

Federal Aviation Administration, DOT

§ 23.775

afloat without capsizing in fresh water when—

(1) For airplanes of 5,000 pounds or more maximum weight, any two adjacent compartments are flooded; and

(2) For airplanes of 1,500 pounds up to, but not including, 5,000 pounds maximum weight, any single compartment is flooded.

(b) Watertight doors in bulkheads may be used for communication between compartments.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-45, 58 FR 42165, Aug. 6, 1993; Amdt. 23-48, 61 FR 5148, Feb. 9, 1996]

§ 23.757 Auxiliary floats.

Auxiliary floats must be arranged so that, when completely submerged in fresh water, they provide a righting moment of at least 1.5 times the upsetting moment caused by the seaplane or amphibian being tilted.

PERSONNEL AND CARGO ACCOMMODATIONS

§ 23.771 Pilot compartment.

For each pilot compartment—

(a) The compartment and its equipment must allow each pilot to perform his duties without unreasonable concentration or fatigue;

(b) Where the flight crew are separated from the passengers by a partition, an opening or openable window or door must be provided to facilitate communication between flight crew and the passengers; and

(c) The aerodynamic controls listed in § 23.779, excluding cables and control rods, must be located with respect to the propellers so that no part of the pilot or the controls lies in the region between the plane of rotation of any inboard propeller and the surface generated by a line passing through the center of the propeller hub making an angle of 5 degrees forward or aft of the plane of rotation of the propeller.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-14, 38 FR 31821, Nov. 19, 1973]

§ 23.773 Pilot compartment view.

(a) Each pilot compartment must be—

(1) Arranged with sufficiently extensive, clear and undistorted view to en-

able the pilot to safely taxi, takeoff, approach, land, and perform any maneuvers within the operating limitations of the airplane.

(2) Free from glare and reflections that could interfere with the pilot's vision. Compliance must be shown in all operations for which certification is requested; and

(3) Designed so that each pilot is protected from the elements so that moderate rain conditions do not unduly impair the pilot's view of the flight path in normal flight and while landing.

(b) Each pilot compartment must have a means to either remove or prevent the formation of fog or frost on an area of the internal portion of the windshield and side windows sufficiently large to provide the view specified in paragraph (a)(1) of this section. Compliance must be shown under all expected external and internal ambient operating conditions, unless it can be shown that the windshield and side windows can be easily cleared by the pilot without interruption of normal pilot duties.

[Doc. No. 26269, 58 FR 42165, Aug. 6, 1993; 71 FR 537, Jan. 5, 2006]

§ 23.775 Windshields and windows.

(a) The internal panels of windshields and windows must be constructed of a nonsplintering material, such as nonsplintering safety glass.

(b) The design of windshields, windows, and canopies in pressurized airplanes must be based on factors peculiar to high altitude operation, including—

(1) The effects of continuous and cyclic pressurization loadings;

(2) The inherent characteristics of the material used; and

(3) The effects of temperatures and temperature gradients.

(c) On pressurized airplanes, if certification for operation up to and including 25,000 feet is requested, an enclosure canopy including a representative part of the installation must be subjected to special tests to account for the combined effects of continuous and cyclic pressurization loadings and flight loads, or compliance with the fail-safe requirements of paragraph (d) of this section must be shown.