



European Aviation Safety Agency  
Rulemaking directorate  
Mr. Jules Kneepkens  
Rule making director

Postfach 10 12 53  
D-50452 Köln  
Germany

EFPA  
HEAD OFFICE  
GRASMARKT 105/18  
B – 1000 BRUSSELS  
BELGIUM  
[headoffice@efpa.eu](mailto:headoffice@efpa.eu)  
[www.efpa.eu](http://www.efpa.eu)

Brussels, February 17, 2009

Re: Notices of Proposed Amendment (NPA) No. 2008-17c - Psychology

Dear Mr. Kneepkens,  
Dear Sir,

EFPA, the European Federation of Psychologists' Associations, is the leading Federation of National Psychology Associations in Europe. There are 34 member associations of EFPA representing about 200,000 psychologists. In many of the EFPA member state countries Aviation Psychologists are active on the basis of national aviation law.

One major source of national aviation regulation are the JAA-Requirements, which had to be implemented into national aviation law for execution. Part of these JAA-Regulations are JAR-FCL. 3.240 and JAR-FCL 3.360 "Psychological Requirements" for pilot license applicants or license holders. According to these regulations, "... a psychological evaluation should be considered ... when the Authority receives verifiable information from an identifiable source which evokes doubts concerning the mental fitness or personality of a particular individual (see Appendix 17 to Subparts B and C to JAR-FCL. 3.240 and JAR-FCL 3.360)."

Because of the clear regulation that only Psychologists acceptable to the authority are allowed to provide a psychological evaluation, a high qualification standard for licence applicants or holders is guaranteed. In some of the European countries, like in Austria, it

is further required that working on psychological issues can only be carried out by psychologists according to the law (for psychologists) and who are knowledgeable in Aviation Psychology. These Psychologists have to fulfil certain criteria to the national aviation authority in order to be accepted as an Aviation Psychologist.

The high level of qualification as well as quality in methods and execution of psychological evaluations in general seems to be especially important in regard to the well known fact, that up to 80% of all accidents involve human factors. The increasing technological complexity and further increasing demographical change of the flight crew will require even more assistance from aviation psychologists in the future.

Unfortunately, the current EASA-FCL-NPA medical draft will reduce this high standard of quality. Psychological evaluations will be required without determining the demands to qualify as a psychological examiner as done in the JAR-FCL 3.240 / JAR-FCL 3.3.60. Who will guarantee the education and qualification of the person that works with the applicant? This open situation will give space to a lot of less qualified professionals and lead to problems for the applicants as well as for the authority. If someone not allowed by the applicable law will carry out psychological evaluations legal discussions in addition to safety ones can be predicted.

In order to provide a clear regulation regarding psychological evaluations that consider both national legislations as well as certain standards and qualifications of the protagonists, EFPA, in accordance also with the European Association of Aviation Psychologists (EAAP), recommends a revision of the current NPA in the sense of at least the current JAR-FCL 3 level for "Psychological Requirements" and offers it's support with the assistance of Aviation Psychologists represented by the EAAP.

Sincerely,



Roal Ulrichsen

President

Copy to:

Dr. Alois Farthofer  
Berufsverband Österreichischer Psycholog/Innen  
Möllwaldplatz 4/4/39

A 1040 Wien  
Austria