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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (AIR OPERATOR CERTIFICATION AND
ADMINISTRATION) (AMENDMENT) REGULATIONS, 2023

Citation
GN. No.
69 of 2017.

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

Amendment
of
regulation 2

2. The principal Regulations are amended in regulation 2 by inserting the following new definitions in their appropriate alphabetical order:

*“aerodrome operating minimum”
means the limits of usability of an aerodrome
for:*

- (a) landing in 3D instrument approach operations, expressed in terms of visibility or runway visual range and decision altitude or DA or decision height or DH as appropriate to the type or category of the operation;
- (b) landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude or MDA or minimum descent height or MDH and, where necessary, cloud conditions; and
- (c) take-off, expressed in terms of runway visual range or visibility and, if necessary, cloud conditions;

“aircraft operating manual” means a manual,

acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft;

“aircraft tracking” means a process, established by the operator, that maintains and updates, at standardized intervals, a ground-based record of the four-dimensional position of individual aircraft in flight;

“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;

“Alternate aerodrome” means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use:

Alternate aerodromes include the following:

“Take-off alternate” means an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

(a) *“En-route alternate”* means an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.

(b) *“Destination alternate”* means an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing;

“COMAT” means Operator material carried on an operator’s aircraft for the operator’s own purposes;

“Commercial air transport operation” means an aircraft operation involving the transport of

passengers, cargo or mail for remuneration or hire;

“*competency in civil aviation*” means that an individual shall have a technical qualification and management experience acceptable to the Authority for the position served

“*Configuration deviation list or CDL*” means a list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction;

“*Contaminated runway*” means when a significant portion of the runway surface area whether in isolated areas or not within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors;

“*Continuing airworthiness*” means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

“*Duty period*” means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties;

“*Engine*” means a unit used or intended to be used for aircraft propulsion and consists of at least those components and equipment necessary for functioning and control, but excludes the propeller or rotors where applicable;

“*Fatigue*” means a physiological state of reduced mental or physical performance capability resulting from sleep loss, extended

wakefulness, circadian phase, and/or workload, mental and/or physical activity that can impair a person's alertness and ability to adequately perform safety-related operational duties;

"Flight manual" means a manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft;

"Flight plan" means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

"Flight recorder" means any type of recorder installed in the aircraft for the purpose of complementing accident and incident investigation;

"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 axes;

"Human Factors principles" means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

"Maintenance programme" means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies;

"Maintenance release" means 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;

"Master minimum equipment list or MMEL"

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means a list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight and the MMEL may be associated with special operating conditions, limitations or procedures;

“*Minimum equipment list or MEL*” means a list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type; and

“*Operator’s maintenance control manual*” means a document which describes the operator’s procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator’s aircraft on time and in a controlled and satisfactory manner;

Amendment
of
regulation 4

3. The principal Regulations are amended in regulation 4, by adding immediately after sub regulation (3) the following:

“(4) An operator shall develop for use, policies and procedures to be used by contracted service providers.

(5) Each AOC holder shall carry a certified true copy of the air operator certificate and operations specifications relevant to the aircraft type, issued in conjunction with the certificate on board its aircraft.

(6) Where the certificate and the associated operations specifications are issued by the Authority in a language other than English, an English translation shall be included.”

Addition of
regulation
4A

4. The principal Regulations are amended by adding immediately after regulation 4 the following:

“AOC
eligibility

4A An AOC applicant shall be eligible for

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requirement the grant of an AOC if he or she has undergone a five-phase certification process as specified by the Authority in the applicable technical guidance materials.”

Amendment of regulation 5

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

- (a) deleting sub regulation (2) and substituting for it the following:
“(2) An applicant shall make the application for an initial issue of an AOC at least 90 days before the date of the intended operation.
- (b) adding immediately after sub regulation (3) the following:
“(3) At the time of application, the applicant shall provide all information and manuals required by the Authority”.

Amendment of regulation 7

6. The principal Regulations are amended in regulation 7, by-

- (a) deleting sub regulation (1) and substituting for it the following:
“(1) An air operator certificate (AOC) shall consist of operation specifications containing the terms and conditions applicable to the certificate”.
- (b) adding immediately after sub regulation (5) the following:
“(6) An operator shall conspicuously display the Air operator certificate and operation specifications containing the terms and conditions applicable to the certificate”.

