



Advisory Circular

TCAA-AC-GEN001C

February 2020

INTRODUCTION TO THE CIVIL AVIATION REGULATIONS (CARs)

1.0 PURPOSE

This Advisory Circular (AC) is issued to presents an overview and a brief explanation of the Civil Aviation Regulations, (CARs).

2.0 REFERENCE

2.1 Obligation under the Chicago Convention:

The Civil Aviation Act and the Regulations give effect to the State of Tanzania obligations under the Convention on International Civil Aviation (the Chicago Convention) entered into at Chicago on 7 December 1944. The Chicago Convention sets up the International Civil Aviation Organisation (ICAO) as the organisation responsible for developing the principles and techniques of international air navigation and fostering the planning and development of international air transport. The Council of ICAO adopts Annexes (19 so far) to the Chicago Convention setting out international “standards and recommended practices” (SARPs). The Annexes provide the basis for aviation safety regulation throughout the world.

2.2 Primary/Principle Aviation Legislation:

For the purpose of carrying out and giving effect to the Chicago Convention and other related protocols, the Civil Aviation Act of Tanzania enacted by the Parliament of the State of Tanzania, empowers the Minister responsible for Civil Aviation to make the Regulations.

The Civil Aviation Regulations issued by the East African Community Partner States under their Civil Aviation Acts, have been harmonised. Under Article 92 of the Treaty for the establishment of the East African Treaty requires Partner States among others to harmonise Policies, Regulations and Rules in Civil Aviation.

3.0 INFORMATION AND EXPLANATION

3.1 Transition to the New Regulations:

Under the new harmonised Regulations, Operators, Organisations, Aircrafts and Persons shall have to be re-certified, approved and licensed within but not later than the end of the transition period.

The transition provisions are meant to allow for the already certificated, approved, licensed organisations/personnel to put in place structures, facilities, documentations required by the



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Regulations and as guided by the Authority Advisory Circulars for the recertification and approval.

New applicants after the issuance of the new Regulations shall be processed under the requirements of new Regulations.

3.2 The Regulations:

The Civil Aviation Regulations (CARs) are issued in sets with each set dealing with specific kind of aviation activity or speciality. The current harmonised Regulations cover the following:

- Aerial Work
- Aerodromes
- Aeronautical Charts
- Aircraft Registration and Marking
- Aircraft Accident and Incident Investigation
- Air Operator Certification and Administration
- Aeronautical Information Services
- Air Traffic Services
- Airworthiness
- Approved Maintenance Organisation
- Approved Training Organisation
- Certification of Air Navigation Services Provider
- Commercial Air Transport Operation by Foreign Air Operator
- Communication Procedures
- Communication Systems
- Construction of Visual and Instrument Flight Procedures
- Economic Regulations
- Frequency Spectrum Utilization
- Ground Handling Services
- Instruments and Equipment
- Meteorological Service Navigation
- Operation of Aircraft
- Parachute operations
- Personnel Licensing
- Radio Navigation Aids
- Remotely Piloted Aircraft System
- Rules of the Air
- Safety Management
- Search and Rescue
- Security
- Surveillance and Collision
- Units of Measurement for Air and Ground Operations

Brief details of the above Regulations are detailed in the Appendix to this Circular.

3.3 Structure of the Regulations:

- (a) Each set of Regulations is a standalone and is divided into Parts and numbered paragraphs. Together these sets represent the regulatory requirements. Some regulations also provide additional regulatory requirements in one or more Schedules. A Schedule is a convenient device for dealing with matters of detail which would otherwise unnecessarily encumber the main body of the document. A Schedule therefore, carries the force and effect of the law. The Schedule is

referred to in the text and is also shown in the marginal notes adjacent to the regulation to which it relates.

- (b) The hierarchal conventional numbering format for sub regulations, paragraphs and subparagraphs is as follows:
 - (i) Regulation: numeral; e.g. 17.
 - (ii) sub Regulations: numerals in brackets; eg., (1)
 - (iii) paragraphs: lower-case letters in brackets; eg., (a)
 - (iv) sub paragraphs: lower-case roman numerals in brackets; eg., (ii)
 - (v) This particular regulation will be represented as 17(1)(a)(ii).
- (c) A Regulation not divided into sub Regulations is given only a Regulation number and not a sub Regulation number as well.

