

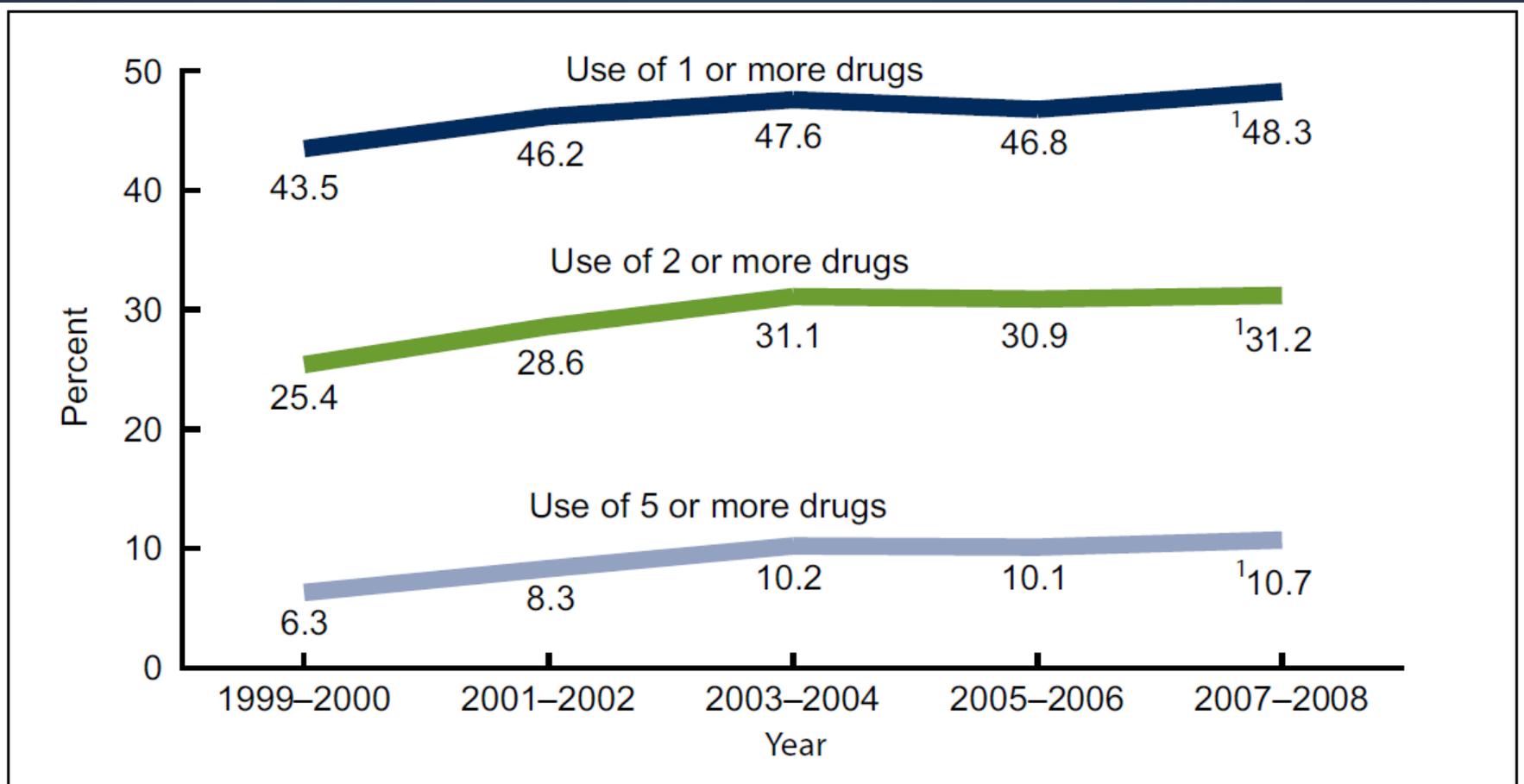


**National
Transportation
Safety Board**

Study Results

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Prescription Drug Use by US Population



¹Significant linear trend from 1999-2000 through 2007-2008.

NOTE: Age adjusted by direct method to the year 2000 projected U.S. population.

SOURCE: CDC/NCHS, National Health and Nutrition Examination Survey.

