

# ATTENTION DEFICIT DISORDER (ADD)



## IMPORTANT NOTE

**As stated in the Aviation Regulations: "Any false statement made to a medical examiner by an applicant for a license or rating will be reported to the licensing authorities...so that the licensing authorities may take such action as they deem necessary. Knowingly making a false statement is an offence under paragraph 7.3(1)(a) of the Aeronautics Act.**

## DIAGNOSIS OF ADHD WITH OR WITHOUT HYPERACTIVITY

Any applicant who has been diagnosed with ADD must take certain steps if they wish to apply for the Aircraft Operations program. The aviation regulations on the subject are very strict. The CQFA therefore applies all the elements of the regulations during its selection process.

Any candidate who is under medication from the psychostimulant family (also called psychoactive substances) and selective reuptake inhibitors is refused a Category 1 medical certificate, according to Transport Canada guidelines. The issuance of this category 1 certificate is mandatory to be admitted.

These medications are prohibited in the aviation field. Among the most known medications, we find:

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

## NEUROPSYCHOLOGICAL REPORT

Applicants who have a diagnosis of ADD, but are not (or are no longer) taking medication for a minimum of six months, will be required to provide a complete and final report from a neuropsychologist, dated within the last year, indicating the extent of the disorder.

Transport Canada medical examiners will then assess whether or not the applicant may be eligible for the issuance of a Category 1 medical certificate. No reports during the assessment will be accepted.

Meetings with a neuropsychologist total 4 to 6 hours. The entire process, including the writing of the specialist's report, takes about 12 hours.

Getting an appointment with a neuropsychologist can vary from a few weeks to a few months. A provincial directory of neuropsychologists in private practice is available at [npqa.ca/bottin](http://npqa.ca/bottin)

The report should include: the genesis of the symptoms, specific diagnostic findings in support of one of the diagnoses listed above, medication history and effectiveness, side effects and current status, a descriptive summary or treatment record of uncomplicated illness without evidence of psychosis or suicidal behaviour.

# REGULATIONS RELATED TO MEDICATION

The determination of "fit to fly" is a complex process. It has been stated that a pilot's license is a privilege, not a right, and is governed by a set of rules and requirements. The rules are contained in the Canadian Aviation Regulations.

The purpose of the medical examination is to determine if an applicant meets the standards that apply to the issuance of a medical certificate required for the issuance of a particular permit, licence or rating. The standards that apply to the issuance and renewal of a permit, licence or rating are similar. (Canadian Aviation Regulations, section 424.7.17.3.a)

As mentioned above, Part IV, Standard 424.17(4) of the Canadian Aviation Regulations specifies the physical and mental requirements for the various medical categories. The standard pertaining to mental health issues is outlined in sections 1.3(a), 2.3(a), 3.3(a), 4.3(b).

According to the Canadian Aviation Regulations - Part IV, Standard 424, section 1.1 d, the applicant shall be free from any adverse effects experienced as a result of the use of any prescribed or non-prescribed drug substance that ... in the opinion of a medical practitioner, would impair the safe operation of an aircraft ....

According to the Canadian Aviation Regulations - Part IV, Standard 424, Section 1.3, the applicant will not have a medical history or clinical diagnosis that, in the opinion of medical officers, would render the applicant incapable of safely exercising the privileges of the permit, licence or rating applied for....

Persons performing aviation safety critical functions [...] will not perform those functions if they are under the influence of any psychoactive substance that impairs human performance. [...]. (From Article 2.5, Aviation Medicine, ICAO).

