



Australian Government

Civil Aviation Safety Authority

DAY (VFR) SYLLABUS HELICOPTERS

Issue 3.1 – 01 October 2008

Day VFR Syllabus (Helicopters)

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Issue 3.1: October 2008



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DAY VFR SYLLABUS – HELICOPTERS

PRIVATE AND COMMERCIAL PILOT LICENCES

ISSUE 3.1 – 01 October 2008

Issue 3.0 introduction significant changes to the previous issue that involve:

- Changes to the KDR requirements
- The inclusion of flight standards in a competency based format, that aligns with the standards that will be introduced when the Part 61 Flight Crew Licensing regulations are promulgated
- The introduction of English language, threat and error management (TEM) and single-pilot human factors standards as recommended by the International Civil Aviation Organisation (ICAO)
- Explanation of the competency standards and assessment criteria
- Definitions of terms used in competency standards
- Addition of Achievement Records
- Introduction of aeronautical knowledge requirements for TEM.



Revision History

Issue	Date	Section(s)	Details of Change
Issue 3.1	October 2008	Section 1 and 2 Section 3	Minor updates and corrections. Updated and rewritten.
Issue 3.0	March 2008	Section 1 Section 2	Change to KDR requirement Introduction of flying standards in a competency based format. Introduction of English language, human factors and threat and error management flying standards. Explanatory material for the new standards. Explanation of competency standards and assessment methods. Introduction of Achievement Records.
		Section 3	Introduction of aeronautical knowledge requirements for Threat and Error Management (TEM)
Issue 2.0	June 2004	All	Introduces tethered helicopter trainers into the flying training syllabus.
Issue 1.4.1	February 2002		
Issue 1.4			
Issue 1.3			
Issue 1.2			
Issue 1.1			
Issue 1	January 1993	All	Document developed from information in CAOs.

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[Form 190](#) – Application for Commercial Pilot Licence – Helicopter

SECTION 1 – OVERVIEW

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1. Introduction

This document details the progressive flying and ground training standards required to exercise the following privileges for VFR (Day) operations in a single-engine helicopter:

- (a) Student pilot licence (SPL):
 - Solo
 - Passenger carrying privileges under supervision, within the local area in accordance with CAR 61.
- (b) Private pilot licence (PPL):
 - Restricted to operations outside controlled airspace
 - Permitted to operate in any class of airspace.
- (c) Commercial pilot licence (CPL).

The ground and flying syllabuses in this document have been set out in a behavioural/objective form so that the level of required performance for each item or topic, appropriate to the level of licence or privilege being sought, can be readily understood by both students and instructional staff.

While the syllabuses apply in general to both the private and commercial pilot licences, a difference in licence standards will occur because of the extent of the application of all syllabus items, a difference in the flying hours of aeronautical experience required for each licence and a different completion standard for each licence.

Passenger carrying privileges may be granted to the holder of an SPL on the successful completion of ground and flight tests at the PPL general flying phase.

Students should be encouraged to read and be conversant with this syllabus, as well as the associated CAAPS, and to understand the requirements, performance standards and knowledge levels specified with a view to:

- (a) Stimulating increased student participation during training
- (b) Using the syllabus as a reference for refresher training.

This document should also be read in conjunction with the CAAP 61 series, which provide more detailed information on the flight crew qualifications.

2. Flying Training

The syllabus of flying training is given at [Section 2](#) of this document. Each syllabus item has been accorded four levels in order to give guidance for the alignment of training and performance standards appropriate to the particular level of licence or privilege being sought.

The definitions of the four standards are given in the Introduction to [Section 2](#).

3. Aeronautical Knowledge

The Aeronautical knowledge Syllabus ([Section 3](#)) specifies the knowledge required for each of the flying qualifications. It is recommended that students undertake a course of ground training with a reputable ground training organisation to ensure that they have adequate knowledge to safely conduct flying operations. CASA sets the written examinations for PPLH and CPLH, based on the syllabus, to check that a candidate has the required knowledge. Knowledge deficiencies identified in written examinations are retested orally as part of the flight test. The knowledge deficiency report (KDR) assessment may be completed by a flight training organisation, and certified by the Chief Flying Instructor (CFI) prior to the flight test. Alternatively, the KDR may be assessed by an Approved Testing Officer (ATO) during the flight test.

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