SUMMARY REPORT
ON THE SAFETY OVERSIGHT
AUDIT FOLLOW-UP
OF THE
TANZANIA CIVIL AVIATION AUTHORITY

(Dar es Salaam, 16 to 18 December 2003)
1. INTRODUCTION

1.1 Background

1.1.1 The Tanzania Civil Aviation Authority (TCAA) was initially assessed under the voluntary ICAO Safety Oversight Assessment Programme from 16 to 20 September 1996 by an ICAO assessment team. Subsequently, an audit was carried out from 17 to 24 April 2000 pursuant to Assembly Resolution A32-11 and in accordance with the updated Memorandum of Understanding (MOU) agreed to on 26 January 2000 between the United Republic of Tanzania and ICAO. The objective of the audit was twofold. Primarily, its objective was to fulfil the mandate given to ICAO pursuant to the above-mentioned Assembly Resolution. Secondly, the audit was conducted with the objective of ascertaining the progress made in the implementation of the recommendations forwarded during the voluntary assessment conducted in 1996 and to re-ascertain the safety oversight capability of the TCAA. The audit also aimed at ensuring that the United Republic of Tanzania was in conformity with ICAO Standards and Recommended Practices (SARPs), as contained in Annexes 1, 6 and 8 to the Convention on International Civil Aviation (Chicago Convention) and related provisions in other Annexes, guidance material and relevant safety-related practices in general use in the aviation industry.

1.1.2 On 7 June 2000, the United Republic of Tanzania submitted an action plan addressing all the findings and recommendations contained in the audit interim report and also submitted clarifications of some of the items contained in the audit interim report. Further comments and clarifications were submitted on 2 January 2001. The action plan submitted was reviewed by the Safety Oversight Audit (SOA) Section and was found to be satisfactory. The action plan and comments provided were taken into consideration in the preparation of the final and summary reports. The summary report was distributed to all Contracting States by State letter AN 19/1-01/6 in January 2001.

1.2 Objectives and activities of the audit follow-up mission

The audit follow-up mission was conducted in accordance with Article 18 of the MOU and the ICAO Safety Oversight Audit Manual (Doc 9735). The objective of this mission was to validate the implementation of the corrective action plan and to ascertain the status of the progress made, which enables ICAO to update the information contained in the audit findings and differences database (AFDD) and also to inform other Contracting States on the status of the safety oversight system of the United Republic of Tanzania through a non-confidential summary report. It is important to appreciate in this respect that audit follow-up missions are not audits and are not designed to evaluate all aspects of a State’s aviation framework or safety oversight system.
2. CIVIL AVIATION ACTIVITIES IN THE UNITED REPUBLIC OF TANZANIA

At the time of the audit follow-up mission, civil aviation activities in the United Republic of Tanzania included:

a) number of technical staff employed by the organization at Headquarters 11
b) number of regional offices 0
c) number of technical staff employed at regional offices 0
d) number of active pilot licences 476
e) number of active flight crew licences other than pilot licences (flight engineer and flight navigator) 0
f) number of aviation training establishments 0
g) number of active licences other than flight crew licences 304
h) number of commercial air transport operators 27
i) number of air operator certificates (AOCs) issued 27
j) number of aircraft operations inspectors 3
k) number of aircraft registered in the United Republic of Tanzania 206
l) number of currently valid certificates of airworthiness issued 152
m) number of approved maintenance organizations (AMOs) 8
n) number of non-approved aircraft maintenance organizations 0
o) number of design organizations 0
p) number of aircraft manufacturing organizations 0
q) number of aircraft parts or equipment manufacturing organizations 0
r) number of aircraft type certificates issued 0
s) number of type certificates other than aircraft issued 0
t) number of aircraft airworthiness inspectors 5
3. EXECUTIVE SUMMARY

3.1 In the area of primary aviation legislation, the Government of the United Republic of Tanzania and the TCAA have made excellent progress. The Civil Aviation Act, 1977 (the “Act, 1977”) was revised, and an improved Act, 1977 was promulgated on 30 April 2002. The Act, 1977 defines the functions and general powers of the Minister responsible for civil aviation to make regulations concerning civil aviation. The Tanzania Civil Aviation Authority Act, 2003 (the “Act, 2003”) was signed by the President on 23 May 2003. The Act, 2003 establishes the TCAA Board, which is composed of a Chairman, Vice-Chairman, four other non-executive members and the Director General. The functions and powers of the Director General are clearly stipulated in the Act, 2003 and are adequate. The Tanzania Air Navigation Regulations have been amended by Government Notice No. 31 published on 21 February 2003. Furthermore, a procedure for amending the regulations to reflect ICAO Annex amendments has been developed and issued. The necessary guidance material and procedures have been satisfactorily developed and published.

