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TANZANIA CIVIL AVIATION STATISTICS REPORT

Quarter report ending June 2026









TABLE OF CONTENTS

Executive Summary 4

Snapshot 5

1. Introduction 6

2. Traffic Statistics 7

2.1 Passengers, Aircraft Movements and Cargo Traffic 7

2.2 Trend Analysis and Annual Cumulative Statistics 9

2.3 Trend Analysis - Quarter 4 for Five Years 11

3. International Flight Frequencies 13

3.1 Julius Nyerere International Airport 13

3.2 Kilimanjaro International Airport 15

3.3 Abeid Amani Karume International Airport 16

4. Airlines Operations 18

4.1 International Operations 18

Table 9: International Airline Operations 19

4.2 Domestic Operations 20

5. Overflight and Landing Permits 22

Comparative Performance and Key Findings 23

Conclusion 24

Annex I: Licensed Air Operators 25

Annex II: Licensed Ground Handling Operators 26

Annex III: Approved Domestic Training Organizations 27

Annex IV: Approved Domestic Maintenance Organizations 28

Annex V: Names of Key Airport Operators 29

Annex VI: List of BASAs with Tanzania 30

LIST OF ABBREVIATIONS

ABBREVIATION	FULL NAME / MEANING
AAKIA	Abeid Amani Karume International Airport
ATCL	Air Tanzania Company Limited
BASA	Bilateral Air Services Agreement
FY	Financial Year
ICAO	International Civil Aviation Organization
JNIA	Julius Nyerere International Airport
KIA	Kilimanjaro International Airport
NBS	National Bureau of Statistics
NCAA	Ngorongoro Conservation Area Authority
Q1	First Quarter (July–September)
Q2	Second Quarter (October–December)
Q3	Third Quarter (January–March)
Q4	Fourth Quarter (April–June)
TAA	Tanzania Airports Authority
TANAPA	Tanzania National Parks Authority
TAWA	Tanzania Wildlife Management Authority
TCAA	Tanzania Civil Aviation Authority
ZAA	Zanzibar Airports Authority

Abbreviations are presented as used in the quarterly report.

EXECUTIVE SUMMARY

The aviation sector recorded growth in overall passenger traffic, aircraft movements and cargo volumes during the fourth quarter of the 2025/26 financial year (April-June 2026). The performance demonstrates the contribution of domestic aviation activity to the sector, alongside a decline in international traffic and scheduled flight frequencies at the country's three major international airports.

During the quarter, total passengers increased by 3.2%, from 1,614,993 in Q4 of 2024/25 to 1,666,702 in Q4 of 2025/26. Domestic passengers grew by 10.4% to 962,908, while international passengers fell by 5.2% to 703,794. Domestic passenger growth therefore supported the overall increase.

Total aircraft movements rose by 5.9%, from 54,178 to 57,366. Domestic movements increased by 8.0% to 46,367, whereas international movements decreased by 2.0% to 10,999. Cargo traffic increased by 2.2% to 10,583.2 tons, comprising 940.2 tons of domestic cargo and 9,643.0 tons of international cargo.

International flight frequencies across Julius Nyerere International Airport (JNIA), Kilimanjaro International Airport (KIA) and Abeid Amani Karume International Airport (AAKIA) totaled 1,047, a 14.3% decrease compared Q4 of 2024/25. JNIA accounted for 637 flight frequencies (down by 10.3%), KIA 175 (down by 17.5%) and AAKIA 235 (down by 21.4%).

Regarding short-term licenses covering ad hoc operations by foreign registered aircraft, overflight permits reached 771, an increase of approximately 16%, and landing permits reached 496, an increase of approximately 20%. The number of Bilateral Air Services Agreements (BASAs) stood at 91 by the end of the quarter, representing a 2.2% increase.

Overall, the quarter was characterized by stronger domestic passenger demand, increased aircraft activity and modest cargo growth, while international passenger traffic and international scheduled flight frequencies declined. The decline was attributed to the US-Israel War on Iran which stared on 28 February 2026.

Snapshot

Passengers, Aircraft Movements and Cargo

Domestic Passengers
962,908
10.4% increase

International Passengers
703,794
5.2% decrease

Total Passengers
1,666,702
3.2% increase

Domestic Aircraft Movements
46,367
8.0% increase

International Aircraft Movements
10,999
2.0% decrease

Total Aircraft Movements
57,366
5.9% increase

Domestic Cargo (tons)
940.2
17.0% increase

International Cargo (tons)
9,643.0
0.9% increase

Total Cargo (tons)
10,583.2
2.2% increase

International Flight Frequencies

JNIA
637
10.3% decrease

KIA
175
17.5% decrease

AAKIA
235
21.4% decrease

Total
1,047
14.3% decrease

Short Term Licences (ad hoc operations by foreign-registered aircraft)

Overflights
771
16% increase

Landings
496
20% increase

Bilateral Air Services Agreement (BASA)

Total BASAs by end of Quarter 4
91
2.2% increase

1. INTRODUCTION

This report presents the performance of Tanzania's civil aviation sector in the fourth quarter of FY 2025/26 (April - June 2026), comparing passengers, aircraft movements and cargo with the corresponding quarter of the previous financial year.

The publication of this quarterly report is pursuant to sections 36(e)(iii) and 37(1)(e) of the Civil Aviation Act [Cap. 80 R.E. 2023] [1] which provide for enhancing public knowledge, awareness and understanding of regulated sectors as well as dissemination of aviation information on matters relevant to its functions. It is also guided by sections 17 and 19 of the Statistics Act [Cap. 351 R.E. 2023] [2] on the coordination and publication of official statistics, promoting transparency and evidence based decision making.

The report also supports reference to the Chicago Convention (1944), particularly Articles 54(i) and 67, and relevant ICAO guidance, including Doc 9060 and statistical reporting forms, to support consistent and comparable aviation data.

[1] Civil Aviation Act, Cap. 80 R.E. 2023, ss. 36(e)(iii) and 37(1)(e).

[2] Statistics Act, Cap. 351 R.E. 2023, ss. 17 and 19.

KEY PERFORMANCE INDICATORS | Q4 COMPARISON

Q4 2024/25 vs Q4 2025/26

PASSENGERS

2024/25	2025/26	
1,614,993	1,666,702	+3.2%

AIRCRAFT MOVEMENTS

2024/25	2025/26	
54,178	57,366	+5.9%

CARGO (TONS)

2024/25	2025/26	
10,357.6	10,583.2	+2.2%

2. TRAFFIC STATISTICS

2.1 Passengers, Aircraft Movements and Cargo Traffic

In this quarter, total passenger traffic increased by 3.2%, from 1,614,993 passengers in the previous year to 1,666,702 passengers during the reporting period. This growth was largely driven by domestic passenger traffic which increased by 10.4%, from 872,441 to 962,908 passengers. The strong domestic performance reflects growing demand for air travel within the country, potentially supported by increased flight frequencies, expanded route networks, tourism activities and business travel.

In the contrast, international passenger traffic declined by 5.2%, declining from 742,552 passengers in the previous year to 703,794 passengers in 2025/2026. The decline in international traffic, which was largely due to the effect of the US-Israel War on Iran which started on 28 February 2026, offset the strong growth recorded in the domestic market.

