# Class 5 medical self-declaration - (PP 2302FS)

# Overview

We are seeking your feedback on a new Class 5 medical self-declaration policy. It will allow private pilots to self-assess and self-declare without requiring a medical assessment if they meet fitness requirements and operate in accordance with specified operational limitations.

The policy aims to improve accessibility to a streamlined medical self-certification pathway for the general aviation and recreational aviation community.

To support the implementation of the new Class 5 medical self-declaration, there will be comprehensive guidance material for applicants, certificate-holders and healthcare practitioners.

We are proposing to enact the policy through an exemption instrument to the *Civil Aviation Safety Regulations 1998 (CASRs).*Thiswillenable industry to access the new Class 5 medical self-declaration as soon as practical.

This proposal has been developed with input from the aviation community, including the [aviation medicine technical working group](https://www.casa.gov.au/about-us/who-we-work/aviation-safety-advisory-panel/technical-working-groups/aviation-medicine-technical-working-group).

This is also one of the initiatives in our [General Aviation Workplan](https://www.casa.gov.au/resources-and-education/publications-and-resources/corporate-publications/general-aviation-workplan/overview-regulatory-proposals-and-timeframes#Improvingpilotlicensingrules) for simplifying health arrangements.

Your feedback will inform the finalisation of the proposed policy, supporting documents, and the regulatory review process.

**Access to controlled airspace**

Medical fitness is also one of the topics in our consultation on access to Class C and Class D controlled airspace for sport and recreation aircraft.  We are seeking feedback as part of our commitment to facilitate greater operational opportunities for sport and recreational aviation activities when safe to do so, as outlined in our General Aviation Workplan.

[Provide your feedback – Discussion Paper (DP 2314OS) – Access to Class C and Class D controlled airspace for sport and recreation aircraft](https://consultation.casa.gov.au/regulatory-program/dp-2314os).

# Why your views matter

We recognise and value the contribution that the aviation community makes towards achieving effective policy outcomes and regulatory change processes.

We are consulting to ensure that the proposed policy is clearly articulated, will work in practice, meets industry’s needs, and identify any potential inadvertent consequences or adverse impacts related to the implementation of the proposed policy.

Please submit your comments using the survey link on this page.

If you are unable to provide feedback via the survey link, please email regulatoryconsultation@casa.gov.aufor advice.

**Documents for review**

All documents related to this consultation are attached in the ‘Related’ section at the bottom of the overview page. They are:

* Policy proposal - 2302FS – outlines the proposed policy for a Class 5 medical self-declaration.
* Draft Guidelines – Medical Assessment for Aviation
* MS Word copy of online consultation for ease of distribution and feedback within your organisation.

At the end of the response period, we will:

* review all comments
* make all responses publicly available on the Consultation Hub (unless you request your submission remain confidential)
* publish a Summary of Consultation which summarises the feedback received and outlines any intended changes or next steps.

All comments received on the proposed policy will be considered. Relevant feedback that improves the proposed policy will be considered and incorporated into the final policy.

Please note that all submissions provided will be provided to an external consultant for independent analysis.  The consultant is required to store and use personal information in accordance with the privacy rules applicable to CASA and the information can only be provided for the purpose of the consultation on the policy. A Summary of Consultation will be published when available.

To support the aviation community, it is CASA’s aim to make an exemption instrument as soon as possible to introduce the Class 5 medical self-declaration. Further amendments to the CASRs that support the proposed reforms to the medical certificate structure will be made in due course.

# Give Us Your Views

[Appears on the overview page at the bottom]

Online Survey

[This link is on the front page of the survey and takes you to the survey questions]

**Related**

[This section is at the bottom of the front page and contains all the links to other sites and documents related to this consultation]

**Related Documents**

List of documents attached to the consultation.