Amendment of regulation 8

7. The principal Regulations are amended in regulation 8, by deleting sub regulation (4) and substituting for it the following:

“(4) An applicant for an AOC who fails to comply with sub regulation (3) shall be

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required to make an initial application as prescribed in Regulation 5.

Amendment of regulation 10

8. The principal Regulations are amended in regulation 10(1), by inserting at the beginning of paragraph (a) the words “corporate with and”.

Amendment of regulation 11

9. The principal Regulations are amended in regulation 11(3), by deleting the words “or standards” appearing at the end of paragraph (c).

Amendment of regulation 18

10. The principal Regulations are amended in regulation 18(3), by adding immediately after paragraph (k) the following:

- (l) dangerous goods transport documents, 2 months;
- (m) records on cosmic and solar radiation dosage until 12 months after the crew member has left employment of the Operator; and
- (n) any other records for such period as the Authority may determine.

Amendment of regulation 23

11. The principal Regulations are amended in regulation 23(5), by-

- (a) deleting paragraphs (f) to (i); and
- (b) renumbering paragraphs (j), (k) and (l) as paragraphs (f), (g) and (h).

Amendment to Regulation 27

12. The principal Regulations are amended in regulation 27, by adding immediately after sub regulation (4) the following:

“(5) A person shall not carry passengers in an aircraft during demonstration flights, except as authorized by the Authority.

(6) The Authority shall determine the necessity and extent of demonstration flights for those operators operating aircraft with a maximum certificated take-off mass of 5,700kg or less.”

Amendment

13. The principal Regulations are amended in

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to regulation 36 regulation 36, by adding immediately after sub regulation (6) the following:

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“(7) Each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with the Civil Aviation (Instruments and Equipment) Regulations during take-off and landing and whenever the pilot-in-command so directs”.

Amendment
to regulation
41

14.The principal Regulations are amended in regulation 41, by-

- (a) redesignating the content of that regulation as sub regulation (1); and
- (b) adding immediately after the redesignated sub regulation (1) the following:

“(2) The system specified in sub-regulation (1) shall provide current obstacle data for departure and arrival performance calculations”.

Amendment
to regulation
47

15.The principal Regulations are amended in regulation 47, by adding immediately after sub regulation (2) the following:

“(3) Each route guide shall contain at least the following information:

- (a) the minimum flight altitudes for each aircraft to be flown.
- (b) aerodrome operating minima for each of the aerodromes that are likely to be used as aerodromes of intended landing or as alternate aerodromes.
- (c) the increase of aerodrome operating minima in case of degradation of approach or aerodrome facilities.
- (d) the necessary information for compliance with all flight profiles required by these Regulations, including the determination of:
 - (i) take-off runway length requirements for dry, wet, and contaminated conditions,

including those dictate by systems failures which affect the take-off distance;

(ii) take-off climb limitations;

(iii) en route climb limitations;

(iv) approach climb limitations and landing climb limitations;

(v) landing runway length requirements for dry, wet, and contaminated conditions, including systems failures which affect the landing distance; and

Amendment of regulation 50

16. The principal Regulations are amended in regulation 50, by deleting sub regulation (4).

Addition of regulation 50A

17. The principal Regulations are amended by adding immediately after regulation 50 the following:

“Aircraft tracking

50A.- (1) An Operator shall establish an aircraft tracking capability to track aircraft throughout its area of operations.

(2) The Operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion or portions of the in-flight operations under the following conditions:

(a) where the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and

(b) where an ATS unit obtains aeroplane position information at greater than 15-minute intervals.

(3) The Operator shall track the position of an aeroplane through

automated reporting at least every 15 minutes for the portion or portions of the in-flight operations that is planned in an oceanic under the following conditions:

(a) where the aeroplane has a maximum certificated take-off mass of over 45500 kg and a seating capacity greater than 19; and

(b) where an ATS unit obtains aeroplane position information at greater than 15-minute intervals.

(4) The Operator shall establish procedures, approved by the Authority, for the retention of aircraft tracking data to assist search and rescue or SAR in determining the last known position of the aircraft”.

