Official Record Series 4

United Kingdom
Civil Aviation Authority

Miscellaneous **No:** 1629

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Air Navigation Order 2016
UK Regulation (EU) 2018/1139

General Exemption E6429

Alternative medical criteria when making a Pilot Medical Declaration

Background

1) This exemption is issued to meet urgent operational needs to enable pilots who hold a licence issued in accordance with:

   (a) UK Regulations (EU) No. 1178/2011 ("the Aircrew Regulation"), 2018/395 ("the Balloon Regulation") and 2018/1976 ("the Sailplanes Regulation"); and

   (b) Article 152 of the Air Navigation Order 2016 ("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 8, until 30 September 2027.

2) This exemption is issued to meet urgent operational needs to enable student pilots training towards a licence issued in accordance with:

   (a) the Sailplanes Regulation and the Balloon Regulation; and

   (b) in the case of the National Private Pilot's Licence (Aeroplanes), Article 152 of 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 8, until 30 September 2027.

Exemption

3) The CAA, pursuant to Article 266 of the Order and Article 71(1) of UK Regulation (EU) 2018/1139 ("the Basic Regulation"), exempts holders of the licences specified in paragraphs 5 and 6 from the requirements of Article 162(b), Article 163(3)(a)(ii) and (4)(b) of the Order, and MED.A.030(c)(2) of Annex IV (Part-MED) of the Aircrew Regulation, subject to the conditions specified in paragraph 8.

4) The CAA, pursuant to Article 266 of the Order and Article 71(1) of the Basic Regulation, exempts student pilots training towards the licences specified in paragraph 7 from the requirements of Article 162(b), Article 163(3)(a)(ii) and (4)(b) of the Order and MED.A.030(a) and (b) of Annex IV (Part-MED) of the Aircrew Regulation, subject to the conditions specified in paragraph 8.

5) This exemption applies to holders of the following licences, or of a licence which includes the privileges of a specific licence, issued under the Aircrew Regulation, the Sailplanes Regulation or the Balloon Regulation:

   (a) UK Part-FCL Private Pilot Licence (UK Part-FCL PPL);

   (b) UK Part-FCL Light Aircraft Pilot Licence (UK Part-FCL LAPL);

   (c) UK Part-SFCL Sailplane Pilot Licence (SPL); and

   (d) UK Part-BFCL Balloon Pilot Licence (BPL).

6) 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); and

   (c) Commercial Pilot's Licence (CPL) Balloons that is restricted to commercial operations and the privileges of a PPL (Balloons and Airships).

7) This exemption applies to student pilots training towards the following licences issued under Article 152 of the Order, the Sailplane Regulation or the Balloon Regulation:

   (a) National Private Pilot's Licence (NPPL);

   (b) UK Part-SFCL Sailplane Pilot Licence (SPL); and

   (c) UK Part-BFCL Balloon Pilot Licence (BPL).

8) This exemption is subject to the following conditions:

   (a) The licences specified in paragraphs 5 and 6 must have been issued by the CAA or on behalf of the CAA by an approved organisation.

   (b) Licence holders and student pilots must only operate flights in a United Kingdom (G) registered aircraft and:

      i) 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;

      ii) in day or night VFR, unless in the case of an SPL holding Sailplane Cloud Flying privileges;

      iii) in day or night VFR, unless in the case of an NPPL(A) or a PPL(A) issued in accordance with the Order endorsed with a valid Instrument Meteorology Conditions (IMC) rating or a Part-FCL PPL(A) endorsed with a valid Instrument Rating Restricted (IR(R)) rating or Instrument Meteorological Conditions (IMC) rating; and

      iv) in the case of licence holders, for which they hold the appropriate and valid class or type rating.

   (c) Holders of NPPL(A) and PPL(A) issued in accordance with the Order must only act as Pilot-In-Command (PIC) on single-engine piston aeroplanes (including microlights) 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) Holders of NPPL(H) and PPL(H) issued in accordance with the Order must only 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 the aircraft.

   (e) Holders of Part-FCL LAPL(A) and PPL(A) must only exercise the privileges stated in FCL.105.A(a) and FCL.205.A(a), that is to act as PIC on single-engine piston aeroplanes

(including microlights) or 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, but must not provide flight instruction or examination for the gaining, revalidation or renewal of a licence, rating or certificate.

(f) Holders of Part-FCL LAPL(H) and PPL(H) must only exercise the privileges stated in FCL.105.H and FCL.205.H(a) 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, but must not provide flight instruction or examination for the gaining, revalidation or renewal of a licence, rating or certificate.

(g) Licence holders and student pilots 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.

9) This exemption supersedes Official Record Series 4 No. 1628, which is revoked.

Date in Force

10) This exemption has effect from the date it is signed until 30 September 2027, both dates inclusive, unless previously revoked.

J Shipp
for the Civil Aviation Authority

19 September 2025

Explanatory Note:

The objective of this exemption is to allow holders of a UK issued Part-FCL, Part-BFCL or Part-SFCL and pilot licences issued in accordance with 'the Order' and student pilots training for an NPPL(A), Part-BFCL or Part-SFCL licence to make a Pilot Medical Declaration using the alternative medical criteria.

This exemption has been extended for a further 2 years, as the necessary amendment to the legislation has not yet been enacted.

1. This exemption also aligns the privileges of the IR(R) and IMC rating issued on licences issued in accordance with the ANO and Part-FCL.
2. This exemption does not allow the holder of a Part-FCL licence with a valid instructor or examiner certificate to exercise these privileges.
3. FCL.205.A(a) states: The privileges of the holders of a PPL(A) are to act without remuneration as PIC or co-pilots of aeroplanes or TMGs engaged in non-commercial operations and to exercise all privileges of holders of an LAPL(A).
4. FCL.205.H(a) states: The privileges of the holder of a PPL(H) are to act without remuneration as PIC or co-pilot of helicopters engaged in non-commercial operations and to exercise all privileges of holders of an LAPL(H).
5. The essential requirement of pilot medical fitness remains. Licence holders and student pilots 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.
6. Licence holders and student pilots 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.
7. 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)**.
8. Pilots may wish to refer to the CAA's Safety Sense Leaflet 'Pilot Health And Performance': **Safety Sense Leaflet 24: Pilot Health and Performance | UK Civil Aviation Authority**.