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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (APPROVED MAINTENANCE ORGANISATION) (AMENDMENT)
REGULATIONS, 2023

Citation
GN. No. 55
of 2017

1. These Regulations may be cited as the Civil Aviation (Approved Maintenance Organisation) (Amendment) Regulations, 2023 and shall be read as one with the Civil Aviation (Approved Maintenance Organisation) Regulations, 2017 here in after referred to as the “principal Regulations.”

Amendment of regulation 2

2. The principal Regulations are amended in regulation 2, by-

by inserting the words ““acceptable to the Authority” between the words “manager” and “who” appearing in the definition of the term “accountable manager”;

(a) deleting the words “aircraft component” appearing in the definition of the term “inspection” and substituting for them the words “aeronautical product”;

(b) deleting the definitions of the following:

“appliances” means Instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight including parachutes and including communication equipment and any other mechanism or mechanisms installed in or attached to aircraft during flight, and which are not part or parts of aircraft, aircraft engines, or propellers;

“calibration” means a set of operations, performed in accordance with a definite documented procedure that compares the measurement performed by a measurement device or working standard with a recognised bureau of standards for the purpose of detecting and reporting or eliminating adjustment errors in the measurement device, working standard, or aeronautical product tested;

“Certificate of Release to Service” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation’s procedures manual or under an equivalent system;

“maintenance” means the performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

“major modification” in respect of an aeronautical product for which a type certificate has been issued, means a change in the type design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operations, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product;

“major repair” means a repair of an

aeronautical product that might appreciably affect the weight, balance, structural strength, performance, power plant, operations, flight characteristics, or other qualities affecting airworthiness or environmental characteristics, or that will be embodied in the product using non-standard practices;

“modification” means a change to the type design of an aircraft or aeronautical product in conformity with an approved standard;

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

“State of Design” means the State having jurisdiction over the organization responsible for the type design;

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

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

“type certificate” means a document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State;

“type design” means the set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination;

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

“airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;

“airworthiness directive” means a regulatory

document which identifies aeronautical products in which an unsafe condition exists, and where the condition is likely to exist or develop in other aeronautical products of the same type design prescribes mandatory corrective actions to be taken or the conditions or limitations under which the aeronautical products may continue to be operated;

“approved” means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval:

“approved training” means training carried out under special curricula and supervision approved by the Authority;

“competency” means a combination of skills, knowledge and attitudes required to perform a task to the prescribed standard;

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

“line maintenance” means any unscheduled maintenance resulting from unforeseen events, or scheduled checks that contain servicing and/or inspections that do not require specialised training, equipment or facilities;

“maintenance procedures manual” means a document endorsed by the head of the maintenance organization which details the maintenance organization’s structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems;

“Maintenance Programme” means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe

operation of those aircraft to which it applies
“maintenance records” means records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part;

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

“prescribed” means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall,” or a discretionary requirement if the written policy or methodology states “may;

“propeller” means a device for propelling an aircraft that has blades on an engine driven shaft and that when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation; it includes control components normally supplied by its manufacturer, and does not include main and auxiliary rotors or rotating airfoils of engine;

“quality control” means the regulatory inspection process through which actual performance is compared with standards, such as the maintenance of standards of manufactured aeronautical products, and any difference is acted upon;

“quality system” means Documented organisational procedures and policies; internal audit of those policies procedures; management review and recommendation for quality improvements;

“rebuild” means the restoration of an aircraft or aircraft component by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same

tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits;

“repair” means the restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear;

“signature” means An individual’s unique identification used as a means of authenticating a record entry or record. A signature may be hand-written, electronic, or any other form acceptable to the Authority;

“specialised maintenance” means any maintenance not normally performed by an approved maintenance organisation;

“standard” means an object, artifact, tool, test equipment, system, or experiment that stores, embodies, or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity and also includes a document describing the operations and process that must be performed in order for a particular end to be achieved;

“traceability” means a characteristic of a calibration, analogous to a pedigree, a traceable calibration is achieved when each measurement device and working standard, in a hierarchy stretching back to the National Standard, was itself properly calibrated, and the results properly documented, the documentation provides the information needed to show that all calibrations in the chain of calibrations were properly performed;

“training program” means a program that consists of courses, courseware, facilities,

flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum;

Amendment of regulation 3

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

“Applicati
on

3. These Regulations apply to all persons operating or maintaining aircraft registered in the United Republic of Tanzania and to the organizations involved in the maintenance of such aircraft, engines, propellers and associated parts wherever they may be”.

