§ 25.427  Unsymmetrical loads.

(a) In designing the airplane for lateral gust, yaw maneuver and roll maneuver conditions, account must be taken of unsymmetrical loads on the empennage arising from effects such as slipstream and aerodynamic interference with the wing, vertical fin and other aerodynamic surfaces.

(b) The horizontal tail must be assumed to be subjected to unsymmetrical loading conditions determined as follows:

(1) 100 percent of the maximum loading from the symmetrical maneuver conditions of §25.331 and the vertical gust conditions of §25.341(a) acting separately on the surface on one side of the plane of symmetry; and

(2) 80 percent of these loadings acting on the other side.

(c) For empennage arrangements where the horizontal tail surfaces have dihedral angles greater than plus or minus 10 degrees, or are supported by the vertical tail surfaces, the surfaces and the supporting structure must be designed for critical loads occurring in the conditions prescribed in §25.345, accounting for the loads occurring during transition from one flap position and airspeed to another.

§ 25.457  Wing flaps.

Wing flaps, their operating mechanisms, and their supporting structures must be designed for critical loads occurring in the conditions prescribed in §25.345, accounting for the loads occurring during transition from one flap position and airspeed to another.

§ 25.459  Special devices.

The loading for special devices using aerodynamic surfaces (such as slots, slats and spoilers) must be determined from test data.

§ 25.471  General.

(a) Loads and equilibrium. For limit ground loads—

(1) Limit ground loads obtained under this subpart are considered to be external forces applied to the airplane structure; and

(2) In each specified ground load condition, the external loads must be placed in equilibrium with the linear and angular inertia loads in a rational or conservative manner.

(b) Critical centers of gravity. The critical centers of gravity within the range for which certification is requested must be selected so that the maximum design loads are obtained in each landing gear element. Fore and aft, vertical, and lateral airplane centers of gravity must be considered. Lateral displacements of the c.g. from the airplane centerline which would result in main gear loads not greater than 103 percent of the critical design load for