



Pilot Retirement Age Facts

Raising the Retirement Age Will Not Increase Air Service

A Change to Pilot Retirement Age Introduces Risk into the Aviation System

- ➔ Increasing pilot mandatory retirement age beyond 65 increases risk in aviation.
- ➔ According to numerous studies, including one in 2017 by the *European Union Aviation Safety Agency (EASA)*, cognitive abilities decline with increasing age, and there is an increased risk of cardiovascular issues and diabetes.
- ➔ EASA concluded that retirement age should not be increased beyond 65 for pilots in multicrew airline operations.

A Change to Pilot Retirement Age Will **Not** Increase the Supply of Pilots as Intended

- ➔ Increasing the retirement age will displace pilots. Pilots over 65 will be forced to leave the most desirable international routes to bid for domestic ones operated by smaller aircraft with more frequency of operations, requiring retraining on different equipment and bumping less senior pilots to other routes and aircraft, increasing training time and costs to the airlines and those pilots as well.
- ➔ Claims that extending pilot retirement age will entice future aviators because of the additional years at high captain pay are false. As stated above, pilots beyond age 65 will operate domestic routes, likely on smaller equipment with no guarantee they remain as captains.
- ➔ Most regional airline pilots leave the regional industry long before age 65 for more lucrative jobs at mainline or low-cost carriers or other opportunities. Therefore, the pool of domestic-service pilots will not increase appreciably without additional training costs or disruptions.

A Change to Pilot Retirement Age Will **Not** Increase Service to Small Communities

- ➔ Airlines' decisions to fly to or leave certain destinations are market driven.
- ➔ There are more certificated pilots than there are pilot jobs, according to FAA and Bureau of Labor statistics.

What a Change in Mandatory Retirement Age Means Under Current Standards/ Legislation

- ➔ To permit pilots in Part 121 operations to fly beyond age 65, the United States would have to file a difference with ICAO from its standards on age for pilots in international commercial air transport operations with more than one pilot.
- ➔ Because the international ICAO standard limits pilots to age 65, any increase in U.S. age limit would result in:
 - Pilots over 65 would be limited to flying U.S. domestic flights only (similar to Canada and Japan, where the retirement age limit is over 65).
 - Older pilots would have to bid back to aircraft limited to domestic flying only.
 - Increased airline training costs
 - Less senior pilots may be bumped to different equipment, requiring additional training
 - Or, pilots over 65 could move to smaller "domestic only" airlines at the bottom of the pilot seniority list, an unlikely scenario
 - Additional medical scrutiny to mitigate potential safety risks due to increased age could be introduced:
 - Cognitive screening
 - EKG assessments

Current Requirements in Place

- ➔ Current ICAO standard is age 65 for captains and first officers in multi-pilot operations. There is no current international discussion to change the standard at ICAO.
- ➔ EASA regulation is age 65.

Legislative History

- ➔ Congress changed the pilot retirement age from 60 to 65 to align with ICAO standards in the Fair Treatment for Experienced Pilots Act (PL 110-135).
 - Signed into law on December 13, 2007

*https://www.easa.europa.eu/sites/default/files/dfu/EASA_REP_RESEA_2017_1.pdf