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## Standards for Engagement of Aircrew Aged 60 or Older in the Operation of Aircraft Used for Air Transport Service

### 1. Purpose

The purpose of these Standards is to establish standards for engagement of aircrew aged 60 or older in air navigation services onboard aircraft used for air transport services conducted by Japanese air carriers.

### 2. Standards

2-1 Shown below are standards for engagement of aircrew aged 60 or older in air navigation services onboard aircraft used for international air transport service or onboard aircraft used for other air transport services which have more than 60 passenger seats or a maximum take-off weight of more than 25,000 kg:

- (1) The upper age limit for pilots and flight engineers of aircraft for which the minimum number of crew is designated as two in the airworthiness certification shall be 64 years old; however, only one pilot aged 60 or older may be onboard per aircraft.
- (2) The upper age limit for pilots of aircraft for which the minimum number of crew is designated as one in the airworthiness certification shall be provided as follows:
  - ① Fifty-nine years old for pilots in international operations working for remuneration
  - ② Sixty-four years old for pilots in domestic operation working for remuneration or international or domestic operations working for free, on condition that another pilot aged less than 60 who holds a qualification suitable for the relevant operation shall be onboard
- (3) In order to engage an aircrew member aged 63 or older in air navigation services onboard aircraft, every air carrier shall have the aircrew member take additional training for emergency procedures and other necessary procedures at the time of periodical training and other similar occasions, providing the details of such additional training in its Operations Manual or Annex thereof.

- (4) Every aircrew member aged 60 or older shall have passed the examination (“Additional Medical Examination”) prescribed in the “Manual for Additional Medical Examinations” (the “Manual”) separately provided.
- (5) Every air carrier shall give consideration to the crew assignment schedule for any aircrew member aged 60 or older to be engaged in air navigation service onboard aircraft if careful thought needs to be given to his or her fatigue, jet lag or other health conditions as a result of medical examination by interview in the Additional Medical Examination.

2-2 Shown below are standards for engagement of aircrew aged 60 or older in air navigation services onboard aircraft used for domestic air transport service operating along a specified route which have 60 passenger seats or less and maximum take-off weight of 25,000 kg or less:

- (1) In the case of engagement of aircrew aged less than 62 in air navigation service onboard aircraft
  - ① Even if the aircraft can be operated only by the pilot-in-command (Note), another pilot who holds a competence certificate for qualification as a commercial pilot (he or she shall hold qualification limited to a certain type in the case of helicopters) and an instrument rating (limited to aeroplanes) shall be onboard the aircraft.

Note: This means visual flight by an aircraft for which the minimum number of crew is designated as one in the airworthiness certification and which has nine or less passenger seats.

- ② Either the pilot-in-command or another pilot shall be less than 60 years old.
- ③ Every air carrier shall prescribe the following rules in its Operations Manual and have the Operations Manual approved.
  - (a) Every aircrew member shall maintain his or her health conditions suitable for air navigation service and not engage in air navigation service onboard if he or she becomes aware of any mental or physical abnormality which may affect the operation.
  - (b) All aircrew members shall mutually confirm that they are free from any mental and physical disorder before executing their duties.
  - (c) If the mental or physical conditions of an aircrew member turn out to be disadvantageous to flight, every aircraft dispatcher, operation control officer and other equivalent officer shall suspend the flight or take other necessary measures.
- (2) In the case of engagement of aircrew aged 62 or older in domestic operation working for remuneration

- ① The upper age limit for pilots of aircraft for which the minimum number of crew is designated as two in the airworthiness certification shall be 64 years old; however, only one pilot aged 60 or older may be onboard per aircraft.
  - ② The upper age limit for pilots of aircraft for which the minimum number of crew is designated as one in the airworthiness certification shall be 64 years old; however, another pilot aged less than 60 who holds qualification suitable for the relevant operation shall be onboard.
  - ③ In order to engage an aircrew member aged 63 or older in air navigation service onboard aircraft, every air carrier shall have the aircrew member take additional training for emergency procedures and other necessary procedures at the time of periodical training and other similar occasions, providing the details of such additional training in its Operations Manual or Annex thereof.
  - ④ Every aircrew member aged 62 or older shall have passed the Additional Medical Examination as prescribed in the Manual.
- (3) Every air carrier shall give consideration to a crew assignment schedule for any aircrew member aged 60 or older to be engaged in air navigation service onboard aircraft if careful thought needs to be given to his/her fatigue, jet lag or other health conditions as a result of medical examination by interview in the Additional Medical Examination.

#### Supplementary Provisions

1. These Standards shall take effect on February 1, 2000.
2. The “Standards for Engagement of Aircrew Aged 60 or Older in the Operation of Aircraft Used for Scheduled Air Transport Service, Non-Scheduled Air Transport Service by Scheduled Air Transport Services (excluding point-to-point passenger transport and point-to-point helicopter transport) or International Non-Scheduled Air Transport Service” (KU-KO-661/KU-JO-186 dated September 24, 1996) and the “Standards for Engagement of Pilots Aged 60 or Older in the Operation of Point-to-Point Passenger Transport and Point-to-Point Helicopter Transport” (KU-KO-796 dated September 7, 1988 (including any subsequent revisions thereof until September 24, 1996); both civil aviation orders shall hereinafter be referred to as the “Old Civil Aviation Orders”) shall be abolished.
3. Any additional medical examinations conducted under the Old Civil Aviation Orders shall be deemed to comply with these Standards.

#### Supplementary Provisions (June 2, 2000)

1. These Standards shall take effect on June 2, 2000.

#### Supplementary Provisions (February 1, 2002)

1. These Standards shall take effect on February 1, 2002.

Supplementary Provisions (April 8, 2003)

1. These Standards shall take effect on April 8, 2003.

Supplementary Provisions (August 25, 2004)

1. These Standards shall take effect on September 1, 2004.
2. For the time being, the provision in 2-1 (1) of these Standards that only one pilot aged 60 or older may be onboard per aircraft may not be applied to free operation; however, the upper age limit for pilots of aircraft in such free operation shall be 62 years old.

Supplementary Provisions (May 28, 2007)

1. These Standards shall take effect on May 28, 2007.