



FORM: AC-OPS001 E

March 2013



OPERATIONS SPECIFICATIONS

Issued to... ..
Air operator certificate No.....
Effective date

PART A - GENERAL PROVISIONS

1. Applicability

These operations specifications are issued pursuant to regulation 7 (3) of the Civil Aviation (Air Operator Certification and Administration) Regulations.

2. Definitions and abbreviations

Unless otherwise specified herein, all words, phrases and abbreviations defined in the Code of Air Navigation Regulations have the same meaning when used in these operations specifications.

3. Crew Members

The operator crews shall operate the aircraft in accordance with Tanzania legislation; the operators approved “Flight Operations Manual” and the manufacturer’s “Aircraft Operating Manual”.

4. Operation by certificated operators outside Tanzania

Pursuant to the provisions of the Civil Aviation Regulations, the certification and operating regulations and rules contained therein which are applicable to domestic operators are authorized for scheduled operations conducted by such operators over routes and route segments located outside Tanzania. Weather reports prepared and released by (source)(State Met Authority) may be used to control flight movements over such routes or route segments.

5. Aircraft authorization

The operator named herein is authorized to operate the following makes and models of aircraft in commercial air transport. The maximum permitted passenger seating capacity determined as a result of analysis or demonstration where required by (applicable regulation) is listed for each make and model aircraft.

Make	Model	REG No.	Maximum seating capacity

6. Management and Technical Personnel

The operator named herein uses the following named personnel in the Management and Technical positions listed below:

- Managing Director/Chief Executive:
- General Manager:
- Chief Pilot:
- Director of Safety:
- Director/Manager of Maintenance:
- Quality Manager:
- Manager of Training:

7. The two/three letter operator code

The two/three-letter code for air transport operations is:

8. Carry-on Baggage Program

The operator named herein is authorized to use the approved carry-on baggage program described or referenced in this paragraph.

PART B - EN-ROUTE AUTHORIZATIONS AND LIMITATIONS:

9. Aircraft operations within Tanzania

Except as otherwise specified in subparagraph (d) below, aircraft are authorized to operate over any of the following routes:

- (a) Any route or route segment established by the Authority. Flights planned and initially released over these routes may be operated within controlled airspace over routings predicated on ATC services.
- (b) In addition to the routes specified in sub-paragraph (a), flights may be planned and operated within and outside controlled airspace over direct and other routes predicated on VOR/NDB facilities provided:
 - (1) Such routes lie within the published operational service volume or extended service volume of the VOR/NDB facilities used; and
 - (2) Operations are conducted at least 1000 ft above terrain or at or above the MEA if one is established.
- (c) Routes listed in the Attachment to these operations specifications. Off-airway routes listed in the Attachment to these operations specifications have a width of four nautical miles on each side of the course between the points defining such off-airway routes unless otherwise specified.
- (d) Subparagraphs (a) through (c) do not apply when it is necessary to avoid a potentially hazardous meteorological condition and when otherwise cleared by air traffic control.

10. Aircraft operations outside Tanzania

Operations shall be conducted over the routes defined in approved aeronautical information publications (AIPs) of States being over flown or over the routes listed in the Attachment to these operations specifications.

11. Instrument Flight Rules

- (a) During the en-route phase of flight, all aircraft operating above FL 145 will be operated within the navigable airspace of Tanzania in accordance with Instrument flight rules. However, during the terminal phase of flight, operations may be conducted under visual flight rules provided:
 - (1) at controlled aerodromes, the pilot-in-command is in direct communication with the control tower, approach control, or departure control serving the aerodrome of arrival/departure; or
 - (2) at uncontrolled aerodromes, the pilot-in-command is in direct communication with an air/ground radio communications facility capable of providing aerodrome traffic advisory service.

- (b) Aircraft may be operated under VFR over approved routes or route segments listed in the Attachment to these operations specifications provided appropriate weather reports or forecasts or any combination thereof, at the time of dispatch, indicate that the visibility along such route or route segment is and will remain at or above 5 nautical miles. However, for terminal area operations, the VFR take-off and landing minimum prescribed in regulation 90 of The Civil Aviation (Operation of Aircraft) Regulations, and regulation 73 of The Civil Aviation (Rules Of the Air and Air Traffic Control) Regulations, or in these operations specifications for particular aerodromes is applicable.

12. Operations at aerodromes without aerodrome ATC service

Operations will not be conducted within an aerodrome traffic zone of aerodromes located within Tanzania without aerodrome control tower service except for the purpose of taking-off, and landing or observing the signals in the signal area or obstructions in the movement area with a view to landing. Operations within such a zone for the purpose of observing the signals or obstacles shall be conducted clear of clouds and at least 500 feet above the level of the aerodrome and in compliance with the following rules:.

- (a) Cause a continuous watch to be maintained on the appropriate frequency notified, or on 118.2 Mhz where a specific frequency is not notified and broadcast all intentions on such frequency.
- (b) Conform to the pattern of traffic formed by another aircraft, or keep clear of the airspace in which the pattern is formed.
- (c) Make all turns to the left unless ground signals or published information indicate otherwise.
- (d) Take-off and land in the direction indicated by the ground signals or, if no such signals are displayed, into wind unless good aviation practice demands otherwise.

13. Operations within North Atlantic minimum navigation performance specification airspace

- a) Operations within the airspace defined as the North Atlantic (NAT) minimum navigation performance specifications (MNPS) airspace after 0001 GMT, 29 December 1977, shall not be conducted unless the aircraft's navigation equipment and the procedures for use of that equipment have been approved by the CAA as capable of meeting the following NAT-MNPS tolerances:
 - 1) the standard deviation (one sigma) of lateral track error is less than 6.3 nautical miles; and
 - 2) the proportion of the total flight time spent by aircraft 30 nautical miles or more off track is less than 5.3×10^{-4} .
- b) The NAT-MNPS airspace is defined as:
 - 1) Between latitudes 27 degrees North and 67 degrees North;

- 2) The eastern boundaries of Santa Maria Oceanics, Shanwick Oceanic and Reykjavik Flight Information Regions (FIRS);
 - 3) The western boundaries of Reykjavik and Gander Oceanic FIRS and the New York Oceanic FIR east of longitude 60 degrees West; and
 - 4) Between flight levels 275 and 400.
- c) The certificate holder is authorized to operate in NAT-MNP3 airspace using the following aircraft and equipment:

AIRCRAFT TYPE	NAVIGATION EQUIPMENT

14. Operations in RVSM

- a) The operator shall not operate an aeroplane in reduced vertical separation minimum airspace unless it is provided with equipment which is capable of:
- (1) indicating to the flight crew the flight level being flown;
 - (2) automatically maintaining a selected flight level;
 - (3) providing an alert to the flight crew when a deviation occurs from the selected flight level, with the threshold for the alert not exceeding $\pm 90\text{m}$ (300 ft); and
 - (4) automatically reporting pressure-altitude.
- b) The equipment referred to in sub-para a) of above shall comply with minimum requirements prescribed in ICAO Doc 9574 Manual for the Implementation of a 300m (1000ft) Vertical Separation Minimum Between flight level 290 and flight level 410 inclusive.

PART C - AERODROME AUTHORIZATIONS AND LIMITATIONS:

15. General

Except as provided in regulation 27 of the Civil Aviation (Rules of the Air and Air Traffic Control) Regulations, the operator will not use any aerodromes other than those listed in paragraph 12 above. Unless the Instrument approach procedures and the aerodrome operating minima are specified in these provisions and are attached hereto, the terms "instrument approach procedure" and "aerodrome operating minima", when used in this Part, mean the instrument approach procedure and aerodrome operating minima prescribed in regulation 83 of The Civil Aviation (Operation of Aircraft) Regulations. In the case of aerodromes located outside Tanzania, the Instrument approach procedures prescribed or approved by the State in which the aerodrome is located are applicable provided they meet the criteria prescribed by the ICAO PANS-OPS and are included in an acceptable aeronautical information publication. In those cases where the Authority has not made this determination, the operator shall make such determination, notify the Authority that the foreign instrument approach procedure meets ICAO PANS-OPS criteria and submit supporting documentation to this effect.

16. Instrument approach procedures and aerodrome operating minima

(a) Instrument approach procedures

The operator is authorized to conduct the following types of instrument approach procedures:

Non-precision: VOR, VOR/DME, NDB.