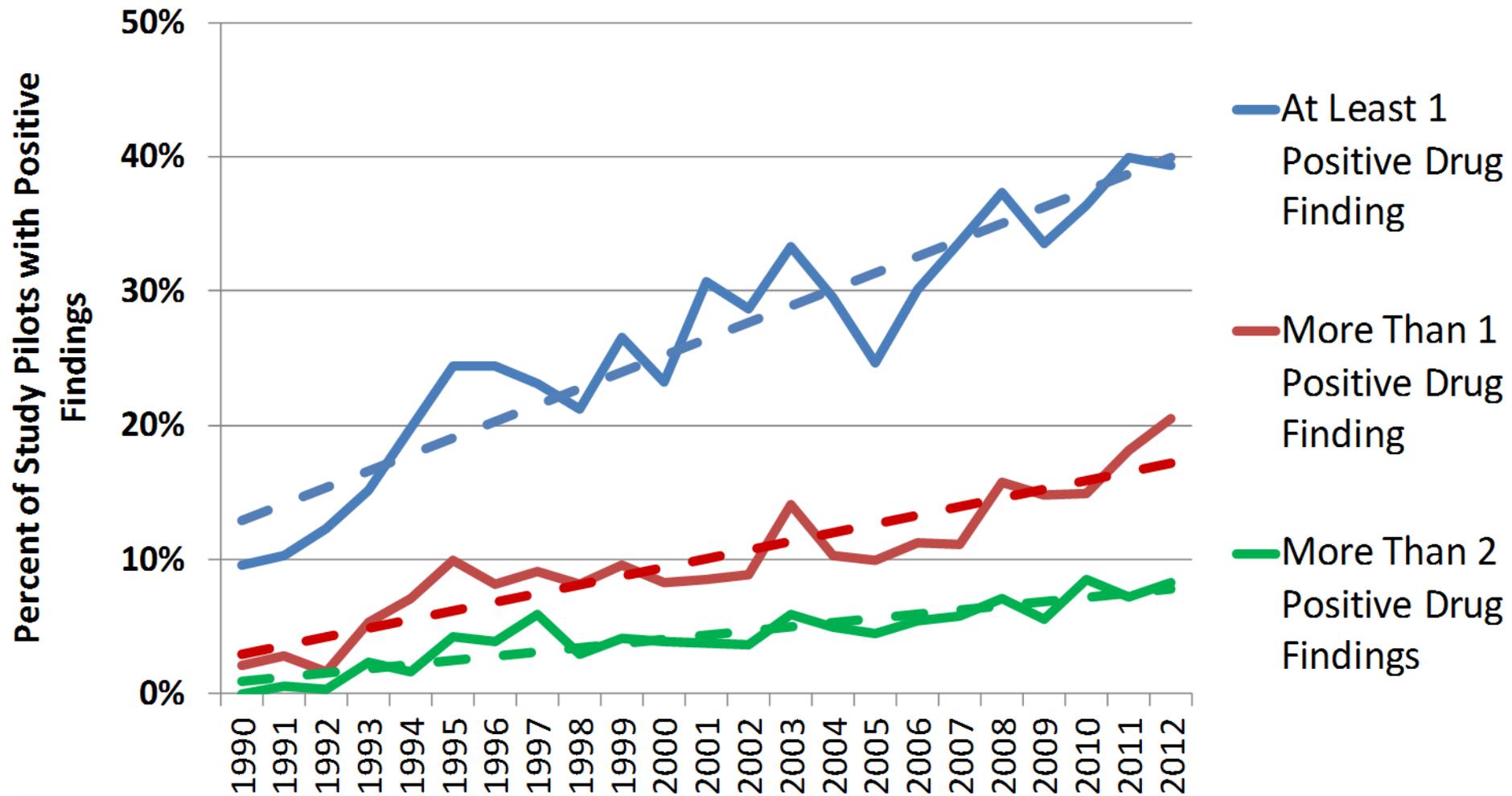
Illicit Drug Use by US Population

- *National Survey on Drug Use and Health* data indicate increasing use of illicit drugs between 2002 and 2012
- Mostly due to increasing use of marijuana

