

UK CAA Pilot Medical Declaration (PMD) Information

General

The UK CAA have issued Official Record Series (ORS) 4, No: 1629, valid from 19 September 2025 to 30 September 2027, Alternative medical criteria when making a PMD.

The contents can be viewed via this link:

<https://www.caa.co.uk/our-work/publications/documents/content/ors4-no1629/>

Information and FAQs

1. Who can get a PMD?

Any UK CAA pilot licence holder can obtain a PMD.

2. I have both a UK Part FCL pilot licence and a UK National pilot licence. Do I need a PMD for each licence?

Yes. On the PMD you must declare the type of licence. Therefore, if you have more than one pilot licence e.g. PPL (A) and NPPL(A) you need to ensure these appear on the PMD.

3. I am converting from a UK National pilot licence, for which I held a PMD, to a UK Part FCL pilot licence. Do I need to make a new declaration?

Yes. On the PMD you must declare the type of licence. Therefore, if you changing your pilot licence you need to make a new declaration.

4. When converting to a UK Part FCL licence, do I need to obtain a different medical certificate?

Holders of certain licences issued in accordance with the Air Navigation Order can use the PMD when making an initial conversion application for a UK Part FCL licence.

5. What is a PMD?

A PMD is an affirmation of your medical 'fitness to fly' and may be used to exercise the privileges of a qualifying pilot's licence with certain 'conditions and limitations'.

6. What are the medical standards for a PMD?

Pilots must not make a PMD 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 (DVLA).

Refer to:

- <https://www.gov.uk/browse/driving/disability-health-condition>

7. In what aircraft and where can I fly with a PMD?

In general, you can only fly UK (G) registered aircraft in UK airspace with certain 'conditions and limitations'. There are arrangements for the operation of Annex I / non-Part 21 aircraft in European States using a PMD.

Since the UK only have jurisdiction over UK (G) registered aircraft and UK airspace, it is up to the relevant state to render any non-ICAO licence or medical valid within their legislation. Some States, such as France, have allowed use of a UK PMD within their airspace with specific limitations, so a UK licence holder, with a PMD flying a UK (G) registered aircraft are permitted under certain circumstances.

8. What are the 'conditions and limitations' referred to in FAQ 5/7?

Holders of the following licences, or of a licence which includes the privileges of a specific licence issued under Air Navigation Order, Article 152:

- UK NPPL(A) to fly UK (G) registered non-Part 21 aircraft.
- UK PPL(A) to fly UK (G) registered non-Part 21 aircraft.

The UK Aircrew Regulation, Part FCL, Article 3 allows National licence holders to fly Part 21 aircraft

Refer to:

- https://regulatorylibrary.caa.co.uk/1178-2011/Content/Regs/00050_art.3_Pilot_licensing_and_medical_certification.htm
- Official Record Series (ORS) 4 No: 1629, valid from 19 September 2025 to 30 September 2027

Valid for flying with the following operational conditions:

- 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;
- 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;
- In the case of licence holders, for which they hold the appropriate and valid class or type rating;

- When operating at night must hold a Night Rating and meet night recency requirements if passengers are to be carried. In addition, must also have been assessed as 'colour safe' by a CAA certified 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.

Holders of the following licences, or of a licence which includes the privileges of a specific licence, issued under the UK Aircrew Regulation:

- UK Part FCL PPL(A) to fly UK (G) registered Part 21 and non-Part 21 aircraft;
- UK Part FCL LAPL(A) to fly UK (G) registered Part 21 and non-Part 21 aircraft.

Valid for flying with the following operational conditions:

- 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;
- 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;
- In the case of licence holders, for which they hold the appropriate and valid class or type rating;
- When operating at night must hold a Night Rating and meet night recency requirements if passengers are to be carried. In addition, must also have been assessed as 'colour safe' by a CAA certified 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.

9. Can I learn to fly with a PMD?

Yes, for the UK NPPL(A) only. You can complete a PMD and commence flight training.

- UK Aircrew Regulation, Part FCL, Article 3 restricts the use of PMD to licence holders only in Part 21 aircraft.

10. How do I apply for a PMD?

The PMD is free and is available by completing a self-declaration application on the UK CAA CELLMA Medical Records online system (which can be accessed by registering for a UK CAA Portal account).

It is now no longer possible to use an Avoka form for pilot medical self-declarations.

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

Pilots who make a medical self-declaration via UK CAA CELLMA will not receive an acknowledgement email or confirmation of acceptance of the declaration in any form. In addition, the UK CAA no longer issues any certificates to confirm the validity of a pilot's medical self-declaration.

