1967
AEROMEDICAL CERTIFICATION
STATISTICAL HANDBOOK

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CIVIL AEROMEDICAL INSTITUTE
AEROMEDICAL CERTIFICATION BRANCH
Medical Statistical Section
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I. AVIATION MEDICAL EXAMINER INFORMATION</strong></td>
<td></td>
</tr>
<tr>
<td>A. Designated FAA Aviation Medical Examiners by Region</td>
<td>1</td>
</tr>
<tr>
<td>B. Medical Practice of Aviation Medical Examiners</td>
<td>2</td>
</tr>
<tr>
<td>C. Regional Coverage of Aviation Medical Examiners Versus Physicians</td>
<td>3</td>
</tr>
<tr>
<td>D. Aviation Medical Examiner Training Seminars and Attendance</td>
<td>4</td>
</tr>
<tr>
<td>E. Active Aviation Medical Examiners' Highest Level of FAA Seminar Training by Region</td>
<td>5</td>
</tr>
<tr>
<td>F. Physical Examinations Performed by Aviation Medical Examiners</td>
<td>6</td>
</tr>
<tr>
<td>G. Regional Activities of the Aviation Medical Examiner Program</td>
<td>7</td>
</tr>
<tr>
<td>H. Aviation Medical Examiner Data</td>
<td>8</td>
</tr>
<tr>
<td><strong>II. CERTIFICATION ACTIVITY</strong></td>
<td></td>
</tr>
<tr>
<td>A. Airman Applications for Medical Certification</td>
<td>9</td>
</tr>
<tr>
<td>B. Receipts of Medical Certificate Applications by Class</td>
<td>10</td>
</tr>
<tr>
<td>C. Medical Certification System</td>
<td>11</td>
</tr>
<tr>
<td>D. Medical Applications Processing by the Aeromedical Certification Branch</td>
<td>12</td>
</tr>
<tr>
<td>E. Annual Record of Physical Examinations Submitted to Computer</td>
<td>13</td>
</tr>
<tr>
<td>F. Aeromedical Certification Branch Computer Tape File Summary</td>
<td>14</td>
</tr>
<tr>
<td>G. Aeromedical Certification Branch Medical Qualification Section Correspondence Activity</td>
<td>15</td>
</tr>
</tbody>
</table>
Table of Contents

Section                                                                 Page

III. REFERRALS AND DENIALS

A. Medical Reject Pattern (Chart)                                          16

B. Medical Reject Pattern (Table)                                          17

C. Cases Referred to Regions by the Aeromedical Certification Branch       18

D. Appeals Considered by the Federal Air Surgeon                           19

E. Reconsideration Actions by the Federal Air Surgeon                      20

F. Petitions Granted or Denied by the Administrator                       21

G. Status of Airmen Who Have Been Granted Exemptions                       22

IV. GENERAL AIRMAN POPULATION DATA

A. Regional Distribution of Airmen by Effective Status of Certificate      23

B. Active Airmen's State of Residence by Sex and Class of Certificate Issued 24

C. Age Distribution of Medically Certified Airmen (Chart)                  26

D. Age Distribution of Medically Certified First Class Airmen (Chart)       27

E. Age Distribution of Medically Certified Second Class Airmen (Chart)      28

F. Age Distribution of Medically Certified Third Class Airmen (Chart)       29

G. Age Distribution of Active Airmen by Class and Sex (Table)              30

H. Age Distribution of Airline Pilots (Chart)                              31

I. Age Distribution of Airline Pilots (Table)                              32

J. Age Distribution of Air Traffic Controllers (Chart)                     33

K. Age Distribution of Air Traffic Controllers (Table)                     34
## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>IV. GENERAL AIRMAN POPULATION DATA (Continued)</td>
<td></td>
</tr>
<tr>
<td>L. Height Distribution of Active Airmen by Class and Sex</td>
<td>35</td>
</tr>
<tr>
<td>M. Weight Distribution of Active Airmen by Class and Sex</td>
<td>36</td>
</tr>
<tr>
<td>N. Active Airmen by Type of Flying and Class</td>
<td>37</td>
</tr>
<tr>
<td>O. Active Airmen by Occupation, Class and Sex</td>
<td>38</td>
</tr>
<tr>
<td>P. Employers of Active Airmen by Class of Certificate Issued</td>
<td>39</td>
</tr>
<tr>
<td>V. MEDICAL CHARACTERISTICS OF AIRMAN POPULATION</td>
<td></td>
</tr>
<tr>
<td>A. Selected Critical Pathology Codes of Active Airmen by Class Issued</td>
<td>42</td>
</tr>
<tr>
<td>B. Frequency of Selected Preliminary ECG Diagnosis Codes Among Airman Applicants</td>
<td>43</td>
</tr>
<tr>
<td>C. Active Airmen by Number of Restrictions Carried, Class and Sex</td>
<td>44</td>
</tr>
<tr>
<td>D. Frequency of Restrictions Among Active Airmen by Class and Sex</td>
<td>45</td>
</tr>
<tr>
<td>E. Airmen with Defective Color Vision by Class and Sex</td>
<td>48</td>
</tr>
<tr>
<td>F. Airmen with Waivers by Class and Sex</td>
<td>49</td>
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<tr>
<td>G. Frequency of Waiver Cause Codes by Class Issued</td>
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SECTION 1
AVIATION MEDICAL EXAMINER INFORMATION
Table I.A

DESIGNATED FAA AVIATION MEDICAL EXAMINERS BY REGION
Annually
January 1, 1966 thru January 1, 1968

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<thead>
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<tr>
<td>Eastern</td>
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<td>1,652</td>
<td>1,460</td>
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<tr>
<td>Southern</td>
<td>695</td>
<td>761</td>
<td>814</td>
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<tr>
<td>Central</td>
<td>1,312</td>
<td>1,364</td>
<td>1,452</td>
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<tr>
<td>Southwestern</td>
<td>687</td>
<td>726</td>
<td>763</td>
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<td>1,356</td>
<td>1,370</td>
<td>1,426</td>
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<td>Alaskan</td>
<td>48</td>
<td>52</td>
<td>58</td>
</tr>
<tr>
<td>Pacific</td>
<td>36</td>
<td>38</td>
<td>42</td>
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<tr>
<td>SUBTOTAL</td>
<td>5,566</td>
<td>5,763</td>
<td>6,015</td>
</tr>
<tr>
<td>Military*</td>
<td>707</td>
<td>693</td>
<td>672</td>
</tr>
<tr>
<td>International</td>
<td>159</td>
<td>170</td>
<td>211</td>
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<tr>
<td>TOTAL</td>
<td>6,432</td>
<td>6,626</td>
<td>6,898</td>
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</table>

*Denotes military installations' designations rather than individual physicians.

Source: Civil Aeroomedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
Chart I.B

MEDICAL PRACTICE OF AVIATION MEDICAL EXAMINERS
January 1, 1968

General Practice 57.9%

- Internal Medicine 15.7%
- General Surgery 10.8%
- Ophthalmology 7.0%
- Miscellaneous 4.0%
- Aviation Medicine 2.5%
- Industrial Medicine 1.6%
- Psychiatry 0.5%

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
Table I.C

REGIONAL COVERAGE OF AVIATION MEDICAL EXAMINERS VERSUS PHYSICIANS
December 1967

<table>
<thead>
<tr>
<th>Region</th>
<th>Active Airman Population</th>
<th>AME Population</th>
<th>Ratio AME'S To Airmen</th>
<th>General Population*</th>
<th>Physician Population</th>
<th>Ratio Physicians To Population</th>
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</thead>
<tbody>
<tr>
<td>Eastern</td>
<td>125,443</td>
<td>1,460</td>
<td>1:86</td>
<td>73,285,000</td>
<td>122,797</td>
<td>1:597</td>
</tr>
<tr>
<td>Southern</td>
<td>66,794</td>
<td>814</td>
<td>1:82</td>
<td>27,912,000</td>
<td>29,533</td>
<td>1:945</td>
</tr>
<tr>
<td>Central</td>
<td>130,624</td>
<td>1,452</td>
<td>1:90</td>
<td>45,328,000</td>
<td>59,001</td>
<td>1:768</td>
</tr>
<tr>
<td>Southwestern</td>
<td>64,554</td>
<td>763</td>
<td>1:85</td>
<td>19,997,000</td>
<td>21,891</td>
<td>1:913</td>
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<tr>
<td>Western</td>
<td>134,923</td>
<td>1,426</td>
<td>1:95</td>
<td>30,330,000</td>
<td>49,555</td>
<td>1:612</td>
</tr>
<tr>
<td>Alaskan</td>
<td>4,314</td>
<td>58</td>
<td>1:74</td>
<td>272,000</td>
<td>173</td>
<td>1:1,572</td>
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<tr>
<td>Pacific</td>
<td>1,547</td>
<td>42</td>
<td>1:37</td>
<td>739,000</td>
<td>969</td>
<td>1:763</td>
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<tr>
<td>TOTAL</td>
<td>528,199</td>
<td>6,015</td>
<td>1:88</td>
<td>197,863,000</td>
<td>283,919</td>
<td>1:697</td>
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</table>


Source: Department of Health, Education and Welfare, Public Health Service, Health Manpower Statistics Branch, December 31, 1966; Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
Table 1.D

AVIATION MEDICAL EXAMINER TRAINING
SEMINARS AND ATTENDANCE
1960-1967

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<thead>
<tr>
<th>Year</th>
<th>Seminars</th>
<th>Attendance</th>
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<tr>
<td>1960</td>
<td>1</td>
<td>49</td>
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<td>1961</td>
<td>16</td>
<td>1,030</td>
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<tr>
<td>1962</td>
<td>24</td>
<td>1,433</td>
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<td>1963</td>
<td>13</td>
<td>1,152</td>
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<td>1964</td>
<td>9</td>
<td>1,406</td>
</tr>
<tr>
<td>1965</td>
<td>10</td>
<td>1,595</td>
</tr>
<tr>
<td>1966*</td>
<td>7</td>
<td>1,186</td>
</tr>
<tr>
<td>1967</td>
<td>11</td>
<td>1,281</td>
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<tr>
<td>TOTAL</td>
<td>91</td>
<td>9,132</td>
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</table>

*Two scheduled seminars were cancelled due to severe limitations of travel funds within the agency.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
<table>
<thead>
<tr>
<th>Region</th>
<th>Total AME'S</th>
<th>First Phase*</th>
<th>Second Phase*</th>
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<tbody>
<tr>
<td>Eastern</td>
<td>1,460</td>
<td>195</td>
<td>964</td>
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<tr>
<td>Southern</td>
<td>814</td>
<td>97</td>
<td>574</td>
</tr>
<tr>
<td>Central</td>
<td>1,452</td>
<td>242</td>
<td>958</td>
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<tr>
<td>Southwestern</td>
<td>763</td>
<td>147</td>
<td>544</td>
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<tr>
<td>Western</td>
<td>1,426</td>
<td>205</td>
<td>1,003</td>
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<tr>
<td>Alaskan</td>
<td>58</td>
<td>3</td>
<td>37</td>
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<tr>
<td>Pacific</td>
<td>42</td>
<td>1</td>
<td>21</td>
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<tr>
<td>TOTAL</td>
<td>6,015</td>
<td>890</td>
<td>4,101</td>
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</tbody>
</table>

*The First Phase and Second Phase were previously referred to as General Training and Advanced Training respectively.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
# Table I.F

PHYSICAL EXAMINATIONS PERFORMED BY
AVIATION MEDICAL EXAMINERS*
Fiscal Year 1967

<table>
<thead>
<tr>
<th>Examinations Performed</th>
<th>Number AME's</th>
<th>Number Examinations</th>
<th>Percent of Total AME's</th>
<th>Percent of Total Examinations</th>
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</thead>
<tbody>
<tr>
<td>0</td>
<td>224</td>
<td>-</td>
<td>3.8</td>
<td>-</td>
</tr>
<tr>
<td>1-14</td>
<td>1,602</td>
<td>10,994</td>
<td>26.8</td>
<td>3.0</td>
</tr>
<tr>
<td>15-29</td>
<td>1,256</td>
<td>27,030</td>
<td>21.1</td>
<td>7.3</td>
</tr>
<tr>
<td>30-49</td>
<td>1,032</td>
<td>39,945</td>
<td>17.3</td>
<td>10.7</td>
</tr>
<tr>
<td>50-99</td>
<td>978</td>
<td>67,222</td>
<td>16.4</td>
<td>18.1</td>
</tr>
<tr>
<td>100-299</td>
<td>693</td>
<td>113,255</td>
<td>11.6</td>
<td>30.5</td>
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<tr>
<td>300-599</td>
<td>119</td>
<td>49,596</td>
<td>2.0</td>
<td>13.4</td>
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<tr>
<td>600-999</td>
<td>31</td>
<td>23,937</td>
<td>.5</td>
<td>6.4</td>
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<tr>
<td>1000-1999</td>
<td>21</td>
<td>26,375</td>
<td>.4</td>
<td>7.1</td>
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<tr>
<td>2000 and over</td>
<td>5</td>
<td>12,858</td>
<td>.1</td>
<td>3.5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,961</td>
<td>371,212</td>
<td>100.0</td>
<td>100.0</td>
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</table>

