



BasicMed Course FAQs

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1 - QUESTIONS ABOUT THE ONLINE COURSE?

Where can I find the online medical education course?

The free AOPA Medical Self-Assessment course is available online at basicmedicalcourse.aopa.org.

What if I have technical problems with the course?

If you are having technical issues, please email the AOPA Pilot Information Center at pilotassist@aopa.org or call (888) 462-3976 Monday through Friday, 8:30 a.m. to 6:00 p.m., Eastern Time.

The AOPA Medical Self-Assessment Course should be compatible with all browsers but our developers recommend Google Chrome on personal computers and Safari on iPads. Additionally, there may be issues accessing PDFs in the course if you are using a computer on the FAA's network.

How much does the course cost?

The course is free of charge and you do not need to be an AOPA member.

How long does the course take?

It takes about an hour to complete the online course.

What if I do not pass the quiz first time?

If you do not pass the quiz on your first attempt, it is recommended that you review the course material. You may attempt the quiz as many times as necessary to receive the minimum score of 80 percent.

What happens if I can't finish the course in one sitting?

You can save your progress and return to the quiz, but you are not legal to fly under the reforms until the course is successfully completed and you have received the certificate of completion. Additionally, pilots must wait until May 1, 2017, to fly under BasicMed.

Once I complete the online medical course, what proof do I need?

You will receive an online certificate of completion. You'll need to print it out and keep it in your logbook, or in an accurate and legible electronic format.



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What do I do with the course completion certificate I received?

You'll need to print it out and keep it in your logbook, or store it in an accurate and legible electronic format. When you fly, you'll need to carry a valid state-issued driver's license (and comply with all medical requirements or restrictions on that license) and your pilot certificate. You'll need to have (but not necessarily carry) a logbook or legible electronic record containing the completed medical examination checklist, as well the certificate showing your most recent completion of the online course. Be sure to store your completion certificate and medical checklist safely, whether electronic or on paper.

What if I passed the course but didn't fill out the information form (name and address for pilot and physician, telephone number, date of exam, etc.) and receive my certificate?

You will have 30 days from the time you pass the course to re-enter and go straight to the page where you may fill out the form and provide the required information. After 30 days, you will need to retake and pass the quiz in order to continue to the form and provide the required information to receive your certificate of course completion.

Why do I have to re-enter my data even though I already have an account and previously passed the quiz?

After completing the course, you have the option of opting in to have your pilot information saved. If you do not check this box, your information will not be saved when you re-enter your account. Please keep all information concerning your medical examination in your own records, as AOPA will not save this information.

I entered the wrong information in the data entry form after I passed the quiz. Who should I contact?

Please email the AOPA Pilot Information Center at pilotassist@aopa.org or call (888) 462-3976 Monday through Friday, 8:30 a.m. to 6:00 p.m., Eastern Time, and provide your name, pilot certificate number, and the information that needs to be corrected.

Why can't I just reprint my certificate every two years if I've already taken and passed the quiz once?

The course will be periodically updated, and you will need to successfully complete the course every two years (24 calendar months) and this includes passing the quiz. The new course completion certificate will reflect the most recent date that you successfully completed the course, and this certificate is your proof of compliance with the requirement of FAR 61.23(c) for successfully completing an online medical education course within the past 24 calendar months.

How do I reprint my course completion certificate?

After completing the course, you may "opt in" by clicking a checkbox on the form that will then allow AOPA to save your pilot information to allow you to reprint your certificate anytime during the two-year period. Log in to the course and the reprint option will be on your account page.

If you did not opt in to have your pilot information saved, you will need to successfully complete the course again in order to obtain a course completion certificate.

Why do I need an account, can I just take the course?

Creating an account is required in order to track your course progress. This allows you to exit and re-enter the course at a later time and pick up where you left off

I already have an AOPA website account. Why do I have to create a new one for this course?

Because this course is open to all individuals without any requirement to be an AOPA member or create an AOPA web account, you will need to create a separate account for this course so that your course progress can be tracked.



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Why doesn't this course show up in My Transcript on AOPA.org?