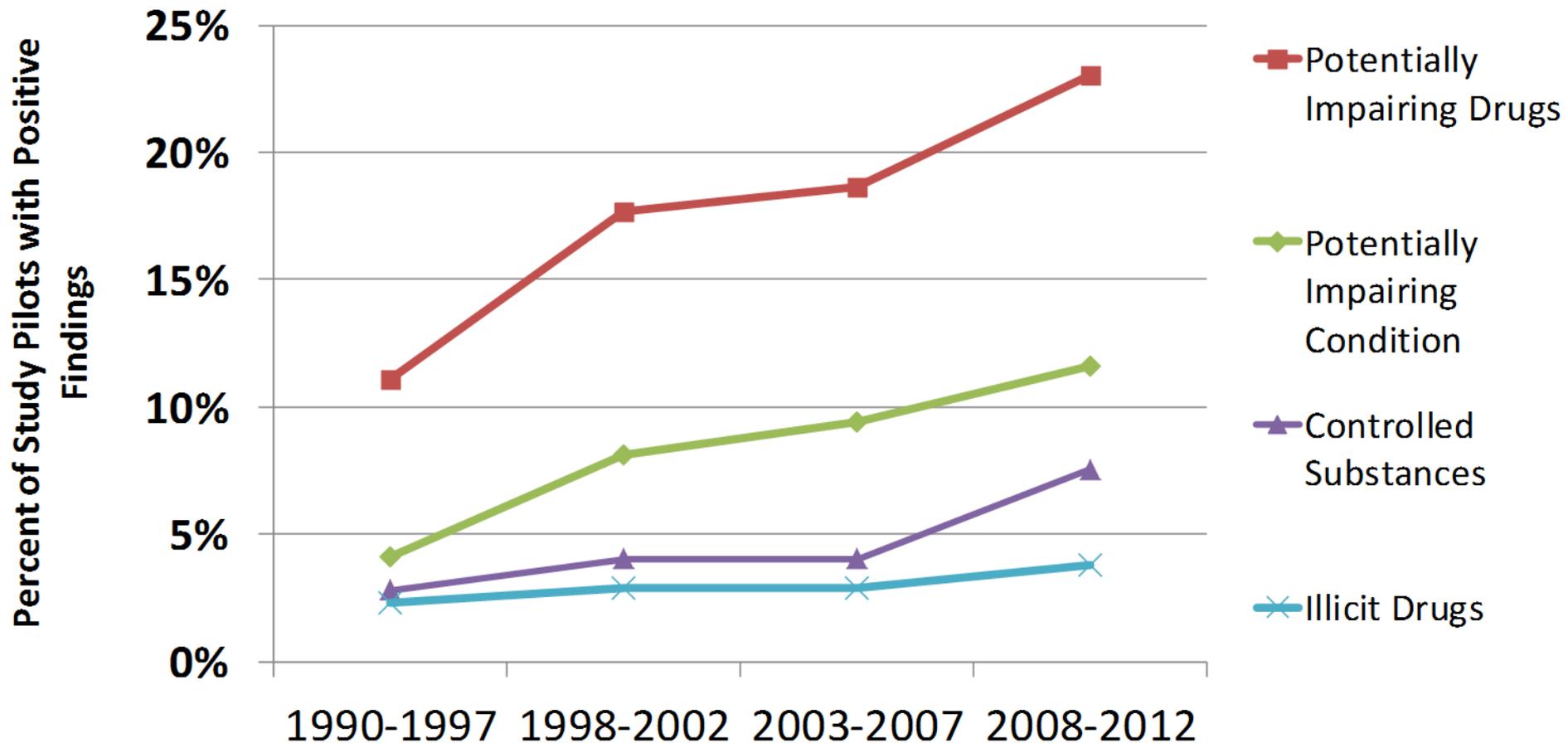
Study Dataset

- 6,677 fatally injured “study pilots”
- 96% of study pilots were conducting general aviation operations
- Represents 87% of the domestic civil aviation accidents 1990-2012 with a pilot fatality

