

GOVERNMENT NOTICE No. 41 published on 30/1/2026

THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (AIR TRAFFIC SERVICES) (AMENDMENT) REGULATIONS, 2026

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No.
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2017

1. These Regulations may be cited as the Civil Aviation (Air Traffic Services) (Amendment) Regulations, 2026 and shall be read as one with the Civil Aviation (Air Traffic Services) Regulations, 2017, hereinafter referred to as the “principal Regulations”.

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

- (a) deleting the definition of the terms “accuracy” and “integrity aeronautical data”;
- (b) deleting the definition of the terms “data quality” and “flight plan” and substituting for them the following:
 - ““data quality” means a degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity or equivalent assurance level, traceability, timeliness, completeness and format;
 - “flight plan” means specified information relative to an intended flight or portion of a flight of an aircraft;”
- (c) adding in their appropriate alphabetical order the following new definitions:

““data accuracy” means a degree of conformance between the estimated or measured value and the true value;

“data integrity” means a degree of assurance that an aeronautical data and its value has not been lost or altered since the origination or authorised amendment;

“forecast” means a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace;

“current flight plan” means the flight plan, that reflects changes to the filed flight plan, if any, by subsequent ATC clearances;”

Amendment of regulation 13

3. The principal Regulations are amended in regulation 13(4) by deleting the figure “2016” and substituting for it the figure “2017”.

Amendment of regulation 20

4. The principal Regulations are amended in regulation 20(1) by deleting the reference to “the Civil Aviation (Operation of Aircraft) Regulations 2017” and substituting for it the reference to “the Civil Aviation (Operation of Aircraft – Commercial Air Transport) Regulations, 2024 and the Civil Aviation (Operation of Aircraft – Helicopter Operations) Regulations, 2024”.

Amendment of regulation 21

5. The principal Regulations are amended in regulation 21(5) by deleting the figure “2016” and substituting for it the figure “2017”.

Amendment of regulation 22

6. The principal Regulations are amended in regulation 22-(a) in subregulation (2), by-

- (i) inserting the word “promptly” between the words “be” and “effected”; and

- (ii) deleting the reference to “the Civil Aviation (Aeronautical Information Services) Regulations, 2017” and substituting for it the reference to “the Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM, Doc 10066)”;
- (b) by adding immediately after subregulation (5) the following:
 - “(6) The appropriate ATS authority shall ensure that a safety risk assessment is conducted, as soon as practicable, for activities potentially hazardous to civil aircraft and that appropriate risk mitigation measures are implemented.
 - (7) The Authority shall establish procedures to enable the organization or unit conducting or identifying activities potentially hazardous to civil aircraft to contribute to the safety risk assessment in order to facilitate consideration of all relevant safety-significant factors.”;
- (c) by renumbering subregulations (6) to (10) as subregulations (8) to (12) respectively.

Deletion and substitution of regulation 23

7. The principal Regulations are amended by deleting regulation 23 and substituting for it the following:

“Aeronautical data

23.-(1) Determination and reporting of air traffic services-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-user of aeronautical data.

(2) Digital data error detection techniques shall be used during the

transmission or storage of aeronautical data and digital data sets.”.

Amendment of regulation 24

8. The principal Regulations are amended in regulation 24(4) by deleting the word “messages” and substituting for it the word “information”.

Amendment of regulation 25

9. The principal Regulations are amended in regulation 25-
(a) in subregulation (4), by deleting the figure “2016” and substituting for it the figure “2024”;

(b) in subregulation (5), by deleting the words “in addition to fourteen days postage time”;

(c) in sub regulation (6), by deleting the words “for aeronautical data as specified in the Fifth Schedule to these Regulations” and substituting for them the words “required to meet the needs of the end-user of aeronautical data”.

Amendment of regulation 32

10. The principal Regulations are amended in regulation 32(3) by deleting the figure “2015” and substituting for it the figure “2018”.

Addition of regulation 40A

11. The principal Regulations are amended by adding immediately after regulation 40 the following:

“Instrument Flight Procedure Design Service

40A. The Authority shall ensure that an Instrument Flight Procedure Design Service is established and maintained in accordance with the standards and practices prescribed in the Sixth Schedule.”.

Amendment of regulation

12. The principal Regulations are amended in regulation 41 by adding immediately after subregulation (11) the following:

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“(12) Arrangements shall be put in place by appropriate air traffic service provider, through interregional agreement, for the sharing, between regions, of data or information from monitoring programs.”.

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13. The principal Regulations are amended in regulation 54 by deleting the reference to “the Civil Aviation (Aerodromes) Regulations 2016” and substituting for it the reference to “the Civil Aviation (Aerodromes Designs and Operations) Regulations 2024”

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14. The principal Regulations are amended in regulation 67 by adding immediately after subregulation (5) the following:

“(6) The appropriate ATS provider shall maintain up-to-date contact details in the OPS Control Directory for flight information centres or area control centres.

(7) The contact details to be maintained in the OPS Control Directory shall be those of the appropriate ATS duty supervisor position or equivalent.”.

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15. The principal Regulations are amended in regulation 68(1)(b)(iii) by deleting the phrase “except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when” and substituting for it the phrase “or where the likelihood of a forced landing has not been determined”.

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16. The principal Regulations are amended in regulation 83 by deleting subregulation (4) and substituting for it the following:

“(4) The current meteorological reports and forecasts shall be supplied to communication stations and a copy of such information shall be

forwarded to the flight information centre or the area control centre where necessary, for flight information purposes.”.

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17. The principal Regulations are amended by adding immediately after regulation 83 the following:

“Units providing
approach control
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GN. No.
59 of 2017

83A.-(1) Units providing approach control service shall be supplied with meteorological information as described in the Civil Aviation (Meteorology Service for International Air Navigation), Regulations 2017 for the airspace and aerodromes with which they are concerned.

(2) Special reports and amendments to forecasts shall be communicated to the units providing approach control service as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.

(3) Where multiple anemometers are used, the indicators to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each anemometer.

(4) Units providing approach control service shall be provided with current pressure data for setting altimeters, for locations specified by the unit providing approach control service.

(5) Units providing approach control service for final approach, landing and take-off shall be equipped with surface wind display.

(6) Units providing approach control service for final approach, landing and takeoff at aerodromes where runway visual range values are assessed by instrumental means shall be equipped with display permitting read-out of the current runway visual range value.

(7) The display referred to under sub regulation (5) and (6), shall be related to the

same location of observation and be fed from the same sensor as the corresponding displays in the aerodrome control tower and in the meteorological station, where such a station exists.

(8) Units providing approach control service for final approach, landing and take-off shall be supplied with information on wind shear which may adversely affect aircraft on the approach or take-off paths or during circling approach.”.

Amendment of Sixth Schedule

18. The principal Regulations are amended in the Sixth Schedule by deleting figure “40” appearing in the enabling provision and replacing it with figure “40A”.

Dodoma,
22nd December, 2025

MAKAME M. MBARAWA
Minister for Transport