Precision: ILS, Category I

ILS, Category II

..ILS, Category III

(b) Take-off minima

Take-off minima at all aerodromes shall be greater than, or equal to, the applicable landing minima, unless an approved take-off alternate aerodrome is available for use; in no case, however, shall it be less than 800 m RVR, except as provided below in conjunction with the specified facilities.

FACILITIES	RVR
Runway edge lights, runway centre line lights, centre line markings and TDZ, mid and roll out RVR with readout down to at least 175 m.	200 m
Runway edge lights, runway centre line lights, centre line markings and TDZ, roll out RVR with readout down to at least 300 m.	350 m
Runway edge lights and either centre line lights or centre line markings	500 m

PART C - AERODROME AUTHORIZATIONS AND LIMITATIONS:

(c) Circling minima

The following circling minima is applicable to all aerodromes.

Aeroplane category	A	B	C	D
MDH	400 ft (120m)	500 ft (150m)	600 ft (180m)	700ft (210m)
Visibility	1 600 m	1600m	2400m	3600m

The circling minima for wide bodied aeroplanes are MDH 300m and visibility 5 km.

PART C - AERODROME AUTHORIZATIONS AND LIMITATIONS:

(d) Authorized instrument approach minima

EXAMPLE

AERODROME (name and location)						
Runway	Approach	Aeroplane Category	DH/MDH	Visibility or RVR		
				Full Facilities ₁	Intermediate Facilities ₂	Basic Facilities ₃
28 R	ILS	B/C	60M	550M	800M	1200M
		D	60M	800M	800M	1200M
10	NDB	B/C	100M	1200M	1200M	1600M
		D	100M	1600M	1600M	1600M

- 1) Precision approach lights, RWY lights including TDZ and centre line lights. RWY markings.
- 2) Simple H.I. approach lights, RWY lights and markings.
- 3) RWY lights and markings

PART C - AERODROME AUTHORIZATIONS AND LIMITATIONS:

17. Authorized aerodromes

R = Regular
A = Alternate

RF = Refuelling
NA = Not Authorized

EXAMPLE

NAME	LOCATION	USE	AIRCRAFT TYPE
<i>Only aerodromes as published in State AIPs as available for public transport</i>	<i>As published by State</i>	<i>R/RF/A</i>	<i>B-737-300</i>

PART C - AERODROME AUTHORIZATIONS AND LIMITATIONS:

Authorized aerodromes

R = Regular
A = Alternate

RF = Refuelling
NA = Not Authorized

NAME	LOCATION	USE	AIRCRAFT TYPE

PART D – MAINTENANCE:

PART D1 – AUTHORIZATION PAGE

General

AIRWORTHINESS SECTION

Maintenance Schedule Reference:

Operator:

Type and Model of Aircraft:

Type of Operations (Public Transport, Aerial work)

Maintenance Organization:
.....

The above Maintenance Schedule has been evaluated and found satisfactory and in accordance with regulation 66 (1) of The Civil Aviation (Air Operator Certification and Administration) Regulations, the Schedule is therefore approved for use on maintenance of the above-specified aircraft.

.....

Chief Airworthiness Inspector

.....

Date

PART D 2 - AUTHORIZATION PAGE

Check, Inspection And Overhaul Time Limits

AIRWORTHINESS SECTION

These pages specify the time limits and conditions for the aircraft services, checks and inspections approved for the AOC.

PART D 3 - AUTHORIZATION PAGE

Reliability Programme Authorization

AIRWORTHINESS SECTION

These pages are used to authorise and control reliability programmes which would fall into one of two categories:

- (a) Those which control the inspection, check and overhaul time for the entire airframe or powerplant; or
- (b) Those which control the inspection, check and overhaul time for complete systems or for individually specified items within the system (i.e., hydraulic system, pumps, valves, actuators).

PART D 4 - AUTHORIZATION PAGE

Short-Term Escalation Authorization

AIRWORTHINESS SECTION

This page must reference the air operator's Maintenance Control Manual, or other approved document defining those procedures, in a manner that requires the OpSpec page to be amended whenever the procedure is revised.

PART D 6 - AUTHORIZATION PAGE

Leased Aircraft Maintenance Authorization.

AIRWORTHINESS SECTION

This page is prepared so that an air operator is authorised to use two different maintenance programs for the same type aircraft. It applies only to aircraft that are intended to be returned to the lessor at a time specified in the lease agreement.

