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TCAA Bulletin

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A NEW CHAPTER OF LEADERSHIP:
DR. JABIRI K. BAKARI
TAKES THE HELM AT TCAA



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We lead by example in safety, service and professionalism.



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“We trust, execute, collaborate and lead by example.”



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A Word from Director General

Dear readers.



It gives me great pleasure to welcome you to Issue No. 64 of the Tanzania Civil Aviation Authority (TCAA) Bulletin. This edition is particularly significant to me as it is my first opportunity to engage with you through this publication following my appointment by Her Excellency Dr. Samia Suluhu Hassan, President of the United Republic of Tanzania, on 24 April 2026, and my assumption of office as Director General on 27 April 2026.

I am deeply honoured to lead an institution entrusted with regulating and overseeing one of the safest and most dynamic modes of transport in the world. I join TCAA at a time when aviation continues to evolve rapidly, presenting new opportunities, emerging technologies and increasingly complex challenges. I look forward to working closely with our dedicated staff, industry partners and stakeholders as we continue strengthening Tanzania's aviation sector and supporting the nation's socio-economic development.

During my first weeks at the Authority, I have had the privilege of meeting many of the professionals who work tirelessly behind the scenes to keep Tanzania's skies safe. What has impressed me most is their professionalism, technical competence and unwavering commitment to public service. Although much of their work is rarely visible to the travelling public, it forms the foundation upon which confidence in aviation is built.

Aviation is unique because success is often measured not by what happens, but by what does not happen. Every accident prevented, every risk identified before it materialises, every aircraft guided safely through our airspace and every passenger who reaches their destination without incident reflects the discipline, vigilance and teamwork that define this industry.

Many people associate aviation with aircraft and airports. In reality, it is a highly integrated system that depends on the coordinated efforts of

regulators, pilots, air traffic controllers, engineers, meteorologists, airport operators, airlines, aviation security personnel and many other professionals working together every hour of every day. The strength of our aviation system lies not only in advanced technology or robust regulations, but also in the dedication of the people who uphold them.

Maintaining public confidence in aviation demands continuous learning, effective regulation, innovation and close collaboration among all stakeholders. These principles will continue to guide the Authority as we respond to the changing needs of the industry while ensuring that safety remains our highest priority.

This edition of the Bulletin reflects that commitment. It showcases initiatives aimed at enhancing aviation safety oversight, modernising air navigation services, embracing digital transformation and improving regulatory effectiveness. It also explores emerging issues shaping the future of aviation, including the safe integration of unmanned aircraft systems (drones), developments in international air law, capacity building, institutional partnerships and the adoption of global best practices.

Together, these stories demonstrate an Authority that continues to evolve while remaining firmly committed to its core mandate of ensuring safe, secure, efficient and sustainable civil aviation.

One of our immediate priorities is Tanzania's preparation for the International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Programme (USOAP) scheduled for April 2027. This audit is more than an assessment of compliance; it is an opportunity to demonstrate the maturity and effectiveness of Tanzania's aviation safety oversight system while identifying areas for further improvement. Our preparations therefore extend well beyond the audit itself. They reflect our commitment to building institutional capacity,

fostering a culture of continuous improvement and ensuring that our aviation system consistently meets internationally recognised Standards and Recommended Practices.

Throughout my professional career, I have learned that sustainable success is achieved through teamwork. I often describe this philosophy as "football science." A successful football team depends not only on talented players but also on every individual understanding their role, communicating effectively and working towards a common objective. Aviation operates in much the same way. Every organisation and every professional contributes to the safety and efficiency of the entire system. When each part performs its role with excellence, the whole system succeeds.

As we look ahead, our priorities remain clear. We will continue to enhance safety oversight, promote innovation, accelerate digital transformation, invest in our people, deepen stakeholder engagement and deliver responsive, risk-based regulation that supports the sustainable growth of Tanzania's aviation industry. In doing so, we will build on the strong foundation established over the years while embracing the opportunities that will shape the future of air transport.

These efforts also contribute to the implementation of Tanzania Development Vision 2050 by supporting a modern, resilient and globally competitive aviation sector that facilitates trade, tourism, investment and regional integration.

I invite you to explore this edition of the TCAA Bulletin and discover the initiatives, achievements and dedicated professionals working every day to improve civil aviation in Tanzania. I trust you will find these stories informative, insightful and reflective of our shared commitment to building an aviation sector that continues to earn the confidence of the travelling public, the industry and the international community.

Thank you for your continued support, and I wish you an enjoyable and rewarding read.



Dr. Jabiri K. Bakari
Director General

A NEW CHAPTER OF LEADERSHIP: DR. JABIRI K. BAKARI TAKES THE HELM AT TCAA

By Ally Changwila

The Tanzania Civil Aviation Authority (TCAA) has welcomed Dr. Jabiri K. Bakari as its new Director General following his appointment by Her Excellency Dr. Samia Suluhu Hassan, President of the United Republic of Tanzania, on 24 April 2026.

Dr. Bakari assumed office on 27 April 2026, bringing to TCAA more than three decades of experience spanning information and communication

technology (ICT), regulation, public administration, institutional transformation and academia. His appointment comes at an important time as the Authority advances aviation safety oversight, digital transformation, regulatory effectiveness and preparations for international assessments.



Dr. Jabiri K. Bakari receives official handover instruments from the outgoing Director General, Mr. Salim R. Msangi, during the leadership handover ceremony held at TCAA Headquarters in Banana, Ukonga, Dar es Salaam, on 27 April 2026.

A Distinguished Career in Technology, Regulation and Public Service

Prior to joining TCAA, Dr. Bakari served as Director General of the Tanzania Communications Regulatory Authority (TCRA), where his responsibilities placed him at the centre of a rapidly evolving regulatory environment shaped by technological innovation and digital transformation.

Earlier, he was the founding Chief Executive Officer

of the former e-Government Agency, which he led from April 2012 to January 2020. Following the enactment of the e-Government Act No. 10 of 2019 and the transition of the Agency into the e-Government Authority (e-GA), he became the Authority's first Director General, serving until April 2021.

During this period, he contributed to the development of shared public ICT infrastructure

and the expansion of digital government services aimed at improving efficiency, accessibility and service delivery across public institutions.

Dr. Bakari's professional journey also includes an extensive academic career. He served as Senior Lecturer and Director of the Institute of Educational Technology at the Open University of Tanzania and held several leadership positions at the University of Dar es Salaam, including Deputy Managing Director of the University Computing Centre.

He holds a PhD in Computer and Systems Sciences from Stockholm University, Sweden, specialising in ICT Risk and Security Management; a Master of Science in Engineering (Data Communications) from the University of Sheffield, United Kingdom; and a Bachelor of Science in Computer Science from the University of Dar es Salaam.

A recognised researcher and professional in ICT governance and security, Dr. Bakari has presented research at international professional and academic forums, including those of the International Federation for Information Processing (IFIP) and the Institute of Electrical and Electronics Engineers (IEEE). He is also a Professional Engineer, Certified Director and member of ISACA Tanzania Chapter. In addition, he facilitates ICT Governance programmes at the Institute of Directors in Tanzania and serves as a member of the Digital Innovation Board of the Innovation and Entrepreneurship Alliance for Digital Development of the International Telecommunication Union (ITU).

First Engagement with TCAA Management

During his first engagement with TCAA Management after assuming office, Dr. Bakari expressed appreciation for the opportunity to lead the Authority and set out a leadership approach centred on accountability, professionalism, teamwork and results.

He acknowledged the achievements recorded under his predecessor, Mr. Salim R. Msangi, and recognised his contribution to institutional stability, governance and operational performance.

Dr. Bakari also commended TCAA Management and staff for their contribution to the Authority's progress, noting that achievements in aviation safety oversight, air navigation services, digitalisation and stakeholder engagement are the result of collective effort across the organisation.

His message was clear: progress must be sustained, but the Authority must also remain ready to adapt to an aviation environment that is becoming

increasingly complex, technology-driven and interconnected.

Building on a Strong Foundation

Looking ahead, Dr. Bakari has identified several priorities for the Authority, including enhancing regulatory effectiveness, accelerating digital transformation, improving operational efficiency, investing in institutional capacity and maintaining readiness for international aviation safety assessments.

Among the key priorities is Tanzania's preparation for the International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Programme (USOAP), scheduled for April 2027. The preparations provide an opportunity not only to demonstrate compliance with international requirements, but also to assess and continuously improve the effectiveness of the country's aviation safety oversight system.

He has also emphasised timely implementation of strategic projects, including development of the new Civil Aviation Training Centre (CATC) campus, which is expected to expand aviation training capacity and support the development of skilled professionals for Tanzania and the wider region.

Leadership Philosophy: Time, Teamwork and Results

Central to Dr. Bakari's leadership philosophy is the importance of using time purposefully and ensuring that individual effort contributes to measurable institutional results.

In his early engagements with staff, he introduced what he calls the "two Ts." The first represents circumstances that may be beyond an individual's control, while the second represents time—a resource that can and must be managed effectively. His message encourages staff to focus their energy on what they can influence, maximise the productive use of time and remain accountable for results.

His approach to teamwork is captured in another concept he describes as "football science."

Drawing on the dynamics of a successful football team, Dr. Bakari emphasises that organisational performance depends not simply on individual talent, but on how effectively people understand their roles, communicate, anticipate one another's needs and work towards a common objective.

In aviation, this principle carries particular significance. Safety and efficiency depend on a

complex network of professionals and organisations performing different but interconnected responsibilities. Effective teamwork, therefore, is not merely an organisational value; it is fundamental to the performance of the aviation system.

Leading for Impact

Dr. Bakari brings to TCAA experience in leading complex institutions, navigating technological change and translating strategic priorities into practical implementation.

As Tanzania's aviation sector continues to expand and evolve, the Authority faces opportunities ranging from digital transformation and emerging aviation technologies to increased international connectivity and infrastructure development. At the same time, it must continue to uphold rigorous safety oversight and respond effectively to changing international standards and industry expectations.

The Director General of the Tanzania Civil Aviation Authority (TCAA), Dr. Jabiri K. Bakari (right), together with the former Director General, Mr. Salim R. Msangi, signing the office handover documents during the official handover ceremony held at the TCAA Headquarters in Banana, Ukonga, Dar es Salaam.

Dr. Bakari assumes leadership of TCAA against this backdrop, with an emphasis on innovation, accountability, collaboration and results.

His appointment marks both continuity and a new chapter: building on the foundation established over the years while positioning the Authority to respond confidently to the future of aviation.

As TCAA moves forward under his leadership, the objective remains clear—to maintain a strong and effective regulator while supporting the development of a safe, resilient, innovative and globally connected aviation sector for Tanzania.



The Director General of the Tanzania Civil Aviation Authority (TCAA), Dr. Jabiri K. Bakari, and the former Director General, Mr. Salim R. Msangi, pose for a group photo with the TCAA Management shortly after the completion of the office handover ceremony held at the TCAA Headquarters in Banana, Ukonga, Dar es Salaam.

WHEN A DRONE MEETS THE BORDER

Promoting Safe Skies Through Awareness and Smart Regulation



By Ally Changwila

The first rays of the morning sun were beginning to illuminate the snow-capped peak of Mount Kilimanjaro when Asha* noticed a small crowd gathered near the Customs inspection area at Kilimanjaro International Airport (KIA).

At the centre of the discussion was a tourist who had just arrived from Europe. Carefully packed inside his backpack was a compact camera drone, which he hoped to use to capture spectacular aerial images of the Serengeti National Park, the Ngorongoro Conservation Area and the beaches of Zanzibar.

"I didn't know I needed permission," he explained to the officers. "I thought it was just like carrying a camera."

The traveller soon discovered an important distinction. A drone may look like another piece of electronic equipment, but in aviation it is an aircraft. Its importation and operation are therefore subject to applicable regulatory requirements and authorisations.

Every aspect of his holiday had been carefully planned—except one.

Although Asha and the traveller are fictional characters, the scenario reflects a real and increasingly common challenge. As drones become more affordable, portable and popular, visitors are travelling with them across international borders, sometimes without realising that the rules governing an aircraft are very different from those governing an ordinary camera.

A Global Aviation Challenge

The rapid growth of drone technology is transforming industries around the world. Unmanned aircraft are increasingly being used in agriculture, wildlife conservation, infrastructure inspection, filmmaking, surveying, emergency response, environmental monitoring and scientific research.

Their potential is considerable. But their increasing presence in the airspace also brings an important

responsibility: ensuring that they operate safely alongside conventional aviation.

An unauthorised drone operating near an airport, within restricted airspace or in conflict with other aircraft can create serious safety and security risks. Managing those risks requires more than enforcement. It requires effective regulation, public awareness, appropriate technology, cooperation among institutions and responsible behaviour by drone operators.

Recognising the growing global challenge posed by unauthorised drone activity, the International Civil Aviation Organization (ICAO) continues to promote coordinated approaches to managing unmanned aircraft risks, including regulatory frameworks, information sharing, risk management and international cooperation.

Tanzania's Approach: Enable Innovation, Protect Safety

Tanzania's approach recognises both sides of the equation.

Drones can make an important contribution to economic and social development. They are already supporting activities in conservation, agriculture, surveying, mining, infrastructure development, tourism, environmental monitoring and other sectors.

The objective of regulation is therefore not to prevent innovation. It is to enable innovation safely and responsibly.

TCAA continues to develop regulatory and service-delivery mechanisms that facilitate legitimate drone operations while protecting other airspace users and the public.

Operational experience demonstrates why both regulation and awareness are necessary.

During the 2025/2026 financial year, an analysis conducted by TCAA at Kilimanjaro International Airport found that 431 drones had been detained by Customs authorities. Many belonged to travellers who arrived without having obtained the necessary approvals beforehand.

A notable observation from these cases was that many travellers indicated that they were simply unaware of the applicable requirements.

This points to an important regulatory lesson: having rules is only part of the solution. People must also know about those rules before they travel.

Prevention Begins Before Departure

In aviation, effective safety management begins with identifying and addressing risk before it develops into an incident.

When a traveller is informed of drone requirements before departure, there is time to seek the necessary approvals, understand operational restrictions and plan the intended activity accordingly. By contrast, discovering the requirements only after arrival may result in delays, detention of the equipment and disruption of travel plans.

This is why public awareness is an important part of drone safety.

TCAA has continued to modernise its services to make compliance more accessible. Through the Authority's digital service platforms, applicants can access relevant processes for drone registration, importation and operational authorisations in accordance with applicable requirements.

Visitors intending to travel to Tanzania with drones are encouraged to initiate the relevant approval processes well in advance of their journey. Where applicable, beginning the process at least one month before travel provides sufficient time to complete the necessary regulatory and administrative requirements.

The principle is simple:

Check. Apply. Obtain approval. Then travel.

Taking Information Closer to the Traveller

Making compliance easier also requires providing information at the point where travel decisions are made.

TCAA has therefore pursued collaboration with aviation and travel-industry partners to improve the availability of information on Tanzania's drone requirements to international travellers.

Providing accurate regulatory information through channels used by airlines and passengers can help travellers understand applicable requirements before departure rather than encountering them for the first time at a Tanzanian airport.

This preventive approach benefits everyone. Travellers avoid unnecessary inconvenience, border agencies can process arrivals more efficiently, and the aviation system gains an additional layer of protection against unauthorised drone operations.



ICAO Secretary General Juan Carlos Salazar emphasised that effective drone risk management extends beyond sophisticated detection technologies. It also requires robust regulations, coordinated governance, information sharing and sustained international cooperation. ICAO's ongoing development of Integrated Risk Management Guidance further reflects the global shift towards proactive, risk-based oversight of unmanned aircraft systems.

A Shared Responsibility

Safe drone integration cannot be achieved by the regulator alone.

Airlines, travel agents, tour operators, border agencies, tourism operators, drone retailers and online travel platforms can all contribute by ensuring that travellers receive accurate information before beginning their journeys.

Drone operators also have an important responsibility. Just as travellers are expected to understand immigration, customs and health requirements before visiting another country, anyone intending to operate a drone should understand the aviation requirements applicable at their destination.

Greater awareness makes compliance easier. Better compliance makes regulation more effective. And effective regulation creates an environment in which innovation can flourish without compromising safety.

Looking Ahead

Drone technology will continue to evolve, bringing new applications, capabilities and opportunities. Regulation must evolve with it.

For Tanzania, the challenge is to create an environment in which new aviation technologies can contribute to national development while maintaining the safety and integrity of the country's airspace.

