

FAA Experience with “BasicMed”

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

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Federal Aviation
Administration



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

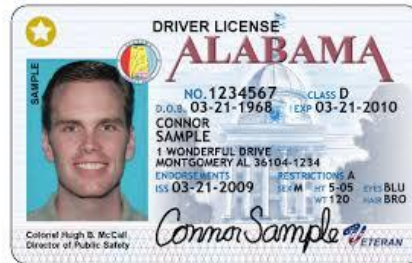
- **14 CFR Part 68**
- **14 CFR Part 67 has not changed and third-class medical certification is the same**
- **Final Rule was published in January 2017**
- **Short Title -- BasicMed**



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- The most recent medical certificate was not revoked, suspended, or withdrawn.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:**

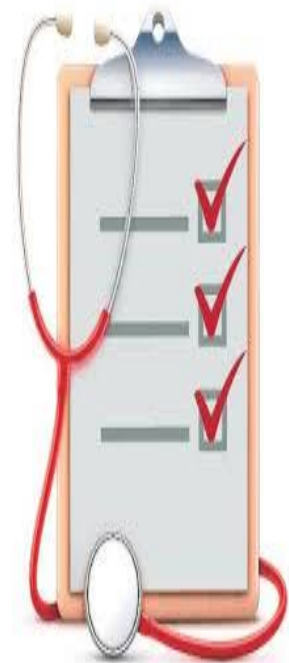
- Myocardial Infarction
- Coronary Artery Disease Requiring Treatment
- Cardiac Valve Replacement
- Heart Replacement

