

*The Civil Aviation (Aerodrome Design and Operations) (Amendment)
Regulations*

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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (AERODROME DESIGN AND OPERATIONS) (AMENDMENT)
REGULATIONS, 2026

- Citation
GN. No.
7 of 2024
1. These Regulations may be cited as the Civil Aviation (Aerodrome Design and Operations) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Aerodrome Design and Operations) Regulations, 2024, hereinafter referred to as the “principal Regulations”.
- Amendment of regulation 3
2. The principal Regulations are amended in regulation 3 by adding in the appropriate alphabetical order the following new definition:
““ground handling” means services necessary for an aircraft’s arrival at, and departure from, an airport, other than air traffic services;”.
- Amendment of regulation 63
3. The principal Regulations are amended in regulation 63(3), by-
- (a) deleting the words “3 or” appearing in paragraph (a);
 - (b) adding immediately after paragraph (a) the following:
“(b) 55 m where the code number is 3;” and
 - (c) renumbering paragraphs (b) and (c) as paragraphs (c) and (d) respectively.
- Amendment of
4. The principal Regulations are amended in regulation 65(2), by-

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regulation 65 (a) deleting the words “3 or” appearing in paragraph (a);
 (b) adding immediately after paragraph (a) the following:
 “55 m where the code number is 3;” and
 (c) renumbering paragraphs (b) and (c) as paragraphs (c) and (d) respectively.

Amendment of regulation 69 **5.** The principal Regulations are amended in regulation 69(2), by-
 (a) deleting the words “3 or” appearing in paragraph (a);
 (b) adding immediately after paragraph (a) the following:
 “55 m where the code number is 3; and
 (c) renumbering paragraphs (b) and (c) as paragraphs (c) and (d) respectively.

Amendment of regulation 92 **6.** The principal Regulations are amended in regulation 92 by deleting Table 3-1 and substituting for it the following:

“Table 3-1. Taxiway minimum separation distances

Distance between taxiway centre line and runway centre line (metres)								Taxiway centre line to taxiway centre line (metres)	Taxiway, other than aircraft stand taxi lane, centre line to object	Aircraft stand taxi lane centre line to aircraft stand taxi lane centre line	Aircraft stand taxi lane centre line to aircraft stand taxi lane centre line (metres)
Instrument runways Code number				Non-instrument runways Code number							
1	2	3	4	1	2	3	4				

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										(met res)	e line (met res)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
A			-	-	37 .5	4 7. 5	-	-	23	15.5	19.5	12
	7 8	77 .5										
B	8 2	82	1 5 2		42	5 2	6 7	-	32	20	28.5	16.5
C	8 8	88	1 5 8	1 5 8	48	5 8	7 3	9 3	44	26	40.5	22.5
D	-	-	1 6 6	1 6 6	-	-	8 1	1 0 1	63	37	59.5	33.5
E	-	-	1 7 3	1 7 3	-	-	8 7. 5	1 0 7 .5	76	43.5	72.5	40
F	-	-	1 8 0	1 8 0	-	-	9 5	1 1 5	91	51	87.5	47.5

Amendment
of
regulation
104

7. The principal Regulations are amended in regulation 104 by deleting figure “18.50” appearing in paragraph (d) and substituting for it figure “17”.

Amendment
of
regulation
106

8. The principal Regulations are amended in regulation 106, in Table 3.2 by deleting the words-

- (a) “75 m” appearing in the fourth column in the item that provides the description for “Non

- instrument” and substituting for them the words “55 m”; and
- (b) “75 m” appearing in the fourth column in the item that provides the description for “Take-off runway” and substituting for them the words “55 m”.

Amendment
of
regulation
107

9. The principal Regulations are amended by deleting regulation 107 and substituting for it the following:

“Aprons

107. The design of aprons shall take into consideration criteria for safe ground handling, including:

- (a) sufficient space between aircraft stands to enable personnel and equipment to move safely and efficiently;
- (b) adequate apron markings, apron signs and apron floodlighting;
- (c) adequate staging and storage areas for ground support equipment (GSE);
- (d) positioning of fixed ground services;
- (e) storage areas for unit load devices (ULD);
- (f) adequate access and egress routes for fuel, GSE and emergency vehicles;
- (g) clearly delineated and visible access and egress routes for passengers;
- (h) new technologies including electric charging points, autonomous vehicles;
- (i) avoidance of rear of aircraft stand service roads wherever practicable; and
- (j) appropriate protection for persons, equipment and infrastructure from jet blast and propeller wash.”.

