Random Drug & Alcohol screening

Impact assessment & next steps

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Background

- Assessment by external consultant (Dr R. Simons)
  - Testing method: breathalyzer, oral fluids, hair, urine, nails
  - Who is testing: police, RAMP inspector or operator
  - US, Australia, Canada, Netherlands & UK CAA
  - Effectiveness of testing
- Survey of RAMP inspection coordinators & operators
- Outcomes:
  - Alcohol random testing possible during RAMP inspections
  - Assess pros and cons of CAT operator mandatory random D&A after impact assessment

Alcohol tests during RAMP inspections

Deterrent effect despite low yield

'Random' testing can test suspected pilot

Applicable to third country operator

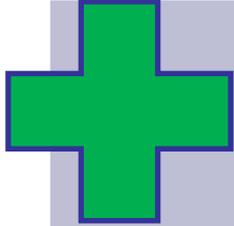Data included into RAMP database

Small testing window

Low yield

Hangover effect not captured

Random screening has deterrent effect. 'Problematic' use will be missed, but captured by flight crew support program

Drug tests during RAMP inspections

Saliva testing less invasive than urine or blood testing

Lower risk of adulteration & substitution

Public perception

Applies to TCOs

RAMP database

Saliva testing : + 20 min in case of dry mouth syndrome/ mouth contamination

Shows drugs only up to 48 hrs

No screening for anti-depressants

Not always possible in cockpit

Training for staff on protection from infectious diseases

Random screening shows drugs taken up to 48 hours prior to test. Can tests opiates, marijuana, cocaine and phencyclidine

Random testing policy by the operator

- Random testing can have deterrent effect, but must be part of a prevention & support program (ICAO Manual)

- Operator to assess prevalence for misuse of drugs and alcohol (ICAO Manual)

- FAA program (e.g. extensive drug testing via urine samples of 25 % of all aviation staff) least feasible option

- Other regulatory examples include element of random testing without requiring detailed testing quotas and substances to be tested

Alcohol vs D&A testing during RAMP

Option	Short title	Description
0	No change	Baseline option (no change; risks remain as today).
1	**Alcohol during RAMP**	➢ **x% of RAMP inspections** ➢ **Results of tests are included into RAMP database** ➢ **Either by national aviation police or by ramp inspector.** ➢ **1-2 minutes & non-invasive**
2	**Alcohol & Drugs during RAMP**	➢ As above Downside: - may take up to 20 mins in case of dry mouth syndrome. - person who does the testing needs to be protected. - testing inside the cockpit might not be possible.

Operator Random D&A testing

Option	Short title	Description
3	**Operator random D&A testing**	CAT operator required to establish random testing policy & procedures. Applicable to flight & cabin crew After positive test result, confirmation test by independent laboratory. Confirmed positives are reported to the competent authority. Operator's risk assessment establishes: • Detailed quotas for random testing • Exact substances to be tested.

Combination of Option 1 & 3

➤ Expected positive safety impact combining random alcohol RAMP checks and CAT operator random D&A testing due to deterrent effect, despite expected low yields

➤ CAT operators' survey provided some data on average costs (150 EURO/flight crew) = low economic impact

➤ Expected positive social impact due to enhanced working conditions (crews have assurance operator conducts random tests)

Next steps

- Pros and Cons are being assessed
- Regulatory impact assessment
  - safety impact assessment
  - economic impact assessment
  - social impact assessment
- Experiences from other regulators (FAA, Australia, UK, Germany, etc.)
- Regulatory proposal expected by July 2016 to be included into RMT.0700

Thank you !