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THE CIVIL AVIATION ACT
(CAP. 80)

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (AIRWORTHINESS) (AMENDMENT) REGULATIONS, 2023

Citation
GN.No. 57
of 2017

1. These Regulations may be cited as the Civil Aviation (Airworthiness) (Amendment) Regulations, 2023 and shall be read as one with the Civil Aviation (Airworthiness) Regulations, 2017 hereinafter referred to as the “principal Regulations”.

Amendment
of
Regulation 2

2 by-

(a) deleting the definitions of the terms “Maintenance”, “major modification”, “major repair” “Maintenance records” “Modification”, “overhaul”, “rebuild”, “repair”, “State of manufacture”, “State of Registry”, “type of certificate”, “type design”, “certificate of release to Service” and substituting for them and in their appropriate alphabetical order the following:

“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;”;

“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;”

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

“Modification” means a change to the type design of an aircraft, engine or propeller;”

“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.”

“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.”

“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;”

“State of Manufacture” means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller;

“State of Registry” means the State on whose register the aircraft is entered;”

“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;”

“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.”

(b) deleting the definition of the term “standard atmosphere”; and

(c) adding in their appropriate alphabetical order the following new definitions:

“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;

“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;

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

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

“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;

“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.

“duplicate inspection” means an inspection first made by an authorized 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;”.

Amendment
of regulation
3

3. The principal Regulations are amended by deleting regulation 3 and substituting for it the following:

“Appli
cation

3. These Regulations shall apply to person operating aircraft-

- (a) registered in United Republic of Tanzania 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 of Tanzania 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 of Tanzania;”

Amendment
of
Regulation 4

4. The principal Regulations are amended in regulation 4 by deleting sub regulation (3) and substituting for it the following:

“(3) The recognized airworthiness code under sub regulation (1) shall be as prescribed in the Sixth Schedule to these regulations.”

Amendment
of
Regulation 6

5. The principal Regulations are amended in regulation 6 by-

(a) adding immediately after sub regulation (1) the following new sub regulation:

“(2) Subject to sub regulation (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”.

(b) renumbering subregulation (2) as subregulation (3);

(c) adding immediately after subregulation (3) as renumbered the following new subregulations:

“(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 recognized 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:

meet the required standards of the recognized airworthiness code; or

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.”

Amendment
of regulation
9

6. The principal Regulations are amended by deleting regulation 9 and substituting for it the following :

“Classifications of certificates of airworthiness

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 authorization; and
- (d) an export certificate of airworthiness.”.

Amendment
of regulation
11

7. The principal Regulations are amended in regulation 11 by deleting the words “te state” appearing at the end of paragraph (b).

Amendment
of regulation
12

8. The principal Regulations are amended in regulation 12(3) by deleting the words “sixty” appearing between the words “than” and “days” and substituting for them the word “thirty”.

Amendment
of regulation
13

9. The principal Regulations are amended by deleting in regulation 13 and substituting for it the following:

“Aircraft identification

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.”.

Amendment
of regulation
14

10. The principal regulations are amended in regulation 14(1) by-

- (a) adding immediately after paragraph (g) the following new paragraphs:
“(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.”

(b) renumbering subregulations (4), (6), (7) and (8) as subregulations (3), (4) , (5) and (6) respectively.

Amendment
of regulation
18

11. The principal Regulations are amended in regulation 18 by:

(a) adding immediately after subregulation (2) the following new sub regulations:

“(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 productsuch as a wing, fuselage and empennage service, the failure of which would jeopardize the safety of a class I product orany 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.”

(b) renumbering subregulations (3), (4) and (5) as subregulations (4), (5) , and (6) respectively.

- Amendment of regulation 19
12. The principal Regulations are amended in regulation 19 by deleting paragraphs (e) and (f) and substituting for them the following:
- “(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;
- Amendment of regulation 21
13. The principal Regulations are amended in regulation 21(1) by-
- (a) renumbering paragraphs (a) and (c) as paragraphs (c) and (d); and
 - (b) deleting paragraph (c) and substituting with the following:
 - “(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;”
- Amendment of regulation 22
14. The principal regulations are amended in regulation 22 by-
- (a) deleting paragraph (b) and substituting for it the following:
 - “(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;”
 - (b) adding immediately after sub regulation the following new sub regulations:
 - “(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 sub regulation (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.”.

