



**UNITED REPUBLIC OF TANZANIA
TANZANIA CIVIL AVIATION AUTHORITY**
Aeronautical Information Services

AERONAUTICAL INFORMATION CIRCULAR

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The following circular is hereby promulgated for information, guidance and necessary action.

M. T. Munyagi
Director General

**PILOTS REGENCY REQUIREMENTS AND REFRESHER TRAINING AFTER PROLONGED
ABSENCE FROM AIRCRAFT TYPE.**

1. After a prolonged absence from flying duties, or on return to an aircraft type which has not been flown for more than 28 days, there is clearly a need for pilots to undergo some form of refresher training prior to a resumption of public transport flights.
2. Such minimum requirements for both Captains and Co-pilots are specified in the attached Appendix which should be incorporated into the company training manual, such manual being under Regulation 61 of the Tanzania Air Navigation Regulations 2003, as amended.
3. In the case of light aircraft operations where similar and simple aircraft types are involved, e.g. Cessna 402, C404, provided the pilot has continued recency on one type, refresher training on the other similar type(s) may not be required. Specific cases should be referred to the Director of Safety Regulations for consideration.
4. Any operator planning to operate transport aircraft which require a minimum crew comprising three pilots should request the additional recency requirements from the Director of Safety Regulations prior to operation of the aircraft.
5. Operators are reminded also that only those pilots who have been specifically authorized in writing by the Tanzania Civil Aviation Authority may conduct the flying tests for the issuance of aircraft type ratings or the renewal of the privileges thereof. Requests for such authorization should be addressed to the Director of Safety Regulations.

APPENDIX

CAPTAIN AND CO-PILOT REGENCY REQUIREMENTS AND REFRESHER TRAINING AFTER PROLONGED ABSENCE FROM AIRCRAFT TYPE.

These tables list minimum requirements for refresher training. In addition, mandatory checks (Survival, Biannual Proficiency checks, I/R and Route checks) must be revalidated as necessary.

Cases of over 3 calendar months must be approved by the Pilot in charge of training.

Cases of absence from type over 8 months and above must be referred to the Pilot in charge of Training who will prescribe the required syllabus.

Little reference is made to Technical Refreshers. The following tables are to be used as guide lines, and each case should be assessed individually. As a general rule, when two types or different training is involved, two days should be allocated which will include survival, if applicable.

NOTES

1. It is recognized that, for the majority of aircraft type currently in use, no flight simulator is available. In cases, for any interval in excess of 3 calendar months since a pilot's last flight on type as a crew member, the Pilot in Charge of Training shall provide a suitable syllabus for base training on the aircraft which meets the specified requirements.
2. Where an approved flight simulator is available, the Pilot in charge of training may, if considered desirable, plan for all the necessary refresher training (including base competency check and I/R renewal, if required) to be carried out on the base training aircraft.
3. Operators are reminded that when biannual competency checks are required, whether on the approved flight simulator or Base aircraft, such flying tests may only be conducted and certified by examiners duly authorized in writing by the Director General.
4. Complete records shall be maintained by the pilot in charge of training in respect of all refresher training carried out. Such records, shall be retained for a minimum period of 12 months and must be available for inspection by authorized officers of the Tanzania Civil Aviation Authority.

CAPTAIN REGENCY REQUIREMENT.

Before operating on a public transport flight in command, a Captain must have carried out as a Pilot in-Command not less than 3 take-off and three landings in an aircraft of the type to be used on the flight within the immediately preceding three months. The Commander should also have made at least one take off and one landing in the preceding 28 days.

NOTE: Training Captains may command the flight from either the left or right hand pilot seat.

Interval since last flight on type as crew member.	CAPTAIN	
	Absence due operational requirement	Absence due to other reasons
Over 28 days but with 3 take offs and 3 landings on the type within 3 calendar months.	Refer to Pilot in-charge of training	2 sectors in command under supervision,
Over 28 days but without required take offs and landings	Refer to pilot in-charge of training	Refer to pilot in command training.
3 months to 5 months (inclusive)	4 hour simulator (Pilot in command training to provide syllabus) plus competence check if required. Base training to include 3 take offs and 3 landings. One sector in command under supervision.	
6 months to 8 months (inclusive)	2 days technical refresher and technical questionnaire plus single engine practice if within 3 months of expiry. 4 hours simulator practice plus either summer or winter check(according to I/R validity) 1 hour base training to include 3 take offs and 3 landings. 6 sectors in command under supervision. route check 2 sectors right hand side plus 2 sectors position 2 route check for training captains only.	

CO-PILOT REGENCY REQUIREMENTS

Before operating on a public transport flight during take off or landing as a pilot in the right hand seat, a pilot must have carried out either as pilot in command or as co-pilot not less than 3 take offs and three landings in an aircraft of the type to be used on the flight within the immediately preceding three months.

Interval since last flight on type as Crew a Member	CO-PILOT	
	Absence due operational requirements	Absence due to other reasons
Over 28 days with 3 take offs and 3 landings on type within 3 calendar months.	TWO CREW aircraft : 2 sectors to include take off and landing	All Aircraft 2 sectors to include take off and landing.
Over 28 days but without required take offs and landings	Refer to Pilot in-charge of Training	Refer to pilot in charge of training.
3 months to 5 months(inclusive)	4 hours simulator (Pilot in command training to provide syllabus, plus proficiency check required. Base training to include 3 take off and 3 landings 2 sectors position 2	
6 months to 8 months (inclusive)	2 days technical refresher and technical questionnaire plus single engine practice if within 3 months of expiry. 4 hours simulator practices plus either Summer or Winter Check in (according to I/R validity). 1 hour base training to include 3 takeoffs and 3 landings. 6 sectors Position 2	

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