

(b) *Propellers not controllable in flight.* For each propeller whose pitch cannot be controlled in flight—

(1) During takeoff and initial climb at the all engine(s) operating climb speed specified in § 23.65, the propeller must limit the engine r.p.m., at full throttle or at maximum allowable takeoff manifold pressure, to a speed not greater than the maximum allowable takeoff r.p.m.; and

(2) During a closed throttle glide, at V_{NE} , the propeller may not cause an engine speed above 110 percent of maximum continuous speed.

(c) *Controllable pitch propellers without constant speed controls.* Each propeller that can be controlled in flight, but that does not have constant speed controls, must have a means to limit the pitch range so that—

(1) The lowest possible pitch allows compliance with paragraph (b)(1) of this section; and

(2) The highest possible pitch allows compliance with paragraph (b)(2) of this section.

(d) *Controllable pitch propellers with constant speed controls.* Each controllable pitch propeller with constant speed controls must have—

(1) With the governor in operation, a means at the governor to limit the maximum engine speed to the maximum allowable takeoff r.p.m.; and

(2) With the governor inoperative, the propeller blades at the lowest possible pitch, with takeoff power, the airplane stationary, and no wind, either—

(i) A means to limit the maximum engine speed to 103 percent of the maximum allowable takeoff r.p.m., or

(ii) For an engine with an approved overspeed, a means to limit the maximum engine and propeller speed to not more than the maximum approved overspeed.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-45, 58 FR 42156, Aug. 6, 1993; Amdt. 23-50, 61 FR 5183, Feb. 9, 1996]

PERFORMANCE

§ 23.45 General.

(a) Unless otherwise prescribed, the performance requirements of this part must be met for—

(1) Still air and standard atmosphere; and

(2) Ambient atmospheric conditions, for commuter category airplanes, for reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight, and for turbine engine-powered airplanes.

(b) Performance data must be determined over not less than the following ranges of conditions—

(1) Airport altitudes from sea level to 10,000 feet; and

(2) For reciprocating engine-powered airplanes of 6,000 pounds, or less, maximum weight, temperature from standard to 30 °C above standard; or

(3) For reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight and turbine engine-powered airplanes, temperature from standard to 30 °C above standard, or the maximum ambient atmospheric temperature at which compliance with the cooling provisions of §§ 23.1041 to 23.1047 is shown, if lower.

(c) Performance data must be determined with the cowl flaps or other means for controlling the engine cooling air supply in the position used in the cooling tests required by §§ 23.1041 to 23.1047.

(d) The available propulsive thrust must correspond to engine power, not exceeding the approved power, less—

(1) Installation losses; and

(2) The power absorbed by the accessories and services appropriate to the particular ambient atmospheric conditions and the particular flight condition.

(e) The performance, as affected by engine power or thrust, must be based on a relative humidity:

(1) Of 80 percent at and below standard temperature; and

(2) From 80 percent, at the standard temperature, varying linearly down to 34 percent at the standard temperature plus 50 °F.

(f) Unless otherwise prescribed, in determining the takeoff and landing distances, changes in the airplane's configuration, speed, and power must be made in accordance with procedures established by the applicant for operation in service. These procedures must be able to be executed consistently by pilots of average skill in atmospheric conditions reasonably expected to be encountered in service.

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(g) The following, as applicable, must be determined on a smooth, dry, hard-surfaced runway—

- (1) Takeoff distance of § 23.53(b);
- (2) Accelerate-stop distance of § 23.55;
- (3) Takeoff distance and takeoff run of § 23.59; and
- (4) Landing distance of § 23.75.

NOTE: The effect on these distances of operation on other types of surfaces (for example, grass, gravel) when dry, may be determined or derived and these surfaces listed in the Airplane Flight Manual in accordance with § 23.1583(p).

(h) For commuter category airplanes, the following also apply:

(1) Unless otherwise prescribed, the applicant must select the takeoff, enroute, approach, and landing configurations for the airplane.

(2) The airplane configuration may vary with weight, altitude, and temperature, to the extent that they are compatible with the operating procedures required by paragraph (h)(3) of this section.

(3) Unless otherwise prescribed, in determining the critical-engine-inoperative takeoff performance, takeoff flight path, and accelerate-stop distance, changes in the airplane's configuration, speed, and power must be made in accordance with procedures established by the applicant for operation in service.

(4) Procedures for the execution of discontinued approaches and balked landings associated with the conditions prescribed in §§ 23.67(c)(4) and 23.77(c) must be established.

(5) The procedures established under paragraphs (h)(3) and (h)(4) of this section must—

(i) Be able to be consistently executed by a crew of average skill in atmospheric conditions reasonably expected to be encountered in service;

(ii) Use methods or devices that are safe and reliable; and

(iii) Include allowance for any reasonably expected time delays in the execution of the procedures.

[Doc. No. 27807, 61 FR 5184, Feb. 9, 1996]

EFFECTIVE DATE NOTE: By Amdt. 23-62, 76 FR 75753, Dec. 2, 2011, § 23.45 was amended by revising the introductory text of paragraph (h), effective Jan. 31, 2012. For the convenience of the user, the revised text is set forth as follows:

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(h) For multiengine jets weighing over 6,000 pounds in the normal, utility, and acrobatic category and commuter category airplanes, the following also apply:

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§ 23.49 Stalling period.

(a) V_{SO} and V_{S1} are the stalling speeds or the minimum steady flight speeds, in knots (CAS), at which the airplane is controllable with—

(1) For reciprocating engine-powered airplanes, the engine(s) idling, the throttle(s) closed or at not more than the power necessary for zero thrust at a speed not more than 110 percent of the stalling speed;

(2) For turbine engine-powered airplanes, the propulsive thrust not greater than zero at the stalling speed, or, if the resultant thrust has no appreciable effect on the stalling speed, with engine(s) idling and throttle(s) closed;

(3) The propeller(s) in the takeoff position;

(4) The airplane in the condition existing in the test, in which V_{SO} and V_{S1} are being used;

(5) The center of gravity in the position that results in the highest value of V_{SO} and V_{S1} ; and

(6) The weight used when V_{SO} and V_{S1} are being used as a factor to determine compliance with a required performance standard.

(b) V_{SO} and V_{S1} must be determined by flight tests, using the procedure and meeting the flight characteristics specified in § 23.201.

(c) Except as provided in paragraph (d) of this section, V_{SO} and V_{S1} at maximum weight must not exceed 61 knots for—

(1) Single-engine airplanes; and

(2) Multiengine airplanes of 6,000 pounds or less maximum weight that cannot meet the minimum rate of climb specified in § 23.67(a) (1) with the critical engine inoperative.

(d) All single-engine airplanes, and those multiengine airplanes of 6,000 pounds or less maximum weight with a V_{SO} of more than 61 knots that do not