

**Flight Design CT2K,
G-CBDJ**

**Beccles Airfield,
Suffolk**

24 March 2022

Accident

Investigation Synopsis

The aircraft was on a flight from Temple Bruer airstrip, Lincolnshire to Beccles Aerodrome, Suffolk. The approach was described as “unstable”. The aircraft bounced on landing and probably stalled. The pilot was fatally injured when the aircraft subsequently struck the ground.

The pilot was familiar with his aircraft and in recent practice, but the landing diverged from his intended plan. Given that he was 87 years old and recognised that he would likely have to stop flying in the near future, it is possible that some age-related deterioration in human performance was a factor in this accident. The investigation highlighted a lack of medical guidance for both pilots and medical professionals, as well as a cohort of private pilots who are not subject to an independent professional assessment of age-related deterioration in piloting ability. Four Safety Recommendations have been made to the CAA, three about the Pilot Medical Declaration and one about the revalidation of ratings.

Safety Recommendation 2023-007

Justification

To clarify the medical standards required for pilots to make an online medical declaration.

Therefore, the following safety recommendation was made:

Safety Recommendation 2023-007

It is recommended that the UK Civil Aviation Authority provides comprehensive guidance for pilots on the medical factors that must be considered when making an online Pilot Medical Declaration.

Date Safety Recommendation made: 13 April 2023

LATEST RESPONSE

Response received: 30 June 2025

The CAA as of 30th June 2025 has published a Pilot Health Safety Sense Leaflet (SSL). This SSL includes comprehensive guidance for pilots making a Pilot Medical Declaration.

The CAA now considers that the conclusion of this action meets the intent of the Safety Recommendation.

Safety Recommendation Status Closed

AAIB Assessment Adequate

Action Status Planned Action Completed

RESPONSE HISTORY

Response received: 19 December 2024

The CAA is currently in the process of finalising the Pilot Health Safety Sense leaflet, which will include comprehensive guidance for pilots making a Pilot Medical Declaration. We will look to publish this SSL in the 2nd Quarter of 2025.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2025.

AAIB Assessment – Adequate Open

Response received: 28 June 2024

The CAA is currently in the process of updating the Pilot Health Safety Sense leaflet, which will include comprehensive guidance for pilots making a Pilot Medical Declaration. We will look to publish this SSL after the changes to the PMD requirements are implemented into the Air Navigation Order; we currently have a slot in Spring 2025 for this. We will also be updating the website with the new simplified requirements.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of December 2024.

AAIB Assessment – Adequate Open

Response received: 08 December 2023

The 2020 post-implementation CAA review of the Pilot Medical Declaration (PMD) scheme concluded that the PMD process ought to be examined and potentially amended. The CAA subsequently published a public consultation in October 2022 to assess the current PMD system and offer the general aviation community an opportunity to help shape any changes to it.

The CAA has since launched the second phase of the PMD review and formed an internal working group made up of medical, licencing, operations, legal and policy specialists, who have considered the safety recommendations issued to the CAA following the fatal accident involving G-CBDJ. The working group have proposed a set of changes designed to improve the PMD process, which are currently the subject of a public consultation (closing 4 Jan 2024).

The CAA intends to create webpage dedicated to PMDs, which will include a range of comprehensive guidance for pilots including the medical factors that must be considered when making a self-declaration of medical fitness. The new webpage will include a link to the relevant UK Driver and Vehicle Licensing Agency (DVLA) webpage describing the Group 1 medical standard for drivers that must also be adhered to by pilots who are self-declaring their medical fitness to fly.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2024.

AAIB Assessment – Adequate Open

Response received: 19 June 2023

The CAA accepts this Safety Recommendation. A CAA working group will be tasked with carrying out a review of the medical factors that must be considered when making an online Pilot Medical Declaration (PMD).

The planned actions to address this recommendation will be contained within the aforementioned review. It is envisaged that the PMD webpage will be updated with supplementary information for pilots and will also include a link to the UK Driver and Vehicle Licensing Agency (DVLA) website. Additionally, the Pilot Medical self-declaration application form will be reviewed to ensure the guidance for pilots is comprehensive.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of Q4 2023.

