Federal Aviation Administration, DOT § 23.395

(2) All possible combinations of the following—
(i) A yaw velocity of 2.5 radians per second;
(ii) A pitch velocity of 1.0 radian per second;
(iii) A normal load factor of 2.5; and
(iv) Maximum continuous thrust.

(b) For airplanes approved for aerobatic maneuvers, each engine mount and its supporting structure must meet the requirements of paragraph (a) of this section and be designed to withstand the load factors expected during combined maximum yaw and pitch velocities.

c) For airplanes certificated in the commuter category, each engine mount and its supporting structure must meet the requirements of paragraph (a) of this section and the gust conditions specified in § 23.341 of this part.

[Doc. No. 27805, 61 FR 5145, Feb. 9, 1996]

§ 23.393 Speed control devices.

If speed control devices (such as spoilers and drag flaps) are incorporated for use in enroute conditions—
(a) The airplane must be designed for the symmetrical maneuvers and gusts prescribed in §§ 23.333, 23.337, and 23.341, and the yawing maneuvers and lateral gusts in §§ 23.441 and 23.443, with the device extended at speeds up to the placard device extended speed; and
(b) If the device has automatic operating or load limiting features, the airplane must be designed for the maneuvers and gust conditions prescribed in paragraph (a) of this section at the speeds and corresponding device positions that the mechanism allows.

[Amdt. 23–7, 34 FR 13089, Aug. 13, 1969]

CONTROL SURFACE AND SYSTEM LOADS

§ 23.391 Control surface loads.

The control surface loads specified in §§ 23.397 through 23.459 are assumed to occur in the conditions described in §§ 23.331 through 23.331.