

New medical self-declaration

Jon Cooke, Head of the LAA Pilot Coaching Scheme, reviews the new Self-Declaration Medical that came into force on 25 August 2016

It seems like we just about get chance to catch up with one set of regulations and another set flies in! You may have already seen some information published about EASA Air Operations Annex VII, otherwise known as Part-NCO. This is applicable from 25 August 2016 to those operations in aircraft which hold an EASA Certificate of Airworthiness or EASA Permit to Fly. Note that this does include a number of aircraft for which the LAA administer the continued airworthiness, so please check the bottom left hand corner of your Permit to Fly if you're unsure of your aircraft's status.

Aligned with the introduction of Part-NCO is the revised Air Navigation Order (ANO) which also came into effect on 25 August 2016. Within the revised ANO are a number of changes to airworthiness, licensing, and medical requirements.

More information will be provided on a number of the subtler changes in a future article, but I do want to highlight the new self-declaration medical which will have replaced the old NPPL Medical Declaration by the time this magazine drops on your doorstep.

THE SELF-DECLARATION MEDICAL

There have been a number of consultations over the past year or so which have provided those interested with an insight into the expected changes. Holders of EASA licences, national licences, and NPPLs may benefit from the changes which allow these licences to be used with a self-declaration.

Be warned however, there are restrictions and limitations when validating a licence with a self-declaration so do check carefully first. The self-declaration form and CAA guidance will be published on the CAA website shortly and will be completed and submitted online.

You can continue to validate your UK PPL or NPPL with an EASA Class One or Class Two medical. However, if you're currently using a NPPL Medical Declaration to validate either of these licences, the requirements are set to change. From 25 August 2016, there should be no further NPPL Medical Declarations issued - instead you will be required to make a self-declaration to the CAA. ANO 2016 Article 163 sets out the new requirements, stating that you must reasonably believe that you meet the medical requirements for a Group 1

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licence issued by the DVLA and are not subject to any disqualifying medical condition. These disqualifying conditions are defined in the new ANO and further guidance is provided on the CAA self-declaration form.

RESTRICTION OF PRIVILEGES

If you're using a self-declaration to validate any licence, regardless of any higher licence privileges, the ANO will restrict your privileges to:

- an aircraft with a maximum take-off mass of 5,700kg or less;
- not more than three passengers on board; by day or night when exercising the privileges of a night rating;
- in visual meteorological conditions or when exercising the privileges of an instrument meteorological conditions rating;
- and within the United Kingdom unless the holder has the permission of the competent authority for the airspace in which the aircraft is being flown.

This is less restrictive than the previous regulations allowing use of a NPPL Medical Declaration with a UK PPL, and now allows UK PPL holders to exercise the privileges of a night rating and an IMC rating where one is held. In the case of the NPPL, the licence privileges are more restrictive than some of those listed above (no night or IMC for example), so these obviously apply.

DISQUALIFYING MEDICAL CONDITIONS

I would like to emphasise that the wording of the disqualifying conditions in the new ANO is not designed to be as limiting as it might at first appear. If people comply with the guidance on the webpage and form, the CAA will interpret that as having met the requirements of 163 (6), which is the ANO article which describes disqualifying conditions. For the self-declaration the disqualifying medical conditions listed in the new Air Navigation Order which would render the self-declaration invalid include:

- any alcohol or drug abuse, addiction or misuse;
- any neurological condition;
- any functional disability;
- any surgery or medical treatment;
- any collapse, fainting or loss of consciousness;
- any history of the above conditions; or
- such other medical conditions as the CAA may specify, that might impair the safe operation of normal flight controls or render the licence holder unfit at any time to perform any function for which the licence is granted.

For aircraft 2,000kg or less the CAA have stated that a self-declaration may be submitted without consideration of the above conditions providing the pilot is not taking medication for any psychiatric illness.

If you suffer or begin to suffer from any of the disqualifying conditions, the idea is for you to go to an AME to see whether you meet the LAPL standard (if you do, you'll get a LAPL medical and may exercise the same privileges as you would have been able to had you met the self-declaration standard).

