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2877 Laguna Dulce
Las Vegas, NV 89121

Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh St., SW
Washington, DC 20590-0001

Re FAA docket number FAA-2002-12501-2188

Age 60 rule for airline pilots.

One of this world's most conservative nations, politically, economically, and socially, allows airline pilots to fly until age 63. That country is Japan.

Flying past age 60 requires extensive medical screening. One has to undergo the routine aviation physicals and then also has to do a stress ECG, echocardiogram, EEG, brain MRI, pulmonary function test, night vision test etc. The normal aviation physical is much more rigorous than any FAA 1st class physical. It includes extensive blood chemistry analysis, ECG every 6 months and so on.

A pilot flying over age 60 takes four physicals a year.

Japan is now considering changing the maximum age to 65.

How do I know? After retiring from a major US airline at age 60 I flew 747's for a Japanese airline, still based at JFK, to Chicago, San Francisco, Los Angeles, Anchorage and various overseas destinations.

Why is it safe for me to fly to all these US cities in a foreign-registered airplane but the FAA says it is not safe in a US-registered airplane?

The explanation can only be that the FAA's position is not based on sound reasoning and scientific testing but on union politics and smokescreens. I was a member of the Airline Pilots Association for 30 years and that union's stance on the age 60 issue does not make any sense.

Sincerely,


Bernd Klopfer