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**OPERATION OF AIRCRAFT  
SAFETY  
MISMANAGEMENT OF FUEL**

1. This AIC replaces AIC 21.9 dated 2003-05-15
2. There has recently been a disturbing increase in the number of aircraft accidents owing to mismanagement of fuel. In the majority of cases the fuel had become exhausted but in some cases the procedures adopted to switch from one tank to another was incorrect or was applied too late, resulting in engine stoppage.
3. It has also come to the attention of the Executive Director that certain neighboring countries and remote locations, fuel is allegedly drained from visiting aircraft at night and sold back to the crew. Containers used for such purposes are not necessarily equipped with approved filter devices and can cause fuel contamination that could have grave consequences.
4. The pilot in –command of an aircraft shall not commence a flight unless he or she is satisfied that the aircraft carries at least the planned amount of fuel and oil to complete the flight safely, taking into account operating and meteorological conditions, the expected delays , fuel and oil requirements as prescribed in Document NAM-CAT-OPS 91.
5. During a flight, time already flown must be constantly kept in mind. A proper method of manually tracking time flown on each tank must be employed by the PIC or crew member responsible for completion of the operational flight plan, as detailed in NAM-CATS-OPS 135.04.6 (p). Always assume that the fuel gauges give only an approximate indication of the fuel supply.
6. Strict adherence and attention to time on each tank should be made, it is recommended to change tanks every 30 minutes, and keep a record of the times flown on each tank versus the pre-flight fuel figure confirmed.
7. Under no circumstances should there be less than 30-minute fuel supply, and if the pilot has not yet reached his destination or have it in sight, he should carry out a precautionary landing as soon as possible. By doing so he would probably be averting a serious accident. It is noted that once the pilot has only “final reserve” remaining, a “**minimum fuel**” situation should be announced, and any

resulting delay should require a fuel emergency to be declared using the appropriate **Mayday** call, in accordance with ICAO Annex 6.

- 7.1. The relevant ICAO standard and related notes in Annex 6 Parts I and II require that:
  - 7.1.1. 'The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.'
  - 7.1.2. Note 1 — The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.'
8. The contents of the Namibian Civil Aviation Regulations (NAMCARs) 2001, as amended, paragraphs 121.08.17, 121.08.18, 135.08.16 and 135.08.17 with regard to fuel and oil policy and reserves is brought under the attention of all pilots.