



**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. Munyagi*  
**Director General**

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The following Aeronautical Information Circular is an extract from an AIC issued by CAA United Kingdom.

**PILOTS AND SPECTACLES**

1. Pilots required to wear spectacles are reminded that it is an international requirement to carry a spare set of spectacles when flying.

Most pilots over the age of 40 need spectacles to correct their vision for reading. Some will in addition need correction for distant vision and others will need correction for vision at the instrument panel range. The importance of wearing spectacles which are suitable for flying was illustrated by an accident in which the pilot, who was wearing full-lens reading glasses, misjudged the distance available for an over-shoot.

2. **Near Vision Correction**

Where the only correction necessary is for reading, pilots should NEVER use full-lens spectacles whilst flying because the pilot's task requires frequent changes from near to distant vision and the latter is blurred by reading glasses. Half-moon spectacles or lower segment lenses with a neutral upper segment MUST be used in these circumstances.

3. **Near and Distant Vision Correction**

Where correction for both near and distant vision is required, bifocal lenses are essential and pilots are advised to discuss with their Medical Examiner the shape and size most suitable for each segment. Where triple correction is necessary for reading the instrument panel range and distant vision, then specialist advice is required and should be sought through this Authority's appointed Medical Examiners.

4. Finally, all spectacles restrict peripheral vision and thick frames should be particularly avoided. Photosensitive and Variolux lenses are not recommended. Good airmanship requires spectacles wearers to increase their head movements in scanning collision avoidance.

**Cancel AIC 27/1979**