

GOVERNMENT NOTICE NO. 37 published on 30/1/2026

THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

THE CIVIL AVIATION (AERONAUTICAL CHARTS) (AMENDMENT) REGULATIONS, 2026

ARRANGEMENT OF REGULATIONS

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specified final approach fix or point, or where such a fix or point is not specified-

- (a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or
- (b) at the point of interception of the last track specified in the approach procedure and ends at a point in the vicinity of an aerodrome from which:
 - (i) a landing can be made; or
 - (ii) a missed approach procedure is initiated;”;
- (c) deleting the definition of the term “waypoint”; and
- (d) inserting in their appropriate alphabetical order the following:

““taxiway” means a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including aircraft stand taxilane, apron taxiway and rapid exit taxiway;

“data resolution” means a number of units or digits to which a measured or calculated value is expressed and used;

“heliport reference point” means the designated location of a heliport or a landing location;

“procedure altitude or height” means a published altitude or height used in defining the vertical profile of a flight procedure, at or above the minimum obstacle clearance altitude or height where established;”.

Amendment
of
regulation
12

3. The principal Regulations are amended in regulation 12 by-

- (a) adding immediately after paragraph (a) the following:

“(b) the names of places and geographical features in countries which officially use varieties of the Roman alphabet shall be accepted in

their official spelling, including the accents and diacritical marks used in the respective alphabets;” and

- (b) renaming paragraphs (b) and (c) as paragraphs (c) and (d) respectively.

Amendment
of
regulation
20

4. The principal Regulations are amended in regulation 20-

- (a) in paragraph (a), by deleting the words “Civil Aviation (Aeronautical charts Services) Regulations” and substituting for them the words “regulations relating to aeronautical information services”;
- (b) by deleting paragraph (d) and substituting for it the following:
“(d) the chart resolution of aeronautical data is as specified for a particular chart;”;
- (c) in paragraph (e), by deleting the words “survey or origin” and substituting for them the words “origination to distribution”; and
- (d) by deleting paragraph (f) and substituting for it the following:
“(f) digital data error detection techniques are used during the transmission or storage of aeronautical data and digital data sets;”.

Amendment
of
regulation
21

5. The principal Regulations are amended in regulation 21 by deleting paragraph (d) and substituting for it the following:

“(d) the chart resolution of geographical coordinates is as specified for a particular chart series.”.

Amendment
of
regulation
22

6. The principal Regulations are amended in regulation 22 by deleting paragraph (c) and substituting for it the following:

“(c) the chart resolution of elevation and geoid undulation is as specified for a particular chart series.”.

Amendment
of
regulation
51

7. The principal Regulations are amended in regulation 51-

- (a) in paragraph (a), by deleting the phrase “electronic terrain data sets which satisfy the requirements the Civil Aviation (Aeronautical Information Services) Regulations, 2017” and substituting for it the phrase “terrain data sets which satisfy the requirements of Aeronautical Information Services regulations”; and
- (b) in paragraph (f), by deleting the words “Civil Aviation (Aeronautical Information Services) Regulations Eighth Schedule, Table A8-3” and substituting for them the words “relevant advisory circular”.

Amendment
of
regulation
52

8. The principal Regulations are amended in regulation 52-

- (a) in paragraph (a), by deleting the phrase “electronic obstacle data sets which satisfy the requirements of the Civil Aviation (Aeronautical Information Services) Regulations” and substituting for it the phrase “obstacle data sets which satisfy the requirements of the Aeronautical Information Services regulations”; and
- (b) in paragraph (d), by deleting the words “Civil Aviation (Aeronautical Information Services) Regulations Eighth Schedule, Table A8-4” and substituting for them the words “relevant advisory circular”.

Amendment
of
regulation
70

9. The principal Regulations are amended in regulation 70(a) by deleting the words “except as provided for in paragraph (b)”.

- (i) route designator;
 - (ii) significant points defining the route;
 - (iii) track or radial to the nearest degree along each segment of the route;
 - (iv) distances to the nearest kilometre or nautical mile between significant points;
 - (v) minimum obstacle clearance altitudes, along the route or route segments and altitudes required by the procedure to the nearest higher 50 m or 100ft and flight level restrictions where established; and
 - (vi) where the chart is drawn to scale and vectoring on arrival is provided, established minimum vectoring altitudes to the nearest higher 50m or 100ft, clearly identified;
- (b) the radio navigation aid(s) associated with the route(s); when is used for conventional navigation, include-
- (i) plain language name;
 - (ii) identification;
 - (iii) morse code (when available);
 - (iv) frequency;
 - (v) geographical coordinates in degrees, minutes and seconds; and
 - (vi) for DME, the channel and the elevation of the transmitting antenna of the DME to the nearest 30m or 100 feet;
- (c) the radio navigation aid(s) associated with the route(s); when is used as a significant point for area navigation, include-

