

| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|-----|-----|----|---|---------------------------------|---|
| Manoeuvres/Procedures | OTD | FTD | FFS | As | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | | | | | FFS As | |
| SECTION 1 — Pre-flight preparations and checks | | | | | | | |
| 1.1 Pre-flight inspection | | | | P | | | |
| 1.2 Cockpit inspection | P | —> | —> | —> | | | |
| 1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | | P | —> | —> | | M | |
| 1.4 Off Mast procedure and Ground Manoeuvring | | | P | —> | | M | |
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| 1.5 Pre-take-off procedures and checks | P | —> | —> | —> | | M | |
| SECTION 2 — Flight manoeuvres and procedures | | | | | | | |
| 2.1 Normal VFR take-off profile | | | P | —> | | M | |
| 2.2 Take-off with simulated engine failure | | | P | —> | | M | |
| 2.3 Take-off with heaviness > 0 (Heavy T/O) | | | P | —> | | | |
| 2.4 Take-off with heaviness < 0 (Light/T/O) | | | P | —> | | | |

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| 2.5 | Normal climb procedure | | | P | —> | | | |
| 2.6 | Climb to Pressure Height | | | P | —> | | | |
| 2.7 | Recognising of Pressure Height | | | P | —> | | | |
| 2.8 | Flight at or close to Pressure Height | | | P | —> | | M | |
| 2.9 | Normal descent and approach | | | P | —> | | | |
| 2.10 | Normal VFR landing profile | | | P | —> | | M | |
| 2.11 | Landing with heaviness > 0 (Heavy Ldg.) | | | P | —> | | M | |
| 2.12 | Landing with heaviness < 0 (Light Ldg.) | | | P | —> | | M | |
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| SECTION 3 — Normal and abnormal operations of the following systems and procedures | | | | | | | | |
| 3. | Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise): | | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 3.1 | Engine | P | —> | —> | —> | | | |
| 3.2 | Envelope Pressurisation | P | —> | —> | —> | | | |
| 3.3 | Pitot/static system | P | —> | —> | —> | | | |

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| 3.4 Fuel system | P | —> | —> | —> | | | |
| 3.5 Electrical system | P | —> | —> | —> | | | |
| 3.6 Hydraulic system | P | —> | —> | —> | | | |
| 3.7 Flight control and Trim-system | P | —> | —> | —> | | | |
| 3.8 Ballonet system | P | —> | —> | —> | | | |
| 3.9 Autopilot/Flight director | P | —> | —> | —> | | | |
| 3.10 Stability augmentation devices | P | —> | —> | —> | | | |
| 3.11 Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted) | P | —> | —> | —> | | | |
| 3.12 Landing gear system | P | —> | —> | —> | | | |
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| 3.13 Auxiliary power unit | P | —> | —> | —> | | | |
| 3.14 Radio, navigation equipment, instruments and flight management system | P | —> | —> | —> | | | |
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| SECTION 4 — Abnormal and emergency procedures | | | | | | | |

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| 4. | Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise) | | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 4.1 | Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable | P | —> | —> | —> | | | |
| 4.2 | Smoke control and removal | P | —> | —> | —> | | | |
| 4.3 | Engine failures, shutdown and restart In particular phases of flight, inclusive multiple engine failure | P | —> | —> | —> | | | |
| 4.4 | Incapacitation of crew member | P | —> | —> | —> | | | |
| 4.5 | Transmission/Gearbox malfunctions | P | —> | —> | —> | | FFS only | |
| 4.6 | Other emergency procedures as outlined in the appropriate Flight Manual | P | —> | —> | —> | | | |
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| SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC) | | | | | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | —>* | —>* | —>* | | | |

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| 5.1.1 Simulated engine failure during departure | P* | ——>* | ——>* | ——>* | | M* | |
| 5.2 Adherence to departure and arrival routes and ATC instructions | P* | ——>* | ——>* | ——>* | | M* | |
| 5.3 Holding procedures | P* | ——>* | ——>* | ——>* | | | |
| 5.4 Precision approach down to a decision height not less than 60 m (200 ft) | P* | ——>* | ——>* | ——>* | | | |
| 5.4.1 Manually, without flight director | P* | ——>* | ——>* | ——>* | | M* (Skill test only) | |
| 5.4.2 Manually, with flight director | P* | ——>* | ——>* | ——>* | | | |
| 5.4.3 With use of autopilot | P* | ——>* | ——>* | ——>* | | | |
| 5.4.4 Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure | P* | ——>* | ——>* | ——>* | | M* | |
| 5.5 Non-precision approach down to the minimum descent altitude MDA/H | P* | ——>* | ——>* | ——>* | | M* | |
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| 5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | ——>* | ——>* | ——>* | | | |

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| 5.6.1 Other missed approach procedures | P* | ——>* | ——>* | ——>* | | | |
| 5.6.2 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | | M* | |
| 5.7 Recovery from unusual attitudes (this one depends on the quality of the FFS) | P* | ——>* | ——>* | ——>* | | M* | |

SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III)

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| <p>6. Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</p> | | | | | | | |
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| <p>6.1 Rejected take-off at minimum authorised RVR</p> | <p>P</p> | <p>→</p> | | | <p>M*</p> | |
| <p>6.2 ILS approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed</p> | <p>P</p> | <p>→</p> | | | <p>M*</p> | |
| <p>6.3 Go-around After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.</p> | <p>P</p> | <p>→</p> | | | <p>M*</p> | |
| <p>6.4 Landing(s) With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</p> | <p>P</p> | <p>→</p> | | | <p>M*</p> | |
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| SECTION 7 — Optional equipment | | | | | | | |
| 7. Use of optional equipment | | P | → | | | | |