



Designation: F3180/F3180M – 18

# Standard Specification for Low-Speed Flight Characteristics of Aircraft<sup>1</sup>

This standard is issued under the fixed designation F3180/F3180M; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

## 1. Scope

1.1 This specification covers the low-speed flight characteristics of fixed-wing aircraft and provides standards for departure characteristics, spinning, and stall warning. The material was developed through open consensus of international experts in general aviation. This information was created by focusing on Normal Category aeroplanes. The content may be more broadly applicable; it is the responsibility of the Applicant to substantiate broader applicability as a specific means of compliance. The topics covered within this specification are: (4.1) Low-Speed Flight Characteristics Score, (4.2) Stall Characteristics, (4.3) Stall Warning, (4.4) Departure Characteristics: Single Engine, (4.5) Departure Characteristics: Multiengine, (4.6) Spinning, and (4.7) Safety-Enhancing Features.

1.2 An applicant intending to propose this information as Means of Compliance for a design approval must seek guidance from their respective oversight authority (for example, published guidance from applicable CAAs) concerning the acceptable use and application thereof. For information on which oversight authorities have accepted this standard (in whole or in part) as an acceptable Means of Compliance to their regulatory requirements (hereinafter “the Rules”), refer to the ASTM Committee F44 webpage ([www.astm.org/COMMITTEE/F44.htm](http://www.astm.org/COMMITTEE/F44.htm)).

1.3 *Units*—This standard may present information in either SI units, English Engineering units, or both; the values stated in each system may not be exact equivalents. Each system shall be used independently of the other; combining values from the two systems may result in nonconformance with the standard.

1.4 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

1.5 *This international standard was developed in accordance with internationally recognized principles on standard-*

*ization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

## 2. Referenced Documents

### 2.1 ASTM Standards:<sup>2</sup>

F3060 Terminology for Aircraft

F3061/F3061M Specification for Systems and Equipment in Small Aircraft

F3083/F3083M Specification for Emergency Conditions, Occupant Safety and Accommodations

F3117 Specification for Crew Interface in Aircraft

F3173/F3173M Specification for Aircraft Handling Characteristics

F3179/F3179M Specification for Performance of Aircraft

F3230 Practice for Safety Assessment of Systems and Equipment in Small Aircraft

### 2.2 Other Standards:

FAA AC 23–15A Small Airplane Certification Compliance Program<sup>3</sup>

FAA AC 23–8C Flight Test Guide for Certification of Part 23 Airplanes<sup>4</sup>

SAE ARP4102/7 Electronic Displays<sup>5</sup>

## 3. Terminology

3.1 See Terminology F3060 for more definitions and abbreviations.

### 3.2 Definitions of Terms Specific to This Standard:

3.2.1 *ball-width*—a lateral acceleration of  $\tan(4\pi/180) = 0.07\text{ G} = 0.7\text{ m/s}^2$  [ $2.3\text{ ft/s}^2$ ], which corresponds to a typical unit displacement on a standardized slip-skid indicator.

<sup>2</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org). For *Annual Book of ASTM Standards* volume information, refer to the standard’s Document Summary page on the ASTM website.

<sup>3</sup> Available from Federal Aviation Administration (FAA), 800 Independence Ave., SW, Washington, DC 20591, [http://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/74398](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/74398).

<sup>4</sup> Available from Federal Aviation Administration (FAA), 800 Independence Ave., SW, Washington, DC 20591, [http://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1019676](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1019676).

<sup>5</sup> Available from SAE International (SAE), 400 Commonwealth Dr., Warrendale, PA 15096, <http://standards.sae.org/arp4102/7/>.

<sup>1</sup> This specification is under the jurisdiction of ASTM Committee F44 on General Aviation Aircraft and is the direct responsibility of Subcommittee F44.20 on Flight.

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3.2.2 *directional control*—cockpit control that is intended for, but not necessarily limited to, generation of aircraft yaw motion.

3.2.3 *lateral control*—cockpit control that is intended for, but not necessarily limited to, generation of aircraft roll motion.

3.2.4 *longitudinal control*—cockpit control that is intended for, but not necessarily limited to, generation of aircraft pitch motion.

#### 4. Low-Speed Characteristics

4.1 The applicant shall demonstrate that the aeroplane has acceptable stall characteristics, stall warning, and spinning characteristics, if applicable, by compliance with performance criteria specified for stall characteristics and spinning, as applicable, and by accumulating a number of “points” from stall warning, departure characteristics, and safety-enhancing features.

4.1.1 The sum of the Stall Warning Score ( $S_{SW}$ ), Departure Characteristics Score ( $S_{DC,SE}$  or  $S_{DC,ME}$ , if required), and the safety-enhancing features score ( $S_{SEF}$ , if required) is called the Low-Speed Flight Characteristics Score ( $S_{LSC}$ ).

NOTE 1—The rationale for the development of the Low-Speed Flight Characteristics Score is provided in Borer’s “Development of a New Departure Aversion Standard for Light Aircraft.”<sup>6</sup>

4.1.2 The minimum Low-Speed Flight Characteristics Score is dependent on the certification level, number of engines, and whether or not the aeroplane is approved for aerobatics, as summarized in **Table 1**.

4.2.1 Compliance with these requirements shall be shown under the following conditions. An example table of relevant permutations of these conditions are given in **Appendix X1**.

NOTE 2—The differentiation in conditions between Level 1 and Level 2, Low-Speed, Single Engine aeroplanes, vs. all others, is based off guidance given in AC 23-15A (see 2.2).