Digital regulatory services, public awareness, stakeholder cooperation and risk-based oversight are all part of that journey.

The fictional traveller arriving at Kilimanjaro International Airport represents many drone users around the world who simply want to capture memorable experiences from above. Their enthusiasm is not the problem. The challenge is ensuring that enthusiasm is accompanied by awareness and responsible operation.

The safest drone flight therefore begins long before the drone leaves the ground. It begins when the operator understands the rules, obtains the necessary approvals and plans the operation responsibly.

Because in aviation, one of the greatest measures of success remains the incident that never happens.

**Asha is a fictional character used to illustrate a common travel scenario.*

TCAA TAKES AVIATION AWARENESS CLOSER TO THE PUBLIC AT ZANZIBAR INTERNATIONAL TRADE FAIR



By Dickson Mulashani

The Tanzania Civil Aviation Authority (TCAA) participated in the 12th Zanzibar International Trade Fair (ZITF), using the event to take aviation information and regulatory guidance directly to members of the public.

Held at the Zanzibar Exhibition Centre in Dimani from 29 December 2025 to 16 January 2026, the exhibition brought together public institutions, businesses and other stakeholders under the theme "Building Inclusive Growth through Trade and Innovation."

Throughout the exhibition, TCAA engaged visitors on a wide range of civil aviation matters, including air passenger rights and responsibilities, aviation safety and security, the safe and lawful use of unmanned aircraft systems (drones), licensing and certification services, and the role of air navigation services in supporting safe and orderly air transport.

For many visitors, the exhibition provided an opportunity to interact directly with TCAA officers,

seek clarification on aviation requirements and better understand the Authority's role within Tanzania's aviation system.

Particular interest was generated by information on drone operations, an area that continues to attract growing public attention as unmanned aircraft become increasingly accessible for photography, tourism, surveying and other commercial and recreational activities. TCAA officers used the opportunity to explain the importance of obtaining the necessary approvals and operating drones responsibly and in accordance with applicable requirements.

The Authority also provided information on consumer protection, helping passengers better understand their rights and responsibilities when using air transport services.

Public awareness is an important component of effective aviation regulation. While regulations establish the standards that must be followed,

compliance is enhanced when passengers, operators and other stakeholders understand both the requirements and the reasons behind them.

National exhibitions such as ZITF therefore provide TCAA with an important platform to listen to the public, respond to questions and make aviation information more accessible.

Through continued public engagement and awareness initiatives, TCAA aims to promote informed participation in aviation, encourage compliance with regulatory requirements and

strengthen public confidence in Tanzania's civil aviation system.

Next is the Zanzibar International Trade Fair story. The original is clear but reads more like an event report. I would make it shorter, more public-facing and emphasise why TCAA's presence at such exhibitions matters.



TCAA BOARD REVIEWS STRATEGIC AIR NAVIGATION PROJECTS AT PEMBA STATION



By Staff Reporter



The Board of Directors of the Tanzania Civil Aviation Authority (TCAA) visited the Authority's Pemba Station on 12–13 February 2026 to assess the implementation of strategic air navigation projects aimed at enhancing the safety, reliability and efficiency of aviation services.

During the visit, the Board reviewed two key initiatives: the Very High Frequency (VHF) Voice Communication System, which supports communication between pilots and air traffic controllers, and the Aeronautical Information Exchange Model (AIXM), which supports the digital management and exchange of aeronautical information.

The projects form part of TCAA's broader programme to modernise air navigation services and ensure that Tanzania's aviation infrastructure continues to respond effectively to technological developments and evolving operational demands.

Reliable Communication for Safer Operations

Clear and reliable communication between pilots

and air traffic controllers is fundamental to safe flight operations.

The VHF Voice Communication System provides an important communication link supporting the exchange of operational instructions and information between aircraft and air traffic control.

During the visit, the Board was briefed on improvements associated with the modernised communication system, including enhanced reliability, more efficient system management and maintenance, and improved operational continuity.

These improvements contribute to the resilience of air navigation services and support the safe and orderly management of aircraft operating within the area served by Pemba Station.

Moving Towards Digital Aeronautical Information

The Board also reviewed progress in the implementation of AIXM, an internationally recognised model designed to facilitate the digital exchange of aeronautical information.

Accurate and timely aeronautical information is essential to flight planning and safe aircraft operations. Such information includes details relating to airspace, airports, navigation facilities, routes and other operational elements required by aviation users.

The implementation of AIXM supports the transition towards a more digital and interoperable Aeronautical Information Management (AIM) environment, enabling aviation information to be structured, managed and exchanged more efficiently.

For Tanzania, this transition represents an important component of the wider modernisation of air navigation services and alignment with developments in the global aviation system.

Board Commends Progress

Speaking during the visit, TCAA Board Chairperson Dr. Hamisi H. Mwinyimvua expressed satisfaction with the progress made and commended the teams involved in implementing the projects.

He noted that continued investment in reliable communication systems and modern aeronautical information services is important as Tanzania's aviation sector grows and air traffic demands evolve.

The visit also provided the Board with an opportunity to interact with personnel at Pemba Station and gain first-hand insight into the operational environment in which the Authority's air navigation services are delivered.

Board oversight of strategic projects is important in ensuring that investments translate into measurable improvements in service delivery, operational resilience and aviation safety.

Through continued investment in modern technology, infrastructure and professional capacity, TCAA is advancing an air navigation system capable of supporting Tanzania's growing aviation sector while remaining responsive to international developments in air traffic management.



TANZANIA STRENGTHENS GLOBAL ENGAGEMENT IN AIR TRAFFIC MANAGEMENT AT IFATCA CONFERENCE



Representatives from Tanzania are pictured among delegates during the International Federation of Air Traffic Controllers' Associations (IFATCA) Annual Conference held in Bucharest, Romania. Tanzania was represented by members of the Tanzania Air Traffic Controllers Association (TATCA).

By Staff Reporter

Representatives of the Tanzania Air Traffic Controllers Association (TATCA), with the support of the Tanzania Civil Aviation Authority (TCAA), participated in the International Federation of Air Traffic Controllers' Associations (IFATCA) Annual Conference held in Bucharest, Romania in April 2026.

The conference brought together air traffic controllers, aviation professionals and experts from around the world to exchange knowledge, examine emerging challenges and discuss developments shaping the future of air traffic management.

Key areas of discussion included aviation safety, operational efficiency, developments in air navigation services, human performance and the increasing application of emerging technologies, including Artificial Intelligence (AI), in air traffic management.

As aviation systems become increasingly digital and interconnected, such international forums

provide an important opportunity for aviation professionals to understand global developments, exchange operational experiences and consider how emerging technologies may influence the future delivery of air navigation services.

For the Tanzanian delegation, participation provided an opportunity to engage with international counterparts, strengthen professional networks and gain insights into approaches being adopted in other aviation systems.

The conference also reinforced the importance of the human element in air traffic management. While automation and digital technologies continue to transform aviation, the knowledge, judgement and competence of air traffic controllers remain central to maintaining safe and orderly aircraft operations.

Tanzania's participation reflects the value placed on professional development, knowledge sharing and international cooperation as the country's aviation sector continues to grow and modernise.

Supporting aviation professionals to participate in international technical forums also contributes to institutional learning by exposing participants to emerging practices, technologies and operational experiences that can inform continued improvements at home.

Through engagement with professional organisations such as IFATCA, Tanzania continues to strengthen its connection with the global air traffic management community while developing the knowledge and professional capacity required to support safe, efficient and resilient air navigation services.



GIVING BACK TO THE COMMUNITY: TCAA SUPPORTS TUPENDANE CHILDREN'S CENTRE



By Dickson Mulashani

The Tanzania Civil Aviation Authority (TCAA) extended a helping hand to Tupendane Children's Centre in Dodoma on 22 April 2026, donating essential supplies to support the daily welfare and education of children cared for at the Centre.

The donation, made as part of TCAA's Corporate Social Responsibility (CSR) programme, included food supplies, cooking oil, soap, school bags, exercise books and other essential items identified to support the Centre's immediate needs.

Tupendane Children's Centre currently cares for 35 children, 22 of whom attend primary and secondary schools.

Receiving the donation on behalf of the Centre, caretaker Ms. Subira Yasini thanked TCAA for the support, noting that the items would contribute to the children's welfare and assist the Centre in

providing the care and educational support they require.

Beyond Aviation

Speaking on behalf of the Director General, TCAA Manager of Public Relations Mr. Ally Changwila said the initiative reflects the Authority's recognition that responsible institutions have a role to play in the communities in which they operate.

He noted that while TCAA's primary responsibility is civil aviation, the Authority also seeks, through its CSR programme, to make meaningful contributions to communities and institutions facing genuine social needs.

The initiative forms part of a broader approach to community engagement that seeks to connect TCAA's nationwide operational presence with

practical social impact.

With air navigation service stations located in different parts of the country, the Authority intends to extend similar initiatives to communities around its operational areas, enabling its CSR activities to reach beneficiaries beyond Dar es Salaam.

Also speaking during the event, TCAA Dodoma Station Manager Mr. Aswile Kamendu emphasised the value of cooperation between public institutions, community organisations and social welfare institutions in supporting vulnerable members of society.

Small Actions, Meaningful Impact

Corporate social responsibility is most effective when it responds to real community needs.

For the children at Tupendane, items such as school bags, exercise books, food and basic household supplies have an immediate and practical value.

For TCAA, the initiative provided an opportunity to engage with the community beyond its regulatory and operational responsibilities.

The visit also reflected a broader understanding that institutions are part of the communities in which they operate and can contribute, within their means, to social well-being and sustainable development.

Through its CSR programme, TCAA will continue identifying opportunities to support communities around its areas of operation while remaining focused on its core responsibility of serving Tanzania's civil aviation sector.

Sometimes, meaningful impact begins with a simple act of giving—and with recognising a need close to home.



TCAA AND ICAO CONVENE AIR LAW TREATY WORKSHOP TO STRENGTHEN AVIATION LEGAL FRAMEWORK



By Staff Reporter

The Tanzania Civil Aviation Authority (TCAA), in collaboration with the International Civil Aviation Organization (ICAO), hosted the 2026 Air Law Treaty Workshop in Dar es Salaam from 25–27 February 2026, bringing together aviation, legal and government experts from across Africa region and beyond.

The three-day workshop attracted more than 150 participants, including approximately 70 international delegates, providing a forum to exchange knowledge on the benefits, obligations and implementation of international air law instruments that underpin the global civil aviation system.

Opening the workshop, the Attorney General of the United Republic of Tanzania, Hon. Hamza Johari, called for accelerated ratification and domestication of international air law treaties, emphasising that a strong and harmonised legal framework is essential to support the continued growth and transformation of the aviation sector.

He noted that rapid advances in Artificial Intelligence (AI), unmanned aircraft systems (UAS), digital technologies and cybersecurity are reshaping global aviation and require States to continually review and strengthen their legal and regulatory frameworks.

“These developments present immense opportunities for innovation, but they also raise complex legal and ethical questions. We must therefore rethink how we legislate, regulate and enforce aviation laws,” he said.

Hon. Johari further observed that aviation remains a key driver of economic growth by facilitating trade, tourism and international connectivity. He stressed that sustainable growth depends on a coherent international legal framework and that forums such as the workshop provide an opportunity to identify legal gaps, address emerging challenges and strengthen cooperation among States.

Speaking during the workshop, the then TCAA Director General, Mr. Salim Msangi, described the

event as an important step towards strengthening Tanzania's aviation legal framework.

"As an aviation authority, we use this forum to better understand these treaties and facilitate their incorporation into our national laws for effective implementation," he said.

He added that the workshop would assist Tanzania in identifying international air law treaties that are yet to be ratified and support efforts to accelerate their domestication into national legislation.

Addressing participants, ICAO Director of the Legal Affairs and External Relations Bureau, Mr. Michael Gill, reaffirmed that the ratification and effective implementation of international air law treaties remain fundamental to ensuring safe, secure, orderly and sustainable international air transport.

He noted that the ICAO Assembly had recently adopted the ICAO Strategic Plan 2026–2050, which places greater emphasis on strengthening States' legal capacity and promoting harmonised aviation legislation to address emerging global challenges.

Mr. Gill further observed that, since 1947, ICAO's Legal Committee has developed 24 international air

law treaties, which, together with the Convention on International Civil Aviation (Chicago Convention), continue to form the foundation of the global civil aviation legal framework.

The workshop reaffirmed Tanzania's commitment to aligning its aviation legislation with international standards while strengthening national capacity to respond to the evolving legal, technological and operational challenges facing the global aviation industry. It also underscored the value of continued collaboration between TCAA, ICAO and other stakeholders in promoting a safe, secure and sustainable aviation sector.



SAFE SKIES FOR GLOBAL EVENTS: TCAA'S COMMITMENT AHEAD OF AFCON 2027



19 JUNE - 17 JULY 2027
TANZANIA
DAR ES SALAAM | ARUSHA | ZANZIBAR



By Staff Reporter

As Tanzania prepares to host the TotalEnergies CAF Africa Cup of Nations (AFCON) PAMOJA 2027, scheduled for 19 June to 17 July 2027 in Dar es Salaam, Arusha and Zanzibar, the Tanzania Civil Aviation Authority (TCAA) is undertaking strategic measures to ensure that the country's aviation system is prepared to support the successful delivery of this major international event.

The tournament will place Tanzania in the global spotlight, welcoming international visitors, athletes, officials, investors, tourists and sports enthusiasts from across Africa and beyond. In this context, the aviation sector will play a critical role in providing safe, efficient and reliable air transport services that support mobility and connectivity throughout the event period.

TCAA is working closely with aviation stakeholders to strengthen coordination, enhance operational preparedness and ensure that aviation systems and processes remain efficient, resilient and aligned with international standards.

Key areas of focus include strengthening aviation safety oversight, enhancing air navigation services, improving regulatory coordination, supporting airport operational readiness and ensuring a seamless passenger experience at Tanzania's major aviation gateways, including Julius Nyerere International Airport (JNIA) in Dar es Salaam, Abeid Amani Karume International Airport (AAKIA) in Zanzibar, Kilimanjaro International Airport (KIA) and Arusha Airport.

The preparations also support Tanzania's broader ambition of positioning itself as a leading aviation hub in East Africa—recognised for safety, efficiency, connectivity, professionalism and quality service delivery. This ambition complements ongoing national investments in aviation infrastructure, tourism development and regional economic integration.

Leadership and Teamwork in Aviation Excellence

The appointment of Dr. Jabiri Kuwe Bakari as Director General of TCAA brings renewed strategic

focus as the Authority continues advancing aviation development initiatives. His experience in institutional transformation, digital innovation and regulatory leadership provides valuable perspectives as TCAA responds to emerging opportunities and challenges within the aviation sector.

One of the leadership principles emphasised by Dr. Bakari is what he refers to as “football science”—the importance of communication, coordination, teamwork and collective responsibility.

The concept reflects a fundamental reality of aviation operations: no single individual or organisation can deliver aviation safety and efficiency alone. Just as a football team depends on every player performing their role effectively, aviation depends on the coordinated efforts of pilots, air traffic controllers, engineers, airport operators, airlines, aviation security personnel, meteorological experts, regulators and other stakeholders.

Effective communication, mutual trust and teamwork remain essential elements in maintaining a safe and efficient aviation system.

A Coordinated Approach to National Success

As Tanzania moves closer to hosting AFCON PAMOJA 2027, TCAA continues to strengthen partnerships with aviation stakeholders and promote innovation, professionalism and compliance with international

aviation standards.

The Authority recognises that successful delivery of major international events requires a coordinated national effort. Through effective planning, collaboration and continuous improvement, Tanzania’s aviation sector is positioning itself to provide world-class services and contribute to the success of AFCON PAMOJA 2027.

As Tanzania welcomes Africa and the world, TCAA remains committed to ensuring that the country’s aviation system continues to serve as a safe, efficient and reliable gateway connecting Tanzania to the region and beyond.



TCAA RETREAT STRENGTHENS CULTURE OF EXCELLENCE AND INNOVATION



By Ally Changwila



The Tanzania Civil Aviation Authority (TCAA) has reaffirmed its commitment to building a high-performing organisation following a four-day leadership retreat that challenged staff to embrace innovation, teamwork, strategic thinking and stakeholder-focused service delivery.