3.2 Significant progress has been achieved in the area of civil aviation organization since the ICAO audit in 2000. The TCAA has established a training policy, approved by the Director General, for all the technical staff within the organization. The TCAA has also developed and promulgated a comprehensive training programme for all three areas concerned: personnel licencing, aircraft operations and airworthiness of aircraft. The training programme has been established for a period of three years and is to be updated annually. Furthermore, a two-year recurrent training programme for flight operations inspectors has also been established and is in the process of implementation. Training for inspectors is provided at foreign training institutions as well as at ICAO training courses and seminars. The TCAA maintains training records of all technical staff.

3.3 Significant progress has been made in the area of personnel licensing. The TCAA has promulgated a set of personnel licencing regulations as part of the Tanzania Air Navigation Regulations, 2003. The regulations include medical standards as per ICAO Annex 1. Appropriate training requirements and programmes for designated medical examiners have been approved by the Director General and their implementation is in progress. All the regulations and guidance material relevant to personnel licencing have been published and are available to the public. Furthermore, the examination requirements for the validation of foreign licences and ratings have been published in the national Aeronautical Information Publication (AIP). The TCAA has also established a system for the supervision and control of practical and flight test delivery conducted by designated examiners. The Personnel Licencing Office has been supplied with computers, including software for backing up electronic file records and for tracking information concerning the currency of licences.

3.4 Good progress has been made by the TCAA in the area of operation of aircraft. The TCAA has established the Flight Operations Section and amended the national air navigation regulations, which also reflect the latest amendments to ICAO Annex 6 SARPs. Two flight operations inspector positions have been established within the Flight Operations Section, and an experienced airline transport pilot licence holder has been appointed as a flight operations inspector. The TCAA has developed an appropriate training policy, and training programmes have been developed and approved by the Director General. The flight operations inspector has been provided with adequate initial and recurrent training. A adequately maintained system for appointment, control and supervision of designated practical and flight examiners is also in place. The inspectorate staff has been provided with the necessary instruments to perform their duties and responsibilities, such as handbooks, manuals and checklists. The TCAA has also established a system for the certification of air operators and their continuing surveillance. The TCAA, in practice, approves the
operations manual as a whole; however, no operations manual has yet been approved as air operators have been given six months to develop their operations manual in line with the new requirements. Approvals are expected to occur between January and March 2004.

3.5 In the area of airworthiness, good progress has been made by the TCAA in establishing a technical library and appointing a full-time librarian. A filing system for all documents relating to airworthiness has also been put in place. As part of the Tanzania Air Navigation Regulations, 2003, the TCAA has established requirements for the approval of modifications and repairs, ferry flights approvals, approval of maintenance and reliability programmes, minimum equipment lists (MELs), and extended range operations by twin-engined aeroplanes (ETOPS). Furthermore, requirements and procedures for the approval and continued surveillance of AMOs have been established and enforced. However, although the TCAA has established requirements for the approval of maintenance and reliability programmes and the issuance of noise certificates, it has not yet begun to implement these requirements.

4. RESULTS OF THE AUDIT FOLLOW-UP MISSION

4.1 Primary aviation legislation and civil aviation regulations

4.1.1 a) Action proposed by State. With respect to the need to amend the Act, 1977 in order to properly reflect the establishment of the TCAA, the TCAA indicated that it had already commenced drafting amendments to its national regulations and planned their completion by 31 December 2000.

b) Validation of action proposed. The Act, 1977 has been revised and re-issued on 30 April 2002. The Act, 1977 defines the functions and general powers of the Minister responsible for civil aviation to approve regulations concerning civil aviation. The Minister is also empowered by the regulations to delegate to the Director General of the TCAA to issue orders, notices, proclamations and subsidiary regulations. The Act, 2003 has been approved by the National Assembly on 4 April 2003 and has been signed by the President on 23 May 2003. The Act, 2003 establishes the TCAA Board, which is composed of a Chairman, Vice-Chairman, four other non-executive members and the Director General of the TCAA. The Act, 2003 clearly defines the functions and powers of the TCAA Board and the Director General. The ICAO recommendation has been complied with.

4.1.2 a) Action proposed by State. With respect to the need to amend the Act, 1977 in order to revise its national regulations to fully implement the current Annex requirements, the TCAA indicated that it had already commenced drafting amendments to its national regulations and planned their completion by 31 December 2000. Furthermore, the TCAA would establish detailed procedures for the introduction of amendments into its regulations to reflect ICAO requirements no later than 31 December 2000.

b) Validation of action proposed. The Tanzania Air Navigation Regulations have been amended in order to reflect the latest amendments to ICAO Annexes (Government Notice No. 31 dated 21 February 2003 refers). On 20 July 2000, the
Director General of the TCAA established the Civil Aviation Legislation Review Committee, consisting of six members from different sections of the TCAA and two from the Ministry of Transport and Communication. The Legal Officer of the TCAA has been appointed as the Secretary of the Committee. The involvement of the Ministry of Transport and Communication in the review process helps to expedite the adoption of the amendments to ICAO SARPs into the national air navigation regulations in a timely manner. The ICAO recommendation has been complied with.