(1) *Wing Flaps*—As follows, based on the type of aeroplane:

(a) For Level 1 and Level 2, low-speed, single-engine aeroplanes: Retracted, fully extended, and in the maximum approved extension for the takeoff configuration,

(b) For all other aeroplanes: Retracted, fully extended, and each intermediate normal operating position as appropriate for the phase of flight;

(2) *Landing Gear*—As follows, based on the type of aeroplane:

(a) For Level 1 and Level 2, low-speed, single-engine aeroplanes: Retracted for the configuration in which the wing flaps are retracted, and extended for all other wing flap extensions,

(b) For all other aeroplanes: Retracted and extended as appropriate for the phase of flight and altitude;

(3) *Cowl Flaps*—As follows, based on the type of aeroplane:

(a) For Level 1 and Level 2, low-speed, single-engine aeroplanes: Open for the configuration in which the wing flaps are in the maximum approved extension for the takeoff configuration, otherwise closed,

(b) For all other aeroplanes: Appropriate to configuration;

**TABLE 1 Summary of Minimum Requirements for Low-Speed Flight Characteristics**

NOTE 1—N/A: Not Applicable; A/R: As Required

Certification Level	1	2, 3, 4	1, 2	3, 4	1, 2, 3, 4
Engine(s)	Single	Single	Multi	Multi	Any
Aerobatic?	No	No	No	No	Yes
4.1 Minimum Low-Speed Flight Characteristics Score ( $S_{LSC}$ )	150	200	150	50	50 <sup>A</sup>
4.2 Stall Characteristics	Pass all	Pass all	Pass all	Pass all	Pass all
4.3 Stall Warning Score ( $S_{SW}$ )	Min 50 Max 100	Min 50 Max 100	Min 50 Max 100	Min 50	Min 50
4.4 Departure Characteristics Score – Single Engine ( $S_{DC,SE}$ )	Min 50 <sup>B</sup> Max 100	Min 50 <sup>B</sup> Max 100	N/A	N/A	N/A <sup>A</sup>
4.5 Departure Characteristics Score – Multiengine ( $S_{DC,ME}$ )	N/A	N/A	Min 50 Max 100	N/A	N/A
4.6 Spinning	N/A	N/A	N/A	N/A	Pass all <sup>A</sup>
4.7 Safety-Enhancing Features Score ( $S_{SEF}$ )	A/R to meet $S_{LSC}$	A/R to meet $S_{LSC}$	A/R to meet $S_{LSC}$	N/A	N/A <sup>A</sup>

<sup>A</sup>If spinning is requested for fewer than all possible conditions in 4.2.1 for single-engine aeroplanes, the scores and requirements are pro-rated based on the number of conditions approved for spinning vs. not approved for spinning, as appropriate to Certification Level and Engines.

<sup>B</sup> $S_{DC,SE}$  may be less than 50 as outlined in 4.4.2.6(3), which requires particular equipment from 4.7.3 be installed.

4.2 The applicant shall demonstrate that the aeroplane has controllable stall characteristics in straight flight, turning flight, and accelerated turning flight.

(4) *Spoilers/Speed Brakes*—Retracted and extended unless they have no measurable effect at low speeds, or in their appropriate position if they are automatically actuated as part of normal operations;

(5) *Power/thrust idle*;

(6) *Power/Thrust On*—Depending on engine type, one of the following applies:

<sup>6</sup> Borer, N. K., “Development of a New Departure Aversion Standard for Light Aircraft,” AIAA-2017-3438, 17<sup>th</sup> AIAA Aviation Technology, Integration, and Operations Conference, Denver Colorado, 2017. Publicly available at: <https://ntrs.nasa.gov/search.jsp?R=20170005881>, accessed 20 December 2017.

(a) *For Reciprocating Engine Powered Aeroplanes*—Seventy-five percent of maximum continuous power. However, if this power setting results in nose-high attitudes exceeding 30°, the test may be carried out with the power required for level flight in the landing configuration at maximum landing weight and a speed of 1.4  $V_{S0}$ , except that the power may not be less than 50 % of maximum continuous power; or

(b) *For Turbine Engine Powered Aeroplanes*—At maximum engine thrust, except that it need not exceed the thrust necessary to maintain level flight at 1.5  $V_{S1}$  (where  $V_{S1}$  corresponds to the stalling speed with flaps in the approach position, the landing gear retracted, and maximum landing weight);

(7) *Trim*—The aeroplane trimmed at:

(a) 1.3  $V_{S1}$  for any conditions with the flaps or landing gear extended,

(b) 1.5  $V_{S1}$  or the minimum trim speed, whichever is higher for any conditions with the flaps and landing gear retracted;

(8) *Propeller*—Full increase revolutions per minute (rpm) position for the idle condition.

(9) *Weight*—With the aeroplane at the most adverse operational weight(s) for the particular stall characteristics test being conducted, as determined by simple analysis from the applicant; and

(10) *CG*—With the aeroplane at the most adverse center of gravity location(s) (along the longitudinal, lateral, and directional axes) for the particular stall characteristics test being conducted, as determined by simple analysis from the applicant.

4.2.2 Controllable stall characteristics shall be determined in flight for Wings-Level Stall per the conditions outlined in 4.2.1.

4.2.2.1 The primary flight controls shall behave as follows during the determination of Wings-Level Stalls:

(1) For Level 1, low-speed, single-engine aeroplanes with  $V_{S0} \leq 45$  knots that have interconnected lateral and directional controls, it shall be possible to produce and correct roll by unreversed use of the lateral control without producing excessive yaw, up to the time the aeroplane stalls.

(2) For all other Level 1 aeroplanes, and all Level 2, 3, and 4 aeroplanes, it shall be possible to produce and correct roll by unreversed use of the lateral control and to produce and correct yaw by unreversed use of the directional control up to the time the aeroplane stalls.

4.2.2.2 The wings-level stall characteristics shall be demonstrated in flight as follows. Starting from a speed at least 18.5 km/h [10 knots] above the stall speed, the longitudinal control shall be pulled back so that the rate of speed reduction will not exceed 1.9 (km/h)/s [1 knot/s] until a stall is produced, as shown by either:

(1) An uncontrollable downward pitching motion of the aeroplane,

(2) A downward pitching motion of the aeroplane that results from the activation of a stall barrier device (for example, stick pusher activation), or

(3) The longitudinal control reaching the stop.

