMO and approved by the Authority.

AMO capability
GN. No.
372 of 2023
reg. 16

13.-(1) Except for functions that are contracted out, each certificated AMO shall provide equipment and material so that the functions listed in this regulation as appropriate to the class or limited rating held or applied for, can be performed as required.

(2) In the case of an airframe rating, Classes 3 and 4 as stipulated under regulation 11-

(a) the functions in respect to metal skin and structural components shall be to-
  (i) repair and replace steel tubes and fittings using the proper welding techniques, when appropriate;
  (ii) apply anticorrosion treatment to the interior and exterior of parts;
  (iii) perform simple machine operations;
  (iv) fabricate steel fittings;
  (v) repair and replace metal skin;
  (vi) repair and replace alloy members and components;
  (vii) assemble and align components using jigs or fixtures;
  (viii) make up forming blocks or dies; or
  (ix) repair or replace ribs;

(b) the functions in respect to wood structure shall be to:
  (i) repair ribs and spars;
  (ii) align interior of wings;
  (iii) repair or replace plywood skin; or
  (iv) apply treatment against wood decay;

(c) the functions in respect to fabric covering are repair of fabric surfaces;

(d) the functions in respect to aircraft control systems shall be to-
  (i) repair and replace control cables;
  (ii) rig complete control system;
  (iii) replace and repair all control system components; or

(iv) remove and install control system units and components;

(e) the functions in respect to aircraft systems shall be to-

(i) replace and repair landing gear hinge-point components and attachments;
(ii) maintain elastic shock absorber units;
(iii) conduct landing gear retraction cycle tests;
(iv) maintain electrical position indicating and wiring systems;
(v) repair and fabricate fuel, pneumatic, hydraulic, and oil lines;
(vi) diagnose electrical and electronic malfunctions;
(vii) repair and replace electrical wiring and electronic data transmission lines;
(viii) install electrical and electronic equipment; or
(ix) perform bench check of electrical and electronic components, not to be confused with the more complex functional test after repair or overhaul;

(f) the functions in respect to assembly operations shall be to-

(i) assemble aircraft components or parts, such as landing gear, wings, and controls;
(ii) rig and align aircraft components, including the complete aircraft and control system;
(iii) install power plants;
(iv) install instruments and accessories;
(v) assemble and install cowlings, fairings, and panels;
(vi) maintain and install windshields and windows;
(vii) maintain and install windshields and panels;
(viii) jack or hoist complete aircraft; or
(ix) balance flight control surfaces;

(g) non-destructive inspection and testing using dye penetrants and magnetic, ultrasonic, radiographic, fluorescent, or holographic inspection techniques;

(h) the functions in respect to inspection of metal structures are the inspection of metal structures using appropriate inspection equipment to perform the inspections required on an aircraft.

(3) For an airframe rating Classes 1 and 2, in addition to having the capability to perform the appropriate functions set forth for Class 1, 2, 3, or 4 airframe ratings, an approved maintenance organisation holding a Class 1 or 2 airframe rating for composite aircraft shall have the following equipment-

(a) autoclave capable of providing positive pressure and temperature consistent with materials used;

(b) a circulating oven with vacuum capability storage equipment, such as freezer, refrigerator, and temperature control cabinets or other definitive storage areas;

(c) honeycomb core cutters;

(d) non-destructive inspection equipment such as x-ray, ultrasonic, or other types of acoustic test equipment as recommended by the manufacturer;

(e) cutting tools, such as diamond or carbide saws or router bits, suitable for cutting and trimming composite structures;

(f) scales adequate to ensure proper proportioning by mass of epoxy adhesive and resins;

(g) mechanical pressure equipment such as vacuum bagging or sand bags, as appropriate;

(h) thermocouple probes necessary to monitor cure temperatures;

(i) hardness testing equipment using heat guns that are thermostatically controlled for curing repairs; and

(j) appropriate inspection equipment to perform

inspection of composite structures as recommended by the manufacturer and as required for inspection of an aircraft under these regulations.

(4) For a power plant rating, Class 1and 2-

(a) the functions in respect to maintenance and modification of power plants, including replacement of parts shall be to-
  (i) perform chemical and mechanical cleaning;
  (ii) perform disassembly operations;
  (iii) replace bushings, bearings, pins, and inserts
  (iv) perform heating operations that may involve the use of recommended techniques that require controlled heating facilities;
  (v) perform chilling or shrinking operations;
  (vi) remove and replace studs;
  (vii) inscribe or affix identification information;
  (viii) paint power plants and components; and
  (ix) apply anticorrosion treatment for parts;

(b) the functions in respect to inspection of all parts, using appropriate inspection aids shall be to-
  (i) determine precise clearances and tolerances of all parts; and
  (ii) inspect alignment of connecting rods, crankshafts and impeller shafts;

(c) accomplishment of routine machine work-
  (i) ream inserts, bushings, bearings, and other similar components;
  (ii) reface valves;

(d) the functions in respect to accomplishment of assembly operations shall be to-
  (i) perform valve and ignition-timing operations;

(ii) fabricate and test ignition harnesses;
(iii) fabricate and test rigid and flexible fluid lines;
(iv) prepare engines for long or short term storage; and
(v) hoist engines by mechanical means.

(5) For a power plant rating Classes 3, in addition to having the capability to perform the appropriate functions as required for Class 1 and 2 power plant ratings, a maintenance organisation holding a Class 3 power plant rating shall have the following equipment-

(a) testing equipment;
(b) surface treatment anti-gallant equipment;
(c) functional equipment requirements as recommended by the manufacturer; and
(d) appropriate inspection equipment.

(6) For propeller rating class 1 the functions are to-

(a) remove and install propellers;
(b) maintain and alter propellers, including installation and replacement of parts to:
(i) replace bladed tipping;
(ii) refinish wood propellers;
(iii) make wood inlays;
(iv) refinish plastic blades;
(v) straighten bent blades within repairable tolerances;
(vi) modify blade diameter and profile;
(vii) polish and buff; and
(viii) perform painting operations;
(c) inspect components using appropriate inspection aids to inspect-
(i) propellers for conformity with manufacturer's drawings and specifications;
(ii) hubs and blades for failures and defects using all visual aids, including the etching of parts; and
(iii) hubs for wear of splines or keyways or any other defect;
(d) balance propellers to test-

(i) for proper track on aircraft; and
(ii) for horizontal and vertical unbalance using precision equipment.

(7) For propeller rating class 2, the functions are to-

(a) remove and install aircraft propellers, which may include installation and replacement of parts and-
(i) perform all functions listed under Class 1 propellers when applicable to the make and model of propeller in this class;
(ii) properly lubricate moving parts;
(iii) assemble complete propeller and subassemblies using special tools when required;
(b) inspect components using appropriate inspection aids for those functions listed for Class 1 propellers under sub regulation 6(b) and 6(c) when applicable to the make and model of the propeller being worked on;
(c) repair or replace components or parts and-
(i) replace blades, hubs or any of their components;
(ii) repair or replace anti-icing devices;
(iii) remove nicks or scratches from metal blades; or
(iv) repair or replace electrical propeller components;
(d) balance propellers, including those functions listed for class 1 propellers under sub regulation 6(d) when applicable to the make and model of the propeller being worked on; and
(e) test propeller pitch-changing mechanism for-
(i) hydraulically operated propellers and components; or
(ii) electrically operated propellers and components.

(8) For radio rating Class 1, 2, and 3, the functions shall be to perform physical inspection of radio

systems and components by visual and mechanical inspection and includes to-

(a) perform electrical inspection of radio systems and components by means of appropriate electrical or electronic test equipment;
(b) check aircraft wiring, antennas, connectors, relays, and other associated avionics components to detect installation faults;
(c) check engine ignition systems and aircraft accessories to determine sources of electrical interference;
(d) check aircraft power supplies for adequacy and proper functioning;
(e) remove, repair, and replace aircraft antennas;
(f) measure transmission line attenuation;
(g) measure radio component values such as inductance, capacitance and resistance;
(h) determine waveforms and phase in avionics equipment when applicable;
(i) determine proper aircraft radio antenna, lead-in, and transmission-line characteristics and determine proper locations for type of radio equipment to which the antenna is connected;
(j) determine the operational condition of radio equipment installed in aircraft by using appropriate portable test apparatus;
(k) test all types of transistors: solid-state, integrated circuits; or similar devices in equipment appropriate to the class rating;
(l) test radio indicators.

