

1. Report No. FAA-AM-81-9	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle PREVALENCE OF SELECTED PATHOLOGY AMONG CURRENTLY CERTIFIED ACTIVE AIRMEN		5. Report Date April 1981	
		6. Performing Organization Code	
		8. Performing Organization Report No.	
7. Author(s) Charles F. Booze, Jr.		10. Work Unit No. (TRAIS)	
9. Performing Organization Name and Address FAA Civil Aeromedical Institute P.O. Box 25082 Oklahoma City, Oklahoma 73125		11. Contract or Grant No.	
		13. Type of Report and Period Covered	
12. Sponsoring Agency Name and Address Office of Aviation Medicine Federal Aviation Administration 800 Independence Avenue, S.W. Washington, D.C. 20591		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>It has been the policy of the Federal Aviation Administration to medically certify individuals, for a variety of flying privileges, who also have medical deficiency or disease, provided it can be determined that such action does not compromise air safety. During recent years, for example, standards have been relaxed with respect to contact lens use and medication allowed for control of hypertension.</p> <p>This descriptive epidemiologic study presents the point prevalence of pathology among active airmen as of January 1, 1980, by major body system and for other selected pathologies of interest within the major body systems. Data were obtained from active computer files maintained by the Aeromedical Certification Branch of the Civil Aeromedical Institute in connection with the certification program. Some 350,701 (42%) active airmen require correction for some visual deficiency. Of this total, 20,058 are contact lens wearers. After eye pathology, cardiovascular and abdominal pathology represent the most prevalent medical conditions among active airmen (3.7% and 2.6% respectively).</p> <p>Overall, disease prevalence is greater among currently certified airmen than among previous groups studied. This increase in prevalence is probably a reflection of more liberal standards more than any other single factor.</p>			
17. Key Words Airman Certification (Medical) - Disease, Prevalence and Incidence		18. Distribution Statement Document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 10	22. Price

PREVALENCE OF SELECTED PATHOLOGY
AMONG CURRENTLY CERTIFIED ACTIVE AIRMEN

INTRODUCTION

The Federal Aviation Administration (FAA) and its predecessors have been charged with the responsibility for medical certification of all United States and some international civil airmen since 1927. Each airman must hold a current medical certificate of the appropriate class to validate any pilot certificates he or she may possess. As of January 1, 1980, an unprecedented 827,592 active airmen were medically certified. Federal Aviation Regulations require that physical examinations must be performed at 6-month intervals for air transport pilots, annually for other commercial pilots, and at 2-year intervals for private pilots.

The Aeromedical Certification Branch of the Civil Aeromedical Institute (CAMI), located in Oklahoma City, Oklahoma, is the central screening facility and repository within the FAA for collection, processing, adjudication, investigation, and analyses of medical data generated by the aeromedical certification and related regulatory programs.

Medical certification criteria have changed dramatically in favor of the airman during recent years as a result of the evolution of aviation medicine and increased efforts in the area of aeromedical research. A primary function of CAMI is to identify and provide substantive data in support of current medical criteria in the furtherance of aviation safety as well as provide a better service to the airman. It has been the policy of the FAA to medically certify individuals, for a variety of flying privileges, who also have medical deficiency or disease, provided it can be determined that such action does not compromise air safety. During recent years, for example, standards have been relaxed with respect to contact lens use and medication allowed for control of hypertension.

This descriptive epidemiologic study presents the point prevalence of pathology among active airmen as of January 1, 1980, by age, class of medical certificate, major body system, and other selected pathologies of interest within the major body systems.

METHODS

Physical examinations to detect medical conditions which could incapacitate or otherwise adversely affect pilot performance are given by some 7,716 designated aviation medical examiners (AMEs), most of whom are physicians in private practice. Military applicants receive their examinations at 489 designated military facilities. Reports of these examinations from throughout the world are forwarded to the Aeromedical Certification Branch in Oklahoma City.

Federal Aviation Regulations, Part 67, specify that a medical certificate will be denied if an applicant has an established medical history or clinical diagnosis of any of the following conditions.

1. A personality disorder that is severe enough to have repeatedly manifested itself by overt acts.
2. A psychosis.
3. Alcoholism.
4. Drug dependence.
5. Epilepsy.
6. Disturbance of consciousness without satisfactory medical explanation of the cause.
7. Myocardial infarction.
8. Angina pectoris or other evidence of coronary disease.
9. Diabetes mellitus, requiring insulin or other hypoglycemic drug for control.

