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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (OPERATION OF AIRCRAFT-COMMERCIAL AIR TRANSPORT)
(AMENDMENT) REGULATIONS, 2026

Citation

GN. No.
12 of 2024

1. These Regulations may be cited as the Civil Aviation (Operation of Aircraft-Commercial Air Transport) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Operation of Aircraft-Commercial Air Transport) Regulations, 2024, hereinafter referred to as the “principal Regulations”.

Amendment
of regulation 3

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

- (a) deleting the word “aircraft” appearing in the definitions of the terms “continuing airworthiness”, “continuing airworthiness record”, “engine”, “flight plan” and “flight stimulation training device”, and substituting for it the word “aeroplane”;
- (b) deleting definitions of the terms “emergency locator transmitter (ELT)”, “flight simulation training device”, “maintenance”, “maintenance release” and “master minimum equipment list (MMEL)” and substituting them with the following:

“Emergency Locator Transmitter (ELT)” means a generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application,

may be automatically activated by impact or be manually activated;

“flight simulation training device” means any one of the following three types of apparatus in which flight conditions are simulated on the ground:

- (a) a flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (b) flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; and
- (c) basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

“maintenance” means the performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect

rectification, and the embodiment of a modification or repair;

“maintenance release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements; and

“Master Minimum Equipment List (MMEL)” means a list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight and the MMEL may be associated with special operating conditions, limitations or procedures;”;

(c) inserting in their appropriate alphabetical order the following:

“Required Navigation Performance (RNP specification)” means a navigation specification based on area navigation that includes the requirement for performance monitoring and alerting;”.

Amendment
of regulation
38

3. The principal Regulations are amended in regulation 38-

(a) in subregulation (7), by deleting the word “minimal” and substituting for it the word “minima”;

(b) in subregulation (9), by deleting the word “Ranway” and substituting for it the word “Runway” and

(c) by adding immediately after subregulation (13) the following:

“(14) The Operator shall be required, in establishing the aerodrome operating minima

which will apply to any particular operation, to take full account of the following:

- (a) type, performance and handling characteristics of the aeroplane and any conditions or limitations stated in the flight manual;
- (b) composition of the flight crew, their competence and experience;
- (c) dimensions and characteristics of the runways which may be selected for use;
- (d) adequacy and performance of the available visual and non-visual ground aids;
- (e) equipment available on the aeroplane for the purpose of navigation, acquisition of visual references and or control of the flight path during the approach, landing and the missed approach;
- (f) obstacles in the approach and missed approach areas and the obstacle clearance altitude or height for the instrument approach procedures;
- (g) the means used to determine and report meteorological conditions;
- (h) obstacles in the climb-out areas and necessary clearance margins;
- (i) conditions prescribed in the operations specifications; and
- (j) any minima that may be promulgated by the Authority.”.

Amendment
of regulation
42

4. The principal Regulations are amended in regulation 42 by deleting the figure “85” appearing in subregulation (1) and substituting for it the figure “86”.

Amendment
of regulations
45

5. The principal Regulations are amended in regulation 45(15) by deleting the words “20 and more”

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appearing in column five of table 1 and substituting for them figures “20-29”.

Amendment
of regulation
86

6. The principal Regulations are amended in regulation 86-

- (a) in subregulation (2)(b)(v) by deleting the word “and” appearing between the words “items” and “configuration” and substituting for it the word “or”;
- (b) in subregulation (7)(b)(ii) by deleting the word “and” appearing at the end of the paragraph; and
- (c) by renaming subregulation (7)(b)(iii) as paragraph “(c)”.

Amendment
of regulation
112

7. The principal Regulations are amended in regulation 112(2)(b) by deleting the word “th” appearing between the words “to” and “pilot” and substituting for it the word “the”.

Amendment
of regulation
125

8. The principal Regulations are amended in regulation 125 by deleting the figure “209” appearing at the end of subregulation (1) and substituting for it the figure “210”.

Amendment
of regulation
228

9. The principal Regulations are amended in regulation 228(1) by deleting paragraph (f) and substituting for it the following:

“(f) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo:

Provided that, for helicopter operations, with the approval of the Authority the information provided to the pilot-in-command may be abbreviated or briefed by other means such as radio communication, as part of the working flight document such as journey log or operational flight plan where the circumstances make it impractical to produce a written or printed information or a dedicated form.”.

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Amendment
of Second
Schedule

10. The principal Regulations are amended in the Second Schedule by deleting the words “State of the Operator” appearing in paragraph 8.0 and substituting for them the word “Authority”.

Dodoma,
22nd December, 2025

MAKAME M. MBARAWA
Minister for Transport