



A Guide to the Medical Declaration Requirements For Glider Pilots

The B.G.A. (British Gliding Association) require that all glider pilots must certify themselves as meeting the requirements as defined by the D.V.L.A. for private driving (Level 1), or professional driving (Level 2) if the pilot is able to carry passengers. This declaration must be countersigned by their G.P.

Briefly, the requirements are:

- Every pilot must have a medical declaration countersigned by their G.P. **before** they are allowed to fly solo.
- Thereafter a new declaration must be obtained **before** reaching the ages of 45, 50, 55, 60, 65 and thereafter every twelve months.
- Pilots who are rated to carry passengers must be certified to D.V.L.A. Level 2 (professional driving standard).

There is a full copy of the medical requirements posted in the clubhouse, but you could visit the B.G.A website (<http://www.gliding.co.uk/bgainfo/medical.htm>) if this is more convenient.

Enclosed with this guide are the following forms:

- A medical declaration to be countersigned by your G.P. and retained by yourself (Pilot's Copy) - please read the notes on the reverse.
- A medical declaration to be countersigned by your G.P. and to be retained by ourselves
- Notes for your G.P. as issued by the B.G.A. and the C.A.A.

When countersigned signed by your G.P., the period that your medical declaration will be valid for depends upon your current age - please see the enclosed 'Notes for the General Practitioner' for details.

I would strongly suggest that you to arrange to see your G.P. to have your medical declaration countersigned as soon as possible to ensure that there are no unnecessary delays to your first solo flight.

Once you have had your declarations countersigned, please keep your copy in a safe place (you may be required to produce this), and present the copy marked 'Stratford on Avon Gliding Club Copy' to the Duty Instructor. Please also be aware that you must notify the Duty Instructor of any change to your medical status that would affect your current declaration.

Please be assured that all information supplied by you as part of your medical declaration will be held in the strictest confidence. Do not hesitate to discuss any concerns or questions you may have regarding the medical requirements as implemented by the B.G.A. with the Duty Instructor or myself.

Steve Brown
Chief Flying Instructor
Stratford on Avon Gliding Club

UNITED KINGDOM NATIONAL PRIVATE PILOT LICENCE
National PPL, PPL (Balloon & Airship), PPL (Gyroplane)
MEDICAL DECLARATION



PILOT SECTION:

Full Name:

Date of Birth:

I understand the 'Notes for the Pilot' printed with this certificate. I have discussed my medical history with my GP and have not withheld any relevant medical information from him/her. I believe that I am fit to fly as a pilot at the standard indicated by my GP below.

Signature of Pilot:

Date:

GENERAL PRACTITIONER SECTION:

I am the general practitioner of the applicant named above and have seen his/her medical records. I have read 'Notes for the General Practitioner' printed with this declaration and had access to any appropriate information sheets.

I am aware of the DVLA medical requirements for professional and private drivers and believe that there is nothing in the applicant's medical history which prevents him/her meeting the following standard:

GP please tick one box only. (This form is invalid none or both boxes are ticked)

* DVLA Group 2 (professional driving) This standard allows solo flight or flight with passengers.

* DVLA Group 1 (private driving, modified if necessary from an information sheet) This standard allows solo flight and flight with another qualified pilot as the only passenger.

Signature of doctor:

Date:

Please print name:

Practice stamp:

Please refer to the 'Notes For the General Practitioner' supplied by the applicant for determine the expiry date.

This medical declaration is valid until: (* please enter expiry date)
(Subject to change should the applicant suffer any notifiable conditions.)

Any special limitations (e.g. Aircraft modifications required due to physical disability):

Pilots Copy

(Document revised by C.A.A. November 2004)