However, certification is possible despite the existence of one of the above disqualifying medical conditions if exemption from the regulations is granted after extensive medical review by FAA and consultant specialists. The primary considerations in such exemption cases are history, prognosis, and potential risk of sudden incapacitation. It is appropriate to note, however, that airmen with disqualifying conditions are issued medical certificates with special medical and operational restrictions that allow for control of risk.

Automated medical record files maintained by the Aeromedical Certification Branch provided the source data for the study. The files utilized contain only the most recent application for medical certification from an airman within the past 3 years. Pathology detected by previous medical examinations is brought forward to the current automated medical file in order to maintain as complete a history as possible. While this file contains records for a total of 3 years, a medically certified airman is considered "active" for a maximum of 24 calendar months following his or her most recent FAA medical examination; i.e., regardless of the class of medical certificate originally issued, it is valid for third class airman purposes for a period of time up to 24 calendar months unless otherwise limited or recalled by the FAA.

Prevalence data were automatically produced from the automated files described above. Prevalence data in this population are expected to be somewhat conservative since problems have been experienced in the acquisition of complete and accurate histories from pilots with a job, hobby, or aircraft investment to protect.

Prevalence data are obviously a function of incidence and duration of diseases; therefore, one would not expect the more immediately lethal diseases to be represented to the same extent as less serious diseases of longer duration. Additionally, airmen with more serious health problems

are likely to be denied medical certification and would not become eligible for study. These data do, however, indicate the relative importance of various diseases among airmen, even though conservative in some instances, and provide insight concerning potential health problem interaction with the aviation environment. Since general literature prevalence data are limited with respect to some of the diseases reported on in this study, some further benefit is expected in that regard.

RESULTS AND DISCUSSION

Reference to Tables I and II indicates that eye diseases are the most prevalent medical problems among active airmen. While representing a serious threat to air safety if not recognized and treated by adequate correction, most eye pathology is relatively innocuous. Of the 827,592 active airmen as of January 1, 1980, some 42 percent (350,701) required lens correction for some visual deficiency. Of this total, 20,058 are contact lens wearers. Additionally, 5,156 airmen are certified to fly with blindness or absence of an eye (which includes visual acuity worse than 20/200 uncorrected in either eye). Serious incapacitation during flight is possible should corrective lenses become dislocated and temporarily unavailable during a critical phase of flight. Considerable research effort has been and will continue to be devoted to this important area of potentially health-related pilot dysfunction.

Diseases of the cardiovascular system are the next most frequently observed diseases among active airmen. As expected, hypertension is the greatest contributor to the total prevalence rate. However, as may be seen in Table II, the prevalence of hypertension is only a fraction of that which would be expected in an unscreened population. The low prevalence of hypertension in this population is due to higher than usual upper limit cutoffs for assignment of a hypertensive diagnosis among airmen (170/100 for applicants for second- and third-class certification, and only slightly more stringent for class one applicants). More severe hypertensive airman applicants are also excluded from this population due to the type or dosage of medication required for control. Mild diuretics without other derivatives and some beta-blockers in low dosage are currently allowed for hypertension control. Clearly this excludes many hypertensive applicants requiring larger doses or combination of drugs for effective control.

Heart murmurs, including functional or physiologic murmurs, account for over 20 percent of all heart diseases observed to exist among active airmen.

Prevalence of abdominal diseases is third in total body system importance. Specific diseases making major contributions include current hernias, history of kidney stones, and uncomplicated ulcers.

