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1. All pilots

All pilots are to ensure that they have demonstrated or declared medical fitness required by the licence or pilot certificate privileges being used.

It is a personal responsibility of all pilots to be fit for flight including to recognise the adverse effects of short-term illness, alcohol, drugs, or fatigue. It is an offence to fly with more than 20mg/100ml of blood alcohol; that is far less than the level permitted to private road drivers. Following recovery from serious illness or accident, future fitness to fly will require review.

2. Clubs

The validity of members demonstrated or declared medical fitness to fly should be checked and recorded by the club, taking into consideration data protection requirements.

3. Disabled pilots and those with specified medical conditions

It is the policy of the BGA to encourage disabled pilots to fly within the limits of their disability and subject only to the limits of public safety. However, these pilots will require individual consideration and perhaps aircraft modification. Further notes relating to specific medical conditions are on the CAA web site.

Advice on specific problems can be obtained from a BGA medical adviser through the BGA office. The CAA does not allow pilots who are prescribed medication for psychiatric conditions to self-declare their fitness to fly – please contact a BGA medical advisor for further advice.

4. Passengers and student pilots during dual flying

There are no specific requirements and almost anyone can safely be taken into the air, but club membership application forms should as a minimum require the applicant to 'declare in confidence any medical condition that might adversely affect the flight'.

5. Instructors

Instructors are to ensure that they that they have demonstrated or declared medical fitness relevant to the licence or certificate privileges being used.

6. Competition pilots

Special provisions apply to competition pilots who come under the jurisdiction of the World Anti-Doping Agency. International competition pilots may be subject to testing at any time and some 'recreational drugs' may be detectable for a very long time after use. Some energy drinks or food supplements may contain prohibited substances. Other competition pilots may be subject to testing during competitions.

7. Medical standards

When flying in a Part 21 or non-Part 21 sailplane or powered sailplane or TMG	
Student pilot or passenger when flying dual with a qualified pilot in command.	No additional requirement other than stated on the club membership form.
Pilot in command <i>using BGA pilot certificate privileges.</i>	A driving licence issued by the UK or the Crown dependencies or an EU nation, or For those under the age of 25, a self-declaration to DVLA group 1 standard (Annex A), or For visitors, any ICAO or non-ICAO medical document valid for gliding in their own country is acceptable, or Part-MED LAPL medical or Class 2 medical certificate, or CAA Pilot Medical Declaration
Pilot in command dual <i>using BGA pilot certificate/instructor privileges</i> with a non-pilot passenger or a student pilot.	Part-MED LAPL medical or Class 2 medical certificate, or CAA Pilot Medical Declaration, or GP endorsed BGA medical declaration (Annex B)
Pilot in command <i>using CAA-issued pilot licence privileges, including SPL privileges, including passenger carrying and instructing.</i>	Part-MED LAPL medical, Class 2 medical certificate, or CAA Pilot Medical Declaration
Pilot in command passenger carrying and instructing <i>where the pilot in command is aged over 75.</i>	Part-MED LAPL medical, Class 2 medical certificate, or CAA Pilot Medical Declaration to fly aircraft not more than 5700kg MTOM
Student pilot in command under SFCL rules	Part-MED LAPL medical or Class 2 medical certificate (on issue of an SPL, the pilot may utilize the CAA Pilot Medical Declaration)

Notes:

1. [Full details of the CAA pilot medical requirements are available on the CAA website.](#)
2. A 'Part 21 sailplane' was known as an 'EASA sailplane'. A 'non-Part 21 sailplane' was known as a 'non-EASA' sailplane.
3. There is no minimum age for a LAPL medical certificate.

8. Higher medical standards

BGA member clubs are free to impose higher medical standards. However, it is recommended that this is done only in individual cases and then following medical advice. In cases of concern, a club can require a member to seek and follow medical advice.

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Annex A - young pilot declaration form

Declaration of fitness (BGA only – not valid for SFCL, FCL or NPPL)

This may be signed as an alternative to the holding of a driving licence by glider pilots under the age of 25 years. It expires on the 25th birthday and if by then a driving licence is not held, a NPPL or other medical certificate must be obtained.

I declare that I can read a car number plate at 20 m and do not suffer any medical condition that would disqualify from holding a private driving licence. (In cases of doubt, guidance on the medical standards required can be obtained from the DVLA web site).

Club holding declaration

Full name.....Date of birth.....

Signature.....

Signature of parent or guardian if under the age of 18 years.....

Date signed.....

Annex B - GP endorsed medical declaration form

Declaration of fitness (BGA only – not valid for SFCL, FCL or NPPL)

This is required from instructors who are responsible for trainee pilots in the air, and from glider pilots who may be responsible for inexperienced passengers in the air. Glider pilots who fly solo or with another pilot do not need this declaration and countersignature.

1. PILOT DECLARATION

Full name.....Date of birth.....

I understand the medical requirements. I have discussed my medical history with my GP and have not withheld any relevant medical information. I believe that I am fit to fly as a pilot responsible for others at the standard required by the DVLA for a professional (Group 2) driver.

Signature of pilot.....Date.....

2. GENERAL PRACTITIONER COUNTERSIGNATURE

I am the general practitioner of the applicant named above and have access to their medical record. I am aware of the standards for professional (Group 2) driver contained in the DVLA Guidance and believe that there is nothing in the applicant's medical history which prevents meeting this standard.

<<https://www.gov.uk/government/collections/current-medical-guidelines-dvla-guidance-for-professionals>> In case of doubt further advice can be obtained from a BGA Medical Adviser which is requested by emailing office@gliding.co.uk or telephoning the BGA office 0116 289 2956.

If the applicant is unable to meet the DVLA professional (Group 2) standard but still meets the private driver (Group 1) standard, they are permitted to fly solo or instruct advanced students but may not be responsible for inexperienced persons in the air. In this case, the medical condition that imposes the limitation should be explained to the applicant and a record made in the medical notes.

Signature of doctor.....Date.....

Please print name..... GMC No.....

Note if further advice was sought.....

Practice stamp or practice address: