



**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](mailto:tcaa@tcaa.go.tz)  
Web-site: [tcaa.go.tz](http://tcaa.go.tz)

<p><b>AIC</b> <b>16/2000</b> (Pink 10) 7 September 2000</p>
---

---

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

M. Munyagi  
Director General

---

**ARTIFICIAL HORIZON INSTRUMENTS WITH ADJUSTABLE  
PITCH DATUM FACILITY.**

1. Many light aeroplanes are equipped with artificial horizon instruments in which the basic relationship of the horizon bar to the reference aeroplane symbol is adjustable by the pilot.
2. Misuse of this facility can prove dangerous.
3. The Tanzania Civil Aviation Authority requires that artificial horizon fitted to all new types of multi-engine turbine-powered aeroplanes and to all aeroplane over 5700 kg MAUW is such that no means is provided, for the in-flight manual adjustment of the pitch datum reference or, if such a facility is provided that it is made inoperative. This requirement is also recommended for light aircraft below 5,700kg MAUW.
4. It is essential that pilots of aeroplanes fitted with artificial horizons which do not conform to the above recommendation should be aware of the dangers of misuse of the adjusting facility in flight.
5. If the horizon datum is altered while flying on instruments, the pilot's reference for corrective action is no longer valid and the chances of a prompt or even, in extreme cases, a successful recovery to a prompt flight is jeopardised.
6. The occasions when a pilot may be tempted to adjust his horizon datum in flight will usually occur during prolonged turns, climb and descents, or during cruising flight, when there may be a gap between the horizon bar and the reference aircraft. It is not considered that such adjustments are either necessary or advantageous for successful instrument flying. In fact, it is a necessary adjunct to good instrument flying that a pilot becomes familiar with the appropriate pitch attitude of his aircraft in various phases of flight. Any variation of the basic reference will interfere with the acquisition of such knowledge.
7. It is therefore recommended that, in fixed-wing aircraft fitted with artificial horizon instrument which have a pitch datum adjusting, the reference aircraft symbol should be centred in the instrument case before flight, regardless of the position of the horizon bar, and that no further adjustment should be made during the flight.

**Cancel AIC 14/1979**