

**GOVERNMENT OF INDIA**  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**

**AIR SAFETY CIRCULAR NO. 5 OF 1993**

Subject: **Determination of correct Maximum Permissible Take-off & Landing Weights of the Aircraft.**

Investigation into a recent accident to a scheduled airlines aircraft has revealed that the aircraft landing weight was more than the permissible weight. Furthermore, it has been observed that on some occasions aircraft have taken-off with aircraft more than the regulated take off weight thereby endangering safety of the aircraft and its occupants.

In order to prevent such occurrences in future, all operators should comply with the following guidelines in determining the take-off and landing weights:

- a) Take into account fully all factors which limit the take-off and landing weights e.g. loss of Runway length in alignment during take off, runway length and its gradient, wet/dry condition of runway, temperature, altitude, prevailing wind, QNH and other conditions as laid down in the approved Aircraft Flight Manual. Under no circumstances actual take off and landing weights should exceed the maximum permissible limits.
- b) Air Safety Circular NO. 4 of 1993 regarding use of standard weights of crew and passengers for preparation of load and trim sheet should be strictly adhered to.
- c) Ensure that the load and trim sheet is prepared accurately and the aircraft is loaded accordingly within the permissible C.G. limits.

Operators are also advised to impart necessary training, refreshers and checks to all the commercial staff engaged in preparation of load and trim sheet to ensure their continued proficiency in the Job.

The above instructions should be followed meticulously.

(V.K. Chandana)  
Director Air Safety  
for Director General of Civil Aviation  
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