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| --- | --- | --- | --- | --- | --- |
| Flight no: | DFE 2.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| --- |
| Lesson Overview  * Circuits, including#:   + normal take-off, crosswind take-off, ‘short field’ take-off, manage engine failure on take-off (simulated), manage engine failure in the circuit area (simulated)   + land aeroplane, land aeroplane in a crosswind, short landing, conduct missed approach, recovery from missed landing * Revise DFE units of competency |

**#***The CASR 61.385 general competency requirement must be met prior to endorsement issue. The flight training and assessment required to meet this requirement must be determined by the training provider, when taking into account the aeroplane complexity, operating procedures and limitations. This syllabus provides an example only.*

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.8 hours Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Circuits   * Take-off technique * Aeroplane operating procedures and checklists * Traffic management * Approach technique, judgement of aeroplane approach profile and regaining correct approach path * Landing technique * Procedures and cautions during landing roll | |
| **Underpinning knowledge**   * Revise as required | |
| **HF & NTS**   * Revise as required * Emphasise the use of checklists and standard operating procedures to prevent errors [NTS2 4(h)] * Traffic management – speed control, circuit pattern adjustments | |
| **Pre-flight briefing**   * Review flight sequences, what to expect, see & do * Check essential knowledge * Reinforce threat & error management * Reinforce significant airmanship points | |
| **Pre-flight knowledge components complete:** | **Instructor’s signature & date** |

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| Performance Standard | | |
| **3** | **2** | **1** |
| Has received training in the element, however is not able to consistently demonstrate competency to the standard required for qualification issue | Demonstrates a developing level of proficiency | Achieves competency to the standard required for qualification issue |

| FLIGHT TRAINING  Suggested flight time: 1.0 hour dual | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| **Design Feature Endorsement Competencies** | | | |
| 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 | 2 |  |
|  | * + 1. spinner (when fitted) | 2 |  |
|  | * + 1. backing plate | 2 |  |
|  | CSU control rods and cables are checked to confirm they are intact and secure (when visible) | 2 |  |
|  | perform propeller pre-take-off checks, including the following: |  |  |
|  | * + 1. oil temperature and pressure within limits | 2 |  |
|  | * + 1. function of propeller pitch control at specified RPM | 2 |  |
| 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 | 2 |  |
|  | * + 1. propeller RPM responds appropriately to throttle | 2 |  |
|  | * + 1. engine RPM is within limitations when take-off power is set | 2 |  |
|  | operates manual propeller pitch control in flight within the limitations and conditions specified in AFM and POH and: |  |  |
|  | * + 1. sets RPM as required | 2 |  |
|  | * + 1. monitors RPM remains within specified limits | 2 |  |
|  | * + 1. avoids oil congelation in cold weather operations by cycling engine RPM | 2 |  |
| 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 | 2 |  |
|  | maintains control of engine RPM | 2 |  |
|  | performs appropriate abnormal or emergency procedures | 2 |  |
| 1. DFE2.1 | Retractable undercarriage in normal flight |  |  |
|  | retract undercarriage | 2 |  |
|  | establish a positive rate of climb before selecting undercarriage up | 2 |  |
|  | identify undercarriage selector and select undercarriage up | 2 |  |
|  | confirm undercarriage is in transit | 2 |  |
|  | confirm undercarriage is in the retracted and locked position by reference to undercarriage position indicators | 2 |  |
|  | comply with undercarriage speed limitations (VLO) | 2 |  |
|  | lower undercarriage | 2 |  |
|  | comply with undercarriage lowering speed limits (VLE) | 2 |  |
|  | identify undercarriage selector and select undercarriage down | 2 |  |
|  | confirm undercarriage is in transit | 2 |  |
|  | confirm undercarriage is in the lowered and locked position by reference to undercarriage position indicators | 2 |  |
| 1. DFE2.2 | Manage abnormal and emergency procedures applicable to retractable undercarriage |  |  |
|  | identify abnormal operation of undercarriage | 2 |  |
|  | control aircraft | 2 |  |
|  | manage abnormal or emergency operation of undercarriage to achieve a safe flight outcome | 2 |  |
| **Aeroplane Familiarisation and General Competency** | | | |
| 1. A2.2 | Take off aeroplane | 2 |  |
| 1. A2.3 | Take off aeroplane in a crosswind | 2 |  |
| 1. A2.5 | Take off aeroplane from ‘short field’ | 2 |  |
| 1. A6.1 | Manage engine failure - take-off (simulated) | 2 |  |
| 1. A2.4 | Carry out after take-off procedures | 2 |  |
| 1. A3.6 | Perform circuits and approaches | 2 |  |
| 1. A6.2 | Manage engine failure in the circuit area (simulated) | 2 |  |
| 1. NTS1.1 | Maintain effective lookout | 2 |  |
| 1. NTS1.2 | Maintain situational awareness | 2 |  |
| 1. NTS1.3 | Assess situations and make decisions | 2 |  |
| 1. NTS1.4 | Set priorities and manage tasks | 2 |  |
| 1. NTS1.5 | Maintain effective communications and interpersonal relationships | 2 |  |
| 1. NTS2.1 | Recognise and manage threats | 2 |  |
| 1. NTS2.2 | Recognise and manage errors | 2 |  |
| 1. NTS2.3 | Recognise and manage undesired aircraft state | 2 |  |
| 1. A4.1 | Land aeroplane | 2 |  |
| 1. A4.2 | Land aeroplane in a crosswind | 2 |  |
| 1. A4.3 | Conduct a missed approach | 2 |  |
| 1. A4.4 | Perform recovery from missed landing | 2 |  |
| 1. A4.5 | Short landing | 2 |  |

\*Enter the performance standard achieved if it is different to that required

Where it has not been possible to introduce performance criteria or the trainee has not achieved the required standard, the performance criteria must be covered during the next lesson. Enter these performance criteria in the lesson record for the subsequent lesson.

| CONSOLIDATION AND/OR REMEDIAL TRAINING | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved |
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| DEBRIEFING |
| --- |
| Content |
| * Training review and outcomes achieved against lesson objectives and the Part 61 MOS competency standards * Recommendations for next lesson (including any carryover/remedial training) * Trainee preparation for next lesson * Training record completion and sign off |

| COMMENTS AND OUTCOME | | |
| --- | --- | --- |
|  | | |
| **Proceed to next training session?** | **Yes** | **No** |

| Instructor’s signature & date | Trainee’s signature & date |
| --- | --- |
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