#LetHimFly

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Competing Interest Disclosure

I am a self-sponsored, trainee commercial airline pilot and have no other pecuniary or non-pecuniary interests. Any views express are entirely my own.

@PilotAnthonyGLA
HIV positive man unable to become a commercial pilot
A HIV positive applicant of a Class 1 medical may be declared fit subject to satisfactory aeromedical evaluation.

In cases of HIV positivity, the Class 1 medical will be issued, with an “Operational Multi-Crew Limitation” (OML).

A Class 1 medical with OML can only be issued to the holders of a Commercial License, BUT

A Commercial License can only be issued to the holders of a Class 1 medical.

Catch 22!
Medical
- What risk(s) does a person living with HIV, on successful treatment, pose to flight safety? No routine testing?

Legal
- How can a policy that indirectly prevents PLWH from becoming Commercial Pilots, be compatible with the Equality Act 2010?

Social
- What are the unintended consequences of such a restrictive policy for pilots who become HIV+?
  - Disclosure
  - Testing
First Challenge – Get the required OML, on the medical!

• In cases where a commercial license was not held, the legislation with regard to the application of the OML is silent and therefore open to state interpretation.

Ultimate EU Response

• A pilot in training, holding a Class 1 medical, subsequently diagnosed with HIV, would be unable to renew their medical and be unable to gain a commercial license.
Second Challenge – The OML may not even be required!

• The CAA is not bound by the “Acceptable Means of Compliance” (AMC) that outline how a member state might satisfy the EU legislation. The AMC “...illustrate a means, but not the only means by which... a requirement... can be met.

• In cases of HIV positivity, only the AMC, not the legislation, requires an OML. Unrestricted certification is possible.

CAA Response

• Unrestricted certification only possible if
  • Magnitude of risk of incapacitation is no greater than the risk associated with a person without the condition concerned OR
  • The risk of incapacitation as a result of the condition concerned is less than 0.1% per annum.
• In the absence of the required “risk“ related evidence, the CAA could not issue an unrestricted medical.

• In the absence of a commercial license, it was impossible to issue a “restricted” medical with necessary OML.

• A pilot diagnosed with HIV, could continue to fly. A person living with HIV, wanting to become a pilot, could not.

• I could not fly
Coordinated Campaign

- Community Support
- Media Coverage
- Union Backing
- Political Influence
Man with HIV can train as airline pilot after ban is reversed

Man says he is ‘overwhelmed, shocked, elated and humbled’ by Civil Aviation Authority’s rule change
Next Steps

• **Achieve** unrestricted Class 1 certification in the UK.

• **Create** a model for change across Europe.

• **Challenge** global aviation barriers.
Thank You

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