



International Civil Aviation Organization
Asia and Pacific Office

ICAO

Eleventh Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/11)

(Singapore, 16 – 17 August 2023)

Agenda Item 4: Enhancing Accident Investigation Capabilities

MEDICAL EXAMINATION REQUIREMENT FOR AIRCRAFT MAINTENANCE ENGINEER

(Presented by Indonesia)

SUMMARY

The ICAO Annex 1 describes the medical assessment requirement for license applicants. While the definition of safety-sensitive personnel in Annex 2 includes aircraft maintenance engineer, ICAO Annex 1 did not require medical assessment for Aircraft Maintenance Engineer License applicant. A recent investigation revealed that an aircraft maintenance engineer, who had a medical issue, had been granted for license renewal and endanger the safety of a flight.

1. INTRODUCTION

1.1 The ICAO Annex 1 paragraph 6.2.1 stated that an applicant for a Medical Assessment shall undergo a medical examination which include, among other requirements, physical and mental assessment. The paragraph 6.3, 6.4 and 6.5 describes in greater detail the physical and mental requirements which are likely to interfere with the safe operation of an aircraft or with the safe performance of duties. The license applicants are required a medical examination and shall meet the medical classification (Class 1, Class 2, or Class 3) based on the license they applied for.

1.2 The ICAO Annex 2 defines safety-sensitive personnel as persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers. However, the Annex 1 did not require a medical assessment to be performed to obtain the Aircraft Maintenance Engineer License.

2. DISCUSSION

2.1 Recently, Komite Nasional Keselamatan Transportasi (KNKT) had conducted an investigation involving a medical issue involving an aircraft maintenance engineer personnel. The engineer had been diagnosed with bipolar disorder since 2014 and was under treatment. During his treatment and while under medication, the engineer had his license renewed several times. The mental health issue and the medication which contained psychoactive substance were undetected and the license renewal were granted.

2.2 About one month before the accident where the engineer hurt himself and was treated in hospital, the dosage of his medication had increased. The engineer did not report his mental health issue to the aircraft operator, possibly for the fear of losing his license or his job. On the second day of

duty after the increased medication, the engineer impacted the rotating tail rotor of a helicopter and was fatally injured after being treated in a hospital for 10 days.

2.3 The application of the Aircraft Maintenance Engineer License in Indonesia only required a physical medical assessment which comprised physical, visual, and hearing examinations. An applicant who has a mental health issue may not be detected.

2.4 The absence of regulation requirement had led the applicant of Aircraft Maintenance Engineer License, as safety-sensitive personnel was overlooked in term of the medical aspect and granted for license renewal.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Encourage APAC AIG to propose to the ICAO to include the requirement of medical assessment for Aircraft Maintenance Engineer License applicant in minimum of medical assessment Class 3 as describe in the ICAO Annex 1; and
- b) Encourage States/Administrations to implement the medical assessment for the first applicant of Aircraft Maintenance Engineer License in minimum of medical assessment minimum of Class 3 as describe in the ICAO Annex 1.

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