

(3) Further information necessary to comply with the relevant operating rules.

(b) *Approved information.* (1) Except as provided in paragraph (b)(2) of this section, each part of the Airplane Flight Manual containing information prescribed in §§ 23.1583 through 23.1589 must be approved, segregated, identified and clearly distinguished from each unapproved part of that Airplane Flight Manual.

(2) The requirements of paragraph (b)(1) of this section do not apply to reciprocating engine-powered airplanes of 6,000 pounds or less maximum weight, if the following is met:

(i) Each part of the Airplane Flight Manual containing information prescribed in § 23.1583 must be limited to such information, and must be approved, identified, and clearly distinguished from each other part of the Airplane Flight Manual.

(ii) The information prescribed in §§ 23.1585 through 23.1589 must be determined in accordance with the applicable requirements of this part and presented in its entirety in a manner acceptable to the Administrator.

(3) Each page of the Airplane Flight Manual containing information prescribed in this section must be of a type that is not easily erased, disfigured, or misplaced, and is capable of being inserted in a manual provided by the applicant, or in a folder, or in any other permanent binder.

(c) The units used in the Airplane Flight Manual must be the same as those marked on the appropriate instruments and placards.

(d) All Airplane Flight Manual operational airspeeds, unless otherwise specified, must be presented as indicated airspeeds.

(e) Provision must be made for stowing the Airplane Flight Manual in a suitable fixed container which is readily accessible to the pilot.

(f) *Revisions and amendments.* Each Airplane Flight Manual (AFM) must contain a means for recording the incorporation of revisions and amendments.

[Amdt. 23-21, 43 FR 2319, Jan. 16, 1978, as amended by Amdt. 23-34, 52 FR 1834, Jan. 15, 1987; Amdt. 23-45, 58 FR 42166, Aug. 6, 1993; Amdt. 23-50, 61 FR 5193, Feb. 9, 1996]

§ 23.1583 Operating limitations.

The Airplane Flight Manual must contain operating limitations determined under this part 23, including the following—

(a) *Airspeed limitations.* The following information must be furnished:

(1) Information necessary for the marking of the airspeed limits on the indicator as required in § 23.1545, and the significance of each of those limits and of the color coding used on the indicator.

(2) The speeds V_{MC} , V_O , V_{LE} , and V_{LO} , if established, and their significance.

(3) In addition, for turbine powered commuter category airplanes—

(i) The maximum operating limit speed, V_{MO}/M_{MO} and a statement that this speed must not be deliberately exceeded in any regime of flight (climb, cruise or descent) unless a higher speed is authorized for flight test or pilot training;

(ii) If an airspeed limitation is based upon compressibility effects, a statement to this effect and information as to any symptoms, the probable behavior of the airplane, and the recommended recovery procedures; and

(iii) The airspeed limits must be shown in terms of V_{MO}/M_{MO} instead of V_{NO} and V_{NE} .

(b) *Powerplant limitations.* The following information must be furnished:

(1) Limitations required by § 23.1521.

(2) Explanation of the limitations, when appropriate.

(3) Information necessary for marking the instruments required by § 23.1549 through § 23.1553.

(c) *Weight.* The airplane flight manual must include—

(1) The maximum weight; and

(2) The maximum landing weight, if the design landing weight selected by the applicant is less than the maximum weight.

(3) For normal, utility, and acrobatic category reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight and for turbine engine-powered airplanes in the normal, utility, and acrobatic category, performance operating limitations as follows—

(i) The maximum takeoff weight for each airport altitude and ambient temperature within the range selected by

the applicant at which the airplane complies with the climb requirements of § 23.63(c)(1).

(ii) The maximum landing weight for each airport altitude and ambient temperature within the range selected by the applicant at which the airplane complies with the climb requirements of § 23.63(c)(2).

(4) For commuter category airplanes, the maximum takeoff weight for each airport altitude and ambient temperature within the range selected by the applicant at which—

(i) The airplane complies with the climb requirements of § 23.63(d)(1); and

(ii) The accelerate-stop distance determined under § 23.55 is equal to the available runway length plus the length of any stopway, if utilized; and either:

(iii) The takeoff distance determined under § 23.59(a) is equal to the available runway length; or

(iv) At the option of the applicant, the takeoff distance determined under § 23.59(a) is equal to the available runway length plus the length of any clearway and the takeoff run determined under § 23.59(b) is equal to the available runway length.

(5) For commuter category airplanes, the maximum landing weight for each airport altitude within the range selected by the applicant at which—

(i) The airplane complies with the climb requirements of § 23.63(d)(2) for ambient temperatures within the range selected by the applicant; and

(ii) The landing distance determined under § 23.75 for standard temperatures is equal to the available runway length.

(6) The maximum zero wing fuel weight, where relevant, as established in accordance with § 23.343.

(d) *Center of gravity.* The established center of gravity limits.

(e) *Maneuvers.* The following authorized maneuvers, appropriate airspeed limitations, and unauthorized maneuvers, as prescribed in this section.

(1) *Normal category airplanes.* No acrobatic maneuvers, including spins, are authorized.

(2) *Utility category airplanes.* A list of authorized maneuvers demonstrated in the type flight tests, together with recommended entry speeds and any other

associated limitations. No other maneuver is authorized.

