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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (OPERATION OF AIRCRAFT-GENERAL AVIATION) REGULATIONS, 2024

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THE CIVIL AVIATION ACT,
(CAP. 80)

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(Made under section 4)

THE CIVIL AVIATION (OPERATION OF AIRCRAFT -GENERAL AVIATION) REGULATIONS, 2024

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Civil Aviation (Operation of Aircraft - General Aviation) Regulations, 2024.

Application

2. These Regulations shall apply to all aeroplanes engaged in general aviation operations.

Interpretation

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

"accelerate-stop distance available or ASDA" means the length of the take-off run available plus the length of stopway, where provided;

Cap. 80 "Act" means the Civil Aviation Act;

"acts of unlawful interference" means acts or attempted acts such as to jeopardise the safety of civil aviation and air transport, and includes:

(a) unlawful seizure of aeroplane in flight;
(b) unlawful seizure of aeroplane on the ground;
(c) hostage-taking on board an aeroplane or on aerodromes;
(d) forcible intrusion on board an aeroplane, at an airport or on the premises of an aeronautical facility;
(e) introduction on board an aeroplane or at an airport of a weapon or hazardous device or material intended for criminal purposes; and

(f) communication of false information as to jeopardise the safety of an aeroplane in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility;

"aerodrome" has the meaning ascribed to it under the Act;

"aerodrome operating minima" means the limits of usability of an aerodrome for-

(a) take-off, expressed in terms of runway visual range and visibility and, if necessary, cloud conditions;

(b) landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude or height MDA or MDH) and, where necessary, cloud conditions; and

(c) landing in 3D instrument approach operations, expressed in terms of visibility or runway visual range and decision altitude or height (DA/H) as appropriate to the type or category of the operation;

"aeronautical product" means any aeroplane, aeroplane engine, propeller, or subassembly, appliance, material, part, or component to be installed;

"aeroplane" means a power-driven heavier-than-aircraft, deriving its lift inflight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

"aircraft" has the meaning ascribed to it under the Act;

"aircraft operating manual" means a manual, acceptable to the Authority, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aeroplane systems and other material relevant to the operation of the aeroplane;

"air traffic control service" means a service provided for the purpose of-

(a) preventing collisions-

(i) between aeroplane; and

(ii) on maneuvering area between aeroplane and obstructions;

(b) expediting and maintaining an orderly flow of air traffic;

"air traffic service or ATS" means a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service or aerodrome control service;

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

"alternate aerodrome" means an aerodrome to which an aeroplane 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, and includes take-off alternate, en-route alternate and destination alternate;

"appropriate airworthiness requirements" means the comprehensive and detailed airworthiness codes established, adopted or accepted by a contracting State for the class of aeroplane, engine or propeller under consideration;

"appropriate authority" means-

(a) regarding flight over the high seas, the relevant authority of the State of registry; or

(b) regarding flight other than over the high seas, the relevant authority of the state having sovereignty over the territory being overflown;

"area navigation or RNAV" means a method of navigation which permits aeroplane operation on any desired flight path within the coverage of ground-or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

"Authority" means the Tanzania Civil Aviation Authority established under the Act;

"automatic deployable flight recorder (ADFR)" means a combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft;

"cabin crew member" means a crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aeroplane, but who shall not act as a flight crew member;

"check pilot" means a pilot approved by the Authority who has the appropriate training, experience, and demonstrated ability to evaluate and certify the knowledge and skills of other pilots;

"combined vision system or CVS" means a system to display images from a combination of an enhanced vision system or EVS and a synthetic vision system or SVS;

"commercial air transport operation" means an aircraft operation involving the transport of passengers, cargo, or mail for remuneration or hire;

"continuing airworthiness" means the set of processes by which an aeroplane, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

"continuing airworthiness records" means records which are related to the continuing airworthiness status of an aeroplane, engine, propeller or associated part;

"corporate aviation operation" means the non-commercial operation or use of aeroplane by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot employed to fly the aeroplane;

"co-pilot" means a licensed pilot serving in any piloting capacity other than as PIC, but excluding a pilot who is on board the aeroplane for the sole purpose of receiving flight instruction;

"cruising level" means a level maintained during a significant portion of a flight;

"crew member" means a person assigned by an operator to duty on an aeroplane during a flight duty period;

"critical engine" means the engine whose failure would most adversely affect the performance or handling qualities of an aeroplane;

"dangerous goods" means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions;

"decision altitude or DA or decision height or DH, duty" means a specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach shall be initiated if the required visual reference to continue the approach has not been established;

"duty" means any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue;

"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;

"extended diversion time operations or EDTO" means any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the Authority;

"electronic flight bag or EFB" means an electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties;

"emergency locator transmitter or ELT" means a generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated;

"engine" means a unit used or intended to be used for aeroplane propulsion and it consists of at least those

components and equipment necessary for functioning and control, but excludes the propeller or rotors, where applicable;

"enhanced vision system or EVS" means a system to display electronic real-time images of the external scene achieved through the use of image sensors;

"fatigue" means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness or physical activity that can impair a crew member's alertness and ability to safely operate an aeroplane or perform safety related duties;

"final approach segment" (FAS) means that segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aeroplane during flight time;

"flight duty period" means a period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest and the engines are shut down at the end of the last flight on which he is a crew member;

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

"flight operations officer" herein also referred to as "flight dispatcher" means a person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Civil Aviation (Personnel Licensing) Regulations, who supports, briefs or assists the pilot-in-command in the safe conduct of the flight;

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

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

"flight simulation training device" means any one of the following three types of apparatus in which flight conditions are simulated on the ground:

(a) a flight simulator, which provides an accurate representation of the flight deck of a particular aeroplane type to the extent that the mechanical, electrical, electronic, etc., aeroplane systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aeroplane are realistically simulated;

(b) a flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aeroplane systems, and the performance and flight characteristics of aeroplane of a particular class;

(c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aeroplane in flight in instrument flight conditions;

"flight time" means-

(a) for aeroplanes and gliders the total time from the moment an aeroplane or a glider moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight and it is synonymous with the term "block to block" or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight;

(b) for helicopter the total time from the moment a helicopter rotor blades start turning until the moment

a helicopter comes to rest at the end of the flight and the rotor blades are stopped; and

(c) for airships or free balloon, the total time from the moment an airship or free balloon first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon;

