

ATTENTION DEFICIT DISORDERS (ADD)

DIAGNOSES OF ATTENTION DEFICIT DISORDERS WITH OR WITHOUT HYPERACTIVITY

Any candidate who has received a diagnosis of attention deficit disorder must undertake certain steps if they wish to submit their candidacy to Commercial Aircraft Pilot program. Aviation rules are very strict on the subject. The CQFA will thus apply all aspects of regulations during their selection process.

Any candidate who is receiving medication in the psychostimulant family (also called psychoactive substances) and a selective serotonin reuptake inhibitor will **see their category 1 medical certificate refused** according to rules of Transport Canada. Issuance of the category 1 certificate is mandatory to be admitted to the CQFA.

There is forbidden medication in the field of aviation. Among the most well-known prescription drugs, we find:

- Ritalin
- Concerta
- Strattera
- Vyvanse
- Dexedrine
- Intuniv
- Biphentin
- Adderall

The candidate who has been diagnosed with ADD but who is not (or who is no longer) taking medication must provide Transport Canada medical examiners with a **complete and final report from a neuropsychologist** during the third step of the selection process **who will state the importance of the disorder.** Doctors will then assess if the candidate is admissible or not for issuance of a category 1 medical certificate. (No ongoing report will be accepted. All documents must be final.)

The meetings with a neuropsychologist total four to six hours for this process. These appointments consist of a clinical interview and a formal interview. The complete process, which includes the writing of a specialist's report, is spread out over a dozen hours. The time frame to obtain an appointment with a neuropsychologist may vary and take between a few weeks to a few months. A provincial directory of neuropsychologists in private practice is available at aqnp.ca/bottin

The report must include symptom genesis, specific diagnostic conclusions that support the diagnoses listed above, medication history and drug effectiveness, side effects and current status, a descriptive summary or treatment registry that states an uncomplicated illness without signs of psychosis or suicidal behaviour.



RULES RELATED TO MEDICATION

Determination of “fit to fly” is a complex process. It is said that a piloting permit is a privilege and not a right and that it is governed by a set of rules and requirements. These rules are mentioned in *Canadian Aviation Regulations*.

The goal of the medical examination is to determine if the applicant satisfies the norms that apply concerning the delivery of a medical certificate necessary to issuance of a permit, a licence or given qualification.

The norms that apply to issuance and renewal of a permit, licence or given qualification are similar. (*Canadian Aviation Regulations, section 424.7.17.3.a*)

As mentioned above, norm 424.17 (4) of part IV of Canadian Aviation Regulations specifies the physical and mental requirements of various medical categories. The norm related to questions of mental health is expounded in paragraphs 1.3 a), 2.3 a), 3.3 a), 4.3 b).

According to *Canadian Aviation Regulations, part IV, norm 424, section 1.1 d*, the applicant will be exempt of any side effect felt after use of any drug substance delivered with

or without a prescription which [...], according to certified doctors, would compromise the completely safe use of an aircraft [...].

According to *Canadian Aviation Regulations—part IV, norm 424, section 1.3*, the applicant will present neither medical history nor clinical diagnosis which, according to the conclusions of approved doctors, would make it impossible to exercise the advantages of a required permit, licence or qualification in complete safety [...].

Any misrepresentation made to a medical examiner by a candidate for a licence or qualification will be reported to licence issuance services [...] so that they may take the measures that they judge necessary. (*Excerpt from section 1.2.4.6.1, Aeronautical Medicine, ICAO*)

Persons who carry out critical functions for aviation security [...] will not exercise these functions if they are under the influence of any psychoactive substance whatsoever that alters human performance. [...]. (*Excerpt from section 2.5, Aeronautical Medicine, ICAO*)

*Please also read other CQFA fact sheets on **medication, operations and overall health, vision, cannabis, cerebral concussion and dyslexia** before you proceed with registration in the program.*