*Does not include military or international Aviation Medical Examiners or examinations performed by them.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
<table>
<thead>
<tr>
<th>Region</th>
<th>Number of AME's Designated 1-1-67</th>
<th>New Designations</th>
<th>Separations</th>
<th>Net Gain</th>
<th>Number of AME's Designated 1-1-68</th>
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</thead>
<tbody>
<tr>
<td>Eastern</td>
<td>1,452</td>
<td>121</td>
<td>113</td>
<td>8</td>
<td>1,460</td>
</tr>
<tr>
<td>Southern</td>
<td>761</td>
<td>80</td>
<td>27</td>
<td>53</td>
<td>814</td>
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<tr>
<td>Central</td>
<td>1,364</td>
<td>135</td>
<td>47</td>
<td>88</td>
<td>1,452</td>
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<tr>
<td>Southwestern</td>
<td>726</td>
<td>67</td>
<td>30</td>
<td>37</td>
<td>763</td>
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<tr>
<td>Western</td>
<td>1,370</td>
<td>124</td>
<td>68</td>
<td>56</td>
<td>1,426</td>
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<td>Alaskan</td>
<td>52</td>
<td>11</td>
<td>5</td>
<td>6</td>
<td>58</td>
</tr>
<tr>
<td>Pacific</td>
<td>38</td>
<td>6</td>
<td>2</td>
<td>4</td>
<td>42</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,763</strong></td>
<td><strong>544</strong></td>
<td><strong>292</strong></td>
<td><strong>252</strong></td>
<td><strong>6,015</strong></td>
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Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
Table I.H

AVIATION MEDICAL EXAMINER DATA*
December 31, 1967

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>A. Number of Designated Aviation Medical Examiners</td>
<td>6,015</td>
</tr>
<tr>
<td>B. Ratio of Aviation Medical Examiners to Airmen</td>
<td>1:88+</td>
</tr>
<tr>
<td>C. Ratio of Physicians to General Population</td>
<td>1:697</td>
</tr>
<tr>
<td>D. Ratio of Airmen to General Population</td>
<td>1:375</td>
</tr>
<tr>
<td>E. Percentage of Aviation Medical Examiners Who Are Qualified Pilots</td>
<td>44%†</td>
</tr>
<tr>
<td>F. Percentage of Aviation Medical Examiners Who Were Military Flight Surgeons</td>
<td>16%‡</td>
</tr>
<tr>
<td>G. Percentage of Aviation Medical Examiners Who Participate in Accident Investigation</td>
<td>75%‡</td>
</tr>
<tr>
<td>H. Percentage of Aviation Medical Examiners Who Have Received First Phase Seminar Training</td>
<td>83%‡</td>
</tr>
<tr>
<td>I. Percentage of Aviation Medical Examiners Who Have Received Second Phase Seminar Training</td>
<td>68%‡</td>
</tr>
</tbody>
</table>

*Figures are based on U. S. non-military Aviation Medical Examiner population.
+Based on civilian airmen only.
†An Aviation Medical Examiner may have been classified in all or only one of these categories.
Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Aviation Medical Examiner Section.
SECTION II
CERTIFICATION ACTIVITY
### Chart II.A

**AIRMAN APPLICATIONS FOR MEDICAL CERTIFICATION**

1927-1967

<table>
<thead>
<tr>
<th>Year</th>
<th>1927</th>
<th>1928</th>
<th>1929</th>
<th>1930</th>
<th>1931</th>
<th>1932</th>
<th>1933</th>
<th>1934</th>
<th>1935</th>
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<th>1937</th>
<th>1938</th>
<th>1939</th>
<th>1940</th>
<th>1941</th>
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<td><strong>Applications</strong></td>
<td>4.2</td>
<td>13.7</td>
<td>28.5</td>
<td>36.8</td>
<td>39.9</td>
<td>35.1</td>
<td>33.6</td>
<td>32.8</td>
<td>39.1</td>
<td>42.0</td>
<td>46.5</td>
<td>73.2</td>
<td>134.4</td>
<td>172.2</td>
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</tr>
<tr>
<td><strong>Percentage</strong></td>
<td>+229.3</td>
<td>+107.8</td>
<td>+29.1</td>
<td>+8.5</td>
<td>-12.2</td>
<td>-4.3</td>
<td>-0.4</td>
<td>-1.9</td>
<td>+19.4</td>
<td>+7.4</td>
<td>+10.8</td>
<td>+57.3</td>
<td>+83.5</td>
<td>+28.2</td>
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</table>

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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Applications</strong></td>
<td>161.6</td>
<td>102.7</td>
<td>113.8</td>
<td>154.6</td>
<td>202.1</td>
<td>289.6</td>
<td>233.4</td>
<td>162.5</td>
<td>144.0</td>
<td>157.4</td>
<td>145.7</td>
<td>133.5</td>
<td>160.6</td>
<td>168.6</td>
<td>181.7</td>
</tr>
<tr>
<td><strong>Percentage</strong></td>
<td>-6.2</td>
<td>-36.4</td>
<td>+10.8</td>
<td>+35.8</td>
<td>+30.7</td>
<td>+43.3</td>
<td>-19.4</td>
<td>-30.4</td>
<td>-11.4</td>
<td>+9.4</td>
<td>-7.4</td>
<td>-8.4</td>
<td>+20.3</td>
<td>+5.0</td>
<td>+7.8</td>
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<tbody>
<tr>
<td><strong>Applications</strong></td>
<td>229.6</td>
<td>217.9</td>
<td>255.6</td>
<td>237.5</td>
<td>237.3</td>
<td>254.1</td>
<td>271.8</td>
<td>294.7</td>
<td>330.6</td>
<td>387.5</td>
<td>427.6</td>
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<tr>
<td><strong>Percentage</strong></td>
<td>+26.3</td>
<td>-5.1</td>
<td>+7.3</td>
<td>-7.1</td>
<td>-0.1</td>
<td>+7.1</td>
<td>+6.9</td>
<td>+8.5</td>
<td>+12.2</td>
<td>+17.2</td>
<td>+10.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Percentage of increase or decrease over previous year.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch.
Table II.B

RECEIPTS OF MEDICAL CERTIFICATE APPLICATIONS BY CLASS*  
1960-1967

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>237,509</td>
<td>33,964</td>
<td>84,715</td>
<td>118,830</td>
</tr>
<tr>
<td>1961</td>
<td>237,311</td>
<td>33,936</td>
<td>84,644</td>
<td>118,731</td>
</tr>
<tr>
<td>1962</td>
<td>254,142</td>
<td>36,342</td>
<td>90,647</td>
<td>127,153</td>
</tr>
<tr>
<td>1963</td>
<td>271,764</td>
<td>38,862</td>
<td>96,933</td>
<td>135,969</td>
</tr>
<tr>
<td>1964</td>
<td>294,734</td>
<td>42,147</td>
<td>105,126</td>
<td>147,461</td>
</tr>
<tr>
<td>1965</td>
<td>330,617</td>
<td>52,006</td>
<td>109,600</td>
<td>169,011</td>
</tr>
<tr>
<td>1966</td>
<td>387,537</td>
<td>73,903</td>
<td>124,593</td>
<td>189,041</td>
</tr>
<tr>
<td>1967</td>
<td>427,596</td>
<td>80,474</td>
<td>143,458</td>
<td>203,664</td>
</tr>
</tbody>
</table>

*Class distribution for 1960 through 1964 was compiled by applying percentages based on the 1964 computer count to actual applications received per year. The 1965 class distributions were achieved by applying percentages based on card counts of applications performed during 1965 to the total receipts for the year. Class distributions for 1966 and 1967 were based on the percentages compiled from the Quarterly Record of Physical Examinations Computer Submission Summary Report (AC 8500-3).

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
**Table II.C**

**MEDICAL CERTIFICATION SYSTEM**  
1965-1967

<table>
<thead>
<tr>
<th>Activity</th>
<th>1965</th>
<th>1966</th>
<th>1967</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Receipts</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applications for Medical Certification</td>
<td>330,617</td>
<td>387,537</td>
<td>427,596</td>
</tr>
<tr>
<td>Electrocardiograms for First Class Pilots</td>
<td>17,100</td>
<td>18,802</td>
<td>21,729</td>
</tr>
<tr>
<td>Miscellaneous Correspondence*</td>
<td>27,961</td>
<td>43,499</td>
<td>50,282</td>
</tr>
<tr>
<td><strong>Review Activity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applications Containing Medical or Clerical Problems</td>
<td>107,371</td>
<td>131,359</td>
<td>150,011</td>
</tr>
<tr>
<td>Applications Referred to Regional Flight Surgeons</td>
<td>13,474</td>
<td>6,983</td>
<td>2,622</td>
</tr>
<tr>
<td>Medical Certification Decisions by Federal Air Surgeon</td>
<td>903</td>
<td>463</td>
<td>329</td>
</tr>
<tr>
<td>Petitions Considered by Administrator</td>
<td>380</td>
<td>373</td>
<td>392</td>
</tr>
<tr>
<td>Number of Abnormalities Detected in Electrocardiograms</td>
<td>3,899</td>
<td>3,907</td>
<td>6,432**</td>
</tr>
</tbody>
</table>

*Includes information requested by the Aeromedical Certification Branch and inquiries from airmen or regional offices.

**The significant increase in abnormalities detected on ECGs is largely due to an effort to update applications received prior to 1967 with appropriate Critical ECG Codes which were being dropped by the computer process prior to 1967.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section; Aeromedical Standards Division.
### Table II.D

**MEDICAL APPLICATIONS PROCESSING BY THE AEROMEDICAL CERTIFICATION BRANCH**  
*Calendar Year 1967*

<table>
<thead>
<tr>
<th>Month</th>
<th>Applications Received</th>
<th>Applications Coded for Computer Screening</th>
<th>Applications Screened by Computer*</th>
<th>Applications Requiring Manual Review</th>
<th>Applications Intra-Agency Transmitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>26,039</td>
<td>27,139</td>
<td>24,071</td>
<td>7,332</td>
<td>233</td>
</tr>
<tr>
<td>February</td>
<td>30,110</td>
<td>30,510</td>
<td>26,013</td>
<td>7,585</td>
<td>424</td>
</tr>
<tr>
<td>March</td>
<td>42,402</td>
<td>41,202</td>
<td>43,168</td>
<td>16,478</td>
<td>277</td>
</tr>
<tr>
<td>April</td>
<td>31,049</td>
<td>31,457</td>
<td>35,839</td>
<td>11,802</td>
<td>246</td>
</tr>
<tr>
<td>May</td>
<td>34,040</td>
<td>33,440</td>
<td>32,809</td>
<td>11,420</td>
<td>227</td>
</tr>
<tr>
<td>June</td>
<td>46,495</td>
<td>41,195</td>
<td>42,263</td>
<td>14,963</td>
<td>251</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>210,135</td>
<td>204,943</td>
<td>204,163</td>
<td>70,280</td>
<td>1,658</td>
</tr>
<tr>
<td>July</td>
<td>36,147</td>
<td>41,747</td>
<td>46,002</td>
<td>16,284</td>
<td>302</td>
</tr>
<tr>
<td>August</td>
<td>40,357</td>
<td>41,508</td>
<td>39,228</td>
<td>13,939</td>
<td>354</td>
</tr>
<tr>
<td>September</td>
<td>36,427</td>
<td>35,462</td>
<td>37,410</td>
<td>12,519</td>
<td>343</td>
</tr>
<tr>
<td>October</td>
<td>41,918</td>
<td>40,039</td>
<td>41,497</td>
<td>14,328</td>
<td>354</td>
</tr>
<tr>
<td>November</td>
<td>36,212</td>
<td>36,505</td>
<td>32,238</td>
<td>11,288</td>
<td>393</td>
</tr>
<tr>
<td>December</td>
<td>26,400</td>
<td>26,900</td>
<td>28,094</td>
<td>11,373</td>
<td>331</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>217,461</td>
<td>222,161</td>
<td>224,469</td>
<td>79,731</td>
<td>2,077</td>
</tr>
<tr>
<td>TOTAL</td>
<td>427,596</td>
<td>427,104</td>
<td>428,632</td>
<td>150,011</td>
<td>3,735</td>
</tr>
</tbody>
</table>

