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Medical requirements for private pilots

Information on medical standards, certificates and self-declaration of medical fitness

All pilot licences require a medical certificate or declaration of some description. While it is fine to have a trial flight and some initial lessons, you should avoid committing to a full training programme before checking that you meet the relevant medical requirements and undertaking a medical assessment if one is required.

Medical standards and certificates

Depending on the type of flying you wish to do and your general medical fitness, there are different options available for the type of aircraft that you may wish to fly.

[EASA \(European Aviation Safety Agency\) aircraft \(/General-aviation/Pilot-licences/Introduction-to-licensing/What-is-an-EASA-aircraft-/\)](#)

To fly [EASA \(European Aviation Safety Agency\) aircraft](#) (for example common general aviation (GA) types such as Cessna 152 or Piper PA28) on an **EU Part-FCL Private Pilot's Licence (PPL)**, you need an internationally recognised **Class 2 medical certificate** obtained from an aeromedical examiner (AME).

If you want to fly [EASA \(European Aviation Safety Agency\) aircraft](#) using an **EU Part-FCL Light Aircraft Pilot's Licence (LAPL)** you will need a **LAPL medical certificate**. The LAPL medical assessment can be conducted either by your GP or an AME and the LAPL medical certificate is valid throughout the EU.

- Information about applying for an EU Class 2 medical certificate can be found on our [apply for a Class 2 medical certificate \(/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-Class-2-medical-certificate/\)](#) page. It is issued by an AME. Find one near you using our [Search for an AME \(http://publicapps.caa.co.uk/modalapplication.aspx?appid=21\)](#) service.
- Information about applying for an EU LAPL medical certificate can be found on our [apply for a LAPL medical certificate \(/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-LAPL-medical-certificate/\)](#) page.

[Non-EASA \(European Aviation Safety Agency\) aircraft \(/General-aviation/Pilot-licences/Introduction-to-licensing/What-is-a-non-EASA-aircraft-/\)](#)

To fly [non-EASA \(European Aviation Safety Agency\) aircraft](#) (for example amateur built or microlight aircraft) you can use the same medical certificates that you would for [EASA \(European Aviation Safety Agency\) aircraft](#). Alternatively you can declare your medical fitness to the CAA (subject to certain conditions) by making a **Pilot Medical Declaration**. Such medical declarations are only valid for [non-EASA \(European Aviation Safety Agency\) aircraft](#) and for use within UK airspace.

EU Part-FCL PPL and LAPL Applications

If you are applying to the CAA for an EU Part-FCL PPL or LAPL, you will need to include an EU Class 2 medical certificate for a PPL/LAPL medical certificate. Your application will be delayed if a medical certificate is not included with your licence application to the CAA.

A licence will not be granted by the CAA for these licences using a Pilot Medical Declaration.

Self-declaring your medical fitness using the Pilot Medical Declaration

A medical declaration (from 25th August 2016) is an affirmation of your medical 'fitness to fly' and may be used to exercise the privileges of a:

- EU Part-FCL Private Pilot Licence (PPL) to fly non-EASA (European Aviation Safety Agency) aircraft;
- EU Part-FCL LAPL to fly non-EASA (European Aviation Safety Agency) aircraft;
- National PPL (NPPL);
- UK PPL; and
- A UK Commercial Pilot Licence (CPL) Balloons that is restricted to commercial operation and the privileges of a UK PPL (Balloons and Airships).

It is valid for flying with up to three passengers on board and in aircraft less than 5700 kg Maximum Take-Off Mass (MTOM). The privileges of an Instrument Meteorological Conditions (IMC) or Night Rating - assuming colour safety has previously been checked by an AME - may be exercised on non-EASA (European Aviation Safety Agency) aircraft, but not a full Instrument Rating (IR). Subject to certain exemptions from the EASA (European Aviation Safety Agency) Aircrew Regulation, the declaration is only valid for non-EASA (European Aviation Safety Agency) aircraft. It is not automatically valid outside of the UK since it is not an internationally-recognised medical standard, unless permission has been granted by the foreign state you are flying in.

The standard you must meet for the medical declaration is the Driver and Vehicle Licensing Agency (DVLA) Group 1 Ordinary Driving Licence (ODL) and you must not suffer or have suffered from a list of specified medical conditions.

