symmetrical loading conditions may be selected without considering the effects of these lateral c.g. displacements on the loading of the main gear elements, or on the airplane structure provided—

(1) The lateral displacement of the c.g. results from random passenger or cargo disposition within the fuselage or from random unsymmetrical fuel loading or fuel usage; and

(2) Appropriate loading instructions for random disposable loads are included under the provisions of §25.1583(c)(1) to ensure that the lateral displacement of the center of gravity is maintained within these limits.

(c) Landing gear dimension data. Figure 1 of appendix A contains the basic landing gear dimension data.

§ 25.477 Landing gear arrangement.

Sections 25.479 through 25.485 apply to airplanes with conventional arrangements of main and nose gears, or main and tail gears, when normal operating techniques are used.

§ 25.479 Level landing conditions.

(a) In the level attitude, the airplane is assumed to contact the ground at forward velocity components, ranging from \( V_{L1} \) to 1.25 \( V_{L2} \) parallel to the ground under the conditions prescribed in §25.473 with—

(1) \( V_{L1} \) equal to \( V_{S0} \) (TAS) at the appropriate landing weight and standard sea level conditions; and

(2) \( V_{L2} \) equal to \( V_{S0} \) (TAS) at the appropriate landing weight and altitudes in a hot day temperature of 41 degrees F. above standard.

(b) For the level landing attitude for airplanes with tail wheels, the conditions specified in this section must be investigated with the airplane horizontal reference line horizontal in accordance with Figure 2 of Appendix A of this part.

(c) For the level landing attitude for airplanes with nose wheels, shown in Figure 2 of Appendix A of this part, the conditions specified in this section must be investigated assuming the following attitudes:

(1) An attitude in which the main wheels are assumed to contact the ground with the nose wheel just clear of the ground; and

(2) If reasonably attainable at the specified descent and forward velocities, an attitude in which the nose and
main wheels are assumed to contact the ground simultaneously.

(d) In addition to the loading conditions prescribed in paragraph (a) of this section, but with maximum vertical ground reactions calculated from paragraph (a), the following apply:

(1) The landing gear and directly affected attaching structure must be designed for the maximum vertical ground reaction combined with an acting drag component of not less than 25% of this maximum vertical ground reaction.

(2) The most severe combination of loads that are likely to arise during a lateral drift landing must be taken into account. In absence of a more rational analysis of this condition, the following must be investigated:

(i) A vertical load equal to 75% of the maximum ground reaction of § 25.473 must be considered in combination with a drag and side load of 40% and 25% respectively of that vertical load.

(ii) The shock absorber and tire deflections must be assumed to be 75% of the deflection corresponding to the maximum ground reaction of § 25.473(a)(2). This load case need not be considered in combination with flat tires.

(3) The combination of vertical and drag components is considered to be acting at the wheel axle centerline.

§ 25.483 One-gear landing conditions.

For the one-gear landing conditions, the airplane is assumed to be in the level attitude and to contact the ground on one main landing gear, in accordance with Figure 4 of Appendix A of this part. In this attitude—

(a) The ground reactions must be the same as those obtained on that side under § 25.479(d)(1), and

(b) Each unbalanced external load must be reacted by airplane inertia in a rational or conservative manner.

§ 25.485 Side load conditions.

In addition to § 25.479(d)(2) the following conditions must be considered:

(a) For the side load condition, the airplane is assumed to be in the level attitude with only the main wheels contacting the ground, in accordance with Figure 5 of appendix A.

(b) Side loads of 0.8 of the vertical reaction (on one side) acting inward and 0.6 of the vertical reaction (on the other side) acting outward must be combined with one-half of the maximum vertical ground reactions obtained in the level landing conditions. These loads are assumed to be applied at the ground contact point and to be resisted by the inertia of the airplane.