Toxicology Findings for All Drugs, 1990-2012



Toxicology Findings by Category, 1990-2012



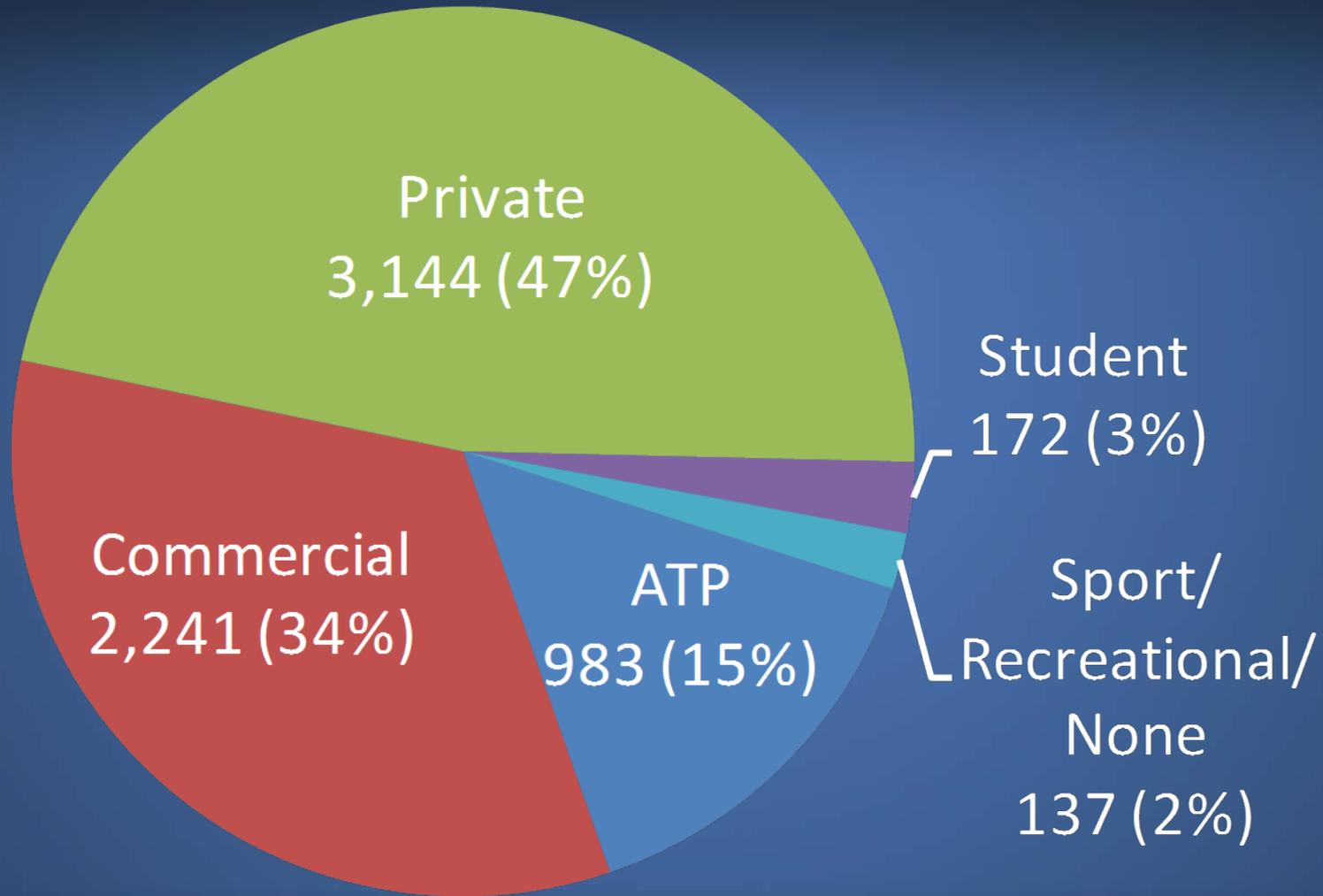
Accident Characteristics

- No clear link between use of impairing drugs and accident circumstances
- Largest difference was loss-of-control in flight accidents
 - 50% compared to 45% of pilots without potentially impairing drugs

