



Miscellaneous

No: 1597

Air Navigation Order 2016

Publication date: 19 April 2024

## General Exemption E 6131

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### Alternative medical criteria when making a Pilot Medical Declaration

#### Background

1. This exemption is issued to enable pilots who hold a licence issued in accordance with
  - (a) UK Regulations (EU) No. 1178/2011, 2018/395 and 2018/1976, or
  - (b) Article 152 of the Air Navigation Order (the Order),to make a Pilot Medical Declaration in accordance with Article 163(3)(a) of the Order to alternative medical criteria than those listed in Article 163(6), subject to the conditions specified in paragraph 5, until 30 April 2026.

#### Exemption

2. The CAA, pursuant to Article 266 of the Order, exempts holders of the licences specified in paragraphs 3 and 4 from the requirements of Article 162(b), Article 163(3)(a)(ii) and (4)(b) of the Order, subject to the conditions specified in paragraph 5.
3. This exemption applies to holders of the following licences issued under UK Regulations (EU) 2011/1178, 2018/395 and 2018/1976:
  - (a) UK Part FCL Private Pilot's Licence (UK Part FCL PPL);
  - (b) UK Part FCL Light Aircraft Pilot's Licence (UK Part FCL LAPL);
  - (c) UK Part SFCL Sailplane Pilot's Licence (SPL); or
  - (d) UK Part BFCL Balloon Pilot's Licence (BPL).
4. This exemption applies to holders of the following licences, or of a licence which includes the privileges of a specific licence issued under Article 152 of the Order:
  - (a) Private Pilot's Licence (PPL),
  - (b) National Private Pilot's Licence (NPPL),
  - (c) Commercial Pilot's Licence (CPL) Balloons that is restricted to commercial operations and the privileges of a PPL (Balloons and Airships).

5. This exemption is subject to the following conditions.
- (a) The licences specified in paragraphs 3 and 4 must have been issued by the CAA or on behalf of the CAA by an approved organisation.
  - (b) Licence holders must only operate flights:
    - i) in a United Kingdom (G) registered aircraft,
    - ii) in the following areas:
      - 1) within the United Kingdom,
      - 2) with the permission of the relevant authority, in the airspace of another country, or
      - 3) with the permission of the relevant authority, within a Crown Dependency.
    - iii) in day or night Visual Flight Rules ('VFR'), unless in the case of an SPL holding Sailplane Cloud Flying privileges.
    - iv) in day or night Visual Flight Rules ('VFR'), unless in the case of a PPL(A) issued in accordance with the Order endorsed with a valid Instrument Meteorology Conditions (IMC) Rating.
    - v) for which they hold the appropriate and valid class or type rating.
  - (c) Part-FCL LAPL(A) and PPL(A) holders must only exercise the privileges stated in FCL.105.A(a), that is to act as Pilot-In-Command ('PIC') on single-engine piston aeroplanes or Touring Motor Gliders ('TMG') with a maximum certified take-off mass of 2,000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board the aircraft.
  - (d) Part-FCL LAPL(H) and PPL(H) holders must only exercise the privileges stated in FCL.105.H on a single-engine piston helicopter, that is to act as PIC on single-engine piston helicopters with a maximum certified take-off mass of 2,000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board.
  - (e) Licence holders must not make a Pilot Medical Declaration unless they reasonably believe that they meet the medical requirements for a Group 1 (Car) Licence issued by the Driver and Vehicle Licensing Agency and are not taking medication for any psychiatric illness.
  - (f) Licence holders must withdraw their Pilot Medical Declaration if they no longer reasonably believe they meet the requirements under paragraph 5(e) above.
6. This exemption supersedes Official Record Series 4 No. 1575, which is revoked.

**Date in Force**

7. This exemption has effect from the date it is signed until 30 April 2026, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

19 April 2024

**Explanatory Note:**

The objective of this exemption is to allow holders of a UK issued Part-FCL, Part-BFCL or Part-SFCL and ANO pilot licences to make a Pilot Medical Declaration using the alternative medical criteria.

This exemption has been extended for a further two years, as the necessary amendment to the legislation has not been enacted.

1. The essential requirement of pilot medical fitness remains. Licence holders are reminded of their responsibility in the event of a decrease in their fitness with respect to an illness, medical condition, medical surgery, or treatment that may affect the safe operation of an aircraft.
2. For licences issued in accordance with the assimilated Aircrew Regulation, only the following licence holders can take advantage of this exemption:
  - a) UK Part-FCL LAPL (Aeroplanes and Helicopters)
  - b) UK Part-FCL PPL (Aeroplanes and Helicopters)
  - c) UK Part-BFCL BPL (Balloon Pilot's Licence)
  - d) UK Part-SFCL SPL (Sailplane Pilot's Licence)
3. For the specified licence holders, or of a licence which includes the privileges of a specified licence issued in accordance with the Air Navigation Order,
  - a) PPL (Aeroplanes), (Helicopters), (Gyroplanes) and (Balloons and Airships)
  - b) NPPL (Aeroplanes) and (Helicopters)
  - c) CPL (Balloons) that is restricted to commercial operations and the privileges of a PPL (Balloons and Airships).
4. Medical declaration:
  - a) Holders of the above licences making a Pilot Medical Declaration when only operating aircraft with a MTOM of 2000kg or less provided they reasonably believe that they meet the medical requirements for a Group 1 (Car) Licence issued by the Driver and Vehicle Licensing Agency and are not taking medication for any psychiatric illness.
5. Aircraft that can be operated as Pilot in Command (PIC):
  - a) Any UK (G) registered aircraft with a MTOM of 2000kg or less for which the licence holder has the applicable and valid class, type or group rating or privileges.
  - b) With exception of single engine turbine aeroplanes and helicopters.
  - c) Licence holders must comply with the appropriate recency requirements if passengers are to be carried.
6. Conditions and location:
  - a) within the airspace of the United Kingdom,
  - b) with the permission of the relevant authority, in the airspace of another country,
  - c) with the permission of the relevant authority, within a Crown Dependency,
  - d) in day or night VFR, unless in the case of a SPL holding Sailplane Cloud Flying privileges.
  - e) in day or night Visual Flight Rules ('VFR'), unless in the case of a PPL(A) issued in accordance with the Order endorsed with a valid Instrument Meteorology Conditions (IMC) Rating.

7. Licence holders operating at night must hold a Night Rating and meet night recency requirements if passengers are to be carried. The licence holder must also have been assessed as 'colour safe' by a CAA certified AME.
  
8. Guidance on the fitness and medical standards for driving licences from the Driver and Vehicle Licensing Agency can be found on the DVLA website: [Check if a health condition affects your driving: Overview - GOV.UK \(www.gov.uk\)](#)

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