(3) *Acrobatic category airplanes.* A list of approved flight maneuvers demonstrated in the type flight tests, together with recommended entry speeds and any other associated limitations.

(4) *Acrobatic category airplanes and utility category airplanes approved for spinning.* Spin recovery procedure established to show compliance with § 23.221(c).

(5) *Commuter category airplanes.* Maneuvers are limited to any maneuver incident to normal flying, stalls, (except whip stalls) and steep turns in which the angle of bank is not more than 60 degrees.

(f) *Maneuver load factor.* The positive limit load factors in g's, and, in addition, the negative limit load factor for acrobatic category airplanes.

(g) *Minimum flight crew.* The number and functions of the minimum flight crew determined under § 23.1523.

(h) *Kinds of operation.* A list of the kinds of operation to which the airplane is limited or from which it is prohibited under § 23.1525, and also a list of installed equipment that affects any operating limitation and identification as to the equipment's required operational status for the kinds of operation for which approval has been given.

(i) *Maximum operating altitude.* The maximum altitude established under § 23.1527.

(j) *Maximum passenger seating configuration.* The maximum passenger seating configuration.

(k) *Allowable lateral fuel loading.* The maximum allowable lateral fuel loading differential, if less than the maximum possible.

(l) *Baggage and cargo loading.* The following information for each baggage and cargo compartment or zone—

(1) The maximum allowable load; and

(2) The maximum intensity of loading.

(m) *Systems.* Any limitations on the use of airplane systems and equipment.

(n) *Ambient temperatures.* Where appropriate, maximum and minimum ambient air temperatures for operation.

(o) *Smoking.* Any restrictions on smoking in the airplane.

(p) *Types of surface.* A statement of the types of surface on which operations may be conducted. (See § 23.45(g) and § 23.1587 (a)(4), (c)(2), and (d)(4)).

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13097, Aug. 13, 1969; Amdt. 23-10, 36 FR 2864, Feb. 11, 1971; Amdt. 23-21, 43 FR 2320, Jan. 16, 1978; Amdt. 23-23, 43 FR 50594, Oct. 30, 1978; Amdt. 23-34, 52 FR 1834, Jan. 15, 1987; Amdt. 23-45, 58 FR 42166, Aug. 6, 1993; Amdt. 23-50, 61 FR 5193, Feb. 9, 1996]

§ 23.1585 Operating procedures.

(a) For all airplanes, information concerning normal, abnormal (if applicable), and emergency procedures and other pertinent information necessary for safe operation and the achievement of the scheduled performance must be furnished, including—

(1) An explanation of significant or unusual flight or ground handling characteristics;

(2) The maximum demonstrated values of crosswind for takeoff and landing, and procedures and information pertinent to operations in crosswinds;

(3) A recommended speed for flight in rough air. This speed must be chosen to protect against the occurrence, as a result of gusts, of structural damage to the airplane and loss of control (for example, stalling);

(4) Procedures for restarting any turbine engine in flight, including the effects of altitude; and

(5) Procedures, speeds, and configuration(s) for making a normal approach and landing, in accordance with §§ 23.73 and 23.75, and a transition to the balked landing condition.

(6) For seaplanes and amphibians, water handling procedures and the demonstrated wave height.

(b) In addition to paragraph (a) of this section, for all single-engine airplanes, the procedures, speeds, and configuration(s) for a glide following engine failure, in accordance with § 23.71 and the subsequent forced landing, must be furnished.

(c) In addition to paragraph (a) of this section, for all multiengine airplanes, the following information must be furnished:

(1) Procedures, speeds, and configuration(s) for making an approach and landing with one engine inoperative;

(2) Procedures, speeds, and configuration(s) for making a balked landing with one engine inoperative and the conditions under which a balked landing can be performed safely, or a warning against attempting a balked landing;

(3) The V_{SSE} determined in § 23.149; and

(4) Procedures for restarting any engine in flight including the effects of altitude.

(d) In addition to paragraphs (a) and either (b) or (c) of this section, as appropriate, for all normal, utility, and acrobatic category airplanes, the following information must be furnished:

(1) Procedures, speeds, and configuration(s) for making a normal takeoff, in accordance with § 23.51 (a) and (b), and § 23.53 (a) and (b), and the subsequent climb, in accordance with § 23.65 and § 23.69(a).

(2) Procedures for abandoning a takeoff due to engine failure or other cause.

(e) In addition to paragraphs (a), (c), and (d) of this section, for all normal, utility, and acrobatic category multi-engine airplanes, the information must include the following:

(1) Procedures and speeds for continuing a takeoff following engine failure and the conditions under which takeoff can safely be continued, or a warning against attempting to continue the takeoff.

(2) Procedures, speeds, and configurations for continuing a climb following engine failure, after takeoff, in accordance with § 23.67, or enroute, in accordance with § 23.69(b).

(f) In addition to paragraphs (a) and (c) of this section, for commuter category airplanes, the information must include the following:

(1) Procedures, speeds, and configuration(s) for making a normal takeoff.

(2) Procedures and speeds for carrying out an accelerate-stop in accordance with § 23.55.

(3) Procedures and speeds for continuing a takeoff following engine failure in accordance with § 23.59(a)(1) and for following the flight path determined under § 23.57 and § 23.61(a).