 <p>PHONE: 263 4 585018 263 4 585073/88 FAX: 263 4 585100 E-mail: ais@caaz.co.zw Website: www.caaz.co.zw</p>	<p>CIVIL AVIATION AUTHORITY OF ZIMBABWE</p> <p>AERONAUTICAL INFORMATION SERVICES P. BAG 7716 CAUSEWAY, HARARE</p>	<p>AIC</p> <p>B030/01</p> <p>23 APR 2001</p>
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AERONAUTICAL INFORMATION CIRCULAR

AIC B35/94 is hereby replaced

Voluntary grounding of pilots or air crew

In the interest of safety the Authority insist upon certain medical standards, periodical flight tests etc. The maintenance of standards to an internationally acceptable level is only assured at the time of the medical or flight test and there is an area which is outside the control of the Authority and that is the actual condition of the pilot or crew members at the commencement of flight. The purpose of flight and duty time limitations are to ensure that air crew are rested at the beginning of each flying duty period.

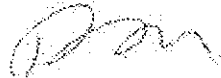
Whilst a crew member may be basically fit, licenced and legal in all respect, there may be a number of factors which may make it extremely unwise to fly. The factors listed hereunder have at some time or another in very recent times, in this country and elsewhere been cause of, or have contributed to aircraft accidents:

- a) lack of sleep
- b) jet lag and cause related lack of concentration
- c) stress
- d) domestic problems
- e) ailments creating physical discomfort – hay fever, cold sinus, stomach upsets.
- f) excessive or incorrectly timed consumption of alcohol
- g) the fatigue reaction induced by many of the previous factor.

One of the factors present in countless accidents is the attitude of invulnerability – “it can't happen to me”, “I can handle my problems and fly”. Although air crew are responsible individuals this circular is issued for general information and with the foremost consideration of accident prevention.

The fatigue reaction is a very useful natural indicator of nature trying to recover from a problem situation and should inspire pilots/air crew to learn to recognise this, accept it and avoid flying in a practical manner – few days leave may be one answer.

The purpose of this circular is to remind air crew not to fly when they feel that for any reason, known to themselves, they are not fit enough to perform their duties or handle any possible emergency tasks or diversions to a high safety standard. The onus is on the individual to make this decision and in so far as professional crew are concerned, operators must accept such decisions without question or recrimination. Operators also have a measure of responsibility by positive reaction whenever they become aware of factors which could adversely affect air crew fitness to fly.



K.Kaseke
Acting General Manager

This AIC is issued for information guidance and necessary action.