each of the prescribed landing conditions. However, for the drift landing condition of §25.485, 100 percent of the vertical load must be applied.

(e) Taxing and ground handling conditions. For one and for two deflated tires—

(1) The applied side or drag load factor, or both factors, at the center of gravity must be the most critical value up to 50 percent and 40 percent, respectively, of the limit side or drag load factors, or both factors, corresponding to the most severe condition resulting from consideration of the prescribed taxing and ground handling conditions;

(2) For the braked roll conditions of §25.493 (a) and (b)(2), the drag loads on each inflated tire may not be less than those at each tire for the symmetrical load distribution with no deflated tires;

(3) The vertical load factor at the center of gravity must be 60 percent and 50 percent, respectively, of the factor with no deflated tires, except that it may not be less than 1g; and

(4) Pivoting need not be considered.

(f) Towing conditions. For one and for two deflated tires, the towing load, \( F_{TOW} \), must be 60 percent and 50 percent, respectively, of the load prescribed.

§25.523 Design weights and center of gravity positions.

(a) Design weights. The water load requirements must be met at each operating weight up to the design landing weight except that, for the takeoff condition prescribed in §25.531, the design water takeoff weight (the maximum weight for water taxi and takeoff run) must be used.

(b) Center of gravity positions. The critical centers of gravity within the limits for which certification is requested must be considered to reach