

Colour Vision Deficiency (CVD) – for pilots is a current and serious topic that I would seek to bring to a forum, at Conference.

I have been working with a Group within NZ – **Colour Vision Aviators (CVA)**. This has come about due to discrimination I have become aware of. The Australian (CASA) accepts persons with CVD. This means a Class 1 medical certificate with no passenger carrying restrictions. NZCAA does not interpret nor test the ICAO standard as CASA do. The FAA and other ICAO states also accommodate CVD just as CASA do.

Australian Doctor, Arthur Pape is an acknowledged global expert on CVD. He has been involved in CVD for over 30 years. He brought about change to CASA's discriminatory practices, that now permits a pilot to have CVD and hold a Class 1 certificate. He may be available as a guest speaker for us at conference. The CVA group would consider funding his participation at conference, as he would also be meeting with several members of parliament whilst in NZ. I consider Dr Pape would draw an audience – of affected and interested people. I have met him and attended an address he gave to CVA last year. To reference Dr Pape and Colour Vision visit; <http://www.cvdpa.com/>

The CVA group ran an advert over the last 10 months highlighting the issue of CVD. The response to the advert (attached CVA 1) in Kiwi Flyer, Pacific Wings and NZ Aviation – generated a significant response which all pointed towards a large number of the aviation community having serious concerns about CAA's discrimination towards people with CVD.

My reason for involvement with CVA – is at HFT we had two students a year ago – who had completed their Class 1 medicals prior to starting the CPL-H course. A year later, once completed their CPL (and having a \$98,000 student loan) – at the renewal of the Class 1 medical, were told by the Doctors that their CVD was such, that their certificates were now endorsed 'not for air transport passenger operations'. This means they can only work in Agricultural operations or Flight Instruction i.e. no fare-paying passengers. All other Part 135 operations with passengers are not permitted. The pilots have taken the issue to the MOT for review – but as the Doctors are all part of the same CAA standards system – there was no change to the position by CAA.

What finally convinced me that CAA are discriminating against persons with CVD – is that I personally know a Jetstar Captain, who is also affected by CVD. He has the same restriction on his NZ CAA Class 1 medical Certificate. He moved to Australia and worked under the CASA medical standards – which allows pilots to be examined and tested quite differently. (and a simpler and lower cost test). As Jetstar operates in NZ domestically under their CASA AOC, **this NZ Captain is able to operate on scheduled services within NZ**. If he worked for Air NZ – using his CAA Class 1 certificate and their AOC – HE COULD NOT!

This is absurd and perverse treatment of both the pilot and the CAA safety rules – the 'One level of safety' philosophy.

Hence Dr Pape, who is also CVD, holds a pilot licence, is certified IFR and multi-engine and has considerable experience, brought about changes to CASA (who were using the same archaic evaluations as NZCAA currently are) to permit a logical and reasoned process for gauging a pilots level of colour vision. *There have been no recorded incidents or accidents attributed to a pilots colour vision – worldwide*. As Dr Pape states 'this is not about safety issues'.

Dr Pape is a sought after consultant and adviser to the Civil Aviation sector. He is a keynote speaker at the Global Aviation Surgeons Conference, being held in Melbourne later this year – on pilots and colour vision.

AIA could bring this matter out for discussion and review – as the benefits for members and the wider aviation community is significant. Your consideration is requested,

Regards
Phillip Maguire
Managing Director
HFT Aerospace