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

The accompanying syllabus is compliant with the CASR Part 61 MOS, for PPL(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 45 combined lesson plans and training records are intended to be used during pilot training. The remaining documents are to assist in the creation and modification of the lesson plans.

Within the 45 sequential lesson plans all the requisite performance criteria appear. They are listed in tables, each against a performance standard. Underpinning knowledge items are listed in the Pre-Flight Knowledge section . The training record accompanying every lesson plan has self-contained instructions. To minimise the instructor’s administrative workload, only those items in which a performance standard is ***not*** achieved need to be recorded for future reference.

The planning matrix is a tool to ensure that all the performance criteria are captured within the lesson plans and assessed in a timely manner. Performance criteria which are required to be assessed prior to first solo and first training area solo are tabulated such that a performance standard of “2” is achieved on two separate occasions prior to the first solo flight. The meanings of the performance standards are given at the top of the planning matrix.

In general, there should be an initial occurrence of “3” followed by two occurrences of “2” and then two occurrences of “1” at each line of the matrix. (There are some exceptions such as autorotative landings and basic instrument flight). The flight tolerances which apply to performance standard 1 are found in Schedule 8 of the MOS at Table 3.

Only 1.0 hours of instrument flight appear on the planning matrix prior to the first cross country solo flight. Therefore, to meet the requirements of CASR 61.1225(4)(c), the flying school must augment this with a further 1.0 hours of dual instrument time, either in a synthetic trainer or in flight, prior to the first cross country solo flight.

The Underpinning Knowledge Items Tracker is a simple document to ensure that all MOS underpinning knowledge items appear in the lesson plans at least once. The number of the lesson in which a given knowledge item first appears is placed in the appropriate box in the matrix. For example, consider the “8” highlighted in red in the box at Row H5 and Column c. We are asserting that the MOS Underpinning Knowledge Item “(c) circuit operating procedures “ found in the MOS Unit “H5” appears for the first time in Lesson 8.

The Flight Training and Theory Examination Summary is included to give an overview of the PPL(H) course.

Operators may wish to create a PPL(H) course which differs from the one given here. The timing of the assessments, the lesson content and the ordering of the lessons are all matters for the individual operator to decide. It may be based on their preference as flight instructors or reflect specific conditions at their operating bases. Those syllabuses which differ from the sample syllabus will be assessed by CASA on an individual basis.