



Written by [R. Cort Kirkwood](#) on January 17, 2023

FAA Adjusts Heart-function Values for Pilots

If you plan to fly anywhere anytime soon, you might want to ask whether the pilot was jabbed with the China Virus vaccine. And if so, you might want to take the train or drive your car.

The reason: The Federal Aviation Administration (FAA) broadened the acceptable range for an EKG in October, vaccine expert Steve Kirsch has reported, a sign that the federal agency knows the vaccines are causing heart problems.

Young people, even well-conditioned athletes, are dropping dead after the jab. And last year, a study found that a job victim's potential for cardiac trouble increases with each subsequent "booster."

It's only a matter of time before a pilot drops dead mid-flight. Maybe then the Food and Drug Administration will pull these dangerous snake oils off the market. But don't count on it.



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Change Done Quietly

Until then, airline passengers must pray that a pilot doesn't blow a gasket before he lands the jet, for the FAA has tacitly confessed the vaccines are causing heart trouble.

"In the October 2022 version of the FAA Guide for Aviation Medical Examiners, the FAA quietly widened the EKG parameters beyond the normal range (from a PR max of .2 to unlimited). And they didn't widen the range by a little. They widened it by a lot. It was done after the vaccine rollout," [Kirsch reported](#) at his Substack page:

This is extraordinary. They did it hoping nobody would notice. It worked for a while. Nobody caught it.

But you can't hide these things for long.

This is a tacit admission from the US government that the COVID vaccine has damaged the hearts of our pilots. Not just a few pilots. A lot of pilots and a lot of damage.

The cardiac harm of course is not limited to pilots.

Kirsch believes the jabs have damaged the hearts of more than 50 million Americans.

Frighteningly, as myriad reports show, the vaccines increase the likelihood of contracting the lab-made Asiatic virus, the likelihood of hospitalization from the virus, and worse still, the likelihood of dying of the virus itself.

"You also have an excellent chance of getting a lifetime of heart damage for no extra charge," [Kirsch](#)



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[wrote](#).

Of course, the elixir salesmen and their government backers will pay no price:

But don't worry; you can't sue them. They fixed the law so none of them are liable (the doctors, the drug companies, the government). After all, you took the vaccine of your own free will. It's not like you were forced (or coerced) to take it or anything like that! And there were plenty of people warning you not to take the shots (even though they censored most of them).

Why the New Range?

They fixed the law, but they won't fix your heart if the damage is permanent, but anyway, the FAA widened the range of the heart function measurement to "accommodate people who have cardiac injury."

"Why would they do that?" Kirsch asked:

I'll take an educated guess as to why they did that. I believe it is because they knew if they kept the original range, too many pilots would have to be grounded. That would be extremely problematic; commercial aviation in the US would be severely disrupted.

And why did they do that quietly without notifying the public or the mainstream media?

I'm pretty sure they won't tell me, so I'll speculate: it's because they didn't want anyone to know.

In other words, the COVID vaccine has seriously injured a lot of pilots and the FAA knows it and said nothing because that would tip off the country that the vaccines are unsafe. And you aren't allowed to do that.

And we can be reasonably sure the vaccine inspired the change because "all the sudden deaths started post-vaccine."

Kirsch cited data from a study in Puerto Rico that revealed 70 percent of those examined post-vaccine "exhibited objective signs of cardiac injury."

As well, a study on pilots to be released later this week showed that more than 20 percent suffered post-vaccine heart damage.

"The most logical conclusion is that the FAA knows the hearts of our nation's pilots have been injured by the COVID vaccine that they were coerced into taking, the number of pilots affected is huge, the cardiac damage is extensive, and passenger safety is being compromised by the lowering of the standards to enable pilots to fly," [Kirsch concluded](#):

The right thing would be for the FAA to come clean and admit to the American public that the COVID vaccine has injured 20% or more of the pilots (based on their limited EKG screening), but I doubt that they will ever do that.

Last Year's Report



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Yet the FAA's move also confirms vaccine skeptic [Alex Berenson's report](#) about a British study.

"The risk of serious heart problems called myocarditis in men under 40 soars with each dose of a Covid mRNA vaccine — and is sharply higher than the risk from a coronavirus infection itself," Berenson wrote in January 2022.

The "risk of myocarditis almost doubled after the first Pfizer shot in men under 40," Berenson explained, "then it doubled again after the second and doubled again after the third — to almost eight times the baseline risk."

The risk of problems after a second dose of the Moderna vaccine is alarming, Berenson reported. A second jab of Moderna increases the risk of problems 16-fold.

And "because each Moderna shot contains 100 micrograms of mRNA, while each Pfizer shot contains 30, the findings suggest strongly that the heart risks are dose-related and likely to continue to rise with each additional shot."

And even now, despite the FAA's silent admission, the federal government and vaccine makers probably won't recall them. If officials didn't admit the truth [after the death](#) of so many young athletes — 291 died in 2021, [Kirsch reported](#) — they won't admit it if an Airbus 320 crashes into the Rocky Mountains because a pilot died at the stick.



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