



THE UNITED REPUBLIC OF TANZANIA

CHAPTER 80

THE CIVIL AVIATION ACT,

THE CIVIL AVIATION (AIRWORTHINESS) REGULATIONS

[SUBSIDIARY]

REVISED EDITION 2026

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Dodoma,
31st July, 2026

HAMZA SAID JOHARI,
Attorney General

CHAPTER 80

THE CIVIL AVIATION ACT,

THE CIVIL AVIATION (AIRWORTHINESS) REGULATIONS

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CHAPTER 80

THE CIVIL AVIATION ACT,

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (AIRWORTHINESS) REGULATIONS

[20th February, 2017]

[DPG]

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57 of 2017
368 of 2023

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Civil Aviation (Airworthiness) Regulations.

Interpretation
GN. No.
368 of 2023
reg. 2

2. In these Regulations, unless the context requires otherwise -
“aeronautical product” means any aircraft, aircraft engine, propeller or subassembly, appliance, material, part or component to be installed thereon;
“aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
“acceptable” means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation;
“aircraft” means any machine that derives 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 component that forms part of an aircraft up to and including a complete engine or any operational or emergency equipment;

“aircraft type” means all aircraft of the same basic design;

“airframe”:

(a) means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces, including rotors and landing gear of an aircraft and their accessories and controls; and

(b) does not include propellers and rotating airfoils of an engine;

“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;

“airworthiness directive” means continuing airworthiness information that applies to the following products: aircraft, aircraft engines, propellers, and appliances. It is mandatory if issued by the State of Design;

“appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communication equipment, that is used or intended to be used in operating or controlling an aircraft in flight, that is installed in or attached to the aircraft, and is not part of an airframe, engine or propeller;

“appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration;

“approved” means accepted by the appropriate authority as suitable for a particular purpose;

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

“approved maintenance programme” means a maintenance programme approved by the State of Registry;

“approved data” means technical information approved by the Authority;

- “approved maintenance organisation (AMO)” means an organisation approved by the Authority to perform specific aircraft maintenance activities;
- “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;
- “associated aircraft systems” means aircraft systems drawing electrical or pneumatic power from an auxiliary power unit during ground operations;
- “authority” means the Tanzania Civil Aviation Authority;
- “Auxiliary Power-Unit (APU)” means a self-contained power-unit on an aircraft providing electrical or pneumatic power to aircraft systems during ground operations;
- “balloon” means a non-power-driven lighter-than-air aircraft;
- “bypass ratio” means the ratio of the air mass flow through the bypass ducts of a gas turbine engine to the air mass flow through the Combustion chambers calculated at maximum thrust when the engine is stationary in an international standard atmosphere at sea level;
- “calendar day” means the period of elapsed time using Coordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight;
- “certificate of release to service” a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements;
- “configuration” means a particular combination of the positions of the moveable elements, such as wing flaps and landing gear, that affect the aerodynamic characteristics of the aeroplane;
- “date of manufacture or construction” means the date of issuance of a document attesting that an individual

- aircraft or engine conforms to the requirements of the type or the date of an analogous document;
- “derived version of an aeroplane” means an aeroplane which, from the point of view of airworthiness, is similar to the noise certificated prototype but incorporates changes in type design which may affect its noise characteristics adversely;
- “derived version of a helicopter” means a helicopter which, from the point of view of airworthiness, is similar to the noise certificated prototype but incorporates changes in type design which may affect its noise characteristics adversely;
- “duplicate inspection” means an inspection first made by an authorised person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work, before being subsequently inspected by a second independent competent person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found;
- “dry lease” means a lease of an aircraft without crew;
- “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;
- “flight time-aeroplanes” means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;
- “fireproof” means the ability to withstand the application of heat by flame for fifteen minutes;
- “flight time-helicopters” means the total time from the moment a helicopter blades start turning until the moment the helicopter finally comes to rest at the end of the flight and the rotor blades are stopped;

- “glider” means a non-power-driven heavier-than-air aircraft deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain fixed under given conditions of flight;
- “heavier-than-air aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces;
- “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;
- “human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;
- “inspection” means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;
- “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 Control Manual” means a manual containing procedures, instructions and guidance for use by maintenance and concerned operational personnel in the execution of their duties;
- “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 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, engine or propeller;

“operator” means a person, organisation or enterprise, engaged in or offering to engage in an aircraft organisation;

“organisation responsible for the type design” means the organisation that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State;

“overhaul” means the restoration of an aircraft or aeronautical product using methods, techniques and practices acceptable to the Authority, including disassembly, cleaning and inspection as permitted, repair as necessary, and reassembly;

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

“prescribed” means the written policy or methodology issued by the Authority which impose 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;

“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;

“rated thrust” for engine emissions purposes, means the maximum take-off thrust approved by the certifying authority for use under normal operating conditions at ISA sea level static conditions, and without the use of water injection. Thrust is expressed in kilo newtons;

“rebuild” means the restoration of an aircraft or aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled;

“rendering a certificate of airworthiness valid” means the action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness;

“recertification” means the certification of an aircraft with or without a revision to its certification noise levels, to a Standard different to that to which it was originally certificated;

“recognized airworthiness code” means the standards relating to the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the State of Design accepted and prescribed by the Authority;

- “reference pressure ratio” means the ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions;
- “repair” means the restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear;
- “smoke” means-
- (a) hot vapor or cloud like gases or visible gaseous or soot containing fine particles of carbon being produced by combustion;
 - (b) the carbonaceous materials in exhaust emissions which obscure the transmission of light;
- “signature” means an individual’s unique identification which may be hand-written, electronic or in any other form approved by the Authority, used as a means of authenticating any record entry or a maintenance record;
- “specific operating provisions” means a document describing the ratings, Class or Limited, in detail and containing or referencing material and process specifications used in performing repair work, along with any limitations applied to the approved maintenance organisation;
- “satisfactory evidence” means a set of documents or activities that a Contracting State accepts as sufficient to prove compliance with an airworthiness requirement;
- “standard” means an object, artefact, 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; it also includes a document describing the operations and processes that must be performed in order for a particular end to be achieved;

- “State of Design” means the State having jurisdiction over the organisation responsible for the type design;
- “State of Manufacture” means the State having jurisdiction over the organisation responsible for the final assembly of the aircraft, engine or propeller;
- “State of Registry” means a means the State on whose register the aircraft is entered;
- “subsonic aeroplane” means an aeroplane that is incapable of sustaining level flight at speeds exceeding flight Mach Number of 1;
- “tilt-rotor” means a powered-lift capable of vertical take-off, vertical landing, and sustained low-speed flight, which depends principally on engine-driven rotors mounted on tiltable nacelles for the lift during these flight regimes and on non-rotating aero foils for lift during high-speed flight;
- “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;
- “Validation” means confirmation by a contracting state, on the basis of satisfactory evidence, that the specific intended use or application complies with the requirements or standards of the state.

Application
GN. No.
368 of 2023
reg. 3

3. These Regulations shall apply to person operating aircraft-
- (a) registered in United Republic and operate in or outside the United Republic;
 - (b) registered in another contracting State that are operated by a person licensed in the United Republic shall be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed; and

- (c) of other Contracting States operating in the United republic.

PART II
AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION
AND SUPPLEMENTAL TYPE CERTIFICATES

Acceptance of
type certificate
GN. No.
368 of 2023
reg. 4

4.-(1) The Authority may accept a type certificate or an equivalent document issued by a State of Design in respect of an aircraft or aircraft component where-

- (a) the type certificate or an equivalent document is issued based on an airworthiness code recognised by the Authority; or
- (b) the design, materials, construction equipment, performance and maintenance of the aircraft or aircraft component technical evaluation against a recognised airworthiness code has been carried out by the Authority and has been found to-
 - (i) meet the required standards of the recognised airworthiness code; or
 - (ii) has complied with any recommendations required by the Authority.

(2) The Authority may, upon acceptance of the type certificate and prior to issue of certificate of airworthiness or restricted certificate of airworthiness, require the applicant to comply with any additional requirements as prescribed by the Authority.

(3) The recognised airworthiness code under subregulation (1) shall be as prescribed in the Sixth Schedule.

Acceptance of
production

5. The Authority shall only accept an application for production of aircraft or aircraft component where it is satisfied that-

- (a) the work to be undertaken conforms to the specified design as approved by the State of Design;

- (b) there is in place a suitable arrangement with the holder of a type certificate which ensures satisfactory co-ordination between production and design; and
- (c) there are acceptable arrangements for oversight by the State of Design.

Issue of
supplemental
type certificate
GN. No.
368 of 2023
reg. 5

6.-(1) A person who alters a product by introducing a major modification in type design, not great enough to require a new application for a type certificate shall apply for a supplemental type certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Registry of the aircraft.

(2) Subject to subregulation (1), a person before applying for modification shall make sure that, the State of Registry has competent technical expertise to evaluate the proposed change in accordance with the type design.

(3) An application for the supplemental type certificate shall be made in the form and manner to be prescribed by the Authority.

(4) A person who alters a product by introducing a modification or repair classified as minor, having a negligible, or no appreciable, effect on the mass, balance, structural strength, reliability, operational characteristics or other characteristics affecting the airworthiness of the aeronautical product in the type design shall apply to Authority for acceptance in a manner as may be prescribed.

