



ICAO

# RECONNECTING THE WORLD



## An Overview of National Medical Certification Requirements for Light Aircraft

Dr Nageshwar Rao Komarraju  
Technical Officer Aviation Medicine  
ICAO





ICAO

# RECONNECTING THE WORLD



## Current Status



ICAO

International Standards  
and Recommended Practices

ICAO

Countries around the world

Annex 1 to the Convention on International Civil Aviation

Personnel Licensing

Thirteenth Edition, July 2020





## The story thus far

- OCT 2018
  - Air Navigation Conference 13 WP AN-13/WP194 presented by IAOPA
  - ANC recommended secretariat to review National Medical Certification protocols currently used by a number of states
  - Develop standard specifically addressing pilots flying light aircraft
- Oct 2020
  - FLTOPSP reviewed IAOPA results
  - Referred to PTLP
- Feb 2021
  - First Meeting of PTLP & Constitution of PST6
  - Multiple meetings thereafter
    - Amendments to Annex 1 only
    - Class 2R instead of Class 4 PPL -Light

### *Annex 1 — Personnel Licensing*

---

#### b) Class 2 Medical Assessment;

applies to applicants for, and holders of:

— flight navigator licences

— flight engineer licences

— private pilot licences — aeroplane, airship, helicopter and powered-lift

— glider pilot licences

— free balloon pilot licences



ICAO

# RECONNECTING THE WORLD

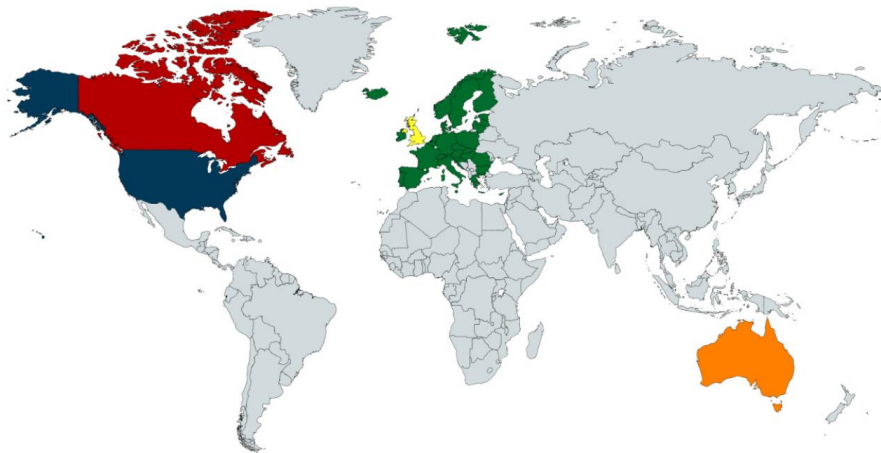


## Intent of the proposal

- The aim of the Class 2-R proposal is for ICAO to recognize the existing practices with light aircraft pilot licensing, and harmonize the requirements into a more cost-effective, risk-based, and safe performance standard for use by GA pilots of “light” aeroplanes on an international level.
- Studies on BasicMed



## IOPA study



1. Medical Requirements
2. Medical Restrictions
3. Frequency of Exams
4. Aircraft and Operational Limitations
5. Required Documentation
6. Education Requirements
7. Physician Qualifications

Australia	Canada	EASA	UK	USA
CASA Class 2	TC RPP Cat-4	EASA LAPL	CAA pilot med decl	FAA 14CFR part 68 BasicMed



ICAO

# RECONNECTING THE WORLD



## IOPA study

- 83% of general aviation pilots, aircraft, and activity worldwide
- safety is achieved through strict eligibility requirements
- pilot's medical history, required consultations with treating physicians,
- Medical self-certification by the pilot prior to every flight. Any physician can carry out the medicals.
- "self-ground" if any medical condition arises that impairs his or her ability to safely operate a light aircraft.
- Qualify pilots to fly only those light aircraft that meet specifications
  - limitations specify a maximum certificated takeoff weight, for the aircraft being flown,
  - prohibit pilots from flying for compensation or hire,
  - restrict the number of passengers on-board.
  - Increased pilot participation
  - Encourage open and honest communication between pilot and physician
  - Significant cost savings



