



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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**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.

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