



EASA
European Aviation Safety Agency

Age limit in single pilot CAT operations

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- Number of properly trained helicopter pilots for single pilot OPS has decreased
- Retirement age in EU has been increased to 65 years old or above
- Life expectancy in EU has increased





Consequences

- Number of properly trained helicopter pilots for single pilot OPS has decreased
 - Limited response to medical emergencies
- Retirement age in most of the states in EU has been increased to 65 years old or above
 - Social problems for pilots due to early retirement
 - Additional stress factor for pilots





Background

- FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport
 - (a) Age 60-64. Aeroplanes and helicopters. The holder of *a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport* except as a member of a multi-pilot crew.
 - (b) Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.
 - (c) Age 70. The holder of a balloon or sailplane pilot licence who has attained the age of 70 years shall not act as a pilot of a balloon or a sailplane engaged in commercial air transport.

- Prior to the applicability of the Aircrew Regulation, some European States allowed single-pilot CAT operations with pilots over the age of 60 under certain circumstances and subject to certain conditions.



Background

- During the EASA committee meeting in April 2015, MSs agreed to develop a derogation from the requirements based on agreed mitigating measures to allow pilots involved in HEMS operations only to continue to operate until the age of 65.
- February 2016 – FS 3.2 presented a paper for the consideration of EASA Advisory Bodies, on increasing age limit for single pilot CAT ops from 60 to 65
 - RAG members proposed further research on the subject
- April 2016 – age limit for single pilot CAT ops was discussed during the EASA Medical Expert Group (MEG) Meeting
 - Medical experts considered that more discussions on the accepted risk level and mitigating measures are needed





Flexibility provisions

- 7 states applied for art 14.4 exemptions from FCL.065 requirements

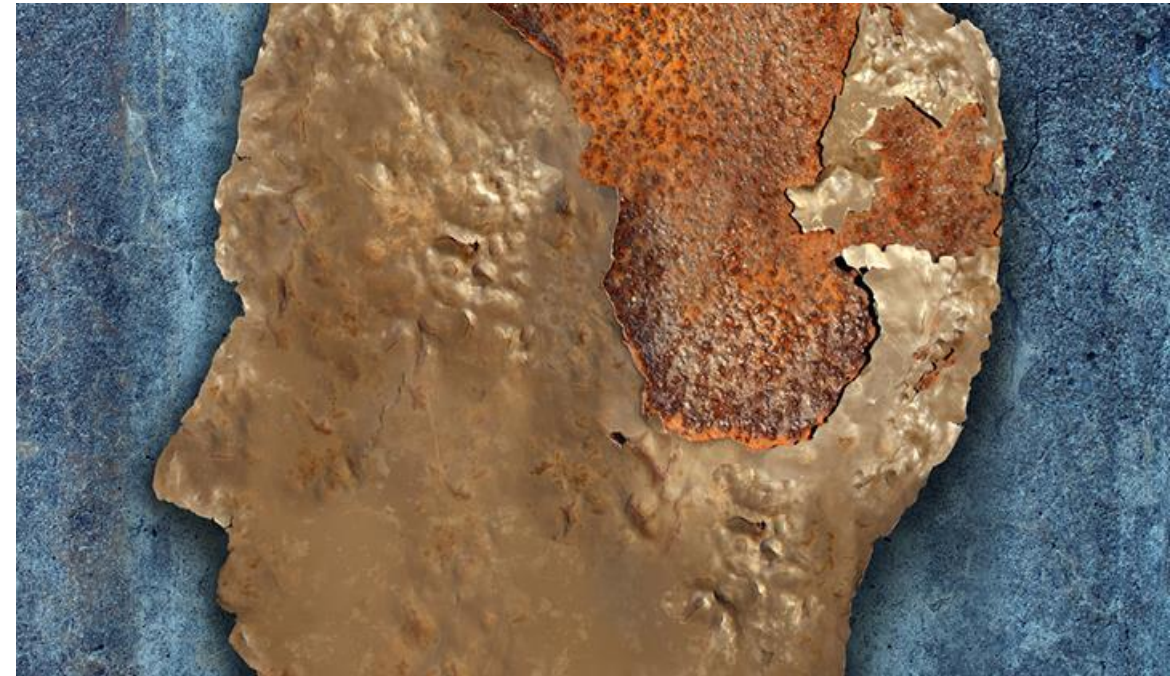
*Art 14.4 **Member States may grant exemptions** from the substantive requirements laid down in this Regulation and its implementing rules **in the event of** unforeseen urgent operational circumstances or **operational needs of a limited duration, provided the level of safety is not adversely affected**. The Agency, the Commission and the other Member States shall be notified of any such exemptions as soon as they become repetitive or where they are granted for periods of more than two months.*

*Art 14.5 **The Agency shall assess whether the exemptions** notified by a Member State are **less restrictive** than the applicable Community provisions and, within one month of being notified thereof, shall issue a recommendation in accordance with Article 18(b) on whether these exemptions comply with the general safety objectives of this Regulation or any other rule of Community law. If an exemption does not comply with the general safety objectives of this Regulation or any other rule of Community law, the Commission shall take a decision not to permit the exemption in accordance with the procedure referred to in Article 65(7). In such a case, the Member State concerned shall revoke the exemption.*