(9) For radio rating Class 1, in addition to having the capability listed in sub regulation (8), other functions shall be to-

(a) test and repair headsets, speakers, and microphones;
(b) measure radio transmitter power output; and
(c) measure modulation values, noise, and distortion in communication equipment.

(10) For radio rating Class 2, in addition to having the capability listed in subregulation (8), other functions shall be to-

(a) test and repair headsets;
(b) test speakers;
(c) measure loop antenna sensitivity by appropriate methods; and
(d) calibrate to approved performance standards any radio navigational equipment, en route and approach aids, or similar equipment, as appropriate to this rating.

(11) For radio rating class 3, in addition to the capability listed in sub regulation (8), the other function shall be to measure transmitter power output.

(12) For computer systems rating Class 1, 2, and 3, the functions shall be to-

(a) maintain computer systems in accordance with manufacturer's specifications, test requirements, and recommendations;
(b) remove, maintain, and replace computer systems in aircraft; and
(c) inspect, test, and calibrate computer system equipment, including software.

(13) For instrument rating class 1, the functions shall be to-

(a) diagnose instrument malfunctions on the following instruments-
(i) rate-of-climb indicators;
(ii) altimeters;
(iii) airspeed indicators;
(iv) vacuum indicators;
(v) oil pressure gauges;
(vi) hydraulic pressure gauges;
(vii) de-icing pressure gauges;
(viii) pitot-static tube;
(ix) direct indicating compasses;
(x) accelerometer;
(xi) direct indicating tachometers; or
(xii) direct reading fuel quantity gauges.
(b) inspect, test, and calibrate the instruments listed in paragraph (a) on and off the aircraft, as appropriate.

(14) For instrument rating class 2, the functions shall be to-

(a) diagnose instrument malfunctions of the following instruments-
  (i) tachometers;
  (ii) synchroscope;
  (iii) electric temperature indicators;
  (iv) electric resistance-type indicators;
  (v) moving magnet-type indicators;
  (vi) warning units (oil and fuel);
  (vii) selsyn systems and indicators;
  (viii) self-synchronous systems and indicators;
  (ix) remote indicating compasses;
  (x) quantity indicators;
  (xi) avionics indicators;
  (xii) ammeters; or
  (xiii) voltmeters; or frequency meters.

(b) inspect, test, and calibrate instruments listed in paragraph (a) on and off the aircraft, as appropriate.

(15) For instrument rating Class 3 the functions shall be to-

(a) diagnose instrument malfunctions of the following instruments:
  (i) turn and bank indicators;
  (ii) directional gyros;
  (iii) horizon gyros; or
  (iv) auto pilot control units and components;

(b) inspect, test, and calibrate instruments listed in paragraph (a) of this regulation on and off the aircraft, as appropriate.

(16) For instrument rating Class 4, the functions shall be to-

(a) diagnose instrument malfunctions of the following instruments-
  (i) capacitance-type quantity gauge;
  (ii) laser gyros; or
  (iii) other electronic instruments;

(b) inspect, test, and calibrate instruments listed in paragraph (a) on and off the aircraft, as appropriate.

(17) For accessory rating class 1, 2, 3, and 4, the AMO shall perform the following functions in accordance with the manufacturer's specifications and recommendations-

(a) diagnose accessory malfunctions;
(b) maintain and alter accessories, including installing and replacing parts; and
(c) inspect, test, and calibrate accessories on and off the aircraft as appropriate.

Sub-contracted maintenance functions GN. No. 372 of 2023 reg. 17

14.-(1) An AMO may sub-contract its maintenance functions to:

(a) another AMO;
(b) an organisation which is not approved by the Authority provided that it:
  (i) is approved for the work which is to be sub-contracted and has the capability to assess the competence of the sub-contractor;
  (ii) retains the responsibility for quality control and release of the sub-contracted activities, including the appropriate airworthiness requirements;
  (iii) has necessary procedures for the control of the sub-contracted activities, together with the terms for the personnel responsible for the management; and
  (iv) maintains and makes available, in a format acceptable by the Authority, the following information:
    (a) the maintenance functions contracted to each outside facility; and
    (b) the name of each outside facility to whom the AMO contracts maintenance functions and the type of certificate and ratings, if any, held by each sub-contractor.

Safety Programme and management System
GNs. Nos. 372 of 2023 reg. 18
757 of 2018

15. The approval of a maintenance organisation by the Authority shall be dependent upon the applicant demonstrating compliance with the requirements of the Civil Aviation (Safety Management) Regulations, 2018.

PART III
HOUSING, FACILITIES, EQUIPMENT AND MATERIALS

General
GN. No. 372 of 2023 reg. 19

16. An AMO shall have personnel, facilities, equipment, technical data and materials in quantity and quality that meet the standards specified under these Regulations.

Housing and facility requirements
GN. No. 372 of 2023 reg. 20

17.-(1) Housing and facilities shall be provided, as appropriate, for all planned work ensuring, in particular, protection from weather.

(2) All working environments shall be appropriate for the task carried out and shall not impair the effectiveness of the personnel.

(3) Office accommodation shall be appropriate for the management of planned work including, in particular, the management of quality, planning and technical records.

(4) Specialised workshops and bays shall be segregated, as appropriate, to ensure that environmental and work area contamination is unlikely to occur.

(5) Storage facilities shall be provided for parts, equipment, tools and materials.

(6) Storage conditions shall be provided for security of serviceable parts, segregation of serviceable parts from unserviceable parts, and for prevention of deterioration of and damage to stored items.

(7) An AMO with an airframe rating shall provide suitable permanent housing to enclose the largest type and model of aircraft listed on its operations specifications.

(8) An AMO may perform maintenance, preventive maintenance, or alterations on articles outside of its housing if it provides suitable facilities that are

acceptable to the Authority.

(9) For ongoing maintenance of aircraft, aircraft hangars shall be available to accommodate aircraft during maintenance activities.

(10) Where the hangar is not owned by the AMO, the AMO shall-

(a) provide evidence to the Authority that the AMO is authorised to use the hangar;

(b) demonstrate sufficiency of hangar space to carry out planned base maintenance by preparing a projected aircraft hangar visit plan relative to the maintenance program;

(c) update the aircraft hangar visit plan on a regular basis;

(d) ensure that aircraft component maintenance and aircraft component workshops are large enough to accommodate the components on planned maintenance;

(e) ensure that aircraft hangar and aircraft component workshop structures prevent the ingress of rain, hail, ice, snow, wind and dust;

(f) ensure that workshop floors are sealed to minimise dust generation; and

(g) demonstrate access to hangar accommodation for usage during adverse weather for minor scheduled work or lengthy defect rectification.

(11) Aircraft maintenance staff shall be provided with an area where they may study maintenance instructions and complete maintenance records in a proper manner.

(12) Hangars used to house the aircraft together with office accommodation shall be such as to have a clean, effective and comfortable working environment by ensuring that-

(a) temperatures are maintained at a comfortable level;

(b) dust and any other airborne contamination are kept to a minimum and not permitted to reach a level in the work task area where an aircraft is visible or component surface contamination

is evident;

(c) lighting is such as to ensure each inspection and maintenance task can be carried out effectively; and

(d) noise levels are not permitted to rise to the point of distracting personnel from carrying out inspection tasks,

Provided that, where it is impractical to control the noise source, such personnel shall be provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks.

(13) Where a particular maintenance task requires the application of specific environmental conditions different from those specified in sub regulation (10), such conditions shall be observed as specified in the approved maintenance instructions.

(14) Where the working environment for line maintenance deteriorates to an unacceptable level with respect to temperature, moisture, hail, ice, snow, wind, light, dust or other airborne contamination, the particular maintenance or inspection tasks shall be suspended until satisfactory conditions are re-established.

