§ 23.399 Dual control system.
(a) Each dual control system must be designed to withstand the force of the pilots operating in opposition, using individual pilot forces not less than the greater of—
   (1) 0.75 times those obtained under § 23.395; or
   (2) The minimum forces specified in § 23.397(b).
(b) Each dual control system must be designed to withstand the force of the pilots applied together, in the same direction, using individual pilot forces not less than 0.75 times those obtained under § 23.395.

§ 23.405 Secondary control system.
Secondary controls, such as wheel brakes, spoilers, and tab controls, must be designed for the maximum forces that a pilot is likely to apply to those controls.

§ 23.407 Trim tab effects.
The effects of trim tabs on the control surface design conditions must be accounted for only where the surface loads are limited by maximum pilot effort. In these cases, the tabs are considered to be deflected in the direction that would assist the pilot. These deflections must correspond to the maximum degree of “out of trim” expected at the speed for the condition under consideration.

§ 23.409 Tabs.
Control surface tabs must be designed for the most severe combination of airspeed and tab deflection likely to be obtained within the flight envelope for any usable loading condition.