Amendment
of
regulation
51

18.The principal Regulations are amended in regulation 51, by-

(a) deleting sub regulation (5) ;

(b) renumbering sub regulations (6) and (7) as sub regulations (5) and (6);

(c) adding immediately after sub regulation (6) the following:

“(7) An AOC holder conducting charter operations shall show that the personnel required to perform the function of operational control are able to perform their duties.”

Addition of
regulation
51A

19.The principal Regulations are amended by adding immediately after regulation 51 the following:

“Managing

51A. An AOC holder shall

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Fatigue-Related Safety Risks manage fatigue-related safety risks, in accordance with the applicable Civil Aviation (Fatigue Management) Regulations”.

Amendment of regulation 53

20.The principal Regulations are amended in regulation 53(1), by adding immediately after sub paragraph (e) the following:

“(f) where single-engine aircraft are used, surfaces are available which permit a safe forced landing to be executed.”

Amendment to regulation 54

21.The principal Regulations are amended in regulation 54, by adding immediately after sub regulation (2) the following:

“(3) Except for those navigational aids required for routes to alternate aerodromes, the Authority shall list in the AOC holder's operations specifications non-visual ground aids required for approval of routes outside of controlled airspace”.

Amendment to regulation 56

22.The principal regulations are amended by deleting regulation 56 and substituting it with the following:

“56. An air operator certificate holder operating a Tanzanian registered aircraft flying for the purpose of commercial air transport shall establish and maintain a safety management system in accordance with the provisions of the Civil Aviation (Safety Management) Regulations”.

Addition of Part VA

23.The principal Regulations are amended by inserting new Part VA immediately after Part V.

PART VA
COMMERCIAL AIR TRANSPORT-AEROPLANES
Aeroplane continuing airworthiness

“Operator’s

68D.-(1) An Operator shall ensure that, in

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continuing
airworthin
ess
responsibil
ities

accordance with procedures acceptable to the
State of Registry:

- (a) each aeroplane they operate is maintained in an airworthy condition;
- (b) the operational and emergency equipment necessary for an intended flight is serviceable; and
- (c) the certificate of airworthiness of each aeroplane they operate remains valid.

(2) The operator shall not operate an aeroplane unless it is maintained and released to service by an organization approved in accordance with the Civil Aviation (Approved maintenance organization) Regulation.

(3) The operator shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out by:

- (a) an organization complying with the applicable Civil Aviation (Approved Maintenance Organization) Regulation that is either approved by the Authority or is approved by another Contracting State and is acceptable by the State of Registry; or
- (b) by a person or organization in accordance with procedures that are authorized by the Authority and there is a maintenance release in relation to the maintenance carried out.

(4) The operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.

(5) The operator shall ensure that the maintenance of its aeroplanes is performed in accordance with an approved maintenance programme.

(6) An AOC holder shall ensure that the

maintenance, preventive maintenance and modification of its aircraft or aircraft component are performed in accordance with its maintenance control manual or current instructions for continued airworthiness, and the Civil Aviation (Airworthiness of Aircraft) Regulations.

(7) An AOC holder may make an arrangement with another person for the performance of any maintenance, preventive maintenance or modifications but shall remain responsible for all work performed under the arrangement.

(8) Operators shall ensure that, in accordance with procedures acceptable to the Authority, the operational and emergency equipment necessary for the intended flight is serviceable.

(9) The owner of an aircraft, or in the case where it is leased, the lessee, shall ensure that, the certificate of airworthiness of the aircraft remains valid in accordance with procedures acceptable to the Authority.

(10) Where an air operator certificate holder does not have its own approved maintenance organisation, the air operator certificate holder shall make arrangements with an approved maintenance organisation to carry out maintenance on their behalf.

(11) The arrangement made under sub-regulation (10) shall be in the form of a written maintenance contract between the air operator certificate holder and the approved maintenance organisation detailing the required maintenance functions and defining the support of quality functions approved by the Authority”.

“Operator’s
Maintenance
Control
Manual or
MCM

68E.-(1) An AOC holder or applicant for an AOC shall submit and maintain a maintenance control manual containing at least the information set out in the Seventh Schedule.

