

GOVERNMENT NOTICE No. 32

CIVIL AVIATION ACT

(No. 28 OF 2017)

CIVIL AVIATION (AIR TRAFFIC SERVICES) REGULATIONS, 2026

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IN EXERCISE of the powers conferred by section 92 of the Civil Aviation Act, 2017, I, JAPPIE MHANGO, Minister of Transport and Public Works, on the recommendation of the Authority, make the following Regulations—

PART I—PRELIMINARY

- 1. These Regulations may be cited as the Civil Aviation (Air Traffic Services) Regulations, 2026. Citation
- 2. In these Regulations, unless the context otherwise requires— Interpretation
 - “area control centre” means an air traffic service unit designated to provide air traffic control service to controlled flights in a control area under its jurisdiction;

“Aeronautical Information Publication” means a publication issued by the Authority containing aeronautical information of a lasting character essential to air navigation;

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“Aeronautical Search and Rescue Agency” means the agency designated under the Civil Aviation (Aeronautical Search and Rescue) Regulations, 2026, to be responsible for the provision of an aeronautical search and rescue service;

“aerodrome control tower” means a unit established to provide air traffic control service to aerodrome traffic;

“air traffic service route” means a specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services;

“air traffic control unit” means area control centre, approach control unit or aerodrome control tower;

“air traffic control service” means a service provided for the purpose of—

(a) preventing collision—

(i) between aircraft, and

(ii) on the manoeuvring area between aircraft and any obstruction; and

(b) expediting and maintaining an orderly flow of air traffic;

“air traffic service” means a flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service and aerodrome control service;

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“air traffic service provider” means a person certified under the Civil Aviation (Certification of Air Navigation Service Providers) Regulations, 2026 to provide an air traffic service;

“air traffic service unit” means an air traffic control unit, flight information centre or air traffic service reporting office;

“alert phase” means a situation wherein apprehension exists as to the safety of an aircraft and its occupants;

“alerting service” means a service provided to notify search and rescue organizations of aircraft in need of search and rescue aid and to assist such organizations;

“approach control service” means air traffic control service for arriving and departing controlled flights;

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

“appropriate military unit” means a unit designated by the Minister responsible for defence, in consultation with the Minister, to be responsible for military aviation operations, airspace security, or interception operations within the area of responsibility of an air traffic service unit;

“Automatic Dependent Surveillance – Broadcast” means a method by which aircraft, aerodrome vehicles and other objects can automatically transmit or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link;

“Automatic Dependent Surveillance-Contract” means a method by which the terms of an Automatic Dependent Surveillance-Contract agreement are exchanged between the ground system and the aircraft, via a data link, specifying under what conditions an Automatic Dependent Surveillance-Contract report would be initiated, and what data would be contained in the report;

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

“controlled aerodrome” means an aerodrome at which air traffic control service is provided to aerodrome traffic;

“controlled flight” means any flight which is subject to an air traffic control clearance;

“control zone” means a controlled airspace extending upwards from the surface of the earth to a specified upper limit;

“data link communication” means a form of communication intended for the exchange of messages via a data link;

“flight information centre” means an air traffic service unit designated to provide flight information service and alerting service;

“flight information service” means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of aircraft operations;

“flight plan” means specified information provided to an air traffic service unit, relative to an intended flight or portion of a flight of an aircraft;

“instrument flight rules flight” means a flight conducted in accordance with instrument flight rules;

“Lilongwe Flight Information Region” means the Lilongwe flight information region as defined in the Aeronautical Information Publication;

“manoeuvring area” means a part of an aerodrome used for take-off, landing and taxiing of aircraft and excludes aprons;

“radiotelephony” means a form of radio communication primarily intended for the exchange of information in the form of speech;

“restricted area” means airspace of defined dimensions above the land areas or territorial waters of Malawi within which the flight of aircraft is restricted in accordance with specified conditions;

“radio navigation service” means a service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids; and

“visual flight rules flight” means a flight conducted in accordance with visual flight rules.

Application

3.—(1) These Regulations shall apply to an air traffic service provider providing an air traffic service—

- (a) within the territory of Malawi; and
- (b) outside the territory of Malawi under an agreement between Malawi and another State.

(2) These Regulations shall not apply to an air traffic service provider providing an air traffic service to a state aircraft when such aircraft is engaged in military, customs, police, or other state functions.

PART II—DESIGNATION AND DELINEATION OF AIRSPACE

Division 1—Designation and Classification of Airspace

Designation of
airspace

4.—(1) The Authority shall designate airspace as follows—

- (a) flight information regions;
- (b) control areas and control zones for—
 - (i) instrument flight rules air traffic control service;
 - (ii) visual flight rules air traffic control service as classes B, C, or D airspace; and
 - (iii) integration within designated flight information regions;
- (c) controlled aerodromes;
- (d) reduced vertical separation minima airspace;
- (e) air traffic service routes and significant points; and
- (f) any other sectors necessary for an air traffic service.

(2) The Authority may designate portions of the airspace as special use airspace, in the interest of safety, public interest or national security as—

- (a) restricted areas;
- (b) prohibited areas;
- (c) danger areas;
- (d) low flying zones; and
- (e) flight training areas.

(3) An area designated under subregulation (2) shall be—

- (a) as small as practicable to achieve the intended purpose; and
- (b) contained within simple geometrical limits.

(4) The designation of airspace under this regulation shall be defined by—

- (a) WGS-84 geographical coordinates;
- (b) vertical limits by height, altitude and flight level; and
- (c) prominent geographical lines, circles or any part of a circle of a specified radius or great circle between two points or a parallel of latitude.

(5) The Authority shall publish the designation of particular portions of the airspace in an Aeronautical Information Publication.

5. The Authority shall classify airspace designated under regulation 4 and the corresponding requirements for a flight within each class of airspace, as specified in the *First Schedule*. Classification of airspace

6.—(1) The Authority shall, upon designation of a prohibited, restricted or danger area, assign identification to the area. Identification of prohibited, restricted areas, etc.

(2) The Authority shall assign the identification referred to in subregulation (1) using the following format—

(a) nationality letters for location indicators assigned to Malawi by ICAO;

(b) the letter “P” for a prohibited area, “R” for a restricted area, and “D” for a danger area, as appropriate, to the type of airspace being identified; and

(c) a sequential number that is not duplicated within Malawi for the same category of airspace.

(3) The identification assigned under this regulation shall be used to identify the area in all subsequent notifications pertaining to the area.

(4) The Authority shall not reuse identification numbers for a period of at least one year after cancellation of the area.

(5) The Authority shall publish details of prohibited, restricted and danger areas in the Aeronautical Information Publication.

(6) For the purposes of this regulation—

(a) “danger area” means airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times;

(b) “nationality letters” means the two-letter code assigned to Malawi by ICAO; and

(c) “prohibited area” means airspace of defined dimensions above the land or territorial waters of Malawi within which the flight of aircraft is prohibited.

Division 2— Control Areas and Control Zones

7.—(1) The Authority shall designate a control area for the safe separation of aircraft operating under instrument flight rules. Control areas

(2) The Authority shall designate a lower limit of the control area—

(a) at a height not less than 700 feet above ground or water level; and

(b) where practicable, at a greater height to accommodate a visual flight rules flight below the control area.

(3) Where the Authority establishes the lower limit of a control area above 3000 feet mean sea level, the limit shall coincide with a visual flight rules cruising level specified in the Civil Aviation (Rules of the Air) Regulations, 2026.

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- (4) The Authority shall designate an upper limit of a control area where—
- (a) air traffic control service will not be provided above the limit; or
 - (b) the control area is situated below an upper control area, in which case the upper limit shall coincide with the lower limit of the upper control area.

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(5) The upper limit designated by the Authority under subregulation (4) shall coincide with a visual flight rules cruising level specified in the Civil Aviation (Rules of the Air) Regulations, 2026.

Control zones

8.—(1) The Authority shall designate a control zone, as necessary, for the provision of air traffic control service to aircraft operating under instrument flight rules.

- (2) The Authority shall designate the lateral limits of a control zone to—
- (a) include airspace portions outside a control area containing instrument flight rules flight paths for aircraft arriving at and departing from an aerodrome used under instrument meteorological conditions; and
 - (b) extend at least 5 nautical miles from the aerodrome centre in all approach directions.

(3) The Authority shall designate vertical limits for a control zone as follows—

- (a) where the control zone is located within the lateral limits of a control area, the vertical limits shall extend upwards from ground level to at least the lower limit of the control area; and
- (b) where the control zone is located outside the lateral limits of a control area, the vertical limits shall extend upwards from ground level to the upper limit designated under subregulation (4).

(4) Where a control zone is located outside the lateral limits of a control area, the Authority shall designate an upper limit for the control zone.

- (5) The upper limit designated under subregulation (4) shall—
- (a) be at a level that a pilot can readily identify; and
 - (b) where the level is above 900 metres mean sea level, coincide with a visual flight rules cruising level specified in the Civil Aviation (Rules of the Air) Regulations, 2026.

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Division 3—Air Traffic Service Routes and Significant Points

Designation of
air traffic
service routes

9.—(1) The Authority shall designate air traffic service routes to facilitate the safe and efficient flow of air traffic.

- (2) The Authority shall, when designating an air traffic service route—
 - (a) provide protected airspace along each route; and
 - (b) ensure safe spacing between adjacent routes.

(3) The Authority shall designate a special route for low-level traffic, including helicopters operating to and from helidecks on the high seas, where warranted by—

- (a) traffic density;
- (b) traffic complexity; or
- (c) the nature of traffic operations.

(4) When determining lateral spacing between air traffic routes, the Authority shall consider—

- (a) available navigational means; and
- (b) navigation equipment carried on board helicopters.