*Figures reflect the number of submissions to the computer rather than applications because an application may have to be submitted to the computer twice before it is placed on tape.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table II.E

ANNUAL RECORD OF PHYSICAL EXAMINATIONS
SUBMITTED TO COMPUTER
Calendar Year 1967

<table>
<thead>
<tr>
<th>Action</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certified</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clear</td>
<td>63,135</td>
<td>98,518</td>
<td>132,606</td>
<td>294,259</td>
</tr>
<tr>
<td>Limited</td>
<td>16,174</td>
<td>38,360</td>
<td>60,389</td>
<td>114,923</td>
</tr>
<tr>
<td>Waiver</td>
<td>716</td>
<td>1,334</td>
<td>1,283</td>
<td>3,333</td>
</tr>
<tr>
<td>Limited and Waiver</td>
<td>1,339</td>
<td>5,220</td>
<td>2,768</td>
<td>9,327</td>
</tr>
<tr>
<td>Special Restriction</td>
<td>180</td>
<td>1,347</td>
<td>6,019</td>
<td>7,546</td>
</tr>
<tr>
<td>Special Restriction &amp; Waiver</td>
<td>23</td>
<td>239</td>
<td>235</td>
<td>497</td>
</tr>
<tr>
<td>Exemption MAP</td>
<td>14</td>
<td>42</td>
<td>126</td>
<td>182</td>
</tr>
<tr>
<td>FAS Approval</td>
<td>1</td>
<td>5</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>AME Denied - FAS Approval</td>
<td>4</td>
<td>6</td>
<td>6</td>
<td>16</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>81,586</td>
<td>145,071</td>
<td>203,437</td>
<td>430,094</td>
</tr>
<tr>
<td>Denied</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AME, RFS, AMGB</td>
<td>193</td>
<td>459</td>
<td>1,497</td>
<td>2,149</td>
</tr>
<tr>
<td>FAS</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>AME, FAS</td>
<td>-</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>MAP</td>
<td>8</td>
<td>4</td>
<td>12</td>
<td>24</td>
</tr>
<tr>
<td>Administrator</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Legal or Administrative</td>
<td>26</td>
<td>56</td>
<td>111</td>
<td>193</td>
</tr>
<tr>
<td>Granted by MAP &amp; Later Denied</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>228</td>
<td>522</td>
<td>1,626</td>
<td>2,376</td>
</tr>
<tr>
<td>Pending*</td>
<td>528</td>
<td>1,159</td>
<td>3,278</td>
<td>4,965</td>
</tr>
<tr>
<td><strong>TOTAL PHYSICAL EXAMINATIONS</strong></td>
<td>82,342</td>
<td>146,752</td>
<td>208,341</td>
<td>437,435</td>
</tr>
<tr>
<td>New Applications***</td>
<td>6,004</td>
<td>18,425</td>
<td>83,203</td>
<td>107,632</td>
</tr>
</tbody>
</table>

*Pending total reflects the status of the examination on input and does not reflect the number of pending cases on hand at the end of the year.

**Actual applications accepted on tape in calendar year 1967.

***An application receipt is considered a "new application" if the airman has made no indication of previous FAA Physical Examination and if the total flying time equals the last six months flying time. 954 or 0.9% new applications were denied, 1,878 or 1.7% were pending, and 104,800 or 97.4% were issued for a total of 107,632 new applications.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table II.F

AEROMEDICAL CERTIFICATION BRANCH COMPUTER TAPE FILE SUMMARY
December 31, 1967

<table>
<thead>
<tr>
<th>Time Lapse Since Date of Last Examination</th>
<th>&lt;7 Months</th>
<th>&lt;13 Months</th>
<th>&lt;25 Months</th>
<th>Subtotal</th>
<th>25-36 Months</th>
<th>Over 36 Months</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Class</td>
<td>35,390</td>
<td>24,578</td>
<td>14,390</td>
<td>74,154</td>
<td>3,136</td>
<td>N/A</td>
<td>77,290</td>
</tr>
<tr>
<td>Second Class</td>
<td>56,218</td>
<td>67,512</td>
<td>61,604</td>
<td>187,226</td>
<td>25,910</td>
<td>N/A</td>
<td>213,136</td>
</tr>
<tr>
<td>Third Class</td>
<td>92,703</td>
<td>95,669</td>
<td>175,280</td>
<td>363,852</td>
<td>89,563</td>
<td>N/A</td>
<td>453,415</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>186,303</td>
<td>187,655</td>
<td>251,274</td>
<td>625,232</td>
<td>118,609</td>
<td>N/A</td>
<td>743,841</td>
</tr>
<tr>
<td>Non-Certified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pending</td>
<td>813</td>
<td>156</td>
<td>269</td>
<td>1,238</td>
<td>152</td>
<td>N/A</td>
<td>1,390</td>
</tr>
<tr>
<td>Denied</td>
<td>1,358</td>
<td>1,438</td>
<td>2,758</td>
<td>5,554</td>
<td>3,014</td>
<td>N/A</td>
<td>8,568</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>2,171</td>
<td>1,594</td>
<td>3,027</td>
<td>6,792</td>
<td>3,166</td>
<td>N/A</td>
<td>9,958</td>
</tr>
<tr>
<td>Link*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>97,621</td>
</tr>
<tr>
<td>TOTAL</td>
<td>188,474</td>
<td>189,249</td>
<td>254,301</td>
<td>632,024</td>
<td>121,775</td>
<td>97,621</td>
<td>851,420</td>
</tr>
</tbody>
</table>

EFFECTIVE STATUS TOTAL:  

CLASS 1 = 35,390  
CLASS 2 = 149,996  
CLASS 3 = 439,846

*Abbreviated records maintained on individuals having significant pathology who have not had a physical examination in the past 36 months. These people may or may not have been certified.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
<table>
<thead>
<tr>
<th>Activity</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certification</td>
<td></td>
</tr>
<tr>
<td>Issued, Corrected or Duplicate Certificates</td>
<td>4,756</td>
</tr>
<tr>
<td>Eligibility Letters</td>
<td>13,616</td>
</tr>
<tr>
<td>Issued or Duplicate Waivers</td>
<td>4,586</td>
</tr>
<tr>
<td>Further Action Necessary</td>
<td></td>
</tr>
<tr>
<td>Information Requested</td>
<td>21,587</td>
</tr>
<tr>
<td>Medical Flight Test Authorization</td>
<td>971</td>
</tr>
<tr>
<td>Case Summary for the Federal Air Surgeon</td>
<td>141</td>
</tr>
<tr>
<td>Information Requested from the Branch</td>
<td></td>
</tr>
<tr>
<td>Telegram Replies to Airmen/Agency Offices</td>
<td>426</td>
</tr>
<tr>
<td>Replies to Insurance Companies</td>
<td>203</td>
</tr>
<tr>
<td>Initial Denial Letters</td>
<td>2,173</td>
</tr>
<tr>
<td>Miscellaneous Correspondence*</td>
<td>9,469</td>
</tr>
</tbody>
</table>


Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Qualification Section.
SECTION III

REFERRALS AND DENIALS
Chart III.A
MEDICAL REJECT PATTERN
Calendar Year 1967

Percentage of Rejects

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative</td>
<td>66,315</td>
</tr>
<tr>
<td>Other Medical</td>
<td>58,378</td>
</tr>
<tr>
<td>Visual</td>
<td>57,960</td>
</tr>
<tr>
<td>Medical History</td>
<td>43,136</td>
</tr>
<tr>
<td>Blood Pressure/Pulse</td>
<td>12,968</td>
</tr>
<tr>
<td>Hearing</td>
<td>6,833</td>
</tr>
</tbody>
</table>

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
<table>
<thead>
<tr>
<th>Reject</th>
<th>Major Category</th>
<th>Minor Category</th>
<th>Percent</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Totals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distant Vision</td>
<td>18,187</td>
<td>7.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Near Vision</td>
<td>13,406</td>
<td>5.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Intraocular Tension</td>
<td>4,075</td>
<td>1.7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Field of Vision</td>
<td>3,942</td>
<td>1.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Color Vision</td>
<td>5,917</td>
<td>2.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Variation in Distant Vision</td>
<td>7,123</td>
<td>2.9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Esophoria or Exophoria</td>
<td>4,366</td>
<td>1.8</td>
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</tr>
<tr>
<td></td>
<td>Right or Left Hyperphoria</td>
<td>944</td>
<td>0.4</td>
<td></td>
</tr>
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<td>Hearing</td>
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<td>6,833</td>
<td>2.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hearing</td>
<td>6,833</td>
<td>2.8</td>
<td></td>
</tr>
<tr>
<td>Blood Pressure/Pulse</td>
<td></td>
<td>12,968</td>
<td>5.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Blood Pressure</td>
<td>4,079</td>
<td>1.7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pulse</td>
<td>8,889</td>
<td>3.6</td>
<td></td>
</tr>
<tr>
<td>Medical History</td>
<td></td>
<td>43,136</td>
<td>17.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Previous Denial Indicated</td>
<td>1,436</td>
<td>0.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medical History</td>
<td>40,317</td>
<td>16.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Previous Exam on Tape Denied</td>
<td>946</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Previous Exemption Case</td>
<td>279</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Exemption Case</td>
<td>158</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>Other Medical Conditions</td>
<td></td>
<td>58,378</td>
<td>23.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Denied or Pending</td>
<td>11,115</td>
<td>4.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Urinalysis</td>
<td>4,640</td>
<td>1.9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pathology Codes</td>
<td>11,890</td>
<td>4.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Abnormalities (Items 25-48)</td>
<td>16,116</td>
<td>6.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Medication</td>
<td>14,617</td>
<td>6.0</td>
<td></td>
</tr>
<tr>
<td>Administrative</td>
<td></td>
<td>66,315</td>
<td>27.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>First Class by Military</td>
<td>196</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Matches Link Record</td>
<td>5,356</td>
<td>2.2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Special Case</td>
<td>474</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Previous Pending</td>
<td>4,778</td>
<td>1.9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Clerical Reject</td>
<td>10,682</td>
<td>4.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class Issued Higher Than Applied For</td>
<td>2,395</td>
<td>1.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>First Class over 60 Years of Age</td>
<td>252</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coded Previous Waiver</td>
<td>8,911</td>
<td>3.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Re-Submit Exam to Computer</td>
<td>3,466</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date of ECG for First Class Exams</td>
<td>6,463</td>
<td>2.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>State Code</td>
<td>1,280</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date of Examination</td>
<td>472</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No Match Between New and Previous Exams</td>
<td>12,951</td>
<td>5.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Follow-Up Material Not Received*</td>
<td>2</td>
<td>0.0**</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>8,637</td>
<td>3.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL CARDS</td>
<td>245,590</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

*This edit was implemented on January 27, 1967.

**Less than one-tenth of one percent.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Chart III.C

CASES REFERRED TO REGIONS BY THE AEROMEDICAL CERTIFICATION BRANCH 1966-1967

ANALYSIS
Total referrals to regions in 1967 declined by 62% from 1966, while applications received by the Aeromedical Certification Branch increased 10%.

