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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (OPERATION OF AIRCRAFT - HELICOPTER OPERATIONS) (AMENDMENT) REGULATIONS, 2026

Citation

GN. No 3 of 2024

1. These Regulations may be cited as the Civil Aviation (Operation of Aircraft - Helicopter Operations) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Operation of Aircraft-Helicopter Operations) Regulations, 2024, hereinafter referred to as the **"**principal Regulations**"**.

Amendment of regulation 3

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

(a) adding the word "security" immediately after the word "safety" appearing in the definition of the term "human performance";

(b) deleting the definition of the terms "repair", "flight simulation training device" and "operations specifications" and substituting for them the following:

"repair" means the restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear;

"flight simulation training device" means any one of the following three types

of apparatus in which flight conditions are simulated on the ground:

(a) a flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

(b) a flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; or

(c) basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions; and

"operations specifications" means the authorisations including specific approvals, conditions and limitations associated with the air operator certificate and subject to

the conditions in the operations manual;";

(c) by inserting in their appropriate alphabetical order, the following new definitions:

""advanced aircraft" means an aircraft with equipment in addition to that required for a basic aircraft for a given take-off, approach or landing operation;

"basic aircraft" means an aircraft which has the minimum equipment required to perform the intended takeoff, approach or landing operation;

"destination alternate" means alternate heliport at which a helicopter would be able to land should it become either impossible or inadvisable to land at the heliport of intended landing;

"operational credit" means a credit authorised for operations with an advanced aircraft enabling a lower aerodrome operating minimum than would normally be authorised for a basic aircraft, based upon the performance of advanced aircraft systems utilising the available external infrastructure;

"specific approval" means an approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;

"take-off alternate" means alternate heliport at which a helicopter

would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure;".

Amendment of regulation 7

3. The principal Regulations are amended in regulation 7 by adding immediately after subregulation (4) the following:

"(5) An air operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such programme.".

Addition of regulation 7A

4. The principal Regulations are amended by adding immediately after regulation 7 the following:

"Use of recordings, etc.

7A.-(1) The Authority shall not allow the use of recordings or transcripts of cockpit voice recorder, cockpit audio recording system, class A airborne image recorder and class A airborne image recording system for purposes other than the investigation of an accident or incident, except where the recordings or transcripts are-

(a) related to a safety related event identified in the context of a safety management system or are restricted to the relevant portions of a de-identified transcript of the recording and are subject to the protections accorded by regulations relating to safety management systems;

(b) sought for use in criminal proceedings not related to an

event involving an accident or incident investigation and are subject to the protections accorded by regulations relating to safety management systems; or

(c) used for inspections of flight recorder systems as provided in these regulations.

(2) The Authority shall not allow the use of recordings or transcripts of flight data recorder (FDR), air data recording system (ADRS), Class B and C air borne image recorder (AIR), and Class B and C air borne image recording system (AIRS) for purposes other than the investigation of an accident or incident, except where the recordings or transcripts are subject to the protections accorded are-

(a) used by the operator for airworthiness or maintenance purposes;

(b) used by the operator in the operation of a flight data analysis programme as provided in these regulations;

(c) sought for use in proceedings not related to an event involving an accident or incident investigation;

(d) de-identified; or

(e) disclosed under secure procedures.".

Deletion and substitution

5. The principal Regulations are amended by deleting regulation 8 and substituting for it the following;

of regulation 8

"Dangerous goods

8.-(1) An operator shall comply with the provisions for carriage of dangerous goods as prescribed under the regulations relating to transport of dangerous goods by air.

(2) Without prejudice to subregulation (1), where dangerous goods are carried on helicopters with the intent to dispense the items in flight, each operator shall prepare and keep current manual containing operational guidelines and handling procedures for the use and guidance of flight, maintenance and ground personnel concerned in the dispensing or expending of dangerous goods.

(3) A person, other than a required flight crew member or person necessary for handling or dispensing the dangerous goods, shall not be carried on board.