4.2.2.3 Normal use of longitudinal control for recovery is allowed after the downward pitching motion from 4.2.2.2(1) or 4.2.2.2(2) has unmistakably been produced, or the longitudinal control has been held against the stop for not less than the longer of 2 s or the time used in the minimum steady flight speed determination discussed in Specification F3179/F3179M.

4.2.2.4 During the entry into and the recovery from stalls performed below 7620 m [25 000 ft], it shall be possible to prevent more than 15° of roll or heading change by the normal use of controls.

4.2.2.5 For aeroplanes approved for a maximum operating altitude at or above 7620 m [25 000 ft], during the entry into and the recovery from stalls performed at or above 7620 m [25 000 ft], it shall be possible to prevent more than 25° of roll or heading change by the normal use of controls.

4.2.3 Controllable stall characteristics shall be determined in flight for Turning Flight and Accelerated Turning Stalls per the conditions outlined in 4.2.1.

4.2.3.1 Turning flight and accelerated turning stalls shall be demonstrated by establishing and maintaining a coordinated turn in a 30° bank. While maintaining this bank angle, the speed shall be steadily reduced with the longitudinal control until the aeroplane is stalled. The rate of speed reduction shall be constant and:

(1) For a turning flight stall, shall not exceed 1.9 (km/h)/s [1 knot/s], and

(2) For an accelerated turning stall, 5.6 to 9.3 (km/h)/s [3 to 5 knots/s].

4.2.3.2 After the aeroplane has stalled, as defined in 4.2.2.2, it shall be possible to regain wings-level flight by normal use of the flight controls but without increasing power and without:

(1) Excessive loss of altitude,

(2) Undue pitch-up,

(3) Exceeding a bank angle of 60° in the original direction of the turn or 30° in the opposite direction in the case of turning flight stalls,

(4) Exceeding a bank angle of 90° in the original direction of the turn or 60° in the opposite direction in the case of accelerated turning stalls,

(5) Exceeding the maximum permissible speed or allowable limit load factor.

4.3 *Stall Warning*—There shall be a clear and distinctive stall warning with the flaps and landing gear in any normal position in straight and turning flight.

4.3.1 The stall warning shall give clearly distinguishable indications under expected conditions of flight. The type of warning shall be the same for all normal configurations throughout the flight envelope of the aeroplane.

4.3.2 When the speed is reduced at rates not exceeding 1.9 (km/h)/s [1 knot/s], stall warning shall begin, in each normal configuration, at a speed exceeding the speed at which the stall is identified in accordance with 4.2.2.2 by not less than 9.3 km/h [5 knots] or 5 % calibrated airspeed (CAS), whichever is greater. Once initiated, stall warning shall continue until the angle of attack is reduced to approximately that at which stall warning began.

NOTE 3—For the purpose of compliance with this specification, angle of



attack can be measured directly or inferred through other measurements.

4.3.2.1 The stall warning system effectiveness score,  $S_{SW}$ , shall be determined based on the sum of the point value for installed stall warning equipment,  $X_{SW}$ . The maximum allowable point values for different implementations of stall warning are shown in **Table 2**. The performance values, indication options, and test methods for the stall warning equipment shall be proposed by the applicant in a manner acceptable to CAA.

NOTE 4—New standards are in development that will provide performance values, indication approaches, and test methods that will be acceptable to this standard in future revisions.

4.3.2.2 The Stall Warning Effectiveness Score is subject to the following limitations:

- (1)  $S_{SW}$  must be at least 50 for all aeroplanes;
- (2) If  $S_{SW}$  is greater than 100, then it shall be capped at a value of 100 for the purpose of compliance with other sections of this standard.

4.3.2.3 If more than one implementation in **Table 2** is used for the purposes of compliance with 4.3.2.2, each additional implementation must utilize a different sensory path.

4.3.3 For all aeroplanes other than Level 1, low-speed, single-engine aeroplanes with  $V_{SO} \leq 45$  knots, when following aeroplane flight manual (AFM) procedures, stall warning shall not occur during:

- (1) Takeoff with all engines operating,
- (2) Takeoff continued with one engine inoperative,
- (3) Approach to landing.

4.3.4 During turning and accelerated turning stalls required by 4.2.3.1, the stall warning shall begin sufficiently in advance of the stall for the stall to be averted by pilot action taken after the stall warning first occurs.

4.3.5 For aeroplanes approved for aerobatics, an artificial stall warning may be mutable provided:

- (1) The stall warning mute status is annunciated to the flight crew,
- (2) The stall warning is re-armed automatically prior to the next flight.

4.4 All single engine aeroplanes that are not approved for aerobatics shall not have a tendency to inadvertently depart controlled flight. Compliance to these requirements shall be found from the following alternatives. In all cases, maneuvers can be discontinued, and a normal recovery initiated, after a downward pitching motion of the aeroplane commences due to the activation of a stall barrier device (for example, stick pusher activation).

4.4.1 *Alternative 1*—All single engine aeroplanes may demonstrate compliance with 4.4, and yield 100 points for the Single Engine Departure Characteristics Score ( $S_{DC,SE}$ ) for compliance with 4.1.2, as follows:

4.4.1.1 During the stall maneuver contained in 4.2.2, the longitudinal control shall be pulled back and held against the stop. Then, using lateral and directional controls in the proper direction, it shall be possible to maintain wings-level flight within  $15^\circ$  of bank and to roll the aeroplane from a minimum of a  $30^\circ$  bank in one direction to a minimum of a  $30^\circ$  bank in the other direction.

(1) For aeroplanes approved for a maximum operating altitude at or above 7620 m [25 000 ft], compliance with 4.4.1.1 needs only to be shown at the lower altitudes used for stall characteristics testing.