"general aviation operation" means an aeroplane operation other than a commercial air transport operation or an aerial work operation;

"ground handling services" means services necessary for an aeroplane's arrival at, and departure from, an airport, other than air traffic services;

"head-up display or HUD" means a display system that presents flight information into the pilot's forward external field of view;

"helicopter" means a heavier-than-air aeroplane supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

"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;

"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 aeroplane or aeronautical product to establish conformity with a standard approved by the Authority;

"instrument approach operations" means an approach and landing using instruments for navigation guidance based on an instrument approach procedure;

"instrument approach procedure or IAP" means a series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and

thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply;

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"instrument meteorological conditions or IMC" means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling as defined in the Civil Aviation (Rules of the Air) Regulations, less than the minima specified for visual meteorological conditions;

"isolated aerodrome" means a destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type;

"journey log" means a form signed by the PIC of each flight that records the aeroplane's registration, crew member names and duty assignments, the type of flight, and the date, place, and time of arrival and departure;

"knowledge test" means a test on the aeronautical knowledge areas required for a pilot licence or rating that can be administered in written form or by a computer;

"landing distance available or LDA" means the length of runway which is declared available and suitable for the ground run of an aeroplane landing;

"large aeroplane" means an aeroplane having a maximum certified take-off mass of over 5,700 kg or 12,500 lbs;

"lighter-than-air aeroplane" means any aeroplane supported chiefly by its buoyancy in the air;

"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 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 aeroplane 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;

"maximum mass" means maximum certificated take-off mass;

"meteorological information" means meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions;

"minimum descent altitude or MDA or minimum descent height or MDH" means a specified altitude or height in a non-precision approach or circling approach below which descent shall not be made without the required visual reference;

"missed approach procedure" means the procedure to be followed if the approach cannot be continued;

"modification" means a change to the type design of an aeroplane or aeronautical product which is not a repair;

"navigation specification" means a set of aeroplane and flight crew requirements needed to support performance-based navigation operations within a defined airspace which are of two kinds-

(a) required navigation performance or RNP specification means a navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, for example RNP 4, RNP APCH;

(b) area navigation (RNAV) specification means a navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, for example RNAV 5, RNAV 1;

"night" means the hours between the end of evening civil twilight and the beginning of morning civil twilight where Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon

and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon;

"non-precision approach or NPA procedure" means an instrument approach procedure designed for 2D instrument approach operations Type A;

"obstacle clearance altitude (OCA) or obstacle clearance height (OCH)" means the lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria;

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

"operating base" means the location from which operational control is exercised;

"operational control" means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aeroplane and the regularity and efficiency of the flight;

"operational credit" means a credit authorised for operations with an advanced aircraft enabling a lower aerodrome operating minimum than would normally be authorised for a basic aircraft, based upon the performance of advanced aircraft systems utilising the available external infrastructure;

"operational flight plan" means the operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations, and relevant expected conditions on the route to be followed and at the aerodromes concerned;

"operations manual" means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;

"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

aeroplane on time and in a controlled and satisfactory manner;

"overhaul" means the restoration of an aeroplane or aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the manufacturer, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorisation or PMA or Technical Standard Order or TSO;

"packaging" means receptacles and any other components or materials necessary for the receptacle to perform its containment function;

"pilot-in-command or PIC" means the pilot designated by the operator, or in the case of general aviation, the owner as being in command and charged with the safe conduct of a flight;

"point of no return" means the last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight;

"psychoactive substances" means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded;

"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;

"runway visual range (RVR)" means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;

"specific approval" means an approval which is documented in the Operations Specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;

"special VFR" means a controlled VFR traffic authorised by air traffic control to operate within the control zone under meteorological conditions below the visual meteorological conditions or at night;

"State of the aerodrome" means the state in whose territory the aerodrome is located;

"State of registry" means the State on whose register the aeroplane is entered;

"State of the operator" means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence;

"State safety programme" means an integrated set of regulations and activities aimed at improving safety;

"State of the principal location of a general aviation operator" means the State in which the operator of a general aviation aircraft has its principal place of business or, if there is no such place of business, its permanent residence;

"substance" means alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics, phencyclidine or similarly acting aryl cyclohexylamines, and other psychoactive drugs and chemicals;

"synthetic vision system or SVS" means a system to display data-derived synthetic images of the external scene from the perspective of the flight deck;

"take-off decision point" means the point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued;

"Technical Instructions" means edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air approved and published by decision of

the Council of the International Civil Aviation Organisation;

"threshold time" means the range, expressed in time, established by the Authority, to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from the Authority; and

"visual meteorological conditions or VMC" means meteorological conditions expressed in terms of visibility distance from cloud, and ceiling, equal to or better than specified minima.

PART II
GENERAL REQUIREMENTS

Compliance with laws, regulations and procedures

4.-(1) An air operator shall ensure that all its employees comply with the laws, regulations and procedures of those States in which operations are conducted.

(2) An air operator shall ensure that all pilots and other members of the flight crew are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto.

(3) An air operator or pilot-in-command of an aeroplane to which this Part applies shall comply with the laws, regulations and procedures of any other States in which operations are conducted.

(4) The pilot-in-command shall be responsible for operational control.

(5) An air operator shall describe the operational control system in the operations manual and identify the roles and responsibilities involved in such system.

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(6) An air operator shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in the Civil Aviation (Personnel Licensing) Regulations.

Emergency situation

5.-(1) Where an emergency situation which endangers the safety or security of the aeroplane or persons

necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay.

(2) Subject to subregulation (1), where the pilot-in-command is required by the State in which the incident had occurred, shall within ten days submit a report on any such violation to the appropriate authority of such State and a copy of it to the State of registry of the aeroplane.

(3) The pilot-in-command shall have available on board the aeroplane the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.

(4) The pilot-in-command shall ensure that an aeroplane has-

(a) instruments and equipment; and

(b) communication, navigation and surveillance equipment in the manner provided in the regulations relating to instruments and equipment.

Dangerous goods

6. An operator shall ensure adherence to the provisions for carriage of dangerous goods as prescribed in the regulations relating to transport of dangerous goods by air.

Use of psychoactive substances

7.-(1) A member of a flight crew shall not perform any function specified in the privileges applicable to the member's licence where that member is under the influence of any psychoactive substance which may render the member unable to perform such functions in a safe and proper manner.

(2) Safety-sensitive personnel shall not undertake any function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(3) A member of flight crew shall not use any kind of psychoactive substances.

