Guide to the use of the CPL(H) Sample Syllabus Material

The accompanying syllabus is compliant with the CASR Part 61 MOS, for CPL(H) licence training.

(Note: The Part 61 MOS content as it appears in this syllabus has captured some proposed MOS amendments in advance of their actual release. This gives rise to a small number of minor differences in wording between the syllabus and the MOS which is current at 27 April 2016.)

The CPL(H) Planning Matrix, Flight Training and Theory Exam Summary, and Underpinning Knowledge Items Tracker are all used similarly to the PPL(H) syllabus documents.

The CPL(H) and PPL(H) material largely coincides up to lesson 33. However, they diverge in content after that point. As well as additional MOS units, there are differences in the layout. Note that the CASR 61.550 aeronautical experience requirements for a PPL(H) CASR 141 course are met by the sample PPL(H) syllabus , with the single exception of the instrument flight time. The analogous aeronautical experience requirements for CPL(H) training, CASR 61.615, need to be managed more carefully within the training program. As written, the Planning Matrix does not capture in the lessons all the flight hours required by CASR 61.615.

The operator has flexibility to make up the shortfall as appropriate. Rows 10-16 of the Planning Matrix are specifically designed for this task. These rows are normally hidden but the reader may access them in two ways: either use the Hide/Unhide functionality of Excel or select the worksheet labelled “Alternate” at the bottom of the page. The four purple columns at rows 10-16 are used to track the aeronautical experience. The hours entered in red are for illustration only and will vary depending on the students’ circumstances.

1) The “Dual Consolidation” column allows the scheduling of dual flights as needed to meet any outstanding assessment of MOS performance standards and the aeronautical experience requirements of CASR 61.615(1)(a).

2) The “Solo Consolidation” column allows the scheduling of additional solo flights to meet the aeronautical experience requirements of CASR 61.615(1)(c)and CASR 61.615(1)(d).

3) The “Synthetic Trainer” column allows the scheduling of synthetic trainer experience to count towards the aeronautical experience referred to in CASR 61.615(1)(e) and CASR 61.615(2)(a)

4) The “Hours Brought Forward” column permits students with previous aeronautical experience to count time this time towards the CPL(H) aeronautical experience requirements. Students with a pilot’s licence in any category may accrue aeronautical experience for the CPL(H) while flying privately. Students may also count aeronautical experience accrued during in-house training for ratings and endorsements.

Despite the flexibility offered by this sample syllabus, the operator may wish to alter the timing of the assessments, the lesson content and the ordering of the lessons. It may be based on their preference as flight instructors or reflect specific conditions at operating bases. Those syllabuses which differ from the sample syllabus will be assessed by CASA on an individual basis.