THE UNITED REPUBLIC OF TANZANIA

CHAPTER 80

THE CIVIL AVIATION ACT

THE CIVIL AVIATION (SECURITY) REGULATIONS

[SUBSIDIARY]

REVISED EDITION OF 2026

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Dodoma,
31st July, 2026

HAMZA SAID JOHARI,
Attorney General

CHAPTER 80

THE CIVIL AVIATION ACT

THE CIVIL AVIATION (SECURITY) REGULATIONS

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CHAPTER 80

THE CIVIL AVIATION ACT

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (SECURITY) REGULATIONS

[14th December, 2018]

[DPG]
GN. Nos.
756 of 2018
950 of 2020
355 of 2023
59 of 2026

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Civil Aviation (Security) Regulations.

Application

2. These Regulations shall apply to-

(a) all aerodromes in the United Republic of Tanzania;
(b) civil aviation operations;
(c) persons at airports;
(d) persons working in the aviation industry;
(e) persons who occupy land or buildings forming part of an airport; and
(f) persons on land adjoining or adjacent to, or within the vicinity of airports or air navigation installations which do not form part of an airport.

(2) Notwithstanding the provisions of subregulation (1), these Regulations shall apply to-
(a) an operator or owner of an airport;
(b) an operator or owner of an aircraft registered in the United Republic of Tanzania or aircraft registered in another state and operating in the United Republic of Tanzania;
(c) air traffic service provider;
(d) a person permitted to have access to security restricted areas at an airport;
(e) a person who offers goods for transport by air;
(f) a person whose conduct amounts to an act of unlawful interference or endangers the safety of civil aviation; and
(g) to all categories of aircraft operation except where a particular provision specifically refers to one type of operation without mentioning other types of operations.

(3) These Regulations shall not apply to-
(a) State aircraft; or
(b) military or police aviation operations in the United Republic of Tanzania.

(4) These Regulations shall apply to all Civil Aviation Security Matters in the United Republic of Tanzania.

Objective
GN. No. 355 of 2023 reg. 2

3. The primary objective in relation to aviation security shall be safety of passengers, crew, ground personnel and the general public in all matters related to

safeguarding against acts of unlawful interference with civil aviation.

Interpretation
GN. No.
950 of 2020
reg. 2
355 of 2023
reg.3
Cap 80

4. In these Regulations, unless the context requires otherwise-

"Act" means Civil Aviation Act;

Acts of unlawful interference'' means an act or attempted act such as to jeopardize the safety of civil aviation, including-

(a) unlawful seizure of aircraft;
(b) destruction of an aircraft in service;
(c) hostage-taking on board aircraft or on aerodromes;
(d) forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility;
(e) introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes;
(f) use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment; and
(g) communication of false information such as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility;

"advance passenger information (API) System" means an electronic communications system whereby required data elements are collected and transmitted to border control agencies prior to flight departure or arrival and made available on the primary line atm the airport of entry;

"aircraft security check" means an inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purposes of discovering suspicious objects, weapons, explosives or other dangerous devices, articles and substances;

"aircraft security search" means a thorough inspection of the interior and exterior of the aircraft for the purpose of discovering suspicious objects, weapons, explosives or other dangerous devices, articles or substances;

"airport" means a defined area on land or water, including any buildings, installations and equipment, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and includes an aerodrome;

"airport operator" includes an individual, organisation or enterprise, however designated, for the time being responsible for the administration and operation of an airport;

"airport security permit" means a permit issued under regulation 26(3);

"airside" means the movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled;

"air traffic service provider" means a relevant authority designated by the State, responsibility for provision of air traffic services in its airspace;

"authorised economic operator" means a party involved in the international movement of goods in whatever function that has been approved by or on behalf of a national customs administration as complying with World Customs Organisation or equivalent supply chain security standards and may include manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators, warehouses, distributors and freight forwarders;

"authorised person" means a person designated by the Authority under regulation 8 to be an authorised person for the purposes of these Regulations;

Cap 80 "Authority" means the Civil Aviation Authority established under section 24 of the Civil Aviation Act;

"Aviation security" means safeguarding civil aviation against acts of unlawful interference through a combination of measures human and material resources;

"aviation security officer" means a person employed by an operator as defined in these Regulation to carry out security controls;

"background check" means a check of a person's identity and previous experience, including criminal history and any other security related information relevant for assessing the person's suitability, in accordance with these Regulations and other written laws;

"behavior detection" means within an aviation security environment, the application of techniques involving the recognition of behavioral characteristics, including but not limited to physiological or gestural signs indicative of anomalous behaviour, to identify persons who may pose a threat to civil aviation;

"cargo" means any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage;

"certification" means a formal evaluation and confirmation by or on behalf of the appropriate authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the appropriate authority;

"catering stores" means all items, other than catering supplies, associated with passenger in-flight services, including newspapers, magazines, headphones, audio and video tapes, pillows, blankets and amenity kits;

"catering supplies" means all food, beverages, other dry stores and associated equipment used in air transport;

"civil aviation" includes-

(a) commercial air transport operations; and

(b) general aviation operations;

"COMAIL" means an abbreviation of commercial air transport operator company mail, shipped within its network of stations;

"COMAT" means an abbreviation of commercial air transport operator company materials, shipped within its network of stations;

"commercial air transport operations" means aircraft operations involving the transport of passengers, cargo or mail for remuneration or hire;

"Director General" means Director General of the Authority;

"disruptive passenger" means a passenger who fails to comply with the rules of conduct at an airport or on board an aircraft or to follow the instructions of the airport staff or aircraft crew members and thereby disturbs the good order and discipline at an airport or on board an aircraft;

"duly authorised military devices" includes, shells, bombs, projectiles, mines, missiles, rockets, shaped charges, grenades and perforator manufactured exclusively for military or police purposes;

explosives" means explosive products, commonly known as "plastic explosives" including explosives in flexible or elastic sheet form as described in Part A of the Second Schedule;

"facilitation" means the efficient management of the necessary control process, with the objective of expediting the clearance of persons or goods and preventing unnecessary operational delays;

"general aviation operation" means an aircraft operation other than a commercial air transport operation or an aerial work operation;

"goods" includes cargo and mail;

"ground handling service provider" means a provider of services provided to airport users at the airport that include baggage handling, freight and mail handling as regards the physical handling of freight and mail, whether incoming, outgoing or being transferred between the air terminal and the aircraft, fuel and oil handling and ramp handling;

"High Risk Cargo or mail'' means cargo or mail which is deemed to pose a threat to civil aviation as a result of specific intelligence; or shows anomalies or signs of tampering which give rise to suspicion;

"human factors principles" means principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

"human performance" means human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations;

"in-flight security officer" a person who is authorised by the government of the State of the operator and the government of the State of registration to be deployed on an aircraft with the purpose of protecting that aircraft and its occupants against acts of unlawful interference; this excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft, such as personal bodyguards;

"ICAO" means the International Civil Aviation Organisation;

known consignor" a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft;

"known stores" means catering supplies and stores delivered to an aircraft operator and that have been subjected to appropriate security controls;

"landside" means an area of an airport and buildings on it to which the non-travelling public has free access;

"mail" means dispatches of correspondence and other items tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union;

"manufacture" means any process, including reprocessing, that produces explosives

marking" means introducing into an explosive a detection agent in accordance with Part B of the Second Schedule;

"Minister" means the Minister responsible for civil aviation;

"necessary precautions" means verifications carried out by adequately trained staff members of the aircraft operator or the company operating on behalf of the aircraft operator, at the point of embarkation, in order to ensure that every person holds a valid travel document and, where applicable, the visa or residence permit required to enter the receiving State; these verifications are designed to ensure that any obvious irregularity including document alteration is detected;

"operator" includes an airport operator, an aircraft operator, a regulated agent and a catering operator;

"prohibited item" means an item prescribed in regulation 38 and which can be used to commit an act of unlawful interference;

"regulated agent" means an agent, freight forwarder or other entity who conducts business with an operator and provides security controls that are accepted or required by the Authority;

"risk assessment" means identification of threats, vulnerability and consequences to be considered when evaluating risks, process for estimating risk, and outcomes that may need mitigations;

"sabotage" means an act or omission, intended to cause malicious or wanton destruction of property, endangering or resulting in unlawful interference with civil aviation and its facilities;

"screening" means the application of technical or other means which are intended to identify or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference;

"security audit" means an in-depth compliance examination of all aspects of the implementation of the National Civil Aviation Security Programme;

"security control" is a means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented;

“security culture’’ means a set of security-related norms, values, attitudes and assumptions that are inherent in the daily operation of an organization and are reflected by the actions and behaviours of all entities and personnel within the organization;

“security inspection’’ means an announced or unannounced examination of the effectiveness of the implementation of specific security measures;

“Security restricted area’’ means those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied;

“security test” means a covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act

Sensitive Aviation Security Information’’ means Information that, if accessed by or disclosed to unauthorized persons, could create or be used to exploit a vulnerability or facilitate an act of unlawful interference against civil aviation;

“single window” means a facility that allows parties involved in trade and transport to lodge standardised information and documents with a single entry point to fulfil all import, export, and transit-related regulatory requirements and where information is electronic then individual data elements should only be submitted once;

“supply chain assets” means cargo and mail, facilities, equipment, information and personnel;

“technical instructions” means the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air, Doc.9284;

“transfer cargo and mail” means cargo and mail departing on an aircraft other than that on which it arrived;

“travel document” means a passport or other official document of identity issued by a State or organisation, which may be used by the rightful holder for international travel;

"unidentified baggage" means baggage at an airport, with or without a baggage tag which is not picked by or identified with a passenger, and includes unattended baggage;

"unknown stores" means supplies and stores that have not been subjected to appropriate security controls; and

"unpredictability" means the implementation of security controls in order to increase their deterrent effect and their efficiency, by applying them at irregular frequencies, different locations with varying means, in accordance with a defined framework.

vulnerability assessment" means evaluation of the inadequacies or characteristics of any civil aviation system or assets that may permit, aid or otherwise facilitate the commission of an act of unlawful interference.

PART II
THE AUTHORITY

Functions of Authority in relation to aviation security
GN. No. 355 of 2023 reg. 4
GN. No. 59 0f 2026 reg. 2

5.-(1) The Authority shall-

(a) be responsible for the regulation of aviation security in the United Republic of Tanzania;

(b) regulate the security operations of airports, aircraft, regulated agents, air traffic service providers, inflight catering operators and other related entities, as the case may be, for the purpose of-

(i) protecting passengers, crew members, the airport, the general public and other aviation facilities;

(ii) preventing acts of unlawful interference against civil aviation; and

(iii)assuring that appropriate action is taken when an act of unlawful interference occurs or is likely to occur;

(c) define and allocate tasks and coordinate activities under the National Civil Aviation Security Programme, between the ministries, departments, agencies, airport, aircraft operators, air traffic service providers and other organisations responsible for various aspects of aviation security as specified under the First Schedule;

(d) conduct certification of aviation security screeners once in every two years and for supervisors and instructors once in every three years;

(e) keep under constant review the levels and nature of threat to civil aviation within its territory and airspace above it;

(f) establish, implement and maintain to adjust the relevant elements of its national civil aviation Security Programme accordingly, based upon a security risk assessment carried out by the relevant national authorities;

(g) share with other Contracting States, in a timely manner, threat information that applies to the aviation security interests of those States, to the extent practicable;

(h) establish and implement procedures to share, as appropriate, with its airport operators, aircraft operators, air traffic service providers or other entities concerned, in a practical and timely manner, relevant information to assist them to conduct effective security risk assessments relating to their operations;

(i) where necessary, consider and engage in collaborative arrangements with other States in order to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls and the arrangement shall be based on verification of equivalence of the security outcome ensured by the application of effective security controls at points of origin;

(j) establish and implement appropriate mechanisms to confirm that transfer cargo and mail entering into the United Republic of

Tanzania has been subjected to appropriate security controls;

(k) ensure appropriate protection of aviation security information;

(l) ensure that a clause related to aviation security is included in each of the Bilateral Air Service Agreements on air transport, taking into account the model clause developed by ICAO; and

(m) ensure all entities involved with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme to promote, develop and implement measures and mechanisms that contribute to establishing a strong and effective security culture.

(2) The Authority shall, regularly, in respect of each operator-

(a) conduct vulnerability assessment to identify security needs based on emerging threats and security risk assessment reports;

(b) conduct security inspections and audits of security controls;

(c) conduct security tests of security controls to assess their effectiveness;

(d) evaluate and approve operator Security Programmes;

(e) conduct investigations against any security concerns;

(f) enforce corrective actions; and

(g) ensure that supporting resources and facilities required by the aviation security services are made available at each airport serving civil aviation.

(3) The Authority, in respect of other States-

(a) shall co-operate in the development and exchange of information on National Civil Aviation Security Programmes in accordance with the laws of the United Republic of Tanzania;

(b) may, subject to paragraph (a), consider requests by other States to share or exchange information on the development of Security Programmes including provision of a written version of the National Civil Aviation Security Programme as appropriate;

(c) shall consult in handling the request for additional security measures;

(d) shall establish and implement suitable protection and handling procedures for security information shared, or security information that affects the security interests of other States, in order to ensure that inappropriate use or disclosure of such information is avoided; and

(e) may share, at the request of another Contracting State, the results of the audit carried out by ICAO and the corrective actions taken by the audited State as appropriate and consistent with its sovereignty.

