

Our site uses cookies to provide you with the best possible user experience, if you choose to continue then we will assume that you are happy for your web browser to receive all cookies from our website. If you would like more information, please visit our [cookie policy \(/Cookie-Policy\)](#) page.

UK-EU Transition

References to EU regulation or EU websites in our guidance will not be an accurate description of your obligations or rights under UK law. [read more \(/Our-work/About-us/UK-EU-transition/\)](#)

Medical requirements for private pilots

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

General

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.

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.

Learning to Fly

If you are at the start of your journey to gain a UK flight crew licence, at present you have a number of options in terms of the licence you will be training for; more information can be found [here \(https://www.caa.co.uk/licences/\)](https://www.caa.co.uk/licences/).

For the NPPL and UK PPL, not including UK Part-FCL licences like the LAPL or PPL, you can make a Pilot Medical Declaration (PMD), (see the full details about the PMD below) and commence flight training and make application for the issue of a UK NPPL or PPL(Balloon or Gyroplane) only. There are limitations to operating with the PMD, they are also detailed below.

For UK Part-FCL licences, you will need to hold either a valid Class 1, 2 or LAPL medical certificate depending on which licence you will be applying for.

What can I fly and where?

A UK Part-FCL PPL with a valid UK Part-Med Class 2 Medical Certificate would allow you to fly a UK (G) registered aircraft, for example common general aviation (GA) types such as, Grob 109 TMG, Cessna 152, Piper PA28 or Guimbal Cabri G2 helicopter.

A UK PPL issued in accordance with the Air Navigation Order (ANO) with a valid UK Part-Med Class 2 Medical Certificate would allow you to fly a UK (G) registered non-Part 21 aircraft, for example microlights, homebuilt, ex-military or aircraft that have moved to a Permit to Fly.

It would also allow you to fly these aircraft, from the UK to other countries and within the airspace of other countries, subject to any limitations on the Permit to Fly (if applicable).

A UK Part-FCL SPL and BPL with a valid UK Part-Med Class 2 Medical Certificate would also allow you to fly sailplanes and balloons, within the airspace of other countries (subject to any specific requirements in that country).

UK Part-Med Classes 1 or 2 Medical Certificates

If you are undergoing training for UK Part-FCL PPL, CPL or MPL prior to your first solo flight you are required to hold an appropriate Medical Certificate. It is therefore, a good idea to obtain the necessary Medical Certificate for the licence you intended to hold or aspire to hold before you spend lots of money on your flight training.

Your chosen training organisation may also require you to hold a Medical Certificate before you start flight training.

For a UK Part-FCL PPL, the minimum is a UK Part-Med Class 2 Medical Certificate can be obtained following a medical assessment conducted an AeroMedical Examiner (AME).

For a UK Part-FCL CPL or MPL, the minimum is a UK Part-Med Class 1 Medical Certificate can be obtained following a medical assessment conducted an AeroMedical Examiner (AME).

Medical Certificates can be issued with some limitations or restrictions where applicants do not meet the minimum standards these can be explained in more detail by the AME.

- Information about applying for a UK Part-Med Class 1 and 2 Medical Certificates can be found on our [apply for a medical certificate page \(https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-Class-2-medical-certificate/\)](https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-Class-2-medical-certificate/). It is issued by an AME. Find one near you using our [Search for an AME \(http://publicapps.caa.co.uk/modalapplication.aspx?appid=21\)](http://publicapps.caa.co.uk/modalapplication.aspx?appid=21) service.

[\(https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-LAPL-medical-certificate/\)](https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-LAPL-medical-certificate/)

UK Part-Med LAPL Medical Certificates

If you are undergoing training for UK Part-FCL LAPL prior to your first solo flight you are required to hold an appropriate Medical Certificate. It is therefore, a good idea to obtain the necessary Medical Certificate for the licence you intended to hold or aspire to hold before you spend lots of money on your flight training.

Your chosen training organisation may also require you to hold a Medical Certificate before you start flight training.

For a UK Part-FCL LAPL, the minimum is a UK Part-Med LAPL Medical Certificate can be obtained following a medical assessment conducted either by your GP or an AME.

For a UK Part-SFCL SPL and UK Part-BFCL BPL the minimum is a UK Part-Med LAPL Medical Certificate can be obtained following a medical assessment conducted either by your GP or an AME.

