

## Mental requirements for active pilots

IFALPA considers that psychological evaluation or testing is unacceptable for routine licence renewal/revalidation purposes, though may comprise part of a clinically indicated psychiatric or neurological assessment.

However, IFALPA supports flexibility regarding mental disorders of a temporary and/or treatable nature. Any established medical history taken into account should be supported by a current clinical diagnosis.

On occasions, an individual may voluntarily undertake a psychiatric/neurological mental condition assessment, which could include a psychological evaluation. Such an assessment should only be considered after continuous consultation involving the pilot association and appropriate medical authorities, and where the individual concerned has exhibited long term problems in the course of line operations, or when undergoing normal recurrent/training checks that, in the judgement of the local Pilot Advisory Group (PAG), could have an adverse effect on flight safety; or where the individual is known to be under serious stress because of life-crisis type phenomena (e.g. divorce, financial problems, etc.) which can be shown to have a serious effect on performance.

*Note: Where a PAG does not exist the judgement referred to in the above text should be left to the appropriate local pilot group.*

It should be performed by an unbiased accredited expert or experts familiar with the aviation environment and chosen and agreed upon by the two above-mentioned parties. The results should be absolutely confidential and never be used as a reason for automatic refusal, revocation or non-renewal of licence. IFALPA strongly supports behavioural assistance and job integration in conjunction with follow-up programs in this context. The use of Pilot Advisory Groups is recommended.

*Note: In many cases, it will be possible for the pilot to receive behavioural assistance while maintaining a regular schedule.*