AAIB Assessment – Adequate Open

Safety Recommendation 2023-008

Justification

The DVLA publishes a summary of medical guidelines intended to assist medical professionals in advising their patients whether the DVLA requires notification of a medical condition, and the potential licensing outcome from the notification. However, medical professionals may not be aware if their patients engage in private aviation and there is no requirement for pilots to declare this. The obligation to take medical advice received on fitness to drive and translate this to flying activity is placed solely on the pilot.

Therefore, the following safety recommendation was made:

Safety Recommendation 2023-008

It is recommended that the UK Civil Aviation Authority provides guidance for medical professionals to promote awareness of the medical standards required by the Pilot Medical Declaration scheme.

Date Safety Recommendation made: 13 April 2023

LATEST RESPONSE

Response received: 01 December 2025

The CAA recently published a Pilot Health Safety Sense Leaflet (SSL). This SSL includes comprehensive guidance for pilots making a Pilot Medical Declaration (PMD).

The CAA has now reviewed how best to promulgate guidance that could be of assistance to medical professionals. From these discussions, the CAA has determined that the most effective route to promote awareness to medical professionals of the medical standards required by the PMD scheme, is to produce a targeted webpage on the CAA website for PMD which will include up to date guidance for pilots, including information for GPs and a printable document that could assist both the pilot and GP during a medical appointment. The CAA will publish this by mid-2026.

Noting the above planned actions to address this recommendation, the decision to complete a PMD will remain ultimately with the pilot, who must judge their own fitness in line with the PMD requirements and the DVLA Group 1 Medical Standards.

It is intended therefore that the above CAA actions will meet the intent of this safety recommendation, and the CAA will provide an update on actions taken by the end of November 2026.

Safety Recommendation Status Open

AAIB Assessment Adequate

Action Status Planned Action Ongoing Update Due 30 November 2026

Feedback rationale

The AAIB acknowledges the response and awaits a further update at the end of November 2026. (EU Regulation 996/2010 article 18 refers).

RESPONSE HISTORY

Response received: 30 June 2025

The CAA as of 30th June 2025 has published a Pilot Health Safety Sense Leaflet (SSL). This SSL includes comprehensive guidance for pilots making a Pilot Medical Declaration.

The CAA is now further considering how we could further promulgate guidance that could be of assistance to medical professionals. This may include updating the website and summarising the relevant information in a document that pilots considering making a PMD could bring to the attention of a health professional. It should however be noted that the decision to make a Pilot Medical Declaration rests solely with the pilot determining their suitability as per the PMD requirements, based on DVLA Group 1 Driving Standards.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of November 2025.

AAIB Assessment – Partially Adequate Open

Response received: 19 December 2024

The CAA is currently in the process of finalising the Pilot Health Safety Sense leaflet, which will include comprehensive guidance for pilots making a Pilot Medical Declaration. We will look to publish this SSL in the 2nd Quarter of 2025. We will also be updating the website with the new simplified requirements during the same time period.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2025.

AAIB Assessment – Partially Adequate Open

Response received: 28 June 2024

The CAA is currently in the process of updating the Pilot Health Safety Sense leaflet, which will also include comprehensive guidance for medical professionals. We will look to publish this SSL after the changes to the PMD requirements are implemented into the Air Navigation Order; we currently have a slot in Spring 2025 for this. We will also be updating the website with the new simplified requirements.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of December 2024.

AAIB Assessment – Adequate Open

Response received: 08 December 2023

As advised in the response to SR 2023-007 above, the CAA intends to create a webpage dedicated to PMDs, the exact content of which will be influenced by the outcome of the aforementioned public consultation. Nevertheless, it will include information for health professionals to improve their understanding of the medical requirements of the PMD scheme and signpost them to the DVLA Group 1 medical standards. In addition, the CAA will publish a PMD guide for health professionals and another for applicants. The guide for applicants will also include information on the aircraft environment, fitness to fly and when to seek medical advice. These publications will be accessible from the PMD webpage and will be launched via a CAA SkyWise notification.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2024.

