

Civil Aviation (Rules of Air and Air Traffic Control)
(Amendment)

G.N. No. 188 (contd.)

GOVERNMENT NOTICE NO. 118 published on 24/05/2013

THE CIVIL AVIATION ACT
(CAP. 80)

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (RULES OF AIR AND AIR TRAFFIC
CONTROL) (AMENDMENT) REGULATIONS, 2013

Citation
GN. No.
178 of 2006

1. These Regulations may be cited as the Civil Aviation (Rules of the Air and Air Traffic Control) (Amendment) Regulations, 2013 and shall be read as one with the Civil Aviation (Rules of the Air and Air traffic Control) Regulations, 2006, hereinafter referred to as the “principal Regulations”.

Amendment
of
regulation 2

2. The principal Regulations are amended in regulation 2 by inserting in its appropriate alphabetical order the following new definitions-

“ADS-C agreement” means a reporting plan which establishes the conditions of ADS-C data reporting such as data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services;

“aeronautical station” means a land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea;

“Area Navigation” (RNAV) means a method of navigation which permits aircraft operation on any desired flight path

Civil Aviation (Rules of Air and Air Traffic Control)
(Amendment)

G.N. No. 188 (contd.)

within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

“Automatic Dependent Surveillance - Broadcast (ADS-B)” means a means by which aircraft, aerodrome vehicles and other objects can automatically transmit and or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link;

“Automatic Dependent Surveillance - Contract (ADS-C)” means a means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports”;

“cruise climb” means an aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases;

“psychoactive substances” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psycho stimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded”.

Amendment
of regulation
3

3. The principal Regulations are amended in regulation 3 by-

(a) inserting the new sub regulation after sub regulation 2 as follows:

“(2) The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general

Civil Aviation (Rules of Air and Air Traffic Control)
(Amendment)

G.N. No. 188 (contd.)

rules and, in addition, when in flight, either with:

- (a) the visual flight rules; or
 - (b) the instrument flight rules.”
- (b) renumbering sub regulations (2) to (6) as sub regulations (3) to (7) respectively.

Amendment
of regulation
17

4. The principal Regulations are amended by adding the following sub regulations-

“(5) Converging. An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.

(6) Landing and taking off. Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.”

Amendment
of regulation
27

5. The principal Regulations are amended in regulation 27 (2) by-

- (a) inserting the following paragraph before paragraph (a):
 - “(a) observe other aerodrome traffic for the purpose of avoiding collision;”
- (b) designating paragraph (a) to (c) as paragraphs (b) to (d) respectively.

Amendment
of regulation
34

6. The principal Regulations are amended in regulation 34 by-

- (a) deleting side note and substituting for it with the following words:
 - “Content and completion of a flight plan”;

Civil Aviation (Rules of Air and Air Traffic Control)
(Amendment)

G.N. No. 188 (contd.)

- (b) deleting the opening words of sub regulation (1) and substituting for them the following words:

“(1) A flight plan shall comprise information regarding the following items as are considered relevant by the appropriate ATS authority.”

- (c) designating paragraphs (p) and (q) as sub regulations (2) and (3) as follows:

“(2) On relevant items up to and including an alternate aerodrome regarding the whole route or the portion thereof for which the flight plan is submitted; and

(3) On all other items when so prescribed by the Authority or when otherwise deemed necessary by the person submitting the flight plan.”

Amendment
of regulation
41

7. The principal Regulations are amended in regulation 41 by deleting the words “notified airspace” appearing in the side not and substituting for them with the words “restricted, prohibited and danger area”.

Addition of
regulation

8. The principal Regulations are amended by adding new regulation after regulation 43 as follows-

“Emergency
hand signals

43A.-(1) The following hand signals are established as the minimum required for emergency communication between the aircraft rescue and fire fighting (ARFF) incident commander or ARFF fire fighters and the cockpit and or cabin crews of the incident aircraft.

(2) ARFF emergency hand signals shall be given from the left front side of the aircraft for the flight crew as shown in figures below.

1. Recommend evacuation

Evacuation recommended based on ARFF and incident commander's assessment of external situation.

Arm extended from body and held horizontal with hand upraised at eye level. Execute beckoning arm motion angled backward. Non-beckoning arm held against body.

Night — same with wands.



2. Recommended stop

Recommend evacuation in progress be halted. Stop aircraft movement or other activity in progress.

Arms in front of head, crossed at wrists.

Night — same with wands.



3. Emergency contained

No outside evidence of dangerous conditions or "allclear." Arms extended outward and down at a 45-degree angle.

Arms moved inward below



Civil Aviation (Rules of Air and Air Traffic Control)
(Amendment)

G.N. No. 188 (contd.)

waistline simultaneously until wrists crossed, then extended outward to starting position (umpire's "safe" signal).

Night — same with wands.

4 Fire



Move right-hand in a "fanning" motion from shoulder to knee, while at the same time pointing with left hand to area of fire.

Night — same with wands.

Dar es Salaam,
10th May, 2013

HARRISON G. MWAKYEMBE
Minister for Transport