Currently, this course is not tied to the Air Safety Institute transcript. We hope to implement this feature in the future.

Does this course offer WINGS credit?

At this time, AOPA does not offer WINGS credit for participation in our course. This is in an effort to protect the privacy of your information and collect only the data required for you to receive your course completion certificate. We are working to implement this feature in the near future and appreciate your understanding.

What are the reminders emails and do I have to sign up for those?

After completing the course, you may "opt in" by clicking a checkbox on the form to allow AOPA to send you reminder emails when it is nearing your 24 calendar month deadline to complete a medical education course, as required by FAR 61.23(c). Remember, you are responsible for ensuring that you are qualified to act as PIC.

What if I want to take the course for just educational reasons or my own purposes, and not to satisfy any BasicMed requirements?

If you would like to take the course but are not doing so to satisfy the medical education course requirements of FAR 61.23(c), you may close your browser window after completing the quiz. By doing so, you will not receive a certificate of course completion and your coursework will not satisfy the requirements of FAR 61.23(c).

2 - GENERAL QUESTIONS ABOUT BASICMED?

Can I fly under BasicMed yet?

Not until May 1, 2017. Now that the FAA's BasicMed medical examination checklist and the AOPA Medical Self-Assessment Course are available, pilots can complete the examination and online course to become qualified under BasicMed rules, but pilots are not permitted to fly under BasicMed until the new rules take effect May 1, 2017.

How do I take advantage of BasicMed?

At least every 48 months, visit a state licensed physician where he or she will perform an examination and affirm the absence of any medical condition that could interfere with the safe operation of an aircraft. Every 24 calendar months, take a free, online medical education course. AOPA's online medical education course will be available to all individuals, free of charge.

AOPA recommends taking the following steps, in order:

1. Complete the pilot information and medical history portion of the FAA Medical Examination Checklist prior to your examination;
2. Schedule and attend an examination with a state-licensed physician who will complete the FAA Medical Examination Checklist;
3. Successfully complete the AOPA Medical Self-Assessment Course;
4. Print the certificate of completion following the online course and keep it in your logbook or in an accurate and legible electronic format, along with the completed Medical Examination Checklist;
5. Ensure that you meet the flight review requirements of FAR 61.56 and any other applicable flight or instrument proficiency requirements, as necessary for you to act as pilot in command.



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What do I have to carry with me in order to exercise the new rule?

To comply with BasicMed rules, you'll need to carry a valid state-issued driver's license (and comply with all medical requirements or restrictions on that license) and your pilot certificate. You'll need to retain with your logbook or store in an accurate and legible electronic format (but are not required to carry) the completed FAA medical examination checklist as well the certificate of completion demonstrating that you completed an approved online medical education course within the past 24 calendar months.

Will medical reforms expire?

No. Neither the federal law nor the new rules contain an expiration date.

Will I still need to get a flight review?

Yes. The reforms will not affect the rules for flight reviews.

Can I fly under these rules as a CFI?

Yes, the FAA final rule for BasicMed applies to the person acting as PIC, including flight instructors. As an example, the FAA has noted that flight instructors meeting the requirements of the new rule may act as PIC while giving flight training without holding a medical certificate, regardless of whether the person receiving flight training holds a medical certificate.

How does this help me if I'm on special issuance?

If you have had a special issuance medical within the 10-year lookback period and your medical status is unchanged, you should be able to fly under BasicMed provided you meet all the other qualifications, including being under the treatment of a physician for your medical condition. If you develop a new condition that requires a special issuance medical certificate, you will have to apply for a one-time special issuance for that condition.

Will this affect me if I still want to fly as a sport pilot?

Not at all. You may still fly light-sport aircraft with at least a sport pilot certificate and a valid driver's license, in accordance with the existing Federal Aviation Regulations.

Should I plan to surrender my current unexpired medical certificate in order to fly under BasicMed to avoid possible future action by the FAA if something happens and my current medical application has not yet expired?

