9. Revise the First Sentence of Paragraph 23.a by Replacing ''Landing Approach (V_{MCL})'' by ''Approach and Landing V_{MCL} and V_{MCL-2}).'' Revise the Second Sentence in the Same Paragraph by Replacing ''V_{MCL}'' with ''V_{MCL} and V_{MCL-2}''

10. Replace Paragraph 23.b.(2)(iii) With the Following

(iii) During determination of V_{MCG}, engine failure recognition should be provided by:

(A) The pilot feeling a distinct change in the directional tracking characteristics of the airplane, or

(B) The pilot seeing a directional divergence of the airplane with respect to the view outside the airplane.

11. Replace Paragraph 23.b.(3) With the Following

(3) Minimum Control Speed During Approach and Landing (V_{MCL})— § 25.149(f).

(i) This section is intended to ensure that the airplane is safely controllable following an engine failure during an all-engines-operating approach and landing. From a controllability standpoint, the most critical case usually consists of an engine failing after the power or thrust has been increased to perform a go-around from an all-engines-operating approach. Section 25.149(f) requires the minimum control speed to be determined that allows a pilot of average skill and strength to retain control of the airplane after the critical engine becomes inoperative and to maintain straight flight with less than five degrees of bank angle. Section 25.149(h) requires that sufficient lateral control be available at V_{MCL} to roll the airplane through an angle of 20 degrees, in the direction necessary to initiate a turn away from the inoperative engine, in not more than five seconds when starting from a steady flight condition.

(ii) Conduct this test using the most critical of the all-engines-operating approach and landing configurations, or at the option of the applicant, each of the all-engines-operating approach and landing configurations. The procedures given in paragraph 23.b.(1)(ii) for V_{MCA} may be used to determine V_{MCL}, except that flap and trim settings should be appropriate to the approach and landing configurations, the power or thrust on the operating engine(s) should be set to the go-around power or thrust setting, and compliance with all V_{MCL} requirements of §§ 25.149 (f) and (h) must be demonstrated.

12. Add the Following New Sections to Paragraph 23.b.(3)

(iii) For propeller driven airplanes, the propeller must be in the position it achieves without pilot action following engine failure, assuming the engine fails while at the power or thrust necessary to maintain a three degree approach path angle.

(iv) At the option of the applicant, a one-engine-inoperative landing minimum control speed, $V_{MCL(1\ out)}$, may be determined in the conditions appropriate to an approach and landing with one engine having failed before the start of the approach. In this case, only those configurations recommended for use during an approach and landing with one engine inoperative need be considered. The propeller of the inoperative engine, if applicable, may be feathered throughout. The resulting value of $V_{MCL(1\ out)}$ may be used in determining the recommended procedures and speeds for a one-engine-inoperative approach and landing.

13. Replace and Re-Designate Paragraphs 23.b.(4), 23.b.4(ii), and 23.b.4(ii)(A) With the Following

(4) Minimum Control Speed With One Engine Inoperative During Approach and Landing (V_{MCL-2})—§ 25.149(g).

(iii) Conduct this test using the most critical approved one-engine-inoperative approach or landing configuration (usually the minimum flap deflection), or at the option of the applicant, each of the approved one-engine-inoperative approach and landing configurations. The following demonstrations are required to determine V_{MCL-2}:

(A) With the power or thrust on the operating engines set to maintain a minus 3 degree glideslope with one critical engine inoperative, the second critical engine is made inoperative and the remaining operating engine(s) are advanced to the go-around power or thrust setting. The V_{MCL-2} speed is established by the procedures presented in paragraph 23.b.(1)(ii) for V_{MCA}, except that flap and trim setting should be appropriate to the approach and landing configurations, the power or thrust on the operating engine(s) should be set to the go-around power or thrust setting, and compliance with all V_{MCL-2} requirements of §§ 25.149(g) and (h) must be demonstrated.

14. Add the Following New Section to Paragraph 23.b.(4)

(ii) For propeller driven airplanes, the propeller of the engine inoperative at the beginning of the approach may be in the feathered position. The propeller of the more critical engine must be in the position it automatically assumes following engine failure.

(iii)(C) Starting from a steady straight flight condition, demonstrate that sufficient lateral control is available at V_{MCL-2} to roll the airplane through an angle of 20 degrees in the direction necessary to initiate a turn away from the inoperative engines in not more than five seconds. This maneuver may be flown in a bank-to-bank roll through a wings level attitude.

(iv) At the option of the applicant, a two-engines-inoperative landing minimum control speed, $V_{MCL-2(2\ out)}$, may be determined in the conditions appropriate to an approach and landing with two engines having failed before the start of the approach. In this case, only those configurations recommended for use during an approach and landing with two engines inoperative need be considered. The propellers of the inoperative engines, if applicable, may be feathered throughout. The values of V_{MCL-2} or $V_{MCL-2(2\ out)}$ should be used as guidance in determining the recommended procedures and speeds for a two-engines-inoperative approach and landing.

15. Add the Following New Section to Paragraph 23.b

(5) *Autofeather Effects.* Where an autofeather or other drag limiting system is installed and will be operative at approach power settings, its operation may be assumed in determining the propeller position achieved when the engine fails. Where automatic feathering is not available, the effects of subsequent movements of the engine and propeller controls should be considered, including fully closing the power lever of the failed engine in conjunction with maintaining the go-around power setting on the operating engine(s).

16. Replace Paragraph 29.b.(3)(i) With the Following

(i) The pitch control reaches the aft stop is held full aft for two seconds, or until the pitch attitude stops increasing, whichever occurs later. In the case of turning flight stalls, recovery may be initiated once the pitch control reaches the aft stop when accompanied by a rolling motion that is not immediately controllable (provided the rolling motion complies with § 25.203 (c)).

17. Replace Paragraph 29.b.(3)(ii) With the Following

(ii) An uncommanded, distinctive and easily recognizable nose down pitch that cannot be readily arrested. This nose down pitch may be accompanied