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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (SECURITY) (AMENDMENT) REGULATIONS, 2026

- Citation
GN. No.
756 of 2018
1. These Regulations may be cited as the Civil Aviation (Security) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Security) Regulations, 2018, hereinafter referred to as the “principal Regulations”.
- Amendment of regulation 5
2. The principal Regulations are amended in regulation 5(3), by-
- (a) adding immediately after paragraph (b) the following:
“(c) shall consult in handling the request for additional security measures;” and
 - (b) renaming paragraphs (c) to (d) as paragraph (d) to (e).
- Amendment of regulation 6
3. The principal Regulations are amended in regulation 6, by-
- (a) designating the content of regulation 6 as subregulation (1); and
 - (b) adding immediately after subregulation (1) as designated, the following:
“(2) Notwithstanding the provisions of subregulation (1), the Authority may, where it deems appropriate and upon receipt of thirty days’ notice, authorise an entity or person to undertake security validation, audit, inspection, test or assessment.

(3) A person who is authorised by the Authority to undertake security validation, audit, inspection, test or assessment shall upon completion submit the report to the Authority.

(4) Subregulation (3) shall not apply to Tanzanian registered operators who conduct validation, audit, inspection, test or assessments as part of their internal quality control programmes:

Provided that, the records of such activities shall be kept by the operators and made available to the Authority when needed.”.

Addition of
regulation
6A

4. The principal Regulations are amended by adding immediately after regulation 6 the following:

“Aviation
security
audits in
overseas
territories

6A.-(1) For purposes of ensuring compliance with national aviation security requirements, international standards and bilateral or multilateral obligations and in the interest of all matters related to aviation security of the United Republic, the Authority shall conduct regular aviation security audits, inspections, tests and assessments in overseas territories and dependencies where operators falling under the United Republic’s jurisdiction, operate.

(2) The entities subject to oversight under subregulation (1), shall include-

- (a) national and foreign aircraft operators providing services from the United Republic as their principal base;

(b) ground handling companies affiliated with such aircraft operators;

(c) known suppliers of airport supplies, if any;

(d) cargo handlers, regulated agents and known consignors, if any;

(e) catering and cleaning companies, regulated suppliers, and known suppliers of in-flight supplies, if any.

(3) All entities specified under subregulation (2) shall provide the Authority with access to facilities, documentation, personnel and relevant information necessary to carry out effective oversight.

(4) The Authority may coordinate oversight in cooperation with host states or competent authorities as it deems appropriate.”

Deletion
and
substitution
of
regulation 8

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

“Authorised persons

8.-(1) The Authority may, by written instrument, designate qualified persons whether by name or by title of office, to be authorised persons for the purposes of these Regulations and shall state the functions and limits of operation of such persons.

(2) Without prejudice to the provisions of subregulation (1), where an authorised person is designated for the purpose of conducting covert test, the Authority shall issue that person with a specific written test authorisation which shall include-

- (a) a description of the test pieces and any accompanying cases and tools;
- (b) personal information and qualifications of the person carrying the test pieces, to be matched with the person’s photo identification; and
- (c) duration of the mandate during which the person is authorised to carry test pieces for the sole purpose of conducting covert testing.”.

Addition of regulation 16B

6. The principal Regulations are amended by adding immediately after regulation 16A, the following:

“Aviation security programme

16B. Aviation security service provider shall develop, implement and maintain a written security programme approved by the Authority.”.

Deletion and

7. The principal Regulations are amended by deleting regulation 60 and substituting for it the following:

substitution
of
regulation
60

“Advance
passenger
information
system

60.-(1) The Authority shall liaise with the authority responsible for advance passenger information system to establish, implement and maintain the advance passenger information system.

(2) The authority responsible for advance passenger information system shall create a passenger data single window facility for advance passenger information and passenger name record that allow parties involved, to lodge standardised information with a common data transmission entry point to fulfill all related passenger and crew data elements.

(3) The advance passenger information system established shall be-

- (a) consistent with internationally recognised standards for the transmission of advance passenger information as defined in World Customer Organisation, International Air Transport Association or ICAO advance passenger information guidelines; and
- (b) capable of allowing two-way communication of biographic data and flight details collected by the aircraft operator as specified in the UN/EDIFACT PAXLST messages found in the World Customer Organisation, International Air Transport Association or ICAO advance passenger information guidelines Guidelines.”.

Addition of
regulations

8. The principal Regulations are amended by adding immediately after regulation 60A the following:

60B, 60C,
60D, 60E,
60F, 60G,
60H and
60J

“Aircraft
operator to
provide
advance
passenger
information

60B.-(1) The aircraft operator operating into the United Republic shall, through the advance passenger information system, collect, store and transmit advance passenger information to boarder control agencies in accordance with the national and international applicable laws.

(2) The aircraft operator shall transmit data elements that are available in machine readable form in travel documents conforming to the specifications contained in machine readable travel documents.

(3) Advance passenger information data to be transmitted, shall include-

- (a) data relating to the flight, such as the flight number, departure and arrival information;
- (b) data relating to each individual passenger, including
 - (i) core data elements found in the machine readable zone of the official travel document;
 - (ii) additional data available in aircraft operator systems including seating or baggage information, passenger name record locator number; and
 - (iii) additional data not normally found in aircraft operator systems and which must be collected by, or on behalf of the

- aircraft operator such as visa number, primary residence; and
- (c) any additional information conforming to UN/EDIFACT PAXLST.

(4) Aircraft operator shall not provide non-standard data elements as part of advance passenger information.

Passenger
name
record

60C. The Authority shall coordinate with the responsible authority to-

- (a) develop a capacity to collect, use, process and protect passenger name record data for flights to and from the United Republic consistent with all international standards;
- (b) align its passenger name record data requirements and its handling of such data with the guidelines contained in ICAO Document 9944, Guidelines on passenger name record data, and in passenger name recognition message implementation guidance materials published and updated by the World Customs Organization and endorsed by ICAO and International Air Transport Association; and
- (c) adopt and implement the passenger's name recognition message for airline to government passenger name record data transferal to ensure global interoperability.

Respect of human rights and fundamental freedom

60D. The responsible authority shall, with full respect for human rights and fundamental freedoms-

- (a) clearly identify the passenger name record data to be used in their operations;
- (b) clearly set the purposes for which passenger name record data may be used, which should be no wider than that necessary in view of the aims to be achieved including in particular border security purposes to fight terrorism and serious crime; and
- (c) limit the disclosure of passenger name record data to other authorities in the United Republic or in other contracting states that exercise functions related to the purpose for which passenger name record data are processed, including in particular border security purposes, and ensure comparable protections as those afforded by the disclosing authority.

Protection of passenger name record data

60E. The responsible authority shall-

- (a) prevent unauthorised access, disclosure and use of passenger name record data from misuse, unauthorised access, and unauthorised disclosure;
- (b) ensure that the safeguards applied to their collection, use, processing and protection of passenger name record data apply to all individuals without unlawful differentiation;
- (c) take measures to ensure that individuals are informed about the collection, use, processing and protection of passenger name record data and related privacy standards employed;
- (d) take measures to ensure that aircraft operators inform their customers about the transfer of passenger name record data;
- (e) provide for administrative and judicial redress mechanisms to enable individuals to seek a remedy for the unlawful processing of their passenger name record data by public authorities; and
- (f) provide for appropriate mechanisms, established by their legal and administrative framework, for individuals to obtain access to their passenger name record data and to request, if necessary, corrections, deletions or notations.

Automated processing of passenger name record data

shall-

60F. The responsible authority

- (a) base the automated processing of passenger name record data on objective, precise and reliable criteria that effectively indicate the existence of a risk, without leading to unlawful differentiation; and
- (b) not make decisions that produce significant adverse actions affecting the legal interests of individuals based solely on the automated processing of passenger name record data.

Data protection by responsible authority

60G. The responsible authority for data protection shall be competent for the independent oversight of the protection of passenger name record.

Prohibition on collection of passenger name record data

shall-

60H. The responsible authorities

- (a) not require aircraft operators to collect passenger name record data that is not required as part of their normal business operating procedures or to filter the data prior to transmission;
- (b) not use passenger name record data revealing an individual's racial or ethnic origin, political opinions, religious or philosophical beliefs, trade union membership or data concerning their health, sexual life or sexual orientation, other than in exceptional and

immediate circumstances to protect the vital interests of the data subject or of another natural person; and

- (c) in circumstances where such information is transferred the competent authorities shall delete such data as soon as practicable.

Retaining
passenger
name record
data

shall-

60J. The responsible authorities

- (a) retain passenger name record data for a set period as defined in their legal and administrative framework, which shall be that period necessary and proportionate for the purposes for which the passenger name record data is used;
- (b) depersonalise retained passenger name record data, which enable direct identification of the data subject, after set periods, which do not exceed what is necessary as defined in national laws and policies, except when used in connection with an identifiable ongoing case, threat or risk related to the purposes identified in these Regulations;

- (c) only re-personalise or unmask passenger name record data when used in connection with an identifiable case, threat or risk for the purposes identified in these Regulations; and
- (d) delete or anonymise passenger name record data at the end of the retention period, except when used in connection with an identifiable ongoing case, threat or risk purposes identified in these Regulations.”.

Dodoma,
22nd December, 2025

MAKAME M. MBARAWA
Minister for Transport