

Pilot's Bill of Rights 2 Talking Points

PBOR2 Key Points:

- 3rd Class Medical Reform
 - Aircraft Covered
 - 6,000 lbs or less
 - 6 seats or fewer
 - Ops Covered
 - VFR or IFR
 - <14,000 MSL
 - <250 kts
 - Driver's license in lieu of medical certificate
 - Aircraft size and capability selected to be similar other personal and recreational conveyances that do not require medical certification – boats, campers, SUVs, etc...
- Legal Reforms
 - Expands on PBOR1 in granting legal protections to certificate holders under investigation
 - Liability protection for volunteer humanitarian pilots and FAA designees

EAA Talking Points on Medical

- Pilots are already required by regulation to self-certify that they are fit to safely operate prior to every flight, no matter what airman or medical certificate they hold
- Ten years of Sport Pilot and many decades of glider and balloon flight, which require no medical, have shown that medical self-certification works equal to or better than the medical certification process
- Pilots are already solely responsible for many safety-of-flight factors that have far more immediate impact than medical fitness
- Better disease diagnostics/treatment contribute to a higher special issuance rate, which is ironic because better treatment means pilots under medical care are healthier
 - The special issuance system is broken, costing pilots untold time and money just so they can fly as a hobby