

FACTSHEET ON AIRPORT ALCOHOL TESTING PROGRAMME & AIRLINE ALCOHOL MANAGEMENT PROGRAMME

Airport Alcohol Testing Programme (AATP)

Under the AATP, CAAS will implement random alcohol testing of pilots at Changi and Seletar airports from 31 March 2019. The programme will apply to all pilots operating at Changi and Seletar airports.

When a particular flight is selected for alcohol testing, the pilots reporting for duty will be subject to breathalyser tests as follows:

- **Initial test.** This test is conducted using a portable breathalyser with a pass/fail indication. The initial test is expected to take approximately 10 minutes.
- **Confirmatory test.** A confirmatory test is performed if the pilot fails the initial test. This test is performed using a forensic-standard breathalyser that provides a reading of the breath alcohol content. The set-up and testing for this second test is expected to take approximately 20-30 minutes.

The tests will be professionally administered by a qualified testing officer in a non-public area.

The permitted limit is 0.02g of alcohol per 210 litres of breath. This limit has been determined based on international best practices. It is equivalent to a 'zero tolerance' standard, with a small allowance for the potential presence of alcohol in the breath due to other factors such as medication or mouthwash.

If the confirmatory test result shows that the pilot has exceeded the limit of 0.02g of alcohol per 210 litres of breath, the pilot will be removed from flight duties immediately. The airline concerned will also be notified.

Performing the duty of a pilot while under the influence of alcohol is an offence under the Air Navigation (91 – General Operating Rules) Regulations 2018. Refusal to provide a breath alcohol sample will also be an offence.



Airline Alcohol Management Programme (AAMP)

The AAMP aims to proactively identify, manage and rehabilitate pilots with problematic use of alcohol.

Each Singapore Air Operator Certificate (AOC) holder will be required to implement an AAMP by 1 May 2019. The programme developed by the AOC holders will be subject to CAAS's approval. The components of the programme must include:

- a. **Identification** of pilots with problematic use of alcohol, through confidential peer and self-reporting systems. Additionally, AOC holders would need to conduct risk-based random alcohol testing on pilots, for example during periods where an increase in alcohol use is anticipated.
- b. **A rehabilitation programme** involving a multidisciplinary team of healthcare professionals and peer support network aimed at addressing the root cause of the problem, to rehabilitate the pilot and prevent recurrence.

Communication is essential in educating and training pilots with in-depth understanding of the policies, rules and procedures pertaining to the misuse of alcohol. AOC holders are therefore encouraged to develop a training package in consultation with their staff and pilot union to foster joint ownership and responsibility. The training package should also encourage peer and self-referral to either the AOC holder or the Civil Aviation Medical Board for assistance.

Foreign airlines are strongly encouraged to implement an AAMP.
