

The hurdles of obtaining a medical certificate essay

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The process of obtaining an aviation medical certificate is multi-faceted and can be very time consuming and stressful but by understanding and knowing the whole process it will make this moment of your life memorable and non-stressful. To obtain a medical certificate you must be put through a series of questions and tests from an aviation medical examiner. The first part of this exam is a list of medical history and pilot certificate questions from the NAME such as pilot identification, class applying for, and total pilot time. After that the applicant will be asked to fill out a form with general information questions such as name, date of birth, and such. The next part of the exam is an initial review where the doctor will go over the form that was filled out and make sure everything is correct and up to par.

The next part is the actual physical; this part takes the longest and is the most extensive. There isn't a certain order that the doctor has to go by to check the applicant out but this part of the test will check pretty much every inch of your body, making sure every part is fully functioning or is able to function with FAA legal assistance. A few examples of things the NAME will check for in the different categories are: when he/she checks the applicant's ears the doctor will test them by having a normal tone level conversation in a quiet room from 6 feet away, if the applicant fails that test then the NAME will put the applicant's ears to a more complex test; a kind of odd part to check for during the physical is the nose but the NAME must check to make sure there are no polyps formed or forming that may cause complete blockage of the nasal passage. There are over 20 different areas that the doctor must check and all of them are quite extensive and can be very personal. (Physical, 2011) So does everyone involved with aircraft need an

aviation medical certificate? The answer to that would be no, most airman need one but there are a few types of aviators that do not. Some of those people are light sport pilots, hot air balloon operators, and aircraft mechanics. All someone has to have to operate a light sport The Hurdles of C Certificate By severest THE HURDLE-S OF OBTAINING A medical certificate is basil also known as an Aviatix Med physically sate to fly an airplane a reason to prove That dangerous and fatal The doc(your body TA different extreme There are several reasons why In tourney specie; c diagnoses. Artifice is multi-pacifier and understanding and knowing TTT- memorable and non; stressful.

Ta obtain d rendered certify tests trot an aviation medical history ant pilot certificate queue applying for, and total pilot tiff form with general information next part of the examine is an Unit was tilled out and make sure e actual physical: this part takes certain order that the doctor h the test ill check pretty much fully functioning or is dabble to things the NAME evil check tort applicants ears the doctor will in a quiet room from 6 feet awe the applicant's ears too more physical as the nose but the AN termed or terming that may ca ever 20 different areas that TFH and can be very personal. PH So does everyone involved answer to the would be no, m aviators that do not. Some to t' operators. And aircraft nectar plane is a valid driver's license, for ballooning you mum would prevent you from operating the aircraft safely. (Not all medical certificates are the same, there are certificates which are applied for based on what purr three different classes are conveniently called first cal certificates. First class certificates are generally for Aril second class

for commercial pilots, and third class for pleasure and business. FAA, 2013) Due to the higher s people and cargo on airlines the first class certificate and requires close to perfect health from it's recipient same areas of the body however first class and second requirements to pass, such as in the eye test a third CLC applicant to 20/40 whereas the first and second classes 2013) Like stated above, it is the doctor's Job to find a areas a certificate, to make it easier on the NAME the FAA has automatic disqualifying conditions.

Those 14 condition 2. Bipolar disorder; 3. Cardiac valve replacement; 4. Coronary heart disease that has required treatment symptomatic or clinically significant; 5.

Diabetes Millie hypoglycemic medication; 6. Disturbance of conscious medical explanation of the cause; 7. Epilepsy; 8. Heart replacement; 9. Myocardial infarction; 10. Permanent cardiac pacemaker; 11. Personality disorder that is severe enough to have overt acts; 12. Psychosis; 13.

