

must have features to prevent inadvertent movement of the control through the gated position. It must only be possible to make this separate and distinct motion once the control has reached the gated position.

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§ 25.147 Directional and lateral control.

(a) *Directional control; general.* It must be possible, with the wings level, to yaw into the operative engine and to safely make a reasonably sudden change in heading of up to 15 degrees in the direction of the critical inoperative engine. This must be shown at $1.3 V_{SR1}$ for heading changes up to 15 degrees (except that the heading change at which the rudder pedal force is 150 pounds need not be exceeded), and with—

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

(2) The power required for level flight at $1.3 V_{SR1}$, but not more than maximum continuous power;

(3) The most unfavorable center of gravity;

(4) Landing gear retracted;

(5) Flaps in the approach position; and

(6) Maximum landing weight.

(b) *Directional control; airplanes with four or more engines.* Airplanes with four or more engines must meet the requirements of paragraph (a) of this section except that—

(1) The two critical engines must be inoperative with their propellers (if applicable) in the minimum drag position;

(2) [Reserved]

(3) The flaps must be in the most favorable climb position.

(c) *Lateral control; general.* It must be possible to make 20° banked turns, with and against the inoperative engine, from steady flight at a speed equal to $1.3 V_{SR1}$, with—

(1) The critical engine inoperative and its propeller (if applicable) in the minimum drag position;

(2) The remaining engines at maximum continuous power;

(3) The most unfavorable center of gravity;

(4) Landing gear (i) retracted and (ii) extended;

(5) Flaps in the most favorable climb position; and

(6) Maximum takeoff weight.

(d) *Lateral control; roll capability.* With the critical engine inoperative, roll response must allow normal maneuvers. Lateral control must be sufficient, at the speeds likely to be used with one engine inoperative, to provide a roll rate necessary for safety without excessive control forces or travel.

(e) *Lateral control; airplanes with four or more engines.* Airplanes with four or more engines must be able to make 20° banked turns, with and against the inoperative engines, from steady flight at a speed equal to $1.3 V_{SR1}$, with maximum continuous power, and with the airplane in the configuration prescribed by paragraph (b) of this section.

(f) *Lateral control; all engines operating.* With the engines operating, roll response must allow normal maneuvers (such as recovery from upsets produced by gusts and the initiation of evasive maneuvers). There must be enough excess lateral control in sideslips (up to sideslip angles that might be required in normal operation), to allow a limited amount of maneuvering and to correct for gusts. Lateral control must be enough at any speed up to V_{FC}/M_{FC} to provide a peak roll rate necessary for safety, without excessive control forces or travel.

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§ 25.149 Minimum control speed.

(a) In establishing the minimum control speeds required by this section, the method used to simulate critical engine failure must represent the most critical mode of powerplant failure with respect to controllability expected in service.

(b) V_{MC} is the calibrated airspeed at which, when the critical engine is suddenly made inoperative, it is possible to maintain control of the airplane

with that engine still inoperative and maintain straight flight with an angle of bank of not more than 5 degrees.

(c) V_{MC} may not exceed 1.13 V_{SR} with—

(1) Maximum available takeoff power or thrust on the engines;

(2) The most unfavorable center of gravity;

(3) The airplane trimmed for takeoff;

(4) The maximum sea level takeoff weight (or any lesser weight necessary to show V_{MC});

(5) The airplane in the most critical takeoff configuration existing along the flight path after the airplane becomes airborne, except with the landing gear retracted;

(6) The airplane airborne and the ground effect negligible; and

(7) If applicable, the propeller of the inoperative engine—

(i) Windmilling;

(ii) In the most probable position for the specific design of the propeller control; or

(iii) Feathered, if the airplane has an automatic feathering device acceptable for showing compliance with the climb requirements of § 25.121.

(d) The rudder forces required to maintain control at V_{MC} may not exceed 150 pounds nor may it be necessary to reduce power or thrust of the operative engines. During recovery, the airplane may not assume any dangerous attitude or require exceptional piloting skill, alertness, or strength to prevent a heading change of more than 20 degrees.

(e) V_{MCG} , the minimum control speed on the ground, is the calibrated airspeed during the takeoff run at which, when the critical engine is suddenly made inoperative, it is possible to maintain control of the airplane using the rudder control alone (without the use of nosewheel steering), as limited by 150 pounds of force, and the lateral control to the extent of keeping the wings level to enable the takeoff to be safely continued using normal piloting skill. In the determination of V_{MCG} , assuming that the path of the airplane accelerating with all engines operating is along the centerline of the runway, its path from the point at which the critical engine is made inoperative to the point at which recovery to a direc-

tion parallel to the centerline is completed may not deviate more than 30 feet laterally from the centerline at any point. V_{MCG} must be established with—

(1) The airplane in each takeoff configuration or, at the option of the applicant, in the most critical takeoff configuration;

(2) Maximum available takeoff power or thrust on the operating engines;

(3) The most unfavorable center of gravity;

(4) The airplane trimmed for takeoff; and

(5) The most unfavorable weight in the range of takeoff weights.

