

Notes regarding FAA Flight Medicals and Form 8500

The Flight medical begins long before the airman has a flight physical. It begins at the start of completing an 8500 form at medxpress.faa.gov.

The airman must gather all the information needed before opening the web application and beginning to fill out the form!

Here is some of that required information:

1. Driver's license info. When filing out the on-line 8500 form, you must make sure that your driver's license info matches what is being submitted in the 8500.
2. If this is the initial (or first) application, think carefully about your answers. When filling out the 8500 form, remember to keep answers straight and honest. Do not add information that the FAA does not ask for. If the question says "ever" or "never," consider carefully before answering. If you have "ever" been in hospital (e.g., for tonsils) and the form asks "ever," then you must mark "yes" and provide the outcome, (for example, "fully recovered" if true). After your initial medical certificate, for recertification, any old incidents you may enter as PRNC for "previously reported no concerns."
3. Regarding any vision issues (use of glasses or contact lenses): if airman wears regular contacts, you must come in without contact lenses in. Airman may wear them during the exam only AFTER the eyes have been checked without correction. Ideally, after that is done, glasses may be worn in and used to do the test. If glasses or contacts are needed to meet minimum visual requirements to pass the medical exam, that will be reflected on item 51 of the 8500 form under "distance vision and intermediate vision." With some eye conditions, FAA may require forms filled out by the eye doctor, such as an 8500-7 form. Make sure to tell our nurse when making your appointment about any surgeries or changes in physical status since your last medical.
4. You must provide dates and purposes for any doctor visits you have had, along with short explanations. Any incident where there has been any kind of surgical procedure (even out-patient), UNLESS ALREADY REPORTED AT A PREVIOUS FAA MEDICAL EXAM, requires a release from the surgeon that addresses the specifics of the procedure and states the outcome, and that you are fully released to resume all flying activities. This release needs to be on official letterhead with the surgeon's signature. If any limbs are involved, they must provide that you have full range of motion of the affected extremity or of spine if it is involved.
5. If there has been any criminal action, even minor (such as a teenage incident of speeding, or inebriation), and you have been cleared, have a copy of the court record for FAA to review. (For example, a 44-year-old man took part in a frolic incident at age 18. It had been cleared up for years, but he still had to obtain all legal records before the FAA would allow him to fly when he initially applied for a

license at age 44). In these situations, your AME will have to defer all such certificates to Oklahoma for the FAA to make the decision whether to issue or not.

6. Any time there are legal or health questions that we cannot "prove out" for the FAA, we have to defer to the FAA and have them make the decision. It does not mean such individuals cannot get their certification; it just means they have to provide needed information to the FAA to be able to get their certification.
7. Any medications the airman is taking should be looked at before beginning the 8500 form. Even the over the counter medications must be checked. Go to FAA.GOV and ask about the med. If it is not allowed, or if it is a med for which certain parameters have to be met, it's better to know ahead of time, than after you have started the application process.
8. Another example is blood sugar or blood pressure medications. With blood sugar medication, an A1C must be performed, and its result presented at the time of the exam. For blood pressure medications, the treating doctor should provide a note for the AME that says BP is in normal range. The BP check must be ok during the physical exam as well.
9. All 1st class medicals are required to have an ECG at age 35. After age 40, they must have one every year. These are sent to the FAA with the completed exam.

These are just some of the areas that your AME has to ensure that we follow guidelines for the FAA to allow us to perform your medical.

It's a straightforward, yet complicated process, and we just want to ensure a minimum of issues with your application and giving you the certificate. If you have any questions about the process, study the matter at FAA.GOV.

If you have a question about any disease process, look at those that require CACI (a current detailed report of specific clinical progress of a given condition) worksheets. The FAA may also issue what they call "special issuances for special circumstances." They will require **very specific information**. There are also SODA certifications which are based on the proven skills of the pilot.

Your AME should have a nurse that can assist you with preparing for your first medical certification. If you call with questions, you must listen, and **follow instructions carefully!**

Bring all information to the AME for review! You will be responsible for sending needed data to the FAA after the visit.

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Finally, read the FAA guidelines!

*This document is available on-line at:
www.medical-arts.org/faa-exams*