



AEROMEDICAL ADVISORY SERVICES

Founded in 1951, we have provided AeroMedical services longer and assisted more pilots in returning to work faster than any other vendor.

Did you know....

By the age of 65, 2/3's of Americans have at least two chronic illnesses for which they are taking medication. The FAA requires you to report both the medication and condition. Do you know how to report it to the FAA correctly to avoid being grounded or flying illegally?

Once enrolled, contacting us is easy and completely confidential. Initially, there is no need for formal forms or questionnaires. Just phone us at 800-241-6103 ext 240, or email avmed@harveywatt.com with your question or problem. One of our staff will respond within one business day.

Objective:

The objectives of our Medical Assistance program are to help pilots improve their health awareness, avoid disabilities where possible and - when disabled - get them back on flight status as soon as possible, within the parameters of aviation safety and FAA Regulations. The benefit of our services to pilots is simple: they stay on their career path, or get back on it with a minimum of financial loss by consistent professional services and at greatly reduced lost time due to disabilities.

Providing Three Levels of Service

Our services deliver real benefits to you by promoting well-being through programs of education, prevention, early intervention and medical assistance. By focusing on these three levels of service, we provide a valuable benefit to pilots by getting them back to work sooner than when unassisted. This is a significant pilot benefit filling a critical need.

We provide:

- ➔ Education through the Aviation Medical Bulletin
- ➔ Preventive medical assistance for pilots
- ➔ Medical assistance during disability and FAA Re-certification assistance

Education

We believe that the best way to protect pilots is to keep them in the cockpit. Education is the key to awareness. That's why we've published the [Aviation Medical Bulletin](#) for over 30 years. Our Bulletin is a well known publication, filled with up-to-date, helpful information that is particularly relevant to those whose good health is critical to their livelihood. We distribute the Bulletin to the pilot so it will promote awareness and impact their lifestyle. The popularity of the [Aviation Medical Bulletin](#) is derived from its relevant, concise, and understandable format. Pilots and their families read it, learn from it and often recommend it to friends.

Prevention

While today's lifestyles are better and people are generally healthier, most people don't take their health seriously until they're faced with a problem. The result is all too often disastrous. This situation can frequently be changed through pro-active attention to health and preventive medical input. For example, untreated hypertension can lead to Stroke, Heart Attack, and the onset of Coronary Artery Disease. All of these conditions, if unattended, can lead to a disability, loss of income and possibly even the loss of a flying career. However, all of these conditions can frequently be minimized and even reversed with the right kind of modifications in diet, activity levels, dietary supplements and medication supervision. Providing aviation medical information services to your pilots and their physicians/care givers can be invaluable. Our medical department staff interfaces with pilots and their individual attending physician to make sure the right steps, treatment and medication are being prescribed, to both solve the medical problem and allow continued flying, where possible. Keeping the pilots on flight status is the best way to reduce career interruptions or lost income from disability and related losses.

Re-certification Assistance

Our medical re-certification support system is unique in the industry. We have over fifty six years of experience at assisting in the rehabilitation and re-certification of pilots who have lost their license due to a medical disability. The worst thing that can happen to disabled pilots is to be out longer than necessary, because they're not seeing the right people to solve their problem, or they aren't familiar with the "ropes" for re-certification.

Utilizing Harvey Watt & Company, pilots have direct, toll-free access to assistance in the following:

→ AeroMedical resource regarding:

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- Federal Aviation Administration regulations and special requirements which must be met in order for pilots with certain medical conditions to fly.
 - Medications which are acceptable or not acceptable to the F.A.A.

- We have years of experience working with the Federal Air Surgeon's office and the AeroMedical Certification office in Oklahoma City. As a result, we know the intricacies of the FAA system, can often significantly shorten a pilot's down time, and expedite his/her return to flying.
- Advice on chemical/alcohol dependency cases with knowledge of the multiple resources required to minimize the time for re-certification.
- Interpretation of all the F.A.A. medical standards and policies of Part 67.13 of the F.A.R.'s, which oftentimes are not specific and need interpretation.
- AeroMedical input to disabled pilots with emphasis on expeditious return to flying.

