§ 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 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:

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


§ 23.145 Longitudinal control.

(a) With the airplane as nearly as possible in trim at $1.3 \ V_{SI}$, it must be possible, at speeds below the trim speed, to pitch the nose downward so that the rate of increase in airspeed allowances 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 $1.4 \ V_{SI}$, extend the flaps as rapidly as possible and allow the airspeed to transition from $1.4 \ V_{SI}$ to $1.4 \ V_{SO}$:

(i) With power off; and

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

(2) With landing gear and flaps extended, power off, and the airplane as nearly as possible in trim at $1.3 \ V_{SO}$, quickly apply takeoff power and retract the flaps as rapidly as possible to the recommended go around setting and allow the airspeed to transition from $1.3 \ V_{SO}$ to $1.3 \ V_{SI}$. Retract the gear when a positive rate of climb is established.

(3) With landing gear and flaps extended, in level flight, power necessary to attain level flight at $1.1 \ V_{SO}$, and the airplane as nearly as possible in trim, it must be possible to maintain approximately level flight while retracting the flaps as rapidly as possible with simultaneous application of not more than maximum continuous power. If gated flat positions are provided, the flap retraction may be demonstrated in stages with power and trim reset for level flight at $1.1 \ V_{SI}$, in the initial configuration for each stage—

(i) From the fully extended position to the most extended gated position;

(ii) Between intermediate gated positions, if applicable; and

(iii) From the least extended gated position to the fully retracted position.

(4) With power off, flaps and landing gear retracted and the airplane as nearly as possible in trim at $1.4 \ V_{SI}$,
§ 23.147 Directional and lateral control.

(a) For each multiengine airplane, it must be possible, while holding the wings level within five degrees, to make sudden changes in heading safely in both directions. This ability must be shown at 1.4 V_{S1} with heading changes up to 15 degrees, except that the heading change at which the rudder force corresponds to the limits specified in § 23.143 need not be exceeded, with the—

(1) Critical engine inoperative and its propeller in the minimum drag position;

(2) Remaining engines at maximum continuous power;

(3) Landing gear—

(i) Retracted; and

(ii) Extended; and

(4) Flaps retracted.

(b) For each multiengine airplane, it must be possible to regain full control of the airplane without exceeding a bank angle of 45 degrees, reaching a dangerous attitude or encountering dangerous characteristics, in the event of a sudden and complete failure of the critical engine, making allowance for a delay of two seconds in the initiation of recovery action appropriate to the situation, with the airplane initially in trim, in the following condition:

(1) Maximum continuous power on each engine;

(2) The wing flaps retracted;

(3) The landing gear retracted;

(4) A speed equal to that at which compliance with § 23.69(a) has been shown; and

(5) All propeller controls in the position at which compliance with § 23.69(a) has been shown.

(c) For all airplanes, it must be shown that the airplane is safely controllable without the use of the primary lateral control system in any all-engine configuration(s) and at any speed or attitude within the approved operating envelope. It must also be shown that the airplane’s flight characteristics are not impaired below a level needed to permit continued safe flight and the ability to maintain attitudes suitable for a controlled landing without exceeding the operational and structural limitations of the airplane.