4.1.3 a) **Action proposed by State.** With respect to the need to amend the air navigation regulations in order to provide unrestricted access to any aeronautical facility to the Director General of the TCAA and any authorized person, the TCAA indicated that it had already commenced drafting amendments to its national air navigation regulations and planned their completion by 31 December 2000. The TCAA also indicated that inspector credentials would be prepared and issued no later than 31 August 2000.

b) **Validation of action proposed.** The inspectors of the TCAA and any authorized persons have been given unrestricted access to all civil aviation facilities while performing their duties by the provisions of the Air Navigation Regulations, 2003, Part XI, Regulation 160. Appropriate credentials have been issued to the inspectorate staff in this regard. Provisions for enforcement have also been incorporated in the Air Navigation Regulations, 2003 in case of offences. The ICAO recommendation has been complied with.

4.1.4 a) **Action proposed by State.** With respect to the recommendation on the need for the TCAA to amend the air navigation regulations to authorize the Director General of the TCAA to develop, issue and revise operating regulations and rules consistent with the code of air navigation regulations, instead of introducing provisions through aeronautical information circulars (AICs), the TCAA indicated that the Parliament under the Tanzania legal system had delegated to the Minister the powers of making and amending regulations, and these powers could not be further delegated. Procedures would be established within the TCAA, in conjunction with the Ministry of Communication and Transport, for the introduction of amendments to ICAO Annex provisions into its air navigation regulations, so that it would be expeditious to make changes to these regulations, by 30 September 2000.

b) **Validation of action proposed.** The Parliament under the Tanzania legal system has delegated to the Minister of Transport and Communications the power to make and amend regulations. The Act, 2003 has been approved by the National Assembly on 4 April 2003 and has been signed by the President on 23 May 2003. The Minister has been empowered by the Act, 2003 to delegate to the Director General of the TCAA the authority to make orders, notices, proclamations and subsidiary regulations. In order to organize the regulation-making process, the Director General of the TCAA has developed and approved written procedures and has appointed the legal adviser the responsibility of updating the air navigation regulations in a timely manner. The ICAO recommendation has been complied with.
4.2 Organization of civil aviation

4.2.1 a) Action proposed by State. As to the need to establish a formal training programme for inspectors and licensing officers of the TCAA, the TCAA indicated that it was in the process of producing new schemes of services for all its staff to include initial and recurrent training no later than 31 January 2001.

b) Validation of action proposed. The TCAA has developed and established a training policy (September 2001), a training programme (April 2002) and a human resources development programme (April 2002). The TCAA has also prepared a training programme covering three years, which will be updated on annual basis. A two-year flight operations recurrent training programme has also been established and is being implemented accordingly. The ICAO audit follow-up team reviewed the training records of several inspectors and found them to be in order. The ICAO recommendation has been complied with.

4.3 Personnel licensing and training

4.3.1 a) Action proposed by State. With regard to the need to establish detailed requirements for designated medical examiners, the TCAA indicated in its action plan that the requirements for medical examiners to receive training would be incorporated in the Flight and Ground Examiners Publication no later than 31 March 2001. Furthermore, designated medical examiners would be provided with a chance to familiarize themselves with cockpit environment starting 31 December 2000. The requirements for medical examinations, in accordance with Annex 1, Chapter 6 would be incorporated in the national regulations by 31 December 2000. Concerning actions to be taken with respect to false declaration, detailed regulations would be developed by 31 December 2000.

b) Validation of action proposed. Regulation 48 of the Air Navigation Regulations, 2003 requires that medical examiners receive training in aviation medicine and cockpit environment familiarization. Three of the seven designated medical examiners have already received the required training in foreign institutions. The annual training programme established by the TCAA includes a training programme for medical examiners. Furthermore, the Director General has also approved a plan for the medical examiners to be provided with cockpit environment familiarization on an annual basis. Regulation 47 of the Air Navigation Regulations, 2003 requires that medical examinations be conducted in accordance with Part F of the Eighth Schedule thereof and in conformance with ICAO Annex 1, Chapter 6 provisions. Requirements for proper action to be taken in the case of a false declaration have also been established. The ICAO recommendation has been complied with.

