§ 25.235 Taxiing condition.

The shock absorbing mechanism may not damage the structure of the airplane when the airplane is taxied on the roughest ground that may reasonably be expected in normal operation.

§ 25.237 Wind velocities.

(a) For land planes and amphibians, the following applies:

1. A 90-degree cross component of wind velocity, demonstrated to be safe for takeoff and landing, must be established for dry runways and must be at least 20 knots or 0.2 V\text{SR0}, whichever is greater, except that it need not exceed 25 knots.

2. The crosswind component for takeoff established without ice accretions is valid in icing conditions.

3. The landing crosswind component must be established for:

   i. Non-icing conditions, and

   ii. Icing conditions with the landing ice accretion defined in appendix C.

(b) For seaplanes and amphibians, the following applies:

1. A 90-degree cross component of wind velocity, up to which takeoff and landing is safe under all water conditions that may reasonably be expected in normal operation, must be established and must be at least 20 knots or 0.2 V\text{SR0}, whichever is greater, except that it need not exceed 25 knots.

2. A wind velocity, for which taxiing is safe in any direction under all water conditions that may reasonably be expected in normal operation, must be established and must be at least 20 knots or 0.2 V\text{SR0}, whichever is greater, except that it need not exceed 25 knots.

3. In the water conditions of paragraph (b) of this section, and in the corresponding wind conditions, the seaplane or amphibian must be able to drift for five minutes with engines inoperative, aided, if necessary, by a sea anchor.

MISCELLANEOUS FLIGHT REQUIREMENTS

§ 25.251 Vibration and buffeting.

(a) The airplane must be demonstrated in flight to be free from any vibration and buffeting that would prevent continued safe flight in any likely operating condition.

(b) Each part of the airplane must be demonstrated in flight to be free from excessive vibration under any appropriate speed and power conditions up to V\text{DF}M\text{DF}. The maximum speeds shown must be used in establishing the operating limitations of the airplane in accordance with §25.1505.