

GOVERNMENT NOTICE NO. 268 published on 18/9/2026

THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

THE CIVIL AVIATION (REMOTELY PILOTED AIRCRAFT SYSTEMS)
REGULATIONS, 2026

PART I
PRELIMINARY PROVISIONS

Regulation Information

1. Citation.
2. Interpretation.
3. Application.

PART II
RPAS CATEGORISATION AND REGISTRATION

4. Categorisation and classification of RPAS.
5. Requirements for Category A.
6. Requirements for Category B.
7. Eligibility for ownership of RPAS.
8. RPAS import and export permit.
9. Registration of RPA.
10. Application for registration.
11. RPA register.
12. Certificate of registration.
13. Remote identification requirements.
14. Sale, resale and distribution of RPAS.
15. Change of registration or ownership particulars.
16. De-registration.
17. Airworthiness of RPA.
18. Operators' continuing airworthiness responsibilities.

Gn No. 268 (Contd)

19. Maintenance of RPAS.
20. Inspection, testing, and demonstration of compliance.
21. Suspension or revocation by contravention of law.

PART III
OPERATION OF RPAS

22. General obligations of RPAS operator.
23. General obligations of pilot-in-command.
24. Authorisation of RPAS operations.
25. Operation in prohibited or restricted areas.
26. Operation in controlled airspace.
27. Geo-fencing and Airspace Compliance.
28. Hazardous operation.
29. Carriage of dangerous goods and cargo.
30. RPAS operating limitations.
31. Daylight and night operation.
32. Visual line of sight (VLOS) aircraft operation.
33. Operation of multiple RPAS.
34. Operation near aircraft; right of way rules.
35. Operation over people.
36. Pre-flight familiarisation, inspection and actions for remotely piloted aircraft operation.
37. C2 Link emergence contingency procedure.
38. Reporting of incidents and accidents relating to RPAS operations.
39. Cancellation, suspension or variation of authorisation.
40. Command and control.
41. ATC communication.
42. Operation vicinity of aerodromes.
43. Operations at aerodrome.

PART IV
RPAS OPERATOR CERTIFICATE

44. Certifications of RPAS operations.
45. ROC compliance.
46. Application for ROC.

Gn No. 268 (Contd)

47. Issuance of ROC.
48. Validity and renewal of ROC.
49. Amendments of ROC.
50. Conducting surveillance, inspections and tests.
51. Recognition of ROC from other states.
52. Personnel required for RPAS commercial operations.
53. Operations manual.
54. Authorisation for commercial RPAS operations.
55. Pilot Licence.
56. Application of remote pilot licence with RPAS rating.
57. Eligibility requirements for RPAS Pilot Licence.
58. Aeronautical knowledge.
59. Knowledge tests: General procedures and passing grades.
60. Initial and recurrent knowledge tests.
61. Validity of RPAS Pilots Licence.
62. Training requirements for commercial RPAS operations.
63. Instruments and equipment requirements.
64. Medical condition and drug or alcohol use.
65. Responsibility of the remote pilot.

PART V

PRIVATE, RECREATIONAL AND SPORTS RPAS OPERATIONS

66. Private RPAS operations.
67. Training requirements for private RPAS operations.
68. Recreational and sports RPAS operations.
69. Training requirements for recreational and sports RPAS operations.

PART VI

REMOTE PILOT STATIONS AND AUTONOMOUS RPAS

70. Control of RPS in handover.
71. Procedures for handover of control.
72. Control of RPS in operation.
73. Transfer of control.
74. Contingence planning for remote pilot stations.
75. Applicability of RPS-RS.

Gn No. 268 (Contd)

- 76. Recording requirements.
- 77. RPS-RS data recovery.
- 78. RPAS-RS approval.
- 79. Use of autonomous RPAS.

PART VII

SECURITY REQUIREMENTS FOR RPAS OPERATIONS

- 80. Security requirements.
- 81. Security obligations for RPAS operators.
- 82. Acts of unlawful interference against civil aviation.
- 83. Coordination with Security Agencies.
- 84. Security vetting for remote pilots or owner.
- 85. Remotely Piloted Operator or owner's security measures.
- 86. Notification.
- 87. Privacy of others.

PART VIII

ASSEMBLY AND MANUFACTURING OF RPAS

- 88. Requirement for Approval.
- 89. Organizational Structure.
- 90. Qualifications of Management Personnel.
- 91. Responsibilities of Key Personnel.
- 92. Certification Process.
- 93. Required Manuals.
- 94. Facilities and Equipment.
- 95. Personnel Requirements.
- 96. RPAS Assembly Classification.
- 97. Importation of Components.
- 98. Continuing Airworthiness and Documentation.
- 99. Validity and Renewal of Approval.
- 100. Suspension and Revocation.
- 101. Oversight and Inspection.
- 102. Manufacturing under Bilateral Arrangements.
- 103. Acceptance of Foreign Certifications.
- 104. Fees.

PART IX
EXEMPTION

- 105. Requirements for application.
- 106. Substance of the request for exemption.
- 107. Initial review by the Authority.
- 108. Evaluation of the request.

PART X
GENERAL PROVISIONS

- 109. Documents to be handled by operator.
- 110. Documents to be carried on board.
- 111. Documents at RPS.
- 112. Records.
- 113. Insurance.
- 114. Reports of violation.
- 115. Reporting obligations.
- 116. Data management.
- 117. Permissions.
- 118. Information Sharing.
- 119. Offences and penalties.
- 120. General penalty.
- 121. Revocation.

SCHEDULES

THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (REMOTELY PILOTED AIRCRAFT SYSTEMS) REGULATIONS,
2026

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Civil Aviation (Remotely Piloted Aircraft Systems) Regulations, 2026.

Interpretation

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

“accident” means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which-

(a) a person is fatally or seriously injured as a result of:

- (i) being in the aircraft;
 - (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or
 - (iii) direct exposure to jet blast,
- except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding

Gn No. 268 (Contd)

- outside the areas normally available to the passengers and crew; or
- (b) the aircraft sustains damage or structural failure which-
 - (i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and
 - (ii) would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (c) the aircraft is missing or is completely inaccessible;

“aerodrome” 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;

“aerodrome reference point” means the designated geographical location of an aerodrome;

“aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

“appropriate authority” means the authority having jurisdiction over the area in which the aircraft concerned is operated;

“assembly” means the process of putting together individual aircraft components and systems to form a complete airworthy aircraft in accordance with approved engineering designs, safety standards and regulatory requirements;

“assembly approval” means formal authorization granted

Gn No. 268 (Contd)

Cap. 80

by Tanzania Civil Aviation Authority confirming that an aircraft, engine, propeller or aeronautical product has been assembled strictly in accordance with approved designs, technical standards, regulatory requirements and therefore eligible for certification, operation or further testing;

“Authority” means the Tanzania Civil Aviation Authority established under the Civil Aviation Act;

“autonomous aircraft” means an unmanned aircraft that does not allow pilot intervention in the management of the flight;

“autonomous operation” means an operation during which a remotely piloted aircraft is operating without pilot intervention in the management of the flight;

“Beyond Visual Line-of-Sight (BVLoS) operation” means an operation in which neither the remote pilot nor RPA Observer can maintain direct unaided visual contact with the remotely piloted aircraft;

“command and control (C2) link” means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

“company” means any legal entity registered pursuant to statutory law or established by any law in United Republic;

“conspicuity” means quality of an aircraft (for example, lighting or paint scheme), allowing it to be easily seen or noticed by others (for example, by pilots, ATCOs, aerodrome personnel);

“continuing airworthiness” means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

“controlled airspace” means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;

Note.- Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in Annex 11, 2.6.

Gn No. 268 (Contd)

- “critical components” means aircraft parts, systems or assemblies whose failure could directly lead to a hazardous or catastrophic condition including loss of control, serious injury or loss of the aircraft;
- “C2 Link” means the data link or communication link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;
- “C2 Link interruption” means any temporary situation where the C2 Link is unavailable, discontinuous, introduces too much delay or has inadequate integrity but where the lost C2 Link decision time has not been exceed;
- “C2CSP” means an entity which provides a portion of, or all of the C2 Link service for operation of an RPAS;
- “dangerous goods” means articles or substances which are capable of posing risk to health, safety, property or the environment and which are shown in the list of dangerous goods of the Technical Instructions or which are classified according to those instructions;
- “detect and avoid” means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;
- “duty period” means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties;
- “Electronic Speed Controller (ESC)” means Electronic Speed Controller which controls the speed of RPA motors;
- “flight data analysis” means a process of analysing recorded flight data in order to improve the safety of flight operations;
- “flight duty period” means a period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aircraft finally comes to rest and the engines are shut down at the end of the last flight on which he is a crew member;
- “geo-fencing” means a technological feature that uses geographic data to restrict or prevent the operation of a remotely piloted aircraft within designated

airspace;

“handover” means the act of passing piloting control from one remote pilot station to another;

“importer” means a person, company or organization that buys goods or services from another country and brings them into their own country for sale or use;

“incident” means an occurrence, other than an accident, associated with the operation of an aircraft which affects or is likely to affect the safety of operation, and includes the incidents listed in Annex 13, Attachment C;

“Integrated Aeronautical Information Publication” means aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media, and includes-

- (a) Aeronautical Information Publication (AIP), including amendments and supplements;
- (b) Aeronautical Information Circulars (AIC);
- (c) Aeronautical charts;
- (d) NOTAM; and
- (e) Digital data sets;

“lost C2 link State” means the state of the RPAS in which the C2 Link performance has degraded, as a result of a C2 Link interruption that is longer than the lost C2 Link decision time to a point where it is not sufficient to allow the remote pilot to actively manage the flight in a safe and timely manner;

“maintenance” means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair;

“major components” means the primary structural and functional parts of an aircraft that are essential for flight, control, safety and operation;

“manufacturing” means is the industrial process of designing, fabricating, and producing aircraft parts, components, systems, or complete aircraft using approved materials, technologies, and quality

standards to meet safety and airworthiness requirements;

“manufacturing approval” means formal authorization granted by Tanzania Civil Aviation Authority confirming that an organization is competent and approved to manufacture aircraft, engines, propellers, or aeronautical products in accordance with approved designs, regulatory standards, and an accepted quality management system, ensuring that all products produced are safe, compliant, and eligible for certification;

“NOTAM” means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;

“operational control” means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight;

“operations manual” means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;

“operations specifications” means the authorisations, conditions and limitations associated with the RPAS operator certificate and subject to the conditions in the operations manual;

“operator” means a person, organisation or enterprise engaged in or offering to engage in aircraft operation;

“organization” means group of people deliberately arranged and coordinated to achieve a common goal;

“person” means natural person, any institution or organisation who engage in RPAS operation;

“prohibited area” means an airspace of defined dimensions, within which the flight of aircraft is prohibited;

“protected airspace” means an airspace declared by the

Gn No. 268 (Contd)

Minister under the Act as restricted for safety or security purposes;

“remote crew member” means a crew member charged with duties essential to the operation of a RPAS during a flight duty period;

“remote cruise relief pilot” means a remote flight crew member who is assigned to perform remote pilot tasks during cruise flight, to allow the remote pilot-in-command to obtain planned rest;

“remote identification system” means a system that enables the identification of a remotely piloted aircraft and its operator through the transmission of identification and location data in real time;

“remote flight crew member” means a licensed crew member charged with duties essential to the operation of a RPAS during a flight duty period;

“remote pilot” means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time;

“remote pilot-in-command” means the remote pilot designated by the operator as being in command and charged with the safe conduct of a flight;

“remote pilot station” means the component of the RPAS containing the equipment used to pilot the remotely piloted aircraft;

“Remotely Piloted Aircraft (RPA)” means an unmanned aircraft which is piloted from a remote pilot station;

“Remotely Piloted Aircraft System (RPAS)” means a remotely piloted aircraft, its associated remote pilot station, the required command and control links and any other components as specified in the type design;

“RPAS operating manual” means a manual, acceptable to the Authority, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the RPA and each associated RPS model and other m

aterial relevant to the operation of the RPAS;

Note. - The RPAS operating manual is part of the operations manual.