You are not required to surrender your valid medical certificate to fly under BasicMed. If you hold a valid medical certificate and also meet the requirements of BasicMed, you can choose to fly under the BasicMed rules. However, even if a pilot chooses to operate under BasicMed rules and is not exercising the privileges of his or her medical certificate, the FAA still has the authority to pursue enforcement action if there is evidence that the pilot does not meet the medical certification standards for that medical certificate. Generally speaking, a pilot who knows or has reason to know of any condition that would make them unsafe for flight must ground themselves whether they hold a medical certificate or fly under BasicMed. So, before you surrender any airman certificate, consider contacting an attorney experienced in aviation-related legal matters.

Will I be able to get insurance if I fly under these new rules?

AOPA went straight to the source and surveyed our insurance carriers. We learned that, nearly across the board, medical reform should have no negative impact on insurance coverage. What most of our carriers told us is that if a pilot is in compliance with FAA regulations, then in many cases that pilot may be in compliance with their company insurance requirements as well. Nevertheless, as each insurance policy may be different, the best course of action is to read your policy and consult with your insurance company.



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What if I just want to keep getting a third class medical certificate every two or five years?

You can do that. Just keep doing what you're doing, including making regular visits to the AME, renewing your medical certificate as required, and complying with the current Federal Aviation Regulations that apply to your medical certificate

3 - DO I QUALIFY?

Who can fly under these reforms?

Hundreds of thousands of pilots can potentially fly under BasicMed. Under the reforms, pilots who have held a valid medical certificate any time in the decade prior to July 15, 2016 may not need to take another exam with an FAA Aviation Medical Examiner. AOPA has developed an online tool <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-selector-tool> to help you determine if you may qualify for BasicMed.

To qualify for BasicMed you must:

- Hold a valid U.S. driver's license and comply with any restrictions (for example, corrective lenses, prosthetic aids required, daylight driving only, etc.).
- Have held a valid FAA medical certificate, regular or special issuance, on or after July 15, 2006
- If you've never held a medical certificate, you will need to get an FAA medical certificate, regular or special issuance, from an AME one time only.
- If your regular or special-issuance medical certificate lapsed before July 15, 2006, you will need to get a medical certificate from an AME one time only.
- If you have a medical history or diagnosis of certain cardiac, neurological, or mental health conditions, you will need a one-time only special issuance for each condition.
- If your most recent medical certificate has been suspended at any point in time or revoked, your most recent authorization for special issuance was withdrawn, or your most recent medical application was denied, you will need to obtain a new medical certificate before you can operate under BasicMed.

Where can I find information about my old medical certificate?

The FAA maintains an airmen certificate database you can search online at http://www.faa.gov/licenses_certificates/airmen_certification/interactive_airmen_inquiry/. You can also contact the AOPA Pilot Information Center by email at pilotassist@aopa.org or call (888) 462-3976 Monday through Friday, 8:30 a.m. to 6:00 p.m., Eastern Time.



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I understand I will need to get a one-time special issuance medical if I have certain medical conditions. What are those conditions?

Persons who have a medical history of, or are diagnosed with, the conditions described below as identified by the FAA, may not use BasicMed until they have been seen by an FAA Aviation Medical Examiner (AME) and have been granted a special issuance medical certificate by the FAA. If they previously held a special issuance medical certificate for any condition below, it must have been valid within the ten years prior to July 15, 2016 for the pilot to be eligible for BasicMed.

I. Mental Health - A mental health disorder, limited to an established medical history or clinical diagnosis of any of the following:

- 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 delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; or
 - >> May reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis.
- Bipolar disorder.
- Substance dependence within the previous 2 years.

Furthermore, the FAA's new medical rules do not apply to an individual with a clinically diagnosed mental health condition if, in the judgment of the individual's state-licensed physician, the condition:

- Renders the individual unable to safely perform the duties of or exercise the privileges of a pilot in command of a small aircraft under the FAA's new medical rules;
- May reasonably be expected to make the individual unable to safely perform the duties of or exercise the privileges of a pilot in command of a small aircraft under the FAA's new medical rules; or
- The individual's driver's license is revoked by the issuing agency as a result of a clinically diagnosed mental health condition.