Held at the Mwalimu Julius Nyerere Leadership School in Kibaha from 5–8 June 2026, the retreat brought together TCAA managers and staff representatives from across the country to reflect on organisational priorities, review performance and identify practical strategies for strengthening institutional effectiveness.

Opening the retreat, Director General Dr. Jabiri K. Bakari called on staff to adopt a transformative mindset anchored in planning, innovation, accountability and collaboration, noting that these principles are essential to achieving sustainable organisational performance and supporting the continued growth of Tanzania's aviation sector.

Building High-Performing Teams

The first phase of the retreat focused on personal

transformation and team development through a programme facilitated by Peak Performance.

Through a combination of indoor and outdoor activities, participants strengthened teamwork, trust and communication while reflecting on personal leadership, accountability and professional effectiveness. The programme also encouraged participants to embrace healthy lifestyles, maintain a positive mindset and develop the resilience required to support an industry that operates continuously.

One of the key outcomes of the programme was the development of a Team Building Charter, capturing the shared values, commitments and aspirations identified during the retreat. The Charter will serve as a practical framework for strengthening organisational culture, promoting teamwork and reinforcing accountability across the Authority.

Driving Organisational Performance

The retreat also provided a forum for discussions on organisational performance, budgeting, business processes, stakeholder engagement and

opportunities to improve service delivery.

Participants examined institutional challenges, shared experiences and developed practical recommendations aimed at enhancing operational efficiency and supporting the Authority's strategic objectives.

Addressing the retreat, Dr. Bakari encouraged staff to move beyond a reactive "fire-fighting" approach and adopt a culture of forward planning, innovation and evidence-based decision-making.

He emphasised the importance of using research, real-time data and industry intelligence to anticipate emerging challenges and identify opportunities for continuous improvement.

Understanding Stakeholders

A key message throughout the retreat was the importance of strengthening relationships with stakeholders across the aviation sector.

Dr. Bakari encouraged staff to adopt a "Know Your Customer" approach by gaining a deeper understanding of stakeholders' needs, operating environments and expectations.

“

We must understand our customers, know their challenges and appreciate the environment in which they operate. Better understanding of our stakeholders enables us to make informed decisions, improve service delivery and contribute meaningfully to the growth of the aviation industry,” he said.

He noted that effective stakeholder engagement, built on trust, collaboration and continuous dialogue, is fundamental to delivering responsive and effective aviation regulation.

A Shared Commitment to Excellence

The retreat concluded with participants reaffirming their commitment to teamwork, innovation, professionalism and continuous improvement while identifying practical actions to address key organisational priorities.

The outcomes of the retreat reinforce TCAA's broader vision of building an agile, high-performing institution capable of delivering safe, secure and efficient aviation services while supporting the sustainable growth of Tanzania's civil aviation industry.

By investing in its people, strengthening organisational culture and promoting strategic leadership, TCAA continues to position itself to respond effectively to the evolving demands of the aviation sector and the expectations of its stakeholders.



BRUSSELS AIRLINES LAUNCHES DIRECT FLIGHTS CONNECTING BRUSSELS AND KILIMANJARO INTERNATIONAL AIRPORT



By Staff Reporter

The Tanzania Civil Aviation Authority (TCAA) joined government leaders and aviation stakeholders in welcoming the inaugural Brussels Airlines flight from Brussels, Belgium, to Kilimanjaro International Airport (KIA), marking an important milestone in strengthening Tanzania's international air connectivity and supporting the growth of tourism, trade and investment.

The inaugural flight was received on 3 June 2026 at Kilimanjaro International Airport during a ceremony attended by the Minister for Transport, Hon. Prof. Makame Mbarawa, TCAA Director General Dr. Jabiri K. Bakari, TCAA Board Chairperson Dr. Hamisi Mwinyimvua, government officials, aviation stakeholders, development partners and representatives from the airline industry.

The launch of the new route is supported by the Bilateral Air Services Agreement (BASA) between the Government of the United Republic of Tanzania and the Government of the Kingdom of Belgium, which provides a framework for strengthening air transport cooperation and promoting greater connectivity between the two countries.

Speaking during the event, Hon. Prof. Makame Mbarawa said the introduction of the direct service creates new opportunities for tourism, trade and investment between Tanzania and Belgium. He noted that the development reflects the Government's continued efforts under the leadership of Her Excellency Dr. Samia Suluhu Hassan, President of the United Republic of Tanzania, to strengthen international partnerships and create an enabling environment for economic growth.

The Minister further highlighted the Government's ongoing investment in airport infrastructure modernisation and expansion, including improvements at Kilimanjaro International Airport aimed at enhancing passenger experience and attracting more international airlines to Tanzania.

Speaking on behalf of the Ministry of Foreign Affairs and East African Cooperation, Hon. James Millya (MP), Deputy Minister responsible for East African Affairs, described the new route as a reflection of growing diplomatic and economic relations between Tanzania, Belgium and other European countries.

He noted that the direct connection will improve the movement of tourists, business travellers and investors while strengthening links between Tanzania and the European market.

Representing Brussels Airlines and the Lufthansa Group, Ms. Julia Hilenbrand, Vice President of the Lufthansa Group, said the new service represents an important step in enhancing connectivity between Tanzania and Belgium. She expressed confidence in Tanzania's tourism and business potential, noting that the direct route will provide travellers and investors with improved access to the country.

The introduction of Brussels Airlines' direct flights between Brussels and Kilimanjaro is expected

to enhance Tanzania's position as a leading tourism and business destination in East Africa while supporting increased connectivity, trade opportunities and international engagement.

For TCAA, the development reflects the Authority's continued commitment to facilitating a safe, efficient and well-connected aviation sector through effective regulation, international cooperation and support for sustainable growth of air transport services.



FROM CURIOSITY TO THE COCKPIT: A YOUNG TANZANIAN'S AVIATION AMBITION



By Raylan. C. Nguma

Met Raylan Christopher Nguma is a Grade 7 student at Shree Hindu Mandal Primary School with a deep interest in aviation, engineering, and technology. Inspired by his experiences and growing knowledge of the aviation industry, he shares his dream of becoming both a pilot and an aeronautical engineer.

My dream is to become both a pilot and an aeronautical engineer. I have always been fascinated by airplanes and the amazing things they can do. Every time I see an aircraft take off, I wonder how it flies and what it takes to build one.

I have started taking steps towards my goal in Aviation. One of the most exciting experiences I have had was sitting in the cockpit of an airplane. Seeing all the controls and instruments up close was incredible. It made me realize how much skill and knowledge pilots need to safely fly an aircraft.

I have also had the opportunity to speak with people who work in the aviation industry. They explained how airplanes fly, how pilots make important decisions during flights, and how engineers help design, build, and maintain aircraft. These conversations taught me that aviation is not just

about flying, it is about teamwork, responsibility, and continuous learning.

One experience that inspired me the most was visiting Airplanes Africa Limited (AAL), a company in Tanzania that builds aircraft. I was amazed to see how many different parts came together to create an aircraft. The construction process helped me understand the important role engineers play in aviation. It was exciting to see real aircraft being built, and it made me even more determined to become an aeronautical engineer in the future.

I have also been developing my STEM skills because I know they are important in aviation. I am currently taking online Python classes for kids, where I am learning programming and problem solving skills. Technology is becoming more important in modern aircraft, and I believe these skills will help me in my future career.

I continue to learn about aviation by researching airplanes online and exploring different areas of the industry. In the future, I would like to visit more airports and aviation museums, build and fly model airplanes, take a discovery flight, and continue learning from pilots and engineers. Every experience teaches me something new and brings me one step closer to my goal. I know the journey will require hard work, dedication, and perseverance, but I am ready for the challenge.

One day, I hope to help design an aircraft and fly that as pilot. Until then, I will keep learning, exploring, and reaching for the skies.

Name: Raylan. C. Nguma

11 years



PARLIAMENTARY COMMITTEE REVIEWS PROGRESS OF MODERN CIVIL AVIATION TRAINING CENTRE CAMPUS



By Dickson Mulashani

The Parliamentary Standing Committee on Infrastructure has commended the progress of the new Civil Aviation Training Centre (CATC) campus project at Banana-Ukonga in Dar es Salaam, describing the investment as an important step towards strengthening Tanzania's aviation training capacity.

Led by the Committee Chairperson, Hon. Selemani Kakoso, Members of Parliament visited the Tanzania Civil Aviation Authority (TCAA) to inspect the implementation progress of the project and review ongoing construction works.

During the inspection, the Committee commended TCAA for its commitment to implementing the project and encouraged the Authority to continue maintaining close oversight of the contractor to ensure that the facility is completed within the planned timeframe and meets the required quality standards.

Speaking during the visit, the Minister for Transport, Hon. Prof. Makame Mbarawa, said the Government continues to prioritise investment

in aviation infrastructure development, including the construction, rehabilitation and expansion of key facilities, while strengthening regulatory and operational systems.

He emphasised that developing a highly skilled aviation workforce is essential to sustaining the growth, safety and competitiveness of Tanzania's aviation industry.

On behalf of TCAA, the then Director General, Mr. Salim Msangi, said the new campus will significantly enhance CATC's capacity to deliver high-quality aviation training that meets international standards.

He noted that CATC is among the few aviation training institutions in Africa recognised by the International Civil Aviation Organization for providing aviation security training, (ASTC) reinforcing Tanzania's position as a regional centre for aviation capacity development.

Mr. Msangi further highlighted that the project represents a strategic investment in human capital, aviation safety and professional excellence, supporting the continued growth and

modernisation of Tanzania's civil aviation industry.

Upon completion, the modern CATC campus is expected to provide improved learning facilities, expand training capacity and support

the development of skilled aviation professionals required to meet the evolving needs of the industry.



EXTEND SUPPORT TO SEGEREA PRISON COMMUNITY AHEAD OF INTERNATIONAL WOMEN'S DAY



By Maureen Swai

As part of activities commemorating International Women's Day, women from the Tanzania Civil Aviation Authority (TCAA) visited Segerea Prison in Dar es Salaam on 6 March 2026, where they donated essential supplies to support female inmates and children living at the facility.

The donation included food items, clothing, sanitary products, baby milk and other hygiene supplies aimed at improving the wellbeing and daily living conditions of women and children at the institution.

Speaking on behalf of TCAA Management, Principal Human Resources Officer Ms. Grace Kiunsi said the initiative reflects the Authority's commitment to corporate social responsibility and its role in contributing to the welfare of communities.

She noted that supporting women facing challenging circumstances is an important step towards promoting inclusion, dignity and compassion within society.

Receiving the donation on behalf of the Officer in Charge of Segerea Prison, Assistant Superintendent of Prisons Ngajebule Mbuguru expressed appreciation for TCAA's contribution, describing the support as a meaningful gesture of solidarity and encouragement to the recipients.

She explained that the donated items would help address some of the immediate needs of female inmates and children residing at the facility, while noting that the Tanzania Prisons Service continues to provide vocational and life skills training to support the successful reintegration of inmates

into society after completing their sentences.

The initiative forms part of TCAA's broader corporate social responsibility programmes aimed at strengthening community partnerships and supporting social wellbeing. It also reflects the

spirit of International Women's Day by turning commitment to women's empowerment and inclusion into practical action.



LITHIUM BATTERY SAFETY: WHY AIRLINES TAKE PRECAUTIONS SERIOUSLY



By Rashidi Mngoya

In today's digital world, lithium batteries have become an essential part of everyday life. They power many of the electronic devices people use regularly, including smartphones, laptops, tablets, cameras, smartwatches, wireless headphones, medical equipment and portable chargers. Lithium batteries are popular because they can store significant amounts of energy while remaining small and lightweight. However, the same characteristics that make them convenient also require careful management, particularly in the aviation environment.

Airlines, regulators, aircraft manufacturers and airport operators take lithium battery safety seriously because damaged or improperly handled

batteries can create safety risks, including fire, smoke and heat generation. As air travel continues to grow and passengers increasingly carry battery-powered devices, understanding how to transport and use lithium batteries safely has become an important part of aviation safety.

Why Lithium Batteries Require Special Attention in Aviation

Lithium batteries can become hazardous when they are damaged, defective, improperly manufactured, overcharged or exposed to extreme conditions. One of the main safety concerns is a process known as **thermal runaway**. This occurs when a battery cell experiences an internal failure that causes a rapid and uncontrolled increase in temperature. During

this process, the battery may release flammable gases, produce intense heat, generate smoke and, in some cases, ignite.

The risk is particularly important in aircraft because:

1. Aircraft cabins and cargo compartments are enclosed environments;
2. Smoke and fire can affect passengers and crew quickly;
3. Access to emergency response resources is limited during flight; and
4. Some lithium battery fires can restart after appearing to be extinguished.

For these reasons, aviation regulations establish strict requirements for the transport of lithium batteries by air.

Why Power Banks and Spare Batteries Must Be Carried in the Cabin

Many passengers ask why power banks and spare lithium batteries are not allowed in checked baggage but may be carried in cabin baggage. The reason is safety monitoring and rapid response. When lithium batteries are carried in the passenger cabin:

1. Cabin crew can quickly identify signs of overheating, smoke or fire;
2. Emergency procedures can be implemented immediately;
3. Fire containment equipment is available; and
4. The battery can continue to be monitored after the situation has been controlled.

Although aircraft cargo compartments have smoke detection and fire protection systems, these systems are not designed to completely eliminate all risks associated with large quantities of lithium batteries undergoing thermal runaway. Therefore, international aviation safety requirements generally require spare lithium batteries and power banks to

be transported in carry-on baggage.

Lithium Battery Limits for Air Travel

The rules for carrying lithium batteries depend on the battery type, energy rating and whether the battery is installed in equipment or carried separately. For passengers travelling with personal electronic devices:

1. Lithium-ion batteries up to 100 watt-hours (Wh), such as those commonly used in mobile phones, laptops and tablets, are generally permitted in carry-on baggage.
2. Lithium-ion batteries between 100 Wh and 160 Wh, often used in some professional equipment and medical devices, may require airline approval and are subject to quantity limitations.
3. Lithium batteries exceeding 160 Wh are generally not permitted in passenger baggage.

Passengers should always check airline requirements before travelling, particularly when carrying specialised equipment.

For commercial cargo operations, lithium batteries are transported under specific international requirements relating to packaging, quantities, labelling and aircraft type. Cargo aircraft may transport certain lithium battery shipments under approved conditions because they are specifically designed and operated for freight operations.

Lessons from Past Aviation Events

Lithium battery-related events have occurred in aviation, demonstrating why strict safety measures are necessary. In 2010, a UPS Airlines Boeing 747-400F was involved in an accident near Dubai after a fire developed in the cargo compartment. The investigation identified several contributing factors, including the presence of lithium batteries among the cargo, which increased concerns about the transportation of large quantities of lithium batteries by air.

In 2011, an Asiana Airlines Boeing 747-400F crashed into the sea off the coast of South Korea following an in-flight cargo fire. The aircraft was carrying dangerous goods, including lithium batteries, and the accident highlighted the challenges associated with managing fire risks in cargo operations.

In 2013, lithium-ion batteries installed on Boeing 787 Dreamliner aircraft experienced overheating and thermal runaway events. These incidents resulted in additional safety reviews, improvements in battery design and enhanced aircraft certification requirements. These events contributed to the continued development of international safety standards governing lithium battery transportation and aircraft operations.

Passengers Have a Role in Aviation Safety

Aviation safety is a shared responsibility. While airlines, regulators, manufacturers and operators establish and enforce safety requirements, passengers also play an important role. Passengers can contribute to safer air travel by:

1. Carrying spare batteries and power banks in cabin baggage as required;
2. Protecting batteries from damage or short circuits;
3. Avoiding carrying damaged or defective battery-powered devices;
4. Declaring restricted battery-powered equipment when required; and
5. Checking airline requirements before travelling.

Small actions by individual passengers can make a significant difference in preventing safety risks.

Supporting Safe and Sustainable Aviation Growth

As technology continues to advance, battery-powered devices will become increasingly common in daily life and aviation. The aviation industry therefore continues to strengthen safety standards

through research, regulation, training and public awareness.

By understanding lithium battery risks and following established requirements, passengers and aviation stakeholders can collectively contribute to safer air transport. Safe skies depend not only on advanced aircraft and technology, but also on informed decisions made by everyone involved in the journey.



STARTING AN AIRLINE IN TANZANIA: A JOURNEY FROM VISION TO AFE OPERATIONS



By Rashidi Mngoya



Starting an airline is an exciting investment opportunity with the potential to strengthen tourism, trade, employment and connectivity. However, transforming an airline idea into a successful operation requires much more than acquiring aircraft and selling tickets.