Substance abuse and dependence; 14. Transient loss of control of nervous system function medical explanation of cause. (FAA, 2013) Operating a the above conditions can be extremely dangerous and And risky to hand out a certificate to that person. Such diagnosed with epilepsy and so I am ineligible to obtain if I was to go into seizure-like convulsions while opera hat I and the plane will be heading to destruction beef happened. However, even though a person may have conditions it does not mean that they will never be able on to my personal story, for someone with epilepsy, if free without medication and can pass the other parts Federal Air Surgeon will issue a

medical under the Sp fourteen conditions can be controlled and/or removed and/or doctor's orders and in which case can make you would allow you the chance for the Federal Air Surgeon conditions may take longer than others and will be ids paragraphs. Angina Victories is the term used for chest pain due to coronary heart disease.

It occurs when physical exertion is applied to the body such as exercise and is due to a blockage in one or more of the arteries. This condition is generally quite easy to control through medication and rest. (AHA, 2013) If a person starts a workout regiment and can clear the blockage in their arteries and be able to prove to the NAME that it is cleared and the angina victories is controlled then the Federal Air Surgeon is likely to award the medical to the person. Bipolar Disorder is characterized by severe changes in moods from mania (easily angered, very hyper) to depression. (WebMD, 2013) This mental disease can be very ungenerous not only to the one who has the disease but also to the people around them due to the anger problems. However, this disease is very controllable with medication and one can actually grow out of the disease which can allow someone to eventually pilot a plane. Cardiac Valve Replacement is where a surgeon goes in and replaces an unhealthy or diseased cardiac valve with a healthy valve. This procedure can have many repercussions which makes operating an aircraft too dangerous.

With this condition it is lifelong so there is nothing you can do to prove to the Federal Air Surgeon that o are at a low enough risk to issue a medical under special issuance. Coronary Heart Disease is a condition in the heart where

plaque builds up in the coronary arteries slowing the blood and oxygen flow. Someone with coronary heart disease has an increased risk of heart attacks or strokes because of the reduced amount of rich blood and oxygen. This can be very dangerous in an aircraft because flying an airplane can be an adrenaline rush which increases blood pressure which in turn can cause someone with clogged arteries to have a heart attack. This condition though, is treatable through exercise and diet changes.

By hard work and dedication to exercise and bettering yourself you can potentially obtain a medical. Diabetes Mellitus is simply where the pancreas cannot produce enough insulin to interact with glucose, the main energy source for the body cells, or the body does not react to glucose normally. A diabetic has to always be mindful of how much sugar they intake because too much sugar can cause high blood pressure and not enough sugar causes low blood sugar, low energy, and can cause you to black out. Because of the constant fluctuations of blood sugar it is extremely dangerous for a diabetic to operate heavy machinery, which for purposes of this paper an aircraft is heavy machinery. It could be fatal if suddenly the diabetic passes out due to low sugar and then comes back out of it right before the plane hits the ground, if they even have enough time to come out of it.

There are two types of diabetes, nicely called Type 1 and Type 2. Type 1 diabetes is where the body does not produce enough insulin and is generally from birth. This type is controllable through insulin injections, most injections are inserted into the stomach region. There is nothing a diabetic can do to be able to lower themselves from high threat to be able to get a medical. Type

Type 2 diabetes is where the body does not react to glucose normally and is generally contracted at adulthood due to obesity; however, because of the increased childhood obesity arising in America, there have been more and more cases of children contracting Type 2 diabetes recently. This type is normally controlled through an increased amount of exercise and watching what and how much the diabetic eats. By changing the diabetics previous lifestyle, the one which forced him/her into the disease, they can bring themselves back to health and lower their risk which increases their chance of obtaining a medical.

Disturbing of Consciousness is a case where the person's normal level of consciousness is altered and lowered. There are many reasons why they happen and they can appear in many different ways, most of which appear in the form of delirium, comas, and hypnosis. These conditions are automatic "no's" for obvious reasons, the FAA does not want someone in the air flying and then black out for some reason. This condition can't be reversed, however one can still get a special issuance by going several years without medication and no disturbances. (WAIS, 2011) Epilepsy is something that is very familiar to me since my recent diagnosis, as stated above. Epilepsy is just a series of neurological disorders within the brain and is generally characterized by seizures and more often grand-mall (tonic-colonic) seizures.