4.4.1.2 Reduce the aeroplane speed using the longitudinal control at a rate of approximately 1.9 (km/h)/s [1 knot/s] until the longitudinal control reaches the stop.

(1) With the longitudinal control pulled back and held against the stop, apply full directional control until whichever of the following conditions occurs first:

- (a) Seven seconds, or
- (b) Through a  $360^\circ$  heading change, which shall take no fewer than 4 s.

(2) At the end of the maneuver, the aeroplane shall respond immediately and normally to primary flight controls applied to regain coordinated, unstalled flight without reversal of control effect and without exceeding the temporary control forces specified by Specification F3173/F3173M.

(3) The following conditions shall be used during the maneuver discussed in 4.4.1.2(1):

- (a) Full right and full left directional control,
- (b) Lateral control:
  - (1) Neutral,
  - (2) Fully deflected opposite of the direction of the turn;
  - (c) Power and aeroplane configuration set in accordance with 4.2.1 without change during the maneuver.

4.4.1.3 Compliance with 4.2.2 and 4.2.3 shall be demonstrated with the aeroplane in uncoordinated flight, corresponding to one ball-width displacement on a slip-skid indicator, unless one ball-width displacement cannot be obtained with full directional control, in which case the demonstration shall be with full directional control applied.

(1) For aeroplanes approved for a maximum operating altitude at or above 7620 m [25 000 ft], compliance with 4.4.1.3 needs only to be shown at the lower altitudes used for stall characteristics testing.

4.4.2 *Alternative 2*—The applicant may quantify the resistance of a single engine aeroplane to inadvertent departure from controlled flight by accomplishing a series of low-speed maneuvers and recovery procedures that include demonstration of recovery from non-coordinated stall maneuvers. Many of these maneuvers are similar to 4.4.1, but, for this Alternative, it may not be necessary to demonstrate resistance from departure to controlled flight for *all* conditions. Rather, summation of the unique conditions that are successfully resisted will yield a score for compliance with 4.1.2 as described below. Additionally, the maneuvers are re-organized as compared to

**TABLE 2 Stall Warning Implementation Point Values for Determining Stall Warning System Effectiveness Score**

Sensory Path	Description	$X_{SW}$
Aural	Constant tone	50
Aural	Interrupted tone	60
Aural	Synthetic voice	70
Tactile	Yoke or stick vibration	90
Visual	Visual indication independent of pilot focus	25
Visual	Visual indication in primary field of view	10

Alternative 1, to emphasize the purpose of the associated demonstration. Example tables of relevant permutations of these conditions are given in [Appendix X1](#).

4.4.2.1 Regardless of certification level, speed classification, number of engines, or ceiling, the applicant shall only use the configurations as required in [4.2.1](#) for Level 1 and Level 2, low-speed, single-engine aeroplanes, with a maximum operating altitude below 7620 m [25 000 ft], to comply with [4.4.2.2](#) and [4.4.2.3](#).

4.4.2.2 The applicant shall demonstrate the aeroplane's resistance to poor piloting technique through the following maneuvers:

(1) *Abused Stalls*—The wings-level stalls outlined in [4.2.2](#) and the unaccelerated turning stalls outlined in [4.2.3](#), with each condition duplicated with the directional control positioned at stall identification at a deflection that corresponds to the amount of deflection required to sustain 1 ball-width of lateral acceleration, unless one ball-width displacement cannot be obtained with full directional control, in which case the full directional control shall be applied;

(2) *Poorly Coordinated Accelerated Stalls*—The accelerated turning stalls outlined in [4.2.3](#), with each entry configuration duplicated with the directional control free of any pilot input throughout the entry.

4.4.2.3 The applicant shall demonstrate the aeroplane's post-stall controllability through the following maneuvers:

(1) *Post-Stall Lateral Controllability*—During the stall maneuvers required by [4.2.2](#), the longitudinal control shall be pulled back and held against the aft stop. Using properly coordinated lateral and directional controls, the aeroplane shall be rolled to a minimum of 30° bank in one direction, to a minimum of a 30° bank in the other direction, and back to wings-level flight, prior to normal stall recovery.

(2) *Lateral/Directional Control Balance*—The maneuvers and configurations described in [4.4.1.2](#), with the following modifications:

(a) Omission of the conditions with the lateral control fully deflected opposite of the direction of the turn,

(b) The lateral control may be used throughout the maneuver to prevent departure, provided that the lateral control does not reverse normal control effect or exceed the temporary control forces specified in Specification [F3173/F3173M](#).

NOTE 5—The use of the lateral control per [4.4.2.3\(2\)\(b\)](#) is not intended to allow for quasi-coordinated flight as a means to pass the maneuver. Rather, the intent is to simulate the response of the average pilot to resist excessive bank angles.

(3) In all cases, the maneuver may be discontinued, and a normal recovery initiated, if the aeroplane exhibits an uncontrollable downward pitching motion as described in [4.2.2.2\(1\)](#) or [4.2.2.2\(2\)](#). In such a case, the applicant shall utilize an approach acceptable to the local CAA to demonstrate post-stall controllability.

NOTE 6—Proposals are in development for alternate means of demonstrating post-stall controllability for aeroplanes that have limited longitudinal control as described in [4.4.2.3\(3\)](#). Future revisions of this standard will include those alternate approaches.

4.4.2.4 The aeroplane is considered to have *resisted* the maneuvers outlined in [4.4.2.2](#) and [4.4.2.3](#) if, for the particular unique condition tested, the following applies as appropriate:

(1) For the wings-level abused stall maneuvers of [4.4.2.2\(1\)](#), the aeroplane shall, without reversal of lateral or directional control effect, recover per the criteria in [4.2.2.3](#) and [4.2.2.4](#).