An airline is a highly regulated business that requires careful planning, significant financial investment, qualified personnel, robust operational systems and strict compliance with aviation safety requirements.

Many investors assume that establishing an airline involves registering a company, purchasing or leasing aircraft and obtaining operational approvals. In reality, airlines must undergo a comprehensive licensing and certification process to demonstrate that they have the necessary financial capability, organisational structure, competent management, qualified personnel and operational systems required to conduct safe and reliable air transport services.

This article provides an overview of the key steps involved in establishing an airline business in Tanzania, from developing the initial business concept to obtaining regulatory approvals and achieving operational readiness.

1. Developing the Airline Business Concept

Every airline begins with a clear business vision. Before investing in aircraft or infrastructure, an investor must define the type of airline they intend to establish and the market they plan to serve.

Key considerations include:

1. Type of operation, such as scheduled passenger services, charter operations, cargo services, medical evacuation or specialised aviation services;
2. Proposed routes and target markets;
3. Aircraft type and fleet requirements;

4. Operating base and infrastructure needs;
5. Target customers and competitive advantage; and
6. Long-term financial sustainability.

At this early stage, investors may benefit from engaging experienced aviation professionals to help develop a realistic and technically sound business concept.

2. Conducting a Feasibility Study and Business Planning

A detailed feasibility study is essential before committing significant resources. The study should assess whether the proposed airline can operate successfully and sustainably.

Important areas of assessment include:

1. Market demand for passenger or cargo services;
2. Existing competition;
3. Proposed routes and revenue opportunities;
4. Aircraft availability and operating costs;
5. Fuel, maintenance and insurance requirements;
6. Airport and ground handling arrangements;
7. Staffing requirements; and
8. Potential operational and financial risks.

The findings should form the basis of a comprehensive business plan outlining the airline's operational model, financing strategy, market approach and pathway to profitability.

3. Establishing a Legal Business Entity

An investor intending to establish an airline in Tanzania must first create a legally recognised company. A Company registration is conducted through the Business Registrations and Licensing Agency (BRELA), followed by completion of applicable tax registrations and other statutory

obligations.

The company structure should clearly define:

1. Ownership arrangements;
2. Shareholders and directors;
3. Beneficial ownership information;
4. Registered office details; and
5. Corporate governance arrangements.

4. Early Engagement with TCAA

Before making major investments in aircraft, facilities or personnel, prospective airline investors are encouraged to engage with the Tanzania Civil Aviation Authority (TCAA).

Early consultation enables investors to understand the regulatory requirements, certification process and safety obligations applicable to their proposed operation.

This approach helps investors develop realistic implementation plans and avoid costly decisions that may not align with aviation regulatory requirements.

5. Ensuring Adequate Financial Capacity

Operating an airline requires substantial financial resources. Investors must consider both start-up and continuing operational costs, including:

1. Aircraft purchase or leasing;
2. Aircraft insurance;
3. Maintenance and technical support;
4. Fuel;
5. Staff recruitment and training;
6. Airport and air navigation charges;
7. Ground handling services;
8. Information technology systems;

9. Reservation and ticketing platforms;
10. Marketing activities;
11. Regulatory fees; and
12. Working capital.

Adequate financial planning is critical because airlines operate in a highly competitive environment where unexpected events can significantly affect operations.

6. **Regulatory Approval and Certification Requirements**

Civil aviation is an internationally regulated industry. Airlines operating in Tanzania must comply with national aviation laws and regulations as well as the international Standards and Recommended Practices (SARPs) established by the International Civil Aviation Organization (ICAO).

Before commencing commercial air transport operations, an airline must obtain the necessary approvals, including:

1. Air Service Licence (ASL);
2. Air Operator Certificate (AOC);
3. Relevant international traffic rights where applicable; and
4. Additional industry certifications and approvals where required.

7. **Obtaining an Air Service Licence (ASL)**

An Air Service Licence authorises an eligible operator to provide commercial air transport services within the scope approved by the Authority.

Depending on the application, the licence may cover operations such as:

1. Domestic scheduled services;
2. Charter operations;
3. Cargo operations;

4. Medical evacuation services; and
5. Other approved aviation services.

During the assessment process, TCAA evaluates factors including:

1. Legal establishment of the company;
2. Ownership and control arrangements;
3. Financial capability;
4. Business viability;
5. Proposed services; and
6. Organisational structure.

Successful applicants who demonstrate compliance with applicable requirements may be granted an Air Service Licence.

8. **Obtaining an Air Operator Certificate (AOC)**

An Air Operator Certificate confirms that an airline has demonstrated the ability to conduct safe commercial operations.

The AOC certification process evaluates whether the operator has appropriate:

1. Management structure;
2. Qualified personnel;
3. Aircraft and facilities;
4. Operational procedures;
5. Maintenance systems;
6. Safety management systems;
7. Training programmes; and
8. Quality assurance processes.

The certification process consists of five main phases:

Phase 1: Pre-Application

The applicant provides preliminary information about the proposed operation, including aircraft

type, routes, management structure, maintenance arrangements and intended start date.

TCAA conducts an initial meeting to explain regulatory requirements, certification expectations and responsibilities of both the applicant and the Authority.

Phase 2: Formal Application

The applicant submits the formal application package, including required documents such as:

1. Application forms;
2. Management details;
3. Compliance statements;
4. Operational manuals;
5. Maintenance arrangements;
6. Training programmes; and
7. Safety management documentation.

Phase 3: Document Evaluation

TCAA conducts a detailed review of submitted manuals, procedures and systems to determine compliance with applicable requirements.

Documents requiring improvement must be amended and resubmitted.

Phase 4: Demonstration and Inspection

The applicant demonstrates that its systems and procedures can operate effectively in practice.

TCAA inspectors assess areas including:

1. Aircraft condition;
2. Operational facilities;
3. Training systems;
4. Maintenance arrangements;
5. Emergency procedures;
6. Safety systems; and
7. Operational control processes.

Where necessary, demonstration or proving flights may be conducted.

Phase 5: Certification

Upon successful completion of all requirements, TCAA may issue the Air Operator Certificate together with applicable Operations Specifications.

9. International Operations and Bilateral Air Service Agreements

An Air Service Licence and Air Operator Certificate alone do not automatically allow an airline to operate scheduled international services.

International operations require appropriate traffic rights established through Bilateral Air Service Agreements (BASAs) between Tanzania and other countries.

BASAs define arrangements such as:

1. Approved routes;
2. Traffic rights;
3. Airline designation;
4. Capacity and frequency provisions;
5. Safety and security requirements; and
6. Operating conditions.

An airline wishing to operate internationally must obtain the necessary approvals from both Tanzania and the destination country.

10. IATA Membership and IOSA Registration

The International Air Transport Association (IATA) supports global airline cooperation and provides systems that facilitate safe and efficient air transport operations.

Airlines seeking international recognition may consider:

1. IATA membership; and
2. Registration under the IATA Operational

Safety Audit (IOSA) programme.

IOSA evaluates airline operational management systems, including:

1. Flight operations;
2. Aircraft maintenance;
3. Operational control;
4. Cabin operations;
5. Ground handling;
6. Cargo operations; and
7. Security management.

Although IOSA is not universally required by law, it is often important for airlines seeking international partnerships, including codeshare and interline arrangements.

11. A Journey Built on Safety and Compliance

Establishing an airline is a complex journey requiring vision, investment, expertise and commitment to safety. A successful airline is built on much more than aircraft. It depends on competent people, effective systems, sound financial planning and compliance with international aviation standards.

The Tanzania Civil Aviation Authority remains committed to supporting responsible investment in aviation while ensuring that all operators meet the highest standards of safety, security and operational excellence.

Prospective investors and operators seeking guidance on applicable procedures and regulatory requirements may contact TCAA through the Authority's customer service channels. Ultimately, every successful airline begins with a strong foundation — a clear vision, responsible investment and an unwavering commitment to safe operations.



WHY ARE MOST AIRCRAFT PAINTED WHITE?

By Dickson Mulashani



If you have ever watched aircraft at an airport, you may have noticed that most commercial aircraft are predominantly painted white. While airlines use different colours, logos and designs to showcase their brands, white remains the most common aircraft colour worldwide. This is not simply a matter of appearance. The preference for white aircraft is based on practical considerations related to safety, efficiency, maintenance and cost management.

One of the main reasons aircraft are painted white is because white surfaces reflect sunlight more effectively than darker colours. Aircraft often spend several hours parked on airport aprons under direct sunlight. A white exterior helps reduce heat absorption, keeping the aircraft structure and onboard systems cooler. This contributes to improved operating conditions and passenger comfort.

Aircraft undergo regular inspections to ensure they

remain safe and reliable. A white exterior provides a clear background that allows engineers to identify visible signs of damage, including cracks, dents, corrosion, fluid leaks and other maintenance issues. Early detection of such issues enables timely corrective action and supports the high safety standards required in aviation.

Aircraft paint is exposed to challenging conditions, including sunlight, temperature changes and weather elements. White paint generally fades more slowly than darker colours, allowing aircraft to maintain their appearance for longer periods. Because of this durability, airlines can reduce the frequency and cost of repainting activities.

Although paint may appear insignificant compared with the size of an aircraft, it contributes to the overall aircraft weight. More complex colour schemes often require additional layers of paint, which can slightly increase weight. Even small

weight differences can affect fuel consumption over thousands of flights. Therefore, maintaining a simpler paint scheme can contribute to improved fuel efficiency and reduced operating costs.

Supporting Airline Changes and Aircraft Transfers

Aircraft ownership and airline operations can change over time. A predominantly white aircraft is easier and less expensive to repaint when it is transferred to another airline or receives a new brand identity. This flexibility is another practical reason why many airlines maintain white aircraft as their primary colour.

While airlines continue to use distinctive colours, patterns and logos to strengthen their identity, white remains the preferred choice because it provides an effective balance between appearance, safety, operational efficiency and long-term cost considerations.

The next time you see a white aircraft preparing for take-off, remember that its colour is not only about design — it is also part of the careful engineering decisions that support safe and efficient air transport.

A commercial aircraft can remain in service for more than 25 years. Choosing a paint scheme that supports safety, simplifies maintenance and improves efficiency helps airlines manage operating costs throughout an aircraft's lifetime.





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A NEW CHAPTER OF LEADERSHIP:
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TAKES THE HELM AT TCAA



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TCAA LEADERSHIP TEAM CHARTER



OUR PROMISE TO ALL OUR STAKEHOLDERS

As the Leadership Team of TCAA, we commit to lead with integrity, deliver results and serve Tanzania with excellence.



TRUST FIRST

We speak honestly, directly and respectfully.



EXECUTE RELENTLESSLY

We deliver what we commit.



ACT AS ONE TCAA

We break silos and collaborate.



MODEL EXCELLENCE

We lead by example in safety, service and professionalism.



LEADERSHIP COMMITMENT

“We trust, execute, collaborate and lead by example.”



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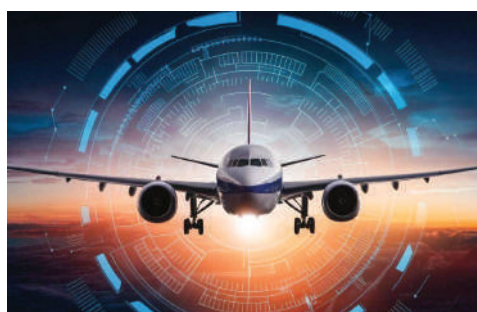
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2. Hamis Kisesa
3. Shukuru Nziku
4. Thadeo Nondoli

YALIYOMO

1

Ujumbe kutoka kwa Mkurugenzi Mkuu

3

SURA MPYA YA UONGOZI: DKT. JABIRI K. BAKARI AANZA
KAZI RASMI TCAA

6

WAKATI DRONI INAPOKUTANA NA MPAKA

10

TCAA YAENDELEZA UELIMISHAJI WA UMMA KUHUSU USAFIRI WA ANGA
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Ujumbe kutoka kwa Mkurugenzi Mkuu



Wapendwa wasomaji,

Nina furaha kubwa kuwakaribisha katika Toleo namba 64 la Jarida la Mamlaka ya Usafiri wa Anga Tanzania (TCAA). Hii ni fursa yangu ya kwanza kuwasiliana nanyi kupitia chapisho hili tangu kuteuliwa kwangu na Mheshimiwa Dkt. Samia Suluhu Hassan, Rais wa Jamhuri ya Muungano wa Tanzania, tarehe 24 Aprili 2026, na kuanza majukumu kama Mkurugenzi Mkuu tarehe 27 Aprili 2026.

Ninaheshima kubwa kuiongoza taasisi iliyopewa jukumu la kusimamia mojawapo ya sekta salama na inayokua kwa kasi duniani. Katika majukumu yangu ninafanya kazi kwa karibu na wafanyakazi wenzangu waliojitolea, watoa huduma wa sekta ya usafiri wa anga na washirika mbalimbali katika kuendeleza sekta ya usafiri wa anga nchini na kuimarisha mchango wake katika maendeleo ya taifa.

Katika siku zangu za awali tangu nilipojiunga na TCAA, nimepata fursa ya kukutana na kufanya mazungumzo na wafanyakazi, watoa huduma za usafiri wa anga na wadau wengine wanaofanya kazi kwa bidii. Jambo moja limebainika wazi: nyuma ya kila safari salama ya usafiri wa anga kuna mtandao wa kipekee wa wataalamu ambao kujitolea kwao, utaalamu wao wa kiufundi na uwajibikaji wao mara nyingi ni vitu visivyoonekana kwa umma wa watumiaji wa usafiri wa anga.

Nimebaini kuwa, usafiri wa anga ni sekta ya kipekee ambayo mafanikio hupimwa si tu kwa kile kinachotokea, hata kwa kile kisichotokea.

Kila tukio huzuiwa, kila hatari hutambuliwa na kuzuiwa kabla ya kutokea, na kila safari salama inayokamilishwa huonyesha nidhamu, taaluma

na uangalifu unaoitambulisha sekta hii.

Watu wengi huhusisha usafiri wa anga na ndege na viwanja vya ndege. Kwa uhalisia, usafiri wa anga ni mfumo jumuishi sana unaotegemea juhudi zilizoratibiwa za mamlaka za usimamizi, marubani, waongoza ndege, wahandisi, wataalamu wa hali ya hewa, waendeshaji wa viwanja vya ndege, mashirika ya ndege, wataalamu wa usalama wa usafiri wa anga na wataalamu wengine wengi wanaofanya kazi kwa pamoja kila saa na kila siku.

Nguvu ya mfumo wetu wa usafiri wa anga haipo tu katika teknolojia ya kisasa au kanuni madhubuti, bali pia katika kujituma na kujitolea kwa watu wanaosimamia na kuhakikisha kwamba mifumo na kanuni hizo zinafuatwa. Kudumisha imani ya umma katika usafiri wa anga kunahitaji uboreshaji endelevu, usimamizi mzuri, uvumbuzi wa kiteknolojia na zaidi, ushirikiano mkubwa miongoni mwa wadau wote.

Toleo hili la jarida linaakisi dhamira hiyo. Lina angalia mipango inayolenga kuimarisha usimamizi wa usalama wa usafiri wa anga, kuboresha na kufanya huduma za Uongozaji ndege kuwa za kisasa, kuendeleza mabadiliko ya kidijitali na kuongeza ufanisi wa utekelezaji wa kanuni na taratibu za usafiri wa anga.

Pia linaeleza masuala mapya yanayoibuka ambayo yanaendelea kuunda mustakabali wa usafiri wa anga, ikiwa ni pamoja na ujumuishaji salama wa mifumo ya droni, maendeleo katika sheria za kimataifa za usafiri wa anga, kujenga uwezo, ushirikiano wa kitaasisi na kupitishwa kwa mbinu bora zinazotambulika kimataifa.

Kwa pamoja, makala haya yanaonyesha Mamlaka inavyoendelea kubadilika kulingana na mahitaji ya sekta ya usafiri wa anga huku ikiendelea kutekeleza kikamilifu jukumu lake kuu la kuhakikisha usalama na ufanisi.