3.4 Cross References

The Regulations contain many cross-references. Cross-references are always by Regulation number (or sub Regulation number, etc) and not by page number references. .

3.5 How do the Regulations Relate to Each Other

Each set of Regulations deals with particular kinds of aviation activity - for example, Civil Aviation (Personnel Licensing) Regulations provide personnel licensing information; a person would not be granted an Air Operator Certificate under Civil Aviation (Air Operator Certification and Administration) Regulations without crews to fly his aircraft or aircraft maintenance engineers to maintain them in an airworthy condition. The standards and requirements for obtaining flight crew and maintenance engineer licences are contained in Civil Aviation (Personnel Licensing) Regulations. The requirements for maintaining the aircraft in an airworthy condition are in Civil Aviation (Airworthiness) Regulations and Civil Aviation (Approved Maintenance Organisation) Regulations, whereas the required instruments and equipment are prescribed in Civil Aviation (Instruments and Equipment) Regulations, Civil Aviation (Operation of Aircraft) Regulations covers the requirements for operating an aircraft and applies to private as well as commercial operations. Appendix to this Advisory Circular provides a summary of the contents of some sets of Regulations out of 32 sets listed above.

3.6.1 Definitions and Meanings:

- 3.6.1 Ordinary dictionary words are not normally defined - they are assumed to take their ordinary dictionary meanings. Legal terms also are not normally defined; again, they are assumed to have their ordinary legal meanings.
- 3.6.2 The Regulations use many technical terms. Where the meaning of a term is well known within aviation and generally accepted, it is not usually defined. If an unfamiliar word or term occurs in the Regulations and is not included in the “definition” section of the document, it may be defined in a

general dictionary. For example, *chord*, *undercarriage*, *fuselage*, and *longeron* are all defined in the *Recognized Aeronautical Dictionary*.

- 3.6.3 Occasionally a term that is in general use may be defined because the general meaning of the term is not sufficiently precise. For example, although everyone knows what "take-off" means, it may be necessary, in a particular case, to treat taxiing as part of a take-off. It is not certain whether the ordinary meaning of "take-off" includes taxiing or not. In cases like this there will be a definition in the Regulations.
- 3.6.4 The normal place of residence for definitions is at the beginning of each set of Regulations. Where a term is used only in one isolated area of the Regulation, you may find it defined in the text.
- 3.6.5 The standard definitions of aviation terms are those laid down by ICAO and published by it in *International Civil Aviation Vocabulary* (ICAO Document 9713) are used in the Regulations.

3.7 Interpretation of Certain Expressions

Throughout the Regulations the following word usage applies:

- (a) "*shall*" indicates a mandatory requirement;
- (b) "*A person shall not*" means that no person is required, authorised, or permitted to do an act described in a Regulation;
- (c) "*may*" indicates that discretion can be used when performing an act described in a Regulation;
- (d) "*includes*" means "includes but is not limited to."
- (e) "*approved*" means the Authority has reviewed the method, procedure, or policy in question against a standard and issued a formal written approval.
- (f) "*acceptable*" means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation. Where the method, procedure or policy has been approved by another contracting state, it may be acceptable to the Authority.
- (g) "*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 "must", or a discretionary requirement if the written policy or methodology states "may."

4.0 OFFENCES AND PENALTIES

Offences and penalties are covered in each set of Regulations. Maximum penalties for offences as listed in each set of Regulations are expressed in local currency.

5.0 GUIDANCE MATERIAL DOCUMENTS

- 5.1 Guidance Material documents like this Advisory Circular (AC) are made available to operators from time to time to convey general and technical information of interest. They are advisory in nature and



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when referring to a technical procedure or process may be considered as one means, but not the only means of application of the procedure or process. ACs may also be used to amplify or clarify certain Regulations.

5.2 When an AC is revised, it retains its original numerical identifier but a letter suffix is added. For example AC 001 when first revised becomes AC 001A. A revised AC supersedes and cancels the document it is replacing which should be destroyed.

5.3 When changes are incorporated a Change Bar will be located next to the revised item.

6.0 AVAILABILITY OF THE CIVIL AVIATION REGULATIONS

Copies of the Civil Aviation Regulations are available at the Civil Aviation Authority Headquarters and at the Governments Printers Bookshops. The Authorities may make available the Regulations on their official web-sites.