(5) An air traffic service route shall be identified by a designator.

(6) The Authority shall identify a designator for an air traffic service route—

- (a) for a standard departure and arrival route and associated procedures, in accordance with the principles specified in the *Third Schedule*; and
- (b) other than a standard departure and arrival route, in accordance with the principles specified in the *Second Schedule*.

(7) For the purposes of this Part, “designator” means the name assigned to an air traffic service route.

10.—(1) The Authority shall establish a change-over point on an air traffic service route.

Change-over
points

- (2) The Authority shall establish a change-over point—
 - (a) limited to route segments of 110 kilometres (60 nautical miles) or more; and
 - (b) on a shorter route segment, only where required due to—
 - (i) air traffic service route complexity;
 - (ii) navigation aid density; or
 - (iii) technical or operational considerations.
- (3) The Authority shall locate a change-over point—
 - (a) subject to navigation aid performance and frequency protection criteria; and
 - (b) where no other factors require a different location—
 - (i) at the mid-point between facilities for straight route segments; or
 - (ii) at radial intersections for route segments that change direction between facilities.

(4) For the purposes of this regulation, “change-over point” means the point at which an aircraft navigating on an air traffic service route segment defined by reference to very high frequency omni-directional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

Establishment and identification of significant points

11.—(1) The Authority shall establish and identify a significant point in accordance with the principles specified in the *Fourth Schedule*.

- (2) A significant point established under subregulation (1) shall—
- (a) be identified by a designator; and
 - (b) meet air traffic service requirements for information regarding aircraft progress in flight.

(3) For the purposes of this regulation, “significant point” means a specified geographical location used in defining an air traffic service route or the flight path of an aircraft and for other navigation and air traffic service purposes.

Minimum flight altitudes

12.—(1) The Authority shall determine minimum flight altitudes for each air traffic service route or control area.

(2) The minimum flight altitudes determined under subregulation (1) shall provide a minimum clearance above the highest obstacle located within the lateral limits of the air traffic service route or control area.

PART III— PROVISION OF AIR TRAFFIC SERVICES

Division 1—Organization of Air Traffic Services

Composition of air traffic services

13. Air traffic services shall comprise—
- (a) air traffic control service;
 - (b) flight information service; and
 - (c) alerting service.

Designation of air traffic service units

14.—(1) The Authority shall designate the following air traffic service units—

- (a) flight information centre, to provide flight information service and alerting service;
- (b) area control centre, to provide air traffic control service, flight information service and alerting service;
- (c) approach control unit, to provide air traffic control service, flight information service and alerting service; and
- (d) aerodrome control tower, to provide air traffic control service, flight information service and alerting service.

(2) An air traffic service unit designated under subregulation (1) shall be operated by an air traffic service provider.

(3) The Authority shall designate flight information regions within which flight information service shall be provided.

- (4) An air traffic service unit designated under subregulation (1) shall—
 - (a) provide air traffic services in accordance with its designation; and
 - (b) have jurisdiction over the airspace as determined by the Authority.

15.—(1) An air traffic service provider shall, before commencing the provision of an air traffic service—

Manual of standards for air traffic services

- (a) develop a manual of standards for the air traffic service to be provided; and
- (b) submit the manual to the Authority for approval.

(2) Notwithstanding the generality of subregulation (1)(a), the manual of standards of air traffic services shall contain—

- (a) a safety management system;
- (b) procedures on air traffic flow management;
- (c) coordination arrangements between the air traffic service provider and other persons whose activities may affect the safe conduct of civil aircraft operations;
- (d) procedures for coordination between adjacent air traffic control units;
- (e) procedures for transfer of control between air traffic control units;
- (f) minimum separation standards applicable within the airspace;
- (g) procedures for handling emergency situations;
- (h) fatigue management;
- (i) procedures for search and rescue coordination;
- (j) wake turbulence separation criteria;
- (k) noise abatement procedures, where applicable;
- (l) meteorological information requirements and procedures;
- (m) communication procedures and phraseology;
- (n) surveillance system operating procedures;
- (o) quality assurance procedures for air traffic services;
- (p) training and competence requirements for air traffic services personnel;
- (q) procedures for reporting and investigation of air traffic incidents;
- (r) contingency procedures for degraded or failed systems; and
- (s) any other matters as the Authority may determine necessary.

16. —(1) An application for approval of a manual of standards for air traffic services shall be in Form A set out in the *Fifth Schedule* and shall be accompanied by—

Approval of manual of standards for air traffic services

- (a) two copies of the proposed manual; and

(b) the fee in Form A set out in the *Fifth Schedule*.

(2) The Authority shall, within thirty days of receipt of the application under subregulation (1), and upon being satisfied that the proposed manual—

(a) complies with the requirements prescribed under these Regulations, approve the manual and issue a certificate in Form B set out in the *Fifth Schedule*; or

(b) does not comply with the requirements prescribed under these Regulations, reject the manual and give reasons for the decision, in writing.

(3) Where the Authority rejects an application in accordance with subregulation (2)(b), the applicant may, at any time, re-submit the application upon addressing the shortfalls contained in the communication from the Authority.

(4) An air traffic service provider shall keep at least one complete and current copy of the manual of standards for air traffic services at each office listed on the certificate issued under subregulation 2(a).

Review of
manual of
standards for
air traffic
services

17.—(1) An air traffic service provider whose manual has been approved in accordance with regulation 16 shall, once every year, review the manual and, where necessary, update the manual.

(2) Where the air traffic service provider updates the manual under subregulation (1), the service provider shall—

(a) immediately notify the Authority of the changes made to the manual and provide details of the interim measures adopted to maintain the adequate level of service provision, pending the approval of the revised manual; and

(b) within thirty days of the notification under paragraph (a), submit an application for approval of the revised manual.

(3) Regulations 16(1), (2) and (3) shall apply to an application made under subregulation (2)(b).

(4) The Authority may, at any time, review a manual of standards for air traffic services to determine whether the manual continues to comply with these Regulations.

(5) Where the Authority determines that the manual of standards for air traffic services does not comply with these Regulations, the Authority shall direct the air traffic service provider, in writing, to review the manual in such a manner as may be specified by the Authority.

(6) An air traffic service provider shall comply with the directive issued under subregulation (4) within thirty days from the date of receipt of the directive.

General
requirements
for air traffic
service
providers

18. An air traffic service provider shall—

(a) in consultation with ICAO and the Authority, develop a contingency plan for implementation in the event of disruption or potential disruption of air traffic services;

- (b) implement an instrument flight procedure design service, in a manner prescribed by the Authority;
- (c) develop and implement a runway safety programme to enhance runway safety;
- (d) deploy and implement radar and Automatic Dependent Surveillance -Broadcast ground systems which contain the display of safety-related alerts and warnings; and
- (e) in the absence of visual observation of all or part of the manoeuvring area or to supplement visual observation, deploy and implement a surface movement radar; and
- (f) comply with these Regulations.

Division 2—Air Traffic Control Service

19.—(1) An air traffic control service shall be provided by an air traffic control unit. Provision of air traffic control service

(2) An air traffic service provider shall provide air traffic control service to—

- (a) an instrument flight rules flight in airspace classes A and C;
- (b) a visual flight rules flight in airspace class C;
- (c) a special visual flight rules flight; and
- (d) aerodrome traffic at a controlled aerodrome.

(3) For the purposes of this regulation, “special visual flight rules flight” means a visual flight rules flight cleared by air traffic control to operate within a control zone in meteorological conditions below visual meteorological conditions or at night.

20. A pilot-in-command of an aircraft shall provide the following information to an air traffic control unit— Information on aircraft movements

- (a) information on the intended movement of the aircraft;
- (b) information on any changes to the intended movement of the aircraft; and
- (c) current information on the actual position and progress of the aircraft.

21.—(1) A controlled flight operating within a given block of airspace shall be under the control of one air traffic control unit, at any given time. Responsibility for control over aircraft

(2) An air traffic control unit may delegate control of an aircraft or group of aircraft to another air traffic control unit, if—

- (a) the delegation is made in accordance with procedures prescribed by the manual of standards for air traffic services; and
- (b) effective coordination will be maintained between the delegating and delegated unit.

Transfer of responsibility of control over aircraft

22.—(1) The responsibility for the control of a controlled flight shall be transferred from one air traffic control unit to another in the manner specified in the manual of standards for air traffic services.

(2) An air traffic control unit shall not transfer the responsibility for control of a controlled flight to another air traffic control unit without the consent of the air traffic control unit being delegated.

(3) The consent under subregulation (2) shall be obtained in accordance with the manual of standards for air traffic services.

Air traffic control clearances

23.—(1) An air traffic control unit shall provide air traffic control clearance based solely on the requirements for providing air traffic control service.

(2) The air traffic control unit shall ensure that air traffic control clearance relating to a transonic acceleration phase of a supersonic flight extends at least to the end of the transonic acceleration phase.

(3) An air traffic control unit shall ensure that air traffic control clearance issued to a controlled flight decelerating and descending from supersonic cruise to subsonic flight provides for uninterrupted descent, at least during the transonic phase.

(4) The air traffic control unit shall coordinate an air traffic control clearance with other units to cover the entire route of an aircraft or a specified portion of the route.

(5) A pilot-in-command shall read back to the air traffic controller the safety-related part of the air traffic control clearance and instruction transmitted by voice.

(6) The pilot-in command shall read back or acknowledge to the air traffic controller any other clearance or instruction, including conditional clearance, in a manner that indicates the clearance is understood and will be complied with.

(7) The air traffic controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the pilot-in-command and shall take immediate action to correct any discrepancy revealed by the read-back.

