(12) Airborne radar devices	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(13) Any other systems, devices, or aids available.	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(14) Electrical, hydraulic, flight control, and flight instrument system malfunctioning or failure.	.....	B	.....	.....	B	.....	AT	.....	.....	AT	.....	BU	.....	.....	BU
(15) Landing gear and flap systems failure or malfunction.	.....	B	.....	.....	B	.....	AT	.....	.....	AT	.....	BU	.....	.....	BU
(16) Failure of navigation or communications equipment.	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(g) Flight emergency procedures that include at least the following:															
(1) Powerplant, heater, cargo compartment, cabin, flight deck, wing, and electrical fires.	.....	B	.....	.....	B	.....	AT	.....	.....	AT	.....	BU	.....	.....	BU
(2) Smoke control	.....	B	.....	.....	B	.....	AT	.....	.....	AT	.....	BU	.....	BU	BU
(3) Powerplant failures	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	.....	BU
(4) Fuel jettisoning	.....	B	.....	.....	B	.....	B	.....	.....	B	.....	BU	.....	.....	BU
(5) Any other emergency procedures outlined in the appropriate flight manual.	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(h) Steep turns in each direction. Each steep turn must involve a bank angle of 45° with a heading change of at least 180° but not more than 360°.	.....	.....	.....	P	.....	.....	.....	.....	PJ	.....	.....	.....	.....	PS	
(i) Stall Prevention. For the purpose of this training the approved recovery procedure must be initiated at the first indication of an impending stall (buffet, stick shaker, aural warning). Stall prevention training must be conducted in at least the following configurations:.	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(1) Takeoff configuration (except where the airplane uses only a zero-flap takeoff configuration).															
(2) Clean configuration.															
(3) Landing configuration.															
(j) Recovery from specific flight characteristics that are peculiar to the airplane type.	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(k) Instrument procedures that include the following:															
(1) Area departure and arrival	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(2) Use of navigation systems including adherence to assigned radials.	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(3) Holding	.....	.....	.....	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	
(l) ILS instrument approaches that include the following:															
(1) Normal ILS approaches	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	BU	.....	.....	.....	