II. Neurological - A neurological disorder, limited to an established medical history or clinical diagnosis of any of the following:

- Epilepsy.
- Disturbance of consciousness without satisfactory medical explanation of the cause.
- A transient loss of control of nervous system functions without satisfactory medical explanation of the cause.

Furthermore, an individual with a clinically diagnosed neurological condition, is prohibited from exercising BasicMed privileges if, in the judgment of the individual's state-licensed physician, the condition:

Renders the individual unable to safely perform the duties of or exercise the privileges of a pilot in command of a small aircraft under the FAA's new medical rules; or

- May reasonably be expected to make the individual unable to safely perform the duties of or exercise the privileges of a pilot in command of a small aircraft under the FAA's new medical rules; or
- If the individual's driver's license is revoked by the issuing agency as a result of a clinically diagnosed neurological condition.



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III. Cardiovascular - A cardiovascular condition, limited to a one-time special issuance for each diagnosis of the following:

- Myocardial infarction.
- Coronary heart disease that has required treatment.
- Cardiac valve replacement.
- Heart replacement.

What if my regular or special issuance medical expires before the new regulations take effect?

If your regular or special issuance medical certificate expires before the new regulations are effective on May 1 and you want to continue flying, you will need to renew it in order to keep flying while the FAA completes its rulemaking process. Whether or not you choose to renew your medical certificate to cover the gap period, you will be allowed to fly as soon as the new rules take effect, provided your medical expired within the 10-year window following enactment of the legislation and you meet other requirements under the new legislation. To be clear, the 10-year lookback is based on whether you held a regular or special issuance medical certificate at any point in the 10-year period, not the issuance date, of your last medical certificate.

4 - WHAT, WHEN, & WHERE CAN I FLY?

What operating limitations will apply to pilots flying under the reforms?

You may fly an aircraft up to 6,000 pounds maximum certificated takeoff weight that is authorized to carry no more than six occupants; fly with no more than 5 passengers; conduct flights within the United States; fly at an indicated airspeed of 250 knots or less; and fly at an altitude at or below 18,000 feet mean sea level.

You will not be able to fly for compensation or hire, except in limited situations as permitted by FAR 61.113 such as charitable flying, sharing costs of flights with passengers, and flying in connection with a business only if the flight is incidental to that business and does not carry any passengers or property for compensation or hire.

BasicMed applies to the person acting as PIC, including flight instructors. The FAA has noted that flight instructors meeting the requirements of the new rule may act as PIC while giving flight training without holding a medical certificate, regardless of whether the person receiving flight training holds a medical certificate.

Can I act as a safety pilot for flight in simulated instrument conditions under BasicMed if I do not hold a medical?

Under BasicMed rules, you may only act as a safety pilot in simulated instrument flight under FAR 91.109 if you are also acting as PIC. Remember, BasicMed only applies to the pilot acting as PIC. In this scenario, a safety pilot in simulated instrument flight who is not also acting as PIC is a "required crewmember" who is not covered by BasicMed and therefore, must possess an appropriate and valid medical certificate.

Can I fly under these rules as a CFI?

Yes, the FAA final rule for BasicMed does apply to the person acting as PIC, including flight instructors. As an example, the FAA has noted that flight instructors meeting the requirements of the new rule may act as PIC while giving flight training without holding a medical certificate, regardless of whether the person receiving flight training holds a medical certificate.

Do the new rules include twin-engine operations?

As long as the twin engine aircraft is not authorized under Federal law to carry more than 6 occupants and has a maximum certificated takeoff weight of not more than 6,000 pounds, you will be able to fly a twin-engine aircraft as long as you operate in accordance with the additional conditions in the new rule, listed above.



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My aircraft has a MTOW above 6,000 lbs. Can I carry less fuel on board to keep below 6,000 lbs. and then fly under the new rule?

No. A “covered aircraft” which conforms to the limitations of the new rule is defined as one that is authorized under Federal law to carry not more than six occupants; and has a maximum certificated takeoff weight of not more than 6,000 pounds.