(15) For both base and line maintenance, where dust or other airborne contamination results in visible surface contamination, all susceptible systems shall be sealed until acceptable conditions are re-established.

(16) Storage facilities for serviceable aircraft components shall be clean, well-ventilated and maintained at an even dry temperature to minimise the effects of condensation.

(17) Manufacturers' standards and recommendations shall be followed for specific aircraft components.

(18) Storage racks shall provide sufficient support for large aircraft components so that the component is not distorted.

(19) All aircraft components, shall, where practicable remain packaged in a protective material so as to minimise damage and corrosion during storage.

Equipment,

18.-(1) An AMO shall provide all necessary

tools, and materials GN. No. 372 of 2023 reg. 21

equipment, tools and materials to perform the approved scope of work which shall be-

(a) under the full control of the AMO;

(b) available at all times except in the case of any tool or equipment that is so rarely needed that its permanent availability is not necessary.

(2) The Authority may exempt an AMO from possessing specific tools and equipment for maintenance or repair of an aircraft or aircraft component specified in the AMO Specific Operating Provisions as prescribed by the Authority except that the tools and equipment may be acquired temporarily by prior arrangement, and under full control of the AMO for the purposes of performing required maintenance or repairs.

(3) The Authority may not amend the AMO Specific Operating Provisions to remove the aircraft or aircraft component on the basis that it is a temporary situation except where there is a formal agreement from the AMO to re-acquire tools, equipment, or other items before performing any maintenance or repair.

(4) An AMO shall-

(a) control all applicable tools, equipment and test equipment;

(i) used for product acceptance; or

(ii) for the purposes of making a finding of airworthiness;

(b) keep all records of calibrations and the standards used for calibration.

(c) ensure that all applicable tools, equipment and test equipment used for product acceptance or for making a finding of airworthiness are calibrated to ensure correct calibration to a standard acceptable to the Authority and traceable to national or international standards.

(5) Except as provided in sub-regulations (4) (c), in the case of foreign manufactured tools, equipment and test equipment, the standard provided by the country of manufacture may be used upon being approved by the Authority.

(6) Where the manufacturer specifies a particular

tool, equipment or test equipment then such tool, equipment or test equipment shall be used unless the manufacturer has identified the use of an equivalent.

(7) Except as provided in sub-regulation (6), tools, equipment or test equipment other than those recommended by the manufacturer shall be acceptable based on the AMO-

(a) having provision in the Maintenance Procedure Manual where it intends to use equivalent tools, equipment or test equipment other than that recommended by the manufacturer; and

(b) having a program that-

(i) includes a description of the procedures used to establish the competence of personnel that make the determination of equivalency of tools, equipment or test equipment;

(ii) includes a procedure for conducting and documenting the comparison made between the specification of the tool, equipment or test equipment recommended by the manufacturer and the equivalent tool, equipment or test equipment proposed;

(iii) (iii)ensures that the limitations, parameters and reliability of the proposed tool, equipment or test equipment are equivalent to the manufacturer's recommended tools, equipment or test equipment;

(iv) ensures that the equivalent tool, equipment or test equipment is capable of performing the appropriate maintenance function, all normal tests, or calibrations and checking all parameters of the aircraft or aircraft component undergoing maintenance or calibration; and

(v) has full control of the equivalent tool, equipment or test equipment through

an ownership, lease or other legal arrangement.

(8) An AMO approved for base maintenance shall-

(a) have sufficient aircraft access equipment and inspection platforms or docking such that the aircraft may be properly inspected;

(b) have a procedure to inspect or service and where appropriate, calibrate tools, equipment and test equipment on a regular basis and indicate to users that an item is within any inspection or service or calibration time limit;

(c) have a procedure to ensure that if it uses either a primary, secondary or transfer standard for performing calibration, that standard cannot be used to perform maintenance; and

(d) use a clear system of labelling all tooling, equipment and test equipment shall be used to give information on when:

(i) the next inspection or service or calibration is due and where the item is unserviceable for a reason that is not obvious; and

(ii) such tooling, equipment and test equipment is not used for product acceptance or for making a finding of airworthiness.

(e) maintain a register for all calibrated tools, equipment and test equipment together with a record of calibrations and standards used.

(9) An inspection, service or calibration on a regular basis shall be in accordance with the equipment manufacturers' instructions except where the AMO shows results that a different time period is appropriate in a particular case and is acceptable to the Authority.

PART IV
ADMINISTRATION

AMO personnel

19.-(1) An AMO shall appoint a person or group

and training requirements.

of persons acceptable to the Authority who shall-

(a) represent the maintenance management structure of the AMO;

(b) be responsible for all functions specified in these Regulations; and

(c) be directly responsible to an accountable Manager who shall be acceptable to the Authority

(2) The AMO shall employ the necessary personnel to plan, perform, supervise, inspect and release the work to be performed.

(3) The competence of personnel involved in maintenance shall be established in accordance with the procedures and standards acceptable to the Authority.

(4) A person signing a certificate of release to service shall be qualified in accordance with the Civil Aviation (Personnel Licensing) Regulations as appropriate to the work performed and as acceptable to the Authority.

(5) The maintenance personnel and the certifying staff shall meet the qualification requirements and receive initial and continuation training to their assigned tasks and responsibilities in accordance with a program acceptable to the Authority.

(6) The AMO shall establish a training program in knowledge and skills related to human performance and coordination with other maintenance personnel and flight crew.

(7) An AMO's functions shall be allocated to individual managers or combined in any number of ways, dependent upon the size of the AMO.

Management personnel required for an AMO
GN. No. 372 of 2023 reg. 22

20.-(1) 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.

(2) The AMO shall have qualified personnel acceptable to the
Authority with proven competence in civil aviation available and serving in the following positions or their equivalent-

(a) Base Maintenance Manager;
(b) Line Maintenance Manager;
(c) Workshop Manager;
(d) Quality Manager; and
(e) Safety manager.

(3) The Authority may approve positions, other than those listed in sub-regulation (2) 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.

(4) The AMO shall make temporary arrangements to ensure continuity of supervision of its functions if maintenance is conducted in the absence of any required management personnel.

(5) 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.

(6) 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.

(7) For the purpose of this regulation "competence in civil aviation" means that an individual has a technical qualification and management experience acceptable to the Authority for the position served.

Qualification and responsibility of Personnel
GN. No. 372 of 2023 reg. 23

21.-(1) The Accountable Manager shall have-
(a) a background in the management of aircraft maintenance organizations;
(b) knowledge of these regulations, other relevant regulations and other materials published by the Authority that are applicable to aircraft maintenance; and
(c) a thorough knowledge of the organization's maintenance procedures.

(2) The Accountable Manager may, upon authorisation by the Authority, delegate all or part of his

responsibility in writing to another person in a management position within the organisation;

(3) A base maintenance manager shall-

(a) depending on the scope of approval of an AMO, be responsible for ensuring that all maintenance carried out in the hangar is carried out in accordance with the approved maintenance schedule or programme;

(b) be responsible for taking any corrective action resulting from quality compliance monitoring; and

(c) in the minimum-

(i) be a licensed maintenance engineer with appropriate ratings in airframe and engines or avionics;

(ii) have at least five years' experience in maintaining the same category of aircraft including one year in the capacity of returning aircraft to service;

(iii) have received type training on every aircraft maintained within the approved scope of the AMO; and

(iv) have attended a management or supervisory course.

(4) A line maintenance manager shall-

(a) be responsible for ensuring that all maintenance required to be carried out on the line, including line defect rectification, is performed to the required standards; and

(b) be responsible for taking any corrective action resulting from quality compliance monitoring; and

(c) in the minimum:

(i) be a licensed maintenance engineer with appropriate airframe, power plant or avionics ratings;

(ii) have at least five years' experience in maintaining the same category of aircraft including one year in the capacity of returning aircraft to

service; and

(iii) have attended management or supervisory course.

(5) A workshop manager shall-

(a) be responsible for ensuring that all work on aircraft components in the workshop is performed in accordance with the component manufacturer's recommendations and maintenance procedures approved by the Authority; and

(b) be responsible for taking any corrective action resulting from quality compliance monitoring;

(c) in the minimum:

(i) be a licensed maintenance engineer with appropriate airframe, engines or avionics rating;

(ii) have at least five years' experience in maintaining components for the same category of aircraft including one year in the capacity of returning components to service; and

(iii) shall have attended management or supervisory course.