* Policy proposal 2302FS
* Draft Guidelines – Medical Assessment for Aviation
* MS Word copy of online consultation – Proposed policy proposal for Class 5 medical self-declaration and Attachments

# Audience & Interest groups

**Audience**

* CASA staff
* Air operators
* Flight instructors and flight examiners
* Flight training operators
* Pilots
* Sports aviation operators
* Designated Aviation Medical Examiner (DAME)
* Air traffic controller
* Traveling public / passengers
* Air traffic service providers
* School/Education/Aviation Theory Provider
* Amateur/kit-built aircraft owners and builders
* Self-administering Aviation Organisations
* Sport and recreational balloon owners and pilots
* Sport aviation bodies & prospective ASAOs
* Certified aerodrome owner/operator
* Registered aerodrome owner/operator
* Unregulated aerodrome owner/operator
* Aerodrome owner/operators
* Aircraft owner/operator
* Aerial work operator
* Training organisation representative

**Interest**

* Airspace and infrastructure
* Sport and recreational aviation
* Health
* Flight training
* Limited category aircraft
* Aviation medicine
* Private operations
* Amateur/kit-built aircraft
* Self administration aviation activities

# Page 1. Comments on proposed policy (PP 2302FS)

If you intend to comment on the policy proposal for the Class 5 medical self-declaration, we will ask you for:

* **personal information**, such as your name, any organisation you represent, and your email address
* **your consent** to publish your submission
* **your responses** to the proposed changes in the regulations
* **any comments** you may want to provide
* **demographic information** to help us understand your interest in the instrument.

Our [website](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public)<https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public>, contains more information on making a submission and what we do with your feedback.

# Page 2. Personal information

## First name

(Required)

|  |
| --- |
|  |

## Last name

(Required)

|  |
| --- |
|  |

## Email address

If you enter your email address, you will automatically receive an acknowledgement email when you submit your response.

Email

|  |
| --- |
|  |

## Do your views officially represent those of an organisation?

## (Required)

Please select only one item

[ ]  Yes, I am authorised to submit feedback on behalf of an organisation

[ ]  No, these are my personal views.

If yes, please specify the name of your organisation.

|  |
| --- |
|  |

Which of the following best describes the group you represent?

(Required)

Please select all that apply

[ ]  Aircraft owner/ operator

[ ]  Recreational or private pilot

[ ]  Commercial or air transport pilot

[ ]  Medical practitioner or health practitioner

[ ]  Aviation medicine

[ ]  Flight training organisation

[ ]  Sports aviation operator

[ ]  Flight instructor/examiner

[ ]  Sports aviation bodies

[ ]  Amateur/ kit-built aircraft owners

[ ]  Sport and recreational aviation

[ ]  Private aviation operator

[ ]  Aviation industry union

[ ]  Insurance industry

[ ]  Passenger

[ ]  Other

Please specify ‘Other’ if selected.

|  |
| --- |
|  |

In which state or territory do you live?

(Required)

[ ]  New South Wales,

[ ]  Victoria,

[ ]  Queensland,

[ ]  Western Australia,

[ ]  South Australia, and

[ ]  Tasmania

[ ]  Northern Territory

[ ]  Australian Capital Territory

[ ]  Other

If you have selected ‘Other’ please specify below.

|  |
| --- |
|  |

Post code

(Required)

|  |
| --- |
|  |

# Page 3. Consent to publish submission

To provide transparency and promote debate, we intend to publish all responses to this consultation. This may include both detailed responses/submissions in full and aggregated data drawn from the responses received.

Where you consent to publication, we will include:

* **your last name** if the submission is made by you as an individual
* **the name of the organisation** on whose behalf the submission has been made
* **your responses** and comments

We **will not** include any other personal or demographic information in a published response.

Do you give permission for your response to be published?

*(Required)*

*Please select only one item*

[ ]  Yes - I give permission for my response/submission to be published.

[ ]  No - I would like my response/submission to remain confidential but understand that de-identified aggregate data may be published.

[ ]  I am a CASA officer.

Information about how we consult and how to make a confidential submission is available on our [**website**](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public)<https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public>.