Amendment
of
Regulation
23

15. The principal Regulations are amended in regulation 23-

(a) in sub regulation (1) by adding immediately after paragraph (d) the following new paragraphs:

“(e) ensure that, when approving a maintenance organization or accepting the approval of a maintenance organization issued by another Contracting State, verify compliance with the civil Aviation (Approved Maintenance Organization) 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 organization responsible for the design of the modification; and

(i) subject to sub regulation (d) whenever that information relates to an engine or propeller, such information shall be transmitted to both the organization responsible for engine or propeller type design and the organization 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;

(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.”

(b) by adding immediately after sub regulation(6), the following new subregulation:

“(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;”

Amendment
of
Regulation
25

16. The principal regulations are amended in regulation 25: -

(a) by adding immediately after sub regulation (1), the following new sub regulation:

“(2) In addition to the requirements of sub regulation (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;”

(b) renumbering subregulations (2), (3) and (4) as subregulations (3) (4) and (5) respectively;

(c) renaming paragraphs (a) and (a) appearing in

subregulation (3) as renumbered as paragraphs (a) and (b) respectively;

(d) deleting subregulation (3) and substituting for it the following:

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

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

Amendment
of regulation
27

18. The principal Regulations are amended by deleting regulation 27(2) and substituting for it the following:

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

- (a) pilot licensed by the Authority, after performing authorized 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.”.

Amendment
of regulation
28

19. The principal Regulations are amended in regulation 28(1) by deleting the words “by the Civil Aviation (Operation of Aircraft) Regulations” appearing between the words “required” and “for”.

Amendment
of regulation
29

20. The principal Regulations are amended by deleting regulation 29(e) and substituting for it the following:

“(e) replacing defective safety wiring or cotter keys pins.”

Amendment
of regulation
30

21. The principal Regulations are amended in regulation 30 by renumbering sub regulations (4) and (5) as sub regulation (3) and (4) respectively.

Amendment
of
Regulation
31

22. The principal Regulations are amended in regulation 31 by:

(a) renumbering sub regulation (7) as sub regulation (6); and

(b) adding immediately after subregulation (6) the following new sub regulation:

“(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.”

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2017

Amendment
of regulation
33

23. The principal Regulations are amended in regulation 33-

(a) by adding immediately after sub regulation(1) the following new sub regulations:

“(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.”

(b) renumbering sub regulation (2) and (3) as sub regulation (5) and (6) respectively.

(c) in sub regulation (5) by adding immediately after paragraph (b) the following new paragraphs:

“(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.”

Amendment
of
Regulation
39

39

24. The principal regulations are amended in regulation

(a) by deleting sub regulation (1) and substituting with the following:

“(1) a certificate of release to service shall be maintained by an owner or operator in duplicate.”;

(b) in sub regulation (2) by renumbering paragraphs (a), (c) and (d) as paragraph (a), (b) and (c) respectively.

Amendment
of regulation
40

40

25. The principal regulations are amended in regulation 40 (1) by inserting the words “of airworthiness” between the words “certificate” and “in”.

Amendment
of regulation
41

41

26. The principal regulations are amended in regulation 41 by adding immediately after sub regulation (7) the following new subregulations:

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

(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.”

Amendment
of regulation
42

27. The principal regulations are amended in regulation 42-

(a) in sub regulation (1) by-

(i) renumbering paragraph (b), (c) and (d) as paragraph (a), (b) and (c) accordingly;
and

(ii) by deleting paragraph (a) and substituting with the following:

“(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.”

(b) in sub regulation (6) (b) by deleting the word “one year” appearing between the words “least” and “from” and substituting with the words “two years”

Amendment
of regulation
52

28. The principal Regulations are amended in regulation 52(1) by renumbering paragraphs (a), (b), (c) and (a) as paragraph (a), (b), (c) and (d).