Table 1: Passengers, Aircraft Movements and Cargo Traffic

Traffic Type	Q4 (April- June)2025/2026			
	Category	2024/2025	2025/2026	% Change
Aircraft Movements	Domestic	42,952	46,367	8.0
	International	11,226	10,999	-2.0
	Total	54,178	57,366	5.9
Passengers	Domestic	872,441	962,908	10.4
	International	742,552	703,794	-5.2
	Total	1,614,993	1,666,702	3.2
Cargo (tons)	Domestic	803.5	940.2	17.0
	International	9,554.1	9,643.0	0.9
	Total	10,357.6	10,583.2	2.2

Graphical Presentation

Fig. 1: Aircraft Movements

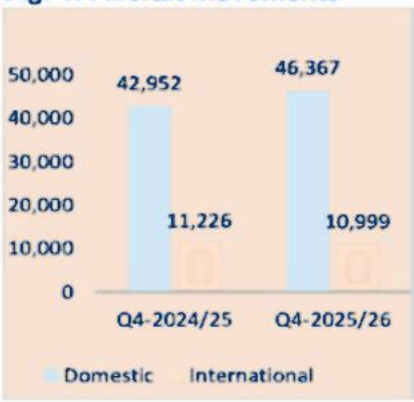


Fig. 2: Passengers



Fig. 3: Cargo (tons)



2.1.1 Aircraft movements

As illustrated in Table 1 above, during quarter 4, total aircraft movements increased to 57,366 in 2026 from 54,178 movements recorded in a similar quarter of 2024/25. This is equivalent to 5.9% increase. Domestic movements increased by 8.0% from 42,952 in 2024/25 to 46,367 in the reporting period. In contrast, international movements decreased by 2.0% from 11,226 in the previous year to 10,999 in the reporting period. The increase in aircraft movements reflects heightened airline activity and improved connectivity within the domestic aviation network.

2.1.2 Passengers

During the reporting period, the passenger total number grew by 3.2% from 1,614,993 in 2024/25 to 1,666,702 passengers in 2026/26. While domestic passengers increased by 10.4%, international passengers decreased by 5.2%. As pointed-out above, this decline was attributed to the effect of the US-Israel War on Iran.

2.1.3 Cargo

Cargo volume recorded a growth of 2.2% during the reporting quarter, from 10,357.6 tons in Quarter 4 of the year 2024/25 to 10,583.2 tons in 2025/26. Domestic cargo registered the highest growth, rising by 17% from 803.5 tons to 940.2 tons. The overall growth in cargo volumes reflects continued growth in trade and logistics activities supported by increased demand for the transportation of goods through air freight services.

2.2 Trend Analysis and Annual Cumulative Statistics

Table 2 and Figures 1 – 3 illustrate the industry performance trend for the year 2025/26 compared to 2024/25, in terms of aircraft movements, passengers and cargo. It is depicted from the table and figures that the industry performance is good, as measured by passengers uplifted, aircraft movements recorded and cargo tons carried.

YEAR	Aircraft Movements				
	Q1 (Jul- Sep)	Q2 (Oct-Dec)	Q3 (Jan- Mar)	Q4 (Apr-Jun)	Total
2024/2025	88,715	68,434	64,991	54,178	276,318
2025/2026	101,566	76,550	68,736	57,366	304,218
YEAR	Passengers				
	Q1 (Jul- Sep)	Q2 (Oct-Dec)	Q3 (Jan- Mar)	Q4 (Apr-Jun)	Total
2024/2025	2,179,044	1,926,154	1,841,524	1,614,993	7,561,715
2025/2026	2,602,413	2,051,641	2,038,134	1,666,702	8,358,890
YEAR	Cargo(Tones)				
	Q1 (Jul- Sep)	Q2 (Oct-Dec)	Q3 (Jan- Mar)	Q4 (Apr-Jun)	Total
2024/2025	11,049.80	10,580.70	10,382.40	10,357.60	42,371
2025/2026	10,830.30	12,509.20	11,526.10	10,583.20	45,449

Annual trend analysis comparing the years 2024/25 and 2025/26 based on the data provided in Table 2 is as abridged below:

Aircraft Movements – Annual total

2024/25: Total aircraft movements were 276,318.

2025/26: Total aircraft movements increased to 304,218.

Trend: There was an increase of 27,900 movements (+10.1%) from 2024/25 to 2025/26.

Passengers – Annual total

2024/25: Total passengers were 7,561,715.

2025/26: Total passengers rose to 8,358,890.

Trend: Passenger traffic increased by 797,175 (+10.5%), reflecting a positive growth in passenger volume.

Cargo (Tones) – Annual total

2024/25: Total cargo tonnage was 42,371.

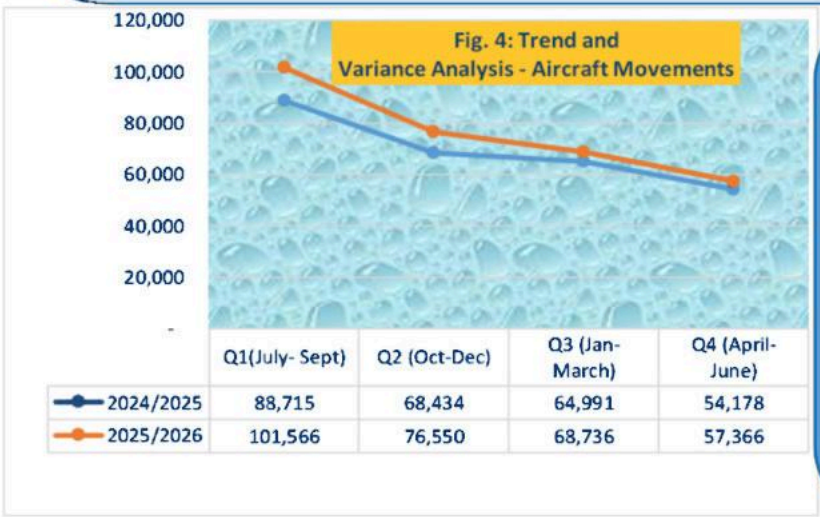
2025/26: Cargo tonnage increased to 45,449.

Trend: Cargo volume grew by 3,078 tons (+7.3%), indicating a steady increase in freight movement.

Summary – Trend Analysis for 4 quarters

Overall, the data shows a consistent upward trend across all key metrics, i.e. aircraft movements, passenger numbers and cargo tonnage, indicating robust growth in the industry between July 2025 and June 2026 compared to the same period of the previous year. The growth rates range from approximately 7.3% to 10.5%, reflecting a healthy expansion in airport operations. The growth is attributed to the following:

- **Global trend of recovery and growth in air travel post-pandemic, driven by increasing travel demand, economic recovery, and easing of travel restrictions worldwide.**
- **Tanzania's ongoing efforts to promote tourism, including investments in infrastructure and marketing of tourist destinations, contribute to increased passenger traffic.**
- **Improved connectivity and new route developments both domestic and international.**
- **The Tanzanian Government has been actively investing in upgrading and expanding aviation infrastructure, including airports and related facilities, which improves capacity and operational efficiency.**



	Q1(July- Sept)	Q2 (Oct-Dec)	Q3 (Jan-March)	Q4 (April-June)
2024/2025	88,715	68,434	64,991	54,178
2025/2026	101,566	76,550	68,736	57,366

Fig. 1 shows quarterly trends of aircraft movements for FY 2024/2025 and 2025/26 whereby trends are almost similar, first quarter has the highest number of aircraft movements because it's the highest season, and fourth quarter has the lowest number of aircraft movements because it's the lowest season.

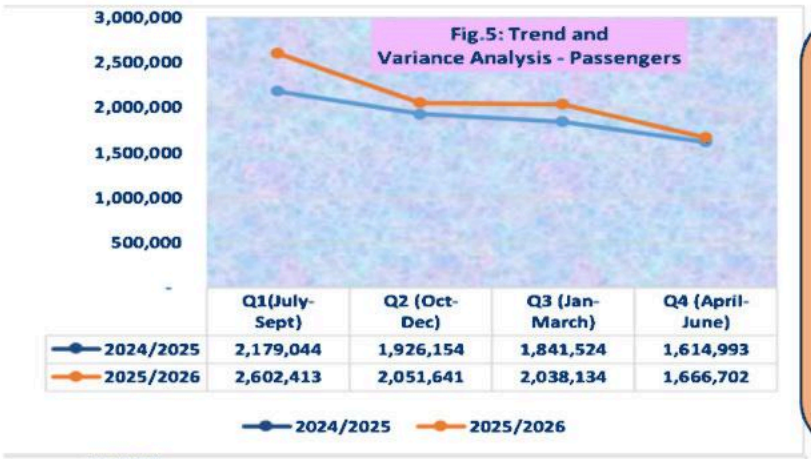


Fig.2 shows the quarterly trends of passengers for the FY 2024/2025 and 2025/26 whereby the trends are similar, first quarter with highest number of passengers due to the fact that it is the highest season and fourth quarter has lowest number of passengers because it is the lowest season.