(2) The operator shall provide, for the use

and guidance of maintenance and operational personnel concerned, a maintenance control manual, approved by the Authority.

(3) The Operator shall observe Human Factors principles in the design and application of the maintenance control manual.

(4) The operator shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.

(5) An AOC holder shall submit all amendments and revisions of the maintenance control manual to the Authority for approval.

(6) An AOC holder shall furnish copies of the approved maintenance control manual and amendments or revisions to all relevant organizations and personnel.

(7) The operator shall provide the Authority and State of the Operator with a copy of the operator's maintenance control manual, together with all amendments and revisions and shall incorporate such mandatory material as the Authority and State of the Operator may require".

"Maintenance Programme

68F.-(1) An operator shall provide for use and guidance of maintenance and operational personnel concerned, an approved maintenance programme, approved containing the information required by regulation 70.

(2) The Operator shall observe Human Factors principles in the design and application of the operator's maintenance programme.

(3). An AOC holder shall submit all amendments and revisions to the approved maintenance programme to the Authority for approval".

"Continuing airworthiness records

68G.-(1) The operator shall ensure that the following records are kept for the periods mentioned in sub regulation (2)-

- (a) the total time in service hours, calendar period and cycles, as appropriate of the aeroplane and all life-limited components;
 - (b) the current status of compliance with all mandatory continuing airworthiness information;
 - (c) appropriate details of modifications and repairs;
 - (d) the time in service hours, calendar period and cycles, as appropriate since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;
 - (e) the current status of the aeroplane's compliance with the maintenance programme; and
 - (f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met; and
 - (g) Technical Logbook records.
- (2) An Operator shall ensure that-
- (a) the records specified in sub-regulation (1)(a) to (e) are kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service;
 - (b) the records referred to in sub-regulation (1)(f) are kept for a minimum of 1 year after the signing of the certificate of release to service;
 - (c) the records referred to in sub-regulation (1)(g) are retained for 2 years after the date of the last entry;
 - (d) in the event of a temporary change of operator, the records specified in sub-regulation (1) shall be made available to the new operator.

- (e) In the event of any permanent change of operator, the records shall be transferred to the new operator;
 - (f) records kept and transferred in accordance with this Regulation shall be maintained in a form and format that ensures readability, security and integrity of the records at all times
 - (g) copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organizations and personnel to whom the manual has been provided; and
 - (h) when an aircraft is permanently transferred from one operator to another operator, the records specified in sub regulation (1) are also transferred.
- (3) The lessee of an aeroplane shall comply with the requirements of this Regulation, as applicable, while the aeroplane is leased.
- (4) An Operator shall ensure that the following records are kept:
- (a) in respect of the entire total time in service;
 - (b) in respect of the major components of the aeroplane;
 - (i) the total time in service;
 - (ii) the date of the last overhaul;
 - (iii) the date of the last inspection;
 - (c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service;
 - (i) such records of the time in service as are necessary to determine their serviceability or to compute their operating life;

- (ii) the date of the last overhaul; and
- (iii) the date of the last inspection.

(5) The records in sub-regulation (4) shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer”.

“Continuing
Airworthiness
Information

68H.-(1) The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and ensure that, in respect of an aeroplane over 5,700 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 organization responsible for the type design of that aircraft;

(2) The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and ensure the type of information to be reported to the Authority, organizations responsible for type design and maintenance organizations in respect of aeroplanes over 5 700 kg maximum certificated take-off mass, communicated through procedures established by the owner or operator and acceptable to the Authority as determined in the technical guidance materials;

(3) An operator of an aircraft shall, through approved procedures as prescribed in the applicable technical guidance material:

- (a) monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information 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.

(4) The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority”.

“Modifications and repairs

68I.-(1) An operator shall ensure that all modifications and repairs comply with airworthiness requirements acceptable to the Authority as provided for in the applicable Civil Aviation (Airworthiness of Aircraft) Regulations”.

(2) An operator shall establish Procedure to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

“Approved Maintenance Organization

68J. An AOC holder’s approved maintenance organization shall comply with the Civil Aviation (Approved Maintenance Organization) Regulations”.

