

Fit and proper person test.

The criteria considered for the fit and proper person test are:

- Conviction record for transport safety offences
- Experience in the transport industry
- Knowledge of aviation regulatory requirements
- History of compliance with transport safety requirements
- History of mental or physical health or behavioural problems.

The CAA are interested in these issues because they may be indicative of some underlying latent condition, such as alcoholism or drug addiction, and your overall fitness to be in control of an aircraft and passengers. Additionally, if becoming an international pilot then a clean record is important to ensure that you are permitted entry into many overseas destinations.

It is also important to remember that once a pilot has their licence or medical, they must continue to satisfy the fit and proper person test, and must notify CAA of any information that could affect that status.

The fit and proper person test is applied only upon application for a licence. For a number of reasons a student wishing to train as a professional pilot cannot be assessed until their application, as for example, their fitness to be a pilot may change over time. This means that there will not be a provision for making activation of a student loan contingent upon passing a fit and proper person test. Organisations assessing their candidates may use a rule of thumb for assessment, that being that for a private pilots licence an applicant must not have had any convictions in the last two years, and for a professional pilots licence, no convictions in the last five years. Convictions will not necessarily mean that an applicant would not be a fit and proper person. That would depend on whether or not the convictions are deemed relevant to safe participation in the Civil Aviation System.

The fit and proper person test may allow an applicant to hold a PPL but not a CPL, the professional pilots licence criteria are essentially the same for any professional licence, whether CPL or ATPL.

Assessments are made on an individual basis. This means that the weight and relevance applied to any of the criteria is at the discretion of the CAA, and may vary based on the licence or medical being applied for. For example, you may be eligible for a Commercial Pilots Licence, but not for an Instructors rating. The CAA is not however confined to the criteria listed above and they may look at any other matters including, if relevant and appropriate, asking for a full criminal conviction history. This will also mean that overseas students will require a printout from the appropriate agency in their home country to provide to CAA. Allowances may be made if there is difficulty in obtaining these documents.

Should any organisation have concerns over the possibility of an individual to pass the fit and proper person test then they may contact CAA to and discuss the issue. Any comment by CAA on an applicants suitability should however only be considered as indicative and not definitive. CAA also request that this provision only be used for those candidates deemed marginal, as otherwise it is only an unnecessary increase in their workload.

For those students already in the system, they will need to make a fit and proper person application when they next apply for a licence or primary rating, although forms will not need to be submitted upon renewal of a licence. While the introduction of the test may have an impact on some students, i.e. those that have their PPL already but may not be eligible for a CPL, it is not anticipated that this is likely to be a significant number.