



**TAILWINDS FLYING CLUB**  
**Winter 2017 Safety Session**

# Introduction to BasicMed

BasicMed sparks questions...

**This is an Interactive Session**

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### What is BasicMed?

In July 2016, the US Congress passed the FAA Extension, Safety, and Security Act of 2016... which directed the FAA (among other things) to “issue or revise regulations to ensure that an individual may operate as pilot in command of a covered aircraft”, if the pilot and aircraft meet certain prescribed conditions.

In January 2017, the FAA published what is called a “final rule” based on the legislation, and set **MAY 1, 2017** as the day the regulations will be effective.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61, 68, and 91

[Docket No.: FAA-2016-9157; Amdt. Nos. 61-140, 68-1, and 91-347]

RIN 2120-AK96

Alternative Pilot Physical Examination and Education Requirements

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule will allow airmen to exercise pilot in command privileges in certain aircraft without holding a current medical certificate. This rule, which conforms FAA regulations with legislation, is intended to ensure that pilots who complete a medical education course, meet certain medical requirements, and comply with aircraft and operating restrictions are allowed to act as pilot in command for most part 91 operations.

DATES: This rule is effective on May 1, 2017.

Ruling does **NOT** state you can be PIC, just by having a Drivers License

Rather, specifies the requirements for exercising PIC privileges without holding a “current” medical certificate

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Beginning May 1, 2017...

You may operate a covered aircraft as PIC either with a:

- “Current” First, Second, or Third-class medical certificate... or
- Non-current medical certificate, under the BasicMed privileges (if you meet the BasicMed requirements)

If you (the pilot) do not meet the BasicMed requirements, or the aircraft does not meet the BasicMed requirements, then you must hold a valid FAA medical certificate to be PIC of that aircraft.

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- Aircraft/Operating Conditions
  - What is a “covered” aircraft
    - Aircraft not certified for more than 6 passengers
    - Aircraft maximum certified takeoff weight less than 6000 lbs
  - Aircraft operated: (VFR or IFR)
    - With no more than 5 passengers (meaning 6 total occupants)
    - Below 18,000 MSL
    - Less than 250 knots indicated airspeed
    - Not for compensation or hire (passenger or property)
    - Within the United States (unless authorized by the country in which flight is conducted)



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- Pilot requirements *(Details in the following slides)*
  - Possess a valid drivers license
  - Consent to a National Drivers Register check
  - Held a medical certificate any time after July 15, 2006 *(10 years)*
  - Most recently held (or application for) medical certificate has **NOT** revoked, suspended, withdrawn, or denied
  - Found eligible for Special Issuance for certain specified mental health, neurological, or cardiovascular conditions, when applicable
  - Be under the care of a physician for certain medical conditions
  - Taken a medical education course within past 24 calendar months
  - Completed a comprehensive medical exam with a physician with past 48 months

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- Possess a valid drivers license
- Consent to a National Drivers Register check
  - Restrictions as listed on drivers license are enforced
    - Corrective lenses, Daylight Driving Only, etc.
  - Check if drivers licenses has been revoked for any reasons
  - Passport not accepted

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- Held a medical certificate any time after July 15, 2006
- Most recently held (or application for) medical certificate has **NOT** been revoked, suspended, withdrawn, or denied
  - If you have never obtained a medical certificate, or medical certificate lapsed more than 10 years before July 15, 2016... then you must obtain a medical certificate from an AME
  - If most recent medical certificate (or application for) has been revoked, suspended, withdrawn, or denied... then you must obtain a medical certificate from an AME



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- Found eligible for Special Issuance for certain specified mental health, neurological, or cardiovascular conditions, when applicable
- Be under the care of a physician for certain medical conditions
  - Medical conditions that will require a pilot to obtain a one-time special issuance
    - **Cardiovascular:** myocardial infarction (heart attack); coronary heart disease that has required treatment; cardiac valve replacement; and heart replacement.
    - **Neurological:** epilepsy; a transient loss of control of nervous system functions without satisfactory medical explanation of the cause; and disturbances of consciousness without satisfactory medical explanation of the cause.
    - **Mental Health:** personality disorder that is severe enough to have repeatedly manifested itself by overt acts; psychosis defined as a case in which an individual has manifested or may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; bipolar disorder; and substance dependence within the previous two years as defined in FAR 67.307(a)(4).
  - If you develop any of the above conditions, you must self-ground yourself, and will need to obtain a one-time special issuance for each condition.

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- Taken a medical education course within past 24 calendar months
  - Every 2 years
  - Free
  - Through AOPA Air Safety Institute (don't need an AOPA member)
  - Education course on aeromedical factors
  - Provide consent for National Driver Register check
  - Provide statement that you understand you cannot act as PIC, or capacity of a required flight crew member, if you know or have reason to know of any medical condition that would make you unable to operate the aircraft in a safe manner

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- Completed a comprehensive medical exam with a physician within past 48 months
  - Every 4 years
  - State-licensed physician
    - Most AMEs are state licensed, so they could perform the examination, however, your last AME examination does not count as your BasicMed exam. (Need signed FAA checklist)
  - You will provide your physician with a FAA-generate checklist
  - Physician will need to affirm that he/she perform an examination and covered (and discussed) all items on the FAA provided checklist
  - Physician will need to affirm that he/she is not aware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft
  - Physicians will be instructed to exercise their discretion to address any medical conditions identified and to determine if any tests are needed
  - You will need to retain the completed checklist in your logbook
  - Checklist to be made available closer to May 1 effective date

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- Privileges under Medical Certificate
  - On person: Photo ID,  
Pilot Certificate  
Medical Certificate
  - Able to provide: Proof of BFR
- Privileges under BasicMed
  - On person: Drivers License  
Pilot Certificate
  - Able to provide: Proof of BFR  
Certification of completion of Online Medical course  
Completed Medical Examination Checklist

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- Q&A
  - Still need Flight Reviews – Yes.
  - Advantages of continuing Medical Certificates – Yes, under 40, commercial rating, ATP, etc.
  - Act as Safety Pilot under BasicMed – Yes, if SP and PIC.
  - Act as CFI under BasicMed – Yes.
  - Tow gliders under BasicMed – Yes, as long as not receiving compensation.
  - BasicMed affect sport pilots – No.
  - Will BasicMed affect Aviation Insurance – Contact Insurance provider.

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**Thanks for Attending!**



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- Misc Notes
  - [21d-news@googlegroups.com](mailto:21d-news@googlegroups.com)
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