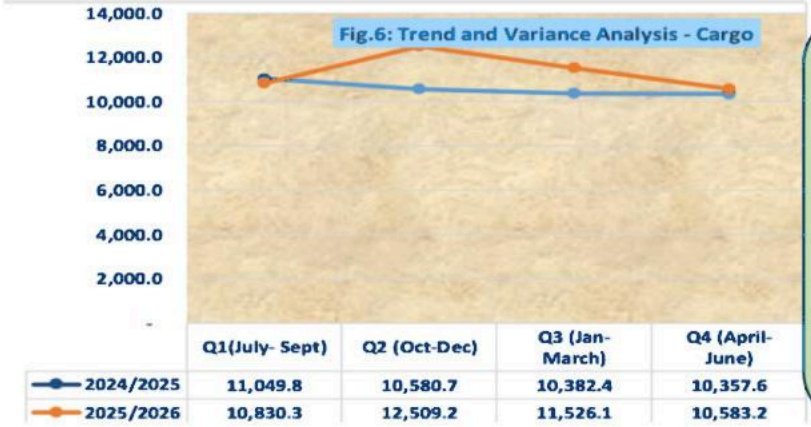


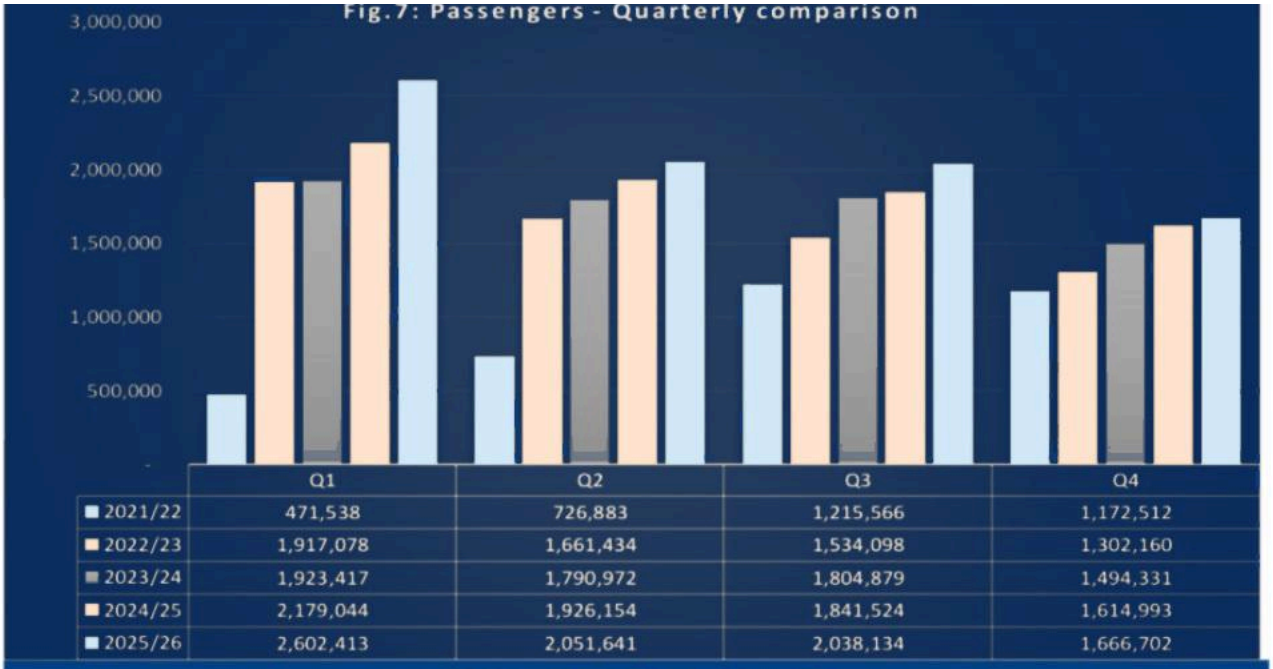
Fig. 3 represents trends of cargo tonnage for FY 2024/25 and 2025/26 whereby the trends are not similar, for second quarter and third quarter 2024/25 had less cargo compared to same quarters in 2025/26. Efforts to promote the all-cargo aircraft need to be enhanced and the cargo market be more liberal.

2.3 Trend Analysis – Quarter 4 for Five Years

This Section illustrates the comparison between the last five (5) quarters and establishes a trend analysis in quarters (histograms) and totals (line graph). It is also deduced from the graphs that the industry is steadily growing, based on passengers being uplifted (Fig. 7 and 8). The industry recorded a total of 3,586,499 passengers in 2021/22 which grew to 8,358,890 passengers in 2025/26, equivalent to 133%. Fig. 7 shows that Quarter 1 is always stronger than the remaining 3 quarters, whereby average passengers uplifted annually for the last five years is calculated to 1,818,698 compared to 1,631,417 passengers, 1,686,840 passengers and 1,450,140 passengers uplifted in quarters 2, 3 and 4 respectively.

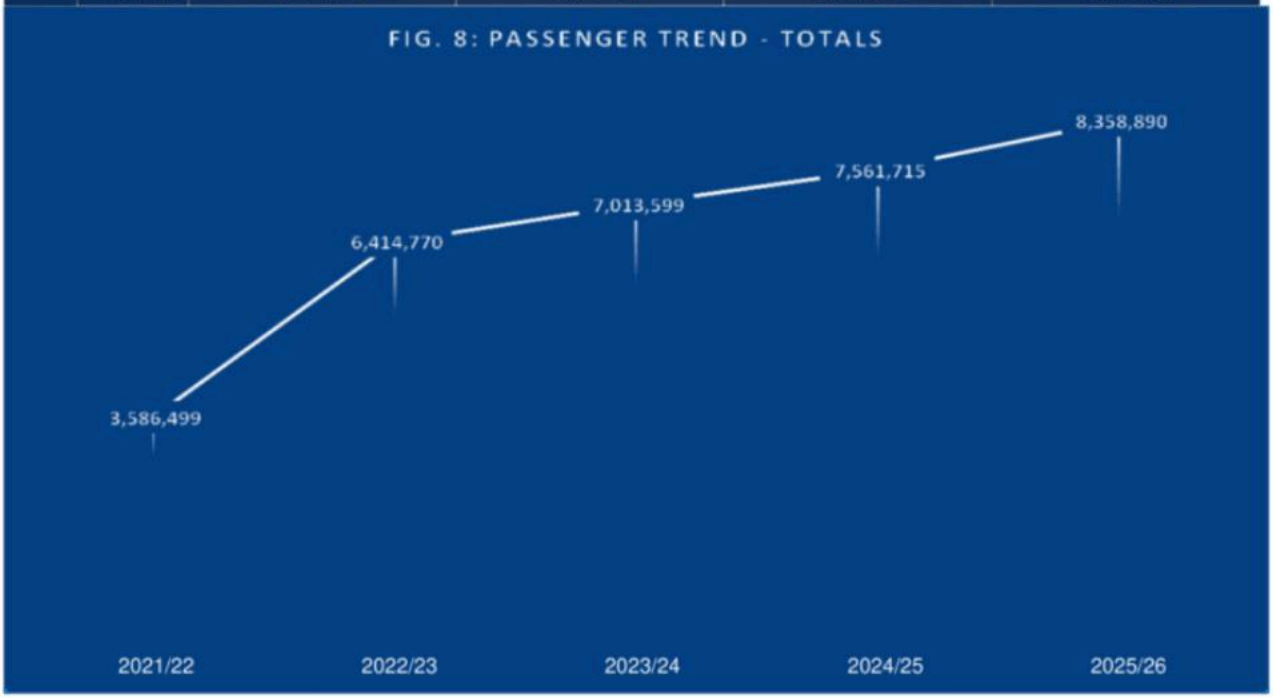
This is mainly because, the highest high season for tourism in Tanzania falls under quarter 1.

