

(iv) Observation of all surface movement guidance control markings and lighting.														
(d)(1) Before March 12, 2019, pre-takeoff checks that include power-plant checks.	.....	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU
(2) Beginning March 12, 2019, pre-takeoff procedures that include power-plant checks, receipt of takeoff clearance and confirmation of aircraft location, and FMS entry (if appropriate) for departure runway prior to crossing hold short line for takeoff.	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU ....	.....
II. Takeoffs:														
(a) Normal takeoffs which, for the purpose of this maneuver, begin when the airplane is taxied into position on the runway to be used.	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU .....	.....	.....	.....
(b) Takeoffs with instrument conditions simulated at or before reaching an altitude of 100' above the airport elevation.	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU ....	.....
(c)(1) Crosswind takeoffs	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU .....	.....	.....	.....
(2) Beginning March 12, 2019, crosswind takeoffs including crosswind takeoffs with gusts if practicable under the existing meteorological, airport, and traffic conditions.	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU .....	.....	.....	.....
(d) Takeoffs with a simulated failure of the most critical powerplant—	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	BU ....	.....
(1) At a point after V_1 and before V_2 that in the judgment of the person conducting the training is appropriate to the airplane type under the prevailing conditions; or.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(2) At a point as close as possible after V_1 when V_1 and V_2 or V_1 and V_R are identical; or.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(3) At the appropriate speed for non-transport category airplanes.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
For transition training in an airplane group with engines mounted in similar positions, or from wing-mounted engines to aft fuselage-mounted engines, the maneuver may be performed in a nonvisual simulator.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....