# Page 4. How the proposed policy will work in practice

The proposed new Class 5 medical self-declaration aims to provide pilots conducting private operations with a more streamlined and efficient medical pathway that is self-assessed and self-certified within a risk-based and quality and assurance governance framework aimed at assuring aviation safety.

The Class 5 medical self-declaration is proposed to be issued through an online self-declaration process.

The proposed Class 5 medical self-declaration aims to ensure that safety risks are managed appropriately without requiring a medical assessment by a medical professional as part of the application process, or scrutiny of individual certificates by CASA aviation medicine specialists.

The acceptable levels of risk associated with the self-declaration scheme will be managed through operational limitations, medical limitations and self-declared medical assurances.

The Class 5 medical self-declaration is an alternative to the current Recreational Aviation Medical Practitioners Certificate (RAMPC) and Basic Class 2 medical certificate to be able to seek a Recreational Pilot Licence (RPL).

Those not eligible for the Class 5 medical self-declaration have the option of seeking Class 2 or Basic Class 2 aviation medical certificates. The proposed Class 5 medical self-declaration will include:

* a self-assessment and self-declaration process for the automatic issuance of a Class 5 medical self-declaration, completed entirely online.
* medical limitations (see Guidelines and PP 2302FS) that exclude pilots with certain conditions from the Class 5 medical self-declaration or require pilots to see professional medical advice in relation to certain conditions.
* operational limitations, that include but not limited to, the size of aircraft used, and the kinds of operations performed.
* the provision of comprehensive guidance material for applicants, certificate-holders and their healthcare practitioners, regarding aeromedical risk assessment for states of health and diseases.

The proposed Class 5 medical self-declaration model will:

* establish a self-assessment and self-declaration that provides pilots who wish to conduct private operations with access to an online and streamlined aviation medical certification process.
* manage acceptable levels of risk through operational limitations, medical limitations, and self-declared medical assurances.
* provide comprehensive guidance material for applicants, certificate-holders and their health care practitioners, regarding aeromedical risk assessment for states of health and diseases. This document is informed by the Austroads document *Assessing Fitness to Drive* and supported by education materials for pilots (or applicants) and healthcare practitioners.
* allow pilots successfully issued with a Class 5 medical self-declaration to access controlled and non-controlled airspace [The [Australian Airspace Structure](https://www.casa.gov.au/australian-airspace-structure) summarises the classes of airspace].

A regulatory fee of A$10 is proposed and has been determined by CASA in accordance with the Australian Government Cost Recovery Policy. CASA is required to apply this policy to its regulatory charging activities including application fees.

A comprehensive post-implementation review of the policy is planned within 12 months of the commencement of the proposed new policy. The post-implementation review will be an opportunity to review and consider the effective of the policy. It is proposed that a further post-implementation review will be undertaken 2 years after implementation that will include a comprehensive safety impact assessment of the implementation.

It is expected that the post-implementation review will also inform the consideration processes for the proposed Class 4 medical certification.

# Page 5. Excluding conditions

At the core of self-assessment for self-declaration there are three critical elements:

1. the ability to reflect on personal health and wellbeing (How do I feel? Does the way I feel present a hazard to safe flying?)
2. to understand the details of symptoms, diagnosis and treatment (How bad is my disease? How much does it affect me? How do these medications make me feel? How much do they affect me?); and
3. predictability or reliability of that assessment for the flight (can the way I feel or the status of my disease change while I’m flying in a way that is unsafe and can’t be predicted?).

A pilot is not eligible for a Class 5 medical self-declaration if any of the following apply:

* if they have previously had a driver’s licence medical certificate refused or cancelled
* if they have previous had a Class 1, 2, or 3 aviation medical certificate refused or cancelled
* a medical condition identified in the list of excluded medical conditions (please refer to the Policy Paper) for the self-declaration
* if diagnosed with a disease or condition that reduces their capacity to self-assess and/ or make a declaration
* if they are currently regularly taking a medication or using substances that may reduce their capacity to self-assess and/ or to make a declaration
* if they have been diagnosed with a disease or a condition that can become suddenly and unpredictably safety-relevant in the flying environment
* if they have a medical condition that makes an individual unable to perform all required aspects or the flying task safely.

