

DISQUALIFYING MEDICAL CONDITIONS

Below is a list of medical conditions that the FAA has labeled as disqualifying medical conditions. If you have one of these conditions, you'll want to do some research and speak to an aviation medical examiner or a pilot advocacy group like AOPA about your options before you fill out the medical application.

Many of the medical conditions below can be controlled, and with proof that the disease or condition will not affect your piloting skills or abilities, the FAA can issue a waiver - called a special issuance medical - that would allow you to fly, although there can be additional limitations, such as not flying during certain circumstances or while on specific medications.

Most of the time, the situation will require continuous communication with the FAA and your aviation medical examiner. Often, the FAA will require monthly or yearly documentation from a physician, psychiatrist or other accountable individual, documenting that your condition is controlled and remaining stable or improving.

According to the FAA website on [Pilot Medical FAQ](#), common disqualifying medical conditions include the following:

- Angina pectoris
- Bipolar disease
- Cardiac valve replacement
- Coronary heart disease that has been treated or, if untreated, that has been symptomatic or clinically significant
- Diabetes mellitus requiring hypoglycemic medications
- Disturbance of consciousness without satisfactory explanation of cause
- Epilepsy
- Heart replacement
- Myocardial infarction
- Permanent cardiac pacemaker
- Personality disorder that is severe enough to have repeatedly manifested itself by overt acts
- Psychosis
- Substance abuse
- Substance dependence
- Transient loss of control of nervous system function(s) without satisfactory explanation of cause.

This is not an exhaustive list of disqualifying conditions. The FAA can deny an application for an aviation medical for a variety of other reasons, but this list gives you a starting point for what might be a disqualifying medical condition right up front. Please see the FAA's website for more information.