



Update ME

DW1098547-0

No. 9/2005

A brief update from the
Civil Aviation Authority
Central Medical Unit

14 October 2005

The new Part 67

The Ministry of Transport provided advice that the new Rule Part 67 would not come into force before the election. The rule was put on-hold until after the election and until a new Minister of Transport is confirmed.

This means that the current [transitional provisions](#) will continue until the new cabinet is formed and the rule is signed.

As we are advised of further progress by the Ministry we will keep you informed.

General Directions

A new draft General Direction (GD), *Impaired colour vision*, has recently completed a period of public consultation.

ICAO Annex 1 amendment and the (draft) new Part 67

A recent amendment (#166) to the ICAO Annex 1 contains new standards in respect to medical assessment duration periods.

The new standards increase the duration of medical assessments for commercial and airline transport pilot licences to twelve months (ICAO standard 1.2.5.2) except in the case of a pilot who is aged 40 years or more and is engaged in single-crew operations carrying passengers. In this latter case (ICAO standard 1.2.4.2.2) the maximum duration of the medical assessment is reduced to six months.

This represents a substantial change from the previous provisions.

This change has been incorporated into the new draft Part 67 under development by the Ministry of Transport. The draft rules provide for class 1 medical certification for up to 12-months except when pilots are forty years of age or older and engaged in air transport operations involving the carriage of passengers.

The new ICAO provisions also allow for a 5-year class 2 medical certificate.

Myth-buster: No CVS accidents

At a recent aviation medical conference a presenter made the assertion that “there have been

no aircraft accidents due to heart disease” in support of an argument that fatigue issues warrant further consideration from an aviation safety perspective. While fatigue is clearly a matter of significant aviation safety concern the assertion concerning CVS-cause accidents is not correct.

There have been recent airline incidents where CVS disease is a likely contributing factor (e.g. the 22NOV04 death of the captain of Garuda’s flight GA501 soon after take-off). There have also been recent accidents involving the cardiovascular incapacitation of airline pilots (e.g. The 05MAY05 accident of Gulfstream 695A N337DR at the North Las Vegas airport), as well as recent fatal non-airline accidents due to pilot cardiac incapacitation (e.g. The 16MAR04 accident of a Beechcraft KA1900 at the Nevada Test and Training Range in the USA).

Thankfully it remains true that there have not been any recent fatal airline hull loss accidents known to be caused by cardiovascular disease.

For argument’s sake

Debate can take many forms. Some of the arguments applied in debate are logically valid and some are not. Some of the forms of fallacious argument have been recognised for many centuries and have been named, usually in Latin.

One such example, not having a Latin title, is the fallacy of *Refuting the Example*. This fallacy occurs when an example is used in support of an argument and is subsequently shown to be incorrect. The error of the example is used as an indication that the original argument is also false.

An example can be found in: “You peace demonstrators are all subversives. Didn’t your leader go to Moscow last year?” ‘No he didn’t: which just goes to show how false your argument is.’”¹

This is a fallacious argument because although an example can be used to illustrate and reinforce an argument, the discrediting of an example does not discredit the argument itself.

¹ Pirie, M. Book of the Fallacy: A Training Manual for Intellectual Subversives. Routledge & Kegan Paul Books Ltd (1985).

CAA Medical Help

Tel: +64-4-560 9466 Fax: +64-4-560 9470
Email: med@caa.govt.nz web site: www.caa.govt.nz