

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of § 121.441(d)
The circling approach maneuver is not required for a second-in-command if the certificate holder's manual prohibits a second-in-command from performing a circling approach in operations under this part.						
(e) Missed Approach	----	----	----	----	----	----
(1) Each pilot must perform at least one missed approach from an ILS approach.	----	----	B*	----	----	----
(2) Each pilot in command must perform at least one additional missed approach. A complete approved missed approach procedure must be accomplished at least once. At the discretion of the person conducting a check a simulated powerplant failure may be required during any of the missed approaches. These maneuvers may be performed either independently or in conjunction with maneuvers required under Sections III or V of this appendix. At least one missed approach must be performed in flight.	----	----	P*	----	----	----
IV. Inflight Maneuvers:						
(a) Steep turns. At least one steep turn in each direction must be performed. Each steep turn must involve a bank angle of 45° with a heading change of at least 180° but not more than 360°	P	.....	.....	P	.....	P
(b) Stall Prevention. For the purpose of this maneuver the approved recovery procedure must be initiated at the first indication of an impending stall (buffet, stick shaker, aural warning). Except as provided below there must be at least three stall prevention recoveries as follows:	B	.....	.....	B	.....	B*
(1) One in the takeoff configuration (except where the airplane uses only a zero-flap takeoff configuration).						
(2) One in a clean configuration.						
(3) One in a landing configuration.						
At the discretion of the person conducting the check, one stall prevention recovery must be performed in one of the above configurations while in a turn with the bank angle between 15° and 30°. Two out of the three stall prevention recoveries required by this paragraph may be waived.						
If the certificate holder is authorized to dispatch or flight release the airplane with a stall warning device inoperative the device may not be used during this maneuver						
(c) Specific flight characteristics. Recovery from specific flight characteristics that are peculiar to the airplane type				B	.....	B
(d) Powerplant failures. In addition to specific requirements for maneuvers with simulated powerplant failures, the person conducting the check may require a simulated powerplant failure at any time during the check				B	.....	
V. Landings and Approaches to Landings:						
Notwithstanding the authorizations for combining and waiving maneuvers and for the use of a simulator, at least two actual landings (one to a full stop) must be made for all pilot-in-command and initial second-in-command proficiency checks.						
Landings and approaches to landings must include the types listed below, but more than one type may be combined where appropriate:						
(a) Normal landing		B	.....	.....	.....	.....
(b) Landing in sequence from an ILS instrument approach except that if circumstances beyond the control of the pilot prevent an actual landing, the person conducting the check may accept an approach to a point where in his judgment a landing to a full stop could have been made		B*	.....	.....	.....	.....
(c)(1) Crosswind landing, if practical under existing meteorological, airport, and traffic conditions		B*	.....	.....	.....	.....
(c)(2) Beginning March 12, 2019, crosswind landing with gusts, if practical under existing meteorological, airport, and traffic conditions		B*	.....	.....	.....	.....