“Maintenance release

68K.-(1) where maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of the Civil Aviation (Approved Maintenance Organization) Regulations.

(2) Where maintenance is not carried out by an approved maintenance organization, the maintenance release shall

be completed and signed by a person appropriately licensed in accordance with Civil Aviation (Personnel Licensing) Regulations to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and procedures acceptable to the Authority.

(3) Where maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:

- (a) basic details of the maintenance carried out including detailed reference of the approved data used;
- (b) the date such maintenance was completed; and
- (c) the identity of the person or persons signing the release”.

Manuals, logs and records

“Flight manual

68L-(1) An operator shall not operate an aeroplane unless there is available flight manual for use by the flight crew.

(2) The flight manual specified in sub-regulation (1) shall be updated by implementing changes made mandatory by the State of Registry”.

“Maintenance Control Manual Contents

68M-(1) An AOC’s maintenance control manual, which may be issued in separate parts, shall contain the following information-

- (a) a description of the procedures including, where applicable-
 - (i) a description of the administrative arrangements between the operator and the approved maintenance organization;

- (ii) a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organization;
- (b) names and duties of the qualified person or persons required;
- (c) a reference to the maintenance programme required;
- (d) a description of the methods used for the completion and retention of the operator's maintenance records required;
- (e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required;
- (f) a description of the procedures for complying with the service information reporting requirements for airworthiness;
- (g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required;
- (h) a description of the procedures for implementing action resulting from mandatory continuing airworthiness information;
- (i) a description of establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the

maintenance programme, in order to correct any deficiency in that programme;

- (j) a description of helicopter types and models to which the manual applies;
- (k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified;
- (l) a description of the procedures for advising the Authority of significant in-service occurrences;
- (m) a description of procedures to control the leasing of aircraft and related aeronautical products; and
- (n) a description of the maintenance control manual amendment procedures”.

“Maintenance programme contents

68N.-(1) An operator shall ensure that maintenance programme for each aeroplane as specified in the applicable technical guidance material, shall contain the following information-

- (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;
 - (b) when applicable, a continuing structural integrity programme;
 - (c) procedures for changing or deviating from paragraphs (a) (b); and
 - (d) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.
 - (e) where applicable and approved by the State of Registry, condition monitoring and reliability programme descriptions for aircraft systems, components and powerplants.
- (2) In the case of the foreign registered aircraft the maintenance programme shall be approved

by the State of Registry and may be subsequently accepted by the Authority.

(3) In addition to the requirement of a maintenance programme for aircraft operated by an AOC holder, an aircraft with maximum certificated take off mass authorised above 13,310 kg shall include a reliability programme in the maintenance programme.

(4) Where a determination is made by the Authority under sub regulation (3), an AOC holder shall provide the procedures and information in the maintenance control manual.

(5) The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the Authority.

(6) The Authority may amend any operation specifications issued to an AOC holder to permit deviation from those provisions of this Part that would prevent the return to service and use of airframe components, engines, appliances, and spare parts because the airframe components, engines, appliances and spare parts have been maintained, altered, or inspected by persons employed outside the [State] who do not hold a [State] maintenance engineer's licence.

(7) An AOC holder who is granted authority under this deviation shall provide for surveillance of facilities and practices to assure that all work performed on the airframe components, engines, appliances and spare parts specified in sub-regulation (7) is accomplished in accordance with an AOC holder's maintenance control manual.

(8) Repetitive maintenance tasks that are specified in mandatory intervals as a condition of approval of the type design shall be identified as such.

(9) The maintenance programme shall be based on maintenance programme information made

available by the State of Design or by the organisation responsible for the type design, and any additional applicable information, documentation or experience.

(10) AOC holder shall not provide for use to its personnel a maintenance programme or portion thereof unless it has been reviewed and approved by the Authority.

(11) Approval of an AOC holder's maintenance programme and any subsequent amendments shall be noted in the operations specifications.

(12) An AOC holder shall have an inspection programme and a programme covering other maintenance, preventive maintenance, and modifications to ensure that-

(a) preventive maintenance and modifications are performed in accordance with an AOC holder's maintenance control manual; and

(b) each aircraft released to service is airworthy and has been properly maintained for operation.

(13) copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.

(14) An operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the State of Registry, containing the information specified in Regulation 62.

(15) The design and application of the operator's maintenance programme shall observe human factors principles".

Cargo Compartment Safety

“Transport of
items
in the cargo
compartment

68O.-(1) An AOC holder shall establish a policy and procedures for the transport of items in the cargo compartment, which include the

conduct of a specific safety risk assessment.

(2) The risk assessment specified in sub-regulation (1) shall include at least the-

- (a) hazards associated with the properties of the items to be transported;
- (b) capabilities of the operator;
- (c) operational considerations including area of operations, diversion time;
- (d) capabilities of the aeroplane and its systems including cargo compartment fire suppression capabilities;
- (e) containment characteristics of unit load devices;
- (f) packing and packaging;
- (g) safety of the supply chain for items to be transported; and
- (h) quantity and distribution of dangerous goods items to be transported.

(3) The AOC holder shall comply with the requirements for the transport of dangerous goods as specified in the Civil Aviation (Dangerous Goods) Regulations”.

“Fire
Protection

68P.-(1) The elements of the cargo compartment fire protection system as approved by the State of Design or State of Registry, and a summary of the demonstrated cargo compartment fire protection certification standards, shall be provided in the aeroplane flight manual or other documentation supporting the operation of the aeroplane.

(2) The AOC holder shall establish policy and procedures that address the items to be transported in the cargo compartment.

(3) The policy and procedures specified in sub-regulation (2) shall ensure to a reasonable certainty that in the event of a fire involving those items in the cargo compartment, it can be detected and sufficiently suppressed or contained by the elements of the aeroplane

design associated with cargo compartment fire protection, until the aeroplane makes a safe landing”.

COMMERCIAL OPERATIONS- HELICOPTERS
Helicopter continuing airworthiness

“AOC holder’s continuing airworthiness responsibilities.

68Q.-(1) An AOC holder shall ensure that in accordance with the procedures acceptable to the Authority-

- (a) each helicopter operated is maintained in an airworthy condition;
 - (b) the operational and emergency equipment necessary for the intended flight is serviceable; and
 - (c) the certificate of airworthiness of the helicopter operated remains valid.
- (2) The AOC holder shall not operate a helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out by-
- (a) an organization complying with the Civil Aviation (Approved Maintenance Organization) Regulations that is either approved by the Authority or is approved by another Contracting State and is acceptable by the Authority
 - (b) a qualified person or organization in accordance with procedures that are authorized by the Authority and
 - (c) there is a maintenance release in relation to the maintenance carried out.
- (3) The AOC holder shall employ a qualified person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.
- (4) The AOC holder shall ensure that the maintenance of its helicopters is performed in accordance with the maintenance programme

approved by the Authority”.

“AOC
holder’s
maintenance
control
manual

68R.-(1) An AOC holder shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the Authority in accordance with the requirements of Seventh Schedule to these Regulations, and the design of the manual shall observe Human Factors principles.

(2) The AOC holder shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.

(3) Copies of all amendments to the operator’s maintenance control manual shall be furnished promptly to all organizations or persons to whom the manual has been provided.

(4) The AOC holder shall provide the State of the Operator and the State of Registry with a copy of the operator’s maintenance control manual, together with all amendments or revisions to it and shall incorporate in it such mandatory material as the State of Operator or the State of Registry may require”.

“Maintenance
programme

68S.-(1) An AOC holder shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the Authority containing the information required in regulation 113.

(2) The AOC holder shall ensure that the design and application of the operator’s maintenance programme observes Human Factors principles.

(3) Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been provided”.

“Continuing
Airworthiness
Records

68T.-(1) The operator shall ensure that the following records are kept for the periods specified in these regulations-

- (a) the total time in service, hours, calendar time and cycles, as appropriate of the helicopter and all life-limited components;
- (b) the current status of compliance with all mandatory continuing airworthiness information;
- (c) appropriate details of modifications and repairs to the helicopter and its major components;
- (d) the time in service hours, calendar time and cycles, as appropriate since last overhaul of the helicopter or its components subject to a mandatory overhaul life;
- (e) the current status of the helicopter’s compliance with the maintenance programme; and
- (f) the detailed maintenance records to show that all requirements for a maintenance release have been met.