Gn No. 268 (Contd)

- “Required Communication Performance (RCP)” means a statement of the performance requirements for operational communication in support of specific ATM functions;
- “Required Communication Performance type (RCP type)” means a label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity;
- “rest period” means a continuous and defined period of time, subsequent to or prior to duty, during which remote crew members are free of all duties;
- “RPA observer” means a trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight;
- “RPAS operator certificate (ROC)” means a certificate authorising an operator to carry out specified RPAS operations;
- “RPAS-recorder system (RPAS-RS)” means the recorder system installed in the remotely piloted aircraft system for the purpose of complementing accident or incident investigation;
- “restricted area” means a defined airspace where RPAS operations are limited unless special permission is granted by relevant authorities;
- “safety” means the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level;
- “Safety Management System (SMS)” means a systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities policies and procedures;
- “safety oversight” means a function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations;
- “security directive” means any lawful instruction issued by a competent authority relating to national security or public safety concerning RPAS operations.

Gn No. 268 (Contd)

Cap. 80

- “serious incident” means an incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down;
- “specific approval” means a specific approval is an approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;
- “Small Organization” means an organization that has a limited number of employees, small scale of operations, and simple management structure;
- “State aircraft” has the meaning ascribed to it under the Civil Aviation Act;
- “surveillance” means the activities through which the responsible authority proactively verifies through inspections and audits that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State;
- “switchover” means the act of transferring the active data link path between the RPS and the RPA from one of the links or networks that constitutes the C2 Link to another link or network that constitutes the C2 Link;
- “Visual Line-of-Sight (VLoS) operation” means an operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft;
- “Visual Meteorological Conditions (VMC)” means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima; and

Application

3. These Regulations shall-

- (a) apply to persons operating, assembling, manufacturing or maintaining RPAS registered in the United Republic; and
- (b) not apply to State aircraft.

PART II

RPAS CATEGORISATION AND REGISTRATION

Categorisation and classification of RPAS

4. (1) RPAS shall be classified by weight and usage.

(2) There shall be three classes of RPAS as follows:

- (a) class 1, weighing not more than 5 kilograms including any payload carried;
- (b) class 2, weighing more than 5 kilograms but less than 25 kilograms including any payload carried; and
- (c) class 3, weighing 25 kilograms and above including any payload carried by the RPAS.

(3) There shall be three categories of RPAS operations as follows:

- (a) category A, where operations are conducted within defined limitations and bear low risk;
- (b) category B, specific; and
- (c) category C, certified which shall be treated as manned aircraft.

(4) The categories under subregulation (3) shall be subject to authorisation by the Authority.

(5) The Authority shall grant authorisation for category C operations where an applicant complies with requirements relating to airworthiness certification, continuing airworthiness, operations, instruments, pilot licensing and air traffic management.

Requirements for Category A

5. (1) A person shall conduct RPA category A operations where the RPA has been registered by the Authority and the RPA:

- (a) has a maximum take off mass of under 5kg; and
- (b) is flown within visual line of sight.

Gn No. 268 (Contd)

(2) Category A RPA operations shall not be conducted over assemblies of people.

(3) Category A operations shall be undertaken as-

(a) a club activity; or

(b) recreational operation.

(5) A club that organises structured operations beyond category A limitations, shall seek operational authorisation from the Authority prior to conducting such club operations.

(6) An applicant for club authorisation shall develop and submit to the Authority for approval, a club operations manual.

(7) A person shall not conduct category A RPA operations:

(a) above 400ft (120m) AGL; and

(b) in controlled airspace, restricted and prohibited areas.

Requirement
s for
Category B

6. (1) A person shall not conduct Category B RPA operations unless-

(a) he has obtained operational authorisation from the Authority; or

(b) he possesses Remote Operation Certificate.

(2) An operator shall develop and submit to the Authority for approval an operations manual that describes the operational processes, technical aspects of the RPA and, where applicable, the safety protocols to be followed during the operation.

(3) Category B RPA shall be operated in compliance with-

(a) its operational manual, ATC instructions, guidance at heights and lateral distances from any persons, buildings or objects; and

(b) such other conditions as may be imposed by the Authority.

(3) The operations manual shall be developed in accordance with the guidance contained in the Second Schedule.

(4) The application for Category B operational authorisation shall contain at least the following:

(a) operations manual covering at least:

- (i) safety procedures;
 - (ii) pilot competency requirements; and
 - (iii) emergency procedures; and
- (b) proof of pilot competency through RPA training certificate or licence.

(5) An operator shall submit for authorisation by the Authority, the operations privileges and limitations for the operator's intended activities.

(6) An RPA operator shall, prior to conducting category B operations, submit to the Authority for approval, for each operation, a safety risk assessment and risk mitigation plan employed to reduce any risks to an acceptable level .

(7) The safety risk assessment shall be of the structure contained in the Second Schedule.

(8) An operator shall submit the risk assessment and mitigation plan at least fourteen days prior to the intended operations, unless otherwise specified for known and justified emergency operations.

(9) An operator shall conduct category B RPA operations in adherence to the conditions specified in the authorization by the Authority, including the specific operational privileges, limitations and restrictions.

Eligibility
for
ownership
of RPAS

7. A person shall be eligible to own a RPAS if that person is-

- (a) a Tanzanian citizen;
- (b) a resident in the United Republic of Tanzania;
- (c) a company registered in the United Republic of Tanzania; or
- (d) the Government of the United Republic of Tanzania.

RPAS
import and
export
permit

8.-(1) A person shall not import RPAS or any component thereof without a permit issued by the Authority.

(2) A person who intends to export a Tanzanian registered RPAS shall notify the Authority in writing and obtain a Deregistration Certificate.

Registration
of RPA

9.-(1) A person shall operate RPA within the United Republic where the RPA has been registered by the

Gn No. 268 (Contd)

	Authority and a certificate of registration has been issued in accordance with these Regulations. (2) The Authority shall establish and implement a system for registration and identification of a RPA in the United Republic of Tanzania.
Application for registration	10.(1) The owner of RPA shall submit an application for registration or operation of RPA to the Authority. (2) The owner of RPA shall submit to the Authority- (a) an application in the prescribed form; (b) proof of ownership; (c) the registration fee as prescribed by the Authority; and (d) any other document as the Authority may direct.
RPA register	11. The Authority shall establish and maintain a remotely piloted register containing the following particulars- (e) the number of the certificate; (f) the registration mark assigned to a RPA by the Authority; (g) the name of the manufacturer and the manufacturer's designation of the RPA; (h) the serial number of the RPA; (i) the name and address of the owner; (j) entry date; and (k) the use or conditions with regard to which the RPA is registered.
Certificate of registration	12.(1) The Authority shall register the RPA by assigning a registration number “(5H-....)” and issue to the owner where the applicant meets the registration requirements, a certificate of registration, which shall include the particulars specified in regulation 11 and the date on which the certificate was issued. (2) A certificate of registration issued under subregulation (1) shall not be transferable.
Remote identification requirements	13.-(1) A RPA shall be equipped with a remote identification system capable of- (a) broadcasting the identity of the aircraft;

- (b) transmitting location and altitude; and
- (c) identifying the operator.

(2) An operator of RPA equipped with a remote identification system shall ensure that any radio transmission used for remote identification complies with the applicable laws governing the use of the radio survey spectrum in the United Republic.

(3) The Authority shall prescribe technical standards for remote identification.

Sale, resale
and
distribution
of RPAS

14.-(1) A person shall not sell, resell or distribute RPAS in the United Republic unless with the approval of the Authority.

Change of
registration
or
ownership
particulars

15.-(1) A person who is registered as an owner of RPA in the United Republic of Tanzania shall notify the Authority in writing within fourteen days before the change of-

- (a) any change in the particulars which were furnished to the Authority at the time of making application for the registration of the RPA; and
- (b) the destruction of the RPA or its permanent withdrawal from use.

(2) A person who becomes the owner of the RPAS registered in the United Republic of Tanzania shall inform the Authority in writing.

(3) The Authority may, where it appears necessary or appropriate, for purposes of updating the register, correct or amend the particulars entered on the register.

(4) For purposes of this regulation, a reference to a registered owner of the RPAS includes:

- (a) in the case of a deceased person, a reference to his legal representative; and
- (b) in the case of a body corporate which has been dissolved, its successor.

De-
registration

16. (1) The Authority may de-register the registration of RPA under the following circumstances:

- (a) upon application of the RPA owner;
- (b) upon destruction of the RPA; or
- (c) where the RPA is permanently withdrawn from

use.

(2) The Authority shall, before de-registering the RPA, require the registered owner to-

- (a) return to the Authority the certificate of RPA registration;
- (b) settles any liens or encumbrances attached to the RPA;
- (c) remove all nationality and registration marks assigned to the RPA; and
- (d) comply with any such other conditions as the Authority may specify.

Airworthiness of RPA

17. (1) An RPA owner or operator shall ensure that all its components are in working order and in accordance with the manufacturers' user manual.

(2) The Authority may require RPA of a certain class and category with a type certificate to obtain a certificate of airworthiness.

Operators' continuing airworthiness responsibilities

18. (1) An operator shall ensure-

- (a) an RPA is maintained in an airworthy condition;
- (b) the operational and emergency equipment necessary for an intended flight is serviceable;
- (c) the certificate of airworthiness of the RPA is valid; and
- (d) each RPA conforms to the approved design and is maintained in a condition for the safe operation of the RPA.

(2) An operator shall not operate an RPA unless maintenance of the RPA, including any associated engine, propeller or parts, is carried out:

- (a) by an organization that is either approved by the Authority or by another contracting state; or
- (b) by a person or organization in accordance with procedures that are authorized by the Authority; and there is a maintenance release in relation to the maintenance carried out.

(3) An operator shall employ adequate personnel to ensure that all maintenance is carried out in accordance with the maintenance control manual.

(4) An operator shall ensure that the maintenance of

Gn No. 268 (Contd)

RPA is performed in accordance with the maintenance programme.

(5) An operator shall ensure that maintenance personnel receive initial and continuation training acceptable to the Authority including the application of human factors principles.

(6) Save as otherwise provided in this regulation, RPA maintenance shall be made through the Approved Maintenance Organization which operates under the Civil Aviation (Airworthiness) Regulations.

GN. No.
57 of 2017

Maintenance
of RPAS

19. (1) An owner or operator of RPAS shall-

- (a) maintain the RPAS in a condition for safe operation;
- (b) inspect the RPAS prior to flight to determine that the system is in a condition for safe operation; and
- (c) keep a log of all the checks performed before and after each flight operation.

(2) A person shall not conduct RPAS maintenance without approval from the Authority.

Inspection,
testing, and
demonstration
of
compliance

to-

20.-(1) The Authority shall have unrestricted access

- (a) the remote pilot licence with a remotely piloted aircraft rating;
- (b) the certificate of registration for the RPAS being operated;
- (c) the oversight of the C2 Link service provision, whether any of the C2 Link components are under the control of the RPAS operator or a C2 Link communications service provider ; and
- (d) premises, facilities, equipment and any other document, record, or report required to be kept by a remote pilot or owner of a RPA under these Regulations.

(2) The remote pilot or owner of a RPAS shall, upon request, allow the Authority to make oversight activities of the RPAS, the remote pilot, and facilities and equipment, to determine compliance.

(3) In exercising its oversight function of the C2

Gn No. 268 (Contd)

Link service provision, the Authority shall-

- (a) verify that the C2 Link service is provided by a C2 Communication Service Provider authorised or licensed under the applicable communications laws of the United Republic;
 - (b) ensure that the operator has established and documented monitoring processes to ensure that the C2 Link service provision meets the established requirements, including C2 Link quality of service required and security;
 - (c) ensure that the operator has established and documented monitoring processes to raise findings, and to request and monitor corrective actions related to the C2 Link service provision;
 - (d) ensure that the operator takes appropriate measures, when necessary, to resolve C2 Link service provision findings identified in application of the continuous monitoring processes;
 - (e) ensure that the operator has radio communication equipment used for command and control links which comply with the applicable national type approval and communications equipment requirements; and
 - (f) approve the use of a C2 Communication Service Provider authorised or licensed under the applicable communications laws of the United Republic.
- (4) An operator shall notify the Authority on-
- (a) all C2 Link provision degradations with regard to the Service Level agreement (SLA) that occur during operations; and
 - (b) degradations that cannot be resolved by direct interaction between the operator and the C2CSP, when the C2CSP is not the operator.

