

## EXECUTIVE SUMMARY

### TANZANIA

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.

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. Significant progress has been made in the area of personnel licencing. 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.

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.

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.

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