Specific approval

8.-(1) The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the Authority.

(2) Specific approval referred to under subregulation (1), shall be in the Form as set out in the Schedule.

Operating facilities

9.-(1) An air operator or pilot-in-command shall ensure that a flight is not commenced unless it has been ascertained by every reasonable means available that the ground or water facilities, communication facilities, navigation aids required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.

(2) An air operator, in making a decision on the adequacy of facilities and services available at an aerodrome of intended operation, shall assess the level of safety risk associated with the aircraft type and nature of the operation, in relation to the availability of rescue and firefighting services (RFFS).

Operating instructions

10. An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls-

(a) is an appropriately qualified pilot;
(b) has been duly authorised by the owner or in the case where it is leased the lessee, or a designated agent;
(c) is fully competent to taxi the aeroplane;
(d) is qualified to use the radio if radio communications are required;
(e) has received instruction and information from a competent person in respect of aerodrome layout, routes, signs, marking, lights, ATC signals, phraseology and procedures; and
(f) is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.

Aerodrome operating minima

11.-(1) The operator or pilot-in-command shall establish aerodrome operating minima in accordance with

criteria specified by the Authority for each aerodrome to be used in operations.

(2) Aerodrome operating minima referred under subregulation (1), may observe any conditions in the form of specific approvals set out in the Schedule.

(3) Subject to subregulation (1), aerodrome operating minima shall not be lower than the minima established for such aerodromes by the Authority, except when specifically approved.

(4) The Authority may approve operational credit for operations with aeroplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, and Such approvals shall not affect the classification of the instrument approach procedure.

(5) Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows:

(a) in the case of Type A, with a minimum descent height or decision height at or above 75 m or 250 ft; and

(b) in the case of Type B with a decision height below 75 m or 250 ft, where Type B instrument approach operations are categorised as-

(i) Category I, with a decision height not lower than 60 m or 200 ft and with either a visibility not less than 800 m or a runway visual range not less than 550 m;

(ii) Category II, with a decision height lower than 60 m or 200 ft but not lower than 30 m or 100 ft and a runway visual range not less than 300 m;

(iii) Category IIIA, with a decision height lower than 30 m or 100 ft or no decision height and a runway visual range not less than 200 m;

(iv) Category IIIB, with a decision height lower than 15 m or 50 ft or no decision height and a runway visual range less than 200 m but not less than 50 m; and

(v) Category IIIC, with no decision height and no runway visual range limitations.

(6) The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude or minimum descent height, minimum visibility and, where necessary, cloud conditions.

(7) The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude or decision height and the minimum visibility or runway visual range.

Passengers

12.-(1) The operator or pilot-in-command shall ensure that passengers are made familiar with the location and use of-

(a) seat belts;
(b) emergency exits;
(c) life jackets, where the carriage of life jackets is prescribed;
(d) oxygen dispensing equipment where the use of oxygen is anticipated; and
(e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

(2) The operator or pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

(3) The operator or pilot-in-command shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.

(4) The operator or pilot-in-command shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane are secured in their seats by means of the seat belts or harnesses provided.

Flight preparation

13.-(1) A flight shall not be commenced until the operator or pilot-in-command is satisfied that-

(a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;

(b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;

(c) any necessary maintenance has been performed;

(d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;

(e) any load carried is properly distributed and safely secured; and

(f) the aeroplane contained in the flight manual, or its equivalent, will not be exceeded.

(2) The operator or pilot-in-command shall have sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off and intended take-off technique.

Flight planning

14.-(1) The pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight before commencing a flight.

(2) Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include;

(a) a study of available current weather reports and forecasts; and

(b) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

Meteorological conditions-visual flight rules

15. A flight to be conducted in accordance with visual flight rules shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions

along the route or that part of the route to be flown under visual flight rules shall be at the appropriate time, to enable compliance with this regulation.

Instrument flight rules

16.-(1) A flight to be conducted in accordance with the instrument flight rules shall not-

(a) take-off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and

(b) take-off or continue beyond the point of inflight replanning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with regulation 18, and the current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the aerodrome operating minima for that operation.

(2) A pilot-in-command shall comply with criteria for use of the estimated time of an aerodrome including a margin of time specified by Authority in the aeronautical information publications.

(3) A pilot-in-command shall operate an aeroplane in accordance with the instrument flight rules shall comply with the instrument approach procedures approved by the State in which the aerodrome is located.

Flight in known icing conditions

17.-(1) A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.

(2) A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take-off unless the aeroplane has been inspected for icing and, where necessary, has been given appropriate de-icing or anti-icing treatment.

(3) A pilot-in-command shall ensure that accumulation of ice or other naturally occurring

contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.

Destination alternate aerodromes

18. For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plans, unless-

(a) the duration of the flight from the departure aerodrome, or from the point of inflight replanning to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that-
  (i) the approach and landing may be made under visual meteorological conditions; and
  (ii) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or

(b) the aerodrome of intended landing is isolated and-
  (i) a standard instrument approach procedure is prescribed for the aerodrome of intended landing;
  (ii) a point of no return has been determined; and
  (iii) a flight is not continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions will exist at the estimated time of use-
    (aa) a cloud base of at least 300 m (1,000 ft) above the minimum associated with the instrument approach procedure; and
    (bb) visibility of at least 5.5 km (3 NM) or of 4 km or 2 NM more than the minimum associated

with the instrument approach procedure.

Fuel and oil requirements

19.-(1) A flight shall not be commenced unless the aeroplane carries sufficient fuel and oil, taking into account both the meteorological conditions and any delays that are expected in flight, to ensure that it can safely complete the flight.

(2) The amount of fuel to be carried shall permit, when the flight is conducted in accordance with the-

(a) instrument flight rules and a destination alternate aerodrome is not required in accordance with regulation 18, or when the flight is to an isolated aerodrome, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least 45 minutes at normal cruising altitude; or

(b) instrument flight rules and a destination alternate aerodrome is required, flight to the aerodrome of intended landing, then to an alternate aerodrome, and after that, have a final reserve fuel for at least 45 minutes at normal cruising altitude; or

(c) day visual flight rule, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least 30 minutes at normal cruising altitude; or

(d) night visual flight rule, flight to the aerodrome of intended landing and thereafter have a final reserve fuel for at least 45 minutes at normal cruising altitude.

(3) The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, where applicable, adjustment of the planned operation.