(5) Where the minor modification or repair of the product is already approved by another Contracting State, the Authority may accept or recognize the approval or equivalent document issued by the State of Design in respect of the modification or repair where:

- (a) the approved documents recognised by the Authority was issued; or
- (b) the design, materials, construction equipment, performance and maintenance of the modification of the aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to-

- (i) meet the required standards of the recognised airworthiness code; or
- (ii) comply with any requirements prescribed by the Authority.

(6) The owner or operator shall develop or adopt continuing airworthiness requirements and submit them to the Authority for approval to ensure the continuing airworthiness of the aircraft during its service life, after the modification, or repair.

PART III CERTIFICATES OF AIRWORTHINESS

Application of
certificate of
airworthiness

7. An owner or operator of an aircraft registered in the United Republic or his agent, may apply to the Authority for issue of a certificate of airworthiness for that aircraft on a form and in a manner to be prescribed by the Authority.

Certificate of
airworthiness
to be in force

8. A person shall not fly an aircraft unless there is in force in respect of that aircraft-

- (a) a certificate of airworthiness;
- (b) a restricted certificate of airworthiness; or
- (c) a special flight permit duly issued or rendered valid under the law of the State of Registry and any conditions subject to which the certificate was issued or rendered valid are complied with.

Classifications
of certificates
of airworthiness
GN. No.
368 of 2023
reg. 6

9. The certificate of airworthiness shall be classified as follows:

- (a) a certificate of airworthiness;
- (b) a restricted certificate of airworthiness;
- (c) a special flight permit authorisation; and
- (d) an export certificate of airworthiness.

Amendment of
certificates of
airworthiness

10. The Authority may amend any type of certificate of airworthiness issued under these Regulations, upon application by an operator or on the Authority's own initiative.

Surrender of
certificate of
airworthiness
GN. No.
368 of 2023
reg. 7

11. An owner of an aircraft who sells an aircraft shall surrender the certificate of airworthiness or restricted certificate of airworthiness or special flight permit, as applicable-

- (a) to a buyer upon sale of the aircraft within the United republic; or
- (b) to the Authority, in the case of an aircraft sold outside the United republic.

Validity and
renewal of a
Certificate of
airworthiness
GN. No.
368 of 2023
reg. 8

12.-(1) A certificate of airworthiness or restricted certificate of airworthiness issued under these Regulations shall be valid for twelve months from the date of issue unless-

- (a) a shorter period is specified by the Authority;
- (b) the Authority amends, extends, suspends, revokes or otherwise terminates the certificate; and
- (c) the aircraft owner or operator surrenders the certificate to the Authority.

(2) A certificate of airworthiness or restricted certificate of airworthiness issued in respect of an aircraft shall cease to be in force where-

- (a) the aircraft or any of its equipment, as is necessary for the airworthiness of the aircraft, is maintained or if any part of the aircraft or the equipment is removed or replaced, otherwise than in the manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;
- (b) the aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority in relation to that aircraft;
- (c) an inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any such equipment as aforesaid, has not, been completed to the satisfaction of the Authority; or

- (d) the aircraft or any of its equipment as aforementioned sustains damage and the damage is ascertained during inspection to affect the airworthiness of the aircraft.

(3) An application for renewal of a certificate of airworthiness shall be made in a form and manner, to be prescribed by the Authority, not later than thirty days before the certificate expires.

Aircraft
identification
GN. No.
368 of 2023
reg. 9

13. An applicant for a certificate of airworthiness or a restricted certificate of airworthiness or special flight permit shall show that, the aircraft is properly registered, marked and has identification plates affixed to the aircraft.

Issue of
certificates of
airworthiness
GN. No.
368 of 2023
reg. 10

14.-(1) A certificate of airworthiness shall be issued for aircraft in the specific category and model designated by the State of design in the type certificate.

(2) The Authority shall issue a certificate of airworthiness if-

- (a) the applicant presents evidence to the Authority that the aircraft conforms to-
 - (i) the type design approved under a type certificate; or
 - (ii) a supplemental type certificate; and
 - (iii) the applicable airworthiness directives of the State of manufacture or design;
- (b) the applicant submits an Export Certificate of Airworthiness or satisfactory evidence of airworthiness status of the aircraft as applicable issued by the state of manufacture or previous State of registry;
- (c) the aircraft has been inspected in accordance with performance rules of these Regulations for inspections and found to be airworthy by persons authorised by the Authority to make such determinations within the last thirty days;
- (d) the Authority finds, after an inspection, that the aircraft conforms to type design and is in condition for safe operation;

- (e) the aircraft when operated in accordance with the requirements specified in the flight manual or equivalent document for the aircraft conforms to the approved type specifications specified in the approved type certificate or equivalent document;
- (f) the maintenance determined by the Authority as a prerequisite for issue of a certificate of airworthiness is carried out and certified by a person acceptable to the Authority in accordance with these Regulations;
- (g) the results of flying trials, and such other tests of the aircraft as the Authority may require, are complied with;
- (h) there is any special requirements in place in addition to those adopted or required by the exporting state and make them available to the exporting State; and
- (i) it agrees that, they shall be listed as exceptions to the export certificate of airworthiness or require compliance with the additional requirements before accepting the export certificate of airworthiness.

(3) The Authority may issue a certificate of airworthiness subject to such other conditions relating to the airworthiness of the aircraft as the Authority thinks fit.

(4) A certificate of airworthiness shall specify one of the following categories as are, in the opinion of the Authority, appropriate to the aircraft operation-

- (a) commercial air transport (passenger);
- (b) commercial air transport (cargo);
- (c) general aviation; or
- (d) aerial work.

(5) A certificate of airworthiness shall be issued subject to the condition that the aircraft shall be flown only for the following purposes:

- (a) commercial air transport (passenger): any purpose;

- (b) commercial air transport (cargo): any purpose other than commercial air transport of passengers;
- (c) aerial work: any purpose other than commercial air transport or general aviation;
- (d) general aviation: any purpose other than commercial air transport or aerial work;

(6) The Authority may in the process of issuing a certificate of airworthiness demand that reports be furnished by a person qualified to furnish such reports.

Airworthiness
directives and
service
bulletins

15.-(1) A person shall not operate an aircraft or aircraft components to which an airworthiness directive applies except in accordance with the requirements of airworthiness directive.

(2) Upon registration of an aircraft in the United republic the Authority shall notify the State of Design of such registration and request that the Authority receive all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance or component.

(3) Where the State of Design considers that a condition in an aircraft, airframe, engine, propeller, appliance or component is unsafe as shown by the issue of an airworthiness directive by that State, such directives shall apply to the United republic registered aircraft of the type identified in that airworthiness directive.

(4) Where a manufacturer identifies a service bulletin as mandatory, such bulletin shall apply to the United republic registered aircraft of the type identified in that bulletin.

(5) The Authority may identify manufacturer's service bulletins and other sources of data or develop and prescribe inspections, procedures and limitations for mandatory compliance pertaining to affected aircraft in the United Republic.

(6) A person shall not operate any of the United Republic registered aircraft to which this regulation applies, except in accordance with the applicable directives and bulletins.

Issue of
restricted
certificates of
airworthiness

16.-(1) The Authority may issue a restricted certificate of airworthiness to the aircraft that does not qualify for a certificate of airworthiness including microlight, experimental amateur and kit built aircraft, an aircraft used for air races, aircraft flying for exhibition purpose and a kite.

(2) An aircraft holding a restricted certificate of airworthiness shall:

- (a) be subject to operating limitations within the United Republic; and
- (b) not make international flights.

(3) The Authority shall issue specific operating limitations for each restricted certificate of airworthiness.

Issue of special
flight permits

17.-(1) The Authority may issue a special flight permit for an aircraft that is capable of safe flight but unable to meet applicable airworthiness requirements for the purpose of-

- (a) flying to a base where weighing, painting, repairs, modifications, maintenance, or inspections are to be performed or to a point of storage;
- (b) flying for the purpose of experimenting with or testing the aircraft including its engines and equipment;
- (c) flying for the purpose of qualifying for the issue, renewal or validation of certificate of airworthiness or restricted certificate of airworthiness and the approval of a modification of the aircraft;
- (d) delivering or exporting the aircraft;
- (e) evacuating aircraft from areas of impending danger; and
- (f) operating at mass in excess of the aircraft's maximum certified takeoff mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel are unavailable with the excess mass limited to additional fuel, fuel-carrying

facilities, and navigation equipment necessary for the flight.

(2) A special flight permit shall be valid for a period specified in the permit.

Export
certificate of
airworthiness
GN. No.
368 of 2023
reg. 11

18.-(1) An owner of an aircraft registered in the United Republic or an agent of the owner may apply to the Authority for issue of an export certificate of airworthiness for aeronautical products or article.

(2) An application for an export certificate of airworthiness shall be made in a form and manner to be prescribed by the Authority at least fourteen days before the intended date of export of the aircraft out of the United Republic.

(3) The aeronautical products or article being exported may be placed in any of the following classes:

(a) Class I, a complete aircraft, engine or propeller which has been type certificated in accordance with the appropriate airworthiness requirements and for which the necessary type certificate data sheets or equivalent have been issued;

(b) Class II, a major component of Class I product such as a wing, fuselage and empennage service, the failure of which would jeopardize the safety of a Class I product or any part, material or system thereof; and

(c) Class III, any product or component which is not a Class I or Class II product or standard part.