(6) A quality manager shall-

(a) be responsible for monitoring the AMO's compliance with these Regulations; and

(b) be responsible for requesting remedial action as necessary by the base maintenance manager or line maintenance manager or workshop manager or the accountable manager, as appropriate; and

(c) in the minimum-

(i) be a licensed maintenance engineer with appropriate airframe and engine or avionics ratings;

(ii) have at least five years' experience in the field of aircraft maintenance;

(iii) must have successfully completed training in quality management from an institution recognized by the Authority.

(7) An AMO holder may approve the employment of a person who does not meet the appropriate qualification or experience where the Authority issues an exemption.

(8) The Authority may issue the exemption in subregulation (7) upon being satisfied that such person has comparable experience and can effectively perform the required management functions.

Man hours
GN. No.
372 of 2023
reg. 24

22.-(1) An AMO shall have production man-hours plan acceptable to the Authority showing that it has sufficient manhours for the intended work, which shall be regularly updated.

(2) Where an AMO is certified for base maintenance, the man-hours plan shall relate to the aircraft hangar visit plan.

(3) Work performed on any aircraft registered outside the United Republic shall be taken into account where it impacts upon the production man-hours plan.

(4) Quality monitoring compliance function relating to man-hours shall be such as will be sufficient to meet the requirement of rest and duty limitations for persons performing maintenance functions.

Assessment of personnel
GN. No.
372 of 2023
reg. 25

23.-(1) Planners, aircraft maintenance engineers, mechanics, supervisor auditor and certifying staff of an AMO shall be assessed for competence by "on the job" evaluation or by examination relevant to their particular role within the AMO before unsupervised work is permitted.

(2) The assessment in subregulation (1), shall be based on the job description for each post and appropriately documented in employee training records to establish that:-

(a) 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;

(b) 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;

(c) 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;

(d) 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; and

(e) certifying staff are able to determine when an aircraft or an aircraft component is or is not ready for release to service.

(3) Planner, supervisor, auditor and certifying staff, shall demonstrate knowledge of AMO procedures relevant to their particular role.

Training of certifying staff GN. No. 372 of 2023 reg. 26

24.-(1) Initial and continuing training of certifying staff shall be performed by an AMO or a training organisation selected by the AMO and acceptable to the authority.

(2) An AMO shall establish training facilities, programme, curriculum and standards for training of personnel and pre-qualification standards, approved by the Authority, so as to ensure that the trainee has a reasonable chance of successfully completing any course.

(3) The training programme in sub-regulation (2) shall include-

(a) details of the number of personnel who will receive initial training to qualify as certifying staff over specified time periods; and

(b) for maintenance personnel and certifying staff of the AMO, training in knowledge and skills related to human performance including

coordination with other maintenance personnel and flight crew.

(4) All trained personnel shall be examined at the end of each training course.

(5) All certifying staff of an AMO shall undergo initial training that covers-

(a) basic engineering theory relevant to the scope of work performed by the AMO;

(b) specific information on the actual aircraft type on which the person is intended to become a certifying person including the impact of repairs and system or structural defects; and

(c) company procedures relevant to the certifying staff's tasks.

(6) All certifying staff of the AMO shall receive continuation training in each two-year period to ensure that such staff have up-to-date knowledge of relevant technology, change in standard of aircraft or aircraft component maintenance, organizational procedure and human factors.

(7) Certifying staff employed in an AMO shall not undertake the same responsibilities in another AMO unless approved by the Authority.

Rest and duty limitations for persons performing maintenance functions in an AMO

25.-(1) A person shall not-

(a) assign maintenance functions for an aircraft unless the assignee has had a minimum rest period of eight hours prior to the beginning of duty;

(b) perform maintenance functions for aircraft unless that person had a minimum rest period of eight hours prior to the beginning of duty;

(c) schedule a person performing maintenance functions for aircraft for more than twelve consecutive hours of duty; or

(d) perform maintenance functions for aircraft for more than twelve consecutive hours of duty.

(2) In situations involving unscheduled aircraft unserviceability and persons performing maintenance functions for aircraft may be continued on duty for-

(a) up to sixteen consecutive hours; or

(b) twenty hours in twenty-four consecutive hours.

(3) Following unscheduled duty periods, the person performing maintenance functions for aircraft shall have a mandatory rest period of ten hours.

(4) An AMO shall relieve the person performing maintenance functions from all duties for twenty-four consecutive hours during any seven consecutive day period.

Record of certifying staff

26.-(1) An AMO shall maintain a roster of all certifying staff, which includes details of the scope of their authorisation and the certifying staff shall be notified in writing of the scope of that authorisation.

(2) An AMO shall, at the minimum, keep the following information on record in respect of each certifying person-

(a) the name;
(b) date of birth;
(c) basic training;
(d) type training;
(e) continuation training;
(f) experience;
(g) qualifications relevant to the approval;
(h) scope of the authorisation;
(i) date of first issue of the authorisation;
(j) expiration date of the authorisation, where appropriate; and
(k) identification number of the authorisation.

(3) Records of certifying staff shall be controlled by the AMO's quality department.

(4) The number of persons authorised to access the records system shall be limited to minimise the possibility of records being altered in an unauthorised manner and to limit confidential records from becoming accessible to unauthorised persons.

(5) The Certifying staff shall be given reasonable access on request to their records.

(6) The Authority may investigate the records system for initial and continued approval or when the Authority has cause to doubt the competence of a

particular certifying person.

(7) An AMO shall keep the record of a certifying staff for at least two years following a date on which a staff has ceased employment with the AMO or upon withdrawal of the certifying staff authorisation.

(8) The certifying staff shall upon request be furnished with a copy of their record on leaving the AMO.

(9) The authorisation document issued to the certifying staff under this regulation shall be in a style that makes its scope clear to certifying staff and the Authority that may be required to examine the document and where codes are used to define scope, an interpretation document shall be readily available.

(10) The Certifying staff shall be required to carry the authorisation document at all times and shall produce it on request from the Authority.

PART V
AMO OPERATING RULES

AMO maintenance procedures manual
GN. No. 372 of 2023 reg. 27

27.-(1) An AMO shall maintain a Maintenance Procedure Manual for the use by maintenance personnel which shall-

(a) be approved by the Authority prior to use;
(b) specify the scope of work required of the AMO in order to satisfy the relevant requirements for an approval of an aircraft or aircraft component for return to service;
(c) include instructions and information necessary to allow the personnel to perform their duties and responsibilities with a high degree of safety;
(d) be in a form that is easy to revise and contain a system which allows personnel to determine current revision status;
(e) have the date of the last revision printed on each page containing the revision;
(f) not be contrary to any written laws or the AMO's specific operating provisions; and
(g) include a reference to appropriate civil

aviation regulations.