Suspension
or
revocation
by
contravention
of law

21. Save as otherwise provided, the Authority may, in the interest of safety and security revoke or suspend a certificate, approval, authorisation, exemption or such other document of a person who contravenes any provision of these Regulations.

PART III
OPERATION OF RPAS

General
obligations
of RPAS
operator

22.-(1) The RPAS operator shall-

- (a) be responsible for the safe conduct of its operations;
- (b) provide all necessary documents to the staff including operating manual;
- (c) comply with all requirements established by the Authority regarding its operations; and
- (d) be responsible for contracted services from providers, as necessary, to carry out its operations.

(2) An operator shall ensure that the persons involved in the RPAS operation are aware and comply with the laws, regulations and procedures governing their activities and for which RPAS is being operated.

(3) Responsibility for operational control shall be to the remote pilot-in-command:

Provided that, where the operator's approved method of control and supervision of flight operations requires the use of flight operations officer or flight dispatcher personnel, the said responsibility may be delegated to the flight operations officer or flight dispatcher.

(4) An operators shall ensure that remote pilots-in-command have available at the RPS all the essential information concerning the search and rescue services in the area over which the RPA will be flown.

(5) Where an operator exercises direct control over the entire C2 Link(s), the operator shall be responsible for the safe operation of all C2 Link components as may be prescribed in a service level agreement (SLA) internal to the operator.

(6) Where a portion of, or all of the C2 Link is under the operational control of a C2CSP, the operator shall establish a service level agreement (SLA) with the C2CSP prior to commencing operations which shall be approved by the Authority.

(7) The operator shall ensure that the remote pilot is provided with information regarding factors that could

Gn No. 268 (Contd)

affect the quality of the C2 Link for each segment of the operation, and appropriate mitigations to minimize the impact of a degraded C2 Link.

General obligations of pilot-in-command

23.-(1) The remote pilot-in-command shall be responsible for the operation and safety of the RPA from the moment the RPA is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

(2) The remote pilot-in-command shall be responsible for the journey logbook.

(3) The remote pilot-in-command shall ensure that the checklist is complied with.

Authorisation of RPAS operations

24.-(1) A person shall operate a RPAS in the United Republic of Tanzania upon obtaining authorisation of the Authority.

(2) RPAS operators shall be authorised in accordance with the category of use, as follows-

(a) in the case of RPAS used for recreation and sports, authorisation shall be granted through registered clubs established in accordance with the provisions of Part V of these Regulations;

(b) in the case of RPAS for private use, authorisation shall be granted to the operator directly by the Authority in accordance with the provisions of Part Five of these Regulations; and

(c) in the case of RPAS for commercial use, authorisation shall be granted in accordance with the provisions of Part IV of these Regulations.

Operation in prohibited or restricted areas

25.-(1) A person shall operate a RPAS-

(a) in a manner that does not endanger other aircraft, persons or property;

(b) in areas other than prohibited areas; or

(c) in areas that are not restricted, dangerous or any other area notified by the Authority except with the written permission of and in accordance with any conditions imposed by the Authority.

(2) A person may operate a RPAS in a restricted or dangerous area upon obtaining written approval of the

Gn No. 268 (Contd)

Authority and in accordance with the conditions of that approval.

Operation in
controlled
airspace

26.-(1) A person shall operate a RPA in a controlled airspace upon obtaining prior authorisation from the Air Traffic Control facility having jurisdiction over that airspace.

(2) A person conducting RPA operations shall notify the appropriate air traffic service unit whenever the flight of a RPA inadvertently enters into controlled airspace.

Geo-fencing
and Airspace
Compliance

27.-(1) An RPAS shall incorporate geo-fencing capabilities to prevent operation in-

- (a) prohibited areas;
- (b) restricted areas;
- (c) protected airspace declared by the government.

(2) The Authority may, subject to compliance of safety and security conditions, authorise operations of RPA in areas referred to in subregulation (1).

Hazardous
operation

28.-(1) A person shall operate a RPAS in a manner that does not-

- (a) endanger the life or property of another person through deliberate, careless or reckless conduct; or
- (b) endanger the life or property of another person by allowing an object to be dropped from a RPA.

(2) An operator of RPAS shall discontinue a flight where he has reason to believe that continuation of the flight would pose a hazard to civil aviation operations, people or property.

(3) An operator shall report to the Authority, as soon as practicable, where a RPAS encounter a hazardous situation during flight.

(4) A remote pilot shall intervene in the management of automated hazard avoidance manoeuvres except in the case of a C2 Link interruption.

Carriage of
dangerous
goods and
cargo

29.-(1) An operator shall not transport cargo in an RPA unless with the approval of the Authority.

Gn No. 268 (Contd)

(2) An operator shall not, unless with the approval of the Authority-

- (a) take or cause to be taken on board an RPA;
- (b) deliver or cause to be delivered for loading into an RPA,

any goods which that person knows or has reasonable cause to believe to be dangerous goods.

RPAS
operating
limitations

30.-(1) A person shall operate RPAS-

- (a) at or below 400 feet above ground level; and
- (b) within the radius of 50 meters from any person, vessel, vehicle or structure which is not under the control of the person in charge of the RPAS.

(2) Notwithstanding subregulation (1), operations for private and commercial categories of RPAS shall be conducted at such higher heights and lateral distances as the Authority may approve.

(3) A person shall operate an RPAS-

- (a) in Visual Meteorological Conditions (VMC); and
- (b) within Visual Line of Sight (VLoS).

(4) Notwithstanding subregulation (3), an RPAS shall only be operated Beyond Visual Line of Sight or Extended Beyond Visual Line of Sight (EBVLoS), if-

- (a) the operator has obtained special authorization from the Authority; and
- (b) the RPAS is equipped with a detector and avoid system.

(5) The Communications, navigation and surveillance equipment installed on an RPAS shall operate in accordance with applicable national communications and spectrum management requirements.

(6) All RPA shall be equipped with an appropriate mode transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.

(7) When operating in airspace where SSR transponder carriage is required, the RPAS and RPA shall set the transponder to Mode A Code 7400 to indicate a lost C2 Link state.

Gn No. 268 (Contd)

(8) When operating in airspace where ADS-B carriage requires RPA to detect and avoid (DAA) capability, the RPAS and RPA shall be capable of selecting the appropriate functionality to indicate a lost C2 Link state.

(9) The Authority may, for purposes of ensuring security compliance, direct an operator to adhere to any additional operational restrictions.

Daylight and
night
operation

31.-(1) An RPAS operation shall be conducted during daylight hours, or at night time subject to the authorisation of the Authority.

(2) An RPA when operated at night shall be equipped with-

GN. No.
54 of 2017

(a) all instruments and systems requirements as specified in regulation 63(1);

(b) lights as prescribed in the Civil Aviation (Rules of the Air) Regulations, 2017 for aircraft in flight or operating on the movement area of an aerodrome; and

(c) landing lights.

Visual line
of sight
(VLOS)
aircraft
operation

32. (1) A remote pilot or RPA observer shall maintain continuous unaided visual contact with the RPA sufficient to be able to-

(a) maintain operational control of the RPA; and

(b) know the RPA's location.

(2) For purposes of this regulation, "unaided visual contact" shall mean binoculars, telescopic equipment, night vision equipment, visual enhancing equipment.

Operation
of multiple
RPAS

33. A person shall-

(a) operate one RPAS at a time; or

(b) operate more than one RPAS at the same time, upon obtaining the approval of the Authority.

Operation
near aircraft;
right of way
rules

34.(1) A remote pilot shall maintain awareness so as to see and avoid other aircraft and vehicles, and yield the right of way to all aircraft and vehicles.

(3) For purposes of this regulation "yielding the

Gn No. 268 (Contd)

right-of-way” means that the RPA shall give way to the aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.

Operation
over people

35. A person may operate a RPA over an open-air assembly or crowd of persons who are not directly participating in the operation of the RPA upon obtaining the approval of the Authority.

Pre-flight
familiarisation,
inspection
and actions
for remotely
piloted
aircraft
operation

36.-(1) Prior to flight, the remote pilot shall-

- (a) assess the operating environment, considering risks to persons and property in the immediate vicinity, both on the surface and in the air, the assessment shall include-
 - (i) local weather conditions;
 - (ii) local airspace and any flight restrictions;
 - (iii) the location of persons and property on the surface; and
 - (iv) other ground hazards;
- (b) ensure that all persons involved in the operation of the remotely piloted aircraft receive a briefing that includes operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards;
- (c) ensure that all remote flight crew members are at their duty stations;
- (d) ensure that all links between ground station and the RPA are working properly; and
- (e) where the RPA is powered, ensure that there is enough power for the RPAS to operate for the intended operational time and to operate after that for at least five minutes.

(2) A person involved in the operation shall perform the duties assigned by the remote pilot.

C2 Link
emergence
contingency
procedure

37.-(1) Where any of the C2 Link components fail, the operator shall take actions to minimize the time that the remote pilot is not actively managing the flight .

(2) An operator shall ensure contingency switchovers are performed in line with security measures and procedures that ensure that the accepting C2 Link or

Gn No. 268 (Contd)

network is authenticated and authorized.

(3) An operator shall ensure contingency handovers are performed in line with security measures and procedures that ensure that the gaining RPS is authenticated and authorized to take control of the RPA.

(4) A means or process for anticipating C2 Link interruptions or lost C2 Link states shall be provided to the remote pilot.

(5) The operator shall establish crew procedures for C2 Link interruption and lost C2 Link operations.

(6) Remote pilots shall notify the ATC unit as soon as practicable upon the lost C2 Link procedures being activated for any flight operated as a controlled flight or any flight that may affect other aircraft operating in controlled airspace and, if applicable, upon the C2 Link being successfully restored.

Reporting
of incidents
and
accidents
relating to
RPAS
operations

38.-(1) Where an emergency situation which endangers the safety of the RPAS or persons occur, the flight operations officer or flight dispatcher shall without delay, notify the Authority of the nature of the situation and requests for assistance if required.

(2) Where an emergency situation under subregulation (1) necessitates the taking of an action which involves a violation of regulations or procedures, the remote pilot-in-command shall within ten days-

- (a) notify the Authority without delay; and
- (b) submit a report to the Authority on any such violation;

(3) The Aircraft Accident and Incident Investigation Unit shall be responsible for investigating all RPAS accidents and serious incidents.

(4) Operators shall ensure that remote flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as prescribed in the relevant laws.

Cancellation
, suspension
or variation
of
authorisation

39. The Authority may, in the interest of safety and security, cancel, suspend or vary any authorisation granted under these Regulations.

Command
and control

40.-(1) The RPAS pilot shall ensure that he has command and control of the RPAS at all times during the flight.

(2) Where the RPAS is manned by an operator, the operator shall designate a remote pilot to act as a pilot-in-command.

(3) The operator shall permit the remote pilot-in-command to control one RPA unless the Authority determines otherwise.

ATC
communication

41.-(1) The RPAS pilots shall inform the Air Traffic Control (ATC) of any operations that take place in areas which are likely to affect manned and controlled air traffic:

Provided that, the operational instructions involving a change in the ATS flight plan, shall be coordinated with the appropriate ATS unit before transmission to the remote pilot.

(2) An operator shall ensure that communications from an RPAS-

(a) does not cause harmful interference with aeronautical communication, navigation or surveillance systems; and

(b) complies with applicable national communications and aviation requirements.

(3) An Air Navigation Service Provider (ANSP) shall establish procedures, acceptable to the Authority, for integration of RPAS operation into the airspace to ensure aviation safety which shall include communication and surveillance detection.

(4) The procedures established by Air Navigation Service Provider shall prescribe required information to be passed to ATC by RPAS pilot before and during RPAS operations.

Operation
vicinity of
aerodromes

42. A person may operate a RPAS-

(a) within 10 kilometers of an aerodrome from the aerodrome reference point for aerodrome code C, D, E and F aerodromes;

(b) within seven kilometers of an aerodrome from the aerodrome reference point for aerodrome

code A and B aerodromes;
(c) on approach and take-off paths;
(d) in the vicinity of navigation aids;
(e) within the aerodrome traffic zone; or
(f) within terminal traffic holding patterns,
upon obtaining written permission of the owner or operator
of the aerodrome, the appropriate ANSP and approval from
the Authority.