ICAO

# RECONNECTING THE WORLD



Attachment C GA Light Aircraft Matrix of Medical Protocols by Licensing Authority							
Protocol	ICAO Class 2 Private Pilot License (PPL)	Proposed ICAO Class 2-R PPL ("R" stands for Restricted)	Australia aka Basic Class 2	Canada aka Class 4 Medical Certificate	UK aka Pilot Medical Declaration	EASA aka Light A/C PPL(LAPL)**	US aka Basic Med
Medical: AME Required - all exams	✓	X	X	X	X	X	X
Medical: Initial AME exam required	✓	✓	X*	X*	X	X*	✓
Medical: Subsequent exams; at pilot's option, AME or Licensed MD	X	✓	✓*	X*	X	✓**	✓
Medical: AME if Certain Medical Conditions	✓	✓	✓	✓	✓	✓	✓
Medical Exam Frequency	<40 – 60 mos (5 yrs); >40 - 24 mos (2 yrs)*	60 mos (5 yrs)—All age groups	<40 – 60 mos; >40 - 24 mos; >70 – 12 mos	<40 – 60 mos;* >40 - 24 mos*	X	<40 – 60 mos (5 yrs); >40 - 24 mos (2 yrs)	48 mos (4 yrs)*
Self-Medical Declaration	X	✓	X	✓	✓*	?	✓
Medical Education Course	X	X	X	X	X	X	Every 2 yrs
Driver's License	X	X	?	X	✓	?	✓
VFR	Day & Night	Day & Night	Day only	Day only	Day & Night	Day & Night	Day & Night
IFR	Day & Night	Day & Night	X	X	Day & Night	Day & Night	Day & Night
Passengers	No limit	5	5	1**	3	3***	5
Piston	✓	✓	✓	✓	✓	✓ SE piston only	✓
Turbine	✓	✓	✓	X	?	X	✓
Aircraft Mass/Weight	No limit	6613 lbs/3000kg	19000 lbs/8618 kg	1232 lbs/560 kg	12566 lbs/5700kg	4409 lbs/2000 kg	6000 lbs/2721 kg
Altitude	No limit	25000 MSL	10000 MSL	No limit	No limit	No limit	18k MSL
Speed	No limit	250 kts	?	No limit	No limit	?	250 kts
Notes ✓ - Required or Yes X - Not Required or No ? - Don't Know * - See Notes	*ICAO recommends, but does not require every 12 mos for GA pilots > 50.	--Medical standards, training, currency, & proficiency requirements same as for ICAO Class 2. -- Proposal applies only to aeroplanes; Proposal does not apply to helicopters, airships, powered- lift aircraft, or gliders.	*At pilot's option, AME or MD authorized to perform commercial motor vehicle exams must do the medical exam.	*No exam required, but pilot must complete a questionnaire at set intervals. If pilot has certain conditions, AME exam required. **A/C can have no more than 4 seats; 1 passenger allowed if MD countersigns questionnaire.	*<70 – Initial declaration remains valid as long as pilot does not have certain medical conditions; >70 – Declaration must be made every 3 yrs.	*Initial exam must be by an AME if pilot has certain medical conditions. **EASA authorized EU States to adopt & implement, but they have not yet done so. ***No more than 4 "persons" aboard A/C.	*Medical exam frequency same for all age groups.





ICAO

# RECONNECTING THE WORLD



## Existing Class 2 Vs proposed Class 2 R

Protocol	ICAO Class 2 PPL	Proposed ICAO Class 2-R PPL (Restricted)
Applicability	GA pilots of aircraft, inclusive of aeroplanes, airships, helicopters, powered-lift aircraft, & gliders. Sec. 2.3.1; 6.4	GA pilots of qualifying light aeroplanes only. Excludes other categories of aircraft (e.g. airships, helicopters, powered-lift aircraft, & gliders).
Assessment Issue and Renewal	<ul style="list-style-type: none"><li>• Initial medical exam and all subsequent, recurring medical exams must be performed by an Aeromedical Medical Examiner (AME) designated by the Licensing Authority. Sec. 6.1; 6.4.1.1; 6.4.1.2</li><li>• Medical assessments must be renewed at the following intervals: &lt; age 40, every 60 months (5 years); &gt; age 40, every 24 months (2 years). Sec. 1.2.5.2; 1.2.5.4; 6.4.1.2</li></ul>	<ul style="list-style-type: none"><li>• Initial medical exam must be performed by an AME.</li><li>• Subsequent and recurring medical exams must be performed by either an AME or a State-licensed Medical Doctor (MD), at the pilot's option.</li><li>• AME must remain in approval loop if specified cardiovascular, neurological, or mental conditions present.</li><li>• Medical assessment must be renewed every 60 months (5 years) for all age groups.</li></ul>
Physical and Mental Requirements	As specified in Sec. 6.2.1; 6.2.2; 6.3.2; 6.4.2	Same standards as apply to the ICAO Class 2 PPL.
Visual Requirements	For visual and color perception, as specified in Sec. 6.2.3; 6.2.4; 6.3.3; 6.4.3	Same standards as apply to the ICAO Class 2 PPL.
Hearing Requirements	As specified in Sec. 2.7.1.3; 6.2.5; 6.3.4; 6.4.4	Same standards as apply to the ICAO Class 2 PPL.
Self-Medical Declaration	No written declaration required.	In addition to AME or State-licensed MD, written self-medical declaration by pilot required.





ICAO

# RECONNECTING THE WORLD



Protocol	ICAO Class 2 PPL	Proposed ICAO Class 2-R PPL (Restricted)
Currency, training, and proficiency required for licensing and continued licensing	Sec. 2.1.5; 2.3.2; 2.3.3.1	Currency, training, and proficiency required for Class 2-R PP licensing and continued licensing are identical to those required for a Class 2 license.
Aircraft: Aircraft Weight & Mass	No limit.	Restricted to aeroplanes with a maximum certificated take-off mass/weight of 6613lbs/3000kg or less.
Aircraft: Aircraft Speed	No limit	Restricted to aeroplanes with a maximum certificated indicated air speed of 250kts or less.
Aircraft: Altitude	No limit	Restricted to aeroplanes with a maximum certificated service ceiling of 25,000MSL or less.
Operations: VFR & IFR	VFR and IFR operations authorized. Sec. 2.3.2.2; 2.7.1.3	VFR and IFR operations authorized. Class 2-R requirements for VFR and IFR operations, including required license endorsements, are identical to those of the ICAO Class 2.
Passengers	No limit	Restricted to aeroplanes certificated to carry no more than 5 passengers. Pilot does not count as a passenger.
Remuneration	No remuneration authorized. Sec. 2.3.2.1	No remuneration authorized. Compensation for flight instruction is not considered remuneration.



ICAO

# RECONNECTING THE WORLD



## Concerns for consideration by MPSG

### Use of State-Licensed Physicians to Perform Recurrent Medical Examinations

- Clarity on the educational and testing requirements for “State-licensed physician”, which is intended to refer only to Medical Doctors (MDs) or Doctors of Osteopathic Medicine (DOs). If this is not clear, alternative description should be provided.
- Requisite communication between AME or a non-AME State-licensed physician to conduct recurrent medical assessments on private aeroplane pilots and related issues, such as CAA communications
- Guidance to State-licensed physicians
- Use of standardized medical exam forms.





ICAO

# RECONNECTING THE WORLD



## Concerns for consideration by MPSG

**Relations between the Aviation Authority and State-licensed physicians performing recurrent medical examination for private pilots**

Is there a requirement to amend Doc 9379 to include guidance on licensing process and implementation issues, such as the use of standardized medical exam forms, CAA communications and guidance to non-AME physicians as well as physician communications to the cognizant CAA?



ICAO

# RECONNECTING THE WORLD



## Concerns for consideration by MPSG

### Medical exam frequency

Would a 60-month medical assessment frequency period be acceptable for all Class 2-R holders in light of the reduced privileges or, alternatively, is there a compromise point such that exam frequency for all Class 2-R holders could be the same?



ICAO

# RECONNECTING THE WORLD



## Concerns for consideration by MPSG

### Pilot Medical History

Should AMEs and State-licensed physicians providing recurrent medical assessment of Class 2-R applicants or holders have access to the pilot's medical history?

Should ICAO make available a standardized comprehensive medical assessment for physicians to use when performing the medical assessment of Class 2-R holders?

Should a separate standardized form be made available by ICAO for the pilot applicant to complete as well?



ICAO

# RECONNECTING THE WORLD



## Concerns for consideration by MPSG

### Restricted Privileges and light aircraft definition

whether the restricted privileges are necessary and appropriate from a medical point of view for Class 2-R holders or,

Any Modifications to the restricted privileges for medical reasons?



ICAO

# RECONNECTING THE WORLD



## Safety

How confident would the MPSG be in determining the safety of the proposed new Class 2-R medical.

If additional information or studies would be required, what would these involve?





ICAO

# RECONNECTING THE WORLD



## Summary

Many questions are still to be answered  
Timelines?





ICAO

# RECONNECTING THE WORLD



**Thank you**

Questions

[nkomarraju@icao.int](mailto:nkomarraju@icao.int)