(2) Without prejudice to the preceding provisions of this regulation, an AMO Maintenance Procedure Manual shall contain the following information-

(a) a statement signed by the Accountable Manager confirming that the AMO Maintenance Procedures Manual and any associated manuals define the AMO's compliance with this regulation and will be complied with at all times;

(b) a list which describes the duties and responsibilities of the management personnel and the matters on which they may deal directly with the Authority on behalf of the AMO;

(c) a procedure to establish and maintain a current list of the titles and names of the AMO's management personnel accepted by the Authority;

(d) an organisation chart showing associated chains of responsibility of the management personnel;

(e) a procedure to establish and maintain a current roster of certifying staff;

(f) a description of the procedures used to establish the competence of maintenance personnel;

(g) a general description of manpower resources;

(h) description of the method used for the completion and retention of the maintenance records;

(i) a description of the procedure for preparing the certificate of release to service and the circumstances under which the certificate of release to service is to be signed;

(j) a description, when applicable, of additional procedures for complying with an Air Operating Certificate (AOC) holder's maintenance procedures and requirements;

(k) a description of the procedures for

complying with the service information reporting requirement contained in regulation 35;

(l) a description of the procedure for receiving, amending and distributing within the maintenance organisation all necessary airworthiness data from the type certificate holder or the type design organisation;

(m) a general description of the facilities located at each physical address specified in the AMO's certificate;

(n) a general description of the AMO's scope of work relevant to the extent of approval;

(o) the notification procedure for the AMO to use when requesting the approval of changes to the organisation of the AMO from the Authority;

(p) the amendment procedure for the AMO Maintenance Procedures Manual, including the submission to the Authority;

(q) the AMO's procedures, acceptable to the Authority, to ensure manual good maintenance practices and compliance with the requirements in these Regulations;

(r) the AMO’s procedures to establish and maintain an independent quality system to monitor compliance with the adequacy of the procedures to ensure good quality maintenance practices and airworthy aircraft and aircraft components compliance monitoring shall include a feedback system, acceptable to the Authority, to the person or group of persons specified in regulation 23, and ultimately to the Accountable Manager to ensure, as necessary, corrective action; such feedback system shall be acceptable to the Authority;

(s) AMO procedures for self-evaluations, including methods and frequency of such evaluations, and procedures for reporting results to the Accountable Manager for

review and action;

(t) a list of operators, if appropriate, to which the AMO provides an aircraft maintenance service;

(u) a list of organisations performing maintenance on behalf of the AMO and description of the contracted activities; and

(v) a list of the AMO's line maintenance locations and procedures, where applicable.

(3) An AMO shall submit any amendments it intends to make on the Maintenance Procedure Manual to the Authority for approval.

(4) The list of personnel and certifying staff for sub-regulation (2)(b) and 2(e) may be separate from the AMO Maintenance Procedures Manual, and shall be kept current and available for review by the Authority when requested.

(5) AMO personnel shall be familiar with those parts of the manuals that are relevant to the maintenance work they perform.

(6) The maintenance organization shall ensure that the procedures manual is amended as necessary to keep the information contained in the manual up to date.

(7) The quality manager of an AMO shall be responsible for-

(a) monitoring the amendment of the AMO Maintenance Procedures Manual, including associated procedures manuals; and

(b) submitting copies of all amendments to the procedures manual promptly to all organizations or persons to whom the manual has been issued.

(8) The AMO Maintenance Procedures Manual shall address the following areas-

(a) the management procedures covering the parts previously specified;

(b) the maintenance procedures covering all aspects of how aircraft components may be accepted from outside sources and how aircraft will be maintained to the required standard;

(c) the quality system procedures, including the methods of qualifying mechanics, inspector, certifying staff and quality audit personnel; and

(d) contracted AOC holder procedures and paperwork.

(9) An AMO Maintenance Procedures Manual shall be in a format set out in the First Schedule of these Regulations.

Maintenance procedures and independent quality system

28.-(1) An AMO shall establish maintenance procedures acceptable to the Authority to ensure good maintenance practices and compliance with these Regulations, such that aircraft and aircraft components may be properly released to service.

(2) The maintenance procedures established under sub-regulation (1) shall-

(a) cover all aspects of maintenance activity and describe standards to which the AMO intends to work;

(b) take into account the aircraft and aircraft component design and AMO standards; and

(c) address the provisions and limitations of these Regulations.

(3) An AMO shall establish an independent quality system, acceptable to the Authority, to monitor compliance with and adequacy of the procedures and by providing a system of inspection to ensure that all maintenance is properly performed.

(4) The compliance monitoring specified in sub-regulation (3)-

(a) shall include a-

(i) feedback system to the designated person or group of persons directly responsible for the quality system and ultimately to the Accountable Manager to ensure where necessary, corrective action is taken; and

(ii) procedure to initially qualify and periodically perform audits on persons performing work on behalf of the

AMO; or

(b) may be an independent system under the control of the quality manager that evaluates the maintenance procedures and the correctness of the Equivalent Safety Case process.

(5) An AMO's quality system shall be-

(a) sufficient to review all maintenance procedures as described in the Maintenance Procedures Manual in accordance with an approved program once a year for each aircraft type maintained; and

(b) indicate when audits are due, when they are completed and establish a system of audit reports which can be reviewed by the Authority on request.

(6) The audit system established under sub-regulation (5)(b) shall clearly establish a means by which audit reports containing observations about non-compliance or poor standards are communicated to the Accountable Manager.

Capability list

29.-(1) An AMO shall-

(a) prepare and retain a current capability list approved by the Authority;

(b) not perform maintenance, preventive maintenance, or modifications on an article until the article has been listed on the capability list in accordance with these Regulations.

(2) The capability list specified in sub-regulation (1) shall identify each article by make and model, part number, or other nomenclature designated by the article's manufacturer.

(3) An article may be listed on the capability list only if the article is within the scope of the ratings and classes of the AMO's certificate, and only after the AMO has performed a self-evaluation in accordance with Regulation 27(2)(s).

(4) An AMO shall-

(a) perform the self-evaluation to determine that

the maintenance organisation has all of the facilities, equipment, material, technical data, processes, housing, and trained personnel in place to perform the work on the article as required by this regulation; and

(b) where it makes a positive determination under paragraph (a), it may list the article on the capability list.

(5) The document of the evaluation under subregulation (3) shall be signed by the Accountable Manager and retained on file by the AMO.

(6) Upon listing an additional article on its capability list, the AMO shall send a copy of the list to the Authority.

(7) The capability list shall be available in the premises for inspection by the public and the Authority.

(8) The self-evaluations shall be available in the premises for inspection by the Authority.

(9) An AMO shall retain a capability list and self-evaluation for two years from the date accepted by the accountable manager.

AMO privileges

30.-(1) An AMO shall only carry out the following tasks as permitted by and in accordance with the AMO Maintenance Procedures Manual-

(a) maintain an aircraft or aircraft components for which it is rated at the locations identified in the approval certificate;

(b) maintain any aircraft for which it is rated at any location subject to the need for such maintenance arising from unserviceability of the aircraft;

(c) describe the activities in support of a specific AOC holder where that AOC has requested the service of the AMO at locations other than the location identified on the AMO certificate, and the AMO has been rated to maintain the aircraft of that specific AOC holder at the requested location in the AMO specific operating provisions approved by the Authority; and

(d) issue a certificate of release to service in respect of paragraphs (a), (b) and (c) upon completion of maintenance in accordance with limitations applicable to the AMO.

(2) The AMO may maintain or alter any article for which it is rated at a place other than the AMO location where-

(a) the function would be performed in the same manner as when performed at the AMO and in accordance with this Part; or

(b) all necessary personnel, equipment, material, and technical or approved standards are available at the place where the work is to be done; and

(c) the maintenance procedure manual of the station specified approved procedures governing work to be performed at that place other than the location of the AMO.

AMO limitations GN. No. 372 of 2023 reg. 28

31.-(1) An AMO may maintain an aircraft or aircraft component for which it is approved when all necessary housing, facilities, equipment, tools, material, approved technical data and certifying staff are available.

(2) An AMO shall not contract out the maintenance, preventive maintenance, or alteration of a complete type-certificated product.

Certificate of release to service.

32.-(1) A certificate of release to service shall be issued by certifying staff when satisfied that all required maintenance of the aircraft or aircraft component has been properly carried out by the AMO in accordance with the maintenance procedures specified in the maintenance procedures manual.

(2) An aircraft component, which has been maintained off the aircraft, requires the issue of a certificate of release to service for such maintenance and another certificate of release to service in regard to being installed properly on the aircraft.

(3) A certificate of release to service shall contain-

(a) the basic details of the maintenance carried

out;

(b) the date such maintenance was completed; and

(c) the identity, including the authorisation reference, of the AMO and certifying staff issuing the certificate.

(4) A certificate of release to service shall be required-

(a) before flight at the completion of any package of maintenance scheduled by the approved aircraft maintenance program on the aircraft, whether such maintenance took place as base or line maintenance;

(b) before flight at the completion of any defect rectification, while the aircraft operates between scheduled maintenance; and

(c) at the completion of any maintenance on an aircraft component when off the aircraft.