TABLE I. PATHOLOGY PREVALENCE AMONG ACTIVE AIRMEN
BY AGE AND MAJOR BODY SYSTEMS
(Rate per 1,000)

Body System	Age (Years)					Total
	<30	30-39	40-49	50-59	>59	
Eye	44.9	51.8	44.9	51.0	80.4	48.9
ENT	2.2	4.6	8.9	18.7	25.2	7.2
Respiratory	1.1	1.9	2.8	4.4	5.9	2.3
Cardiovascular	19.7	26.8	46.4	73.3	94.9	36.6
Abdominal (GI, GU, etc.)	11.2	22.7	36.9	48.8	66.4	26.5
Neuropsychiatric	9.8	12.5	13.5	13.7	9.7	11.9
Bones & Joints	5.1	8.9	15.7	21.9	33.2	11.4
Muscles	0.6	1.5	1.9	3.0	4.5	1.6
Miscellaneous	44.0	41.2	42.2	41.7	40.0	40.8

TABLE II. MOST PREVALENT CONDITIONS AMONG ACTIVE AIRMEN
BY AGE AND MAGNITUDE
(Rate per 1,000)

Disease	Age (Years)					Total
	<30	30-39	40-49	50-59	>59	
Wears Contact Lenses	30.1	30.3	16.1	10.8	11.4	24.2
Hay Fever	23.6	20.7	16.8	12.4	8.3	19.4
Hypertension	3.7	10.5	23.9	41.8	48.2	16.2
Heart Murmur	10.1	6.7	5.6	6.8	10.0	7.7
Hernia	1.9	4.8	9.8	15.8	23.8	6.9
Blindness or Absence of Eye	2.9	5.7	8.5	10.5	14.7	6.2
Asthma	7.7	5.3	4.2	3.6	3.0	5.6
Kidney Stones	1.6	4.7	7.1	7.0	6.0	4.5
Defective Hearing	0.7	2.2	5.4	14.0	20.0	4.4
History of Neoplasm	0.8	2.8	5.3	10.9	20.3	4.2
Uncomplicated Ulcer	2.2	3.6	5.5	5.0	4.7	3.7
Limitation of Motion	1.2	2.9	4.1	6.3	10.8	3.3
Peripheral Vascular Disease	0.6	1.9	4.0	6.8	12.3	2.8
Arthritis	0.4	1.5	4.4	6.5	8.4	2.6
Disturbance of Consciousness	3.4	2.2	1.7	1.5	1.1	2.4
Diabetes Controlled by Diet	0.2	0.8	3.1	6.2	8.0	2.0

Major body system prevalence rates for neuropsychiatric and bone and joint diseases are approximately equal at 11.5 per 1,000 airmen. Within these systems no single disease entity makes a contribution significant enough to deserve separate mention. Both major body systems contain 30 to 40 distinct disease categories, with each making minor contributions totaling the approximate 11.5 per 1,000 rate for the major body system.

The "miscellaneous" category of disease includes endocrinopathies, skin diseases, drug usage by type, allergies, tropical diseases, and general systemic conditions. Nearly half of all disease observed in this category was "hay fever." Other major contributors to this category included anti-histamine drug usage, asthma, and diabetes controlled by diet.

The most prevalent diseases observed among active airmen are presented in Table II. Diseases found to increase with age include hypertension, hernia, blindness or absence of an eye, defective hearing, history of neoplasm, limitation of motion, peripheral vascular disease, arthritis, and diabetes controlled by diet. Diseases demonstrating a trend of decrease with age included contact lens use, hay fever, asthma, and disturbance of consciousness. Heart murmurs were most common among young and older ages with lower prevalence among the middle ages. History of kidney stones and prevalence of uncomplicated ulcers appear to increase with age through the middle ages and decrease among older ages.

These age/disease findings are consistent with expectation except for the decreasing prevalence of hay fever with age, which may be due to underreporting.

Disease is most prevalent among third class (general aviation) airmen and least prevalent among class one airmen (professional pilots). Since the professional pilot undergoes a more thorough and rigid examination and is subjected to stricter standards by the FAA as well as employers, one must assume that these results reflect the effects of more thorough early screening out of problem medical cases which results in less subsequent disease among the remaining group, or that medical history (which would lead to disease detection) is being masked to a greater extent among the professional category pilots. Certainly the incentive is great, both monetary and otherwise, for the latter hypothesis.

The prevalence findings of this study and previous research efforts involving the airman population or segments thereof are generally similar with respect to major body systems presenting the highest prevalence rates; i.e., eye, cardiovascular, and abdominal (1,2). However, as seen in Figure 2, prevalence rates are higher than those in previous studies for most major body systems partially due to the fact that prevalence, by definition, is an accumulation of disease at a point in time and would be greater in a given population at successive measurements for nonlethal diseases. The second consideration with regard to increased prevalence rates surely has to do with the fact that medical requirements have been relaxed over recent years to allow airmen to continue flying with various medical problems not previously acceptable.

