§ 23.693  
(d) Each system must be designed so that the artificial stall barrier can be quickly and positively disengaged by the pilots to prevent unwanted downward pitching of the airplane by a quick release (emergency) control that meets the requirements of §23.1329(b).  
(e) A preflight check of the complete system must be established and the procedure for this check made available in the Airplane Flight Manual (AFM). Preflight checks that are critical to the safety of the airplane must be included in the limitations section of the AFM.  
(f) For those airplanes whose design includes an autopilot system:
   (1) A quick release (emergency) control installed in accordance with §23.1329(b) may be used to meet the requirements of paragraph (d), of this section, and
   (2) The pitch servo for that system may be used to provide the stall downward pitching motion.  
(g) In showing compliance with §23.1309, the system must be evaluated to determine the effect that any announced or unannounced failure may have on the continued safe flight and landing of the airplane or the ability of the crew to cope with any adverse conditions that may result from such failures. This evaluation must consider the hazards that would result from the airplane’s flight characteristics if the system was not provided, and the hazard that may result from unwanted downward pitching motion, which could result from a failure at airspeeds above the selected stall speed.  

[Doc. No. 27806, 61 FR 5165, Feb. 9, 1996]

§ 23.699  Wing flap position indicator.  
There must be a wing flap position indicator for—  
(a) Flap installations with only the retracted and fully extended position, unless—  
   (1) A direct operating mechanism provides a sense of “feel” and position (such as when a mechanical linkage is employed); or  
   (2) The flap position is readily determined without seriously detracting from other piloting duties under any flight condition, day or night; and  
(b) Flap installation with intermediate flap positions if—  
   (1) Any flap position other than retracted or fully extended is used to show compliance with the performance requirements of this part; and  
   (2) The flap installation does not meet the requirements of paragraph (a)(1) of this section.  

§ 23.701  Flap interconnection.  
(a) The main wing flaps and related movable surfaces as a system must—  
   (1) Be synchronized by a mechanical interconnection between the movable flap surfaces that is independent of the flap drive system; or by an approved equivalent means; or