

**GOVERNMENT OF INDIA**  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
**AIR SAFETY DIRECTORATE**  
**AV15011/2/2010-AS**

**Air Safety Circular No. 4 of 2010**

**Subject: Pre-flight Medical Examination of Crew for Alcohol Consumption.**

Civil Aviation Requirement, Section 5, Air Safety, Series 'F', Part 3, Issue 1 dated 13<sup>th</sup> November, 2009 on procedure for medical examination of crew for alcohol consumption. The CAR requires the following for the flights:

- For flights originating in India at least 40% of Flight Crew members and 20% of Cabin Crew members shall be subjected to Pre flight Medical Check for alcohol consumption herein after referred as 'PFMC'. For scheduled operators this percentage shall be on daily basis and for operators other than scheduled the percentage shall be worked out on fifteen-calendar day's basis.
- For flight destination outside India, stations where more than ten crew changes takes place in a calendar week, 'PFMC', shall be carried out at least once in a month. At all other foreign destinations 'PFMC' shall be done at least once in a period of two months.
- At foreign destinations complete set of Flight Crew members and Cabin Crew Member shall be subjected to 'PFMC'.

In the recent past it has been observed that the above pre flight medical check is not being conducted regularly. It is once again reiterated that the above requirements should be fulfilled meticulously at all base stations and other stations where crew change takes place and records maintained. Any discrepancy/laxity in this regard will be viewed seriously and may attract penal action.



( R. P. Sahi)

Jt. Director General Civil Aviation  
For Director General of Civil Aviation

29<sup>th</sup> July 2010  
New Delhi

To,

Chief of Flight Safety/Operations, All Scheduled Airlines

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**Air Safety Circular No. 5 of 2010**

**Subject: Management of Crew Fatigue during flight.**

Pilot's fatigue has been recognized as one of the serious safety hazards and contributory factors in accidents/serious incidents. Analyses of such incidents reveal that the operating crew were affected by micro sleep phenomenon. An Air Safety Circular 2 of 2009 was issued on the subject wherein it was suggested that following measures may be taken to avoid such incidents:

- Procedure be introduced wherein the cabin crew should interact with pilots at half an hour basis using intercom during the period when crew activity is low.
- Pilot be advised to keep area speaker on high volume during low activity period.

In order to ensure that the above actions are taken by the crew during the flight, some documentation is required to be maintained by the operator. All the operators henceforth should maintain log entries wherein it is confirmed that the cabin crew had interacted on intercom with the cockpit crew (PIC and Co-pilot alternatively) with a gap of not more than 30 minutes. Secondly, an entry that the area speaker was kept at high volume during low activity period may be added in the flight report.

The above is for strict compliance.



( R. P. Sahi )  
Jt. Director General Civil Aviation  
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