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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

THE CIVIL AVIATION (METEOROLOGICAL SERVICE FOR AIR NAVIGATION)
REGULATIONS, 2026

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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (METEOROLOGICAL SERVICE FOR AIR
NAVIGATION) REGULATIONS, 2026

PART I
PRELIMINARY PROVISIONS

- Citation **1.** These Regulations may be cited as the Civil Aviation (Meteorological Service for Air Navigation) Regulations, 2026.
- Application **2.-(1)** These Regulations shall apply to the provision of meteorological services for air navigation services within designated air spaces and aerodromes.
 (2) These Regulations shall not apply to the provision of air navigation services for state aircraft.
- Interpretation **3.** In these Regulations, unless the context otherwise requires-
n “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 climatological summary” means a concise summary of specified meteorological elements at an aerodrome, based on statistical data;
 “aerodrome climatological table” means a table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome;
 “aerodrome control tower” means a unit established to provide air traffic control service to aerodrome traffic;

- “aerodrome meteorological office” means an office designated to provide meteorological service for aerodromes serving international air navigation;
- “aerodrome reference point” means the designated geographical location of an aerodrome;
- “aeronautical fixed service” means a telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services;
- “aeronautical fixed telecommunication network” means a worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages or digital data between aeronautical fixed stations having the same or compatible communications characteristics;
- “aeronautical meteorological station” means a station designated to make observations and meteorological reports for use in international air navigation;
- “aeronautical mobile service (RR S1.32)” means a mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies;
- “aeronautical telecommunication station” means a station in the aeronautical telecommunication service;
- “aircraft” means a 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;
- “aircraft observation” means the evaluation of one or more meteorological elements made from an aircraft in flight;
- “AIRMET information” means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level

flights in the flight information region concerned or sub-area thereof;

“air-report” means a report from an aircraft in flight prepared in conformity with requirements for position, operational and meteorological reporting;

“air traffic services unit” means a generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office;

“alternate aerodrome” means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use;

“altitude” means the vertical distance of a level, point or an object considered as a point, measured from mean sea level;

“approach control unit” means a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes;

“appropriate air traffic services (ATS) authority” means the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned;

“area control centre” means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

“Authority” means the Tanzania Civil Aviation Authority;

“automatic dependent surveillance-contract” means, a means by which the terms of an automatic dependent surveillance- contract agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions automatic dependent surveillance- contract reports would be initiated, and what data would be contained in the reports;

“briefing” means oral commentary on existing and expected meteorological conditions;

“cloud of operational significance” means a cloud with the height of cloud base below 1500m or below the

highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height;

“consultation” means discussion with a meteorologist or another qualified person of existing and expected meteorological conditions relating to flight operations; a discussion includes answers to questions;

“control area” means a controlled airspace extending upwards from a specified limit above the earth;

“cruising level” means a level maintained during a significant portion of a flight;

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

“flight documentation” means written or printed documents, including charts or forms, containing meteorological information for a flight;

“flight information centre” means a unit established to provide flight information service and alerting service;

“flight information region” means airspace of defined dimensions within which flight information service and alerting service are provided;

“flight level” means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;

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

“GAMET area forecast” means an area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological service provider concerned and exchanged with meteorological offices in adjacent flight information regions, as directed by the meteorological authorities concerned;

“grid point data in digital form” means computer processed meteorological data for a set of regularly spaced

- points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use;
- “height” means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;
- “human factors principles” means principles which apply to aeronautical design, certification, training, operations and maintenance which seek safe interface between the human and other system components by proper consideration to human performance;
- “ICAO meteorological information exchange model (IWXXM)” means a data model for representing aeronautical meteorological information;
- “International airways volcano watch (IAVW)” means international arrangements for monitoring volcanic activity and providing notices, forecasts and warnings to aircraft of volcanic ash in the atmosphere;
- “issue” means cases where the obligation specifically extends to sending out the information to a user;
- “level” means a generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude or flight level;
- “make available” means cases where the obligation ends with making the information accessible to a user;
- “METAR” means Meteorological Aerodrome Report;
- “meteorological bulletin” means a text comprising meteorological information preceded by an appropriate heading;
- “meteorological information” means meteorological report, analysis, forecast and any other statement relating to existing or expected meteorological conditions;
- “meteorological office” means an office designated to provide meteorological service for air navigation;
- “meteorological report” means a statement of observed meteorological conditions related to a specified time and location;
- “meteorological satellite” means an artificial earth satellite making meteorological observations and transmitting these observations to earth;

- Cap. 157 “meteorological service provider” means the entity designated to provide meteorological service for international air navigation on behalf of United Republic where for purposes of these Regulations, refers to the Tanzania Meteorological Authority established under the Tanzania Meteorological Authority Act;
- “meteorological watch office” means an office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility;
- “minimum sector altitude” means the lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP);
- “NOTAM” means notice to airmen;
- “observation” means the evaluation of one or more meteorological elements;
- “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;
- “operational flight plan” means the operator’s plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned;
- “operator” means a person, organization or enterprise engaged in or offering to engage in an aircraft operation;
- “OPMET” means operational meteorology;
- “pilot-in-command” means a pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

- “prevailing visibility” means the greatest visibility value, observed in accordance with the definition of “visibility”, which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors;
- “prognostic chart” means a forecast of a specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart;
- “QFE altimeter setting” means a pressure type altimeter calibrated in accordance with the standard atmosphere which when set indicates altitude;
- “QNH altimeter setting” means a pressure type altimeter calibrated in accordance with the standard atmosphere when set indicates height above the QFE reference datum;
- “quality assurance” means part of quality management focused on providing confidence that quality requirements will be fulfilled (ISO 9000*);
- “quality control” means part of quality management focused on fulfilling quality requirements (ISO 9000*);
- “quality management” means coordinated activities to direct and control an organization with regard to quality (ISO 9000*);
- “regional air navigation agreement” means an agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting;
- “rescue coordination centre” means a unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region;
- “runway” means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;
- “runway visual range (RVR)” means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;

- “search and rescue services unit” means a generic term meaning, as the case may be, rescue coordination centre, rescue sub centre or alerting post;
- “SIGMET information” means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations;
- “space weather centre (SWXC)” means a global or regional centre designated by ICAO to monitor and provide advisory information on space weather phenomena expected to affect high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems or pose a radiation risk to aircraft occupants, under the framework of space weather information service;
- “space weather information service” means a globally coordinated service where space weather centres provide information on space weather phenomena that may affect communications, navigation and surveillance systems and/or pose a radiation risk to aircraft occupants;
- “Special Meteorological Report (SPECI)” means an unscheduled aviation weather report issued when conditions significantly change or fall below specified criteria, such as visibility, cloud base, or severe weather occurrences;
- “state volcano observatory” means a volcano observatory, designated by regional air navigation agreement, to monitor active or potentially active volcanoes within a State and to provide information on volcanic activity and/or volcanic ash in the atmosphere;
- “supply” means cases where either the information is issued or made available;
- “TAF” means Terminal Aerodrome Forecast;
- “threshold” means the beginning of that portion of the runway usable for landing;
- “touchdown zone” means the portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway;

- “tropical cyclone” means generic term for a non-frontal synoptic-scale cyclone originating over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation;
- “tropical cyclone advisory centre (TCAC)” means a meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones;
- “visibility” means visibility for aeronautical purposes is the greater of-
- (a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;
 - (b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background;
- “volcanic ash advisory centre (VAAC)” means a meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET databanks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere;
- “VOLMET” means Meteorological information for aircraft in flight;
- “data link-VOLMET (D-VOLMET)” means provision of current aerodrome routine meteorological reports (METAR) and aerodrome special meteorological reports (SPECI), aerodrome forecasts (TAF), SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link;
- “VOLMET broadcast” means provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts;

“world area forecast centre (WAFC)” means a meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States using the aeronautical fixed service Internet based services; and
“world area forecast system (WAFS)” means a worldwide system by which world area forecast centres provide aeronautical meteorological en-route forecasts in uniform standardized formats.

PART II

PROVISION OF METEOROLOGICAL SERVICE FOR AIR NAVIGATION

Provision of meteorological service for air navigation.

4.-(1) The Authority shall receive meteorological services for air navigation as provided by the meteorological service provider.

(2) Particulars of the meteorological service provider, including the services provided shall be published in the Aeronautical Information Publication in accordance with the applicable requirements.

(3) In providing meteorological service for air navigation, the meteorological service provider shall ensure-

- (a) it provides services in accordance with the requirements prescribed in these Regulations and any associated standards and procedures; and
- (b) it has an approved manual of operation in accordance with these Regulations.

Provision of meteorological service for air navigation.

5. The meteorological services shall be provided in accordance with the procedures prescribed in the manual of operations and quality management system manual required under these Regulations.

