

Mastering the Basics of

Basic Med and Current Stats

Presented to: Carrabelle Flying Club (X13)

By: Bruce Graham - FAAST Rep

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**Federal Aviation
Administration**



Pre-Flight

What we cover today

- **BasicMed Basics**
- **What do I need???**
- **What can I do???**
- **Who does it???**
- **Stats on BasicMed**
- **....and probably some questions I can't answer.....**



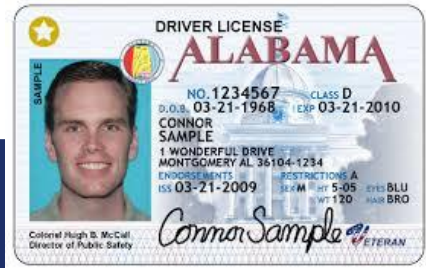
FAA Extension, Safety, and Security Act (FESSA) 2016 and BasicMed

- **This is a Flight Standards rule - alternative to 3rd-class med cert for certain small aircraft**
 - 14 CFR Part 68
- **14 CFR Part 67 has not changed / 3rd-class not going away**
- **Final Rule published Jan 2017**
- **Short Title – BasicMed**
- **FAA Advisory Circular AC No: 68-1A:**
 - https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_68-1A.pdf



The Basics: What do you need for BasicMed?

- A valid U.S. driver's license
- An FAA med cert valid any time after July 14, 2006
- The most recent app for med cert not denied
- The most recent med cert not revoked/suspended/withdrawn
- One-time auth for Special Issuance of a Med Cert for the following conditions...



One Time Spec Issue Auth - BasicMed

- **Mental: 4**
 - Personality Disorder
 - Psychosis
 - Bipolar Disorder
 - Substance Dependence
- **Neurology: 3**
 - Epilepsy
 - Disturbance of Consciousness without Satisfactory Medical Explanation of Cause
 - Transient Loss of Control of Nervous System Functions without Satisfactory Medical Explanation of Cause
- **Cardiac: 4**
 - Myocardial Infarction
 - Coronary Artery Disease Requiring Treatment
 - Cardiac Valve Replacement
 - Heart Replacement

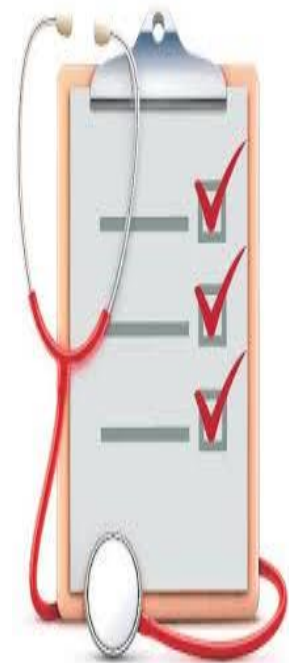


What does a pilot have to do to use BasicMed? Just two things!

Requirement #1

Get a physical exam from any state-licensed “**physician**”

- Print the comprehensive medical examination checklist (CMEC) from faa.gov/go/basicmed or your course provider and complete the airman portion
- Bring the CMEC FAA Form 8700-2 to your exam.
- Keep your completed checklist somewhere safe
- Required every 48 months



Comprehensive Medical Evaluation

- **Performed by any state-licensed physician**
 - Hopefully the airman's treating physician
- **The Physician must sign an attestation statement**
 - Discussed all items on the checklist and any medications that could interfere with operating aircraft or motor vehicle
 - Performed examination on all items on the checklist
 - Certify: “not aware of any medical condition that, as presently treated, could interfere with the individual's ability to safely operate an aircraft.”



What does a pilot have to do to use BasicMed? Just two things!

Requirement #2

Take the free online course:

- See faa.gov/go/basicmed for a list of course providers.
- When taking the course, you must:
 - Provide the physician's name, state license number, address, and phone.
 - [Attest to your health](#) and [consent to a National Driver Registry check.](#)
- Required every two years



Attest to your health...

