

**§ 23.73 Reference landing approach speed.**

(a) For normal, utility, and acrobatic category reciprocating engine-powered airplanes of 6,000 pounds or less maximum weight, the reference landing approach speed,  $V_{REF}$ , must not be less than the greater of  $V_{MC}$ , determined in § 23.149(b) with the wing flaps in the most extended takeoff position, and  $1.3 V_{SO}$ .

(b) For normal, utility, and acrobatic category reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight, and turbine engine-powered airplanes in the normal, utility, and acrobatic category, the reference landing approach speed,  $V_{REF}$ , must not be less than the greater of  $V_{MC}$ , determined in § 23.149(c), and  $1.3 V_{SO}$ .

(c) For commuter category airplanes, the reference landing approach speed,  $V_{REF}$ , must not be less than the greater of  $1.05 V_{MC}$ , determined in § 23.149(c), and  $1.3 V_{SO}$ .

[Doc. No. 27807, 61 FR 5187, Feb. 9, 1996]

**§ 23.75 Landing distance.**

The horizontal distance necessary to land and come to a complete stop from a point 50 feet above the landing surface must be determined, for standard temperatures at each weight and altitude within the operational limits established for landing, as follows:

(a) A steady approach at not less than  $V_{REF}$ , determined in accordance with § 23.73 (a), (b), or (c), as appropriate, must be maintained down to the 50 foot height and—

(1) The steady approach must be at a gradient of descent not greater than 5.2 percent (3 degrees) down to the 50-foot height.

(2) In addition, an applicant may demonstrate by tests that a maximum steady approach gradient steeper than 5.2 percent, down to the 50-foot height, is safe. The gradient must be established as an operating limitation and the information necessary to display the gradient must be available to the pilot by an appropriate instrument.

(b) A constant configuration must be maintained throughout the maneuver.

(c) The landing must be made without excessive vertical acceleration or

tendency to bounce, nose over, ground loop, porpoise, or water loop.

(d) It must be shown that a safe transition to the balked landing conditions of § 23.77 can be made from the conditions that exist at the 50 foot height, at maximum landing weight, or at the maximum landing weight for altitude and temperature of § 23.63 (c)(2) or (d)(2), as appropriate.

(e) The brakes must be used so as to not cause excessive wear of brakes or tires.

(f) Retardation means other than wheel brakes may be used if that means—

(1) Is safe and reliable; and

(2) Is used so that consistent results can be expected in service.

(g) If any device is used that depends on the operation of any engine, and the landing distance would be increased when a landing is made with that engine inoperative, the landing distance must be determined with that engine inoperative unless the use of other compensating means will result in a landing distance not more than that with each engine operating.

[Amdt. 23-21, 43 FR 2318, Jan. 16, 1978, as amended by Amdt. 23-34, 52 FR 1828, Jan. 15, 1987; Amdt. 23-42, 56 FR 351, Jan. 3, 1991; Amdt. 23-50, 61 FR 5187, Feb. 9, 1996]

**§ 23.77 Balked landing.**

(a) Each normal, utility, and acrobatic category reciprocating engine-powered airplane at 6,000 pounds or less maximum weight must be able to maintain a steady gradient of climb at sea level of at least 3.3 percent with—

(1) Takeoff power on each engine;

(2) The landing gear extended;

(3) The wing flaps in the landing position, except that if the flaps may safely be retracted in two seconds or less without loss of altitude and without sudden changes of angle of attack, they may be retracted; and

(4) A climb speed equal to  $V_{REF}$ , as defined in § 23.73(a).

(b) Each normal, utility, and acrobatic category reciprocating engine-powered airplane of more than 6,000 pounds maximum weight and each normal, utility, and acrobatic category turbine engine-powered airplane must be able to maintain a steady gradient of climb of at least 2.5 percent with—

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(1) Not more than the power that is available on each engine eight seconds after initiation of movement of the power controls from minimum flight-idle position;

(2) The landing gear extended;

(3) The wing flaps in the landing position; and

(4) A climb speed equal to  $V_{REF}$ , as defined in §23.73(b).

(c) Each commuter category airplane must be able to maintain a steady gradient of climb of at least 3.2 percent with—

(1) Not more than the power that is available on each engine eight seconds after initiation of movement of the power controls from the minimum flight idle position;

(2) Landing gear extended;

(3) Wing flaps in the landing position; and

(4) A climb speed equal to  $V_{REF}$ , as defined in §23.73(c).

[Doc. No. 27807, 61 FR 5187, Feb. 9, 1996]

FLIGHT CHARACTERISTICS

**§ 23.141 General.**

The airplane must meet the requirements of §§23.143 through 23.253 at all practical loading conditions and operating altitudes for which certification has been requested, not exceeding the maximum operating altitude established under §23.1527, and without requiring exceptional piloting skill, alertness, or strength.

[Doc. No. 26269, 58 FR 42156, Aug. 6, 1993]

CONTROLLABILITY AND MANEUVERABILITY

**§ 23.143 General.**

(a) The airplane must be safely controllable and maneuverable during all flight phases including—

(1) Takeoff;

(2) Climb;

(3) Level flight;

(4) Descent;

(5) Go-around; and

(6) Landing (power on and power off) with the wing flaps extended and retracted.

(b) It must be possible to make a smooth transition from one flight condition to another (including turns and slips) without danger of exceeding the

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limit load factor, under any probable operating condition (including, for multiengine airplanes, those conditions normally encountered in the sudden failure of any engine).

(c) If marginal conditions exist with regard to required pilot strength, the control forces necessary must be determined by quantitative tests. In no case may the control forces under the conditions specified in paragraphs (a) and (b) of this section exceed those prescribed in the following table:

Values in pounds force applied to the relevant control	Pitch	Roll	Yaw
(a) For temporary application:			
Stick .....	60	30	.....
Wheel (Two hands on rim) ....	75	50	.....
Wheel (One hand on rim) .....	50	25	.....
Rudder Pedal .....	.....	.....	150
(b) For prolonged application ....			
	10	5	20

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-14, 38 FR 31819, Nov. 19, 1973; Amdt. 23-17, 41 FR 55464, Dec. 20, 1976; Amdt. 23-45, 58 FR 42156, Aug. 6, 1993; Amdt. 23-50, 61 FR 5188, Feb. 9, 1996]

**§ 23.145 Longitudinal control.**

(a) With the airplane as nearly as possible in trim at  $1.3 V_{S1}$ , it must be possible, at speeds below the trim speed, to pitch the nose downward so that the rate of increase in airspeed allows prompt acceleration to the trim speed with—

(1) Maximum continuous power on each engine;

(2) Power off; and

(3) Wing flap and landing gear—

(i) retracted, and

(ii) extended.

(b) Unless otherwise required, it must be possible to carry out the following maneuvers without requiring the application of single-handed control forces exceeding those specified in §23.143(c). The trimming controls must not be adjusted during the maneuvers:

(1) With the landing gear extended, the flaps retracted, and the airplanes as nearly as possible in trim at  $1.4 V_{S1}$ , extend the flaps as rapidly as possible and allow the airspeed to transition from  $1.4V_{S1}$  to  $1.4 V_{SO\leq}$

(i) With power off; and

(ii) With the power necessary to maintain level flight in the initial condition.