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Amendment of regulation 108 **10.** The principal Regulations are amended in 108 by inserting the words “safe and” between the word “permit” and “expeditious”.

Amendment of regulation 111 **11.** The principal Regulations are amended in regulation 111, by-

- (a) designating the contents of regulation 111 as subregulation (1); and
- (b) adding immediately after subregulation (1) as designated the following:
 - “(2) Subject to subregulation (1), where special circumstances so warrant, clearances under subregulation (1) may be reduced at a nose-in aircraft stand, where the code letter is D, E or F-
 - (a) between the terminal, including any fixed passenger boarding bridge, and the nose of an aircraft; and
 - (b) over any portion of the stand provided with azimuth guidance by a visual docking guidance system.”.

Amendment of regulation 134 **12.** The principal Regulations are amended in regulation 134, by-

- (a) deleting subregulation (2) and substituting for it the following:
 - “(2) The wind direction indicator required under subregulation (1) shall be-
 - (a) located so as to be visible to an aircraft in-flight or on the movement area and in such a way as to be free from the effects of air disturbances caused by nearby objects;
 - (b) in the form of a truncated cone made of fabric and should have a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m; and

- (c) constructed in the manner that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed.”; and
- (b) adding immediately after subregulation (2) the following:
 - “(3) The wind direction indicator shall be in a single colour, preferably white or orange, that makes it clearly visible and understandable from a height of at least 300 m.
 - (4) Notwithstanding subregulation (3), the wind direction indicator may, having regard to the background, be in a combination of two colours preferably orange and white, red and white or black and white, and shall be arranged in five alternate bands, the first and last bands being the darker colour.”.

Amendment
of
regulation
142

- 13.** The principal Regulations are amended in regulation 142-
- (a) in subregulation (1) by deleting the word “instrument” appearing between the words “paved” and “runway”;
 - (b) by deleting subregulation (2); and
 - (c) by renumbering subregulations (3) and (4) as subregulations (2) and (3) respectively.

Amendment
of
regulation
146

- 14.** The principal Regulations are amended in regulation 146-
- (a) by deleting Figure 5-7 appearing after subregulation (13) and substituting for it the following:

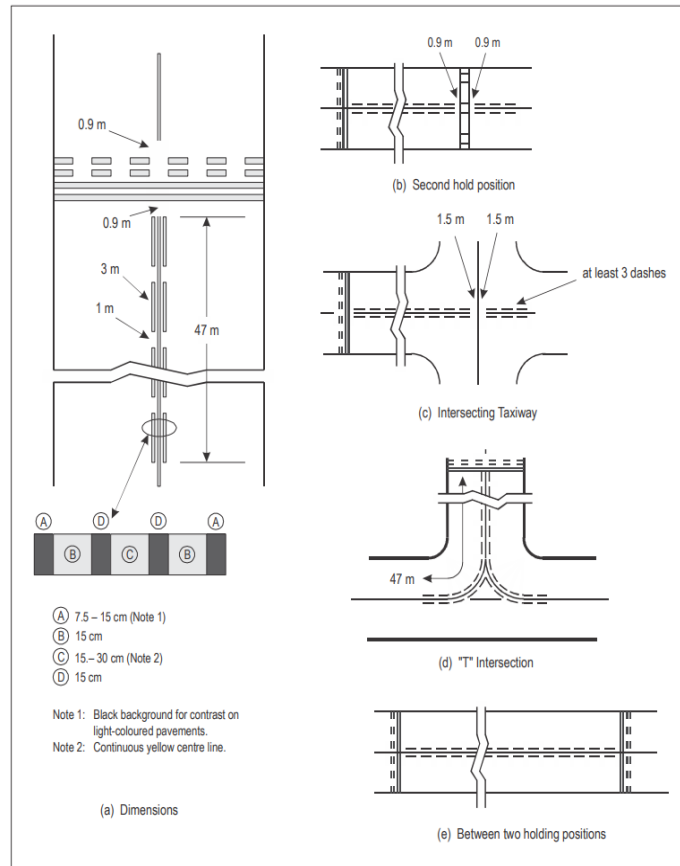


Figure 5-7. Enhanced taxiway centre line marking
(b) in subregulation (14), by adding the words “as shown in figure 5-7” at the end of that subregulation; and
(c) in subregulation (22), by adding the words “as shown in figure 5-6” at the end of that subregulation.

