



Australian Government

Civil Aviation Safety Authority

DAY (VFR) SYLLABUS - AEROPLANES

Issue 4.2 – 01 January 2010

Day VFR Syllabus (Aeroplanes)

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Issue 4.2 : 01 January 2010



Australian Government

Civil Aviation Safety Authority

DAY VFR SYLLABUS – AEROPLANES

STUDENT, PRIVATE AND COMMERCIAL PILOT LICENCES

DAY VFR OPERATIONS BELOW 10,000 FEET AMSL

Issue 4.2 : 01 January 2010

This issue contains changes related to Changes to the Knowledge Deficiency Report (KDR) assessment requirements that allow flight-training organisations to conduct this assessment.

In Section 2-Flying Training, three new units of competency have been added to meet International Civil Aviation Authority (ICAO) recommendations regarding English language, single pilot human factors and threat and error management (TEM) requirements. Also in this section are flight standards that have been reformatted and Achievement Record amendments to reflect the changed standards.

Revision History

Issue	Date	Section(s)	Details of Change
Issue 4.2	January 2010	Section 3 (9.1.2)	Spelling correction "troposphere".
Issue 4.1	October 2008	Sections 1, 2 and 3	Minor updates and corrections.
Issue 4	March 2008	Section 1	Change to KDR requirements.
		Section 2	Addition of three units of competency and competency standards reformatted. Achievement Records amended to reflect changes to competency standards.
		Section 3	Explanatory text about competency standards and Airmanship/Human Factors added. Addition of TEM aeronautical knowledge requirement.
Issue 3.2	May 2007	Section 2.2	Changed to indicate requirement of flight crew medical certificate issued by CASA.
		Ground Training Block 2	Sections 3.6.2 and 3.6.4, CTAF(R) inserted.
Issue 3.1	April 2004	Section 3	Sub-paragraphs 11.3.2 (Alcohol) and 11.3.3 (Drugs) changed by adding new text and deleting the previous sub-sub-section 11.3.2 (b).
Issue 3	February 2004	All	Complete manual reformatted with minor changes throughout.
Issue 2.2.2	April 2002	Section 1 Subsection 2	Includes changes related to CyberExams CPLA examinations.
		Section 3	References to CASA documents deleted.
		Various	Minor changes to include VEC changed to ERC, MTAF to MBZ etc
Issue 2.2 1	February 2001		Added performance criteria to previous content, amendments and corrections to standards
Issue 2	July 1999	All	Issue 1 changed to competency standards. Assessment guides, flight test forms included
Issue 1	January 1993	All	Document developed from information in CAOs.

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SECTION 1 – OVERVIEW

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SUBSECTION 1 – INTRODUCTION

1.1. The Day VFR Syllabus

The Day VFR Syllabus specifies the progressive flying and aeronautical knowledge training requirements relevant to the Student Pilot Licence (SPL), the Private Pilot (Aeroplane) Licence (PPLA), and the Commercial Pilot (Aeroplane) Licence (CPLA) for aeroplanes. The regulations that specify the requirements for the issue of these pilot licences are contained in Part 5 of the Civil Aviation Regulations (CARs). This Syllabus of training is authorised by [CAR 5.59](#). Items in this syllabus are limited to those required for operating single piston engine aeroplanes under the Visual Flight rules (VFR), by Day up to 10,000 feet altitude.

The Day VFR Syllabus is divided into three sections:

- 1 Overview (this section).
- 2 Flying Training.
- 3 Aeronautical Knowledge.

1.2. The Flying Training Syllabus

The Flying Training Syllabus ([Section 2](#)) specifies the flying sequences required to complete each phase of flying training. It also specifies the standards that pilots must achieve in each sequence in competency-based terms. Competency standards are designed to make clear to students, instructors and testing officers, exactly how the standard for each flying sequence is to be assessed.

1.3. Flying Training

Training for any of the qualifications in this syllabus must be undertaken at a CASA authorised flying training school. However experience gained in ultralight aeroplanes or other types of aircraft may be credited towards the aeronautical experience requirements for the issue of a licence. The experience that may be credited is detailed in [CAR Part 5](#).