For minor treatment such as surgery (other than the specific ones mentioned in the guidance like cardiac surgery) which has been completely recovered from, with no side effects relevant to aviation, there is no requirement for recourse to a LAPL medical.

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HAVING DIFFICULTY?

Should a LAA member find that they could previously obtain a NPPL Medical Declaration to act as pilot-in-command, but is having difficulty obtaining a medical or completing a self-declaration due to disqualifying conditions under the new system, we would like to hear from you.

REPORTING A CONDITION POST SELF-DECLARATION

If you develop a disqualifying condition post making a self-declaration, you will need to declare it by submitting another self-declaration form – the form has a separate tick-box for pilots to declare a disqualifying condition. When the form is submitted to the CAA, this will then render the original self-declaration invalid.

YOUR CURRENT NPPL MEDICAL DECLARATION

For those with an existing NPPL Medical Declaration, there is a transition period where your old NPPL Medical Declaration is considered to fulfil the requirements of the new self-declaration. This will continue to be valid as if it were a self-declaration for period that the NPPL Medical Declaration would have been. Thereafter you will need to make a self-declaration.

There has been some confusion as to whether an existing NPPL Medical Declaration holder is 'grounded on the 25 August' if they have suffered from a disqualifying medical condition in the past. It is not the intent to invalidate any UK NPPL Medical Declaration that is valid in accordance with the ANO 2009. Existing NPPL Medical Declarations remain valid until such

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time as they expire, regardless of what the holder may have suffered from in the past. If you develop a disqualifying condition after 25 August then you must comply with the same requirements above – as if it were a self-declaration.

EASA PPL AND LAPL WITH MEDICAL SELF-DECLARATION

License holders may validate their Part-FCL licence with a self-declaration. This is valid for use on Annex II (non-EASA) aircraft. An EASA Part-FCL PPL or LAPL may not be validated with a self-declaration when acting as PIC of an EASA aircraft.

ANO 2016 Article 150 renders valid an EASA licence with a self-declaration as if it were a UK national licence for use in non-EASA aircraft.

So, some good news from the CAA for many. The self-declaration replaces the old NPPL Medical Declaration from 25 August 2016, and allows a EASA licence holder or national licence holder to exercise limited privileges within UK airspace, and possibly beyond.

Below is a table from CAP 1441 which provides a useful summary of the new medical requirements. As is always the case with such articles, the legislation and any CAA guidance is your primary reference – we've done our best to provide a simplification of the changes for you. CAA published information is in CAP 1441.

If you've got any questions about the new self-declaration medical, please call LAA Head Office or have a look on the LAA website where we will endeavour to answer your questions. ■

Which type of Medical Certificate or Declaration can I use for my licence?

PPL Licence privileges, type of aircraft to be flown and medical requirements table

Licence Held	Type of Aircraft	Type of Medical Certificate or Declaration			
		EU Class 1 or 2 Medical Certificate	EU LAPL Medical Certificate	UK Pilot Medical Declaration (after 25 August 2016)	UK GP Counter-Signed Declaration (valid before 25 August 2016 and until it expires)
EU Part-FCL PPL (A or H) or SPL	EASA	Yes	No	No	No
	Non-EASA			Yes Permission required outside of UK	
EU Part-FCL LAPL (A or H) or LAPL (S)	EASA	JAR medical certificates Issued after 8 April 2012 with 5 years of Class 2 validity will be replaced by the CAA prior to 8 April 2017	Yes	No	
	Non-EASA			Yes Permission required outside of UK	
JAR-FCL PPL (A) or (H) issued by the UK	EASA		No	No	
	Non-EASA			Yes Permission required outside of UK	
UK PPL (A), (H) or (G) (Pre-JAR-FCL)	EASA	LAPL privileges only until 8 April 2018	Permission required outside of UK LAPL privileges only until 2018		
	Non-EASA	Yes	Yes Permission required outside of UK		
UK NPPL (A)	EASA	Until 8 April 2018 Permission required outside of UK			
	Non-EASA	Yes Permission required outside of UK			