4.3.2 a) Action proposed by State. As to the need to publish information regarding examinations and tests standards for licences and ratings including the examination requirements for the validation of commercial pilot and airline transport pilot licences, the TCAA indicated that this information would be published in two

b) **Validation of action proposed.** The Air Navigation Regulations, 2003 have been amended to reflect the type and class of licences issued. Regulation 36 therein provides minimum conditions to be met by an applicant for a licence or rating. According to Tanzanian State Law, the Air Navigation Regulations, 2003 have been published in the national *Gazette* as part of the process of the official promulgation. Guidance for personnel licensing examinations has also been developed and approved by the Director General. The civil aviation regulations as well as guidance material, directives and notes issued by the TCAA are available to the public. The ICAO recommendation has been complied with.

4.3.3 a) **Action proposed by State.** Regarding the need to establish a system for the supervision, control and delivery of practical and flight tests conducted by designated examiners as well as criteria for their designation, the TCAA indicated in its action plan that it would establish a system for the supervision of flight tests, no later than 31 December 2000. The criteria for the designation of examiners would be established and included in a manual entitled *The Civil Aviation Publication on Flight and Ground Examiners* no later than 31 March 2001.

b) **Validation of action proposed.** The TCAA has established a system for the supervision and control of the flight test delivery conducted by designated examiners. Criteria for the selection of designated examiners is contained in the *Guidance Manual on the Appointment of Aviation Instructors, Examiners and Test Pilots* (Doc TCAA 34/154), which has been developed and approved by the Director General in August 2002. The duration of the designation is for one year and is renewed after a TCAA flight operations inspector conducts a satisfactory inspection. An adequately maintained filing system is also in place. The ICAO recommendation has been complied with.

4.3.4 a) **Action proposed by State.** With respect to the need to establish and approve a system to ensure the qualification and competency of training instructors, the TCAA indicated in its action plan that it would establish a system to ensure the qualifications and competency of instructors in aviation training centres, no later than 31 December 2000.

b) **Validation of action proposed.** Knowledge, qualification, experience and competency requirements of instructors are contained in TCAA Doc 34/154. Although there are no training centers established in the United Republic of Tanzania, the TCAA has approved appropriate requirements for the certification of training centers. The ICAO audit follow-up team reviewed the training records of a designated examiner and found them to be appropriate. The ICAO recommendation has been complied with.
4.3.5 a) **Action proposed by State.** With respect to the need to provide the Personnel Licensing Section with computers to be used for backing up electronic file records and for tracking information concerning the currency of licences, the TCAA has indicated that it would provide such equipment no later than 31 July 2000.

b) **Validation of action proposed.** The TCAA offices, including the Personnel Licensing Office, have been provided with all the necessary office equipment, such as computers, laptops and photocopy machines. The Personnel Licensing Office has also been provided with software for backing up electronic file records and for tracking information concerning the currency of licences. The ICAO recommendation has been complied with.

4.3.6 a) **Action proposed by State.** As to the need to publish information regarding examinations and tests standards for licences and ratings including the examination requirements for the validation of commercial pilot and airline transport pilot licences, the TCAA indicated that this information would be published in two documents entitled *The Private Pilot Licence and Associated Ratings* and *The Professional Pilot Licence: A Guide to Licensing and Rating Requirements* by 31 March 2001.

b) **Validation of action proposed.** The examination requirements for the validation of commercial pilot and airline transport pilot licences have been published in AIC No. 54/2000. The AICs issued in the United Republic of Tanzania are part of the national AIP. The ICAO recommendation has been complied with.

4.3.7 a) **Action proposed by State.** With regard to the need to ensure that all licences issued conform with the specifications provided for in Annex 1, Chapter 5, the TCAA indicated that it would ensure that all licences are issued to reflect ICAO Annex 1 requirements no later than 31 March 2001.

b) **Validation of action proposed.** The TCAA has developed and promulgated newly designed personnel licences, which fully conform to the specifications provided for in Annex 1, Chapter 5. Old licences are replaced by the new ones as they are renewed, a process which is expected to be completed in the next two years. The TCAA expects to comply with the ICAO recommendation by 31 December 2005. The ICAO recommendation remains open.

*Note.*—*Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that the replacement exercise of the active pilot’s licences was started on 2 January 2002. Active pilot licences have all been replaced by the newly designed licences in conformance with Annex 1 specifications, with the last replacement accomplished on 21 October 2003. The TCAA further indicated that the last replacement of private pilot licences was accomplished on 28 July 2003 and all the aircraft maintenance engineer licences were replaced in 2001 and 2002.*
4.3.8 a) **Action proposed by State.** With regard to the need to develop written guidance material/procedures for its licensing staff, the TCAA indicated that it would develop the guidance material to be included in a handbook no later than 31 March 2001.

b) **Validation of action proposed.** The TCAA has developed the *Personnel Licensing Handbook* (TCAA Doc 34/155), which was approved by the Director General on 1 October 2002, containing processes and procedures for personnel licensing. A review of the content of the handbook by the ICAO audit follow-up team revealed that the necessary guidance, procedures, checklists and forms have been incorporated. A quick observation of the implementation of the new licensing procedures confirmed the capabilities of the Personnel Licensing Office to effectively carry out its duties. The ICAO recommendation has been complied with.