Mojawapo ya vipaumbele vyetu muhimu ni maandalizi ya Kitaifa kuelekea programu ya ukaguzi wa usimamizi wa usalama wa usafiri wa anga (USOAP) unaoendeshwa na Shirika la Kimataifa la Usafiri wa Anga (ICAO), uliopangwa kufanyika Aprili 2027. Kupitia ukaguzi huu ni fursa ya Tanzania kuonesha ufanisi wa ki mifumo ya usimamizi wa usalama wa usafiri wa anga Tanzania inayoendana na viwango na taratibu zinazopendekezwa na kutambuliwa kimataifa (SARPs) huku ukitambua fursa za uboreshaji zaidi.

Kwa hivyo, maandalizi yetu ni zaidi ya ukaguzi wenyewe. Kwani yanaonyesha kujitolea kwetu kukuza utamaduni wa uboreshaji endelevu, kuimarisha uwezo wa kitaasisi na kuhakikisha kwamba mfumo wa usafiri wa anga wa Tanzania unaendelea kukidhi na kuzidi matarajio ya kimataifa.

Katika uzoefu wangu wa kikazi, nimepata kufahamu kwamba mafanikio ya kudumu hayapatikani kupitia juhudi binafsi pekee, bali hujengwa na watu wanaoshirikiana kwa kusudi la Pamoja kama wachezaji wa mpira wa miguu. Mimi naiita falsafa hii kama “sayansi ya mpira wa miguu.”

Mafanikio ya timu ya soka hayategemei tu vipaji vya wachezaji binafsi, bali pia kila mchezaji kuelewa wajibu wake, kuwasiliana vyema na kushirikiana na wenzake katika kufikia lengo la pamoja.

Sekta ya usafiri wa anga nayo iko hivyo hivyo. Kila sehemu ya mfumo wa anga imeunganishwa na nyingine, na uimara wa mfumo mzima unategemea utendaji wa kila mtu na kila taasisi iliyo ndani yake.

Na kufanya kazi kama timu, uwajibikaji na kuaminiana ni misingi muhimu kwa usalama wa usafiri wa anga na ubora wa utendaji. Juhudi hizi pia zinachangia katika utekelezaji wa

Dira ya Taifa ya Maendeleo 2050 kwa kuunga mkono ujenzi wa sekta ya usafiri wa anga ya kisasa, imara, yenye uwezo wa kukabiliana na changamoto na yenye ushindani wa kimataifa, ambayo inawezesha biashara, utalii, uwekezaji na ujumuishaji wa kikanda.

Ninakualika kusoma Toleo namba 64 na kufahamu zaidi kuhusu mipango, mafanikio na wataalamu waliojitolea kufanya kazi kila siku ili kuimarisha sekta ya usafiri wa anga Tanzania. Ninaamini kuwa toleo hili litakupa taarifa muhimu, maarifa mapya na kwamba linaakisi dhamira yetu ya pamoja ya kujenga sekta ya usafiri wa anga inavyoendelea kujipatia imani ya wasafiri, wadau wa sekta hiyo na jumuiya ya kimataifa.

Nakutakia usomaji mwema na wenye kutoa maarifa mapya.



Dkt. Jabiri K. Bakari

Mkurugenzi Mkuu

SURA MPYA YA UONGOZI: DKT. JABIRI K. BAKARI AANZA KUONGOZA TCAA



Na Ally Changwila

Mamlaka ya Usafiri wa Anga Tanzania (TCAA) imemkaribisha rasmi Dkt. Jabiri K. Bakari Mkurugenzi Mkuu mpya wa Mamlaka hiyo, kufuatia uteuzi wake uliofanywa na Mheshimiwa Dkt. Samia Suluhu Hassan, Rais wa Jamhuri ya Muungano wa Tanzania, tarehe 24 Aprili 2026.

Uteuzi wa Dkt. Bakari ni mwanzo wa hatua muhimu katika safari ya uongozi ndani ya TCAA, akileta uzoefu mkubwa katika nyanja za teknolojia ya habari na mawasiliano (TEHAMA) usimamizi wa sekta, utawala wa umma na taaluma. Uzoefu wake unatarajiwa kuleta mtazamo mpana katika juhudi za Mamlaka za kuimarisha ufanisi wa usimamizi, kuendeleza ubunifu wa kiteknolojia na kukabiliana na mahitaji yanayobadilika katika sekta ya usafiri

wa anga.

Wasifu wa Kitaaluma na Uzoefu katika Teknolojia, Usimamizi na Utumishi wa Umma
Dkt. Bakari ni msomi, mtumishi wa umma na kiongozi mwenye uzoefu mkubwa katika teknolojia, akiwa na zaidi ya miaka 30 ya uzoefu katika elimu ya juu, taasisi za Serikali na uongozi wa taasisi za usimamizi.

Kabla ya kujiunga na TCAA, alihudumu kama Mkurugenzi Mkuu wa Mamlaka ya Mawasiliano Tanzania (TCRA), ambapo alishiriki katika kuimarisha mifumo ya usimamizi, kuendeleza mipango ya mageuzi ya kidijitali na kusaidia maendeleo ya uchumi wa kidijitali nchini Tanzania.

Ana Shahada ya Uzamivu (Ph.D.) katika Sayansi ya Kompyuta na Mifumo kutoka Stockholm University, Sweden, aliyopata mwaka 2007, akibobea katika Usimamizi wa Hatari na Usalama wa TEHAMA. Pia ana Shahada ya Uzamili ya Sayansi ya Uhandisi katika Mawasiliano ya Data kutoka University of Sheffield, Uingereza, aliyopata mwaka 1999, na Shahada ya Kwanza ya Sayansi katika Sayansi ya Kompyuta kutoka Chuo Kikuu cha Dar es Salaam, aliyopata mwaka 1996.

Dkt. Bakari alikuwa Mkurugenzi Mtendaji mwanzilishi wa iliyokuwa Wakala wa Serikali Mtandao, ambapo aliongoza uanzishaji na maendeleo ya taasisi hiyo kuanzia Aprili 2012 hadi Januari 2020. Kufuatia kupitishwa kwa Sheria ya Serikali Mtandao Na. 10 ya mwaka 2019, aliongoza mchakato wa kuibadilisha taasisi hiyo kuwa Mamlaka ya Serikali Mtandao (e-GA), na kuwa Mkurugenzi Mkuu wake wa kwanza hadi Aprili 2021.

Katika kipindi cha uongozi wake, alichangia katika maendeleo ya miundombinu ya pamoja ya TEHAMA ya Serikali na upanuzi wa huduma za Serikali kidijitali, kwa lengo la kuongeza ufanisi, upatikanaji wa huduma na kuboresha utoaji wa huduma katika taasisi za umma.

Awali katika taaluma yake, Dkt. Bakari alihudumu kama Mhadhiri Mwandamizi na Mkurugenzi wa Taasisi ya Teknolojia ya Elimu katika Chuo Kikuu Huria cha Tanzania. Pia aliwahi kushika nafasi mbalimbali za uongozi katika Chuo Kikuu cha Dar es Salaam, ikiwemo Naibu Mkurugenzi Mtendaji wa University Computing Centre.

Dkt. Bakari ni mtafiti na mtaalamu anayetambulika katika masuala ya utawala na usalama wa TEHAMA. Amewasilisha tafiti katika majukwaa ya kimataifa, ikiwemo International Federation for Information Processing (IFIP), Institute of Electrical and Electronics Engineers (IEEE) na majukwaa mengine ya kitaaluma.

Ni Mhandisi Mtaalamu, Mkurugenzi Aliyethibitishwa kitaaluma (Certified Director), mwanachama hai wa ISACA Tanzania Chapter, na mwezeshaji katika programu za Utawala wa TEHAMA katika Institute of Directors Tanzania. Aidha, anahudumu kama

Mjumbe wa Bodi ya Ubunifu wa Kidijitali ya Innovation and Entrepreneurship Alliance for Digital Development chini ya International Telecommunication Union (ITU).

Mkutano wa Kwanza na Menejimenti ya TCAA

Katika kikao chake cha kwanza na Menejimenti ya TCAA baada ya kuanza rasmi majukumu, Dkt. Bakari alitoa shukrani zake kwa kupata fursa ya kuiongoza Mamlaka na kuweka wazi dhamira yake ya kuimarisha uwajibikaji, weledi, ushirikiano na ubora wa utendaji.

Alitambua na kupongeza mafanikio yaliyopatikana chini ya uongozi wa mtangulizi wake, Bw. Salim Msangi, akitambua mchango wake katika kuimarisha utulivu wa taasisi, utawala bora na utendaji wa shughuli za Mamlaka katika kipindi chake cha uongozi.

Dkt. Bakari pia aliipongeza Menejimenti na watumishi wa TCAA kwa kuendelea kuoanisha shughuli za Mamlaka na vipaumbele vya kitaifa, pamoja na kujitolea kutekeleza majukumu ya msingi ya taasisi.

Alieleza kuwa maendeleo yaliyopatikana katika usimamizi wa usalama wa usafiri wa anga, maendeleo ya kiteknolojia, matumizi ya mifumo ya kidijitali na ushirikishwaji wa wadau ni matokeo ya juhudi za pamoja za wataalamu na watumishi waliojitolea katika taasisi nzima.

Kuendeleza Msingi Imara Uliowekwa

Akizungumzia mwelekeo wa uongozi wake, Dkt. Bakari alieleza maeneo kadhaa ya kipaumbele yatakayoongoza uongozi wake, ikiwemo kuendeleza mageuzi ya kidijitali, kuongeza ufanisi wa utendaji, kuimarisha usimamizi wa sekta na kuhakikisha TCAA inaendelea kuwa tayari kwa kaguzi za kimataifa zinazofanywa na Shirika la Kimataifa la Usafiri wa Anga (ICAO). Alisisitiza umuhimu wa utekelezaji kwa wakati wa mipango ya kimkakati, ikiwemo maendeleo ya miundombinu muhimu kama Majengo ya Chuo cha Usafiri wa Anga (CATC), ambacho kitasaidia kujenga uwezo na kuimarisha utoaji wa huduma katika sekta ya usafiri wa anga.

Aidha, Dkt. Bakari alisisitiza kuwa mafanikio ya taasisi yanategemea kila mtumishi kuelewa wajibu wake na kutoa mchango unaostahili katika kufikia malengo ya pamoja.

Falsafa ya Uongozi: Muda, Ushirikiano na Matokeo

Akishirikisha watumishi kuhusu falsafa yake ya uongozi, Dkt. Bakari alianzisha dhana ya “T mbili” (Two Ts). Herufi “T” ya kwanza inawakilisha mambo mbalimbali ya maisha ambayo yako nje ya uwezo wa mwanadamu kuyadhibiti, huku “T” ya pili ikiashiria usimamizi wa muda.

Alisisitiza kuwa, ingawa kuna mazingira na changamoto ambazo mwanadamu hawezi kuzibadilisha, kila mtu ana uwezo na wajibu wa kutumia muda wake kwa ufanisi ili kufikia matokeo yenye maana.

Aliwahimiza watumishi kuendelea kuzingatia utendaji, uzalishaji na utoaji wa thamani, bila kujali changamoto au mazingira yaliyo nje ya uwezo wao.

Dkt. Bakari pia alieleza mtazamo wake kuhusu kazi ya pamoja kupitia kile alichokiita “sayansi ya mpira wa miguu” (Football Science). Akitoa mfano kutoka katika mchezo wa mpira wa miguu, alieleza kuwa ufanisi wa timu mara nyingi huonekana kupitia namna wachezaji wanavyowasiliana, kusaaidiana na kufanya kazi kwa pamoja kuelekea lengo moja.

Alibainisha kuwa timu yenye mafanikio hujengwa kwa misingi ya kuaminiana,

kufahamiana, kushirikiana na kuwa tayari kuwasaidia wengine. Vivyo hivyo, alisisitiza kuwa ushirikiano imara ndani ya taasisi ni muhimu katika kufikia malengo ya TCAA na kutoa huduma bora.

Uongozi Unaolenga Matokeo na Athari Chanya

Katika safari yake ya kitaaluma na kiutumishi, Dkt. Bakari amejidhihirisha kwa uwezo wa kuunganisha fikra za kimkakati na utekelezaji wa vitendo, kwa kubadilisha malengo ya kimkakati kuwa matokeo yanayopimika.

Mtindo wake wa uongozi unajikita katika kuwa na mwelekeo ulio wazi, uthabiti, weledi na kuzingatia matokeo. Uzoefu wake katika kuongoza taasisi zenye majukumu mapana, kuendeleza mageuzi ya kidijitali na kuimarisha mifumo ya usimamizi unampa msingi imara katika kuiongoza TCAA.

Mamlaka ya Usafiri wa Anga Tanzania inamkaribisha kwa moyo mkunjufu Dkt. Jabiri K. Bakari na inatarajia uongozi wake katika kuendeleza sekta ya usafiri wa anga iliyo salama, yenye ulinzi, ufanisi na endelevu.

Kwa uzoefu wake mpana, mtazamo wa kimkakati na dhamira ya kuimarisha ubora wa taasisi, Dkt. Bakari anajiunga na TCAA katika kipindi chenye fursa kubwa za ukuaji, ubunifu na mageuzi katika sekta ya usafiri wa anga nchini Tanzania.



WAKATI DRONI INAPOKUTANA NA MPAKA

Kukuza Usalama wa Anga Kupitia Uelewa na Kanuni Mahiri



Na Ally Changwila

Miale ya kwanza ya jua la asubuhi ilikuwa ikianza kuangazia kilele chenye theluji cha Mlima Kilimanjaro wakati Asha* (si jina lake halisi), mwongoza watalii kutoka mkoani Arusha, alipoona kundi dogo la watu limekusanyika karibu na eneo la ukaguzi wa forodha katika Uwanja wa Ndege wa Kimataifa wa Kilimanjaro (KIA).

Katika kitovu cha mazungumzo hayo kulikuwa na mtalii aliyewasili hivi punde kutoka Ulaya. Ndani ya mkoba wake, kulikuwa na

kifaa kidogo cha kuruka chenye kamera (droni) kilichowekwa kwa uangalifu; alitarajia kukitumia kupiga picha za kuvutia za juu katika maeneo ya Hifadhi ya Taifa ya Serengeti, Eneo la Hifadhi ya Ngorongoro na fukwe za Zanzibar. “Sikujua kama nilihitaji ruhusa,” aliwaeleza maafisa wa forodha kwa adabu. “Nilidhani ni sawa tu na kubeba kamera.”

Maafisa walimueleza kwa utulivu kwamba, chini ya kanuni za usafiri wa anga za Tanzania,

kamera aina ya droni zimeainishwa kama Mifumo ya Ndege Isiyo na Rubani (UAS) badala ya vifaa vya kawaida vya kielektroniki. Kwa hivyo, zinahitaji idhini kutoka kwa Mamlaka ya Usafiri wa Anga Tanzania (TCAA) kabla hazijaingizwa na kurushwa ndani ya nchi.

Mtalii alishangaa. Kila kipengele cha likizo yake kilikuwa kimepangwa kwa uangalifu — isipokuwa kimoja.

Ingawa Asha na mtalii ni wahusika wa kubuni, hali hiyo inaonyesha uhalisia wa changamoto zinazojitokeza katika viwanja vya ndege vya kimataifa vya Tanzania. Kadri droni zinavyozidi kuwa nafuu na kupatikana kwa urahisi, wageni wengi wanasafiri nazo, mara nyingi hawajui kwamba wanasafirisha ndege badala ya kifaa kingine cha kamera tu.

Changamoto ya Usafiri wa Anga Duniani
Hii si changamoto ya kipekee kwa Tanzania.



Katibu Mkuu wa ICAO Juan Carlos Salazar alisisitiza kwamba usimamizi bora wa hatari za droni unaenea zaidi ya teknolojia za kisasa za kugundua. Pia inahitaji kanuni thabiti, utawala ulioratibiwa, ushiriki wa taarifa na ushirikiano endelevu wa kimataifa. Maendeleo yanayoendelea ya ICAO ya mwongozo jumuishi wa usimamizi wa hatari yanaonyesha zaidi mabadiliko ya kimataifa kuelekea usimamizi makini na unaozingatia hatari wa mifumo ya ndege aina ya droni.

Kote duniani, kuendelea kukua kwa teknolojia ya droni kunabadilisha sekta mbalimbali ikiwa ni pamoja na kilimo, uhifadhi wa wanyamapori, ukaguzi wa miundombinu, utengenezaji wa filamu, mwitikio wa dharura na utafiti wa kisayansi. Utofauti wake umezifanya kuwa moja ya teknolojia za usafiri wa anga zinazokua kwa kasi zaidi katika karne ya ishirini na moja.

Lakini pamoja na fursa hizi kuna jukumu

muhimu la kuhakikisha kwamba droni zinafanya kazi kwa usalama bila kuathiri ndege nyingine. Kwa kutambua idadi inayoongezeka ya shughuli za droni zisizoidhinishwa na uvamizi karibu na viwanja vya ndege, Shirika la Kimataifa la Usafiri wa Anga (ICAO) liliitisha Warsha ya Mifumo ya Ndege Zisizo na Rubani (Counter-UAS) iliyofanyika Kraków, Poland, mnamo Julai 2026. Warsha hiyo iliwaleta pamoja Nchi Wanachama, wasimamizi wa usafiri wa anga

na wataalamu wa sekta hiyo ili kuchunguza mikakati ya kulinda usafiri wa anga dhidi ya hatari zinazosababishwa na droni zinazofanya kazi nje ya mifumo ya usimamizi iliyowekwa.

Mkakati Madhubuti wa Tanzania

Kama nchi mwanachama wa ICAO, Tanzania inatekeleza mkakati huu.

Badala ya kusubiri matukio yatokee, TCAA inaendelea kuimarisha mfumo wa usimamizi wa nchi huku ikiwezesha ujumuishaji salama wa teknolojia ya droni katika anga la Tanzania. Mkakati huu wenye uwiano unatambua kuwa droni ina faida kubwa katika sekta mbalimbali, ikiwemo uhifadhi, kilimo, upimaji ardhi, uchimbaji madini, ujenzi wa miundombinu, ufuatiliaji wa mazingira, utoaji huduma za dharura na utalii. Lengo si kuzuia uvumbuzi, bali kuhakikisha kuwa unatekelezwa kwa usalama, uwajibikaji na kwa kuzingatia kanuni za usafiri wa anga.

Mazingira ya kiutendaji yanaonesha sababu na umuhimu wa mkakati huu.

Katika mwaka wa fedha wa 2025/2026, uchambuzi uliofanywa na TCAA katika viwanja vya ndege ulionyesha kuwa droni 431 zilizuiliwa na mamlaka ya forodha katika uwanja wa ndege KIA.

Nyingi kati ya hizo ni za watalii waliowasili nchini bila kuwa na vibali vinavyohitajika vya droni. Muhimu zaidi, uchambuzi huo ulibaini kuwa idadi kubwa ya wamiliki hao hawakuwa na nia ya kukiuka kanuni. Maelezo yao yalikuwa yakifanana sana.

Matokeo haya yanaonesha kuwa changamoto kuu si ukosefu wa kanuni au miongozo. Badala yake, changamoto ni kuhakikisha kuwa wasafiri wanapata taarifa sahihi wakati wakipanga safari zao, badala ya kusubiri hadi wafike nchini Tanzania.

Kinga Huanza Kabla ya Kuanza Safari

Katika usafiri wa anga, usalama umejengwa juu ya kinga.

Ni vyema kwa wageni kupatiwa elimu na uelewa juu ya masharti ya uingizaji wa droni nchini kabla ya kuanza safari zao, ili wapate muda wa kujiandaa na taratibu za kuomba kibali na idhini za kurusha droni. Kinyume

chake, droni itakayogundulika kuingia nchini bila kibali wala idhini baada ya kuwasili, inasababisha ucheleweshaji kwa abiria, uwezekano wa kunyang'anywa kifaa husika, pamoja na kuvurugika kwa mipango ya safari. Hii ndiyo sababu utolewaji wa elimu juu ya matumizi salama ya droni ni muhimu.

TCAA imeendelea kuboresha na kufanya huduma zake kuwa za kisasa ili kurahisisha upatikanaji wa taratibu za uzingatiaji wa kanuni. Kupitia mifumo ya kidijitali ya utoaji huduma ya Mamlaka hiyo, waombaji wanaweza kupata taratibu husika za usajili wa droni, uingizaji wake nchini na kupata vibali vya urushaji, kwa mujibu wa mahitaji yanayohitajika.

Wageni wanaokusudia kusafiri kwenda Tanzania wakiwa na droni wanahimizwa kuanza taratibu husika za kupata vibali mapema kabla ya safari yao. Pale inapohitajika, kuanza mchakato angalau mwezi mmoja kabla ya safari kunatoa muda wa kutosha kukamilisha mahitaji yote muhimu ya kikanuni yanayohitajika.

Ushirikiano Zaidi ya Uwanja wa Ndege

Kurahisisha uzingatiaji wa sheria pia kunamaanisha kuhakikisha kwamba wasafiri wanapokea taarifa kabla ya kupanda ndege yao.

Ili kufanikisha hili, hivi karibuni TCAA kwa kushirikiana na Chama cha Kimataifa cha Wasafirishaji wa Usafiri wa Anga (IATA) imefanikiwa kuingiza taarifa za uagizaji, uingizaji na urushaji wa droni nchini Tanzania katika mfumo wa taarifa za usafiri wa TIMATIC — kanzidata ya kimataifa inayotumiwa na mashirika ya ndege kuthibitisha mahitaji ya usafiri wa abiria wakati wa kuingia kwenye nchi husika.

Kwa hivyo, abiria wanaosafiri na droni kuelekea nchini Tanzania sasa wanaweza kupata taarifa kuhusu masharti na taratibu za uingizaji wa droni Tanzania kabla ya kuondoka nchini mwao, na kupunguza kwa kiasi kikubwa uwezekano wa kufika na droni bila vibali vinavyohitajika. Mpango huu unaonyesha mbinu ya kuzuia na ushirikiano inayopendekezwa na ICAO. Kwa kufanya hivyo, Tanzania inawasaidia wasafiri kuzingatia kanuni kabla ya kuanza kwa safari zao.

Wajibu wa Pamoja

Udhibiti mzuri wa droni ni jukumu la pamoja. Mashirika ya ndege, mawakala wa usafiri, waendeshaji watalii, wauzaji wa droni na majukwaa ya usafiri mtandaoni yote yana jukumu muhimu katika kuwasilisha mahitaji ya udhibiti kabla ya wasafiri kuondoka nyumbani. Warushaji wa droni wenyewe pia wana jukumu la kuelewa sheria za usafiri wa anga za nchi wanazotarajia kutembelea.

Kila mdau anapochangia, kufuata sheria kunakuwa rahisi, hivyo michakato ya udhibiti inakuwa na ufanisi zaidi na usalama wa usafiri wa anga unaimarishwa.

Kuangalia Mbele

Kadri teknolojia ya droni inavyoendelea kubadilika, ndivyo pia mifumo inayoismamia inavyopaswa kubadilika.

Uwekezaji unaoendelea wa Tanzania katika huduma za vibali vya kidijitali, mipango ya uhamasishaji wa umma na ushirikiano wa kimataifa unaonyesha kujitolea kwake kusaidia

uvumbuzi huku ikidumisha viwango vya juu vya usalama wa usafiri wa anga.

Msafiri wa kubuni anayeelezewa kama mgeni aliyekamatwa katika Uwanja wa Ndege wa Kimataifa wa Kilimanjaro anawakilisha maelfu ya watumiaji wa droni kote ulimwenguni ambao wanataka tu kunasa uzoefu wa kukumbukwa kutoka juu. Shauku yao si changamoto; changamoto ni kuhakikisha wanaelewa sheria kabla ya kusafiri.

Kwa kuchanganya kanuni zinazopatikana, huduma za kidijitali, ushirikiano wa wadau na usimamizi unaoangazia hatari, Tanzania inaonyesha kwamba udhibiti mzuri wa droni huanza muda mrefu kabla ya ndege kupaa angani.

Katika usafiri wa anga, kipimo kikubwa cha mafanikio mara nyingi hakionekani — ni tukio ambalo halitokei kamwe.



UELIMISHAJI WA UMMA KUHUSU USAFIRI WA ANGA KATIKA MAONESHU YA 12 YA BIASHARA YA KIMATAIFA ZANZIBAR



Na Dickson Mulashani

Mamlaka ya Usafiri wa Anga Tanzania (TCAA) ilishiriki katika Maonesho ya 12 ya Biashara ya Kimataifa Zanzibar (ZITF), ikitumia maonesho hayo kama jukwaa la kutoa elimu kwa umma kuhusu huduma za usafiri wa anga, haki na wajibu wa abiria, matumizi salama na sahihi ya ndege zisizo na rubani (drones), pamoja na umuhimu wa huduma za uongozaji wa ndege katika kuwezesha usafiri wa anga ulio salama, wenye utaratibu na ufanisi.

Maonesho hayo yalifanyika Zanzibar, katikia viwanja vya Dimani, Desemba 29, 2025 hadi Januari 16, 2026, yakiwa na kaulimbiu “Kujenga Ukuaji Jumuishi kupitia Biashara na Ubunifu.” Katika kipindi chote cha maonesho, TCAA iliwahudumia na kuwashirikisha wananchi kupitia banda lake la maonesho, ambapo

ilitoa taarifa kuhusu jukumu la Mamlaka katika kusimamia sekta ya usafiri wa anga pamoja na huduma inazotoa kwa ajili ya kuhakikisha uwepo wa mfumo salama, wenye ulinzi na ufanisi wa usafiri wa anga.

Wageni waliotembelea banda la TCAA walipata elimu kuhusu usalama na ulinzi wa usafiri wa anga, haki za abiria wakati wa huduma za usafiri wa anga, na utoaji wa leseni na vyeti, pamoja na matakwa ya kisheria na kiuhudumu yanayohusu urushaji wa droni.

Maonesho hayo pia yalitoa fursa kwa TCAA kuwasiliana moja kwa moja na wananchi, kujibu maswali na kutoa ufafanuzi kuhusu masuala mbalimbali ya usafiri wa anga. Ushirikiano huo uliwezesha kuongeza uelewa wa umma kuhusu

nafasi na wajibu muhimu wa TCAA katika kudhibiti na kusimamia shughuli za usafiri wa anga nchini Tanzania. Kupitia ushiriki wake katika maonesho ya

kimataifa ya ZITF, TCAA inaendelea kuimarisha uelewa wa umma kuhusu masuala ya usafiri wa anga, kuhamasisha uzingatiaji wa sheria, kanuni na taratibu za usafiri wa anga, pamoja na kujenga uaminifu zaidi wa wananchi katika sekta ya usafiri wa anga nchini Tanzania.

TCAA YAENDELEA KUIMARISHA MIRADI YA KIMKAKATI YA UONGOZAJI NDEGE KATIKA KITUO CHA PEMBA



Na Mwandishi wetu

Bodi ya Wakurugenzi ya Mamlakaya Usafiri wa Anga Tanzania (TCAA) ilitembelea Kituo cha TCAA Pemba Februari 12–13, 2026 kwa lengo la kukagua utekelezaji wa miradi ya kimkakati ya uongozaji ndege inayoendelea kuimarisha usalama wa usafiri wa anga, kuongeza ufanisi wa kiutendaji na kuunga mkono juhudi za kuendeleza kuboresha miundombinu ya usafiri wa anga nchini Tanzania.

Katika ziara hiyo, Bodi ilikagua utekelezaji wa miradi miwili muhimu: Mfumo wa Mawasiliano ya Sauti wa Masafa ya Juu wa VHF (Very High

Frequency – VHF), unaoendesha mawasiliano kati ya marubani na waongozaji ndege, pamoja na Mfumo wa Kubadilishana Taarifa za Anga (Aeronautical Information Exchange Model – AIXM), ambao ni mfumo wa kisasa wa kidijitali wa kusimamia na kusambaza taarifa za anga.

Miradi hii ni sehemu ya juhudi za pana za TCAA za kuimarisha uaminifu, ufanisi na uimara wa huduma za uongozaji ndege, sambamba na kuwezesha usimamizi salama na wenye utaratibu wa usafiri wa ndege ndani ya anga ya Tanzania.

Bodi ilibaini kuwa mfumo wa kisasa wa mawasiliano wa VHF umeongeza kwa kiasi kikubwa ufanisi wa usimamizi wa safari za ndege kwa kuwezesha mawasiliano ya kuaminika kati ya marubani na waongozaji ndege, kupunguza gharama za uendeshaji na kurahisisha matengenezo ya mfumo. Maboresho hayo yanachangia kuimarisha mwendelezo wa huduma na uaminifu katika utekelezaji wa shughuli za uendeshaji.

Utekelezaji wa mfumo wa AIXM utaendelea kuboresha usimamizi wa taarifa za anga kwa wataalamu wa kuutendeshaji na kubadilishanaji wa taarifa za ndege kwa wakati, sambamba

na maendeleo ya kimataifa katika Usimamizi wa Taarifa za Usafiri wa Anga (Aeronautical Information Management – AIM).

Akizungumza wakati wa ziara hiyo, Mwenyekiti wa Bodi ya Wakurugenzi ya TCAA, Dkt. Hamisi H. Mwinyimvua, alieleza kuridhishwa na maendeleo ya miradi hiyo na kupongeza juhudi zinazofanywa katika kuimarisha miundombinu ya usafiri wa anga katika kituo hicho.

Alibainisha kuwa uwekezaji huo utaongeza uwezo wa Kituo cha Pemba kuhudumia ongezeko la miruko ya ndege, huku ukiendeleza kuimarisha usalama wa usafiri wa anga na huduma za uongozaji ndege kwa Pemba na anga inayoizunguka.



TANZANIA YASHIRIKI KATIKA MKUTANO WA MWAKA WA IFATCA ILI KUIMARISHA USHIRIKIANO WA KIMATAIFA KATIKA SEKTA YA USAFIRI WA ANGA



Wawakilishi kutoka Tanzania wakiwa miongoni mwa wajumbe katika picha ya pamoja wakati wa Mkutano Mkuu wa Shirikisho la Kimataifa la Vyama vya Waongoza Ndege Angani (IFATCA), uliofanyika Bucharest, Romania. Tanzania iliwakilishwa na wanachama wa Chama cha Waongozaji Ndege Angani Tanzania (TATCA).

Na Mwandishi wetu

Wawakilishi wa Chama cha Waongozaji Ndege Tanzania (TATCA), kwa ufadhili wa Mamlaka ya Usafiri wa Anga Tanzania (TCAA), walishiriki Mkutano wa Mwaka wa Shirikisho la Kimataifa la Vyama vya Waongoza Ndege (IFATCA) uliofanyika Bucharest, Romania. Tukio hilo liliwakutanisha wataalamu wa usimamizi wa huduma za uongozaji ndege kutoka kote ulimwenguni kujadili mitindo inayoibuka, changamoto na fursa zinazounda mustakabali wa usafiri wa anga duniani.

Mkutano huo ulijadili masuala mbalimbali

yanayoathiri taaluma ya usimamizi wa huduma za uongozaji ndege, ikiwa ni pamoja na usalama wa usafiri wa anga, ufanisi wa uendeshaji, maendeleo katika huduma za uongozaji ndege na matumizi yanayoongezeka ya Akili Bandia (AI) katika usimamizi wa huduma za uongozaji ndege.

Washiriki pia walibadilishana uzoefu, walipatiwa maarifa ya kiufundi pamoja na kuchunguza mbinu bunifu za kuimarisha usalama na ufanisi wa usafiri wa anga.



KUREJESHA KWA JAMII: TCAA YATOA MSAADA KWA KITUO CHA WATOTO TUPENDANE



Na Dickson Mulashani

Mamlaka ya Usafiri wa Anga Tanzania (TCAA) imetoa msaada wa mahitaji muhimu kwa Kituo cha Watoto Tupendane kilichopo Dodoma, ikiwa ni sehemu ya utekelezaji wa mpango wake wa Kurejesha kwa Jamii (Corporate Social Responsibility – CSR), ikisisitiza dhamira ya Mamlaka ya kusaidia jamii zilizo katika mazingira hatarishi sambamba na utekelezaji wa jukumu lake la msingi la kudhibiti na kusimamia sekta ya usafiri wa anga.

Msaada huo uliwasilishwa Aprili 22, 2026 ulijumuisha vyakula, mafuta ya kupikia, sabuni, mabegi ya shule, madaftari na mahitaji mengine muhimu kwa ajili ya kusaidia ustawi wa watoto na kuwawezesha kuendelea na masomo yao. Akizungumza wakati wa kupokea msaada huo kwa niaba ya Kituo, mlezi Bi. Subira Yasini

alishukuru TCAA kwa kuitikia mahitaji ya kituo hicho. Alieleza kuwa msaada huo utachangia kuboresha ustawi wa watoto na kuongeza ubora wa huduma na malezi wanayopatiwa. Kwa sasa, Kituo hicho kinahudumia watoto 35, ambapo 22 kati yao ni wanafunzi katika shule za msingi na sekondari.