Obligations of meteorological service provider.

6. The meteorological service provider shall, in the provision of meteorological service, ensure-

- (a) personnel are adequate in number and have the necessary competency to provide the service;
- (b) manual of operations contains all the relevant information as prescribed by the Authority;

- (c) facilities and equipment are established in accordance with these Regulations;
- (d) operating procedures make satisfactory provision for the safety of aircraft;
- (e) there is an approved quality management system in place;
- (f) has financial capability to provide the service; and
- (g) there is insurance policy in force in relation to the services provided.

Personnel
qualification
and
training.

7. The Authority shall ensure that the designated meteorological service provider-

- (a) complies with the requirements of the World Meteorological Organisation in respect of qualifications, competencies, education and training of meteorological personnel providing service for air navigation and other requirements as may be provided by the Authority;
- (b) establishes a procedure for assessing the competency of personnel authorised to install a meteorological facility for operational use and to perform meteorological service; and
- (c) maintains the competence of the personnel authorised to provide the meteorological service for air navigation.

PART III METEOROLOGICAL SERVICE FOR AIR NAVIGATION

Objective,
determination
and
provision of
meteorological
service

8.-(1) For purposes of these Regulations, the objective of meteorological service shall be to contribute towards the safety, regularity and efficiency of air navigation.

(2) The following users shall be supplied with the meteorological information necessary for the performance of their respective functions:

- (a) air operators and flight crew members;
- (b) air traffic services units;
- (c) search and rescue services units;
- (d) airport management; and

(e) any other person as may be identified by the Authority.

(3) The Authority shall in accordance with these Regulations and regional air navigation agreement determine the meteorological service provided to meet the needs of air navigation over international waters and other areas which lie outside the territory of the United Republic.

(4) The Authority shall in accordance with these Regulations carry out safety inspections and audits of aeronautical meteorological facilities, services, documents and records which may be necessary to determine compliance with these Regulations.

Supply, use,
quality
management
and
interpretation
of
meteorologic
al
information.

9.-(1) The Authority shall ensure that close liaison is maintained between those concerned with the supply and use of meteorological information on matters which affect the provision of meteorological service for air navigation.

(2) The Authority shall ensure that the meteorological service provider establishes and implements a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to users.

(3) The quality system established in accordance with subregulation (2) shall be in conformity with the International Organisation for Standardisation (ISO) 9000 series of quality assurance standards and shall be certified by an approved organisation recognised by the Authority.

(4) The quality system shall provide the users with assurance that the meteorological information supplied, complies with the stated requirements in terms of the geographical and spatial coverage, format and content, time and frequency of issuance and period of validity, as well as the accuracy of measurements, observations and forecasts.

(5) When the quality system indicates that meteorological information to be supplied to the users, does not comply with the stated requirements and automatic error correction procedures are not appropriate, such information shall not be supplied to the users unless it is validated with the originator.

(6) In regard to the exchange of meteorological information for operational purposes, the quality system shall include verification and validation procedures and resources for monitoring adherence to the prescribed transmission schedules for individual messages or bulletins required to be exchanged and the times of their filing for transmission.

(7) The quality system shall be capable of detecting excessive transit times of messages and bulletins received.

(8) Demonstration of compliance of the quality system applied shall be by audit and if non-conformity of the system is identified, action shall be initiated to determine and correct the cause.

(9) All audit observations shall be evidenced and properly documented.

(10) Subject to the variability of meteorological elements in space and time, to limitations of observing techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given -

(a) an observation report shall be the best approximation of the actual conditions at the time of observation;

(b) a forecast report shall be of the most probable value which the element is likely to assume during the period of the forecast;

(c) when the time of occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.

(11) The meteorological information supplied to the users under regulation 8 (2), shall be consistent with human factors principles and shall be in a form which requires minimum interpretation by the users.

(12) The users listed in regulation 8 (2) shall obtain meteorological information from the meteorological service provider through information services in the context of system-wide information management set up by the Authority.

Notification
s required
from
operators

10.-(1) An operator who requires meteorological service or changes in existing meteorological service shall

notify sufficiently in advance, the meteorological service provider or the aerodrome meteorological office concerned.

(2) The minimum time of notice required under subregulation (1) shall be as agreed between the meteorological service provider or aerodrome meteorological office and the operator concerned.

(3) The meteorological service provider shall be notified by the operator requiring service when-

- (a) new routes or new types of operations are planned;
- (b) changes of a lasting character are to be made in scheduled operations; and
- (c) other changes, affecting the provision of meteorological service are planned.

(4) The notification referred to under subregulation (3) shall contain all particulars necessary for the planning of appropriate arrangements by the meteorological service provider.

(5) The operator or a flight crew member shall ensure that, where required by the meteorological service provider in consultation with users, the aerodrome meteorological office concerned is notified-

- (a) of flight schedules;
- (b) when non-scheduled flights are to be operated; and
- (c) when flights are delayed, advanced or cancelled.

(6) The notification to the aerodrome meteorological office of individual flights shall contain the following information:

- (a) aerodrome of departure and estimated time of departure;
- (b) destination and estimated time of arrival;
- (c) route to be flown and estimated times of arrival at, and departure from, any intermediate aerodrome;
- (d) alternate aerodromes needed to complete the operational flight plan and taken from the relevant list contained in the regional air navigation plan;
- (e) cruising level;
- (f) type of flight, whether under visual or instrument flight rules;

(g) type of meteorological information requested for a flight crew member, whether flight documentation or briefing or consultation; and

(h) time at which briefing, consultation or flight documentation are required.

(7) The requirements of information referred to under subregulation (6) may be waived by agreement between the aerodrome meteorological office and the operator concerned.

PART IV GLOBAL SYSTEMS, SUPPORTING CENTRES AND METEOROLOGICAL OFFICES

Objective
of the world
area
forecast
system

11.-(1) For the purpose of achieving the objective of the World Area Forecast System, arrangements shall be made to receive global aeronautical meteorological en-route forecasts in digital form and subsequently supply them to users under the oversight of the meteorological service provider.

(2) The objective in subregulation (1) shall be achieved through a comprehensive, integrated, worldwide and, as far as practicable, uniform system, and in a cost-effective manner, taking full advantage of evolving technologies.

World area
forecast
centres

12.-(1) The meteorological service provider shall arrange to receive the following world area forecast centre products:

(a) gridded global forecasts of the following:

(i) upper wind;

(ii) upper-air temperature and humidity;

(iii) geopotential altitude of flight levels;

(iv) flight level and temperature of tropopause;

(v) direction, speed and flight level of maximum wind;

(vi) cumulonimbus clouds;

(vii) icing; and

(viii) turbulence;

(b) global forecasts of significant weather phenomena;

- (c) to issue the forecasts referred to in (a) and (b) in digital form to users on advice from the meteorological authority;
- (d) to receive and supply information concerning the release of radioactive materials into the atmosphere to World Forecast Centre for the provision of transport model products for radiological environmental emergency response, in order to include the information in Significant Weather forecasts; and
- (e) to receive and supply information on volcanic activity to volcanic ash advisory centres for the inclusion of such information in Significant Weather forecasts.

(2) In case of interruption of the operation of a World Forecast Centre, the meteorological service provider shall use products from the other World Forecast Centre.

Aerodrome
meteorologi
cal offices

13.-(1) In the provision of meteorological services, there shall be establishment of one or more aerodrome or other meteorological offices which shall be adequate for the provision of the meteorological service required to satisfy the needs of air navigation.

(2) An aerodrome meteorological office established under subregulation (1) shall carry out all or some of the following functions as necessary to meet the needs of flight operations at the aerodrome:

- (a) to prepare or obtain forecasts and other relevant information for flights with which it is concerned, the extent of its responsibilities to prepare forecasts shall be related to the local availability and use of en-route and aerodrome forecast material received from other offices;
- (b) to prepare or obtain forecasts of local meteorological conditions;
- (c) to maintain a continuous survey of meteorological conditions over the aerodromes for which it is designated to prepare forecasts;
- (d) to provide briefing, consultation and flight documentation to flight crew members and other flight operations personnel;

- (e) to supply other meteorological information to aeronautical users;
- (f) to display the available meteorological information;
- (g) to exchange meteorological information with other aerodrome meteorological offices; or
- (h) to supply information received on pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud, to its associated ATS unit, aeronautical information service unit and meteorological watch office as agreed between aeronautical information service and ATS authorities concerned.

(3) The aerodromes for which landing forecasts are required shall be determined by the Authority through regional air navigation agreement.

(4) For an aerodrome without an aerodrome meteorological office located at the aerodrome, the meteorological service provider shall-

- (a) designate one or more aerodrome meteorological offices to supply meteorological information as required; and
- (b) agree with the concerned aerodrome operator and ATS authority to establish means by which such information can be supplied to the aerodromes concerned.