(5) A certificate of release to service shall contain the following statement:

"Certifies that the work specified was carried out in accordance with current regulations and in respect of that work the aircraft or aircraft component is considered ready for release to service."

(6) A certificate of release to service shall reference the data specified in the manufacturer's or operator's instructions or the aircraft maintenance program which itself may cross-reference to a manufacturer's instruction in a maintenance manual, service bulletin, or other maintenance related document.

(7) Where instructions include a requirement to ensure that a dimension or test figure is within a specific tolerance as opposed to a general tolerance, the dimension or test figure shall be recorded unless the instruction permits the use of GO or NO GO gauges and, it shall not be sufficient to state that the dimension or the test figure is within tolerance.

(8) Where extensive maintenance is carried out, it is acceptable for the certificate of release to service to summarise the maintenance as long as there is a cross-

reference to the work-pack containing full details of maintenance carried out.

(9) The date such maintenance was carried out shall include when the maintenance took place relative to any life or overhaul limitation in terms of date, flying hours, cycles, landings or some other relevant value as appropriate.

(10) Dimensional information shall be retained in the work-pack record.

(11) The person issuing the certificate of release to service shall use a full signature and preferably a certification stamp.

(12) Where a computer release to service system is used the Authority will need to be satisfied that only the particular person can electronically issue the certificate of release to service.

Maintenance records

33.-(1) An AMO shall-

(a) record, in a form acceptable to the Authority, all details of work carried out;

(b) provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific maintenance data used for repairs or modifications carried out;

(c) retain a copy of all detailed maintenance records and any associated maintenance data for two years from the date the aircraft or aircraft component to which the work relates was released from the AMO.

(2) A person who maintains, performs preventive maintenance, rebuilds, or modifies an aircraft or aircraft component shall-

(a) make an entry in the maintenance record of that equipment showing:

(i) a description and reference to data acceptable to the Authority of work carried out;

(ii) the date of completion of the work carried out;

(iii) the name of the person performing the work if other than the person specified

in this regulation;

(iv) the work performed on the aircraft or aircraft component has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work;

(v) the authorised signature, which constitutes the approval for return to service, the AMO certificate number and kind of certificate held by the person approving or disapproving for return to service the aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof; and

(b) enter on a form major repairs executed by the person performing the work, in the manner prescribed by the Authority.

(3) A person shall not-

(a) describe in any required maintenance entry or form an aircraft or aeronautical component as being overhauled unless-

(i) using methods, techniques and practices acceptable to the Authority, it has been disassembled, cleaned, inspected as permitted, repaired as necessary and reassembled; and

(ii) it has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process or appliance approval under a TSO.

(b) not describe in any required maintenance entry or form, an aircraft or other aircraft components as being rebuilt unless it has

been-

(i) disassembled, cleaned, inspected as permitted;

(ii) repaired as necessary; and

(iii) reassembled and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conforms to new part tolerances and limits, or to approved oversized or undersized dimensions.

(c) issue a certificate of release to service to any aircraft or aircraft component that has undergone maintenance, preventive maintenance, rebuilding, or modification unless-

(i) the appropriate maintenance record entry specified in sub-regulation (2) has been made; and

(ii) the major repair and major modification form specified in sub-regulation (2) authorized by or furnished by the Authority has been executed in a manner prescribed by the Authority.

(4) If a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data shall be appropriately revised and set forth as prescribed by the Authority.

(5) A person approving or disapproving for return to service an aircraft or aircraft component, after any inspection performed in accordance with this regulation, shall make an entry in the maintenance record of that equipment containing the following information-

(a) the type of inspection and a brief description of the extent of the inspection;

(b) the date of the inspection and aircraft total time in service;

(c) the authorised signature, an AMO certificate number, and kind of certificate held by the person approving or disapproving for return to

service the aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof;

(d) if the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement "I certify that this aircraft has been inspected in accordance with type of inspection and was determined to be in airworthy condition;"

(e) if the aircraft is not approved for return to service because of needed maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement: "I certify that this aircraft has been inspected in accordance with type of inspection and a list of discrepancies and non-airworthy items dated which has been provided for the aircraft owner or operator;" and

(f) if an inspection is conducted under an inspection program provided for in this regulation, the entry shall identify the inspection program accomplished, and contain a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.

(6) If the person performing any inspection required by this regulation finds that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives, or other approved data upon which that aircraft airworthiness depends, that person shall give the owner a signed and dated list of those discrepancies.

Airworthiness data.

34.-(1) An AMO shall have airworthiness data appropriate to support the maintenance work performed on the aircraft or aircraft component from the Authority, the design organisation or any other approved design organisation in the State of Manufacture or State of Design, as appropriate.

(2) Maintenance documents shall include

(a) Tanzania Civil Aviation Regulations (TCARs);
(b) associated advisory material;
(c) airworthiness directives;
(d) manufacturers' maintenance manuals;
(e) repair manuals;
(f) supplementary structural inspection documents;
(g) service bulletins;
(h) service letters;
(i) service instructions;
(j) modification leaflets;
(k) aircraft maintenance program;
(l) Non Destructive Testing Manual;
(m) Airworthiness Notices issued by the Authority; and
(n) and any other relevant document which the Authority may specify.

(3) The Authority may classify data from another authority or organisation as mandatory and may require the AMO to keep such data.

(4) Where the AMO modifies airworthiness data specified in sub-regulation (1) or (2) to a format or presentation more useful for its maintenance activities, the AMO shall submit to the Authority an amendment to the maintenance procedure manual for any such proposed modifications for acceptance.

(5) All airworthiness data used by the AMO shall be kept current and made available to all personnel who require access to that data to perform their duties.

(6) A procedure shall be established to monitor the amendment status of all data and maintain a check that all amendments are being received by being a subscriber to any document amendment scheme.

(7) Airworthiness data shall be made available in the work area in close proximity to the aircraft or aircraft components being maintained and for supervisors, mechanics and certifying staff to refer to.

(8) Where computer systems are used to maintain airworthiness data, the number of computer terminals

shall be sufficient in relation to the size of the work program to enable easy access, unless the computer system can produce paper copies.

(9) Where microfilm or microfiche reader-printers are used, a similar requirement as specified in sub-regulation (8) is applicable.

Reporting of unairworthy conditions

35.-(1) An AMO shall report to the Authority, the aircraft design organisation of the State of Design any identified condition that could present a serious hazard to the aircraft.

(2) The Report in sub regulation (1) shall be made on a form prescribed by the Authority and contain all pertinent information about the condition known to the AMO.

(3) Where the AMO is contracted by an AOC holder to carry out maintenance, it shall report to the AOC holder any condition affecting the airworthiness of aircraft or aircraft component, as soon as practicable, but in any case within three days of the AMO identifying the condition to which the report relates.

Inspections

36.-(1) The Authority shall have unlimited access to inspect an AMO and any of its contract maintenance facilities at any time to determine compliance with these Regulations.

(2) Arrangements for maintenance, preventive maintenance, or modifications by a contractor shall include provisions for inspections of the contractor by the Authority.

(3) The Authority shall inspect an AMO at least once annually.

Performance standards

37.-(1) An AMO that performs any maintenance, preventive maintenance, or modifications for an AOC holder certificated under the Civil Aviation (Air Operator Certification and Administration) Regulations, 2016, having an approved maintenance programme or an approved continuous maintenance programme shall perform that work in accordance with the AOC holder's manuals.

(2) Except as provided in sub-regulation (1) of this regulation, each AMO shall perform its maintenance and modification operations in accordance with the applicable standards in the Civil Aviation (Airworthiness) Regulations, 2016.

(3) An AMO shall maintain, in current condition, all manufacturer's service manuals, instructions, and service bulletins that relate to the articles that it maintains or modifies.

(4) An AMO with an avionics rating shall comply with those requirements of these Regulations that apply to electronic systems, and shall use materials that conform to approved specifications for equipment appropriate to its rating and test apparatus, shop equipment, performance standards, test methods, modifications, and calibrations that conform to the manufacturer's specifications or instructions, approved specification, and if not otherwise specified, in accordance with good practices of the aircraft avionics industry.

