



subcentres and search and rescue units, those of other states and operators, in order to promote search and rescue efficiency;”.

Amendment  
of regulation  
15

4. The principal Regulations are amended in regulation 15(1) by deleting paragraph (a) and substituting for it the following:

“(a) designate a 24 hours search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible rescue coordination centre for the initiation of appropriate search and rescue response action;”.

Amendment  
of regulation  
16

5. The principal Regulations are amended in regulation 16(1)( b) by adding immediately after subparagraph (iv) the following:

“(v) the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress;

(vi) the position, course and speed of ships that may be able to provide assistance to aircraft in distress, where the search and rescue region include maritime areas.”.

Amendment  
of regulation  
17

6. The principal Regulations are amended in regulation 17(4), by-

(a) deleting paragraph (a) and substituting for it the following:

“(a) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft”;

(b) deleting paragraph (i) and substituting for it the following:

“(i) the manner in which search and rescue operations are to be conducted in the search and rescue region;” and

(c) adding immediately after paragraph (k), the following:

“(l) the methods for obtaining approval to allow search and rescue units from an assisting state to enter into the territory of the United Republic.”.

Deletion and substitution of regulation 19

7. The principal Regulations are amended by deleting regulation 19 and substituting for it the following:

“Training and exercises

**19.** To achieve and maintain maximum efficiency in search and rescue, the designated search and rescue agency shall provide for regular training and exercises for its search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.”.

Deletion and substitution of regulation 20

8. The principal Regulations are amended by deleting regulation 20 and substituting for it the following:

“Accident sites and wreckage

**20.**-(1) The designated search and rescue agency shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks.

(2) The Minister shall ensure that wreckage resulting from aircraft accidents within the United Republic of Tanzania or, in the case of accidents on the high seas, within the search and rescue regions, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse

subsequent search and rescue operations.”.

Amendment  
of regulation  
22

**8.** The principal Regulations are amended in regulation 22(1)(c)(vi) by deleting the words “406Mhz” and substituting for them words “406.0MHz to 406.1MHz”.

Amendment  
of regulation  
26

**9.** The principal Regulations are amended in regulation 26-

(a) in subregulation(2)(c), by-

(i) deleting the word “site” appearing in subparagraph (viii) and substituting for it the word “scene”;

(ii) adding immediately after subparagraph (viii) the following:

“(ix) whether any distress signals, including distress beacon transmissions, have been received or observed; and

(x) position and description of any other craft in the area that may assist;”;

(b) in subregulation (3) by deleting paragraph (a) and substituting for it the following:

“(a) the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene;”.

Amendment  
of regulation  
27

**10.** The principal Regulations are amended in regulation 27(1), by-

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

(b) deleting paragraph (e) and substituting for it the following:

“(e) at the pilot’s discretion, while awaiting instructions, proceed to the distress position in the transmission; and”;

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

“(f) attempt to establish communications with the persons in distress.”; and

(d) adding immediately after subregulation (1) the following:

“(2) Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall-

(a) record, and report as soon as possible, the position where the transmission was first received;

(b) not alter any settings for squelch on the aircraft’s radio; and

(c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.”.

Dodoma,  
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