On November 23, 2006, the ICAO Annex 1 Standards will change regarding the age limitation of pilots engaged in multi-pilot operations in international air transport. Under the new standard, the pilot in command is no longer required to be less than 60 years of age and is permitted to be between the age of 60 to 65 provided the other pilot is less than 60 years of age.

Under Article 33 to the convention on International Civil Aviation (Chicago Convention), the United States, as a signatory to this treaty, is required to recognize as valid the licenses and certificates issued by other signatory States when those licenses and certificates are issued in accordance with at least the minimum standards pursuant to the Chicago Convention. The Text of the new ICAO Annex 1 SARP is contained in attachment 1. Thus, the US will honor the new ICAO age limitation for foreign air carriers operating into the US. However foreign air carriers that operate US “N” registered aircraft will still need to meet the FAA regulatory requirements for operation of those aircraft, as further indicated in this memo (see item i. of OPSPECS attachment).

The FAA regulates the age limit of pilots of foreign air carriers operating to the United States through FAA issued foreign operations specifications. A sample of the proposed foreign operations specification language regarding pilot age requirements incorporating these changes is contained in attachment 2.

The current age requirements for those pilots operating U.S. registered civil aircraft is contained in 14 CFR, Section 61.3 (j) as follows,
j) Age limitation for certain operations.

(1) Age limitation. Except as provided in paragraph (j)(3) of this section, no person who holds a pilot certificate issued under this part shall serve as a pilot on a civil airplane of U.S. registry in the following operations if the person has reached his or her 60th birthday--

(i) Scheduled international air services carrying passengers in turbojet-powered airplanes;

(ii) Scheduled international air services carrying passengers in airplanes having a passenger-seat configuration of more than nine passenger seats, excluding each crewmember seat;

(iii) Nonscheduled international air transportation for compensation or hire in airplanes having a passenger-seat configuration of more than 30 passenger seats, excluding each crewmember seat; or

(iv) Scheduled international air services, or nonscheduled international air transportation for compensation or hire, in airplanes having a payload capacity of more than 7,500 pounds.

These requirements will remain in effect through foreign operations specifications for pilots of foreign air carriers who operate U.S. registered civil aircraft, until the recommendations of the recently announced forum of airline, labor and medical experts has concluded to recommend whether the United States should adopt the new International Civil Aviation Organization (ICAO) standard that will allow one of the two pilots in the flight deck to be over age 60. The forum also will determine what actions would be necessary if the FAA were to change its rule. This Age 60 Aviation Rulemaking Committee has been tasked to complete its work within 60 days. Committee members will represent airlines, pilot unions, medical experts, and the FAA. Foreign operations specifications may be further amended at that time.

We recommend concurrence with the attached foreign operations specification, implementing this policy.

Melvin O. Cintron
Approved: James F. Ballough
Director, Flight Standards Service

Disapproved: 
Director, Flight Standards Service

Comments: 

Date: 10/18/20