(2) For the abused turning stall maneuvers of [4.4.2.2\(1\)](#) and the poorly coordinated accelerated stall maneuvers of [4.4.2.2\(2\)](#), the aeroplane shall, without reversal of lateral or directional control effect, recover per the criteria in [4.2.3.2](#).

(3) For the post-stall lateral controllability maneuvers of [4.4.2.3\(1\)](#), the aeroplane shall be able to roll from a 30° bank, to the opposite 30° bank, and back to wings-level flight, without exceeding 45° of bank in the direction of the applied lateral control throughout the maneuver. Upon reaching wings level flight, the aeroplane must maintain  $\pm 15^\circ$  for at least 2 s prior to recovering from the stall. In all cases, the controls shall be manipulated without reversal of lateral or directional control effect;

(4) For the lateral/directional control balance maneuvers of [4.4.2.3\(2\)](#), the aeroplane shall respond immediately and normally to primary flight controls applied to regain coordinated, unstalled flight, without reversal of control effect for the lateral and directional controls, and without exceeding the temporary control forces specified by Specification [F3173/F3173M](#).

NOTE 7—For the purpose of this specification, “immediately and normally” can coincide to ¼ of a turn in an incipient spin.

4.4.2.5 If the aeroplane does not meet the criteria of [4.4.2.4](#) for any of unique conditions tested under [4.4.2.2](#) or [4.4.2.3](#), the aeroplane is considered to have *recovered* from the maneuver for the particular condition tested as follows:

(1) If the aeroplane enters a spin, after the controls are held in the position specified for the maneuver for the longer of one turn or 3 s after stall identification, if the aeroplane can recover to wings-level controlled flight in not more than one additional turn after initiation of the first control action for recovery, subject to the following conditions:

(a) The applicable airspeed limit and positive limit maneuvering load factors are not exceeded with respect to the aeroplane's current configuration;

(b) No control forces or characteristic encountered during the spin or recovery shall adversely affect prompt recovery; and

(c) For flaps-extended configurations, the flaps may be retracted during the recovery but not before rotation has ceased.

(2) If the aeroplane does not enter a spin, the aeroplane can recover to wings-level controlled flight with normal use of the controls subject to the following conditions:

(a) The applicable airspeed limit and positive limit maneuvering load factors are not exceeded with respect to the aeroplane's current configuration.

(b) No control forces or characteristic encountered during the recovery shall adversely affect prompt recovery; and

(c) No more than 366 m [1200 ft] of altitude is lost from the moment that the aeroplane fails the departure resistance criteria in [4.4.2.2](#) until controlled wings-level flight is resumed.

4.4.2.6 *Scoring*—The Single Engine Departure Characteristics Score ( $S_{DC,SE}$ ), shall be the product of 100 times the ratio of the number of unique conditions that pass the criteria in

4.4.2.4 to the total number of unique conditions tested in 4.4.2.2 and 4.4.2.3, rounded to the nearest whole number, meaning the score can be no greater than 100. The total score is subject to the following conditions:

(1) The minimum allowable score for the purposes of compliance with 4.1.2 is 50 (for example, the aeroplane must resist, per 4.4.2.4, at least 50 % of the unique conditions tested in 4.4.2.2 and 4.4.2.3);

(2) The aeroplane shall resist, per 4.4.2.4, or recover, per 4.4.2.5, for at least 95 % of the unique conditions tested in 4.4.2.1; or

(3) If the aeroplane cannot comply with 4.4.2.6(1) and 4.4.2.6(2), it shall have a Descent Arrest System installed that, as a minimum, meets the performance requirements in 4.7.3.2(2), in addition to other features discussed in 4.3 and 4.7, to meet the Low-Speed Flight Characteristics Score required by 4.1.2.

4.4.3 *Alternative 3*—Level 1, single-engine, low-speed aeroplanes, with  $V_{SO} \leq 45$  knots may comply with 4.4, and yield 100 points for the Single Engine Departure Characteristics Score ( $S_{DC,SE}$ ) for compliance with 4.1.2 as follows:

4.4.3.1 The aeroplane shall fly a series of maneuvers according to the entry procedures described in 4.2.2.2 and 4.2.3.1.

4.4.3.2 The aeroplane shall be configured as per 4.2.1, except that the configurations will be modified as follows:

(1) The aeroplane weight shall be 5 % more than the highest weight for which approval is requested;

(2) The aeroplane center of gravity shall be at least 3 % of the mean aerodynamic chord aft of the rearmost position for which approval is requested;

(3) The available longitudinal control up-travel is set 4° in excess of that to which the longitudinal control travel is to be limited for approval; and

(4) For aeroplanes that have independent lateral and directional controls, the lateral control travel set 7° in both directions, in excess of that to which the lateral control travel is to be limited for approval, or

(5) For aeroplanes with interconnected lateral and directional controls, the lateral-directional control travel set 7° in both directions, in excess of that to which the lateral-directional control travel is to be limited for approval.

4.4.3.3 The maneuvers specified in 4.4.3.1 shall continue until the longitudinal control reaches the aft stop. The aft stop shall be held for a period of 4 s with the following additional control inputs:

(1) For aeroplanes with independent lateral and directional controls:

(a) Lateral control neutral,

(b) Directional control full left and right; or

(2) For aeroplanes with interconnected lateral and directional controls, the lateral-directional control full left and full right, though the control may be neutralized if the aeroplane exceeds 60° of bank.

4.4.3.4 After the conditions of 4.4.3.3 have been met, it must be possible to regain wings-level flight according to the criteria in 4.2.2 for wings-level stalls, and 4.2.3 for turning and accelerated stalls.

