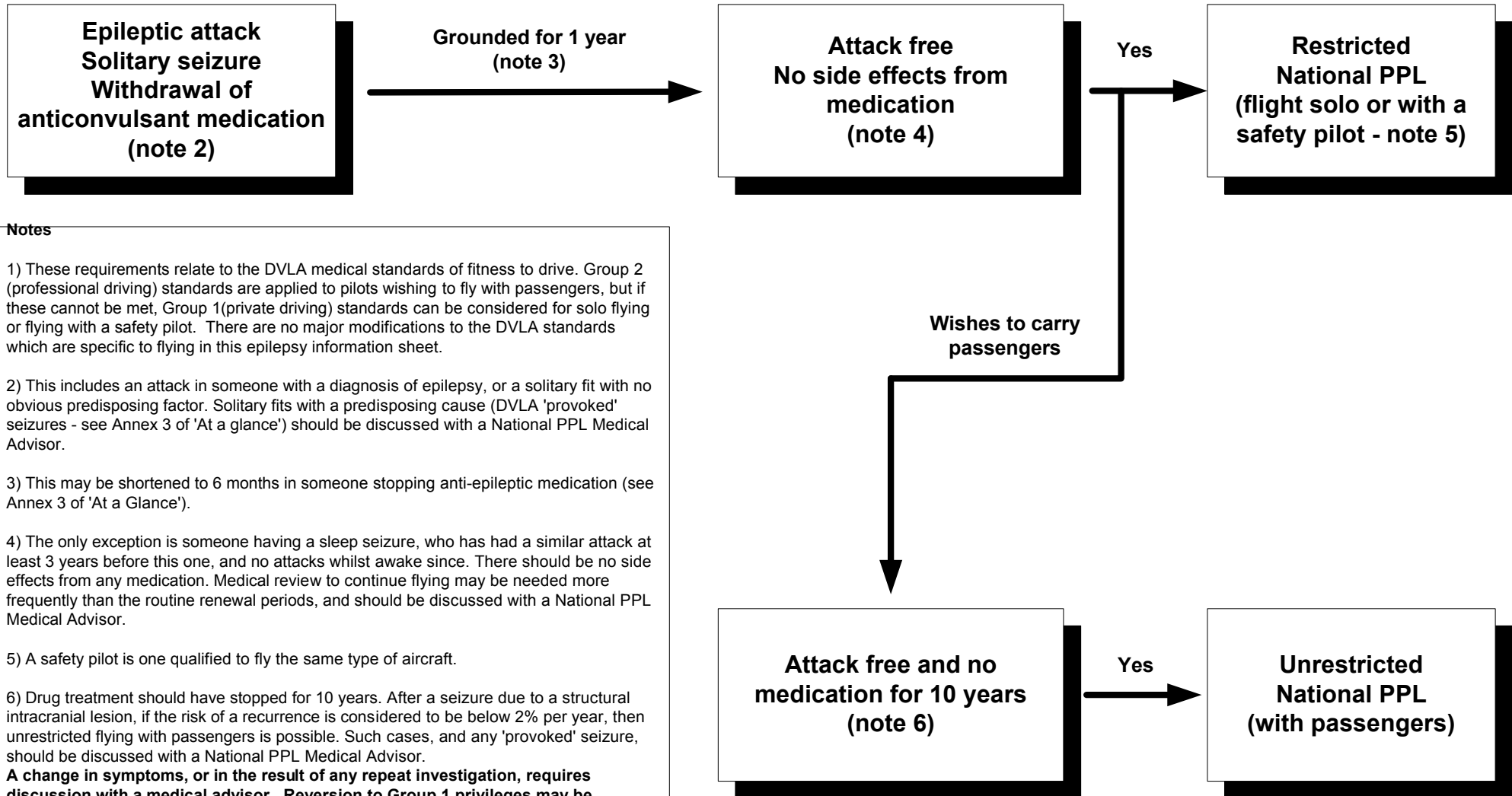


National PPL Medical Information Sheet: Epilepsy (note 1)



Notes

1) These requirements relate to the DVLA medical standards of fitness to drive. Group 2 (professional driving) standards are applied to pilots wishing to fly with passengers, but if these cannot be met, Group 1(private driving) standards can be considered for solo flying or flying with a safety pilot. There are no major modifications to the DVLA standards which are specific to flying in this epilepsy information sheet.

2) This includes an attack in someone with a diagnosis of epilepsy, or a solitary fit with no obvious predisposing factor. Solitary fits with a predisposing cause (DVLA 'provoked' seizures - see Annex 3 of 'At a glance') should be discussed with a National PPL Medical Advisor.

3) This may be shortened to 6 months in someone stopping anti-epileptic medication (see Annex 3 of 'At a Glance').

4) The only exception is someone having a sleep seizure, who has had a similar attack at least 3 years before this one, and no attacks whilst awake since. There should be no side effects from any medication. Medical review to continue flying may be needed more frequently than the routine renewal periods, and should be discussed with a National PPL Medical Advisor.

5) A safety pilot is one qualified to fly the same type of aircraft.

6) Drug treatment should have stopped for 10 years. After a seizure due to a structural intracranial lesion, if the risk of a recurrence is considered to be below 2% per year, then unrestricted flying with passengers is possible. Such cases, and any 'provoked' seizure, should be discussed with a National PPL Medical Advisor.

A change in symptoms, or in the result of any repeat investigation, requires discussion with a medical advisor. Reversion to Group 1 privileges may be necessary.

If there is doubt about a pilot's suitability for certification, he/she can be referred to an appropriate National PPL Medical Advisor. The DVLA should not be approached for advice about medical standards for flying. The pilot will be responsible for finding the name and contact details of the Advisor concerned with his/her type of flying, and for making sure that copies of any relevant reports or investigations are forwarded. Any fees associated with this will be the responsibility of the pilot.