Amendment
of
regulation
154

15. The principal Regulations are amended in regulation 154-

- (a) in subregulation (4)-
 - (i) by deleting the words “the code letter is A, B, C or D” and substituting for them the words “OMGWS is up to but not including 9 m”; and

(ii) by deleting figure 5-10 and substituting for it the following:

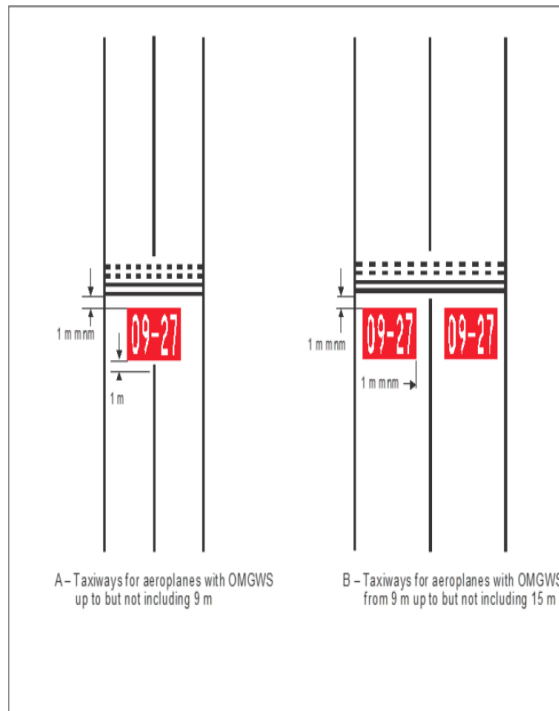


Figure 5-10. Mandatory instruction marking

- (b) in subregulation (6) by deleting the words “code letter is E or F” and substituting for them the words “OMGWS is from 9 m up to but not including 15 m”; and
- (c) by deleting subregulation (13) and substituting for it the following:

“(13) The character height shall be 4 m for inscriptions where the OMGWS is from 6 m up to but not including 15 m, and 2 m where the OMGWS is up to but not including 6 m.”.

Amendment
of
regulation
162

16. The principal Regulations are amended in regulation 162(4) by deleting the words “Note 2” and substituting for them the words “and A2-27”.

Amendment of regulation 170

17. The principal Regulations are amended in regulation 170 by deleting Figure 5-15 appearing after subregulation (23) and substituting for it the following:

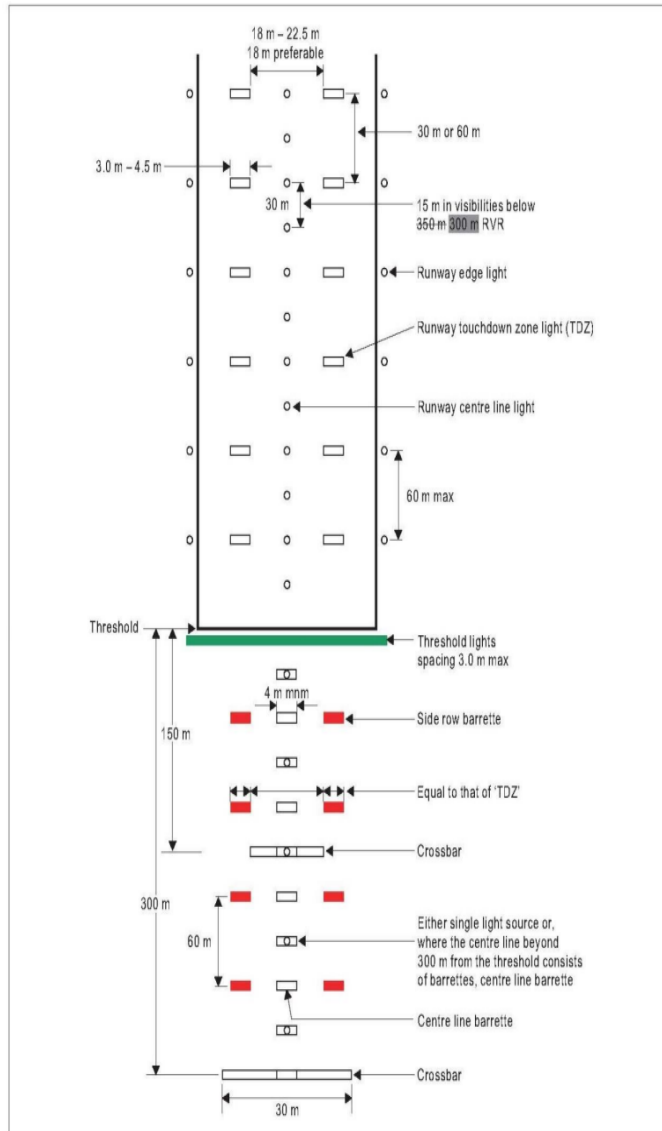


Figure 5-15. Inner 300 m approach and runway lighting for precision approach runways, categories II and III, where the serviceability levels of the lights specified as maintenance objectives in Part XII can be demonstrated

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Amendment
of
regulation
203

18. The principal Regulations are amended in regulation 203, by-

- (a) deleting figure “350” appearing in subregulation (1) and substituting for it figure “300”; and
- (b) deleting figure “350” appearing in subregulation (2) and substituting for it figure “300”.

Amendment
of
regulation
205

19. The principal Regulations are amended in regulation 205(9) by adding the words “and A2-27” immediately after the words “Figure A2-26”.

Amendment
of
regulation
206

20. The principal Regulations are amended in regulation 206, by-

- (a) adding the words “except for runway distance remaining signs” immediately after the words “Table 5-5” appearing in subregulation (4); and
- (b) inserting the words “Mandatory instruction signs and information” at the beginning of subregulation (5).

Addition of
regulation
206A

21. The principal Regulations are amended by adding immediately after regulation 206 the following:

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206A.-(1) Runway distance remaining signs (RDRS) shall be placed along the full length of the runway at longitudinal spacing of approximately 300 m, parallel and equidistant from the runway centre line.

(2) Runway distance remaining signs shall be placed outside the edges of the runway at a distance shown in Table 5-6:

Table 5-6. Location distances for runway distance remaining signs

Code number	Sign height (mm)			Perpendicular distance from defined runway pavement edge to near side of sign
	Legend	Face (min.)	Installed (max.)	
1 or 2	640	760	1070	6 – 10.5 m
3 or 4	1000	1200	1520	15 – 22.5 m
3 or 4	1200	1500	1600	25 m or more

(3) An RDRS shall consist of an inscription in white on a black background.

(4) The height of the RDRS installed shall not exceed the dimension shown in the appropriate column of Table 5-6.

(5) RDRSs on one runway shall be the same size.”.

Amendment of regulation 222

22. The principal Regulations are amended in regulation 222-

- (a) in subregulation (1), by inserting the word “runway” between the words “closed” and “marking”;
- (b) in subregulation (2), by-
 - (i) inserting the word “runway” between the words “closed” and “marking”; and
 - (ii) deleting the words “(less than 3 days)”;
- (c) by deleting subregulation 3 and substituting for it the following:

“(3) A closed runway marking shall be placed at each extremity of the runway, or portion thereof, declared closed, and additional markings shall be so placed that the maximum interval between markings does not exceed 300 m.”;

- (d) by deleting subregulation (4) and substituting for it the following:

“(4) The closed runway marking shall be white and of the form and proportions as detailed in Figure 7-1, Illustration a.”;

- (e) in subregulation (7) by deleting the word “on” and substituting for it the words “systems provided for”;

- (f) by deleting subregulation (8) and substituting for it the following:

“(8) In addition to closed markings, as specified in 7.1.2 and 7.1.3, when a closed runway or taxiway or portion thereof is intercepted by a runway or taxiway which can be used at night, unserviceability lights shall be placed across the entrance to the closed area at intervals not exceeding 3 m.”;

- (g) by adding immediately after subregulation (8) the following:

“(9) A closed taxiway marking shall be displayed on a taxiway or portion thereof which is permanently closed to the use of all aircraft.

(10) A closed taxiway marking shall be displayed on a temporarily closed taxiway or portion thereof, except that such marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided.

(11) A closed taxiway marking shall be placed at least at each end extremity of the taxiway or portion thereof closed.