Meteorological
watch
offices

14.-(1) Meteorological service provider shall ensure one or more meteorological watch offices are established on the basis of regional air navigation agreement.

(2) A meteorological watch office shall-

- (a) maintain continuous watch over meteorological conditions affecting flight operations within its area of responsibility;
- (b) prepare SIGMET and other information relating to its area of responsibility;
- (c) supply SIGMET information and as required, other meteorological information to associated air traffic services units;
- (d) disseminate SIGMET information;
- (e) supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic

ash cloud for which a SIGMET has not already been issued, to its associated ACC or FIC, as determined by the meteorological service provider in consultation with appropriate ATS authority concerned, and to its associated VAAC as determined by regional air navigation agreement; and

- (f) supply information received concerning the release of radioactive materials into the atmosphere, in the United Republic or adjacent areas, to its associated ACC or FIC, as may be agreed upon with appropriate ATS authority concerned, and to aeronautical information service units, as may be agreed by appropriate ATS authority and such information shall comprise location, date and time of the release, and forecast trajectories of the radioactive materials.

(3) The boundaries of the area over which meteorological watch is to be maintained by a meteorological watch office shall be coincident with the boundaries of a flight information region or a control area or a combination of flight information regions and control areas.

(4) Meteorological watch office shall coordinate SIGMET with neighbouring meteorological watch offices when the en-route weather phenomenon extends or is expected to extend beyond the meteorological watch offices specified area of responsibility, in order to ensure the provision of harmonised SIGMET.

Volcanic
ash
advisory
centres

15.—(1) The Authority in collaboration with the meteorological service provider shall ensure coordination with the State, having accepted the responsibility for providing a volcanic ash advisory within the framework of international volcano watch for that centre to respond to a notification that a volcano has erupted or is expected to erupt, or that volcanic ash is reported in its area of responsibility by-

- (a) monitoring relevant geostationary and polar-orbiting satellite data and, where available, relevant ground-based and airborne data, to detect the existence and extent of volcanic ash in the atmosphere in the area concerned;

- (b) activating the volcanic ash numerical trajectory or dispersion model in order to forecast the movement of any ash “cloud” which has been detected or reported;
 - (c) issuing advisory information regarding the extent and forecast movement of the volcanic ash “cloud” to-
 - (i) meteorological watch office, Area control centre and Flight information centre serving Flight information region in its area of responsibility which may be affected;
 - (ii) other Volcanic ash advisory centre whose areas of responsibility may be affected;
 - (iii) World Area Forecast Centres, international OPMET databanks, international NOTAM offices, and centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services; and
 - (iv) operators requiring the advisory information through the Aeronautical Fixed Telecommunication Network address provided specifically for this purpose; and
 - (d) issuing updated advisory information to the Meteorological watch office, area control centre, flight information centre and volcanic ash advisory centre referred to in paragraph (c), as necessary, but at least every six hours until such time as-
 - (i) the volcanic ash “cloud” is no longer identifiable from satellite data and, where available, ground-based and airborne data;
 - (ii) no further reports of volcanic ash are received from the area; and
 - (iii) no further eruptions of the volcano are reported.
- (2) Volcanic ash advisory centre shall maintain a twenty-four-hour watch.

(3) In case of interruption of the operation of a volcanic ash advisory centre, its functions shall be carried out by another volcanic ash advisory centre or another meteorological centre, as designated by State concerned.

Volcano
observatorie
s

16.The meteorological service provider shall-

- (a) arrange for the volcano observatories, as designated by regional air navigation agreement, to monitor these volcanoes and observe the following:
 - (i) significant pre-eruption volcanic activity, or a cessation thereof;
 - (ii) a volcanic eruption, or a cessation thereof; or
 - (iii) volcanic ash in the atmosphere; and
- (b) send the information as quickly as practicable to their associated ACC, MWO and VAAC.

Tropical
cyclone
advisory
centres

17. The Authority shall ensure that a meteorological service provider coordinates with the State having accepted responsibility for providing a tropical advisory cyclone centre to arrange for that centre to-

- (a) monitor the development of tropical cyclones in its area of responsibility, using geostationary and polar-orbiting satellite data, radar data and other meteorological information;
- (b) issue advisory information concerning the position of the cyclone centre, changes in its intensity at the time of observation its direction and speed of movement, central pressure and maximum surface wind near the centre, in abbreviated plain language to-
 - (i) MWOs in its area of responsibility;
 - (ii) other TCACs whose areas of responsibility may be affected; and
 - (iii) WAFCs, international OPMET databanks, and centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services; and

- (c) issue updated advisory information to MWOs for each tropical cyclone, as necessary, but at least every six hours.

Space
weather
centres

18.-(1) The meteorological service provider shall arrange with space weather centre within the framework of the space weather information service, to-

- (a) receive information on existence of space weather phenomena that have impact in the following areas:
 - (i) high frequency (HF) radio communications;
 - (ii) communications via satellite;
 - (iii) Global Navigation Satellite Systems based navigation and surveillance; and
 - (iv) radiation exposure at flight levels.
- (b) receive advisory information issued by space weather centre regarding the extent, severity and duration of the space weather phenomena that have an impact referred to in paragraph (a);
- (c) supply the advisory information referred to in paragraph (b) to area control centres, flight information centres and aerodrome meteorological offices in its area of responsibility which may be affected; and
- (d) receive updated advisory information from space weather centre on space weather phenomena, as necessary, but at least every six hours until such time as the space weather phenomena are no longer detected and or are no longer expected to have an impact.

(2) SWXC shall maintain a twenty-four-hour watch and in the event of interruption of the operation of a SWXC, its functions shall be carried out by another SWXC or another centre, as designated by the SWXC provider concerned.

PART V

AERODROME METEOROLOGICAL OBSERVATIONAL INFORMATION

Aeronautical
meteorological
stations
and
observations

19.-(1) The Authority shall ensure that aeronautical meteorological stations are established at aerodromes as it may deem necessary and such aeronautical meteorological station may be a separate station or combined with a synoptic station.

(2) Meteorological service provider shall establish or arrange for the establishment of aeronautical meteorological stations on offshore structures or at other points of significance in support of helicopter operations to offshore structures, if required by regional air navigation agreement.

(3) Aeronautical meteorological stations shall make routine observations at fixed intervals and in case of aerodromes, the routine observations shall be supplemented by special observations whenever specified changes occur in respect of surface wind, visibility, runway visual range, present weather, clouds or air temperature.

(4) The Authority shall, in collaboration with the meteorological service provide, ensure arrangement of aeronautical meteorological stations to be inspected at sufficiently frequent intervals to ensure that a high standard of observation is maintained that instruments and all their indicators are functioning correctly, and that the exposure of the instruments has not changed significantly.

(5) Automated equipment shall be installed at aerodromes with runways intended for category II and III instrument approach and landing operations and such equipment shall be for measuring or assessing, monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure.

(6) At aerodromes with runways intended for Category I instrument approach and landing operations, automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure shall be installed to support approach and landing and take-off operations.

(7) The devices referred to in subregulations (5) and (6) shall be integrated automatic systems for acquisition, processing, dissemination and display in real time of the

meteorological parameters affecting landing and take-off operations.

(8) The design of integrated automatic systems referred to in subregulation (7) shall observe human factors principles and include back-up procedures.

(9) Where an integrated semi-automatic system is used for the dissemination or display of meteorological information, it shall be capable of accepting the manual insertion of data covering those meteorological elements which cannot be observed by automatic means.

(10) The observations shall form the basis for the preparation of reports to be disseminated at the aerodrome of origin and of reports to be disseminated beyond the aerodrome of origin.

(11) The meteorological instruments used at an aerodrome shall-

(a) be situated in such a way as to supply data which are representative of the area for which the measurements are required; and

(b) be exposed, operated and maintained in accordance with the practices, procedures and specifications promulgated by the World Meteorological Organisation.

(12) The observers at an aerodrome shall be located, in so far as is practicable, so as to supply data which are representative of the area for which the observations are required.

(13) Where automated equipment forms part of an integrated semi-automatic observing system, displays of data which are made available to the local air traffic services units shall be a subset of and displayed in parallel to those available in the local meteorological service unit. In those displays, each meteorological element shall be annotated to identify, as appropriate, the locations for which the element is representative.

Agreement
between
meteorologi-
cal service
provider, air
traffic

20.-(1) An agreement between the meteorological service provider and the appropriate ATS provider shall be established to cover-

(a) the provision in air traffic services units of displays related to integrated automatic systems;

services
provider
and
aerodrome
operator

- (b) the calibration and maintenance of the displays or instruments;
- (c) the use to be made of these displays or instruments by air traffic services personnel;
- (d) where necessary, supplementary visual observations including meteorological phenomena of operational significance in the climb-out and approach areas and when made by air traffic services personnel to update or supplement the information supplied by the meteorological station;
- (e) meteorological information obtained from aircraft taking off or landing including wind shear; and
- (f) meteorological information obtained from ground weather radar, if available.