Percent of Total Referrals by Region
Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Document Control Section.
Table III.D

APPEALS CONSIDERED BY
THE FEDERAL AIR SURGEON
1961-1967

<table>
<thead>
<tr>
<th>Year</th>
<th>Certified</th>
<th>Denied</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1961*</td>
<td>70</td>
<td>204</td>
<td>274</td>
</tr>
<tr>
<td>1962</td>
<td>189</td>
<td>372</td>
<td>561</td>
</tr>
<tr>
<td>1963</td>
<td>147</td>
<td>472</td>
<td>619</td>
</tr>
<tr>
<td>1964</td>
<td>149</td>
<td>711</td>
<td>860</td>
</tr>
<tr>
<td>1965</td>
<td>242</td>
<td>661</td>
<td>903</td>
</tr>
<tr>
<td>1966</td>
<td>119</td>
<td>344</td>
<td>463</td>
</tr>
<tr>
<td>1967**</td>
<td>95</td>
<td>234</td>
<td>329</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,011</td>
<td>2,998</td>
<td>4,009</td>
</tr>
</tbody>
</table>


**1967 figures include only reconsideration actions. They do not include opinions and/or other decisions rendered by the Federal Air Surgeon.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section; Aeromedical Standards Division.
### Table III.E

**RECONSIDERATION ACTIONS BY THE FEDERAL AIR SURGEON**

January 1963 - December 1967

<table>
<thead>
<tr>
<th>Pathology</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issued</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eye</td>
<td>43</td>
<td>103</td>
<td>117</td>
<td>263</td>
</tr>
<tr>
<td>Ear, Nose, Throat</td>
<td>3</td>
<td>1</td>
<td>9</td>
<td>13</td>
</tr>
<tr>
<td>Respiratory</td>
<td>2</td>
<td>5</td>
<td>12</td>
<td>19</td>
</tr>
<tr>
<td>Cardiovascular</td>
<td>35</td>
<td>52</td>
<td>108</td>
<td>195</td>
</tr>
<tr>
<td>Abdominal</td>
<td>1</td>
<td>9</td>
<td>18</td>
<td>28</td>
</tr>
<tr>
<td>Nervous/Mental</td>
<td>22</td>
<td>29</td>
<td>117</td>
<td>168</td>
</tr>
<tr>
<td>Bone/Joint</td>
<td>2</td>
<td>4</td>
<td>7</td>
<td>13</td>
</tr>
<tr>
<td>Muscles</td>
<td>-</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>3</td>
<td>11</td>
<td>35</td>
<td>49</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>111</td>
<td>215</td>
<td>426</td>
<td>752</td>
</tr>
</tbody>
</table>

| **Denied**           |             |              |             |       |
| Eye                  | 61          | 207          | 124         | 392   |
| Ear, Nose, Throat    | 4           | 4            | 7           | 15    |
| Respiratory          | 6           | 9            | 42          | 57    |
| Cardiovascular       | 107         | 201          | 707         | 1,015 |
| Abdominal            | 10          | 15           | 52          | 77    |
| Nervous/Mental       | 70          | 136          | 374         | 580   |
| Bone/Joint           | -           | 5            | 14          | 19    |
| Muscles              | 1           | 3            | 8           | 12    |
| Miscellaneous        | 21          | 53           | 181         | 255   |
| **TOTAL**            | 280         | 633          | 1,509       | 2,422 |

*Figures include only reconsideration actions. They do not include opinions and/or other decisions rendered by the Federal Air Surgeon.

Source: Office of Aviation Medicine, Aeromedical Standards Division; Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
<table>
<thead>
<tr>
<th>Pathology</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Granted</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eye</td>
<td>10</td>
<td>19</td>
<td>25</td>
<td>54</td>
</tr>
<tr>
<td>Ear, Nose, Throat</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Respiratory</td>
<td>-</td>
<td>-</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Cardiovascular</td>
<td>6</td>
<td>32</td>
<td>287</td>
<td>325</td>
</tr>
<tr>
<td>Abdominal</td>
<td>2</td>
<td>-</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Nervous/Mental</td>
<td>-</td>
<td>12</td>
<td>70</td>
<td>82</td>
</tr>
<tr>
<td>Bone/Joint</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Muscles</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>-</td>
<td>2</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>18</td>
<td>66</td>
<td>401</td>
<td>485</td>
</tr>
<tr>
<td><strong>Denied</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eye</td>
<td>8</td>
<td>59</td>
<td>22</td>
<td>89</td>
</tr>
<tr>
<td>Ear, Nose, Throat</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Respiratory</td>
<td>3</td>
<td>1</td>
<td>10</td>
<td>14</td>
</tr>
<tr>
<td>Cardiovascular</td>
<td>120</td>
<td>204</td>
<td>524</td>
<td>848</td>
</tr>
<tr>
<td>Abdominal</td>
<td>3</td>
<td>5</td>
<td>14</td>
<td>22</td>
</tr>
<tr>
<td>Nervous/Mental</td>
<td>49</td>
<td>91</td>
<td>214</td>
<td>354</td>
</tr>
<tr>
<td>Bone/Joint</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>Muscles</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>11</td>
<td>15</td>
<td>95</td>
<td>121</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>195</td>
<td>380</td>
<td>885</td>
<td>1,460</td>
</tr>
</tbody>
</table>

*Counts are based on number of petitions considered rather than the number of airmen petitioning. Does not include 6 AM-1 grants.

Source: Office of Aviation Medicine, Aeromedical Standards Division.
### Table III.G

STATUS OF AIRMEN WHO HAVE BEEN GRANTED EXEMPTIONS*  
1961-1967

<table>
<thead>
<tr>
<th>Status of Airmen</th>
<th>Number Of Airmen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exemptions Have Been Granted</td>
<td>484</td>
</tr>
<tr>
<td>Are Currently Active Airmen</td>
<td>297</td>
</tr>
<tr>
<td>Have Died</td>
<td>14</td>
</tr>
<tr>
<td><strong>Grant Terminated:</strong></td>
<td></td>
</tr>
<tr>
<td>Adverse Change in Condition or Failed to Furnish Required Information</td>
<td>26</td>
</tr>
<tr>
<td>Currently Meets Medical Standards - Grant No Longer Necessary</td>
<td>14</td>
</tr>
<tr>
<td>For Various Personal Reasons Have Not Validated Their Grants</td>
<td>133</td>
</tr>
</tbody>
</table>

*Although airmen may have been granted more than one exemption, they have only been counted once. There are seven airmen who have been granted two exemptions each. This figure also includes six AM-1 grants.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch.
SECTION IV
GENERAL AIRMAN POPULATION DATA
Table IV.A

REGIONAL DISTRIBUTION OF AIRMEN BY EFFECTIVE STATUS OF CERTIFICATE*
December 31, 1967

<table>
<thead>
<tr>
<th>Region</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total Active Airmen</th>
<th>Pending</th>
<th>Denied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern</td>
<td>8,992</td>
<td>24,305</td>
<td>92,146</td>
<td>125,443</td>
<td>337</td>
<td>1,129</td>
</tr>
<tr>
<td>Southern</td>
<td>5,703</td>
<td>14,799</td>
<td>46,292</td>
<td>66,794</td>
<td>109</td>
<td>636</td>
</tr>
<tr>
<td>Central</td>
<td>6,266</td>
<td>22,251</td>
<td>102,107</td>
<td>130,624</td>
<td>263</td>
<td>1,331</td>
</tr>
<tr>
<td>Southwestern</td>
<td>3,274</td>
<td>14,396</td>
<td>46,884</td>
<td>64,554</td>
<td>148</td>
<td>664</td>
</tr>
<tr>
<td>Western</td>
<td>9,591</td>
<td>28,819</td>
<td>96,513</td>
<td>134,923</td>
<td>287</td>
<td>1,339</td>
</tr>
<tr>
<td>Alaskan</td>
<td>155</td>
<td>1,018</td>
<td>3,141</td>
<td>4,314</td>
<td>5</td>
<td>31</td>
</tr>
<tr>
<td>Pacific</td>
<td>177</td>
<td>466</td>
<td>904</td>
<td>1,547</td>
<td>2</td>
<td>17</td>
</tr>
<tr>
<td>U.S. TOTAL</td>
<td>34,158</td>
<td>106,054</td>
<td>387,987</td>
<td>528,199</td>
<td>1,151</td>
<td>5,147</td>
</tr>
<tr>
<td>Military+</td>
<td>9</td>
<td>41,766</td>
<td>47,572</td>
<td>89,347</td>
<td>62</td>
<td>299</td>
</tr>
<tr>
<td>International</td>
<td>1,223</td>
<td>2,176</td>
<td>4,287</td>
<td>7,686</td>
<td>25</td>
<td>108</td>
</tr>
<tr>
<td>TOTAL</td>
<td>35,390</td>
<td>149,996</td>
<td>439,846</td>
<td>625,232</td>
<td>1,238</td>
<td>5,554</td>
</tr>
</tbody>
</table>

*These figures are based on a 25-month summary from the computer tape files.

+Military airmen were tabulated on the basis of the physical examination being performed by a military aviation medical examiner.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section; Examination Time Period Summary, AC 8065-4.
### Table IV.B

ACTIVE AIRMEN'S STATE OF RESIDENCE
BY SEX AND CLASS OF CERTIFICATE ISSUED*
December 31, 1967

<table>
<thead>
<tr>
<th>State</th>
<th>First Class Male</th>
<th>First Class Female</th>
<th>Second Class Male</th>
<th>Second Class Female</th>
<th>Third Class Male</th>
<th>Third Class Female</th>
<th>Total Airmen Male</th>
<th>Total Airmen Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>402</td>
<td>-</td>
<td>1,579</td>
<td>33</td>
<td>4,177</td>
<td>282</td>
<td>6,158</td>
<td>315</td>
</tr>
<tr>
<td>Alaska</td>
<td>370</td>
<td>1</td>
<td>1,360</td>
<td>26</td>
<td>2,484</td>
<td>231</td>
<td>4,214</td>
<td>258</td>
</tr>
<tr>
<td>Arizona</td>
<td>639</td>
<td>1</td>
<td>1,845</td>
<td>64</td>
<td>4,404</td>
<td>371</td>
<td>6,888</td>
<td>436</td>
</tr>
<tr>
<td>Arkansas</td>
<td>169</td>
<td>2</td>
<td>1,283</td>
<td>16</td>
<td>2,838</td>
<td>172</td>
<td>4,290</td>
<td>190</td>
</tr>
<tr>
<td>California</td>
<td>14,248</td>
<td>47</td>
<td>19,544</td>
<td>518</td>
<td>44,385</td>
<td>3,690</td>
<td>78,177</td>
<td>4,255</td>
</tr>
<tr>
<td>Colorado</td>
<td>2,181</td>
<td>13</td>
<td>2,862</td>
<td>50</td>
<td>5,412</td>
<td>432</td>
<td>10,455</td>
<td>495</td>
</tr>
<tr>
<td>Connecticut</td>
<td>1,356</td>
<td>4</td>
<td>1,463</td>
<td>26</td>
<td>4,067</td>
<td>276</td>
<td>6,886</td>
<td>306</td>
</tr>
<tr>
<td>Delaware</td>
<td>159</td>
<td>-</td>
<td>263</td>
<td>4</td>
<td>762</td>
<td>55</td>
<td>1,184</td>
<td>59</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>142</td>
<td>1</td>
<td>198</td>
<td>10</td>
<td>502</td>
<td>53</td>
<td>842</td>
<td>64</td>
</tr>
<tr>
<td>Florida</td>
<td>7,242</td>
<td>19</td>
<td>6,702</td>
<td>159</td>
<td>12,003</td>
<td>1,020</td>
<td>25,947</td>
<td>1,198</td>
</tr>
<tr>
<td>Georgia</td>
<td>2,637</td>
<td>5</td>
<td>2,416</td>
<td>20</td>
<td>5,803</td>
<td>307</td>
<td>10,856</td>
<td>332</td>
</tr>
<tr>
<td>Hawaii</td>
<td>436</td>
<td>-</td>
<td>483</td>
<td>6</td>
<td>638</td>
<td>55</td>
<td>1,557</td>
<td>61</td>
</tr>
<tr>
<td>Idaho</td>
<td>197</td>
<td>1</td>
<td>763</td>
<td>15</td>
<td>2,013</td>
<td>121</td>
<td>2,973</td>
<td>137</td>
</tr>
<tr>
<td>Illinois</td>
<td>4,071</td>
<td>5</td>
<td>5,170</td>
<td>132</td>
<td>16,511</td>
<td>1,000</td>
<td>25,752</td>
<td>1,137</td>
</tr>
<tr>
<td>Indiana</td>
<td>783</td>
<td>2</td>
<td>2,511</td>
<td>74</td>
<td>8,860</td>
<td>566</td>
<td>12,154</td>
<td>642</td>
</tr>
<tr>
<td>Iowa</td>
<td>301</td>
<td>-</td>
<td>1,683</td>
<td>27</td>
<td>6,755</td>
<td>413</td>
<td>8,739</td>
<td>440</td>
</tr>
<tr>
<td>Kansas</td>
<td>1,034</td>
<td>6</td>
<td>2,537</td>
<td>52</td>
<td>7,425</td>
<td>619</td>
<td>10,996</td>
<td>677</td>
</tr>
<tr>
<td>Kentucky</td>
<td>221</td>
<td>2</td>
<td>972</td>
<td>16</td>
<td>2,863</td>
<td>173</td>
<td>4,056</td>
<td>191</td>
</tr>
<tr>
<td>Louisiana</td>
<td>739</td>
<td>3</td>
<td>2,042</td>
<td>18</td>
<td>3,840</td>
<td>207</td>
<td>6,621</td>
<td>228</td>
</tr>
<tr>
<td>Maine</td>
<td>103</td>
<td>-</td>
<td>431</td>
<td>1</td>
<td>1,383</td>
<td>69</td>
<td>1,917</td>
<td>70</td>
</tr>
<tr>
<td>Maryland</td>
<td>697</td>
<td>4</td>
<td>1,318</td>
<td>18</td>
<td>4,002</td>
<td>272</td>
<td>6,017</td>
<td>294</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>1,617</td>
<td>11</td>
<td>1,973</td>
<td>55</td>
<td>4,797</td>
<td>298</td>
<td>8,387</td>
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<tr>
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<td>1,281</td>
<td>5</td>
<td>3,607</td>
<td>104</td>
<td>13,408</td>
<td>765</td>
<td>18,296</td>
<td>874</td>
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<tr>
<td>Minnesota</td>
<td>2,634</td>
<td>3</td>
<td>2,697</td>
<td>39</td>
<td>8,403</td>
<td>410</td>
<td>13,734</td>
<td>452</td>
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<tr>
<td>Mississippi</td>
<td>178</td>
<td>-</td>
<td>1,058</td>
<td>19</td>
<td>2,748</td>
<td>159</td>
<td>3,984</td>
<td>178</td>
</tr>
<tr>
<td>Missouri</td>
<td>1,751</td>
<td>2</td>
<td>2,677</td>
<td>66</td>
<td>8,309</td>
<td>563</td>
<td>12,737</td>
<td>631</td>
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<tr>
<td>Montana</td>
<td>163</td>
<td>1</td>
<td>1,010</td>
<td>28</td>
<td>2,688</td>
<td>225</td>
<td>3,861</td>
<td>254</td>
</tr>
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</table>
Table IV.B (Continued)
ACTIVE AIRMEN'S STATE OF RESIDENCE
BY SEX AND CLASS OF CERTIFICATE ISSUED*
December 31, 1967

