| Performance Standards 3 = Has received training in the element, however is not able to consistently demonstrate competency to the standard required for qualification issue.  2 = Demonstrates a developing level of proficiency.  1 = Achieves competency to the standard required for qualification issue. | |  |  |  |  | Total hours |
| --- | --- | --- | --- | --- | --- | --- |
| General handling | Circuits | Consolidation | Endorsement check**\*** |
| Dual day | | 1.2 | 1.0 | 1.0 | 2.0\* | 5.2 |
| Units, Elements and Performance Criteria | |  |  |  |  |  |
| DFE2 | Retractable undercarriage |  |  |  |  |  |
| 1. DFE2.1 | Retractable undercarriage in normal flight |  |  |  |  |  |
|  | retract undercarriage | 3 | 2 | **1** | **1** |  |
|  | establish a positive rate of climb before selecting undercarriage up | 3 | 2 | **1** | **1** |  |
|  | identify undercarriage selector and select undercarriage up | 3 | 2 | **1** | **1** |  |
|  | confirm undercarriage is in transit | 3 | 2 | **1** | **1** |  |
|  | confirm undercarriage is in the retracted and locked position by reference to undercarriage position indicators | 3 | 2 | **1** | **1** |  |
|  | comply with undercarriage speed limitations (VLO) | 3 | 2 | **1** | **1** |  |
|  | lower undercarriage | 3 | 2 | **1** | **1** |  |
|  | comply with undercarriage lowering speed limits (VLE) | 3 | 2 | **1** | **1** |  |
|  | identify undercarriage selector and select undercarriage down | 3 | 2 | **1** | **1** |  |
|  | confirm undercarriage is in transit | 3 | 2 | **1** | **1** |  |
|  | confirm undercarriage is in the lowered and locked position by reference to undercarriage position indicators | 3 | 2 | **1** | **1** |  |
| 1. DFE2.2 | Manage abnormal and emergency procedures applicable to retractable undercarriage |  |  |  |  |  |
|  | identify abnormal operation of undercarriage | 3 | 2 | **1** | **1** |  |
|  | control aircraft | 3 | 2 | **1** | **1** |  |
|  | manage abnormal or emergency operation of undercarriage to achieve a safe flight outcome | 3 | 2 | **1** | **1** |  |
| DFE3 | Manual propeller pitch control |  |  |  |  |  |
| 1. DFE3.1 | Perform pre-flight and pre-take-off checks for manual propeller pitch control |  |  |  |  |  |
|  | perform propeller pre-flight checks ensuring the serviceability of the following: |  |  |  |  |  |
|  | * + 1. propeller | 3 | 2 | **1** | **1** |  |
|  | * + 1. spinner (when fitted) | 3 | 2 | **1** | **1** |  |
|  | * + 1. backing plate | 3 | 2 | **1** | **1** |  |
|  | CSU control rods and cables are checked to confirm they are intact and secure (when visible) | 3 | 2 | **1** | **1** |  |
|  | perform propeller pre-take-off checks, including the following: |  |  |  |  |  |
|  | * + 1. oil temperature and pressure within limits | 3 | 2 | **1** | **1** |  |
|  | * + 1. function of propeller pitch control at specified RPM | 3 | 2 | **1** | **1** |  |
|  | * + 1. function of propeller feather system when applicable |  |  |  |  |  |
| 1. DFE3.2 | Operate manual propeller pitch control during ground and flight operations |  |  |  |  |  |
|  | operates manual propeller pitch control on the ground within the limitations and conditions specified in AFM and POH, ensuring: |  |  |  |  |  |
|  | * + 1. idle RPM within limits | 3 | 2 | **1** | **1** |  |
|  | * + 1. propeller RPM responds appropriately to throttle | 3 | 2 | **1** | **1** |  |
|  | * + 1. engine RPM is within limitations when take-off power is set | 3 | 2 | **1** | **1** |  |
|  | operates manual propeller pitch control in flight within the limitations and conditions specified in AFM and POH and: |  |  |  |  |  |
|  | * + 1. sets RPM as required | 3 | 2 | **1** | **1** |  |
|  | * + 1. monitors RPM remains within specified limits | 3 | 2 | **1** | **1** |  |
|  | * + 1. synchronises engine RPM using propeller control on multi-engine aircraft |  |  |  |  |  |
|  | * + 1. avoids oil congelation in cold weather operations by cycling engine RPM | 3 | 2 | **1** | **1** |  |
| 1. DFE3.3 | Manage abnormal and emergency procedures for a manual propeller pitch control |  |  |  |  |  |
|  | identifies abnormal or emergency operations of manual propeller pitch control or CSU | 3 | 2 | **1** | **1** |  |
|  | maintains control of engine RPM | 3 | 2 | **1** | **1** |  |
|  | performs appropriate abnormal or emergency procedures | 3 | 2 | **1** | **1** |  |
|  | feathers and unfeathers propeller |  |  |  |  |  |

**\****DFE 4 may be combined with the CPL non-integrated training course lesson CPL (A) 7 (navigation exercise #4)*

**Note – general competency requirement:**

* **In addition to demonstrating competency in the units DFE2 and DFE3, trainees must meet the general competency requirement of CASR 61.385 prior to exercising the privileges of their pilot licence within the aeroplane.**
* **Lesson plan and training records provide an example of items which may be included during endorsement training in order to meet the general competency requirement; however training providers must determine the most appropriate inclusions when considering the aeroplane complexity, operating procedures and limitations.**