Routine
observations
and
reports

21.-(1) Routine observations shall be made at aerodromes for twenty-four hours, except as otherwise agreed between the meteorological service provider, the appropriate ATS provider and the aerodrome operator concerned.

(2) The observations under subregulation (1) shall be made at intervals of one hour or, if so, determined by regional air navigation agreement, at intervals of one half-hour.

(3) Routine observations at other aeronautical meteorological stations shall be made as determined by the meteorological service provider taking into account the requirements of air traffic services units and aircraft operations.

(4) Reports of routine observations shall be issued as-

- (a) local routine reports, only for dissemination at the aerodrome of origin intended for arriving and departing aircraft; and
- (b) METAR for dissemination beyond the aerodrome of origin mainly intended for flight planning, VOLMET broadcasts and D-VOLMET.

(5) METAR shall be issued prior to the aerodrome resuming operations at aerodromes that are not operational throughout twenty-four hours in accordance with regional air navigation agreement.

Special
observations
and
reports

22.-(1) The meteorological service provider shall, in consultation with the appropriate ATS provider, operators and others concerned, where appropriate, specify criteria for special observations.

(2) Reports of special observations shall be issued as-

(a) local special reports, only for dissemination at the aerodrome of origin intended for arriving and departing aircraft; and

(b) SPECI for dissemination beyond the aerodrome of origin intended for flight planning, VOLMET broadcasts and D-VOLMET unless METAR are issued at half-hourly intervals.

(3) SPECI shall be issued, as necessary at aerodromes that are not operational throughout twenty-four hours, following the resumption of the issuance of METAR.

Characteristic:
of
meteorologica
reports

23.-(1) Local routine, special reports, METAR and SPECI shall contain the following elements in the order indicated:

(a) surface wind direction and speed;

(b) visibility;

(c) runway visual range, when applicable;

(d) present weather;

(e) cloud amount, cloud type only for cumulonimbus and towering cumulus clouds and height of cloud base or, where measured, vertical visibility;

(f) air temperature and dew-point temperature; and

(g) QNH and, when applicable, QFE included only in local routine and special reports.

(2) In addition to elements listed under subregulation (1), local routine and special reports and METAR and SPECI shall contain supplementary information to be placed after element referred to under subregulation (1)(g).

(3) Optional elements included under supplementary information shall be included in METAR and SPECI in accordance with regional air navigation agreement.

Surface
wind

24.-(1) The mean direction and the mean speed of the surface wind shall be measured, as well as significant variations of the wind direction and speed, and reported in degrees true and metres per second or knots, respectively.

(2) When local routine and special reports are used for departing and arriving aircraft, the surface wind observations for these reports shall be representative of conditions along the runway for departing aircraft and the touchdown zone for arriving aircraft.

(3) The surface wind observations for METAR and SPECI, shall be representative of conditions above the whole runway, where there is only one runway, and the whole runway complex where there is more than one runway.

Visibility

25.-(1) The visibility shall be measured or observed and reported in metres or kilometres.

(2) When local routine and special reports are used for departing aircraft, the visibility observations for these reports shall be representative of conditions along the runway and when local routine and special reports are used for arriving aircraft, the visibility observations for these reports shall be representative of the touchdown zone of the runway.

(3) The visibility observations for METAR and SPECI shall be representative of the aerodrome.

Runway
visual range

26.-(1) Runway visual range shall be assessed on all runways intended for Category II and III instrument approach and landing operations.

(2) Runway visual range shall be assessed on all runways intended for use during periods of reduced visibility, including-

- (a) precision approach runways intended for Category I instrument approach and landing operations; and
- (b) runways used for take-off and having high-intensity edge lights or centre line lights.

(3) The runway visual range referred to under subregulations (1) and (2), shall be reported in metres throughout periods when either the visibility or the runway visual range is less than 1 500 m.

(4) Runway visual range assessments shall be representative of-

- (c) the touchdown zone of the runway intended for non-precision or Category I instrument approach and landing operations;

- (d) the touchdown zone and the mid-point of the runway intended for Category II instrument approach and landing operations; and
- (e) the touchdown zone, the mid-point and stop-end of the runway intended for Category III instrument approach and landing operations.

(5) The units that provide air traffic service and aeronautical information service for an aerodrome shall be kept informed without delay of changes in the serviceability status of the automated equipment used for assessing runway visual range.

Present
weather

27.-(1) The present weather occurring at the aerodrome shall be observed and reported as necessary and shall be identified, as a minimum-

- (a) precipitation which includes rain, drizzle, snow and freezing precipitation;
- (b) obscurations which includes haze, mist, fog and freezing fog; and
- (c) thunderstorms in its vicinity.

(2) The present weather information for-

- (a) local routine and special reports shall be representative of conditions at the aerodrome; and
- (b) METAR and SPECI shall be representative of conditions at the aerodrome and, for certain specified present weather phenomena, in its vicinity.

Clouds

28.-(1) The cloud amount, cloud type and height of cloud base shall be observed and reported as necessary to describe the clouds of operational significance.

(2) When the sky is obscured, vertical visibility shall be observed and reported, where measured, in lieu of cloud amount, cloud type and height of cloud base; and the height of cloud base and vertical visibility shall be reported in metres or feet.

(3) The cloud observations for-

- (a) local routine and special reports shall be representative of the runway threshold in use; and
- (b) METAR and SPECI shall be representative of the aerodrome and its vicinity.

Air
temperature
and dew-
point
temperature

29.-(1) Air temperature and the dew-point temperature shall be measured and reported in degrees Celsius.

(2) The observations of air temperature and dew-point temperature for local routine and special reports and METAR and SPECI shall be representative of the whole runway or runway complex.

Atmospheric
pressure

30. The atmospheric pressure shall be measured, and QNH and QFE values shall be computed and reported in hectopascals.

Supplementary
information

31. The observations made at aerodromes shall include the available supplementary information concerning significant meteorological conditions, particularly those in the approach and climb-out areas and where practicable, the information shall identify the location of the meteorological condition.

Reporting
meteorological
information
from
automatic
observing
systems

32.-(1) METAR and SPECI from automatic observing systems shall be used during non-operational hours of the aerodrome, and during operational hours of the aerodrome as determined by the meteorological service provider in consultation with users based on the availability and efficient use of personnel.

(2) Local routine and special reports from automatic observing systems shall be used during operational hours of the aerodrome as determined by the meteorological service provider in consultation with users based on the availability and efficient use of personnel.

(3) Local routine and special reports and METAR and SPECI from automatic observing systems shall be identified with the word "AUTO".

Observing
and
reporting
volcanic
activity

33.-(1) The occurrence of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud shall be reported without delay to the associated air traffic services unit, aeronautical information services unit and meteorological watch office.

(2) The report shall be made in the form of a volcanic activity report.

Dissemination of meteorological reports

34.-(1) METAR and SPECI shall be disseminated to international operational meteorology databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement

(2) METAR and SPECI shall be disseminated to other aerodromes in accordance with regional air navigation agreement.

(3) SPECI representing a deterioration in conditions shall be disseminated immediately after the observation; SPECI representing a deterioration of one weather element and an improvement in another element shall be disseminated immediately after the observation.

(4) SPECI representing an improvement in conditions shall be disseminated only after the improvement has been maintained for ten minutes and shall be amended before dissemination, if necessary, to indicate the conditions prevailing at the end of that ten minute period.

(5) Local routine reports shall be transmitted to local air traffic services units and shall be made available to the operators and to other users at the aerodrome.

(6) Local special reports shall be transmitted to local air traffic services units as soon as the specified conditions occur, subject to agreement between meteorological service provider and the appropriate ATS authority, they need not be issued in respect of-

- (a) any element for which there is in the local air traffic services unit a display corresponding to the one in the meteorological station, and where arrangements are in force for the use of this display to update information included in the local routine report and the local special report; and
- (b) runway visual range, when all changes of one or more step on the reporting scale in use are reported to the local air traffic services unit by an observer on the aerodrome.

(7) Local special reports shall be made available to the operators and to other users at the aerodrome.

PART VI
AIRCRAFT METEOROLOGICAL OBSERVATIONAL
INFORMATION

Obligation
of the
Authority

35. The Authority shall ensure that arrangements for observations by aircraft of its registry operating on international air routes for the recording and reporting are made according to the provisions of these Regulations.

Types of
aircraft
observatio
ns

36. The following aircraft observations shall be made:
(a) routine aircraft observations during en-route and climb-out phases of the flight; and
(b) special and other non-routine aircraft observations during any phase of the flight.