<table>
<thead>
<tr>
<th>State</th>
<th>First Class</th>
<th></th>
<th>Second Class</th>
<th></th>
<th>Third Class</th>
<th></th>
<th>Total Airmen</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
</tr>
<tr>
<td>Nebraska</td>
<td>198</td>
<td>4</td>
<td>1,012</td>
<td>10</td>
<td>3,794</td>
<td>241</td>
<td>5,004</td>
<td>255</td>
</tr>
<tr>
<td>Nevada</td>
<td>242</td>
<td>1</td>
<td>888</td>
<td>13</td>
<td>1,634</td>
<td>155</td>
<td>2,764</td>
<td>169</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>402</td>
<td>1</td>
<td>525</td>
<td>9</td>
<td>969</td>
<td>69</td>
<td>1,896</td>
<td>79</td>
</tr>
<tr>
<td>New Jersey</td>
<td>3,034</td>
<td>4</td>
<td>2,622</td>
<td>51</td>
<td>7,586</td>
<td>432</td>
<td>13,242</td>
<td>507</td>
</tr>
<tr>
<td>New Mexico</td>
<td>198</td>
<td>1</td>
<td>1,191</td>
<td>19</td>
<td>2,929</td>
<td>261</td>
<td>4,318</td>
<td>281</td>
</tr>
<tr>
<td>New York</td>
<td>4,512</td>
<td>10</td>
<td>6,106</td>
<td>117</td>
<td>15,209</td>
<td>935</td>
<td>25,827</td>
<td>1,062</td>
</tr>
<tr>
<td>North Carolina</td>
<td>656</td>
<td>2</td>
<td>1,520</td>
<td>25</td>
<td>4,950</td>
<td>256</td>
<td>7,126</td>
<td>283</td>
</tr>
<tr>
<td>North Dakota</td>
<td>73</td>
<td>-</td>
<td>642</td>
<td>8</td>
<td>1,824</td>
<td>81</td>
<td>2,539</td>
<td>89</td>
</tr>
<tr>
<td>Ohio</td>
<td>1,490</td>
<td>4</td>
<td>4,746</td>
<td>94</td>
<td>15,443</td>
<td>963</td>
<td>21,679</td>
<td>1,061</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>749</td>
<td>5</td>
<td>2,440</td>
<td>48</td>
<td>6,083</td>
<td>465</td>
<td>9,272</td>
<td>518</td>
</tr>
<tr>
<td>Oregon</td>
<td>448</td>
<td>1</td>
<td>1,922</td>
<td>46</td>
<td>5,433</td>
<td>409</td>
<td>7,803</td>
<td>456</td>
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<tr>
<td>Pennsylvania</td>
<td>1,679</td>
<td>5</td>
<td>3,582</td>
<td>66</td>
<td>11,007</td>
<td>641</td>
<td>16,268</td>
<td>712</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>147</td>
<td>-</td>
<td>214</td>
<td>5</td>
<td>580</td>
<td>33</td>
<td>941</td>
<td>38</td>
</tr>
<tr>
<td>South Carolina</td>
<td>326</td>
<td>2</td>
<td>790</td>
<td>10</td>
<td>2,014</td>
<td>124</td>
<td>3,130</td>
<td>136</td>
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<tr>
<td>South Dakota</td>
<td>82</td>
<td>-</td>
<td>508</td>
<td>10</td>
<td>1,757</td>
<td>102</td>
<td>2,347</td>
<td>112</td>
</tr>
<tr>
<td>Tennessee</td>
<td>716</td>
<td>1</td>
<td>1,762</td>
<td>32</td>
<td>4,367</td>
<td>253</td>
<td>6,845</td>
<td>286</td>
</tr>
<tr>
<td>Texas</td>
<td>4,956</td>
<td>8</td>
<td>9,720</td>
<td>138</td>
<td>22,311</td>
<td>1,587</td>
<td>36,987</td>
<td>1,733</td>
</tr>
<tr>
<td>Utah</td>
<td>367</td>
<td>1</td>
<td>962</td>
<td>16</td>
<td>2,103</td>
<td>120</td>
<td>3,432</td>
<td>137</td>
</tr>
<tr>
<td>Vermont</td>
<td>45</td>
<td>-</td>
<td>215</td>
<td>8</td>
<td>527</td>
<td>45</td>
<td>787</td>
<td>53</td>
</tr>
<tr>
<td>Virginia</td>
<td>1,720</td>
<td>3</td>
<td>2,173</td>
<td>35</td>
<td>4,666</td>
<td>292</td>
<td>8,559</td>
<td>330</td>
</tr>
<tr>
<td>Washington</td>
<td>2,647</td>
<td>7</td>
<td>3,412</td>
<td>65</td>
<td>8,150</td>
<td>513</td>
<td>14,209</td>
<td>585</td>
</tr>
<tr>
<td>West Virginia</td>
<td>99</td>
<td>1</td>
<td>380</td>
<td>6</td>
<td>1,196</td>
<td>42</td>
<td>1,675</td>
<td>49</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>650</td>
<td>1</td>
<td>1,700</td>
<td>21</td>
<td>6,329</td>
<td>372</td>
<td>8,679</td>
<td>394</td>
</tr>
<tr>
<td>Wyoming</td>
<td>82</td>
<td>-</td>
<td>475</td>
<td>15</td>
<td>1,114</td>
<td>87</td>
<td>1,671</td>
<td>102</td>
</tr>
<tr>
<td>U.S. CIVILIAN TOTAL</td>
<td>71,269</td>
<td>200</td>
<td>119,954</td>
<td>2,463</td>
<td>313,455</td>
<td>21,302</td>
<td>504,678</td>
<td>23,965</td>
</tr>
<tr>
<td>Military + NASA</td>
<td>122</td>
<td>-</td>
<td>62,815</td>
<td>377</td>
<td>25,889</td>
<td>822</td>
<td>88,826</td>
<td>1,199</td>
</tr>
<tr>
<td>International</td>
<td>2,556</td>
<td>7</td>
<td>1,592</td>
<td>25</td>
<td>2,280</td>
<td>104</td>
<td>6,428</td>
<td>136</td>
</tr>
<tr>
<td>TOTAL AIRMEN</td>
<td>73,947</td>
<td>207</td>
<td>184,361</td>
<td>2,865</td>
<td>341,624</td>
<td>22,228</td>
<td>599,932</td>
<td>25,300</td>
</tr>
</tbody>
</table>

*Totals are based on active airmen within the past 25 months.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
*Brackets are indicative of age class intervals wherein magnitudes are not apparent on this scale. In such instances, the accompanying table (Table IV.G) should be consulted for frequencies.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
AGE DISTRIBUTION OF MEDICALLY CERTIFIED FIRST CLASS AIRMEN
December 31, 1967

Airmen (000)

*Brackets are indicative of age class intervals wherein magnitudes are not apparent on this scale. In such instances, the accompanying table (Table IV.C) should be consulted for frequencies.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
AGE DISTRIBUTION OF MEDICALLY CERTIFIED SECOND CLASS AIRMEN

December 31, 1967

*Brackets are indicative of age class intervals wherein magnitudes are not apparent on this scale. In such instances, the accompanying table (Table IV.C) should be consulted for frequencies.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Chart IV.F

AGE DISTRIBUTION OF MEDICALLY CERTIFIED THIRD CLASS AIRMEN
December 31, 1967

Airmen (000)

*Brackets are indicative of age class intervals wherein magnitudes are not apparent on this scale. In such instances, the accompanying table (Table IV.G) should be consulted for frequencies.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table IV.G

AGE DISTRIBUTION OF ACTIVE AIRMEN
BY CLASS AND SEX*
December 31, 1967

<table>
<thead>
<tr>
<th>Age</th>
<th>First Class</th>
<th></th>
<th>Second Class</th>
<th></th>
<th>Third Class</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
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<tr>
<td>Less than 15</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>20</td>
<td>4</td>
<td>20</td>
<td>4</td>
</tr>
<tr>
<td>15 - 19</td>
<td>2,172</td>
<td>10</td>
<td>3,267</td>
<td>133</td>
<td>23,001</td>
<td>1,964</td>
<td>28,440</td>
<td>2,107</td>
</tr>
<tr>
<td>20 - 24</td>
<td>10,823</td>
<td>45</td>
<td>23,851</td>
<td>465</td>
<td>55,411</td>
<td>3,802</td>
<td>90,085</td>
<td>4,312</td>
</tr>
<tr>
<td>25 - 29</td>
<td>17,559</td>
<td>37</td>
<td>29,782</td>
<td>345</td>
<td>51,938</td>
<td>3,738</td>
<td>99,279</td>
<td>4,120</td>
</tr>
<tr>
<td>30 - 34</td>
<td>14,089</td>
<td>29</td>
<td>28,460</td>
<td>353</td>
<td>45,794</td>
<td>3,235</td>
<td>88,343</td>
<td>3,617</td>
</tr>
<tr>
<td>40 - 44</td>
<td>7,042</td>
<td>25</td>
<td>25,444</td>
<td>422</td>
<td>46,608</td>
<td>2,761</td>
<td>79,094</td>
<td>3,208</td>
</tr>
<tr>
<td>45 - 49</td>
<td>8,520</td>
<td>24</td>
<td>27,196</td>
<td>398</td>
<td>32,778</td>
<td>1,854</td>
<td>68,494</td>
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</tr>
<tr>
<td>50 - 54</td>
<td>3,384</td>
<td>10</td>
<td>11,266</td>
<td>216</td>
<td>19,908</td>
<td>920</td>
<td>34,558</td>
<td>1,146</td>
</tr>
<tr>
<td>55 - 59</td>
<td>1,226</td>
<td>4</td>
<td>4,148</td>
<td>100</td>
<td>10,103</td>
<td>370</td>
<td>15,477</td>
<td>474</td>
</tr>
<tr>
<td>60 - 64</td>
<td>311</td>
<td>1</td>
<td>1,765</td>
<td>47</td>
<td>4,510</td>
<td>111</td>
<td>6,586</td>
<td>159</td>
</tr>
<tr>
<td>65 - 69</td>
<td>41</td>
<td>-</td>
<td>557</td>
<td>15</td>
<td>1,618</td>
<td>39</td>
<td>2,216</td>
<td>54</td>
</tr>
<tr>
<td>70 - 74</td>
<td>7</td>
<td>-</td>
<td>128</td>
<td>-</td>
<td>537</td>
<td>9</td>
<td>672</td>
<td>9</td>
</tr>
<tr>
<td>75 - 79</td>
<td>1</td>
<td>-</td>
<td>21</td>
<td>1</td>
<td>127</td>
<td>5</td>
<td>149</td>
<td>6</td>
</tr>
<tr>
<td>80 - 84</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>-</td>
<td>24</td>
<td>1</td>
<td>26</td>
<td>1</td>
</tr>
<tr>
<td>85 and over</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>5</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>73,947</td>
<td>207</td>
<td>184,361</td>
<td>2,865</td>
<td>341,624</td>
<td>22,228</td>
<td>599,932</td>
<td>25,300</td>
</tr>
</tbody>
</table>