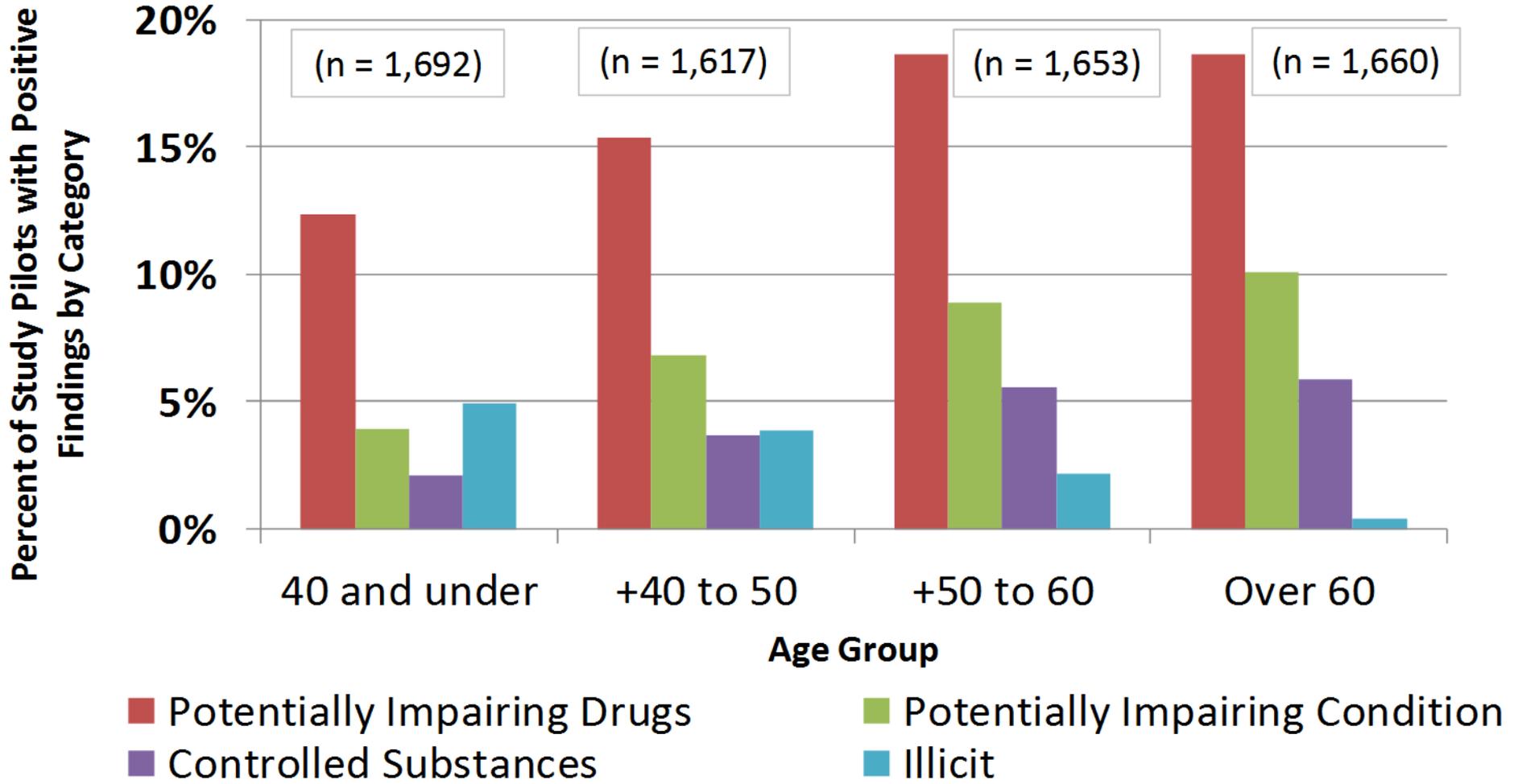
Study Pilot Characteristics

- 98% male
- Ranged from 16 to 92 years old
- Average age increased from 46 to 57 during the study period

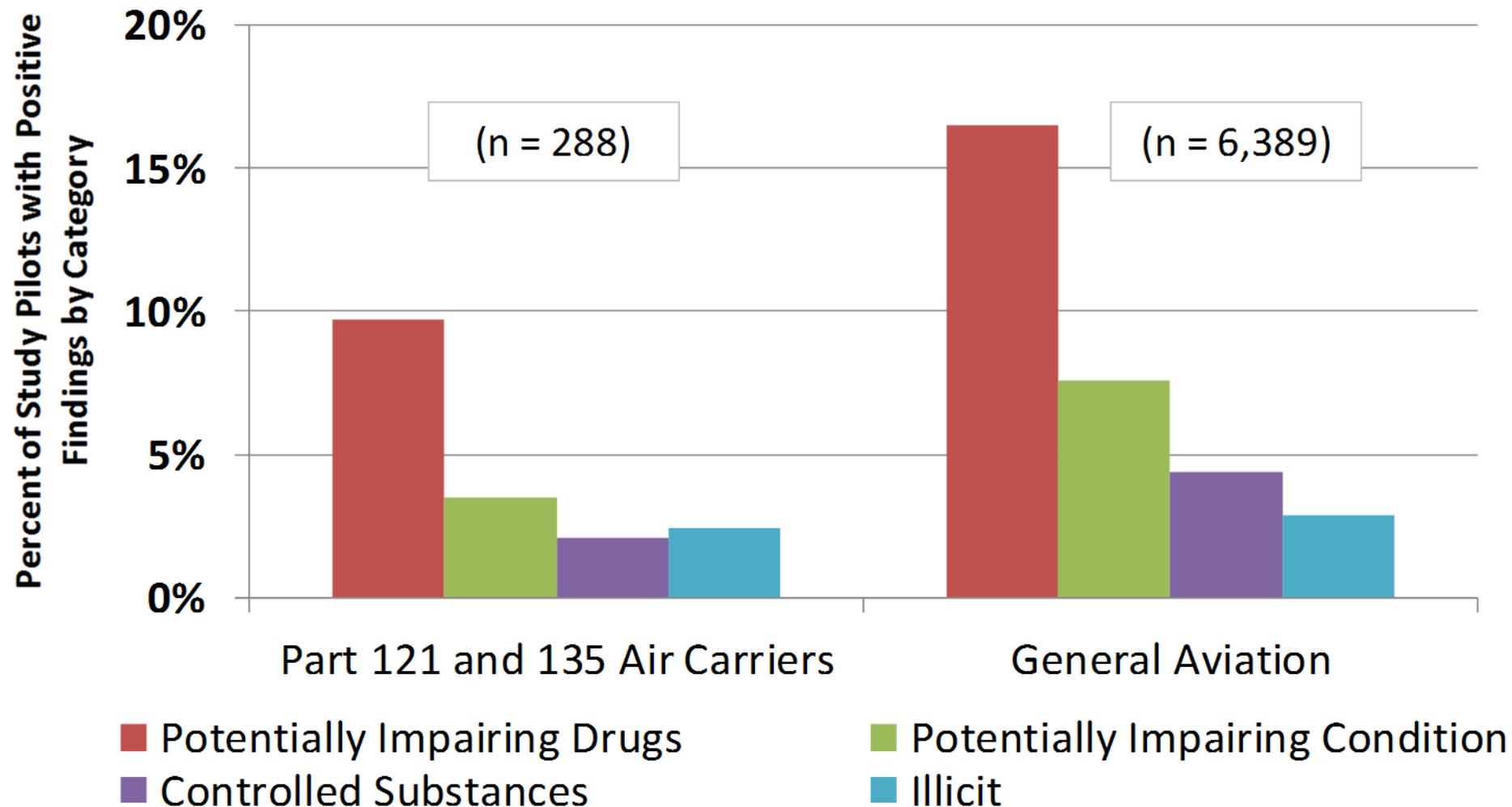
Distribution of Study Pilots by Highest Certificate