Amendment of regulation 4

4. The principal Regulations are amended in regulation 4-

(a) in subregulation (4), by deleting the word “accepted” appearing in paragraph and substituting for it the word “approved”.

(b) in subregulation (5) by-

(i) deleting item (iii) of paragraph (b) and substituting for it the following:

“(iii) date of expiration”

(ii) deleting item (iv) of paragraph(b) substituting for it the following:

“(iv) conditions of approval”

(c) in subregulation (6), -

(i) by- adding immediately after paragraph (a) the following:

“(b) name of the AMO;

(c) date of expiration;”

(ii) renaming paragraphs (b),(c), (d) as paragraphs (d),(e) and(f) respectively;

(iii) deleting paragraph (f) as renamed and substituting for it the following:

“(f) ‘authorized signatures of the AMO and the Authority’;”

Amendment of

5. The principal Regulations are amended in

- regulation 6 regulation 6, by-
- (a) adding immediately after paragraph (d) the following:
 - “(e) documentation of the maintenance organisation’s quality system;” and
 - (b) renaming paragraph (e) as paragraph(f).

- Amendment of regulation 7 regulation 7, by-
6. The principal Regulations are amended in
- (a) redesignating the content of that regulation as subregulation(1); and
 - (b) adding immediately after the redesignated subregulation (1) the following:
 - “(2) Where the principal AMO is found to have additional facilities at fixed locations, the Authority may approve that AMO without certificating each facility as a stand-alone provided that:
 - (a) all of the facilities are localised and within a defined area; and
 - (b) all facilities operate under the approval of the principal AMO certificate and operations specifications”.

- Amendment of regulation 8 regulation 8(4) by inserting the words “ more than one hundred and eighty days” between the words “made” and “after”
7. The principal Regulations are amended in

- Amendment of regulation 10 regulation 10-
- (a) in subregulation (1), by inserting the word “changes” between the words “intended and “to” appearing in the opening phrase; and
 - (b) in subsection (2) , by adding at the end of paragraph (g) the words “whether granted by the Authority or held through an AMO certification

issued by another contracting State”.

Amendmen
t of
regulation
11

9. The principal Regulations are amended in regulation 11 -

(a) in paragraph (d) by-

(i) inserting the words “the flight director system” between the words “navigation” and “except” appearing in item (ii); and

(ii) inserting the words “measuring” between the word “distance” and “equipment” appearing in item (ii).

(b) in paragraph (e) , by inserting the words “electronic display” between the words “transistors” and “or” appearing in item (iv).

Amendmen
t of
regulation
12

10. The principal Regulations are amended in regulation 12 by deleting subregulation (2) and substituting for it the following:

“(2) The rating issued under sub regulation (1) may be limited be to-a specific model aircraft, engine, or constituent part, or to any number of parts made by a particular manufacturer to-

- (a) airframes of a particular make and model;
- (b) engines of a particular make and model;
- (c) propellers of a particular make and model
- (d) instruments of a particular make and model;
- (e) computers of a particular make and model;
- (f) radio equipment of a particular make and model;
- (g) accessories of a particular make and model;
- (h) landing gear components;
- (i) floats, by make;
- (j) non-destructive inspection, testing, and processing;

- (k) emergency equipment by make and model;
- (l) rotor blades by make and model;
- (m) aircraft fabric work; or
- (n) any other purpose which the Authority finds the applicant's request to be appropriate”.

Amendment of regulation 13

16. The principal Regulations are amended in regulation 13 -

- (a) in subregulation (4), by deleting the word “alteration” appearing in paragraph (a) and substituting for it the word ‘modification’;
- (b) in subregulation (14) (a)-
- (c) by deleting item (xiii); and
- (d) renumbering item (xiv) as item (xiii).
- (e) in subregulation(16)(a) by deleting the word “and” appearing in item (iii); and
- (f) in subregulation 17, by deleting the word “and” appearing immediately after the word “recommendations”

Amendment of regulation 14

17. The principal Regulations are amended in regulations 14 (b) by adding immediately after item (iii) the following:

- “(iv) maintains and makes available, in a format acceptable by the Authority, the following information:
 - (a) the maintenance functions contracted to each outside facility ; and
 - (b) the name of each outside facility to whom the AMO contracts maintenance functions and the type of certificate and ratings, if any, held by each sub-contractor”.

Amendment of regulation 15

18. The principal Regulations are amended in regulation 15 by deleting the figure “2015” and substituting for it the figure “2018”.

Amendment of

19. The principal Regulations are amended in

regulation 16 regulation 16 by inserting the words “technical data” between the words “equipment” and “and”.

