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**OPERATION OF AIRCRAFT
REGULATION
USE OF PROBLEMATIC SUBSTANCES**

1. This AIC replaces AIC 22.2 dated 96-04-15
2. The attention of all pilots flying in Namibian territory is drawn to Regulation 91.02.3 of the Namibian Civil Aviation Regulations (NAMCARs) 2001, as amended, which states:

No crew member shall:

- a) engage in any problematic use of substances;
 - b) use any psychoactive substance less than 8 hours prior to commencing standby for flight duty;
 - c) commence flight duty with a blood alcohol exceeding 0.04 gram per 100 milliliters (0.02 gram per 100 milliliters for Part 121, Part 127 and Part 135 flights); or
 - d) within eight hours;
 - e) use any psychoactive substance during flight duty or whilst on standby or within eight hours after an accident or incident involving the aircraft, unless the accident or incident was not related to his or her duties.
3. The attention is further drawn to the regulations 121.01.11, 127.01.11, and 135.01.11
 4. The operator shall not permit and no person shall enter or be in, the aeroplane while under the influence of alcohol or psychoactive substance, to the extent where safety of such aeroplane is, or is likely to be.
 5. The investigation into a number of recent fatal accidents involving aircraft, has shown that the consumption of alcohol was a contributory factor in some of these accidents. It appears therefore that some pilots are still unaware of the dangers of drinking before flying.
 6. Recent medical research has again stressed the fact that alcohol is not a stimulant but a depressant which acts on the higher centres of the brain and impairs the following functions:

- 6.1. The ability to reason, take care, make decisions, and also weigh and assess various courses of action;
 - 6.2. The ability to achieve a fine co-ordination of various sets of muscles and to exercise good control over these functions;
 - 6.3. The ability to correctly interpret the stimuli of hearing, vision, balance, and orientation.
7. It must be remembered that these effects may occur after the ingestion of as little as one or two glasses of beer, with the result that the edge is taken off an otherwise sharp and accurate decision making process and the refined eye-hand-muscle co-ordination which is necessary in flying.
 8. These adverse effects may last for as long as eight to twelve hours. Pilots must therefore not fly at least eight hours after taking small to moderate amounts of alcohol. If larger amounts have been consumed a longer recovery period is essential.