Routine
aircraft
observatio
ns
designation

37.-(1) When air-ground data link is used and automatic dependent surveillance- Contract or Secondary Surveillance Radar Mode S is being applied; automated routine observations shall be made every fifteen minutes during the en-route phase and every thirty seconds during the climb-out phase for the first ten minutes of the flight.

(2) Routine observations shall be made from helicopters at points and times as determined by the meteorological service provider in consultation with helicopter operators concerned for helicopter operations to and from aerodromes on offshore structures.

(3) Where there are air routes with high-density air traffic including organized tracks, an aircraft from among the aircraft operating at each flight level shall be designated, at approximately hourly intervals, to make routine observations in accordance with subregulation (1);

Provided that the designation procedures under this subregulation are subject to regional air navigation agreement.

(4) Where a report is required during the climb-out phase, an aircraft shall be designated, at approximately hourly

intervals, at each aerodrome to make routine observations in accordance with subregulation (1).

Routine
aircraft
observations
exemptions

38. Aircraft not equipped with air-ground data link shall be exempted from making routine aircraft observations.

Special
aircraft
observations

39. Special observations shall be made by all aircraft whenever the following conditions are encountered or observed:

- (a) moderate or severe turbulence;
- (b) moderate or severe icing;
- (c) severe mountain wave;
- (d) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines;
- (e) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines;
- (f) heavy duststorm or heavy sandstorm;
- (g) volcanic ash cloud;
- (h) pre-eruption volcanic activity or a volcanic eruption; or
- (i) runway braking action encountered is not as good as reported.

Other non-
routine
aircraft
observations

40. Where other meteorological conditions not listed under regulation 39, including wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.

Reporting
of aircraft
observations
during
flight

41.-(1) Aircraft observations shall be reported as air-reports during flight at the time the observation is made or as soon as practicable.

(2) Aircraft observations referred to in subregulation (1) shall be reported by air-ground data link but where not available or appropriate, special and other non-routine aircraft observations during flight shall be reported by voice communications.

(3) Routine and special aircraft observations shall be reported as routine and special air-reports, respectively.

(4) Routine and special air-reports reported by air-ground data link shall contain, as a minimum, the following meteorological information:

- (a) wind direction;
- (b) wind speed;
- (c) air temperature; and
- (d) condition prompting the issuance of the air-report only applicable for special air-reports.

Relay of
air-reports
by air
traffic
services
units

42.-(1) The meteorological service provider shall make arrangements, in collaboration with the appropriate ATS provider, to ensure that on receipt by the air traffic services units of-

- (a) special air-reports by voice communications, the air traffic services units relay them without delay to their associated meteorological watch office; and
- (b) routine and special air-reports by data link communications, the air traffic services units relay them without delay to their associated meteorological watch office, World Area Forecasting Centres and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service internet-based services.

(2) The meteorological service provider shall make arrangements, in consultation with the appropriate ATS authority, to ensure that-

- (a) special air-reports shall be uplinked for sixty minutes after their issuance; and
- (b) information on wind and temperature include in automated special air-reports that are not uplinked to other aircraft in flight.

Disseminati
on of air-
reports

43.-(1) The meteorological watch office shall transmit without delay the special air-reports received by voice communications to the world area forecast centres and the centres designated by regional air navigation agreement for

the operation of aeronautical fixed service internet-based services.

(2) The meteorological watch office shall transmit without delay special air-reports of pre-eruption volcanic activity; a volcanic eruption or volcanic ash cloud received to the associated volcanic ash advisory centres.

(3) Where a special air-report is received at the meteorological watch office but the forecaster considers that the phenomenon causing the report is not expected to persist and does not warrant issuance of a SIGMET, the special air-report shall be disseminated in the same way that SIGMET information is disseminated in accordance with regulation 53, to meteorological watch offices, World Area Forecasting Centres and other meteorological offices in accordance with regional air navigation agreement.

(4) Air-reports received at World Area Forecasting Centres shall be further disseminated as basic meteorological data.

(5) Where supplementary dissemination of air-reports is required to satisfy special aeronautical or meteorological requirements, such dissemination shall be as determined by the meteorological service provider.

(6) Air-reports shall be exchanged in the format in which they are received.

PART VII AERODROME AND EN-ROUTE METEOROLOGICAL FORECAST INFORMATION

Use of
forecasts

44. The issue of a new forecast by an aerodrome meteorological office, such as a routine aerodrome forecast, shall be understood to cancel automatically any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

Aerodrome
meteorologi-
cal forecast
information

45.-(1) An aerodrome forecast shall be-

- (a) prepared in accordance with regional air navigation agreement, by the aerodrome meteorological office;
- (b) issued at a specified time not earlier than one hour prior to the beginning of its validity period and

consist of a concise statement of the expected meteorological conditions at an aerodrome for a specified period;

(2) Aerodrome forecasts and amendments thereto shall be issued as Terminal Aerodrome Forecast and include the following meteorological elements:

- (a) surface wind;
- (b) visibility;
- (c) weather;
- (d) cloud; and
- (e) expected significant changes to one or more of these elements during the period of validity;

(3) optional elements shall be included in Terminal Aerodrome Forecast in accordance with regional air navigation agreement;

(4) Aerodrome meteorological offices preparing Terminal Aerodrome Forecast shall keep the forecasts under continuous review and shall issue amendments promptly; the length of the forecast and the number of changes indicated in the forecast shall be kept to a minimum;

(5) Terminal Aerodrome Forecast that cannot be kept under continuous review shall be cancelled;

(6) The period of validity of a routine Terminal Aerodrome Forecast shall be not less than six hours and not more than thirty hours and shall be determined by regional air navigation agreement;

(7) Routine Terminal Aerodrome Forecast valid for less than twelve hours shall be issued every three hours and those valid for twelve to thirty hours shall be issued every six hours;

(8) When issuing Terminal Aerodrome Forecast, aerodrome meteorological offices shall ensure that not more than one Terminal Aerodrome Forecast is valid at an aerodrome at any given time; and

(9) Terminal Aerodrome Forecast and amendments thereto shall be disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-base services, in accordance with regional air navigation agreement.

Landing
forecast

46.-(1) Landing forecast shall be prepared by the aerodrome meteorological office as determined by regional air navigation agreement; such forecasts are intended to meet the requirements of local users and of aircraft within about one hour's flying time from the aerodrome.

(2) Landing forecasts shall be prepared in the form of a trend forecast.

(3) trend forecast shall consist of a concise statement of the expected significant changes in the meteorological conditions at that aerodrome to be appended to a local routine report, local special report, METAR or SPECI; the period of validity of a trend forecast shall be two hours from the time of the report which forms part of the landing forecast.

(4) The units and scales used in the trend forecast shall be the same as those used in the report to which it is appended.

Forecast for
take off

47. A forecast for take-off shall-

- (a) be prepared by the aerodrome meteorological office as determined by the meteorological service provider in consultation with operators concerned;
- (b) refer to a specified period of time and contain information on expected conditions over the runway complex in regard to surface wind direction, wind speed and any variations thereof, temperature, pressure (QNH), and any other elements as agreed locally;
- (c) be supplied to operators and flight crew members on request within the three hours before the expected time of departure; and
- (d) be continuously reviewed and, when necessary, amendments issued promptly by the aerodrome meteorological office.

En-route
meteorologi-
cal forecast
information

48.-(1) Global upper-air gridded and significant weather forecasts shall be issued by world area forecast centres in uniform formats and codes for the supply of such forecasts.

(2) When the density of traffic, operating below flight level 100 or up to flight level 150 in mountainous areas, or higher, where necessary warrants the routine issue and dissemination of area forecasts for such operations, the

frequency of issue, the form and the fixed time or period of validity of those forecasts and the criteria for amendments thereto shall be as established by the meteorological service provider in consultation with the users.

(3) When abbreviated plain language is used, the forecast shall be prepared as a GAMET area forecast, employing approved ICAO abbreviations and numerical values.

(4) When chart form is used, the forecast shall be prepared as a combination of forecasts of upper wind and upper-air temperature, and of significant weather phenomena.

(5) Area forecast shall be issued to cover the layer between the ground and flight level 100 or flight level 150 in mountainous areas or higher where necessary and shall contain information on enroute weather phenomena hazardous to low level flights, in support of the issuance of AIRMET information, and additional information required by low level flight.

(6) Area forecast for low level flights prepared in support of the issuance of AIRMET information shall be-

- (a) issued every six hours for a period of validity of six hours and transmitted to meteorological watch office or aerodrome meteorological offices concerned not later than one hour prior to the beginning of their validity period;
- (b) exchanged between aerodrome meteorological offices or meteorological watch offices responsible for the issuance of flight documentation for low level flights in the flight information regions concerned; and
- (c) disseminated to aeronautical fixed service internet-based services.

(7) When issuing forecasts of quantitative volcanic ash concentration information for a volcanic ash “cloud”, volcanic ash advisory centres shall adopt uniform formats and codes for their supply.