*Totals are based on active airmen within the past 25 months.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Chart IV.E

AGE DISTRIBUTION OF AIRLINE PILOTS
December 31, 1967

*Bracket is indicative of age class interval wherein magnitude is not apparent on this scale. Refer to accompanying table (Table IV.I) for frequency.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table IV.1

AGE DISTRIBUTION OF AIRLINE PILOTS*
December 31, 1967

<table>
<thead>
<tr>
<th>Age Group (1)</th>
<th>Airline Pilots (2)</th>
<th>Certified First Class Airmen (3)</th>
<th>Percent of Total Airline Pilots (4)</th>
<th>Certified First Class Airmen (5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 - 24</td>
<td>877</td>
<td>10,868</td>
<td>3.0</td>
<td>15.1</td>
</tr>
<tr>
<td>25 - 29</td>
<td>4,636</td>
<td>17,596</td>
<td>15.8</td>
<td>24.5</td>
</tr>
<tr>
<td>30 - 34</td>
<td>6,877</td>
<td>14,118</td>
<td>23.4</td>
<td>19.6</td>
</tr>
<tr>
<td>35 - 39</td>
<td>5,024</td>
<td>8,794</td>
<td>17.1</td>
<td>12.2</td>
</tr>
<tr>
<td>40 - 44</td>
<td>4,009</td>
<td>7,067</td>
<td>13.6</td>
<td>9.8</td>
</tr>
<tr>
<td>45 - 49</td>
<td>5,047</td>
<td>8,544</td>
<td>17.2</td>
<td>11.9</td>
</tr>
<tr>
<td>50 - 54</td>
<td>2,044</td>
<td>3,394</td>
<td>7.0</td>
<td>4.7</td>
</tr>
<tr>
<td>55 - 59</td>
<td>783</td>
<td>1,230</td>
<td>2.7</td>
<td>1.7</td>
</tr>
<tr>
<td>60 - 64</td>
<td>71</td>
<td>312</td>
<td>0.2</td>
<td>0.4</td>
</tr>
<tr>
<td>65 - 69</td>
<td>2</td>
<td>41</td>
<td>0.0+</td>
<td>0.1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>29,370</td>
<td>71,964</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

*Airline Pilots, Column (2), were determined by the combination of having a first class medical certificate and an occupation of "pilot for an airline". Figures in Column (3) are based on first class medical certificate issuances during the preceding 25 months.

+Less than one-tenth of one percent.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Chart IV.J

AGE DISTRIBUTION OF AIR TRAFFIC CONTROLLERS
December 31, 1967

- FAA: Mean Age = 37.0
- OTHER: Mean Age = 28.5

*Brackets are indicative of age class intervals wherein magnitude is not apparent on this scale. Refer to accompanying table (Table IV.K) for frequency.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table IV.K

AGE DISTRIBUTION OF AIR TRAFFIC CONTROLLE\*R S
December 31, 1967

<table>
<thead>
<tr>
<th>Age</th>
<th>FAA ATC'S</th>
<th>Other ATC'S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 20</td>
<td>2</td>
<td>334</td>
</tr>
<tr>
<td>20 - 24</td>
<td>348</td>
<td>3,568</td>
</tr>
<tr>
<td>25 - 29</td>
<td>1,225</td>
<td>1,648</td>
</tr>
<tr>
<td>30 - 34</td>
<td>3,220</td>
<td>1,416</td>
</tr>
<tr>
<td>35 - 39</td>
<td>2,220</td>
<td>1,237</td>
</tr>
<tr>
<td>40 - 44</td>
<td>1,190</td>
<td>401</td>
</tr>
<tr>
<td>45 - 49</td>
<td>1,537</td>
<td>199</td>
</tr>
<tr>
<td>50 - 54</td>
<td>561</td>
<td>30</td>
</tr>
<tr>
<td>55 - 59</td>
<td>134</td>
<td>6</td>
</tr>
<tr>
<td>60 - 64</td>
<td>22</td>
<td>3</td>
</tr>
<tr>
<td>65 - 69</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Over 69</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10,463</td>
<td>8,842</td>
</tr>
</tbody>
</table>

*Air Traffic Controllers (ATC'S) issued medical certificates within the past 13 months

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
### Table IV.L

**HEIGHT DISTRIBUTION OF ACTIVE AIRMEN**

**BY CLASS AND SEX**

December 31, 1967

<table>
<thead>
<tr>
<th>Height In Inches</th>
<th>First Class</th>
<th></th>
<th>Second Class</th>
<th></th>
<th>Third Class</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 59</td>
<td>231</td>
<td>3</td>
<td>686</td>
<td>28</td>
<td>1,066</td>
<td>225</td>
<td>1,983</td>
<td>256</td>
</tr>
<tr>
<td>59</td>
<td>117</td>
<td>2</td>
<td>269</td>
<td>15</td>
<td>445</td>
<td>122</td>
<td>831</td>
<td>139</td>
</tr>
<tr>
<td>60</td>
<td>131</td>
<td>4</td>
<td>311</td>
<td>74</td>
<td>573</td>
<td>714</td>
<td>1,015</td>
<td>792</td>
</tr>
<tr>
<td>61</td>
<td>50</td>
<td>7</td>
<td>133</td>
<td>91</td>
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<tr>
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<td>157</td>
<td>286</td>
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<td>765</td>
<td>2,724</td>
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<td>286</td>
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<td>3,090</td>
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<td>3,602</td>
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<td>4</td>
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<td>95</td>
<td>39,503</td>
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<td>118</td>
<td>88,161</td>
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<td>28,554</td>
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<td>51,221</td>
<td>57</td>
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</tr>
<tr>
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<td>14,066</td>
<td>2</td>
<td>26,734</td>
<td>20</td>
<td>47,206</td>
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<tr>
<td>74</td>
<td>4,482</td>
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<td>9,659</td>
<td>1</td>
<td>18,188</td>
<td>21</td>
<td>32,329</td>
<td>21</td>
</tr>
<tr>
<td>75</td>
<td>1,963</td>
<td>1</td>
<td>3,987</td>
<td>1</td>
<td>7,987</td>
<td>8</td>
<td>13,937</td>
<td>9</td>
</tr>
<tr>
<td>Over 75</td>
<td>1,129</td>
<td>3</td>
<td>2,960</td>
<td>3</td>
<td>6,684</td>
<td>20</td>
<td>10,773</td>
<td>23</td>
</tr>
</tbody>
</table>

| TOTAL            | 73,947      | 207    | 184,361      | 2,865  | 341,624     | 22,228 | 599,932| 25,300|

*Totals are based on active airmen within the past 25 months.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table IV.M

WEIGHT DISTRIBUTION OF ACTIVE AIRMEN
BY CLASS AND SEX*
December 31, 1967

<table>
<thead>
<tr>
<th>Weight In Pounds</th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
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<td>Male</td>
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<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Less than 90</td>
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<td>-</td>
<td>101</td>
<td>10</td>
<td>232</td>
<td>46</td>
<td>402</td>
<td>56</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>90 - 99</td>
<td>1</td>
<td>5</td>
<td>2</td>
<td>29</td>
<td>43</td>
<td>322</td>
<td>46</td>
<td>356</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 - 109</td>
<td>17</td>
<td>17</td>
<td>41</td>
<td>208</td>
<td>256</td>
<td>1,832</td>
<td>314</td>
<td>2,057</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>110 - 119</td>
<td>100</td>
<td>46</td>
<td>260</td>
<td>515</td>
<td>1,169</td>
<td>4,647</td>
<td>1,529</td>
<td>5,208</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>55</td>
<td>1,404</td>
<td>701</td>
<td>4,601</td>
<td>5,967</td>
<td>6,533</td>
<td>6,723</td>
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<td></td>
<td></td>
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<td>45</td>
<td>5,436</td>
<td>649</td>
<td>13,562</td>
<td>4,431</td>
<td>21,015</td>
<td>5,125</td>
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<tr>
<td>140 - 149</td>
<td>5,063</td>
<td>15</td>
<td>12,936</td>
<td>383</td>
<td>27,389</td>
<td>2,411</td>
<td>45,388</td>
<td>2,809</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>150 - 159</td>
<td>9,770</td>
<td>7</td>
<td>24,064</td>
<td>171</td>
<td>44,141</td>
<td>1,169</td>
<td>77,975</td>
<td>1,347</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>160 - 169</td>
<td>13,707</td>
<td>7</td>
<td>32,796</td>
<td>103</td>
<td>56,549</td>
<td>615</td>
<td>103,052</td>
<td>725</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>170 - 179</td>
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<td>6</td>
<td>34,308</td>
<td>34</td>
<td>57,955</td>
<td>367</td>
<td>106,859</td>
<td>407</td>
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<tr>
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<td>177</td>
<td>92,559</td>
<td>211</td>
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<tr>
<td>190 - 199</td>
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<td>20,092</td>
<td>13</td>
<td>34,897</td>
<td>102</td>
<td>62,633</td>
<td>116</td>
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<tr>
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<td>-</td>
<td>11,057</td>
<td>6</td>
<td>21,131</td>
<td>49</td>
<td>36,309</td>
<td>55</td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>13,032</td>
<td>34</td>
<td>21,345</td>
<td>39</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>-</td>
<td>3,027</td>
<td>3</td>
<td>7,459</td>
<td>21</td>
<td>11,506</td>
<td>24</td>
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<td></td>
</tr>
<tr>
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<td>-</td>
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<td>2</td>
<td>4,023</td>
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<td>5,966</td>
<td>13</td>
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<td></td>
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<td>-</td>
<td>624</td>
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<td>2,916</td>
<td>9</td>
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<td></td>
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<tr>
<td>Over 249</td>
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<td>723</td>
<td>-</td>
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<td>19</td>
<td>3,585</td>
<td>20</td>
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<td></td>
<td></td>
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</tbody>
</table>

TOTAL 73,947       207       184,361 2,865  341,624 22,228  599,932 25,300

*Totals are based on active airmen within the past 25 months.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table IV.N

ACTIVE AIRMEN BY TYPE OF FLYING AND CLASS*  
December 31, 1967

<table>
<thead>
<tr>
<th>Class Issued</th>
<th>Type of Flying</th>
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<th></th>
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</thead>
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<td></td>
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<td>Pleasure+</td>
<td></td>
</tr>
<tr>
<td>First</td>
<td>54,426</td>
<td>19,728</td>
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</tr>
<tr>
<td>Second</td>
<td>72,273</td>
<td>114,953</td>
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<tr>
<td>Third</td>
<td>50,480</td>
<td>313,372</td>
<td></td>
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<tr>
<td>TOTAL</td>
<td>177,179</td>
<td>448,053</td>
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</tr>
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</table>

*Totals are based on active airmen within the past 25 months.

+If type of flying was not given, it was classified as "pleasure".