Pilots should discuss symptoms, diagnosis and management of any medical condition(s) with their GP (or relevant healthcare practitioner), or a designated aviation medical examiner, to discuss whether and how their medical condition might be compatible with flying.

Where medical conditions are present, pilots have the option of seeking an alternative class of aviation medical certificate.

More information about the excluded conditions and the reasons behind them are available in Appendix B in the [Policy Proposal](https://consultation.casa.gov.au/%2B%2Bpreview%2B%2B/regulatory-program/pp-2302fs-2/supporting_documents/PP%202302FS.PDF) document.

**Do you have comments about the excluding conditions?**

*Radio buttons*

(Required)

☐ Yes

☐ No

Comments

|  |
| --- |
|  |

# Page 6. Operational limitations

Operational limitations are considered the primary safety controls along with the medical conditions. The operational limitations are designed to control both the likelihood of risks occurring and the consequences of risk if they do occur.

The proposed operational limitations are:

* aircraft certificated maximum take-off weight must be 2000 kg or less
* private operations only
* must only operate under the visual flight rules (day VFR) by day (no IFR, no IMC, no night VFR)
* must not operate above 10,000 ft above mean sea level
* must have no more than 2 persons on board including any crew members (generically 1 pilot and 1 passenger, or 2 pilots and no passengers)
* must not use a Part 61 operational rating (e.g., instructor rating or low-level rating, for a complete list, refer to the definitions in regulation 61.010 of CASR)
* must not conduct aerobatics or formation flying
* must not operate outside Australian territory (except for flights from Victoria to Tasmania).

**Do you consider the proposed operational limitations effectively manage the risks associated with the proposed medical self-declaration scheme while balancing operational flexibility?**

*Radio buttons*

(Required)

☐ Yes

☐ No (please specify below and provide alternative suggestions)

Comments

|  |
| --- |
|  |

# Page 7. Validity

The Class 5 medical self-declaration is proposed to have a validity period of 5 years except in the following circumstances:

* pilots over 40 years old, or with a conditional drivers' licence (including those who develop a medical condition) - a validity period of 2 years.
* pilots 75 years old and over - an annual renewal with the requirement to provide a copy of any aged-based annual driver's licence medical review.

**Do you have any concerns with the proposed validity period?**

*Radio buttons*

(Required)

☐ Yes(Please specify below)

☐ No

Comments

|  |
| --- |
|  |

# Page 8. Guidance material

We intend to release a range of guidance materials to support pilots and healthcare practitioners understand the excluding conditions and be able to safely self-assess and declare their medical fitness.

**Intent for pilots**
The purpose of the draft [*Guidelines – Medical Assessment for Aviation*](https://consultation.casa.gov.au/%2B%2Bpreview%2B%2B/regulatory-program/pp-2302fs-2/supporting_documents/DRAFT%20%20Guidelines%20%20Medical%20Assessment%20for%20Aviation%20V%201.0.PDF)is to provide comprehensive guidance to applicant pilots and healthcare practitioners on the principles of aeromedical risk assessment and medical conditions to inform self-assessment of fitness and self-declaration.

**Intent for healthcare practitioners**
The [*Guidelines – Medical Assessment for Aviation*](https://consultation.casa.gov.au/%2B%2Bpreview%2B%2B/regulatory-program/pp-2302fs-2/supporting_documents/DRAFT%20%20Guidelines%20%20Medical%20Assessment%20for%20Aviation%20V%201.0.PDF)is also a resource for healthcare practitioners on the medical requirements for the Class 5 medical self-declaration. Healthcare practitioners can also refer to [CASA *Clinical Practice Guidelines*](https://www.casa.gov.au/licences-and-certificates/medical-professionals/dames-clinical-practice-guidelines) and seek advice from aviation medical practitioners (including DAMEs, Aerospace Medicine Specialists and CASA Medical Officers). Guidance and resource materials will be available on the CASA website.

