



UNITED KINGDOM NATIONAL PRIVATE PILOT LICENCES
NATIONAL PPL, PPL (BALLOON AND AIRSHIP), PPL (GYROPLANE)
MEDICAL DECLARATION

Please complete this form after reading the appropriate Notes included.

1. PILOT DECLARATION

Full name: Date of Birth (dd/mm/yyyy):

I understand the 'Notes for the Pilot' printed with this declaration. 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:

2. GENERAL PRACTITIONER COUNTERSIGNATURE

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 have had access to any appropriate information sheets.

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

Please tick one box only (the form is invalid if neither or both boxes are ticked)

Group 1 (private driving modified, if necessary from an information sheet).

OR

Group 2 (Professional Driving).

Signature of doctor: Date:

Please print name:

Practice stamp

Next medical assessment due on or before (please see notes):

Any special limitations:

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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 paragraph 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. 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 paragraph 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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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 (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 and a copy will be provided for you by the applicant.
- 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 paragraph 4) 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 45th birthday or 5 years (whichever is longer)
45 - 59	5 years
60 - 64	Until 65th 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.