



UNITED REPUBLIC OF TANZANIA
TANZANIA CIVIL AVIATION AUTHORITY
Aeronautical Information Services

AERONAUTICAL INFORMATION CIRCULAR

P.O. Box 2819 DAR ES SALAAM.
FAX: (255-22) 2118905
PHONE: (255-22) 2115079/80, **2111951**.
COMM: DIRAIR
AFTN: HTDQYOYO
Email: tcaa@tcaa.go.tz
Website: <http://www.tcaa.go.tz>

AIC 46/2000 (Pink 24) 7 September 2000
--

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

M. Munyagi
Director General

TAKE OFF PERFORMANCE OF LIGHT AIRCRAFT

1. Pilots are, reminded that it is their sole responsibility to ensure that the field length is adequate to permit a take-off to be completed in safety and that no external pressures must be allowed to influence their judgment in such matters.
2. The most important principles affecting the take-off performance are the 'W.A.T.' factors. Viz.: -
 - (a) Weight of the aircraft
 - (b) Altitude of the aerodrome strip (field elevation above mean sea level), and
 - (c) Temperature
3. However, other criteria affecting the take-off distance required must also be taken into account, when making an assessment of the take-off run required and the ability to clear a 50-foot screen on the net flight path. Amongst the most important of those area-
 - (d) surface wind direction and speed
 - (e) runway gradient (uphill or downhill)
 - (f) engine, power output
 - (g) runway conditions- wet, dry, loose, gravel or sand, pools of standing water, thick grass, etc., etc.,
 - (h) obstructions in the net flight path, and
 - (1) pilot handling technique.
4. Pilots are urged to take into consideration all such factors before every take-off and to make a practice of referring to the performance information provided in the aircraft Flight Manual whenever; the take-off distance available is considered to be marginal.

Under no circumstances should a take-off be attempted if there, is any doubt as to the aircraft's ability to become safely airborne within the take-off distance available, due account being taken of any obstructions in the net flight path.

5. Pilots are further reminded that the take-off distance available (including over run) must be sufficient to allow the take-off roll to a predetermined speed (or decision (V speed) to abort the take-off up to that point and to decelerate safely within the overall distance available, including over-run.
6. Thus, pilots should monitor the aircraft's rate of acceleration during the take-off roll up to the decision speed and, if considered unsatisfactory, should abort the take-off immediately.

Cancel AIC 3/1991