

GOVERNMENT NOTICE NO. 56 published on 30/1/2026

THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (RULES OF AIR) (AMENDMENT) REGULATIONS, 2026

Citation

GN. No.
54 of 2017

Amendment of
regulation 2

1. These Regulations may be cited as the Civil Aviation (Rules of Air) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Rules of Air) Regulations, 2017, hereinafter referred to as the “principal Regulations”.

2. The principal Regulations are amended in regulation 2 by deleting the definition of the terms “current flight plan”, “filed flight plan”, “flight plan” and “ground visibility” and substituting for them the following:

““current flight plan” means the flight plan, that reflects changes to the filed flight plan, if any, by subsequent ATC clearances;

“Filed Flight Plan (FPL or eFPL)” means the latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units;

“flight plan” means specified information relative to an intended flight or portion of a flight of an aircraft;

“ground visibility” means the visibility at an aerodrome, as reported by an accredited observer or by automatic systems;”.

Amendment of regulation 14

3. The principal Regulations are amended in regulation 14, by-

(a) designating the contents of regulation 14 as subregulation (1); and

(b) adding immediately after subregulation (1) as designated the following:

“(2) An operator shall have an RPAS operator certificate issued in accordance with national regulations and in a manner that is consistent with the provisions of operation of aircraft regulations.”.

Amendment of regulation 30

4. The principal Regulations are amended in regulation 30, by-

(a) renumbering the repeated subregulation (2) as subregulation (3); and

(b) deleting the phrase “unless arrangements have been made for submission of repetitive flight plans” appearing at the end of the renumbered subregulation (3)(a).

Amendment of regulation 39

5. The principal Regulations are amended in regulation 39, by-

(a) inserting the word “activated” after the words “ADS-C is”; appearing in subregulation (2); and

(b) inserting the words “when applicable,” after the word “estimates” appearing in subregulation (3)(a)(iii).

Amendment of Second
Schedule

6. The principal Regulations are amended by deleting the Second Schedule and substituting for it the following:

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SECOND SCHEDULE

(Made under regulation 14)

REMOTELY PILOTED AIRCRAFT SYSTEMS

1. General operating rules

1.1 A remotely piloted aircraft system (RPAS) engaged in international air navigation without appropriate authorization from the State from which the take-off of the remote is made.

1.2 An RPA shall not be operated across the territory of another State without specific authorization from each State in which the flight is to operate. This authorization may be in the form of States involved.

1.3 An RPA shall not be operated over the high seas without prior coordination with the relevant authority.

1.4 The authorization and coordination referred to in 1.2 and 1.3 shall be obtained with a reasonable expectation, when planning the operation, that the aircraft may enter the airspace of the State(s) in which the flight is to operate.

1.5 An RPAS shall be operated in accordance with conditions specified by the State of the Operator, if different, and the State(s) in which the flight is to operate.

1.6 Flight plans shall be submitted in accordance with Chapter 3 of this Annex or as otherwise specified by the State(s) in which the flight is to operate.

1.7 RPAS shall meet the performance and equipment carriage requirements for the operation in the State(s) in which the flight is to operate.

2. Certificates and licensing

2.1 Until 25th November 2026, an RPAS shall be approved, taking into account the inter-related components, in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes, in addition:

- (a) an RPA shall have a certificate of airworthiness issued in accordance with the provisions of Annex 8; and
- (b) the associated RPAS components specified in the type design shall be certified in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes.

2.2 Until 25th November 2026, an operator shall have an RPAS operator certificate issued in accordance with national regulations and in a manner that is consistent with the provisions of Annex 6.

2.3 As of 26th November 2026, in order to operate an RPAS certificated in accordance with the provisions of Annex 6, the operator shall have an RPAS operator certificate issued in accordance with the provisions of Annex 6.

2.4 Remote pilots shall be licensed, or have their licences rendered valid, in accordance with the provisions of Annex 1.

3. Request for authorisation

3.1 The request for authorization referred to in 1.2 above shall be made to the appropriate State(s) in which the RPA will operate not less than seven days before the date of the flight, or otherwise specified by the State.