Refueling with passengers on board

20.-(1) An aeroplane shall not be refueled when passengers are embarking, on board or disembarking unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the

aeroplane by the most practical and expeditious means available.

(2) When refueling with passengers embarking, on board or disembarking, two-way communications shall be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refueling and the pilot-in-command or other qualified personnel required by subregulation (1).

(3) Additional precautions are required when refueling with fuels other than aviation kerosene or when refueling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.

Oxygen supply

21.-(1) The pilot-in-command shall ensure that breathing oxygen is available to crew members and passengers in sufficient quantities for all flights at such altitudes where a lack of oxygen might result in impairment of the faculties of crew members or harmfully affect passengers.

(2) Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure are prescribed as follows-

Absolute pressure	Metres	Feet
700 hPa	3,000	10,000
620 hPa	4,000	13,000
376 hPa	7,600	25,000

Aerodrome operating minima.

22.-(1) A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in regulation 11(1).

(2) An aeroplane shall not continue its approach to land beyond a point at which the limits of the aerodrome operating minima would be infringed.

(3) After entering the final approach segment or after descending below 300 m or 1,000 ft above the aerodrome elevation, and where the reported visibility or controlling runway visual range falls below the specified minimum, the

approach may be continued to decision altitude or decision height or minimum descent altitude or minimum descent height.

(4) An aeroplane shall not continue its approach to land beyond a point at which the limits of the aerodrome operating minima would be infringed.

Meteorological and operational observations by pilots

23.-(1) When meteorological conditions likely to affect the safety of other aircraft are encountered, the pilot shall report the weather condition as soon as possible.

(2) The pilot-in-command shall report runway braking action when the runway braking action encountered is not as good as reported.

Hazardous flight conditions

24.-(1) The pilot-in-command shall report to the appropriate aeronautical station as soon as possible hazardous flight conditions encountered, other than those associated with meteorological conditions.

(2) The reports referred to in subregulation (1) shall give such details as may be pertinent to the safety of other aircraft.

Flight crew members at duty stations

25.-(1) All flight crew members required to be on flight deck duty shall-

(a) be at their stations during take-off and landing;

(b) during en-route remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the aeroplane or for physiological needs; and

(c) keep their seat belts fastened when at their stations.

(2) When safety harnesses are provided, any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases and all other flight crew members shall keep their safety harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt shall remain fastened.

Aeroplane operating procedures for landing performance

26. An approach to land shall not be continued below 300 m or 1,000 ft above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

Use of oxygen

27. All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been prescribed in regulation 21.

Safeguarding of cabin crew and passengers in pressurised aeroplanes

28.-(1) Cabin crew shall be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurisation.

(2) Cabin crew shall have such means of protection as to enable them to administer first aid to passengers during stabilised flight following the emergency.

In event of loss of pressurisation

29. Passengers shall be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurisation.

In-flight fuel management

30.-(1) An operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.

(2) A pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.

(3) A pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.

(4) A pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.

(5) The declaration referred to in subregulation (4) informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel.

(6) A pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

Instrument approach procedures

31.-(1) One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilised for instrument flight operations.

(2) Aeroplanes operated in accordance with the instrument flight rules shall comply with the instrument approach procedures approved by the State in which the aerodrome is located.

Duties of pilot-in-command

32. The pilot-in-command shall be responsible for-

(a) the operation, safety and security of the aeroplane and the safety of all crew members, passengers and cargo on board;

(b) ensuring that a flight shall not be-

(i) commenced when any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of any psychoactive substance; and

(ii) continued beyond the nearest suitable aerodrome when flight crew members'

capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness or lack of oxygen;

(c) notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property.

Cabin baggage take-off and landing

33. The pilot-in-command shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.

Aeroplane performance operating limitations

34.-(1) An aeroplane shall be operated-

(a) in compliance with the terms of its certificate of airworthiness or equivalent documents;

(b) within the operating limitations prescribed by the Authority; and

(c) within the mass limitations imposed by compliance with the applicable noise certificate requirements issued by the Authority, unless otherwise authorised in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.

(2) Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the State of registry for visual presentation, shall be displayed in the aeroplane.

(3) The pilot-in-command shall determine that aeroplane performance permit the take-off and departure to be carried out safely.

Aeroplane instruments, equipment and flight documents

35. The provisions of the aeroplane instruments, equipment and flight documents shall be as prescribed in the regulations relating to instruments and equipment.

Owner's continuing airworthiness responsibilities

36.-(1) An owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that-

(a) the aeroplane 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 the aeroplane remains valid.

(2) The owner or the lessee shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out-

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(a) by an organisation complying with the Civil Aviation (Approved Maintenance Organisation) Regulations that is either approved by the Authority or by another Contracting State, and the organisation is acceptable by the Authority; or

(b) by a qualified person or organisation in accordance with procedures that are authorised by the Authority, and there is a maintenance release in relation to the maintenance carried out.

(3) The owner or the lessee shall ensure that-

(a) the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the Authority;

(b) all maintenance personnel receive initial and continuation training acceptable to the Authority and appropriate to their assigned tasks and responsibilities, including human factors principles and coordination with other maintenance personnel and flight crew; and

(c) the design of the manual observes human factors principles.

Continuing airworthiness records

37.-(1) The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that the following records are kept-

(a) the total time in service hours, calendar time and cycles, as appropriate of the aeroplane and all life-limited components;

(b) the current status of compliance with all applicable mandatory continuing airworthiness information;
(c) appropriate details of modifications and repairs;
(d) the time in service hours, calendar time 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.

(2) The records kept and transferred in accordance with these Regulations shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.

(3) The records in subregulation (1)(a) to (e) 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 subregulation (1)(f) for a minimum period of 2 years after the signing of the maintenance release.

(4) In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee and notice of the change shall be made to the Authority.

(5) In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee and notice of the change shall be made to the Authority.

(6) Records kept and transferred in accordance with these regulations shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.

Modifications and repairs

38.-(1) An operator shall ensure all modification and repair shall comply with airworthiness requirements acceptable to the Authority.

(2) The owner or lessee shall establish procedures to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

Maintenance release

39.-(1) When maintenance is carried out by an approved maintenance organisation, the maintenance release shall be issued by the approved maintenance organisation in accordance with the applicable regulations.

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(2) When maintenance is not carried out by an approved maintenance organisation, 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 data and procedures acceptable to the Authority.