(2) The records in Paragraph (a) to (e) of Sub regulation (1) shall be kept for a minimum period of 180 days after the unit to which they refer has been permanently withdrawn from service, and the records in sub regulation(1)(f) for a minimum period of 2 year after the signing of the maintenance release.

(3) In the event of a temporary change of operator, the records shall be made available to the new operator, and in the event of any permanent change of operator, the records shall be transferred to the new operator.

(4) Records kept and transferred in accordance with this Regulation shall be maintained in a form and format that ensures readability, security and integrity of the records at all

times”.

“Continuing
Airworthines
s Information

68U.-(1) The operator of a helicopter over 3,175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Civil Aviation (Airworthiness of Aircraft) Regulations.

(2) The operator of a helicopter over 3,175 kg maximum mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry”.

“Modificatio
ns and repairs

68V.-(1) The operator shall ensure that all modifications and repairs comply with airworthiness requirements specified in the Civil Aviation (Airworthiness of Aircraft) Regulations.

(2) The operator shall establish procedures in the maintenance control manual to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained”.

“Maintenance
release

68W.-(1) when maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the Civil Aviation (Approved Maintenance Organizations) Regulations.

(2) when maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Civil aviation (Personnel

Licensing) Regulations to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures acceptable to the Authority.

(3) when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:

- (a) basic details of the maintenance carried out including detailed reference of the approved data used;
- (b) the date such maintenance was completed; and
- (c)) the identity of the qualified person or persons signing the release.

“Records

68X.-(1) The operator shall ensure that the following records are kept-

- (a) in respect of the entire helicopter: the total time in service;
- (b) in respect of the major components of the helicopter-
 - (i) the total time in service;
 - (ii) the date of the last overhaul;
 - (iii) the date of the last inspection;
- (c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service:
 - (i) such records of the time in service as are necessary to determine their serviceability or to compute their operating life; and
 - (ii) the date of the last inspection.

(2) The records specified in sub-regulation (1) shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer”.

Manuals, logs and records

“Flight manual

68Y.-(1) An AOC holder shall ensure that a flight manual contains the information specified in the Civil Aviation (Airworthiness or Aircraft) Regulations.

(2) The flight manual shall be updated by implementing changes made mandatory by the Authority”.

“Contents of maintenance control manual

68Z. An AOC’s maintenance control manual, which may be issued in separate parts, shall contain the following information-

(a) a description of the procedures including, where applicable-

(i) a description of the administrative arrangements between the operator and the approved maintenance organisation;

(ii) a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organization;

(b) names and duties of the qualified person or persons required

(c) a reference to the maintenance programme required;

(d) a description of the methods used for the completion and retention of the operator’s maintenance records required;

(e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required;

(f) a description of the procedures for

- complying with the service information reporting requirements for airworthiness;
- (g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required;
 - (h) a description of the procedures for implementing action resulting from mandatory continuing airworthiness information;
 - (i) a description of establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;
 - (j) a description of helicopter types and models to which the manual applies;
 - (k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified;
 - (l) a description of the procedures for advising the Authority of significant in-service occurrences;
 - (m) a description of procedures to control the leasing of aircraft and related aeronautical products; and
 - (n) a description of the maintenance control manual amendment procedures”.

“Maintenance programme

68AA. -(1) A maintenance programme for each helicopter as required by Regulation 55 shall contain the following information:

- (a) maintenance tasks and the intervals at which these are to be performed, taking

into account the anticipated utilization of the helicopter;

- (b) where applicable, a continuing structural integrity programme;
- (c) procedures for changing or deviating from paragraphs (a) and (b); and
- (d) where applicable, condition monitoring and reliability programme descriptions for helicopter systems, components, power transmissions, rotors and engines.

(2) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such by the Operator.

(3) The maintenance programme shall be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience”.

“Journey
logbook

68BB. -(1) A helicopter journey logbook shall contain the following items and the corresponding roman numerals-

- (a) helicopter nationality and registration;
- (b) date;
- (c) names of crew members;
- (d) duty assignments of crew members;
- (e) place of departure;
- (f) place of arrival;
- (g) time of departure-Time of arrival;
- (h) hours of flight;
- (i) nature of flight -private, scheduled or non-scheduled;
- (j) incidents, observations, if any; and
- (k) signature of person in charge.