(12) The closed taxiway marking shall be yellow and of the form and proportions as detailed in Figure 7-1, Illustration b.

(13) Closed runway lighting shall be provided on a runway temporarily closed or temporarily restricted for take-off where operationally desirable, at an aerodrome provided with runway lighting.

(14) A closed runway lighting shall be placed on the centre line near each extremity of the runway temporarily declared closed.

(15) The closed runway lighting as viewed by the pilot shall be of the equivalent elevated form and proportions as detailed in Figure 7-2, showing a minimum of five lights uniformly spaced on each branch, with a minimum interval as specified by Figure 7-1.

(16) Closed runway lights shall show flashing variable white in the direction of approach to the runway, at a rate of one second on and one second off.

(17) Closed runway lights shall automatically revert to fixed lights in the event of the flashing system failure.

(18) Closed runway lights shall be in accordance with the specifications in Figure A2-27.”.

Amendment
of
regulation
225

23. The principal Regulations are amended in regulation 225-

(a) by deleting subregulation (1) and substituting for it the following:

“(1) Unserviceability lights shall be provided on a movement area used at night, wherever any portion of the movement area is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely.”;

(b) in subregulation (2), by deleting the words “markers and”;

(c) by adding immediately after subregulation (2) the following:

“(3) Unserviceability markers shall be displayed where any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely.”;

- (d) by renumbering subregulations (3) to (7) as subregulations (4) to (8) respectively; and
- (e) by adding immediately after subregulation (8) the following:

“(9) Where operationally required, unserviceability signs shall be supplemented by unserviceability markings on the surface of the pavement.

(10) Where it is impracticable to install an unserviceability sign in accordance with 7.4.3.1, an unserviceability marking shall be provided on the surface of the pavement.

(11) Unserviceability markings should be displayed across the surface of the taxiway or apron and positioned in order to be legible from the cockpit of an approaching aircraft.

(12) Unserviceability markings shall consist of an inscription in black upon an orange background.

(13) The inscriptions shall be in the form and proportions shown in Fifth Schedule.

(14) The background shall be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription.”.

Addition of
regulation
225A

24. The principal Regulations are amended by adding immediately after regulation 225 the following:

“Unserviceability signs

225A.-(1) Unserviceability signs shall be provided where there is an operational need to indicate temporary changes to runway declared distances.

(2) Unserviceability signs shall be provided where there is an operational need to indicate temporary changes to taxiways and aprons.

(3) Existing signs shall be removed or obscured at an aerodrome when providing inadequate or misleading information regarding unserviceability areas.

(4) The information provided by unserviceability signs shall not be in conflict with the information provided by the appropriate aeronautical information services.

(5) Unserviceability signs shall be located where operationally needed on the movement area where location distances on the maneuvering area shall be as per taxiing guidance signs in Table 5-5.

(6) The location of unserviceability signs shall not be visually obscure or provide conflicting information with existing operationally required visual aids.

(7) Unserviceability signs shall be frangible and where located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft.

(8) The installed height of unserviceability signs shall not exceed the dimension for taxiing guidance signs shown in Table 5-5.

(9) Unserviceability signs shall be rectangular, as shown in Figure 7-2 with the longer side horizontal.

(10) The inscriptions on an unserviceability sign shall be in accordance with the provisions of the Fifth Schedule.

(11) Unserviceability signs shall consist of an inscription in black on an orange background.

(12) Unserviceability signs shall be supplemented by a black outline measuring 10 mm in width for runways where the code number is 1 or 2 and 20 mm in width for runways where the code number is 3 or 4.

(13) The inscription on an unserviceability sign shall consist of a legible, clear and simple message, only providing the useful and necessary information for the safety of the operation.

(14) Unserviceability signs shall be retroreflective in accordance with the provisions of Fifth Schedule.

(15) Where necessary to enhance the conspicuity of unserviceability signs, they shall be supplemented by two red or yellow simultaneously flashing lights.

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(16) The intensity and the beam spread of these lights shall comply with the specifications in Fourth Schedule Figure A2-24.”.

Amendment
of
regulation
227

25. The principal Regulations are amended in regulation 227(11), by-

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

“(d) closed runway lighting, if provided and connected to the primary power supply;”;

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

Amendment
of
regulation
228

26. The principal Regulations are amended in regulation 228 by adding immediately after subregulation (3) the following:

“(4) The electrical systems for the power supply and the control of the closed runway lighting shall be so designed that the closed runway lighting system is operated independently of runway lighting systems.”.

