Regulatory Policies and Procedures (44 FR 11034, February 25, 1979). In addition, since there are no small entities affected by this rulemaking, the FAA certifies, under the criteria of the Regulatory Flexibility Act, that this regulation will not have a significant economic impact, positive or negative, on a substantial number of small entities. A copy of the regulatory evaluation prepared for this regulation has been placed in the public docket. A copy may be obtained by contacting the person identified under the caption, **FOR FURTHER INFORMATION CONTACT.**

List of Subjects

14 CFR Part 1

Air transportation.

14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration (FAA) amends 14 CFR parts 1 and 25 of the Federal Aviation Regulations (FAR) as follows:

PART 1—DEFINITIONS AND ABBREVIATIONS

1. The authority citation for part 1 continues to read as follows:

Authority: 49 U.S.C. app. 1347, 1348, 1354(a), 1357(d)(2), 1372, 1421 through 1430, 1432, 1442, 1443, 1472, 1510, 1522, 1652(e), 1655(c), 1657(f), and 49 U.S.C. 106(g).

2. Section 1.1 is amended by adding a new definition to read as follows:

§ 1.1 General definitions.

* * * * *

Go-around power or thrust setting means the maximum allowable in-flight power or thrust setting identified in the performance data.

* * * * *

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

3. The authority citation for part 25 continues to read as follows:

Authority: 49 U.S.C. app. 1344, 1354(a), 1355, 1421, 1423, 1424, 1425, 1428, 1429, 1430; 49 U.S.C. 106(g); and 49 CFR 1.47(a).

4. Section 25.119 is amended by revising paragraph (a) to read as follows:

§ 25.119 Landing climb: All-engines-operating.

* * * * *

(a) The engines at the power or thrust that is available eight seconds after initiation of movement of the power or thrust controls from the minimum flight idle to the go-around power or thrust setting; and

* * * * *

5. Section 25.121 is amended by revising paragraph (d)(1) to read as follows:

§ 25.121 Climb: One-engine-inoperative.

* * * * *

(d) * * *

(1) The critical engine inoperative, the remaining engines at the go-around power or thrust setting;

* * * * *

6. Section 25.125 is amended by revising paragraph (a)(2) to read as follows:

§ 25.125 Landing.

* * * * *

(a) * * *

(2) A stabilized approach, with a calibrated airspeed of not less than 1.3 V_S or V_{MCL}, whichever is greater, must be maintained down to the 50 foot height.

* * * * *

7. Section 25.143 is amended by revising paragraphs (c), (d), and (e) and adding a new paragraph (f) to read as follows:

§ 25.143 General.

* * * * *

(c) The following table prescribes, for conventional wheel type controls, the maximum control forces permitted during the testing required by paragraphs (a) and (b) of this section:

Force, in pounds, applied to the control wheel or rudder pedals	Pitch	Roll	Yaw
For short term application for pitch and roll control—two hands available for control	75	50	.....
For short term application for pitch and roll control—one hand available for control	50	25	.....
For short term application for yaw control	.....	.....	150
For long term application	10	5	20

(d) Approved operating procedures or conventional operating practices must be followed when demonstrating compliance with the control force limitations for short term application that are prescribed in paragraph (c) of this section. The airplane must be in trim, or as near to being in trim as practical, in the immediately preceding steady flight condition. For the takeoff condition, the airplane must be trimmed according to the approved operating procedures.

(e) When demonstrating compliance with the control force limitations for long term application that are prescribed in paragraph (c) of this section, the airplane must be in trim, or as near to being in trim as practical.

(f) When maneuvering at a constant airspeed or Mach number (up to V_{FC}/M_{FC}), the stick forces and the gradient of the stick force versus maneuvering load factor must lie within satisfactory limits. The stick forces must not be so great as to make excessive demands on the pilot's strength when maneuvering the airplane, and must not be so low that the airplane can easily be overstressed inadvertently. Changes of gradient that occur with changes of load factor must not cause undue difficulty in maintaining control of the airplane, and local gradients must not be so low as to result in a danger of overcontrolling.

8. Section 25.145 is amended by revising paragraphs (b) introductory paragraph, (b)(3), (b)(4), and (c)(1) to read as follows:

§ 25.145 Longitudinal control.

* * * * *

(b) With the landing gear extended, no change in trim control, or exertion of more than 50 pounds control force (representative of the maximum short term force that can be applied readily by one hand) may be required for the following maneuvers:

* * * * *

(3) Repeat paragraph (b)(2), except at the go-around power or thrust setting.

(4) With power off, flaps retracted, and the airplane trimmed at 1.4 V_{SI}, rapidly set go-around power or thrust while maintaining the same airspeed.

* * * * *

(c) * * *

(1) Simultaneous movement of the power or thrust controls to the go-around power or thrust setting;

* * * * *

9. Section 25.149 is amended by revising paragraphs (f), (g) and (h) to read as follows:

§ 25.149 Minimum control speed.

* * * * *

(f) V_{MCL}, the minimum control speed during approach and landing with all engines operating, is the calibrated airspeed at which, when the critical engine is suddenly made inoperative, it