(4) The operator of the aircraft shall have prior permission for the dispensing or expending of dangerous goods from the owners of any airport to be used.".

Amendment of regulation 18

6. The principal Regulations are amended in regulation 18-

(a) in subregulation (4), by adding immediately after paragraph (h) the following:

"(i) the conditions prescribed in the operations specifications;" and

(j) any relevant minima that may be promulgated by the Authority.";

(b) in subregulation (5)(b), by-

(i) deleting subparagraphs (iii) and substituting for it the following:

"(iii) category III (CAT III): a decision height lower than 30 m or 100 feet or no decision height and a runway visual range less than 300 m or no runway visual range limitations."; and

(ii) deleting subparagraphs (iv) and (v).

Amendment of regulation 26

7. The principal Regulations are amended in regulation 26, by-

(a) deleting subregulation (5); and

(b) renumbering subregulations (6) and (7) as subregulations (5) and (6) respectively.

Addition of regulation 26A

8. The principal Regulations are amended by adding immediately after regulation 26 the following:

"Offshore destination alternate heliport

26A.-(1) The Authority shall issue a specific approval for the operational use of offshore destination alternate heliports.

(2) A helideck may be specified as an offshore destination alternate heliport when the closest onshore destination alternate is not within achievable range of the helicopter, subject to the following conditions:

(a) a helideck shall be used as an offshore destination alternate heliport after the point of no return and when an onshore aerodrome is not geographically available;

(b) the operator shall have the operations manual containing-

(i) risk assessment process for the utilisation of helidecks as offshore destination alternate heliports and conduct such an assessment prior to their selection and use;

(ii) specific procedures and appropriate training programmes for the offshore destination alternate heliport operations; and

(iii) information published in an appropriate form for pre-surveyed and assessed for suitability for any helideck intended to be used as an offshore destination alternate heliport, including the

orientation of the helideck;

(c) the helicopter shall have a one-engine-inoperative landing capability at the offshore destination alternate heliport; and

(d) the minimum equipment list shall contain specific provisions for this type of operation.

(3) The use of an offshore destination alternate heliport shall be restricted to helicopters which can achieve one-engine-inoperative in ground effect hover at an appropriate power rating at the offshore destination alternate heliport.

(4) Where the surface of the helideck or prevailing conditions especially wind velocity, precludes an one-engine-inoperative, in ground effect, out of ground effect hover performance at an appropriate power rating, shall be used to compute the landing mass.

(5) The landing mass shall be calculated from graphs provided in the operations manual taking into account helicopter configuration, environmental conditions and the operation of systems that have an adverse effect on performance.

(6) The planned landing mass of the helicopter, including crew, passengers, baggage, cargo and 30 minutes final reserve fuel,

should not exceed the one-engine-inoperative mass at the time of approach to the offshore destination alternate heliport.

(7) The operator's risk assessment process shall take into consideration at least the following:

(a) the type and circumstances of the operation;

(b) the area over which the operation is being conducted, including sea conditions, survivability and search and rescue facilities;

(c) the availability and suitability of the helideck for use as an offshore destination alternate heliport, including the physical characteristics, dimensions, configuration and obstacle clearance, the effect of wind direction and strength, and turbulence;

(d) the type of helicopter(s) being used;

(e) mechanical reliability of the helicopter engines and critical control systems and components;

(f) the training and operational procedures, including mitigation of

the consequences of helicopter technical failures;

(g) specific mitigation measures;

(h) helicopter equipment;

(i) spare payload capacity for the carriage of additional fuel;

(j) weather minima, taking into account the accuracy and reliability of meteorological information; and

(k) communications and aircraft tracking facilities.

(8) Where the use of an offshore destination alternate heliport is planned, the meteorological observations, both at the offshore destination and the offshore destination alternate heliports, should be taken by an observer acceptable to the designated meteorological authority.

(9) Offshore destination alternate heliports should not be used for payload enhancement.