Unique Expertise:

- As an organization, we've been in the pilot disability business for 59 years, having pioneered the development of Group Airline Pilot Occupational Disability Insurance in 1951.
- We provide administrative services (directly or through insurance companies) to 15 different airlines or pilot related organizations.
- Our Medical Director is Audie Davis, MD. Prior to joining us, Dr. Davis was the head of the FAA AeroMedical Department for 25 years. He was instrumental in writing virtually all of Part 67 (the Medical Standards and Certification section) of the Federal Aviation Regulations. He was also a partner in the development of the ALPA HIMMS Program.
- Our second physician, Thomas Faulkner MD MPH, was formerly the Medical Director at Delta Airlines, where he served fulltime for seven years and where he continues to perform that function (through us) on an outsource basis. Dr. Faulkner is also an active Flight Surgeon and Captain in the US Naval Reserve.
- We are active corporate members of the Aerospace Medical Association (Harvey Watt, Dr's Davis and Faulkner are "Fellows") and thus are networked with virtually every Senior Aviation Medical Examiner in the US. You won't find a stronger network of AME's to provide advice/information on any FAA related medical issues.
- Through our physicians and our extensive physician network, we provide preventive medical direction that may help avoid disability and the loss of an airman's medical certificate. The doctors also review medical records and provide assistance to expedite a return to flight status. It is not uncommon that, due to their assistance, both short term and permanent disabilities are minimized or avoided.
- We have extensive "hands-on" experience with alcohol and chemical dependency cases with knowledge of multiple resources required to minimize the time for re-certification.
- We have a longstanding working relationship with the FAA AeroMedical Dept. as well as The Mayo Clinic, The University of Texas Medical Branch, and Evalumed: all of whom are renowned for quality Independent Medical Evaluations.

- We also utilize the services of Advanced Medical Reviews, Inc. who has a network of over 700 Board Certified physicians with every imaginable specialty.
- We have a support staff of eight AME-trained professional pilot disability specialists with an average of over 15 years of experience in the disability business.
- We have consulting capabilities in the areas of disability product and process design and have consulted with several airlines and pilot organizations in the development, evolution, redesign and implementation of pilot disability plans.

Enrollment:

Membership to the Harvey Watt AeroMedical Services gives pilots unlimited access to all of the resources in the Harvey Watt AeroMedical Network and a subscription to the Aviation Medical Bulletin at a low per pilot per month cost. This includes full assistance in submitting documentation to the FAA, responding to FAA inquiries, expediting certification case review, and presenting cases to specialty FAA board hearings. We are able to show our clients through our full reporting capabilities, the number of pilots who we have serviced in a given time period, diagnosis, duration of time spent assisting pilots, and more. Over the course of a year, we see utilization rates consistently exceeding more than 15% of our clients' total pilot population. These services commonly cost individual pilots and airlines thousands of dollars for less experienced doctors to assist in certification with marginal results.

Conclusion:

Did you know: each year, one in twenty pilots are on long term disability. Our experience tells us that our Medical Assistance can be critical to the success of a pilot's career. Since 1951, we have been working with pilots, the F.A.A. and the aviation medical community to minimize the impact of disability on flying careers. Our experience tells us that, in the vast majority of cases, when a pilot isn't back on flight status within 18 to 24 months, it is likely that the pilot will never go back to the cockpit. Therefore, aggressive and supportive Medical Assistance is critical - and the sooner the better. This approach to pilot assistance has allowed us to remain viable in a business where others have come and gone and few others have endured. Our history demonstrates that Medical Assistance is both critical and effective! Our years of experience in medical assistance and supervision of claimants definitely shows that we get pilots back on flight status sooner than when unassisted. Losses will be negated when we help pilots avoid disabilities and significantly minimized when we assist pilots back to the cockpit 3 months, 6 months or a year earlier than might otherwise be the case. On occasion, we have helped a pilot back where he/she would otherwise have been out permanently. In those situations, the gains are immeasurable.

We will prove ourselves to you and your pilots. So confident are we, that every pilot assisted is sent a customer service survey with a stamped return envelope so we can show you your pilots' comments.