



## **CVD update**

The CAA is proposing to further restrict the flying options for people with colour vision deficiency by introducing a General Directive.

Most general aviators, and microlighters in particular, wrongly assume that this need not concern them because they don't have a colour problem.

Only about 4 percent of the population are affected, and they are all male.

The General Direction appears to be aimed at promoting a uniform, global application of more restrictive test rules for CVD-affected aviators, which in New Zealand already limit them to:

Class 1 medical certificate (CPL/ATPL)

- (i) Not valid for air operations carrying passengers; and
- (ii) Not valid for night flying; and
- (iii) Not valid for flight under Instrument Flight Rules; and
- (iv) Not valid for flight in the vicinity of a controlled aerodrome unless the aircraft is in radio contact with aerodrome control.

Class 2 medical certificate (PPL)

- (i) Not valid for night flying; and
- (ii) Not valid for flight under Instrument Flight Rules; and
- (iii) Not valid for flight in the vicinity of a controlled aerodrome unless the aircraft is in radio contact with aerodrome control.

The author of this initiative (the NZ CAA's Principal Medical Officer, Dr Dougal Watson) seeks to introduce a stricter level of regulation, but he's not addressing the key question:

Is colour vision deficiency actually a safety issue in today's aviation world – and if that can be proved, where does the problem lie?

Even the International Civil Aviation Organisation cannot answer that question. Dr Watson doesn't attempt to answer it, despite being a campaigner for evidence-based medicine.

OK, so you can see clearly and in full, living colour? But consider the real reason why this proposed change probably involves you: your children, or your children's children, may inherit the defective gene(s) through their mother. The CAA's GD would effectively bar them from a career in aviation in New Zealand, and even profoundly affect their options with a PPL.

This issue has serious implications for current commercial pilots and future generations of ordinary aviators.

In Australia, they relaxed the rules 25 years ago. There is no record there of any incident attributable to CVD. CASA, their equivalent of our CAA, has lost a long series of cases brought against it by pilots with CVD.

Australian pilots affected with CVD have none of the above conditions attached to their medical certificate.

GAA strongly opposes this proposed directive. We see this as a bureaucratic measure which is not supported by any evidence proving it will enhance aviation safety.

**The deadline for submissions has now been extended to July 1.** Soon, the GAA will publish its submission. We invite all aviators to read the submission and help to put at least a moratorium on this matter, pending an independent inquiry into CVD and how it relates to aviation, and the CAA's proposal.

We cannot over-stress the importance of thinking beyond your own personal circumstances and considering the bigger picture of how you can help influence CAA policy on CVD, to mirror that which exists in Australia.