- (i) plain language name; and
- (ii) identification;
- (d) significant points not marked by the position of a radio navigation aid; when is used for conventional navigation, include-
 - (i) name-code;
 - (ii) geographical coordinates in degrees, minutes and seconds;
 - (iii) bearing to the nearest tenth of a degree from the reference radio navigation aid;
 - (iv) distance to the nearest two-tenths of a kilometre (tenth of a nautical mile) from the reference radio navigation aid; and
 - (v) identification of the reference radio navigation aid;
- (e) significant points not marked by the position of a radio navigation aid; when is used for area navigation include name-code;
- (f) applicable holding patterns;
- (g) transition altitude or height to the nearest higher 300m or 1000ft;
- (h) area speed restrictions, where established;
- (i) for PBN procedures, a PBN requirements box;
- (j) all compulsory and “on-request” reporting points;
- (k) radio communication procedures, including:
 - (i) call sign(s) of ATS unit(s);
 - (ii) frequency and, if applicable, SATVOICE number;
 - (iii) transponder setting, where appropriate;
- (l) an indication of “flyover” significant waypoints; and

(m) for arrival procedures to an instrument approach designed specifically for helicopters, the term “CAT H” shall be depicted in the arrival chart plan view.”.

Amendment of regulation 112 **17.** The principal Regulations are amended in regulation 112 by deleting the figure “8158” and substituting for it the figure “8168”.

Amendment of regulation 125 **18.** The principal Regulations are amended in regulation 125, by-

(a) adding immediately after paragraph (c) the following:

“(d) when a radio navigation aid is used as a significant point for area navigation, only its plain language name and identification shall be shown;”; and

(b) renaming paragraphs (d) to (i) as paragraphs (e) to (j) respectively.

Amendment of regulation 127 **19.** The principal Regulations are amended in regulation 127(d) by deleting the figure “(11.10.2.5.)”.

Amendment of regulation 129 **20.** The principal Regulations are amended in regulation 129, by-

(a) deleting the word “document 8158” after the word “ICAO” appearing in paragraph (j) and substituting for it the words “document 8168 Volume II”; and

(b) adding immediately after paragraph (j) the following:

“(k) a note is included on the chart indicating the approach procedures that are authorized for simultaneous independent or dependent operations include the runway(s) involved and whether they are closely spaced;

(l) a PBN requirements box is included for approach procedures having PBN segments.”.

Amendment
of
regulation
130

21. The principal Regulations are amended in regulation 130 by deleting the figure “8158” and substituting for it the words “8168 Volume II”.

Amendment
of Part XII

22. The principal Regulations are amended in the heading to PART XII by deleting the word “INSTRUMENT” and substituting for it the word “VISUAL”.

Amendment
of
regulation
132

23. The principal Regulations are amended in regulation 132 by deleting the figure “(1.3.2)”.

Amendment
of
regulation
139

24. The principal Regulations are amended in regulation 139(a) by deleting the words “except as provided for in paragraph (b) 12.9.2”.

Amendment
of
regulation
151

25. The principal Regulations are amended in regulation 151(b) by deleting the figure “13.6.1”.

Amendment
of
regulation
153

26. The principal Regulations are amended in regulation 153 by deleting the figure “1.3.2”.

Amendment
of
regulation
154

27. The principal Regulations are amended in regulation 154(a) by deleting the figure “157.14.6” and substituting for it the figure “157”.

Deletion
and
substitution
of

28. The principal Regulation are amended by deleting regulation 160 and substituting for it the following:

regulation
160

“Covera
ge and
scale

160. The aeronautical charts service provider shall ensure that-

- (a) the coverage and scale are sufficiently large to show clearly all the elements listed in regulation 163;
- (b) a linear scale is shown.”.

Amendment
of
regulation
168

29. The principal Regulations are amended in regulation 168 by-

- (a) adding immediately after paragraph (a) the following:

“(b) the projection is between 80° and 90° latitude, the polar stereographic projection with scale matching that of the Lambert conformal conic projection at latitude 80°, except that in the northern hemisphere the Lambert conformal conic projection may be used between 80° and 84° latitude and the Polar stereographic projection between 84° and 90° with the scales matching at 84° North;”;

- (b) renaming paragraphs (b) to (g) as paragraphs (c) to (h) respectively.

Deletion of
Sixth
Schedule

30. The principal Regulations are amended by deleting the Sixth Schedule.

Dodoma,
22nd December, 2025

MAKAME M. MBARAWA
Minister for Transport