Air traffic flow management

24.—(1) An air traffic service provider shall implement air traffic flow management for airspace where air traffic demand exceeds, or is expected to exceed, the declared capacity of the air traffic control service concerned.

(2) An air traffic service provider shall implement air traffic flow management on the basis of regional air navigation agreements or, if appropriate, through multilateral agreements.

Control of persons and vehicles on manoeuvring area

25.—(1) An aerodrome control tower shall control the movement of a person or vehicle, including towed aircraft, on the manoeuvring area of an aerodrome.

(2) An emergency vehicle proceeding to assist an aircraft in distress shall be afforded priority over other surface movement traffic.

26. The Authority shall, for the purposes of managing fatigue in the provision of air traffic control services, prescribe— (a) scheduling limits; and (b) conditions for fatigue risk management systems.	Fatigue management
27.—(1) An air traffic service provider shall implement performance-based navigation in accordance with the requirements prescribed by the Authority. (2) The Authority shall— (a) prescribe navigation specifications for performance-based navigation operations based on regional air navigation agreements; (b) consider navigation infrastructure constraints and specific navigation functionality requirements when prescribing the specifications; and (c) ensure the prescribed navigation specifications are appropriate to the level of communication, navigation and air traffic services provided in the Lilongwe Flight Information Region. (3) For the purposes of this regulation, “performance-based navigation” means area navigation based on performance requirements for aircraft operating along an air traffic service route, on an instrument approach procedure or in a designated airspace.	Performance-based navigation operations
28.—(1) The Authority shall— (a) prescribe required communication performance specifications for performance-based communication operations; (b) base the specifications on regional air navigation agreements where applicable; and (c) ensure the prescribed specifications are appropriate to the air traffic service provided in the relevant airspace. (2) For the purposes of this regulation, “performance-based communication” means communication based on performance specifications applied to the provision of an air traffic service.	Performance-based communication operations
29.—(1) The Authority shall— (a) prescribe required surveillance performance specifications for performance-based surveillance operations; (b) base such specifications on regional air navigation agreements where applicable; and (c) ensure the prescribed specifications are appropriate to the air traffic services provided. (2) An air traffic service unit shall be equipped with systems that meet the prescribed required surveillance performance specifications. (3) For the purposes of this regulation, “performance-based surveillance” means surveillance based on performance specifications applied to the provision of an air traffic service.	Performance-based surveillance operations

Division 3—Flight Information Service

Provision of
flight
information
service

30.—(1) An air traffic service provider shall provide flight information service to all aircraft which are likely to be affected by the information and which are—

- (a) provided with air traffic control service; or
- (b) otherwise known to the relevant air traffic service unit.

(2) Where an air traffic service unit provides both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service.

(3) Flight information service shall include the provision of—

- (a) SIGMET information;
- (b) AIRMET information;
- (c) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;
- (d) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;
- (e) information on changes in the availability of radio navigation service;
- (f) information on changes in the condition of an aerodrome and associated facility;
- (g) information on unmanned free balloon;
- (h) weather conditions reported or forecast at departure, destination and alternate aerodromes;
- (i) information on collision hazards, to aircraft operating in airspace classes C and G as specified in the *First Schedule*;
- (j) high frequency or very high frequency VOLMET broadcasts or D-VOLMET service, through regional air navigation agreements; and
- (k) any other information likely to affect safety of an aircraft.

(4) An air traffic service unit shall transmit, as soon as practicable, a special air-reports to—

- (a) aircraft operating in the affected area;
- (b) the department responsible for metrological services; and
- (c) other air traffic service units responsible for aircraft that may be affected by the reported condition.

(5) Transmissions to aircraft referred to in subregulation (3) shall be for a continuous period, as determined by agreement between the department responsible for metrological services and the air traffic service provider.

(6) An air traffic service unit shall provide flight information service to a visual flight rules flight, which shall include, in addition to information set out in subregulation (1), the provision of available information concerning traffic

and weather conditions along the route of the flight that are likely to make operation under the visual flight rules impracticable.

(7) For the purposes of this regulation—

(a) “SIGMET information” means information issued by the department responsible for meteorological services concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operation;

(b) “AIRMET information” means information issued by the department responsible for meteorological services concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations which was not included in the forecast issued for low-level flights in the flight information region concerned or sub-area;

(c) “VOLMET” means meteorological information for aircraft in flight; and

(d) “data link-VOLMET” means provision of current aerodrome routine meteorological reports and aerodrome special meteorological reports, aerodrome forecasts, SIGMET, special air reports not covered by a SIGMET and, where available, AIRMET via data link.

31.—(1) An air traffic service provider shall, when available, provide the following information in an operationally integrated form—

Operational
flight
information
service
broadcasts

(a) meteorological information; and

(b) operational information concerning radio navigation services and aerodromes included in the flight information service.

(2) An air traffic service provider shall provide voice-automatic terminal information service at an aerodrome where there is a requirement to reduce the communication load on the Air Traffic Service Very High Frequency air-ground communication channel.

(3) An air traffic service provider shall implement data link automatic terminal information service to supplement existing voice-automatic terminal information service.

(4) For the purposes of this regulation—

(a) “data link automatic terminal information service” means the provision of air traffic information service using a data link; and

(b) “voice-automatic terminal information service” means the provision of air traffic information service using continuous and repetitive voice broadcasts.

Division 4—Alerting Service

32.—(1) An air traffic service unit shall provide alerting service—

Provision of
alerting
service

(a) to all aircraft provided with air traffic control service;

(b) in so far as practicable, to all other aircraft that have filed a flight plan or are otherwise known to the air traffic service provider; and

(c) to any aircraft known or believed to be the subject of unlawful interference.

(2) A flight information centre or area control centre shall serve as the central point for—

(a) collecting all information relevant to a state of emergency of an aircraft operating within the Lilongwe Flight Information Region; and

(b) forwarding such information to the Aeronautical Search and Rescue Agency.

(3) Where a state of emergency arises on an aircraft while the aircraft is under the control of an aerodrome control tower or approach control unit, the unit shall immediately notify the responsible flight information centre or the area control centre.

(4) A flight information centre or area control centre shall, upon receiving information under subregulation (3), immediately provide the information to the Aeronautical Search and Rescue Agency.

Notification of
rescue
coordination
centre of state
of emergency

33.—(1) A flight information centre or area control centre shall, except as prescribed in regulation 34, immediately notify the Aeronautical Search and Rescue Agency, if an aircraft is in a state of emergency in accordance with the following phases—

(a) uncertainty phase, when—

(i) no communication has been received from an aircraft within thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with the aircraft was first made, whichever is the earlier; or

(ii) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to, or estimated by, air traffic service unit, whichever is the later, except where no doubt exists as to the safety of the aircraft and its occupants;

(b) alert phase, when—

(i) following an uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any information about the aircraft;

(ii) an aircraft that has been cleared to land fails to land within five minutes of the estimated time of landing and communication has not been re-established with the aircraft;

(iii) information has been received indicating that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, except where evidence exists that would allay apprehension as to the safety of the aircraft and its occupants;
or

(iv) an aircraft is known or believed to be the subject of unlawful interference; and

(c) distress phase, when—

(i) following an alert phase, further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress;

(ii) the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety;

(iii) information is received indicating that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely; or

(iv) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing,

except where there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

(2) A notification under subregulation (1) shall contain the following information, where available, in the order listed—

(a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency;

(b) agency and person making the notification;

(c) nature of the emergency;

(d) significant information from the flight plan;

(e) unit that made last contact, time and means used;

(f) last position report and how it was determined;

(g) colour and distinctive marks of aircraft;

(h) dangerous goods carried as cargo;

(i) any action taken by the reporting office; and

(j) any other pertinent information.

(3) Where information specified in subregulation (2) is not available at the time notification is made to the Aeronautical Search and Rescue Agency, an air traffic service unit shall—

(a) obtain such information before declaring a distress phase, where circumstances indicate that a distress phase is likely to be declared; and

(b) provide the information to the Aeronautical Search and Rescue Agency as soon as it becomes available.

(4) Following notification under subregulation (1), the flight information centre or area control centre shall provide the Aeronautical Search and Rescue Agency with—

(a) any useful additional information, particularly regarding the development of the state of emergency through subsequent phases; or

(b) information that the emergency no longer exists.

(5) For the purposes of this regulation—

(a) “ALERFA” means the code word used to designate an alert phase;

(b) “DETRESFA” means the code word used to designate a distress phase;

(c) “distress phase” means a situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance;

(d) “INCERFA” means the code word used to designate an uncertainty phase; and

(e) “uncertainty phase” means a situation where uncertainty exists as to the safety of an aircraft and its occupants.

Notification
of state of
emergency to
operator

34. Where an area control centre or flight information centre determines that an aircraft is in an uncertainty phase or alert phase, it shall, where practicable, notify the operator before notifying the Aeronautical Search and Rescue Agency.

Service of
aircraft in state
of emergency,
etc.

35.—(1) An air traffic service provider shall—

(a) give priority to an aircraft in a state of emergency or subject to an act of unlawful interference over other aircraft; and

(b) provide necessary assistance to the aircraft in a state of emergency.

(2) An aircraft equipped with appropriate data link capability or secondary surveillance radar transponder shall, when indicating that the aircraft is in a state of emergency, operate the equipment as follows—

(a) on Mode A, Code 7700;

(b) on Mode A, Code 7500, to indicate that it is subject to an act of unlawful interference;

(c) activate the appropriate emergency or urgency capability of Automatic Dependent Surveillance-Broadcast or Automatic Dependent Surveillance-Contract; or

(d) transmit the appropriate emergency message via Controller-Pilot Data Link Communications.