4.4 Aircraft operations certification and supervision

4.4.1 a) **Action proposed by State.** Concerning the need to fill the flight operations inspector position and develop the minimum qualification requirements for such a position, the TCAA indicated that a flight operations inspector would be recruited, no later than 31 January 2001, and trained to accomplish the technical inspection activities by 30 June 2001. In the interim, the TCAA would use already trained airline pilots, together with their internal staff to carry out in-flight inspections. Procedures would be established to carry out such activity no later than 31 October 2000.

b) **Validation of action proposed.** Since the ICAO audit in 2000, the TCAA has established two positions within the Flight Operations Section. A detailed job description for flight operations inspectors, including minimum qualification requirements, has been developed and approved by the Director General. A full-time flight operations inspector, who is an air transport pilot licence holder, has been recruited, and the process for the recruitment of a second flight operations inspector is in progress. The recruited flight operations inspector has undergone government flight operations inspector training and has also participated in the ICAO Safety Oversight Management Seminar/Workshop conducted in Nairobi in November of 2002. The ICAO audit follow-up team was able to confirm that flight operations and cabin safety inspections have been conducted. The ICAO recommendation has been complied with.

4.4.2 a) **Action proposed by State.** With regard to the need to amend the national regulations in order to address many areas concerning the safety of flight operations, such as accident prevention programmes, ETOPS and flight recorders, the TCAA indicated that its national regulations were in the process of being reviewed and the necessary amendments would be incorporated no later than 31 December 2000.

b) **Validation of action proposed.** The United Republic of Tanzania has developed new regulations and amended the existing national air navigation regulations by promulgating the Tanzania Civil Aviation Security and Air Navigation Regulations, 2003. The new regulations include adequate requirements for the safety
of flight operations, such as requirements for accident prevention programmes, ETOPS and flight recorders, among others. The ICAO recommendation has been complied with.

4.4.3 a) **Action proposed by State.** As to the need to develop a formal certification system for the issuance of AOCs, the TCAA indicated that it would establish a certification system by 31 March 2001. A training programme for inspectorate staff would be developed no later than 30 June 2001.

b) **Validation of action proposed.** The newly amended Air Navigation Regulations, 2003, Part VI includes provisions for air operator certification. The AOCs issued by the TCAA are valid for one year and are in line with the guidance material contained in ICAO Doc 8335. The procedures for the certification, control and surveillance of air operators as well as guidance for operations inspectors are provided in the *Manual of Procedures for Flight Operations Inspection, Certification and Continued Surveillance*. A six-month transition period for air operators to comply with the new system for certification has been established. Furthermore, a three-year training programme for the inspectorate staff has been established and its implementation is in progress. The ICAO recommendation remains open.

Note. — Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that the air operator certification system is in place and being implemented.

4.4.4 a) **Action proposed by State.** With respect to the recommendation for the Government of the United Republic of Tanzania to amend the Tanzania Air Navigation Regulations of 1983 to include the requirement that certain items be reviewed and approved by the TCAA inspectorate and the items requiring State approval should include MELs, flight crew training programmes, cabin crew training programmes and dangerous goods recognition training programmes, the TCAA indicated that the Tanzania Air Navigation Regulations were under review and the deficiencies would be incorporated in the amendments by 31 December 2000.

b) **Validation of action proposed.** The Tanzania Air Navigation Regulations, 2003 contain provisions relating to the review and approval of MELs, flight crew training programmes, cabin crew training programmes and dangerous goods recognition training programmes. However, no programme has so far been reviewed and approved, as air operators have been given six months to submit their operations manuals in accordance with the new regulations. Submissions are expected to occur by January 2004. In practice, the TCAA approves the operations manuals as one entire document, which also includes the approval of the specific items required by Annex 6, Part I, paragraph 4.2.2. The ICAO recommendation remains open.

Note. — Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that it has started the process of receiving and evaluating documents from all air operators in conformance with the new requirements, which is expected to conclude in June 2004.
4.4.5  a) **Action proposed by State.** As to the need to develop a formal certification system that would include the testing, approval, supervision and technical control of air operator personnel conducting proficiency checks, the TCAA indicated that it would develop such a system by 31 March 2001. A record-keeping system for examiner activities would be developed and kept by the inspectorate staff by the same date.

b) **Validation of action proposed.** The TCAA has authorized designated air operator personnel to perform base and line proficiency checks. Chapter 7 of the *Manual of Guidance for the Appointment of Instructors and Examiners* provides requirements for the appointment of the operator’s training pilots, route examiners and examiners to perform base and line proficiency checks. The appointment is for one year. The TCAA's flight operations officer conducts annual scheduled inspections as part of the process of control and supervision. An appropriately maintained filing system for all seven designated persons is in place, which was reviewed by the ICAO audit follow-up team and found to be in order. The ICAO recommendation has been complied with.