PART D 7 - AUTHORIZATION PAGE

Parts Pool Authorization

AIRWORTHINESS SECTION

This page contains approval for an air operator desiring to enter into a parts pooling agreement with foreign air operators or AMOs whose employees do not hold a Tanzania Aircraft Maintenance Engineer Licence.

PART D 8 - AUTHORIZATION PAGE

Prorated Time Authorization

AIRWORTHINESS SECTION

This page contains authorization for proper time accountability and for the transfer of the correct times should the aircraft be sold to another air operator. It should indicate to all concerned that the aircraft is being operated under adjusted times since overhaul, calculated via the proration process

PART D 9 - AUTHORIZATION PAGE

Parts Borrowing Authorization

AIRWORTHINESS SECTION

This page authorises the air operator to borrow a part from another air operator when the time in service of the available part exceeds the air operator's approved overhaul time limit.

PART D 10 - AUTHORIZATION PAGE

Ferry Flight Authorization:

AIRWORTHINESS SECTION

SPECIAL FLIGHT PERMIT AUTHORIZATION

(This Special Flight Permit) Authorization is hereby granted to Mr/M/S..... to fly the aircraftthat may not * or which does not meet the applicable airworthiness requirements but is capable of conducting a Safe Flight to a base where the necessary maintenance or alteration can be performed with the following conditions (see reverse).

This Special Flight Permit Authorization is valid until.....

Dated
.....
for Director General of Civil Aviation

Conditions on the Special Flight Permit Authorization Flights

Since such flights are intended to cover an operation of an aircraft not meeting the airworthiness standards required; the Special Flight Permit Authorization shall be issued with the following operating limitations/conditions

- (a) A copy of the Authorization shall be carried on board the aircraft at all times when the aircraft is operating under the conditions of the authorization.
- (b) The aircraft registration markings assigned to the aircraft shall be displayed in accordance to the regulations.
- (c) No persons or property shall be carried on board for hire or reward.
- (d) Only persons essential for the safe operation of the aircraft shall be carried on the aircraft and must be advised of the contents of the Authorization.
- (e) The aircraft shall be operated only by pilots (crew) holding appropriate type ratings or validations with sufficient experience to appreciate the reasons for the aircraft non-compliance to the prescribed airworthiness standards.
- (f) The flight shall be conducted in accordance to applicable flight operating rules and procedures of the states of the intended routing.
- (g) The routing shall be such that areas of heavy air traffic, areas of heavy human concentration of a city, town or settlement or any other areas where the flight might create hazardous exposure to persons or property must be avoided.

- (h) The flight shall be performed in accordance to the performance limitations prescribed in the airplane Flight Manual and any other limitation that the Director General may impose on such flight.
- (i) All flights must be conducted prior to the expiry date of the Special Flight Permit Authorization or at any other time the Director General declares so in writing
- (j) The aircraft shall not depart for the flight on a Special Flight Permit Authorization unless it has on board authorizations from the State(s) of intended routing. The operator shall be responsible to inform the State(s) on the conditions of the aircraft and intended flight and ensure he obtains their consent.

PART D11 - AUTHORIZATION PAGE

Minimum Equipment List

AIRWORTHINESS SECTION

The certificate holder is authorised to use an approved Minimum Equipment List (MEL) for the aircraft listed in paragraph A4 of the Specific Operating Provisions provided the conditions and limitations of this paragraph are met.

- a. Maximum Times Between Deferral and Repair. Except as provided in subparagraph c, the certificate holder shall have items repaired within the time intervals specified for the categories of the items listed below:
 - (1) Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the certificate holder's approved MEL.
 - (2) Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
 - (3) Category C. Items in this category shall be repaired within 10 consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.
 - (4) Category D. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

- b. MEL Management Programme. The certificate holder shall develop and maintain a comprehensive programme for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document or its manual a description of the MEL management programme. The MEL management programme must include at least the following provisions:
 - (1) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

PART D 11 - AUTHORIZATION PAGE (MEL)

- (2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.
 - (3) A review of the items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.
 - (4) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management programme.
 - (5) Procedures for controlling the extensions to specified maximum repair intervals as permitted by subparagraph c, to include the limit of the extension, documentation of the reason for the extension, and the procedures to be used for authorizing the extensions.
- c. The certificate holder is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL provided the responsible Authority Office is notified within 24 hour of any extension approval. The certificate holder is not authorized to approve any extensions to the maximum repair interval for category A and D items as specified in the approved MEL. The Authority Office may deny the use of this continuing authorization if abuse is evident.