4.5 All Level 1 and 2 multi-engine aeroplanes that are not approved for aerobatics shall not have a tendency to inadvertently depart controlled flight due to a critical loss of thrust. Compliance may be shown by one of the following three alternatives:

4.5.1 *Alternative 1*—Level 1 and 2 multiengine aeroplanes, regardless of speed classification or  $V_{SO}$ , that meet the climb gradient requirement described in *Climb after Partial Loss of Thrust* in Specification F3179/F3179M for Level 1 and 2, low-speed multiengine aeroplanes that do not meet the single-engine crashworthiness requirements, yield 100 points for the Multiengine Departure Characteristics Score ( $S_{DC,ME}$ ) for compliance with 4.1.2.

4.5.2 *Alternative 2*—Level 1 and 2 multiengine aeroplanes that have a  $V_{MC}$  defined by *Minimum Control Speed* in Specification F3179/F3179M such that  $V_{MC} < V_{S1}$ , yield 100 points for the Multiengine Departure Characteristics Score ( $S_{DC,ME}$ ) for compliance with 4.1.2.

4.5.3 *Alternative 3*—The applicant may incorporate an approach acceptable to the local CAA that may utilize aerodynamic design characteristics, systems-based protection features, or a combination thereof to lower the probability of departure from controlled flight after a critical loss of thrust to an acceptable level. The resulting Multiengine Departure Characteristics Score ( $S_{DC,ME}$ ) used for compliance in 4.1.2 shall be proposed by the applicant and accepted by the CAA, and must be at least 50 and no more than 100.

NOTE 8—Proposals are in development for alternate means of compliance with the parent requirement in 4.5. Future revisions of this standard will include those alternate approaches.

4.6 *Spinning*—Aeroplanes shall meet the following spin recovery requirements in each configuration for which approval for spinning is requested:

4.6.1 The aeroplane shall recover from any point in a spin up to and including six turns, or any greater number of turns for which certification is requested, in not more than one-and-one-half additional turns after initiation of the first control action for recovery. However, beyond three turns, the spin may be discontinued if spiral characteristics appear;

4.6.2 The applicable airspeed limits and limit maneuvering load factors shall not be exceeded. For flaps-extended configurations for which approval is requested, the flaps shall not be retracted during the recovery;

4.6.3 The aeroplane must be recoverable with any typical use of the flight or engine power controls either at the entry into or during the spin;

4.6.4 There shall be no characteristics during the spin (such as excessive rates of rotation or extreme oscillatory motion) that might prevent a successful recovery because of disorientation or incapacitation of the pilot;

4.6.5 If the applicant does not seek approval for spinning in all of the conditions specified in 4.2.1, then the aeroplane shall comply with 4.4 or 4.5 of this standard, as applicable for the conditions in 4.2.1 that are not approved for spinning.

4.7 *Safety-Enhancing Features*—The applicant may elect to install safety-enhancing features to make up for the shortfall in total score required from 4.1.2. The performance values,



indication approaches, and test methods for the systems shall be proposed by the applicant in a manner acceptable to CAA.

NOTE 9—New standards are in development that will provide performance values, indication options, and test methods that will be acceptable to this standard in future revisions.

4.7.1 *Enhanced Indication*—Enhanced indication systems are intended to provide additional information regarding the low-speed aeroplane control and performance state, beyond the requirements of the Flight Instrumentation described in Specification **F3061/F3061M** and the Markings and Placards described in Specification **F3117**. The maximum allowable point values,  $X_{EI}$  for various types of enhanced indication systems are given in **Table 3**.

4.7.1.1 The information defined in **Table 3** must be presented to the pilot in a manner acceptable to the local CAA, such as SAE ARP4102/7 (2.2). When applicable, acceptable display methods are given in Specification **F3117**. Additional suggested approaches are described in **Appendix X2** (soon to be one or more new work items).

4.7.1.2 The total enhanced indication feature score,  $S_{EI}$ , shall be the sum of all the features in **Table 3** for which the applicant wishes to take credit.

(1) If the applicant wishes to use multiple items from **Table 3** as Safety-Enhancing Features for compliance with 4.1.2, each system must be a unique “Type” (for example, the applicant cannot install two systems of type “Angle of Attack” and receive credit for both).

4.7.1.3 If an applicant wishes to install one or more of the items described in **Table 3**, but does not wish to declare such equipment as Safety-Enhancing Features for compliance with 4.1.2, then this equipment may be considered as non-required equipment for the purposes of compliance with Specification **F3061/F3061M**, and the resulting point value,  $X_{EI}$ , for the purposes of calculation of  $S_{EI}$  per 4.7.1.2 for that system is 0.

4.7.2 *Enhanced Envelope Awareness*—Enhanced envelope awareness systems (EEAS) are intended to provide effective control feedback when the flight crew provides control inputs that place the aeroplane in flight conditions that have reduced margin over loss-of-control. Stall barrier devices (such as stick pushers) and envelope-limiting control systems are not consid-

ered here; such devices may instead be used for compliance with the maneuvers in 4.2 and 4.4. The performance values, crew interface protocols, and test methods for any EEAS systems shall be proposed by the applicant in a manner acceptable to CAA. Suggested guidance for EEAS is given in **Appendix X3** (soon to be a new work item).

NOTE 10—New standards are in development that will provide performance values, crew interface protocols, and test methods that will be acceptable to this standard in future revisions.

4.7.2.1 The enhanced envelope awareness score,  $S_{EEA}$ , shall be the sum of

- (a) 5 points for a system that acts around the lateral control axis;
- (b) 15 points for a system that acts around the longitudinal control axis;
- (c) 10 points for a system that acts around the directional control axis;
- (d) 10 points for a system that acts along the thrust control axis;

4.7.2.2 If an applicant wishes to install one or more systems defined in 4.7.2.1, but does not wish to declare such equipment as Safety-Enhancing Features for compliance with 4.1.2, then this equipment can be considered as non-required equipment for the purposes of compliance with Specification **F3061/F3061M**.

4.7.3 *Descent Arrest Systems*—Descent arrest systems are intended to slow the descent of an aeroplane that has departed controlled flight, and place the aeroplane in an attitude and at an appropriate velocity such that the resulting impact with the ground does not violate the maximum impact loads specified in Specification **F3083/F3083M**.