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**

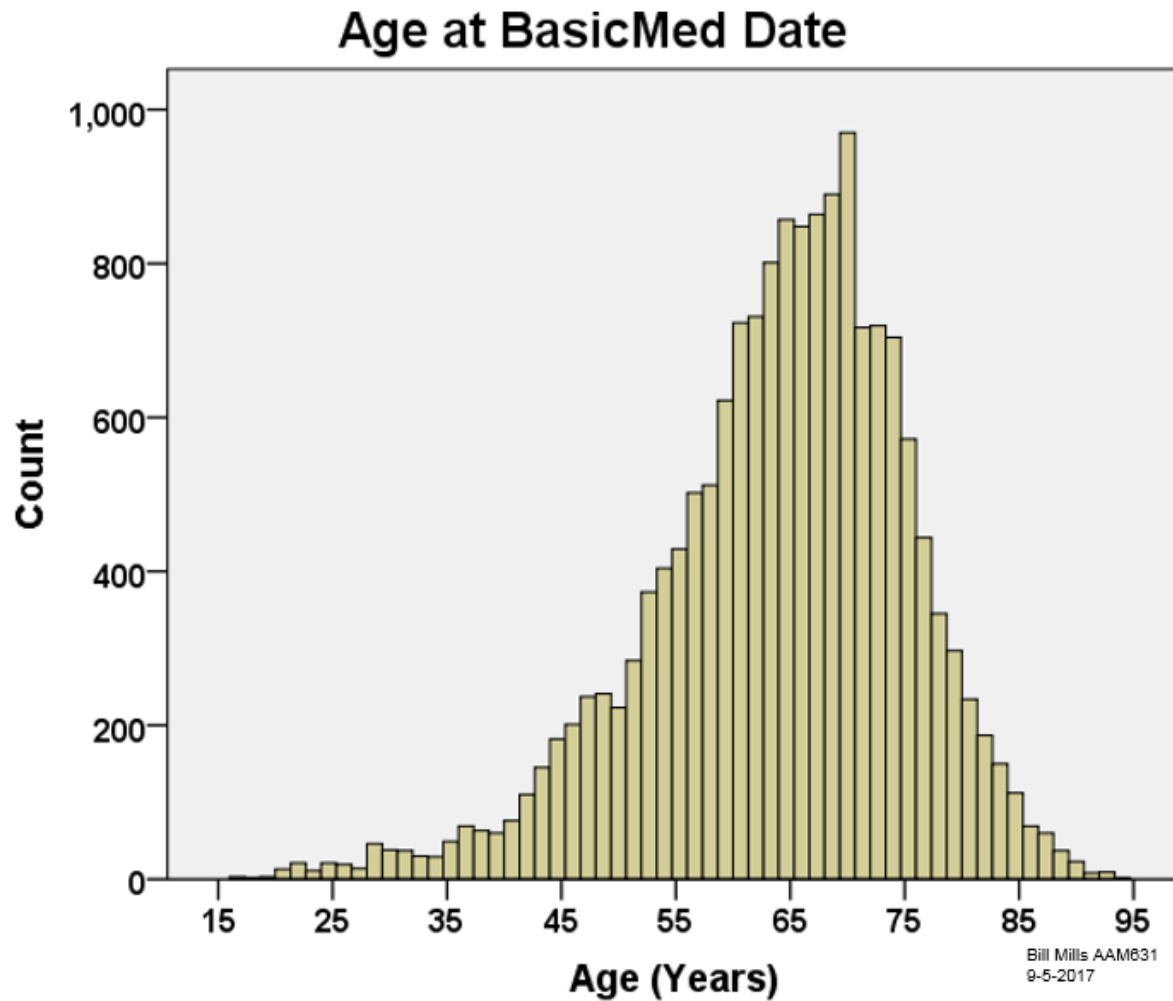
FAA Experience with BasicMed

- **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

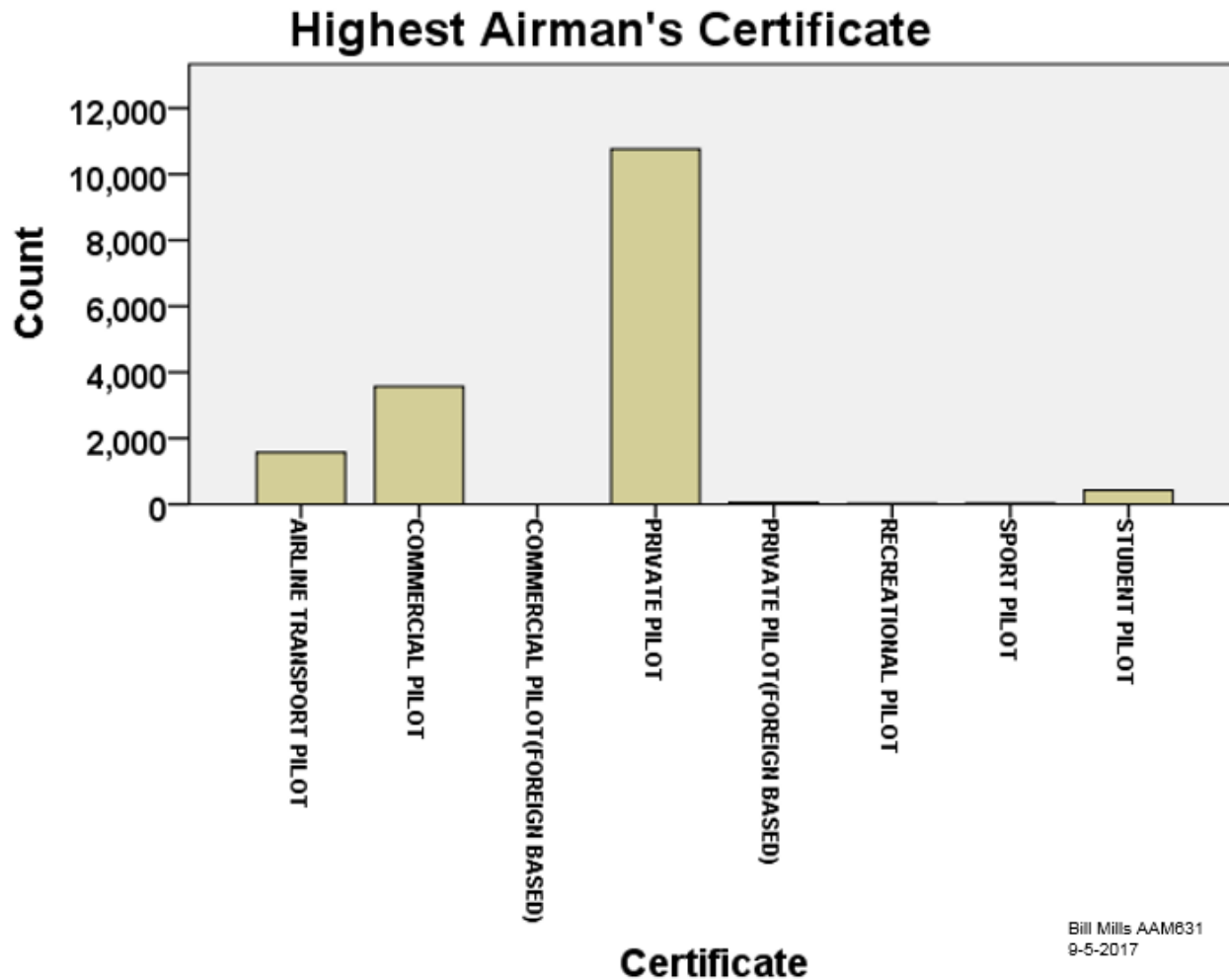


FAA Experience with BasicMed

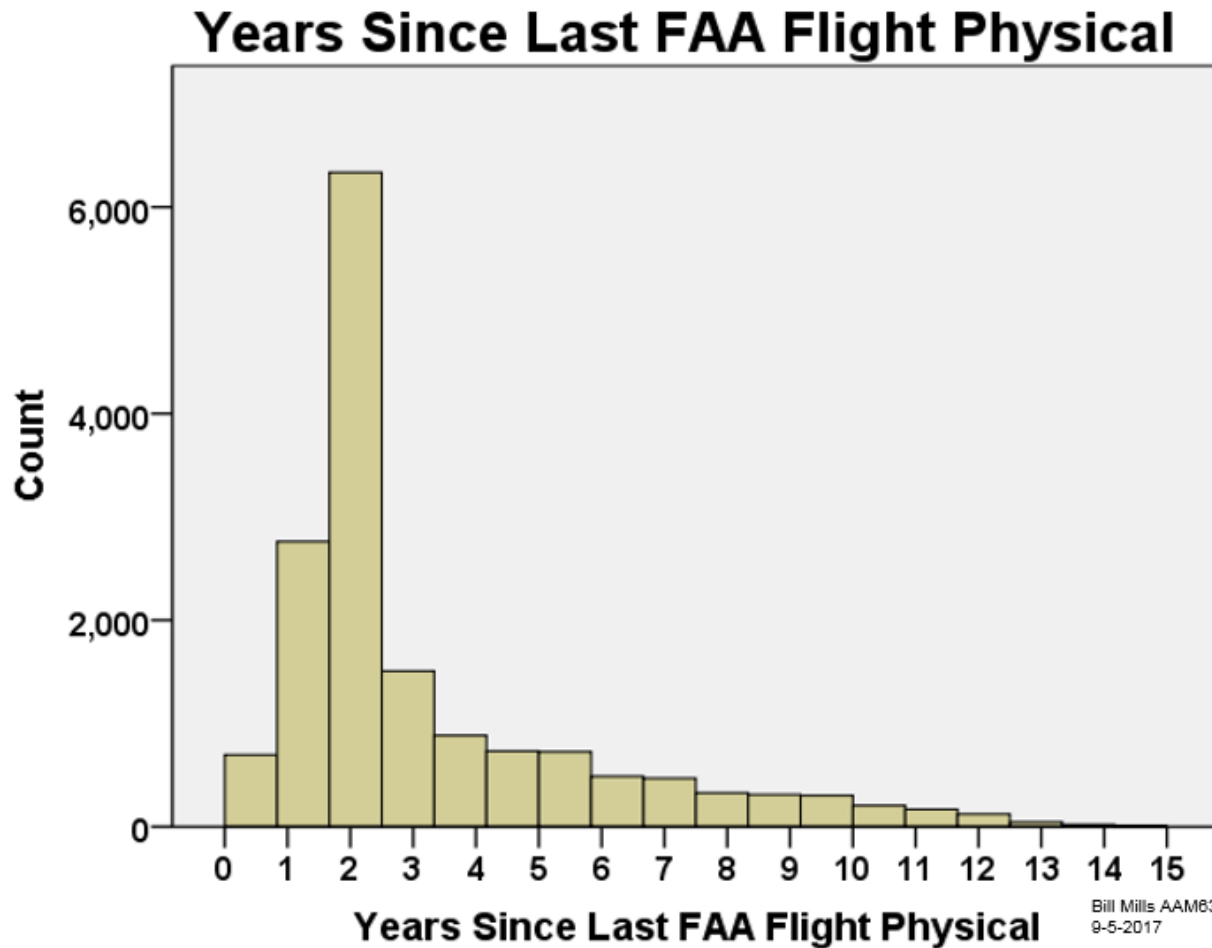
- 16,442 total pilots
- Average age - 64.0 years old
- Max age - 93.5 years old and youngest is 16.3 years old
- 28 pilots 90 years old or older
- 863 pilots 80 - 89 years old
- 4,310 pilots 70 - 79 years old
- 167 pilots 20 - 29 years old
- 8 pilots less than 20 years old