Fig.7: Passengers - Quarterly comparison



	Q1	Q2	Q3	Q4
2021/22	471,538	726,883	1,215,566	1,172,512
2022/23	1,917,078	1,661,434	1,534,098	1,302,160
2023/24	1,923,417	1,790,972	1,804,879	1,494,331
2024/25	2,179,044	1,926,154	1,841,524	1,614,993
2025/26	2,602,413	2,051,641	2,038,134	1,666,702

FIG. 8: PASSENGER TREND - TOTALS



3. INTERNATIONAL FLIGHT FREQUENCIES

The three major international airports (JNIA, KIA and AAKIA) recorded a decline in weekly international flight frequencies in this quarter. The decline was attributed to the impact of the US -Israel War on Iran which started in February 2026.

3.1 Julius Nyerere International Airport

Julius Nyerere International Airport (JNIA) consistently recorded the highest number of international weekly frequencies throughout the quarter. However, international frequencies declined from 235 flights per week in January to 195 flights per week in March, representing a reduction of 40 weekly flights (17.0%). Despite this decrease, JNIA remained the country's busiest international gateway, handling significantly more international flight frequencies and maintaining its central role in Tanzania's international air transport network. Table 3, Table 4 and Fig. 9 show a detailed summary of weekly frequencies per airline at the end of each three months of 2025/26, compared to 2024/25 for JNIA.

Table 3: International Weekly Scheduled Air Carriers Operating at JNIA

SN	CARRIER	Q4-2024/2025				Q4-2025/2026		
		APRIL	MAY	JUNE		APRIL	MAY	JUNE
1	Emirates (EK)	7	7	7		3	4	6
2	Air Mozambique™	3	2	2		3	3	2
3	Kenya Airways (KQ)	27	28	28		25	23	23
4	South African Airlines (SA)	7	6	7		7	7	7
5	Saudia Airlines (SV)	0	0	0		0	1	0
6	Royal Dutch Air (KLM)	3	3	7		7	7	7
7	Ethiopian Airlines (ET)	23	23	21		26	27	28
8	Qatar Airways (QR)	7	12	14		6	7	12
9	Air Tanzania Company Ltd (ATCL)	45	47	53		48	51	62
10	Precision Air Services Plc (PW)	23	15	21		14	14	21
11	Egypt Air (MS)	3	3	3		3	3	3
12	Rwanda Air (WB)	7	7	4		9	5	5
13	Oman Air (WY)	4	4	4		4	4	4
14	Turkish Airlines (TK)	11	9	11		10	7	7
15	Malawian Airlines (3W)	7	7	7		1	1	1
16	Fly Dubai (FZ)	7	7	7		3	5	7

17	Air Uganda (UR)	7	7	7		6	6	6
18	Air France (AF)	0	0	0		0	0	0
19	Air Zimbabwe (UM)	2	2	2		2	2	2
20	Martine Air (Cargo)	0	0	0		0	0	0
21	Zambia Airways (ZN)	3	3	3		4	3	4
22	Ewa (ZD)	0	0	0		0	0	4
23	Air Link (4Z035)	8	8	8		5	5	5
24	Skyward Express (OW)	6	6	5		5	6	5
26	Auric Air (UI)	4	7	6		5	6	9
27	Flight Link (YS)	16	13	27		4	3	7
Total		**230**	**226**	**254**		**200**	**200**	**237**

Table 4: Comparative Analysis of total weekly flight frequencies recorded in 2025/26 and 2024/25 for each month for JNIA

Months	Q4-2024/2025	Q4-2025/2026	% Change
April	230	200	-13.0
May	226	200	-11.5
June	254	237	-6.7
Total	710	637	-10.3

Fig. 9: JNIA International Weekly Frequencies



3.2 Kilimanjaro International Airport

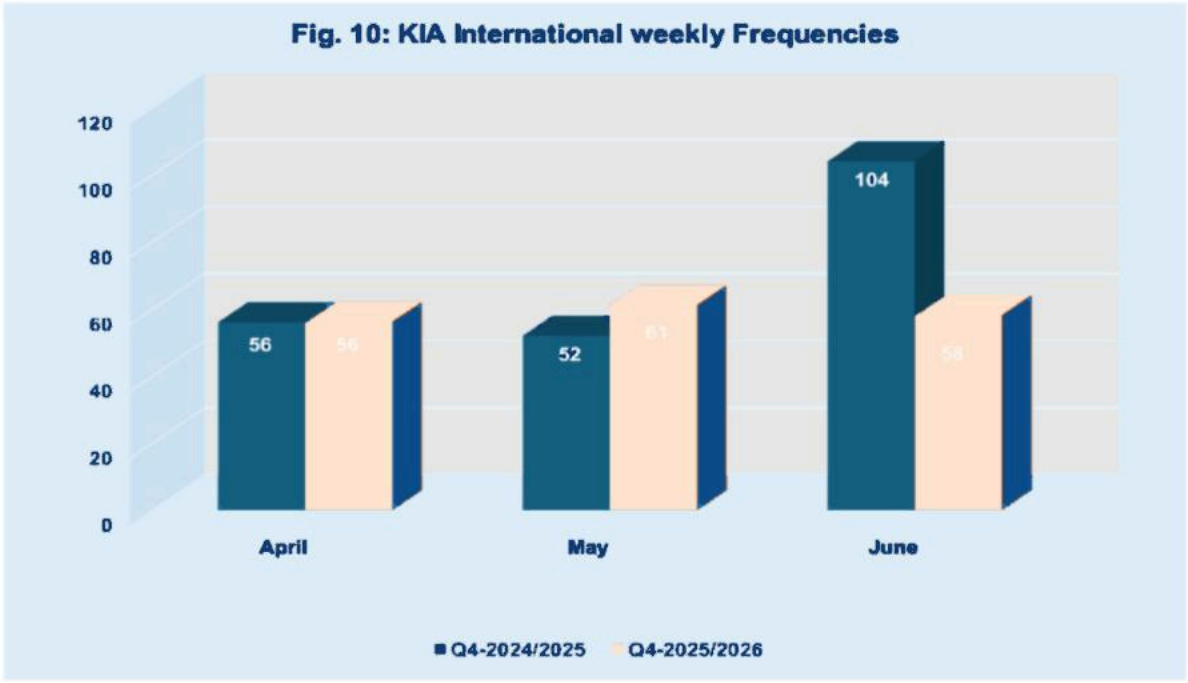
Overall, Kilimanjaro International Airport (KIA) recorded a 17.5% decline in flight frequency from 212 flights in Q4-2024/2025 to 175 flights in Q4-2025/2026. The decline was primarily driven by a 44.2% decrease in June when flights fell from 104 to 58. This reduction more than offset the 17.3% increase recorded in May from 52 to 61 flights while April remained unchanged at 56 flights, hence the quarter ended with an overall 17.5% decrease in flight frequency compared with the corresponding quarter of the previous year.