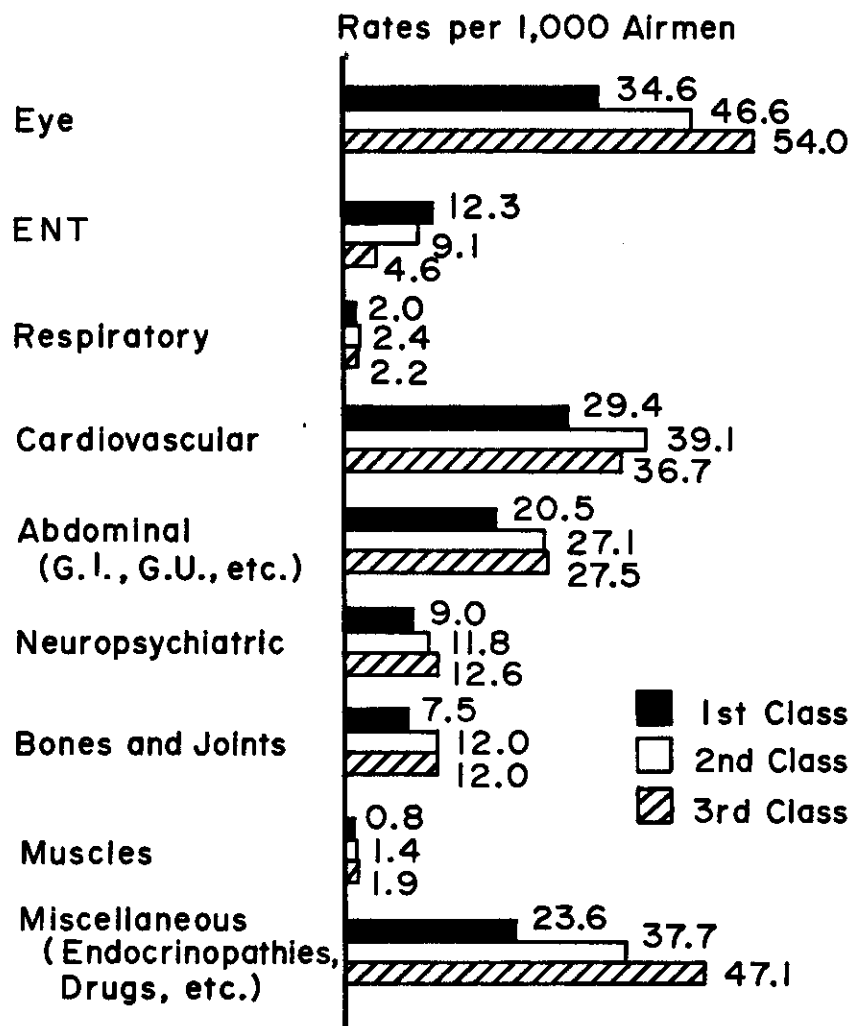


Fig. 1. Disease prevalence among active airmen by body system and class of medical certificate.

