For single-engine airplanes, the glide performance determined under §23.71.

(d) In addition to paragraph (a) of this section, for normal, utility, and acrobatic category multiengine jets weighing over 6,000 pounds, and commuter category airplanes, the following information must be furnished—

1. The accelerate-stop distance determined under §23.55;
2. The takeoff distance determined under §23.59(a);
3. At the option of the applicant, the takeoff run determined under §23.59(b);
4. The effect on accelerate-stop distance, takeoff distance and, if determined, takeoff run, of operation on other than smooth hard surfaces, when dry, determined under §23.45(g);
5. The effect on accelerate-stop distance, takeoff distance, and if determined, takeoff run, of runway slope and 50 percent of the headwind component and 150 percent of the tailwind component;
6. The net takeoff flight path determined under §23.61(b);
7. The enroute gradient of climb/descent with one engine inoperative, determined under §23.69(b);
8. The effect, on the net takeoff flight path and on the enroute gradient of climb/descent with one engine inoperative, of 50 percent of the headwind component and 150 percent of the tailwind component;
9. Overweight landing performance information (determined by extrapolation and computed for the range of weights between the maximum landing and maximum takeoff weights) as follows—
   (i) The maximum weight for each airport altitude and ambient temperature at which the airplane complies with the climb requirements of §23.63(d)(2); and
   (ii) The landing distance determined under §23.75 for each airport altitude and standard temperature.
10. The relationship between IAS and CAS determined in accordance with §23.1323 (b) and (c).

The altitude system calibration required by §23.1325(e).

§23.1589 Loading information.

The following loading information must be furnished:

(a) The weight and location of each item of equipment that can be easily removed, relocated, or replaced and that is installed when the airplane was weighed under the requirement of §23.25.

(b) Appropriate loading instructions for each possible loading condition between the maximum and minimum weights established under §23.25, to facilitate the center of gravity remaining within the limits established under §23.23.

APPENDIX A TO PART 23—SIMPLIFIED DESIGN LOAD CRITERIA

A23.1 General.

(a) The design load criteria in this appendix are an approved equivalent of those in §§23.321 through 23.459 of this subchapter for an airplane having a maximum weight of 6,000 pounds or less and the following configuration:

1. A single engine excluding turbine powerplants;
2. A main wing located closer to the airplane’s center of gravity than to the aft, fuselage-mounted, empennage;
3. A main wing that contains a quarter-chord sweep angle of not more than 15 degrees fore or aft;
4. A main wing that is equipped with trailing-edge controls (ailerons or flaps, or both);
5. A main wing aspect ratio not greater than 7;
6. A horizontal tail aspect ratio not greater than 4;
7. A horizontal tail volume coefficient not less than 0.34;
8. A vertical tail aspect ratio not greater than 2;
9. A vertical tail platform area not greater than 10 percent of the wing platform area; and
10. Symmetrical airfoils must be used in both the horizontal and vertical tail designs.

(b) Appendix A criteria may not be used on any airplane configuration that contains any of the following design features: