

Cardiovascular Risk

Ischaemic Heart Disease, caused by areas of heart muscle not receiving enough oxygen to function correctly, is relatively common in our community. Ischaemic Heart Disease is often also called Coronary Artery Disease because it is blockage of the arteries of the heart (coronary arteries) that leads to less blood (and oxygen) than needed getting through to the muscle of the heart (myocardium).

Because our hearts need more oxygen and blood when we exercise, or when our heart rate increases for any other reason, we usually become aware of Ischaemic Heart Disease due to chest pain with exertion. Sometimes, however, Ischaemic Heart Disease makes itself known suddenly and unexpectedly with a heart attack being the first thing you know about it.

Ischaemic Heart Disease is the No 1 cause of death in New Zealand, causing more deaths than all types of cancer put together. Not only does Ischaemic Heart Disease cause death, but it is also the cause of many collapses and other impairments.

Ischaemic Heart Disease is an important medical condition for civil aviation regulatory authorities to consider, because it is so common and because it causes incapacitation.

What causes Ischaemic Heart Disease?

Ischaemic Heart Disease is usually caused by blockage or narrowing of the blood vessels that supply blood, and oxygen, to the heart muscle itself. This narrowing is most often caused by the build-up, over time, of a fatty material called atheroma.

What causes atheroma?

There is no simple answer to this question. A wide variety of factors appear to contribute to the likelihood, or risk, of someone having significant amounts of atheroma in their coronary arteries. Some, but not all, of these risk factors are:

Age—Risk increases as age increases;

Gender—Males generally at higher risk;

Blood pressure—Risk increases as blood pressure increases above normal limits;

Abnormalities of sugar metabolism—Diabetics and people with some pre-diabetic conditions are at higher risk;

Smoking—Smoking increases risk which reduces substantially a year after having stopped smoking;

Blood cholesterol and lipid levels—High cholesterol levels are usually associated with higher risk;

Family history of heart attacks or strokes—Such a family history is usually associated with higher risk, especially if family members suffered heart attacks or strokes at younger ages;

Ethnicity—Some different ethnic groups appear to have higher risk of heart problems;

Past history of heart attacks or strokes—Associated with higher risk.

Can Ischaemic Heart Disease be measured?

Yes. There are tests that can, reasonably accurately, detect whether enough oxygen is getting through to the heart muscle during periods of exercise. These tests include exercise stressed electrocardiography (stress test, stress ECG), exercise stressed echocardiography (stress echo), and exercise stressed radionucleotide scan (thallium scan or nuclear scan).

Why not do these tests on everyone?

Some countries stop pilots flying when they reach a certain age. Some countries require all pilots to have a stress test when they reach a certain age.

Requiring everyone, or everyone over a certain age, to have a stress test can be very expensive and will also result with a significant number of people being initially ‘diagnosed’ as having Ischaemic

Heart Disease and then later being shown not to have Ischaemic Heart Disease (false positive test results).

New Zealand does not stop people flying at a certain age. New Zealand also does not require people to routinely have a stress test once they reach a certain age.

So what does New Zealand do?

In New Zealand we evaluate the cardiovascular risk of all medical certificate applicants who are over 35 years of age. If an applicant does not have excessive cardiovascular risk then no further testing is required and, everything else being OK, they are issued a medical certificate.

If an applicant does have excessive cardiovascular risk then they are tested, usually via a stress test, to make sure that their heart gets enough oxygen during exercise before they are issued a medical certificate.

The New Zealand medical standards contain a requirement that applicants who have increased risk of Ischaemic Heart Disease be tested to demonstrate that the heart muscle gets enough blood and oxygen during exercise (See “Looking at the law” section at the end of this document).

How is the cardiovascular risk worked out?

The cardiovascular risk of an applicant is calculated using the method published in the New Zealand Guidelines Group’s (NZGG) *Best practice evidence-based guideline* titled “The assessment and management of cardiovascular risk”. Copies of this document can be obtained from the NZGG website at www.nzgg.org.nz.

This method uses the risk factors already mentioned to calculate a 5-year percentage risk of the applicant suffering a cardiovascular ‘event’ ... such as a heart attack. The calculation first considers factors that lead to very high risk results, such as having had a previous heart attack, and then information about the applicant is entered into a table and a risk-range is calculated from the table. In some situations, such as a particularly high blood cholesterol level, the value that is read from the table is adjusted further to provide the final risk result.

The NZGG method provides 5-year risk results of <2.5%, 2.5-5%, 5-10%, 10-15%, 15-20%, >20%, 20-25%, 25-30%, or >30%.

Figure 1 shows part of the NZGG risk calculator being used to calculate the cardiovascular risk of a 47 year old male pilot who is not diabetic and a non-smoker. His blood pressure was measured as 130/70 mmHg, his fasting blood lipid profile showed total cholesterol = 4.6 mmol/l, triglyceride = 0.8 mmol/l; HDL cholesterol = 1.2 mmol/l; LDL cholesterol = 3.1 mmol/l; and Total cholesterol – HDL ratio 3.8. Using these values the NZGG calculator returns a 5-year cardiovascular risk of 2.5-5%.

If the same person were a diabetic smoker, and everything else was the same, their 5-year cardiovascular risk would have been calculated as being in the 10-15% range.

Can my doctor use a different cardiovascular risk calculator?

There are many different tools, some available on computers, for estimating cardiovascular risk. Many of these are adequate for day-to-day clinical medical practice, but none are better than the NZGG tool. For reasons of consistency, and because there is no better tool available, the NZ legislation requires that the NZGG tool be used to calculate cardiovascular risk.

How much cardiovascular risk is considered to be “excessive”?

A 5-year cardiovascular risk of 10-15%, or higher, is considered as being excessive for the purpose of the CAA medical standards.

My 5-year risk has been calculated as being excessive. What now?

If your cardiovascular risk factors are excessive it will be necessary to demonstrate “normal myocardial perfusion” before you can be assessed as meeting the medical standards.

The usual way to do this is to have an exercise stressed electrocardiogram (stress test, stress ECG). Sometimes your doctor will recommend a different test, such as an exercise stressed echocardiogram, but usually a stress ECG is sought.

The stress ECG (or other test) needs to be performed to a certain specific protocol, but that is some-

ment. Usually a negative stress test result is relied upon for 1—2 years, 1 year for aviation professionals and 2 years for private pilots. If your cardiovascular risk remains elevated, then it is likely that further testing will be required to exclude any abnormality of myocardial perfusion, either 1 or 2 years later.

If, 1—2 years later, your cardiovascular risk has reduced into the acceptable range then no stress test is likely to be required. It is important, not only for your medical certification but also for your general health and long term survival, to reduce your cardiovascular risk factors. You should seek the advice of your medical practitioner to assist you with reducing your cardiovascular risk factors.

What about age?

Age is the single most powerful independent risk factor for cardiovascular disease. Because of this, age is an important factor in the NZGG cardiovascular risk calculations. The NZGG risk calculations, based on several risk factors, are more accurate than risk calculations based on age alone.

What if I don't agree with a decision concerning my cardiovascular risk?

You are always able to seek review of CAA medical certification decisions. Some people seeking review of decisions use the Convener process, some make an Appeal to the District Court, and some use other methods. For further information on review / appeal options you may wish to consult the Medical Information Sheet on the topic (MIS 005 'What Are My Review Options?').

Looking at the law

Civil Aviation Rule Part 67: Medical Standards

Rules 67.103 (Class 1), 67.105 (Class 2), and 67.107 (Class 3) include provisions that require an applicant to have no significant* history or diagnosis of heart problems, to have no significant coronary artery disease, and to not have elevated cardiovascular risk unless normal myocardial perfusion can be demonstrated.

The exact wording of the class 1 cardiovascular system medical standards is shown below. These standards state that an applicant must—

- (1) have no history or diagnosis of any condition of the heart or circulatory tree that is of aeromedical significance; and
- (2) without limiting paragraph (d)(1), have no history or diagnosis of any of the following specific medical conditions, to an extent that is of aeromedical significance:
 - (i) coronary artery disease;
 - (ii) left bundle branch block;
 - (iii) right bundle branch block unless ischaemic causes have been excluded;
 - (iv) uncontrolled hypertension;
 - (v) abnormality of the muscle, valves, or conduction system of the heart;
 - (vi) abnormality of the rhythm of the heart; and
- (3) without limiting paragraph (d)(1), have no disorder requiring a cardiac pacemaker; and
- (4) have no excessive cardiovascular risk factors unless normal myocardial perfusion can be demonstrated.

The class 2 and class 3 cardiovascular system medical standards are virtually identical in their wording to their class 1 counterpart.

The details of the CAA cardiovascular risk assessment procedure and further testing are found in the medical General Directions (GDs) which can be downloaded from the CAA website.

* In the CAA medical standards *significant* refers to “aeromedical significance” which is defined in Rule 67.3(a): “A medical condition is of aeromedical significance if, having regard to any relevant general direction, it interferes or is likely to interfere with the safe exercise of the privileges or the safe performance of the duties to which the relevant medical certificate relates”.

CAA Medical Help Desk

Tel: +64-4-560 9466 Fax: +64-4-560 9470

Email: med@caa.govt.nz web site: www.caa.govt.nz

CAA Central Medical Unit, P O Box 31-441, Lower Hutt, New Zealand