

(b) The airplane must be able to complete a landing without causing substantial damage or serious injury using the steepest approved approach gradient procedures and providing a reasonable margin below V_{ref} or above approach angle of attack.

(c) V_{MC} is the calibrated airspeed at which, following the sudden critical loss of thrust, it is possible to maintain control of the airplane. For multiengine airplanes, the applicant must determine V_{MC} , if applicable, for the most critical configurations used in takeoff and landing operations.

(d) If the applicant requests certification of an airplane for aerobatics, the applicant must demonstrate those aerobatic maneuvers for which certification is requested and determine entry speeds.

§ 23.2140 Trim.

(a) The airplane must maintain lateral and directional trim without further force upon, or movement of, the primary flight controls or corresponding trim controls by the pilot, or the flight control system, under the following conditions:

(1) For levels 1, 2, and 3 airplanes in cruise.

(2) For level 4 airplanes in normal operations.

(b) The airplane must maintain longitudinal trim without further force upon, or movement of, the primary flight controls or corresponding trim controls by the pilot, or the flight control system, under the following conditions:

(1) Climb.

(2) Level flight.

(3) Descent.

(4) Approach.

(c) Residual control forces must not fatigue or distract the pilot during normal operations of the airplane and likely abnormal or emergency operations, including a critical loss of thrust on multiengine airplanes.

§ 23.2145 Stability.

(a) Airplanes not certified for aerobatics must—

(1) Have static longitudinal, lateral, and directional stability in normal operations;

(2) Have dynamic short period and Dutch roll stability in normal operations; and

(3) Provide stable control force feedback throughout the operating envelope.

(b) No airplane may exhibit any divergent longitudinal stability characteristic so unstable as to increase the pilot's workload or otherwise endanger the airplane and its occupants.

§ 23.2150 Stall characteristics, stall warning, and spins.

(a) The airplane must have controllable stall characteristics in straight flight, turning flight, and accelerated turning flight with a clear and distinctive stall warning that provides sufficient margin to prevent inadvertent stalling.

(b) Single-engine airplanes, not certified for aerobatics, must not have a tendency to inadvertently depart controlled flight.

(c) Levels 1 and 2 multiengine airplanes, not certified for aerobatics, must not have a tendency to inadvertently depart controlled flight from thrust asymmetry after a critical loss of thrust.

(d) Airplanes certified for aerobatics that include spins must have controllable stall characteristics and the ability to recover within one and one-half additional turns after initiation of the first control action from any point in a spin, not exceeding six turns or any greater number of turns for which certification is requested, while remaining within the operating limitations of the airplane.

(e) Spin characteristics in airplanes certified for aerobatics that includes spins must recover without exceeding limitations and may not result in unrecoverable spins—

(1) With any typical use of the flight or engine power controls; or

(2) Due to pilot disorientation or incapacitation.

§ 23.2155 Ground and water handling characteristics.

For airplanes intended for operation on land or water, the airplane must