



The present document relates to the conditions in which physically disabled persons can be issued medical certificates required for exercising the privileges of a pilot licence.

European disabled aviators are not claiming affirmative action. They are not either trying to pull the emotional lever in order to be granted excessive advantages. Their requirements are based on nearly forty years of highly positive experience in the practice of flying with severe physical impairments.

Flying with a disability has become possible by using specific procedures and/or by fitting the aircraft – or the pilot - with appropriate equipments allowing to safely fly aircrafts

Thanks to the use of such procedures and/or adaptations the disability of the person becomes a non-pertinent consideration applying to the pilot.

Several hundreds of disabled persons throughout the world hold a flying licence ; mainly a PPL. Most of them are US or European citizens.

As far as CPL is concerned, a vast majority of professional disabled pilots are U.S. licence bearers. But a French legislation – “arrêté Bussereau”, 24 November 2003 – now allows disabled persons to access CPL(A). Under this legislation, three paraplegic pilots are now professionally performing flying operations. Two more CPLs’ are to be issued in the coming months: one for a lower limbs amputee and one for a paraplegic.

NPA 2008-17c has clearly taken into account the possibility for disabled persons to hold a medical certificate required for exercising the privileges of a pilot licence - with restrictions, if necessary. Nevertheless, five amendments to the NPA text are suggested to avoid any misinterpretation : two amendments apply to subpart B - requirements for medical certificates (MED.B.001 & MED.B.045), two apply to AMC for class1 medical certificates (AMC A to MED.045 and AMC A to MED.B.060) and one to AMC for class2 certificates (AMC B to MED.B.045).