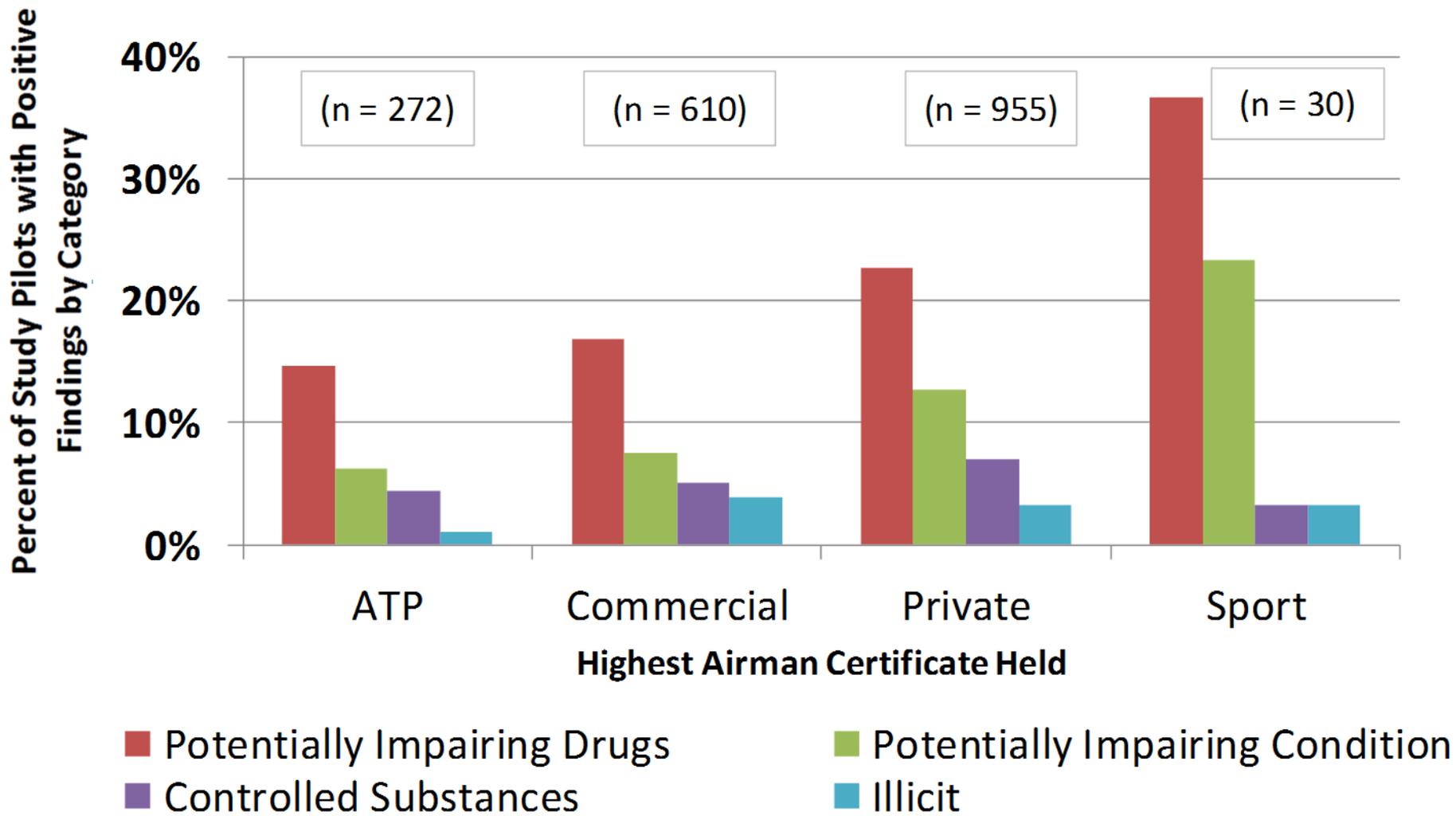
Toxicology Findings by Age Group, 1990-2012