4.4.6  a) **Action proposed by State.** With regard to the need to amend the national regulations in order to include, among others, the requirement for air operators to develop an operations manual, the TCAA indicated that its national regulations were in the process of being reviewed and the necessary amendments would be incorporated no later than 31 December 2000.

b) **Validation of action proposed.** The Air Navigation Regulations, 2003, Tenth Schedule, Part A — Regulation 59(2)(a) contains detailed requirements for the contents of the operations manual, which are in compliance with the provisions contained in Annex 6, Part I, Appendix 2. Air operators have currently been given six months to submit their operations manual in accordance to the new regulations. Submissions are expected to occur by January 2004. The ICAO recommendation remains open.

*Note.* — Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that air operators have started submitting operations manuals in conformance with the new regulations. The process of receiving and evaluating all air operator operations manuals is expected to conclude in June 2004.

4.4.7  a) **Action proposed by State.** With respect to the need for the TCAA to review and approve the *Flight Operations Inspectors Manual, 1990* to be used by the inspectors in the performance of their duties, the TCAA indicated that the flight operations inspector handbook would be reviewed and approved by the Director General by 31 December 2000.

b) **Validation of action proposed.** The TCAA has established the *Flight Operations Inspectors Handbook* (TCAA Doc 33/105), approved by the Director General on 1 October 2002. In order to comply with the latest amendment of the Air Navigation Regulations, 2003, the inspector handbook was amended on 1 November 2003. A
review of some parts of the handbook by the ICAO audit follow-up team revealed that it contains appropriate and adequate guidance for TCAA inspectors. The ICAO recommendation has been complied with.

4.4.8  

a) **Action proposed by State.** Concerning the need of the TCAA to designate and train an operations inspector to perform the duties of a cabin safety inspector, the TCAA indicated that a trained inspector would be designated as a cabin safety inspector by 31 January 2001.

b) **Validation of action proposed.** The flight operations inspector recruited in 2001 has also been assigned the responsibility of conducting cabin safety inspections. In this respect, the terms of reference of the flight operations officer as well as the job description have been revised to include this assignment. Proper training has also been provided to the appointed inspector. A review of the inspection records by the ICAO audit follow-up team confirmed that a cabin safety inspection was conducted on 15 October 2003. The ICAO recommendation has been complied with.

4.5  

**Airworthiness of aircraft**

4.5.1  

a) **Action proposed by State.** With regard to the need to establish a comprehensive technical library, the TCAA indicated that, by 30 June 2000, it would identify the required documents to cover the aircraft types on its register and, by 30 September 2000, it would budget for the acquisition of State design documents. Furthermore, the TCAA indicated it would assign a full-time technical assistant to manage the library no later than 31 December 2000.

b) **Validation of action proposed.** A library assistant has been assigned on a full-time basis to organize and manage the technical library after receiving on-the-job training with South African Airways and the South African Civil Aviation. A review by the ICAO audit follow-up team of the incoming document registry, amendment and a catalogue developed for the technical library confirmed that the system is adequately organized. Necessary budgetary provisions have been allocated, and subscriptions to documents from manufacturers, continuing airworthiness information in hard copy, microfiche and CD versions have been acquired. Furthermore, a desktop computer has been installed, and the library assistant is on-line with the TCAA network. The ICAO recommendation has been complied with.

4.5.2  

a) **Action proposed by State.** With respect to the need for the TCAA to keep all the copies of approvals, the TCAA indicated that the filing system would be improved. Each copy of approval document would have a master file maintained by the Chief Airworthiness Surveyor by 30 June 2000. It also indicated that organization manuals, such as exposition, capability list and control manuals, would be catalogued and kept in the library by 31 July 2000.

b) **Validation of action proposed.** The TCAA has established a requirement to keep copies of all approvals and now keeps a copy of all airworthiness approvals. An approval master file has been opened, and approvals of maintenance organizations
and maintenance programmes are filed and maintained by the Chief of Airworthiness. Copies of these documents are catalogued and maintained in the technical library and kept up to date by the library assistant. The ICAO recommendation has been complied with.

4.5.3 a) **Action proposed by State.** Regarding the need for a formal handbook to be developed and used as guidance to airworthiness surveyors in the performance of their duties, the TCAA indicated that an airworthiness surveyors handbook would be developed to include procedures for all activities undertaken by the surveyors by 31 December 2000.

b) **Validation of action proposed.** In November 2003, the TCAA re-issued the *Airworthiness Surveyors Handbook* covering all airworthiness oversight activities undertaken by the Airworthiness Department. A review of the handbook by the ICAO audit follow-up team indicated that it contains the required guidance and information to assist the inspectors in conducting their duties and responsibilities. An amendment procedure has been included as part of the newly issued handbook. The Director of Safety and Economic Relations has been appointed to oversee the TCAA’s procedures for the amendment of national air navigation regulations and for keeping them in line with the ICAO SARPs. The ICAO recommendation has been complied with.

