

GOVERNMENT NOTICE NO. 54 published on 30/1/2026

THE CIVIL AVIATION ACT,  
(CAP. 80)

---

**REGULATIONS**

---

*(Made under section 5)*

THE CIVIL AVIATION (OPERATION OF AIRCRAFT-GENERAL AVIATION)  
(AMENDMENT) REGULATIONS, 2026

- |                                    |  |
|------------------------------------|--|
| Citation                           | <b>1.</b> These Regulations may be cited as the Civil Aviation (Operation of Aircraft - General Aviation) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Operation of Aircraft-General Aviation) Regulations, 2024, hereinafter referred to as the “principal Regulations”.   |
| GN. No.<br>9 of 2024               |  |
| Amendment<br>of<br>regulation<br>3 | <b>2.</b> The principal Regulations are amended in regulation 3, by-<br><b>(a)</b> deleting the definition of the terms “Decision altitude or DA or decision height or DH” and “flight crew member” and substituting for them the following:<br>““decision altitude (DA)” or “decision height (DH)” means a specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established;<br>“flight crew member” means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;”<br><b>(b)</b> deleting the word “aeroplane” appearing in the definitions of the terms “continuing airworthiness”, “continuing airworthiness record”, “critical engine”, “engine”, “flight manual”, “flight plan”, |

- “flight stimulation training device”, “general aviation operation”, “maintenance program”, “navigation specification”, “operational control”, “point of no return”, “operator”, and “state of registry” and substituting for it the word “aircraft”;
- (c) deleting the words “non-precision” appearing in the definition of the term “minimum descent altitude or MDA or minimum descent height or MDH” and substituting for it the word “2D”;
- (d) adding in the appropriate alphabetical order, the following:
- ““basic aircraft” means an aircraft which has the minimum equipment required to perform the intended takeoff, approach or landing operation;
- “low-visibility operations (LVO)” means approach operations in RVRs less than 550 m and/or with a DH less than 60 m (200 ft) or take-off operations in RVRs less than 400m;”.

Amendme  
nt of  
regulation  
8

8, by-

3. The principal Regulations are amended in regulation

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

“(2) When issuing a specific approval for the operational credit, the Authority shall ensure that-

(a) aeroplane meets the appropriate airworthiness certification requirements;

(b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual or other documents associated with the certificate of airworthiness is more than one;

(c) operator or owner has carried out a safety risk assessment of the operations supported by the equipment;

- (d) operator or owner has established and documented normal and abnormal procedures and MEL;
- (e) operator or owner has established a training programme for the flight crew members and relevant personnel involved in the flight preparation;
- (f) operator or owner has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and
- (g) operator or owner has instituted appropriate procedures with respect to continuing airworthiness practices and programmes.

(3) For operations with operational credit with minima above those related to low visibility operations, the Authority shall establish criteria for the safe operation of the aeroplane.”; and

- (b) by renumbering subregulation (2) as subregulation (4).

Amendme  
nt of  
regulation  
11

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

- (a) adding immediately after subregulation 5(b)(ii) the following:
  - “(iii Category III (CAT III): a decision height ) lower than 30 m (100 ft) or no decision height and a runway visual range less than 300 m or no runway visual range limitations.”; and
- (b) renumbering subparagraphs (iii) to (v) as subparagraphs (iv) to (vi) respectively; and
- (c) adding immediately after subregulation (7) the following:
  - “(8) An operator who intends to operate in accordance with subregulation (7) shall apply

*The Civil Aviation (Operation of Aircraft-General Aviation) (Amendment)  
Regulations*

---

*GN. No. 54 (Contd)*

to the Authority for issuance of a specific approval for-

- (a) instrument approach operations in low visibility which shall only be conducted when RVR information is provided; or
- (b) the minimum take-off RVR in the case of take-off in low visibility.”.

Amendme  
nt of  
regulation  
70

**5.** The principal Regulations are amended in regulation 70 by-

(a) inserting new subregulation (1) as follows:

“(1) The mass of the aeroplane at the start of take-off shall not exceed the mass at which subregulation (5) is complied with, or the mass at which subregulation (6) and subregulation (4) are complied with, allowing for expected reductions in mass as the flights proceeds, and for such fuel jettisoning as is envisaged in applying subregulation (7) and subregulation (5) and, in respect of alternative aerodromes.”;

(b) renumbering subregulations (1) to (6) as subregulation (2) to (7) respectively.

Amendme  
nt of  
regulation  
73

**6.** The principal Regulations are amended in regulation 73-

(a) in subregulation (1) by adding immediately after the words “an operator” the words “or owner”;

(b) in subregulation (2) by adding immediately after the words “an owner” the words “or operator”.

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

MAKAME M. MBARAWA  
*Minister for Transport*