- For any neurological or mental health condition(s), every 2 years the pilot must certify that they are under the care of a state-licensed medical specialist.
- This requirement also applies to any neurological or mental health condition for which they have held an Authorization of a Special Issuance Medical Certificate.
- **While FESSA only specifies neurological or mental health conditions, a responsible pilot should regularly see their physician for any medical condition they may have.**



Certificate Considerations

- If an airman has both a third-class medical certificate and met all the requirements for BasicMed, they must decide which rule they will fly under for each flight
 - No switching mid flight
- A third-class medical examination and certificate cannot be substituted for the comprehensive medical examination by a state licensed physician for BasicMed requirements

•BasicMed



•3rd Class



AME Role in BasicMed

- **Aviation Medical Examiner (AME) designation is completely separate from BasicMed**
- **The decision of an AME to participate in BasicMed as the “state licensed physician” is an individual choice**
 - This work would be outside of the AME Designation, and instead would be part of the physician’s non-AME practice
- **AMEs should check with their insurance carriers**



Pilots should assess their fitness before every flight



- Is there any medical deficiency (see 14 CFR 61.53) that makes me unsafe for flying?
- Do I pass the IMSAFE checklist?
- Am I clear of the effects of prescription and over-the-counter drugs?
- Do I have any risk factor that might lead to me becoming suddenly incapacitated during flight?
- Do I have any risk factors that might interfere with my ability to think clearly and/or react rapidly?



When did BasicMed start?

- 01 May 2017*
- Presuming forms are approved and available



What aircraft can I fly under BasicMed?

- Any acft auth under fed law to carry 6 or less people
- Max cert takeoff weight of equal to/less than 6,000 lbs



Operating reqs & limits under BasicMed

- **Passengers** *Not more than 5 with 6 total seats*
- **Flight rules** *VFR or IFR*
No operation for comp/hire \$
No speed beyond 250 knots
Less than 18,000 feet MSL
- **Location:** *Only within the United States*



Where can I go to learn more?

BasicMed Resources:

- faa.gov/go/AME
- faa.gov/go/basicmed
- Section 61.113 and new Part 68
- Advisory Circular 68-1A
- https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_68-1A.pdf



Now Some Stats

- **Federal Air Surgeon Medical Bulleting**
 - **Vol. 55, No.1**
 - **BASICMED 2019 by Michael A. Berry, MD**
 - **“If you would like to review all of the specific provisions of Part 68, I refer you to:”**
 - <https://www.ecfr.gov/cgi-bin/text-idx?SID=ca51d1582e84daf88bab9afdea9e1a97&mc=true&node=pt14.2.68&rgn=div5>
 - **“The link to the BasicMed FAQ’s:”**
 - <http://www.faa.gov/go/BasicMed>



BASICMED 2019

- “I want to emphasize that Part 68 is an “operational” rule. It is not medical certification, but an alternative. Therefore Part 68 (BasicMed) is the responsibility of the FAA Flight Standards Service (AFS). AAM supports and collaborates with AFS on the medical issues that arise with BasicMed.



Issues Being Worked

- **“...protocols and processes for consistent handling of BasicMed issues in the following areas:**
 - **Airmen reported as having a DUI within the last 2 years on the National Drivers Registry;**
 - **Hotline complaints alleging airmen to have conditions that would make them ineligible for BasicMed;**
 - **Airmen who have never had a prior FAA airman medical certificate, or whose last certificate expired prior to the eligibility date set by Congress (i.e., July 15, 2006);**
 - **Airmen not eligible based on denial, revocation, or suspension of their most recent application or withdrawal of their most recent Authorization for Special Issuance of a medical certificate;**
 - **Airmen found to have falsified their most recent application for airman medical certification;**
 - **Airmen who submit (without any need) to the FAA, their BasicMed Comprehensive Medical Examination Checklist (CMEC), which shows that they have a condition disqualifying for airman medical certification;**



Issues Being Worked (Cont'd)

- **Airmen who submit (without any need) to the FAA, their BasicMed Comprehensive Medical Examination Checklist (CMEC), which shows that they have a condition disqualifying for airman medical certification;**
- **State licensed physicians calling to report that they signed off on a BasicMed CMEC, only to realize that the airman did not reveal all medical conditions or medications documented in the health care systems electronic healthcare records system;**
- **How an airman with an unrestricted airman medical certificate can transition to BasicMed;**
- **How an airman with an Authorization for Special Issuance of a medical certificate can transition to BasicMed; and**
- **Re-examination of an airman's qualifications for BasicMed if urgent and credible information is received suggesting that they may have one of the conditions requiring evaluation by the FAA special issuance process."**



Statistics

- **As of June 10, 2019,**
 - **48,512 airmen have received a physical examination, taken one of the two available medical education courses, and are now eligible to fly under BasicMed.**
 - **Rush to “sign up” extremely high in the first several months of the enactment**
 - **Approx 2,300 airmen registering weekly**
 - **By end 1st year, approx 450 / week**
 - **Number now stabilized at 200 / week**



Class Issued for Last FAA Exam

- Of 44,246 pilots with data available at the last FAA medical exam:
 - 38,172 (86.2%) - 3rd class exams
 - 4,649 (10.5%) - 2nd class exams
 - 901 (2.0%) - 1st class exams
 - 353 (0.8%) denied at last exam.
 - They are not eligible to fly BasicMed
 - 171 (0.4%) deferred by the AME at last exam, but not yet issued or denied by the FAA.
 - These pilots are eligible for BasicMed.



Highest Airman Certificate Held By BasicMed Pilots

	<u>Count</u>	<u>Percent</u>
• Private Pilot	29943	67.7
• Commercial Pilot	9050	20.4
• Airline Transport Pilot	4053	9.2
• Student Pilot	1111	2.5
• Recreational Pilot	52	.1
• Sport Pilot	55	.1



Gender / Age

- **Gender of BasicMed Pilots**

- Male 42,947 (97.1%)
- Female 1,299 (2.9%)
- Compares to 7.8% Female for pilots not BasicMed but hold valid 3rd Class

- **Age of BasicMed Pilots**

- Max current age is 100.56 years
- Min 17.1 years
- Median age of the BasicMed pilots 65.5 years, as of 2/01/2019.



Median Age & Special Issuances

- **Median Age distribution of BasicMed pilots and the distro for pilots who are not BasicMed but hold 3rd Class**
 - **BasicMed - 64.3 years**
 - **3rd Class - 41.0 years**
- **Special Issuances at Last FAA Exam**
 - **BasicMed pilots - 28.1%**
 - **3rd Class pilots - 6.2%**
 - **Higher proportion of special issuance waivers due to the association of significant health problems with older age**



Counts of Selected Known Conditions in BasicMed Pilots as of 2/01/2019

<u>Description</u>	<u>BasicMed Pilots</u>	
• Coronary Artery Disease (50% or greater)	3,942	(8.9%)
• Pacemaker	283	(0.6%)
• Atrial Fibrillation	1,906	(4.3%)
• Head Trauma, Coma (30 minutes or more)	1,126	(2.5%)
• Stroke and Related Conditions	559	(1.3%)
• Diabetes Treated with Insulin	405	(0.9%)
• Diabetes Treated with Meds (not Insulin)	3,310	(7.5%)
• Sleep Apnea	2,829	(6.4%)
• Alcohol-Related Offenses	2,070	(4.7%)



BasicMed Accidents

- **List of BasicMed pilots received from Aviation Safety Information Analysis and Sharing (ASIAS) includes matching accidents from the National Transportation Safety Board (NTSB) database**
- **179 accidents on / after the pilot's BasicMed Course**
- **2 pilots have each had 2 accidents since their BasicMed**
- **34 accidents w/37 fatalities**
- **NOTE - these are only counts of accidents and fatalities**
 - **NOT accident or fatality rates.**
 - **Causes of these accidents are still under investigation.**



Summary

- **No assumptions yet;**
 - **BasicMed Reports Public Law 114-190, Section 2307, *Medical Certification of Certain Small Aircraft Pilots Stated:* Not later than 5 years after the date of enactment of this Act the Administrator, in coordination with the National Transportation Safety Board, shall submit to the appropriate committees of Congress a report that describes the effect of the regulations issued or revised under subsection (a) and includes statistics with respect to changes in small aircraft activity and safety incidents.**



AVIATION AND CBD: DO THEY MIX?

- **FAA Position:**
 - **General Aviation Joint Steering Committee Safety Enhancement Topic**
 - https://www.faa.gov/news/safety_briefing/2020/media/SE_Topic_20_10_Avoiding_Adverse_Drug_Interactions.pdf
 - “...not regulated by the FDA, and therefore do not need to meet a specific standard.”
 - “This is especially true for cannabidiol (CBD) products.” (spelling should be cannabidiol)
 - “The CBD industry has widely varying quality control and labeling leading to significant discrepancies from package labels including much higher THC levels than disclosed. This can cause both impairment and possibly a *positive drug test*.”
 - “Therefore, the *FAA recommends against the use of CBD* products by airmen.”
 - “Please also be aware that no special issuances have been granted for **conditions** treated with medical marijuana.” MARIJUANA AND DERIVATIVES: WHAT ARE THE AEROMEDICAL IMPLICATIONS? by Michael A. Berry, MD



Questions?

- **BasicMed FREQUENTLY ASKED QUESTIONS (Revised May 9, 2017)**
- file:///C:/Users/bagra/OneDrive/Documents/Aviation/Carrabelle%20Flying%20Club/112120%20Meet/basicmed_faq.pdf



Proficiency and Peace of Mind

- Fly regularly with your CFI
- Perfect Practice
- Document in WINGS



Thank you for attending

- You are vital members of our GA safety community



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