**RESOLUTION 27/5**

**Proposed by AOPA Netherlands**

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| **Whereas:** | Aeromedical safety is maintained because pilots properly assess their physical fitness to fly, prior to each flight |
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| **Whereas:** | Pilots value their own safety and that of their passengers which will continue to be true with or without the requirement for medical certification. |
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| **Whereas:** | Due to the significant cost associated with obtaining a medical certificate, renewing it, the fear of being denied and sent through the bureaucratic hoops and extensive testing required to get it back, many pilots have chosen to stop flying for personal transportation and recreational purposes – no longer participating and enjoying the freedom to fly. |
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| **Whereas:** | All pilots are required to undergo a flight review, conducted by a certificated flight instructor at least every two years in order to act as pilot in command. During these reviews, instructors continue to evaluate each pilot’s cognitive condition, as well as his or her physical ability to safely operate an aircraft. If either is in question they will not endorse the pilot. |
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| **Whereas:** | The resources now being used on the medical certification process could be reinvested in ways that do far more to enhance safety, including increased proficiency flying and installing new safety equipment on aircraft. |
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| **IAOPA, at its 27th World Assembly, resolves:** |
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|  | That, national regulators should adopt requirements for private pilots similar to those currently being considered in the United States which expands upon the FAA’s successful Sport Pilot Rule and that ensures safety is maintained while significantly reducing burdensome regulatory barriers. This approach also provides regulators and the general aviation community with a responsible and appropriate approach to addressing medical fitness for pilots who are flying for private and recreational purposes. |