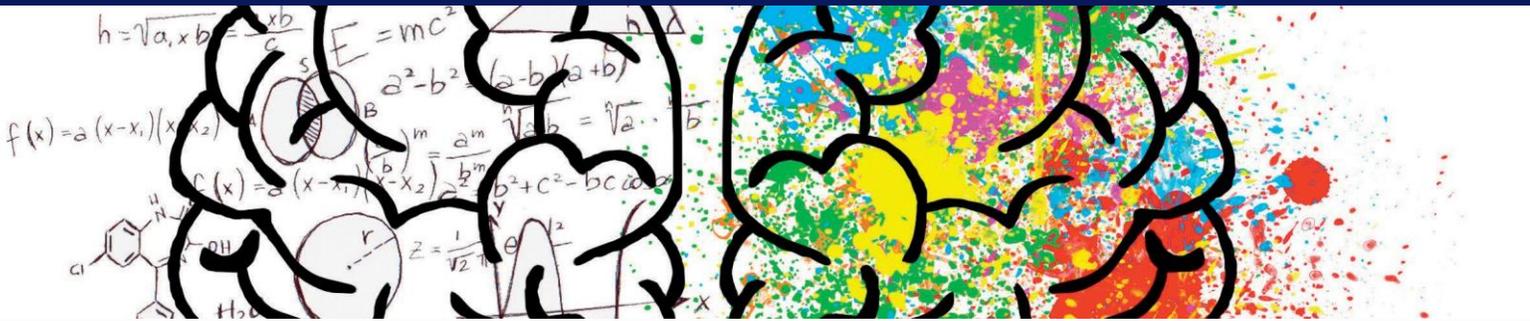


ATTENTION DEFICIT DISORDERS (ADD)



IMPORTANT NOTE

As written in aviation regulations, “Any false declaration made to a medical examiner by a candidate for a licence or rating will be reported to the licencing authorities [...] so that these services can take the measures that they deem necessary.”

DIAGNOSIS OF ADD WITH OR WITHOUT HYPERACTIVITY

Any candidate who has received a diagnosis of attention deficit disorder (ADD) must undertake certain steps if he or she wishes to submit his or her application to our aircraft piloting program. Aviation rules are very strict on this subject. Accordingly, the CQFA applies all regulation aspects during the selection process.

Any candidate who is under medication from the psychostimulant family (also known as psychoactive substances) and selective serotonin reuptake inhibitors will be refused the category 1 medical certificate according to guidelines from Transport Canada. Issuance of the category 1 certificate is mandatory to be admitted.

These medications are forbidden in the field of aviation. We find the following among the most well-known of these prescription drugs:

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

NEUROPSYCHOLOGICAL REPORT

The candidate diagnosed with ADD but who is not (or who is no longer) taking medication must provide a complete and final report from a neuropsychologist that dates from less than a year and assesses the current state of the disorder.

Transport Canada medical examiners will then assess if the candidate is admissible or not for issuance of a category 1 medical certificate. We will not accept any ongoing report.

Meetings with a neuropsychologist total four to six hours. The complete process, which includes the writing of a report by a specialist, takes around a dozen hours.

Timelines may vary between a few weeks to a few months to get an appointment with a neuropsychologist. A provincial directory of neuropsychologists in private practice is available at aqnp.ca/bottin.

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

RULES RELATED TO MEDICATION

Determination of “fitness for flight” 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 the medical certificate necessary to issue a permit, 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) and 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 [...].

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*).