My aircraft has 7 seats including the pilot in command. Can I fly it under the new rule if I only carry five passengers?

No. A “covered aircraft” which conforms to the limitations of the new rule is defined as one that is authorized under Federal law to carry not more than six occupants; and has a maximum certificated takeoff weight of not more than 6,000 pounds. Currently, aircraft that have a type certificate, amended type certificate, or STC that authorizes “6 or 7” occupants are also not covered aircraft, even if a seat is removed or not installed. AOPA is working to have these aircraft included in the new rules in the future.

My aircraft is capable of flying at 300 kts. Can I fly it under the new rule?

Yes, if you do not exceed 250 knots indicated airspeed. The aircraft must be operated as follows: the covered aircraft is not authorized to carry more than 6 occupants (and is not carrying more than the pilot and five passengers) and has a maximum certificated takeoff weight of not more than 6,000 pounds. The individual is operating the covered aircraft under visual flight rules or instrument flight rules. Also, the flight, including each portion of that flight, is NOT: carried out for compensation or hire, including that no passenger or property on the flight is being carried for compensation or hire; at an altitude that is more than 18,000 feet above mean sea level; outside the United States, unless authorized by the country in which the flight is conducted; or at an indicated air speed exceeding 250 knots.

Does the new rule apply to aircraft besides airplanes, for example, helicopters?

Yes. The rule makes no distinction among category or class of aircraft. As long as the aircraft meets the provisions for “covered aircraft” you can fly it in accordance with limitations in the new rules, listed above.

What if I want to fly outside of the United States?

You can fly under the medical reform provisions outside of the United States only if authorized to do so by the country in which the flight is conducted. It’s a good idea to check with AOPA or the aviation authority for the country in which you intend to fly to determine what conditions you will need to meet to fly internationally.

What if I want to fly an aircraft with more than five passengers or that weighs more than 6,000 pounds, fly faster than 250 knots, or fly at altitudes above 18,000 feet msl?

If you want to exercise privileges outside of those established under BasicMed, you’ll need to keep going through the medical certification process to obtain the appropriate class of FAA issued airman medical certificate. That means visiting an AME for your medical exam and renewing your medical certificate as needed.

5 - WHAT ABOUT THE EXAM AND FAA FORM?

Where can I find the FAA’s BasicMed form?

You can find the form at www.faa.gov/go/basicmed.



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What does the checklist for the medical exam involve?

The checklist has two parts—questions to be answered by the pilot in advance of the exam and a list of items for the doctor to include in the examination. The questions are similar to those asked on the standard third class medical application and include identifying information like name and address, date of birth, a short medical history and listing of current medications, and information about whether you've ever had an FAA medical certificate denied, suspended, or revoked. Just as you have in the past, you'll have to affirm that your answers are true and complete and that you understand you can't fly if you know or have reason to know of any medical deficiency or medically disqualifying condition. The second part contains a list of items for your physician to cover during the examination. The items are similar to those covered in an FAA medical certification exam and include:

- Head, face, neck, scalp
- Nose, sinuses, mouth, throat
- Ears and eardrums
- Eyes
- Lungs and chest
- Heart
- Vascular system
- Abdomen and viscera
- Anus
- Skin
- G-U system
- Upper and lower extremities
- Spine, other musculo-skeletal
- Body marks, scars, tattoos
- Lymphatics
- Neurologic
- Psychiatric
- General systemic
- Hearing
- Vision
- Blood pressure and pulse

Your physician will exercise his or her discretion to address any other medical conditions identified in the exam and determine if additional tests are needed. Your physician will need to affirm that he or she has performed an examination and discussed all the items on the FAA checklist, including medications, with you. Your physician will also have to affirm that he is unaware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft.

You'll need to provide some information about your physician (such as name, address, telephone number, and state medical license number) as well as the date of the examination to complete the online course, so make sure this information is legible on the FAA medical examination checklist.

Doesn't the checklist mean that this is really just the same as a third class medical exam?