Pilots can log into their UK CAA CELLMA account to check the details of their medical self-declaration. In addition, there is a function in UK CAA CELLMA to print off the self-declaration if the pilot wishes to hold a paper copy.

11. How long is a PMD valid for?

After initially making the declaration, it is valid until the age of 70, when a new declaration is required. A new declaration must be submitted every three years once you reach the age of 70.

It is the pilot's responsibility to renew the declaration if it has expired.

12. What should I do if my medical fitness changes?

If you have reason to believe you no longer meet the Driver and Vehicle Licensing Agency (DVLA) Group 1 (Car) Licence 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.

You must consult with your own doctors and/or a UK CAA AME to discuss if these conditions, treatments or medications would prevent you making a medical declaration.

For minor and self-limiting conditions e.g. 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.

13. What are the 'specified medical conditions' referred to in FAQ 12?

You may fly an aircraft no greater than 2000 kg MTOM provided you are not taking medication for any psychiatric illness.

OR

You may fly an aircraft no greater than 5700 kg MTOM provided you 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 you 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 UK 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 or you are unsure about the applicability of a condition, treatment or medication, you must consult with a UK CAA AME to discuss if these conditions, treatments or medications would prevent you making a medical declaration.

Refer to:

- Air Navigation Order (ANO) Article 163;
- Official Record Series (ORS) 4 No: 1629, valid from 19 September 2025 to 30 September 2027.

14. Can I fly with a PMD to the Isle of Man?

Yes. The Isle of Man Civil Aviation Administration has no operational objection to flights of UK registered aircraft being conducted to, from and within the Isle of Man by holders of UK issued flight crew and pilot licences and who have a UK CAA PMD, subject to such flights being conducted in accordance with the privileges and any other conditions imposed by the UK CAA.

15. Can I fly with a PMD to the Channel Islands?

Yes. The Bailiwick of Guernsey and Bailiwick of Jersey Civil Aviation Administration have no operational objection to flights of UK registered aircraft being conducted to, from and within the Channel Islands by holders of UK issued flight crew and pilot licences and who have a UK CAA PMD, subject to such flights being conducted in accordance with the privileges and any other conditions imposed by the UK CAA.

16. What should I do if I need to change my PMD?

If a pilot has previously made a medical declaration using the Avoka form or using the UK CAA portal, who have declared to an incorrect weight category or who wish to make a declaration to a lower weight category, must first withdraw their existing declaration, prior to redeclaring to the new weight category.

17. Do I need to have my name and reference number on the PMD?

If the printed PMD does not include your name and/or UK CAA reference number it is not visibly associated with you.

While there is no legal obligation to carry the PMD in the Air Navigation Order (ANO), it is required under UK Part FCL.

It is understood that some pilots wish to keep the PMD with their licence for the purposes of evidencing their credentials. In addition, some pilot training organisations providing self-hire perform a basic check of the pilot's credentials as part of due diligence.

It is therefore recommended that the pilot print and countersign the PMD page with the following:

I confirm this pilot medical declaration (PMD) is applicable to me and is correct

Name:

UK CAA Reference Number:

Signature:

Date:

This will enable a check of the signature against the pilot's licence for assurance purposes if required.

18. I am an NPPL(A) holder with a PMD signed by my GP. What shall I do?

If you have made a Medical Declaration under the previous NPPL system that is counter-signed by your GP (Article 73A of the ANO 2009) and made before 25 August 2016, this certificate was only valid for a maximum of five years and therefore not beyond 25 August 2021. All such pilots will be required to make a new PMD using the online UK CAA CELLMA system.

The previous GP counter-signed declaration is no longer available.

19. Can I continue to exercise my UK instructor certificate with a PMD?

If you hold a UK Part FCL licence then you cannot exercise your instructor certificate in a Part 21 or non-Part 21 aircraft.

Refer to:

- MED.A.030;
- Official Record Series (ORS) 4 No: 1629, valid from 19 September 2025 to 30 September 2027.

If you hold a UK national PPL(A), CPL(A) or ATPL(A) you may exercise your instructor certificate on Part 21 aeroplanes and non-Part 21 aeroplanes less than 2000 kg with a maximum of 4 Persons-on-Board (POB), for the issue of UK national licenses, ratings and certificates in accordance with the instructor privileges held.

You are not allowed to instruct towards Part FCL licenses, ratings or certificates (see example licence below).

