§ 25.367 Unsymmetrical loads due to engine failure.

(a) The airplane must be designed for the unsymmetrical loads resulting from the failure of the critical engine. Turbopropeller airplanes must be designed for the following conditions in combination with a single malfunction of the propeller drag limiting system, considering the probable pilot corrective action on the flight controls:

(1) At speeds between $V_{MC}$ and $V_{D}$, the loads resulting from power failure because of fuel flow interruption are considered to be limit loads.

(2) At speeds between $V_{MC}$ and $V_{C}$, the loads resulting from the disconnection of the engine compressor from the turbine or from loss of the turbine blades are considered to be ultimate loads.

(b) If speed control devices (such as spoilers and drag flaps) are installed for use in en route conditions—

(1) The airplane must be designed for the symmetrical maneuvers prescribed in §25.333 and §25.337, the yawing maneuvers prescribed in §25.333, and the vertical and later gust conditions prescribed in §25.341(a), at each setting and the maximum speed associated with that setting; and

(2) If the device has automatic operating or load limiting features, the airplane must be designed for the maneuver and gust conditions prescribed in paragraph (a) of this section, at the