A handwritten signature in black ink, appearing to read 'P. P. ...', is written over a light grey rectangular background.

Director Safety Regulation



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APPENDIX

THE CIVIL AVIATION (AERIAL WORK) REGULATIONS, 2017

- (1) The Regulations describe the requirements for persons wishing to conduct operations such as agricultural spraying, helicopter operations with external loads, airborne filming, banner towing and vehicular traffic monitoring and reporting.
- (2) Before conducting such operations, applicants will have to be approved by the Authority. The approval will be in the form of a certificate issued by the Authority for the specific operations.

THE CIVIL AVIATION (AERODROMES) REGULATIONS, 2017

The Regulations have been structured to meet the requirements of Annex 14 to the Chicago Convention. The Regulations also respond to the relevant section of the Civil Aviation Act which calls for the Civil Aviation Authority to license all aerodromes in accordance to these regulations.

THE CIVIL AVIATION (AERONAUTICAL CHARTS) REGULATIONS, 2017

- (1) These Regulations are based on the requirements of Annex 4 to the Chicago Convention and shall apply to aeronautical charts published by aeronautical information service providers in the United Republic.
- (2) Aeronautical charts service providers shall ensure that all aeronautical charts published conform to the requirements under these Regulations

THE CIVIL AVIATION (AIRCRAFT REGISTRATION AND MARKING) REGULATIONS, 2017

The Regulations have been structured to meet the requirements of Annex 7 to the Chicago Convention. The Regulations also respond to the relevant section of the Civil Aviation Act, which calls for the Civil Aviation Authority to establish and maintain a system for the national aircraft register.

THE CIVIL AVIATION (AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION) REGULATIONS, 2017

- (1) The Regulations respond to the requirements of Annex 13 to the Chicago Convention which describe the objectives of investigation, also calls for the relevant person, as soon as practicable after, becoming aware of the accident or serious incident, to notify judicial authorities.



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- (2) These regulations shall apply to any accident or incident arising out of or in the course of air navigation which occurs to any civil aircraft in or over the United Republic of Tanzania, or elsewhere to an aircraft registered in the United Republic of Tanzania

THE CIVIL AVIATION (AIR OPERATOR CERTIFICATION AND ADMINISTRATION) REGULATIONS, 2017

The Regulations respond to the requirements of Annex 6 to the Chicago Convention which prohibits an operator from engaging in commercial air transport operations unless in possession of an Air Operator Certificate. Such certificate is dependent upon the operator demonstrating an adequate organisation, method of control and supervision of flight operations and training and maintenance arrangements consistent with the nature and extent of the operations specified. The Regulations are designed to meet the requirements for the issue of an Air Operator Certificate in respect of the relevant sections of the Civil Aviation Act.

THE CIVIL AVIATION (AERONAUTICAL INFORMATION SERVICES) REGULATIONS, 2017

The Regulation respond to the requirement of Annex 15 to Chicago Convention and shall apply to an aeronautical information services provider but not apply to aeronautical information service provided by the military.

The regulation provides Common reference systems for air navigation (Horizontal, Vertical, and Temporal) and Miscellaneous Specifications.

THE CIVIL AVIATION (AIR TRAFFIC SERVICES) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 11 to the Chicago Convention and describe the provision of air traffic services within designated air spaces and at aerodrome and not apply to a person providing air traffic services in the course of his duties to state aircraft.

THE CIVIL AVIATION (AIRWORTHINESS) REGULATIONS, 2017

- (1) The Regulations respond to the requirements of Annex 8 to the Chicago Convention which defines the airworthiness requirements for aircraft and prohibits the use of an aircraft in civil air transport operations unless the aircraft is certified by the State of Registry to be airworthy. These are the regulations required by the relevant section of the Civil Aviation Act.
- (2) These Regulations deal with requirements for the issue of a Certificate of airworthiness and requirements for continued airworthiness. They also define the requirements for a maintenance



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programme and define persons who are authorized to perform inspections and maintenance of aircraft and issue a Certificate of Release to Service.

THE CIVIL AVIATION (APPROVED MAINTENANCE ORGANISATION) REGULATIONS, 2017

- (1) The Regulations allow a person who wishes to develop an organisation to conduct maintenance of aircraft, to apply to the Authority for approval to do so.
- (2) These Regulations are based on the requirements of Annex 6 to the Chicago Convention and describe the requirements to obtain an approval. They include the minimum requirements under these Regulations for the facilities, personnel, procedures manual, the keeping of records and a quality assurance system. An applicant needs to demonstrate compliance with the requirements before being granted an approval.
- (3) An approval under these Regulations will be in the form of an “Approved Maintenance Organisation Certificate” issued by the Authority and will also include the limitations of such approval.