AAIB Assessment – Adequate Open

Response received: 19 June 2023

The CAA accepts this Safety Recommendation and will ensure guidance is available to medical professionals to promote awareness of the medical standards required by the Pilot Medical Declaration (PMD) scheme. Similar guidance already exists for Aero Medical Examiners (AMEs), which may be adapted for wider use by all medical professionals, where necessary.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of Q4 2023.

AAIB Assessment – Adequate Open

Safety Recommendation 2023-009

Justification

To augment the CAA's ongoing review of the PMD scheme.

Therefore, the following safety recommendation was made:

Safety Recommendation 2023-009

It is recommended that the UK Civil Aviation Authority engages with the UK Driver and Vehicle Licensing Agency to understand their process for managing medical related driving licence decisions, and ensure that the UK Civil Aviation Authority's process for managing the Pilot Medical Declaration scheme is as effective.

Date Safety Recommendation made: 13 April 2023

LATEST RESPONSE

Response received: 01 December 2025

The CAA has updated its webpage to include a link to the DVLA website, thereby enhancing the guidance available to individuals utilising the PMD. A dedicated webpage for the PMD scheme will be published by mid-2026. In parallel, the CAA continues to consider potential amendments to the PMD system, as set out in consultation CAP 3059. These prospective changes will necessitate the identification, development, and implementation of a new IT system to support the revised framework, a process that is anticipated to require several years to complete in full.

In the interim period, the CAA recently published general exemption ORS4 1629 which defines the alternative medical criteria when making a PMD. Within the explanatory note of the exemption, we have included additional guidance and links to the DVLA's fitness and medical standards for driving vehicles. Licence holders and student pilots are also reminded of their responsibility in the event of a decrease in their fitness with respect to an illness, medical condition, medical surgery or treatment that may affect the safe operation of an aircraft.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of November 2026.

Safety Recommendation Status Open

AAIB Assessment Adequate

Action Status Planned Action Ongoing Update Due 30 November 2026

Feedback rationale

The AAIB acknowledges the response and awaits a further update at the end of November 2026. (EU Regulation 996/2010 article 18 refers).

RESPONSE HISTORY

Response received: 30 June 2025

The CAA has now updated our webpage to include a link to the DVLA website to improve guidance for individuals using the PMD. We still also are considering changes to the PMD system, as consulted on (CAP 3059), which will involve identifying, developing and implementing a new IT system capable of supporting the changes, it is still anticipated that this will take several years to fully implement.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of November 2025.

AAIB Assessment – Partially Adequate Open

Response received: 19 December 2024

The CAA will update the webpage to include a link to the DVLA website to improve guidance for individuals using the PMD. We are also considering changes to the PMD system, as consulted on (CAP 3059), which will involve identifying, developing and implementing a new IT system capable of supporting the changes, which will take several years to fully implement.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2025.

AAIB Assessment – Adequate Open

Response received: 28 June 2024

The CAA had a meeting with the DVLA in May to better understand their processes for managing medical related driving licence decisions. We believe that the proposed amendments to the requirements for a Pilot Medical Declaration will make the process as effective as the DVLA process. We will also be including a link to the DVLA medical guidance on the CAA webpage for private pilot medical requirements.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of December 2024.

AAIB Assessment – Adequate Open

Response received: 08 December 2023

The CAA has been in discussion with the UK DVLA about entering into a data-sharing arrangement, but this has so far proved unsuccessful. Nevertheless, the CAA continues to engage with the UK DVLA to understand their processes for managing medical-related licence decisions to ensure that the equivalent CAA processes are as effective.

The outcome of the public consultation that is currently open will also influence what changes are made to the PMD system to make it more effective by introducing spot checks, removing ambiguity and providing clearer guidance to applicants.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2024.

AAIB Assessment – Partially Adequate Open

Response received: 19 June 2023

The CAA partially accepts this Safety Recommendation. The CAA already has a long-established record of working closely with the DVLA and will review the effectiveness of the administrative approaches and procedures relating to the PMD scheme using the DVLA framework as an exemplar. However, as the CAA does not administer the DVLA scheme, determining its effectiveness and assessing the PMD scheme against it may not be possible.

