

UK Flight Crew Licensing

October 2025 changes

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Edward Bellamy and Justin Willcocks
General Aviation Unit

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Background

- Review of UK pilot licensing regulations started in 2022
- Aircrew, Balloon, Sailplane Regulations and Air Navigation Order
- Focus on private licences and non-commercial operations
- Simplify and optimise where appropriate
- Three stage policy and consultation process*:
 - 2022 – thematic
 - 2024 – detailed changes
 - 2025 – means of compliance (AMC) and guidance material (GM)
- Changes coming into force 1st October 2025



*All consultation documents are available at caa.co.uk/ga > **Licensing & training simplification | UK Civil Aviation Authority**



Gaining a PPL(A) – key changes

- Aligning with ICAO Annex 1 (Personnel Licensing) minimum of **40 hours flight time as pilot of aeroplanes**.
- Change assists those with previous aeroplane flight time (including three axis microlight).
- Detail of crediting set out in AMC/GM:
 - training organisation must assess the previous experience
 - 10 hours PIC (supervised solo) and solo QXC required in a non-microlight aeroplane
 - Pass PPL exams and skill test
 - Bridging exams between NPPL(A) microlight and PPL(A) (four papers)
- 35-hour PPL course option included for ATOs – may benefit motivated applicants training intensively, e.g. commercial modular students.
- **Moving maps** and **partial power loss** is added to the syllabus – more guidance contained in AMC/GM for PPL(A) course.



PPL(A) – crediting regulations and guidance

- [FCL.210.A PPL\(A\) — Experience requirements and crediting](#)
- [AMC1 FCL.210.A PPL\(A\) – Experience requirements and crediting](#)
- [AMC2 FCL.210.A PPL\(A\)\(b\) – Experience requirements and crediting](#)
- [GM1 FCL.210.A PPL\(A\) – Experience requirements and crediting](#)
- PPL course completion certificate to be updated – crediting must be referenced at the appropriate entry.

NPPL(A) to PPL(A) ‘bridging’ TK exams

For applicants with NPPL(A) having not previously passed the PPL(A) exams:

- Air law and operational procedures
- Aircraft general knowledge
- Flight performance, planning and navigation
- Principles of flight



PPL(A) – Partial power training

- [AMC1 FCL.210 PPL\(A\) Training course](#) – see exercises 12/13 and 16. Ex 6 should also be used to demonstrate flight at different power settings.
- [GM1 FCL 210 PPL\(A\) Training course](#) – additional guidance on partial power loss.
- [GM1 FCL.235 Skill Test](#) – partial power failure discretionary item under Section 5 (d) of LST.
- Astral Aviation online seminar on **‘teaching partial power loss’** – 10th September at 19:30 BST.
- [Upcoming Workshops – Teaching Partial Power Loss - New PPL Syllabus](#)
- [Avoidable Accidents No. 3: Managing partial power loss after takeoff in single-engine aircraft](#)



PPL(A/H) – VFR Moving Map devices

- Optional use of VFR Moving Map devices for training and LST
- [AMC1 FCL.210 PPL\(A\) Training course](#) – see exercise 18 a/b/c
- [AMC2 FCL.210 PPL\(H\) – Training course](#) – see exercise 25 a/b/c
- [AMC1 FCL.235 Skill test](#) – (aeroplanes) see Section 3 items a, c, d and e
- [AMC2 FCL.235 Skill test](#) – (helicopters) see Section 3 items a, c, d and e
- [GM2 FCL.210 PPL\(A\) Training course](#) / [GM1 FCL.210 PPL\(H\) Training course](#) – link to Moving Map SSL

PPL(H) and LAPL(H)

- Not much is changing in comparison to aeroplanes.
- [AMC2 FCL.210 PPL\(H\) – Training course](#) – PPL(H) and LAPL(H) course AMC to be merged – this will provide greater clarity for organisations on key differences.
- NPPL(H) is being merged with LAPL(H) – NPPL(H) holders follow LAPL(H) validity.



NPPL(A) and LAPL(A)

- No more LAPL(A) after 1st October – NPPL(A) will become the single UK 'sub-ICAO' licence.
- Existing LAPL(A) licences remain valid – from October 2026 class ratings are revalidated as per PPL(A), NPPL(A).
- Those on existing LAPL(A) course are credited the training.
- NPPL(A) privileges remain the same. 'SSEA' and 'SLMG' ratings become 'SEP' and 'TMG' respectively.
- Simplified revalidation across NPPL(A) ratings.
- Microlight exams valid for all NPPL(A) ratings, SEP trainees may alternatively take the PPL exams.
- Policy and procedures CAP will be published in coming weeks.
- Applications for NPPL(A) w/SEP rating are normally via Light Aircraft Association – [Home | Light Aircraft Association](#).



