

### § 25.623

may be reduced when an approved quality control procedure is established.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-139, 79 FR 59429, Oct. 2, 2014]

#### § 25.623 Bearing factors.

(a) Except as provided in paragraph (b) of this section, each part that has clearance (free fit), and that is subject to pounding or vibration, must have a bearing factor large enough to provide for the effects of normal relative motion.

(b) No bearing factor need be used for a part for which any larger special factor is prescribed.

#### § 25.625 Fitting factors.

For each fitting (a part or terminal used to join one structural member to another), the following apply:

(a) For each fitting whose strength is not proven by limit and ultimate load tests in which actual stress conditions are simulated in the fitting and surrounding structures, a fitting factor of at least 1.15 must be applied to each part of—

- (1) The fitting;
- (2) The means of attachment; and
- (3) The bearing on the joined members.

(b) No fitting factor need be used—

(1) For joints made under approved practices and based on comprehensive test data (such as continuous joints in metal plating, welded joints, and scarf joints in wood); or

(2) With respect to any bearing surface for which a larger special factor is used.

(c) For each integral fitting, the part must be treated as a fitting up to the point at which the section properties become typical of the member.

(d) For each seat, berth, safety belt, and harness, the fitting factor specified in § 25.785(f)(3) applies.

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#### § 25.629 Aeroelastic stability requirements.

(a) *General.* The aeroelastic stability evaluations required under this section include flutter, divergence, control reversal and any undue loss of stability

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and control as a result of structural deformation. The aeroelastic evaluation must include whirl modes associated with any propeller or rotating device that contributes significant dynamic forces. Compliance with this section must be shown by analyses, wind tunnel tests, ground vibration tests, flight tests, or other means found necessary by the Administrator.

(b) *Aeroelastic stability envelopes.* The airplane must be designed to be free from aeroelastic instability for all configurations and design conditions within the aeroelastic stability envelopes as follows:

(1) For normal conditions without failures, malfunctions, or adverse conditions, all combinations of altitudes and speeds encompassed by the  $V_D/M_D$  versus altitude envelope enlarged at all points by an increase of 15 percent in equivalent airspeed at both constant Mach number and constant altitude. In addition, a proper margin of stability must exist at all speeds up to  $V_D/M_D$  and, there must be no large and rapid reduction in stability as  $V_D/M_D$  is approached. The enlarged envelope may be limited to Mach 1.0 when  $M_D$  is less than 1.0 at all design altitudes, and

(2) For the conditions described in § 25.629(d) below, for all approved altitudes, any airspeed up to the greater airspeed defined by:

(i) The  $V_D/M_D$  envelope determined by § 25.335(b); or,

(ii) An altitude-airspeed envelope defined by a 15 percent increase in equivalent airspeed above  $V_C$  at constant altitude, from sea level to the altitude of the intersection of 1.15  $V_C$  with the extension of the constant cruise Mach number line,  $M_C$ , then a linear variation in equivalent airspeed to  $M_C + .05$  at the altitude of the lowest  $V_C/M_C$  intersection; then, at higher altitudes, up to the maximum flight altitude, the boundary defined by a .05 Mach increase in  $M_C$  at constant altitude.

(c) *Balance weights.* If concentrated balance weights are used, their effectiveness and strength, including supporting structure, must be substantiated.

(d) *Failures, malfunctions, and adverse conditions.* The failures, malfunctions, and adverse conditions which must be