(3) Where an aircraft is subject to an act of unlawful interference or is suspected to be subject to an act of unlawful interference, the flight information centre or area control centre shall—

(a) transmit information relevant to the safe conduct of the flight to the Aeronautical Search and Rescue Agency; and

(b) take necessary action to expedite the conduct of all phases of the flight to ensure the safe landing of the aircraft;

(c) immediately inform the appropriate authority, in accordance with the Civil Aviation (Security) Regulations, 2024; and

(d) exchange necessary information with the operator or its designated representative.

(4) For the purposes of this regulation, “Controller-Pilot Data Link Communications” means communication between controller and pilot, using data link for air traffic control communications.

36.—(1) Where a flight information centre or area control centre establishes that an aircraft is in a state of emergency, the centre shall, as soon as practicable and subject to subregulation (2), notify—

Notification
to other
aircraft

- (a) other aircraft known to be in the vicinity of that aircraft; and
- (b) state the nature of the emergency.

(2) Where the flight information centre or area control centre knows or believes that an aircraft is subject to an act of unlawful interference, the centre shall not refer to the nature of the emergency in air traffic service air-ground communication unless—

- (a) the aircraft in emergency has first referred to the act of unlawful interference in its communication; and
- (b) the centre is certain that such reference will not aggravate the situation.

37.—(1) An air traffic service unit shall, as soon as the unit becomes aware that an aircraft has strayed from its intended route, take the actions specified in subregulations (2) and (3) to assist the aircraft.

Stray or
unidentified
aircraft

(2) Where the position of a strayed aircraft is not known, the air traffic service unit shall—

- (a) attempt to establish two-way communication with the aircraft, unless such communication already exists;
- (b) use all available means to determine the position of the aircraft;
- (c) inform other air traffic service units into whose area the aircraft may have strayed or may stray, taking into account all factors that may have affected the aircraft's navigation in the circumstances;
- (d) inform the appropriate military unit and provide it with relevant flight plan and other data concerning the strayed aircraft; and
- (e) request assistance from the units referred to in paragraphs (c) and (d) and from other aircraft in flight to establish communication with the aircraft and determine its position.

(3) Where the position of a strayed aircraft is established, the air traffic service unit shall—

- (a) advise the aircraft of its position and the corrective action to be taken; and
- (b) provide other air traffic service units and the appropriate military unit, as necessary, with relevant information concerning the strayed aircraft and any advice given to the aircraft.

(4) Where an air traffic service unit becomes aware of an unidentified aircraft in its area of responsibility, the unit shall attempt to establish the identity of the aircraft by—

(a) attempting to establish two-way communication with the aircraft;

(b) inquiring from other air traffic service units within the flight information region about the flight and requesting their assistance in establishing two-way communication with the aircraft;

(c) inquiring from air traffic service units serving adjacent flight information regions about the flight and requesting their assistance in establishing two-way communication with the aircraft; or

(d) obtaining information from other aircraft in the area.

(5) The air traffic service unit shall inform the appropriate military unit as soon as the identity of the unidentified aircraft is established.

(6) Where the air traffic service unit considers that the strayed or unidentified aircraft may be subject to an act of unlawful interference, the unit shall immediately inform the authority, in accordance with the Civil Aviation (Security) Regulations, 2024.

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(7) For the purposes of this regulation—

(a) “strayed aircraft” means an aircraft which has deviated significantly from its intended track or which reports that it is lost; and

(b) “unidentified aircraft” means an aircraft which has been observed or reported to be operating in a given area but whose identity has not been established.

Interception of
civil aircraft

38.—(1) Where an air traffic service unit learns that an aircraft is being intercepted by another aircraft in the area of responsibility of the unit, the unit shall take the following steps as are appropriate in the circumstances—

(a) attempt to establish two-way communication with the intercepted aircraft by any means available, including the emergency radio frequency 121.5 Mega Hertz, unless such communication already exists;

(b) inform the pilot-in-command of the intercepted aircraft of the interception;

(c) establish contact with the intercept control unit maintaining two-way communication with the intercepted aircraft and provide the intercept control unit with available information concerning the intercepted aircraft;

(d) relay messages between—

(i) the intercepted aircraft; and

(ii) the intercepting aircraft, the intercept control unit, or the appropriate air traffic service unit,

as necessary;

- (e) in close coordination with the intercept control unit, take all necessary steps to ensure the safety of the intercepted aircraft; and
- (f) inform air traffic service units serving adjacent flight information regions, if it appears that the aircraft has strayed from an adjacent flight information region into the area of responsibility of the air traffic service unit.

(2) For the purposes of this regulation, “intercept control unit” means the appropriate military unit responsible for controlling and coordinating the interception of aircraft.

PART IV—AERONAUTICAL INFORMATION SERVICE

39.—(1) An air traffic service provider shall determine and report air traffic service-related aeronautical data in accordance with the accuracy and integrity requirements specified in the *Sixth Schedule*.

Aeronautical
data quality
requirements

(2) An air traffic service provider shall classify positional data based on ninety-five percent confidence level accuracy requirements as—

- (a) surveyed points;
- (b) calculated points derived from known surveyed points; and
- (c) declared points.

(3) An air traffic service provider shall implement validation and verification procedures based on integrity classification for—

- (a) routine data to prevent corruption during processing;
- (b) essential data to prevent corruption throughout the entire process; and
- (c) critical data to prevent corruption and include additional integrity assurance procedures.

(4) An air traffic service provider shall protect electronic aeronautical data sets by including a 32-bit cyclic redundancy check for all integrity levels specified in subregulation (3).

(5) An air traffic service provider shall determine and report geographical coordinates to the aeronautical information services authority using the World Geodetic System-1984 geodetic reference datum.

(6) An air traffic service provider shall ensure that field work accuracy meets the operational navigation data requirements specified in the *Sixth Schedule*.

40.—(1) An air traffic service provider shall provide radiotelephony or data link communication facilities to be used in air-ground communications.

Aeronautical
air-ground
communica-
tions

(2) Where the Authority has prescribed a required communication performance specification for performance-based communication, the air traffic service provider shall, in addition to the requirements specified in subregulation (1), have communication equipment that will enable it to provide an air traffic service in accordance with the prescribed required communication performance specifications.

(3) An air traffic service provider shall provide recording facilities on all air-ground communication channels, where direct pilot-controller two-way radiotelephony or data link communications are used for the provision of air traffic control service.

(4) An air traffic service provider shall retain recordings of communication channels required under subregulation (3) for a period of at least ninety days.

(5) An air traffic service unit providing a flight information service shall ensure that air-ground communication facilities enable two-way communication to take place with appropriately equipped aircraft flying anywhere within the Lilongwe Flight Information Region.

(6) A flight information centre shall ensure that air-ground communication facilities permit direct, rapid, continuous and static-free two-way communication whenever practicable.

(7) An air traffic service unit providing area control service shall ensure that air-ground communication facilities enable two-way communications to take place with appropriately equipped aircraft flying anywhere within a control area.

(8) An air traffic service unit providing approach control service as a separate unit shall conduct air-ground communication over a communication channel provided for its exclusive use.

(9) An aerodrome control tower shall ensure that air-ground communication facilities enable direct, rapid, continuous and static-free two-way communication to take place with appropriately equipped aircraft operating at any distance within 45 kilometres (25 nautical miles) of the aerodrome where the tower is located.

(10) An air traffic service unit shall provide a separate communication channel for the control of traffic operating in the manoeuvring area.

41. An air traffic service provider shall provide direct speech or data link communication facilities for use in ground-to-ground communication.

Aeronautical
fixed service
ground-ground
communica-
tions

42.—(1) An air traffic service provider shall ensure that surveillance data from primary and secondary radar equipment or other systems used as an aid to air traffic services is automatically or through other appropriate means recorded and stored for use in—

Recording and
retention of
surveillance
data

- (a) accident and incident investigations;
- (b) search and rescue operations;
- (c) air traffic control evaluation;
- (d) surveillance systems evaluation; and
- (e) training purposes.

- (2) The air traffic service provider shall retain surveillance data for a—
- (a) minimum period of ninety days from the date of recording; and
 - (b) maximum period of twelve months from the date of recording, unless retention is required under subregulation (3).

(3) Where surveillance data is pertinent to accident and incident investigations, the air traffic service provider shall retain the data for a longer period, as specified by the Authority, until—

- (a) the relevant investigating authority confirms in writing that the data is no longer required; or
- (b) any legal proceedings arising from the accident or incident have been concluded.

(4) The air traffic service provider shall ensure that all recording systems established under subregulation (1)—

- (a) operate continuously during the provision of an air traffic service;
- (b) are maintained in accordance with technical standards prescribed by the Authority;
- (c) include backup recording capabilities to ensure continuity in the event of primary system failure;
- (d) provide data in a format compatible with accident investigation requirements; and
- (e) are protected against unauthorised access, tampering or destruction.

(5) The air traffic service provider shall establish procedures for—

- (a) regular testing of recording equipment to ensure proper functioning;
- (b) secure storage and archiving of recorded data;
- (c) retrieval of recorded data for authorised purposes;
- (d) notification to the Authority of any recording system malfunction or failure; and
- (e) coordination with investigating authorities when data is required for accident or incident investigations.

(6) The air traffic service provider shall not disclose recorded surveillance data except—

- (a) to the Authority;
- (b) to authorised personnel of the air traffic service provider for operational and training purposes;
- (c) to the Aeronautical Search and Rescue Agency;
- (d) as ordered by a court;
- (e) as required by any written law; and

(f) to such other persons as may be authorized by the Authority, in writing.