THE CIVIL AVIATION (APPROVED TRAINING ORGANISATION) REGULATIONS, 2017

- (1) The Regulations allow a person who wishes to develop an organisation to conduct aviation training, to apply to the Authority for approval to do so.
- (2) The training programmes developed in these Regulations include the requirements for licensed flight crew, maintenance engineers, instructors and general requirements for training courses for aviation support staff. They also include the training requirements for the licences, ratings and authorizations covered in Annex 1 of the Chicago Convention, and the minimum requirements for the facilities, personnel, training procedures manual, and the keeping of records. An applicant needs to demonstrate compliance with the requirements before being granted an approval.
- (3) An approval under these Regulations will be in the form of an “Approved Training Organisation Certificate” issued by the Authority and will also include the limitations of such approval.

THE CIVIL AVIATION (CERTIFICATION OF AIR NAVIGATION SERVICES PROVIDER) REGULATIONS, 2017

- (1) These Regulations shall apply to the provision of air navigation services within designated airspace and at aerodromes. The regulation allow a person who wishes to provide air navigation services to apply to the Authority for approval.
- (2) For the purpose of this regulation, a person designated to provide meteorological services for air navigation shall be meteorological authority.



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THE CIVIL AVIATION (COMMERCIAL AIR TRANSPORT OPERATIONS BY FOREIGN AIR OPERATOR) REGULATIONS, 2017

The Regulations describe the requirements for foreign operators operating or planning to operate in and out of Tanzania. A foreign air operator operating with the air operator certificate issued by the foreign State will be required to meet the requirements under these Regulations before the issued Operations specifications by the foreign State is accepted and the operators authorised to conduct operations in Tanzania. These Regulations include, among other things, the requirement for a foreign operator to submit a Security Programme for approval by the Authority.

THE CIVIL AVIATION (COMMUNICATION PROCEDURES) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 10 **Volume II** to the Chicago Convention and shall apply to persons providing Communication, Navigation and Surveillance services within designated air spaces and at aerodromes

THE CIVIL AVIATION (COMMUNICATION SYSTEMS) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 10 **Volume III** to the Chicago Convention and describe the provision of Communication, Navigation and Surveillance Services within designated air spaces and at aerodromes.

THE CIVIL AVIATION (CONSTRUCTION OF VISUAL AND INSTRUMENT FLIGHT PROCEDURES) REGULATIONS, 2017

These Regulations describe the requirements for providing an instrument flight procedure design service within designated airspace and at aerodromes for civil aviation purposes.

THE CIVIL AVIATION (INSTRUMENTS AND EQUIPMENT) REGULATIONS, 2017

- (1) The Regulations describe the additional instruments, equipment and flight documents which need to be installed or carried, as appropriate, in an aircraft in addition to the minimum equipment necessary for the issue of a certificate of airworthiness.
- (2) In this Regulation, the instrument and equipment requirements for commercial operators may be different from those for non-commercial operators. Where the term “operator” is used in these Regulations it refers to all aircraft operators – commercial and non-commercial.
- (3) An operator is required to ensure that a flight is not commenced unless all required instruments and equipment required on board an aircraft for flight are installed in accordance with the instructions of such



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State of Design to meet the airworthiness requirements. In addition the aircraft must meet the minimum performance standards and the operational and airworthiness requirements prescribed by the Authority.

THE CIVIL AVIATION (AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 10 **Volume V** to the Chicago Convention and shall apply to a person providing communication, navigation and surveillance (CNS) services within a designated air space and at aerodromes.

THE CIVIL AVIATION (METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 3 to the Chicago Convention and describe the provision of meteorological services for air navigation services within designated air spaces and at aerodromes; but these Regulations shall not apply to the provision of air navigation services for state aircraft.

