



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

Agenda Item 8: Emerging safety issues
8.2: Emerging safety issues

NEW MEDICAL STANDARD FOR LIGHT AIRCRAFT PILOTS

(Presented by the International Council of Aircraft Owner and Pilot Associations (IAOPA))

EXECUTIVE SUMMARY

This paper suggests the development of a new, medical standard for Annex 1 — *Personnel Licensing*, designed to serve pilots of light aircraft. Many States currently recognize non-ICAO medical standards for the validation of licences for pilots who fly only within their national airspaces.

A new medical Standard would contribute to new pilot starts and help bring lapsed pilots back while improving safety and helping to revive a State's general aviation sector.

Action: The Conference is invited to agree to the recommendation in paragraph 3.2.

1. INTRODUCTION

1.1 Light aircraft (small certified aircraft) traditionally have served for private transportation, training, and aerial work. In so doing, they have had the effect of keeping many local airports active, airports which serve as ports of entry into aviation careers and training grounds for next generation of aviation professionals (NGAP).

1.2 The International Council of Aircraft Owner and Pilot Associations (IAOPA) proposes a new medical Standard meant to serve a subsection of pilots who fly light aircraft only (small certified aircraft). Currently the Annex 1 — *Personnel Licensing* Standards permit a private pilot to fly aircraft of any size and to carry unlimited numbers of passengers. IAOPA's proposal suggests that pilots flying light airplanes (small aircraft), principally recreationally, operate at lower levels of risk than do many ICAO compliant private pilots flying more complicated operations. Therefore, based on the lower public risk that pilots flying light aircraft present, they need not necessarily be required to meet the stringent medical requirements of ICAO Annex 1, Chapter 6.2. The private pilot requirements currently in force are thought to be a contributing factor in the pilot population's decline world-wide.

2. DISCUSSION

2.1 Aeromedical certification for general aviation pilots has evolved over time to become overly burdensome and costly. New medical standards have been put in place, including recurring physical examinations from a pilot's licensed primary care physician and mandatory recurring medical education course requirements, that stand to greatly improve aviation safety.

2.2 Advances in medical science, now make it possible to more effectively detect, and treat conditions that might previously have impacted the ability to safely pilot a private aircraft. A number of States have recognized these medical advances and have successfully modified medical standards for pilots applying to be issued a national pilot licence.

2.3 In recognizing the lower level of risk for pilots flying light aircraft (small certified airplanes), and in light of medical advances being made available to all medical practitioners, States are permitting general medical practitioners to assess national pilot licence applicants and licence holders for medical fitness to non-Annex 1 standards. The review, analysis and harmonization of these standards remains a goal worthy of ICAO's consideration.

3. CONCLUSION

3.1 Implementation of a new Standard for light aircraft pilots will offer a safe, cost effective, and data-driven approach to improve general aviation safety. Making flying more affordable through a new medical Standard can serve as a catalyst to revive general aviation through both new and existing pilot participation, helping to reverse its downward trends.

3.2 In light of the above, the Conference is invited to agree to the following recommendation:

Recommendation 8.2/x - New medical Standard for light aircraft pilots

That the Conference:

- a) invite ICAO to review national medical certification protocols currently used by a number of States in order to identify commonalities; and
- b) based on this review of commonalities among the various States' national medical standards, task ICAO to develop an ICAO Standard which could be used to validate pilot licences restricted specifically for pilots flying light aircraft.

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