

§ 23.231

one ball width displacement cannot be obtained with full rudder, in which case the demonstration must be with full rudder applied.

(b) *Utility category airplanes.* A utility category airplane must meet the requirements of paragraph (a) of this section. In addition, the requirements of paragraph (c) of this section and § 23.807(b)(7) must be met if approval for spinning is requested.

(c) *Acrobatic category airplanes.* An acrobatic category airplane must meet the spin requirements of paragraph (a) of this section and § 23.807(b)(6). In addition, the following requirements must be met in each configuration for which approval for spinning is requested:

(1) The airplane must recover from any point in a spin up to and including six turns, or any greater number of turns for which certification is requested, in not more than one and one-half additional turns after initiation of the first control action for recovery. However, beyond three turns, the spin may be discontinued if spiral characteristics appear.

(2) The applicable airspeed limits and limit maneuvering load factors must not be exceeded. For flaps-extended configurations for which approval is requested, the flaps must not be retracted during the recovery.

(3) It must be impossible to obtain unrecoverable spins with any use of the flight or engine power controls either at the entry into or during the spin.

(4) There must be no characteristics during the spin (such as excessive rates of rotation or extreme oscillatory motion) that might prevent a successful recovery due to disorientation or incapacitation of the pilot.

[Doc. No. 27807, 61 FR 5191, Feb. 9, 1996]

GROUND AND WATER HANDLING CHARACTERISTICS

§ 23.231 Longitudinal stability and control.

(a) A landplane may have no uncontrollable tendency to nose over in any reasonably expected operating condition, including rebound during landing or takeoff. Wheel brakes must operate smoothly and may not induce any undue tendency to nose over.

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(b) A seaplane or amphibian may not have dangerous or uncontrollable porpoising characteristics at any normal operating speed on the water.

§ 23.233 Directional stability and control.

(a) A 90 degree cross-component of wind velocity, demonstrated to be safe for taxiing, takeoff, and landing must be established and must be not less than 0.2 V_{SO}.

(b) The airplane must be satisfactorily controllable in power-off landings at normal landing speed, without using brakes or engine power to maintain a straight path until the speed has decreased to at least 50 percent of the speed at touchdown.

(c) The airplane must have adequate directional control during taxiing.

(d) Seaplanes must demonstrate satisfactory directional stability and control for water operations up to the maximum wind velocity specified in paragraph (a) of this section.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-45, 58 FR 42159, Aug. 6, 1993; Amdt. 23-50, 61 FR 5192, Feb. 9, 1996]

§ 23.235 Operation on unpaved surfaces.

The airplane must be demonstrated to have satisfactory characteristics and the shock-absorbing mechanism must not damage the structure of the airplane when the airplane is taxied on the roughest ground that may reasonably be expected in normal operation and when takeoffs and landings are performed on unpaved runways having the roughest surface that may reasonably be expected in normal operation.

[Doc. No. 27807, 61 FR 5192, Feb. 9, 1996]

§ 23.237 Operation on water.

A wave height, demonstrated to be safe for operation, and any necessary water handling procedures for seaplanes and amphibians must be established.

[Doc. No. 27807, 61 FR 5192, Feb. 9, 1996]

§ 23.239 Spray characteristics.

Spray may not dangerously obscure the vision of the pilots or damage the propellers or other parts of a seaplane