PART VIII
METEOROLOGICAL INFORMATION CONTAINING
ADVISORIES, ALERTS,
WARNINGS AND NOTICES

Volcanic
ash
advisory
information
and
information
from State
volcano
observatorie
s

49.-(1) The advisory information on volcanic ash shall be issued by a volcanic ash advisory centre.

(2) Information on volcanic activity and or volcanic ash in the atmosphere shall be issued by designated State volcano observatory as a Volcano Observatory Notice for Aviation.

Tropical
cyclone
advisory
information

50. The advisory information on tropical cyclones shall be issued by a tropical cyclone advisory centre.

Space
weather
advisory
information

51. The advisory information on space weather shall be issued by a global space weather centre.

SIGMET
information

52.-(1) SIGMET information shall-

(a) be issued by a meteorological watch office and give a concise description in abbreviated plain language concerning the occurrence or expected occurrence of specified en-route weather phenomena, which may affect the safety of aircraft operations, and of the development of those phenomena in time and space;

(b) include the following phenomena:

- (i) thunderstorm;
- (ii) tropical cyclone;
- (iii) turbulence;
- (iv) icing;
- (v) mountain wave;
- (vi) duststorm;
- (vii) sandstorm;
- (viii) volcanic ash; and
- (ix) radioactive cloud;

(c) be cancelled when the phenomena referred to in paragraph (b) are no longer occurring or are no longer expected to occur in the area;

(d) be valid for a period not exceeding four hours provided that, in the case of SIGMET information

for volcanic ash cloud and tropical cyclones, the period of validity shall be extended up to six hours; and

- (e) be issued not more than four hours before the commencement of the period of validity and in the case of SIGMET information for volcanic ash cloud and tropical cyclones, this information shall be issued as soon as practicable but not more than twelve hours before the commencement of the period of validity; SIGMET information for volcanic ash and tropical cyclones shall be updated at least every six hours.

(2) SIGMET information concerning volcanic ash cloud and tropical cyclones shall be based on advisory information provided by VAACs and TCACs, respectively, designated by regional air navigation agreement.

(3) Close coordination shall be maintained between the meteorological watch office and the associated area control centre or flight information centre to ensure that information on volcanic ash included in SIGMET and NOTAM is consistent.

Dissemination of SIGMET information

53. SIGMET information shall be disseminated to-

- (a) meteorological watch offices, WAF's and other meteorological offices in accordance with regional air navigation agreement;

Provided that, SIGMET information for volcanic ash shall also be disseminated to volcanic ash advisory centres; and

- (b) international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement.

Aerodrome warnings

54.-(1) Aerodrome warnings shall be issued by the aerodrome meteorological office designated by the meteorological service provider concerned and shall give concise information of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services.

(2) Aerodrome warnings shall relate to the occurrence or expected occurrence of one or more of the following phenomena:

- (a) tropical cyclone to be included if the ten minutes mean surface wind speed at the aerodrome is expected to be 17 metre per second (34kt) or more;
- (b) thunderstorm;
- (c) hail;
- (d) snow including the expected or observed snow accumulation;
- (e) freezing precipitation;
- (f) frost;
- (g) hoar frost or rime;
- (h) sandstorm;
- (i) duststorm;
- (j) rising sand or dust;
- (k) strong surface wind and gusts;
- (l) squall;
- (m) volcanic ash including volcanic ash deposition;
- (n) tsunami;
- (o) toxic chemicals; and
- (p) other phenomena as agreed locally.

(3) Aerodrome warnings referred to in subregulation (1) shall be cancelled when the conditions are no longer occurring or no longer expected to occur at the aerodrome.

(4) Aerodrome warnings shall be disseminated in accordance with local arrangements to those concerned.

Wind shear
warnings
and alerts

55.-(1) Wind shear warnings shall be issued by the aerodrome meteorological office designated by the meteorological service provider for aerodromes where wind shear is considered a factor, in accordance with local arrangements with the appropriate air traffic services unit and operators concerned.

(2) Wind shear warnings shall give concise information on the observed or expected existence of wind shear which could adversely affect aircraft on the approach path or take-off path or during circling approach between runway level and 500 m (1 600 ft) above that level and aircraft on the runway during the landing roll or take-off run.

(3) Where local topography is shown to produce significant wind shears at heights in excess of 500 m (1 600 ft) above runway level, then 500 m (1 600 ft) shall not be considered restrictive.

(4) Wind shear warnings for arriving aircraft or departing aircraft shall be cancelled when aircraft reports indicate that wind shear no longer exists or after an agreed elapsed time.

(5) The criteria for the cancellation of a wind shear warning referred to in subregulation (4) shall be defined locally for each aerodrome, as determined by the meteorological service provider in consultation with the appropriate ATS provider and the operators concerned.

(6) At aerodromes where wind shear is detected by automated, ground-based, wind shear remote-sensing or detection equipment, wind shear alerts generated by these systems shall be issued.

(7) Wind shear alerts shall give concise, up-to-date information related to the observed existence of wind shear which could adversely affect aircraft on the final approach path or initial take-off path and aircraft on the runway during the landing roll or take-off run.

(8) Wind shear warnings shall be disseminated in accordance with local arrangements, and shall be disseminated from automated, ground-based, wind shear remote-sensing or detection equipment in accordance with local arrangements to those concerned.

PART IX AERONAUTICAL CLIMATOLOGICAL INFORMATION

Aeronautical
climatological
information

56.-(1) Aeronautical climatological information required for the planning of flight operations shall be prepared in the form of aerodrome climatological tables and aerodrome climatological summaries and such information shall be supplied to aeronautical users as determined by the meteorological service provider in consultation with users concerned.

(2) Aeronautical climatological information shall be based on observations made over a period of at least five years and the period shall be indicated in the information supplied.

(3) Climatological data related to sites for new aerodromes and to additional runways at existing aerodromes shall be collected starting as early as possible before the commissioning of those aerodromes or runways.

Aerodrome
climatologi-
cal tables

57. The meteorological service provider shall make arrangements for collecting and retaining the necessary observational data and have the capability to-

- (a) prepare aerodrome climatological tables for each regular and alternate aerodrome within its flight information region (FIR); and
- (b) make available such climatological tables to an aeronautical user within a time period as agreed between the meteorological service provider and that user.

Aerodrome
climatologi-
cal
summaries

58.-(1) Aerodrome climatological summaries shall follow the procedures prescribed by the World Meteorological Organisation.

(2) Where computer facilities are available to store, process and retrieve the information, the summaries shall be published or otherwise made available to aeronautical users on request.

(3) Where computer facilities referred to in subregulation (2) are not available, the summaries shall be prepared using the models specified by the World Meteorological Organisation and shall be published and kept up to date as necessary.

Copies of
meteorologi-
cal
observational data

59. The meteorological service provider, on request and to the extent practicable, shall make available to operators and others concerned with the application of meteorology to international air navigation, copies of meteorological observational data required for research, investigation or operational analysis.

Exchange
of
aeronautical
climatologi-
cal
information

60.-(1) Aeronautical climatological information shall be exchanged on with the meteorological service provider.

(2) Operators and other aeronautical users desiring the information under subregulation (1) shall contact the meteorological service provider accordingly.

PART X
METEOROLOGICAL SERVICE FOR OPERATORS AND FLIGHT
CREW MEMBERS

Application
of
meteorologi-
cal
information

61.-(1) Meteorological information required under these Regulations shall be supplied to operators and flight crew members for-

- (a) pre-flight planning by operators;
- (b) in-flight replanning by operators using centralized operational control of flight operations;
- (c) use by flight crew members before departure; and
- (d) aircraft in flight.

(2) Meteorological service provider, in consultation with the operator, shall determine-

- (a) the type and format of meteorological information to be supplied; and
- (b) methods and means of supplying that information.

(3) Meteorological information supplied to operators and flight crew members shall cover the flight in respect of time, altitude and geographical extent.

(4) Information referred to under subregulation (3) shall relate to appropriate fixed times, or periods of time, and shall extend to the aerodrome of intended landing, also covering the meteorological conditions expected between the aerodrome of intended landing and alternate aerodromes designated by the operator.

(5) Meteorological information supplied to operators and flight crew members shall be up to date and include the following:

- (a) aerodrome and en-route observational information; and
- (b) aerodrome and en-route forecast information.

(6) En-route forecast information shall be generated from the digital forecasts provided by the world area forecast centres whenever these forecasts cover the intended flight path in respect of time, altitude and geographical extent, unless otherwise determined by the meteorological service provider in consultation with the operator concerned.

(7) When forecasts are identified as being originated by the world area forecast centres, no modifications shall be made to their meteorological content.