Operations
at
aerodrome

43. The Authority may upon approval of RPAS
operation at an aerodrome-
(a) impose operating restrictions on the approval in
the interest of safety;
(b) publish details of the approval in the appropriate
element of the Integrated Aeronautical
Information Publication (IAIP); and
(c) revoke or change the conditions that apply to
such approval and publish details of any
revocation or change in conditions in the
appropriate element of the IAIP.

PART IV RPAS OPERATOR CERTIFICATE

Certification
s of RPAS
operations

44.-(1) The Authority shall certify RPAS operations
in accordance with the eligibility and training requirements
as generally set out in the First Schedule.

(2) Without prejudice to the generality of
subregulation (1), the Authority may issue specific approval
where-

- (a) the operation involves automatic landing or take-
off capability irrespective of the prevailing
whether conditions;
- (b) landing or take-off is conducted in low visibility;
and
- (c) a flight is to be operated in known or expected
icing conditions.

ROC
compliance

45.-(1) An operator shall not engage in
commercial RPAS operations unless he has obtaining ROC
issued by the Authority.

Gn No. 268 (Contd)

(2) An ROC shall authorise the operator to conduct RPAS operations in accordance with the conditions and limitations detailed in the operations specifications attached to it.

(3) The issuance of a ROC by the Authority is dependent upon the RPAS operator demonstrating an adequate organisation, method of control and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified and commensurate with the size, structure and complexity of the organisation.

Cap. 80

(4) A commercial RPAS operator shall establish and implement a Safety Management System in accordance with their operational requirements established under the Civil Aviation Act or any other regulations made there under:

Provided that, where an operator contracts a third party who is not certified, the contracted party shall comply with the RPAS procedures.

Application
for ROC

46.-(1) A person intending to operate RPA shall apply to the Authority for a ROC.

(2) An operator applying to the Authority for an RPAS Operator Certificate shall submit an application-

- (a) on a form and manner as prescribed by the Authority;
- (b) accompanied by proof of payment for a fee as prescribed by the Authority; and
- (c) a minimum equipment list; and
- (d) containing any other information that the Authority may require.

(2) Where the State of registry is not the United Republic, the applicant shall ensure that its operator's actions comply with the approvals and limitations as provided in these Regulations.

(3) A ROC shall include the following:

- (a) the issuing authority;
- (b) the ROC number and its expiration date;
- (c) the RPAS operator name, trading name where it is different from operator's name and address of the principal place of business;

Gn No. 268 (Contd)

- (d) the date of issue, name, signature and title of the authority representative;
- (e) the location where the contact details of operational management can be found;
- (f) the description of the types of operations authorised;
- (g) the type or model of remotely piloted aircraft authorised for use; and
- (h) the authorised areas of operation.

(5) A person shall make an application for a new or renewal of a ROC at least sixty days before the date of the intended operation.

Issuance of
ROC

47. The Authority may issue a ROC to an applicant if that applicant-

- (a) has principal place of business and the place is registered in the United Republic of Tanzania;
- (b) meets the applicable regulations and standards for the holder of a ROC;
- (c) (c) is properly qualified, adequately staffed and equipped to conduct safe operations in commercial operations of the RPAS;
- (d) holds a security clearance issued by the appropriate authority; and
- (e) has an Approved Aircraft Operator Security Programme in accordance with the relevant regulations and meets any other requirements as specified by the Authority.

Validity and
renewal of
ROC

48.-(1) A ROC shall be valid for 12 months from the date of issue or renewal, unless-

- (a) a shorter period is specified by the Authority;
- (b) the Authority amends, suspends, revokes or otherwise terminates the ROC;
- (c) a ROC holder surrenders it to the Authority; and
- (d) the ROC holder notifies the Authority of the suspension of operations.

(2) A ROC which is suspended or revoked shall be returned to the Authority.

(3) An applicant for a certificate which has expired

Gn No. 268 (Contd)

shall make afresh application.

Amendment
s of ROC

49.-(1) The Authority may amend a ROC if the-

- (a) Authority determines that the amendment is necessary for the safety of commercial RPAS operations; and
- (b) ROC holder applies for an amendment and the authority determines that the amendment is necessary.

(2) The ROC holder shall operate in accordance with the amendment unless it is subsequently withdrawn.

Conducting
surveillance,
inspections
and tests

50. The Authority shall conduct surveillance, inspections and tests on the ROC holder to ensure continued eligibility to hold a ROC and associated approvals.

Recognition
of ROC
from other
states

51. The Authority shall recognise as valid, a ROC issued by a contracting state, provided that the requirements under which the certificate was issued are not less favourable than those prescribed under these Regulations.

Personnel
required for
RPAS
commercial
operations

52.-(1) A RPAS operator shall have accountable manager acceptable to the authority, with corporate authority for ensuring that all necessary resources are available to support operations under ROC.

(2) The accountable manager shall have sufficient qualified and competent personnel for the planned tasks and activities to be performed in accordance with the applicable requirements;

(3) The RPAS operator shall establish initial and recurrent training to ensure continuing competence of its personnel.

Operations
manual

53.-(1) The RPAS operator shall develop and submit to the Authority for approval an operations manual as set out in the Second Schedule .

(2) The operations manual may be amended or revised where necessary, to ensure that the information is up to date.

Authorisatio

54.-(1) The ROC holder shall not undertake

Gn No. 268 (Contd)

n for
commercial
RPAS
operations

commercial operations of RPAS except with authorisation issued by the Authority.

(2) The ROC holder shall not conduct an RPAS flight commencing at a place within the United Republic of Tanzania and terminating at a place outside the United Republic of Tanzania without authorisation from the State of destination or any other State over whose airspace the RPAS shall fly.

(3) The ROC holder shall not conduct a RPAS flight commencing at a place outside the United Republic of Tanzania and terminating at a place within the United Republic of Tanzania or overflying the Tanzanian airspace without authorisation from the Authority.

(4) Any person who intends to conduct a RPAS operation shall seek authorisation from the Authority prior to conducting any operations.

(5) The RPAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.

(6) Unless otherwise specified by the Authority, the request for authorisation shall include the following-

- (a) name and contact information of the operator;
- (b) RPAS characteristics (type of aircraft, maximum certificated take-off mass, number of engines, wing span);
- (c) a copy of certificate of registration;
- (d) an aircraft identification to be used in radiotelephony, if applicable;
- (e) a copy of the certificate of airworthiness;
- (f) a copy of certificate of registration;
- (g) a copy of the RPAS operator certificate;
- (h) a copy of the remote pilot licence;
- (i) a description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VloS) operation if applicable, date of intended flight(s), point of departure, destination,
- (j) cruising speed(s), cruising level(s), route to be followed, duration or frequency of flight;
- (k) take-off and landing requirements;
- (l) a RPAS performance characteristics, including:

- (i) operating speeds;
 - (ii) typical and maximum climb rates;
 - (iii) typical and maximum descent rates;
 - (iv) typical and maximum turn rates; and
 - (v) other relevant performance data (e.g. limitations regarding wind, icing, precipitation); and
 - (vi) maximum aircraft endurance;
 - (m) communications, navigation and surveillance capabilities;
 - (n) aeronautical safety communications frequencies and equipment, including:
 - (i) ATC communications, including any alternate means of communication;
 - (ii) command and control links (C2) including performance parameters and designated operational coverage area;
 - (iii) communications between remote pilot and RPA observer, if applicable;
 - (iv) navigation equipment; and
 - (v) surveillance equipment (e.g. SSR transponder, ADS-B);
 - (o) detect and avoid capabilities;
 - (p) emergency procedures, including:
 - (i) communications failure with ATC;
 - (ii) C2 failure; and
 - (iii) remote pilot or RPA observer communications failure, if applicable;
 - (q) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;
 - (r) document attesting noise certification, if applicable;
 - (s) confirmation of compliance with the relevant regulations;
 - (t) payload information or description; and
 - (u) proof of adequate insurance coverage.
- (7) Where documents identified in subregulation (6) above are issued in a language other than English, the RPAS operator shall ensure that an English translation is included.

Gn No. 268 (Contd)

Pilot Licence

55.(1) A person shall not fly a RPAS for commercial purposes, unless with a valid licence issued by the Authority in accordance with these Regulations.

(2) An applicant for RPAS Pilots Licence shall-

- (a) be at least 18 years old;
- (b) hold a current medical certificate;
- (c) demonstrate english language proficiency;
- (d) hold a radio telephony licence;
- (e) have completed a course of training approved by the Authority; and
- (f) have passed a knowledge and skills test.

(3) Where applicable, RPAS pilot shall hold an appropriate rating for the type of operations they will perform including-

- (a) type rating;
- (b) instrument rating;
- (c) night rating; and
- (d) instructor rating.

Application of remote pilot licence with RPAS rating

56.(1) An applicant for a remote pilot licence with a RPAS rating under these Regulations shall make the application in a form and manner acceptable to the Authority.

(2) The application shall include:

- (a) a knowledge test report showing that the applicant passed an initial aeronautical knowledge test, or recurrent aeronautical knowledge test;
- (b) a declaration signed by the applicant stating that the applicant does not know or have reason to know that he has a physical or mental condition that would interfere with the safe operation of a RPAS; and
- (c) proof of payment of fee as prescribed by the Authority.

Eligibility requirements for RPAS Pilot Licence

57.-(1) A person shall not act as a remote pilot unless that person holds-

- (a) a remote Pilot Licence;
- (b) a rating for the specific RPAS type or is operating under the supervision of a rated remote

Gn No. 268 (Contd)

- pilot for the purpose of qualifying for the rating;
- (c) the required knowledge for the type of RPAS; and
- (d) a current Class 3 medical certificate.

(2) A person undergoing training to qualify for a remote Pilot Licence or rating shall not-

- (a) act as solo remote pilot of an RPAS:
 - (i) unless under the supervision of, or with the authority of, an authorised RPAS instructor; or
 - (ii) on an international RPA flight; and
- (b) form a part of the crew of a commercial RPAS flight.

Aeronautical
knowledge

58.-(1) A person shall not operate an RPAS unless that person has completed one of the following, within the previous 24 calendar months-

- (a) passed an initial aeronautical knowledge test covering the areas of knowledge specified in regulation 59(1); or
- (b) passed a recurrent aeronautical knowledge test covering the areas of knowledge specified in Regulation 60.

Knowledge
tests:
General
procedures
and
passing
grades

59.-(1) Knowledge tests prescribed by or under these Regulations shall be conducted by the Authority or by persons designated by the Authority.

(2) An applicant for a knowledge test shall have proper identification at the time of application that contains the applicant's-

- (a) photograph;
- (b) signature; and
- (c) date of birth, which shows the applicant meets or will meet the age requirements of these Regulations for the certificate sought before the expiration date of the applicant knowledge test report.

(3) The minimum passing grade for the knowledge test will be specified by the Authority.

Initial and

60.-(1) An initial aeronautical knowledge test covers

Gn No. 268 (Contd)

recurrent
knowledge
tests

the following areas of knowledge-

- (a) applicable regulations relating to a RPAS rating privileges, limitations, and flight operation;
- (b) airspace classification and operating requirements, obstacle clearance requirements, and flight restrictions affecting remotely piloted aircraft operation;
- (c) official sources of weather and effects of weather on remotely piloted aircraft performance;
- (d) a RPAS loading and performance;
- (e) emergency procedures;
- (f) crew resource management;
- (g) radio communication procedures;
- (h) determining the performance of remotely piloted aircraft;
- (i) physiological effects of drugs and alcohol;
- (j) aeronautical decision making and judgment; and
- (k) airport operations.

(2) A recurrent aeronautical knowledge test covers the following areas of knowledge-

- (a) applicable regulations relating to a RPAS rating privileges, limitations, and flight operation;
- (b) airspace classification and operating requirements, obstacle clearance requirements, and flight restrictions affecting remotely piloted aircraft operation;
- (c) official sources of weather;
- (d) emergency procedures;
- (e) crew resource management;
- (f) aeronautical decision making and judgment; and
- (g) airport operations.

Validity of
RPAS Pilots
Licence
GN. No.
17 of 2017

61. The RPAS Pilots Licence shall be valid subject to validity of the holder's medical certificate as provided in the Civil Aviation (Personnel Licensing) Regulations.

Training
requirements
for
commercial
RPAS
operations

62. The commercial RPAS operations pilots will be trained in accordance with training requirements specified in the First Schedule.

