

GOVERNMENT NOTICE No. 47 published on 30/1/2026

THE CIVIL AVIATION ACT,  
(CAP. 80)

REGULATIONS

*(Made under section 5)*

THE CIVIL AVIATION (CONSTRUCTION OF VISUAL AND INSTRUMENT FLIGHT  
PROCEDURES) (AMENDMENT) REGULATIONS, 2026

- Citation  
GN. No.  
62 of 2017
1. These Regulations may be cited as the Civil Aviation (Construction of Visual and Instrument Flight Procedures) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Construction of Visual and Instrument Flight Procedures) Regulations, 2017, hereinafter referred to as the “principal Regulations”.
- Amendment  
of regulation  
2
2. The principal Regulations are amended in regulation 2, by-
- (a) deleting the definition of the term “integrated aeronautical information package”; and
  - (b) inserting in the appropriate alphabetical order the following definition:  
““person” includes an entity providing air navigation services;”.
- Amendment  
of regulation  
3
3. The principal Regulations are amended in regulation 3 by adding the words “or intending to provide” immediately after the word “providing”.
- Amendment  
of heading to  
Part II
4. The principal Regulations are amended by deleting the heading to Part II and substituting for it the following:  
“REQUIREMENTS FOR THE PROVISION OF THE INSTRUMENT FLIGHT PROCEDURE DESIGN SERVICE”.

*The Civil Aviation (Construction of Visual and Instrument Flight Procedures)  
(Amendment) Regulations*

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*GN. No. 47 (Contd)*

Amendment  
of regulation  
10

5. The principal Regulations are amended in regulation 10-

(a) in subregulation (5), by-

- (i) deleting the syllabi “e” appearing immediately before the word “maximum” appearing in paragraph (a);
- (ii) deleting subparagraph (ii) of paragraph (b) and substituting for it the following:  
“(ii) details and assumptions used by the instrument flight procedure designer, including:

(aa) controlling obstacle for each segment of the procedure;

(bb) effect of environmental considerations on the design of the procedure;

(cc) infrastructure assessment;

(dd) airspace constraints;

(ee) for modifications or amendments to existing procedures, the reasons for any changes;

(ff) for any deviation from existing standards, the reasons for such a deviation and details of the mitigations applied to assure continued safe operations; and

(gg) for any deviations from the design criteria, approval of the Authority;

(hh) the results of the final verification for accuracy and completeness, quality assurance checks, prior to validation and then prior to publication.”; and

(b) in subregulation (11), by-

- (i) deleting the full stop appearing at the end of subparagraph (v) of paragraph (b) and substituting for it a semicolon; and

- (ii) adding immediately after paragraph (b) the following:

“(c) he does not deviate from the design criteria unless safety risk assessment acceptable by the Authority has been conducted in accordance with these Regulations and the deviations criteria has been approved by the Authority.”.

Amendment  
of regulation  
11

6. The principal Regulations are amended in regulation 11, by-

(a) deleting subregulation (2) and substituting for it the following:

“(2) The qualifications for a flight validation pilot shall include at least-

(a) commercial pilot licence with instrument rating;

(b) a licence for the aircraft category appropriate for the procedure to be validated; and

(c) meet all the experience requirements for the airline transport pilot licence in the relevant category of aircraft as prescribed in the regulations relating to personnel licensing.”;

(b) adding immediately after subregulation (2) the following:

“(3) Where the flight validation pilot is not the pilot-in-command of the flight validation aircraft, the provisions of subregulation (2) shall apply to the pilot-in-command of the flight validation aircraft.”; and

(c) renumbering subregulation (3) as subregulation (4).

Amendment  
of regulation  
12

7. The principal Regulations are amended in regulation 12, by-

(a) deleting the word “(State)” appearing in subregulation (1) and substituting for it the words “the United Republic”; and

(b) adding immediately after subregulation (3) the following:

“(4) A flight procedure shall not be approved unless all the appropriate steps within the flight procedure design process have been completed, documented, and signed off by the competent personnel as specified by the Authority.

(5) Flight procedure designs submitted for evaluation and approval by the Authority shall be accompanied with-

- (a) a complete record of the design process including copies of all source data, information, calculations and drawings used in the project;
- (b) documentation relating to the quality assurance process of the flight procedure design;
- (c) a narrative, which unambiguously describes the procedure in textual format and table showing all tracks in degrees true;
- (d) a graphical representation which accurately reflects the content of the narrative provided;
- (e) relevant signed validation reports; and
- (f) a comprehensive design rationale in text format, including references to design criteria, applicable computations and where a deviation from these Regulations has been employed, compliance with the requirements of regulation 10.”.

Deletion and  
substitution  
of regulation  
16

**8.** The principal Regulations are amended by deleting regulation 16 and substituting for it the following:

“Aerodrome  
operating  
minima

**16.-(1)** An operator shall comply with the requirements for aerodrome operating minima as

*The Civil Aviation (Construction of Visual and Instrument Flight Procedures)  
(Amendment) Regulations*

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*GN. No. 47 (Contd)*

specified in the regulations relating to operation of aircraft.

(2) An operator shall establish aerodrome operating minima in accordance with procedures specified by the Authority in the applicable technical guidance material.

(3) The certificated flight procedure design service provider shall-

(a) ensure that an obstacle clearance altitude or height is published;

(b) establish and publish operating minima such as visibility, minimum descent altitude or height, decision altitude or decision height for instrument approaches at aerodromes.”.

Amendment  
of regulation  
18

**9.** The principal Regulations are amended in regulation 18 by deleting reference to “regulation 52” appearing in the opening phrase to subregulation (1) and substituting for it reference to “regulation 17”.

Dodoma,  
22<sup>nd</sup> December, 2025

MAKAME M. MBARAWA  
*Minister for Transport*