Deletion of
regulation
231

27. The principal Regulations are amended by deleting regulation 231.

Amendment
of
regulation
232

28. The principal Regulations are amended in regulation 232(5), by-

(a) deleting the word “and” appearing at the end of paragraph (a)(vi);

(b) adding the word “and” at the end of paragraph (a)(vii); and

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

“(viii) ground handling service providers;”.

Amendment
of

29. The principal Regulations are amended in regulation 254, by-

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regulation
254

(a) deleting subregulation (7) and substituting for it the following:

“(7) An aircraft stand shall be visually monitored in-person or remotely to ensure that the recommended clearance distances are maintained.”;

(b) adding immediately after subregulation (7) the following:

“(8) Aircraft shall be allocated to an aircraft stand or apron area appropriate to the aircraft characteristics.

(9) Risk assessment shall be carried out where there is a need to allocate aircraft parking to areas other than aircraft stands or apron areas.

(10) The following parameters shall be considered when allocating an aircraft to an aircraft stand:

- (a) parking aids;
- (b) facilities serving the aircraft stand;
- (c) other parked aircraft in the neighbouring aircraft stands;
- (d) aircraft stand dependencies; and
- (e) jet blast and propeller wash related protection.

(11) Aircraft shall be guided while arriving on or departing from aircraft stand.

(12) Emergency stop procedures shall be in place to stop an aircraft when entering the stand where safety of operations on aircraft stand is compromised.

(13) Personnel, other than those required to assist the initial arrival and departure of the aircraft, shall not be allowed to approach the aircraft when anti-collision lights are turned on and engines are running.

(14) Parked aircraft shall be appropriately secured to prevent any unintended movement.”.

Amendment
of

30. The principal Regulations are amended in regulation 255, by-

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regulation
255

- (a) deleting the marginal note and substituting for it the following:
“Aircraft fuelling safety considerations”;
- (b) deleting the words “the ground servicing of an aircraft,” appearing in subregulation (1) and substituting for them the words “fuelling operations,”.

Amendment
of
regulation
270

31. The principal Regulations are amended in regulation 270, by-

- (a) deleting the marginal note and substituting for it the following:
“Visual aids”
- (b) deleting the words “figures shown in the Fourth Schedule” appearing in subregulation (3) and substituting for them the words “appropriate figure in the Fourth Schedule”;
- (c) deleting subregulation (4) and substituting for it the following:
“(4) For light units where the main beam average intensity is required to be higher than the value specified in the appropriate figure in Fourth Schedule, light shall be deemed to be unserviceable when the main beam average intensity value is less than 50 per cent of the higher value.”;
- (d) deleting figure “350” appearing in subregulation (11) and substituting for it figure “300”; and
- (e) deleting figure “350” appearing in subregulation (12) and substituting for it figure “300”.

Amendment
of Fourth
Schedule

32. The principal Regulations are amended in the Fourth Schedule by adding the words “and A2-27” immediately after the words “A2-26” wherever they appear in that Schedule.

33. The principal Regulations are amended in Sixth Schedule by-

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Amendment
of Sixth
Schedule

- (a) designating the contents of paragraph 21.7, 21.7.1, 21.8, 21.8.1, 21.8.2 and 21.9 as 22.0, 22.1, 22.2, 22.2.1, 22.2.2 and 22.3 respectively; and
- (b) adding immediately after paragraph 22.3 as designated the following:

“23.0 Runway Distance Remaining Signs (RDRSs)

23.1 Runway Distance Remaining Signs (RDRSs) shall not be deemed mandatory for installation at all aerodromes. The determination to install such signs shall be subject to an individualized assessment by the aerodrome operator, having regard to relevant operational factors, including but not limited to:

- (a) the total runway length;
- (b) aerodrome elevation;
- (c) aerodrome physical layout and geometry;
- (d) traffic density and operational demand;
- (e) the absence or inadequacy of a runway end safety area;
- (f) the absence or inadequacy of runway friction; and
- (g) prevailing climatic conditions.