Power to access and inspect airport, aircraft and operator's premises
GN. Nos.
355 of 2023
reg. 5
59 of 2026
reg. 3

6.-(1) The Authority shall have free and unobstructed access at all times to-

(a) an airport;

(b) an aircraft operating from or within the United Republic of Tanzania; and

(c) the premises of an operator within the United Republic of Tanzania,

for the purpose of inspecting security operations or to carry out security inspections and vulnerability assessment, safety and security audits and testing functions.

(2) Notwithstanding the provisions of subregulation (1), the Authority may, where it deems appropriate and upon receipt of thirty days' notice, authorise an entity or person to undertake security validation, audit, inspection, test or assessment.

(3) A person who is authorised by the Authority to undertake security validation, audit, inspection, test or assessment shall upon completion submit the report to the Authority.

(4) Subregulation (3) shall not apply to Tanzanian registered operators who conduct validation, audit, inspection, test or assessments as part of their internal quality control programmes:
Provided that, the records of such activities shall be kept by the operators and made available to the Authority when needed.

Aviation security audits in overseas territories GN.No. 59 of 2026 reg. 4

6A.-(1) For purposes of ensuring compliance with national aviation security requirements, international standards and bilateral or multilateral obligations and in the interest of all matters related to aviation security of the United Republic, the Authority shall conduct regular aviation security audits, inspections, tests and assessments in overseas territories and dependencies where operators falling under the United Republic's jurisdiction operate.

(2) The entities subject to oversight under subregulation (1), shall include-

(a) national and foreign aircraft operators providing services from the United Republic as their principal base;
(b) ground handling companies affiliated with such aircraft operators;
(c) known suppliers of airport supplies, if any;
(d) cargo handlers, regulated agents and known consignors, if any;
(e) catering and cleaning companies, regulated suppliers, and known suppliers of in-flight supplies, if any.

(3) All entities specified under subregulation (2) shall provide the Authority with access to facilities documentation, personnel and relevant information necessary to carry out effective oversight.

(4) The Authority may coordinate oversight in cooperation with host states or competent authorities as it deems appropriate.

Power of Authority to issue orders,

7. The Authority may issue orders, circulars and directives prescribing any aviation security matter which under these Regulations, is to be prescribed and generally

circulars and directives

for the better carrying out of the provisions of these Regulations.

Authorised persons
GN. No. 59 of 2026 reg. 5

8.-(1) The Authority may, by written instrument, designate qualified persons whether by name or by title of office, to be authorised persons for the purposes of these Regulations and shall state the functions and limits of operation of such persons.

(2) Without prejudice to the provisions of subregulation (1), where an authorised person is designated for the purpose of conducting a covert test, the Authority shall issue that person with a specific written test authorisation which shall include-

(a) a description of the test pieces and any accompanying cases and tools;
(b) personal information and qualifications of the person carrying the test pieces, to be matched with the person's photo identification; and
(c) duration of the mandate during which the person is authorised to carry test pieces for the sole purpose of conducting a covert testing.

PART III
SECURITY PROGRAMMES

National Civil Aviation Security Programme
GN. No. 355 of 2023 reg. 6

9.-(1) The Authority shall-

(a) establish a written National Civil Aviation Security Programme and ensure its implementation to safeguard civil aviation against acts of unlawful interference through regulations, practices and procedures which takes into account the safety, regularity and efficiency of flight; and
(b) make available to airports and aircraft operators operating in the United Republic of Tanzania and other operators, air traffic service providers and entities concerned, a written version of the appropriate part of the National Civil Aviation Security Programme.

(2) Without limiting the provisions of subregulation (1)(a), the National Civil Aviation Security Programme shall include the following-

(a) policy and objective of the Programme;
(b) allocation of responsibilities for implementation of the programme;
(c) co-ordination, facilitation and communications;
(d) protection of airports, aircraft and navigation facilities;
(e) co-ordination of landside security measures between relevant departments, agencies, other organisations of the United Republic of Tanzania, and other entities, and identify appropriate responsibilities in its National Civil Aviation Security Programme;
(f) security control of persons and items being placed on board aircraft;
(g) security equipment;
(h) personnel, including selection criteria and training;
(i) management of response to acts of unlawful interference;
(j) evaluation of effectiveness of the Programme;
(k) adjustment of the Programme and contingency plans;
(l) financing of security;
(m) protection and handling procedures for security information shared by other states; and
(n) such other matters as the Authority may deem necessary.

(3) The National Civil Aviation Security Programme shall define processes for the reporting of information concerning incidents of acts of unlawful interference and preparatory acts, by any entity responsible for the implementation of the National Civil Aviation Security Programme in a practical and timely manner to the relevant authorities, as appropriate, in accordance with regulation 5(1)(i).

(4) The National Civil Aviation Security Programme shall be reviewed and updated at least once in every two years or as the need may arise.

National Civil Aviation Security Committee
GN. Nos.
950 of 2020
reg. 3
355 of 2023
reg. 7

10.-(1) There shall be a National Civil Aviation Security Committee for the purpose of-

(a) advising and coordinating aviation security activities between ministries, departments, agencies and other organisations of **the United Republic** of Tanzania, airports and aircraft operators, air traffic service providers regulated agents, ground handling service provider and other entities concerned with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme; and

(b) reviewing and recommending the effectiveness of aviation security measures and procedures.

(2) The National Civil Aviation Security Committee shall be appointed by the Minister and shall consist of persons from ministries, departments, agencies and other organisations of the United Republic of Tanzania, airports and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme.

(3) Without limiting the generality of subregulation (2) the Minister shall, in appointing members of the National Civil Aviation Security Committee, ensure that it comprises of one member from each of the following departments, agencies or organisations-

(a) the Director General who shall be the Chairperson;

(b) the Director General of Zanzibar Airport Authority;

(c) a member from the Tanzania Intelligence and Security Services;

(d) a member from the Commissioner of Police, Zanzibar;

(e) a member from the Tanzania Peoples' Defence Forces;
(f) a member from the Immigration Services Department;
(g) a member from the Drugs Control and Enforcement Authority;
(h) a member from Zanzibar Drugs Control and Enforcement Authority;
(i) a member from the Tanzania Airport Police Division;
(j) a member from the Protocol within the Ministry responsible for Foreign Affairs;
(k) a member from the Tanzania Communications Regulatory Authority (TCRA);
(l) a member from the Customs and Exercise Department;
(m) a member from the Tanzania Postal Corporation;
(n) a member from the Office of the Attorney General Chamber;
(o) the Director General of Tanzania Airports Authority; and
(p) a member from a registered Association of Aircraft Operators.

(4) A person appointed to be a member of the National Civil Aviation Security Committee shall be a permanent member for a term of three consecutive years and shall be eligible for reappointment for another term.

(5) The National Civil Aviation Security Committee may invite additional members besides permanent members of the Committee, to attend meetings on ad-hoc basis and as considered necessary, from airport administration, operators, employee organisations for crew members or personnel responsible for air traffic services and communications, etc, so as to ensure that adequate operating technical expertise and experience are available during deliberations.

(6) The Chairperson shall preside at all meetings of the National Civil Aviation Security Committee and in his

absence, a member elected by the members present shall preside.

(7) The attendance of two thirds of the members at any sitting shall form a quorum and a committee meeting will be adjourned only if less than two thirds of the members are in attendance.

(8) Thirty minutes shall be the minimum time for waiting late members before adjournment but any number of permanent members in attendance at any meeting shall have the power to fix the date, time and venue for the next meeting:

Provided that, the next meeting shall take place not later than thirty days after the adjourned meeting.

(9) Minutes for each meeting shall be circulated to the authorities or organisations concerned and shall reach all the permanent members within thirty days after every meeting.

(10) The minutes of the meeting under subregulation (9) shall be approved by the members during the subsequent meeting.

(11) A proxy may after the approval of the meeting be allowed to represent a permanent member in that meeting and shall have the right to vote:

Provided that, the proxy shall be a senior officer from the represented organisation who has sufficient knowledge and mandate to respond during the meeting on matters or issues relating to the said organisation.

(12) Secret voting or a show of hands can decide either minor or general issues, whichever is suitable, and an agreement or disagreement of one third of all the members in attendance shall carry the vote, but, members invited in accordance with subregulation (5) shall not have right to vote.

(13) The National Civil Aviation Security Committee shall meet for the discharge of its functions as often as is necessary, at a time and place specified by the Chairperson, and in any case, shall meet at least once in every three months.

(14) Extra ordinary sitting can be called at the request of the Chairperson or one third of the permanent members or directive by the Minister.

(15) The Chairman of the National Air Transport Facilitation Committee may be invited when particular issues affecting facilitation are discussed, but like other invited members, he will sit in the meeting only during that particular issue or issues and shall have no right to vote.

(16) The head of the Civil Aviation Security Unit in the Tanzania Civil Aviation Authority shall be the Secretary to the Committee.

National Civil Aviation Security Quality Control Programme
GN. No. 355 of 2023 reg. 8

11.-(1) The Authority shall develop, implement and maintain a National Civil Aviation Security Quality Control Programme to regularly determine compliance with and validate the effectiveness of its National Civil Aviation Security Programme.

(2) The priorities and frequency of oversight activities shall be determined on the basis of risk assessments carried out by the relevant authorities, and include security audits, inspections and tests to provide for the rapid and effective rectification of any deficiencies.

(3) An operator providing service in or from the United Republic shall establish, implement and maintain, a written Internal Quality Control Programme that meets the requirements of the National Civil Aviation Security Quality Control Programme and these Regulations.

(4) The National Civil Aviation Security Quality Control Programme shall include the following:

(a) independence of those conducting oversight from those applying measures implemented under the National Civil Aviation Security Programme;
(b) the personnel conducting oversight are trained to appropriate standards;
(c) the personnel conducting oversight have the necessary authority to obtain all relevant information to carry out the tasks and to enforce corrective actions;

(d) a confidential reporting system for analyzing security information provided by sources such as passengers, crew and ground personnel; and

(e) a process to record and analyze the results of the national civil aviation security quality control programme, in order to contribute to the effective development and implementation of the national civil aviation security programme, including identifying the causes and patterns of non-compliance and verifying that corrective actions have been implemented and sustained.

Independence in implementation of Programme

12. The Authority shall ensure that the management, setting of priorities and organisation of the National Civil Aviation Security Quality Control Programme is undertaken independently from the entities and persons responsible for the implementation of the measures taken under the National Civil Aviation Security Programme.

Airport Operator Security Programme GN. No. 355 of 2023 reg. 9

13.-(1) A person shall not operate an airport without an Airport Operator Security Programme approved by the Authority.

(2) Every operator of an airport serving civil aviation in the United Republic of Tanzania shall establish, implement and maintain a written Airport Operator Security Programme that meets the requirements of the National Civil Aviation Security Programme and these Regulations.

(3) An Airport Operator Security Programme shall-

(a) provide for the policy and objective of the Programme and responsibility for ensuring its implementation;

(b) detail the specific security measures and procedures to be implemented at the airport that comply with the requirements of the National Civil Aviation Security Programme;

(c) provide for the organisation of the airport's security functions and responsibilities, including the appointment of a person who shall coordinate the implementation of the National Civil Aviation Security Programme at the airport;

(d) provide for the establishment of an Airport Security Committee in conformity with the requirements stipulated in the National Civil Aviation Security Programme;

(e) require the integration of the needs of aviation security into the design and construction of new facilities and alterations to existing facilities at the airport;

(f) provide security control measures for aircraft arriving from aerodromes where security controls are in doubt or inadequate; and

(g) contain a contingency plan providing for matters including-

(i) measures and procedures in case of hijack of aircraft and hostage-taking at the airport and on board aircraft;

(ii) access and procedures in case of sabotage, including bomb threats to aircraft and to the airport;

(iii) access and procedures in case of terrorist attacks on aircraft and the airport, including attacks using Man-portable Air Defence Systems (MANPADS) or chemical, biological and other weapons;

(iv) procedures when a prohibited item is found or is believed to be on board an aircraft;

(v) evacuation and search of airport facilities and aircraft on the ground; and

(vi) special security measures to be enacted during periods of increased threat or for critical flights and routes; and

(vii) contain any other matter prescribed by the Authority.

(4) An Airport Operator Security Programme shall be in accordance with the requirements prescribed in the National Civil Aviation Security Programme.

(5) The Airport Operator Security Programme shall be reviewed and updated as the need may arise and at least once in every two years.

Aircraft Operator Security Programme
GN. No. 355 of 2023 reg. 10

14.-(1) A person shall not operate an aircraft serving civil aviation from or within the United Republic of Tanzania without an Aircraft Operator Security Programme approved by the Authority.

(2) Every aircraft operator providing service in or from the United Republic of Tanzania shall establish, implement and maintain a written Aircraft Operator Security Programme that meets the requirements of the National Civil Aviation Security Programme and these Regulations.