THE CIVIL AVIATION (OPERATION OF AIRCRAFT) REGULATIONS, 2017

- (1) The Regulations have been designed to meet the requirements of Annex 6 of the Chicago Convention. It complements the Civil Aviation (Air Operator Certification and Administration) Regulations in fulfilling the requirements of the Civil Aviation Act.
- (2) The Regulations apply to all Operations conducted by an aircraft operator in or on an aircraft registered in Tanzania and operated by airmen certified under the Civil Aviation (Personnel Licensing) Regulations. They also provide for the operations of foreign registered aircraft by a national Air Operator where required.
- (3) The Regulations include regulations specifying the requirements for flight supervision, duties and responsibilities of crew members, the carriage of passengers and goods, prohibition on the carriage of dangerous goods, crew and flight operations officer training requirements, aircraft performance and operating standards, maintenance operations, aircraft routing and flight rules.
- (4) The Regulations relating to flight time and flight duty period limitations have been revised.

THE CIVIL AVIATION (PARACHUTE OPERATIONS) REGULATIONS, 2017

This is a new Regulations introduced in the Region to guide parachute operations including parachute jumpers and operators. The Regulations provides the basic requirements for a person or organisation (drop zones) to be



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issued with an authorisation from the Tanzania Civil Aviation Authority prior to commencement of operations. Commercial parachute jumping including tandem jumping is also covered in this guidance.

THE CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS, 2017

- (1) The Regulations have been designed to meet the requirements of Annex 1 of the Chicago Convention. These regulations fulfil the requirement of the Act on the certification of personnel in the specialities specified in the Regulations.
- (2) These Regulations describe the requirements and standards for licences, ratings and authorisations of flight crew, maintenance personnel, flight operations officers and air traffic controllers.
- (3) New features include: Ground Instructor Licence, Flight Examiner Authorisation, Aviation Repair Specialist, Flight Engineer Instructor and Flight Operations Officers Licence. A transitional period has been allowed for transitioning from what currently obtains to these new requirements. Expand and revise as needed

THE CIVIL AVIATION (RADIO NAVIGATION AIDS) REGULATIONS, 2017

These Regulations are based on the requirements of Annex **10 Volume I** to the Chicago Convention and shall apply to a person providing Communication, Navigation and Surveillance services within designated air spaces and at aerodromes.

THE CIVIL AVIATION (RULES OF THE AIR) REGULATIONS, 2017

The Regulations have been designed to meet the requirements of ICAO Annex 2 and applies to all operators of all aircraft. The Regulations is required to be complied with by all aircraft operations operating in the airspace of Tanzania without any exemption.

THE CIVIL AVIATION (SAFETY MANAGEMENT) REGULATIONS, 2015

- (1) The Regulations have been designed to meet the requirements of ICAO Annex 19 and shall applies to safety management functions related to, or in direct support of, the safe operation of aircraft
- (2) Except where otherwise specified, these Regulations shall not apply to occupational safety, environmental protection, and customer service or product quality.

THE CIVIL AVIATION (SEARCH AND RESCUE) REGULATIONS, 2017



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- (1) These Regulations are based on the requirements of Annex 12 to the Chicago Convention and describe the provision of search and rescue services.
- (2) These Regulations shall apply to all aircraft requiring search and rescue services and to persons or organizations responsible for the maintenance and operation of search and rescue services in the United Republic of Tanzania and in areas over the high seas to which the United Republic of Tanzania has been given responsibility under the regional air navigation plan.

THE CIVIL AVIATION (SECURITY) REGULATIONS, 2017

- (a) The Regulations have been designed to meet the requirements of ICAO Annex 17. The purpose of these Regulations is to safeguard and enhance aviation security against acts of violence or unlawful interference by providing for the protection of
 - (i) Aircraft used for civil aviation, and persons and property on board such aircraft;
 - (ii) Airports, and persons and property at airports;
 - (iii) Air navigation installations which are not part of airports; and
- (b) To regulate the conduct of persons at airports and persons on board aircraft for the purposes of civil aviation security

THE CIVIL AVIATION (SURVEILLANCE AND COLLISION AVOIDANCE SYSTEMS) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 10 Volume IV to the Chicago Convention and describe the provision of communication, navigation and surveillance services within designated air space and at aerodromes.

THE CIVIL AVIATION (UNITS OF MEASUREMENT FOR AIR AND GROUND OPERATIONS) REGULATIONS, 2017

These Regulations are based on the requirements of Annex 5 to the Chicago Convention. These Regulations shall apply to all aspects of international civil aviation air and ground operations.