(3) The maintenance release referred to in subregulation (2) shall include the following:

(a) basic details of the maintenance performed;
(b) the date such maintenance was completed; and
(c) the identity of the authorised person or persons signing the release.

Composition of flight crew

40. An operator shall ensure that the number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness:

Provided that, for each flight the owner shall designate a pilot to act as pilot-in-command.

Qualifications

41.-(1) An operator or pilot-in-command shall-

(a) ensure that each flight crew member holds a valid licence issued by the Authority, or where issued by another State, rendered valid by the Authority;
(b) ensure that flight crew members are properly rated; and
(c) be satisfied that flight crew members have maintained competency.

(2) The operator or pilot-in-command of an aeroplane equipped with an airborne collision avoidance system or

ACAS II shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.

Flight manual

42. An aeroplane flight manual shall be updated by implementing changes made mandatory by the State of registry.

Journey Logbook

43.-(1) The operator shall ensure that the journey logbook is maintained for every aeroplane engaged in air navigation and particulars of the aeroplane, its crew and each journey are entered.

(2) The logbook referred to in subregulation (1) shall contain the following items:

(a) aeroplane nationality and registration;
(b) date;
(c) crew member names and duty assignments;
(d) departure and arrival points and times;
(e) purpose of flight;
(f) observations regarding the flight; and
(g) signature of the pilot-in-command.

Records of emergency and survival equipment

44.-(1) The owner of the aeroplane, or in the case where it is leased, the lessee, 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 the aeroplane engaged in international air navigation.

(2) The information referred to in subregulation (1) shall include:

(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.

Security of Aeroplane

45. The pilot-in-command shall be responsible for the security of the aeroplane during its operation.

Reporting acts of unlawful interference

46. The pilot-in-command in case of an act of unlawful interference, shall submit a report of such an act to the designated local authority.

PART III
LARGE AND TURBOJET AEROPLANES

Application

47.-(1) The following operations shall be subject to the provisions of Part II of these Regulations and shall apply to general aviation operations with respect to-

(a) aeroplanes with a maximum certificated take-off mass exceeding 5,700 kg; or

(b) aeroplanes equipped with one or more turbojet engines.

(2) An operation involving an Aeroplane with a seating configuration of more than 9 passenger seats shall be conducted in accordance with the provisions of these Regulations.

Corporate aviation operations

48.-(1) A corporate aviation operation involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft shall be conducted in accordance with these Regulations.

(2) For the purpose of subregulation (1), the term "aircraft" means corporate aviation operation using a mix of aeroplanes and helicopters subject to this regulation as long as at least one aeroplane is involved.

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49.-(1) The Authority shall not allow the use of recordings or transcripts of cockpit voice recorder, cockpit audio recorder system and Class A airborne image recorder system for purposes other than the investigation of an accident or incident in accordance with the Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, except where the recordings or transcripts are-

(a) related to a safety-related event identified in the context of a safety management system, are restricted to the relevant portions of a de-identified transcript of the recording; and are

subject to the protections accorded by Civil Aviation (Safety Management) Regulations;

(b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by the Civil Aviation (Safety Management) Regulations; or

(c) used for inspections of flight recorder systems as provided in the relevant regulations relating to instruments and equipment.

(2) The Authority shall not allow the use of recordings or transcripts of flight data recorder, air traffic data recording system, Class B and C airborne image recorder, and Class B and C airborne image recorder system for purposes other than the investigation of an accident or incident in accordance with the Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, except where the recordings or transcripts are subject to the protections accorded by Civil Aviation (Safety Management) Regulations and are-

(a) used by the operator for airworthiness or maintenance purposes;

(b) sought for use in proceedings not related to an event involving an accident or incident investigation;

(c) de-identified; or

(d) disclosed under secure procedures.

Operator notification

50.-(1) Where the operator has an operating base in a State other than the State of registry, the operator shall notify the State in which the operating base is located.

(2) Upon notification in accordance with subregulation (1), safety and security oversight shall be coordinated between the State in which the operating base is located and the United Republic.

Operations manual

51.-(1) An operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel to perform their duties.

(2) The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date.

(3) All amendments or revisions referred to in subregulation (2), shall be issued to all personnel that are required to use this manual.

Operating instructions general

52.-(1) An operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.

(2) An operator shall issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended takeoff technique and the information shall be included in the operations manual.

In flight simulation of emergency situations

53. An operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.

Checklists

54.-(1) Flight crew shall use checklists prior to, during and after all phases of operations, and in emergencies, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual.

(2) An operator shall ensure that the design and utilisation of checklists observe Human Factors principles.

Minimum flight altitudes

55. An operator shall specify the method of establishing terrain clearance altitudes for flights which are to be conducted in accordance with the instrument flight rules.

Fatigue management programme

56.-(1) An operator shall establish and implement a fatigue management programme that ensures that all operator

personnel involved in the operation and maintenance of aeroplane do not carry out their duties when fatigued.

(2) The programme shall address flight and duty times and be included in the operations manual.

Operational flight planning

57. An operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned and these procedures shall be included in the operations manual.

A take-off alternate aerodrome

58.-(1) A take-off alternate aerodrome shall be selected and specified in the flight plan where either the meteorological conditions at the aerodrome of departure are below the applicable aerodrome landing minima for that operation or where it would not be possible to return to the aerodrome of departure for other reasons.

(2) The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:

(a) for aeroplanes with two engines, one hour of flight time at a one engine inoperative cruising speed, determined from the aircraft operating manual, calculated in International Standard Atmosphere and still air conditions using the actual takeoff mass; or

(b) for aeroplanes with three or more engines two hours of flight time at all engines operating cruising speed, determined from the aircraft operating manual, calculated in International Standard Atmosphere and still air conditions using the actual take-off mass.

(3) For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the applicable aerodrome operating minima for that operation.

Fuel requirements

59.-(1) An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.

(2) The amount of usable fuel to be carried shall, as a minimum, be based on-

(a) fuel consumption data-
  (i) provided by the aeroplane manufacturer; or
  (ii) where available, current aeroplane-specific data derived from a fuel consumption monitoring system; and
(b) the operating conditions for the planned flight including-
  (i) anticipated aeroplane mass;
  (ii) notices to airmen;
  (iii) current meteorological reports or a combination of current reports and forecasts;
  (iv) air traffic services procedures, restrictions and anticipated delays; and
  (v) the effects of deferred maintenance items or configuration deviations.