(3) An Aircraft Operator Security Programme shall specify the measures, procedures and practices to be followed by the operator to protect passengers, crew, ground personnel, aircraft and facilities from acts of unlawful interference and shall include, at a minimum-

(a) the objectives of the Programme and responsibility for ensuring its implementation;

(b) the organisation of the operator's security functions and responsibilities, including the designation of the operator in charge of aviation security;

(c) specific security measures including-

(i) pre-flight security checks or searches of aircraft using a dedicated checklist;

(ii) procedures for the screening of passengers' cabin baggage and hold baggage if this function is not assigned to the airport operator;

(iii) procedures to ensure that no weapons, explosives and other dangerous devices are left on board by disembarking passengers at transit stops;

(iv) reconciliation authorisation of hold baggage with boarding passengers, including transit and transfer passengers;
(v) requirements for air carriers for the carriage of potentially disruptive passengers who are obliged to travel because they have been the subject of judicial or administrative proceedings;
(vi) measures and procedures to ensure safety on board the aircraft where passengers to be carried are obliged to travel as subjects of judicial and administrative proceedings;
(vii) procedures for the carriage of weapons in the cabin compartment and the aircraft hold;
(viii) in-flight procedures when a prohibited item is found or is believed to be on board an aircraft;
(ix) security of, and control of access, to parked aircraft;
(x) protection of hold baggage, cargo, mail and aircraft catering supplies and stores;
(xi) response procedures for crew members and other staff to occurrences and threats;
(xii) protection of flight documents;
(xiii) procedures for screening, securing and control of known stores and unknown stores; and
(xiv) procedures for application of security controls for COMAIL and COMAT;

(d) measures to ensure the effectiveness of the Programme, including adequate training of staff and the periodic testing and evaluation of the security Programme;
(e) prevention of unauthorised passengers;

(f) measures to ensure that passengers are in possession of valid documents prescribed by the State of transit and destination for control purposes; and

(g) any other matters that may be prescribed by the Authority.

(4) An Aircraft Operator Security Programme shall be in accordance with the requirements prescribed in the National Civil Aviation Security Programme.

(5) The Aircraft Operator Security Programme shall be reviewed and updated as the need may arise and at least once in every two years.

(6) A foreign commercial air transport operator providing service to and from the United Republic shall establish, implement, and maintain a written supplementary station procedures that meet the requirements of the National Civil Aviation Security Programme and these Regulations.

(7) The provisions of this regulation shall not apply to aircraft with a maximum take-off mass of less than 5700 kg.

Regulated Agent Security Programme GN. No. 355 of 2023 reg. 11

15.-(1) A person shall not operate an enterprise or an organisation whose purpose is the movement of cargo, mail, baggage or goods by air within or from the United Republic of Tanzania without a Regulated Agent Security Programme approved by the Authority and a certificate issued by the Authority.

(2) A Regulated Agent Security Programme shall contain-

(a) provisions to meet the requirements of the National Civil Aviation Security Programme and these Regulations; and

(b) provisions to respond to orders, directives and circulars issued by the Authority under regulation 7;

(c) details of how the regulated agent plans shall meet and maintain the requirements set out in the Regulated Agent Security Programme;

(d) procedures for-

(i) ensuring that where screening of cargo and mail is conducted, screening is carried out using an appropriate method or methods, taking into account the nature of the consignment;
(ii) ensuring the security of buildings, premises, transport facilities and access control;
(iii) recruitment and training of staff involved in the implementation of security controls; and
(iv) incident reporting; and

(e) any other matters that may be prescribed by the Authority.

(3) Approval of Regulated Agent Security Programmes shall be based on the supply chain security process, which comprises management of applicable cargo and mail policies, procedures, and technology, as stipulated in the Programme to protect supply chain assets from acts of unlawful interference, theft, damage, or terrorism, and to prevent the introduction of unauthorised contraband, people or weapons of mass destruction into the supply chain.

(4) A Regulated Agent Security Programme shall be in accordance with the requirements prescribed in the National Civil Aviation Security Programme.

(5) The Regulated Agent Security Programme shall be reviewed and updated as and when need arise and at least once in every two years.

Catering Operator Security Programme
GN. No. 355 of 2023 reg. 12

16.-(1) A person shall not operate an enterprise or an organisation whose purpose is the direct provision to commercial air transport of catering supplies and stores within or from the United Republic of Tanzania, without a Catering Operator Security Programme approved by the Authority and a certificate issued by the Authority.

(2) A Catering Operator Security Programme shall contain-

(a) provisions to meet the requirements of the National Civil Aviation Security Programme and these Regulations;
(b) details of how the catering operator intends to comply with and maintain the requirements set out in the Catering Operator Security Programme;
(c) procedures for-
 (i) ensuring appropriate security control of catering supplies;
 (ii) ensuring the security of buildings, premises and transport facilities;
 (iii) recruitment and training of staff involved in the implementation of security controls; and
 (iv) reporting of incidents and maintenance of records; and
(d) any other matters that may be prescribed by the Authority.

(3) A Catering Operator Security Programme shall be set out in the manner prescribed in the National Civil Aviation Security Programme.

(4) The Catering Operator Security Programme shall be reviewed and updated as and when need arise and at least once in every two years.

Air Traffic Service Provider Security Programme
GN. No. 355 of 2023 reg. 13

16A.-(1) Air Traffic Service Providers shall not provide services in the United Republic of Tanzania without developing and implementing an Air Traffic Service Provider's Security Programme approved by the Authority and a certificate issued by the Authority.

(2) An Air Traffic Service Provider's Security Programme shall be developed in line with the National Civil Aviation Security Programme and ICAO Doc.9985 Air Traffic Management Security Manual.

Aviation security programme
GN. No. 59 of 2026

16B. Aviation security service provider shall develop, implement and maintain a written security programme approved by the Authority.

reg. 6

Application for approval of Security Programme

17.-(1) Where a Security Programme is required to be approved by the Authority under regulations 13, 14, 15 and 47 of these Regulations, the applicant shall-

(a) submit the Programme to the Authority, ensuring that it meets the requirements of the National Aviation Security Programme, these Regulations and any other relevant written laws; and

(b) pay fees as may be prescribed by the Authority.

(2) A Security Programme submitted to the Authority for approval under this regulation shall be in duplicate and signed by the applicant or on behalf of the applicant.

Approval of Security Programme

18.-(1) Where the Authority is satisfied that a Security Programme submitted under regulation 17, meets the requirements of these Regulations, the National Civil Aviation Security Programme and any other relevant written laws, the Authority shall, within thirty days after receipt of the Programme, approve the Security Programme.

(2) Where the Authority determines that a Security Programme submitted under regulation 17 does not meet the requirements of these Regulations, the National Civil Aviation Security Programme or relevant law, the Authority shall, within thirty days after receipt of the programme, direct the applicant to modify and resubmit the Security Programme to the Authority within thirty days after receipt of the Programme by the applicant.

(3) Where the Authority is satisfied that a Security Programme re-submitted under subregulation (2) meets the requirements of these Regulations, the National Civil Aviation Security Programme and any other relevant written laws, the Authority shall, within fifteen days, after receipt of the Programme, approve the Security Programme.

Changed conditions affecting security

19.-(1) Where a Security Programme has been approved under regulation 18, the operator, where applicable, shall comply with the procedure prescribed by subregulation (2), whenever the operator determines that-

(a) any description of the area set out in the Security Programme is no longer accurate;

(b) any description of the operations set out in the Security Programme is no longer accurate, or that the procedures included, and the facilities and equipment described in the Security Programme are no longer adequate; and

(c) there is a planned remodelling which will affect the original security setup in the building or facility.

(2) Whenever a situation described in subregulation (1) occurs, the operator, where applicable shall-

(a) immediately notify the Authority of the changed conditions and identify each interim measure being taken to maintain adequate security until approval is granted for an appropriate amendment of the Security Programme; and

(b) within thirty days after notifying the Authority in accordance with paragraph (a), submit for approval, in accordance with the procedure prescribed by regulation 17, an amendment to the Security Programme to bring it into compliance with these Regulations.

(3) The Authority shall, where an amendment to a Security Programme is submitted to it under subregulation (2) (b), approve the amendment in accordance with the procedure prescribed by regulation 18.

Power of Authority to direct amendment of Security Programme

20.-(1) Where the Authority determines that an operator's Security Programme requires amendment, the Authority may direct the respective operator to amend the Security Programme and submit it to the Authority for approval.

(2) The Authority shall, where an amended Security Programme is submitted to it under subregulation (1), approve the Security Programme in accordance with the procedure prescribed by regulation 18.

Training Programme

National Aviation Security Training Programme
GN. No. 355 of 2023 reg. 14

21.-(1) The Authority shall develop and implement a national training policy for all personnel involved with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme.

(2) The Authority shall co-ordinate the implementation of the National Aviation Security Training Programme developed under subregulation (1).

(3) The Authority shall notify the entities concerned of the training requirements identified in the National Aviation Security Training Programme for their implementation.

(4) A person shall not operate a training centre or offer aviation security course whose purpose is to provide civil aviation security training in accordance with these Regulations and the National Civil Aviation Security Training Programme without an Approved Training Organisation Certificate issued by the Authority.

(5) The Authority shall ensure that the National Civil Aviation Security Training Programme contains procedures for certification systems for screeners, supervisors, instructors and inspectors in accordance with the National Civil Aviation Security Programme.

(6) The Authority shall ensure that all personnel involved with or responsible for the implementation of various aspects of the national civil aviation security programme and those authorized to have unescorted access to airside areas receive initial and recurrent security awareness training.

Operator Aviation Security Training Programme
GN. No.

22.-(1) Every operator shall develop and implement an Aviation Security Training Programme to ensure the effective implementation of their respective security operations and the training programme shall

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reg. 15

conform with the requirements of the National Aviation Security Training Programme and these Regulations.

(2) A training Programme referred to in subregulation (1) shall include-

(a) training of appropriate employees, taking into account human factors principles and human performance;
(b) training to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft to enable them to contribute to the prevention of acts of sabotage, unlawful seizure of aircraft or other forms of unlawful interference and to minimise the consequences of such events should they occur; and
(c) assessment of competencies to be acquired and maintained for initial and recurrent training.

(3) A training Programme referred to in subregulation (1) shall be submitted to the Authority for approval in accordance with the procedure prescribed in regulations 17 and 18.

PART IV
PREVENTIVE SECURITY MEASURES
(a) Airport Security

Airport Security Committee

23.-(1) Every airport serving civil aviation shall establish an Airport Security Committee.

(2) The functions of the Airport Security Committee shall be to-

(a) coordinate the implementation and maintenance of security controls and procedures as specified in the Airport Operator's Security Programme referred to in regulation 13;
(b) oversee the implementation of the decisions or directives of the National Civil Aviation Security Committee;

(c) oversee and monitor the Airport Security Programme, including special measures introduced by the airport administration, operators and airport tenants;

(d) draw up, maintain and review from time to time, a list of vulnerable points, and of essential equipment and facilities;

(e) basic minimum-security measures and procedures are adequate to meet threats and are under constant review, providing for normal situations and periods of heightened tension and emergency situations;

(f) ensure that-

(i) recommendations that improve security measures and procedures are implemented; and

(ii) security measures are incorporated in airport expansion or modification programmes; and

(g) prescribe and co-ordinate security education, awareness and training of airport and other staff and the general public.

(3) The Airport Security Committee shall refer to the National Civil Aviation Security Committee, any matter relating to aviation security and which is within its functions under subregulation (2), which cannot be resolved at the airport level.

(4) The person in charge of the airport shall be the chairperson of the Airport Security Committee while the person in charge of aviation security at the airport shall be the Secretary.

(5) The Chairperson shall appoint other members of the Airport Security Committee.

(6) The Airport Security Committee shall, where available, consist of members from all agencies engaged in the operation of the airport which contribute to the establishment and implementation of security measures including-

(a) persons in charge of aviation security at the airport;

(b) civil aviation or air navigation services provider;
(c) Tanzania People's Defence Forces;
(d) police;
(e) immigration;
(f) local authorities;
(g) State security;
(h) health;
(i) postal services;
(j) fuel farm;
(k) handling agents;
(l) in flight caterers;
(m) a representative of the airlines;
(n) a representative of the airport tenants;
(o) air traffic services provider;
(p) fire fighting and rescue services; and
(q) customs and excise department.

(7) The Airport Security Committee may invite any person to attend and take part in the proceedings of the Committee and that person may participate in any discussion at the meeting but shall not have a right to vote at that meeting.

(8) The Chairperson shall convene every meeting of the Airport Security Committee and the Committee shall meet for the discharge of business at least once in every month to ensure that the Security Programme is up to date and effective and that its provisions are being properly applied.

(9) The attendance of two thirds of the members at any sitting shall form a quorum and a Committee meeting will be adjourned only if less than two thirds of the members are in attendance.

(10) Fifteen minutes shall be the minimum time for waiting late members before an adjournment but any number of members in attendance at any meeting has the power to fix the date, time and venue for the next meeting and the next meeting shall take place not later than ten days after the adjourned meeting.

(11) The minutes for each meeting shall be circulated to the entities represented within seven days after the meeting for implementation.

(12) The airport shall send a copy of the confirmed minutes to the Authority for noting and shall keep the Authority informed of all security incidents occurring in every month.

Landside security

24. The Airport Operator shall-
(a) identify landside areas;
(b) establish security measures for landside areas to mitigate the risk of and to prevent possible acts of unlawful interference in accordance with risk assessments carried out by the relevant authorities or entities; and
(c) coordinate landside security measures between relevant departments, agencies, other organizations at the airport and other entities, and shall identify appropriate responsibilities for landside security in its Airport Security Programme.

Airport security controls
GN. No. 355 of 2023 reg. 16

25.-(1) An airport operator shall maintain and carry out security measures and procedures including identification and resolution of suspicious activity that may pose a threat to civil aviation at the airport for the purpose of protecting passengers, crew members, aircraft, airports and aviation facilities and preventing acts of unlawful interference and ensuring that appropriate action is taken when an act of unlawful interference occurs or is likely to occur.