(4) For aeronautical products other than those under Class I, the export airworthiness certification may be issued in the form of certificates or identification tags which confirms that, the aeronautical product meets the approved design data in a condition for safe operation, and complies with any special requirements as notified by the importing State.

(5) The Authority shall, upon receipt of the application in sub regulation (2), issue an export certificate of airworthiness where-

- (a) the applicant submits a statement of compliance with the full intents of the approved maintenance programme or schedule;
- (b) the applicant submits a statement of compliance with the mandatory airworthiness directives and service bulletins applicable to the aircraft and its equipment;
- (c) the aircraft has been inspected in accordance with the performance rules of these regulations and found airworthy by persons authorised by the Authority to make such determination within the last fourteen days;
- (d) the maintenance determined by the Authority as a prerequisite for issue of the export certificate of airworthiness has been carried out and certified by a person acceptable to the Authority in accordance with these regulations;
- (e) the result of test flight, and such other tests as the Authority may determine are complied with;
- (f) historical records establishing the production, modification and maintenance standard of the aircraft; or
- (g) a weight and balance report with a loading schedule, where applicable, for each aircraft in accordance with the applicable regulations is furnished to the Authority.

(6) An export certificate of airworthiness shall not be used for the purpose of flight except for confirmation of recent satisfactory review of the airworthiness status of the aircraft.

(7) An extension or variations granted to an aircraft in accordance to an approved maintenance programme or schedule shall be automatically revoked before issue of the export certificate of airworthiness.

Conditions on
the special
flight permit
GN. No.

19.-(1) A person shall not fly an aircraft using a special flight permit unless he has complied with conditions of this regulation and ensure that-

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- (a) the flight is made under the supervision of a person approved by the Authority for such flight, subject to any additional conditions which may be specified in the permit;
- (b) a copy of the permit is carried on board the aircraft at all times when the aircraft is operating under the conditions of the permit;
- (c) the aircraft is operated under the conditions of the permit;
- (d) the aircraft registration markings assigned to the aircraft are displayed;
- (e) the aircraft is operating for non-commercial flight only;
- (f) only persons essential for the safe operation of the aircraft are carried on the aircraft and must be advised of the contents of the permit and the airworthiness status of the aircraft;
- (g) the aircraft is operated only by flight crew holding appropriate licence with sufficient experience to appreciate the reasons for the aircraft noncompliance to the prescribed airworthiness standards;
- (h) the flight is conducted in accordance with applicable flight operating rules and procedures of the states of the intended routing;
- (i) the routing is such that areas of heavy air traffic, areas of heavy human concentration of a city, town settlement or any other areas where the flight might create hazardous exposure to persons or property are avoided;
- (j) the flight is performed in accordance to the performance limitations prescribed in the aircraft flight manual and any other limitations that the Authority may impose on such flight;
- (k) all flights are conducted prior to the expiry date of the special flight permit or at any other time the Authority declares so in writing; and
- (l) the aircraft shall not depart for the flight on a special flight permit unless the aircraft has on

board authorizations from the State of intended routing.

(3) The operator shall inform the State on the conditions of the aircraft and intended flight and the operator shall obtain their consent.

(4) The Authority shall require a properly executed maintenance endorsement statement to be placed in the aircraft permanent record by an authorised person stating that the subject aircraft has been inspected and found to be safe for the intended flight.

Certificate of
fitness for
flight

20.-(1) A person shall not fly an aircraft for the purpose of flight testing after repair, modification or maintenance unless the aircraft has been issued with a maintenance endorsement statement.

(2) The maintenance endorsement statement referred to in sub regulation (1) shall constitute a certificate of fitness for flight.

(3) A certificate of fitness for flight shall be issued by an appropriately qualified person in accordance with these Regulations and the Civil Aviation (Personnel Licensing) Regulations, 2017.

(4) The Authority may issue a special flight permit:

- (a) for the purpose of allowing the aircraft to be ferried; or
- (b) for a ferry or to flight test an aircraft after repair, modifications or maintenance as long as the aircraft does not make an international flight and is not, for purposes of these Regulations, a certificate of airworthiness;
- (c) to a person who holds a certificate of fitness for flight.

PART IV

CONTINUING AIRWORTHINESS OF AIRCRAFT AND AIRCRAFT COMPONENTS

Responsibility
for
maintenance
GN. No.

21.-(1) An owner or operator of an aircraft shall maintain the aircraft in an airworthy condition by ensuring that-

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- (a) all maintenance which affect airworthiness are performed as prescribed by the State of Registry;
- (b) the maintenance personnel makes appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;
- (c) the certificate of release to service is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the aircraft and aircraft component manufacturer's recommendations, instructions for continued airworthiness, aircraft maintenance program approved by the State of Registry and the prescribed methods; and
- (d) where there are open discrepancies, the certificate of release to service includes a list of the uncorrected maintenance items which are made a part of the aircraft permanent records.

(2) In the event that an aircraft registered in the United Republic is continuously operated outside the United Republic for a period exceeding thirty days, the owner or operator of the aircraft shall ensure that-

- (a) the aircraft is maintained in an airworthy condition;
- (b) a notice, in the form to be prescribed by the Authority, is given to the Authority prior to the aircraft undertaking such operations; and
- (c) arrangements acceptable to the Authority for ongoing inspection and oversight of the airworthiness of that aircraft are made.

(3) The operator of a helicopter of over 3,175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of aircraft as prescribed by the State of Registry and report through the system prescribed by the Authority.

Continuing
airworthiness
information
GN. No.
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reg. 14

22.-(1) An operator of an aircraft shall-

- (a) monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of aircraft as prescribed by the Authority and report, through a specified system; and
- (b) obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design, component manufacturers, modifications, repairs and implement resulting actions considered necessary in accordance with the procedure approved by the Authority.

(2) A failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

(3) Information used in developing procedures for maintaining the aircraft in an airworthy condition shall be made available to the Authority.

(4) The information under subregulation (3), shall include a description of the aircraft and recommended methods for the accomplishment of maintenance tasks, and such information shall include guidance on defect diagnosis and ageing aircraft maintenance requirements.

Responsibilities
of the State of
Registry in
respect of
continuing
airworthiness
GN. No.
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reg. 15

23.-(1) The State of Registry shall-

- (a) where it first enters on its register an aircraft of a particular type, for which it is not the State of Design and issues or validates a Certificate of Airworthiness in accordance with these regulations notify the State of Design that it has entered such an aircraft on its register;
- (b) determine the continuing airworthiness of an aircraft in relation to the appropriate

airworthiness requirements in force for that aircraft;

- (c) ensure the transmission to the State of Design of all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft;
- (d) ensure that, in respect of aeroplanes over 5,700 kg and helicopters over 3,175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organisation responsible for the type design of that aircraft;
- (e) ensure that, when approving a maintenance organisation or accepting the approval of a maintenance organisation issued by another Contracting State, verify compliance with the Civil Aviation (Approved Maintenance Organisation) Regulations;
- (f) ensure that, sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information;
- (g) ensure that, sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design in accordance with the Civil Aviation (Security) Regulations;
- (h) where a continuing airworthiness safety issue is associated with a modification, shall ensure that there exists a system whereby the above information is transmitted to the organisation responsible for the design of the modification;
- (i) subject to subregulation (d) whenever that information relates to an engine or propeller, such information shall be transmitted to both the organisation responsible for engine or

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- propeller type design and the organisation responsible for aircraft type design;
- (j) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action; and
- (k) ensure that, all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft, is transmitted to the appropriate State of Design.

(2) Where an aircraft has sustained damage, the Authority shall determine whether the damage is of such a nature that renders the aircraft no longer airworthy as defined by the appropriate airworthiness requirements.

(3) Where the damage of aircraft is sustained or ascertained in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that it advises the Authority immediately and communicate all necessary details to enable the Authority to determine the matter.

(4) Where the Authority is satisfied that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition.

(5) Notwithstanding sub regulation (4), the Authority may,

- (a) Where it considers that the damage sustained is of a nature such that the aircraft is still airworthy, allow the aircraft to resume its flight; or
- (b) in exceptional circumstances, prescribe conditions under which the aircraft may be permitted to fly a non-commercial air transport operation to an aerodrome at which it shall be restored to an airworthy condition.

(6) In prescribing particular limiting conditions in sub regulation (5), the Authority shall consider all

limitations proposed by the Contracting State under sub regulation (3).

(7) The Authority shall develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft-

- (a) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and
- (b) is maintained in an airworthy condition and in compliance with the maintenance requirements of these regulations.

Compliance
with the
manufacturer's
instructions

24. An aircraft registered in the United Republic shall not engage in commercial air transport operations, unless-

- (a) the aircraft, including its engines, equipment and radios have been maintained in accordance with the approved maintenance programme and maintenance procedures recommended by the aircraft manufacturer;
- (b) a certificate of release to service has been completed and signed by a licensed aircraft maintenance engineer to certify that all maintenance is completed in accordance with the approved maintenance programme and procedures; and
- (c) there is an approved flight manual available in the aircraft for the use of the flight crew, containing the limitations within which the aircraft is considered airworthy, together with such additional instructions and information as may be necessary to show compliance with the specified regulations relating to performance and for the safe operation of the aircraft, except that if the aircraft has a maximum take off certificated mass of 5,700 kg or less, the limitations may be made available by means of

placards or other documents approved by the Authority.