4.5.4 a) **Action proposed by State.** With regard to the need to establish a comprehensive airworthiness code, the TCAA indicated that it would amend its regulations to empower the TCAA to publish an acceptable airworthiness code in an airworthiness notice or through other appropriate means no later than 31 December 2000.

b) **Validation of action proposed.** Chapter 4 of the *Manual of Airworthiness Requirements* and Airworthiness Notice A32 identify the British Civil Airworthiness Regulations (BCARs), Joint Aviation Requirements (JARs) and the Federal Aviation Regulations (FARs) as acceptable codes of airworthiness to be considered as the basis for the issuance of a Tanzanian certificate of airworthiness. The ICAO recommendation has been complied with.

4.5.5 a) **Action proposed by State.** With respect to the need to develop noise certification requirements, the TCAA indicated in its action plan that ICAO Annex 16 Standards would be adopted and included in its national regulations no later than 31 December 2001. Furthermore, the TCAA indicated it would commence to validate/issue noise certificates, based on the noise certificates of the State of Manufacture, no later than 31 March 2002.

b) **Validation of action proposed.** The Air Navigation Regulations, 2003, Articles 11 and 12 contain the required regulations, which are in compliance with the noise certification requirements contained in ICAO Annex 16, Volume I. However, the TCAA has not yet started to issue noise certificates. The TCAA expects to issue noise certificates to all registered aircraft and begin implementing this requirement
on aircraft entering their registry by 30 April 2004. The ICAO recommendation remains open.

Note.— Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that it has started validating noise certificates as required by Regulation 12(3) of the Tanzania Air Navigation Regulations, 2003. Furthermore, the TCAA has indicated that a procedure for this validation activity has been included in the Airworthiness Surveyors Handbook.

4.5.6 a) Action proposed by State. Concerning the need for the TCAA to develop criteria for classifying modifications and repairs and procedures for their approval, the TCAA indicated that it would publish the Manual of Airworthiness Requirements, which would include this requirement. The manual would be offered for sale to air operators and the general public by 30 September 2000. An airworthiness notice would be issued specifying criteria for modification approval by 30 September 2000. A procedure to guide the airworthiness surveyor would be developed by 31 December 2000.

b) Validation of action proposed. The TCAA has established a requirement for approving modifications and repairs (Air Navigation Regulations, 2003, Regulation 22 and Manual of Airworthiness Requirements, Chapters 14 and 15 refer). Modifications and repairs have been classified in accordance with ICAO guidance material. Approval procedures have been developed and included in the Airworthiness Surveyors Handbook. Furthermore, a recent approval issued on the basis of the new requirements was reviewed by the ICAO audit follow-up team and found to be appropriate. The ICAO recommendation has been complied with.

4.5.7 a) Action proposed by State. As to the need to develop regulatory provisions and procedures concerning ferry flight authorizations, the TCAA indicated that it would publish, by 30 September 2000, the Manual of Airworthiness Requirements and would offer it for sale to operators and the general public. The TCAA also indicated that an airworthiness notice would be developed concurrently to guide the industry on these requirements and their procedures. By 31 December 2000, an special flight permit authorization would be printed and issued for the ferry permits.

b) Validation of action proposed. Air Navigation Regulations, 2003, Part III, Regulation 7, 1d contains requirements for the provision of special flight permits, and the Second Schedule contains detailed circumstances under which ferry flights would be permitted. The Manual of Airworthiness Requirements, Chapter 20, Section 4 contains TCAA provisions for the grant of a special flight permit authorization and the conditions under which it will be granted. The responsibility of the operator to secure authorization from the States over whose airspace the aircraft is to be operated has been included in paragraph 4.3 (J) of the Manual of Airworthiness Requirements. The special flight permit authorization certificate/authorization has been developed and published. The ICAO recommendation has been complied with.
4.5.8 a) **Action proposed by State.** Regarding the need for the TCAA to develop requirements for the approval of maintenance and reliability programmes in line with the ICAO SARPs and guidance material, the TCAA indicated that the *Manual of Airworthiness Requirements* would include these requirements in detail by 30 September 2000. An airworthiness notice on maintenance schedule approval would be amended, to include in detail requirements for the approval of both maintenance and reliability programmes, by 28 February 2001.

b) **Validation of action proposed.** Air Navigation Regulations, 2003, Regulation 20 (1) requires an approved maintenance programme for all aircraft on the Tanzania Registry. The *Manual of Airworthiness Requirements*, Chapter 7, Section 3.1 further requires the submission of a reliability programme for aircraft exceeding 13 310 kg maximum take-off mass to be approved along with a maintenance programme. However, to date, the TCAA has not approved any reliability programmes. The ICAO recommendation remains open.

*Note.—* Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that air operators are required to have a reliability programme as per the new regulations and have been given until June 2004 to submit their programmes for approval to the TCAA.

4.5.9 a) **Action proposed by State.** As to the need to develop regulatory provisions and procedures concerning MEL approvals, the TCAA indicated that, by 30 September 2000, it would publish the *Manual of Airworthiness Requirements* to address this concern. The TCAA also indicated that it would develop all the necessary requirements, including the TCAA internal working procedures with respect to the involvement of both airworthiness and flight operations on the approval of MELs and ETOPS, no later than 31 December 2000.

b) **Validation of action proposed.** The Air Navigation Regulations, 2003, Regulations 19 and 87 establish requirements for the approval of MEL and ETOPS, respectively. The *Manual of Airworthiness Requirements*, Chapter 12 further establishes detailed requirements for MEL approvals, and the procedures are available in the *Airworthiness Surveyors Handbook*, Part D 04. So far, no Tanzanian operator has applied for ETOPS approval, and MEL approvals have been issued in accordance with the provisions of the above-stated regulations. The ICAO recommendation has been complied with.

4.5.10 a) **Action proposed by State.** With respect to the need to establish requirements and procedures for the approval and continued surveillance of AMOs, the TCAA indicated it would amend its national regulations and develop the necessary procedures no later than 31 December 2000. These procedures would be developed and included in the *Airworthiness Surveyors Handbook* by the same date.

b) **Validation of action proposed.** The Air Navigation Regulations, 2003, Regulations 24, 25, and 26 contain requirements for the approval of maintenance organizations to conduct maintenance on aircraft registered in the United Republic
of Tanzania which are used for public transport and aerial work. Detailed requirements and adequate procedures have been established in the *Manual of Airworthiness Requirements*, Chapter 22 and in the *Airworthiness Surveyors Handbook*, Chapter D 04. However, the TCAA has not yet completed the process of re-certification of its AMOs. The ICAO recommendation remains open.

Note.— Subsequent to the audit follow-up mission, the TCAA submitted an update on 23 February 2004 indicating that AMOs are working on the relevant documents required for re-certification and that they have been given until June 2004 to submit these documents for approval and re-certification.

5. **UPDATE ON DEPARTURES FROM ICAO SARPs**

During the audit follow-up mission, an updated list on the status of implementation and differences existing between the national regulations and Annexes 1, 6 and 8 SARPs and/or SARPs not implemented was provided to the audit follow-up team. The differences provided will be included in the relevant Annex supplement in line with Article 17 of the MOU signed between the United Republic of Tanzania and ICAO and in accordance with Article 38 of the Chicago Convention.

6. **AUDIT FINDINGS AND DIFFERENCES DATABASE (AFDD)**

6.1 The general objective of the AFDD is to assist States in identifying the elements that need attention in the implementation of the proposed corrective action plan. The information is also intended to assist States in establishing a priority of actions to be taken to resolve safety concerns identified by the audits. The appendix to this report contains a graphic representation of the lack of effective implementation of the critical elements of safety oversight (ICAO Doc 9734 refers) in the United Republic of Tanzania and at a global level. The graphic representation of the State level depicts the situation during the initial audit and the situation at the time of the audit follow-up mission. The graphic representation will enable the United Republic of Tanzania to prioritize the necessary corrective actions and to identify assistance requirements based on its personnel, technical and financial capabilities in consideration of its safety oversight obligations.

6.2 As indicated in paragraph 1.2 above, the scope of the audit follow-up mission was limited to validating the progress made in the implementation of the State’s corrective action plan and did not constitute an audit as described in ICAO Doc 9735. The graphic representation of the situation in the State at the time of the audit follow-up mission, as contained in the appendix to this report, is similarly limited to reflecting the progress made in implementing the ICAO recommendations made during the initial audit and does not purport to depict a current comprehensive evaluation of all aspects of a State’s safety oversight system. Considering the mandate for ICAO audit follow-up missions and the time available to conduct such missions, it is possible that some safety concerns may exist in the State which are not covered in this report or reflected in the appendix.
CRITICAL ELEMENTS OF A SAFETY OVERSIGHT SYSTEM (Doc 9734 refers)
LACK OF EFFECTIVE IMPLEMENTATION (%) — UNITED REPUBLIC OF TANZANIA

Note: The above graphic representation of the situation in the State at the time of the audit follow-up mission is limited to reflecting the progress made in implementing the ICAO recommendations made during the initial audit.