

THE GLIDING FEDERATION OF AUSTRALIA INC

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Medical FAQs for GPs

UNCONTROLLED WHEN PRINTED

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The GFA Medical Requirements are more fully explained in the GFA Operational Regulations, Section 3.2 and Manual of Standard Procedures (Part 2), Section 10.1.

Please find below a selection of frequently asked questions and answers on the GFA pilot medical.

I don't have an aviation medicine background. Am I qualified to conduct an examination for the issue of a Medical Practitioner's Certificate of Fitness?

Yes. You do not require aviation medicine training or a background as a pilot. All you need to do is to assess the applicant against the Austroads driver standard.

Am I being asked to approve a person to fly an aircraft?

No. All you need to do is assess the applicant against the private Austroads driver standard. GFA has determined that a person who meets this standard will be permitted to act as the pilot in command of an aircraft.

Is there a minimum or maximum age limit for the issue of a Medical Practitioner's Certificate of Fitness? What do I do if the applicant is too young for a driver licence?

There is no minimum or maximum age for the issue of a driver licence medical certificate. Pilots of gliders can fly solo at the age of 15 and may commence their flight training before that age. There is no upper age limit as long as the pilot can meet the required medical standard. A Medical Practitioner's Certificate of Fitness shall be valid for two years in respect of a pilot aged 40 or over at the time of examination, or four years in respect of a pilot aged under 40 at the time of examination.

I am not familiar with the pilot's medical history, does this have any impact?

The driver licence medical certificate can be issued to any person meeting the required standard, however GFA recognises the value of the doctor/patient relationship. Pilots with a history of heart failure or cancer can only be assessed for a driver licence medical by their treating GP (or a colleague with access to the patient's medical history) and must be under case management.

Must I use the Austroads private driver licence standard with CASA's modifications to form an opinion on whether the pilot meets the fitness standard?

No. The CASA modifications do not apply to Pilots flying under the auspices of the GFA.

I do not have the Austroads Assessing Fitness to Drive publication. Where can I find it?

The [Assessing Fitness to Drive](#) publication is available from the Austroads website.

What forms do I need to complete and sign and how do I know if the pilot has provided me with all of the relevant information?

You need to use the form specifically provided by the GFA ([OPS F006\(b\) - Medical Practitioner's Certificate of Fitness](#)), which can be downloaded from the Docs/Forms tab above.

The pilot wears glasses or has a hearing aid. Can I still issue a Medical Practitioner's Certificate of Fitness?

Yes, as long as the corrected vision and/or hearing meets the required standard. It must be noted on the medical certificate that the pilot requires vision correction to exercise the privilege of their pilot Certificate.

The pilot is pregnant. Can I issue a Medical Practitioner's Certificate of Fitness?

Yes. It is the pilot's responsibility to stop flying when the safety of flight could be compromised.

Can I issue a Medical Practitioner's Certificate of Fitness as I would issue a conditional medical for a motor vehicle driver?

Yes, providing the medical condition is controlled and unlikely to affect flight safety.

What if the pilot does not meet the Austroads standard?

If the pilot does not meet the Austroads standard for the issue of a Medical Practitioner's Certificate of Fitness, no certificate is to be issued. You can suggest to the pilot that they can still visit a Designated Aviation Medical Examiner (DAME) to be assessed for a Class 2 aviation medical, which can be issued with conditions.

I require further guidance about a specific medical condition. Who can I contact?

If you need guidance on a specific medical condition, contact GFA's Executive Manager, Operations by phone on 0414 476 151 or by email at emo@glidingaustralia.org.

I suspect the pilot may not be disclosing their full medical history. What should I do?

You can advise the pilot that it is their responsibility to disclose their medical history. Do not issue the Medical Practitioner's Certificate of Fitness. If you believe that your advice may be ignored and there is a risk to aviation safety, advise GFA's Executive Manager, Operations by phone on 0414 476 151 or by email at emo@glidingaustralia.org.

A patient with a Medical Practitioner's Certificate of Fitness no longer meets the standard, either temporarily or permanently. What must I do?

If the pilot has a temporary unfitness such as a sprained or broken limb, advise the pilot not to fly until you have assessed them as meeting the Austroads standard.

There is no need to re-issue a new Medical Practitioner's Certificate of Fitness when the pilot has regained fitness.

If the pilot has a long-term unfitness, advise them that they no longer meet the required standard, they should not fly, and they should advise their CFI and the GFA that they are no longer using their Medical Practitioner's Certificate of Fitness. A new Medical Practitioner's Certificate of Fitness can be issued when the pilot is able to meet the required standard.

If you believe your advice to cease flying is being ignored, you should advise the GFA's Executive Manager, Operations by phone on 0414 476 151 or by email at emo@glidingaustralia.org.

A patient has recovered from a medical unfitness and now meets the required medical standard. Can I re-issue a Medical Practitioner's Certificate of Fitness?

Yes. The process is the same as the initial issue.