Reporting of
failures,
malfunctions,
and defects
GN. No.
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reg. 16

25.-(1) An owner or operator of an aircraft registered in United Republic shall report to the Authority any failures, malfunctions, or defects that may result in at least one of the following:

- (a) fires during flight and whether the related fire warning system operated properly;
- (b) fires during flight not protected by a related fire warning system;
- (c) false fire warning during flight;
- (d) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;
- (e) an aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
- (f) engine shutdown during flight because of flameout;
- (g) engine shutdown during flight when external damage to the engine or aircraft structure occurs;
- (h) engine shutdown during flight due to foreign object ingestion or icing;
- (i) shutdown during flight of more than one engine on a multi-engine aircraft;
- (j) a propeller feathering malfunction or inability of the system to control over-speed during flight;
- (k) a fuel or fuel-dumping system malfunction that affects fuel flow or causes hazardous leakage during flight;
- (l) an un-commanded landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- (m) brake system components malfunction that result in loss of brake actuating force when the aircraft is in motion on the ground;

- (n) aircraft structure damage that requires major repair;
 - (o) failure or malfunction of any flight control system, flap, slat or spoiler;
 - (p) any excessive unscheduled removals of essential equipment on account of defects;
 - (q) cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
 - (r) aircraft components or systems malfunctions that result in taking emergency actions during flight except action to shut down an engine;
 - (s) emergency evacuation systems or components including all exit doors, passenger emergency evacuating lighting systems, or evacuation equipment that are found defective, or that fail to perform the intended functions during an actual emergency or during training, testing, maintenance, demonstration, or inadvertent deployments;
 - (t) each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;
 - (u) any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
 - (v) failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft;
 - (w) the number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or
 - (x) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.
- (2) In addition to the requirements of subregulation (1), an owner or operator approved for Extended Diversion

Time Operations shall report any failures, malfunctions, or defects that may result in at least one of the following:

- (a) in-flight shut-downs;
- (b) diversion or turn-back;
- (c) uncommand power changes or surges;
- (d) inability to control the engine or obtain desired power; and
- (e) significant events or adverse trends with Extended Diversion Time Operations significant systems.

(3) The Authority, upon receipt of the report specified in subregulation (2) for aircraft registered in the United Republic, shall submit the reports to-

- (a) State of design;
- (b) manufacturer; or;
- (c) organisation responsible for the design.

(4) The Authority, upon receipt of the report specified in subregulation (2) for aircraft registered in the United Republic, shall submit the reports to the State of Design.

(5) The Authority shall, upon receipt of the report in subregulation (2) for foreign registered aircraft operating in the United Republic, submit all such reports to the State of Registry and the State of Design.

PART V

AIRCRAFT MAINTENANCE AND INSPECTION

Persons
authorised to
perform
maintenance,
preventive
maintenance
and
modification

26.-(1) person shall not perform any maintenance on an aircraft or aircraft components, except as provided for in this regulation.

(2) The following are authorised to perform maintenance, preventive maintenance and modification:

- (a) a pilot licensed by the Authority;
- (b) a person performing maintenance under the supervision of a licensed aircraft maintenance engineer (LAME);
- (c) an LAME; and
- (d) an AMO.

(3) A pilot licensed by the Authority may perform preventive maintenance on an aircraft of maximum certificated take-off mass of 5,700 kg or less owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder and the pilot has attended maintenance course on the type of aircraft.

(4) A pilot licenced by the Authority to operate a balloon listed for use by an AOC holder may perform maintenance, preventive maintenance and modification on balloons, provided that the pilot is trained on the appropriate balloon maintenance;

(5) A person working under the supervision of a LAME may perform the maintenance, preventive maintenance, or modifications that the LAME is authorised to perform if the supervising LAME-

(a) personally observes the work being done to the extent necessary to ensure that it is being done properly; and

(b) is readily available, in person, for consultation.

(6) A LAME may perform or supervise the maintenance or modification of an aircraft or aircraft component for which he is rated in accordance with the Civil Aviation (Personnel Licensing) Regulation.

(7) An AMO may perform aircraft maintenance within the limits specified by the Authority.

(8) A manufacturer holding an AMO certificate may-

(a) rebuild or alter any aircraft component manufactured by that manufacturer under a type or production certificate;

(b) rebuild or alter any aircraft component manufactured by that manufacturer under a Technical Standard Order (TSO) Authorisation, a Parts Manufacturer Approval (PMA) by the State of Design, or product and process specification issued by the State of Design; and

(c) perform any inspection required by the Civil Aviation (Operation of Aircraft) Regulations, 2016 on aircraft that the manufacturer manufactures, while currently operating under

a production certificate or under a currently approved production inspection system for such aircraft.

Personnel
authorised to
approve for
return to
service
GN. No.
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reg. 18

27.-(1) Except as authorised by the Authority, a person shall not approve an aircraft, airframe, engine, propeller, appliance, or component for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or modification.

(2) The following persons are authorised to approve for return to service:

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

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(3) The persons authorised to approve modifications under subregulation (1) shall have sound knowledge of the design principles embodied in the aircraft type being modified or repaired.

Persons
authorised to
perform
inspections
GN. No.
368 of 2023

28.-(1) Except as authorised by the Authority, a person shall not perform the inspections required for aircraft and aircraft components prior to or after the aircraft has undergone maintenance, preventive maintenance, rebuilding, or modification.

reg. 19

(2) The following persons are authorised to carry out inspections:

- (a) a LAME who may conduct the required inspections of aircraft and aircraft components for which the LAME is rated and current; or
- (b) an AMO that may perform the required inspections of aircraft and aircraft components as provided in the Specific Operating Provisions approved by the Authority.

Preventive
Maintenance
Limitations
GN. No.
368 of 2023
reg. 20

29. Preventive maintenance shall be limited to the following work:

- (a) removal, installation and repair of landing gear tires;
- (b) replacing elastic shock absorber cords on landing gear;
- (c) servicing landing gear shock struts by adding oil, air, or both;
- (d) servicing landing gear wheel bearings, such as cleaning and greasing;
- (e) replacing defective safety wiring or cotter keys pins;
- (f) lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings;
- (g) making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces;
- (h) replenishing hydraulic fluid in the hydraulic reservoir;
- (i) refinishing decorative coating of fuselage, wings, tail group surfaces excluding balanced control surfaces, fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required;
- (j) applying preservative or protective material to components where no disassembly of any primary structure or operating system is

- involved and where such coating is not prohibited or is not contrary to good practices;
- (k) repairing upholstery and decorative furnishings of the cabin or cockpit when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft;
 - (l) making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper airflow;
 - (m) replacing side windows where that work does not interfere with the structure of any operating system such as controls and electrical equipment;
 - (n) replacing safety belts;
 - (o) replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system;
 - (p) troubleshooting and repairing broken circuits in landing light wiring circuits;
 - (q) replacing bulbs, reflectors, and lenses of position and landing lights;
 - (r) replacing wheels and skis where no mass and balance computation is involved;
 - (s) replacing any cowling not requiring removal of the propeller or disconnection of flight controls
 - (t) replacing or cleaning spark plugs and setting of spark plug gap clearance;
 - (u) replacing any hose connection except hydraulic connections;
 - (v) replacing prefabricated fuel lines;
 - (w) cleaning fuel and oil strainers;
 - (x) replacing and servicing batteries;
 - (y) replacement or adjustment of non-structural fasteners incidental to operations; and
 - (z) the installation of anti-misfueling devices to reduce the diameter of fuel tank filler openings

provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and installation does not involve the disassembly of the existing filler opening.

Performance
rules
maintenance
GN. No.
368 of 2023
reg. 21

30.-(1) A person who performs maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall use -

- (a) the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or instructions for continued airworthiness issued by its manufacturer; or
- (b) methods, techniques and practices approved by the Authority where the manufacturer's documents were not available; and
- (c) additional methods, techniques and practices required by the Authority;
- (d) the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices.

(2) Where the manufacturer recommends special equipment or test apparatus, the person performing maintenance shall use the equipment or apparatus, or its equivalent acceptable to the Authority.

(3) A person performing maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall do that work in such a manner, and use materials of such a quality, that the condition of the aircraft or aircraft component worked on will be at least equal to its original or properly altered condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.

(4) The methods, techniques, and practices contained in-

- (a) an AOC holder's maintenance control manual and maintenance programme, as approved by the Authority; or
 - (b) an AMO Maintenance Procedures Manual, approved by the Authority,
- shall constitute an acceptable means of compliance with the requirements of this regulation.

Performance
rules inspection
GN. No.
368 of 2023
reg. 22

31.-(1) A person who performs an inspection required by the Authority shall-

- (a) perform the inspection so as to determine whether the aircraft or portion of the aircraft under inspection meets all applicable airworthiness requirements; and
- (b) where there is an inspection program required or accepted for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures specified in the inspection program.

(2) A person who performs an inspection required on a rotorcraft shall conduct inspection, in accordance with the maintenance manual or instructions for continued airworthiness and the systems which shall include, but not limited to -

- (a) the drive shafts or similar systems;
- (b) the main rotor transmission gear box for obvious defects;
- (c) the main rotor and centre section or the equivalent area; and
- (d) the auxiliary rotor on helicopters.