NOTES FOR THE PILOT

- 1 - This medical declaration must be signed by you, and countersigned by your GP, before your first solo flight and then at renewal intervals as noted. The minimum age for signing is one month prior to your 16th birthday (the minimum age for solo flying). You must make sure that you provide copies of the relevant documents for your GP - these include the Notes for the General Practitioner (the page after these notes), [Additional Information for GPs](#), and any medical information sheets (see below).
- 2 - If you do not meet the DVLA Group 2 (professional) driving standards, but do reach the Group 1 (private) driving standards, you may only fly solo, unless your only passenger is also a pilot licensed to fly the aircraft, and the aircraft is fitted with dual controls. This passenger will act as your safety pilot and should be so briefed.
- 3 - If you have any of the medical conditions listed in (4) below, you must provide your GP with a copy of the relevant medical information sheet. These information sheets are available from the National Pilot Licensing Group Ltd (NPLG Ltd), the British Microlight Aircraft Association (BMAA), the British Balloon and Airship Club (BBAC), the British Rotorcraft Association (BRA) or from the Civil Aviation Authority (CAA) web site (<http://www.caa.co.uk/default.aspx?categoryid=49&pagetype=68&groupid=305>). Your GP will not be able to countersign your declaration until he/she has seen this information, and even then may need to refer to a National PPL Medical Adviser for further advice.
- 4 - Medical disorders for which information sheets are available include: nervous system, heart, diabetes, psychiatric, vision, chest and breathing, epilepsy, drug/alcohol misuse and physical disability.
- 5 - Whenever you intend to go flying it is your personal responsibility as a pilot to be fit. Illness or injury, drug treatment, fatigue, pregnancy, medical procedures or surgical operations will usually entail temporary unfitness. If you are in doubt about your fitness you should stop flying, and seek advice from your GP (who will assess you to the driving standards) or a National PPL Medical Adviser.
- 6 - On referral for a medical investigation or procedure, or after any serious illness or injury you must discuss your fitness with a doctor. This may be your treating doctor, your GP or a National PPL Medical Adviser. **It is your responsibility to ensure that, at each consultation, any doctor providing medical advice is aware that you are a pilot.** If any doctor advises that you are unfit (for driving or flying), you must not fly until that assessment has been changed. The relevant information sheet (see (4) above) may help your doctor in this assessment. Again the National PPL Medical Advisors can give specific advice about flying to your treating doctor or GP.
- 7 - If you wear spectacles or contact lenses, a readily available spare pair of spectacles must be carried when flying.
- 8 - Your licence is not valid without an in date copy of this medical declaration. Please note that if you are using a UK National PPL with a JAR or other UK medical certificate (which is perfectly acceptable) that certificate carries its original validity - the validity periods for the UK National PPL Declaration cannot be transferred to a JAR or UK certificate. The Declaration is for use ONLY with a UK National PPL (SEP, microlight or SLMG) or a UK PPL (Balloon & Airship, Gyroplane). UK PPL holders (issued pre JAR) who only fly microlights should contact the BMAA for advice before using this declaration. Glider pilots use the same system of medical assessment but with a BGA licence.
- 9 - **A copy of your signed declaration (NPPL holders only) must be sent to the appropriate National PPL administrative body (National Pilot Licensing Group Ltd for single engine piston aircraft and self launching motor gliders, British Microlight Aircraft Association for microlights).**

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National PPL, PPL (Balloon & Airship), PPL (Gyroplane)
MEDICAL DECLARATION



PILOT SECTION:

Full Name:

Date of Birth:

I understand the 'Notes for the Pilot' printed with this certificate. I have discussed my medical history with my GP and have not withheld any relevant medical information from him/her. I believe that I am fit to fly as a pilot at the standard indicated by my GP below.

Signature of Pilot:

Date:

GENERAL PRACTITIONER SECTION:

I am the general practitioner of the applicant named above and have seen his/her medical records. I have read 'Notes for the General Practitioner' printed with this declaration and had access to any appropriate information sheets.

I am aware of the DVLA medical requirements for professional and private drivers and believe that there is nothing in the applicant's medical history which prevents him/her meeting the following standard:

GP please tick one box only. (This form is invalid none or both boxes are ticked)

* DVLA Group 2 (professional driving) This standard allows solo flight or flight with passengers.

* DVLA Group 1 (private driving, modified if necessary from an information sheet) This standard allows solo flight and flight with another qualified pilot as the only passenger.

Signature of doctor:

Date:

Please print name:

Practice stamp:

Please refer to the 'Notes For the General Practitioner' supplied by the applicant for determine the expiry date.

This medical declaration is valid until: (* please enter expiry date)
(Subject to change should the applicant suffer any notifiable conditions.)

Any special limitations (e.g. Aircraft modifications required due to physical disability):

Stratford on Avon Gliding Club Copy

(Document revised by C.A.A. November 2004)