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
<table>
<thead>
<tr>
<th>Occupation Code</th>
<th>First Class</th>
<th></th>
<th>Second Class</th>
<th></th>
<th>Third Class</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
<td>Male</td>
<td>Female</td>
</tr>
<tr>
<td>1 - Pilot (Scheduled or Non-Scheduled Airline)</td>
<td>31,003</td>
<td>8</td>
<td>370</td>
<td>2</td>
<td>35</td>
<td>1</td>
<td>31,408</td>
<td>11</td>
</tr>
<tr>
<td>2 - Flight Engineer</td>
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<td>-</td>
<td>2,771</td>
<td>1</td>
<td>28</td>
<td>-</td>
<td>4,452</td>
<td>1</td>
</tr>
<tr>
<td>3 - Flight Navigator/Flight Radio Operator</td>
<td>60</td>
<td>-</td>
<td>527</td>
<td>-</td>
<td>16</td>
<td>-</td>
<td>603</td>
<td>-</td>
</tr>
<tr>
<td>4 - Business or Executive Pilot</td>
<td>8,001</td>
<td>15</td>
<td>141</td>
<td>-</td>
<td>25</td>
<td>2</td>
<td>8,167</td>
<td>17</td>
</tr>
<tr>
<td>5 - Commercial Pilot (Self-Employed)</td>
<td>33</td>
<td>-</td>
<td>2,748</td>
<td>38</td>
<td>30</td>
<td>2</td>
<td>2,811</td>
<td>40</td>
</tr>
<tr>
<td>6 - Commercial Pilot (Not Self-Employed)</td>
<td>76</td>
<td>-</td>
<td>8,107</td>
<td>51</td>
<td>31</td>
<td>-</td>
<td>8,214</td>
<td>51</td>
</tr>
<tr>
<td>7 - Aero Application (Agriculture)</td>
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<td>-</td>
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<td>-</td>
<td>21</td>
<td>-</td>
<td>1,803</td>
<td>-</td>
</tr>
<tr>
<td>8 - Air Traffic Controller</td>
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<td>-</td>
<td>25,118</td>
<td>305</td>
<td>175</td>
<td>4</td>
<td>25,478</td>
<td>309</td>
</tr>
<tr>
<td>9 - Flight Instructor</td>
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<td>2,687</td>
<td>140</td>
<td>12</td>
<td>-</td>
<td>4,486</td>
<td>177</td>
</tr>
<tr>
<td>0 - Other Aeronautical Occupation</td>
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<td>22</td>
<td>2,917</td>
<td>47</td>
<td>7,937</td>
<td>71</td>
</tr>
<tr>
<td>X - Not Given or Non-Aeronautical Occupation</td>
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<td>145</td>
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<td>2,306</td>
<td>338,334</td>
<td>22,172</td>
<td>504,573</td>
<td>24,623</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>73,947</td>
<td>207</td>
<td>184,361</td>
<td>2,865</td>
<td>341,624</td>
<td>22,228</td>
<td>599,932</td>
<td>25,300</td>
</tr>
</tbody>
</table>

*Totals are based on active airmen within the past 25 months.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
### Table IV.P

**EMPLOYERS OF ACTIVE AIRMEN**

*BY CLASS OF CERTIFICATE ISSUED*

December 31, 1967

<table>
<thead>
<tr>
<th>Employer</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
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<td>-</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>531</td>
</tr>
<tr>
<td>Airide, Inc.</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Airline Transport Carriers, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Alaska Airlines</td>
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<td>7</td>
<td>138</td>
</tr>
<tr>
<td>Alaska Coastal Airlines</td>
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<td>4</td>
<td>44</td>
</tr>
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<td>Alaska Helicopters, Inc.</td>
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<td>1</td>
</tr>
<tr>
<td>Allegheny Airlines, Inc.</td>
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<td>396</td>
</tr>
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<td>-</td>
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<td>89</td>
<td>4,234</td>
</tr>
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<td>-</td>
<td>101</td>
</tr>
<tr>
<td>Argonaut Airways Corp.</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Associated Air Transport, Inc.</td>
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<td>Avalon Air Transport, Inc.</td>
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</tr>
<tr>
<td>Blatz Airlines, Inc.</td>
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<tr>
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<td>4</td>
<td>141</td>
</tr>
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<td>207</td>
</tr>
<tr>
<td>Caribbean Atlantic Airlines, Inc.</td>
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<td>30</td>
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<tr>
<td>Central Airlines, Inc.</td>
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<td>8</td>
<td>10</td>
<td>122</td>
</tr>
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<td>Chicago Helicopter Airways, Inc.</td>
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<td>-</td>
<td>2</td>
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<td>Congressional Flying Service</td>
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<td>1</td>
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<td>894</td>
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<tr>
<td>Cordova Airlines, Inc.</td>
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<td>1</td>
<td>12</td>
</tr>
<tr>
<td>Currey Air Transport, Ltd.</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Delta Airlines, Inc.</td>
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<td>79</td>
<td>49</td>
<td>1,774</td>
</tr>
<tr>
<td>East Coast Flying Service, Inc.</td>
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<td>-</td>
<td>9</td>
</tr>
<tr>
<td>Eastern Airlines, Inc.</td>
<td>3,339</td>
<td>193</td>
<td>57</td>
<td>3,589</td>
</tr>
<tr>
<td>Edde Airlines, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Ellis Air Lines</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Executive Business Transportation, Inc.</td>
<td>39</td>
<td>11</td>
<td>2</td>
<td>52</td>
</tr>
<tr>
<td>Fairways Corporation</td>
<td>4</td>
<td>-</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>Farrar</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Flying Tiger Lines, Inc.</td>
<td>401</td>
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<td>18</td>
<td>595</td>
</tr>
<tr>
<td>Frontier Airlines, Inc.</td>
<td>323</td>
<td>8</td>
<td>10</td>
<td>341</td>
</tr>
<tr>
<td>Golden Gate Airways</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Great Lakes Airlines, Inc.</td>
<td>1</td>
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<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Hawaiian Airlines, Ltd.</td>
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<td>1</td>
<td>101</td>
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<tr>
<td>Holiday Inns of America</td>
<td>9</td>
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<td>1</td>
<td>13</td>
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</table>
### Table IV.P (Continued)

**Employers of Active Airmen**

*By Class of Certificate Issued*  
December 31, 1967

<table>
<thead>
<tr>
<th>Employer</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior Airways, Inc.</td>
<td>11</td>
<td>5</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>Intercontinental, U.S., Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Imperial Airlines, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Johnson Flying Service, Inc.</td>
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<td>-</td>
<td>6</td>
</tr>
<tr>
<td>Kodiak Airways</td>
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<td>5</td>
<td>1</td>
<td>8</td>
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<tr>
<td>Lake Central Airlines, Inc.</td>
<td>200</td>
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<td>226</td>
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<tr>
<td>Las Vegas Hacienda, Inc.</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Latrobe Aviation, Inc.</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>Los Angeles Airways, Inc.</td>
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<td>45</td>
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<td>Mackey Airlines, Inc.</td>
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<td>-</td>
<td>5</td>
</tr>
<tr>
<td>Mercer Enterprises</td>
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<td>-</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td>Modern Air Transport</td>
<td>109</td>
<td>32</td>
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<td>143</td>
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<tr>
<td>Mohawk Airlines, Inc.</td>
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<tr>
<td>National Airlines, Inc.</td>
<td>490</td>
<td>245</td>
<td>12</td>
<td>747</td>
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<td>New York Airways, Inc.</td>
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<td>12</td>
<td>-</td>
<td>50</td>
</tr>
<tr>
<td>North Central Airlines, Inc.</td>
<td>376</td>
<td>23</td>
<td>13</td>
<td>412</td>
</tr>
<tr>
<td>Northeast Airlines, Inc.</td>
<td>461</td>
<td>31</td>
<td>12</td>
<td>504</td>
</tr>
<tr>
<td>Northern Consolidated Airlines, Inc.</td>
<td>12</td>
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<td>3</td>
<td>20</td>
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<tr>
<td>Northern Express Airways, Inc.</td>
<td>-</td>
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<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Northwest Airlines, Inc.</td>
<td>1,208</td>
<td>82</td>
<td>36</td>
<td>1,326</td>
</tr>
<tr>
<td>Overseas National Airways</td>
<td>55</td>
<td>31</td>
<td>-</td>
<td>86</td>
</tr>
<tr>
<td>Ozark Airlines</td>
<td>294</td>
<td>18</td>
<td>14</td>
<td>326</td>
</tr>
<tr>
<td>Pacific Air Lines, Inc.</td>
<td>158</td>
<td>8</td>
<td>7</td>
<td>173</td>
</tr>
<tr>
<td>Pacific Northern Airlines, Inc.</td>
<td>44</td>
<td>13</td>
<td>8</td>
<td>65</td>
</tr>
<tr>
<td>Pacific Southwest Airlines, Inc.</td>
<td>144</td>
<td>46</td>
<td>5</td>
<td>195</td>
</tr>
<tr>
<td>Pan American Grace Airways, Inc.</td>
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<td>1</td>
<td>1</td>
<td>7</td>
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<tr>
<td>Pan American World Overseas Airways, Inc.</td>
<td>3,017</td>
<td>550</td>
<td>81</td>
<td>3,648</td>
</tr>
<tr>
<td>Pan American World (Latin) Airways, Inc.</td>
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<td>4</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>Paul Mantz Air Service</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Piedmont Aviation, Inc.</td>
<td>335</td>
<td>30</td>
<td>20</td>
<td>385</td>
</tr>
<tr>
<td>Purdue Aeronautics, Inc.</td>
<td>2</td>
<td>-</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Quaker City Airways, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reeve Aleutian Airways, Inc.</td>
<td>15</td>
<td>5</td>
<td>1</td>
<td>21</td>
</tr>
<tr>
<td>Remmert-Werner, Inc.</td>
<td>1</td>
<td>2</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>Resort Airlines, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Riddle Airlines, Inc.</td>
<td>431</td>
<td>142</td>
<td>3</td>
<td>576</td>
</tr>
<tr>
<td>Samoan Airlines, Ltd.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Saturn Airways, Inc.</td>
<td>165</td>
<td>89</td>
<td>-</td>
<td>254</td>
</tr>
<tr>
<td>Seaboard World Airlines, Inc.</td>
<td>146</td>
<td>123</td>
<td>2</td>
<td>271</td>
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<tr>
<td>Seven Seas Airlines, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Skyvan Airways, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Slick Airways, Inc.</td>
<td>25</td>
<td>20</td>
<td>2</td>
<td>47</td>
</tr>
<tr>
<td>Sourdough Air Transport</td>
<td>2</td>
<td>1</td>
<td>-</td>
<td>3</td>
</tr>
</tbody>
</table>
### Table IV.P (Continued)

**EMPLOYERS OF ACTIVE AIRMEN**  
**BY CLASS OF CERTIFICATE ISSUED**  
**December 31, 1967**

<table>
<thead>
<tr>
<th>Employer</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeast Aircraft Corp.</td>
<td>4</td>
<td>1</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>South Pacific Airlines, Inc.</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Southern Airways, Inc.</td>
<td>291</td>
<td>412</td>
<td>31</td>
<td>734</td>
</tr>
<tr>
<td>Southern Air Transport, Inc.</td>
<td>39</td>
<td>24</td>
<td>-</td>
<td>63</td>
</tr>
<tr>
<td>Standard Airways</td>
<td>53</td>
<td>14</td>
<td>1</td>
<td>68</td>
</tr>
<tr>
<td>Stewart Air Service</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Trans-Alaskan Airlines, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Trans Caribbean Airways, Inc.</td>
<td>64</td>
<td>14</td>
<td>1</td>
<td>79</td>
</tr>
<tr>
<td>Trans International Airways, Inc.</td>
<td>68</td>
<td>39</td>
<td>1</td>
<td>108</td>
</tr>
<tr>
<td>Trans Sierra Airways, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Trans-Texas Airways</td>
<td>303</td>
<td>14</td>
<td>18</td>
<td>335</td>
</tr>
<tr>
<td>Trans World Airlines, Inc.</td>
<td>3,644</td>
<td>459</td>
<td>118</td>
<td>4,221</td>
</tr>
<tr>
<td>United Airlines, Inc.</td>
<td>4,962</td>
<td>743</td>
<td>168</td>
<td>5,873</td>
</tr>
<tr>
<td>U. S. Overseas Airlines, Inc.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>West Coast Airlines, Inc.</td>
<td>160</td>
<td>15</td>
<td>7</td>
<td>182</td>
</tr>
<tr>
<td>Western Airlines, Inc.</td>
<td>668</td>
<td>74</td>
<td>27</td>
<td>769</td>
</tr>
<tr>
<td>Western Alaska Airlines</td>
<td>1</td>
<td>7</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>Wien Alaska Airlines, Inc.</td>
<td>38</td>
<td>10</td>
<td>7</td>
<td>55</td>
</tr>
<tr>
<td>World Airways</td>
<td>216</td>
<td>115</td>
<td>1</td>
<td>332</td>
</tr>
<tr>
<td>World Wide Airlines, Inc.</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Zantop Air Transport, Inc.</td>
<td>306</td>
<td>74</td>
<td>9</td>
<td>389</td>
</tr>
<tr>
<td>Federal Aviation Administration</td>
<td>1,196</td>
<td>14,797</td>
<td>675</td>
<td>16,668</td>
</tr>
</tbody>
</table>

Government, other than military or  
FAA, includes state and local government  
| FAA, includes state and local government | 321 | 997 | 107 | 1,425 |

Aircraft Industry  
| Aircraft Industry | 562 | 1,046 | 597 | 2,205 |

Industry, other than aircraft  
| Industry, other than aircraft | 3,103 | 1,668 | 67 | 4,838 |

Fixed Base Operation (Flying Schools, etc.)  
| Fixed Base Operation (Flying Schools, etc.) | 2,518 | 4,973 | 479 | 7,970 |

