Table B3D - Table of Functions and Subjective Tests Level 7 FTD	
QPS REQUIREMENTS	
Entry Number	**Operations Tasks**
7.a.4.a	With generator failure.
7.a.4.b.1	With maximum tail wind component certified or authorized.
7.a.4.b.2	Reserved
7.a.4.c.1	With maximum crosswind component demonstrated or authorized.
7.a.4.c.2	Reserved
7.a.5	PAR approach, all engine(s) operating and with one or more engine(s) inoperative.
7.a.6	MLS, GBAS, all engine(s) operating and with one or more engine(s) inoperative.
7.b.	**Non-precision approach.**
7.b.1	Surveillance radar approach, all engine(s) operating and with one or more engine(s) inoperative.
7.b.2	NDB approach, all engine(s) operating and with one or more engine(s) inoperative.
7.b.3	VOR, VOR/DME, TACAN approach, all engines(s) operating and with one or more engine(s) inoperative.
7.b.4	RNAV / RNP / GNSS (RNP at nominal and minimum authorized temperatures) approach, all engine(s) operating and with one or more engine(s) inoperative.
7.b.5	ILS LLZ (LOC), LLZ back course (or LOC-BC) approach, all engine(s) operating and with one or more engine(s) inoperative.
7.b.6	ILS offset localizer approach, all engine(s) operating and with one or more engine(s) inoperative.
7.c	**Approach procedures with vertical guidance (APV), e.g. SBAS, flight path vector.**
7.c.1	APV/baro-VNAV approach, all engine(s) operating and with one or more engine(s) inoperative.
7.c.2	Area navigation (RNAV) approach procedures based on SBAS, all engine(s) operating and with one or more engine(s) inoperative.
8.	**Visual Approaches (Visual Segment) And Landings.** Flight simulators with visual systems, which permit completing a special approach procedure in accordance with applicable regulations, may be approved for that particular approach procedure.
8.a.	Maneuvering, normal approach and landing, all engines operating with and without visual approach aid guidance.
8.b.	Approach and landing with one or more engines inoperative.
8.c.	Operation of landing gear, flap/slats and speedbrakes (normal and abnormal).
8.d.	Approach and landing with crosswind (max. demonstrated and gusting crosswind).
8.e.	Approach and landing with flight control system failures, reconfiguration modes, manual reversion and associated handling (most significant degradation which is probable).
8.e.1.	Approach and landing with trim malfunctions.
8.e.1.a	Longitudinal trim malfunction.
8.e.1.b	Lateral-directional trim malfunction.