US commercial airlines are not legally obligated to tend to the medical needs of passengers; the provision of first aid and other resuscitation is voluntary.

Table 1. Medical problems associated with air travel	
Basis 7	Disorder
, Hypoxemia	Exacerbation of lung, cardiac, or CNS disease; sickle cell crisis
Dysbarism	Barotitis, barosinusitis, pneumothorax, abdominal pain, ruptured viscus
Jet lag	Disturbed sleep, appetite, mood, attentiveness
Motion sickness	Nausea, emesis
Phobia	Hyperventilation, fainting
In-flight accident	Trauma, burns, exposure
In-flight illness	As occur on ground

Table 2. Contents of medical kits\* for commercial aircraft required as of August 1, 1986

- Basic instructions for use of drugs
- 2. Sphygmomanometer
- 3. Stethoscope
- Airways, oropharyngeal (3 sizes).
- 5. Syringes and needles (4)
- 6. Dextrose 50% injectable (D-50-W) (50 ml, 1 vial)
- 7. Epinephrine 1:1,000 (2 ampules)
- 8. Diphenhydramine (Benadryl, Diphenacen-50) (2 ampules)
- 9. Nitroglycerin (Nitrostat) (10 tablets)
- 10. First aid kit (includes flashlight)

with medical consultants on the ground through radio contact. If the volunteer physician is able to adequately manage a selflimited condition, the flight need not be diverted. Under some circumstances, as will be discussed, the volunteer physician may recommend that the pilot descend to an altitude at which the cabin pressure is equal to that at sea level (about 22,500 ft). If this does not alleviate symptoms, or if the life of a passenger is threatened or discomfort is intolerable, the pilot should be advised to divert. Prior to the landing, the volunteer physician should send advance information on the patient's condition to the receiving hospital and request that ambulance service be waiting at the flight's terminus.

A note of caution: The vibration and background noise inherent during flight make subtle diagnosis by use of a stethoscope or sphygmomanometer difficult. Furthermore, blood pressure readings at cruising altitudes are not highly accurate.

## Medical problems during flight

Hyperventilation is the most frequently encountered cause of distress during commercial air travel. The diverse symptoms. which include respiratory distress, chest pain, dizziness, and paresthesia, may resemble serious pulmonary, cardiac, or neurologic disease. Hyperventilation usually reflects anxiety about flying, or "air flight phobia," and is best treated by reassurance and by having the patient breathe into a small container, such as an oxygen mask disconnected from the oxygen supply or a paper emesis bag. Those with recurrent air flight phobia should be advised to participate in behavioral modi-

continued

<sup>\*</sup>Number of kits required per aircraft depends on passenger capacity.

# The vibration and background noise inherent during flight make subtle diagnosis by use of a stethoscope or sphygmomanometer difficult.

# fication therapy.

Shortness of breath, chest pain, and abdominal pain not due to hyperventilation should be treated with supplemental oxygen. Chest discomfort, or a suspected anginal equivalent in the appropriate individual, may be treated with sublingual nitroglycerin (Nitrostat) every five minutes. If symptoms are not relieved within 15 minutes, the plane should be diverted because of the possibility of an evolving myocardial infarction.

Persistent shortness of breath or severe abdominal pain (likely due to expansion of gas within a hollow viscus) may improve with just a drop in cruising altitude. Subcutaneous injection of epinephrine 1:1.000 (0.3 to 0.5) ml for an adult, 0.01 mg/kg for a child) should be considered for severe dyspnea or wheezing in a young asthmatic or in a situation suggesting anaphylaxis (eg. presence of hives or insect bite, prior history). Intramuscularly administered diphenhydramine (50 mg) (Benadryl, Diphenacen-50) should follow epinephrine in the management. of anaphylaxis.

Fainting that responds to lowering the head and raising the legs requires only observation. Persistent lethargy calls for the questioning of companions, searching for a medical alert medallion or card, and adminiscontinued on page 62

#### Table 3. Contraindications to commercial airline travel

#### General

#### Absolute

Unlikelihood of surviving journey Contagious or communicable disease Extensive skin disease Otitis media or sinusitis, severe Relative

#### eauve

Immobility (bedridden)
Anemia, severe (hemoglobin < 7.5 gm/dl)
Anemia, sickle cell alone or with thalassemia or hemoglobin C disorder
Mental illness (unless escort and sedation available)
Air travel phobia

# Surgical conditions

### Absolute

Surgery within 10 days (21 days for chest surgery)
Introduction of air into body cavities for diagnostic or therapeutic
purposes within 7 days

#### Relative

Fractured limb in new, unsplit cast Fracture of mandible, with fixed jaw wiring

#### Cardiovascular and pulmonary conditions

Cerebrovascular accident within 2 wk
Myocardial infarction with limited ambulation within 6 wk
Active ischemia or congestive heart failure; uncontrolled hypertension
Pneumothorax
Vital capacity < 50% predicted
Chronic obstructive pulmonary disease, severe (see table 4)

# **Gastrointestinal conditions**

Diverticulitis or colitis, acute Hemorrhage from peptic ulcer disease within 3 wk

# Obstetric/pediatric conditions

#### Absolute

Pregnancy: within 1 wk of due date or 1 wk after delivery Newborn babies: < 1 wk of age or with respiratory difficulty Relative

Pregnancy: within 4 wk of due date (within 1 wk, see above) for flights > 1 hr in duration

erence: 1, Notional survey of 2,960 physicions, including 1,502 (sologists and other physicions subspacializing in cardiology, con-act by Hocard-Roussel Phyrmacoulicots Incorporated, Somer-I, New Jersey, August 1962

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CONTRAMDICATIONS: Anurio History of hypersens/nvity to the compound wherevers is a consistive durens may result in dehydration and reduction in blood volume, with circulatory collapse and with the possibility of vascular framonius and enhancement, particularly in elderly solicities Excessive loss of politisalium in polients recovering digitals glycosides may precipitate digitalists to stockly. Exercise over in politicits recovering politicis such contracts on the properties of the properties of the politicis of

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In the acutely confused middle-aged traveler, cerebrovascular insufficiency or hypoxemia should be suspected.

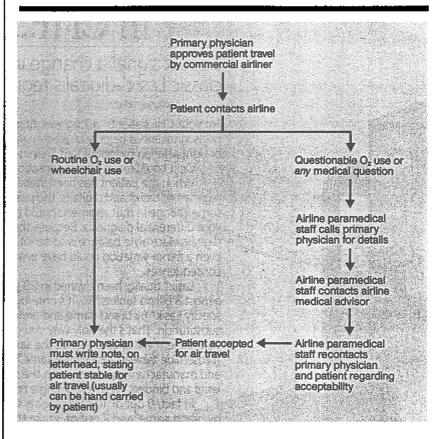


Figure 1. Steps necessary in arranging air travel for patients with actual or potential medical problems.

tering supplemental oxygen. If any possibility of diabetes exists. 50 ml of 50% dextrose (D-50-W) should be injected directly into an accessible vein (a sphygmomanometer placed about the arm and inflated to 30 to 50 mm Hg may be used to distend the veins of the antecubital fossa). The flight should be diverted if the patient does not awaken promptly.

In the acutely confused middleaged traveler, cerebrovascular insufficiency or hypoxemia should be suspected. Careful questioning of travel companions will indicate whether the behavior was of acute onset. Brief neurologic examination revealing hemiparesis or aphasia (inability to follow commands, write to dictation, read, recite) suggests

continued