(2) Every operator of an airports serving civil aviation shall be responsible for the security of facilities and employment of security equipment to achieve civil aviation security objectives and shall-
(a) institute and maintain measures including the use of random and unpredictable security measures to prevent weapons, explosives or any other dangerous device which may be used to commit an act of unlawful interference, the

carriage or bearing of which is not authorised, from being introduced, by any means, on board an aircraft engaged in civil aviation;

(b) ensure that-

(i) access to airside areas at the airport is controlled in order to prevent unauthorised entry;

(ii) security restricted areas are established at the airport, in accordance with regulation 26;

(iii) architectural and infrastructure related requirements necessary for the optimum implementation of security measures under the National Civil Aviation Security Programme are integrated into the design and construction of new facilities and alterations to existing facilities at airports;

(iv) persons engaged to implement security controls are subject to background checks and selection procedures are adequately trained and capable of fulfilling their duties;

(v) persons implementing security controls possess all competencies required to perform their duties and are appropriately trained according to the requirements of the national civil aviation security programme and that appropriate records are maintained up to date;

(vi) persons carrying out screening operations are certified according to the requirements of the national civil aviation security programme to ensure that performance standards are consistently and reliably achieved;

(vii) originating passengers and crew, and their baggage are screened before accessing restricted areas and before boarding an aircraft engaged in commercial air transport operations;

(viii) the appropriate screening methods are used and capable of detecting the presence of explosives and explosive devices carried by passengers on their persons or in cabin baggage hold baggage and where they are not applied continuously, they shall be used in an unpredictable manner;

(ix) originating hold baggage is screened before being loaded into an aircraft engaged in commercial air transport operations;

(x) all hold baggage to be carried on aircraft engaged in commercial air transport is protected from unauthorised interference from the point it is screened or accepted into the care of the carrier, whichever is earlier, until departure of the aircraft on which it is to be carried; and that where the integrity of hold baggage is jeopardised, the hold baggage is re-screened before being placed on board an aircraft;

(xi) commercial air transport operators do not transport the baggage of passengers who are not on board the aircraft unless that baggage is identified as unaccompanied hold baggage and subjected to additional screening subsequent to it being established as unidentified;

(xii) transfer hold baggage is screened before being loaded into an aircraft engaged in commercial air transport operations, unless the Authority has established a validation process and continuously implements procedures, in collaboration with the other Contracting State where appropriate, to ensure that such hold baggage has been screened at the point of origin and subsequently protected from unauthorised interference from the originating airport to the departing aircraft at the transfer airport;

(xiii) commercial air transport operators only transport items of hold baggage which have been individually identified as accompanied or unaccompanied, screened to the appropriate standard and accepted for carriage on that flight by the air carrier and that all such baggage is recorded as meeting these criteria and is authorised for carriage on that flight;

(xiv) transfer and transit passengers and their cabin baggage are subjected to screened prior to boarding an aircraft to prevent unauthorised articles from being taken on board aircraft;

(xv) passengers and their cabin baggage which have been screened are protected from unauthorised interference from the point of screening until they board their aircraft and where mixing or contact takes place, the passengers concerned and their cabin baggage shall be rescreened before boarding an aircraft;

(xvi) airport measures for transit operations to protect transit passengers' cabin baggage from unauthorised interference and protect the integrity of the security of the airport of transit are established;

(xvii) the persons carrying out security controls are certified according to the requirements of the National Civil Aviation Security Programme;

(xviii) baggage or personal belongings left unattended/ unidentified and suspicious objects at an airport are subjected to appropriate security controls including screening and disposal procedures;

(xix) persons other than passengers, together with their items being granted access to security restricted areas shall be screened or subjected to other security controls, including but not limited to proportional screening, randomness and unpredictability in accordance with a risk assessment carried out by relevant national authorities;

(xx) vehicles being granted access to security restricted areas, together with items contained within the vehicles, shall be screened or subjected to other appropriate security controls in accordance with a risk assessment carried out by the relevant national authorities;

(xxi) measures are established to ensure that merchandise and supplies introduced into security restricted areas are subjected to appropriate security controls, which may include a supply chain security process or screening;

(xxii) security measures are established and implemented in landside areas to mitigate possible threats of acts of unlawful interference in accordance with a risk assessment carried out by the relevant authorities;

(xxiii) where practicable, in order to improve efficiency, modern screening or examination techniques shall be used to facilitate the physical examination of goods to be imported or exported; and

(xxiv) where practicable, consider the use of advanced security equipment, when investing in new equipment, to achieve civil aviation security objectives.

(c) establish-

(i) storage areas where mishandled baggage may be held after screening until forwarded, claimed or disposed of; bomb disposal areas where detected explosives may be disposed of; and

(ii) person and vehicle identification systems;

(d) institute and implement adequate security controls, including background checks on persons other than passengers granted unescorted access to security restricted areas of the airport;

(e) provide adequate supervision over the movement of persons and vehicles to and from the aircraft in Security Restricted Area in order to prevent unauthorised access to aircraft;

(f) investigate, render safe or dispose of, where necessary, suspected sabotage devices or other potential hazards at the airport;

(g) employ and deploy suitably trained personnel to assist in dealing with suspected or actual cases of unlawful interference with civil aviation;

(h) conduct a full-scale contingency exercise that incorporates security scenarios at least once in every three years;

(i) conduct a table top contingency exercise at least once a year; and

(j) conduct an evaluation following an exercise to identify deficiencies and remedy weaknesses in response mechanisms.

Security restricted areas and airport security permits
GN. No. 355 of 2023 reg. 17

26.-(1) The airport operator and other responsible persons concerned, shall identify areas were, based on a security risk assessment, operations vital to the continued safe operation of civil aviation in the United Republic are carried out, and designate those areas as security restricted areas.

(2) An area designated as a security restricted area shall -

(a) be marked and protected through physical or personnel protective measures or through a combination of physical and personnel protective measures to prevent unauthorised access to it;

(b) be separated from public or non-security restricted areas by an appropriate physical barrier; and

(c) be inspected at regular intervals.

(3) Authorised access to a security restricted area at every airport and designated off-airport facilities serving commercial air transport operations shall be controlled through the issuance of airport security permits.

(4) A person issued with an airport security permit under this regulation shall, while on duty, at all times properly display the security permit in the manner

prescribed in the National Civil Aviation Security Programme.

(5) Designated authorities responsible for controlling access to security restricted areas shall-

(a) specify the recognised places of entry through the security restricted area barrier and ensure that the area has adequate physical protection, of at least the same quality as the barrier itself, or is enough to prevent unauthorised access; and

(b) integrate behavior detection into its aviation security practices and procedures.

(6) All areas at an airport to which access is restricted shall bear signage indicating the type of restriction and penalty for non-compliance.

(7) An airport operator shall keep, at the airport, a current scale map of the airport identifying security restricted areas, security barriers and security restricted area access points.

(8) A security permit issued under these Regulations is not transferable.

Airport boundary

27. An airport operator shall ensure that-

(a) the airport has a conspicuous physical barrier or means of indicating the airport boundary with posted signs bearing a warning to prevent incursions and trespassing;

(b) measures are in place for the continuous protection and monitoring of the integrity of the perimeter to prevent incursions and trespassing; and

(c) in accordance with the risk assessment carried out by its relevant national or local authorities, appropriate measures on the ground or operational procedures are established to mitigate possible attacks against aircraft using Man-Portable Air Defence Systems

(MANPADS) and other weapons representing a similar threat to aircraft at or near an airport.

Carriage of firearms, explosives or inflammable materials in airport premises

28.-(1) Except for law enforcement officers on duty, a person shall not carry or possess, in airport premises, firearms, ammunition, explosives or inflammable materials or weapons, unless authorised in writing by the Authority.

(2) An airport operator shall ensure that an unauthorised person does not carry firearms, ammunition, explosives or inflammable materials within the airport premises.

Control of access by tenants

29.-(1) The airport operator shall-

(a) ensure that tenants whose premises or facilities form part of the landside or airside boundary through which access can be gained to the airside are responsible for control of access through their premises; and
(b) carry on business in compliance with the Airport Operator Security Programme.

(2) In this regulation, "tenants" means-

(a) individuals or businesses granted a licence or other permit by the airport operator to conduct business operations at the airport, including concessionaires, cargo handlers, caterers, tour operators, taxi and bus operators, porters, aircraft maintenance organisations and fuel companies; and
(b) Government authorities and agencies at the airport, including customs, immigration, health, agriculture and meteorology and any other person authorized in writing by the Authority.

Obligation of airport operator in case of threat against facility or airport

30. Where an airport operator is made aware of a threat against the facility or any part of the airport under the control of a person carrying on any activity at the airport other than the airport operator, the airport operator shall immediately-

(a) notify the Authority and other entities concerned with the nature of the threat; and
(b) determine whether the threat affects the security of the airport and coordinate the implementation of appropriate measures to counter any threat.

Persons authorised to screen to inform airport operator of threat against airport

31. Where a person authorised to conduct any screening activity at an airport is made aware of a threat against the airport, that person shall-
(a) immediately notify the airport operator of the nature of the threat; and
(b) assist the airport operator in determining whether the threat affects the security of the airport.

Airport operator to take measures in event of threat

32.-(1) Where an airport operator determines that there is a threat that affects the security of the airport, the airport operator shall immediately take all measures necessary to ensure the safety of the airport and persons at the airport, including informing the relevant parties of the nature of the threat.

(2) An airport operator upon assessment and determination of a credible threat shall immediately inform the Authority of the threat against an airport and its facilities, or an aircraft.

Discovery of weapons, incendiary devices or explosives at airport

33. An airport operator shall immediately notify the Authority when there is-
(a) discovery, at the airport, of a weapon other than a firearm allowed under regulation 28;
(b) discovery, at an airport of ammunition other than ammunition allowed under regulation 28;
(c) discovery, at the airport, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed under regulation 28; or
(d) an explosion at the airport, unless the explosion is known to be the result of an excavation, a

demolition, construction or the use of fireworks displays.

Airport operator to submit plans before renovation and expansion works

34.-(1) Notwithstanding the provisions of regulation 25(2)(b)(iii), an airport operator shall, before the implementation of any renovation, remodeling or expansion works at the airport, or the construction of new or additional airport facilities, submit to the Authority for its approval, the designs and plans for the renovation and expansion works.

(2) The Authority shall, in approving the plans submitted to it under subregulation (1), assess the plans to ensure that security considerations are properly addressed and that the needs of aviation security are integrated in the configuration of the works.

(b) Records

Operators to keep records

35.-(1) Every operator shall keep a record of every security incident occurring in the course of their operations.

(2) A record required to be kept under subregulation (1), shall-

(a) be kept for a minimum of ninety days;
(b) be submitted to the Authority within thirty days after the occurrence of the incident; and
(c) where relevant, include-
(d) the number and type of weapons and incendiary devices discovered during any passenger screening process and the method of detection of each;
(e) the number of acts and attempted acts of unlawful interference;
(f) the number of bomb threats received, real and simulated bombs found and actual bombings or explosions at the airport; and
(g) the number of detentions and arrests and the immediate disposition of each person detained or arrested.

(c) Aircraft Security

Responsibilities of aircraft operators

36.-(1) An aircraft operator providing service from the United Republic of Tanzania shall not-

(a) transport the baggage of a passenger who is not on board the aircraft unless that baggage is subjected to appropriate security controls, including screening, after determining that the person is not on board; or

(b) accept consignments of cargo, courier and express parcels or mail, in-flight catering and stores, company mail and materials for carriage on passenger flights, unless the security of the consignments is accounted for by a regulated agent, or the consignments are subjected to security controls to meet the appropriate security requirements.

(2) An aircraft operator providing service in or from the United Republic of Tanzania shall-

(a) carry out and maintain, at an airport, on an aircraft and at any aviation facility under the control of the operator, security measures including identification and resolution of suspicious activity that may pose a threat to civil aviation, and any other measures prescribed in the National Civil Aviation Security Programme and the Airport Security Programme;

(b) ensure that-

(i) all its appropriate personnel are familiar with, and comply with the requirements of the National Civil Aviation Security Programme;

(ii) necessary precautions are taken at the point of embarkation to ensure that passengers are in possession of valid documents prescribed by the state of transit and destination for control purposes; and

(iii) all its aircraft carry a checklist of the procedures to be complied with for that type of aircraft in searching for concealed weapons, explosives or other dangerous devices;

(c) be responsible for the security of his or her aircraft;

(d) ensure that persons engaged to implement security controls are subject to background checks and selection procedures, are capable of fulfilling their duties and are adequately trained;

(e) institute and implement adequate security controls, including background checks on persons other than passengers granted unescorted access to security restricted areas of the airport; and

(f) institute measures to identify and remove any items-

(i) before departure of an aircraft engaged in commercial flights;

(ii) after passengers have disembarked from an aircraft engaged in commercial flights; and

(iii) left behind by passengers disembarking from transit flights.

Special protection for aircraft

37.-(1) An aircraft operator may, notwithstanding the provision of regulation 35(2)(c), request for special protection of an aircraft from an airport operator.

(2) Where special protection is offered to an aircraft operator under subregulation (1), the protection shall be on terms and conditions determined by the airport operator.

Control of prohibited items

38.-(1) A person shall not, subject to the provision regulation 25, possess or have with him a prohibited item while-

(a) in a security restricted area;

(b) on board an aircraft; or

(c) in an air navigation installation.

(2) The prohibited items referred to in subregulation (1) include-

(a) firearms or articles appearing to be firearms, whether or not they can be discharged;

(b) nuclear, chemical or biological agents adapted, or capable of being used for causing injury to or incapacitating persons or damaging or destroying property;

(c) ammunition and explosives;

(d) articles manufactured or adapted to have the appearance of explosives, whether in the form of a bomb, grenade or otherwise;

(e) articles made or adapted for causing injury to or incapacitating persons or damaging or destroying property; and

(f) any other dangerous article or substance or other item prescribed by the Authority from time to time.