23.2 Where provided, RDRSs shall be installed along the entire length of the runway at longitudinal intervals of 300 metres with a tolerance of ± 30 metres. The signs shall be positioned parallel to, and equidistant from, the runway centre line in accordance with Configuration A, B, or C as illustrated in Figure A-10. The arrangement of RDRSs shall conform to the specifications of the applicable configuration.

23.3 Under Configuration A, RDRSs shall consist of double-faced signs installed on both sides of the runway. In circumstances where the runway length does not constitute an exact multiple of 300 metres, the signs shall be located at positions derived by dividing the total runway length into equal segments.

- 23.4** Under Configuration B, RDRSs shall consist of double-faced signs installed on both sides of the runway. Where the total runway length does not constitute an exact multiple of 300 metres, one-half of the surplus distance shall be added to the distance of each sign from each runway extremity. For illustrative purposes, in the case of a runway 1 950 metres in length, the surplus 150 metres shall yield a placement of the last sign at each extremity at 375 metres (i.e., 300 metres plus one-half of 150 metres). This configuration permits a maximum offset of 375 metres at the runway end, with all other signs placed at uniform 300-metre intervals. Note: For Configurations A and B, signs may be omitted from one side of the runway in cases where clearance conflicts exist or where omission is necessitated by design considerations.
- 23.5** Under Configuration C, RDRSs shall consist of single-faced signs installed on one side of each runway, visible in the direction of take-off or landing. Configuration C provides enhanced accuracy in the representation of remaining runway distance, particularly where the runway length is not an exact multiple of 300 metres.
- 23.6** An RDRS may be omitted where its installation cannot be achieved within the prescribed placement tolerance of ± 30 metres.

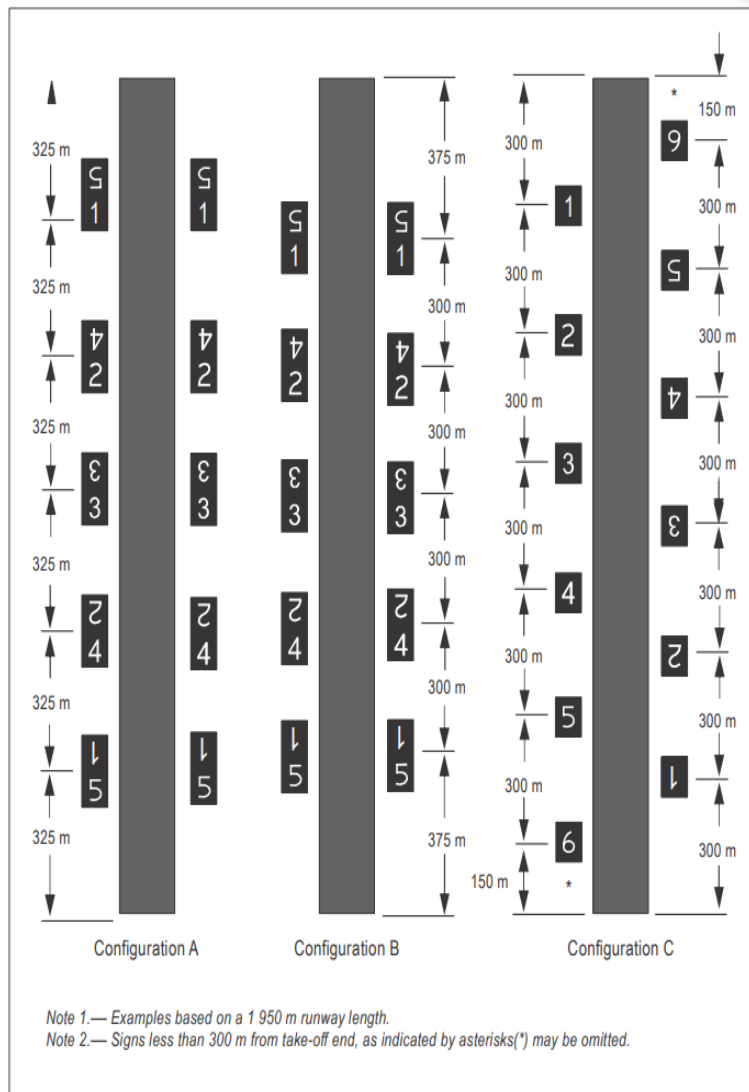


Figure A-10. Runway distance remaining sign configurations

Dodoma,
22nd December, 2025

MAKAME M. MBARAWA
Minister for Transport