Table 5: International Weekly Scheduled Air Carriers Operating at KIA

SN	CARRIER	Q4 2024/2025			Q4 2025/2026		
		April	May	June	April	May	June
1	Air France (AF)	0	1	3	0	3	6
2	Air Kenya (P2)	1	1	9	0	0	1
3	Air Uganda (UR)	3	3	3	3	3	3
4	Air Tanzania Company Ltd (ATCL)	3	3	0	0	0	0
5	Eurowings (EW)	0	1	3	1	1	2
6	Edelweiss (WK)	0	0	1	0	0	2
7	Kenya Airways (KQ)	1	3	5	3	5	2
8	KLM Royal Dutch Airlines (KL)	3	3	7	3	3	7
9	Ethiopian Airline (ET)	15	13	46	10	14	9
10	Qatar Airways (QR)	7	9	12	7	4	4
11	Precision Air Services PLC (PW)	14	14	14	14	14	14
12	RwandAir (WB)	3	3	3	3	3	3
13	Turkish Airlines (TK)	7	0	10	12	14	14
14	Safarilink (XLK)	4	0	11	0	0	1
15	Brussels Airline (SN)	0	0	0	0	0	2
TOTAL		56	52	104	56	61	58

Table 6: Comparative Analysis of total weekly flight frequencies recorded in 2025/26 and 2024/25 for each month for KIA

Months	Q4-2024/2025	Q4-2025/2026	% Change
April	56	56	0.0
May	52	61	17.3
June	104	58	-44.2
Total	212	175	-17.5



3.3 Abeid Amani Karume International Airport

Just like JNIA and KIA, Abeid Amani Karume International Airport recorded a decrease in weekly frequencies of international flights by 21% as depicted in Table 8 below. As pointed out, the decrease was attributed to the impact of the US-Israel War on Iran.

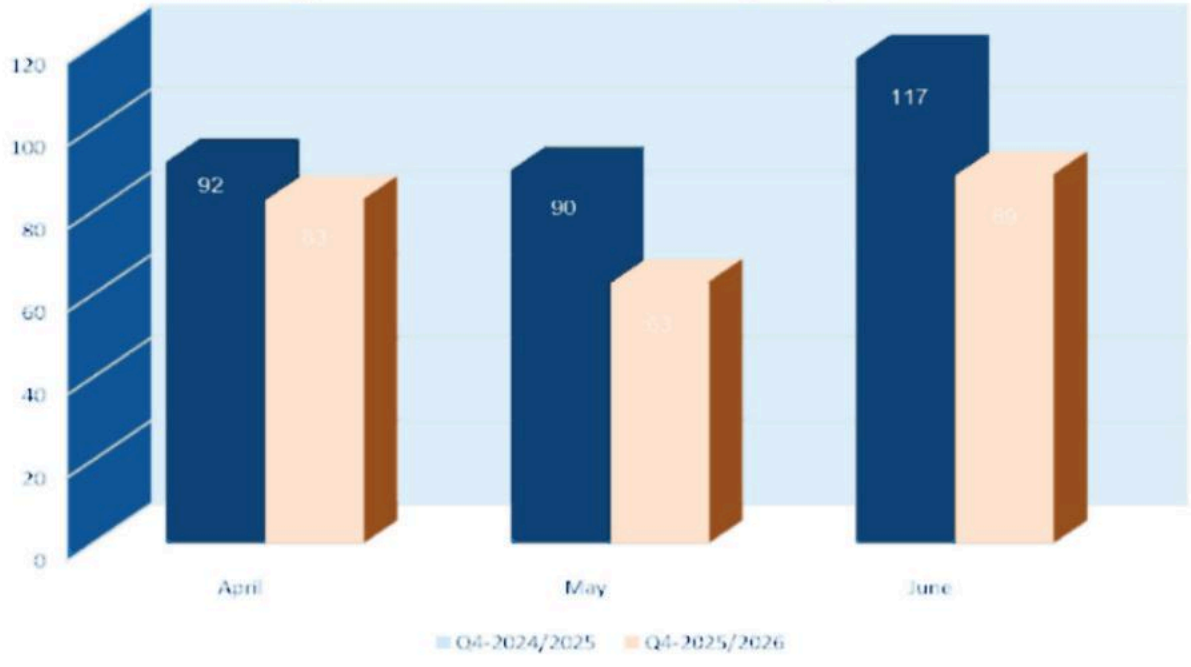
SN	CARRIER	Q4- 2024/2025			Q4- 2025/2026		
		APRIL	MAY	JUNE	APRIL	MAY	JUNE
1	Kenya Airways (KQ)	14	12	13	18	17	18
2	Air France (AF)	0	3	3	0	0	0
3	Edelweiss (WK)	0	0	1	0	0	0
4	Ethiopian Airlines (ET)	11	9	12	13	15	11
5	Discover Airlines (4Y)	2	2	4	2	2	5
6	Condor Air (DE)	3	3	3	3	3	3
7	Oman Air (WY)	4	4	4	4	4	4
8	Qatar Airways (QR)	7	7	7	0	0	0
9	Air Tanzania Ltd (ATCL)	5	6	9	0	0	1
10	Precision Air Services Plc (PW)	10	6	7	6	2	7

11	Turkish airlines (TK)	7	7	13	13	8	15
12	Safari link (XLK)	5	5	7	8	2	9
13	Uganda Airlines (UR)	3	4	4	3	2	3
14	Fly Dubai (FZ)	14	14	21	6	8	10
15	Tui Fly	1	1	2	0	0	0
16	Jambo Jet	3	4	4	2	0	0
17	Fly Safari (SFR)	3	3	3	1		3
18	Flight link Ltd (YS)	-			4	5	7
	TOTAL	**92**	**90**	**117**	**83**	**63**	**89**

Table 8: Comparative Analysis of total weekly flight frequencies recorded in 2025/26 and 2024/25 for each month for AAKIA

Months	Q4-2024/2025	Q4-2025/2026	% Change
April	92	83	-10%
May	90	63	-30%
June	117	89	-24%
Total	299	235	-21%

Fig. 11: AAKIA International Weekly Frequencies



4. AIRLINES OPERATIONS

4.1 International Operations

Following the impact of the US-Israel War on Iran, which hugely impacted the number of international flights into Tanzania, total passenger traffic decreased too. Across the three airports, the decrease was 4% from 701,308 in 2024/25 to 673,059 in 2025/26. Whereas at JNIA, the decrease was 1% from 396,934 in 2024/25 to 391,018 passengers in 2025/26, KIA and AAKIA experienced decreases of 5% (from 103,302 in 2024/25 to 97,991 passengers in 2025/26) and 8% (from 201,072 in 2024/25 to 184,050 passengers in 2025/26), respectively.

Passenger numbers declined at 16 of the 29 operators with comparable traffic, while several smaller or newer services recorded increases. The overall decline was driven mainly by a few large reductions:

a. Qatar Airways: down 53.0% (−40,168 passengers)
b. Fly Dubai: down 46.8% (−16,434)
c. Emirates: down 19.1% (−7,463)
d. Discover: down 100% (−2,297)
e. Kenya Airways: down 3.2% (−2,372)