Toxicology Findings by Operation Type, 1990-2012



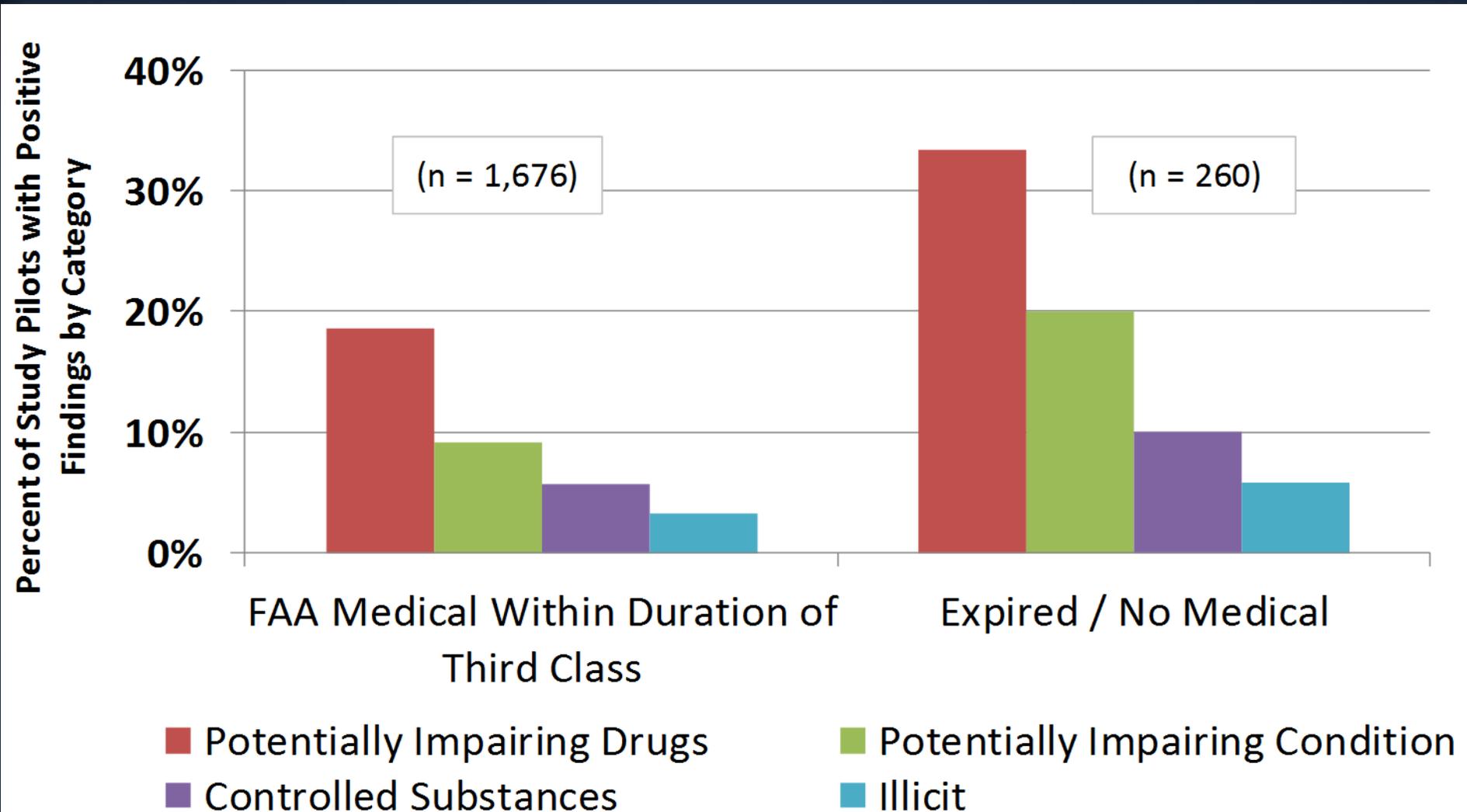
Toxicology Findings by Certificate, 2005-2012



