

(2) The circling approach must be made to the authorized minimum circling approach altitude followed by a change in heading and the necessary maneuvering (by visual reference) to maintain a flight path that permits a normal landing on a runway at least 90° from the final approach course of the simulated instrument portion of the approach.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(3) The circling approach must be performed without excessive maneuvering, and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Training in the circling approach maneuver is not required for a pilot employed by a certificate holder subject to the operating rules of Part 121 of this chapter if the certificate holder's manual prohibits a circling approach in weather conditions below 1000–3 (ceiling and visibility); for a SIC if the certificate holder's manual prohibits the SIC from performing a circling approach in operations under this part.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(o) Zero-flap approaches. Training in this maneuver is not required for a particular airplane type if the Administrator has determined that the probability of flap extension failure on that type airplane is extremely remote due to system design. In making this determination, the Administrator determines whether training on slats only and partial flap approaches is necessary.	P .....	.....	.....	.....	.....	.....	.....	PP, PJ.	.....	.....	.....	.....	.....	PS .....	.....	.....
(p) Missed approaches which include the following:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(1) Missed approaches from ILS approaches.	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	.....	BU .....	.....	.....
(2) Other missed approaches .....	.....	.....	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	.....	BU
(3) Missed approaches that include a complete approved missed approach procedure.	.....	.....	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	.....	BU
(4) Missed approaches that include a powerplant failure.	.....	.....	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	.....	BU .....	.....	.....
IV. Landings and Approaches to Landings:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Normal landings	B .....	.....	.....	.....	.....	AT .....	.....	.....	.....	.....	.....	BU .....	.....	.....	.....	PS
(b) Landing and go around with the horizontal stabilizer out of trim.	P .....	.....	.....	.....	.....	.....	.....	PJ, PP.	.....	.....	.....	.....	.....	.....	.....	.....