



**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.
COMME: DIRAIR
AFTN: HTDQYOYO
Email: tcaa@tcaa.go.tz
Web-site: <http://www.tcaa.go.tz>

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

M. Munyagi
Director General

SAFETY HARNESS IN LIGHT AIRCRAFT.

The following Circular is an extract issued by CAA-UK.

1. In the last five years, 85 pilots and 33 front-seat passengers have been killed in UK registered light aircraft (i.e. having an MTWA below 2730 Kgs.) while 35 pilots and 16 front-seat passengers have been seriously injured; 35 back-seat passengers have been killed and 10 seriously injured. Even had a full safety harness been fitted, some of these fatal accidents would not have been survivable because they involved collisions with high ground. An international committee of pathologists concerned with aviation accidents has however, estimated that 30-50 per cent of general aviation fatal accidents may be survivable. They concluded that the cause of death in most potentially survivable accidents was injury to either the head or a major blood vessel, caused by flexing of the body over the lap strap in the absence of adequate upper-torso restraint. They recommended that where practicable, this safeguard should be fitted. In order to allow all control to be reached, an inertial reel system should be provided at least for all seats permitted for pilot use.

2. Because of the absence of the protection afforded by the structural strength of larger aircraft, even simple accidents in light aircraft can cause a relatively severe degree of injury. For instance, a common cause of accidents to UK registered light aircraft is collapse of the undercarriage. This can result in the aircraft coming to rest inverted; consequently occupants who are not fully restrained in their seats suffer injury. Several pilots have suggested in Flight Safety Reports completed after such accidents, that a full harness would have prevented injury or did greatly reduce the degree of injury.

3. In consideration of the foregoing, the Director General proposes to amend the East African legislation to require that, in light aeroplanes and rotorcraft, either a full safety harness or at least a lap strap and single diagonal shoulder strap be provided for any pilot's seat or seat alongside a pilot.

4. In the interest of safety, owners of light aircraft are recommended to take immediate steps to equip their aircraft with either full safety harness or lap straps and single diagonal shoulder straps. It goes without saying that pilots should ensure that all other occupants

make full use of whatever system of restraint is provided on each flight and particularly that they are strapped in for take-off, landing, during aerobatics and when turbulence is expected or encountered.

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