FAA Experience with “BasicMed”

An Alternative Process to the Third Class Medical Certification of U.S. General Aviation Pilots

Presented to:  65th ICASM – Rome, Italy
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FAA Extension, Safety, and Security Act (FESSA) 2016 and BasicMed

- 14 CFR Part 68
- 14 CFR Part 67 has not changed and third-class medical certification is the same
- Final Rule was published in January 2017
- Short Title -- BasicMed
The Basics: What does a pilot need to use BasicMed??

- A valid U.S. driver's license
- An FAA medical certificate that was valid at any time after July 14, 2006.
- The most recent application for a medical certificate was not denied.
- The most recent medical certificate was not revoked, suspended, or withdrawn.
Conditions Requiring a One Time Special Issuance Authorization Under BasicMed

- Mental: 4
- Neurology: 3
- Cardiac: 4
Conditions Requiring a One Time Special Issuance Authorization Under BasicMed

• Mental:

➢ Personality Disorder
➢ Psychosis
➢ Bipolar Disorder
➢ Substance Dependence
Conditions Requiring a One Time Special Issuance Authorization Under BasicMed

• Neurology:
  ➢ Epilepsy
  ➢ Disturbance of Consciousness without Satisfactory Medical Explanation of Cause
  ➢ Transient Loss of Control of Nervous System Functions without Satisfactory Medical Explanation of Cause
Conditions Requiring a One Time Special Issuance Authorization Under BasicMed

• Cardiac:
  - 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) and complete the airman portion

• Bring the CMEC Form to your exam.

• Exam required every 48 months
Comprehensive Medical Evaluation

Performed by any state-licensed “physician”
• Hopefully the airman’s family or treating physician

Physician must sign a statement
• Discussed all items on the checklist and any medications that could interfere with operating aircraft or motor vehicle

• Performed examination as per the checklist
• “not aware of any medical condition that, as presently treated, could interfere with the 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:

- When taking the course must:
  - Provide the physician’s name, state license number, address, and phone.
  - Attest to their health and consent to a National Driver Registry check.

- Required every two years
Attest to 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.

• Requirement also applies to any neurological or mental health condition for which they have held a Special Issuance Medical Certificate.

• It is expected a responsible pilot should regularly see their physician for any medical condition they may have.
AME Role in BasicMed

• Aviation Medical Examiner (AME) designation is completely separate from BasicMed
• Decision of an AME to participate in BasicMed as the “state licensed physician” is a choice
  (This 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
BasicMed Implemented
What aircraft may pilots fly under BasicMed?

- Any aircraft authorized under federal law to carry not more than 6 occupants and
- Maximum certificated takeoff weight of not more than 6,000 pounds
Operating requirements & limitations under BasicMed

- **Passengers:** Maximum of 5, with 6 total seats
- **Flight rules:** VFR or IFR
  - No operation for compensation
  - No speed beyond 250 knots
  - Less than 18,000 feet MSL
- **Location:** Only within the United States
FAA Experience with BasicMed

• No oversight or checks for falsification
  ➢ Did not actually see a physician
  ➢ Is not under the care of a physician
  ➢ Did not truthfully disclose medical history

• No feedback notification system to the airman if found not to qualify under BasicMed conditions
FAA Experience with BasicMed

- No process for handling a positive NDR report
  - Evaluation of the DUI circumstances
  - Notification of airman
  - Certificate action – there is no medical certificate, only a pilot license

- Process for collecting number of flight hours
  - Need flight hours to calculate an accident rate
  - Total BasicMed accidents - 20 (5 fatal)
FAA Experience with BasicMed

- Receive a monthly list of all BasicMed qualified airmen

- Conducting a monthly review of demographics of BasicMed airmen
  - Age
  - Class of prior medical certification
  - Date of last medical certificate
  - Special Issuance information

- Tracking all fatal BasicMed accidents
FAA Experience with BasicMed

Age at BasicMed Date

Count

Age (Years)

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6-5-2017
FAA Experience with BasicMed

• 16,442 total pilots
• Average age - 64.0 years old
• Max age - 93.5 years old and youngest is 16.3 years old
• 28 pilots 90 years old or older
• 863 pilots 80 - 89 years old
• 4,310 pilots 70 - 79 years old
• 167 pilots 20 - 29 years old
• 8 pilots less than 20 years old
FAA Experience with BasicMed

Highest Airman's Certificate

<table>
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<th>Certificate</th>
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<tbody>
<tr>
<td>Airline Transport Pilot</td>
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9-5-2017
FAA Experience with BasicMed

Years Since Last FAA Flight Physical

Count

Years Since Last FAA Flight Physical

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Federal Aviation Administration

65th ICASM – Rome, Italy
September 14, 2017
FAA Experience with BasicMed

- 5,693 (34.9%) of BasicMed qualified pilots received special issuance medical certificates

- 8.8% of all pilots, and 11.5% of 3rd-class pilots require special issuance medical certificates
FAA Experience with BasicMed

Number of New BasicMed Pilots per Day

BasicMed Date (Labels q 2 weeks)
QUESTIONS?