(8) The forecasts of upper wind, upper-air temperature and of significant weather phenomena above flight level 100 requested for pre-flight planning and in-flight replanning by the operator shall be supplied as soon as they become available, but not later than three hours before departure and other meteorological information requested for pre-flight planning and in-flight replanning by the operator shall be supplied as soon as is practicable.

(9) Meteorological information for pre-flight planning and in-flight replanning by operators of helicopters flying to offshore structures shall include data covering the layers from sea level to flight level 100.

(10) Where necessary, the meteorological service provider shall initiate coordinating action with the meteorological authorities of other States with a view to obtaining from them the reports and forecasts required.

(11) Meteorological information shall be supplied to operators and flight crew members at the location to be determined by the meteorological service provider, after consultation with the operators and at the time to be agreed upon between the aerodrome meteorological office and the operator concerned.

(12) The service for preflight planning shall be confined to flights originating within Tanzania flight information region.

(13) The meteorological service provider, in consultation with an operator, shall determine the supply of meteorological information at an aerodrome without an aerodrome meteorological office.

Briefing,
consultation
and display

62.-(1) The meteorological service provider shall provide, on request, briefing or consultation to flight crew members or other flight operations personnel.

(2) The briefing or consultation referred to in subregulation (1) shall be to supply the latest available information on existing and expected meteorological conditions along the route to be flown, at the aerodrome of intended landing, alternate aerodromes and other aerodromes

as relevant, either to explain and amplify the information contained in the flight documentation or, if so, agreed between the meteorological service provider and the operator, in lieu of flight documentation.

(3) Meteorological information used for briefing, consultation and display shall include any or all of the information listed in regulation 61(5).

(4) Where the aerodrome meteorological office expresses an opinion on the development of the meteorological conditions at an aerodrome which differs appreciably from the aerodrome forecast included in the flight documentation, the aerodrome meteorological office shall inform the flight crew members of the divergence provided that the portion of the briefing dealing with the divergence shall be recorded at the time of briefing and this record shall be made available to the operator.

(5) The required briefing, consultation, display or flight documentation shall be provided by the aerodrome meteorological office associated with the aerodrome of departure.

(6) Aerodrome where the services referred to in subregulation (5) are not available, arrangements to meet the requirements of flight crew members shall be determined by the meteorological service provider in consultation with the operator concerned.

(7) In exceptional circumstances, such as an undue delay, the aerodrome meteorological office associated with the aerodrome shall provide or, if that is not practicable, arrange for the provision of a new briefing, consultation or flight documentation as necessary.

(8) The flight crew member or other flight operations personnel for whom briefing, consultation or flight documentation has been requested shall visit the aerodrome meteorological office at the time agreed upon between the aerodrome meteorological office and the operator concerned.

(9) Where local circumstances at an aerodrome make personal briefing or consultation impracticable, the aerodrome meteorological office shall provide those services by telephone or other suitable telecommunications facilities.

Flight
documentati
on

63.-(1) Flight documentation to be made available shall comprise information listed under regulation 61 (5).

(2) Where it becomes apparent that the meteorological information to be included in the flight documentation will differ materially from that made available for pre-flight planning and in flight replanning, the operator shall be advised immediately and, if practicable, be supplied with the revised information as agreed between the operator and the aerodrome meteorological office concerned.

(3) Where a need for amendment arises after the flight documentation has been supplied, and before take-off of the aircraft, the aerodrome meteorological office shall, as agreed locally, issue the necessary amendment or updated information to the operator or to the local air traffic services unit, for transmission to the aircraft.

(4) Meteorological information received from other meteorological offices shall be included in flight documentation without modification.

(5) The meteorological service provider shall retain information supplied to flight crew members, either as printed copies or in computer files, for a period of at least thirty days from the date of issue and this information shall be made available, on request, for inquiries or investigations and, for these purposes, shall be retained until the inquiry or investigation is completed.

Automated
pre-flight
information
systems for
briefing,
consultation
, flight
planning
and flight
documentati
on

64.-(1) Where the meteorological service provider uses automated pre-flight information systems to supply and display meteorological information to operators and flight crew members for self-briefing, flight planning and flight documentation purposes, the information supplied and displayed shall comply with regulations 61, 62 and 63.

(2) Automated pre-flight information systems that provide for a harmonized, common point of access to meteorological information and aeronautical information services, information by operators, flight crew members and other aeronautical personnel concerned shall be established by an agreement between the meteorological service provider and AIS provider.

(3) Where automated pre-flight information systems are used to provide for a harmonized, common point of access

to meteorological information and aeronautical information services information by operators, flight crew members and other aeronautical personnel concerned, the meteorological service provider and AIS provider shall remain responsible for the quality control and management.

(4) Automated pre-flight information systems providing self-briefing facilities shall provide for access by operators and flight crew members to consultation, as necessary, with an aerodrome meteorological office by telephone or other suitable telecommunications means.

Meteorologi
cal
information
for aircraft
in flight

65.-(1) Meteorological information for use by aircraft in flight shall be supplied by an aerodrome meteorological office or meteorological watch office to its associated air traffic services unit and through D-VOLMET or VOLMET broadcasts as determined by regional air navigation agreement.

(2) Meteorological information referred to in subregulation (1) for planning by the operator for aircraft in flight shall be supplied on request, as determined by the meteorological service provider in consultation with the operator concerned.

(3) Meteorological information for use by aircraft in flight shall be supplied to air traffic services units in accordance with Part XI to these Regulations.

(4) Where an aircraft in flight requests meteorological information, the aerodrome meteorological office or meteorological watch office which receives the request should arrange to supply the information with the assistance if necessary, of another aerodrome meteorological office or meteorological watch office.

(5) Meteorological information shall be supplied through D-VOLMET or VOLMET broadcasts in accordance with the requirements of Part XII to these Regulations.

PART XI
METEOROLOGICAL INFORMATION FOR AIR TRAFFIC
SERVICES, SEARCH AND RESCUE SERVICES AND
AERONAUTICAL INFORMATION SERVICES

Information
for air
traffic
services
units

66.-(1) Each air traffic services unit shall be associated with an aerodrome meteorological office or meteorological watch office as may be determined by the meteorological service provider.

(2) The associated aerodrome meteorological office or meteorological watch office shall, after coordination with the air traffic services unit, supply, or arrange for the supply of, up-to-date meteorological information to the unit as necessary for the conduct of its functions.

(3) An aerodrome meteorological office shall be associated with an aerodrome control tower or approach control unit for the provision of meteorological information.

(4) A meteorological watch office shall be associated with a flight information centre or an area control centre for the provision of meteorological information.

(5) Where, owing to local circumstances, it is convenient for the duties of an associated aerodrome meteorological office or meteorological watch office to be shared between two or more aerodrome meteorological offices or meteorological watch offices, the division of responsibility shall be determined by the meteorological service provider in consultation with the appropriate ATS provider.

(6) Meteorological information requested by an air traffic services unit in connection with an aircraft emergency shall be supplied as rapidly as possible.

(7) Where necessary for flight information purposes, current meteorological reports and forecasts shall be supplied to designated aeronautical telecommunication stations.

(8) A copy of information in subregulation (7) shall be forwarded, if required, to the Flight Information Centre or Area Control Centre.

(9) Where computer processed upper air grid point data in digital form is made available to air traffic services units for use by air traffic services computers, the transmission arrangements shall be as agreed between

meteorological service provider and the appropriate ATS authority;

(10) Subject to subregulation (9), data shall be supplied as soon as is practicable after the processing of the forecasts has been completed.

Information
for search
and rescue
services
units

67.-(1) Aerodrome meteorological offices or meteorological watch offices designated by the meteorological service provider in accordance with regional air navigation agreement shall supply search and rescue services units with the meteorological information required in a form established by mutual agreement.

(2) For the purpose of subregulation (1), the designated aerodrome meteorological office or meteorological watch office shall maintain liaison with the search and rescue services unit throughout a search and rescue operation.

(3) Information to be supplied to rescue coordination centres shall include the meteorological conditions that existed in the last known position of a missing aircraft and along the intended route of that aircraft with particular reference to-

- (a) significant en-route weather phenomena;
- (b) cloud amount and type, particularly cumulonimbus including height indications of bases and tops;
- (c) visibility and phenomena reducing visibility;
- (d) surface wind and upper wind;
- (e) state of ground, in particular, any snow cover or flooding;
- (f) sea-surface temperature, state of the sea, ice cover if any and ocean currents, if relevant to the search area; and
- (g) sea-level pressure data.

Information
for
aeronautical
information
services
units

68.-(1) The meteorological service provider shall ensure the supply of up-to-date meteorological information to aeronautical information services unit, as may be necessary, for the conduct of its functions.

