

July 2, 2021

Honourable Omar Alghabra, P.C., M.P.  
Minister of Transport  
House of Commons  
Ottawa, Ontario  
K1A 0A6  
[Omar.Alghabra@parl.gc.ca](mailto:Omar.Alghabra@parl.gc.ca)

Re: Accepting U.S. licensed pilots with a BasicMed medical certification.

Dear Minister Alghabra,

On behalf of the Aircraft Owners and Pilots Association (AOPA), the world's largest aviation association and the Canadian Owners and Pilots Association (COPA), the world's second largest aviation association, we write to you today to respectfully request Transport Canada join the United States, Mexico, and The Bahamas in accepting U.S. licensed general aviation pilots with a medical certification under the U.S. Federal Aviation Administration's (FAA) regulations, 14 C.F.R. part 68, commonly referred to as BasicMed.

Like many general aviation medical certification reforms in countries across the globe, BasicMed was designed to create a more efficient medical exam process for private pilots while maintaining safety. BasicMed was developed and signed into law on July 15, 2016 and subsequently promulgated in regulation by the FAA and deployed on May 1<sup>st</sup>, 2017. Today, more than 60,000 pilots in the United States have completed the requirements to fly under this program.

Since its availability in 2017, BasicMed has proven to be both successful and safe. Pilots flying under BasicMed must still receive an initial medical exam by an FAA designated Aviation Medical Examiner (AME) and receive a U.S. 3<sup>rd</sup> Class Medical (the equivalent of a Class 3 medical in Canada). Once the initial 3<sup>rd</sup> Class Medical is obtained a pilot has the option to move to BasicMed, which includes operating limitations for aircraft and also allows subsequent medical exams to be conducted by either an AME or a state licensed physician every 48 months. The AME or state licensed physician must also complete and sign an FAA approved medical exam checklist. Any pilot with a cardiovascular, neurological, or psychological condition must undergo further examination by the FAA. Operating limitations for those flying under BasicMed include aircraft up to 6000lbs, indicated airspeed of 250knots, altitudes up to 18,000 feet MSL, and 5 passengers plus the pilot-in-command. And finally, BasicMed pilots are also required to complete an online medical education course every 24 calendar months.

BasicMed has demonstrated to be safe, viable, and growing amongst general aviation pilots in the United States. This medical certification has alleviated some of the workload performed by AMEs and assisted in the elimination of some of the medical certification backlog.

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An analysis of National Transportation Safety Board (NTSB) accident investigation reports reveals, over a three year period from 2017-2019, that there have been 10 fatal accidents in the United States involving all classes of U.S. medicals (1st, 2nd, 3rd, BasicMed, and the driver's license category known as Sport Pilot that has no medical requirement) of which the primary cause of the accident was determined to be medical incapacitation. The Federal Aviation Administration estimated over 76 million flight hours during this same time period, which highlights the likelihood of an accident caused by a medical event as exceedingly rare.

The FAA and NTSB will soon be providing Congress with its 5-year report on BasicMed in the coming weeks. We remain optimistic that the report will convey similar observations suggesting that BasicMed is both safe and practical.

Canada remains one of the most popular international destinations for U.S. general aviation pilots, representing nearly 30% of all international general aviation flights each year. As we seemingly turn the page on the COVID pandemic and begin to reopen our countries and hopefully our borders, we believe that this request provides a unique opportunity. The increase in general aviation traffic in Canada would undoubtedly help businesses rebuild, provide opportunities for families to see one another, and allow tourism to again flourish with tens of thousands of border crossings by general aviation pilots each year.

Again, we recommend that Transport Canada favorably review the acceptance of U.S. licensed general aviation pilots with a medical certification under the U.S. Federal Aviation Administration's (FAA) regulations, 14 C.F.R. part 68, commonly referred to as BasicMed.

Thank you in advance for your positive consideration of this request.

Yours sincerely,



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Mark Baker  
President and CEO  
Aircraft Owners and Pilots Association



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Christine Gervais  
President and CEO  
Canadian Owners and Pilots Association



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cc: Steve Dickson, Administrator, FAA  
Christopher Rocheleau, Acting Associate Administrator for Aviation Safety, FAA  
Susan Northrup, Federal Air Surgeon, FAA  
Lirio Liu, Executive Director, Office of International Affairs, FAA  
Nicholas Robertson, Director General, Civil Aviation, Transport Canada  
Dr. Tyler Brooks, Director, Medicine, Transport Canada