



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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**HAZARDS IN USING DISUSED AND PARTIALLY USED AERODROMES**

1. Mishaps continue to occur because some pilots appear not to realize the hazards they may meet when attempting to land at disused or partially used aerodromes.
2. Unannounced landings at disused aerodromes are fraught with two main types of hazards:
  - (a) The paved surfaces and grass areas are not usually maintained in a suitable condition for use by aircraft. Once active flying ceases, the surfaces soon become unsafe for use; and
  - (b) Grass areas may be used for agriculture, grazing or transit through by nearby communities.

Pilots must beware of the presence of people, animals, vehicles and equipment, and also of the difficulty to see overhead wires on and near any disused aerodrome.

3. Many small aerodromes are only partially used. When such aerodromes are licensed the usable area is always clearly marked and approach and take-off paths will, to all intents and purposes, be unobstructed. Where significant obstacles do exist their presence will be notified in the AD Section of the Aeronautical Information Publication. No such protection can be assumed at unlicensed aerodromes.
4. If you, as pilot, intend to fly to a disused or partially used aerodrome, you should always approach its owner or operator beforehand for permission to land, obtaining from him/her a full briefing on the location of the usable operating areas, its obstacle environment, and possible hazards.
5. In an emergency you may be obliged to land at a disused or partially used aerodrome and you may have no idea of the conditions of the runway area or its obstacle environment. To guard against the hazards which can await you, a precautionary approach and low-level examination of the intended landing areas should always be made when circumstances allow.

This AIC should be read in conjunction with AIC 11/2003.

**Cancel AIC 8/1999**