Information on meteorological conditions 43.—(1) The Department responsible for meteorological services shall provide an air traffic service provider with up-to-date information on—

(a) existing and forecast meteorological conditions, as necessary, for the performance of aircraft operations; and

(b) the release into the atmosphere of radioactive materials or toxic chemicals which could affect the airspace used by flights.

(2) The Department responsible for meteorological services shall disseminate meteorological reports and forecasts to the aeronautical information service office.

(3) For the purposes of this regulation, “aeronautical information service office” means the office designated by the Authority to provide aeronautical information services.

Notification of unmanned free balloons
G.N. 34/2026 44. A person operating an unmanned free balloon shall notify the appropriate air traffic service unit of details of the flight in accordance with the Civil Aviation (Rules of the Air) Regulations, 2026.

PART V— COMMUNICATION

Communication facilities between air traffic service units 45.—(1) A flight information centre shall establish communication facilities with—

(a) area control centres within its area of responsibility, except where the centre is collocated with the flight information centre;

(b) approach control units; and

(c) aerodrome control towers, within its area of responsibility.

(2) An area control centre shall establish communication facilities with—

(a) the flight information centre;

(b) an approach control unit;

(c) an aerodrome control tower; and

(d) air traffic services reporting offices, when separately established, within its area of responsibility.

(3) An approach control unit shall establish communication facilities with—

(a) the flight information centre;

(b) the area control centre;

(c) the appropriate aerodrome control tower; and

(d) the appropriate air traffic services reporting offices, when separately established.

(4) An aerodrome control tower shall establish communication facilities with—

- (a) the flight information centre;
- (b) the area control centre;
- (c) the approach control unit; and
- (d) appropriate air traffic services reporting offices, when separately established.

(5) A flight information centre and an area control centre shall establish communication facilities with the following units providing a service, within the area of responsibility flight information centre or area control centre—

- (a) appropriate military unit;
- (b) meteorological office;
- (c) aeronautical telecommunications station;
- (d) appropriate operator's offices;
- (e) Lilongwe Search and Rescue Coordination Centre or any other appropriate emergency service; and
- (f) the international notices to air missions office serving the centre.

(6) An approach control unit and an aerodrome control tower shall establish communication facilities with the following units providing a service within the area of responsibility of the approach control unit or aerodrome control tower—

- (a) appropriate military unit;
- (b) rescue and emergency services, including ambulance and fire services;
- (c) meteorological office;
- (d) aeronautical telecommunications station; and
- (e) unit providing apron management service, when separately established.

(7) The communication facilities required under subregulations (5)(a) and (6)(a) shall include provision for rapid and reliable communication between the air traffic service unit concerned and the appropriate military unit responsible for control of interception operations within the area of responsibility of the air traffic service unit.

(8) Where any communication facility required under this regulation becomes unserviceable, the unit concerned shall immediately notify the Authority and take all reasonable steps to restore the facility or establish alternative means of communication.

(9) For the purposes of this regulation—

(a) “Lilongwe Search and Rescue Coordination Centre” has the meaning ascribed thereto under the Civil Aviation (Aeronautical Search and Rescue) Regulations, 2026;

G.N. 31/2026

(b) “apron management service” means a service to regulate activities and the movement of aircraft and vehicles on an apron; and

(c) “international notice to air missions office” means an office designated by the Authority for the international exchange of notices to airmen.

Standards for
communica-
tion facilities

46.—(1) Communication facilities required under regulation 45 shall provide for—

(a) direct speech communication, either alone or combined with data link communication, which—

(i) for radar or Automatic Dependent Surveillance-Broadcast control transfer, can be established instantaneously; and

(ii) for other purposes, can normally be established within fifteen seconds; and

(b) printed communication where a written record is required, with message transit time not exceeding five minutes.

(2) Communication facilities not referred to under subregulation (1) shall provide for—

(a) direct speech communication, either alone or combined with data link communication, which can normally be established within fifteen seconds; and

(b) printed communication where a written record is required, with message transit time not exceeding five minutes.

(3) Communication facilities required under regulation 45(6)(d) shall provide for direct speech communication arranged for conference purposes, which can normally be established within fifteen seconds.

(4) An air traffic service unit that requires automatic data transfer to or from air traffic service computers shall provide automatic recording facilities for such transfer.

(5) All direct speech and data link communications referred to in regulations 45(5) and 45(6) between air traffic service units, and between air traffic service units and other units, shall be automatically recorded.

(6) Communication facilities required under regulation 45 may be supplemented by other visual or audio communication facilities as necessary.

(7) The air traffic service provider shall retain recordings of communications under this Part for a—

(a) minimum period of ninety days from the date of recording; and

(b) maximum period of twelve months from the date of recording, unless the Authority prescribes a longer retention period.

(8) An air traffic service unit shall develop procedures for direct speech communications to permit immediate connection to be made for very urgent calls concerning the safety of aircraft, and the interruption, if necessary, of less urgent calls in progress at the time.

Communication
facilities
between flight
information
regions

47.—(1) A flight information centre and area control centre shall establish communication facilities with all adjacent flight information centres and area control centres.

(2) The communication facilities referred to in subregulation (1) shall, in all cases include—

(a) provision for messages in a form suitable for retention as a permanent record; and

(b) delivery capabilities in accordance with transit times specified by regional air navigation agreements.

(3) Except as otherwise prescribed by applicable regional air navigation agreements, communication facilities between area control centres serving a contiguous control area shall include—

(a) provisions for direct speech communication with automatic recording;

(b) where applicable, data link communication with automatic recording;

(c) capability to establish communication instantaneously for the purpose of transfer of control using radar, Automatic Dependent Surveillance-Broadcast or Automatic Dependent Surveillance-Contract data; and

(d) for other purposes, capability for communication to be established within fifteen seconds.

(4) Where required by an agreement between the relevant authorities of adjacent States, in order to eliminate or reduce the need for interceptions in the event of deviation from assigned track, communication facilities between adjacent flight information centres or area control centres, other than those mentioned in subregulation (3), shall include—

(a) provision for direct speech communication; or

(b) direct speech communication in combination with data link communication.

(5) The communication facilities referred to in subregulation (4) shall be—

(a) provided with automatic recording; and

(b) capable of establishing communication within fifteen seconds.

(6) Where operational requirements are such that it is necessary to clear aircraft into an adjacent control area prior to departure, an approach control unit or aerodrome control tower shall be connected with the area control centre serving the adjacent area.

(7) The communication facilities referred to in subregulation (6) shall include the provisions specified in subregulation (3)(a) to (d).

(8) An air traffic service provider shall provide suitable facilities for automatic recording, where automatic exchange of data between air traffic service computers is required.

48.—(1) An air traffic service provider shall provide an aerodrome control service with two-way radiotelephony communication facilities for the control of vehicles on the manoeuvring area.

Communica-
tion facilities
for control of
vehicles on
manoeuvring
area

(2) Notwithstanding subregulation (1), the Authority may permit communication by a system of visual signals where the Authority is satisfied that such system is adequate for the safe control of vehicles on the manoeuvring area.

(3) The air traffic service provider shall provide separate communication channels for the control of vehicles on the manoeuvring area where—

- (a) the volume of vehicle traffic warrants such provision;
- (b) operational safety requirements necessitate a dedicated channel;

or

(c) conditions at the aerodrome make shared a communication channel impractical.

(4) The air traffic service provider shall provide automatic recording facilities on all separate communication channels established for the control of vehicles on the manoeuvring area under subregulation (3).

Dissemination of information on aerodrome conditions

49. An air traffic service provider shall disseminate information on conditions at an aerodrome and any associated facilities at an aerodrome to an operator.

PART VI—COORDINATION

Coordination between operator and air traffic services

50.—(1) An air traffic service provider shall provide to an operator—

(a) all reasonably available information necessary for operations of the operator; and

(b) when requested and practicable—

(i) position reports; and

(ii) other operational messages,

in accordance with the manual of standards of air traffic services.

(2) When providing an air traffic service, an air traffic service provider shall take into account the requirements of an operator under the Act.

Coordination between Department responsible for meteorological services and air traffic services

51. The Department responsible for meteorological services and an air traffic service provider shall establish and implement arrangements to ensure that—

(a) aircraft receive current meteorological information; and

(b) the Department and the air traffic service provider exchange any other pertinent information for the safe conduct of civil aircraft operations.

Coordination between Malawi Defence Force and air traffic service providers

52.—(1) An air traffic service provider shall—

(a) establish and maintain cooperation with the Malawi Defence Force on military activities that may affect civil aircraft operations;

(b) establish special procedures for the safe conduct of civil aircraft operations in areas where military activities are conducted; and

(c) designate areas or routes where the Civil Aviation (Rules of the Air) Regulations, 2026, shall apply to all flights, including military flights. G.N. 34/2026

(2) An air traffic service provider and the appropriate military unit shall exchange information relevant to safe flight conduct and provide flight plan data in a manner prescribed by the Authority.

53.—(1) An air traffic service provider shall coordinate with a person conducting any activity which is potentially hazardous to a civil aircraft operation over the territory of Malawi. Coordination of activities potentially hazardous to civil aircraft

(2) The coordination under subregulation (1) shall—

(a) be conducted in a manner that enables the timely publication of information regarding the activity; and

(b) comply with regulations relating to aeronautical information services.

(3) Where the planned activity will take place partly in the airspace of another country, the air traffic service provider shall coordinate with the air traffic service authority responsible for that airspace.

(4) The air traffic service provider shall, in determining arrangements under subregulation (1), ensure that—

(a) the selection of location, area, time and duration for the activity—

(i) avoids closure or realignment of established air traffic service routes;

(ii) prevents blocking of most economic flight level; and

(iii) minimizes delay to scheduled aircraft operations, unless no other option exists;

(b) the designated airspace for the activity is kept to the minimum necessary size; and

(c) direct communication is established between the appropriate air traffic service unit and the person conducting the activity to facilitate management of emergencies and circumstances requiring activity discontinuation.