Control of access to flight crew compartment

39. An aircraft operator engaged in commercial air transport shall-

(a) where an aircraft is equipped with a flight crew compartment door, ensure that the door is lockable from the flight crew compartment only and remains locked during flight, except to permit access and exit by authorised persons; and

(b) where an aircraft is not equipped with a flight crew compartment door, ensure the implementation of measures as appropriate to prevent unauthorised persons from entering the flight crew compartment during flight.

Control of special categories of passengers

40.-(1) Law enforcement officers shall inform the aircraft operator and the pilot in command when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, in order that appropriate security controls can be applied.

(2) The aircraft operator shall inform the pilot in command of the number of armed or unarmed escort persons, the individuals whom they are escorting and their seat locations in the aircraft.

Authorised carriage of weapons on board aircraft

41.-(1) The carriage of weapons on board aircraft by law enforcement officers and other authorised persons, acting in the performance of their duties, shall be in accordance with the laws of the United Republic of Tanzania.

(2) The Authority may-

(a) approve, in writing, the carriage of weapons on board aircraft by law enforcement officers and other authorised persons acting in the performance of their duties; or

(b) consider requests by any other State to allow the travel of armed personnel on board aircraft of the requesting State, except that the Authority shall not allow the travel of armed personnel under this regulation unless there is an agreement between both States on such travel.

(3) Notwithstanding sub regulation (2), an aircraft operator may allow or refuse the carriage of weapons on board an aircraft in accordance with conditions issued by the Authority.

(4) Where an aircraft operator accepts the carriage of weapons removed from passengers, the aircraft shall have provision for stowing the weapons so that they are inaccessible to passengers during flight time and, in the case of a firearm, to ensure that it is not loaded.

(5) Where the United Republic of Tanzania decides to deploy in-flight security officers-

(a) the officers shall be Government personnel who are especially selected and trained, taking into account the safety and security aspects on board an aircraft; and

(b) the officers shall be deployed according to the threat assessment of the Authority.

(6) The deployment under sub regulation (5) shall be done in co-ordination with concerned States and shall be kept strictly confidential.

(c) Regulated Agents and Ground Handling Service Providers

Conditions for acceptance of goods for air transportation GN. No. 355 of 2023 reg. 18

42.-(1) A regulated agent shall, before accepting goods for transport in an aircraft-

(a) establish and register the name and address of the consignor;
(b) establish the credentials of the person who delivers the goods as an agent of the consignor;
(c) ensure, on the basis of appropriate security controls or security screening, that such goods do not contain any prohibited items;
(d) ensure the safeguarding of such goods from unauthorised interference after acceptance;
(e) ensure the goods are received by staff who are properly recruited and trained;
(f) designate a person to implement and supervise the screening process;
(g) ensure that the following categories of goods are not carried by air unless they have been subjected to screening-
    (i) unaccompanied baggage;
    (ii) goods from unknown consignors; and
    (iii) goods for which the contents do not coincide with the description delivered; and
(h) ensure that each shipment of goods is accompanied by documentation providing the statement of the security status of the shipment.

(2) A regulated agent who offers goods to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of goods accepted and offered for air transport, employee training records and airway bills.

(3) A regulated agent shall make available to the Authority, a report of any incident where a shipping

document did not provide an accurate record of the goods being offered for air transport.

(4) All cargo and mail intended for carriage on civil aviation flights shall be subjected to screening or other security controls by airport operators and regulated agents before being placed on board an aircraft.

Conditions for acceptance of baggage, goods, COMAT and COMAIL for air transportation

43. For the purposes of protecting passengers, crew members, aircraft and airports and preventing acts of unlawful interference with civil aviation, every regulated agent shall establish measures to ensure that-

(i) only screened baggage is loaded into aircraft engaged in civil aviation;

(ii) all hold baggage to be carried on commercial aircraft is protected from unauthorised interference from the point it is screened or accepted into the care of the carrier, whichever is earlier, until departure of the aircraft on which it is to be carried; and that if there are grounds to suspect that the integrity of hold baggage may be jeopardised, the hold baggage is re-screened before being placed on board an aircraft;

(iii) persons engaged to implement security controls are subject to background checks and selection procedures, are adequately trained and capable of fulfilling their duties;

(iv) the regulated agent institutes and implements adequate security controls, including background checks on persons other than passengers granted unescorted access to airside areas;

(v) COMAT and COMAIL are subjected to appropriate security controls prior to placement on board an aircraft engaged in passenger commercial flights;

(vi) all cargo and mail to be carried on a commercial aircraft is protected from unauthorised interference from the point of screening or other security controls are applied until departure of the aircraft on which it is to be carried; and if there are grounds to suspect that the integrity of cargo and mail may be jeopardised, the cargo and mail is re-screened before being placed on board an aircraft; and

(vii) enhanced security measures apply to high-risk cargo and mail to appropriately mitigate the threats associated with it.

Security measures to be taken by aircraft operators

44.-(1) The aircraft operator is responsible for ensuring that appropriate security controls are carried out, and in so doing, the aircraft operator shall-

(a) ensure that appropriate security controls, including screening where practicable, are applied to cargo and mail, prior to their being loaded onto an aircraft engaged in commercial air transport operations;

(b) not accept cargo or mail for carriage on an aircraft engaged in commercial air transport operations unless the application of screening or other security controls is confirmed and accounted for by a regulated agent, or an entity that is approved by the Authority;

(c) ensure that cargo and mail which cannot be confirmed and accounted for by a regulated agent or an entity that is approved by the Authority shall be subjected to screening;

(d) carry out appropriate security controls to be applied to any given consignment, to the required level;

(e) protect the consignment from unlawful interference while it is in the custody of the aircraft operator;

(f) ensure that all consignments have been secured to an appropriate level before being placed in the aircraft;

(g) ensure that where screening of cargo and mail is conducted, screening is carried out using an appropriate method or methods, taking into account the nature of the consignment;

(h) ensure that all consignments placed on board the aircraft are recorded on the aircraft manifest;

(i) ensure that cargo and mail that is confirmed and accounted for is issued with a security status which shall accompany, either in an electronic format or in writing, the cargo and mail throughout the secure supply chain; and

(j) ensure that transfer cargo and mail has been subjected to appropriate security controls prior to being loaded on an aircraft engaged in commercial air transport operations departing from the United Republic of Tanzania.

(2) The aircraft operator may delegate any of the functions under sub regulation (1) to a regulated agent.

(3) Notwithstanding the delegation of any functions to a regulated agent under sub regulation (2), the aircraft operator shall remain responsible for ensuring that the appropriate security controls have been carried out.

(4) The aircraft operator or the regulated agent shall ensure that all consignments due to be loaded into an aircraft are -

(a) delivered by an established employee of a handling agent;

(b) covered by valid documentation that has been checked for inconsistencies and fully describes the contents;

(c) covered by a valid consignment security declaration;

(d) checked to establish that there is no evidence of having been tampered with;

(e) kept secure until delivered into the aircraft operator's charge; or

(f) subjected to the appropriate level of security screening.

(5) An aircraft operator shall make available to the Authority, a report of any incident where an airway bill or equivalent document did not provide an accurate record of the goods being offered for air transport.

(6) An aircraft operator shall require a regulated agent operator to comply with the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air, Doc. 9284.

(7) Appropriate security controls referred to in this regulation shall be as prescribed by the Authority.

(d) Catering Operators

Aviation security responsibilities of catering operator

45.-(1) A catering operator shall, before accepting supplies and equipment for preparation as catering supplies for transport in an aircraft-

(a) establish and register the name and address of the supplier of the supplies and equipment;

(b) establish the credentials of the person who delivers the supplies and equipment as an agent of the supplier of the supplies and equipment;

(c) ensure that catering, stores and supplies intended for carriage on passenger commercial flights are subjected to appropriate security controls, which shall include a supply chain security process or screening, and thereafter protected until loaded onto the aircraft;

(d) ensure the safeguarding of the supplies and equipment from unauthorised interference after acceptance;

(e) ensure the supplies and equipment are received by staff who are properly recruited and trained by the operator;

(f) designate a person to implement and supervise the screening process;

(g) ensure that catering stores and supplies are not carried by air unless they have been subjected to screening;

(h) ensure that each shipment of catering stores and supplies is accompanied by documentation providing the statement of the security status of the shipment;

(i) ensure that persons engaged to implement security controls are subject to background checks and selection procedures, are adequately trained and capable of fulfilling their duties; and

(j) institute and implement adequate security controls, including background checks on persons other than passengers granted unescorted access to security restricted areas of the airport.

(2) A catering operator who offers catering stores and supplies to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of supplies and equipment accepted and catering stores and supplies offered for air transport, employee training records and other accountable catering documents.

Conditions for acceptance of catering stores and supplies for air transportation

46.-(1) An aircraft operator shall accept catering stores and supplies for transport on an aircraft only from a catering operator.

(2) An aircraft operator shall, before accepting catering stores and supplies for transport on an aircraft, ensure that-

(a) the catering stores and supplies have been subjected to screening;

(b) the catering supplies and stores are safeguarded against acts of unlawful interference until they are loaded into the aircraft;

(c) the shipments of catering supplies and stores are recorded; and

(d) whenever the catering supplies and stores are received, until they are delivered by an authorised employee of the catering operator.

(3) An aircraft operator shall not accept any catering supplies and stores for transport by aircraft unless the documentation for those catering supplies and stores is examined for inconsistencies and is accompanied by a valid security declaration.

(4) An aircraft operator shall require a catering operator to comply with the ICAO Technical Instructions

for the Safe Transportation of Dangerous Goods by Air, Doc. 9284.

(5) An aircraft operator shall make available to the Authority, a report of any incident where a catering or equivalent document did not provide an accurate record of the catering supplies and stores being offered for air transport.

(6) An aircraft operator shall preserve, for not less than one year, a record of acceptance checklists and inspections carried out under this Part.

(e) Air Traffic Service Provider

Security procedures for air traffic service providers

47. An air traffic service provider shall develop written security procedures on the security of his facilities and for response to acts of unlawful interference in accordance with the National Civil Aviation Security Programme.

Measures relating to cyber threats
GN. No. 355 of 2023 reg. 19

48.-(1) The Authority shall -

(a) ensure that operators or entities as defined in the National Civil Aviation Security Programme or other relevant national documentation identify their critical information and communications technology systems and data used for civil aviation purposes and, in accordance with a risk assessment, develop and implement, as appropriate, measures to protect them from acts of unlawful interference;

(b) ensure that the measures implemented protect as appropriate, the confidentiality, integrity and availability of the identified critical systems or data; and

(c) ensure that measures include security by design, supply chain security, network separation, and the protection or limitation of any remote access capabilities, as appropriate, and in accordance with the risk assessment carried out by its relevant national authorities.

(2) The Authority shall ensure that the measures implemented protect, as appropriate, the confidentiality, integrity and availability of the identified critical systems or data.

(3) The measures shall include, among other things, security by design, supply chain security, network separation, and remote access control, as appropriate and in accordance with the risk assessment carried out by relevant national authorities.

PART V
MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

Prevention of acts of unlawful interference

49.-(1) The Authority shall take adequate measures, when reliable information exists that an aircraft may be subjected to an act of unlawful interference if the aircraft is-

(a) on the ground, to safeguard the aircraft and ensure that the aircraft is searched for concealed weapons, explosives or other dangerous devices, articles or substances; and prior notification of the search shall be provided to the operator concerned; and
(b) in flight, to provide as much prior notification as possible of the arrival of that aircraft to relevant airport authorities and air traffic services of the States and aircraft and airport operators concerned.

(2) The Authority shall ensure that arrangements are made to investigate, render safe or dispose of, if necessary, suspected dangerous devices or other potential hazards at airports.

(3) The Authority shall ensure that authorised and suitably trained personnel are readily available for deployment at every airport serving civil aviation to assist in dealing with suspected or actual cases of unlawful interference.

50. The Authority shall-

Authority's response to acts of unlawful interference

(a) take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference while on the ground until their journey can be continued;

(b) collect all pertinent information on the flight which is the subject of an act of unlawful interference and transmit that information to all other States responsible or the Air Traffic Services units concerned, including those at the airport of known or presumed destination, so that timely and appropriate safeguarding action may be taken en-route and at the aircraft's known, likely or possible destination;

(c) provide such assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land as may be necessitated by the circumstances;

(d) to the extent practicable detain on the ground an aircraft subjected to unlawful seizure unless its departure is necessitated by the overriding duty to protect human lives; and

(e) notify the State of registry of an aircraft and the State of the operator of the landing aircraft subjected to an act of unlawful interference and shall similarly transmit, by the most expeditious means, all other relevant information to-

(i) the state of registry and the state of the operator;

(ii) each State whose citizens suffered fatalities or injuries;

(iii) each State whose citizens were detained as hostages;

(iv) each state whose citizens are known to be on board the aircraft; and

(v) the International Civil Aviation Organisation.

Mandatory reporting

51.-(1) Every operator shall, where an act of unlawful interference occurs, immediately notify the Authority.

(2) Every aircraft operator, pilot in command, airport operator or air traffic service provider shall submit to the Authority-

(a) a preliminary written report, within fifteen days after the occurrence of an act of unlawful interference, including sabotage, threats, hijacks, incidents and disruptive passengers; and

(b) a final written report, upon completion of investigations, but within thirty days after the occurrence of an act of unlawful interference, including sabotage, threats, hijacks, incidents and disruptive passengers.

Notification to International Civil Aviation Organisation

52.-(1) The Authority shall, where an act of unlawful interference has occurred, provide the International Civil Aviation Organisation with a report on each incident, whether successful or unsuccessful as follows-

(a) a preliminary report, within thirty days after the occurrence of the act, containing all pertinent information concerning the security aspects of the occurrence; and

(b) a final report, within sixty days after completion of investigations.