**Do you consider the draft Guidelines – Medical Assessment for Aviation provide suitable and effective information to help you with self-assessment/self-declaration or support you to provide pilots seeking assistance with the completion of their medical self-assessment?**

*Radio buttons*

(Required)

☐ Yes

☐ No

Comments

|  |
| --- |
|  |

# Page 9. Safety risks/medical assurance

The self-declared medical assurances that are aimed at minimising safety risks, and that are in conjunction with the medical and operational limitations include:

* Comprehensive guidance material - *Guidelines - Medical Assessments for Aviation* developed with reference to the Austroads *Assessing fitness to drive*medical standardsbut with specific relevance to aviation safety. This includes a list of excluded medical conditions where pilots will not be eligible for the Class 5 medical self-declaration or may require a review by a healthcare practitioner.
* That a pilot has considered their health status based on the training and understanding of responsible behaviour regarding medical fitness.
* Where relevant or appropriate, advice to the pilot from the pilot's treating healthcare practitioner about their health status and its safety relevance for aviation having regard to the *Guidelines - Medical Assessments for Aviation.*
* The responsibility and legal obligations of the pilot to provide a correct self-assessment and self-declaration to CASA, including that the pilot does not have any of the excluded medical conditions.

CASA’s quality assurance processes to oversee implementation and identify any opportunities for improvement e.g. guidance material, processes, whether pilots and healthcare practitioners are using the system effectively.

**Do you consider the self-declared medical assurances effectively manage the risks associated with the proposed medical self-declaration scheme?**

*Radio buttons*

(Required)

☐ Yes

☐ No (please specify below and provide alternative suggestions)

Comments

|  |
| --- |
|  |

# Page 10. Fees

The proposed regulatory fee for the Class 5 medical self-declaration is A$10.

**Why does CASA charge?**

The Australian Government’s overarching cost recovery policy is that where appropriate, recipients of government services should be charged some or all the costs of those activities.

For more information please read the [Australian Government Cost Recovery Policy](https://www.finance.gov.au/government/managing-commonwealth-resources/implementing-charging-framework-rmg-302/australian-government-cost-recovery-policy). CASA is required to apply this policy to its regulatory charging activities including application fees.

**Do you consider the $10 application fee to be reasonable?**

*Radio buttons*

(Required)

☐ Yes

☐ No (please specify why below)

Comments

|  |
| --- |
|  |

# Page 11. A little more about you

**If you are or looking to become a non-commercial pilot, would you consider applying for a Class 5 medical self-declaration?**

*Radio buttons*

(Required)

[ ]  Yes

[ ]  No (please specify why below)

[ ]  Not applicable (please specify)

Comments

|  |
| --- |
|  |

**Where do you currently fly?**

[ ]  non-controlled airspace (Class G)

[ ]  controlled airspace - Class E

[ ]  controlled airspace – Class D

[ ]  controlled airspace – Class C

[ ]  on your own land for agricultural operations

[ ]  not applicable (please specify)

Comments

|  |
| --- |
|  |

Will the proposed Class 5 medical self-declaration scheme have an impact on you and or your organisation(s) operations?

*Radio buttons*

(Required)

[ ]  Yes (please specify below)

[ ]  No

Comments

|  |
| --- |
|  |

# Page 12: General comments

On a scale of 1-10 (1 being strongly agree and 10 is strongly disagree) to what degree do you support this change?

Please select only one of the numbers below

[ ]  1

[ ]  2

[ ]  3

[ ]  4

[ ]  5

[ ]  6

[ ]  7

[ ]  8

[ ]  9

[ ]  10

Do you have any further comments on the proposed Class 5 medical self-declaration and/or the guidance materials? (*please note that this should not include points you have already raised)*

Comments

|  |
| --- |
|  |