54.—(1) An air traffic service unit shall exchange current aeronautical information with an aeronautical information services unit for pre-flight and in-flight use. Coordination between aeronautical information services and air traffic services

(2) The information exchanged under subregulation (1) shall meet the accuracy and integrity requirements specified in the *Sixth Schedule*.

PART VII— MISCELLANEOUS

55.—(1) The Authority may exempt any person from the application of a provision of these Regulations: Exemptions

Provided that the exemption shall not violate the standards prescribed by the ICAO.

(2) An exemption granted under subregulation (1) shall be published in the *Gazette* and two newspapers of wide circulation in Malawi.

Suspension,
cancellation or
revocation of
licence,
certificate, etc.

56.—(1) The Authority may, where a person contravenes a provision under these Regulations, suspend, cancel or revoke any—

- (a) licence;
- (b) certificate;
- (c) approval;
- (d) authorisation; or
- (e) exemption,
issued to that person under the Act

- (2) Before taking action under subregulation (1), the Authority shall—
- (a) notify the person, in writing, of the alleged contravention;
 - (b) provide the person an opportunity to make representations; and
 - (c) consider any representations made.

Offences and
penalties

57. A person who—

(a) conducts an activity potentially hazardous to civil aircraft without coordinating with an air traffic service provider as required under regulation 53;

(b) intentionally interferes with air traffic services operations or equipment; or

(c) fails to discontinue a hazardous activity when required by an air traffic service unit,

commits an offence and shall, upon conviction, be liable to a fine of K5,000,000 and to imprisonment for five years.

Transitional
provision

58.—(1) A licence, certificate, approval, authorization, designation, or exemption issued or granted under the Act relating to air traffic services and in force immediately before the commencement of these Regulations shall continue in force as if issued or granted under these Regulations until—

- (a) the date of its expiry, if any;
- (b) the date it is varied or cancelled by the Authority; or
- (c) the expiry of twelve months from the date of commencement of these Regulations,
whichever occurs first.

(2) Any airspace designation, air traffic service route, or significant point established under the Act and in force immediately before the commencement of these Regulations shall continue in force as if designated or established under these Regulations until varied or cancelled by the Authority.

(3) An air traffic service provider who, immediately before the commencement of these Regulations, was providing air traffic services shall, within twelve months after the commencement of these Regulations, submit a manual of standards for air traffic services for approval in accordance with regulation 15.

(4) Where an air traffic service provider has submitted an application under subregulation (3)(a) within the period specified, the provider shall

continue to provide air traffic services in accordance with the provider's existing procedures until the Authority—

- (a) approves the manual; or
- (b) rejects the application and directs the provider to cease operations or modify its procedures.

(5) Any coordination agreement, letter of agreement, or operational arrangement between air traffic service units in effect immediately before the commencement of these Regulations shall continue in force until—

- (a) replaced by new agreements or arrangements in accordance with these Regulations; or
 - (b) expiry of twelve months from the date of commencement of these Regulations,
- whichever occurs first.

FIRST SCHEDULE

(reg.5, 30(3)(i))

AIR TRAFFIC SERVICES AIRSPACE CLASSES — SERVICES PROVIDED AND FLIGHT REQUIREMENTS

<i>Class</i>	<i>Type of flight</i>	<i>Separation provided</i>	<i>Service provided</i>	<i>Speed limitation*</i>	<i>Radio communication requirement</i>	<i>Subject to an ATCs clearance</i>
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes

<i>Class</i>	<i>Type of flight</i>	<i>Separation provided</i>	<i>Service provided</i>	<i>Speed limitation*</i>	<i>Radio communication requirement</i>	<i>Subject to an ATCs clearance</i>
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR		Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No

*When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.

SECOND SCHEDULE

(reg. 9(6)(b))

PRINCIPLES GOVERNING THE IDENTIFICATION OF NAVIGATION SPECIFICATIONS AND THE IDENTIFICATION OF AIR TRAFFIC SERVICE ROUTES OTHER THAN STANDARD DEPARTURE AND ARRIVAL ROUTES

1. Designators for air traffic service routes and navigation specifications.

1.1 The purpose of a system of route designators and navigation specifications applicable to specified air traffic service route segments, routes or area is to allow both pilots and air traffic service, taking into account automation requirements—

- (a) to make unambiguous reference to any air traffic service route without the need to resort to the use of geographical coordinates or other means in order to describe it;
- (b) to relate an air traffic service route to a specific vertical structure of the airspace, as applicable;
- (c) to indicate a required level of navigation performance accuracy, when operating along an air traffic route or within a specified area; and
- (d) to indicate that a route is used primarily or exclusively by certain types of aircraft.

Note 1— *Specifications governing the publication of navigation specifications are provided under the Act.*

Note 2— *In relation to this part and for flight planning purposes, a prescribed navigation specification is not considered an integral part of the air traffic service route designator.*

1.2 In order to meet this purpose, the designation system shall—

- (a) permit the identification of any air traffic service route in a simple and unique manner;
- (b) avoid redundancy;
- (c) be usable by both ground and airborne automation systems;
- (d) permit utmost brevity in operational use; and
- (e) provide sufficient possibility of extension to cater for any future requirements without the need for fundamental changes.

1.3 Controlled, advisory and uncontrolled air traffic service routes, with the exception of standard arrival and departure routes, shall therefore be identified as specified hereafter.

2. Composition of designator

2.1 The air traffic service route designator shall consist of a basic designator supplemented, if necessary, by—

- (a) one prefix as prescribed in 2.3; and
- (b) one additional letter as prescribed in 2.4.

2.1.1 The number of characters required to compose the designator shall not exceed six characters.

2.1.2 The number of characters required to compose the designator should, possible, be kept to a maximum of five characters.

2.2 The basic designator shall consist of one letter of the alphabet followed by a number from 1 to 999.

2.2.1 Selection of the letter shall be made from those listed hereunder—

- (a) A, B, G, R for routes which form part of the regional networks of air traffic service routes and are not area navigation routes;
- (b) L, M, N, P for area navigation routes which form part of the regional networks of air traffic service routes;
- (c) H, J, V, W for routes which do not form part of the regional networks of air traffic service routes and are not area navigation routes;
- (d) Q, T, Y, Z for area navigation routes which do not form part of the regional networks of air traffic service routes.

2.3 Where applicable, one supplementary letter shall be added as a prefix to the basic designator in accordance with the following—

- (a) K to indicate a low-level route established for use primarily by helicopters;
- (b) U to indicate that the route or portion thereof is established in the upper airspace; and
- (c) S to indicate a route established exclusively for use by supersonic aircraft during acceleration, deceleration and while in supersonic flight.

2.4 When prescribed by the appropriate air navigation service provider or on the basis of regional air navigation agreements, a supplementary letter may be added after the basic designator of the air traffic service route in question in order to indicate the type of service provided in accordance with the following—

- (a) the letter F to indicate that on the route or portion thereof advisory service only is provided; and
- (b) the letter G to indicate that on the route or portion thereof flight information service only is provided.

Note 1.— *Due to limitations in the display equipment on board aircraft, the supplementary letters “F” or “G” may not be displayed to the pilot.*

Note 2.— *Implementation of a route or a portion thereof as controlled route, advisory route or flight information route is indicated in aeronautical charts and aeronautical information publications in accordance with the provisions in these Regulations.*

3. Assignment of basic designators

3.1 Basic air traffic service route designators shall be assigned in accordance with the following principles.

3.1.1 The same basic designator shall be assigned to a main trunk route throughout its entire length, irrespective of terminal control areas, States or regions traversed.

Note.— *This is of particular importance where automated air traffic service data processing and computerized airborne navigation equipment is used.*

3.1.2 Where two or more trunk routes have a common segment, the segment in

question shall be assigned each of the designators of the routes concerned, except where this would present difficulties in the provision of air traffic service, in which case, by common agreement, one designator only shall be assigned.

3.1.3 A basic designator assigned to one route shall not be assigned to any other route.

3.1.4 States' requirements for designators shall be notified to the Regional Offices of ICAO for coordination.

4. Use of designators in communications

4.1 In printed communications, the designator shall be expressed at all times by not less than two and not more than six characters.

4.2 In voice communications, the basic letter of a designator shall be spoken in accordance with the ICAO spelling alphabet.

4.3 Where the prefixes K, U or S specified 2.3 are used, they shall, in voice communications, be spoken as follows:

- K — KOPTER
- U — UPPER,
- S — SUPERSONIC

The word “kopter” shall be pronounced as in the word helicopter” and the words “upper” and “supersonic” as in the English language.

3.4 Where the letters “F” or “G” specified in 2.4 are used, the flight crew should not be required to use them in voice communications.

THIRD SCHEDULE (reg. 9(6)(a))

PRINCIPLES GOVERNING THE IDENTIFICATION OF STANDARD DEPARTURE AND ARRIVAL ROUTES AND ASSOCIATED PROCEDURES

Note. — *Material relating to the establishment of standard departure and arrival routes and associated procedures is contained in the Air Traffic Services Planning Manual (Doc 9426).*

1. Designators for standard departure and arrival routes and associated procedures

Note. — *In the following text the term “route” is used in the meaning of “route and associated procedures”.*

- 1.1 The system of designators shall—
 - (a) permit the identification of each route in a simple and unambiguous manner;
 - (b) make a clear distinction between—
 - (i) departure routes and arrival routes;
 - (ii) departure or arrival routes and other air traffic service routes;
 - (iii) routes requiring navigation by reference to ground based radio aids or self-contained airborne aids, and routes requiring navigation by visual reference to the ground;

- (c) be compatible with air traffic service and aircraft data processing and display requirements;
- (d) be of utmost brevity in its operational application;
- (e) avoid redundancy;
- (f) provide sufficient possibility for extension to cater for any future requirements without the need for fundamental changes.