Revalidation for SEP / TMG / Microlight class ratings

- **Revalidation by experience** for SEP/SSEA, TMG/SLMG and microlight ratings aligned for PPL(A), NPPL(A) and existing LAPL(A) – 6 hours must be completed in the second year of rating validity, but other requirements may now be done at any point during the rating validity.
- Three axis microlight time may now be used, including for SEP refresher training (microlight differences training required for pilot and instructor).
- LAPL(A) will move to fixed validity by October 2026, further guidance to be issued.
- References:
 - FCL.035 Crediting of flight time and theoretical knowledge
 - FCL.740.A Revalidation of class and type ratings — aeroplanes
 - Schedule 8, Part 3 of the Air Navigation Order for the NPPL (to be updated)



New AMC/GM for Refresher training

- AMC1 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings:

1) Before the training takes place, the instructor should hold a briefing with the candidate. That briefing should include a discussion on the following:

1. TEM with special emphasis on decision-making when encountering adverse meteorological conditions or unintentional IMC;
2. navigation flight techniques, including use of VFR Moving Map devices, if used by the pilot;
3. recovery strategies for different stall scenarios.

2) Flight training exercises should be based on the contents of the proficiency check, as deemed relevant by the instructor, and depending on the experience of the candidate. In any case, the flight training items should include exercises related to the recognition of and the recovery from the following scenarios:

1. Simulated loss or partial loss of engine power during different phases of flight;
2. Selection of different stall scenarios (as specified in Exercise 2.3 of the table in point (5) of Section B of Appendix 9).

- Further guidance in: GM2 FCL.740.A Revalidation of class and type ratings – aeroplanes



New AMC/GM for Refresher training (cont)

- AMC2 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings:

The refresher training flight should normally be conducted as a single flight of at least one hour, for the purpose of refreshing knowledge and skills applicable to the privileges of the rating.

If, due to aircraft or weather or aircraft related limitations, it is not practical to conduct a single flight of an hour, the requirements may be satisfied by receiving instruction totalling at least 1 hour over the course of two flights. In this case, the instructor may only certify the training in accordance with FCL.945 after the required flight time has been completed.

- AMC3 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings:

When combining a proficiency check flight towards revalidating or renewing an Instrument Rating, or Instrument Rating (Restricted)/Instrument Meteorological Conditions (IMC) rating issued in accordance Article 4 of this regulation, with the refresher training applicable to the revalidation by experience of single-pilot single engine class ratings, the examiner should ensure:

- The preflight briefing includes appropriate elements of AMC1 and GM1;
- Some training excises from AMC1 and GM1 are included; and
- The examiner should verify the licence holder's experience complies with FCL.740(b).

Alternatively, the IR and applicable class rating proficiency check may be conducted within a single flight, provided all applicable check items are addressed.



Other aeroplane changes

- Increased differences training guidance, including electric aircraft. See:
 - FCL.710 Class and type ratings — variants
 - GM2 FCL.710 Class and type ratings – variants (GM for electric trim and autopilots also included)
 - GM3 FCL.710 Class and type ratings – variants (aircraft w/EFIS displays)
- Sailplane towing rating removed.
- Term 'Instrument Rating (Restricted)' no longer used – IMC rating for all licences.
- Aerobatic rating requirement will be extended to new licences issued under the Air Navigation Order (including NPPL) from 1st October.
- Prerequisite experience for aerobatic rating (30 hours PIC post licence issue) is removed from Part-FCL.



non-Part 21 aircraft under Aircrew Regulation

- [ORA.ATO.135 Training aircraft and FSTDs](#) / [DTO.GEN.240](#)
- CAA no longer required to “authorise” use of non-Part 21 aircraft – ATO/DTO must do their own assessment of suitability – see AMC/GM linked above.
- Owners/joint owners can obtain Part-FCL licences and ratings on their own aircraft (with cooperation of training organisation) – if operation is “non-commercial”.
- National (non-Part 21) permit aircraft still restricted by article 42 in terms of “commercial operations”.
- [Article 42 for national permit aircraft ORS4 No.1585: Use of National Permit to Fly Aircraft for Flight Instruction and Self-Fly Hire | UK Civil Aviation Authority](#) – allows some training on “commercial” basis with for licence holders in same aircraft category – to be reissued.



Sailplanes and Balloons

- **UK Balloon Regulation** and **UK Sailplane Regulation** come into full effect **1st October 2025** – appropriate licence required after that date.
- BGA 'Basic Instructor Rating' incorporated into Sailplane Regulation.
- Balloon Regulation revised and adapted for UK environment.

Next steps

- Further detail and comms will be highlighted via Skywise.
- More detail available at [Licensing & training simplification | UK Civil Aviation Authority](#)
- [UK Regulations | UK Civil Aviation Authority](#) reflects the forthcoming changes.





caa.co.uk/skywaycode

Questions?

ga@caa.co.uk
www.caa.co.uk/ga



caa.co.uk/safetysense

