

GOVERNMENT NOTICE NO. 36 published on 31/1/2026

THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION)
(AMENDMENT) REGULATIONS, 2026

Citation

1. These Regulation may be cited as the Civil Aviation (Aircraft Accident and Incident Investigation) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, 2017, hereinafter referred to as the “principal Regulations”.

GN. No.
58 of 2017

Amendment of
regulation 3

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

(a) adding in the appropriate alphabetical order, the following new definitions:

““Safety Recommendation of Global Concern or in its acronym “SRGC” means safety recommendation regarding a systemic deficiency having a probability of recurrence with significant consequences at a global level and requiring timely action to improve safety;”;

(b) adding the words “whose identification does not imply the assignment of fault or the determination of administrative, civil or criminal liability” at the end of definition of the term “causes”;

(c) adding the words “and whose identification does not imply the assignment of fault or the

- determination of administrative, civil or criminal liability” at the end of the definition of the term “contributing factors”;
- (d) inserting the words “or safety studies” between the words “investigation” and “made” appearing in the definition of the term “safety recommendation”; and
- (e) adding the words “engine or propeller” at the end of definition of the term “State of manufacture”.

Amendment of regulation 4

3. The principal Regulations are amended in regulation 4-

- (a) by adding the words “conducted with a view of apportioning blame or liability” at the end of subregulation (2);
- (b) in subregulation (3) by-
 - (i) adding the words “and, or contributing factors” at the end of paragraph (c);
 - (ii) deleting the word “compilation” appearing in paragraph (d) and substituting for it the word “completion”; and
 - (iii) adding immediately after paragraph (d) the following:
 - “(e) protection of certain accident and incident investigation records; and
 - (f) timely, public dissemination of factual information, as appropriate.”.

Amendment of regulation 6

4. The principal Regulations are amended in regulation 6 by adding immediately after subregulation (3), the following:

- “(4) Investigators shall, when conducting investigation under these

Regulations, have unrestricted access to all available evidential material without delay.

(6) Investigators may, where feasible, visit the scene of the accident, examine wreckage and take statements from witnesses.”.

Amendment of regulation 9

5. The principal Regulations are amended in regulation 9 by inserting the words “or an incident to be investigated” between the words “serious incident” and “occurs” appearing in subregulation (1).

Amendment of regulation 17

6. The principal Regulations are amended in regulation 17-

(a) in subregulation (1), by deleting paragraphs (a) and (b) and substituting for them the following:

“(a) an aircraft of a maximum certificated take-off mass of more than 2250 kg, the investigator in-charge shall send the Preliminary Report to the-

(i) State of registry or the State of occurrence, as appropriate;

(ii) State of the operator;

(iii) State of design;

(iv) State of manufacture;

(v) any State that provided relevant information, significant facilities or experts; and

(vi) the International Civil Aviation Organization;

(b) an aircraft of a maximum certificated take-off mass of 2250 kg or less and when airworthiness or matters considered to be of interest to other Contracting States are involved, the investigator in-

charge shall send the preliminary report to the-

- (i) State of registry or the State of occurrence, as appropriate;
- (ii) State of the operator;
- (iii) State of design;
- (iv) State of manufacture; and
- (v) any State that provided relevant information, significant facilities or experts.”;

(b) in subregulation (2), by adding immediately after paragraph (b), the following:

“(c) when matters directly affecting safety are involved, the report shall be sent as soon as the information is available and by the most suitable and quickest means available.”;

(c) by deleting subregulation (3) and replacing it with the following:

“(3) When an aircraft is involved in an accident is of a maximum mass of over 2250 kg, the investigator in-charge shall send, as soon as practicable after the investigation, the Accident Data Report to the International Civil Aviation Organization.”;

(d) by adding immediately after subregulation (3), the following:

“(4) When an aircraft is involved in an incident is of a maximum mass of over 5700 kg, the investigator in-charge shall send, as soon as practicable after the investigation, the Incident Data Report to the International Civil Aviation Organization.”;

- (e) by renumbering subregulations (4) and (5) as subregulations (5) and (6) respectively;
- (f) by deleting the word “sixty” appearing in subregulation (5)(b) as renumbered and substituting for it the word “thirty”;
- (g) in subregulation (6) as renumbered, by deleting subparagraph (iv); and
- (h) by deleting subregulation (6).

Amendment of regulation 21

7. The principal Regulations are amended in regulation 21 by deleting subregulation (1) and substituting for it the following:

“(1) The Chief Investigator shall establish an accident and incident database to facilitate the effective analysis of information on the actual or potential safety deficiencies and to determine any preventive actions required.”.

Amendment of regulation 22

8. The principal Regulations are amended in regulation 22-

- (a) in subsection (1), by-
 - (i) inserting the words “in a dated transmittal correspondence” between the words “recommend” and “to” appearing in paragraph (a);
 - (ii) inserting the words “in a dated transmittal correspondence” between the words “investigation” and “to” appearing in paragraph (b); and
 - (iii) adding immediately after paragraph (b), the following:
 - “(c) inform ICAO where a safety recommendation of global concern (SRGC) is issued and its responses in a dated transmittal correspondence, even when the SRGC is not addressed to ICAO.”;

- (b) by deleting subregulation (5) and substituting for it the following:

“(5) Where any recommendation for preventive action or a safety recommendation is forwarded to the Chief Investigator by another Contracting State, the Chief Investigator shall notify that State within ninety (90) days of the date of the transmittal correspondence, of the preventive action taken or under consideration or the reasons as to why no action shall be taken.”;

- (c) by adding immediately after subregulation (5) the following:

“(6) The Chief Investigator or the investigator in-charge issuing a safety recommendation shall implement procedures to record the responses received under subregulation (3) to the safety recommendation issued.

(7) The Chief Investigator receiving a safety recommendation shall implement procedures to monitor the progress of the action taken in response to that safety recommendation.”.

Amendment of
regulation 24

9. The principal Regulations are amended in regulation 24 by adding immediately after subregulation (4) the following:

“(5) Where a request is received from the State of registry, State of the operator, State of design or State of manufacture that the aircraft, its contents, and any other evidence remain undisturbed pending inspection by an accredited representative of the requesting State, the Chief Investigator shall take all necessary steps to comply with such request, so far as it is reasonably practicable and compatible with the proper conduct of the investigation:

Provided that, the aircraft may be moved to the extent necessary to-

- (a) extricate persons, animals, mail and valuables;
- (b) prevent destruction by fire or other causes; and
- (c) eliminate any danger or obstruction to air navigation, other transport or to the public.”.

Amendment of regulation 25

10. The principal Regulations are amended in regulation 25 by adding immediately after subregulation (2) the following:

“(3) An effective use shall be made of available ground based recordings in the investigation of an accident or an incident.”.

Amendment of regulation 26

11. The principal Regulations are amended in regulation 26 by inserting the words “expeditious and” between the words “for” and “complete”.

Amendment of regulation 29

12. The principal Regulations are amended in regulation 29(2) by adding immediately after paragraph (g), the following:

“(h) the draft Final Report of an accident or incident investigation.”.

Dodoma,
22nd December, 2025

MAKAME MNYAA MBARAWA,
Minister for Transport