Instruments
and
equipment
requirements

63.-(1) An RPAS operated in accordance with the instrument flight rules shall be equipped with a means of detecting, as a minimum requirement, the following information:

- (a) magnetic heading;
- (b) pressure altitude;
- (c) airspeed;
- (d) RPA attitude;
- (e) outside air temperature;
- (f) rate of climb and descent; and
- (g) failures of an altitude, airspeed or attitude system.

(2) Without prejudice to the generality of subregulation (1), the Authority shall prescribe instrument requirements for RPAS operators for specific operations depending on-

- (a) the class and category of the RPAS;
- (b) type of operations; and
- (c) special authorisations sought.

(3) Unless the design of the RPAS already includes a capability to fully address the risk of ground collision, all RPA conducting IFR operations shall be equipped with a GPWS which has a forward-looking terrain avoidance function.

(4) A GPWS shall provide, automatically, a timely and distinctive warning to the remote flight crew when the RPA is in potentially hazardous proximity to the earth's surface.

(5) A GPWS shall, unless otherwise specified, be capable of providing warnings of the following circumstances:

- (a) excessive descent rate;
- (b) excessive terrain closure rate;
- (c) excessive altitude loss after take-off or go-around;
- (d) unsafe terrain clearance while not in landing configuration with:
 - (i) gear not locked down;
 - (ii) flaps not in a landing position; and
- (e) excessive descent below the instrument glide path.

Gn No. 268 (Contd)

GN. No.
72 of 2017

(6) Any RPAS operated in accordance with IFR shall have a DAA capability which enables the remote pilot to avoid conflicting traffic and other hazards, the DAA shall operate in accordance with the provisions of the Civil Aviation (Surveillance and Collision Avoidance Systems) Regulations 2017.

(7) An RPAS shall be provided with navigation equipment which will enable the remote pilot to proceed in accordance with the operational flight plan and the requirements of air traffic services.

(8) An RPAS shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.

Medical
condition
and drug or
alcohol
use

64.(1) A person shall not act as a remote pilot if he knows or has reason to know that he has a physical or mental condition that would interfere with the safe operation of a RPAS.

(2) A person shall not operate a remotely piloted aircraft if that person is or appears to be under the influence of:

- (a) alcohol, or
- (b) any drug that affects that person's faculties in any way contrary to safety.

Responsibili
ty
of the
remote pilot

65.-(1) The remote pilot is directly responsible for and is the final authority as to the operation of the RPAS.

(2) The remote pilot shall ensure that the remotely piloted aircraft will pose no undue hazard to other aircraft, people, or property in the event of a loss of control of the remotely piloted aircraft for any reason.

PART V

PRIVATE, RECREATIONAL AND SPORTS RPAS OPERATIONS

Private
RPAS
operations

66. A person shall not operate a RPAS for private purposes except with prior authorisation issued by the Authority and subject to the conditions contained therein.

Training
requirements

67. The private RPAS operations pilots shall be

Gn No. 268 (Contd)

for private
RPAS
operations

trained in accordance with training requirements prescribed by Authority.

Recreational
and sports
RPAS
operations

68.-(1) The sports RPAS operations for recreational and sports purposes shall be authorised and conducted within registered clubs which are approved by the Authority based on the operational guidelines specified in the Third Schedule of these Regulations.

(2) The authorisation given under subregulation (1) shall be valid for twelve months.

(3) The Authority shall develop a system for approval of recreational and sports clubs including requirements for composition, documentation, club rules and regulations

(4) The clubs referred to in subregulation (1) shall provide the Authority with details of their operation areas and working hours for approval purposes.

(5) The Authority shall segregate and notify through the applicable element of the IAIP of such airspaces designated for use by RPAS operators, including limitations that may apply.

Training
requirements
for
recreational
and sports
RPAS
operations

69.-(1) Clubs referred to in regulation 68 shall prescribe minimum training requirements for RPAS operations under the club.

(2) Training requirements for RPAS referred to in subregulation (1) above shall be documented and submitted to the Authority for approval.

PART VI

REMOTE PILOT STATIONS AND AUTONOMOUS RPAS

Control of
RPS in
handover

70. (1) An RPS involved in the handover shall be under the operational control of the operator.

(2) An RPS shall be equipped with suitable controls and displays which will enable the remote pilot to monitor and control the intended operation of the RPA on the ground and in the air.

(3) An RPS shall be capable of enabling the remote pilot to carry out any required manoeuvres and deal with emergencies while observing the operating limitations in the

Gn No. 268 (Contd)

expected operating conditions

(4) An RPS shall provide the means for the remote pilot to communicate with ATS units and other airspace users as appropriate.

(5) The RPS shall be equipped to provide the remote pilot with all the relevant information, alerts and warnings pertaining to the operation, in a timely and distinctive manner.

(6) The operator shall ensure that the RPS is located in an environment which-

(a) allows the remote pilot to concentrate on their tasks; and

(b) minimizes distractions.

(7) The operator shall ensure that the working environment for the remote flight crew takes into account the application of Human Factors principles.

(8) The RPS shall contain manuals, charts and other information to be used by a remote pilot and shall have displays arranged to permit the remote pilot to see the indications readily from their station and means of measuring and displaying time in hours, minutes and seconds shall be available to the remote flight crew.

Procedures
for handover
of control

71. (1) The operator shall develop procedures for handover of control of RPA from one RPS to another.

(2) The procedures developed under subregulation (1) shall ensure-

(a) the availability of the gaining RPS

(b) the remote pilot initiating the handover retains responsibility for the RPA until handover is complete and the remote pilot in the gaining RPS has confirmed that control has been established;

(c) the remote pilot taking control of the RPA is notified of or briefed on the current ATC clearance and the current radio communication frequency and, or data link authority;

(d) the gaining RPS control settings are correctly aligned to the configuration of the RPA;

(e) the gaining RPS type is specified in the certificate of airworthiness of the RPA involved in the handover;

- (f) the RPA is within C2 Link coverage of both the transferring and gaining RPS;
- (g) communications between the transferring and gaining RPS involved in the handover are available and as near real-time as possible;
- (h) the transferring RPS can retain or regain control of the RPA in the event that the handover to the gaining RPS is unsuccessful;
- (i) notices to the remote pilot-in-command regarding the carriage of dangerous goods, including the NOTOC, are transferred to the remote pilot-in-command taking control of the RPA;
- (j) the journey log book is transferred and that the RPA technical log is accessible to the gaining RPS prior to conducting the handover, to allow the remote pilot taking control of the RPA to be made aware of the current status of the RPAS to include any faults/system failures; and
- (k) that the remote pilot-in-command is provided with following information prior to conducting the handover:
 - (i) location of the RPA and surrounding traffic;
 - (ii) current meteorological conditions;
 - (iii) destination weather forecast or conditions;
 - (iv) C2 Link status and configuration;
 - (v) changes or limitations to the intended flight or RPA performance; and
 - (vi) ATM-related limitations or outages (e.g. communications, navigation, surveillance equipment).

(3) Subject to this regulation, there shall be only one RPS actively controlling an RPA at any time.

Control of
RPS in
operation

72.-(1) The RPS intended to gain control of an RPA may monitor the activities of the controlling RPS to obtain situational awareness or to facilitate communications between the remote pilots, but should only send commands to the RPA once control has been transferred.

Gn No. 268 (Contd)

(2) The remote flight crew members involved in the handover shall be qualified for the:

- (a) RPS they are operating;
- (b) RPA being transferred; and
- (c) portion or phase of the flight which they are conducting.

(3) Handovers conducted when the RPA is on the ground for maintenance or other purposes, shall only be conducted if the:

- (a) RPA is secured so as to prevent inadvertent ground movements or take-off; and
- (b) C2 Link is approved for use on the ground where the RPA and the RPS are located.

(4) For operations in accordance with the instrument flight rules, the RPS shall display the following information to the remote pilot:

- (a) magnetic heading;
- (b) pressure altitude;
- (c) airspeed;
- (d) RPA attitude;
- (e) outside air temperature;
- (f) rate of climb and descent; and
- (g) failures of an altitude, airspeed or attitude system.

Transfer of control

73. (1) The operator shall develop procedures for the transfer of control of an RPA between remote pilots as one remote pilot relieves the other at the same RPS.

(2) The procedures shall include matters as may be prescribed in the operational manual.

(3) Where flight operations necessitate transfer of remote pilot-in-command responsibility during flight, the operator shall establish transfer procedures that ensure the safe continuity of the operation.

Contingence planning for remote pilot stations

74.-(1) The operator shall provide the remote flight crew with the capability to contact and coordinate with the appropriate ATS unit in the event of an evacuation of the RPS.

(2) The remote flight crew shall contact and coordinate with the appropriate ATS unit in the event of an

Gn No. 268 (Contd)

evacuation of the RPS.

(3) The operator shall develop, promulgate and implement contingency plans to provide alternative RPS facilities when assigned RPS facilities are unavailable.

(4) Contingency plans shall include, as a minimum, the following:

- (a) provisions for alternative facilities and services;
- (b) detailed agreements among the parties concerned, before the occurrence of the event requiring contingency action, including the manner and timing of promulgating such arrangements; and
- (c) details regarding alternative RPS facilities, infrastructure and remote pilots.

(5) The RPS shall be fitted with an emergency power supply, independent of the main electrical supply or generated power supply systems, which is capable of providing power for a duration that is sufficient to implement contingency actions or transfer control of the RPA to an alternate RPS.

(6) The RPAS shall be provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the RPAS to navigate.

Applicability of RPS-RS

75.-(1) All RPS controlling RPA operating under Annex 6, Part IV, and that are manufactured on or after 18 March 2027 shall be equipped with an RPS-RS.

(2) Subject to subregulation (1), all RPAS shall meet operational requirements and record voice communications and aural environment at the RPS.

(3) All RPS required to meet the operational requirements shall record the information displayed to the remote flight crew from electronic displays, as well as the operation of switches and selectors by the remote flight crew.

(4) The operator shall retain the documentation necessary to convert the recorded flight data into flight parameters expressed in engineering units and shall be provided upon request to the Accident and Incident Investigation Unit (AAIU).

Recording
requirements

76.-(1) All RPA-RS shall be capable of retaining the information recorded from the moment the RPA is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, or the last 25 hours, whichever is longer

(2) The RPS-RS shall begin recording continuously from the commencement of the RPS checks prior to connecting to a specific RPA, either pre-flight or in-flight, until connection with the specific RPA is terminated, either in-flight or postflight, and RPS post connection checks are completed.

(3) In the case of multiple RPS controlling the flight of a specific RPA sequentially, each RPS shall record data for the duration stated.

(4) RPA-RS shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and analysed. The recorder systems shall meet the prescribed crashworthiness and fire protection specifications.

(5) In the case of an accident or incident occurring during a flight, the data recorded by the RPA-RS, when required shall be preserved for investigation purposes.

(6) The operator shall maintain a record of each RPS that has controlled an RPA during each flight and data shall be secured in a manner that prevents readout of the data without the use of special tools or techniques provided that data encryption of the RPA-RS or RPS-RS shall not be used as it may affect data recovery where the memory or media is damaged.

(7) All RPS which utilize any of the data link communications applications shall record the data link communications.

(8) Sea RPA shall be equipped with equipment for making the sound signals prescribed in the relevant laws where applicable and shall be equipped with suitable de-icing and, or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.

RPS-RS
data
recovery

77.-(1) All RPA required to carry an RPA-RS shall be equipped with an RPA-RS protected with Flight Recorder Systems industry crashworthiness and fire protection. The crashworthiness and fire protection shall be based on analysis of potential damages to the recording media.

(2) RPS-RS shall ensure the recorded data is safely maintained with respect to environmental conditions, security and emergencies that could affect the integrity of the RPS provided that where the RPS is carried on board a vehicle, vessel or another aircraft, the RPS-RS shall include crashworthiness and fire protection.

(3) The RPA-RS shall be deactivated whenever possible upon completion of the flight if an accident or incident has occurred or is suspected of having occurred and shall not be reactivated before the disposition of the recorders is determined.

(4) The RPS-RS shall preserve the original recorded data related to the accident or incident of an RPA without affecting the continued operation of the RPS-RS and the original recorded data related to the accident or incident of an RPA shall be preserved and retained until the disposition of the recorders is determined in accordance with Annex 13.

(5) An RPA meeting the applicability standards of RPS-RS shall be equipped with a means, approved by the Authority, to recover the data from RPAS recorder systems (RPAS-RS), and make it available in a timely manner.