(2) The Authority shall provide copies of reports submitted to the International Civil Aviation Organisation under this regulation to-

(a) the State of Registry of the aircraft and the State of the operator;

(b) each State whose citizens suffered fatalities or injuries;

(c) each State whose citizens are or were detained as hostages; and

(d) each Contracting State whose citizens are or were known to be on board the aircraft.

(3) The Authority shall require its appropriate authority re-evaluate security controls and procedures and in a timely fashion take action necessary to remedy weaknesses so as to prevent recurrence.

PART VI
FACILITATION

Aviation security and narcotics control measures and procedures

53. Airport Operators shall coordinate with other relevant entities in the application of aviation security and narcotics control measures and procedures, where applicable, aimed at the efficient clearance of -
(a) entering or departing aircraft; and
(b) border controls on passengers and crew.

Security of travel documents

54. The competent authority shall-
(a) regularly update security features in new versions of their travel documents, to guard against their misuse and to facilitate detection of cases where such documents have been unlawfully altered, replicated or issued;
(b) establish controls to safeguard against the theft of their blank travel documents and the misappropriation of newly issued travel documents; and
(c) establish appropriate controls over the entire travel document application, adjudication and issuance processes to ensure a high level of integrity and security.

Stolen, lost and revoked travel documents

55. The competent authority shall promptly report accurate information about stolen, lost, and revoked travel documents, issued by its State, to INTERPOL for inclusion in the Stolen and Lost Travel Documents (SLTD) database.

Machine readable travel documents

56. The competent authority shall-
(a) issue machine readable travel documents using one or more optional data storage technologies to supplement the machine readable zone in

accordance with the specifications of ICAO Doc. 9303;

(b) ensure that only travel documents are required of visitors for the entry into and departure from any territory; and

(c) ensure that travel documents for refugees and stateless persons are machine readable, in accordance with the specifications of Doc. 9303.

Biometric data coordination

57. The Authority shall coordinate with the competent authority to ensure that-

(a) biometric data is incorporated into the machine-readable passports, visas and other official travel documents, using one or more optional data storage technologies to supplement the machine-readable zone as specified in ICAO Doc. 9303.

(b) the biometric data stored on the integrated circuit chip is the same as that printed on the data page;

(c) the fingerprint image or iris image are optional biometrics; and

(d) biometric data in the machine-readable passports store data in a contactless integrated circuit chip and is programmed according to the Logical Data Structure.

Inspection of travel documents

58. The Authority shall ensure that-

(a) aircraft operators conduct evaluation of travel documents presented by passengers, in order to deter fraud and abuse; and

(b) necessary precautions at the point of embarkation are carried out to ensure that persons are in possession of the documents prescribed by the competent authority and other relevant authorities of transit and destination for control purposes.

59.-(1) The competent authority shall seize-

Entry procedures and responsibilities

(a) fraudulent, falsified or counterfeit travel documents; and

(b) travel documents of a person impersonating the rightful holder of the travel documents.

(2) The documents referred to under subregulation (1) shall be removed from circulation immediately and returned to the department of the State named as issuer or to the resident Diplomatic Mission of that State.

Advance passenger information system GN. No. 59 of 2026 reg. 7

60.-(1) The Authority shall liaise with the authority responsible for advance passenger information system to establish, implement and maintain the advance passenger information system.

(2) The authority responsible for advance passenger information system shall create a passenger data single window facility for advance passenger information and passenger name records that allow parties involved, to lodge standardised information with a common data transmission entry point to fulfill all related passenger and crew data elements.

(3) The advance passenger information system established shall be-

(a) consistent with internationally recognised standards for the transmission of advance passenger information as defined in World Customer Organisation, International Air Transport Association or ICAO advance passenger information guidelines; and

(b) capable of allowing two-way communication of biographic data and flight details collected by the aircraft operator as specified in the UN/EDIFACT PAXLST messages found in the World Customer Organisation, International Air Transport Association or ICAO advance passenger information Guidelines.

Aircraft operator to provide advance passenger

60B.-(1) The aircraft operator operating into the United Republic shall, through the advance passenger information system, collect, store and transmit advance passenger information to border control agencies in

information
GN. No.
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accordance with the applicable national and international laws.

(2) The aircraft operator shall transmit data elements that are available in machine readable form in travel documents conforming to the specifications contained in machine readable travel documents.

(3) Advance passenger information data to be transmitted, shall include-

(a) data relating to the flight, such as the flight number, departure and arrival information;

(b) data relating to each individual passenger, including

(i) core data elements found in the machine-readable zone of the official travel document;

(ii) additional data available in aircraft operator systems including seating or baggage information, passenger name record locator number; and

(iii)additional data not normally found in aircraft operator systems and which must be collected by, or on behalf of the aircraft operator such as visa number, primary residence; and

(c) any additional information conforming to UN/EDIFACT PAXLST.

(4) Aircraft operator shall not provide non-standard data elements as part of advance passenger information.

Passenger name record
GN. No.
59 of 2026
reg. 8

60C. The Authority shall coordinate with the responsible authority to-

(a) develop a capacity to collect, use, process and protect passenger name record data for flights to and from the United Republic consistent with all international standards;

(b) align its passenger name record data requirements and its handling of such data with the guidelines contained in ICAO Document 9944, Guidelines on passenger name record data, and in passenger name recognition message implementation guidance materials published and updated by the World Customs Organization and endorsed by ICAO and International Air Transport Association; and

(c) adopt and implement the passenger's name recognition message for airline to government passenger name record data transferal to ensure global interoperability.

Respect of human rights and fundamental freedom
GN. No. 59 of 2026 reg. 8

60D. The responsible authority shall, with full respect for human rights and fundamental freedoms-

(a) clearly identify the passenger name record data to be used in their operations;

(b) clearly set the purposes for which passenger name record data may be used, which should be no wider than that necessary in view of the aims to be achieved including in particular border security purposes to fight terrorism and serious crime; and

(c) limit the disclosure of passenger name record data to other authorities in the United Republic or in other contracting states that exercise functions related to the purpose for which passenger name record data are processed, including in particular border security purposes, and ensure comparable protections as those afforded by the disclosing authority.

Protection of passenger name record data
GN. No. 59 of 2026 reg. 8

60E. The responsible authority shall-

(a) prevent unauthorised access, disclosure and use of passenger name record data from misuse, unauthorised access, and unauthorised disclosure;

(b) ensure that the safeguards applied to their collection, use, processing and protection of passenger name record data apply to all individuals without unlawful differentiation;

(c) take measures to ensure that individuals are informed about the collection, use, processing and protection of passenger name record data and related privacy standards employed;

(d) take measures to ensure that aircraft operators inform their customers about the transfer of passenger name record data;

(e) provide for administrative and judicial redress mechanisms to enable individuals to seek a remedy for the unlawful processing of their passenger name record data by public authorities; and

(f) provide for appropriate mechanisms, established by their legal and administrative framework, for individuals to obtain access to their passenger name record data and to request, if necessary, corrections, deletions or notations.

Automated processing of passenger name record data
GN. No. 59 of 2026 reg. 8

60F. The responsible authority shall-

(a) base the automated processing of passenger name record data on objective, precise and reliable criteria that effectively indicate the existence of a risk, without leading to unlawful differentiation; and

(b) not make decisions that produce significant adverse actions affecting the legal interests of individuals based solely on the automated processing of passenger name record data.

Data Protection by responsible authority
GN. No. 59 of 2026 reg. 8

60G. The responsible authority for data protection shall be competent for the independent oversight of the protection of passenger name record.

Prohibition on collection of passenger name record data
GN. No.

60H. The responsible authorities shall-

(a) not require aircraft operators to collect passenger name record data that is not required as part of their normal business operating procedures or to filter the data prior to transmission;

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(b) not use passenger name record data revealing an individual's racial or ethnic origin, political opinions, religious or philosophical beliefs, trade union membership or data concerning their health, sexual life or sexual orientation, other than in exceptional and immediate circumstances to protect the vital interests of the data subject or of another natural person; and

(c) in circumstances where such information is transferred the competent authorities shall delete such data as soon as practicable.

Retaining Passenger name record data
GN. No.
59 of 2026
reg. 8

60J. The responsible authorities shall-

(a) retain passenger name record data for a set period as defined in their legal and administrative framework, which shall be that period necessary and proportionate for the purposes for which the passenger name record data is used;

(b) depersonalize retained passenger name record data, which enable direct identification of the data subject, after set periods, which do not exceed what is necessary as defined in national laws and policies, except when used in connection with an identifiable ongoing case, threat or risk related to the purposes identified in these Regulations;

(c) only re-personalise or unmask passenger name record data when used in connection with an identifiable case, threat or risk for the purposes identified in these Regulations; and

(d) delete or anonymise passenger name record data at the end of the retention period, except when used in connection with an identifiable ongoing case, threat or risk purposes identified in these Regulations.

61. The Authority shall ensure that-

Identification and entry of crew and other aircraft operators personnel

(a) a crew member certificate is issued to a crew member after a background check has been carried out including-
  (i) certification of employment status of an applicant prior to issuance;
  (ii) controls on blank card stock; and
  (iii) accountability requirements for issuing personnel; and

(b) adequate controls on the issuance of crew member certificates and other official crew identity documents are put in place to prevent fraud.

Entry and departure of cargo

62. The Authority shall coordinate with the relevant authority to ensure -

(a) use of risk management to determine which goods shall be examined and the extent of that examination;

(b) that programmes for authorised economic operators introduce measures that enhance security to create an environment for facilitative customs control measures;

(c) the establishment of agreement or arrangement for the mutual recognition of respective authorised economic operator or equivalent programmes with other States;

(d) the use of the available advance cargo information in subsequent import, export or transit customs procedures for the release and clearance of the goods;

(e) the introduction of arrangements to enable all parties involved in air cargo operations to submit all the information required by a competent authority, in connection with arrival, stay and departure of an aircraft and air cargo, to a single window;

(f) that all participants in the transport, handling and clearance of air cargo simplify relevant procedures and documents and cooperate or participate directly in the development of electronic air cargo community systems using internationally agreed standards to enhance the exchange of information relating to such traffic and assuring interoperability between the systems;

(g) that special procedures, which provide for the expedited release of goods on arrival or departure for authorised persons meeting specified criteria, which may include an appropriate record of compliance with official requirements and a satisfactory system for managing their commercial records are established; and

(h) goods not afforded the special procedures shall be released or cleared promptly on arrival, subject to compliance with customs and other requirements.

Inadmissible persons

63. Where a competent authority has reason to believe that an inadmissible person might offer resistance to his removal, it shall inform the aircraft operator concerned in advance of the scheduled departure so that the aircraft operator can take precautions to ensure the security of the flight.

Deportees

64.-(1) Where a competent authority removes a deportee from its territory, it shall assume all the obligations, responsibilities and costs associated with the removal.

(2) A competent authority shall, when making arrangements with an aircraft operator for the removal of a deportee, make available the following information within 24 hours before the scheduled time of departure of the flight-

(a) a copy of the deportation order where applicable;

(b) a risk assessment by the State or any other pertinent information that would help the aircraft operator assess the risk to the security of the flight; and

(c) the names and nationalities of any escorts.

National Air Transport Facilitation Programme

65. The Authority shall-
(a) develop, maintain and implement a National Air Transport Facilitation Programme; and
(b) establish a National Air Transport Facilitation Committee for the purpose of coordinating facilitation activities between departments, agencies, and other organisations of the State concerned with, or responsible for, various aspects of civil aviation operations.

Composition of National Air Transport Facilitation Committee

66.-(1) The National Air Transport Facilitation Committee shall be composed of senior officials representing the main interests involved in the various aspects of facilitation.

(2) The following entities shall be members of the National Air Transport Facilitation Committee:
(a) ministry responsible for civil aviation;
(b) the Authority;
(c) department responsible for plant, health, veterinary services and fisheries;
(d) revenue authority or Customs and Border Control;
(e) department of immigration services;
(f) airport police;
(g) ministry responsible for foreign affairs and international trade or protocol division;
(h) ministry responsible for health;
(i) department responsible for tourism;
(j) airports authority;
(k) ground handling agencies;
(l) aircraft operators;
(m) national intelligence;
(n) ministry of defence; and
(o) department responsible for regulation of communication.

Functions of National Air

67. The functions of the National Air Transport Facilitation Committee shall include-

Transport Facilitation Committee

(a) implementation of the National Air Transport Facilitation Programme;
(b) facilitation of co-operation between all stakeholders in the airport environment;
(c) review of policy matters in relation to clearance formalities applied to international air transport services and ensure that passengers and cargo are cleared through airports in line with best international practice;
(d) consideration of recommendations made by Airport Facilitation Committees;
(e) making recommendations to the departments, relevant authorities and other organisations concerned with the National Air Transport Facilitation Programme;
(f) keeping the departments, relevant authorities and other organisations concerned informed of significant developments in the field of international civil aviation in so far as they affect operations into and out of a particular State;
(g) addressing differences between national regulations and international Standards on facilitation;
(h) advising on the use of new technologies and integrating mechanisms to ensure the smooth passage of aircraft, passenger and cargo into and out of the State;
(i) carryout periodic inspection tours of airports to make assessment on facilitation matters; and
(j) coordination with the National Civil Aviation Security Committee on security aspects of facilitation.

Airport Facilitation Committee

68. Airport operators shall establish at each airport, Airport Facilitation Committee and Airport Facilitation Programme commensurate to the size of their operations.

