



Flight Physical Information

Bring the completed FDME and DA 2992 to the course for in-processing. There will be NO initial or repeat FDME at Fort Rucker once the course begins, and all waiver requests must be completed prior to arrival at Ft. Rucker. The FDME process is detailed and may take several weeks to several months to complete. Therefore, begin this process without delay. Weight in excess of standards is administratively disqualifying and will not be waived. Anyone presenting at Ft. Rucker without a fully qualified Class III FDME, or without a fully qualified Class III FDME, or with a disqualifying medical condition for which a waiver has not yet been granted will not be permitted to attend the course. Contact the APTC Course Director for any difficulties completing the flight physical. The FDME process is detailed and may take several weeks to several months to complete. Therefore, begin this process without delay. Weight in excess of standards is administratively disqualifying and will not be waived. Anyone presenting at Ft. Rucker without a fully qualified Class III FDME, or with a disqualifying medical condition for which a waiver has not yet been granted will not be permitted to attend the course. Contact the APTC Course Director for any difficulties completing the flight physical.

Note for USAF, USN, USCG or allied nations students: You do not need an Army Flight Physical. We will accept an equivalent physical and upslip from your respective service or country. Contact the APTC Course Director with any questions regarding the flight physical.

WHO CAN DO YOUR FLIGHT PHYSICAL? Your physical may be completed by any DoD or Coast Guard Flight Surgeon, but it is preferred that you see an Army Flight Surgeon if possible.

WHERE TO GET YOUR PHYSICAL? Most active Army posts or military installations will have an Aviation Medicine Clinic, Family Practice Clinic or Troop Clinic with a Flight Surgeon assigned. If you are near an active duty post, start by calling the hospital or main clinic and ask if there is an Aviation Medicine Clinic. If there is not, try calling the Family Practice Clinic and ask if there is a Flight Surgeon in the clinic who can do your flight physical, or if they know where you might find one.

WHAT TO DO FOR YOUR PHYSICAL? [AR 40-501](#) , ch 4 & 6 and the Aeromedical Policy Letters and Technical Bulletins define the requirements and physical standards for aviation service in the Army. Updated policy letters may be downloaded from: [AAMA Website](#) .

The physical must be completed on DD2807 and DD2808 forms. Download a template for these forms here: [Flight Physical Forms](#). Complete the demographic data and take to your examining physician. The following checklist is a quick reference summary of the requirements and standards for an army flight physical: (Refer to the "Initial" column and do not worry about any items that are for "IA/IW only".)

If you are getting your physical from anyone other than an Army Flight Surgeon, please insure your examiner knows you must have the following tests performed See the [FDME Checklist](#) for details:

Labs: UA, HCT, HIV, Fasting glucose, Lipid panel, Sickledex, PAP test (add PSA, mamogram, stool guaiac if >40 y/o; enter digital rectal with stool guaiac ECG Dental Exam (must be done by a military Dental Officer) Vision: DVA, NVA, Manifest Refraction (if not 20/20 uncorrected), Stereopsis (Randot, Titmus or AFVT), Phorias, Cover-uncover Test, Near Point Convergence, Intraocular Pressures, Color Vision (PIPs required; if PIP is failed, FALANT may be administered with workup), Visual Fields (by confrontation only). RAT and AA (ARMA)

Note for those wearing contact lenses: You must have a Slit Lamp Exam documenting fit of contacts; contact Rx and brand name must be recorded on DD2808.

If any disqualifying conditions have been identified you will need a waiver. Please insure all required workup has been completed prior to submission and that your Flight Surgeon completes your Aeromedical Summary. The aeromedical policy letters (see above) will provide guidance on how to complete these, but your Flight Surgeon will be familiar with the process. Once again, insure that all workup has been done prior to arriving at Ft Rucker. You will not have time to complete it, once the course has begun.

HOW TO SUBMIT YOUR FLIGHT PHYSICAL: After completing your Flight Physical as described above, ask the Flight Surgeon if the flight physical will be entered into AERO. If the flight surgeon cannot enter the flight physical into AERO, he/she can submit the paperwork by

US Mail to: Commander, USAAMC (MCXY-AER), 301 Andrews Ave, Ft Rucker, AL 36362-5333

If you did not have a Flight Surgeon do the physical, you **MUST** send it to the course director for review by the USASAM flight surgeon. **YOU MUST RETAIN A COPY OF ALL PAPERWORK** (Physical, labs, etc). Bring a copy of your physical when you report to the course.

HOW TO CHECK THE STATUS OF YOUR PHYSICAL:

After submitting your physical, it may take AAMA up to a few weeks to process it. It is up to you to follow through with AAMA to insure first that it has been received, and finally that it has been reviewed and qualified. There will often be discrepancies found, so submission does NOT guarantee that it is complete. You must check back to insure that the "qualified" stamp has been applied to your physical. To check the status of your flight physical, please request an AERO account at <https://vfso.rucker.amedd.army.mil/pls/airportal/airportal.main.welcome> there are any questions that the flight surgeon cannot answer for you, or if you have problems or questions regarding your physical, you click on the link to email AAMA/AERO Helpdesk directly: 