II	Title of Licence, date of initial issue and country code ATPL(A) 08/01/2016 GBR CPL(A) PPL(A)
IX	Validity: This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. Non-EASA Aircraft - In accordance with and subject to the provisions of the United Kingdom Air Navigation Order this licence is valid for aircraft registered in the United Kingdom for which the flight crew member is not required to hold a Part-FCL licence.
XII	Flight Radiotelephony Operator's privileges: The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English.
XIII	Remarks: Language Proficiency: English - Level 6 Valid for life Instructor Ratings are not valid for instruction for Part FCL Licences, Ratings or Certificates from 8 April 2014 onwards. For instruction for the LAPL the validity ceases on 8 April 2015.
No further Entries	

Example:

United Kingdom national pilot licence (aeroplanes)

Section IX

Statement overridden by UK Aircrew Regulation, Part FCL, Article 3 which allows flight in both Part 21 and Non-Part 21 aeroplanes

Section XIII

No instruction for a Part FCL licence, rating or certificate

Comment

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The instructor with a PMD can teach for the issue of an NPPL(A). The hours may then be credited towards the issue of a Part FCL PPL(A) in accordance with GM1 FCL.210.A PPL(A). To credit these hours the DTO / ATO must have in place a documented process to allow this to happen. There is no guidance on what this process should be therefore, the Head of Training of the DTO / ATO may formulate their own process. Once the process has been completed and documented further training towards the issue of a Part FCL PPL(A) must be carried out by a pilot holding a Part FCL licence containing a valid Flight Instructor certificate, a valid class rating and, as a minimum, a class 2 medical.

Refer to:

- UK Aircrew Regulation, Part FCL, Article 3;
- GM1 FCL.210.A PPL(A) Experience requirements and crediting;
- Air Navigation Order (ANO), Schedule 8

UK CAA comment

The CAA are planning changes to the regulations that currently allow flight instruction on SEP/TMG aircraft (Part 21 and non-Part 21) by instructors who have made a Pilot Medical Declaration (PMD) instead of holding a Class 2 Medical Certificate.

Following a recent increase in uptake, the CAA has reviewed the policy and concluded that it should not remain in place to protect the standard of the Part FCL PPL and ensure students have the opportunity to choose training with medically certified instructors.

A formal rulemaking process, including industry consultation, will begin in the coming months. No changes are planned for microlight, balloon, or sailplane instructors using PMD. Pilots may continue to apply for ANO licence conversions but should be aware that PMD-based instruction privileges may be withdrawn.

Further updates will be shared soon.

Refer to

- <https://www.caa.co.uk/general-aviation/pilot-licences/applications/medical/medical-requirements-for-private-pilots/>

20. Can I continue to exercise my UK examiner certificate with a PMD?

No. Holders of Part FCL examiner certificates require the holder to have a valid instructor certificate under the UK Aircrew Regulation, Part FCL [see answer to FAQ19].

Refer to:

- FCL.1000(a);
- Official Record Series (ORS) 4 No: 1629, valid from 19 September 2025 to 30 September 2027.

Yes. Holders of National examiner certificates may conduct tests on National licence holders with associated limitations regarding licence holders and aircraft.

- Current UK CAA policy is to only issue Part FCL examiner certificates for aeroplane licences. If you were able to obtain a National examiner certificate from the UK CAA then it would be possible

21. Can I fly a USA (N) registered aircraft with a PMD?

USA FAA, FAR AIM document allows you to fly a USA (N) registered aircraft using any licence that is valid in the State of Licence issue.

Refer to:

- FAA regulation 14 CFR 61.3 renders a UK licence and relevant medical certificate (or PMD) valid for use in USA (N) registered aeroplanes within UK airspace; UK then render this valid within UK airspace through the UK Air Navigation Order, specifically ANO Article 148.

22. Can I fly a USA (N) registered aircraft with a PMD outside the UK airspace?

No. To fly beyond the UK FIR in a USA (N) registered aircraft, you would need a USA FAA certificate with a valid USA FAA Flight Review and medical certificate.

Alternatively, a local licence which is also rendered valid within local legislation would also be a valid combination as per 14 CFR 61.3 (see note).

Note: An EASA licence is only valid in the state of issue and is not valid under this regulation across all EASA member states.

23. Can I reactivate my old UK national licence and use a PMD to be able to fly aeroplanes?

Yes. The UK CAA General Aviation Unit (GAU) has confirmed that, if the holder of a Part FCL licence, who already holds or has held a licence issued in accordance with the ANO (except the NPPL), could reactivate that licence, by obtaining the necessary signatures in Section XII Certificate of Revalidation.

Contact Information

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