



Federal Air Surgeon's Medical Bulletin

Aviation Safety Through Aerospace Medicine

Vol. 50, No. 2
2012-2

For FAA Aviation Medical Examiners, Office of Aerospace Medicine Personnel,
Flight Standards Inspectors, and Other Aviation Professionals.



U.S. Department of Transportation
Federal Aviation Administration

Two Initiatives and a Reminder

Hello, everyone.

MOST OF THE editorials I have written have been devoted to one topic. This time there are three issues that I want to discuss.

Non-Carry Permission

In 2007, the Federal Aviation Administration (FAA) was audited by the International Civil Aviation Organization. In response to that audit, the FAA made it mandatory for everyone with a Special Issuance to have the letter of Authorization for Special Issuance in their physical possession or readily available on the aircraft while exercising their pilot privileges. Since that time, we are unaware of any individuals who have been asked to produce their letter, but we have received numerous complaints from airmen who questioned this requirement. Airmen understood the necessity for having their medical certificate in their possession, but they



could see no reason to carry their authorization letter. They reminded us that in some cases, the letter contained highly sensitive medical information and that the requirement to show this letter to an inspector violated their privacy rights.

We sympathized with these concerns, and fortunately, we were given an opportunity to rectify this issue. On January 18, 2011, Executive Order 13563, (the Order) "Improving Regulation and Regulatory Review," was published, directing agencies to look for ways to streamline their regulations to lessen the burden on the public. So, in compliance with the Order, the FAA published a request for comments in the Federal Register regarding a direct, final rule that would eliminate the requirement for airmen to have their Authorization letter in their possession when they fly.

The comment period will close on May 21, 2012. So far, we have received eight comments, and they all support the final rule. We have also coordinated this change with the Chief of the International Civil Aviation Organization's Medicine Section. As long as we receive no negative comments, the rule will become effective July 20, 2012. After that date, pilots will still be required to have their medical certificate in their possession when they fly, but they will no longer have to carry their Special Issuance authorization letter.

MedXPress—For Sure

In January, I told you that we intended to go paperless in October. We have made a great deal of progress towards achieving that goal. I have talked about this project at aviation medical examiner seminars, and my deputy, **Jim Fraser**, talked about it at Sun n' Fun. Most of the feedback has been supportive, and we have also received many suggestions that will help to make this initiative successful. The purpose of this message is to let you know that we are moving forward, and to let you know that we have posted a "Notice of Intent to Discontinue Use of Paper Applications for Airman Medical Certification" Docket No. FAA-2012-0245 in the Federal Register.

Medical History

Finally, I wanted to take this opportunity to talk to you about block 60 on the FAA Form 8500-8. The directions state that the "AME shall comment on all 'YES' answers in the Medical History section and for abnormal findings of the examination. (Attach all consultation reports, ECGs, X-rays, etc. to this report before mailing.)" I think these directions are self explanatory, but I wanted to let you know that you can also use block 60 to comment on follow-up medical information if you are qualified or have the information to do so. For example, if you are the treating physician, you can enter the follow-up information in block 60. It would not be necessary to attach a separate note to the application. Of course, if we have requested copies of tracings or images, you would still be required to forward them to us.

I hope this editorial has been informative and helpful. I greatly appreciate all the things you do for us and our airmen. We could not do it without you.

—Fred

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