RPAS-RS
approval

78. In approving the means to make the RPAS-RS data available in a timely manner, the Authority shall take into account the following:

- (a) the capabilities of the operator;
- (b) overall capability of the RPAS as certified by the State of Design;
- (c) the reliability of the means to recover the appropriate RPS-RS voice recorder channels; and
- (d) specific mitigation measures.

Use of

79.-(1) A person shall not operate an autonomous

Gn No. 268 (Contd)

autonomous
RPAS

RPAS unless obtains approval from the Authority.

(2) A person intending to conduct autonomous RPAS operation shall before commencing the operation, submit a concept of the RPA operations, including risk assessment to the Authority.

(3) The RPA shall be equipped with an automated system that performs appropriate collision avoidance manoeuvres, except when the collision avoidance responsibilities of the remote pilot can be adequately exercised using other means.

(4) An operator conducting autonomous RPA operations shall be responsible for supervisions of the operation including RPA airworthiness and any operational requirements in accordance with these Regulations and all related civil aviation regulations.

(5) Notwithstanding the preceding provisions, the Authority may approve RPAS operations without automated collision avoidance based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained provided that, the specific safety risk assessment shall include-

- (a) integrity and performance of the C2 Link;
- (b) diversity of multiple C2 Links, if installed; and
- (c) reliability of other systems that are required to allow the remote pilot to exercise control of the RPA flight trajectory.

PART VII

SECURITY REQUIREMENTS FOR RPAS OPERATIONS

Security
requirements

80.-(1) A person shall not operate a RPAS without Operator Security Procedures developed in accordance with the provisions of the Civil Aviation (Security) Regulations and other security requirements developed by the Authority.

(2) The RPAS operator shall specify the security measures, procedures and practices to be followed to protect pilots and facilities from acts of unlawful interference.

(3) The RPAS operator shall carry out and maintain

Gn No. 268 (Contd)

security measures including identification and resolution of suspicious activity that may pose a threat to civil aviation-

- (a) at a remote pilot station;
- (b) on an RPAS; and
- (c) at any facility under the control of the RPAS operations.

(4) The specific security measures referred to in subregulation (3) shall provide-

- (a) that the premises used for preparing, storing, parking including RPAS ground station shall be secured at all times against unauthorised access;
- (b) for protection of critical information technology and communication systems used for operations purposes from interference that may jeopardise the security of civil aviation;
- (c) for protection of flight documents;
- (d) that Commercial Operators requesting to operate with a camera shall be required to include details of the camera usage in the application for Security review and approval;
- (e) requirements for checks and searches of specific areas and accessible compartments of the interior and exterior of RPAS; and
- (f) that persons engaged in RPAS operations are subject to recurrent background checks and selection procedures and are adequately trained.

Security
obligations
for RPAS
operators

81. (1) The RPAS operator shall-

- (a) be responsible for the security of the RPAS operations including associated facilities, personnel and equipment;
- (b) ensure that the RPAS or any component thereof that is no longer in use is completely disabled or destroyed to prevent unauthorised use; and
- (c) comply with any security directives or circulars issued by the Authority.

(2) For operations at locations other than aerodromes open to public use, the operator or remote pilot, prior to conducting operations at that location, shall take into account the following:

- (a) take-off and landing area and the condition

thereof, to include protections for persons and property;

- (b) meteorological conditions appropriate to the intended flight;
- (c) location and height of all obstacles that could hinder take-off or landing;
- (d) performance and capability related to obstacle clearance, departure or arrival procedures (if applicable) and any flight restrictions;
- (e) communications with the appropriate ATS unit, if required;
- (f) service provision ensuring required C2 Link performance (transaction time, availability, continuity and integrity);
- (g) compliance with ATC clearances and instructions in controlled airspace or remaining well clear from other air traffic in uncontrolled airspace; and
- (h) availability of ground infrastructure, services and equipment required for take-off/launch, landing/recovery and taxiing (if applicable).

(3) When planning for emergency landing locations, remote pilot shall prioritize the safety of persons on the ground over RPA recovery by considering the following:

- (a) type of terrain and ground obstructions;
- (b) population density and open air assemblies of persons;
- (c) accessibility for recovery or fire suppression;
- (d) proximity of aerodromes;
- (e) possibility of landing on open water; and
- (f) type and quantity of dangerous goods on board.

(4) The operator shall establish procedures for the use of a flight termination system, if the RPA is so equipped.

Acts of
unlawful
interference
against civil
aviation
GN. No.
135 of 2015

82. (1) The RPAS operator or owner shall have response procedures for operations personnel for threats and incidents involving RPAS operations.

(2) The RPAS operator or owner shall ensure that reports on acts of unlawful interference are promptly submitted to the Authority as per the Civil Aviation (Security) Regulations.

Coordination with Security Agencies

83. (1) The Authority shall establish mechanisms for coordination with security agencies regarding RPAS operations and such coordination shall include-

- (a) information sharing;
- (b) joint response procedures; and
- (c) emergency coordination.

Security vetting for remote pilots or owner

84.-(1) On receipt of an application for a remote pilot licence or registration of a remotely piloted aircraft, the Authority shall verify compliance and the accuracy of the application and provide the applicant's information to competent security agencies for security vetting prior to issuance of a certificate.

(2) The Authority shall only issue certificates to individuals who have successfully completed a security threat assessment conducted by the competent security agencies.

(3) Where the competent security agencies determines that the applicant poses a security risk, the Authority shall deny the application for a certificate.

(4) A holder of a remote pilot licence or the certificate of registration who will be determined to pose a security risk shall have his certificate amended, modified, suspended or revoked (as appropriate) based on the competent security agencies' security findings.

(5) The competent security agencies shall conduct background and criminal record checks every 24 months on all personnel employed in the deployment, handling, and storage of remotely piloted aircraft.

Remotely Piloted Operator or owner's security measures

85.-(1) The holder of an RPAS Operator Certificate issued under these Regulations shall-

- (a) ensure that remotely piloted aircraft not in use are stored in a secure manner to prevent and detect unauthorised interference or use;
- (b) ensure that the remotely piloted aircraft is protected from acts of unlawful interference;
- (c) ensure that the remotely piloted aircraft is stored and prepared for flight in a manner that will prevent and detect tampering and ensure the

Gn No. 268 (Contd)

integrity of vital systems;

- (d) designate a security coordinator responsible for the implementation, application and supervision of the security controls; and
- (e) ensure that all personnel employed in the deployment, handling, and storage of remotely piloted aircraft have received security awareness training.

Notification

86. (1) A remotely piloted aircraft shall not be launched or recovered from any public or private property without the consent of the relevant Authority.

(2) The RPAS pilot or the owner shall seek permission or notify the appropriate authorities, as well as people around the area before starting the operations.

Privacy of others

87.-(1) Any person conducting operations using a remotely piloted aircraft fitted with cameras shall operate them in a responsible way to respect the privacy of others.

(2) A person shall not use a remotely piloted aircraft to do any of the following-

(a) conduct surveillance of:

- (i) a person without the person's consent; and
- (ii) private real property without the consent of the owner; and

(b) photograph or film an individual, without the individual's consent, for the purpose of publishing or otherwise publicly disseminating the photograph or film:

Provided that, the photograph or film is for newsgathering or is taken at the events or places to which the general public is invited.

(3) Infrared or other similar thermal imaging technology equipment fitted on remotely piloted aircraft shall be for the sole purpose of-

- (a) scientific investigation;
- (b) scientific research;
- (c) mapping and evaluating the earth's surface, including terrain and surface water bodies and other features;

Gn No. 268 (Contd)

- (d) investigation or evaluation of crops, livestock, or farming operations;
- (e) investigation of forests and forest management;
- (f) investigations of vegetation or wildlife; or
- (g) investigation of other matters upon authorisation by the Authority.

PART VIII ASSEMBLY AND MANUFACTURING OF RPAS

Requirement
for Approval

- 88.**-(1) A person shall not assemble or manufacture RPAS unless approved by the Authority.
- (2) The Authority may issue-
- (a) an RPAS Assembly Approval Certificate; or
 - (b) an RPAS Manufacturing Approval Certificate
- (3) An approval shall be subject to such conditions as the Authority may determine.

Organization
al Structure

- 89.**-(1) An applicant shall establish an organizational structure acceptable to the Authority.
- (2) The organization shall appoint the following key management personnel-
- (a) Accountable Manager
 - (b) Assembly/Manufacturing Manager
 - (c) Quality Manager
 - (d) Safety Manager
- (3) The Authority may approve combination of roles in small organizations, provided independence of safety and quality functions is maintained.

Qualifications
of
Management
Personnel

- 90.**-(1) The Accountable Manager shall-
- (a) Hold an aviation related qualification; and
 - (b) Have not less than three (3) years management experience in aviation.
- (2) The Assembly or Manufacturing Manager shall-
- (a) Hold relevant RPAS certification; and
 - (b) Have atleast three (3) years' experience in RPAS production or maintenance.
- (3) The Quality Manager shall-
- (a) Hold an aviation qualification;

Gn No. 268 (Contd)

Responsibilities of Key Personnel

- (b) Have completed quality management training; and
- (c) Possess at least three (3) years' experience in quality systems.
- (4) The Safety Manager shall-
 - (a) Have completed an approved Safety Management System course; and
 - (b) Possess at least three (3) years' experience in safety management.

- 91.-(1)** The Accountable Manager shall ensure-
- (a) Compliance with applicable regulations;
 - (b) Availability of resources;
 - (c) Implementation of Safety Management System (SMS) and Quality Management System (QMS).
 - (2) The Assembly or Manufacturing Manager shall-
 - (a) Ensure conformity with approved design data;
 - (b) Control production processes;
 - (c) Maintain technical records.
 - (3) The Quality Manager shall-
 - (a) Establish and maintain QMS;
 - (b) Conduct audits and ensure corrective actions.
 - (4) The Safety Manager shall-
 - (a) Establish, Implement and maintain SMS consistent with regulatory requirements and organizational safety policies;
 - (b) Develop and maintain processes for hazard identification, safety risk assessment and risk mitigation applicable to RPAS operations, maintenance and manufacturing activities;
 - (c) Monitor and assess the effectiveness of safety risk controls through safety assurance activities, including safety performance monitoring and analysis;
 - (d) Establish and manage a confidential and non-punitive safety reporting system;
 - (e) Conduct safety investigations, analyses and trend monitoring to identify systemic safety issues and emerging risks;
 - (f) Ensure that safety data is collected, analysed and communicated to management for informed

	decision-making; (g) Promote a positive safety culture through safety promotion activities, including safety training, briefing and awareness programs; (h) Coordinate with the Quality Manager to ensure that safety-related findings are addresses through appropriate corrective actions; (i) Act as the focal point for liaison with the Authority on matters related to SMS implementation and safety oversight.
Certification Process	92. (1) An applicant shall apply to the Authority in the prescribed form in the Fourth Schedule. (2) The certification process shall include- (a) Document evaluation; (b) Inspection of facilities; (c) Demonstration of capability; (d) Issuance of approval. (3) The applicant shall demonstrate compliance with all applicable requirements.
Required Manuals	93. (1) An applicant shall submit for approval- (a) RPAS Assembly or Manufacturing Manual; (b) Quality Control Manual; (c) Safety Management Manual.
Facilities and Equipment	94.-(1) The organization shall have adequate facilities and equipment suitable for its scope of work. (2) The Authority shall inspect and approve such facilities prior to certification.
Personnel Requirements	95.-(1) The organization shall employ qualified personnel. (2) Personnel records shall be submitted to the Authority. (3) Training programs shall be established and maintained.
RPAS Assembly Classification	96.-(1) Assembly approvals shall be categorized as- (a) Level 1 Assembly; (b) Level 2 Assembly.

Gn No. 268 (Contd)

(2) Level 1 Assembly shall be limited to integration of the following pre-approved components-

- (a) Airframe structures (body, wings, fuselage, arms, landing skids);
- (b) Motors and propulsion units (including propellers);
- (c) Power systems (batteries, ESCs, power distribution boards);
- (d) Flight control system (autopilot/flight controller);
- (e) Navigation systems;
- (f) GPS/GNSS;
- (g) IMU (gyroscope, accelerometer);
- (h) Barometer/ altimeter;
- (i) Command and control (C2) communication systems and antennas.