4.7.3.1 The applicant shall determine, in a manner acceptable to the CAA, the following values:

- (a) The steady-state attitude and descent velocity with the descent arrest system deployed; and
- (b) The altitude lost from the onset of a one-turn spin (if possible) or other adverse deployment situation until the steady-state attitude and descent velocities are reached with the descent arrest system deployed.

4.7.3.2 The Descent Arrest System score,  $S_{DAS}$ , shall be:

- (1) 0 points if the altitude loss from 4.7.3.1 exceeds 366 m [1200 ft];
- (2) 10 points if altitude loss from 4.7.3.1 is no less than 244 m [800 ft] and no more than 366 m [1200 ft];
- (3)  $10+40(1-h_{loss}/244)$  if altitude loss from 4.7.3.1 is less than 244 m [800 ft], where  $h_{loss}$  is altitude loss in meters (score is  $10+40(1-h_{loss}/800)$  if  $h_{loss}$  is the altitude loss in feet).

4.7.4 The safety-enhancing feature score,  $S_{SEF}$ , shall be the sum of all installed equipment for which the applicant wishes to take credit, with the caveat that such systems will be part of the required equipment list for all approved types of operations. Hence, the total score is  $S_{SEF} = S_{EI} + S_{EEA} + S_{DAS}$ .

## 5. Keywords

5.1 airworthiness; flight; general aviation

**TABLE 3 Enhanced Indication System Options and Point Values**

Type	Description	$X_{EI}$
Angle of Attack	Angle of attack indication	5
Angle of Attack	Angle of attack indication with trend marker	7
Pitch Limit	Pitch limit indication displayed on attitude indication	5
Pitch Limit	Pitch limit indication displayed on attitude indication with trend marker	7
Dynamic Low-Speed Markings	Indicated airspeed markings that change with flight condition	10
Airspeed Trend	Indicated airspeed trend marker displayed on airspeed indication	5
Flight Path Marker	Flight path marker displayed on attitude indication	5
LOC Alert	Alert issued when loss of control likely within trend window	5

**APPENDIXES**
**(Nonmandatory Information)**
**X1. EXAMPLE PERMUTATIONS OF CONDITIONS USED TO COMPLY WITH 4.2 STALL CHARACTERISTICS AND 4.4 DEPARTURE CHARACTERISTICS (SINGLE ENGINE) FOR NOTIONAL AEROPLANES**

X1.1 This appendix develops a number of different tables of conditions that must be uniquely tested as part of the compliance with 4.2 of this standard, as well as the alternatives presented in 4.4 for single-engine aeroplanes, not approved for aerobatics. The column headers for each table assume the following, for now:

(1) No. – numeric identifier for series in that particular type of maneuver (Wings-Level stalls, etc.)

(2) Flaps – flap position. These tables assume three positions possible: Up, Maximum Takeoff (“Max TO”), and Landing. Per 4.2.1(1), for other than Level 1 and 2, low-speed, single-engine aeroplanes, other intermediate flap conditions need to be tested as well.

(3) Cowl Flaps – Cowl flap position as specified per 4.2.1(3).

(4) Speed Brakes – Speed brake position: “Ret/Ext or Auto,” meaning that if they have an effect on stall characteristics, this condition must be duplicated for retracted and extended. If they deploy automatically, then the system shall be armed and the maneuver does not need to be duplicated. Ref 4.2.1(4).

(5) Trim  $V_{S1}$  – trim setting, in terms of speed of multiples of  $V_{S1}$ , per 4.2.1(7).

(6) Power – “Off” per 4.2.1(5) and “On” per 4.2.1(6).

(7) Entry bank – If bank angle given (“Wings Level,” “Left 30 deg,” etc.) then the entry bank angle per the appropriate stall/departure resistance maneuver. If “Neutral,” “Full Left,” or “Full Right,” indicates position of lateral control.

(8) Ball – lateral acceleration, in terms of slip/skid indicator per instructions for the appropriate stall/departure resistance maneuver. If “Full Left” or “Full Right,” indicates that directional control is fully displaced. If “No Input,” indicates that no pilot input is made to the control.

(9) CG – center of gravity position. Currently “most adverse” for all cases per 4.2.1(10).

(10) Weight – aeroplane weight at start of maneuver. Currently “most adverse” for all cases per 4.2.1(9).

(11) Gear – landing gear up or down. For the low-speed L1 and L2 aeroplanes, uses the conditions as specified in 4.2.1(2)(a). For the others, 4.2.1(2)(b) notes that gear shall be “appropriate to phase of flight and altitude,” so the table only shows gear up for the flaps up and flaps at max takeoff condition.

(12) Altitude – Per 4.2.2.5, aeroplane with altitudes approved above 7620 m [25 000 ft] need to do some stall testing at altitude. “Low” means only at the appropriate lower altitude for testing. “Low/High” indicates the conditions that shall be tested at this “low” altitude as well as the “high” altitude, which AC-23-8C indicates shall be near the maximum altitude capability of the aeroplane. Hence, if “low/high” is present, that means the condition is duplicated at low and high altitude.

(13) Decel – deceleration rate of the maneuver. Generally 1 kt/sec for unaccelerated, and 3 to 5 kts/sec for accelerated configurations.

X1.2 All aeroplanes are required to demonstrate acceptable stall characteristics. These include wings-level stalls (4.2.2), turning stalls and accelerated turning stalls (4.2.3).

X1.2.1 The conditions applicable to wings-level stalls are given in Table X1.1 for Level 1 and Level 2, low-speed, single-engine aeroplanes, and in Table X1.2 for all other aeroplanes.

X1.2.2 The notional conditions for turning stalls and accelerated turning stalls are given in Table X1.3 for Level 1 and Level 2, low-speed, single-engine aeroplanes, and in Table X1.4 for all other aeroplanes.