The CAA also intends to introduce random sampling of PMDs to ensure they are being made in accordance with the guidance to pilots.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of Q4 2023.

AAIB Assessment – Partially Adequate Open

Safety Recommendation 2023-010

Justification

A self-declared medical that does not require input from a GP, combined with a method of licence revalidation that does not require a training flight with an instructor, exposes a missed opportunity for at least one independent professional assessment of age-related deterioration in piloting ability.

Therefore, the following safety recommendation was made:

Safety Recommendation 2023-010

It is recommended that the UK Civil Aviation Authority assesses the continued appropriateness for holders of UK PPLs with microlight class ratings issued before 1 February 2008 to revalidate that rating solely by providing evidence of experience.

Date Safety Recommendation made: 13 April 2023

LATEST RESPONSE

Response received: 01 December 2025

Since the conclusion of the survey, review of historic safety data and subsequent options paper. The CAA has since reached a decision on the continued appropriateness for holders of UK PPLs with microlight class ratings issued before 1 February 2008 to revalidate that rating solely by providing evidence of experience.

The CAA has determined that by 31st October 2026, to standardise the requirements, all holders of UK PPLs with microlight class ratings will be fully transitioned to the 12 hours in 24-month revalidation period (including a training flight of 1 hour with an instructor).

The CAA has therefore issued a final transitional general exemption (ORS4 1633) to facilitate this process to between 1st October 2025 and 31st October 2026, this exemption contains a clause indicating that no further revalidations on the 13-month cycle can take place during this period; only recognition of previous 13 month cycles.

It is intended therefore that the above CAA actions will meet the intent of this safety recommendation, and the CAA will provide an update on actions taken by the end of November 2026.

Safety Recommendation Status Open

AAIB Assessment Adequate

Action Status Planned Action Ongoing Update Due 30 November 2026

Feedback rationale

The AAIB acknowledges the response and awaits a further update at the end of November 2026. (EU Regulation 996/2010 article 18 refers).

RESPONSE HISTORY

Response received: 30 June 2025

We have now concluded the analysis of the survey responses from the pilot population and reviewed the historic safety data. We have since produced an options paper that is currently being internally reviewed to reach a decision as to the future of the exemption that is currently in place.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of November 2025.

AAIB Assessment – Partially Adequate Open

Response received: 19 December 2024

As part of the GA Licensing and Training Simplification Project, the CAA is conducting further analysis into the safety performance of pilots who are eligible to maintain their microlight rating validity by flight experience only, in accordance with the exemption to Schedule 8 of the Air Navigation Order 2016 ORS4 No.1582: Maintenance of Microlight and SLMG Class Ratings issued prior to 1 February 2008 | Civil Aviation Authority. The analysis involves further surveys of the pilot population and review of historic safety data. A conclusion will be reached by end of the 2nd Quarter of 2025 and a decision as to the future of the exemption will be made shortly thereafter.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2025.

AAIB Assessment – Adequate Open

Response received: 28 June 2024

As part of the Licensing Simplification project we are standardising revalidation requirements across a number of licences. There is currently an exemption which allows holders to revalidate solely by providing evidence of experience. This is exemption (1582) expires on 30th September 2025 and will not be renewed.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of December 2024.

AAIB Assessment – Adequate Open

Response received: 08 December 2023

In September the CAA took the interim measure of reissuing the exemption (ORS4 No.1582) for those licence holders whose licence was issued prior to 1 Feb 2008, to enable them to revalidate their microlight and motorglider class ratings in accordance with the previous revalidation requirements.

The CAA is considering the future of this exemption within the GA Pilot Licensing and Training Simplification review and will feature this topic in the public consultation that is due to take place in February 2024.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2024.

AAIB Assessment – Adequate Open

Response received: 19 June 2023

The CAA accepts this Safety Recommendation and will assess the continued use of revalidation by experience for these specific licence holders. The outcome of the review will be fed into the ongoing Licensing and Training Simplification project for consideration and further action.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of Q4 2023.

AAIB Assessment – Adequate Open