Amendment of regulation 17 20. The principal Regulations are amended in regulation 17, by-

(a) adding immediately after subregulation (6) the following:

“(7) An AMO with an airframe rating shall provide suitable permanent housing to enclose the largest type and model of aircraft listed on its operations specifications.

(8) An AMO may perform maintenance, preventive maintenance, or alterations on articles outside of its housing if it provides suitable facilities that are acceptable to the Authority.”

(b) renumbering subregulations (7), (8), (9), (10), (11), (12), (13).(14), (15), (16) and (17) as subregulations (9), (10), (11),(12),(13), (14),(15).(16).(17),(18) and (19) respectively.

Amendment of regulation 18 21. The principal Regulations are amended in regulation 18, by

(a) in subregulation (2), inserting the words “by prior arrangement, and under full control of the AMO” between words “temporarily” and “for”

(b) in subregulation (4)(a) by deleting the word “and” appearing at the end of item (ii).

Amendment of regulation 20 22. The principal Regulations are amended in regulation 20-

(a) in subregulation (2), by

(i) inserting the words “acceptable to the Authority” between words “personnel” and “with’; and

(ii) adding immediately after paragraph (d) the following:

“(e) ‘safety manager’

(b) by adding immediately after subregulation (5) the following:

“(6) Where an AMO chooses to appoint managers for all or any combination of the identified functions because of the size of the undertaking, these managers shall report ultimately through either the base maintenance manager, line maintenance manager, workshop manager, quality manager or safety manager as appropriate, to the accountable manager.”

(c) by renumbering subregulation (6) as subregulation(7).

Amendmen
t of
regulation
21

23. The principal Regulations are amended in regulation 21-

(a) in subregulation (3), by adding immediately after paragraph (a) the following:

“(b) be responsible for taking any corrective action resulting from quality compliance monitoring;”

(b) renumbering paragraph (b) as paragraph (c).

(c) in subregulation (5), by-

(i) inserting the words is performed in accordance with the component manufacturer’s recommendations and maintenance procedures approved by the Authority” at the end of paragraph (a);

(ii) deleting the words “is performed to required standards” appearing at the end of paragraph (b); and

(iii) inserting the word “have” between the word “ shall” and “attended”.

Amendmen
t of
regulation
22

24. The principal Regulations are amended in regulation 22 by inserting the words “acceptable to the Authority” between the words “plan and showing” appearing in subregulation (1).

Amendmen
t of
regulation
23

25. The principal Regulations are amended in regulation 23-

- (a) in subregulation (1), by inserting the word “auditor” between the word “supervisor” and “and”;
- (b) in subregulation (2), by-
 - (i) deleting the opening phrase and substituting for it the following:
“The assessment in sub regulation (1), shall be based on the job description for each post and appropriately documented in employee training records to establish that:
 - (ii) by adding immediately after paragraph (c) the following:
“(d) auditors are able to perform quality audit functions in order to monitor compliance with the operational and maintenance procedures, designed to ensure safe operations, airworthy aircraft, and the serviceability of both operational and safety equipment;”
 - (iii) renumbering paragraph (d) as paragraph €
- (c) in subregulation (3), by inserting the word “auditor” between the words “supervisor” and “and”;

Amendmen
t of
regulation
24

26. The principal Regulations are amended in regulation 24-

- (a) by adding the words “and acceptable to the Authority” at the end of subregulation (1);
- (b) in subsection (3), by deleting the word “live” appearing in paragraph (b) and substituting for it the word “human”
- (c) by deleting subregulation (6) and substituting for it the following:
“(6) All certifying staff of the AMO shall receive continuation training in each two-year period to ensure that such staff have up-to-

date knowledge of relevant technology, change in standard of aircraft or aircraft component maintenance, organizational procedure and human factors.”

(d) by adding immediately after subregulation (6) the following:

“(7) A Certifying staff employed in an AMO shall not undertake the same responsibilities in another AMO unless approved by the Authority.

Amendment of regulation 27

27. The principal Regulations are amended in regulation 27-

- (a) in subregulation (1), by deleting the words “operation specifications” appearing in paragraph (f) and substituting for it the word “specific operating provisions”
- (b) in subregulation (2), by adding at the end of paragraph (u) the words “and description of the contracted activities”.
- (c) in subregulation (8), by deleting the word “inspection” appearing in paragraph (c) and substituting for it the word “inspector”.

Amendment of regulation 31

28. The principal Regulations are amended in regulation 31, by-

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

“(2) An AMO shall not contract out the maintenance, preventive maintenance, or alteration of a complete type-certificated product.”

Dodoma,
11th May, 2023

MAKAME M. MBARAWA,
Minister for Works and Transport