Akizungumza kwa niaba ya Mkurugenzi Mkuu, Meneja Uhusiano wa TCAA, Bw. Ally Changwila, alisema mpango huo unaakisi imani ya Mamlaka kwamba maendeleo endelevu hayaishii katika sekta ya usafiri wa anga pekee, bali yanahusisha pia kutoa mchango wenye manufaa katika kuboresha ustawi wa jamii zinazohudumiwa na taasisi.

Alisisitiza umuhimu wa kusaidia makundi yaliyo katika mazingira hatarishi na kuimarisha ushirikiano wa jamii kupitia mipango inayolenga kuleta matokeo chanya katika jamii.

Bw. Changwila pia alieleza kuwa Mkurugenzi Mkuu ameelekeza Mamlaka kuhakikisha kuwa angalau taasisi moja ya ustawi wa jamii iliyo karibu na maeneo yote inapata msaada kila robo ya mwaka wa fedha.

Kwa kuwa TCAA ina vituo 15 vinavyotoa huduma za uongozaji ndege katika maeneo mbalimbali nchini, Mamlaka inalenga kupanua

wigo wa shughuli zake za kusaidia jamii kwa kutekeleza mipango kama hiyo katika mikoa mingine.

Akizungumza katika hafla hiyo, Meneja wa Kituo cha TCAA Dodoma, Bw. Aswile Kamendu, alisisitiza dhamira ya Mamlaka ya kuendelea kushirikiana kwa karibu na taasisi za ustawi wa jamii na mashirika ya kijamii katika kusaidia juhudi za Serikali na wadau mbalimbali za kuboresha ustawi wa maisha ya makundi yaliyo katika mazingira hatarishi.



TCAA NA ICAO WAJUMUIKA KATIKA WARSHA YA MIKATABA YA SHERIA ZA ANGA KUIMARISHA MFUMO WA KISHERIA WA USAFIRI WA ANGA



Na Mwandishi Wetu

Mamlaka ya Usafiri wa Anga Tanzania (TCAA), kwa kushirikiana na Shirika la Kimataifa la Usafiri wa Anga (ICAO), iliandaa Warsha ya Mikataba ya Sheria za Anga ya mwaka 2026, iliyofanyika jijini Dar es Salaam kuanzia tarehe 25 hadi 27 Februari 2026, na kuwakutanisha wataalamu wa sekta ya usafiri wa anga, sheria na Serikali kutoka barani Afrika na maeneo mengine duniani.

Warsha hiyo ya siku tatu ilihudhuriwa na zaidi ya washiriki 150, wakiwemo wajumbe 70 kutoka nje ya Tanzania, na kutoa fursa ya kubadilishana maarifa kuhusu umuhimu, wajibu na uboreshaji wa mikataba ya kimataifa ya sheria za anga inayoweka msingi wa mfumo wa usafiri wa anga duniani.

Akifungua warsha hiyo, Mwanasheria Mkuu wa Serikali ya Jamhuri ya Muungano wa Tanzania, Mhe. Hamza Johari, alitoa wito wa kuhamasisha mchakato wa kuridhiwa na kuingiza katika

sheria za ndani mikataba ya kimataifa ya sheria za anga, akisisitiza kuwa mfumo imara na unaoendana na sheria za kimataifa ni muhimu katika kuwezesha usalama na maendeleo ya sekta ya usafiri wa anga.

Alieleza kuwa maendeleo ya haraka katika maeneo ya AI/UAS – akili bandia na droni, teknolojia za kidijitali na usalama wa mtandao (cybersecurity) yanaendelea kubadilisha sekta ya usafiri wa anga duniani, hivyo Serikali zinapaswa kuendelea kupitia upya na kuimarisha mifumo yao ya kisheria ili kuendana na mabadiliko hayo.

“Maendeleo haya yanatoa fursa kubwa kwa uchumi, lakini pia yanaleta masuala changamano ya kisheria na kimaadili, hivyo tunapaswa kuhakikisha tunavyoshughulikia, kuratibisha na kuboresha sheria za usafiri wa anga,” alisema.

Mhe. Johari alieleza kuwa usafiri wa anga unaendelea kuwa kichocheo muhimu cha ukuaji wa uchumi kwa kuwezesha biashara, utalii na kuimarisha muunganiko wa kimataifa. Alisisitiza kuwa uendeleu wa sekta hiyo unategemea uwepo wa mfumo madhubuti na unaoendana na sheria za kimataifa, huku akieleza kuwa vikao kama warsha hiyo vina fursa ya kubaini mapungufu ya kisheria, kukabiliana na changamoto zinazojitokeza na kuimarisha ushirikiano miongoni mwa Mataifa.

Akizungumza wakati wa warsha hiyo, aliyekuwa Mkurugenzi Mkuu wa TCAA, Bw. Salim Msangi, alitoa wito wa kuchukua hatua muhimu katika kuimarisha mfumo wa kisheria wa usafiri wa anga nchini Tanzania.

“Kama Mamlaka inayosimamia usafiri wa anga, tunatambua fursa hii kuwa muhimu katika kuwezesha utekelezaji wa sheria ili kuhakikisha uendeleu na uendeshaji salama wa usafiri wa anga,” alisema.

Aliongeza kuwa warsha kama hii itasaidia Tanzania kubaini mikataba ya kimataifa ya sheria za anga ambayo bado haijaridhiwa na kupendekeza njia za kuharakisha mchakato wa kuiiridhia na kuiingiza katika sheria za ndani.

Akizungumza na washiriki, Bw. Michael Gill, Mkurugenzi wa Idara ya Masuala ya Kisheria na Mahusiano ya Nje ya ICAO, alisisitiza kuwa kuridhiwa na kutekelezwa ipasavyo kwa mikataba ya kimataifa ya sheria za anga ni msingi muhimu wa kuhakikisha usafiri wa anga ulio salama, wenye ulinzi, mpangilio na endeleu.

Alieleza kuwa Mkutano Mkuu wa ICAO hivi karibuni ulipitisha Mpango Mkakati wa ICAO wa mwaka 2026–2050, unaoweka vipaumbele zaidi katika kuimarisha uwezo wa Mataifa katika masuala ya kisheria, ili Mataifa yote yaweze kunufaika na fursa za usafiri wa anga huku wakiimarisha usalama na ulinzi.

Bw. Gill alisisitiza pia kuwa tangu mwaka 1947, ICAO imeridhia mikataba 24 ya kimataifa ya sheria za anga, ambayo yote yanaakisi dhamira thabiti Shirika la Usafiri wa Anga Kimataifa (ICAO), huku ikiwa msingi wa mfumo wa usafiri wa anga duniani.

Warsha hiyo imethibitisha dhamira ya Tanzania ya kuendelea kuboresha sheria zake za usafiri wa anga kulingana na viwango vya kimataifa, ikihakikisha usafiri wa anga unaendelea kuwa salama, wenye ulinzi na endeleu katika miaka ijayo.



TCAA YAONGEZA KASI YA UBORA NA UBUNIFU KUPITIA MAFUNZO YA UONGOZI



Na Ally Changwila

Mamlaka ya Usafiri wa Anga Tanzania (TCAA) imesisitiza dhamira yake ya kujenga taasisi yenye utendaji wa juu baada ya kukamilika kwa mafunzo ya siku nne ya uongozi, yaliyowataka watumishi kuimarisha ubunifu, ushirikiano, fikra za kimkakati na utoaji wa huduma unaozingatiamahitaji ya wadau.

Mafunzo hayo yalifanyika katika Shule ya Uongozi ya Mwalimu Julius Nyerere, Kibaha, kuanzia tarehe 5 hadi 8 Juni 2026, yakishirikisha wakurugenzi, mameneja wa TCAA pamoja na wawakilishi wa watumishi kutoka maeneo mbalimbali nchini.

Mafunzo hayo yalilenga kutathmini vipaumbele vya taasisi, kupitia utendaji na kubaini mikakati madhubuti ya kuimarisha ufanisi wa taasisi.

Akifungua mafunzo hayo, Mkurugenzi Mkuu wa TCAA, Dkt. Jabiri K. Bakari,

aliwataka watumishi kuwa na mtazamo chanya wa mabadiliko unaozingatia mipango, ubunifu, uwajibikaji na ushirikiano, akisisitiza kuwa misingi hiyo ni muhimu katika kufikia utendaji endelevu wa taasisi na kuendelea kusaidia ukuaji wa sekta ya usafiri wa anga nchini.

Kujenga Timu zenye Utendaji wa Juu

Awamu ya kwanza ya mafunzo hayo ilijikita katika mabadiliko binafsi na maendeleo ya timu kupitia programu iliyoendeshwa na Peak Performance.

Kupitia shughuli mbalimbali za ndani na nje ya ukumbi, washiriki waliimarisha uwezo wa kufanya kazi kwa pamoja, kuaminiana na kuwasiliana, huku wakitafakari kuhusu uongozi binafsi, uwajibikaji na ufanisi katika utendaji wa kitaaluma.

Programu hiyo pia iliwahamasisha

washiriki kuzingatia maisha yenye afya, kuwa na mtazamo chanya na kujenga uwezo wa kustahimili changamoto unaohitajika katika kusaidia sekta inayofanya kazi saa 24 kwa siku.

Mojawapo ya matokeo muhimu ya programu hiyo ilikuwa kuandaliwa kwa Mkataba wa Kujenga Timu (Team Building Charter), unaobainisha maadili, dhamira na matarajio ya pamoja yaliyotokana na mafunzo hayo.

Mkataba huo utatumika kama mwongozo wa vitendo katika kuimarisha utamaduni wa taasisi, kukuza ushirikiano na kuimarisha uwajibikaji miongoni mwa watumishi wa Mamlaka.

Kuchochea Utendaji wa Taasisi

Mafunzo hayo pia yalitoa fursa ya kujadili masuala ya utendaji wa taasisi, bajeti, taratibu za kiutendaji, ushirikishwaji wa wadau na fursa za kuboresha utoaji wa huduma.

Washiriki walichambua changamoto zinazokabili taasisi, kubadilishana uzoefu na kutoa mapendekezo ya vitendo yenye lengo la kuongeza ufanisi wa kiutendaji na kusaidia utekelezaji wa malengo ya kimkakati ya Mamlaka.

Akizungumza katika mafunzo hayo, Dkt. Bakari aliwataka watumishi kuacha utamaduni wa kukabiliana na changamoto pale zinapotokea pekee (“firefighting”), na badala yake kujenga utamaduni wa kupanga kwa mbele, ubunifu na kufanya maamuzi yanayotegemea ushahidi.

Alisisitiza umuhimu wa kutumia tafiti, takwimu za wakati halisi na taarifa za mwenendo wa sekta ili kutabiri changamoto zinazoweza kujitokeza na kubaini fursa za maboresho endelevu.

Kuwafahamu Wadau

Ujumbe mwingine muhimu uliosisitizwa katika mafunzo hayo ni umuhimu wa kuimarisha mahusiano na wadau mbalimbali katika sekta ya usafiri wa anga.

Dkt. Bakari aliwataka watumishi kutumia mtazamo wa “Know Your Customer”

(Mfahamu Mteja Wako) kwa kuelewa kwa kina mahitaji ya wadau, mazingira wanayofanyia kazi na matarajio yao.

“

Ni lazima tuwafahamu wateja wetu, tujue changamoto zao na kuelewamazingira wanayofanyia kazi. Kuwaelewa vizuri zaidi wadau wetu kunatuwezesha kufanya maamuzi sahihi, kuboresha utoaji wa huduma na kuchangia katika ukuaji wa sekta ya usafiri wa anga”, alisema.

Alieleza kuwa ushirikishwaji madhubuti wa wadau unaojengwa kupitia uaminifu, ushirikiano na mazungumzo endelevu, ni msingi muhimu katika kuhakikisha uhibitaji wa usafiri wa anga unakuwa wenye mwitikio na ufanisi.

Dhamira ya Pamoja ya Kufikia Ubora

Mafunzo hayo yalikitimishwa kwa washiriki kuthibitisha dhamira yao ya kuendeleza ushirikiano, ubunifu, weledi na maboresho endelevu, huku wakibainisha hatua za vitendo za kushughulikia vipaumbele muhimu vya taasisi.

Matokeo ya mafunzo hayo yanaimarisha dira pana ya TCAA ya kujenga taasisi inayoweza kukabiliana na mabadiliko, yenye utendaji wa juu na yenye uwezo wa kutoa huduma bora, huku ikiendelea kusaidia ukuaji endelevu wa sekta ya usafiri wa anga nchini.

Kwa kuwekeza kwa watumishi wake, kuimarisha utamaduni wa taasisi na kukuza uongozi wa kimkakati, TCAA inaendelea kujiweka katika nafasi nzuri ya kukabiliana kikamilifu na mahitaji yanayobadilika ya sekta ya usafiri wa anga pamoja na matarajio ya wadau wake.

BRUSSELS AIRLINES YAZINDUA SAFARI ZA MOJA KWA MOJA KUTOKA BRUSSELS HADI KILIMANJARO (KIA)



Na Mwandishi Wetu

Mamlaka ya Usafiri wa Anga Tanzania (TCAA) imeungana na viongozi wa Serikali na wadau wa sekta ya usafiri wa anga katika kuipokea safari ya kwanza ya ndege ya Brussels Airlines kutoka Brussels, Ubelgiji, hadi Uwanja wa Ndege wa Kimataifa wa Kilimanjaro (KIA), hatua inayowakilisha mafanikio muhimu katika kuimarisha muunganiko wa Tanzania na mataifa mengine duniani pamoja na kuchochea ukuaji wa utalii, biashara na uwekezaji.

Safari hiyo ya kwanza ilipokelewa tarehe 3 Juni 2026 katika Uwanja wa Ndege wa Kimataifa wa Kilimanjaro katika hafla iliyohudhuriwa na Waziri wa Uchukuzi, Mhe. Prof. Makame Mbarawa, Mkurugenzi Mkuu wa TCAA, Dkt. Jabiri K. Bakari, Mwenyekiti wa Bodi ya TCAA, Dkt. Hamisi Mwinyimvua, viongozi wa Serikali, wadau wa sekta ya usafiri wa anga, washirika wa maendeleo pamoja na wawakilishi wa mashirika ya ndege.

Uzinduzi wa njia hiyo mpya umewezeshwa na Mkataba wa Huduma za Usafiri wa Anga wa

Nchi Mbili (Bilateral Air Services Agreement – BASA) kati ya Serikali ya Jamhuri ya Muungano wa Tanzania na Serikali ya Ufalme wa Ubelgiji, unaoweka msingi wa kuimarisha ushirikiano katika usafiri wa anga na kuongeza muunganiko wa anga kati ya nchi hizo mbili.

Akizungumza wakati wa hafla hiyo, Mhe. Prof. Makame Mbarawa alisema kuanzishwa kwa safari hiyo ya moja kwa moja kunafungua fursa mpya za utalii, biashara na uwekezaji kati ya Tanzania na Ubelgiji.

Alieleza kuwa maendeleo hayo yanaakisi juhudi zinazoendelea za Serikali chini ya uongozi wa Mheshimiwa Dkt. Samia Suluhu Hassan, Rais wa Jamhuri ya Muungano wa Tanzania, katika kuimarisha ushirikiano wa kimataifa na kujenga mazingira wezeshi kwa ukuaji wa uchumi.

Waziri huyo pia alieleza kuhusu uwekezaji unaoendelea kufanywa na Serikali katika kuboresha na kupanua miundombinu ya viwanja vya ndege, ikiwa ni pamoja na

maboresho yanayofanyika katika Uwanja wa Ndege wa Kimataifa wa Kilimanjaro kwa lengo la kuboresha uzoefu wa abiria na kuvutia mashirika zaidi ya ndege za kimataifa kuanzisha huduma nchini.

Akizungumza kwa niaba ya Wizara ya Mambo ya Nje na Ushirikiano wa Afrika Mashariki, Naibu Waziri anayeshughulikia Masuala ya Afrika Mashariki, Mhe. James Millya (Mb.), alieleza kuwa kuanzishwa kwa njia hiyo mpya ni ishara ya kuimarika kwa mahusiano ya kidiplomasia na kiuchumi kati ya Tanzania, Ubelgiji na mataifa mengine ya Ulaya.