FAA Experience with BasicMed



FAA Experience with BasicMed

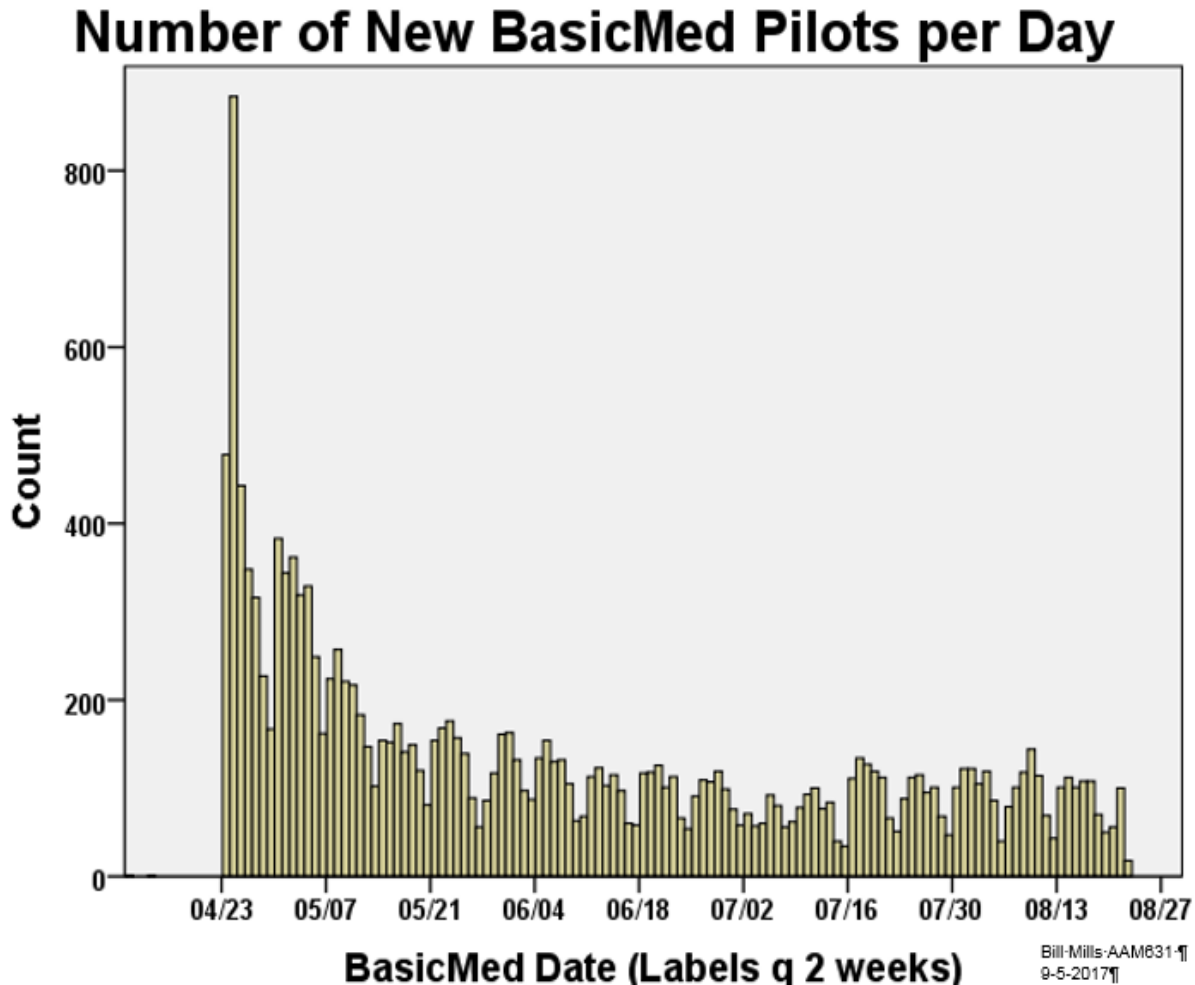


FAA Experience with BasicMed

- **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



QUESTIONS?

