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

Salim R. Msangi
Director General

**POSTPONEMENT OF IMPLEMENTATION OF FATIGUE RISK MANAGEMENT SYSTEM (FRMS) AND
CONTINUED APPLICATION OF THE PRESCRIPTIVE FATIGUE MANAGEMENT APPROACH**

1. PURPOSE

1.1 This Aeronautical Information Circular (AIC) is issued to inform all aviation stakeholders of the postponement of the implementation of the **Fatigue Risk Management System (FRMS)** in the United Republic of Tanzania (URT).

1.2 This Circular further clarifies the interim fatigue management arrangements applicable until the effective implementation of FRMS.

2. REFERENCES

- a) Civil Aviation (Fatigue Risk Management) Regulations, 2024
- b) Civil Aviation (Safety Management) Regulations, 2018 and as amended in 2026,
- c) ICAO Doc 9966 — Fatigue Risk Management Systems

3. BACKGROUND

3.1 The Civil Aviation (Fatigue Risk Management) Regulations, 2024 provide for the implementation of FRMS as an alternative means of compliance to prescriptive flight and duty time limitations, subject to approval by the Authority.

3.2 Regulation 28, Part VI of the said Regulations requires operators and service providers implementing FRMS to demonstrate adequate organizational maturity, supporting processes, and personnel competency to manage fatigue-related safety risks.

4. POSTPONEMENT OF FRMS IMPLEMENTATION

4.1 The Tanzania Civil Aviation Authority has determined that the implementation of FRMS will be **postponed until June 2027**.

4.2 This decision is based on several factors, including but not limited to:

- a) Insufficient specialized training on FRMS principles and oversight for both regulatory personnel and service providers;
- b) The need to strengthen competency in fatigue science, data-driven safety risk management, and FRMS oversight processes;
- c) The requirement to ensure a harmonized and effective national approach to FRMS implementation consistent with ICAO guidance material.

5. INTERIM FATIGUE MANAGEMENT ARRANGEMENTS

5.1 During the interim period, the United Republic of Tanzania shall **continue to rely on the prescriptive approach** to the management of fatigue as detailed in Part II, III, IV and V the Civil Aviation (Fatigue Risk Management) Regulations, 2024.

5.2 All aircraft operators and relevant service providers shall therefore continue to comply with:

- a) Applicable **prescriptive flight time, duty time, and rest period limitations** prescribed in the Regulations;
- b) Existing fatigue-related policies, procedures, and oversight mechanisms approved by the Authority.

5.3 No operator or service provider shall implement FRMS or claim FRMS equivalency without prior approval from the Authority.

6. FUTURE IMPLEMENTATION

6.1 The Authority shall develop and conduct targeted training programmes and guidance material for both inspectors and industry stakeholders to support effective FRMS implementation.

6.2 Subject to satisfactory preparedness, the **effective implementation of FRMS is planned for June 2027**, at which time further guidance will be issued through appropriate aeronautical publications.

7. APPLICABILITY

7.1 This AIC applies to:

- a) Aircraft operators;
- b) Air Traffic Services providers;
- c) Other service providers subject to the Civil Aviation (Fatigue Risk Management) Regulations, 2024.

8. ENQUIRIES

8.1 Any enquiries/clarification/compliance reporting regarding this AIC, please contact **Director of Safety Regulation, Tanzania Civil Aviation Authority**.