§ 25.609 Protection of structure.

(c) No self-locking nut may be used on any bolt subject to rotation in operation unless a nonfriction locking device is used in addition to the self-locking device.

[Amdt. 25–23, 35 FR 5674, Apr. 8, 1970]

§ 25.609 Protection of structure.

Each part of the structure must—

(a) Be suitably protected against deterioration or loss of strength in service due to any cause, including—

(1) Weathering;
(2) Corrosion; and
(3) Abrasion; and

(b) Have provisions for ventilation and drainage where necessary for protection.

§ 25.611 Accessibility provisions.

(a) Means must be provided to allow inspection (including inspection of principal structural elements and control systems), replacement of parts normally requiring replacement, adjustment, and lubrication as necessary for continued airworthiness. The inspection means for each item must be practicable for the inspection interval for the item. Nondestructive inspection aids may be used to inspect structural elements where it is impracticable to provide means for direct visual inspection if it is shown that the inspection is effective and the inspection procedures are specified in the maintenance manual required by § 25.1529.

(b) EWIS must meet the accessibility requirements of § 25.1719.


§ 25.613 Material strength properties and material design values.

(a) Material strength properties must be based on enough tests of material meeting approved specifications to establish design values on a statistical basis.

(b) Material design values must be chosen to minimize the probability of structural failures due to material variability. Except as provided in paragraphs (e) and (f) of this section, compliance must be shown by selecting material design values which assure material strength with the following probability:

(1) Where applied loads are eventually distributed through a single member within an assembly, the failure of which would result in loss of structural integrity of the component, 99 percent probability with 95 percent confidence.

(2) For redundant structure, in which the failure of individual elements would result in applied loads being safely distributed to other load carrying members, 90 percent probability with 95 percent confidence.

(c) The effects of environmental conditions, such as temperature and moisture, on material design values used in an essential component or structure must be considered where these effects are significant within the airplane operating envelope.

(d) [Reserved]

(e) Greater material design values may be used if a “premium selection” of the material is made in which a specimen of each individual item is tested before use to determine that the actual strength properties of that particular item will equal or exceed those used in design.

(f) Other material design values may be used if approved by the Administrator.


§ 25.619 Special factors.

The factor of safety prescribed in § 25.303 must be multiplied by the highest pertinent special factor of safety prescribed in §§ 25.621 through 25.625 for each part of the structure whose strength is—

(a) Uncertain;

(b) Likely to deteriorate in service before normal replacement; or

(c) Subject to appreciable variability because of uncertainties in manufacturing processes or inspection methods.


§ 25.621 Casting factors.

(a) General. The factors, tests, and inspections specified in paragraphs (b)
through (d) of this section must be applied in addition to those necessary to establish foundry quality control. The inspections must meet approved specifications. Paragraphs (c) and (d) of this section apply to any structural castings except castings that are pressure tested as parts of hydraulic or other fluid systems and do not support structural loads.

(b) **Bearing stresses and surfaces.** The casting factors specified in paragraphs (c) and (d) of this section—
(1) Need not exceed 1.25 with respect to bearing stresses regardless of the method of inspection used; and
(2) Need not be used with respect to the bearing surfaces of a part whose bearing factor is larger than the applicable casting factor.

(c) **Critical castings.** For each casting whose failure would preclude continued safe flight and landing of the airplane or result in serious injury to occupants, the following apply:
(1) Each critical casting must—
   (i) Have a casting factor of not less than 1.25; and
   (ii) Receive 100 percent inspection by visual, radiographic, and magnetic particle or penetrant inspection methods or approved equivalent nondestructive inspection methods.
(2) For each critical casting with a casting factor less than 1.50, three sample castings must be static tested and shown to meet—
   (i) The strength requirements of §25.305 at an ultimate load corresponding to a casting factor of 1.25; and
   (ii) The deformation requirements of §25.305 at a load of 1.15 times the limit load.
(3) Examples of these castings are structural attachment fittings, parts of flight control systems, control surface hinges and balance weight attachments, seat, berth, safety belt, and fuel and oil tank supports and attachments, and cabin pressure valves.

(d) **Noncritical castings.** For each casting other than those specified in paragraph (c) of this section, the following apply:
(1) Except as provided in paragraphs (d)(2) and (3) of this section, the casting factors and corresponding inspections must meet the following table:

<table>
<thead>
<tr>
<th>Casting factor</th>
<th>Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.0 or more</td>
<td>100 percent visual.</td>
</tr>
<tr>
<td>Less than 2.0 but more than 1.5</td>
<td>100 percent visual, magnetic particle or penetrant or equivalent nondestructive inspection methods.</td>
</tr>
<tr>
<td>1.25 through 1.50</td>
<td>100 percent visual, magnetic particle or penetrant, and radiographic, or approved equivalent nondestructive inspection methods.</td>
</tr>
</tbody>
</table>

(2) The percentage of castings inspected by nonvisual methods may be reduced below that specified in paragraph (d)(1) of this section when an approved quality control procedure is established.
(3) For castings procured to a specification that guarantees the mechanical properties of the material in the casting and provides for demonstration of these properties by test of coupons cut from the castings on a sampling basis—
   (i) A casting factor of 1.0 may be used; and
   (ii) The castings must be inspected as provided in paragraph (d)(1) of this section for casting factors of “1.25 through 1.50” and tested under paragraph (c)(2) of this section.

§ 25.623 **Bearing factors.**
(a) Except as provided in paragraph (b) of this section, each part that has clearance (free fit), and that is subject to pounding or vibration, must have a bearing factor large enough to provide for the effects of normal relative motion.
(b) No bearing factor need be used for a part for which any larger special factor is prescribed.

§ 25.625 **Fitting factors.**
For each fitting (a part or terminal used to join one structural member to another), the following apply:
(a) For each fitting whose strength is not proven by limit and ultimate load tests in which actual stress conditions are simulated in the fitting and surrounding structures, a fitting factor of at least 1.15 must be applied to each part of—
   (1) The fitting;
   (2) The means of attachment; and
   (3) The bearing on the joined members. Corresponding inspections must meet the following table:

(b) No fitting factor need be used—