Functions of Airport

69. Functions of the Airport Facilitation Committee shall include to –

Facilitation Committee

(a) coordinate and oversee the implementation of the Airport Facilitation Programme;

(b) examine matters arising in connection with the clearance of aircraft, passengers, baggage, cargo, mail and stores and to effect, if possible, immediate solutions to the matters which may arise at the international airport concerned;

(c) make recommendations, as appropriate, to the department, ministry or authority concerned, or to the National Air Transport Facilitation Committee for the implementation of proposals which cannot be effected by the Air Transport Facilitation Committee; and

(d) inform the National Air Transport Facilitation Committee of action taken and recommendations made by forwarding copies of the minutes of all Committee meetings.

PART VII
OFFENCES AND PENALTIES

Offences against acts of unlawful interference

70. Any person who commits act of unlawful inference commits an offence and is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 1000 or to imprisonment for a term not exceeding five years or both.

Offences committed at airports

71.-(1) A person who, at an airport or its related facilities-

(a) assaults, intimidates, or threatens, whether physical or verbal, against an aviation security officer or an authorised person if the act interferes with the performance of the duties of the aviation security officer or authorised person or lessens the ability of the aviation security officer or authorised person to perform those duties;

(b) refuses to comply to a lawful instruction given by the aircraft commander or on behalf of the aircraft commander by a crew member, for the purpose of ensuring the safety of the aircraft or of any person or property on board or for the purpose of maintaining good order and discipline on board, of the crew member or lessens the ability of the crew member to perform his duties; or

(c) engages in an act of physical violence against an aviation security officer or authorised person on duty; or

(2) A person who commits an offence under subregulation (1) is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 500 or to imprisonment for a term not exceeding three years or both.

(3) An airport operator who fails to notify the Authority or other party concerned of a threat under regulation 30 commits an offence and is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 300 or to imprisonment for a term not exceeding two years or both.

Offences committed against crew on board aircraft.

72.-(1) A person who, on board a civil aircraft-

(2) Any person who commits an offence under subregulation (1) is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 300 or to imprisonment for a term not exceeding two years or both.

Offences jeopardising good order and discipline on board aircraft

73.-(1) Any person who engages in an act of physical violence against a person or of sexual assault or child molestation on board an aircraft commits an offence.

(2) Any person who-

(a) assaults, intimidate or threatens, whether physical or verbal, against another person;

(b) intentionally causes, damages or destructs property; or

(c) consumes alcoholic beverages or drugs resulting in intoxication, that is likely to endanger the safety of the aircraft or of any person on board or if such an act jeopardises the good order and discipline on board the aircraft, commits an offence.

(3) A person who commits an offence under this regulation is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 500 or to imprisonment for a term not exceeding three years or both.

Other offences committed on board aircraft

74.-(1) A person who, on board an aircraft-

(a) Smokes in a lavatory, or elsewhere in an aircraft;

(b) tampers with a smoke detector or any other safety- related device on board the aircraft; or

(c) operates a portable electronic device when such act is prohibited, commits an offence.

(2) A person who commits an offence under this regulation is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 200 or to imprisonment for a term not exceeding one year, or both.

Possession of prohibited items

75. A person who is in unlawful possession of a prohibited item at an airport, in a security restricted area, on board an aircraft or at an airport navigation installation or has with him a prohibited item contrary to regulation 38 commits an offence and is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 500 or to imprisonment for a term not exceeding three years or both.

Entering security restricted areas

76. A person who, without lawful authority, enters a security restricted area commits an offence and is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 200 or to imprisonment for a term not exceeding one year or both.

Offences relating to airport security permits

77.-(1) A person who-

(a) for purposes of, or in connection with, an application for the issue of an airport security permit; or

(b) in connection with continuing to hold an existing airport security permit, makes a statement which he knows to be false commits an offence.

(2) A person who uses-

(a) an airport security permit to gain access to an aircraft, an area of an airport or an air navigation installation when he or she is not entitled to such access;

(b) a false or unauthorised airport security permit for the purpose of gaining access to a security restricted area or to an air navigation installation;

commits an offence.

(3) A person commits an offence when he-

(a) fails to comply with any conditions applying to an airport security permit;

(b) fails to display an airport security permit upon being required to do so by an aviation security officer or authorised person;

(c) fails to return an airport security permit promptly following its expiry or upon his becoming no longer authorised to possess it;

(d) continues using an airport security permit after it has expired; or

(e) uses a valid permit after he or she is no longer authorised to possess it.

(4) A holder of a security permit who transfers, lends, gives or sells his permit to another person with the intention of enabling that other person to gain access to an aircraft, a security restricted or an air navigation installation when he is not authorised to gain such access, commits an offence.

(5) An authorised person who issues a security permit to a person who is not authorised to be issued with such a permit, with the intention of enabling that other person to gain access to an aircraft, a security restricted or an air navigation installation commits an offence.

(6) A person who commits an offence under this regulation is liable, on conviction, to a fine not less than

the equivalent in Tanzanian Shillings of United States Dollars 200 or to imprisonment for a term not exceeding one year or both.

Failure to establish and maintain Security Programmes

78. A person who operates without a Security Programme or who fails to implement a Security Programme, or a Training Programme commits an offence and is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 500 or to imprisonment for a term not exceeding three year or both.

Obstructing authorised persons

79.-(1) A person commits an offence who-

(a) intentionally obstructs a person acting under a power conferred by these Regulations;
(b) falsely pretends to be a person acting under a power conferred by these Regulations; or
(c) refuses to obey any order or a reasonable request of a police officer or an aviation security officer, acting in the execution of his duty.

(2) A person who commits an offence under subregulation (1) is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 200 or imprisonment for a term not exceeding one year, or both.

Offences by body corporate

80. Where an offence under these Regulations is committed by a body corporate and is proved to have been committed with the consent or connivance of, or is attributable to any neglect on the part of-

(a) any director, manager, secretary or similar officer of the body corporate; or
(b) any person who was purporting to act in any such capacity, that person, as well as the body corporate, commits an offence under subregulation (1) is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 200 or

imprisonment for a term not exceeding one year, or both.

Failure to comply with Regulations

81.-(1) Any person who contravenes any provisions of these Regulations, notice, or order made under it, commits an offence.

(2) Any person who commits an offence under subregulation (1) shall, on conviction except where any other penalty is provided, be liable to a fine equivalent in Tanzanian Shillings of United States Dollars 500 or to imprisonment for a term not exceeding three years, or both.

Jurisdiction

82.-(1) The United Republic of Tanzania shall have jurisdiction over any act constituting an offence under regulation 45(1)(b)51, 52, and 53 if the act took place on board-

(a) any aircraft registered in the United Republic of Tanzania;
(b) any aircraft leased with or without crew to a lessee whose principal place of business is in the United Republic of Tanzania or, if the lessee does not have a principal place of business, whose permanent residence is in the United Republic of Tanzania;
(c) any aircraft on or over the territory of the United Republic of Tanzania; or
(d) any other aircraft in flight outside the United Republic of Tanzania, if the next landing of the aircraft is in the United Republic of Tanzania, and the pilot in command has-
    (i) delivered the suspected offender to the competent authorities;
    (ii) requested the United Republic of Tanzania to prosecute the suspected offender; and
    (iii) affirmed that no similar request has been or will be made by the pilot in command or the aircraft operator to any other contracting State.

(2) For purposes of this regulation, an aircraft is deemed to be "in flight" at any time from the moment when all its external doors are closed following embarkation until the moment when any such door is opened for disembarkation; and in the case of forced landing, the flight shall be deemed to continue until the competent authorities take over the responsibility for the aircraft and for persons and property on board.

PART VIII
ENFORCEMENT OF REGULATIONS

Unidentified baggage

83. Where a police officer or an aviation security officer has reasonable cause to suspect that an item of baggage or any other object may constitute a security risk, whether because it is unidentified, unattended or for any other reason, that officer may, after subjecting the baggage to security controls, including investigation and evaluation to ascertain explosives, remove the item of baggage or object and destroy it.

Power to stop passengers travelling

84. Where a police officer or an aviation security officer has reasonable cause to suspect that a person-

(a) is about to embark on an aircraft in the United Republic of Tanzania ; or

(b) is on board an aircraft in the United Republic of Tanzania; and that, that person intends to commit an offence that amounts to an act of unlawful interference, the police officer may, with the approval of the police officer in charge at the airport or in case of an aviation security officer, with the approval of the officer in charge of the airport, prohibit that person from travelling on board the aircraft by-

(i) preventing him from embarking on the aircraft;

(ii) removing him from the aircraft; or

(c) in case of aviation security officer, arresting him without warrant and immediately handing him to a police officer for appropriate action.

Powers and responsibilities of pilot in command

85.-(1) The pilot in command shall, while the aircraft is in flight, have the power and responsibility to-

(a) protect the safety of persons and property on board;

(b) restrain persons on board who may be a threat to safety;

(c) search persons and baggage on an aircraft and take possession of items which could be used in connection with any act of unlawful interference; or

(d) notify authorities of the United Republic of Tanzania as soon as practicable and, before landing, in the territory of the United Republic of Tanzania; and

(e) provide the authorities of the United Republic of Tanzania with evidence and information regarding the incident that necessitated the restraint or disembarkation of a passenger.

(2) In case of severe threat to safety by a disruptive passenger on board, the pilot in command shall have the mandate to land at the nearest suitable airport and disembark the passenger in consultation with the local authorities.

(3) The police or person in charge of the airport shall accept delivery of persons disembarked in accordance with subregulation (2) for appropriate action.

Powers of aviation security officer

86. An aviation security officer shall have power to-

(a) screen goods, persons and their personal effects, hold baggage, carryon baggage and vehicles;

(b) prevent unauthorised persons from accessing a security restricted area;

(c) prevent unauthorised persons from accessing aircraft; or

(d) arrest any person who commits or attempts to commit an offence under these Regulations.

Power to exempt

87.-(1) The Authority may-

(a) at its discretion, or on application by any
(b) person, exempt any person, airport or category of airports from the application of these Regulations; and
(c) in an emergency situation, exempt any person, airport or category of airports from the application of some provisions of these Regulations.

(2) An emergency situation in subregulation (b) includes an aircraft emergency, war or natural disaster.

Application for exemption

88.-(1) An application for exemption shall be in writing and shall contain-

(a) the particulars of the applicant;
(b) the specific regulation or regulations, or the specific security requirement from which the applicant seeks exemption;

(2) An application for an exemption shall be accompanied by a fee prescribed by the Authority.

Grant or refusal of exemption

89.-(1) The Authority may, in considering an application for exemption under these Regulations-

(a) have due regard to the impracticability of the application of these Regulations or the specific requirements from which exemption is required; or
(b) carry out a security risk assessment to determine the threat levels.

(2) The Authority shall, within sixty days after receiving the application, refuse or grant the exemption.

(3) The Authority-

(a) may impose conditions in an exemption granted under these regulations; and
(b) shall state the duration of the exemption.

(4) Where the Authority refuses to grant an exemption, the Authority shall inform the applicant in writing, and shall give the applicant reasons in writing for the refusal.

(5) The Authority shall publish every exemption granted under these Regulations in aeronautical information circular.

Power to enforce compliance

90.-(1) The Authority or any authorised person may, for purposes of ensuring the implementation of-

(a) the National Aviation Security Quality Control Programme,
(b) the requirements of the National Civil Aviation Security Programme; or
(c) any other operator Security Programme, or requirements set out under these Regulations, and without prejudice to the provisions of Part VII, of these Regulations, adopt procedures for aviation security monitoring and enforcement approved by the National Aviation Security Committee.

(2) The requirements referred to in subregulation (1) shall be the basis of establishment of enforcement procedures to ensure rectification of any matter, may include, failure to-

(a) comply with any order, circular or directive issued under these Regulations;
(b) comply with any requirement set out under the National Civil Aviation Security Programme or the respective operator Security Programme;
(c) comply with an oversight recommendation made by the Authority; or
(d) take into account unique or exceptional circumstances which, although not expressly provided under the National Civil Aviation Security Programme, or the respective operator Security Programme but may expose an airport, aircraft or catering facility to risk.

(3) The Authority or any authorised person may, without limiting the generality of this regulation,

compound offences under these Regulations after assessing the contravention, by issuing infringement notices set out in Part VIII of these Regulations.

(4) For avoidance of doubt, offences for purposes of subregulation (3) of this regulation shall include serious or prolonged breaches of security or failure to rectify security lapses that may endanger the safety of civil aviation.

(5) An infringement notice may require that the operations of a particular operator be halted until the breach has been rectified.

PART IX
INFRINGEMENT NOTICES

Purpose and effect of infringement notices

91.-(1) The purpose of this Part is to create a system of infringement notices for offences against these Regulations as an alternative to prosecution.

(2) This Part shall not-

(a) require an infringement notice to be issued to a person for an offence;

(b) affect the liability of a person to be prosecuted for an offence if an infringement notice is not issued to the person for the offence;

(c) prevent the issuance of two or more infringement notices to a person for an offence;

(d) affect the liability of a person to be prosecuted for an offence if the person does not comply with an infringement notice for the offence; or

(e) limit or otherwise affect the penalty that may be imposed by a court on a person convicted of an offence.

Penalty payable under infringement notice

92. The penalty for an offence payable under an infringement notice issued to the person for the offence is one-fifth of the maximum penalty that a court could impose on the person for the offence.

Authorised persons may issue

93.-(1) Where an authorised person has reason to believe that a person has committed an infringement

infringement notice

notice offence, the authorised person may issue a notice, called an infringement notice, to the person for the offence.

