

CIMP 2006
National Report - United Kingdom
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For the first time for many years a World Gliding Contest was held in the UK, random drug testing was done by the National Sports organisation with no positives.

All airports and powered aircraft up to two tonnes are now covered by the National PPL medical declaration. The majority of power pilots starting to learn to fly still seek a JAA Class 2 and there has been little diminution of work to AMEs. Those power [except ultra-light] pilots who hold the NPPL are largely either experienced pilots who have suffered a diminution in fitness and these are almost all restricted from carrying passengers or pupils. A relatively small number who have known disease commence flying and are restricted. Validation by the General Practitioner exposes a different pattern of disease than that which is identified by AMEs, we are reviewing far more cases with a psychiatric or psychological history. Currently there are about 21,000 pilots with the NPPL medical certification.

Advice to accident investigators remains an important task. Still under investigation is a difficult case in which an instructor told the investigator that he lost consciousness prior to the accident, but did not tell the same story to either the hospital or his General Practitioner!

Much effort has been taken during the year on international negotiations relating to the European Aviation Safety Agency and the JAA. Reports of the meeting have been circulated to the CIMP delegates from European Countries.

10 June 2006