(a) *Maneuvering*. The following conditions, speeds, and aileron deflections (except as the deflections may be limited by pilot effort) must be considered in combination with an airplane load factor of zero and of two-thirds of the positive maneuvering factor used in design. In determining the required aileron deflections, the torsional flexibility of the wing must be considered in accordance with §25.301(b):

(1) Conditions corresponding to steady rolling velocities must be investigated. In addition, conditions corresponding to maximum angular acceleration must be investigated for airplanes with engines or other weight concentrations outboard of the fuselage. For the angular acceleration conditions, zero rolling velocity may be assumed in the absence of a rational time history investigation of the maneuver.

(2) At $V_{A,}$ a sudden deflection of the aileron to the stop is assumed.

(3) At $V_{C,}$ the aileron deflection must be that required to produce a rate of roll not less than that obtained in paragraph (a)(2) of this section.

(4) At $V_{D,}$ the aileron deflection must be that required to produce a rate of roll not less than one-third of that in paragraph (a)(2) of this section.

(b) *Unsymmetrical gusts*. The airplane is assumed to be subjected to unsymmetrical vertical gusts in level flight. The resulting limit loads must be determined from either the wing maximum airload derived directly from §25.341(a), or the wing maximum airload derived indirectly from the vertical load factor calculated from §25.341(a). It must be assumed that 100 percent of the wing air load acts on one side of the airplane and 80 percent of the wing air load acts on the other side.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–86, 61 FR 5222, Feb. 9, 1996; Amdt. 25–94, 63 FR 8848, Feb. 23, 1998]

§25.351 Yaw maneuver conditions.

The airplane must be designed for loads resulting from the yaw maneuver conditions specified in paragraphs (a) through (d) of this section at speeds from V_{MC} to V_D. Unbalanced aerodynamic moments about the center of gravity must be reacted in a rational or conservative manner considering the airplane inertia forces. In computing the tail loads the yawing velocity may be assumed to be zero.

(a) With the airplane in unaccelerated flight at zero yaw, it is assumed that the cockpit rudder control is suddenly displaced to achieve the resulting rudder deflection, as limited by:

(1) The control system on control surface stops; or

(2) A limit pilot force of 300 pounds from V_{MC} to V_A and 200 pounds from V_C/M_C to V_D/M_D, with a linear variation between V_A and V_C/M_C.

(b) With the cockpit rudder control deflected so as always to maintain the maximum rudder deflection available within the limitations specified in paragraph (a) of this section, it is assumed that the airplane yaws to the overswing sideslip angle.

(c) With the airplane yawed to the static equilibrium sideslip angle, it is assumed that the cockpit rudder control is held so as to achieve the maximum rudder deflection available within the limitations specified in paragraph (a) of this section.

(d) With the airplane yawed to the static equilibrium sideslip angle of paragraph (c) of this section, it is assumed that the cockpit rudder control is suddenly returned to neutral.

[Amdt. 25–91, 62 FR 40704, July 29, 1997]

SUPPLEMENTARY CONDITIONS

§25.361 Engine torque.

(a) Each engine mount and its supporting structure must be designed for the effects of—

(1) A limit engine torque corresponding to takeoff power and propeller speed acting simultaneously with 75 percent of the limit loads from flight condition A of §25.333(b);

(2) A limit torque corresponding to the maximum continuous power and propeller speed, acting simultaneously with the limit loads from flight condition A of §25.333(b); and

(3) For turbopropeller installations, in addition to the conditions specified

in paragraphs (a)(1) and (2) of this section, a limit engine torque corresponding to takeoff power and propeller speed, multiplied by a factor accounting for propeller control system malfunction, including quick feathering, acting simultaneously with 1*g* level flight loads. In the absence of a rational analysis, a factor of 1.6 must be used.

(b) For turbine engine installations, the engine mounts and supporting structure must be designed to withstand each of the following:

(1) A limit engine torque load imposed by sudden engine stoppage due to malfunction or structural failure (such as compressor jamming).

(2) A limit engine torque load imposed by the maximum acceleration of the engine.

(c) The limit engine torque to be considered under paragraph (a) of this section must be obtained by multiplying mean torque for the specified power and speed by a factor of—

(1) 1.25 for turbopropeller installations;

(2) 1.33 for reciprocating engines with five or more cylinders; or

(3) Two, three, or four, for engines with four, three, or two cylinders, respectively.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–46, 43 FR 50595, Oct. 30, 1978; Amdt. 25–72, 55 FR 29776, July 20, 1990]

§ 25.363 Side load on engine and auxiliary power unit mounts.

(a) Each engine and auxiliary power unit mount and its supporting structure must be designed for a limit load factor in lateral direction, for the side load on the engine and auxiliary power unit mount, at least equal to the maximum load factor obtained in the yawing conditions but not less than—

(1) 1.33; or

(2) One-third of the limit load factor for flight condition A as prescribed in § 25.333(b).

(b) The side load prescribed in paragraph (a) of this section may be assumed to be independent of other flight conditions.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–91, 62 FR 40704, July 29, 1997]

§ 25.365 Pressurized compartment loads.

For airplanes with one or more pressurized compartments the following apply:

(a) The airplane structure must be strong enough to withstand the flight loads combined with pressure differential loads from zero up to the maximum relief valve setting.

(b) The external pressure distribution in flight, and stress concentrations and fatigue effects must be accounted for.

(c) If landings may be made with the compartment pressurized, landing loads must be combined with pressure differential loads from zero up to the maximum allowed during landing.

(d) The airplane structure must be designed to be able to withstand the pressure differential loads corresponding to the maximum relief valve setting multiplied by a factor of 1.33 for airplanes to be approved for operation to 45,000 feet or by a factor of 1.67 for airplanes to be approved for operation above 45,000 feet, omitting other loads.

(e) Any structure, component or part, inside or outside a pressurized compartment, the failure of which could interfere with continued safe flight and landing, must be designed to withstand the effects of a sudden release of pressure through an opening in any compartment at any operating altitude resulting from each of the following conditions:

(1) The penetration of the compartment by a portion of an engine following an engine disintegration;

(2) Any opening in any pressurized compartment up to the size H_o in square feet; however, small compartments may be combined with an adjacent pressurized compartment and both considered as a single compartment for openings that cannot reasonably be expected to be confined to the small compartment. The size H_o must be computed by the following formula:

$$H_o=PA_s$$

where,

H_o=Maximum opening in square feet, need not exceed 20 square feet.

$P=(A_s/6240)+.024$

A_s=Maximum cross-sectional area of the pressurized shell normal to the longitudinal axis, in square feet; and