

Information Sheet for Microlight Pilots with Medical Issues

You may fly an aircraft no greater than 2000kg MTOM, provided you are not taking medication for any psychiatric illness, by declaring your fitness to fly by ticking the 'only fly aircraft no greater than 2000kg MTOM' declaration at the end of this form.

If you are taking medication for a psychiatric illness (including depression) you must consult an UK-certificated CAA Aeromedical Examiner (AME) and apply for a Light Aircraft Pilot's Licence (LAPL) medical certificate. A LAPL medical certificate can be used to validate a UK PPL or NPPL.

The AME list can be found at www.caa.co.uk/medical under 'Search for an Aeromedical Examiner'.

Air Law:

"A person must not act as the member of the flight crew of an aircraft registered in the UK if they know or suspect their physical or mental condition renders them temporarily or permanently unfit to act in such capacity."

So:

If you no longer reasonably believe that you meet the medical requirements of a DVLA Group 1 Ordinary Driving Licence or you have been so advised by a medical practitioner, such as a GP, or you reasonably believe that you have developed one or more of the "disqualifying medical conditions", **you Must withdraw your medical declaration by ticking the appropriate box on the CAA on line medical Declaration page.**

Disqualifying Medical Conditions

- Being prescribed medication for any psychiatric illness
- Bipolar disorder, psychosis or a diagnosis of personality disorder
- Drug abuse or alcohol misuse or addiction (or conviction for drink/drug driving)
- Being prescribed medication or treatment for angina or heart failure
- Cardiac surgical procedures including cardiac device implantation
- Recurrent fainting or collapse (syncope)
- Unexplained loss of consciousness
- Insulin treatment
- Chronic lung disease with shortness of breath on exertion
- Any neurological condition requiring medication
- Seizures or epilepsy
- Significant functional physical disability likely to impair safe operation of normal flight controls

When you have recovered to the extent that you reasonably believe you meet the DVLA standards for the return of a private driving licence (DVLA Group 1) you should request advice from an AME if you subsequently wish to resume flying.

The rules do not automatically require the AME to carry out an assessment for a LAPL medical certificate, nor do they require that a physical examination is required, although in many cases this may be necessary.

Only if the advice from an AME is that you are fit to fly, can you submit a new Pilot Medical Declaration to the CAA and resume flying.

As a CAA Approved Medical Declaration Advisor and an AME, I have agreed to provide a service to BMAA members who find themselves in this situation. There is no fee.

I require an e mail via the BMAA including a telephone number so I can contact you for a confidential discussion if necessary.

In straightforward cases, I may be able to offer advice that you are fit to fly. If so I will confirm this by e mail so you have proof that you have requested advice from an AME in full compliance with the rules.

In more complicated cases I will suggest you make an appointment with your local AME who will examine you against LAPL medical standards and issue an EASA LAPL Medical Certificate if appropriate. In some cases a restriction may be applied (e.g. No Passengers).

The reason for requiring pilots to submit to a LAPL Medical is that there will be a routine re-assessment of their condition at least every 2 years. The on-line system does not require this.

I hope this helps to clarify the situation. I agree the wording on the CAA website is confusing.

Paddy Yeoman