



**EASA**  
European Aviation Safety Agency

# Brief history of pilot age limits

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18 March 2019

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# Content

- Worldwide history
- European history
- Recent evolution



# Pilot age limits – history

- In 1962, ICAO introduced age limits based on the statistical data regarding the risk of sudden incapacitation
- In 2006, ICAO increased the age limit to 65 for multi-crew operations subject to the second member of the flight crew to be below the age of 60
- In 2013, ICAO proposed to abolish the ‘1 under, 1 over’ policy
- In 2016, during the ICAO Assembly Japan submitted for consideration the intention to increase the age limit to 68 with additional mitigating measures.



# Pilot age limits – Europe

- JAR-FCL 1.060 – imposed the age limit of 60 years old for pilots engaged in commercial air transport operations except as a member of a multi-pilot crew, subject to the second member of the flight crew being below the age of 60. Furthermore it imposed as hard limit for all pilots in CAT operations the age of 65.
- Some European States still maintained in their national requirements the hard limit at the age of 60 for all pilots
- Initially Part FCL took that over the wording of JAR-FCL 1
- In 2015, Commission Regulation (EU) 2015/445 amended FCL.065 by removing the ‘1 under, 1 over’ policy and increasing the age limit for commercial balloon or sailplane pilots



# Background of review

- Number of Member States issued exemptions for HEMS operations since 2013
- February 2016 – FS 3.2 presented a paper for the consideration of EASA's Advisory Bodies, on increasing age limit for single pilot CAT ops from 60 to 65
  - Advisory Bodies 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
- March 2017 – HEMS Pilots' Age Limits Workshop held by Austrocontrol with support of EASA





# Background

- 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
  - Is there a link between increased life expectancy and fitness ?







# 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





# Way forward

- Evidence based decision
- Present the results
  - EASA Web-site
  - Age limits Workshop
  - Medical Experts Group (MEG) meeting
  - International Aviation Medicine Congresses







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**Thank you for your attention**

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