(2) An authorised person who knowingly improperly issues an infringement notice or who issues an infringement notice for any purpose other than to ensure aviation security commits an offence and is liable, on conviction, to a fine not less than the equivalent in Tanzanian Shillings of United States Dollars 200 or to imprisonment for a term not exceeding one year or both.

(3) In this regulation, "infringement notice offence" means an offence under Part VI of these Regulations or any offence committed against any regulation under these Regulations.

Issuance of infringement notice

94.-(1) An infringement notice shall-

(a) bear a serial number;
(b) state the name of the authorised person who issued it;
(c) state its date of issue;
(d) state the full name surname and initials and the address of the person to whom it is issued;
(e) give brief details of the offence for which it is issued, including-
    (i) the date and time of commission of the offence;
    (ii) where the offence was committed and the provision of these Regulations contravened; and
(f) state the penalty for the offence payable under the notice;
(g) state where and how that penalty can be paid including, if the penalty can be paid by posting the payment, the place to which it should be posted;
(h) state that if the person to whom it is issued (the recipient) pays the penalty within twenty-eight days after the day on which the notice is served, or any longer time allowed in writing by an authorised person, then, unless the

infringement notice is subsequently withdrawn and any penalty paid refunded-

(i) any liability of the recipient for the offence will be discharged;

(ii) the recipient will not be prosecuted in a court for the offence; and

(iii)the recipient will not be taken to have been convicted of the offence;

(i) state the greatest penalty that a court could impose on the recipient for the offence;

(j) state that if the recipient is prosecuted in court and found guilty of the offence, the recipient may be convicted of the offence and ordered to pay a penalty and costs, and be subject to any other order that the court makes;

(k) state how and to whom the recipient can apply to be allowed more time to pay the penalty; and

(l) be signed by the authorised person who issued it.

(2) An infringement notice may contain any other information that the authorised person who issues it thinks necessary.

Service of infringement notice

95.-(1) An infringement notice shall be served on the person to whom it is issued.

(2) An infringement notice may be served on an individual-

(a) by giving it to the individual;

(b) by leaving it at, or by sending it by post, telex, fax or similar facility to, the address of the place of residence or business (the relevant place) of the individual last known to the authorised person who issues it; or

(c) by giving it, at the relevant place, to someone who-

(i) lives or is employed, or apparently lives or is employed, there; and

(ii) is, or the authorised person who issued it has reason to believe is, eighteen years of age and above.

(3) An infringement notice may be served on a corporation-

(a) by leaving it at, or by sending it by post, telex, fax or similar facility to the address of the head office, a registered office or a principal office of the corporation; or

(b) by giving it, at an office mentioned in paragraph (a), to someone who is, or the authorised person who issued it has reason to believe is, an officer or employee of the corporation.

Time for payment of penalty

96. The penalty stated in an infringement notice shall be paid-

(a) within twenty-eight days after the day on which the notice is served on the person to whom it is issued;

(b) if the person applied for a further period of time in which to pay the penalty, and that application is granted, within the further period allowed;

(c) if the person applies a further period of time in which to pay the penalty, and the application is refused, within seven days after the notice of the refusal is served on the person; or

(d) if the person applies for the notice to be withdrawn, and the application is refused, within twenty-eight days after the notice of the refusal is served on the person.

Extension of time to pay penalty

97.-(1) The person to whom an infringement notice is issued may apply, in writing, to the Authority for a further period of up to twenty-eight days in which to pay the penalty stated in the notice.

(2) Within fourteen days after receiving the application, the Authority shall-

(a) grant or refuse a further period not longer than the period sought; and

(b) notify the recipient in writing of the decision and, if the decision is a refusal, the reasons for it.

(3) The notice of the decision may be served on the recipient in any way in which the infringement notice could have been served on the recipient.

Effect of payment of penalty

98.-(1) Where an infringement notice is not withdrawn, and the person to whom it is issued for an offence pays the penalty stated in the notice-

(a) any liability of the person for the offence is discharged;

(b) the person shall not be prosecuted in a court for the offence; and

(c) the person is not taken to have been convicted of the offence.

(2) Where two or more infringement notices are issued to a person for the same offence, the person's liability to be prosecuted for the offence ceases if the person pays the penalty stated in any of the notices.

Withdrawal of infringement notice

99.-(1) A person may apply in writing to the Authority, before the end of twenty eight days after receiving an infringement notice, for the notice to be withdrawn.

(2) The Authority shall, within fourteen days after receiving the application -

(a) withdraw or refuse to withdraw the notice; and

(b) notify the person in writing of the decision and, if the decision is a refusal, the reasons for the decision.

(3) Where the Authority has not approved or refused to approve the withdrawal of the notice within the period allowed by subregulation (2), the Authority is taken to have refused to approve the withdrawal of the notice.

(4) The Authority shall, before withdrawing or refusing to withdraw a notice, consider-

(a) whether the person has been convicted previously of an offence against these Regulations;

(b) the circumstances of the offence stated in the notice;

(c) whether the person has previously paid a penalty under an infringement notice issued to the person for an offence of the same type as the offence mentioned in the notice; and

(d) any other relevant matters.

(5) The Authority may also withdraw an infringement notice without an application having been made.

Notice of withdrawal of infringement notice

100.-(1) Notice of the withdrawal of an infringement notice may be served on a person in any way in which the notice could have been served on the person.

(2) A notice withdrawing an infringement notice served on a person for an offence-

(a) shall include the following information-

(i) the full name and initials;

(ii) address of the person;

(iii) the number of the infringement notice; and

(iv) the date of issue of the infringement notice;

(b) shall state that the notice is withdrawn; and

(c) if the Authority intends to prosecute the person in a court for the offence, shall state that the person may be prosecuted in a court for the offence.

Refund of penalty

101. Where an infringement notice is withdrawn after the penalty stated in it has been paid, the Authority shall refund the amount of the penalty to the person who paid it, within sixty days after the withdrawal of the notice.

PART X
MARKING OF PLASTIC EXPLOSIVE FOR THE PURPOSE OF DETECTION

Failure to mark plastic explosives
GN. Nos. 950 of 2020 reg. 4

102.-(1) It shall be an offence-

(a) to manufacture and transport unmarked explosives; or

(b) to possess unmarked explosives.

355 of 2023 reg. 20

(2) All stocks of unmarked explosives-

(a) not held by authorities performing military or police functions shall be destroyed or consumed or marked or rendered permanently ineffective, within the period of three years from the date of enactment of these Regulations; and

(b) held by authorities performing military or police functions and that are not incorporated as an integral party of duly authorised military devices shall be destroyed or consumed or marked or rendered permanently ineffective, within a period of fifteen years since the enactment of these Regulations.

(3) [deleted]

PART XI
REVOCATION, SAVINGS AND TRANSITIONAL PROVISIONS

Revocation GN. No. 135 of 2015

103. The Civil Aviation (Security) Regulations, 2015 are hereby revoked.

Existing operators

104. Every person who, immediately before the commencement of these Regulations, was an operator may, on the commencement of these Regulations, continue with their operations and shall, within ninety days after the commencement of these Regulations, submit to the Authority a Security Programme for approval in accordance with regulation 17.

Existing airport security permits

105. An airport security permit in force at the commencement of these Regulations shall, until its expiry, have effect as if it was issued under these Regulations.

FIRST SCHEDULE

(Made under regulation 5(1)(c))

COORDINATION OF ACTIVITIES BETWEEN DIFFERENT ORGANISATIONS

1.-(1) The Authority shall establish the means of co-ordinating activities between different organisations in the United Republic of Tanzania concerned with or responsible for various aspects of the civil aviation security amongst various agencies of the State, airport administration, operators and other concerned organisations.

(2) The agencies under subparagraph (1) include justice, foreign affairs, policing authority, postal, customs, immigration and intelligence.

2.-(1) Airport Police Division or Tanzania Police Force Unit assigned to airports shall-
(a) prevent and detect crimes at civil aviation facilities;
(b) provide-
(i) specialist response, including, but not limited to: antiterrorist units armed intervention, hostage negotiation and explosive device disposal in co-operation and co-ordination with the Tanzania Peoples Defence Forces; and
(ii) rapid armed response capability to major incidence at all airports serving international and domestic civil aviation in co-operation and co-ordination with the Tanzania People's Defence Forces;
(c) arrest, detain and prosecute offenders infringing these Regulations and any other law which safeguard safety and regularity of civil aviation;
(d) liaise with the International Police (INTERPOL) in matters of aviation security internationally; and
(e) perform background checks and clearance of persons applying for airport restricted areas pass and identification documents and those seeking employment in aviation security functions.
(2) Tanzania Peoples' Defence Forces shall provide- (a) bomb detection and disposal services;
(b) armed intervention in acts of hijacking and ground attacks; and
(c) a rapid armed response capability to major incidents at all airports, serving international and domestic civil aviation.
(3) Customs and Excise Department of Tanzania Revenue Authority shall- (a) provide security checks through thorough physical check and search functions of all baggage to protect civil aviation against acts of unlawful interference;
(b) prevent prohibited goods, restricted goods concealed or hidden in persons, baggage or the aircraft; and
(c) survey arriving and departing passengers for persons who are known or suspected to be drug traffickers or smugglers.
(4) The Immigration Services Department shall-
(a) detect improper, forged or ill gotten travel documents;
(b) prevent and detect travelling international terrorists, drug traffickers and other criminals; and

(c) survey arriving and departing passengers for persons who may pose a threat to civil aviation.

(5) The Tanzania Communications Regulatory Authority as a national regulatory body for postal and telecommunications services shall-

(a) provide discreet and special radio communications frequencies, during major aviation incidents such as hijacking and hostage negotiation;

(b) conduct regular surveys, studies and investigation about materials and equipment, which make the mail more secure;

(c) encourage the protection of mail committed to airlines; regulate procedures for receiving and delivering postal dispatches to airlines;

(d) ensure all postal and telecom licences include provisions related to civil aviation security and the operators to ensure-

(i) screening of all postal parcels, letters and other consignments intended to be transported by air; and

(ii) protecting and guarding of those consignments until they are safely placed on aircraft;

(e) coordinating with the bomb disposal unit or expert in case of detecting or discovering a suspect parcel or article which has escaped their detection during screening; and (h) combat illegal drug trafficking.

(6) The Tanzania Intelligence and Security Services Department shall-

(a) collect, collate and analyse international and national intelligence concerning civil aviation security;

(b) co-operate, co-ordinate and communicate with the Tanzania Civil Aviation Authority concerning the level of the security threat internationally and nationally which may affect the security of civil aviation; and

(c) perform vetting and clearance of persons seeking employment in aviation security functions.

(7) The Protocol Division of the Ministry of Foreign Affairs and International Cooperation shall-

(a) administer and control of VIP lounges at public airports and coordinate the control of VIP lounges with the airport administration or operator at privately controlled airports; and

(b) issue airport passes to diplomats and State high-ranking officials for the use of VIP lounges at public airports and co-ordinate for permit of use of the same at private controlled airports.

SECOND SCHEDULE

(Made under regulation 102(3))

MARKING OF PLASTIC EXPLOSIVES FOR THE PURPOSE OF DETECTION

PART A
DESCRIPTION OF EXPLOSIVES

1. The explosives referred to in Part IX of these Regulations are those that are-
(a) formulated with one or more high explosives which in their pure form have a vapour pressure less than 10-4 Pa at a temperature of 25°C;
(b) formulated with a binder material; and
(c) as a mixture, malleable or flexible at normal room temperature.

2. The following explosives, even though meeting the description of explosives in paragraph (1) of Part, shall not be considered to be explosive as long as they continue to be held or used for the purpose specified below or remain incorporated as there specified, namely those explosives that are-
(a) manufactured or held, in limited quantities solely for use in duly authorised research, development or testing of new or modified explosives;
(b) manufactured or held, in limited quantities solely for use in duly authorised training in explosives detection and or development or testing of explosives detection equipment;
(c) manufactured or held, in limited quantities solely for duly authorised forensic science purposes; or
(d) destined to be and are incorporated as an integral part of duly authorised military in the United Republic of Tanzania.

3. In this Schedule, unless the context requires otherwise-
"duly authorised" mentioned in paragraph 2(a), (b) and (c) means permitted according to the laws and regulations of the United Republic of Tanzania; and
"high explosives" include but not restricted to cyclotetramethylene tetranitramine (HMX), pentaerythritol tetranitrate (PETN) and cyclotrimethylenetrinitramine (RDX).

PART B
DETECTION AGENTS

1. A detection agent is any one of those substances set out in the Table below.

2. Detection agents described in this Table are intended to be used to enhance the detectability of explosives by vapour detection means.

3. In each case, the introduction of detection agent into an explosive shall be done in such a manner as to achieve homogenous distribution in the finished product.

4. The minimum concentration of a detection agent in the finished product at the time of manufacture shall be as shown in the Table below.

Table

Name of detection agent	Molecular formula	Molecular weight	Minimum Concentration
Ethylene glycol dinitrate (EGDN)	$C_2h_4(no3)_2$	152	0.2% by mass
2,3-Dimethyl-2,3-dinitrobutane (DMNB)	$C_6h_{12}(no3)_2$	176	0.1% by mass
Para-Mononitrotoluene(pMNT)	$C_7h_7(no3)_2$	137	0.5% by mass
Ortho-Mononitrotoluene (o-MNT)	$C_7h_7(no3)_2$	137	0.5% by mass

5.-(1) Any explosive which, as a result of its normal formulation, contains any of the designated detection agents at or above the required minimum concentration level shall be deemed marked.

(2) For the purpose of sub regulation (1) "detection agent" means a substance as described in this Part which is introduced into an explosive to render it detectable.