(3) Level 2 Assembly shall include sub-assembly of major components in accordance with approved design data.

(4) The following activities are regarded as sub-assemblies of the major RPAS components-

- (a) Airframe and Structural sub-Assemblies;
- (b) Propulsion System Sub-Assemblies;
- (c) Electrical Power System Sub-Assemblies;
- (d) Flight Control and Avionics Sub-Assemblies;
- (e) Communication and C2 Link Sub-Assemblies;
- (f) Detect-and-Avoid and Surveillance Sub-Assemblies;
- (g) Payload and Mission System Sub-Assemblies;
- (h) Safety-Critical and Support Sub-Assemblies;
- (i) Limitations.

(5) Upgrade to Level 2 shall require approval by the Authority.

(6) Notwithstanding Sub -regulation (5) an organization shall demonstrate full compliance with all applicable requirements and certification criteria prescribed for Level 2 including but not limited to requirements related to-

- (a) Organization structure and management oversight;
- (b) Facilities, equipment and tooling suitable for Level 2 sub-assembly activities;

Gn No. 268 (Contd)

- (c) Qualified and competent personnel;
- (d) Approved procedures, manuals and processes;
- (e) Quality Management System and Safety Management System, as applicable.

Importation
of
Components

97.-(1) An approval holder shall establish documented procedures for importation of RPAS components.

(2) These procedures shall include but not limited to the process for -

- (a) applying for an importation permit from the Authority;
- (b) obtaining all other necessary clearances, approvals or authorizations from relevant government institutions;
- (c) customs, security, defense, telecommunications and any other agencies to the intended RPAS operation.

(3) importation shall require authorization from the Authority.

(4) The applicant shall submit-

- (a) Manufacturer and model designation;
- (b) Country of origin;
- (c) Physical size and mass characteristics;
- (d) RPAS category, class and type;
- (e) Intended mission or operational use; and
- (f) Intended end user or operator;
- (g) Supporting documentation;

Continuing
Airworthiness
and
Documentation

98.-(1) The organization shall provide continuing airworthiness instructions including-

- (a) Maintenance schedules;
- (b) Component lifetimes & replacement intervals;
- (c) Firmware/Software update procedures;
- (d) Battery care, rotation and retirement criteria;
- (e) Propeller replacement schedule;
- (f) Calibration procedures (IMU, compass, sensors);
- (g) Environmental limitations (wind, temperature, moisture);
- (h) Any other information deemed by the

manufacturer.

(2) The organization shall provide operational documentation to end users on the usage of the final product including-

- (a) Crew roles (remote pilot, VO, payload operator)
- (b) Communication procedures
- (c) Checklists (pre-flight, in-flight, post-flight)
- (d) Emergency procedures
- (e) Lost-link procedures
- (f) Weather minima
- (g) Mission planning workflow
- (h) Flight envelope limitation.

Validity and
Renewal of
Approval

99.-(1) An RPAS approval Certificate shall be valid for twelve (12) months from the date of issue or renewal.

(2) Renewal applications shall be submitted at least two (2) months prior to expiry.

(3) Renewal shall be subject to satisfactory audit by the Authority.

Suspension
and
Revocation

100.-(1) The Authority may suspend or revoke an approval where-

- (a) False information is provided;
- (b) Fraudulent activities have occurred;
- (c) Material misrepresentations or misinterpretations have been made;
- (d) Regulatory requirements are not met;
- (e) Safety and security is compromised; and
- (f) Public interest.

(2) The Authority shall issue a formal Notice of Violation or Notice of Non-Compliance to the RPAS assembly, manufacturing or production organization prior to any decision to suspend or revoke an approval.

(3) The Notice shall clearly specify the nature of the alleged non-compliance and the applicable requirements reference.

(4) The Authority shall invite the organization to provide written explanations and where applicable a corrective action plan within a specified timeframe.

(5) Any organization subject to a final decision of suspension or revocation of an approval shall have the right

Gn No. 268 (Contd)

to appeal such decision in accordance with the applicable legislation, enforcement procedures and administrative appeal mechanisms established by the Authority.

Oversight
and
Inspection

101.-(1) The Authority shall conduct inspections and audits.

(2) The approval holder shall grant access to facilities, equipment and records.

Manufacturing under
Bilateral
Arrangements

102.-(1) The Authority may recognize foreign certifications under approved agreements or Memorandum of Understanding.

Acceptance
of Foreign
Certifications

103.-(1) The Authority may accept foreign certifications subject to due diligence and safety assessment.

(2) The applicant shall submit the following-

(a) Manufacturer's certification or equivalent approval issued by its National Civil Aviation Authority;

(b) Relevant manufacturing and assembly documentation for major components and systems (include approved design data, conformity statements, production or assembly processes, quality control records and associated inspection, verification and testing results).

Fees

104.-(1) The Authority shall prescribe fees for approvals and related services.

PART IX
EXEMPTION

Requirements for
application

105.-(1) A person may apply to the Authority for an exemption from any of these Regulations.

(2) an applications for an exemption shall be submitted at least sixty days in advance of the proposed effective date, to obtain timely review.

(3) a request for an exemption must contain the applicant's-

- (a) Name;
- (b) Physical address and mailing address;
- (c) Telephone number;
- (d) Fax number if available;
- (e) Email address if available; and
- (3) The application shall be accompanied by a fee specified by the Authority, for technical evaluation.

Substance of
the request
for
exemption

106. (1) An application for an exemption must contain the following-

- (a) a citation of the specific requirement from which the applicant seeks exemption;
 - (b) an explanation of why the exemption is needed;
 - (c) a description of the type of operation to be conducted under the proposed exemption;
 - (d) the proposed duration of the exemption;
 - (e) an explanation of how the exemption would be in the public interest, that is, benefit the public as a whole;
 - (f) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;
 - (g) a review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware; and
 - (h) if the applicant seeks to operate under the proposed exemption outside of the Tanzania's airspace, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO) as well as the Regulations pertaining to the airspace in which the operation will occur.
- (2) If the applicant seeks emergency processing, the application must contain supporting facts and reasons that the application was not timely filed, and the reasons it is an emergency.
- (3) The Authority may deny an application if the Authority finds that the applicant has not justified the failure

Gn No. 268 (Contd)

to apply for an exemption in a timely fashion.

Review, Publication and Issue or Denial of the Exemption

Initial review
by the
Authority

107. (1) The Authority shall review the application for accuracy and compliance with the requirements of 105 and 106.

(2) If the application appears on its face to satisfy the provisions of this regulation and the Authority determines that a review of its merits is justified, the Authority will publish a detailed summary of the application in either the Tanzania Gazette, aeronautical information circular or at least one local daily newspaper for comment and specify the date by which comments must be received by the Authority for consideration.

(3) If the filing requirements of regulations 105 and 106 have not been met, the Authority will notify the applicant and take no further action until and unless the applicant corrects the application and re-files it in accordance with these Regulations.

(4) If the request is for emergency relief, the Authority shall publish the application or the Authority's decision as soon as possible after processing the application.

Evaluation
of the
request

108. (1) After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to determine-

- (a) whether an exemption would be in the public interest;
- (b) whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although if the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;
- (c) whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices; and
- (d) whether the request should be granted or denied, and of any conditions or limitations that shall be part of the exemption.

(2) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request.

(3) The summary referred to in subregulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) If the exemption affects a significant population of the aviation community of the United Republics the Authority shall publish the summary in an aeronautical information circular.

PART X GENERAL PROVISIONS

Documents
to be
handled by
operator

109.-(1) The following documents, manuals and information specific to the operator, shall be available, in the authentic form, at the location of the operator's operational management or other location specified by the Authority:

- (a) the ROC;
- (b) operations specifications relevant to the RPA and RPS models, associated with the ROC;
- (c) special authorizations obtained from States different from the Authority, as required by Appendix 4 to Annex 2;
- (d) certificate of registration of each RPA;
- (e) certificate of airworthiness of each RPA;
- (f) radio station licence, if applicable;
- (g) noise certificate(s), if applicable;
- (h) documents of any additional RPAS components, if applicable;
- (i) flight manual(s) of each model of RPA;
- (j) operations manual;
- (k) maintenance control manual (MCM);
- (l) third party liability insurance certificate(s) if required;
- (m) emergency response plan (ERP) to cover actions resulting from risks to the RPS, such as earthquakes, floods, security incidents; and
- (n) any other document required by the Authority.

Gn No. 268 (Contd)

Documents
to be carried
on board

110. (1) A certified true copy of the ROC and a copy of the operations specifications relevant to the RPA, issued in conjunction with the certificate, shall be carried on the RPA and be available at each RPS used in the operation.

(2) Additionally, the following documents shall be readily accessible on board each RPA and be available at each RPS used in the operation, for inspection by authorized inspection authorities:

- (a) RPA certificate of airworthiness;
- (b) appropriate licences for each member of the remote flight crew;
- (c) RPA radio station licence;
- (d) noise certificate, if applicable;
- (e) RPA journey log book;
- (f) RPA technical log; and
- (g) if it carries cargo, a manifest and detailed declarations of the cargo.

Documents
at RPS

111.-(1) As a minimum, the following documents, manuals and information shall be available at each RPS used for the operation:

- (a) appropriate licences for each member of the remote flight crew involved in the operation, during respective duty periods;
- (b) flight manual, or pertinent subset thereof, including configuration deviation list (CDL);
- (c) operations manual or pertinent subset thereof, including the minimum equipment list (MEL);
- (d) applicable checklists;
- (e) operations specifications relevant to the RPA and RPS models;
- (f) RPA journey log book;
- (g) RPA technical log;
- (h) RPS technical log;
- (i) details of the field and the current ATS and operational flight plans, if applicable;
- (j) current and suitable aeronautical charts for the route of flight and all routes along which it is reasonable to expect that the flight may be diverted, including departure, arrival and approach charts for all relevant

aerodromes/heliports, or electronic access to such charts;

- a. information concerning search and rescue services for the area of the intended flight;
- (k) NOTAM and aeronautical information service (AIS) briefing documentation or electronic access to it;
- (l) meteorological information;
- (m) fuel requirements, fuel load and records;
- (n) if the RPA carries cargo, a manifest and detailed declarations of the cargo;
- (o) if the RPA carries dangerous goods, the notification of dangerous goods;
- (p) mass and balance documentation; and
- (q) any other documentation that may be pertinent to the flight or be required by the State(s) involved in the operation.

(2) Documents, manuals and information retained at the RPS shall be provided upon request to the Authority inspecting the RPS or the RPA, in the most efficient manner available.

Records

112.-(1) A RPAS operator shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed, covering at a minimum-

- (a) operator's organisation;
- (b) Safety Management Systems (SMSs);
- (c) personnel training and competence verification;
- (d) documentation of all management system key processes;
- (e) maintenance records; and
- (f) security management records.

(2) The records identified in this subregulation shall be current and in a sufficient detail to determine whether the experience and qualification requirements are met for the purpose of commercial operations.

(3) Without prejudice the preceding provisions under this regulation, operator of an RPAS shall establish and maintain a Flight Data Analysis Programme (FDAP) as part

Gn No. 268 (Contd)

of its safety management system, which includes the flight data, including C2 Link data, required to be recorded at the RPS, the RPA and any other data as may be designated by the Authority.

(4) A Flight Data Analysis Programme (FDAP) established under subregulation (4), shall contain adequate safeguards to protect the source of the data in accordance with Appendix 3 to Annex 19.

(5) Assembly and manufacturing records shall be retained for a period of two (2) years for general records and five (5) years for critical components.

(6) The records this regulation shall be stored in a manner that ensures protection from damage, alteration and theft.

Insurance

113.-(1) A person shall not operate, or cause to be operated or commit any other person to operate a RPAS unless there is in force an adequate insurance policy in respect of third-party risks.

(2) The minimum sum of insurance in respect of any RPAS insured in accordance with subregulation (1) shall be notified by the Authority.

(3) An operator of RPAS shall make available third-party liability insurance certificate, in authentic form, at the location of the RPAS operator's operational management or other location specified by the Authority.

(4) Notwithstanding the provisions of subregulation (1), the Authority may dispense with requirement depending on the class and category of the RPAS.

Reports of violation

114. (1) Any person may report to the Authority any violation made under these Regulations.

(2) The Authority will determine the nature and type of any additional investigation or enforcement action that requires to be taken in case of any violations under these Regulations.