(3) A person who performs an inspection shall use a checklist while performing the inspection, which-

- (a) may be:
 - (i) of the person's own design;
 - (ii) one provided by the manufacturer of the equipment being inspected; or
 - (iii) one obtained from another source; and
- (b) shall include the scope and detail of the items prescribed or approved by the Authority.

(4) A person who approves, for return to service after an inspection,

(a) a reciprocating-engine-powered aircraft, shall prior to the approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of-

(i) power output static and idle revolutions per minute;

(ii) magnetos;

(iii) fuel and oil pressure;

(iv) cylinder and oil temperature; and

(b) a turbine-engine-powered aircraft for return to service shall, prior to the approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.

(5) A person who performs an inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all necessary inspection plates, access doors, fairings, and cowlings.

(6) A person who performs an inspection shall inspect, where applicable, the following components:

(a) fuselage and hull group-

(i) fabric and skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings; and

(ii) systems and components for improper installation, apparent defects, and unsatisfactory operation;

(b) cabin and cockpit group-

(i) generally for uncleanness and loose equipment that might foul the controls;

(ii) seats and safety belts for poor condition and apparent defects;

(iii) leakage;

- (iv) instruments - for poor condition, mounting, marking, and where practicable for improper operation;
 - (v) flight and engine controls - for improper installation and improper operation;
 - (vi) batteries for improper installation and improper charge;
 - (vii) all systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
- (c) engine and nacelle group-
- (i) engine section for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks;
 - (ii) studs and nuts for improper torquing and obvious defects;
 - (iii) internal engine for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs, if there is weak cylinder compression, for improper internal condition and improper internal tolerances;
 - (iv) engine mount - for cracks, looseness of mounting, and looseness of engine to mount;
 - (v) flexible vibration dampeners - for poor condition and deterioration;
 - (vi) engine controls for defects, improper travel, and improper safetying;
 - (vii) lines, hoses, and clamps for leaks, improper condition, and looseness;
 - (viii) exhaust stacks for cracks, defects, and improper attachment;
 - (ix) accessories for apparent defects in security of mounting;

- (x) all systems for improper installation, poor general condition, defects, and insecure attachment;
- (xi) cowling for cracks and defects;
- (d) landing gear group-
 - (i) all units for poor condition and insecurity of attachment;
 - (ii) shock absorbing devices for improper oleo fluid level;
 - (iii) linkages, trusses, and members for undue or excessive wear, fatigue, and distortion;
 - (iv) retracting and locking mechanism for improper operation;
 - (v) hydraulic lines for leakage;
 - (vi) electrical system for chafing and improper operation of switches;
 - (vii) wheels for cracks, defects, and condition of bearings;
 - (viii) tires for wear and cuts;
 - (ix) brakes for improper adjustment;
 - (x) floats and skis for insecure attachment and obvious or apparent defects;
- (e) wing and centre section assembly for-
 - (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecurity of attachment;
- (f) complete empennage assembly for-
 - (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecure attachment;
 - (vi) improper component installation;
 - (vii) improper component operation;
- (g) propeller group-
 - (i) propeller assembly for cracks, nicks, binds and oil leakage;

- (ii) bolts - for improper torquing and lack of safety;
 - (iii) anti-icing devices for improper operations and obvious defects; control mechanisms for improper operation, insecure mounting, and restricted travel;
 - (h) avionics and instrument equipment-
 - (i) for improper installation and insecure mounting;
 - (ii) wiring and conduits for improper routing, insecure mounting, and obvious defects;
 - (iii) bonding and shielding for improper installation and poor condition;
 - (iv) antenna including trailing antenna for poor condition, insecure mounting, and improper operation;
 - (i) electronic or electrical group-
 - (i) wiring and conduits for improper routing, insecure mounting, and obvious defects;
 - (ii) bonding and shielding for improper installation and poor condition; and
 - (j) each installed miscellaneous item that is not otherwise covered by this listing or has instructions for continued airworthiness - for improper installation and improper operation.
- (7) A duplicate inspection shall be carried out-
- (a) after any flight safety sensitive maintenance tasks involving the assembly or any disturbance of a control system that, when errors occur, could result in a failure, malfunction, or defect endangering the safe operation of the aircraft; and
 - (b) by two appropriately qualified persons in accordance with the Civil Aviation Personnel Licensing) Regulations, to ensure correct assembly, locking and sense of operation and a technical record of the inspections shall contain

the signatures of both persons before the relevant certificate of release is issued.

Airworthiness
limitation
performance
rules

32. A person who performs an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or instructions for continued airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specific operating provisions approved by the Authority.

Aircraft mass
schedule
GN. No.
368 of 2023
reg. 23

33.-(1) An aircraft, in respect of which a certificate of airworthiness is issued under these Regulations, shall be weighed and the position of the aircraft's centre of gravity determined, at such times and in such manner as the Authority may require or approve in the case of that aircraft.

(2) An aircraft shall be weighed to determine their basic weight and the corresponding centre of gravity position when all manufacturing processes have been completed.

(3) Aircraft exceeding 5700 kg (12500 lb) MTMA must be re-weighed two years after the date of manufacture and thereafter at intervals not exceeding five years and at such times as the Authority may require.

(4) Aircraft not exceeding 5700 kg (12500 lb) shall be weighed at intervals not exceeding five years and at such times as the Authority may require.

(5) Upon the aircraft being weighed, the owner or operator of the aircraft shall prepare a mass schedule showing-

- (a) the basic mass of the aircraft, namely the mass of the empty aircraft together with the mass of unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the mass schedule, or such other mass as may be approved by the Authority in the case of that aircraft; or
- (b) the position of the centre of gravity of the aircraft when the aircraft contains only the

items included in the basic mass or such other position of the centre of gravity as may be approved by the Authority in the case of that aircraft,

- (c) the loading information including the empty mass of the aircraft, together with a description of the condition of the aircraft at the time of weighing, the corresponding centre of gravity position, and the reference points and datum lines to which the centre of gravity limits are related; and
- (d) the loading limitations including all limiting masses, centers of gravity positions, mass distributions, and floor loadings.

(6) The mass schedule shall be preserved by the operator of the aircraft until the expiration of a period of six months following the next occasion on which the aircraft is weighed for the purpose of this regulation.

PART VI AIRCRAFT NOISE CERTIFICATION

Requirement of
noise
certification

34. An aircraft to which this regulation applies shall not land or take off in the United Republic unless there is in force a noise certificate issued or rendered valid by the competent Authority in which the aircraft is registered.

Aircraft noise
abatement

35.-(1) An operator shall submit to the Authority a document attesting noise abatement as set out in the First Schedule.

(2) The document in subregulation (1) shall include details of-

- (a) the nature and extent of the noise problem including:
 - (i) the location of noise-sensitive areas;
and
 - (ii) critical hours;
- (b) the types of aircraft affected, including aircraft mass, aerodrome elevation, temperature considerations;

- (c) the types of procedures likely to be most effective;
- (d) obstacle clearances (PANS-OPS (Doc 8168), Volumes I and II); and
- (e) human performance in the application of the operating procedures.

Issue,
suspension or
revocation of
aircraft noise
certificate

36.-(1) An aircraft included in the classification defined for noise certification purpose in Part A, of the First Schedule, shall be issued with a noise certificate or a suitable statement attesting noise certification contained in another document approved by the State of Registry and required by that State to be carried in the aircraft.

(2) The noise certificate referred to in subregulation (1) shall be issued or validated by the Authority on the basis of satisfactory evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in the First Schedule.

(3) The document attesting noise certification of an aircraft shall provide information in accordance with Part B of the First Schedule.

(4) The Authority shall-

- (a) suspend or revoke the noise certificate of aircraft on the civil aircraft register for failure to comply with the applicable noise standards; and
- (b) not re-instate or grant a new noise certificate unless, on reassessment, the aircraft is found to comply with the applicable noise standards.

(5) The provisions of subregulation (2) to (4) shall apply to all engines included in the classifications defined for emission certification purposes where such engines are fitted to aircraft engaged in international air navigation.

Emission
certifications

37.-(1) Emissions certification shall be granted by the certifying authority on the basis of satisfactory evidence that the engine complies with requirements which are at least equal to the stringency of the provisions of these Regulations.

(2) The document attesting emissions certification for each individual engine shall include at least the following information:

- (a) name of certifying authority;
- (b) manufacturers type and model designation;
- (c) statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements;
- (d) rated thrust;
- (e) reference pressure ratio;
- (f) a statement indicating compliance with Smoke Number requirements;
- (g) a statement indicating compliance with gaseous pollutant requirements.

(3) The Authority shall recognize, as valid, an emissions certification granted by the certifying authority of another State:

Provided that the requirements under which such certification was granted are not less stringent than the provisions of these Regulations.

Noise
certification
and valuation

38.-(1) The provisions of Chapter thirteen, shall apply to all tilt-rotors, including their derived versions.

(2) Noise certification of tilt-rotors which are capable of carrying external loads or external equipment shall be made without such loads or equipment fitted.

(3) The noise evaluation measure shall be the effective perceived noise level in EPNdB as set out in First Schedule and the correction for spectral irregularities shall start at 50 Hz.

