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## **Air Navigation Order: private pilot's licence – medical self-declaration**

**Department for Transport  
(Civil Aviation Authority)**

**RPC rating: validated**

### **Description of proposal**

The proposal is to reduce current medical requirements for private pilots by permitting them to self-declare their medical fitness to fly. This would remove the current routine requirement to participate in medical examinations/consultations and to obtain a medical certificate confirming their fitness to fly. Instead, pilots would be required to complete an online Civil Aviation Authority (CAA) form declaring that they meet the medical standard required for an ordinary private driving licence.

### **Impacts of proposal**

The impact assessment (IA) states that the proposal will benefit nearly 16,000 private pilots who will no longer have to travel to, attend and pay for medical assessments in order to obtain a certificate declaring that they are fit to fly. Based on the average prices and required frequency of such assessments, the IA estimates total annual benefits of £1.05 million in fees avoided and time saved.

### **Benefits to business**

The IA estimates that 803 of these pilots also hold an associated flight instructor rating and will continue to instruct, providing a direct business benefit from the proposals of £0.11 million in fees avoided and time saved. The RPC is able to validate the estimated annual net direct cost to business (EANDCB) of -£0.1 million. The proposal is a qualifying regulatory provision that should be accounted for under the business impact target.

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## Quality of submission

The Department has provided sufficient evidence for the RPC to be able to validate the EANDCB figure. While supporting information is provided in tables on pages 9 and 10 of the IA, the content could be explained better in the IA.

The IA contains no assessment of familiarisation costs. While the RPC accepts that these costs are unlikely to be large enough to affect the EANDCB figure validated by the RPC, the IA would be improved by recognition and brief discussion of these costs.

## Small and micro business assessment (SaMBA)

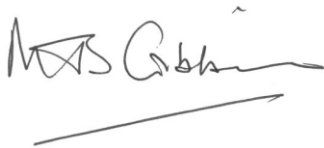
As the proposals are deregulatory, arising from the general aviation Red Tape Challenge review, a SaMBA is not required. However, the IA includes a short assessment acknowledging that the main business beneficiaries of the proposals are flying instructors who are almost entirely small and micro businesses.

## Departmental assessment

Classification	Qualifying regulatory provision (OUT)
Equivalent annual net direct cost to business (EANDCB)	-£0.11 million
Business net present value	£0.98 million
Net present value	£9.04 million

### RPC assessment<sup>1</sup>

Classification	Qualifying regulatory provision (OUT)
EANDCB – RPC validated	-£0.1 million
Business impact target (BIT) score	-£0.5 million
Small and micro business assessment	Not required (deregulatory)



**Michael Gibbons CBE**, Chairman

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<sup>1</sup> For reporting purposes, the RPC validates EANDCB and BIT score figures to the nearest £100,000.

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