

From: 
To: 
Cc: 
Subject: NTSB Request 22-249
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Hi Aaron,

This is in response to NTSB Request 22-249. The NTSB requested information regarding interpretation/clarification on the FAA's position to aircraft certified under the Civil Air Regulations, part 3 (CAR 3) versus Title 14, Code of Federal Regulations (14 CFR) part 23 and any requirement for stall/spin recovery techniques to be contained in POH. The 690C/D and subsequent model POH's contain these procedures, the 690A/B models do not contain the procedures.

The accident airplane, a Rockwell International 690B, was certificated under CAR 3 for Normal Category operations. Per CAR 3.20(a)(1), this means the airplane was intended for non-acrobatic, non-scheduled passenger, and non-scheduled cargo operations. Under this operational category, there are no requirements for inclusion of spin recovery procedures in the Pilot's Operating Handbook (POH) for either CAR 3 or 14 CFR part 23 regulations. However, there is a requirement that all Normal Category airplanes, regardless of weight, shall be placarded against spins. This requirement originated in CAR 3.769(a), amendment 3-1, continued through to 14 CFR 23.1567(a), amendment 23-63, and remains in 14 CFR 23.1610(a), amendment 23-64^[1] (latest amendment) and associated consensus standards.

Some Normal Category airplanes have a placard describing the control inputs required for recovery from spinning maneuvers (CAR 3.769(b)(c); 14 CFR 23.1567(b)(c); 14 CFR 23.2610(a)); however, these placards are only required for Utility and Acrobatic category airplanes and there are no regulatory requirements to include these procedures in the POH.

It is unclear why the Rockwell International 690C/D have spin recovery procedures in the POH, where the 690A/B do not. Both CAR 3 and 14 CFR part 23 have regulations stating the POH shall contain information concerning normal and emergency procedures and other pertinent information pertaining to the airplane's operating characteristics, which are necessary for safe operation (CAR 3.779; 14 CFR 23.1585(a), amendment 23-63; 14 CFR 23.1620(a)(5), amendment 23-64). Guidance from General Aviation Manufacturers Association (GAMA) Specification 1, "Specification for Pilot's Operating Handbook," § 3.9(h), suggests that it is largely up to the applicant's discretion as to the inclusion of spin recovery procedures for multi-engine airplanes in the POH.

In summary, there have never been requirements under CAR 3 or 14 CFR part 23 for inclusion of spin recovery procedures in the POH. However, Normal Category airplanes must be placarded against spins and Utility and Acrobatic category airplanes must have a placard detailing spin recovery procedures. For multi-engine airplanes, GAMA guidance suggests that inclusion of spin recovery procedures is at the option of the manufacturer.

[1] Amendment 23-64 reorganized part 23 into performance-based airworthiness standards.

Have a great afternoon.

Anne

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[1] Amendment 23-64 reorganized part 23 into performance-based airworthiness standards.