(4) A tilt-rotor, when tested in accordance with the reference procedures in this regulation, shall not exceed the following noise levels:

- (a) for take-off: 109 EPNdB for tilt-rotors in VTOL/conversion mode with maximum certificated take-off mass, at which the noise certification is requested, of 80 000 kg and over and decreasing linearly with the logarithm of the tilt-rotor mass at a rate of 3 EPNdB per

- halving of mass down to 89 EPNdB after which the limit is constant;
- (b) for overflight: 108 EPNdB for tilt-rotors in VTOL/conversion mode with maximum certificated take-off mass, at which the noise certification is requested, of 80 000 kg and over and decreasing linearly with the logarithm of the tilt-rotor mass at a rate of 3 EPNdB per halving of mass down to 88 EPNdB after which the limit is constant;
 - (i) for the tilt-rotor in aeroplane mode, there is no maximum noise level; and
 - (ii) the VTOL conversion mode is all approved configurations and flight modes where the design operating rotor speed is that used for hover operations;
 - (c) for approach: 110 EPNdB for tilt-rotors in VTOL/conversion mode with maximum certificated take-off mass, at which the noise certification is requested, of 80 000 kg and over and decreasing linearly with the logarithm of the tilt-rotor mass at a rate of 3 EPNdB per halving of mass down to 90 EPNdB after which the limit is constant.
- (5) A tilt-rotor, when tested, shall not exceed the noise levels specified in sub paragraph (4) at the following reference points:
- (a) take-off reference noise measurement points-
 - (i) a flight path reference point located on the ground vertically below the flight path defined in the take-off reference procedure and 500 m (1 640 ft) horizontally in the direction of flight from the point at which transition to climbing flight is initiated in the reference procedure; and
 - (ii) two other points on the ground symmetrically disposed at 150 m (492 ft) on both sides of the flight path defined in the take-off reference

- procedure and lying on a line through the flight path reference point;
- (b) over flight reference noise measurement points-
 - (i) a flight path reference point located on the ground 150 m (492 ft) vertically below the flight path defined in the over flight reference procedure;
 - (ii) two other points on the ground symmetrically disposed at 150 m (492 ft) on both sides of the flight path defined in the over flight reference procedure and lying on a line through the flight path reference point;
- (c) approach reference noise measurement points-
 - (i) a flight path reference point located on the ground 120 m (394 ft) vertically below the flight path defined in the approach reference procedure. On level ground, this corresponds to a position 1 140 m (3 740 ft) from the intersection of the six degree approach path with the ground plane; and
 - (ii) two other points on the ground symmetrically disposed at 150m(492ft) on both sides of the flight path defined in the approach reference procedure and lying on a line through the flight path reference point.

(6) For tilt-rotors specified in subregulation (1), the maximum noise levels, when determined in accordance with the noise evaluation method for helicopters, shall not exceed the maximum noise levels specified in subregulation (4).

(7). Where the maximum noise levels are exceeded at one or two measurement points-

- (a) the sum of excesses shall not be greater than 4 EPNdB;
- (b) any excess at any single point shall not be greater than 3 EPNdB; and

- (c) any excess shall be offset by corresponding reductions at the other point or points.
- (8) The take-off reference flight procedure shall be established as follows-
 - (a) a constant take-off configuration, including nacelle angle, selected by the applicant shall be maintained throughout the take-off reference procedure;
 - (b) the tilt-rotor shall be stabilized at the maximum take-off power corresponding to minimum installed engines specification power available for the reference ambient conditions or gearbox torque limit, whichever is lower, and
 - (c) along a path starting from a point located 500 m (1 640 ft) prior to the flight path reference point, at 20 m (65 ft) above the ground;
 - (d) the nacelle angle and the corresponding best rate of climb speed, or the lowest approved speed for the climb after take-off, whichever is the greater, shall be maintained throughout the take-off reference procedure;
 - (e) the steady climb shall be made with the rotor speed stabilized at the maximum normal operating rpm certificated for take-off;
 - (f) the mass of the tilt-rotor shall be the maximum take-off mass at which noise certification is requested; and
 - (g) the reference take-off path is defined as a straight line segment inclined from the starting point (500 m (1 640 ft) prior to the centre noise measurement point and 20 m (65 ft) above ground level) at an angle defined by best rate of climb (BRC) and the best rate of climb speed corresponding to the selected nacelle angle and for minimum specification engine performance.

PART VII

MAINTENANCE RECORDS AND ENTRIES

Keeping
certificate of
release to
service records
GN. No.
368 of 2023
reg. 24

- 39.-(1) A certificate of release to service shall be maintained by an owner or operator in duplicate.
- (2) A certificate of release to service issued shall-
- (a) be effective from the date of its issue;
 - (b) cease to be effective upon expiration of the period in calendar days or flight time, whichever is earlier; and
 - (c) be kept on board the aircraft and the original kept by the operator elsewhere as approved by the Authority.

Technical
logbook.
GN. No.
368 of 2023
reg. 25

40.-(1) A technical logbook shall be kept in respect of every aircraft registered in the United Republic in respect of which a certificate of airworthiness in either commercial air transport or aerial work category is in force.

GN. No.
69 of 2017

(2) Technical logbook entries on defects which affect the airworthiness and safe operation of the aircraft shall be made as specified in Regulation 62 of the Civil Aviation (Air Operator Certification and Administration) Regulations.

GN. No.
55 of 2017

(3) Upon rectification of any defect which has been entered in the technical logbook, a person issuing a certificate of release to service under the Civil Aviation (Approved Maintenance Organisation) Regulations shall enter that certificate in the technical logbook.

Aircraft, engine
and propeller
logbooks
GN. No.
368 of 2023
reg. 26

41.-(1) The following log books shall be kept in respect of aircraft registered in the United Republic:

- (a) an aircraft log book;
 - (b) a separate log book in respect of each engine fitted in the aircraft; and
 - (c) a separate log book in respect of each variable pitch propeller fitted to the aircraft;
- (2) The log books in sub regulation (1) shall:
- (a) include the particulars specified in the Second Schedule; and
 - (b) in the case of an aircraft having a maximum certificated take-off mass of 2730 kg or less, be of a type approved by the Authority.

(3) An entry in a log book other than the entry referred to in sub-paragraphs 2(d) (ii) or 3 (d) (ii) of the Second Schedule shall be made as soon as practicable after the occurrence to which it relates, but not more than seven days after the expiration of the certificate of release to service, in force in respect of the aircraft at the time of the occurrence.

(4) The entry referred to in sub-paragraphs 2(d) (ii) or 3(d)(ii) of the Second Schedule shall be made upon each occasion that any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the engine or propeller as the case may be.

(5) Entries in the log book may refer to other documents which shall be clearly identified, and any other documents so referred to shall be deemed, for the purposes of this regulation to be part of the log book.

(6) The operator of every aircraft in respect of which log books are required to be kept shall keep the log books or cause them to be kept in accordance with this regulation.

(7) Subject to this regulation, every log book shall be preserved by the operator of the aircraft until a date 2 years after the aircraft, the engine or the variable pitch propeller as the case may be, has been destroyed or has been permanently withdrawn from use.

(8) Clear record of continued compliance with all applicable mandatory airworthiness requirements shall be recorded in the log book.

(9) Whenever a certificate of fitness for flight is issued, the aircraft log book shall be endorsed with the reason for its issue and a copy included in the log book.

(10) Duplicate inspections certified in accordance with these Regulations must be recorded in the appropriate log book except that, when made elsewhere such as in the technical log, they may be cross-referred to in the log book.

Records of
maintenance
GN. No.
368 of 2023
reg. 27

42.-(1) A person who performs maintenance on an aircraft or aircraft component shall, upon the work being performed satisfactorily, make an entry in the maintenance record of that equipment indicating-

- (a) a description or reference to data acceptable to the authority of work performed including but not limited;
- (b) the total time in service in hours, calendar time, and cycles, as appropriate of the aircraft and all life-limited components;
- (c) the current status of compliance with all mandatory continuing airworthiness information;
 - (i) appropriate details of modifications and repairs;
 - (ii) time in service in hours, calendar time, and cycles, as appropriate since last overhaul of the aircraft or its components subject to a mandatory overhaul life; and
 - (iii) the current status of the aircraft's compliance with the approved maintenance program, and the detailed maintenance records to show that all requirements for signing of a maintenance release have been met.

(2) The signature required by subregulation (1)(c) shall constitute the approval for return to service only for the work performed.

(3) A person working under the supervision of a LAME shall not perform any inspection required in the Civil Aviation (Operation of Aircraft) Regulations or any inspection performed after a major repair or modification.

(4) A person performing the work referred to in subregulation (1) shall enter records of major repairs and major modifications, on a prescribed form as set out in the Third Schedule.

(5) A person performing a major repair or major modification shall-

- (a) fill the appropriate form prescribed by the Authority at least in duplicate;
- (b) give a signed copy of the form to the aircraft owner or operator; and

- (c) forward a copy of that form to the Authority, within forty-eight hours after the aircraft or aircraft component is approved for return to service and in accordance with Authority instructions.
- (6) An AMO which performs a major repair or modification shall-
 - (a) use the aircraft owner or operator 's work order upon which the repair is recorded;
 - (b) give the aircraft owner or operators a signed copy of the work order and retain a duplicate copy for at least two years from the date of approval for return to service of the aircraft or aircraft component;
 - (c) give the aircraft owner or operator a certificate of release to service signed by an authorised representative of the AMO and incorporating information on the-
 - (i) identity of the aircraft or aircraft component-
 - (ii) the make, model, serial number, nationality and registration marks, and location of the repaired area of an aircraft;
 - (iii) the manufacturer's name, name of the part, model, and serial numbers if any of an aircraft component; and
 - (d) signature of the authorised representative, the name and address of the AMO and AMO certificate number.