1.2 Each route shall be identified by a plain language designator and a corresponding coded designator.

1.3 The designators shall, in voice communications, be easily recognizable as relating to a standard departure or arrival route and shall not create any difficulties in pronunciation for pilots and air traffic service personnel.

2. Composition of designators

2.1 Plain language designator

2.1.1 The plain language designator of a standard departure or arrival route shall consist of—

- (a) a basic indicator; followed by
- (b) a validity indicator; followed by
- (c) a route indicator, where required; followed by
- (d) the word “departure” or “arrival”; followed by
- (e) the word “visual”, if the route has been established for use by aircraft operating in accordance with the visual flight rules (VISUAL FLIGHT RULES).

2.1.2 The basic indicator shall be the name or name-code of the significant point where a standard departure route terminates or a standard arrival route begins.

2.1.3 The validity indicator shall be a number from 1 to 9.

2.1.4 The route indicator shall be one letter of the alphabet. The letters “I” and “O” shall not be used.

2.2 Coded designator

The coded designator of a standard departure or arrival route, instrument or visual, shall consist of—

- (a) the coded designator or name-code of the significant point described in 2.1.1 (a); followed by
- (b) the validity indicator in 2.1.1 (b); followed by
- (c) the route indicator in 2.1.1 (c), where required.

Note. — Limitations in the display equipment on board aircraft may require shortening of the basic indicator, if that indicator is a five-letter name-code, e.g. KODAP. The manner in which such an indicator is shortened is left to the discretion of operators.

3. Assignment of designators

3.1 Each route shall be assigned a separate designator.

- 3.2 To distinguish between two or more routes which relate to the same significant point (and therefore are assigned the same basic indicator), a separate route indicator as described in 2.1.4 shall be assigned to each route.
4. Assignment of validity indicators
 - 4.1 A validity indicator shall be assigned to each route to identify the route which is currently in effect.
 - 4.2 The first validity indicator to be assigned shall be the number “1”.
 - 4.3 Whenever a route is amended, a new validity indicator, consisting of the next higher number, shall be assigned. The number “9” shall be followed by the number “1”.
5. Examples of plain language and coded designators
 - 5.1 Example 1: Standard departure route —instrument—
 - (a) Plain language BRECON ONE designator: DEPARTURE
 - (b) Coded designator: BCN1
 - 5.1.1 Meaning: The designator identifies a standard instrument departure route which terminates at the significant point BRECON (basic indicator). BRECON is a radio navigation
 - 5.2 Example 2: Standard arrival route-Instrument
 - (a) Plain language: KODAP TWO ALPHA designator: ARRIVAL
 - (b) Coded designator: KODAP 2A
 - 5.2.1 Meaning: This designator identifies a standard instrument arrival route which begins at the significant point KODAP (basic indicator). KODAP is a significant point not marked by the site of a radio navigation facility and therefore assigned a five-letter name-code in accordance with Appendix 2. The validity indicator TWO (2) signifies that a change has been made from the previous version ONE (1) to the now (2). The route indicator ALPHA identifies one of several routes established with reference to KODAP and is a specific character assigned to this route.
 - 1.2 Example 3: Standard departure route —visual:
 - (a) Plain language: ADOLA FIVE BRAVO Designator: DEPARTUREVISUAL
 - (b) Coded designator: ADOLA 5B
 - 5.3.1 Meaning: This designator identifies a standard departure route for controlled VISUAL FLIGHT RULES flights which terminates at ADOLA, a significant point not marked by the site of a radio navigation facility. The validity indicator FIVE (5) signifies that a change has been made from the previous version FOUR (4) to the now effective version FIVE(5).

The route indicator BRAVO

(A) identifies one of several routes established with reference to ADOLA.

2. Composition of designators for MLS/RNAV approach procedures

2.1 Plain language designator

- 2.1.1 The plain language designator of an MLS/RNAV approach procedure shall consist of—
 - (a) “MLS”; followed by
 - (b) a basic indicator; followed by
 - (c) a validity indicator; followed by
 - (d) a route indicator; followed by
 - (e) the word “approach”; followed by
 - (f) the designator of the runway for which the procedure is designed.
- 2.1.2 The basic indicator shall be the name or name-code of the significant point where the approach procedure begins.
- 2.1.3 The validity indicator shall be a number from 1 to 9.
- 2.1.4 The route indicator shall be one letter of the alphabet. The letters “I” and “O” shall not be used.
- 2.1.5 The designator of the runway shall be in accordance with the Civil Aviation (Aerodromes Designs and Operations) Regulations, as amended
- 2.2 Coded designator
 - 2.2.1 The coded designator of an MLS/RNAV approach procedure shall consist of

FOURTH SCHEDULE

(reg. 11(1))

PRINCIPLES GOVERNING THE ESTABLISHMENT AND IDENTIFICATION OF SIGNIFICANT POINTS

1. Establishment of significant points

1.1 Significant points should, whenever possible, be established with reference to ground- based or space-based radio navigation aids, preferably VHF or higher frequency aids.

1.2 Where such ground-based or space-based radio navigation aids do not exist, significant points shall be established at locations which can be determined by self-contained airborne navigation aids, or, where navigation by visual reference to the ground is to be affected, by visual observation. Specific points may be designated as “transfer of control” points by agreement between adjacent air traffic control units or control positions concerned.

2. Designators for significant points marked by the site of a radio navigation aid

2.1 Plain language name for significant points marked by the site of a radio navigation aid.

2.1.1 Whenever practicable, significant points shall be named with reference to an identifiable and preferably prominent geographical location.

2.1.2 In selecting a name for the significant point, care shall be taken to ensure that the following conditions are met—

- (a) the name shall not create difficulties in pronunciation for pilots or air traffic service personnel when speaking in the language used in air traffic service communications. Where the name of a geographical location in the national language selected for designating a significant point gives rise to difficulties in pronunciation, an abbreviated or contracted version of this name, which retains as much of its geographical significance as possible, shall be selected; Example: FUERSTENFELDBRUCK = FURSTY
- (b) the name shall be easily recognizable in voice communications and shall be free of ambiguity with those of other significant points in the same general area. In addition, the name shall not create confusion with respect to other communications exchanged between air traffic services and pilots;
- (c) the name should, if possible, consist of at least six letters and form two syllables and preferably not more than three;
- (d) the selected name shall be the same for both the significant point and the radio navigation aid marking it.

2.2 Composition of coded designators for significant points marked by the site of a radio navigation aid.

2.2.1 The coded designator shall be the same as the radio identification of the radio navigation aid. It shall be so composed, if possible, as to facilitate association with the name of the point in plain language.

2.2.2 Coded designators shall not be duplicated within 1 100 km (600 NM) of the location of the radio navigation aid concerned, except as noted hereunder.

Note. — When two radio navigation aids operating in different bands of the frequency spectrum are situated at the same location, their radio identifications are normally the same.

2.3 States' requirements for coded designators shall be notified to the Regional Offices of ICAO for coordination.

3. Designators for significant points not marked by the site of a radio navigation aid

3.1 Where a significant point is required at a position not marked by the site of a radio navigation aid, and is used for ATC purposes, it shall be designated by a unique five-letter pronounceable "name-code". This name-code designator then serves as the name as well as the coded designator of the significant point.

Note. — The principles governing the use of alphanumeric name-codes in support of RNAV SIDs, STARs and instrument approach procedures are detailed in the Civil Aviation (Construction of Visual and Instrument Flight Procedures) Regulations as amended

3.2 The name-code designator shall be selected so as to avoid any difficulties in pronunciation by pilots or AIR TRAFFIC SERVICE personnel when speaking in the language used in AIR TRAFFIC SERVICE communications.

Examples: ADOLA, KODAP

3.3 The name: - code designator shall be easily recognizable in voice communications and shall be free of ambiguity with those used for other significant points in the same general area.

3.4 The unique five-letter pronounceable name- code designator assigned to as significant point shall not be assigned to any other significant point. When there is a need to relocate a significant point, a new name-code designator shall be chosen. In cases when a State wishes to keep the allocation of specific name-codes for reuse at a different location, such name-codes shall not be used until after a period of at least six months.

3.5 States' requirements for unique five-letter pronounceable name-code designators shall be notified to the Regional Offices of ICAO for coordination.

3.6 In areas where no system of fixed routes is established or where the routes followed by aircraft vary depending on operational considerations, significant points shall be determined and reported in terms of World Geodetic System—1984(WGS- 84) geographical coordinates, except that permanently established significant points serving as exit and/or entry points into such areas shall be designated in accordance with the applicable provisions in 2 or 3.

4. Use of designators in communications

4.1 Normally the name selected in accordance with 2 or 3 shall be used to refer to the significant point in voice communications. If the plain language name for a significant point marked by the site of a radio navigation aid selected in accordance with 2.1 is not used, it shall be replaced by the coded designator which, in voice communications, shall be spoken in accordance with the ICAO spelling alphabet.

4.2 In printed and coded communications, only the coded designator or the selected name- code shall be used to refer to a significant point.

5. Significant points used for reporting purposes

5.1 In order to permit air traffic service to obtain information regarding the progress of aircraft in flight, selected significant points may need to be designated as reporting points.

5.2 In establishing such points, consideration shall be given to the following factors—

- (a) the type of air traffic services provided;
- (b) the amount of traffic normally encountered;
- (c) the accuracy with which aircraft are capable of adhering to the current flight plan;
- (d) the speed of the aircraft;
- (e) the separation minima applied;
- (f) the complexity of the airspace structure;
- (g) the control methods employed;
- (h) the start or end of significant phases of a flight (climb, descent, change of direction, etc.);
- (i) transfer of control procedures;
- (j) safety and search and rescue aspects;
- (k) the cockpit and air-ground communication workload.

5.3 Reporting points shall be established either as “compulsory” or as “on-request”.

- 5.4 In establishing “compulsory” reporting points the following principles shall apply—
- (a) compulsory reporting points shall be limited to the minimum necessary for the routine provision of information to air traffic services units on the progress of aircraft inflight, bearing in mind the need to keep cockpit and controller work load and air-ground communications load to a minimum;
 - (b) the availability of a radio navigation aid at a location should not necessarily determine its designation as a compulsory reporting point;
 - (c) compulsory reporting points should not necessarily be established at flight information region or control area boundaries.

5.5 “On-request” reporting points may be established in relation to the requirements of air traffic services for additional position reports when traffic conditions so demand.

5.6 The designation of compulsory and on- request reporting points shall be reviewed regularly with a view to keeping the requirements for routine position reporting to the minimum necessary to ensure efficient air traffic services.

5.7 Routine reporting over compulsory reporting points should not systematically be made mandatory for all flights in all circumstances. In applying this principle, particular attention shall be given to the following—

- (a) high-speed, high-flying aircraft should not be required to make routine position reports over all reporting points established as compulsory for low-speed, low-flying aircraft;
- (b) aircraft transiting through a terminal control area should not be required to make routine position reports as frequently as arriving and departing aircraft.

5.8 In areas where the above principles regarding the establishment of reporting points would not be practicable, a reporting system with reference to meridians of longitude or parallels of latitude expressed in whole degrees may be established.

FIFTH SCHEDULE

(reg. 16(1), 16(2))

FORM A

APPLICATION FOR APPROVAL OF MANUAL OF STANDARDS FOR AIR TRAFFIC SERVICES

Note:

- 1. Please attach two copies of the draft manual of standards for air traffic services.
- 2. Please attach evidence of payment of the prescribed fee as follows—
 - (a) USD 500 for approval of a new manual of standards for air traffic services; or
 - (b) USD 250 for approval of an amendment to an existing manual of standards for air traffic services.

SECTION 1—DETAILS OF APPLICANT

- 1. Name of applicant:.....
- 2. Air Traffic Service certificate Number:.....
- 3. Physical address.....
- 4. E-mail address.....
- 5. Telephone number:.....
- 6. Details of Accountable Manager:
 - (i) Name of Accountable Manager:.....
 - (ii) Designation / Title:.....
 - (iii) Telephone number:.....
 - (iv) Email:.....

SECTION 2—DETAILS OF THE MANUAL OF STANDARDS

- Title of Manual:.....
- Edition / Version Number:
- Proposed Effective Date:
- Airspace / Aerodrome(s) to be served:.....
- Application Type: ☐ New Manual ☐ Amended Manual ☐ Replacement Manual
- If amendment/replacement, previous Approval No.:
- Scope of Air Traffic Services Covered:
 - ☐ Area Control Service
 - ☐ Approach Control Service
 - ☐ Aerodrome Control Service
 - ☐ Flight Information Service
 - ☐ Alerting Service
 - ☐ Other (specify):

SECTION 3 — STATEMENT OF COMPLIANCE

The applicant hereby certifies that the submitted Manual of Standards complies with the Civil Aviation Act, the Air Traffic Services Regulations, and applicable ICAO Standards and Recommended Practices (SARPs), and contains provisions covering, at a minimum, the following:

(please tick)

- (a) safety management system ☐
- (b) procedures on air traffic flow management ☐
- (c) coordination arrangements between the air traffic service provider and other persons ☐

(please tick)

- (s) whose activities may affect the safe conduct of civil aircraft operations ☐
- (e) procedures for coordination between adjacent air traffic control unit ☐
- (f) procedures for transfer of control between air traffic control units ☐
- (g) minimum separation standards applicable within the airspace ☐
- (h) procedures for handling emergencies ☐
- (i) fatigue management ☐
- (j) procedures for search and rescue coordination ☐
- (k) wake turbulence separation criteria ☐
- (l) noise abatement procedures where applicable ☐
- (m) meteorological information requirements and procedures ☐

SECTION 4 — DECLARATION

I, the undersigned, hereby declare that the information provided in this application is true, complete, and correct, and that the submitted Manual of Standards fully complies with the requirements of the Air Traffic Services Regulations.

Name:

Signature:

Designation:

Date:

FOR OFFICIAL USE ONLY

SECTION 5—MANUAL OF STANDARDS FOR AIR TRAFFIC SERVICES

- (a) safety management system.....yes/no
- (b) procedures on air traffic flow management.....yes/no
- (c) coordination arrangements between the air traffic service provider and other persons whose activities may affect the safe conduct of civil aircraft operations.....yes/no
- (d) procedures for coordination between adjacent air traffic control units.....yes/no
- (e) procedures for transfer of control between air traffic control units.....yes/no
- (f) minimum separation standards applicable within the airspace.....yes/no
- (g) procedures for handling emergency situations.....yes/no
- (h) fatigue management.....yes/no
- (i) procedures for search and rescue coordination.....yes/no
- (j) wake turbulence separation criteria.....yes/no
- (k) noise abatement procedures where applicable.....yes/no
- (l) meteorological information requirements and procedures.....yes/no

This manual of standards for air traffic services is recommended for approval by:

.....

.....	
Full name, designation and signature	Date(dd/mm/yy)

This manual of standards for air traffic services is approved/not approved*

.....

.....

<i>Director General</i> Civil Aviation Authority	Date(dd/mm/yy)
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FORM B

CIVIL AVIATION AUTHORITY

CERTIFICATE OF APPROVAL OF MANUAL OF STANDARD FOR AIR TRAFFIC s SERVICES

1. Certificate Number:
2. Valid from: to
3. Name of operator:
4. Physical address of operator:
5. Postal address:

I hereby certify that the Manual of Standards for Air Traffic Services submitted by the holder has been reviewed and approved by the Authority in accordance with the Civil Aviation (Air Traffic Services) Regulations, 2026.

Conditions of the approval:.....

Dated this day of 20....

.....

Director General
Civil Aviation Authority

SIXTH SCHEDULE

(reg. 39(1), 39(6), 54(2))

AERONAUTICAL DATA QUALITY REQUIREMENTS

Table 1— Latitude and longitude

Note 1. — *Graphical illustrations of obstacle data collection surfaces and criteria used to identify obstacles in the defined areas are illustrated in the Civil Aviation (Aeronautical Information Services) Regulations as amended.*

Note 2. — *In those portions of Area 2 where flight operations are prohibited due to very high terrain or other local restrictions and/or regulations, obstacle data are to be collected in accordance with the Area 1 numerical requirements specified in the Civil Aviation (Aeronautical Information Services) Regulations as amended*

Table 2. Elevation/altitude/height

<i>Elevation/altitude/height</i>	<i>Accuracy Data type</i>	<i>Integrity Classification</i>
Threshold crossing height (Reference datum height), precision approaches	0.5 m calculated	critical
Obstacle clearance altitude/height (OCA/H)	as specified in PANS-OPS (Doc 8168)	essential
Obstacles in Area 1 (the entire State territory), elevations	30 m surveyed	routine
Obstacles in Area 2 (the part outside the aerodrome / heliport boundary)	3 m essential	surveyed
Distance measuring equipment (DME), elevation	30 m (100 ft) surveyed	essential
Instrument approach procedures altitude	As specified in PANS-OPS (Doc 8168)	essential
Minimum altitudes	50 m Calculated	routine

Table 3. Declination and magnetic variation

<i>Declination/variation</i>	<i>Accuracy Data type</i>	<i>Integrity Classification</i>
VHF NAVAID station declination used for technical line-up	1 degree surveyed	essential
NDB NAVAID magnetic variation	1 degree surveyed	routine

Table 4. Bearing

<i>Bearing</i>	<i>Accuracy Data type</i>	<i>Integrity Classification</i>
Airway segments	1/10 degree calculated	routine
Bearing used for the formation of an en-route and of a terminal fix	1/10 degree calculated	routine
Terminal arrival/departure route segments	1/10 degree calculated	routine
Bearing used for the formation of an instrument approach procedure fix	1/100 degree	essential calculated

Made this 16th day of March, 2026.

(FILE REF. NO. DCA/5/20/6)

J. MHANGO
Minister of Transport and Public Works

GOVERNMENT NOTICE No. 33

CIVIL AVIATION ACT
(No. 28 OF 2017)

CIVIL AVIATION (UNITS OF MEASUREMENT FOR AIR AND GROUND
OPERATIONS) REGULATIONS, 2026

IN EXERCISE of the powers conferred by section 92 of the Civil Aviation Act, 2017, I, JAPPIE MHANGO, Minister of Transport and Public Works, on recommendation of the Authority, make the following Regulations—

- Citation1. These Regulations may be cited as the Civil Aviation (Units of Measurement for Air and Ground Operations), Regulations 2026.
- Interpretation2. In these Regulations, unless the context otherwise requires—

“ampere (A)” means that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 meter apart in a vacuum, would produce between these conductors a force equal to 2×10^{-7} newton per meter of length;

“becquerel (Bq)” means the activity of a radionuclide having one spontaneous nuclear transition per second;

“candela (cd)” means the luminous intensity, in the perpendicular direction, of a surface of 1/600 000 square meter of black body at the temperature of freezing platinum under a pressure of 101 325 newtons per square meter;