To only fly aircraft no greater than 2000 kg MTOM

You may fly an aircraft no greater than 2000kg MTOM, provided you are not taking medication for any psychiatric illness. If you are taking medication for a psychiatric illness you must consult an AME and apply for a LAPL medical certificate.

To fly any aircraft less than 5700 kg MTOM

If you have, or have had, one or more of these conditions:

- Being prescribed medication for any psychiatric illness
- Bipolar disorder, psychosis or a diagnosis of personality disorder
- Drug abuse or alcohol misuse or addiction (or conviction for drink/drug driving)
- Being prescribed medication or treatment for angina or heart failure
- Cardiac surgical procedures including cardiac device implantation
- Recurrent fainting or collapse (syncope)
- Unexplained loss of consciousness
- Insulin treatment
- Chronic lung disease with shortness of breath on exertion
- Any neurological condition requiring medication
- Seizures or epilepsy
- Significant functional physical disability likely to impair safe operation of normal flight controls

You must visit an AME and apply for a LAPL medical certificate.

The legal bit...

Under the Air Navigation Order (ANO) 2016 there is also a general requirement to not:

- Suffer from any medical conditions,
- Have had any surgery, or
- Functional disability

that might impair the safe operation of the aircraft. The ANO also allows the CAA to specify additional conditions, which listed under the heading 'To fly any aircraft less than 5700kg MTOM'.

Completing the Pilot Medical Declaration

The Pilot Medical Declaration is a free service and the form can only be completed and submitted online. [The Pilot Medical Declaration is available here \(https://apply.caa.co.uk/CAAPortal/form.htm?formCode=PMD\)](https://apply.caa.co.uk/CAAPortal/form.htm?formCode=PMD).

Unfortunately, applications by post or e-mail cannot be accepted.

Declaration validity

If you have reason to believe you no longer meet the DVLA Group 1 ODL standard, or suffer from any of the specified medical conditions, you must withdraw the declaration by ticking the appropriate box and re-submitting the form.

For minor and self-limiting conditions (for example colds, day-case procedures, minor musculoskeletal injuries etc) withdrawal of your declaration is not required. You should, however, not fly until you have fully recovered.

After initially making the declaration it is valid (unless it is withdrawn for one of the reasons listed above) until the age of 70. After the age of 70, a new declaration must be submitted every three years.

Your licence is invalid without a current medical declaration. It is your responsibility to renew the declaration if it has expired and to inform the CAA of any changes in your medical status.

Existing NPPL Medical Declaration holders

If you already have a Medical Declaration made under the previous NPPL system that is counter-signed by your GP (Article 73A of the ANO 2009) and made before 25 August 2016, you do not need to make another declaration until your current declaration has expired. If after 25th August you develop a medical condition as described above, you should cease flying and seek advice from your GP or an AME. Upon expiry of your NPPL medical declaration you must complete a declaration under the new system.

Flying EASA (European Aviation Safety Agency) Aircraft

You cannot use a medical declaration to fly an aircraft that has an EASA (European Aviation Safety Agency) certificate of airworthiness or permit to fly, unless you possess an EU Part-FCL PPL or a LAPL with an appropriate medical for that aircraft at the time of the flight. EU Part-FCL PPL holders will need an EU Class 2 Medical Certificate. LAPL holders will need a LAPL medical certificate.

There is an EU exemption that allows UK national licence holders to fly certain EASA (European Aviation Safety Agency) aircraft until April 2020 that is limited to sailplanes, balloons and visual flight rules (VFR) flight in single engine piston aircraft no greater than 2000 kg MTOM with a maximum of 3 passengers.

Flying Non-EASA (European Aviation Safety Agency) aircraft with a UK-issued EU Part-FCL PPL or LAPL

A pilot with a UK-issued EU Part-FCL PPL or LAPL may fly Non-EASA (European Aviation Safety Agency) aircraft within UK airspace in conjunction with this declaration.

Which medical certificate or declaration can I use with my licence?

[CAP1441 \(/CAP1441\)](#) is a table setting out PPL Licence privileges, type of aircraft to be flown and medical requirements.