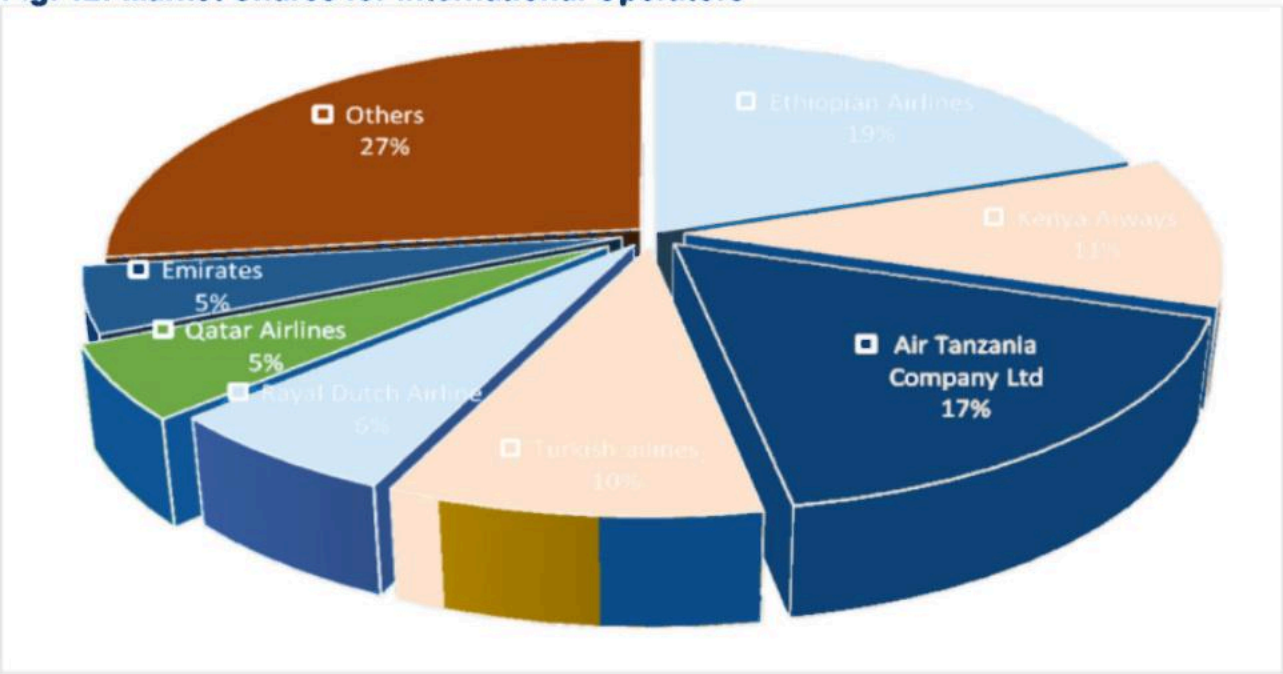
These decreases outweighed growth at airlines including Turkish Airlines (+20.8%), Royal Dutch Airline (+26.1%), RwandAir (+84.2%), Air France (+75.4%) and South Africa (+35.6%). Ethiopian Airlines remained the largest operator by passenger volume, with 131,570 passengers and a 19.5% market share. Air Tanzania Company Limited (ATCL) carried 114,738, up 2.3%, raising its share from 16.0% to 17.0%.

Table 9: Scheduled International Airlines operated in Tanzania

in quarter four of 2024/25 compared with the same period in 2025/26

SN	International Operators	Passengers Carried Q4 2024/25				Passengers Carried Q4 2025/26						
		JNIA	KIA	AAKIA	TOTAL	JNIA	KIA	AAKIA	TOTAL	%	2024/25	2025/26
1	South Africa	10,197	-	-	10,197	13,826	-	-	13,826	35.6	1.5	2.1
2	Kenya Airways	45,706	2,985	25,288	73,979	41,767	3,837	26,003	71,607	-3.2	10.5	10.6
3	Emirates	39,160	-	-	39,160	31,697	-	-	31,697	-19.1	5.6	4.7
4	Air Mozambique	1,541	-	-	1,541	2,632	-	-	2,632	70.8	0.2	0.4
5	Royal Dutch Airline	11,914	17,585	4,323	33,822	13,725	19,216	9,697	42,638	26.1	4.8	6.3
6	Ethiopian Airline	61,035	30,361	45,591	136,987	57,427	30,817	43,326	131,570	-4.0	19.5	19.5
7	Qatar Airways	31,250	22,863	21,682	75,795	26,136	9,491	0	35,627	-53.0	10.8	5.3
8	Egypt Air	7,371	-	-	7,371	9,177	-	-	9,177	24.5	1.1	1.4
9	RwandAir	5,528	1,160	-	6,688	5,795	1,720	4,804	12,319	84.2	1.0	1.8
10	Turkish Airline	23,239	8,400	21,582	53,221	21,400	14,942	27,974	64,316	20.8	7.6	9.6
11	Oman Air	7,658	-	7,505	15,163	8,464	-	6,511	14,975	-1.2	2.2	2.2
12	Uganda Airlines	8,005	1,627	2,028	11,660	7,044	1,831	1,180	10,055	-13.8	1.7	1.5
13	Precision Air Services Plc	6,513	7,526	4,552	18,591	7,085	7,203	2,871	17,159	-7.7	2.7	2.5
14	ATCL	108,513	1,047	2,561	112,121	112,192	-	2,546	114,738	2.3	16.0	17.0
15	Malawian	8,612	-	-	8,612	10,588	-	-	10,588	22.9	1.2	1.6
16	Fly Dubai	4,830	-	30,313	35,143	6,529	-	12,180	18,709	-46.8	5.0	2.8
17	Air Zimbabwe	1,406	-	-	1,406	1206	-	-	1,206	-14.2	0.2	0.2
18	Air Link	7,321	-	-	7,321	5,018	-	-	5,018	-31.5	1.0	0.7
19	Zambia Airways	2,577	-	-	2,577	2,613	-	-	2,613	1.4	0.4	0.4
20	Skyward Express	4,558	-	-	4,558	3,954	-	-	3,954	-13.3	0.6	0.6
21	Flight Link	-	-	-	0	2743	-	-	2,743	N/A	0.0	0.4
22	Eurowings	-	1,699	10131	11,830	-	2,407	11830	14,237	20.3	1.7	2.1
23	Eldeweis Air	-	248	336	584	-	992	1,194	2,186	274.3	0.1	0.3
24	Safari Link	-	1,471	2336	3,807	-	14	2,870	2,884	-24.2	0.5	0.4
25	Air Kenya Express	-	588	-	588	-	27	-	27	-95.4	0.1	0.0
26	Air France	-	2,494	4,848	7,342	-	5,494	7,381	12,875	75.4	1.0	1.9
27	Condor Air	-	-	10,417	10,417	-	-	11,318	11,318	8.6	1.5	1.7
28	Discover	-	-	2,297	2,297	-	-	0	0	-100.0	0.3	0.0
29	Fly Safar	-	-	4,126	4,126	-	-	12,019	12,019	191.3	0.6	1.8
30	Jambo Jet	-	3248	1,156	4,404	-	-	346	346	-92.1	0.6	0.1
	TOTAL	**396,934**	**103,302**	**201,072**	**701,308**	**391,018**	**97,991**	**184,050**	**673,059**	**-4.0**	**100.0**	**100.0**

Fig. 12: Market Shares for International Operators



4.2 Domestic Operations

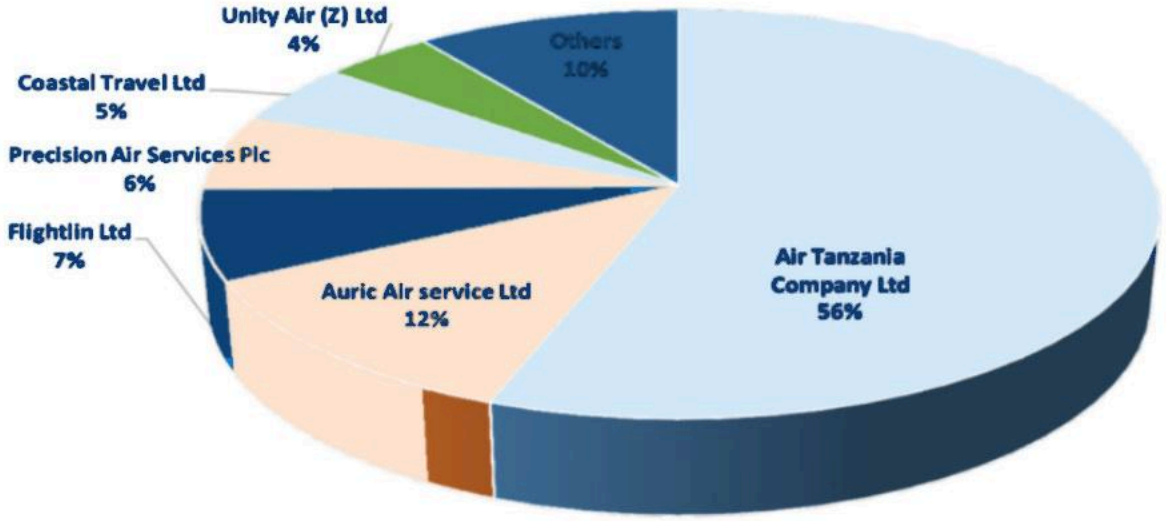
Domestic operators carried 471,100 passengers in Q4 2025/26, up from 412,441 in Q4 2024/25, an increase of 58,659 passengers, or 14.2%. This indicates stronger domestic passenger activity, despite the reported 4% decline in international passengers.