When an epileptic has a seizure the first thing that happens is uncontrollable "seizing" or convulsions, some people experience vomit and foam in their mouth. During this part the epileptic is completely blacked out and not knowing what is going on. Once the convulsions end it may be several

minutes or more before he/she actually comes back “ awake” and respondent.

When they do finally “ come back to earth” they have no idea where they are or what is going on for awhile, at this point muscle stiffness and soreness is quite likely. For several days afterward the epileptics mind is very clouded and it almost seems like you’re not even living your life but just watching someone else live it. Due to the uncontrollable convulsions and temporary fainting it makes operating an aircraft extremely dangerous because you never know when a seizure ensues and when they do the convulsions can alter the flying direction and the temporary blackout can last longer than the airplane will stay n the air. Seizures, currently, are non-curable but they are controllable through medication but you are still not able to operate an aircraft on the medication.

The current FAA rule is that an epileptic has to go ten years seizure free and off medication and pass the rest of the medical exam to receive a special issuance medical. Heart Replacement is pretty easy to explain, it is the replacement of a diseased or nonfunctional heart with an artificial heart. It is quite obvious why one cannot fly with an artificial heart.

Artificial hearts, currently, are only temporary fixes while the errors waits for a heart transplant and is not reversible until then so there is no foreseeable opportunity for a person with this condition to obtain a medical. Myocardial Infarction is just the medical term for a heart attack which is a blockage in one or more of the arteries within the heart; there are many different

reasons a heart attack is created but most heart attacks are caused by plaque buildup. Plaque buildup is almost always from obesity. A heart attack causes a temporary deadening to the heart. Most people do not know when they're going to have a heart attack which makes operating an aircraft extremely dangerous.

After the treatment of the heart attack if the person will start a workout regimen and get a healthier diet and will become healthy and lower their risk of reoccurring which in turn allows them to possibly get a special issuance medical. Permanent Cardiac Pacemaker is machine placed close to the heart that basically tells the heart when to pump. These are not one hundred percent reliable and can stop working which can cause heart failure. You never know when a pacemaker will fail so it makes flying an aircraft extremely dangerous. Personality Disorders are problems within the brain that cause people to not act armorial. Some personality disorders are paranoia, obsessive compulsive disorder, depression and many others. These are not normally fatal disorders or super dangerous but they can be due to fear.

Most are controlled and/or cured through medication and psychiatric help. People can grow out of personality disorders and can be cured so there is actually still a chance of people being able to begin flying after several years of not having the disorder. Psychosis is the medical term for someone being psychotic or just crazy. This can be extremely dangerous because no one can ever know what a crazy person will do r not do which makes operating a plane dangerous.

Psychosis can be cured or controlled through medication and psychotherapy but there isn't a way that they can test someone to prove that they won't revert back to their psychosis so there is no way they can obtain a special issuance medical. Substance Abuse and Dependence is the overuse of illicit drugs or over the counter drugs and/or the absolute need to have that drug in your system. People with this condition can be very dangerous in the air because under the influence of the drug they are unstable and when they aren't under the influence their mind is on that drug and how to get it so they are distracted. This condition can be cured through detox and psychiatric help.

These people can be cured from their addiction and can obtain a medical after proving they don't have a dependency on that illicit or over the counter drug. Transient Loss of Control of Nervous System Functions is a disorder such as amnesia where there is a loss of either short term or long term memory. This is extremely dangerous while flying due to the immense amount of things you must remember to fly. This isn't really reversible either once amnesia sets in. So what happens if you don't have one of the fourteen above mentioned but you still get a no?? Is there anything else you can do? There is the Statement of Demonstrated Ability if you have something wrong with your vision or hearing such as you need to wear glasses or hearing aids. If the NAME denies you a medical you may request a denial slip explaining why and you may send your application to Oklahoma City to let their NAME go over your application.

If you get a no from them then you may request final reconsideration from the Federal Air Surgeon. And if you still get a no then you may appeal your case to the NUTS. The process of applying for a medical is extremely difficult and time consuming with the multi facets involved. By understanding everything involved it makes the decision on whether or not to waste your money and time applying much easier.