1.4. Integration of Flying and Ground Training

Flying training organisations and student pilots must comply with the requirements in Section 1 Subsection 2 of this section of the syllabus, to ensure that flying and ground training are integrated in such a way that pilots have the aeronautical knowledge necessary for the particular phase of flying training being undertaken.

1.5. Flight Tests

Flight tests are required for the General Flying Progress Test (GFPT), PPLA and CPLA qualifications. Flight test forms that detail the items to be tested are contained in Section 2 [Subsection 4](#). Before attempting the flight test candidates must meet requirements specified in CARs. These include:

- Complete the appropriate requirements of the flying training syllabus
- Possess at least the minimum aeronautical experience
- Pass the written examination(s)
- Hold a flight crew medical certificate
- Qualify for the Flight Radio Telephone Operator Licence (FROL) (except GFPT)
- Be recommended by the Chief Flying Instructor of a flying training school.

Flight tests are conducted by Authorised Testing officers (ATOs) or by CASA Flying Operations Inspectors (FOIs).

1.6. Aeronautical Experience

The aeronautical experience (flight time) required for the GFPT, PPLA and CPLA is specified in [CAR Part 5](#) and summarised in this Section [Subsection 2](#). This aeronautical experience should be viewed only as the minimum requirement for the qualification. Experience has shown that factors such as ability and continuity of training lead to marked differences in the flight time needed for individuals to reach the standard required. In particular, at the General Flying Progress Test and PPLA Flight Test levels, accumulation of only the minimum experience will not necessarily guarantee achievement of the required standard. In the majority of cases candidates will require hours in excess of the minimums.

1.7. The Aeronautical Knowledge Syllabus

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 PPLA and CPLA, 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, an Approved Testing Officer (ATO) may assess the KDR during the flight test. The examinations required at each stage of training are summarised in this section [Subsection 2](#).

SUBSECTION 2 – TRAINING ADMINISTRATION

2.1. Documentation

2.1.1. Flying training records

Flying training schools are required to maintain a flying training record for each student, which records the following items:

- each training flight, including aeroplane type and registration, the instructor, the training
- sequences covered and the duration of the flight
- a progressive total of aeronautical experience
- a summary of the students progress for each flight
- a record of examination results.

The flying training records shall be retained by the flying training school but shall be forwarded to another training school on request from the student.

2.1.2. Record of achievement

It is the responsibility of each student pilot and the flying school to maintain a Record of Achievement using the forms at Section 2 [Subsection 2](#). Each phase of training has a separate achievement record that lists the sequences that must be completed for that phase. The completed record should be checked by the Chief Flying Instructor prior to issuing a recommendation for any flight test to ensure that the student has achieved the required standard in all items of the syllabus. A recommendation for a flight test must not be issued unless the instructor concerned has certified each item as satisfactory. A copy of this completed record should be attached to the flight test form following successful completion of the flight test.

2.1.3. Log book

The student must also maintain a logbook that records the following items for each flight:

- date of the flight
- aircraft type and registration
- and pilot in command
- flight time
- The route or training sequences covered in the flight
- The progressive total of aeronautical experience.

Full requirements for logging of flight time are found in [CAO 40.1.0](#). Flying schools should ensure that the flight times recorded in the log book are in accordance with those recorded in the flying training records maintained by the school and should certify the student's log book to this effect at monthly intervals.

2.1.4. Theory examination pass results

When a candidate achieves a pass in a theory examination the result is to be entered in the candidate's logbook either by the conducting officer who supervised the examination or by the Chief Flying Instructor of the organisation where the candidate is undertaking flying training. Where a Chief Flying Instructor who is not also a conducting officer makes the entry, he/she must only do so after sighting documentary evidence of the pass result.

2.1.5. Flight test forms

The flight test forms for GFPT, PPLA and CPLA are found at Section 2 [Subsection 4](#) of this syllabus. Flight tests must be conducted according to the requirements of the forms. Students should familiarise themselves with the flight test forms before undertaking any flight test.

A form must be completed for every flight test regardless of whether the candidate passes or fails the test. All items to be tested in a given flight test are listed on the form so that both the candidate and the testing officer are aware of the sequences to be covered. The testing officer must forward the completed form (including any failed flight test forms) to the local CASA district office within 14 days of the flight test, for licence issue.

