(2) The deformations involved are fully accounted for in the analysis; or

(3) The methods and assumptions used are sufficient to cover the effects of these deformations.

(c) Where structural flexibility is such that any rate of load application likely to occur in the operating conditions might produce transient stresses appreciably higher than those corresponding to static loads, the effects of this rate of application must be considered.

(d) [Reserved]

(e) The airplane must be designed to withstand any vibration and buffeting that might occur in any likely operating condition up to V_D/M_D, including stall and probable inadvertent excursions beyond the boundaries of the buffet onset envelope. This must be shown by analysis, flight tests, or other tests found necessary by the Administrator.

(f) Unless shown to be extremely improbable, the airplane must be designed to withstand any forced structural vibration resulting from any failure, malfunction or adverse condition in the flight control system. These must be considered limit loads and must be investigated at airspeeds up to V_C/M_C.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–54, 45 FR 60172, Sept. 11, 1980; Amdt. 25–77, 57 FR 28949, June 29, 1992; Amdt. 25–86, 61 FR 5220, Feb. 9, 1996]

§ 25.307 Proof of structure.

(a) Compliance with the strength and deformation requirements of this subpart must be shown for each critical loading condition. Structural analysis may be used only if the structure conforms to that for which experience has shown this method to be reliable. The Administrator may require ultimate load tests in cases where limit load tests may be inadequate.

(b)–(c) [Reserved]

(d) When static or dynamic tests are used to show compliance with the requirements of § 25.305(b) for flight structures, appropriate material correction factors must be applied to the test results, unless the structure, or part thereof, being tested has features such that a number of elements contribute to the total strength of the structure and the failure of one element results in the redistribution of the load through alternate load paths.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–54, 45 FR 60172, Sept. 11, 1980; Amdt. 25–72, 55 FR 29775, July 20, 1990]

FLIGHT LOADS

§ 25.321 General.

(a) Flight load factors represent the ratio of the aerodynamic force component (acting normal to the assumed longitudinal axis of the airplane) to the weight of the airplane. A positive load factor is one in which the aerodynamic force acts upward with respect to the airplane.

(b) Considering compressibility effects at each speed, compliance with the flight load requirements of this subpart must be shown—

(1) At each critical altitude within the range of altitudes selected by the applicant;

(2) At each weight from the design minimum weight to the design maximum weight appropriate to each particular flight load condition; and

(3) For each required altitude and weight, for any practicable distribution of disposable load within the operating limitations recorded in the Airplane Flight Manual.

(c) Enough points on and within the boundaries of the design envelope must be investigated to ensure that the maximum load for each part of the airplane structure is obtained.

(d) The significant forces acting on the airplane must be placed in equilibrium in a rational or conservative manner. The linear inertia forces must be considered in equilibrium with the thrust and all aerodynamic loads, while the angular (pitching) inertia forces must be considered in equilibrium with thrust and all aerodynamic moments, including moments due to loads on components such as tail surfaces and nacelles. Critical thrust values in the range from zero to maximum continuous thrust must be considered.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–86, 61 FR 5220, Feb. 9, 1996]

FLIGHT MANEUVER AND GUST
CONDITIONS

§ 25.331 Symmetric maneuvering conditions.

(a) *Procedure.* For the analysis of the maneuvering flight conditions specified in paragraphs (b) and (c) of this section, the following provisions apply:

(1) Where sudden displacement of a control is specified, the assumed rate of control surface displacement may not be less than the rate that could be applied by the pilot through the control system.

(2) In determining elevator angles and chordwise load distribution in the maneuvering conditions of paragraphs (b) and (c) of this section, the effect of corresponding pitching velocities must be taken into account. The in-trim and out-of-trim flight conditions specified in § 25.255 must be considered.

(b) *Maneuvering balanced conditions.* Assuming the airplane to be in equilibrium with zero pitching acceleration, the maneuvering conditions A through I on the maneuvering envelope in § 25.333(b) must be investigated.

(c) *Pitch maneuver conditions.* The conditions specified in paragraphs (c)(1) and (2) of this section must be investigated. The movement of the pitch control surfaces may be adjusted to take into account limitations imposed by the maximum pilot effort specified by § 25.397(b), control system stops and any indirect effect imposed by limitations in the output side of the control system (for example, stalling torque or maximum rate obtainable by a power control system.)

(1) *Maximum pitch control displacement at V_A.* The airplane is assumed to be flying in steady level flight (point A_1, § 25.333(b)) and the cockpit pitch control is suddenly moved to obtain extreme nose up pitching acceleration. In defining the tail load, the response of the airplane must be taken into account. Airplane loads that occur subsequent to the time when normal acceleration at the c.g. exceeds the positive limit maneuvering load factor (at point A_2 in § 25.333(b)), or the resulting tailplane normal load reaches its maximum, whichever occurs first, need not be considered.

(2) *Specified control displacement.* A checked maneuver, based on a rational pitching control motion vs. time profile, must be established in which the design limit load factor specified in § 25.337 will not be exceeded. Unless lesser values cannot be exceeded, the airplane response must result in pitching accelerations not less than the following:

(i) A positive pitching acceleration (nose up) is assumed to be reached concurrently with the airplane load factor of 1.0 (Points A_1 to D_1, § 25.333(b)). The positive acceleration must be equal to at least

$$\frac{39n}{V}(n-1.5), \left(\text{Radians/sec.}^2\right)$$

where—

n is the positive load factor at the speed under consideration, and V is the airplane equivalent speed in knots.

(ii) A negative pitching acceleration (nose down) is assumed to be reached concurrently with the positive maneuvering load factor (points A_2 to D_2, § 25.333(b)). This negative pitching acceleration must be equal to at least

$$\frac{-26n}{v}(n-1.5), \left(\text{Radians/sec.}^2\right)$$

where—