3.2 Until 25th November 2026, unless otherwise specified by the State(s), the request for authorisation shall include the following:

- (a) name and contact information of the operator;
- (b) RPA characteristics (type of aircraft, maximum certificated take-off mass, number of engines, wing span);
- (c) copy of certificate of registration;
- (d) aircraft identification to be used in radiotelephony, if applicable;
- (e) copy of the certificate of airworthiness;
- (f) copy of the RPAS operator certificate;
- (g) copy of the remote pilot(s) licence;
- (h) copy of the aircraft radio station licence, if applicable;
- (i) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operation if applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration/frequency of flight;
- (j) take-off and landing requirements;
- (k) RPA performance characteristics, including:
 - (i) operating speeds;
 - (ii) typical and maximum climb rates;
 - (iii) typical and maximum descent rates;
 - (iv) typical and maximum turn rates;
 - (v) other relevant performance data (e.g. limitations regarding wind, icing, precipitation); and
 - (vi) maximum aircraft endurance;
- (l) communications, navigation and surveillance capabilities;
 - (i) aeronautical safety communications frequencies and equipment, including:
 - (aa) ATC communications, including any alternate means of communication;
 - (bb) command and control links (C2) including performance parameters and designated operational coverage area;
 - (cc) communications between remote pilot and RPA observer, if applicable;
 - (ii) navigation equipment; and
 - (iii) equipment (e.g. SSR transponder, ADS-B out);
- (m) detect and avoid capabilities;
- (n) emergency procedures, including:
 - (i) communications failure with ATC;
 - (ii) C2 failure; and
 - (iii) remote pilot/RPA observer communications failure, if applicable;
- (o) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;
- (p) document attesting noise certification that is consistent with the provisions of Annex 16, Volume 1, if applicable;
- (q) confirmation of compliance with national security standards in a manner that is consistent with the provisions of Annex 17, to include security measures relevant to the RPAS operation, as appropriate;
- (r) payload information/description; and
- (s) proof of adequate insurance/liability coverage.

3.3 As of 26th November 2026, unless otherwise specified by the State(s), the request for authorization shall include the following:

- (a) name and contact information of the operator;
- (b) RPA characteristics (type of aircraft, maximum certificated take off mass, number of engines, wing span);
- (c) copy of certificate of registration;
- (d) aircraft identification to be used in radiotelephony, if applicable;
- (e) copy of the certificate of airworthiness;
- (f) copy of the RPAS operator certificate;
- (g) copy of the remote pilot(s) licence;
- (h) copy of the aircraft radio station licence, if applicable;
- (i) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operation if applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration/frequency of flight;
- (j) take-off and landing requirements;
- (k) RPA performance characteristics, including:
 - (i) operating speeds;
 - (ii) typical and maximum climb rates;
 - (iii) typical and maximum descent rates;
 - (iv) typical and maximum turn rates;
 - (v) other relevant performance data (e.g. limitations regarding wind, icing, precipitation); and
 - (vi) maximum aircraft endurance;
- (l) communications, navigation and surveillance capabilities:
 - (i) aeronautical safety communications frequencies and equipment, including:
 - (aa) ATC communications, including any alternate means of communication;
 - (bb) C2 Link(s) including performance parameters and designated operational coverage area;
 - (cc) communications between remote pilot and RPA observer, if applicable;
 - (ii) navigation equipment; and
 - (iii) surveillance equipment (e.g. SSR transponder, ADS-B out);
- (m) detect and avoid capabilities;
- (n) Procedures, including:
 - (i) communications failure with ATC;
 - (ii) C2 Link(s) failure; and
 - (iii) remote pilot/RPA observer communications failure, if applicable;
- (o) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;
- (p) document attesting noise certification that is consistent with the provisions of Annex 16, Volume 1, if applicable;
- (q) confirmation of compliance with national security standards in a manner that is consistent with the provisions of Annex 17, to include security measures relevant to the RPAS operation, as appropriate;
- (r) payload information/description; and
- (s) proof of adequate insurance/liability coverage.

3.3 When certificates or other documents identified in 3.2 above are issued in a language other than English, an English translation shall be included.

3.4 After authorisation has been obtained from the appropriate State, air traffic services notification and coordination shall be completed in accordance with the requirements of the State.

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3.5 Changes to the authorisation shall be submitted for consideration to the appropriate State(s). If the changes are approved, all affected authorities shall be notified by the operator.

3.6 In the event of a flight cancellation, the operator or remote pilot shall notify all appropriate authorities as soon as possible.

Amendment of
Fifth Schedule

7. The principal Regulations are amended in the Fifth Schedule by deleting the words “*(Made under regulation 47)*” appearing in the enabling provision and substituting for them the words “*(Made under regulation 45)*”.

Dodoma,
22nd December 2025

MAKAME M. MBARAWA
Minister for Transport

