



Miscellaneous

No: 1542

Air Navigation Order 2016

Publication date: 26 April 2022

General Exemption E 5699

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## Allowing certain licence holders to take advantage of the alternative disqualifying 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 article 152 of the Order to make a Pilot Medical Declaration in accordance with Article 163(3) of the Order and to operate aircraft with a maximum take-off mass of 2000kg or less to alternative disqualifying medical condition than those listed in Article 163(6) of the Order when, subject to the conditions specified in paragraph 5, until 30 April 2023.

### Interpretation

- 2) In this exemption,
  - a) the "Order" means the Air Navigation Order 2016 (as amended).
  - b) the CAA means the Civil Aviation Authority

### Exemption

- 3) The CAA, pursuant to Article 266 of the Order, exempts holders of the licences specified in paragraph 4 from the requirements of Article 163(3)(a)(ii) and (4)(b) of the Order, subject to the conditions specified in paragraph 5, until 30 April 2023.
- 4) This exemption applies to holders of the following licences 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 operation and the privileges of a PPL (Balloons and Airships).

- 5) This exemption is subject to the following conditions:
- a) The licences specified in paragraph 4 must have been issued by the CAA or on behalf of the CAA.
  - b) Licence holders must only operate flights:
    - i) in a United Kingdom (G) registered UK aircraft:
    - ii) in the following areas:
      - 1) within the United Kingdom; or
      - 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 exercising the privileges of the Instrument Meteorology Conditions (IMC) Rating.
    - iv) for which they hold the appropriate and valid class or type rating.
    - v) 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.
- 6) This exemption supersedes Official Record Series 4 No. 1486, which is revoked.

**Date in Force**

- 7) This exemption has effect from the date it is signed until 30 April 2023, both dates inclusive, unless previously revoked.

M MacDonald  
for the Civil Aviation Authority

26 April 2022

**Explanatory Note:**

The objective of this exemption is to allow holders of a UK issued pilot licence to make a Pilot Medical Declaration to alternative disqualifying medical conditions.

Following the review at the beginning of 2021, the CAA realised that the alternative criteria for the Pilot Medical Declaration was not established in legislation.

The CAA has developed this exemption to address this lack of legal status for a short period until the appropriate legislation can be passed to establish in a more permanent basis.

- 1) Licence holders who can take advantage of this are:
  - a) NPPL;
  - b) PPL;
  - c) CPL(B) that is restricted to commercial operation and the privileges of a PPL (Balloons and Airships).
  
- 2) Medical declaration:
  - a) Licence holders making a Pilot Medical Declaration must 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.
  
- 3) 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 appropriate and valid class or type rating.
  - b) This exemption includes Part 21 aeroplanes as per the amendment<sup>1</sup>.
  - c) Licence holders must comply with the appropriate recency requirements if passengers are to be carried.
  
- 4) Conditions and location:
  - a) within the airspace of the United Kingdom; or
  - b) with the permission of the relevant authority, in the airspace of another country; or
  - c) with the permission of the relevant authority, within a Crown Dependency;
  - d) only in day or night VFR unless the licence holder holds a valid IMC Rating.
  
- 5) 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.
  
- 6) 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 any illness, medical condition, medical surgery, or treatment that may affect the safe operation of an aircraft.

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<sup>1</sup> Aviation Safety Amendment (No.2) Regulation 2021 (Statutory Instrument No.614)