(3) Where no specific fuel consumption data exist for the precise conditions of the flight, the aeroplane may be operated in accordance with estimated fuel consumption data.

(4) The pre-flight calculation of usable fuel required shall include:

(a) taxi fuel which shall be the amount of fuel expected to be consumed before take-off taking into account local conditions at the departure aerodrome and auxiliary power unit fuel consumption;
(b) trip fuel which shall be the amount of fuel required to enable the aeroplane to fly from take-off until landing at the destination aerodrome taking into account the operating conditions of subregulation (2)(c);
(c) contingency fuel which shall be the amount of fuel required to compensate for unforeseen

factors and shall not be less than five per cent of the planned trip fuel;

(d) destination alternate fuel which shall be-

(i) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to-

(aa) perform a missed approach at the destination aerodrome;

(bb) climb to the expected cruising altitude;

(cc) fly the expected routing;

(dd) descend to the point where the expected approach is initiated; and

(ee) conduct the approach and landing at the destination alternate aerodrome; or

(ii) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m or 1 500 ft above destination aerodrome elevation in standard conditions; or

(iii) where the aerodrome of intended landing is an isolated aerodrome-

(aa) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 percent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or

(bb) for a turbine engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;

(e) final reserve fuel which shall be the amount of fuel on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required-
  (i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes; or
  (ii) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m or 1,500 ft above aerodrome elevation in standard conditions;

(f) additional fuel which shall be the supplementary amount of fuel required to enable the aeroplane to descend as necessary and proceed to land at an alternate aerodrome in the event of engine failure or loss of pressurisation based on the assumption that such a failure occurs at the most critical point along the route;

(g) discretionary fuel- which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.

(5) An operator shall determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.

(6) The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a reanalysis and, where applicable, adjustment of the planned operation.

Additional requirements for operations beyond 60 minutes

60. When conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome operator shall ensure that-

(a) en-route alternate aerodromes are identified; and

(b) the pilot-in-command has access to current information on the identified en-route alternate aerodromes, including operational status and meteorological conditions.

Oxygen supply

61.-(1) A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments

will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply-

(a) all crew members and 10 percent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and

(b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

(2) A flight to be operated with a pressurised aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurisation, for any period that the atmospheric pressure in any compartment occupied by them be less than 700 hPa.

(3) When an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, when operated at flight altitudes at which the atmospheric. pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a ten minutes supply for the occupants of the passenger compartment.

In flight procedures-instrument approaches

62. An operator shall include operating procedures for conducting instrument approaches in the aircraft operating manual specified in the regulations relating to instruments and equipment.

Use of oxygen

63.-(1) All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in regulation 61.

(2) All flight crew members of pressurised aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of

oxygen mask which will readily supply oxygen upon demand.

Aeroplane operating procedures for noise abatement

64. Aeroplane operating procedures for noise abatement shall comply with the provisions of the noise abatement procedures in the operations manual:

Provided that, noise abatement procedures specified by the operator for any one aeroplane type shall be the same for all aerodromes.

Aeroplane operating procedures for rates of climb and descent

65. A pilot-in-command shall consider using appropriate procedures to ensure that a rate of climb or descent of less than 8 metres per second or 1500 foot per minute, depending on the instrumentation available, is achieved throughout the last 300 metres or 1000 foot of climb or descent to the assigned altitude or flight level, when made aware of another aeroplane at or approaching an adjacent altitude or flight level, unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system or ACAS II resolution advisories in aeroplane at or approaching adjacent altitudes or flight levels.

Aeroplane operating procedures for landing performance

66. An approach to land shall not be continued below 300 metres or 1000 foot above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

Duties of pilot-in-command

67.-(1) A pilot-in-command shall-

(a) be responsible for the journey logbook or the general declaration containing the information listed in regulation 41;

(b) be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property;

(c) be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight;
(d) ensure that the checklists specified in regulation 54 are complied.

(2) In the event that the pilot-in-command is incapacitated the operator shall take the forgoing action.

Cabin baggage take-off and landing

68. An air operator shall specify procedures to ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.

Aeroplane performance operating limitations

69.-(1) An operator of aeroplanes excluding-
(a) aeroplanes over 5,700 kg for which application for certification was submitted on or after 13 June 1960, but before 2 March 2004;
(b) aeroplanes over 5,700 kg for which application for certification was submitted on or after 2nd March 2004; and
(c) aircraft and aircraft equipment of types of which the prototype is submitted to the appropriate national authorities for certification prior to a date three years after the date of adoption of an international standard of airworthiness for such equipment, shall not operate such aircraft unless the level of performance specified in regulation 68 is met as far as practicable.

(2) This regulation shall be applicable to large aeroplanes certificated between thirteenth June, 1960 and second March, 2004 and those certificated after second March, 2004.

(3) An aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.

(4) An air operator shall take such precautions as are reasonably possible to ensure that the general level of safety required by these Regulations is maintained under all expected operating conditions, including those not covered specifically by these Regulation.

(5) A flight shall not be commenced unless the performance information provided in the flight manual indicates that the requirements of these Regulation can be complied with for the flight to be undertaken.

(6) An air operator shall take into account all factors that significantly affect the performance of the aeroplane including-

(a) mass;
(b) operating procedures;
(c) the pressure altitude appropriate to the elevation of the aerodrome;
(d) runway slope;
(e) the ambient temperature;
(f) wind; and
(g) surface conditions of the runway at the expected time of use- including presence of slush, water or ice, for landplanes, water surface condition for seaplanes.

(7) Factors referred to in subregulation (6) shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.

(8) Aeroplanes shall be operated in accordance with operating conditions and limitations specified in the type certificate, type certificate data sheets, aeroplane flight manual, manufactures recommendations, certificate of Airworthiness and any other applicable limitations in compliance with these Regulations.

Mass limitations

70.-(1) The mass at the start of take-off shall not exceed the maximum takeoff mass specified in the flight manual for the pressure altitude appropriate to the elevation of the aerodrome, and when used as a parameter to determine the maximum takeoff mass, any other local atmospheric condition.

(2) The estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, shall not exceed the

maximum landing mass specified in the flight manual for the pressure altitude appropriate to the elevation of those aerodromes, and when used as a parameter to determine the maximum landing mass, any other local atmospheric condition.

(3) The mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, shall not exceed the relevant maximum masses at which compliance has been prescribed by the Authority, unless otherwise authorised in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.