A UK Part-FCL LAPL, SPL and BPL with valid UK Part-Med LAPL Medical Certificate would allow you to fly a UK (G) registered aircraft, for example Grob 103 sailplane, Grob 109 TMG or Cameron Balloons.

- Information about applying for an UK LAPL medical certificate can be found on our [apply for a LAPL medical certificate \(https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-LAPL-medical-certificate/\)](https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-LAPL-medical-certificate/) page.

Self-declaring your medical fitness using the Pilot Medical Declaration

[\(/General-aviation/Pilot-licences/Introduction-to-licensing/What-is-an-EASA-aircraft-/\)](/General-aviation/Pilot-licences/Introduction-to-licensing/What-is-an-EASA-aircraft-/) Once you have a licence, if you only want to fly UK (G) registered aircraft in UK airspace you can use the online Pilot Medical Declaration (PMD).

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:

- UK Part-FCL Private Pilot Licence (PPL) to fly UK (G) registered Part 21 and non-Part 21 aircraft;
- UK Part-FCL Light Aircraft Pilots Licence (LAPL) to fly UK (G) registered Part 21 and non-Part 21 aircraft;
- UK Part-SFCL Sailplane Pilot Licence (SPL) to fly UK (G) registered Part 21 and non-Part 21 aircraft;
- UK Part-BFCL Balloon Pilot Licence (BPL) to fly UK (G) registered Part 21 and non-Part 21 aircraft but restricted to private and commercial operation only (excluding commercial passenger ballooning, commercial operation only if commercial operation rating held).
- NPPL (NPPL) to fly UK (G) registered non-Part 21 aircraft;
- UK PPL to fly UK (G) registered non-Part 21 aircraft; 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 the following operational conditions;

- With not more than three passengers on board;
- in aircraft with a Maximum Take-Off Mass (MTOM) of 5700kg or less
- In Visual Meteorological Conditions (VMC) or when exercising the privileges of an Instrument Meteorological Conditions (IMC)/Instrument Rating (Restricted). The privileges of a full Instrument Rating (IR) are not applicable.
- by day or night when exercising the privileges of a Night Rating provided that colour safety has previously been checked by an AME.
- PMDs are not valid outside of UK airspace, as it is not an internationally-recognised medical standard, unless permission has been granted by the State of the airspace you are flying in.

Pilots must not make a pilot medical declaration if they do not reasonably believe that they meet the medical requirements for a Group 1 (Car) Licence issued by the Driver and Vehicle Licensing Agency and do not suffer from any physical or mental condition or illness, or any history of such a condition or illness that might impair the safe operation of normal flight controls or render the licence holder unfit at any time to perform any function for which the licence is granted. As a minimum, such conditions include:

- (a) any alcohol or drug abuse, addiction or misuse;
- (b) any neurological condition requiring medication;
- (c) any functional disability likely to impair safe operation of normal flight controls;
- (d) any recent surgery or new medical treatment;
- (e) any collapse, fainting (syncope), seizure or loss of consciousness;
- (f) any history of (a) to (e); or
- (g) other medical conditions specified by the CAA:
 - i. Being prescribed medication for any psychiatric illness
 - ii. Bipolar disorder, schizophrenia or other psychotic illness, or a diagnosis of personality disorder
 - iii. Dementia or cognitive impairment
 - iv. Being prescribed medication or treatment for angina or heart failure
 - v. Cardiac surgical procedures including coronary angioplasty or stenting and cardiac device implantation
 - vi. Insulin treatment for diabetes
 - vii. Chronic lung disease with shortness of breath on exertion

If any of the above are present the applicant must visit an AME and apply for a LAPL or Class 2 medical certificate (as appropriate to the privileges that they are seeking to exercise)

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

Your licence is invalid without a current medical certificate or declaration. It is your responsibility to renew the declaration if it has expired.

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 not fly and 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.

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. However, if you subsequently have developed or do 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. If your current declaration expires, you must complete a declaration under the new system.

Conversion to a UK Part-FCL, Part-BFCL or Part-SFCL licence

Holders of certain UK national licences issued in accordance with the Air Navigation Order or a British Gliding Association issued Gliding Pilot's Certificate can use the Pilot Medical Declaration when making an initial conversion application for a UK Part-FCL, UK Part-BFCL or Part-SFCL licence.