

takeoffs made in conjunction with other tests.

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§ 25.235 Taxiing condition.

The shock absorbing mechanism may not damage the structure of the airplane when the airplane is taxied on the roughest ground that may reasonably be expected in normal operation.

§ 25.237 Wind velocities.

(a) For land planes and amphibians, the following applies:

(1) A 90-degree cross component of wind velocity, demonstrated to be safe for takeoff and landing, must be established for dry runways and must be at least 20 knots or 0.2 V_{SRO} , whichever is greater, except that it need not exceed 25 knots.

(2) The crosswind component for takeoff established without ice accretions is valid in icing conditions.

(3) The landing crosswind component must be established for:

- (i) Non-icing conditions, and
- (ii) Icing conditions with the landing ice accretion defined in appendix C.

(b) For seaplanes and amphibians, the following applies:

(1) A 90-degree cross component of wind velocity, up to which takeoff and landing is safe under all water conditions that may reasonably be expected in normal operation, must be established and must be at least 20 knots or 0.2 V_{SRO} , whichever is greater, except that it need not exceed 25 knots.

(2) A wind velocity, for which taxiing is safe in any direction under all water conditions that may reasonably be expected in normal operation, must be established and must be at least 20 knots or 0.2 V_{SRO} , whichever is greater, except that it need not exceed 25 knots.

[Amdt. 25-42, 43 FR 2322, Jan. 16, 1978, as amended by Amdt. 25-108, 67 FR 70827, Nov. 26, 2002; Amdt. 25-121, 72 FR 44668, Aug. 8, 2007]

§ 25.239 Spray characteristics, control, and stability on water.

(a) For seaplanes and amphibians, during takeoff, taxiing, and landing,

and in the conditions set forth in paragraph (b) of this section, there may be no—

(1) Spray characteristics that would impair the pilot's view, cause damage, or result in the taking in of an undue quantity of water;

(2) Dangerously uncontrollable porpoising, bounding, or swinging tendency; or

(3) Immersion of auxiliary floats or sponsons, wing tips, propeller blades, or other parts not designed to withstand the resulting water loads.

(b) Compliance with the requirements of paragraph (a) of this section must be shown—

(1) In water conditions, from smooth to the most adverse condition established in accordance with § 25.231;

(2) In wind and cross-wind velocities, water currents, and associated waves and swells that may reasonably be expected in operation on water;

(3) At speeds that may reasonably be expected in operation on water;

(4) With sudden failure of the critical engine at any time while on water; and

(5) At each weight and center of gravity position, relevant to each operating condition, within the range of loading conditions for which certification is requested.

(c) In the water conditions of paragraph (b) of this section, and in the corresponding wind conditions, the seaplane or amphibian must be able to drift for five minutes with engines inoperative, aided, if necessary, by a sea anchor.

MISCELLANEOUS FLIGHT REQUIREMENTS

§ 25.251 Vibration and buffeting.

(a) The airplane must be demonstrated in flight to be free from any vibration and buffeting that would prevent continued safe flight in any likely operating condition.

(b) Each part of the airplane must be demonstrated in flight to be free from excessive vibration under any appropriate speed and power conditions up to V_{DF}/M_{DF} . The maximum speeds shown must be used in establishing the operating limitations of the airplane in accordance with § 25.1505.