2.2. Student Pilot Licence

Student pilots may undertake dual flying training without holding a student pilot licence. However, a student pilot licence and a flight crew medical certificate, issued by CASA, is required before a student pilot may undertake a solo flight or act as pilot in command

Student pilots may only pilot aircraft as authorised by, and under direct supervision of, a flying training school. Student pilots should be familiar with [CAR Part 5](#) which specifies the recent experience required by a student pilot and limits the number of consecutive hours that a student pilot may fly as pilot in command. It also details other limitations on flights by student pilots.

2.3. First Solo

Prior to undertaking the first solo flight a student pilot must meet the following training requirements:

- hold a student pilot licence and flight crew medical certificate
- pass an oral or written examination set by the flying school
- been assessed as having achieved the required standard in all sequences listed in Section 2 [Subsection 2](#) for the First solo phase of training
- been assessed by a Grade 1 or Grade 2 instructor as being competent for the first solo flight.

When the first solo flight is completed, the instructor should certify the pilot competent to fly that type by making an entry in the body of the student pilot's log book.

2.4. First Area Solo

Prior to undertaking the first area solo flight a student must meet the following training requirements:

- have completed first solo and 2 hours PIC in the circuit
- pass a written examination set by the flying school
- been assessed as having achieved the required standard in all sequences listed in Section 2 [Subsection 2](#) for the First area solo phase of training
- been assessed by a Grade 1 or Grade 2 instructor as being competent for the first area solo flight.

2.5. General Flying Progress Test

Prior to undertaking the GFPT a student must meet the following training requirements and possess the following minimum aeronautical experience (see [CAR Part 5](#) for details of flight time which may be credited):

- 20 hours total flight time which includes
- 5 hours PIC
- 2 hours IF
- pass the Basic Aeronautical Knowledge (BAK) written examination set by the flying school (this examination is not an examination set by CASA)
- been assessed as having achieved the required standard in all sequences listed in Section 2 for the GFPT phase
- recommended by the Chief Flying Instructor for the GFPT flight test.

A pass in the GFPT flight test must be entered in the pilot's logbook.

2.6. Private Pilot (Aeroplane) Licence

Prior to undertaking the PPLA flight test a student must meet the following training requirements and possess the following minimum aeronautical experience (see [CAR Part 5](#) for details of flight time which may be credited):

- 40 hours total flight time which includes
- 5 hours general flight time as PIC
- 5 hours cross country flight time as PIC
- 2 hours IF
- pass the PPLA written examination set by CASA
- hold or be qualified to hold a Flight Radio Telephone Operator Certificate (FROL)
- been assessed as having achieved the required standard in all sequences listed in Section 2 [Subsection 2](#) for the PPLA phase
- be recommended by the Chief Flying Instructor for the PPLA flight test.

2.7. Basic Aeronautical Knowledge Examination

A candidate must hold a pass in the Basic Aeronautical Knowledge (BAK) examination before he/she will be permitted to undertake either the CASA PPLA Theory Examination or the CASA CPLA Theory Examination.

2.8. The Approved CPLA Training Course (150 hours)

- 2.8.1.** The Approved CPLA Training Course is intended to be an integrated course of both theory and practical aviation training. To ensure a suitable level of integration, and in addition to the examination requirements for pre-solo and pre-area solo, the following conditions apply.
- 2.8.2.** (a) A student pilot must have accumulated at least 5 hours dual flying training before he/she may be credited with a pass in the BAK examination.
- (b) A student pilot must have commenced cross-country training and passed the BAK examination before he/she may be credited with a pass in CASA PPLA theory examination (where applicable).
- (c) A student pilot must have accumulated at least 5 hours PIC cross country flight time before he/she may be credited with a pass in the CASA CPLA written examination. Additionally he/she must have passed the BAK examination before attempting the CPLA written examination.
- (d) Alternatively, the CPLA subject examination may be attempted after the following phases of training have been achieved:
- (i) after passing the General Flying Progress Test (GFPT), or achieving the competencies for the GFPT (as specified in the GFPT Achievement Record):
- Aerodynamics
 - Human Factors
 - Aircraft General Knowledge (AGK)
 - Meteorology
- (ii) after accumulating 5 hours pilot in command cross country time, or achieving the competencies of the PPL (as specified in the PPL Achievement Record)
- Navigation
 - Aircraft Operation, Performance and Flight Planning
 - Flight Rules and Air Law.
- (e) To be credited with a pass in any of the examinations as specified in (c) and (d), the examination sitting must take place after the pre-requisites have been fulfilled. If a student attempts and passes an examination before meeting the pre-requisites, then that pass cannot be credited towards the approved course and the student will have to apply to CASA to resit and pass the exam again.
- 2.8.3.** The Chief Flying Instructor is responsible for ensuring that, as a part of the student monitoring process incorporated within the school's Approved CPLA Training Course, a student complies with the conditions relating to the sitting of examinations as outlined in the previous paragraph.
- 2.8.4.** Students undertaking an Approved CPLA course are not required to be issued with a PPLA and may undertake all training required for the issue of the CPLA while holding an SPL.