Records of
overhaul and
rebuilding

43. A person shall not record in any required maintenance entry or form, an aircraft or aircraft component-

- (a) as being overhauled unless the aircraft or aircraft component has been-
 - (i) disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques,

and practices acceptable to the Authority; and

- (ii) tested in accordance with the 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 manufacturing approval; and

- (b) as being rebuilt unless the aircraft or aircraft component 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.

Approval for
return to service

44. A person shall not approve for return to service any aircraft or aircraft component that has undergone maintenance, preventive maintenance, rebuilding, or modification unless-

- (a) the appropriate maintenance record entry has been made in accordance with these Regulations;
- (b) the major repair or major modification form specified in the Third Schedule has been executed in the manner prescribed by the Authority;
- (c) major repair or major modification result in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, operating limitations or flight data are appropriately revised and set out as prescribed.

Content, form,
and disposition

45.-(1) A person approving the return to service of an aircraft or aircraft component after any inspection

of records for
inspections

performed in accordance with the Civil Aviation (Operation of Aircraft) Regulations, shall make an entry in the maintenance record of that equipment containing the following information:

- (a) type of inspection and a brief description of the extent of the inspection;
- (b) date of inspection;
- (c) aircraft total time and cycles in service;
- (d) signature, the license number held by the person approving return to service the aircraft or aircraft component;
- (e) where the aircraft is found to be airworthy and approved for return to service, a statement certifying that the aircraft has been inspected in accordance with the type of work and was determined to be in an airworthy condition;
- (f) where the aircraft is not approved for return to service because the aircraft needs maintenance, for non-compliance with the applicable specifications, airworthiness directives, or other approved data, a statement that the aircraft has been inspected in accordance with inspection and a dated list of discrepancies and unairworthy items has been provided to the aircraft owner or operator; and
- (g) where an inspection is conducted under an inspection program provided for in the Civil Aviation (Operation of Aircraft) Regulations the person performing the inspection shall make an entry identifying the inspection program accomplished, and containing a statement that the inspection was performed in accordance with the type of inspections and procedures for that particular program.

(2) A person performing any inspection required in the Civil Aviation (Operation of Aircraft) Regulations who 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 the aircraft's

airworthiness depends, shall give the owner or operator a signed and dated list of those discrepancies.

Damage to
aircraft

46.-(1) Where an aircraft registered in the United Republic or in another Contracting State has sustained damage, the Authority shall:

- (a) determine whether the damage is of a nature that affects the airworthiness of the aircraft; and
- (b) upon being satisfied that the damage affects the airworthiness of the aircraft, prohibit the aircraft from resuming flight, until it is restored to an airworthy condition.

(2) Where the damaged aircraft is from another Contracting State, the Authority shall immediately notify the State of Registry of that aircraft.

(3) Notwithstanding subregulation (1), the Authority may, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a noncommercial air transport operation to an aerodrome at which it will be restored to an airworthy condition.

PART VIII GENERAL PROVISIONS

Possession of
licence,
certificate or
authorisation

47. A holder of a licence, certificate or authorisation issued by the Authority or crew member of a foreign registered aircraft shall keep the licence, certificate or authorisation with him or affix it at the work site, when exercising the privileges of that licence, certificate or authorisation.

Inspection of
licences,
certificates and
authorisation.

48. 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
Address

49.-(1) A holder of a certificate, or any other such document issued under these Regulations shall notify the Authority of any change in the physical and mailing address and in the case of-

- (a) a change in the physical address, at least fourteen days before the change; and
- (b) a change in the mailing address, upon the change;

(2) A person who contravenes subregulation (1) shall not exercise the privileges of the certificate or authorisation.

Replacement of documents

50. A person may apply to the Authority in a prescribed form for a replacement of documents where the said documents are lost or destroyed.

Suspension and revocation of certificates

51.-(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 prevent any person or aircraft from flying; or

(ii) these Regulations;

(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 or any such other documents which has been revoked, suspended or varied under these Regulations, shall surrender the certificate, licence or such other documents to the Authority within fourteen days from the date of its revocation, suspension or variation.

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

Use and retention of certificates and records.
GN. No.
368 of 2023
reg. 28

52.-(1) A person shall not-

(a) use any certificate, or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended, or to which that person is not entitled;

- (b) forge or alter any certificate or any such other document issued or required by or under these Regulations;
- (c) lend any certificate or any such other document issued or required under these Regulations to any other person;
- (d) make any false representation for the purpose of procuring for himself or any other person the issue, renewal or variation of a certificate or any such other document; or

(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 such other document, for the purpose of these Regulations, unless he is authorised to do so under these Regulations.

(5) A person shall not issue any certificate of the kind referred to in sub-regulation 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

53.-(1) A person who knows of a violation of the Civil Aviation Act, or any rule, regulation or order made there-under, shall report it to the Authority.

(2) The Authority shall determine the nature and type of any additional investigation or enforcement action that needs be taken.

Enforcement of
directions.

54. 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

55.-(1) The Authority shall, by Notice, prescribe the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or such other document, including the issue 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) Upon an application being made in connection with which any fee is chargeable in accordance with the subregulation (1), the applicant shall be required, before the application is entertained, to 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.

56.-(1) These Regulations apply to an aircraft, not being a 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

57. Except where the context otherwise requires, these Regulations shall-

- (a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in the 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 the 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 the United Republic by other persons shall, where such persons are citizens of the United Republic, apply to them wherever they may be.

PART IX OFFENCES AND PENALTIES

Contravention of Regulations

58. 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

59.-(1) A person who contravenes any provision of these Regulations, orders, notices or proclamations made there under 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 for the purposes of the following provisions of this Regulation 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, orders, notices or proclamations made there under was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

(3) Where a person is charged with contravening a provision of these Regulations orders, notices or proclamations made there under 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.

(4) A person who contravenes any provision of these Regulations, orders, notices or proclamations made thereunder not being a provision referred to in sub-regulation (9) 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.

(5) In case an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.

(6) An aircraft subject to alien for the purpose of subregulation (5) may be seized by and placed in the custody of the Authority;

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

- (a) payment of the penalty or the amount agreed upon in compromise;
- (b) 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;
- (c) receiving an order of the court to that effect.

(8) The Authority and any person specifically authorised by name by him 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 Fourth Schedule 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.

(9) where a person contravenes any provision specified in Part B of the Fourth Schedule, upon conviction is liable to a fine not less than the equivalent in Tanzanian Shillings of one thousand United States Dollars or to imprisonment for a term of twelve months or to both.

Cap. 20 (10) Where any person is aggrieved by any order made under sub-regulation (8), he may, within twenty one days of such order being made, appeal against the order to a higher 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

60. A person who contravenes any provision of these Regulations for which no penalty is provide, 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) may have his certificate, approval, authorisation, exemption or such other document revoked or suspended.

PART XIV TRANSITION, SAVINGS AND REVOCATION

Transition,
savings and
revocation
GN. No.
129 of 2015

61.-(1) [Revokes the Civil Aviation (Airworthiness) 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 35(1) and 38(2))

AIRCRAFT NOISE CERTIFICATION CLASSIFICATIONS

PART A:

Classifications as per ICAO Annex 16, Volume I to the Chicago Convention (as amended)

GN. No.
368 of 2023
reg. 29

Annex Chapter	Details
2	Subsonic Jet Aeroplanes – Application for Certificate of Airworthiness for the prototype accepted before 6th October 1977
	(a) all subsonic jet aero planes and propeller-driven aero planes, including their derived versions, with a maximum certificated take-off mass of 55000kg and over for which the application for a Type Certificate was submitted on or after 31 st December, 2017;
	(b) all subsonic jet aero planes, including their derived versions, with a maximum certificated take-off mass of less than 55000kg for which the application for a Type Certificate was submitted on or after 31 st December, 2020;
	(c) all propeller-driven aero planes, including their derived versions, with a maximum certificated take-off mass of over 8618 kg and less than 55000kg for which the application for a Type Certificate was submitted on or after 31 st December, 2020; and
	(d) all subsonic jet aero planes and all propeller-driven aero planes certificated originally as satisfying Annex 16, Volume I, Chapter 3, Chapter 4 or Chapter 5, for which recertification to Chapter 14 is requested.
3	1. Supersonic Aeroplanes-Application for certificate of airworthiness for the prototype accepted on or after 1 st January, 2006.
	2. Propeller-driven aeroplanes over not exceeding 8618kgs – Application for type certificate submitted on or after 1 st January 1985 and before 1 st January, 2006.
4	1. Supersonic Aeroplanes-Application for certificate of airworthiness for the prototype accepted on or after 1 st January, 2006.

