

drag device positions programmed or allowed by the automatic means must be used for design.

[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; Amdt. 25-91, 62 FR 40704, July 29, 1997]

§ 25.337 Limit maneuvering load factors.

(a) Except where limited by maximum (static) lift coefficients, the airplane is assumed to be subjected to symmetrical maneuvers resulting in the limit maneuvering load factors prescribed in this section. Pitching velocities appropriate to the corresponding pull-up and steady turn maneuvers must be taken into account.

(b) The positive limit maneuvering load factor n for any speed up to V_n may not be less than $2.1+24,000/(W+10,000)$ except that n may not be less than 2.5 and need not be greater than 3.8—where W is the design maximum takeoff weight.

(c) The negative limit maneuvering load factor—

(1) May not be less than -1.0 at speeds up to V_C ; and

(2) Must vary linearly with speed from the value at V_C to zero at V_D .

(d) Maneuvering load factors lower than those specified in this section may be used if the airplane has design features that make it impossible to exceed these values in flight.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5672, Apr. 8, 1970]

§ 25.341 Gust and turbulence loads.

(a) *Discrete Gust Design Criteria.* The airplane is assumed to be subjected to symmetrical vertical and lateral gusts in level flight. Limit gust loads must be determined in accordance with the provisions:

(1) Loads on each part of the structure must be determined by dynamic analysis. The analysis must take into account unsteady aerodynamic characteristics and all significant structural degrees of freedom including rigid body motions.

(2) The shape of the gust must be:

$$U = \frac{U_{ds}}{2} \left[1 - \cos \left(\frac{\pi s}{H} \right) \right]$$

for $0 \leq s \leq 2H$

where—

s —distance penetrated into the gust (feet);

U_{ds} —the design gust velocity in equivalent airspeed specified in paragraph (a)(4) of this section; and

H —the gust gradient which is the distance (feet) parallel to the airplane's flight path for the gust to reach its peak velocity.

(3) A sufficient number of gust gradient distances in the range 30 feet to 350 feet must be investigated to find the critical response for each load quantity.

(4) The design gust velocity must be:

$$U_{ds} = U_{ref} F_g \left(\frac{H}{350} \right)^{1/6}$$

where—

U_{ref} —the reference gust velocity in equivalent airspeed defined in paragraph (a)(5) of this section.

F_g —the flight profile alleviation factor defined in paragraph (a)(6) of this section.

(5) The following reference gust velocities apply:

(i) At the airplane design speed V_C : Positive and negative gusts with reference gust velocities of 56.0 ft/sec EAS must be considered at sea level. The reference gust velocity may be reduced linearly from 56.0 ft/sec EAS at sea level to 44.0 ft/sec EAS at 15000 feet. The reference gust velocity may be further reduced linearly from 44.0 ft/sec EAS at 15000 feet to 26.0 ft/sec EAS at 50000 feet.

(ii) At the airplane design speed V_D : The reference gust velocity must be 0.5 times the value obtained under § 25.341(a)(5)(i).

(6) The flight profile alleviation factor, F_g , must be increased linearly from the sea level value to a value of 1.0 at the maximum operating altitude defined in § 25.1527. At sea level, the flight profile alleviation factor is determined by the following equation:

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$$F_g = 0.5(F_{gz} + F_{gm})$$

Where:

$$F_{gz} = 1 - \frac{Z_{mo}}{250000};$$

$$F_{gm} = \sqrt{R_2 \tan\left(\frac{\pi R_1}{4}\right)};$$

$$R_1 = \frac{\text{Maximum Landing Weight}}{\text{Maximum Take-off Weight}};$$

$$R_2 = \frac{\text{Maximum Zero Fuel Weight}}{\text{Maximum Take-off Weight}};$$

Z_{mo} =Maximum operating altitude defined in §25.1527.

(7) When a stability augmentation system is included in the analysis, the effect of any significant system nonlinearities should be accounted for when deriving limit loads from limit gust conditions.

(b) *Continuous Gust Design Criteria.* The dynamic response of the airplane to vertical and lateral continuous turbulence must be taken into account. The continuous gust design criteria of appendix G of this part must be used to establish the dynamic response unless more rational criteria are shown.

[Doc. No. 27902, 61 FR 5221, Feb. 9, 1996; 61 FR 9533, Mar. 8, 1996]

§ 25.343 Design fuel and oil loads.

(a) The disposable load combinations must include each fuel and oil load in the range from zero fuel and oil to the selected maximum fuel and oil load. A structural reserve fuel condition, not exceeding 45 minutes of fuel under the operating conditions in §25.1001(e) and (f), as applicable, may be selected.

(b) If a structural reserve fuel condition is selected, it must be used as the minimum fuel weight condition for showing compliance with the flight load requirements as prescribed in this subpart. In addition—

(1) The structure must be designed for a condition of zero fuel and oil in the wing at limit loads corresponding to—

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(i) A maneuvering load factor of +2.25; and

(ii) The gust conditions of §25.341(a) but assuming 85% of the design velocities prescribed in §25.341(a)(4).

(2) Fatigue evaluation of the structure must account for any increase in operating stresses resulting from the design condition of paragraph (b)(1) of this section; and

(3) The flutter, deformation, and vibration requirements must also be met with zero fuel.

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§ 25.345 High lift devices.

(a) If wing flaps are to be used during takeoff, approach, or landing, at the design flap speeds established for these stages of flight under §25.335(e) and with the wing flaps in the corresponding positions, the airplane is assumed to be subjected to symmetrical maneuvers and gusts. The resulting limit loads must correspond to the conditions determined as follows:

(1) Maneuvering to a positive limit load factor of 2.0; and

(2) Positive and negative gusts of 25 ft/sec EAS acting normal to the flight path in level flight. Gust loads resulting on each part of the structure must be determined by rational analysis. The analysis must take into account the unsteady aerodynamic characteristics and rigid body motions of the aircraft. The shape of the gust must be as described in §25.341(a)(2) except that—

U_{ds} =25 ft/sec EAS;

H =12.5 c ; and

c =mean geometric chord of the wing (feet).

(b) The airplane must be designed for the conditions prescribed in paragraph (a) of this section, except that the airplane load factor need not exceed 1.0, taking into account, as separate conditions, the effects of—

(1) Propeller slipstream corresponding to maximum continuous power at the design flap speeds V_F , and with takeoff power at not less than 1.4 times the stalling speed for the particular flap position and associated maximum weight; and