- 2.8.5.** While the basic syllabus of training is aimed at Day VFR qualification, candidates may undertake training toward additional qualifications within the 150-hour course of training. For example, training toward the following qualifications may be undertaken:
- (a) multi-engine endorsement
 - (b) design feature endorsement
 - (i) retractable under-carriage
 - (ii) tail wheel
 - (iii) pressurisation
 - (iv) floatplane
 - (v) ski landing
 - (c) spinning approval
 - (d) aerobatic approval
 - (e) formation approval
 - (f) command instrument rating
 - (g) night VFR rating
 - (h) glider towing approval
 - (i) low level approval
 - (j) stock mustering approval
 - (k) agricultural rating
 - (l) night agricultural rating.
- 2.8.6.** Training toward any of these additional qualifications may only be undertaken with an organisation having an appropriate approval. Further, all theory and practical experience requirements for the given qualification as outlined in CARS/CAOs must be met. Note that, regardless of additional training and flight tests completed, some qualifications—eg, command instrument rating—cannot be issued until the candidate holds either a PPLA or a CPLA.
- 2.8.7.** Where a candidate interrupts training or changes training organisations, the following conditions will apply:
- (a) The candidate is to obtain from the Chief Flying Instructor a letter of certification confirming enrolment on an Approved CPLA Training Course. The letter must also contain a breakdown of aeronautical experience while on the course.
 - (b) When re-enrolling for approved training the candidate must supply the letter of certification to the Chief Flying Instructor where training will recommence. Only the aeronautical experience, as contained in the letter, may be credited towards continuation of an approved course of training.
 - (c) A copy of the student's flying training record is to be supplied to a student where he/she interrupts training or changes organisations. The copy is to be provided to the next Chief Flying Instructor when training recommences.
- 2.8.8.** Only hours accumulated while undergoing supervised training with a school whose curriculum includes an Approved CPLA Training Course may be credited towards the 150-hour aeronautical experience requirement for licence issue.
- 2.8.9.** An organisation wishing to offer an Approved CPLA Training Course may only do so if the organisation holds a commercial school classification and satisfies the following conditions:
- (a) the syllabus of training used must, as a minimum, address all items listed in sections 2 and 3 of the Day VFR syllabus
 - (b) the organisation shall use a student progress and record system which ensures that all aeronautical knowledge and experience requirements of the syllabus are satisfied
 - (c) the Chief Flying Instructor shall take appropriate steps to incorporate in the company operations manual:
 - (i) reference to the syllabus as the standard to be used for training
 - (ii) the requirement for staff to use the student progress recording system.
- Note:** A syllabus that includes items additional to those in the Day VFR syllabus is an acceptable syllabus for the purpose of paragraph (a).

2.8.10. Prior to undertaking the CPLA flight test under the approved training syllabus a pilot must meet the following training requirements and possess the following minimum aeronautical experience (see [CAR Part 5](#) for details of flight time which may be credited):

- 150 hours total flight time flown during the approved training course which includes
- 70 hours flight time as PIC
- 20 hours cross country flight time as PIC
- 10 hours IF
- Pass the CPLA written examination set by CASA
- hold or be qualified to hold a Flight Radio Telephone Operator Certificate (FROL)
- been assessed as having achieved the required standard in all sequences listed in Section 2 for the CPLA phase
- be recommended by the Chief Flying Instructor for the CPLA flight test.