Alisema muunganiko huo wa moja kwa moja utarahisisha usafiri wa watalii, wasafiri wa kibiashara na wawekezaji, huku ukiimarisha uhusiano kati ya Tanzania na soko la Ulaya.

Kwa upande wake, akiwakilisha Brussels Airlines na Lufthansa Group, Bi. Julia Hiltenbrand, Makamu wa Rais wa Lufthansa Group, alisema huduma hiyo mpya ni hatua muhimu katika kuimarisha muunganiko wa usafiri wa anga kati ya Tanzania na Ubelgiji.

Alieleza matumaini yake kuhusu uwezo wa Tanzania katika sekta za utalii na biashara, akibainisha kuwa njia hiyo ya moja kwa moja itawapa wasafiri na wawekezaji fursa rahisi zaidi ya kufika nchini.

Kuanzishwa kwa safari za moja kwa moja za Brussels Airlines kati ya Brussels na Kilimanjaro kunatarajiwa kuimarisha nafasi ya Tanzania kama moja ya vituo vinavyoongoza vya utalii na biashara Afrika Mashariki, huku kukichochea muunganiko zaidi wa anga, fursa za biashara na ushirikiano wa kimataifa.

Kwa upande wa TCAA, maendeleo hayo yanaakisi dhamira ya Mamlaka ya kuendelea kuwezesha uwepo wa sekta ya usafiri wa anga iliyo salama, yenye ufanisi na yenye muunganiko mpana, kupitia udhibiti madhubuti, ushirikiano wa kimataifa na kuwezesha ukuaji endelevu wa huduma za usafiri wa anga.



KUTOKA HAMU YA KUTAKA KUJUA HADI KWENYE CHUMBA CHA MARUBANI: NDOTO YA KIJANA WA KITANZANIA KATIKA SEKTA YA ANGA



Na Raylan. C. Nguma

Kutana na Ryan Christopher Nguma, mwanafunzi wa darasa la 7 katika Shule ya msingi ya Shree Hindu Mandal na anayependa sana usafiri wa anga, uhandisi na teknolojia. Akihamasishwa na uzoefu wake na ujuzi unaokua wa sekta ya usafiri wa anga, anatuabarisha kuhusu ndoto yake ya kuwa rubani na mhandisi wa usafiri wa anga katika Makala hii aliyoiandika yeye mwenyewe.

Ndoto yangu ni kuwa rubani na mhandisi wa ndege. Sikuzote nimevutiwa na ndege pamoja na mambo ya pekee ambayo inaweza kufanya. Kila ninapoona ndege ikipaa, huwa

najiuliza jinsi inavyoruka na nini kinahitajika ili kuiunda.

Nimeanza kuchukua hatua kuelekea lengo langu katika sekta ya usafiri anga. Mojawapo ya matukio ya kulisimua zaidi niliyopata ni kuingia na kukaa katika chumba cha kurushia ndege (cockpit). Kuona vifaa na viashirio vyote kwa karibu ilikuwa jambo la kustaajabisha sana. Hilo lilinifanya nitambue ni ujuzi na maarifa kiasi gani vinahitajika kwa marubani ili kurusha ndege kwa usalama.

Pia nimepata fursa ya kuzungumza na watu wanaofanya kazi katika sekta ya usafiri wa anga. Walielezea jinsi ndege zinavyoruka, jinsi marubani wanavyofanya maamuzi muhimu wakati wa safari za ndege, na jinsi wahandisi wanavyosaidia kubuni na kuunda ndege. Mazungumzo haya yalinifundisha kwamba usafiri wa anga si tu kuhusu kuruka, ni kuhusu ushirikiano, uwajibikaji, na kujifunza kwa kuendelea.

Uzoefu mmoja ulionitia moyo zaidi ulikuwa kutembelea Airplanes Africa Limited (AAL), kampuni iliyopo mkoani Morogoro nchini Tanzania inayounda ndege. Nilishangaa kuona ni sehemu mbalimbali zilizoangana ili kuunda ndege. Mchakato wa uundaji ulinisaidia kuelewa jukumu muhimu ambalo wahandisi huchukua katika usafiri wa anga. Ilikuwa ya kulisimua kuona ndege halisi zikiundwa, na ilinifanya niazimie zaidi kuwa mhandisi wa wa ndege katika siku zijazo.

Pia nimekuwa nikiendeleza ujuzi wangu wa STEM kwa sababu najua ni muhimu katika usafiri wa anga. Kwa sasa ninachukua madarasa ya Python mtandaoni kwa watoto, ambapo ninajifunza ujuzi wa programu na utatuzi wa matatizo. Teknolojia inazidi kuwa muhimu katika ndege za kisasa, na naamini ujuzi huu utanisaidia katika kazi yangu ya baadaye.

Ninaendelea kujifunza kuhusu usafiri wa anga kwa kutafiti ndege mitandaoni na kuchunguza

maeneo tofauti ya sekta ya usafiri wa anga. Katika siku zijazo, ningependa kutembelea viwanja vya ndege na makumbusho ya usafiri wa anga, kuunda na kurusha ndege za mfano,

kuchukua safari ya ugunduzi, na kuendelea kujifunza kutoka kwa marubani na wahandisi.



Uzoefu huu umenifundisha kitu kipya na kunisogeza hatua moja karibu na lengo langu. Ninajua safari itahitaji bidii, kujitolea, na uvumilivu, lakini niko tayari kwa changamoto hiyo. Siku moja, natumai kusaidia kubuni

ndege na kuirusha kama rubani. Hadi wakati huo, nitaendelea kujifunza, kuchunguza zaidi.

Jina la Raylan. C. Nguma

Mwenye umri wa miaka 11



KAMATI YA KUDUMU YA BUNGE YAKAGUA MAENDELEO YA MAJENGO YA KISASA YA CHUO CHA USAFIRI WA ANGA



Na Mwandishi Wetu

Kamati ya Kudumu ya Bunge ya Miundombinu imepongeza maendeleo ya ujenzi wa majengo ya mapya ya Chuo cha Usafiri wa Anga (CATC) kilichopo Banana-Ukonga, Dar es Salaam, ikieleza kuwa uwekezaji huo ni hatua muhimu katika kuimarisha uwezo wa Tanzania katika kutoa mafunzo ya wataalamu wa sekta ya usafiri wa anga.

Kamati hiyo iliyoongozwa na Mwenyekiti wa Kamati, Mhe. Selemani Kakoso, ilitembelea Mamlaka ya Usafiri wa Anga Tanzania (TCAA) kwa ajili ya kukagua maendeleo ya utekelezaji wa mradi huo pamoja na hatua iliyofikiwa katika kazi za ujenzi.

Wakati wa ukaguzi huo, Kamati iliipongeza TCAA kwa dhamira yake ya kuhakikisha mradi huo unatekelezwa na kukamilifu na kuishauri

Mamlaka kuendelea kufanya ufuatiliaji wa karibu wa mkandarasi ili kuhakikisha chuo hicho kinakamilika kwa wakati uliopangwa na kukidhi viwango vinavyohitajika vya ubora.

Akizungumza wakati wa ziara hiyo, Waziri wa Uchukuzi, Mhe. Prof. Makame Mbarawa, alisema Serikali inaendelea kuweka kipaumbele katika uwekezaji wa miundombinu ya usafiri wa anga, ikiwemo ujenzi, ukarabati na upanuzi wa miundombinu muhimu, sambamba na kuimarisha mifumo ya udhibiti na uendeshaji wa sekta.

Alisisitiza kuwa na wataalamu wenye ujuzi na weledi wa hali ya juu katika sekta ya usafiri wa anga ni muhimu katika kuendeleza ukuaji, usalama na ushindani wa sekta ya usafiri wa anga nchini.

Akizungumza kwa niaba ya TCAA, aliyekuwa

Mkurugenzi Mkuu wa TCAA, Bw. Salim Msangi, alisema majengo hayo mapya ya chuo hicho yataongeza kwa kiasi kikubwa uwezo wa CATC kutoa mafunzo bora ya usafiri wa anga yanayokidhi viwango vya kimataifa.

Alieleza kuwa CATC ni miongoni mwa taasisi chache za mafunzo ya usafiri wa anga barani Afrika zinazotambuliwa na Shirika la Kimataifa la Usafiri wa Anga (ICAO) kwa kutoa mafunzo ya usalama wa anga (Aviation Security Training Centre – ASTC), jambo linaloendelea kuimarisha nafasi ya Tanzania kama kituo cha kikanda cha kujenga uwezo katika sekta ya usafiri wa anga.

Bw. Msangi aliongeza kuwa mradi huo ni uwekezaji wa kimbakati katika rasilimali watu, usalama wa usafiri wa anga na weledi wa kitaaluma, unaolenga kusaidia ukuaji na uboreshaji endelevu wa sekta ya usafiri wa anga nchini.

Baada ya kukamilika, kampasi hiyo mpya na ya kisasa ya CATC inatarajiwa kutoa mazingira bora zaidi ya kujifunzia, kuongeza uwezo wa kutoa mafunzo na kusaidia katika kuwaandaa wataalamu wenye ujuzi unaohitajika kukidhi mahitaji yanayobadilika ya sekta ya usafiri wa anga.



WANAWAKE TCAA WATOA MSAADA KWA JAMII YA GEREZA LA SEGEREA KUELEKEA SIKU YA WANAWAKE DUNIANI



Na Maureen Swai

Katika kuadhimisha Siku ya Wanawake Duniani, wanawake kutoka Mamlaka ya Usafiri wa Anga Tanzania (TCAA) walitembelea Gereza la Segerea jijini Dar es Salaam Machi 6, 2026, ambapo walitoa msaada wa mahitaji mbalimbali muhimu ya kijamii kwa ajili ya wanawake waliofungwa na watoto wanaoishi katika kituo hicho.

Msaada huo ulijumuisha vyakula, mavazi, taulo za kike, maziwa ya watoto na mahitaji mengine ya usafi kwa lengo la kuchangia kuboresha ustawi na mazingira ya maisha ya kila siku ya wanawake na watoto waliopo katika kituo hicho.

Akizungumza kwa niaba ya Menejimenti ya TCAA, Afisa Mkuu wa Rasilimali Watu Bi Grace Kiunsi, alisema mpango huo unaakisi dhamira ya Mamlaka katika kutekeleza wajibu wa kijamii wa taasisi (Corporate Social Responsibility –

CSR) na kushiriki katika kuboresha ustawi wa jamii.

Alieleza kuwa kutoa msaada kwa wanawake wanaokabiliwa na mazingira magumu ni hatua muhimu katika kukuza ujumuishi, utu na huruma katika jamii.

Kewa upande wake akizungumza kwa niaba ya Afisa Mfawidhi wa Gereza la Segerea, Msaidizi wa Kamishna wa Magereza Ngajebule Mbuguru, alishukuru TCAA kwa msaada huo, akieleza kuwa ni ishara muhimu ya mshikamano na faraja kwa wanawake na watoto waliopokea msaada huo.

Alieleza kuwa mahitaji yaliyotolewa yatasaidia kukidhi baadhi ya mahitaji ya haraka ya wanawake wafungwa na watoto wanaoishi katika kituo hicho. Aidha, alibainisha kuwa Jeshi la Magereza Tanzania linaendelea kutoa

mafunzo ya ufundi na stadi za maisha kwa wafungwa, kwa lengo la kuwawezesha kurejea katika jamii na kuishi maisha yenye tija baada ya kumaliza vifungo vyao.

Mpango huo ni sehemu ya programu pana za TCAA za kurejesha kwa jamii (CSR) zinazolenga kuimarisha ushirikiano na jamii na kuchangia ustawi wa kijamii.

Aidha, mpango huo unaakisi dhana na dhamira ya Siku ya Wanawake Duniani kwa kugeuza azma ya kuwawezesha wanawake, kukuza ujumuishi na kulinda utu wao kuwa vitendo vyenye manufaa kwa jamii.





KWA NINI NDEGE NYINGI HUPAKWA RANGI NYEUPE

Na Dickson Mulashani 

Wapo umewahi kuitazama ndege ikiwa kwenye uwanja wa ndege, huenda umegundua kuwa nyingi kati ya ndege za kibiashara huwa na rangi nyeupe. Ingawa mashirika ya ndege hutumia rangi, nembo na miundo tofauti ili kutangaza chapa zao, rangi nyeupe ndiyo inayotumiwa zaidi kwenye ndege zote duniani. Hili si suala la muonekano pekee la hashu.

Upendeleo wa kutumia ndege zenye rangi nyeupe unatokana na sababu za kiutendaji zinazohusianana usalama, ufanisi, matengenezo na udhibiti wa gharama. Mojawapo ya sababu kuu za ndege kupakwa rangi nyeupe ni kwa sababu nyuso nyeupe huakisi mwanga wa jua kwa ufanisi zaidi kuliko rangi nyeusi.

Mara nyingi ndege huegeshwa kwenye maegesho ya ndege kwa muda mrefu katika uwanja wa ndege zikiwa chini ya jua moja kwa moja. Sehemu nyeupe ya nje husaidia kupunguza unyonyaji wa joto, na kufanya muundo wa ndege na mifumo ya ndani ya

ndege kuwa ya baridi. Hii inachangia hali bora ya uendeshaji na faraja ya abiria. Ndege hufanyiwa ukaguzi wa mara kwa mara ili kuhakikisha zinabaki salama na za kuaminika. Sehemu nyeupe ya nje hutoa mawazi ambayo inaruhusu wahandisi kutambua dalili zinazoonekana za uharibifu, ikiwa ni pamoja na nyufa, mikunjo, kutu, uvujaji wa maji na masuala mengine ya matengenezo. Kugundua mapema masuala kama hayo huwezesha hatua za kurekebisha kwa wakati na kuunga mkono viwango vya juu vya usalama vinavyohitajika.

Rangi ya ndege huweza kuathiriwa na mwanga wa jua, mabadiliko ya hali joto na hali ya hewa. Rangi nyeupe kwa ujumla hufifia poloepole zaidi kuliko rangi nyeusi, na kuruhusu ndege kudumisha mwonekano wake kwa muda mrefu zaidi. Kwa sababu ya uimara huu, mashirika ya ndege yanaweza kupunguza gharama za shughuli za kupaka rangi upya.

Ingawa rangi inaweza kuonekana kitu kisicho

na umuhimu ikilinganishwa na ukubwa wa ndege, inachangia uzito wa jumla wa ndege. Rangi nyingine mara nyingi huhitaji tabaka za ziada za rangi, ambazo zinaweza kuongeza uzito kidogo wa ndege. Hata tofauti ndogo za uzito zinaweza kuathiri matumizi ya mafuta katika maelfu ya safari za ndege. Kwa hivyo, kudumisha mpango rahisi wa rangi kunaweza kuchangia kuboresha ufanisi wa mafuta na kupunguza gharama za uendeshaji.

Kusaidia Mabadiliko ya Mashirika ya Ndege na Uhamishaji wa Ndege

Umiliki wa ndege na shughuli za mashirika ya ndege zinaweza kubadilika. Ndege yenye rangi nyeupe, kwa kiasi kikubwa ni rahisi na ina gharama nafuu kuipaka rangi upya inapohamishiwa kwenye shirika lingine la ndege au inapopokea utambulisho mpya wa chapa. Urahisi huu ni sababu nyingine inayofanya mashirika mengi ya ndege yadumishe rangi nyeupe kama rangi kuu ya ndege zao.

Ingawa mashirika ya ndege yanaendelea kutumia rangi tofauti, miundo na nembo ili kuimarisha utambulisho wao, rangi nyeupe inabaki kuwa chaguo linalopendelewa kwa sababu hutoa usawa mzuri kati ya mwonekano, usalama, ufanisi wa uendeshaji na kuzingatia gharama za muda mrefu.

Wakati mwingine unapoona ndege nyeupe ikijiandaa kuruka, kumbuka kwamba rangi ya maamuzi si tu kuhusu muundo, bali pia ni sehemu ya maamuzi makini ya kihandisi ambayo yanaunga mkono usafiri wa anga ulio salama na bora.

Ndege ya kibiashara inaweza kubaki katika huduma kwa zaidi ya miaka 25. Kuchagua mpango wa rangi unaounga mkono usalama, kurahisisha matengenezo na kuboresha ufanisi husaidia mashirika ya ndege kudhibiti gharama za uendeshaji katika maisha yote ya ndege.





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