(2) The following information shall be supplied, as necessary, to an aeronautical information services unit:

- (a) information on meteorological service for international air navigation, intended for inclusion in the aeronautical information publication concerned;
- (b) information necessary for the preparation of NOTAM or volcanic ash NOTAM (ASHTAM) including information on-
 - (i) the establishment, withdrawal and significant changes in operation of aeronautical meteorological services required to be provided to the aeronautical information services unit sufficiently in advance of the effective date to permit issuance of NOTAM in compliance with Aeronautical Information Services Regulations;
 - (ii) the occurrence of volcanic activity; and
 - (iii) release of radioactive materials into the atmosphere, as agreed between the meteorological service provider and the Authority; and
- (c) information necessary for the preparation of aeronautical information circulars including information on-
 - (i) expected important changes in aeronautical meteorological procedures, services and facilities provided; and
 - (ii) effect of certain weather phenomena on aircraft operations.

PART XII
USE OF COMMUNICATIONS TO EXCHANGE
METEOROLOGICAL INFORMATION

Requirements
for
communicati
ons

69.—(1) The Authority shall ensure suitable telecommunications facilities are made available to permit-

- (a) aerodrome meteorological offices and, as necessary, aeronautical meteorological stations to supply the required meteorological information to air traffic services units on the aerodromes for which those offices and stations are responsible, and in particular to aerodrome control towers, approach control units and the aeronautical telecommunications stations serving these aerodromes;
- (b) aerodrome meteorological watch offices to supply the required meteorological information to air traffic services units and search and rescue services units in respect of the flight information regions, control areas and search and rescue regions for which those offices and stations are responsible, and in particular to flight information centres, area control centres and rescue coordination centres and the associated aeronautical telecommunications stations; and
- (c) world area forecast centres to supply the required world area forecast system forecasts to aerodrome meteorological offices, meteorological service providers and other users.

(2) Telecommunications facilities between aerodrome meteorological offices and, as necessary, aeronautical meteorological stations and aerodrome control towers or approach control units shall permit communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately fifteen seconds.

(3) Telecommunications facilities between aerodrome meteorological offices or meteorological watch offices and flight information centres, area control centres, rescue coordination centres and aeronautical telecommunications stations shall permit-

- (a) communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately fifteen seconds; and

(b) printed communications, when a record is required by the recipients; the message transit time shall not exceed five minutes.

(4) Telecommunications facilities referred to in subregulations (2) and (3) shall be supplemented, as and when necessary, by other forms of visual or audio communications, such as closed-circuit television or separate information processing systems.

(5) Where agreed between the meteorological service provider and operators, provision shall be made to enable operators to establish suitable telecommunications facilities for obtaining meteorological information from aerodrome meteorological offices or other appropriate sources.

(6) Meteorological service provider shall ensure that suitable telecommunications facilities be made available to permit meteorological offices to exchange operational meteorological information with other meteorological offices.

(7) Telecommunications facilities used for the exchange of operational meteorological information shall be the aeronautical fixed service or, for the exchange of non-time critical operational meteorological information, the public Internet, subject to availability, satisfactory operation, and bilateral or multilateral or regional air navigation agreements.

(8) When upper grid point data in digital form is made available for use by air traffic services computers, the transmission arrangements shall be as agreed between the meteorological authority and the appropriate ATS authority.

(9) When upper grid point data in digital form is made available to operators for flight planning by computer, the transmission arrangements shall be as agreed between the world area forecast centre concerned, the meteorological authority and the operators concerned.

Aeronautical fixed service communications and the public Internet - Meteorological bulletins

70.-(1) The Authority shall ensure that meteorological bulletins containing operational meteorological information to be transmitted via the aeronautical fixed service or the public Internet shall be originated by the appropriate meteorological office or aeronautical meteorological station.

(2) Messages and bulletins containing operational meteorological information shall achieve transit times of less

than five minutes, unless otherwise determined to be lower by regional air navigation agreement.

Aeronautical
fixed
service
communications - world
area
forecast
system-
forecasts.

71.-(1) Telecommunications facilities used for the supply of world area forecast centres forecasts shall be the aeronautical fixed service or the public Internet.

(2) World area forecast centres forecasts referred to in subregulation (1) shall be transmitted using digital data communications techniques.

(3) Method and channels used for the dissemination of the forecasts shall be as determined by regional air navigation agreement.

Aeronautical
mobile
service
communications

72. Meteorological and ATS service providers and aircraft operators shall ensure that the content and format of meteorological information transmitted to aircraft and by aircraft shall be consistent with the provisions of these Regulations.

Aeronautical
data link
service —
D-
VOLMET

73. Where D-VOLMET is required, it shall contain current METAR and SPECI, together with trend forecasts where available, TAF and SIGMET, special air-reports not covered by a SIGMET.

Aeronautical
broadcasting
service —
VOLMET
broadcasts

74.-(1) Where, continuous VOLMET broadcasts, normally on very high frequencies (VHF), they shall contain current METAR and SPECI, together with trend forecasts where available.

(2) Notwithstanding the provisions of sub regulation (1), scheduled VOLMET broadcasts, normally on high frequencies (HF), shall contain current METAR and SPECI, together with trend forecasts where available and, where so determined by regional air navigation agreement, TAF and SIGMET.

PART XIII EXEMPTIONS

Requirements for

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

application
for
exemption.

(2) A person requiring exemptions from any of these Regulations shall make an application to the Authority at least sixty days prior to the proposed effective date of commencement of the exemption, giving the following information:

- (a) name and contact address including electronic mail and fax if any;
- (b) telephone number;
- (c) a citation of the specific requirement from which the applicant seeks exemption;
- (d) justification for the exemption;
- (e) a description of the type of operations to be conducted under the proposed exemption;
- (f) the proposed duration of the exemption;
- (g) an explanation of how the exemption would be in the public interest;
- (h) 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;
- (i) safety risk assessment carried out in respect of the exemption applied for; and
- (j) an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization, where the applicant handles international operations and seeks to operate under the proposed exemption.

(3) Where the applicant seeks emergency processing of an application for exemption, the application shall contain supporting facts and reasons for not filing the application within the time specified in subregulation (2) and satisfactory reason for deeming the application an emergency.

(4) Authority may in writing, refuse an application made under subregulation (3), where in the opinion of the Authority, the reasons given for emergency processing are not satisfactory.

(5) The application for exemption shall be accompanied by proof of payment of a prescribed fee.

Review and
publication

76.—(1) The Authority shall review the application for exemption for accuracy and compliance and if the application is satisfactory, the Authority shall publish a detailed summary of the application for comments, within a prescribed time, in either-

- (a) the *Government Gazette*;
- (b) aeronautical information circular; or
- (c) a daily newspaper with a wide national circulation.

(2) Where application requirements have not been fully complied with, the Authority shall request the applicant in writing, to comply prior to publication or making a decision under subregulation (3).

(3) Where the request is for emergency relief, the Authority shall publish the decision as soon as possible after processing the application.

Evaluation
of the
request

77.—(1) Where the application requirements have been satisfied, the Authority shall conduct an evaluation of the request, including-

- (a) a determination of whether an exemption would be in the public interest;
- (b) a determination, after a technical evaluation, of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where 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) a determination of whether a grant of the exemption would contravene these Regulations; and
- (d) a recommendation based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

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

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

(4) Where the exemption affects a significant population of the aviation community, the Authority shall publish the summary in aeronautical information circular.

PART IX

GENERAL PROVISIONS

Drug and
alcohol
testing and
reporting

78.-(1) A person who performs any function prescribed by these Regulations directly or by contract under the provisions of these Regulations shall be tested for drug or alcohol usage.

(2) A person who-

(a) refuses to submit to a test to indicate the percentage by weight of alcohol in the blood; or

(b) refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority,

commits an offence, and on conviction shall be liable to a penalty as prescribed by the Act.

Replacement
of
documents.

79. A person may apply for replacement of documents to the Authority issued under these Regulations, if such documents are lost or destroyed.

Reporting
violations.

80.-(1) A person who has knowledge of a violation of these Regulations or any directives issued hereunder, shall report to the Authority.

(2) The Authority may determine the nature and type of investigation or enforcement action that need to be taken.

Failure to
comply
with
direction.

81. A person who fails to comply with any direction given by the Authority or any authorized person under any provision of these Regulations shall be deemed for the

purposes of these Regulations to have contravened that provision.

PART X
OFFENCES AND PENALTIES

Offences
and
penalties

82.-(1) A person who contravenes any provision of these Regulations commits an offence and on conviction shall be liable to penalty prescribed by the Act,

Provided that, in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(2) In addition to the penalty prescribed in subregulation (1), a certificate or exemption issued under these Regulations may be cancelled or suspended as the case may be.

(3) Where proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall not constitute a contravention of that provision.

Revocation
GN No.
59 of 2017

83. The Civil Aviation (Meteorological Service for International Air Navigation) Regulations are hereby revoked.

Dodoma,
4th september, 2026

MAKAME M. MBARAWA,
Minister for Transport