X1.3 All single-engine aeroplanes, not approved for aerobatics, need to meet the departure characteristics criteria defined in 4.4. One option is to pass all of the conditions outlined by “Alternative 1” (4.4.1). As with the stall characteristics, there are several different maneuvers to be considered. These include enhanced maneuverability during the wings-level stall tests, per 4.4.1.1. These conditions will be

**TABLE X1.1 Notional Wings-Level Stall Conditions for Level 1 and Level 2, Low-Speed, Single Engine Aeroplanes (4.2.2, also appropriate for 4.4.1.1 and 4.4.2.3(1))**

No.	Flaps	Cowl Flaps	Speed Brakes	Trim $V_{S1}$	Power	Entry Bank	Ball	CG	Weight	Gear	Altitude	Decel
1	Up	Closed	Ret/Ext or Auto	1.5	On	Wings Level	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
2	Up	Closed	Ret/Ext or Auto	1.5	Off	Wings Level	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
3	Max TO	Open	Ret/Ext or Auto	1.3	On	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
4	Max TO	Open	Ret/Ext or Auto	1.3	Off	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
5	Full	Closed	Ret/Ext or Auto	1.3	On	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
6	Full	Closed	Ret/Ext or Auto	1.3	Off	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec



**TABLE X1.2 Notional Wings-Level Stall Conditions for All Other Aeroplanes (4.2.2, also appropriate for 4.4.1.1)**

No.	Flaps	Cowl Flaps	Speed Brakes	Trim $V_{S1}$	Power	Entry Bank	Ball	CG	Weight	Gear	Altitude	Decel
1	Up	Appropriate	Ret/Ext or Auto	1.5	On	Wings Level	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
2	Up	Appropriate	Ret/Ext or Auto	1.5	Off	Wings Level	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
3	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Wings Level	Centered	Most adverse	Most adverse	Up	Low	1 kt/sec
4	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Wings Level	Centered	Most adverse	Most adverse	Up	Low	1 kt/sec
5	Up	Appropriate	Ret/Ext or Auto	1.3	On	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
6	Up	Appropriate	Ret/Ext or Auto	1.3	Off	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
7	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
8	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
9	Full	Appropriate	Ret/Ext or Auto	1.3	On	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
10	Full	Appropriate	Ret/Ext or Auto	1.3	Off	Wings Level	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec

**TABLE X1.3 Notional Turning and Accelerated Stall Conditions for Level 1 and Level 2, Low-Speed, Single Engine Aeroplanes (4.2.3)**

No.	Flaps	Cowl Flaps	Speed Brakes	Trim $V_{S1}$	Power	Entry Bank	Ball	CG	Weight	Gear	Altitude	Decel
1	Up	Closed	Ret/Ext or Auto	1.5	On	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
2	Up	Closed	Ret/Ext or Auto	1.5	Off	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
3	Max TO	Open	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
4	Max TO	Open	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
5	Full	Closed	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
6	Full	Closed	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
7	Up	Closed	Ret/Ext or Auto	1.5	On	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
8	Up	Closed	Ret/Ext or Auto	1.5	Off	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
9	Max TO	Open	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
10	Max TO	Open	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
11	Full	Closed	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
12	Full	Closed	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
13	Up	Closed	Ret/Ext or Auto	1.5	On	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
14	Up	Closed	Ret/Ext or Auto	1.5	Off	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
15	Max TO	Open	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
16	Max TO	Open	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
17	Full	Closed	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
18	Full	Closed	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
19	Up	Closed	Ret/Ext or Auto	1.5	On	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
20	Up	Closed	Ret/Ext or Auto	1.5	Off	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
21	Max TO	Open	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
22	Max TO	Open	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
23	Full	Closed	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
24	Full	Closed	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec

**TABLE X1.4 Notional Turning and Accelerated Stall Conditions for Level 1 and Level 2, Low-Speed Single Engine Aeroplanes (4.2.3)**

No.	Flaps	Cowl Flaps	Speed Brakes	Trim $V_{S1}$	Power	Entry Bank	Ball	CG	Weight	Gear	Altitude	Decel
1	Up	Appropriate	Ret/Ext or Auto	1.5	On	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
2	Up	Appropriate	Ret/Ext or Auto	1.5	Off	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
3	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low	1 kt/sec
4	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low	1 kt/sec
5	Up	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
6	Up	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
7	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
8	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
9	Full	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
10	Full	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
11	Up	Appropriate	Ret/Ext or Auto	1.5	On	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
12	Up	Appropriate	Ret/Ext or Auto	1.5	Off	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	1 kt/sec
13	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low	1 kt/sec
14	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low	1 kt/sec
15	Up	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
16	Up	Appropriate	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
17	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
18	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
19	Full	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
20	Full	Appropriate	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	1 kt/sec
21	Up	Appropriate	Ret/Ext or Auto	1.5	On	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
22	Up	Appropriate	Ret/Ext or Auto	1.5	Off	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
23	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low	3–5 kt/sec
24	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Up	Low	3–5 kt/sec
25	Up	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
26	Up	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
27	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
28	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
29	Full	Appropriate	Ret/Ext or Auto	1.3	On	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
30	Full	Appropriate	Ret/Ext or Auto	1.3	Off	Left 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
31	Up	Appropriate	Ret/Ext or Auto	1.5	On	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
32	Up	Appropriate	Ret/Ext or Auto	1.5	Off	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low/High	3–5 kt/sec
33	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low	3–5 kt/sec
34	Max TO	Appropriate	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Up	Low	3–5 kt/sec
35	Up	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
36	Up	Appropriate	Ret/Ext or Auto	1.3	Off	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec
37	Max TO	Appropriate	Ret/Ext or Auto	1.3	On	Right 30 deg	Centered	Most adverse	Most adverse	Down	Low	3–5 kt/sec