

General Aviation Pilot Licensing Review Phase 2: Helicopters

Summary of planned changes

CAP 3032H



Published by the Civil Aviation Authority, 2024

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First published September 2024

The latest version of this document is available in electronic format at: www.caa.co.uk

Introduction

This document contains a summary of key changes in the helicopter category that will result from the pilot licensing and training simplification project.

Full details of the proposals can be found in [CAP 2974E](#) and associated decisions in our Consultation Response Document (CRD) [CAP 3032E](#). For more information on project background, please visit the [GA webpages](#).

Next steps

Note that changes are yet to be passed into legislation. We anticipate this taking place in Spring 2025; however, actual timelines are still to be confirmed with the Department for Transport.

In some areas, we need to develop appropriate Acceptable Means of Compliance (AMC), Guidance Material (GM) and other CAA publications (CAPs) to support the planned changes to regulation. These will be consulted on, where necessary, in late 2024 or early 2025.

The CAA will communicate implementation times and the details of any transitional arrangements as soon as they are known.

Due to resource constraints in the legislative programme, any changes to Theoretical knowledge procedures and validity periods for helicopters will not be progressed until 2025, with implementation planned for 2026.

Further details of changes in these areas will be communicated in the future.

Chapter 1

Summary of changes

ICAO PPL

1.1 No changes

Sub-ICAO helicopter licence

1.2 The sub-ICAO helicopter licence will remain the Light Aircraft Pilot Licence (Helicopters), (LAPL)(H)).

1.3 We will adopt the Part-FCL PPL(H) syllabus for LAPL(H), such that pilots training for either the PPL(H) or LAPL(H) will follow the same syllabus.

1.4 The CAA will cease issuing the National Private Pilot Licence (Helicopter) (NPPL(H)) at a time to be determined, likely in 2025. Existing NPPL(H) licences will remain valid indefinitely. The privileges of the NPPL(H) and the LAPL(H) will be the same.

Other issues

Combined licence document

1.5 We plan to develop a licence document format that combines the privileges of Part-FCL and Air Navigation Order helicopter licences. This will improve administration when a licence holder wishes to acquire a non-Part 21 aircraft type rating.

1.6 Existing licence holders will be unaffected, although they would have the opportunity to apply for the combined licence document if so desired. An application form and fee will be required.

Flight Instructor theoretical knowledge

1.7 No changes at this time due to the complexity surrounding this subject and the project as a whole.

1.8 We will look to take discussions on this topic further once this project is complete.