Self Employed  
| Self Employed | 1,338 | 4,534 | 190 | 6,162 |

Other  
| Other | 3,853 | 3,398 | 408 | 7,659 |

Not Applicable  
| Not Applicable | 27,525 | 108,514 | 358,999 | 495,038 |

Air Force  
| Air Force | 1,088 | 26,894 | 699 | 28,681 |

Army  
| Army | 158 | 4,050 | 84 | 4,292 |

Coast Guard  
| Coast Guard | 20 | 208 | 3 | 231 |

Marines and Navy  
| Marines and Navy | 594 | 10,727 | 137 | 11,458 |

National Aeronautics and Space Administration  
| National Aeronautics and Space Administration | 71 | 202 | 437 | 710 |

**TOTAL**  
| TOTAL | 74,154 | 187,226 | 363,852 | 625,232 |

*Totals are based on active airmen within the past 25 months.*

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
SECTION V
MEDICAL CHARACTERISTICS
OF AIRMAN POPULATION
### Table V.A

SELECTED CRITICAL PATHOLOGY CODES OF
ACTIVE AIRMEN BY CLASS ISSUED*
December 31, 1967

<table>
<thead>
<tr>
<th>Pathology Code</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>121 Diplopia</td>
<td>12</td>
<td>42</td>
<td>48</td>
<td>102</td>
</tr>
<tr>
<td>134 Aphakia</td>
<td>16</td>
<td>90</td>
<td>268</td>
<td>374</td>
</tr>
<tr>
<td>135 Cataract</td>
<td>25</td>
<td>215</td>
<td>543</td>
<td>783</td>
</tr>
<tr>
<td>139 Glaucoma</td>
<td>17</td>
<td>109</td>
<td>221</td>
<td>347</td>
</tr>
<tr>
<td>143 Fails Color Signal Test</td>
<td>10</td>
<td>131</td>
<td>337</td>
<td>478</td>
</tr>
<tr>
<td>161 Contact Lenses</td>
<td>125</td>
<td>739</td>
<td>3,683</td>
<td>4,547</td>
</tr>
<tr>
<td>162 Blindness or Absence of Either Eye</td>
<td>42</td>
<td>343</td>
<td>2,255</td>
<td>2,640</td>
</tr>
<tr>
<td>264 Mute</td>
<td>-</td>
<td>1</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>431 Myocardial Disease</td>
<td>7</td>
<td>80</td>
<td>193</td>
<td>280</td>
</tr>
<tr>
<td>441 Coronary Artery Disease</td>
<td>9</td>
<td>35</td>
<td>63</td>
<td>107</td>
</tr>
<tr>
<td>444 Special Heart Pathology (Assigned by Chief, Aeromedical Certification Branch)</td>
<td>10</td>
<td>-</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>464 Fibrillation, Atrial</td>
<td>12</td>
<td>22</td>
<td>57</td>
<td>91</td>
</tr>
<tr>
<td>484 Hypertension with Heart Pathology</td>
<td>1</td>
<td>10</td>
<td>8</td>
<td>19</td>
</tr>
<tr>
<td>485 Hypertension with Medication</td>
<td>56</td>
<td>344</td>
<td>856</td>
<td>1,256</td>
</tr>
<tr>
<td>506 Complicated Ulcer</td>
<td>64</td>
<td>186</td>
<td>269</td>
<td>519</td>
</tr>
<tr>
<td>602 Cerebrovascular Accident</td>
<td>10</td>
<td>24</td>
<td>51</td>
<td>85</td>
</tr>
<tr>
<td>605 Convulsive Reaction</td>
<td>8</td>
<td>22</td>
<td>35</td>
<td>65</td>
</tr>
<tr>
<td>620 Degenerative Disease - Brain</td>
<td>1</td>
<td>4</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>631 Degenerative Disease - Spinal Cord</td>
<td>1</td>
<td>8</td>
<td>11</td>
<td>20</td>
</tr>
<tr>
<td>661 Psychoneurosis</td>
<td>71</td>
<td>215</td>
<td>359</td>
<td>645</td>
</tr>
<tr>
<td>665 Psychosis</td>
<td>-</td>
<td>9</td>
<td>11</td>
<td>20</td>
</tr>
<tr>
<td>666 Manic-Depressive Reaction</td>
<td>1</td>
<td>3</td>
<td>11</td>
<td>15</td>
</tr>
<tr>
<td>667 Schizophrenia</td>
<td>3</td>
<td>14</td>
<td>30</td>
<td>47</td>
</tr>
<tr>
<td>668 Personality Disorder or Abnormal Personality</td>
<td>24</td>
<td>39</td>
<td>75</td>
<td>138</td>
</tr>
<tr>
<td>684 Character Behavior Disorder</td>
<td>13</td>
<td>26</td>
<td>51</td>
<td>90</td>
</tr>
<tr>
<td>691 Mental Deficiency</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>922 Alcoholism</td>
<td>5</td>
<td>50</td>
<td>122</td>
<td>177</td>
</tr>
<tr>
<td>923 Drug Addiction</td>
<td>-</td>
<td>2</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>935 Diabetes, Controlled by Diet</td>
<td>63</td>
<td>256</td>
<td>381</td>
<td>700</td>
</tr>
<tr>
<td>936 Diabetes, Insulin (History)**</td>
<td>2</td>
<td>10</td>
<td>5</td>
<td>17</td>
</tr>
<tr>
<td>937 Diabetes, Other Hypoglycemic Drugs (History)**</td>
<td>1</td>
<td>25</td>
<td>41</td>
<td>67</td>
</tr>
<tr>
<td>965 Collagenous Diseases</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Prefix 8 - Neoplasms</td>
<td>43</td>
<td>238</td>
<td>583</td>
<td>864</td>
</tr>
<tr>
<td>Prefix 7 - Deformed by Amputation</td>
<td>24</td>
<td>176</td>
<td>693</td>
<td>893</td>
</tr>
<tr>
<td>Prefix 6 - Deformed by Limitation of Motion</td>
<td>42</td>
<td>304</td>
<td>1,071</td>
<td>1,417</td>
</tr>
</tbody>
</table>

*Counts include history of and/or present condition of the pathologies noted.

**Totals reflected under pathology codes 936 and 937 refer to airmen with a history of diabetes controlled by insulin or other hypoglycemic drugs. No airmen are currently certified who presently require insulin or other hypoglycemic drugs for control of diabetes.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistics Section.
Table V.B

FREQUENCY OF SELECTED PRELIMINARY ECG DIAGNOSIS CODES
AMONG AIRMAN APPLICANTS*
December 31, 1967

<table>
<thead>
<tr>
<th>ECG Code</th>
<th>Issued</th>
<th>Pending Or Denied</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DISTURBANCE IN RHYTHM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 - Paroxysmal Atrial Tachycardia</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>7 - Atrial Fibrillation</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>10 - Nodal Tachycardia, Nodal Rhythm</td>
<td>42</td>
<td>3</td>
</tr>
<tr>
<td><strong>DISTURBANCE IN CONDUCTION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 - Complete Heart Block</td>
<td>11</td>
<td>1</td>
</tr>
<tr>
<td><strong>OTHER CONDUCTION DEFECTS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48 - Complete Right Bundle Branch Block</td>
<td>118</td>
<td>15</td>
</tr>
<tr>
<td>49 - Complete Right Bundle Branch Block with Infarction</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>50 - Incomplete Left Bundle Branch Block</td>
<td>13</td>
<td>12</td>
</tr>
<tr>
<td>51 - Complete Left Bundle Branch Block</td>
<td>10</td>
<td>19</td>
</tr>
<tr>
<td>52 - Complete Left Bundle Branch Block with Infarction</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>53 - Intraventricular Conduction Defect</td>
<td>99</td>
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<td>54 - Wolff-Parkinson-White Syndrome</td>
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<td><strong>CHANGES IN SIZE OF HEART CHAMBERS</strong></td>
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<td>68 - Left Ventricular Hypertrophy With or Without Strain</td>
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<td>69 - Right Ventricular Hypertrophy With or Without Strain</td>
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<td>71 - Right Ventricular Hypertrophy with Right Bundle Branch Block</td>
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<td>110 - Isoelectric or Inverted T in any or all of Leads $V_3, V_4, V_5, V_6$</td>
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<td>116 - Miscellaneous T Wave Changes</td>
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<td><strong>ST CHANGES</strong></td>
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<td><strong>MYOCARDIAL INFARCTION</strong></td>
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<td>142 - Pure Posterior</td>
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<td>147 - Subendocardial</td>
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<td>164 - Borderline</td>
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*Figures are based on airman applicants within the past 25 months.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
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Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
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Table V.D (Continued)

FREQUENCY OF RESTRICTIONS AMONG
ACTIVE AIRMEN BY CLASS AND SEX
December 31, 1967

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<th>Restriction</th>
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<td>Male</td>
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<td>41</td>
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<td>Flying Limited To Remote Areas</td>
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<tr>
<td>Second Class Privileges Limited To Flight Navigator Duties</td>
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<td>677</td>
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Table V.D (Continued)

FREQUENCY OF RESTRICTIONS AMONG
ACTIVE AIRMEN BY CLASS AND SEX
December 31, 1967

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<td>51</td>
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<td>Valid For Control Tower Duties When Second Controller On Duty</td>
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Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table V.E

AIRMEN WITH DEFECTIVE COLOR VISION
BY CLASS AND SEX*
December 31, 1967

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<th>Class Issued</th>
<th>Frequency Male</th>
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<td>TOTAL</td>
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*These figures are based on the assignment of the restriction "Not Valid for Night Flying or by Color Signal Control" or issuance of a waiver for Deficient Color Vision. The number of airmen issued waivers for deficient color vision was estimated since airmen issued waivers before 1964 were not assigned a waiver number which reflects the cause for issuance.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
Table V.F

AIRMEN WITH WAIVERS
BY CLASS AND SEX
December 31, 1967

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<td>Second</td>
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<td>Third</td>
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<td>TOTAL</td>
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Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.
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<td>Female</td>
<td>Male</td>
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<td>O - Heart Disease - General</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>P - Heart Disease - Valvular</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Q - Heart Disease - Vascular</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R - Heart Disease - Arrhythmia</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>S - Electrocardiogram Abnormalities</td>
<td>-</td>
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</tr>
</tbody>
</table>
Table V.G (Continued)

FREQUENCY OF WAIVER CAUSE CODES
BY CLASS OF MEDICAL CERTIFICATE ISSUED*
December 31, 1967

<table>
<thead>
<tr>
<th>Waiver Cause Code</th>
<th>First Class</th>
<th></th>
<th>Second Class</th>
<th></th>
<th>Third Class</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male Female</td>
<td></td>
<td>Male Female</td>
<td></td>
<td>Male Female</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T - Abdominal</td>
<td>-  -</td>
<td></td>
<td>-  -</td>
<td></td>
<td>-  -</td>
<td></td>
<td>-  -</td>
<td></td>
</tr>
<tr>
<td>U - Neurological</td>
<td>2  -</td>
<td></td>
<td>5  -</td>
<td></td>
<td>22  -</td>
<td></td>
<td>29  -</td>
<td></td>
</tr>
<tr>
<td>V - Mental and Nervous</td>
<td>-  -</td>
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<td>1  -</td>
<td></td>
<td>1  -</td>
<td></td>
<td>2  -</td>
<td></td>
</tr>
<tr>
<td>W - Bone and Joint</td>
<td>9  39</td>
<td></td>
<td>117 5</td>
<td></td>
<td>165 5</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>X - Muscles</td>
<td>6  23</td>
<td></td>
<td>97 1</td>
<td></td>
<td>126 2</td>
<td></td>
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</tr>
<tr>
<td>Y - Miscellaneous Conditions</td>
<td>18  70</td>
<td></td>
<td>230 2</td>
<td></td>
<td>318 3</td>
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<td></td>
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</tr>
<tr>
<td>Z - Malignancy</td>
<td>-  -</td>
<td></td>
<td>1  -</td>
<td></td>
<td>1  -</td>
<td></td>
<td>1  -</td>
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</tr>
<tr>
<td>L - Amputation</td>
<td>6  40</td>
<td></td>
<td>108 -</td>
<td></td>
<td>154 -</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>1,035 4</td>
<td></td>
<td>5,464 156</td>
<td></td>
<td>5,169 554</td>
<td></td>
<td>11,668 714</td>
<td></td>
</tr>
</tbody>
</table>

*Total figures on this table do not agree with Table V.F because airmen issued waivers before 1964 were not assigned waiver numbers.

Source: Civil Aeromedical Institute, Aeromedical Certification Branch, Medical Statistical Section.