(10) To demonstrate the mechanical reliability of critical control systems and critical components of the helicopter, the operator should install and utilize a health and usage monitoring system with tailored criteria for this type of operation.

(11) The heliport operating minima for the offshore destination and offshore destination alternate heliport required under regulation 18(4) shall make due allowance for the availability and reliability of weather information and the geographic environment.

(12) The operator shall specify cloud ceiling and visibility criteria relevant to the helideck elevation and location.

(13) To use an offshore destination alternate helideck, it shall be ensured that, within 60 NM of the destination helideck and alternate helideck, fog is not present nor forecasted during the period commencing one hour before and ending one hour after the expected time of arrival at the offshore destination or offshore destination alternate helideck.

(14) An offshore destination alternate heliport or helideck should be more than 30 NM from the original destination to reduce the likelihood of a localized weather event precluding landings at both the offshore destination and the offshore destination alternate heliport or helideck.

(15) The operator shall ensure that, before passing the point of no return, the following actions have been completed:

(a) confirmation that navigation to the offshore destination and

offshore destination alternate heliport is assured;

(b) radio contact with the offshore destination and offshore destination alternate heliport or master station is established;

(c) the landing forecast at the offshore destination and offshore destination alternate heliport are obtained and confirmed to be at or above the required minima;

(d) the requirements for one-engine-inoperative landing are verified against the latest reported weather conditions to ensure that they can be met; and

(e) to the extent possible, having considered information on current and forecast use of the offshore destination alternate heliport, and on conditions prevailing, the availability of the offshore destination alternate heliport will be guaranteed by the helideck provider until the landing at the offshore destination, or the offshore destination

alternate heliport, is achieved.”.

Deletion and substitution of regulation 43

9. The principal Regulations are amended by deleting regulation 43 and substituting for it the following;

“Helicopter operating procedures for noise abatement

43. Operators of helicopters shall comply with the noise certification standards and shall carry a document attesting noise certification.”.

Amendment of regulation 49

10. The principal Regulations are amended in regulation 49, by-

(a) adding immediately after subregulation (2) the following:

“(3) Notwithstanding the provisions of subregulation (2), the Authority may, based on the result of a risk assessment, allow for variations without a safe forced landing to be included in the Code of Performance established in accordance with the provisions of subregulation (1), risk assessment shall take into consideration at least the following:

(a) the type and circumstances of the operation;
(b) the area or terrain over which the operation is being conducted;
(c) the probability of, and length of exposure to, a critical engine failure and the tolerability of such an event;
(d) the procedures and systems for monitoring

and maintaining the reliability of the engine(s);

(e) the training and operational procedures to mitigate the consequences of the critical engine failure; and

(f) helicopter equipment.";

(b) renumbering subregulations (3), (4) and (5) as subregulations (4), (5) and (6) respectively.

Amendment of regulation 51

11. The principal Regulations are amended in regulation 51 by deleting subregulation (5).

Amendment of regulation 74

12. The principal Regulations are amended in regulation 74 by deleting the marginal note and substituting for it the following:

"Qualification and training of flight operational officer"

Amendment of regulation 90

13. The principal Regulations are amended in regulation 90 by adding immediately after subregulation (4) the following:

"(5) Where issuing a specific approval for the operational credit, the Authority shall ensure that the-

(a) aircraft meets the appropriate airworthiness certification requirements;

(b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual is more than one;

(c) operator has carried out a safety risk assessment of the operations supported by the equipment;
(d) operator has established and documented normal and abnormal procedures and MEL;

(e) operator has established a training programme for the flight crew members and relevant personnel involved in the flight preparation;
(f) operator has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and
(g) operator has instituted appropriate procedures, practices and programmes in respect of continuing airworthiness maintenance and repair.".

(6) For operations with operational credit with minima above those related to low visibility operations, the Authority shall establish criteria for the safe operation of the aircraft.".

Dodoma,
22nd December, 2025

MAKAME M. MBARAWA
Minister for Transport