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**AERONAUTICAL INFORMATION CIRCULAR**

AIC No B005/94 is hereby replaced.

**Miscellaneous matters**

The following matters are notified for information and action as indicated.

**1. Log books**

The Authority encourages the use of decimal times in the compilation of all log books, including personal flying log books. It is only necessary to record Hours and Tenths of hours e.g. 1.7.

**2. Personal flying log books**

CA Form 142. There has been an increasing number of incorrectly maintained personal flying log books. It is a legal requirement in terms of Air Navigation Regulations for personal flying log books to be completed accurately and with all relevant columns completed. Except in the case of scheduled flights, the number of passengers carried shall be stated and if none are carried, then NIL shall be entered. Destinations shall be accurately and specifically entered in the duty column. Where a clearly identifiable duty is performed e.g. Air Test, Photo survey-eastern border, Instrument rating renewal flight test, First solo cross country etc. then that duty must be logged. In the case of demonstration flights the name of the person or company being given the demonstration shall be identified. Flight test of a mandatory nature shall be logged or underlined in RED and the result thereof noted. Dates and result of medical examinations shall also be logged.

Attention is drawn to the logging of P1 and P2 times, dual time, and instrument time. Pilots are required to be familiar with the various regulations which affect the logging of flight times and the following information is for guidance only.

In order to log P1 time the pilot must have the class and type on his license in Group 1.

In order to log P2 time the pilot must have the type in group 2, if passengers are carried or if on aerial work or private flight. Note that a CPL only permits P1 on an aircraft of up to 5680kg in a Public Transport aircraft carrying passengers.

Actual instrument flying may only be logged by a second pilot in respect of the sector flown by him and only for the time during which Instrument Meteorological conditions prevailed. Night flying may or may not be IMC.

Dual instruction time may only be logged if the pilot is actually seated so as to control the aircraft and the Pilot in command is instructor rated for that type of aircraft. PI(S) or P.U.S are not acceptable classifications in Zimbabwe and require to be logged as either

Dual or P2 dependent upon the circumstances. P2 time cannot be logged as such if the aircraft type does not require 2 pilots. P1/US may be logged by a copilot with A/C type in group 2 (multi) as long as the commander signs after every flight. (i.e. if it was the F/OG sector).

**3. PPL Medical examinations/renewals**

In order to ease the pressure on the licensing office and to compensate for the inherent delays in the system, private pilots may now complete a renewal medical up to 35 days in advance of their renewal date and it is strongly recommended that it should not be less than 21 days prior to renewal date. The renewal date will continue to be the end of the old expiry date.

**4. Altimeter scales**

In order to reduce the time wasting duplications of R/T calls in order to obtain QNH setting inches, owner/operators of aircraft with inches sub-scales are required to ensure a legible conversion table is affixed to the aircraft instrument panel convenient to the altimeter. This requirement will with immediate effect be checked at C of A flight tests.

**5. Importance of closing flight plan**

If you want to have search and rescue service, make a note in your flight plan Item 18, RMK/SAR NML.

To reduce the incidence of false alarms it is very important to close your flight plan at the destination.

Where the communication is known or suspected to be impossible or difficult at the flight plan destination, give the FIC/ACC information on radio that there will be a delay in closing the flight plan.

For traffic information around an unmanned airfield, a blind transmission has to be made. After landing get a message to local police to advise them of your safe arrival or if possible make a phone call to Harare ACC.

**6. Use of frequencies**

Published TWR frequency is to be used in and out of all airfields within CTR, published APP frequency is to be used within the TMA, for traffic information use FIC frequency (refers AIP AD)

**7. Use of landing lights**

The use of landing lights is strongly recommended in respect of all aircraft making approaches and landings at any aerodrome/airfield at any time since it enhances sighting potential by other aircraft operating in the same area.

**8. Use of headsets**

All pilots are encouraged to use headset/telephones in preference to the cockpit speaker which from a professional pilots point of view, is only a back-up system. Readability using headsets is invariably much better, helps reduce noise fatigue, is less distracting for passengers and therefore generally improves flight safety.



**K.KASEKE**  
**ACTING CHIEF EXECUTIVE OFFICER**

*This circular is issued for information, guidance and necessary action.*