No. The third class medical process requires the doctor to note whether a patient's condition is "normal" or "abnormal" and explain any abnormal findings. Under BasicMed, the physician is directed to conduct a medical examination and "address, as medically appropriate, any medical conditions identified." In addition, the results of the exam are not sent to the FAA. Instead, the pilot keeps the completed checklist with his or her logbook or in an accurate and legible electronic format and provides it to the FAA only if requested.

I am taking a medication that is currently on the disallowed list. Once the new rule become effective, can I fly and take the non-allowed medication?

When a pilot visits his or her physician for the BasicMed examination, the pilot information and medical history portion of medical exam checklist completed by the pilot will list any prescription or non-prescription medication that the pilot currently uses, as well as information such as the medication name and dosage. The physician will then address, as medically appropriate, any medications the individual is taking and discuss the medication's potential to interfere with the safe operation of an aircraft or motor vehicle.

While there is no list of specific medications that are prohibited for pilots flying under BasicMed rules, certain medications are not safe to be used at all while flying and others require a reasonable waiting period after use. Physicians should be mindful of prescription and over-the-counter drugs that may impact the safe operation of a motor vehicle, in this case a private recreational aircraft. This can include, but is not necessarily limited to, the use of sedatives, psychotropic drugs, antihistamines, narcotics or any other medication that can impair cognition if used while the pilot is operating an aircraft.

Pilots, in discussion with their physician, should consult available aeromedical resources to understand potential flight hazards associated with any medications being taken, such as whether the underlying condition the

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medication is being taken for makes flight unsafe, or to understand side-effects that may be unnoticeable before flight but could impair the ability of a pilot to make sound decisions. In addition to the BasicMed rules, pilots taking medication must also comply with existing Federal Aviation Regulations, such as the self-grounding requirements of FAR 61.53 and FAR 91.17's prohibition on operations while using any drug that has affects contrary to safety. AOPA's online medical education course will include medication considerations when evaluating you fitness to fly. The final go/no-go decision is made by the pilot.

Is it out of the ordinary for doctors to be asked to sign this kind of a form?

Doctors are often asked to affirm that a patient is medically fit for a specific job or activity. Many physicians are willing to administer such exams. But the pilot also needs to be ready for the conversation and a good way to do that is to explore AOPA's resources or contact the AOPA Pilot Information Center by email at pilotassist@aopa.org or call (888) 462-3976 Monday through Friday, 8:30 a.m. to 6:00 p.m., Eastern Time.

Can I go to any doctor for the general medical exam required every four years? How will the FAA know that I complied with that rule?

The comprehensive medical exam must be conducted by a state-licensed physician. The FAA notes that "all States license medical doctors (M.D.s) and doctors of osteopathic medicine (D.O.s) as physicians, although Federal and some State laws may permit the licensure of other persons, such as doctors of dental surgery (D.D.S.) as physicians. While the FAA expects that a specialist physician, (e.g., D.D.S., dentist, podiatrist) who does not also hold an M.D. or D.O. would not have the breadth of training to conduct a medical exam as required in this rule, the FAA will rely on each State-licensed physician to determine whether he or she is qualified to conduct the medical exam[.]" To demonstrate compliance, keep the completed checklist with your logbook (or in an accurate and legible electronic format). You do not have to provide the checklist to the FAA unless specifically requested to do so. AOPA recommends that you consider consulting with the doctor who has the best knowledge and history of your health so you both can make a proper determination of your medical fitness to fly.

I had a standard third class medical exam within the past four years - could it count as the BasicMed exam?

No. The BasicMed regulations require an exam by a state licensed physician performed in accordance with the new rules, and the completion of the medical examination checklist

I had a third class medical in January 2016 that is valid until 2018. Will my AME medical meet the requirement for a physical exam every four years and I will be eligible until 2020 when I would need a physical exam with my own doctor?

Your previous third class medical exam will not meet the requirement for the physical exam.

6 - WHAT IF I STILL HAVE QUESTIONS?

Still have questions?

Email the AOPA Pilot Information Center at pilotassist@aopa.org or call **(888) 462-3976** Monday through Friday, 8:30 a.m. to 6:00 p.m., Eastern Time.