(2) Entries in the journey logbook shall be made current and in ink or indelible pencil.

(3) A completed journey logbook shall be retained to provide a continuous record of the

last [six] months' operations".

"Records of emergency and survival equipment carried

68CC.-(1) An AOC holder shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board any of their helicopters engaged in air navigation".

(2) The information specified in sub-regulation

(1) shall include, as applicable-

(a) the number, colour where and type of life rafts and pyrotechnics;

(b) details of emergency medical supplies; and

(c) water supplies and the type and frequencies of the emergency portable radio equipment.

"Flight recorder records

68DD. An AOC holder shall ensure, to the extent possible, in the event the helicopter becomes involved in an accident or incident, the preservation of all related flight recorder records, and where necessary the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Civil Aviation (Aircraft Accident and Incident Investigation) Regulations".

Addition of a new regulation 68A

24. The principal Regulations are amended by adding 68A immediately after regulation 68 the following:

"Records of emergency and survival equipment carried

68A.-(1) An AOC holder or applicant shall, at all times, have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board any of their aeroplanes engaged in international air navigation.

(2) The information specified in sub-regulation

(1) shall include, as applicable-

(a) the number, colour and type of life rafts

- and pyrotechnics;
- (b) details of emergency medical supplies;
- (c) water supplies; and
- (d) the type and frequencies of the emergency portable radio equipment”.

“Portable electronic devices

68B. A PIC or any other crew member shall not permit any person to use, nor shall any person use a portable electronic device on board an aircraft that may adversely affect the performance of aircraft systems and equipment unless-

- (a) for IFR operations other than commercial air transport, the PIC allows such a device prior to its use;
- (b) for commercial air transport operations, the AOC holder makes a determination of acceptable devices and publishes that information in the Operations Manual for the crew members use; and
- (c) the PIC informs passengers of the permitted use”.

“Flight recorder records

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68C. An operator shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with the Civil Aviation (aircraft accident and incident Regulations”.

Amendment to regulation 73

25. The principal regulations are amended in regulation 72, by-

- (a) deleting sub regulation (2) and substituting it with the following:
 - “(2) An air operator certificate holder shall ensure that a passenger carrying aeroplane-
 - (a) of a maximum certificated take-off mass in excess of 54 500 kg;

- (b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or
 - (c) with a passenger seating capacity greater than 60, is equipped with an approved flight crew compartment door that is designed to resist penetration by small firearms and grenade shrapnel, and to resist forcible intrusions by unauthorized persons, and the door shall be capable of being locked and unlocked from either pilot's station.
- (b) adding immediately after sub regulation (3) the following:
- “(4) All passenger-carrying aeroplanes shall be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons, this door shall be capable of being locked and unlocked from either pilot's station.
- (5) In all aeroplanes which are equipped with a flight crew compartment door in accordance with sub-regulation (4)-
- (a) the door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and
 - (b)) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.”

Addition of
regulation
73A

26. The principal Regulations are amended by adding immediately after regulation 73 as following:

“Miscellaneous
us 73A. -(1) Specialised means of attenuating and directing the blast shall be provided for use at the Least-risk bomb location.

Civil Aviation (Air Operator Certification and Administration) (Amendment) Regulations,

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(2) Where the Operator accepts the carriage of weapons removed from passengers, the aeroplane shall have provision for stowing such weapons in a place so that they are inaccessible to any person during flight time”.

Amendment
to
regulations
74

27. The principal Regulations are amended by deleting regulation 74 and substituting it with the following:

“Approval to
transport
dangerous
goods

74. An air operator certificate holder shall not transport dangerous goods unless issued with a specific approval to do so by the Authority and in compliance with the requirements of these Regulations and the Civil Aviation (Dangerous Goods) Regulations.”

Deletion of
regulations
75 to 95

28. The principal Regulations are amended by deleting regulation 75 to 95.

Dodoma,
11th May, 2023

MAKAME M. MBARAWA
Minister for Works and Transport