

FLIGHT TRAINING REQUIREMENTS—Continued

Maneuvers/Procedures	Initial training					Transition training					Upgrade training						
	A/P		Simulator			A/P		Simulator			A/P		Simulator				
			Visual simulator	Non-visual simulator	Training device			Visual simulator	Non-visual simulator	Training device			Visual simulator	Non-visual simulator	Training device		
	Inflight	Static				Inflight	Static				Inflight	Static					
(c) Landing in sequence from an ILS instrument approach.	B	.....	.....	.....	.....	AT	.....	.....	AT	.....	.....	.....	.....	.....	BU	....	.....
(d)(1) Cross wind landing	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	.....	.....	.....	.....	BU	.....	.....
(2) Beginning March 12, 2019, crosswind landing, including crosswind landings with gusts if practicable under the existing meteorological, airport, and traffic conditions.	B	.....	.....	.....	.....	AT	.....	.....	.....	.....	.....	.....	.....	.....	BU	.....	.....
(e) Maneuvering to a landing with simulated powerplant failure, as follows:																	
(1) Except as provided in subparagraph (3) of this paragraph in the case of 3-engine airplanes, maneuvering to a landing with an approved procedure that approximates the loss of two powerplants (center and one outboard engine).	P	.....	.....	.....	.....	.....	.....	.....	PJ, PP.	.....	.....	.....	.....	.....	PS	....	.....
(2) Except as provided in subparagraph (3) of this paragraph, in the case of other multiengine airplanes, maneuvering to a landing with a simulated failure of 50 percent of available powerplants with the simulated loss of power on one side of the airplane.	P	.....	.....	.....	.....	.....	.....	.....	PJ, PP.	.....	.....	.....	.....	.....	PS	....	.....
(3) Notwithstanding the requirements of subparagraphs (1) and (2) of this paragraph, flight crewmembers who satisfy those requirements in a visual simulator must also:																	
(i) Take inflight training in one-engine inoperative landings; and.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(ii) In the case of a second-in-command up-grading to a pilot-in-command and who has not previously performed the maneuvers required by this paragraph in flight, meet the requirements of this paragraph applicable to initial training for pilots-in-command.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....