CONTENTS

序文

2023 年 8 月から 2024 年初頭にかけて、航空身体検査マニュアルの見直し及び改訂作業が行われ、2025 年 6 月 1 日より改訂版が発効された。またこれとは別に、多くの乗客を乗せる民間航空機の 60 歳以上の航空機乗組員に対して通常の身体検査に加えて行われる航空身体検査（加齢付加検査）に関して、65 歳以上の航空機乗組員にはそのまま継続されるが、65 歳未満においては 2025 年 10 月 1 日より、廃止された。

航空身体検査マニュアルとその関連通達の英語訳を書籍として発行してから、約 11 年の月日が過ぎた。今回で 3 回目の発行となるが、その内容は上記の大幅な改訂を反映させたものである。

本書が我が国の航空身体検査制度の理解に役立てば幸いである。

2025 年 12 月

航空医学研究センター
検査・証明部長　髙添　一典

国空乗 531 established on March 2, 2007
国空乗 631 partially amended on March 2, 2007
国空総-454 partially amended on June 30, 2011
国空航 838 partially amended on March 30, 2012
国空航 373 partially amended on August 20, 2013
国空航 684 partially amended on November 27, 2013
国空航 517 partially amended on October 3, 2014
国空航 184 partially amended on June 12, 2018
国空航 323 partially amended on June 17, 2019
国空航 3037 partially amended on March 29, 2022
国空安政 96 partially amended on April 21, 2025

Director-General, Civil Aviation Bureau

Manual for Aviation Medical Examination

I. Objective

The purpose of aviation medical examination is to ensure safe operation of aircraft. Manual for Aviation Medical Examination is a guidance, established according to the Medical Standards specified in Table 4 (Although the Table not shown, each content can be seen in each disease category under the heading "1. Medical Standards" as shown in III. Diseases and Conditions to Evaluate at Aviation Medical Examination) in the Ordinance for Enforcement of the Civil Aeronautics Act, in order that the examination and assessment of physical and mental conditions of aircrew may be properly and uniformly carried out.

II. General Concept and Procedures of Aviation Medical Examination and Certification

1. Significance of Aviation Medical Certification

1-1 In order to ensure the safe operation of aircraft, an aircrew in charge of aircraft

operation is examined to determine whether or not his/her physical and mental status is adequate for the performance of his/her duties, and an aviation medical certificate is issued only to those who meet the standards. No person may perform airman duties unless he/she holds an aviation medical certificate.

1-2 The Medical Standards (Table 4 of the Ordinance for Enforcement of the Civil Aeronautics Act) and Manual for Aviation Medical Examination are established to examine and evaluate whether or not an aircrew has well maintained physical and mental status required when performing airman duties, namely whether or not he/she is aeromedically qualified.

1-3 The validity period of an aviation medical certificate is, as stipulated in Article 32 of the Civil Aeronautics Act and in Article 61-3 of the Ordinance for Enforcement of the Civil Aeronautics Act, determined depending on the type of airman certificate which an applicant holds, his/her age, physical and mental status, and also on the type of operation of the aircraft that he/she is engaged in. The aviation medical examination aims to conduct a cross-sectional assessment of an applicant's physical and mental status at the time of the examination, and an aviation medical certificate does not guarantee that he/she will keep fit for airman duties throughout its validity period. Article 71 of the Civil Aeronautics Act stipulates that an aircrew shall not perform airman duties even during the validity period of the aviation medical certificate once he/she no longer satisfies the medical standards.

1-4 Being in aeromedically qualified condition is not necessarily synonymous with being in good health. “Seemingly Healthy” aircrew may be judged to be disqualified. Being aeromedically qualified means satisfying the following conditions.

(1) An aircrew shall have the physical and mental abilities necessary to perform airman duties and shall retain these abilities under all possible flight conditions at a level equivalent to, or higher than, that required for safe flight.

(2) An aircrew is expected to maintain these capabilities throughout the validity period of their aviation medical certificates. Since incapacitation during flight is a serious threat to flight safety, it is critical to eliminate any risk of becoming incapacitated.

Established on November 27, 2013 (国空航 687)
Partially amended on June 12, 2018 (国空航 182)
Partially amended on March 29, 2022 (国空航 3037)
Partially amended on April 21, 2025 (国空安政 97)

Director, Flight Standards Division, Aviation Safety and Security Department
Civil Aviation Bureau
Ministry of Land, Infrastructure, Transport, and Tourism

Evaluation and Disposition Regarding Abnormal Heart Rhythms

1. Conditions for which Holter ECG shall be performed

When arrhythmia is observed in rest ECG, there is possibility that the arrhythmia itself and/or its underlying disease may be disqualifying. Holter ECG shall be performed when extrasystole of 2 beats or more are observed in rest ECG irrespective of whether they are of atrial or ventricular origin.

2. Evaluation criteria of Holter ECG results

(1) Supraventricular arrhythmia
1) Premature atrial contraction (PAC, 10000 beats/day or more)
2) Paroxysmal supraventricular tachycardia (PSVT, short run of 20 beats or more)
3) Atrial flutter (AFL)
4) Atrial fibrillation (AF)

Conditions other than the above 1~4) are qualifying.

(2) Ventricular arrhythmia
1) Premature ventricular contraction (PVC)
① Isolated and unifocal or bifocal PVC of less than 1000 beats/day
② Isolated and unifocal or bifocal PVC of 1000 beats/day or more and less than

Established on January 28, 2000 空航 100,空乗 23)
Partially amended on June 2, 2000 (空航 420,空乗 97)
Partially amended on February 1, 2002 (国空航 1221,国空乗 1649)
Partially amended on April 8, 2003 (国空航 1299,国空乗 1672)
Partially amended on August 25, 2004 (国空航 483,国空乗 185)
Partially amended on May 28, 2007 (国空航 150,国空乗 91)
Partially amended on June 30, 2011 (国空航 543,国空乗 133)
Partially amended on June 1, 2012 (国空航-172)
Partially amended on March 30, 2015 (国空航 1004)
Partially amended on June 12, 2018 (国空航 183)
Partially amended on July 8, 2019 (国空航 626)
Partially amended on May 26, 2025 (国空安政 410)

Director-General, Aviation Safety and Security Department
Civil Aviation Bureau
Ministry of Land, Infrastructure, Transport, and Tourism

Standards for Aircrew Aged 60 and Over to be Engaged in Flight Operation of the Aircraft Used for Air Transport Services

1. Purpose

The purpose is to establish standards for aircrew aged 60 and over to be engaged in flight operation onboard the aircraft used for air transport services conducted by Japanese air carriers.

2. Standards

2-1 Shown below are the standards for aircrew aged 60 and over to be engaged in flight operation onboard the aircraft which is used for international air transport services or for services other than international transport with more than 60 passenger seats or a maximum take-off weight of more than 25,000kg.

(1) The upper age limit of aircrew and flight engineers for the aircraft for which the

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Japan Aeromedical Research Center
Utility Center Bldg., 3-5-10 Hanedakuko, Ota-ku,
Tokyo, 144-0041, Japan
Phone: 81 3 6459 9970
Fax: 81 3 5756 0139
http://www.aeromedical.or.jp
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