Growth was led by Air Tanzania, which carried 46,349 more passengers and increased its market share from 52.3% to 55.6%. Other notable increases came from Flightlink (+52.1%), J.M. Tours (+195.0%), Unity Air (+33.5%), and Coastal Travel (+15.2%). These gains more than offset declines among several operators, including Precision Air (-22.1%), Auric Air (-8.1%), and Regional Air Services (-39.5%).

Table 10: Domestic Airlines operated in Tanzania in quarter 4 of 2024/2025 compared with quarter 4 of 2025/2026

SN	Domestic Operators	Passengers		% Change	Market Shares	
		Q4-2024/25	Q4-2025/26		2024/25	2025/26
1	Air Excel Ltd	3,362	2,916	-13.3	0.8	0.6
2	Air Tanzania Company Ltd	215,729	262,078	21.5	52.3	55.6
3	Auric Air Services Ltd	61,138	56,165	-8.1	14.8	11.9
4	Coastal Travel Ltd	19,534	22,512	15.2	4.7	4.8
5	Flightlink Ltd	22,751	34,614	52.1	5.5	7.3
6	My Fly Aviation Company Ltd	3,305	3,949	19.5	0.8	0.8
7	Tropical Air	3,562	3,220	-9.6	0.9	0.7
8	Fly Safari Air Link Ltd	987	811	-17.8	0.2	0.2
9	Adventure Aloft (T) Ltd	821	557	-32.2	0.2	0.1
10	Pelican Aviation and Tours Ltd	1,325	1,300	-1.9	0.3	0.3
11	Mission Aviation Fellowship	272	351	29.0	0.1	0.1
12	Unity Air (Z) Ltd	15,208	20,304	33.5	3.7	4.3
13	Precision Air Services Plc	35,921	27,965	-22.1	8.7	5.9
14	Regional Air Services Ltd	6,103	3,693	-39.5	1.5	0.8
15	Tanzanair Limited	502	298	-40.6	0.1	0.1
16	J.M.Tours Ltd	4,992	14,726	195.0	1.2	3.1
17	Zantas Air Services Ltd	1,418	1,126	-20.6	0.3	0.2
18	Tanzania Government Flight Agency	2,223	1,135	-48.9	0.5	0.2
19	Safari Plus Ltd	391	337	-13.8	0.1	0.1
20	Fly Zanzibar Ltd	550	170	-69.1	0.1	0.0
21	Assalaam Air (Z) Ltd	7,518	7,147	-4.9	1.8	1.5
22	Miracle experiences (T) Ltd	3,906	4,353	11.4	0.9	0.9
23	Jambo Aviation Ltd	339	731	115.6	0.1	0.2
24	African Skydive Ventures Ltd	584	642	9.9	0.1	0.1
Total		412,441	471,100	14.2	100.0	100.0

Fig. 13: Market Shares 2025/26



5. PERFORMANCE ANALYSIS OF OVERFLIGHT AND LANDING PERMITS: Q4 2025 VS Q4 2026

Table 11 below, illustrates detailed performance of the sector based on flights operated into Tanzania or overflew the Tanzanian airspace using short term licences or flight permits. These are permits issued to foreign-registered aircraft that operate/land in the country for specific purpose(s) and specific period or overfly the airspace of the United Republic of Tanzania.

Table 11: Flights Operated by Landing/Overflight Permits

	Q4 2025				Q4 2026			
	April	May	June	Total	April	May	June	Total
Landing	110	148	156	414	116	153	227	496
Overflights	221	211	235	667	202	302	267	771
Total	331	359	391	1081	318	455	494	1267

Based on the provided data, both landing and overflight permits recorded improved performance in Q4 2026 compared with Q4 2025.

i. Landing permits: Increased by 82, from 414 to 496, representing growth of 19.8%. The increase was driven mainly by June, when permits rose from 156 to 227, indicating a substantial improvement in landing activity.

ii. Overflight permits: Increased by 104, from 667 to 771, representing growth of 15.6%. May recorded the largest monthly increase, rising from 211 to 302 permits.

iii. Overall performance: The combined number of permits increased by 186, equivalent to 17.2%. Overflight permits remained the larger category, accounting for approximately 60.9% of total permits in Q4 2026.

The Authority recorded positive performance in both landing and overflight permit processing in Q4 2026, with overall permit volumes increasing by 17.2% compared with Q4 2025. Landing permits registered the higher percentage growth, while overflight permits contributed the larger increase in absolute numbers. These results indicate increased permit processing activity during the reporting period.

CONCLUSION

The Tanzanian aviation sector recorded positive overall performance during the fourth quarter of the financial year 2025/26, ending June 2026. Total passenger traffic increased by 3.2%, from 1,614,993 to 1,666,702 passengers. This expansion was supported by a 10.4% rise in domestic passengers, from 872,441 to 962,908, although international passenger numbers declined by 5.2%, from 742,552 to 703,794. These results highlight the contribution of the domestic market to the sector's growth, alongside continuing challenges affecting international demand.

Aircraft activities also improved during the quarter as total aircraft movements rose by 5.9%, from 54,178 to 57,366, reflecting an 8.0% increase in domestic movements from 42,952 to 46,367. International aircraft movements, however, declined by 2.0% to 10,999. Cargo traffic grew by 2.2%, from 10,357.6 tons to 10,583.2 tons, including a 17.0% increase in domestic cargo. On an annual cumulative basis, aircraft movements reached 304,218, passenger numbers reached 8,358,890 and cargo volumes reached 45,449 tons in 2025/26, compared with 276,318 movements, 7,561,715 passengers and 42,371 tons in 2024/25.

International flight frequencies at the three major gateways declined during the reporting quarter. Julius Nyerere International Airport recorded 637 frequencies, a reduction of 10.3%; Kilimanjaro International Airport recorded 175, a reduction of 17.5% and Abeid Amani Karume International Airport recorded 235, a reduction of approximately 21.4%. The combined total fell to 1,047, representing a 14.3% decrease. The report attributes the decline in international operations to the impact of the US-Israel war on Iran. These developments underscore the importance of sustaining international connectivity while strengthening the resilience of aviation services.

For scheduled international airline operations at JNIA, KIA and AAKIA, passenger traffic decreased by 4.0%, from 701,308 to 673,059. Ethiopian Airlines remained the largest international operator, carrying 131,570 passengers and accounting for 19.5% of the market, while Air Tanzania Company Limited (ATCL) carried 114,738 passengers and increased its market share to 17.0%. Domestic operators, by comparison, carried 471,100 passengers, up 14.2% from 412,441; Air Tanzania Company Limited (ATCL) accounted for 55.6% of that domestic segment. The contrasting trends demonstrate the strength of domestic services despite the weaker international market.

Permit processing activity continued to improve as landing permits rose from 414 to 496, an increase of 19.8%, while overflight permits increased from 667 to 771, an increase of 15.6%. The combined number of permits grew from 1,081 to 1,267, equivalent to 17.2%. The number of Bilateral Air Services Agreements (BASAs) in force reached 91 at the end of the fourth quarter. Taken together, the quarterly findings point to a growing aviation market with strong domestic momentum, expanding cargo and permit activity and a need for continued attention to international flight connectivity, operational efficiency and the development of air transport services in Tanzania.

