

Aeromedical Committee Information for New Hires

This week's update comes via our Aeromedical Committee: aeromedical@iap2750.org

Calling off Sick

Unfortunately, yet understandably, there is sometimes a hesitation to call in sick when in your probationary year. However, you owe it to yourselves and your fellow crewmembers to not fly sick. It is ok for a pilot to call in sick while on probation (even during OE). **Do not fly sick.**

To call in sick, a pilot simply needs to inform Scheduling that he/she "is calling in Medical" for upcoming an upcoming duty period. There is no need for the pilot to discuss his/her medical condition with Scheduling, Pilot Support, or the Duty Pilot. The only person that has the (limited) authority to question a pilot about a sick call is a Chief Pilot. If this happens, or if any resistance is received when calling in sick, the pilot should contact the Stewards, Aeromedical Committee, and his/her Mentor as soon as possible for guidance.

It is highly unusual for a probationary pilot to be terminated for calling off sick, even if during the middle of a trip paring. Probationary pilots who have been terminated in recent years, while on medical leave (short or long term), have either greatly abused sick calls, or had other problematic, underlying issues.

Sick Overseas

If a pilot is ill overseas, Scheduling can place the pilot in touch with MedAire who can assist the pilot with medical care in a foreign country. The Aeromedical Committee recommends having the pilot request Scheduling have MedAire contact the pilot on a direct line, vs. using a phone patch/transfer. Once the pilot is able, it is the Company's responsibility to return the pilot to his/her base or Gateway. This can be done however the Company sees fit (commercial DH, Company DH, etc...), as long as the pilot is not delayed returning home into X Days (or any further into X Days than already delayed). When a pilot calls in sick overseas, it is not uncommon for the Company to request a release from MedAire before placing the pilot back on the schedule, or scheduling a flight for the pilot to return home.

When calling in sick from an international location on a trip the costs are covered by the company, however should you get sick domestically you are expected to use your own medical coverage.

Returning to Work After Calling off Sick

If a pilot goes into Days Off (X Days) while still on MED, he/she should simply begin his/her next trip pattern as planned. If a pilot is still within the "footprint" of his/her pattern, the pilot should contact Scheduling, and advise them that he/she is ready to return to work. Once a pilot "Calls in Well", he/she can be placed on a trip, or assigned Reserve, at Scheduling's discretion.

Again, it is not uncommon for Scheduling to request a release from MedAire prior to placing a pilot back on "duty" when overseas. Pilots should always remember though, that per the FARs and Atlas FOM, the individual pilot is responsible for determining his/her Fitness for Duty and should not allow his/her self to be pressured to operate an aircraft when medically un-fit.

Suggested Items to Carry While on Trips

Over-the-Counter (OTC) Medications:

- Non-steroidal, Non-narcotic Analgesic (Tylenol, Motrin)
- Decongestant (Sudafed)
- Non-drowsy Anti-Histamine (Claritin, Allegra)
- Antacid (Pepcid, Zantac, Tums)
- Anti-diarrheal (Imodium)
- Anti-nausea (Pepto-Bismol)

For most of these OTC medications, the FAA has been very broadminded in allowing pilots to operate while taking these medications on an as needed basis. However, it is best to have used the medication prior to operating, to determine any possible adverse side effects. Additionally, any concerns or questions about operating while using medication should be addressed by an AME.

Misc. Medical Supplies:

- Band Aids (Various Sizes)
- Antibiotic ointment (Neosporin)
- Alcohol wipes
- Hand sanitizer
- Anti-bacterial soap
- Dentek, temporary crown/filling material
- Digital oral thermometer (with protective sheaths)

Conclusion

For further information about types of sick leave, accrual, and the applicable CBA references please see our previous update from "Sick Leave" available here and on our committee page at www.iap2750.org. Your aeromedical committee can be reached at aeromedical@iap2750.org and your stewards at stewards@iap2750.org. As always, thanks for reading.