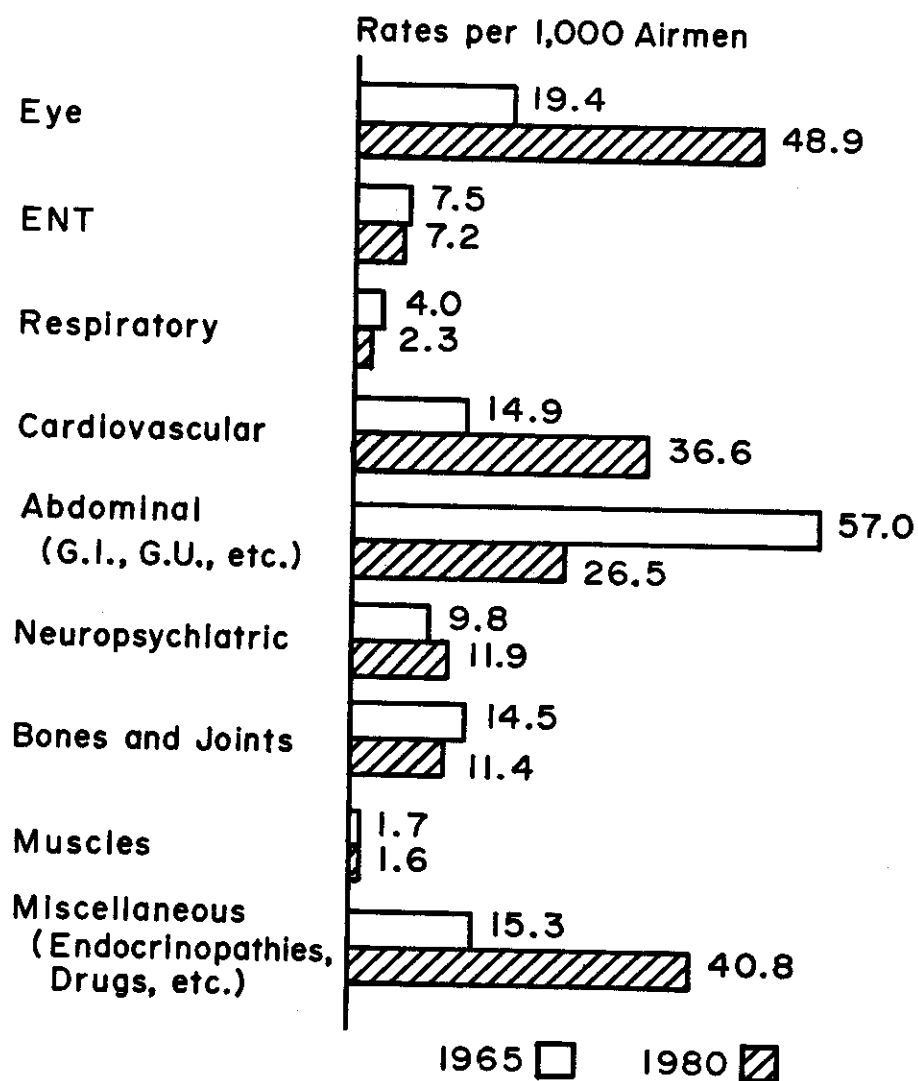


Fig. 2. Comparison of disease prevalence among airmen by body system, 1965 versus 1980.

The substantial decrease in abdominal pathology between the 1965 and 1980 prevalence studies is largely due to the fact that only current hernia conditions were included in the present study, and less importantly due to a decrease in the prevalence of uncomplicated ulcers from 1965 to 1980.

SUMMARY

Health findings in the active airman population are generally consistent with those that might be expected in the general U.S. population, except scaled to reflect lower prevalence due to prescreening and other problems associated with accurate reporting of symptoms and history by pilots.

Eye disease is the most common problem among pilots with some 42 percent of all airmen requiring lens correction for some visual deficiency.

Cardiovascular diseases are next in frequency of occurrence among active airmen. As expected, hypertension is the greatest contributor to cardiovascular disease prevalence.

Abdominal disease prevalence is third in total body system importance. Major contributors to the category include current hernia conditions, history of kidney stones, and uncomplicated ulcers.

Overall, disease prevalence is greater among currently certified airmen than among previous groups studied. This increase in prevalence is probably a reflection of more liberal standards more than any other single factor. Through the years the trend has been toward relaxation of medical standards where possible when not resulting in a compromise of air safety.

The greater prevalence of disease observed among general aviation pilots compared to professional pilots likely reflects the impact of stricter standards and examination for professional pilots with some greater masking of disease and history among the professional pilots suspected.

Further civil aviation research priorities should consider common medical problems of airmen in an effort to elucidate possible health and flight environment interactions which could result in safety hazards.

REFERENCES

1. Booze, C., 1973. Prevalence and incidence of disease among airmen medically certified during 1965. FAA Office of Aviation Medicine Report No. AM-73-8.
2. Booze, C., 1979. Morbidity experience of air traffic control personnel - 1967-77. Aviation, Space, and Environmental Medicine, 50(1):1-8.

FAA Prevalence of selected
AM pathology among certi-
81-9 fied active airmen.

FAA Prevalence of selected
AM pathology among
81-9 currently certified
active airmen.

DATE	ISSUED TO
	Robert B. Casper
SEP 24 '82	625 031-46-9233
SEP 28 '82	Renewal ✓