2.9. The 200-hour CPLA Qualification.

2.9.1. Where a candidate has gained aeronautical experience by means other than as a student on an Approved CPLA Training Course, the minimum hours requirement for licence qualification is 200.

2.9.2. Prior to undertaking a CPLA flight test, a 200-hour candidate must undertake an assessment flight with a Grade One flight instructor. As a result, the instructor is to recommend as appropriate, that the candidate either is ready to undertake the CPLA flight test, or should undertake, in accordance with the relevant parts of the Day VFR Syllabus, a tailored course of training designed to prepare the candidate for the flight test.

2.9.3. Where a tailored course is recommended, the Chief Flying Instructor is to provide in writing a detailed training programme consistent with the sequences listed in the Day VFR Syllabus, as recommended by the assessment flight instructor. Depending on student progress, the programme may be subsequently increased or decreased in length at the discretion of the Chief Flying Instructor, who should annotate the original recommendation accordingly.

2.9.4. Prior to undertaking the CPLA flight test other than under the approved training syllabus, a pilot must meet the following aeronautical experience and training requirements and possess the following minimum aeronautical experience (see [CAR Part 5](#) for details of flight time which may be credited):

- 200 hours total flight time (holders of a helicopter licence see [CAR Part 5](#))
- 100 hours flight time as PIC
- 100 hours flight time in a registered or recognised aeroplane
- 20 hours cross country flight time as PIC in a registered or recognised aeroplane
- 10 hours IF in a registered or recognised aeroplane
- pass the CPLA written examination set by CASA
- hold or be qualified to hold a Flight Radio Telephone Operator Certificate (FROL)
- been assessed as having achieved the required standard in all sequences listed in Section 2 for the CPLA phase
- be recommended by the Chief Flying Instructor for the CPLA flight test.

2.10. Flight Tests

2.10.1. Prior to administering a pilot licence flight test, a flight test officer must ensure that the candidate has satisfied all of the prerequisites as outlined in CARs/CAOs.

The following documentation should be supplied to the testing officer prior to the flight test to enable the flight test officer to verify that all requirements have been complied with:

- Completed flight test /licence application
- Completed student achievement record
- Written examination knowledge deficiency report
- Student's flying training records
- Student's logbook.

2.10.2. Where the candidate has completed an Approved CPLA Training Course, the testing officer must ensure that, in addition to statutory requirements being met, the 150 hours of experience credited toward the licence has been accumulated by the candidate as supervised training at a school whose curriculum includes an Approved CPLA Training Course. This requirement is to be confirmed by reference to the candidate's training records.

SUBSECTION 3 – FLYING TRAINING

- 3.11.** The flying syllabus is at Section 2 of this document. It has been structured so as to:
- divide training into five phases in order to align training requirements with privileges appropriate to a particular level of experience
 - list mandatory flight sequences for each phase
 - specify the skill standard to be attained for each flight sequence.
- 3.12.** The syllabus assumes that, in general, SPL and PPLA training will be conducted in basic training aeroplanes (i.e. single engine, fixed pitched propeller and tricycle undercarriage). During the CPLA phase, training in aeroplanes fitted with a constant speed propeller should be introduced.

SUBSECTION 4 – AERONAUTICAL KNOWLEDGE

- 4.13.** The aeronautical knowledge syllabus is at Section 3 of this document. It has been structured so as to:
- integrate theoretical knowledge and flight training by identifying the knowledge areas appropriate to each phase of training; and
 - specify the knowledge standard required for each syllabus objective.
- 4.14.** It is recommended that a student pilot undertake a structured course of study provided by a reputable training provider, which includes all the items specified in the Aeronautical Knowledge Syllabus. Acceptable means of training include:
- a structured home-study package
 - a correspondence study package
 - ground training at an institution which offers the appropriate course; or
 - ground training at a flying training school which offers both flight and theory training to the level required.
- 4.15.** As a guide, the following would be the number of hours of ground instruction that could be expected to be required to properly address all the items of the syllabus for each of the CASA examinations. These times are based on face-to-face classroom instruction and do not include the considerable amount of private study which a candidate would be expected to have to undertake away from class.
- PPLA 40 hours
 - CPLA 200 hours.

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