(4) The aeroplane shall be able, in the event of a critical engine failing at any point in the take-off, either to discontinue the take-off and stop within either the accelerate-stop distance available or the runway available, or to continue the take-off and clear all obstacles along the flight path by an adequate margin until the aeroplane is in a position to comply with subregulation (5):

Provided that, in determining the length of the runway available, account shall be taken of the loss, of runway length due to alignment of the aeroplane prior to take-off.

(5) The aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the subregulation (6) can be met, without flying below the minimum obstacle clearance altitude at any point.

(6) The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available and allowance shall be made for expected variations in the approach and landing techniques, when such allowance has not been made in the scheduling of performance data.

Maintenance control manual

71.-(1) The operator shall provide a maintenance control manual, acceptable to the Authority, for the use and guidance of maintenance and operations personnel.

(2) The operator's maintenance control manual referred to in subregulation (1), shall be developed according to the guidance material issued by the Authority, and includes the following information:

(a) the means of recording the names and duties of the person or persons;

(b) the maintenance programme;

(c) the methods used for the completion and retention of the operator's maintenance records;

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(d) the procedures for complying with the service information reporting requirements of Civil Aviation (Airworthiness) Regulations;

(e) the procedures for implementing action resulting from mandatory continuing airworthiness information;

(f) 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;

(g) the aircraft types and models to which the manual applies;

(h) the procedures for ensuring that unserviceability affecting airworthiness are recorded and rectified; and

(i) procedures for advising the Authority of significant in-service occurrences,

Provided that, the design of the manual shall observe Human Factors principles.

Maintenance programme

72.-(1) An owner shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the Authority.

(2) A maintenance programme for each aeroplane referred to in subregulation (1) shall contain the following information:

(a) maintenance tasks and the intervals to be performed, taking into account the anticipated utilisation of the aeroplane;
(b) a continuing structural integrity programme, where applicable;
(c) procedures for changing or deviating from paragraphs(a) and (b) as approved by the Authority; and
(d) condition monitoring and reliability programme descriptions for aeroplane systems, components and engines when applicable and approved by the Authority.

(3) 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 experience.

(4) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design, or approved changes to the maintenance programme shall be identified as such.

(5) Copies of all amendments to the maintenance programme shall be furnished promptly to all organisations or persons to whom the maintenance programme has been issued.

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

Continuing airworthiness information

73.-(1) An operator shall ensure that all maintenance personnel receive initial and continuation training acceptable to the Authority and appropriate to their assigned tasks and responsibilities, including human factors principles and coordination with other maintenance personnel and flight crew.

(2) An owner of an aeroplane of a maximum certificated takeoff mass in excess of 5,700 kg shall ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness, is transmitted as required by the Civil Aviation (Airworthiness of Aircraft) Regulations.

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Flight engineer

74. The operator shall ensure that when a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer assigned to that station, unless the duties associated to flight engineer can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with his duties.

Flight crew member emergency duties

75.-(1) An operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation.

(2) Recurrent training in accomplishing functions referred to in subregulation (1) shall be contained in the operator's training programme and include instruction in the use of all emergency and lifesaving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.

Flight crew member training programmes

76.-(1) An operator shall establish and maintain a training programme that is designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance.

(2) Ground and flight training programmes shall be established, either through internal programmes or through a training services provider, and include or make reference to a syllabus for training programmes specified in the company operations manual:

Provided that, the training programme shall include training to competency for all equipment installed.

(3) The operator shall ensure flight simulator are used to the maximum extent practicable when pilots are undergoing initial and recurrent training.

Recent experience

77.-(1) An operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made at least three take-off and landing within the preceding ninety

days on the same type of aeroplane or in a flight simulator approved for that purpose.

(2) The operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made at least three take-off and landing within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for that purpose.

Pilot proficiency checks

78.-(1) An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked periodically in such a way as to demonstrate the pilot's competence.

(2) Where the operation may be conducted under the instrument flight rules, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or a representative of the Authority.

(3) The periodicity of the checks referred to in subregulation (2) shall be dependent upon the complexity of both the aeroplane and the operation but, in any case, no longer than six months.

Flight operations officer or flight dispatcher

79. An operator shall ensure that any person assigned as a flight operations officer or flight dispatcher is trained and maintains familiarisation with all features of the operation which are pertinent to their duties, including knowledge and skills related to human factors principle.

Flight Recorder Records

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80. An owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure, in the event the aeroplane 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.

Cabin crew assignment of emergency duties

81. An operator shall determine the requirement for cabin crew for each type of aeroplane based on seating capacity or the number of passengers carried, in order to

effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation, and the operator shall assign these functions for each type of aeroplane.

Cabin crew at emergency evacuation stations

82. An owner, lessee or operator shall ensure that, each cabin crew member assigned to emergency evacuation duties occupy a seat provided in accordance with the regulations relating to instruments and equipment during takeoff and landing and whenever the pilot-in-command so directs.

Protection of cabin crew during Flight

83. Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.

Cabin crew training

84.-(1) An operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.

(2) An operator shall establish and maintain a cabin crew training programme that is designed to ensure that persons who receive training acquire the competency to perform their assigned duties, and include or make reference to a syllabus for training programmes specified in the company operations manual:

Provided that, the design of the manual shall observe Human Factors principles.

PART IV
SECURITY

Security programme

85. An Operator conducting general aviation operations, including corporate aviation operations, using aeroplane with a maximum take-off mass greater than 5,700 kg, shall establish, implement and maintain an approved security programme that meets the requirements of the National Civil Aviation Security Programme of United Republic.

PART V
EXEMPTIONS

Requirements for application

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

(2) An application for an exemption shall be submitted at least sixty days in advance of the proposed effective date to obtain timely review and accompanied by a fee prescribed by the Authority, for technical evaluation.

(3) A request for an exemption referred to in subregulation (1) shall contain the following:

(a) applicant's name;
(b) physical address and mailing address;
(c) telephone number;
(d) fax number if any; and
(e) email address if any.

Substance of the request for exemption

87.-(1) An application for an exemption shall contain the following:

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

(h) where the applicant seeks to operate under the proposed exemption outside of the United Republic airspace, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organisation (ICAO) as well as the regulations pertaining to the airspace in which the operation will occur.

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

(3) The Authority may deny an application where the Authority finds that the applicant has not justified the failure to apply for an exemption in a timely manner.

