

FLIGHT CREW LICENSING AND TRAINING PANEL (FCLTP)

SECOND MEETING

Montreal, 31 January to 11 February 2005

AGENDA ITEM 4

The attached constitutes the report on Agenda Item 4 and should be inserted at the appropriate place in the yellow report folder.

Agenda Item 4: Review the operational aspects of the Standard in Annex 1, paragraph 2.1.10 concerning the curtailment of privileges of pilots who have attained their 60th birthday

4.1 INTRODUCTION

4.1.1 The Air Navigation Commission (ANC), at the first meeting of its 166th Session, reviewed the recommendations made by FCLTP/1 and agreed with Recommendation 5/2, that an item to review the curtailment of privileges of those pilots who have attained their 60th birthday be added to the work programme. The Commission agreed to the Secretariat's proposal that the FCLTP's review should be limited to the operational aspects surrounding the imposition of an age limit. The Commission also agreed for the panel to provide a safety assessment in support of its views on the subject.

4.2 PROGRESS OF WORK

4.2.1 A status report was presented on the actions undertaken by the panel's Working Group A and the ANC since FCLTP/1, in respect to reviewing the Annex 1 provisions that curtail the privileges of pilots who have attained the age of sixty (FCLTP/2-IP/3 refers).

4.2.2 Action by the FCLTP Working Group A

4.2.2.1 The panel's Working Group A considered this item at its second meeting (17 to 19 May 2004) and arrived at the following conclusions:

- It did not have the expertise nor the information to make a formal safety assessment of the issue as requested by the Commission;
- It, however, broadly agreed with the conclusion of the Aerospace Medical Association, stated in the Association's position paper of 15 January 2004;
- It also agreed that a transition to a criterion-based process for determining pilot fitness to fly beyond the age of sixty would require extensive additional research, and that this could take a number of years and place a significant economic burden on the safety regulation authorities and industry to develop a non-age safety basis for confirming/denying pilots continued medical certification;
- Many Contracting States already applied an age restriction higher than age sixty with no evidence of reduced levels of safety;
- Given the inherent additional safety factor achieved in multi-pilot operations there was potential leeway to increase the maximum age limit for pilots in multi-pilot operations. A further safety cushion can be achieved by requiring one of the pilots to be under age sixty; and
- Until there existed an alternative safety basis for determining pilot continued fitness with age, an age discriminant was the simplest means of achieving a harmonized standard for Contracting States.

4.2.2.2 The working group recommended that the current upper age limit for pilot be revised from sixty to sixty-five provided that:

- a) it applied only in the case of multi-crew operations;
- b) the second pilot in a multi-crew operation was below the age of sixty;
- c) all pilots over the age of sixty underwent a medical assessment every six months; and
- d) the recommended revised upper age limit of sixty-five was used until a satisfactory alternative basis was developed in the long term for determining a pilot's continued fitness.

4.2.2.3 The working group recognized that these recommendations simply resulted in the replacement of one age limit with another limit. It was, however, of the opinion that the recommendations reflected current practice in many Contracting States and that, provided the additional conditions were applied, the recommendations were fully justified. The conclusions and recommendations of Working Group A were circulated to panel members and subsequently presented to the ANC, at the 10th meeting of its 167th Session (held 2 December 2004).

4.2.3 **Action by the Air Navigation Commission**

4.2.3.1 The conclusions arrived at by Working Group A on the 'Age 60 Rule' were presented to the ANC, together with the analysis of replies received from Contracting States and international organizations to a questionnaire sent out by ICAO, on upper age limits for pilots and the proposed amendment to Annex 1.

4.2.3.2 After an extensive discussion on this matter, the ANC decided that the proposal to raise the upper age limit to sixty five would be sent to States and international organizations for consultation in a State letter. It also agreed that the proposed amendment should incorporate the FCLTP Working Group A recommendations that the second pilot in a multi-crew operation be below the age of sixty; and that all pilots over the age of sixty undergo a medical assessment every six months. It agreed that the proposed amendment should become applicable on 23 November 2006.

4.2.3.3 The ANC concluded by also agreeing with the Secretariat's proposal to the conduct of an examination, in the long term, of alternate variables of assessment, in order to establish a more appropriate means of assessing an individual's ability to continue operating as a pilot.

4.2.4 **FCLTP Review**

4.2.4.1 The panel reviewed and noted the information provided in FCLTP/2-IP/3. Some participants indicated that raising the upper age limit to sixty five would allow several Contracting States to be compliant with Annex 1 requirements.