ANNEX I: LICENSED AIR OPERATORS

Names of licensed operators by June 2026

1.	Adventures Aloft (T) Ltd	21.	Precision Air Services PLC	41.	Seven Four Eight Air Services (K) Ltd
2.	Air Excel Ltd	22.	Regional Air Services Ltd	42.	Scenic Air Safaris Limited
3.	Air Tanzania Company Limited (ATCL)	23.	Safari Plus Ltd	43.	Kili Mediar Company Limited
4.	Arusha Medivac Ltd	24.	Shine Aviation Ltd	44.	AMREF Flying Doctors
5.	Assalaam Air (Z) Company Limited	25.	Tanzanian Air Services Ltd (T/a Tanzanair)	45.	Phoenix Aviation Limited
6.	Astral Aviation Ltd	26.	Tourism and Public Relations Services Limited, t/a Serengeti Balloon Safaris	46.	Angelic Handlers Company Limited t/a AH Airways
7.	Auric Air Services Ltd	27.	Tropical Air (Z) Ltd	47.	Flying Odyssey Hot Air Balloon Safaris
8.	Coastal Travels Ltd	28.	Z. Boskovic Air Charters Limited	48.	OGC Limited
9.	Farmland Aviation Ltd	29.	Zantas Air Services Ltd	49.	Amani Serengeti Balloon Limited
10.	Flightlink Ltd	30.	Yellow Wings Air Services Ltd	50.	Pro-Flight (Tanzania) Limited
11.	Fly Safari Air Link Ltd	31.	Zan Recreational Products Limited (ZRP)	51.	Flyboskies Tanzania Limited
12.	Fly Zanzibar Limited	32.	Unity Air Zanzibar Limited	52.	Premier Air Limited
13.	Grumeti Air Limited	33.	Airkenya Express Limited	53.	Renegade Air Limited
14.	Jambo Aviation Limited	34.	African Skydive Ventures Limited	54.	Safarilink Aviation Limited
15.	Miracle Experiences Tanzania Limited	35.	Enter Air SP. Z.O.O	55.	Royar Aviation Tanzania Ltd
16.	Mission Aviation Fellowship (MAF)	36.	Nyssa Tourism Holdings Limited	56.	TMHS Group Limited
17.	Mosswood Transport (T) Ltd	37.	Everett Aviation Limited	57.	Tropic Air Limited
18.	My Fly Aviation Company Limited	38.	Tropic Helicopters Limited	58.	JN Aviation Company Limited
19.	Neos S.p.A	39.	State Aviation Company Limited	59.	ALS Limited
20.	Pelican Aviation and Tours Limited (PATL)	40.	Level Up Aviation Limited	60.	Gosheni Air Company Limited

ANNEX II: LICENSED GROUND HANDLERS

Names of licensed Ground Handling operators by June 2026

1.	Swissport Tanzania PLC	25.	Precision Air Services
2.	NAS-DAR Airco Co. Ltd	26.	Air Excel Ltd
3.	Airco Holdings Limited	27.	Auric Air Services
4.	United Aviation Services Ltd	28.	Fly Safari Air Link
5.	Via Aviation Limited	29.	Coastal Travels Ltd
6.	Alliance Cargo handling Services Ltd	30.	Regional Air Services Ltd
7.	Zanzibar Aviation Services and Travel Trade Ltd	31.	Air Tanzania Company Limited (ATCL)
8.	Pemba Aviation and Airport Services	32.	Tanzanian Air Services Ltd (T/A TANZANAIR)
9.	Fastlink Safaris & Tours Limited	33.	Zantas Air Services Ltd
10.	Transworld Aviation Limited	34.	As Salaam Air (Z) Co. Ltd
11.	KENCAN Company Limited	35.	Grumeti Air Limited
12.	CELEBI (T) Aviation Services	36.	Miracle Experience (T) Ltd
13.	Equity AST Limited	37.	Hotel Verde Zanzibar Resort & SPA (t/a. Azam Aviation)
14.	DNATA Zanzibar Aviation Services Company Limited	38.	W-Cargo Airlines Limited
15.	Greenpath Aviation Limited	39.	Fly Zanzibar Ltd
16.	Jetcare Company Limited	40.	Tropical Air (Z) Ltd
17.	Transom Tanzania Limited	41.	Total Tanzania Ltd
18.	Lyaewere Company Limited	42.	PUMA Energy (T) Ltd
19.	Thimar Investment Limited	43.	Prime Regional Supplies Ltd
20.	JN Aviations Company Limited	44.	Sahara Tanzania Limited
21.	Avions Company Limited	45.	Lake Oil (T) Ltd
22.	HASS Petroleum (T) Limited	46.	GBP Tanzania Limited
23.	First Choice Caterers Ltd	47.	United Group Limited
24.	Foresthill Carnival Hotel Limited	48.	Zenj Petrogas Limited

ANNEX III

NAMES OF APPROVED DOMESTIC TRAINING ORGANIZATIONS

By June 2026

DOMESTIC ATOs	
1.	NIT – Faculty of Aviation Technology (Aircraft Maintenance)
2.	NIT – Faculty of Aviation Technology (Pilot/FOO/Cabin Crew)
3.	Tanzania Pilot Training Centre
4.	Precision Air Training Centre
5.	Auric Air Training Device (AATD)
6.	Civil Aviation Training Centre
7.	ZN Recreational Products (ZRP)
8.	Air Tanzania Training Centre (ATCL)
9.	Soma Aviation Training Centre
10.	Fly Zanzibar Training Center (FZTC)
11.	Regional Aviation College (RAC)
12.	Flight Training Centre (FTC)

ANNEX IV

NAMES OF APPROVED DOMESTIC MAINTENANCE ORGANIZATIONS

By June 2026

DOMESTIC AMOs	
1.	TANZANIAN AIR SERVICES LIMITED
2.	AIR TANZANIA COMPANY LIMITED
3.	PRECISION AIR SERVICES
4.	COASTAL TRAVELS LTD
5.	TROPICAL AIR (Z) LTD
6.	REGIONAL AIR SERVICES LTD
7.	AS SALAAM AIR

ANNEX V

NAMES OF KEY AIRPORT OPERATORS

KEY AIRPORT OPERATORS
1. Tanzania Airports Authority (TAA)
2. Zanzibar Airports Authority (ZAA)
3. Tanzania National Parks Authority (TANAPA)
4. Tanzania Wildlife Management Authority (TAWA)
5. Ngorongoro Conservation Area Authority (NCAA)

ANNEX VI

LIST OF BASAs WITH TANZANIA

COUNTRIES		
1. Iceland	32. Luxembourg	63. Hungary
2. Ethiopia	33. Sri Lanka	64. Dominican Republic
3. Sweden	34. Serbia	65. Viet Nam
4. Sudan	35. Ghana	66. Singapore
5. Seychelles	36. Malta	67. Germany
6. Italy	37. Curacao	68. Jordan
7. Madagascar	38. Israel	69. Turkey
8. Egypt	39. Portugal	70. Mozambique
9. Djibouti	40. Guyana	71. Burundi
10. Cuba	41. Canada	72. China
11. Swaziland	42. Denmark	73. Rwanda
12. Brazil	43. New Zealand	74. Thailand
13. Pakistan	44. Finland	75. United Kingdom
14. Somalia	45. Japan	76. Switzerland
15. Norway	46. Spain	77. United States of America
16. Cameroon	47. Bahamas	78. Bulgaria
17. Yugoslavia	48. Malaysia	79. Kuwait
18. Zimbabwe	49. Sierra Leone	80. Morocco
19. Botswana	50. Gambia	81. Malawi
20. Zambia	51. Carbo Vede	82. Uganda
21. Democratic Republic of Congo	52. The Hellenic Republic (Greece)	83. The Netherlands
22. Nigeria	53. Southern Sudan	84. United Arab Emirates
23. India	54. Iran	85. Saudi Arabia
24. Kenya	55. Poland	86. Mauritius
25. Yemen	56. Czech	87. Belgium
26. Qatar	57. Suriname	88. France
27. South Africa	58. Algeria	89. Namibia
28. Comoro	59. Republic of Côte d'Ivoire	90. Oman
29. Bahrain	60. Uzbekistan	91. Russia
30. Angola	61. Benin	
31. Austria	62. Latvia	

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TANZANIA CIVIL AVIATION STATISTICS REPORT

Quarter report ending June 2026

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