Initial review by the Authority

88.-(1) The Authority shall review the application for accuracy and compliance with the requirements of regulations 86 and 87.

(2) Where the application satisfy the provisions of this regulation and the Authority determines that a review of its merits is justified, the Authority shall publish a detailed summary of the application in the Aeronautical Information Circular for comment and specify the date by which comments shall be received by the Authority for consideration.

(3) Where the filing requirements of regulations 86 and 87 have not been met, the Authority shall notify the applicant and take no further action unless the applicant corrects the application and refiles it in accordance with these Regulations.

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

Evaluation of request

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

(a) determination of whether an exemption would be in the public interest;

(b) a determination, after a technical evaluation of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;

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

(d) a recommendation based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

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

(3) The summary referred to in subregulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

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

PART VI
OFFENCES AND PENALTIES

Contravention of Regulations

90. The Authority may revoke or suspend a certificate, licence, registration, approval, authorisation or such other document where the holder thereof contravenes any provisions of these Regulations.

Offences and penalties

91.-(1) A person who contravenes any provision of these Regulations, commits an offence and on conviction shall be liable to a fine of not less than the equivalent in Tanzanian shillings of United States dollars one thousand or

imprisonment for a term not less than twelve months or to both.

(2) In the case of a continuing contravention, each day of the contravention shall constitute a separate offence and be liable to an additional fine of not less than the equivalent in Tanzanian shillings of United States dollars five hundred for each day the offence continues.

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

PART VII
GENERAL PROVISIONS

Possession of the licence, certificate, approval or authorisation

92.-(1) A holder of a licence, certificate, approval or authorisation issued by the Authority shall have in his physical possession or at the workstation when exercising the privileges of that licence, certificate, approval or authorisation.

(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorisation and have in his physical possession or at the workstation when exercising the privileges of that licence, certificate, approval or authorisation.

Inspection of licences, certificates, approval or authorisation

93. A person who holds a licence, certificate, approval 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

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

(a) physical address, at least fourteen days before the change; and

(b) mailing address, upon the change.

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

Replacement of licence, certificate, approval or authorisation

95. A person may apply to the Authority in a form and manner determined by the Authority for replacement of documents issued under these Regulations when such documents are lost or destroyed.

Suspension and revocation of licence, certificate, approval or authorisation

96.-(1) The Authority may, where it considers it to be in public interest, suspend provisionally, pending further investigation, any licence, certificate, authorisation or any such other document issued under these Regulations.

(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction and where it considers it to be in public interest, revoke, suspend, or vary any licence, certificate, approval, authorisation or any other document issued or granted under these Regulations.

(3) The Authority may, where it considers it to be in public interest, prevent any person or aircraft from flying.

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

(5) The breach of any condition subject to which any licence, certificate, authorisation 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 licence, certificate, authorisation and records

97.-(1) A person shall not-

(a) use any licence, certificate, approval, authorisation, 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 licence, certificate, approval, authorisation or any such other document issued or required by, or under these Regulations;

(c) lend any licence, certificate, approval, authorisation or any such other document issued or required under these Regulations to any other person; or

(d) make any false representation for the purpose of procuring for himself or any other person the issue, renewal or variation of the licence, certificate, approval, authorisation or any such other document.

(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or willfully 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 issue any licence, certificate, approval, authorisation 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 licence, certificate, approval, authorisation or any such other document of the kind referred to in these Regulations unless all statements in the licence, certificate, approval, authorisation or any such other document are correct, and that the applicant is qualified to hold that licence, certificate, approval, authorisation or any such other document.

Reports of violation

98.-(1) A person who knows of a violation of the Act, any rule, Regulation or order made thereunder, shall report it to the Authority.

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

Enforcement of directions

99.-(1) A person who fails to comply with any direction given to him by the Authority or by any authorised person under any provision of these Regulations shall be deemed for purposes of these Regulations to have contravened that provision.

(2) The Authority shall take enforcement action on any regulated entity that fails to comply with any provisions of these Regulations.

(3) The inspectors of the Authority holding valid delegations shall take necessary actions to preserve safety where an undesirable condition has been detected.

(4) The actions referred to in subregulation (2), may be-

(a) in case of a regulated entity, imposition of operating restrictions until such a time the existing undesirable condition has been resolved; or

(b) in case of a licensed personnel, require that the individual does not exercise the privileges of the licence until such a time that the undesirable condition has been resolved.

(5) In carrying out enforcement actions subject to the provisions of subregulation (3), the inspectors of the Authority shall invoke the powers with due care and act in good faith in the interest of preserving safety.

Aeronautical user fees

100.-(1) The Authority shall notify applicants of the fees to be charged in connection with the issue, validation, renewal, extension or variation of any licence, certificate, authorisation 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, any orders, notices or proclamations made thereunder.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with subregulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.

(3) Where payment of fees has been made and the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the Authority shall not refund such payment.

Savings

101. Notwithstanding the revocation of Civil Aviation (Operation of Aircraft) Regulations by the Civil Aviation (Operation of Aircraft - Commercial Air Transport) Regulations, 2023, licences, certificates, approvals or any other document issued to an operator prior to the commencement of these Regulations shall continue in force as if it was issued under these Regulations until it expires or is otherwise cancelled by the Authority or a court of competent jurisdiction.

SCHEDULE

(Made under regulations 8 and 11)
General Aviation Specific Approval

OPERATIONS SPECIFICATIONS

(Subject to the Approved Conditions in the Operations Manual)

Tanzania Civil Aviation Authority Telephone: +255 22 2198196 Fax: +255 22 2844304 E-mail: tcaa@tcaa.go.tz				
AOC number: Operator Name:				
Aircraft Model and Registration Marks:				
Types of operations: Commercial Air Transportation ☐ Passengers and Cargo ☐ Other N/A				
Areas of operation:				
Special limitations:				
SPECIAL AUTHORISATIONS	YES	NO	SPECIFIC APPROVALS	REMARKS
Dangerous goods	☐	☐		
Low visibility operations	☐	☐		
Take-off	☐	☐		
Approach and landing	☐	☐		
RVSM	☐	☐		
EDTO	☐	☐		
Navigation specifications for PBN operations	☐	☐		
Continuing airworthiness	☐	☐		
EFB	☐	☐		
Other	☐	☐		

Signature	
Title: Director Safety Regulations Date:	AUTHORITY STAMP

Dodoma,
15th December, 2023

MAKAME M. MBARAWA,
Minister for Transport