Reporting obligations

115.-(1) An operator shall report to the Authority any unauthorized drone activity observed and any loss of control or security breach.

Gn No. 268 (Contd)

Data
management

116.-(1) The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the Authority has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity.

(2) The Authority shall ensure that the operator continues to monitor both process and products.

Permissions

117.-(1) Notwithstanding any provisions of these Regulations, when operating RPAS in a public area, permission shall be sought from local authorities prior to commencement.

(2) All RPAS operations shall be conducted away from any notified prohibited, restricted, controlled airspace or dangerous areas unless expressly authorised by the Authority.

Information
Sharing

118. (1) The Authority may, for safety and security purposes, share RPAS registration and operational data with-

- (a) law enforcement agencies;
- (b) immigration authorities; and
- (c) security agencies.

Offences
and
penalties

119.-(1) A pilot or any person in charge of the RPAS or the owner thereof who operates, or causes to be operated or commits any other person to operate a RPAS in such a manner as to endanger the safety of the air space, other aircraft, persons and property on the ground, commits an offence and shall be liable to a fine of not less than one million shillings or on conviction to imprisonment for a term not exceeding six months or both.

(2) A person who operates a RPAS, without authorisation commits an offence and shall be liable to a fine of not less than one million shillings or on conviction to imprisonment for a term not exceeding six months or both.

(3) A person who fails to display a unique identifier or the registration number commits an offence and shall be liable to a fine of not less than one million shillings or on conviction to imprisonment for a term not exceeding six

Gn No. 268 (Contd)

months or both.

(4) A person who operates, or causes to be operated or commits any other person to operate an RPAS which has not been registered by the Authority commits an offence and shall be liable to a fine of not less than one million shillings or on conviction to imprisonment for a term not exceeding six months or both.

(5) Any person who fails to comply with any direction given to him by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened the provisions of these Regulations and shall be liable to a fine of not less than one million shillings.

(6) An RPAS operator who fails to e with any of the obligations provided for by these Regulations shall be liable to a fine not exceeding one million shillings or upon conviction to imprisonment for a term of not exceeding six months or both.

(7) Any person who contravenes any of the provisions of these Regulations may have his licence, certificate, approval, authorisation, exemption or other such document issued by the Authority, revoked or suspended.

General
penalty

120. A person who contravenes any provision of these Regulations for which no penalty is provided, commits an offence and on conviction, shall be liable to a fine of not less than one million shillings and may have his RPAS confiscated.

Revocation
GN. No.
758 of 2018

121. The Civil Aviation (Remotely Piloted Aircraft Systems) Regulations 2018 is hereby revoked.

FIRST SCHEDULE

(Made under regulation 44, 62)

Certification of RPAS Pilot

The Schedule sets forth the eligibility and training requirements for the certification of RPAS Pilots.

Required certificate, ratings and qualifications for Remote Pilot Certificate.

1. Knowledge and skill requirements

- (a) An applicant for a Remote Pilot Certificate shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of the certificate holder, in the following subjects-
 - (i) air law;
 - (ii) RPAS general knowledge;
 - (iii) flight performance, planning and loading;
 - (iv) human performance;
 - (v) meteorology;
 - (vi) navigation;
 - (vii) operational procedures;
 - (viii) principles of flight related to RPAS; and
 - (ix) radiotelephony
- (b) An applicant for a remote pilot certificate shall pass a skill test to demonstrate the ability to perform, as remote PIC of the appropriate RPA category and associated RPS, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

2. Credit

A holder of a licence issued by the Authority may be credited towards the requirements for theoretical knowledge instruction and examination requirements for the remote pilot certificate.

3. Passing Grade

The Authority shall prescribe the minimum passing grade.

4. Retesting after failure

Gn No. 268 (Contd)

An applicant for a knowledge or practical test who fails that test, may retest after the applicant has received the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test.

5. Special conditions

- (a) In the case of introduction of new RPA or RPS in an operator's fleet, when compliance with the requirements established by the Authority is not possible, the Authority may consider issuing a specific authorisation giving privileges for RPAS instruction. Such an authorisation shall be limited to the instruction flights necessary for the introduction of the new type of RPA or RPS.
- (b) The validity period for this authorisation shall be for the instruction sought only.

SECOND SCHEDULE

(Made under regulation 6, 53)

RPAS Operations Manual

An operations manual shall include each item set forth below which is applicable to the specific operation, unless otherwise approved by the Authority.

Part A – General

1.0 INTRODUCTION

- 1.1 Purpose and scope of manuals
- 1.2 A statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable RPAS operator certificate
- 1.3 A statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties
- 1.4 List of manuals comprising operations manual
- 1.5 A list and brief description of the various operations manual parts, their contents, applicability and use.
- 1.6 Responsibility for manual content
- 1.7 Responsibility for manual amendment
- 1.8 List of effective pages
- 1.9 Distribution of manuals and amendments

2.0 SAFETY MANAGEMENT SYSTEM

- 2.1 Safety Policy

Gn No. 268 (Contd)

- 2.2 Description of safety management system
- 2.3 Accident and Investigation policies

3.0 QUALITY SYSTEM

- 3.1 Description of quality system adopted

4.0 MANAGEMENT ORGANISATION

- 4.1 A description of the organisational structure including the general company organisation and operations department organisation. The relationship between the operations department and the other departments of the company. In particular, the subordination and reporting lines of all divisions, departments etc., which pertain to the safety of the RPAS operations, shall be shown
- 4.2 Accountable Manager –duties and responsibilities
- 4.3 Nominated personnel – Functions duties and responsibilities
- 4.4 RPAS Pilot- duties and responsibilities
- 4.5 Support personnel in the operation of RPAS- duties and responsibilities
- 4.6 A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.

5.0 DOCUMENTATION

- 5.1 Documents required in RPAS operations
- 5.2 Document storage and retention period

Part B – RPAS Operating Information

1.0 CREW INFORMATION

- 1.1 Flight team or crew composition
- 1.2 Qualification requirements of RPAS Pilot and support crew
- 1.3 Medical competencies
- 1.4 Operations of different types of RPAS

2.0 OPERATIONS OF RPAS

2.1 Operating site location and assessment

- ☐ Risk management
- ☐ Pre-notification
- ☐ Site permission
- ☐ Preparation and serviceability of equipment and remotely piloted aircraft operating limitations and conditions

Gn No. 268 (Contd)

2.2 Communications

2.3 Weather

2.4 On site procedures and pre flight procedures

- ☐ Site survey
- ☐ Selection of operating area and alternate
- ☐ Crew briefing
- ☐ Cordon procedure
- ☐ Loading of equipment
- ☐ Preparation and correct assembly of the remotely piloted aircraft
- ☐ Pre-flight checks on remotely piloted aircraft and equipment
- ☐ Start
- ☐ Take-off
- ☐ In flight
- ☐ Landing
- ☐ Shutdown

3.0 RPAS FLIGHT MANAGEMENT

- 3.1 Assembly and functional checks
- 3.2 Pre –flight checks
- 3.3 Normal flight procedures associated with relevant systems
- 3.4 Inflight checks associated with relevant systems
- 3.5 Abnormal procedures associated with relevant systems
- 3.6 Emergency Procedures associated with relevant systems
 - ☐ Appropriate to the remotely piloted aircraft and control system
 - ☐ Fire
 - ☐ Accidents

4.0 RPAS USER MANUAL

Part C – Areas Routes and Aerodromes

- 1.0 Areas of operations
- 2.0 Operating site planning and assessment
- 3.0 Authorisations including site permissions

Part D – Training

- 1.0 Training syllabi and checking programs for RPAS crew
- 2.0 Training syllabi and checking programs for RPAS support crew
- 3.0 Training syllabi and programs for personnel other than crew
- 4.0 Recurrent training programs
- 5.0 Additional training requirements that individual clients specify for the proposed operations.

THIRD SCHEDULE

(Made under regulation 68)

Operational Guidelines for RPAS Clubs

The following requirements shall apply to RPAS clubs intending to operate for sport and recreation as required under regulations 61 and 62 in Part IV of these Regulations.

General Provisions

1. A RPAS club shall be registered in accordance with the provisions pertaining to the registration of clubs in the United Republic of Tanzania for it to be recognised and approved by the Authority.
2. No RPAS club shall operate without the approval by the Authority.
3. The club is required to develop an operational manual that provides for:
membership requirements;
 - (a) administration of members;
 - (b) training requirements for its members;
 - (c) procedures and guidelines of operations;
 - (d) types of operation;
 - (e) class of equipment operated;
 - (f) security arrangement for operations; and
 - (g) reporting mechanisms of incidents and accidents of the RPAS operations.

Administration of the club

4. The club management shall ensure that members:
 - (a) have adequate training to facilitate operations;
 - (b) are informed on current regulations, policies and procedures;
 - (c) adhere to safe business practices in their activities;
 - (d) are knowledgeable of airspace restrictions that apply in the area of operation as approved; and
 - (e) are conversant with and meet the training requirements of the club.

Responsibility of the club management

5. The administrator of the club shall:
 - (a) obtain consent of the property owner or person in charge of the area of operation;
 - (b) ensure that the club's recognition status is current with the Authority;

Gn No. 268 (Contd)

- (c) develop and operationalise a training programme and plan for their membership;
- (d) a current list of members and particulars of their RPAS;
- (e) maintain a record or database of all accidents and incidents that occur within their area of jurisdiction;
- (f) ensure that it has adequate personnel are properly qualified and competent to perform their allocated tasks and responsibilities;
- (g) have procedures for responding to an incident, accident, medical emergency, or if any RPAS becomes uncontrollable.
- (h) immediately stop all operations if unable to meet the exemption requirements or if the safety of a person, property or other aircraft is at risk,
- (i) ensure that club activities does not interfere with civil aviation;
- (j) Adhere to laws from all levels of Government;
- (k) inspect their RPAS on site before conducting of any flight to ensure that they are safe.

FOURTH SCHEDULE

(Made under regulation 92)

APPLICATION FORM FOR RPAS ASSEMBLY CERTIFICATION

SECTION 1: APPLICANT DETAILS

- 1. Company / Organization Name: _____
- 2. Physical Address: _____
- 3. Postal Address: _____
- 4. City: _____ Country: _____
- 5. Telephone Number: _____
- 6. Email Address: _____
- 7. Website (if any): _____

SECTION 2: CONTACT PERSON DETAILS

- 1. Full Name: _____
- 2. Position/Title: _____
- 3. Telephone Number: _____
- 4. Email Address: _____

SECTION 3: TYPE OF APPLICATION

(Please tick as appropriate)

Gn No. 268 (Contd)

- ☐ New Application
- ☐ Renewal
- ☐ Amendment/Variation

SECTION 4: SCOPE OF OPERATIONS

1. Type of Assembly Level Applied For:
 - ☐ Assembly Level 1
 - ☐ Assembly Level 2
2. Categories of Drones:
 - ☐ Fixed Wing
 - ☐ Rotorcraft
 - ☐ Hybrid
 - ☐ Other
3. Intended Use of Drones:

SECTION 5: FACILITY INFORMATION

1. Location of Assembly/Manufacturing Facility: _____
2. Ownership of Facility: _____
3. Facility Size: _____
4. Description of Facilities (attach layout if necessary):

5. Security Measures in Place:

SECTION 6: TECHNICAL CAPABILITY

1. Description of Assembly Process:
2. Description Quality Assurance System:
3. Testing and Inspection Procedures:
4. Software and Control Systems Used:

Gn No. 268 (Contd)

SECTION 7: PERSONNEL

1. Key Technical Staff:

Name	Position	Qualification	Experience
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SECTION 8: SAFETY MANAGEMENT

1. Safety Management System (SMS) in place:

2. Risk Assessment Procedures:

3. Emergency Response Plan:

SECTION 9: COMPLIANCE DECLARATION

I hereby declare that the information provided in this application is true and correct to the best of my knowledge. I agree to comply with all applicable Tanzania Civil Aviation Regulations and requirements.

Name: _____

Signature: _____

Date: _____

FOR OFFICIAL USE ONLY

Application Received By:

Date Received:

Remarks: _____

Approval Status:

[] Approved

[] Rejected

Authorized Officer Name:

Signature:

Date:

Dodoma,
4, September, 2026

MAKAME M. MBARAWA
Minister for Transport