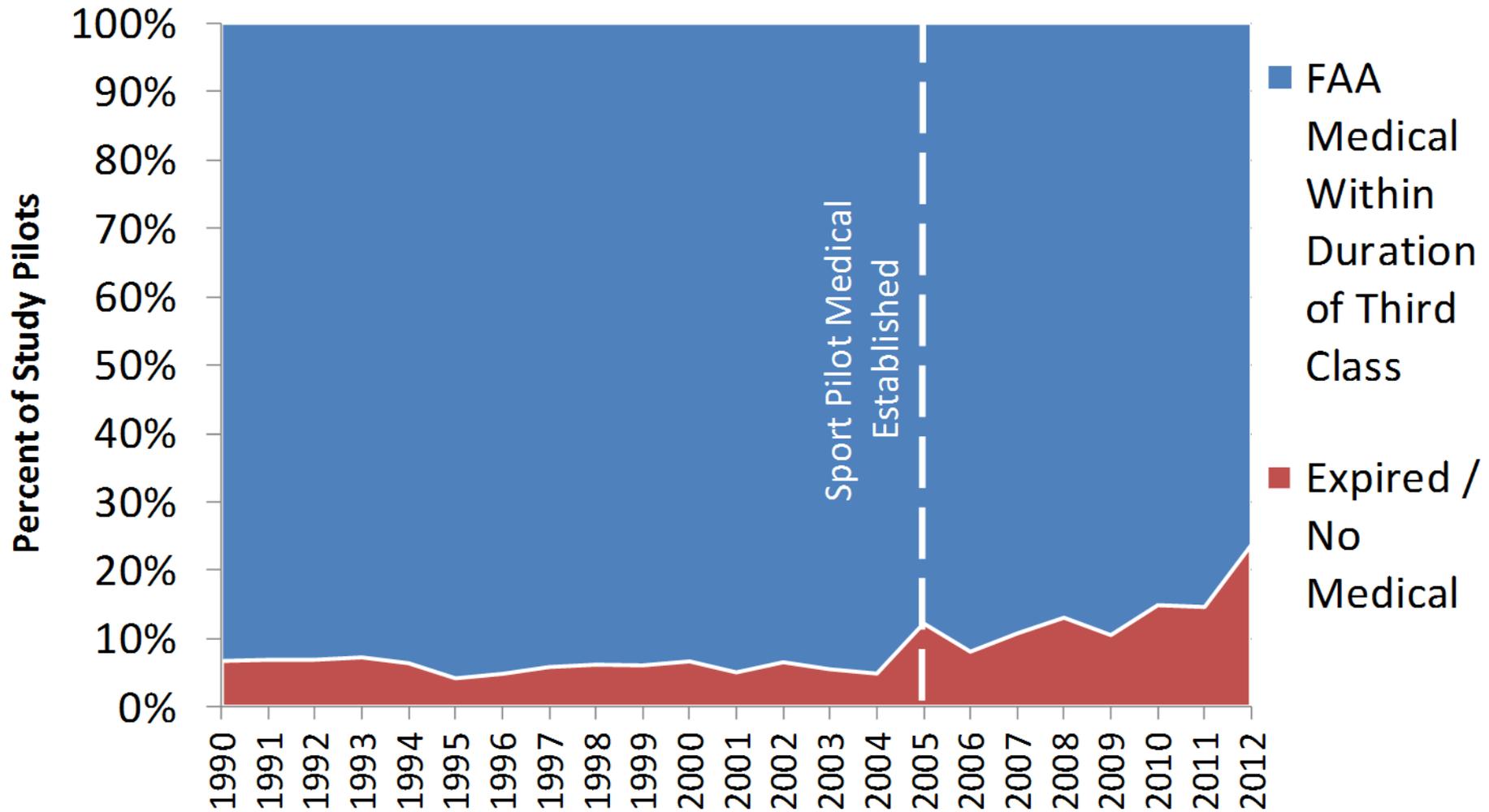
Toxicology Findings by Medical Certificate

- Compared toxicology findings for pilots with and without medical certificates
- Used the duration limits of the third-class medical certificate

Toxicology Findings by Medical, 2005-2012



Study Pilot Medical Certification, 1990-2012



Medical Certification and Impairment

- More pilots without a medical certificate had evidence of potentially impairing drugs and conditions
- Proportion of NTSB investigations citing impairment has not increased noticeably
- Risk for pilots without medical certificates cannot be accurately assessed without data on active pilots



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