Amendment
of First
Schedule

29. The principal Regulations are amended by deleting the First Schedule and substituting with the following:

FIRST SCHEDULE
(Made under Regulation 35(1) and (2))

AIRCRAFT NOISE CERTIFICATION CLASSIFICATIONS
PART A:

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

Annex Chapter	Details
2	Subsonic Jet Aeroplanes – Application for Certificate of Airworthiness for the prototype accepted before 6 th 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 55 000 kg and over for which the application for a Type Certificate was submitted on or after 31 December 2017;
	(b) all subsonic jet aero planes, including their derived versions, with a maximum certificated take-off mass of less than 55000 kg for which the application for a Type Certificate was submitted on or after 31 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 55000 kg for which the application for a Type Certificate was submitted on or after 31 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. Subsonic jet aero planes – application for type certificate submitted on or after 6 October 1977 and before 1 st January 2006.
	2. Propeller-driven aeroplanes over not exceeding 8618 kgs – Application for type certificate submitted on or after 1 st January 1985 and before 1 st January 2006.

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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 8,618 kg – Application for certificate of airworthiness for the prototype accepted on or after 1 st January 2006
5	Propeller-Driven Aeroplanes over 5,700kg – Application for Certificate of Airworthiness for the Prototype accepted before 1 st January 1985
6	Propeller-Driven Aeroplanes Not Exceeding 8,618kg – 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 8,618kg – Application for Certificate of Airworthiness for the Prototype or derived version accepted on or after 17 th November 1988
11	Helicopters Not Exceeding 3,175kg 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 January 2018.
	(b) Noise certification of tiltrotors 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 55 000 kg and over for which the application for a Type Certificate was submitted on or after 31 December 2017;
	(b) all subsonic jet aeroplanes, including their derived versions, with a maximum certificated take-off mass of less than 55 000 kg for which the application for a Type Certificate was submitted on or after 31 December 2020;
	(c) all propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of over 8 618 kg and less than 55 000 kg for which the application for a Type Certificate was submitted on or after 31 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.

PART B

INFORMATION TO BE INCLUDED IN THE DOCUMENT
ATTESTING NOISE CERTIFICATION

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

Name of State

1. Title of the noise document
2. Number of the document
3. Nationality or common mark and registration marks
4. Manufacturer and manufacturer's designation of aircraft
5. Aircraft serial number
6. Engine manufacturer, type and model
7. Propeller type and model for propeller-driven aeroplanes
8. Maximum take-off mass and unit
9. Maximum landing mass and unit for certificates issued
10. The chapter and section of the Regulations according to which the aircraft is certificated
11. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards
12. The lateral/full-power noise level in the corresponding unit for documents

issued

13. The approach noise level in the corresponding unit for documents issued
14. The flyover noise level in the corresponding unit for documents issued
15. The overflight noise level in the corresponding unit for documents
16. The take-off noise level in the corresponding unit for documents issued
17. Statement of compliance
18. Date of issuance of the noise certification document
19. Signature of the officer issuing it.

Amendment of Second Schedule

30. The principal regulations are amended by deleting the Second Schedule and substituting with the following:

—————
SECOND SCHEDULE
—————

(Regulation 38(2), (3), and (4))

AIRCRAFT, ENGINE AND PROPELLER LOGBOOKS

Aircraft logbook:

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 10(2) and (3) of these Regulations;
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

Amendment
of Third
Schedule

31. The principal regulations are amended by deleting the Third Schedule and substituting with the following:

(Regulation 39 (4) and 41 (b))
Made under

MAJOR REPAIRS AND MODIFICATION FORM

Amendm
ent of
Fourth
Schedule

32. The principal regulations are amended by deleting the Fourth Schedule and substituting with the following:

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

PENALTIES

REG NO.	TITLE	PAR T
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

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34	Requirements of noise certification	A
36	Keeping of maintenance release records.	A
37	Technical Log entries.	A
38	Aircraft ,engine and propeller log books	A
39	Maintenance, rebuilding, and modification records.	A
40	Description of overhaul and rebuilding records.	A
41	Approval for return to service.	A
48	Use and retention of certificates and records.	B
50	Enforcement of directions	A

Addition
of Sixth
Schedule

33. The principal regulations are amended by adding immediately after Fifth Schedule the following:

SIXTH SCHEDULE

(Made under Regulation 4(3))
RECOGNIZED AIRWORTHINESS CODES

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)

Dodoma,
11th May, 2023

MAKAME M. MBARAWA,
Minister for Works and Transport