§ 25.723 Shock absorption tests.

(a) The analytical representation of the landing gear dynamic characteristics that is used in determining the landing loads must be validated by energy absorption tests. A range of tests must be conducted to ensure that the analytical representation is valid for the design conditions specified in §25.473.

(i) The configurations subjected to energy absorption tests at limit design conditions must include at least the design landing weight or the design takeoff weight, whichever produces the greater value of landing impact energy.

(ii) The test attitude of the landing gear unit and the application of appropriate drag loads during the test must simulate the airplane landing conditions in a manner consistent with the development of rational or conservative limit loads.

(b) The landing gear may not fail in a test, demonstrating its reserve energy absorption capacity, simulating a descent velocity of 12 f.p.s. at design landing weight, assuming airplane lift not greater than airplane weight acting during the landing impact.

(c) In lieu of the tests prescribed in this section, changes in previously approved design weights and minor changes in design may be substantiated by analyses based on previous tests conducted on the same basic landing gear system that has similar energy absorption characteristics.


§§ 25.725–25.727 [Reserved]
mechanical systems in a manner that prevents an erroneous indication of "down and locked" if the landing gear is not in a fully extended position, or of "up and locked" if the landing gear is not in the fully retracted position. The switches may be located where they are operated by the actual landing gear locking latch or device.

(2) The flightcrew must be given an aural warning that functions continuously, or is periodically repeated, if a landing is attempted when the landing gear is not locked down.

(3) The warning must be given in sufficient time to allow the landing gear to be locked down or a go-around to be made.

(4) There must not be a manual shut-off means readily available to the flightcrew for the warning required by paragraph (e)(2) of this section such that it could be operated instinctively, inadvertently, or by habitual reflexive action.

(5) The system used to generate the aural warning must be designed to eliminate false or inappropriate alerts.

(6) Failures of systems used to inhibit the landing gear aural warning, that would prevent the warning system from operating, must be improbable.

(f) Protection of equipment in wheel wells. Equipment that is essential to safe operation of the airplane and that is located in wheel wells must be protected from the damaging effects of—

(1) A bursting tire, unless it is shown that a tire cannot burst from overheat; and

(2) A loose tire tread, unless it is shown that a loose tire tread cannot cause damage.

§ 25.731 Wheels.

(a) Each main and nose wheel must be approved.

(b) The maximum static load rating of each wheel may not be less than the corresponding static ground reaction with—

(1) Design maximum weight; and

(2) Critical center of gravity.

(c) The maximum limit load rating of each wheel must equal or exceed the maximum radial limit load determined under the applicable ground load requirements of this part.

(d) Overpressure burst prevention. Means must be provided in each wheel to prevent wheel failure and tire burst that may result from excessive pressurization of the wheel and tire assembly.

(e) Braked wheels. Each braked wheel must meet the applicable requirements of §25.735.

§ 25.733 Tires.

(a) Each wheel axle is fitted with a single wheel and tire assembly, the wheel must be fitted with a suitable tire of proper fit with a speed rating approved by the Administrator that is not exceeded under critical conditions and with a load rating approved by the Administrator that is not exceeded under—

(1) The loads on the main wheel tire, corresponding to the most critical combination of airplane weight (up to maximum weight) and center of gravity position, and

(2) The loads corresponding to the ground reactions in paragraph (b) of this section, on the nose wheel tire, except as provided in paragraphs (b)(2) and (b)(3) of this section.

(b) The applicable ground reactions for nose wheel tires are as follows:

(1) The static ground reaction for the tire corresponding to the most critical combination of airplane weight (up to maximum ramp weight) and center of gravity position with a force of 1.0g acting downward at the center of gravity. This load may not exceed the load rating of the tire.

(2) The ground reaction of the tire corresponding to the most critical combination of airplane weight (up to maximum landing weight) and center of gravity position with forces of 1.0g downward and 0.31g forward acting at the center of gravity. The reactions in this case must be distributed to the nose and main wheels by the principles of statics with a drag reaction equal to 0.31 times the vertical load at each wheel with brakes