	2. Propeller driven aeroplanes over 8618kg – Application for certificate of airworthiness for the prototype accepted on or after 1 st January, 2006.
5	Propeller-Driven Aeroplanes over 5700kg – Application for Certificate of Airworthiness for the Prototype accepted before 1 st January, 1985.
6	Propeller-Driven Aeroplanes Not Exceeding 8618kg – Application for Certificate of Airworthiness for the Prototype accepted before 17 th November, 1988.
7	Propeller driven STOL Aeroplane.
8	Helicopters
9	Installed Auxiliary power unit (APU) and associated power systems during ground operations.
10	Propeller-Driven Aeroplanes Not Exceeding 8618kg – Application for Certificate of Airworthiness for the Prototype or derived version accepted on or after 17 th November, 1988.
11	Helicopters Not Exceeding 3175kg Maximum Certificated Take-off Mass.
12	Supersonic aeroplanes
13	Tilt-rotor aircraft:-
	(a) The Standards of this chapter shall be applicable to all tiltrotors, including their derived versions, for which the application for a Type Certificate was submitted on or after 1 st January, 2018.
	(b) Noise certification of tilt-rotors which are capable of carrying external loads or external equipment shall be made without such loads or equipment fitted.
14.	The Standards of this chapter shall, with the exception of those aeroplanes which require a runway length of 610 m or less at maximum certificated mass for airworthiness or propeller-driven aeroplanes specifically designed and used for agricultural or fire-fighting purposes, be applicable to-
	(a) all subsonic jet aeroplanes and propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of 55000kg and over for which the application for a Type Certificate was submitted on or after 31 st December 2017;
	(b) all subsonic jet aeroplanes, including their derived versions, with a maximum certificated take-off mass of less than 55000kg for which the application for a Type Certificate was submitted on or after 31 st December, 2020;
	(c) all propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of over 8618kg and less than 55000kg for which the application for a Type Certificate was submitted on or after 31 st December, 2020; and
	(d) all subsonic jet aeroplanes and all propeller-driven aeroplanes certificated originally as satisfying Annex 16, Volume I, Chapter

	3, Chapter 4 or Chapter 5, for which recertification to Chapter 14 is requested.
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PART B

INFORMATION TO BE INCLUDED IN THE DOCUMENT ATTESTING NOISE
CERTIFICATION

The following information shall be included on the document attesting noise certification of an aircraft-

1. Name of State
2. Title of the noise document
3. Number of the document
4. Nationality or common mark and registration marks
5. Manufacturer and manufacturer's designation of aircraft
6. Aircraft serial number
7. Engine manufacturer, type and model
8. Propeller type and model for propeller-driven aeroplanes
9. Maximum take-off mass and unit
10. Maximum landing mass and unit for certificates issued
11. The chapter and section of the Regulations according to which the aircraft is certificated
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards
13. The lateral/full-power noise level in the corresponding unit for documents issued
14. The approach noise level in the corresponding unit for documents issued
15. The flyover noise level in the corresponding unit for documents issued
16. The overflight noise level in the corresponding unit for documents issued
17. The take-off noise level in the corresponding unit for documents issued
18. Statement of compliance
19. Date of issuance of the noise certification document
20. Signature of the officer issuing it.

SECOND SCHEDULE

(Regulation 41(2), (3), and (4))

AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS

GN. No.
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reg. 30

Aircraft logbook:

- (1) The following entries shall be included in the aircraft logbook-
- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of construction of the aircraft;
 - (b) the nationality and registration marks of the aircraft;
 - (c) the name and address of the operator of the aircraft;
 - (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day;
 - (e) particulars of all maintenance work carried out on the aircraft or its equipment;
 - (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried in it by or under these Regulations, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by the Civil Aviation (Air Operator Certification and Administration) Regulations.
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid.

Provided that entries shall not be required to be made under subparagraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.

- (2) The following entries shall be included in the engine logbook-
- (a) the name of the constructor, type of engine, the number assigned to it by the constructor and the date of the construction of the engine;
 - (b) the nationality and registration marks of each aircraft in which the engine is fitted;
 - (c) the name and address of the operator of each such aircraft-
 - (d) either-
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since, immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine.
 - (e) Particulars of all maintenance work done on the engine;

- (f) Particulars of any defects occurring in the engine, and of the rectification of such defects, including reference to the relevant entries in the technical log required by the Civil Aviation (Air Operator Certification and Administration) Regulations;
 - (g) Particulars of all overhauls, repairs, replacement and modifications relating to the engine or any of its accessories.
- (3). The following entries shall be included in the variable pitch propeller logbook-
- (a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
 - (b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
 - (c) the name and address of the operator of each such aircraft;
 - (d) either-
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregated duration of periods between take-off and landing for all flights made by that aircraft since immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;
 - (e) particulars of all maintenance work done on the propeller;
 - (f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by regulation 41 of these Regulations;
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

THIRD SCHEDULE

(Made under regulation 42(4) and 44(b))

MAJOR REPAIRS AND MODIFICATION FORM

GN. No.
368 of 2023
reg. 31

(Airframe, Engine, Propeller or Appliance)		United Republic of Tanzania	
		For TCAA Use Only	
		Office Identification	
INSTRUCTIONS: Print or type all entries. See the Civil Aviation (Airworthiness) Regulation 45 for instructions and disposition of this form.			
1. Aircraft	Make		Model
	Serial Number		Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)
3. For Authority Use Only			
4. Unit Identification		5. Type	
Unit	Make	Model	Serial Number
			Repair Modification
Airframe			
Engine			
Propeller			
Appliance	Type		
	Manufacturer		
6. Conformity			
A. Organisation Name and Address		B. Kind of License/Organisation	C. Certificate/License Number
		Licensed ☐ A ☐ C or ☐	(For an AMO include the appropriate ratings issued for the major repair or modification)
		☐ Approved Maintenance Organisation	

☐ Manufacturer		
D. I certify that the repair and/or modification made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of the Civil Aviation (Airworthiness) Regulations and that the information furnished herein is true and correct to the best of my		
Date	Signature of	Authorised Individual

7. Approval for Return To Service			
Pursuant to the authority given persons specified below, the unit(s) identified in item 4 was inspected in the manner prescribed by the Tanzania Civil Aviation Authority and is APPROVED REJECTED			
BY	☐ TCAA Inspector	☐ Inspection Authorisation ☐ ☐	Other (Specify)
	☐ Maintenance Organisation	Other ☐	
Date of Approval or Rejection		Certificate or Designation Number	Signature of Authorised Individual

FOURTH SCHEDULE

(Made under regulation 59(8) and (9))

PENALTIES

GN. No.
368 of 2023
reg. 32

REG. NO.	TITLE	PART
6	Issue of supplemental type certificate	A
8	Certificate of airworthiness to be in force.	A
15	Airworthiness directives and service bulletins.	A
19	Conditions on the special flight permit.	B
20(1)	Certificate of fitness for flight.	A
21	Responsibility for maintenance.	B
22	Continued airworthiness information	A
24	Compliance with the manufacturer's instructions and airworthiness directives.	A

25	Reporting of failures, malfunctions, and defects.	A
26	Persons authorised to perform maintenance, preventive maintenance and modification.	B
27	Personnel authorised to approve for return to service.	B
28	Persons authorised to perform inspections.	B
30	Performance rules: maintenance.	A
31	Performance rules: inspection.	A
32	Airworthiness limitation performance rules.	A
33	Aircraft mass schedule	B
34	Requirements of noise certification	A
39	Keeping of maintenance release records.	A
40	Technical Log entries.	A
41	Aircraft, engine and propeller log books	A
42.	Maintenance, rebuilding, and modification records.	A
43	Description of overhaul and rebuilding records.	A
44	Approval for return to service.	A
52	Use and retention of certificates and records.	B
54	Enforcement of directions	A

FIFTH SCHEDULE

(Made under regulation 34)

NOISE CERTIFICATE

For use by the Authority	1. Tanzania	3. Document number:
2. NOISE CERTIFICATE		
4. Nationality and registration marks:	5. Manufacturer and manufacturer's designation of aircraft:	6. Aircraft serial number:
7. Engine:		8. Propeller:*
9. Maximum take-off mass: kg	10. Maximum landing mass: * kg	11. Noise certification Standard:

12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards:				
13. Lateral/fullpower noise level:*	14. Approach noise level:*	15. Flyover noise level:*	16. Overflight noise level:*	17. Take-off noise level:*
Remarks:				
18. This noise certificate is issued pursuant to Volume I of Annex 16 to the Convention on International Civil Aviation, in respect of the above-mentioned aircraft, which is considered to comply with the indicated noise Standard when maintained and operated in accordance with the relevant requirements and operating limitations. 19. Date of issue 20. Signature				

* These boxes may be omitted depending on the noise certification Standard.

SIXTH SCHEDULE

(Made under regulation 4(3))

RECOGNIZED AIRWORTHINESS CODES

GN. No.
368 of 2023
reg. 33

No.	COUNTRY	AUTHORITY	INSTRUMENTS
1	United State of America	Federal Aviation Administration (FAA)	Federal Aviation Regulations (FARs)
2	United Kingdom	United Kingdom Civil Aviation Authority (UKCAA)	British Civil Airworthiness Requirements (BCARs)
3	Canada	Transport Canada Civil Aviation (TCCA)	Canadian Aviation Regulations (CARs)

4	Brazil	National Civil Aviation Agency (ANAC)	Regulamento Brasileiro da Aviação Civil (RBAC)
5	Europe	European Aviation Safety Agency (EASA)	Certification Specifications (CSs)
6	Australia	Civil Aviation Safety Authority (CASA)	Civil Aviation Safety Regulations (CASRs)