PART D12 - AUTHORIZATION PAGE

Aircraft Listing Authorization

AIRWORTHINESS SECTION

This page conveys the authorization to operate aircraft listed on this page or a current list attached to this page.

PART D13 - AUTHORIZATION PAGE

Leased Foreign Registered Aircraft Authorization

AIRWORTHINESS SECTION

This page authorises an air operator to maintain leased, foreign registered aircraft, by adopting the foreign air operator's approved maintenance program as its own.

PART D14 - AUTHORIZATION PAGE

Substantial Maintenance Authorization

AIRWORTHINESS SECTION

This page contains authorisation for an air operator on a continuing basis, to make arrangements with other organizations to perform substantial maintenance in accordance with the air operator's continuous airworthiness and inspection programme.

PART D16 - AUTHORIZATION PAGE

Maintenance Pages

AIRWORTHINESS SECTION

These pages provide an orderly itemised listing of the inspection, check and overhaul time limits for airframes, powerplants, propellers, rotors and appliances for air operators with **no** reliability program or **partial** reliability program.

PART E - AIRCRAFT MASS AND BALANCE CONTROL:

The following procedures have been established to maintain control of mass and balance of the, (operator's) aircraft operated under the terms of these Operations Specifications (identified below) and to ensure that these aircraft are loaded within the gross mass and centre of gravity limitations.

Determination of Mass of Passengers and Crew. Procedures by which either actual or approved average passenger mass may be used are provided for in the operator's mass and balance control manual.

Determination of Mass of Baggage

1. When computing the mass and balance of the aircraft, the average passenger baggage mass used is in accordance with the operator's mass and balance control manual.
2. The average passenger baggage mass authorised in paragraph 1 shall not be used in computing the mass and balance of charter flights and other special services involving the carriage of special groups.

Periodic Aircraft Weighing: All aircraft will be weighed in accordance with the requirements of the Civil Aviation Regulations and as outlined in the Manual of Airworthiness Requirements and the procedures for establishing individual or fleet aircraft mass shall be in accordance with the operator's aircraft mass and balance control manual.

Loading Schedules and Identification of Aircraft: The following loading schedules are used for routine operations:

<u>Aircraft Type</u>	<u>Type of Loading Schedule</u>
.....	AS PER AIRPLANE FLIGHT MANUAL
.....	AS PER AIRPLANE FLIGHT MANUAL
.....	AS PER AIRPLANE FLIGHT MANUAL
.....

Loading Instructions.

Loading instructions as per the Aircraft Flight Manual

PART F - INTERCHANGE OF EQUIPMENT OPERATIONS:

1. The holder of these operations specifications shall conduct all operations authorized under the terms of the interchange of equipment agreement between(operator) and(contract operator) dated in accordance with the applicable provisions of the AUTHORITY operating regulations and rules and these operations specifications. Such operations are authorized between the interchange points of andover the routes specified in Part B of(operator's) operations specifications and to and from the pertinent aerodromes, in accordance with the aerodrome operating minima specified in Part C of(contract operator's) operations specifications. Such operations shall be conducted with (type of aircraft) and(contract operator's) flight crews. The(contract operator) shall be responsible for the operational control of such flights. The aircraft utilized in such operations shall be operated and maintained in accordance with(operator's) operations and maintenance manuals and the AOC's operations specifications.

PART G - AIRCRAFT LEASING OPERATIONS

(Wet Lease)

1. The holder of these AOC's operations specifications shall conduct all operations authorized under the terms of the lease agreement between(operator) and(contract operator) dated in accordance with the provisions of the Authority operating regulations and rules and these operations specifications. Such operations are authorized over the routes and areas specified in Part B of these operations specifications and to and from the pertinent aerodromes listed in this part, in accordance with the aerodrome operating minima specified in these operations specifications.. Such operations shall be conducted with type aeroplanes and(operator) flight crews.(operator) shall be responsible for the operational control of such flights.
2. This authorization remains in effect until or until surrendered, suspended, revoked or otherwise terminated by the Director General of Civil Aviation.

PART G – AIRCRAFT LEASING OPERATIONS

AERODROMES AUTHORISED

AERODROME	LOCATION