(f) V_{MCL} , the minimum control speed during approach and landing with all engines operating, is the calibrated airspeed at which, when the critical engine is suddenly made inoperative, it is possible to maintain control of the airplane with that engine still inoperative, and maintain straight flight with an angle of bank of not more than 5 degrees. V_{MCL} must be established with—

(1) The airplane in the most critical configuration (or, at the option of the applicant, each configuration) for approach and landing with all engines operating;

(2) The most unfavorable center of gravity;

(3) The airplane trimmed for approach with all engines operating;

(4) The most favorable weight, or, at the option of the applicant, as a function of weight;

(5) For propeller airplanes, the propeller of the inoperative engine in the position it achieves without pilot action, assuming the engine fails while at the power or thrust necessary to maintain a three degree approach path angle; and

(6) Go-around power or thrust setting on the operating engine(s).

(g) For airplanes with three or more engines, V_{MCL-2} , the minimum control speed during approach and landing with one critical engine inoperative, is the calibrated airspeed at which, when a second critical engine is suddenly made inoperative, it is possible to maintain control of the airplane with both engines still inoperative, and maintain straight flight with an angle

of bank of not more than 5 degrees. V_{MCL-2} must be established with—

(1) The airplane in the most critical configuration (or, at the option of the applicant, each configuration) for approach and landing with one critical engine inoperative;

(2) The most unfavorable center of gravity;

(3) The airplane trimmed for approach with one critical engine inoperative;

(4) The most unfavorable weight, or, at the option of the applicant, as a function of weight;

(5) For propeller airplanes, the propeller of the more critical inoperative engine in the position it achieves without pilot action, assuming the engine fails while at the power or thrust necessary to maintain a three degree approach path angle, and the propeller of the other inoperative engine feathered;

(6) The power or thrust on the operating engine(s) necessary to maintain an approach path angle of three degrees when one critical engine is inoperative; and

(7) The power or thrust on the operating engine(s) rapidly changed, immediately after the second critical engine is made inoperative, from the power or thrust prescribed in paragraph (g)(6) of this section to—

(i) Minimum power or thrust; and

(ii) Go-around power or thrust setting.

(h) In demonstrations of V_{MCL} and V_{MCL-2} —

(1) The rudder force may not exceed 150 pounds;

(2) The airplane may not exhibit hazardous flight characteristics or require exceptional piloting skill, alertness, or strength;

(3) Lateral control must be sufficient to roll the airplane, from an initial condition of steady flight, through an angle of 20 degrees in the direction necessary to initiate a turn away from the inoperative engine(s), in not more than 5 seconds; and

(4) For propeller airplanes, hazardous flight characteristics must not be exhibited due to any propeller position achieved when the engine fails or dur-

ing any likely subsequent movements of the engine or propeller controls.

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TRIM

§ 25.161 Trim.

(a) *General.* Each airplane must meet the trim requirements of this section after being trimmed, and without further pressure upon, or movement of, either the primary controls or their corresponding trim controls by the pilot or the automatic pilot.

(b) *Lateral and directional trim.* The airplane must maintain lateral and directional trim with the most adverse lateral displacement of the center of gravity within the relevant operating limitations, during normally expected conditions of operation (including operation at any speed from $1.3 V_{SR1}$ to V_{MO}/M_{MO}).

(c) *Longitudinal trim.* The airplane must maintain longitudinal trim during—

(1) A climb with maximum continuous power at a speed not more than $1.3 V_{SR1}$, with the landing gear retracted, and the flaps (i) retracted and (ii) in the takeoff position;

(2) Either a glide with power off at a speed not more than $1.3 V_{SR1}$, or an approach within the normal range of approach speeds appropriate to the weight and configuration with power settings corresponding to a 3 degree glidepath, whichever is the most severe, with the landing gear extended, the wing flaps (i) retracted and (ii) extended, and with the most unfavorable combination of center of gravity position and weight approved for landing; and

(3) Level flight at any speed from $1.3 V_{SR1}$, to V_{MO}/M_{MO} , with the landing gear and flaps retracted, and from $1.3 V_{SR1}$ to V_{LE} with the landing gear extended.

(d) *Longitudinal, directional, and lateral trim.* The airplane must maintain longitudinal, directional, and lateral trim (and for the lateral trim, the