(5) An AMO with an avionics rating shall comply with those requirements of these Regulations that apply to electronic systems, and shall use materials that conform to approved specifications for equipment appropriate to its rating and test apparatus, shop equipment, performance standards, test methods, modifications, and calibrations that conform to the manufacturer's specifications or instructions, approved specification, and if not otherwise specified, in accordance with good practices of the aircraft avionics industry.

PART VI
EXEMPTIONS

Requirements for Application

38.-(1) A person may apply to the Authority for an exemption from any provision of these Regulations.

(2) An application for exemption shall be submitted not less than sixty days before the proposed effective date, to obtain timely review.

(3) A request for an exemption must contain the

applicant's-

(a) name;
(b) physical address and mailing address;
(c) telephone number;
(d) fax number if available; and
(e) email address if available;

(4) The application shall be accompanied by a fee prescribed by the Authority, for technical evaluation.

Substance of the request for exemption.

39.-(1) An application for exemption shall contain:

(a) a citation of the specific requirement from which the applicant seeks exemption;
(b) an explanation of why the exemption is needed;
(c) a description of the type of operations to be conducted under the proposed exemption;
(d) the proposed duration of the exemption;
(e) an explanation of how the exemption shall benefit the public;
(f) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question; and
(g) a review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware.

(2) Where the applicant seeks emergency processing, the application shall contain supporting facts and reasons that the application was not timely filed, and the reasons as to why it is an emergency.

(3) The Authority may deny an application where it finds that the applicant has not justified the failure to apply for an exemption within the prescribed time.

Initial review by the Authority

40.-(1) The Authority shall review the application for accuracy and compliance with the requirements of Regulations 38 and 39.

(2) Where the Authority determines that a review of an application is justified, it shall publish a detailed

summary of the application the Gazette, aeronautical information circular or at least one local daily newspaper for comment and specify the date by which comments shall be received by the Authority for consideration.

(3) Where the filing requirements of Regulations 38 and 39 have not been met, the Authority shall notify the applicant and take no further action until and unless the applicant corrects the application and re-files it in accordance with these Regulations.

(4) Where the request is for emergency relief, the Authority shall publish the application or the Authority's decision as soon as possible after processing the application.

Evaluation of the request.

41.-(1) After initial review, where the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to determine-

(a) whether an exemption shall be in the public interest;

(b) whether the applicant's proposal shall provide a level of safety equivalent to that established by the regulation:

Provided that where the Authority decides that a technical evaluation of the request shall impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;

(c) whether a grant of the exemption shall contravene the applicable ICAO Standards and Recommended Practices; and

(d) whether the request shall be granted or denied, and of any conditions or limitations that shall be part of the exemption.

(2) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request.

(3) The summary in sub-regulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) Where the exemption affects a significant population of the aviation community of the United Republic, the Authority shall publish the summary in

Aeronautical Information Circular.

PART VII
GENERAL PROVISIONS

Possession of the licence, certificate or authorisation

42. A holder of a licence, certificate or authorisation issued by the Authority shall have in his physical possession or at the work site when exercising the privileges of that licence, certificate or authorisation.

Access for inspection

43. The Authority shall, for the purpose of conducting an inspection have unrestricted access to-

(a) any of the AMO's organisation premises, allied facilities and aircraft; and

(b) facilities that the AMO has contracted in connection with services associated with maintenance for aircraft.

Drug and alcohol testing and reporting

44.-(1) A person who performs any function requiring the Authority's approval may be tested for drug or alcohol usage.

(2) Where the Authority or any person authorised by the Authority wishes to test a person for the percentage by weight of alcohol in the blood, or for the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, and that person,

(a) refuses to submit to the test; or

(b) having submitted to the test, refuses to authorise the release of the test results to the Authority, the Authority may suspend or revoke the certificate of the AMO that employs that person.

(3) In determining whether to suspend or revoke the certificate of the AMO, the Authority shall consider -

(a) whether the AMO had knowledge of the drug or alcohol use;

(b) whether the AMO encouraged the person to refuse the drug or alcohol test;

(c) whether the AMO dismissed the person who failed or refused the drug tests; or

(d) the position that person held in the AMO.

(4) The Authority shall require the AMO to show cause why such person should not be dismissed from the employment of the AMO.

(5) A person who is convicted, within or outside the United Republic, for any offence relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, shall be dismissed from the employment of the AMO

(6) The Authority may suspend or revoke the certificate of an AMO that refuses to dismiss from its employment a person convicted under sub regulation (4)

Display of certificate

45. A holder of an AMO certificate shall display a valid certificate issued to him at a conspicuous place at all times.

Inspection of licences, certificates and authorisation

46. A person who holds a licence, certificate, or authorisation required by these Regulations shall present it for inspection upon a request from the Authority or any other person authorised by the Authority.

Change of Name

47.-(1) A holder of a certificate issued under these Regulations may apply to change the name on the certificate by attaching the following, together with the application-

(a) the current certificate; and

(b) a legal document verifying the change of name.

(2) The Authority may change the certificate and issue a replacement thereof;

(3) The Authority shall return to the holder the original documents specified in sub-regulation 1(b) and retain copies thereof and return the replaced certificate with an endorsement that it has been cancelled.

Change of Address.

48.-(1) A holder of a certificate, or authorisation issued under these Regulations shall notify the Authority of the change in the physical and mailing address and

shall do so in the case of-

(a) physical address, at least fourteen days in advance; and

(b) mailing address upon the change.

(2) A person who does not notify the Authority of the change in the physical address within the time frame specified in sub-regulation (1) shall not exercise the privileges of the certificate or authorisation.

Replacement of documents.

49. A person may apply to the Authority in the prescribed form for replacement of documents issued under these Regulations if such documents are lost or destroyed.

Suspension and Revocations of Certificate

50.-(1) The Authority may,

(a) where it considers it to be in the public interest:

(i) suspend provisionally, pending further investigation, any certificate or any such other document issued under these Regulations;

(ii) prevent any person or aircraft from flying; or

(b) upon being satisfied with an investigation, revoke, suspend, or vary any certificate or any other document issued or granted under these Regulations.

(2) A holder or any person having the possession or custody of any certificate, authorisation or such other documents which has been revoked, suspended or varied under these Regulations shall surrender it to the Authority within fourteen days from the date of revocation, suspension or variation.

(3) The breach of any condition subject to which any certificate, authorisation or such other document is granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

Use and retention of certificates and records

51.-(1) A person shall not-

(a) use any certificate, approval, permission, exemption or other document issued or

required by or under these Regulations which has been forged, altered, revoked, or suspended, or to which he is not entitled;

(b) forge or alter any certificate, approval, permission, exemption or other document issued or required by or under these Regulations;

(c) lend any certificate, approval, permission, exemption or other document issued or required by or under these Regulations to any other person;

(d) make any false representation for the purpose of procuring for himself or any other person the grant issue renewal or variation of any such certificate, approval, permission or exemption or other document; or

(e) make any false representation for the purpose of procuring for himself or any other person the grant issuance renewal or variation of any such certificate, approval, permission or exemption or other document.

(2) A person shall not-

(a) mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained; or

(b) knowingly make, procure or assist in the making of any false entry in any such record, or wilfully omit to make a material entry in such record.

(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not purport to issue any certificate or any other document for the purpose of these Regulations unless he is authorised to do so under these Regulations.

(5) A person authorised by the Authority shall not issue any certificate of the kind referred to in sub-regulation (4) unless he has satisfied himself that all statements in the certificate are correct, and that the

applicant is qualified to hold that certificate.

Reports of violation Cap. 80

52.-(1) A person who knows of a violation of the Civil Aviation Act, or any rule, regulation, or order issued thereunder, shall report it to the Authority.

(2) The Authority shall determine the nature and type of any investigation to be conducted or enforcement action that needs be taken following receipt of the information in sub regulation (1).

Enforcement of directions.

53. A person who fails to comply with any direction given to him by the Authority or by any authorised person under these Regulations commits an offence.

Aeronautical user fees

54.-(1) The Authority shall, by Notice, prescribe the fees to be charged in connection with the issuance, validation, renewal, extension or variation of any certificate, licence, authorisation or such other document, including the issuance of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations.

(2) An applicant shall before the application is considered, pay the fee so chargeable.

(3) Where an applicant decides to withdraw his application after, payment of the relevant prescribed fee, or where the application ceases to have effect or is refused, the Authority, shall not refund the fee paid.

Application of regulations to Government and visiting forces, etc.

55.-(1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of

any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these regulations to the same extent as if the visiting force formed part of the military force of the United Republic.

Extra-territorial application of Regulations

56. Except where the context otherwise requires, the provisions of these Regulations shall-

(a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in United Republic, apply to such aircraft wherever they may be;

(b) in so far as they apply, whether by express reference or otherwise, to other aircraft, apply to such aircraft when they are within the United Republic;

(c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in United Republic, shall apply to such persons and crew, wherever they may be; and

(d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in United Republic by other persons shall, where such persons are citizens, apply to them wherever they may be.

PART VIII
OFFENCES AND PENALTIES

Contravention of Regulations

57. The Authority may revoke or suspend a licence, certificate, approval, authorisation, exemption or such other document of a person who contravenes any provision of these Regulations.

Penalties

58.-(1) Where any provision of these Regulations, is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command, if the operator or, the pilot in command is not the person who contravened

that provision he shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed to have contravened that provision unless he proves that the contravention occurred without his consent or connivance and that he exercised all due diligence to prevent the contravention.

(2) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations:

(a) was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall not be deemed to be a contravention by that person of that provision;

(b) by reason of his having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose if he proves that he neither knew nor had reason to know that the flight was for that purpose; and

(c) made there under, not being a provision referred to in sub-regulation (7) shall, upon conviction, be liable to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(3) In case an aircraft is involved in a contravention of these Regulations .and the contravention is due to the fault of the owner or operator of the aircraft, the or operator of the aircraft shall be subject to a lien for the penalty.

(4) Where an operator of an aircraft is subject to alien for the purpose of sub-regulation (3) the aircraft may be seized by and placed in the custody of the Authority;

(5) The aircraft shall be released from custody of the Authority upon-

(a) payment of the penalty or the amount agreed

upon-deposit of a bond in such amount as the Authority may prescribe, conditioned upon payment of the penalty or the amount agreed upon in compromise;

(b) a court order to that effect.

(6) The Authority and any person specifically authorised or any police officer not below the rank of inspector specifically authorised by name by the Minister, may compound offences under Part A of the Schedule to these Regulations by assessing the contravention and requiring the person reasonably suspected of having committed the offence to pay to the Authority a sum equivalent in Tanzanian shillings of five hundred United States dollars.

(7) A person contravenes any provision specified in Part B of the Schedule to these Regulations, shall, upon conviction be liable to a fine not less than the equivalent in Tanzania Shillings of one thousand United States Dollars or to imprisonment for a term of twelve months or to both.

(8) Where any person is aggrieved by any order made under sub-regulation (6), he may, within twenty one days of such order being made, appeal against the order to the High Court and the provisions of Part X of the Criminal Procedure Act, shall apply mutatis mutandis, to every such appeal as if it were an appeal against a sentence passed by a district court in the exercise of its original jurisdiction.

General penalty

59. A person who contravenes any provision of these Regulations for which no penalty has been provided, commits an offence and shall, on conviction-

(a) be liable to a fine of the sum equivalent in Tanzanian shillings of five hundred United States dollars; and

(b) have his certificate, approval, authorisation, exemption or such other document revoked or suspended.

PART IX
TRANSITION, SAVINGS AND REVOCATION

Transition, savings and revocation

60.-(1) [Revokes the Civil Aviation (Approved Maintenance Organisation) Regulations.]

(2) All valid licences, certificates, permits or authorisation issued or granted by the Authority before the commencement of these Regulations shall remain operational until their expiry or are revoked, annulled or replaced.

FIRST SCHEDULE

(Made under Regulation 27(9))

MAINTENANCE PROCEDURES MANUAL FORMAT

Part 1 - Management
1.1 Corporate commitment by the accountable manager
1.2 Safety and quality policy
1.3 Management personnel
1.4 Duties and responsibilities of the management personnel
1.5 Management Organisation Chart
1.6 List of certifying staff. Note: A separate document may be referenced
1.7 Manpower resources
1.8 General description of the facilities at each address intended to be approved
1.9 Organisation's intended scope of work
1.10 Notification procedure to the Authority regarding changes to the organisation's activities or approval or location or personnel
1.11 Manual amendment procedures, where applicable and delegated procedures

Part 2 - Maintenance Procedures
2.1 Supplier evaluation and subcontract control procedure
2.2 Acceptance/inspection of aircraft components and material from outside contractors.
2.3 Storage, tagging and release of aircraft components and material to aircraft maintenance
2.4 Acceptance of tools and equipment
2.5 Calibration of tools and equipment
2.6 Use of tooling and equipment by staff (including alternate tools)
2.7 Cleanliness standards of maintenance facilities

2.8 Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff
2.9 Repair procedure
2.10 Aircraft maintenance program compliance
2.11 Airworthiness Directives procedure
2.12 Optional modification procedure
2.13 Maintenance documentation in use and completion of same
2.14 Technical record control
2.15 Rectification of defects arising during base maintenance
2.16 Release to service procedure
2.17 Records for the air carrier operator
2.18 Reporting of defects to the Authority/Operator/Manufacturer
2.19 Return of defective aircraft components to store
2.20 Defective components to outside contractors
2.21 Control of computer maintenance record systems
2.22 Control of man-hour planning versus scheduled maintenance work
2.23 Control of critical tasks
2.24 Reference to specific maintenance procedures such as:
(i) Engine running procedures,
(ii) Aircraft pressure run procedures,
(iii) Aircraft towing procedures,
(iv) Aircraft taxiing procedures.
2.25 Procedures to detect and rectify maintenance errors.
2.26 Shift/task handover procedures
2.27 Procedures for notification of maintenance data inaccuracies and ambiguities, to the type certificate holder
2.28 Production planning procedures

Part L2 - Additional Line Maintenance Procedures
L2.1 Line maintenance control of aircraft components, tools, equipment, etc.
L2.2 Line maintenance procedures related to servicing/fuelling/de-icing including inspection for/removal of de-icing/anti-icing fluid residues, etc.
L2.3 Line maintenance control of defects and repetitive defects
L2.4 Line procedure for completion of technical log
L2.5 Line procedure for pooled parts and loan parts
L2.6 Line procedure for return of defective parts removed from aircraft
L2.7 Line procedure control of critical tasks

Part 3 - Quality System Procedures
3.1 Quality audit of organisation procedures
3.2 Quality audit of aircraft
3.3 Quality audit remedial action procedure
3.4 Certifying staff qualification and training procedures
3.5 Certifying staff records
3.6 Quality audit personnel
3.7 Qualifying inspectors

3.8 Qualifying mechanics
3.9 Exemption process control
3.10 Concession control for deviation from organisations' procedures
3.11 Qualification procedure for specialised activities such as non-destructive testing, welding, etc.
3.12 Control of manufacturers' and other maintenance working teams
3.13 Human factors training procedure
3.14 Competence assessment of personnel

Part 4 - Documentation
4.1 Contracted air operators
4.2 Air operator procedures and paperwork
4.3 Air operator record completion

Part 5 - Appendices
5.1 Sample of documents
5.2 List of subcontractors
5.3 List of line maintenance locations
5.4 List of contracted organisation

SECOND SCHEDULE

(Regulation 58(6) and (7))

PENALTIES

REG. NO.	TITLE	PART
4	Certificate and Specific Operating Provisions.	B
5	Advertising.	B
8(2)	Validity and renewal of certificates	A
25	Rest and duty limitations for persons performing maintenance functions in an AMO.	A
26	Record of certifying staff.	A
27	AMO maintenance procedures manual.	A
30(1)	AMO privileges.	B
32	Certificate of release to service.	B
33	Maintenance records.	B
34	Airworthiness data.	A
35	Reporting of unairworthy conditions.	A
36	Inspections	B
45	Display of certificates	A
51	Use and retention of certificates and records.	B