(c) For all airplanes except reciprocating engine-powered airplanes of 6,000 pounds or less maximum weight, the conditions of paragraph (a) of this section must also be met for the landing configuration with—

(1) Maximum available takeoff power initially on each engine;
(2) The airplane trimmed for an approach, with all engines operating, at $V_{REF}$, at an approach gradient equal to the steepest used in the landing distance demonstration of §23.75;
(3) Flaps in the landing position;
(4) Landing gear extended; and
(5) All propeller controls in the position recommended for approach with all engines operating.

(d) A minimum speed to intentionally render the critical engine inoperative must be established and designated as the safe, intentional, one-engine-inoperative speed, $V_{SSS}$.

§ 23.153 Control during landings.

It must be possible, while in the landing configuration, to safely complete a landing without exceeding the one-hand control force limits specified in §23.143(c) following an approach to land—

(a) At a speed of $V_{REF}$ minus 5 knots;
(b) With the airplane in trim, or as nearly as possible in trim and without the trimming control being moved throughout the maneuver;
(c) At an approach gradient equal to the steepest used in the landing distance demonstration of §23.75; and
(d) With only those power changes, if any, that would be made when landing normally from an approach at $V_{REF}$.

§ 23.155 Elevator control force in maneuvers.

(a) The elevator control force needed to achieve the positive limit maneuvering load factor may not be less than:

(1) For wheel controls, $W/100$ (where $W$ is the maximum weight) or 20 pounds, whichever is greater, except that it need not be greater than 50 pounds; or
(2) For stick controls, $W/140$ (where $W$ is the maximum weight) or 15 pounds, whichever is greater, except that it need not be greater than 35 pounds.
 §23.161 Trim.

(a) General. Each airplane must meet the trim requirements of this section after being trimmed and without further pressure upon, or movement of, the primary controls or their corresponding trim controls by the pilot or the automatic pilot. In addition, it must be possible, in other conditions of loading, configuration, speed and power to ensure that the pilot will not be unduly fatigued or distracted by the need to apply residual control forces exceeding those for prolonged application of §23.143(c). This applies in normal operation of the airplane and, if applicable, to those conditions associated with the failure of one engine for which performance characteristics are established.

(b) Lateral and directional trim. The airplane must maintain lateral and directional trim in level flight with the landing gear and wing flaps retracted as follows:

(1) For normal, utility, and acrobatic category airplanes, at a speed of 0.9 $V_{H}$, $V_{C}$, or $V_{MO}/M_{MO}$, whichever is lowest; and

(2) For commuter category airplanes, at all speeds from 1.4 $V_{SI}$ to the lesser of $V_{H}$ or $V_{MO}/M_{MO}$.

(3) Flaps in the landing position(s);

(4) Landing gear extended;

(5) All engines operating at the power for a 3 degree approach; and

(6) The airplane trimmed at $V_{REF}$.