



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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**ACCIDENT PREVENTION  
SAFETY RECOMMENDATIONS**

An aircraft accident recently occurred in Tanzania. When it made an emergency landing short of the landing runway and in the course suffered substantial damage. The extent of the damage may have been reduced had the passenger occupying the co-pilot seat not interfered with aircraft controls during the forced landing. The force landing was a result of engine failure, which was attributed to fuel starvation.

Following the investigation of the accident by the Accident Investigation Branch, safety recommendations were formed to avoid a recurrence of a similar accident and enhancement of safety after aircraft accidents. These are produced here below and aircraft operators should take necessary measure to their effect;

- (1) A system be established by public transport aircraft operators of recording the fuel remaining at the end of a flight (or flights), particularly the last flight of the day. These data shall be used for calculations of fuel uplift requirement the following day for the anticipated flights.
- (2) The commander or a responsible person in charge of refuelling shall ascertain the fuel in the aircraft tanks prior to topping up. Particular attention shall be given at the first flight of the day. The commander shall additionally ascertain that the aeroplane fuel and oil carried shall be at least the amount sufficient to allow the aeroplane to fly to the aerodrome to which the flight is planned thence to the most critical alternate aerodrome specified in the operational and ATS flight plans with appropriate reserves which in case of propeller driven aircraft is 45 minutes.

- (3) Operators of public transport aircraft shall specify in their company general operations and training manuals the in-flight and the emergency duties assigned to each crew member and include a checklist of emergency and safety equipment and instructions for its use.
- (4) Operators of public transport aircraft shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The procedures and instructions contained in this manual must strictly be adhered to .
- (5) A preflight passenger briefing by the commander shall include a caution to the passenger in the co- pilot seat to refrain from interfering with aircraft controls.
- (6) Every public transport aircraft operator shall place a passenger emergency briefing in every seat.
- (7) . Every public transport aircraft operator shall institute an acceptable procedure administered by appropriately qualified personnel on pilot licensing and recency requirements, such as follow up on renewals medical examinations and other operational control requirements in the flight operations

Additionally the commander of the aircraft shall ascertain that the fuel in the aircraft is free from water or other contaminants. Fuel sample for the purpose of such tests is normally collected in a glass jar, and should be inspected for presence of water, sediments and other contaminants. If excessive free water or sediment is found in the samples, all fuel should be drained from the system and the tanks should be partially filled with clean fuel. This fuel should then be drained through the drain valve until samples are satisfactory. Whenever excessive contamination is found, the fuel system filters should be inspected, cleared or replaced as necessary. Water and sediment should be drained from fuel filter bowl prior to flight.

The commander of the flight is responsible for ascertaining that correct amount and type of fuel which is free from contaminants is carried for the flight. The process of checking the fuel amount, type and contamination shall be part of preflight action by the commander of aircraft prior to departure.

This AIC is issued for information, guidance and appropriate action towards accident prevention and should be read in conjunction with AIC 22/2000.

**Cancel AIC 4/1999**