Mitigating measures

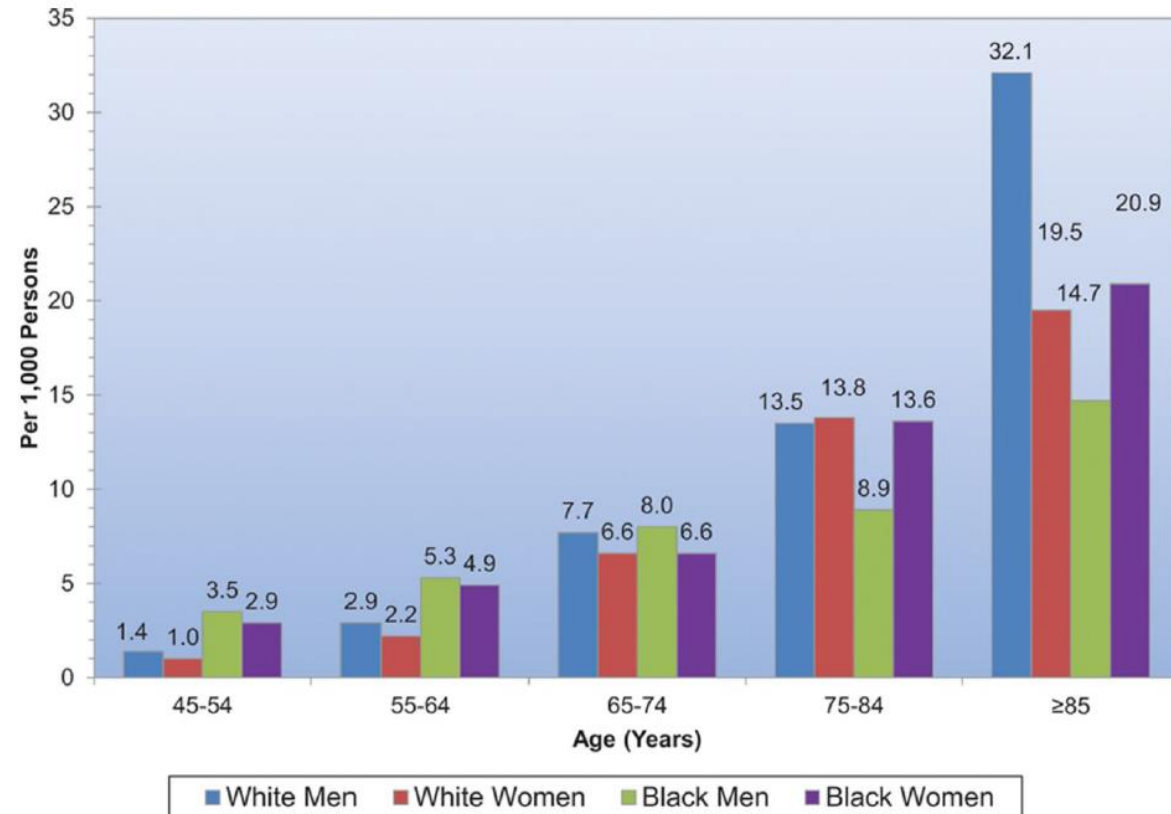
- Enhanced medical examination including comprehensive cardiological, neurological, ophthalmological and ENT evaluation
- Cognitive assessment
- Enhanced OPC, LC and activity reports from the Operator to the licensing authority
- Flight time limitations for reduced workload





- The most frequent causes for sudden incapacitation are cardiovascular problems
- Compared with previous decade the incidence of stroke and sudden cardiac arrest in the 55-65 group age has decreased, however it still is considerable
- Are general population studies applicable for pilot population?

Annual rate of all first-ever strokes by age, sex, and race
(Greater Cincinnati/Northern Kentucky Stroke Study: 1999).





Age 60 Workshop – Wien, Austria

- Participants:
 - ICAO, EASA, EU Commission, NAAs, other stakeholders
- Consensus:
 - Degenerative effects of aging
 - Age 60 limit no longer appropriate for the single pilot operations
- Possible solutions:
 - Amend the requirement, but maintain a fixed age limit
 - Incorporate age factor in the risk assessment and remove the fixed age limit





Age 60 Workshop – Wien, Austria

- Amend the requirement, but **maintain a fixed age limit:**
 - Easier to implement for the regulators and AMEs
 - Arbitrary cut-off criteria





- Incorporate **age factor** in the **risk assessment** and remove the fixed age

limit

- Performance based
- Difficult to put in practice
- Requires a solid risk assessment matrix
- Requires a well defined acceptable risk level for each type of operations





Challenges

- Is the shift noticed in the morbidity and mortality of general population applicable for pilot population?
- Is the acceptable risk level applicable for all types of operations?
- Lack of a simulator study for results of sudden incapacitation in rotary wing environment





- Evidence based decision
 - EASA Pilots' age limitation study – tender published in 14 of June 2017
 - 4 tenders received – technical assessment of offers
 - Final decision October 2017
 - 1 year of study
- Support from EASA States



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Thank you for your attention

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