NOTES FOR THE GENERAL PRACTITIONER

- 1 - The medical requirements to validate a UK National Private Pilot's Licence are based on the DVLA driving standards. The latest version of these can be found on the DVLA website page: http://www.dvla.gov.uk/at_a_glance/content.htm. The applicant signs a declaration of fitness, which is then countersigned by you. Your counter-signature confirms the absence of a medical history that would preclude holding a DVLA Group 1 or 2 Licence (with occasional modifications - see below). The UK Civil Aviation Authority, which is responsible for these medical standards, regards your knowledge of the applicant's medical history to be the most important part of this assessment. Additional explanatory information is available from the CAA website: http://www.caa.co.uk/docs/49/SRG_Med_Additional_notes_for_GPs_July_03.pdf and is printed overleaf.
- 2 - If the applicant wishes to carry passengers, there should be nothing in the medical history that would prevent him/her reaching the DVLA Group 2 standards for professional driving. Two exceptions (where Group 2 driving is precluded but flying is not) are monocular applicants and those with a high uncorrected visual acuity (please see separate vision information sheet, which the applicant will provide).
- 3 - If the applicant does not meet Group 2 standards he/she may be fit to fly solo or with another qualified pilot, but not with any other passengers. Such applicants must not have a condition that would prevent them meeting the DVLA Group 1 private driving standards. Because of the differences between flying and driving, in particular the ability to pull quickly to the side of the road when driving, the DVLA Group 1 standards will occasionally need to be more restrictive for pilots. However, these are few (angina, heart failure and pneumothorax), and in particular the degree of hypoxia associated with this type of flying is less than or similar to that experienced in a passenger jet. Medical information sheets for common medical problems (see below) are available for guidance and will indicate where the DVLA standards may not apply. The applicant will provide these for you.
- 4 - Information sheets are provided for the following disorders: cardiovascular (two - coronary artery disease and other heart disease), diabetes, drug/alcohol misuse, epilepsy, neurological, physical disability, psychiatric, respiratory and vision. If the applicant has a condition which falls under any of these headings and you have not seen the associated information sheet, you should defer the assessment until it is available.
- 5 - If you have any doubts about an applicant's fitness, if the information sheets do not cover a particular condition, or if the DVLA "At a Glance" notes state that, for a particular condition, DVLA notification is necessary, a National PPL Medical Adviser (not the DVLA) should be approached for specialist advice about flying. The applicant will provide contact details for the Adviser associated with his/her type of flying, and will also be responsible for forwarding any relevant reports or investigations if necessary. After discussing the case with the Adviser, it is hoped you will feel able to countersign the applicant's Declaration.
- 6 - The minimum age for both Group 1 and 2 is one month before the applicant's 16th birthday to allow solo flying on that birthday if required. After initial issue the validity periods of this medical declaration are as follows:

Up to, and including, age 44	Until 45 th birthday or 5 years (whichever is longer)
45 - 59	5 years
60 - 64	Until 65 th birthday or 1 year (whichever is longer)
65 and over	1 year
- 7 - Additional medical reviews may be required after serious illness, in the light of adverse clinical investigations, in circumstances when it is advised for road drivers or on the advice of a National PPL Medical Adviser.



Additional Information for General Practitioners asked to countersign a National Private Pilot's Licence Medical Declaration

This document amplifies the 'Notes for the General Practitioner' which go with the National Pilot's Licence (NPPL) Declaration of Medical Fitness to fly. The first thing to emphasise is that you, the general practitioner, are not being asked to assess an applicant's 'Fitness to Fly'. Your countersignature confirms only that there is nothing in the applicant's medical history which would prevent him/her meeting the DVLA Group 1 or Group 2 driving standards. The general practitioner takes no responsibility for the appropriateness of these standards for private flying. That is the responsibility of the UK Civil Aviation Authority (CAA) which has determined these standards after considerable discussion with the organisations associated with recreational flying.

The UK CAA recognises that an accurate knowledge of a pilot's past medical history is the most important part in assessing a future risk of incapacitation which might lead to an aircraft accident. The CAA has been criticised by the Air Accident Investigation Branch when accidents have occurred because the pilot has not disclosed a significant medical history during the standard medical examination for a pilot's licence. The CAA has not in the past routinely sought confirmation of a pilot's medical history from the GP.

The National PPL was devised to reduce the amount of regulation associated with recreational private flying (flying in good weather, by day only, in aircraft with a maximum of four seats). It was agreed that the medical standards for this type of flying could be reduced, but with the counter balance that an accurate past medical history should be known. The DVLA driving standards were chosen as they are well known, and are appropriate for this type of flying (which invariably takes place in the lower atmosphere, so that hypoxia is less of an issue than in a passenger jet cabin).

DVLA Group 2 (professional driving) fitness allows the carriage of passengers. The lower DVLA Group 1 standard of (private driving) fitness removes the third party risk to passengers by allowing only solo flying or flying with another qualified pilot. The prevalence of injury to third parties on the ground due to crashing light aircraft, from any cause, is extremely small. Thus the Medical Declaration for a NPPL contains a signature from the pilot confirming that he/she has read the notes about present *and future* fitness to fly, and a countersignature from you, the GP, that there is nothing in the medical history that would preclude him/her reaching the appropriate DVLA standard. In summary, there is no requirement for the GP to make an assessment of 'Fitness to Fly'. There is also no requirement to do or record a medical examination, though this is not precluded if you wish to check various health parameters.

National PPL Medical Advisors are available to give specific advice about flying if necessary. The applicant will provide the contact details, and will be responsible for the transmission of reports if that is required. The aim of this system is to allow you access to advice which will enable you to countersign the Declaration if that is appropriate, or to deny it if it is not. The Medical Advisor may also suggest special limitations which should be appended at the bottom of the declaration form. Examples of these might be:

- Special modifications to an aircraft in the case of a disabled pilot.
- More frequent medical assessments and reports due to ongoing disease (for example an annual exercise ECG in coronary artery disease).
- The requirement for a pilot to fly only at a specific club with permission from a named flying instructor (this might be suitable for borderline psychiatric cases).
- A requirement to fly only with another qualified pilot (safety pilot) with solo flying not permitted (in very borderline cases).

If you have any further comments or queries, please contact a NPPL Medical Advisor.