

§ 25.733

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corresponding static ground reaction with—

- (1) Design maximum weight; and
- (2) Critical center of gravity.

(c) The maximum limit load rating of each wheel must equal or exceed the maximum radial limit load determined under the applicable ground load requirements of this part.

(d) *Overpressure burst prevention.* Means must be provided in each wheel to prevent wheel failure and tire burst that may result from excessive pressurization of the wheel and tire assembly.

(e) *Braked wheels.* Each braked wheel must meet the applicable requirements of § 25.735.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–72, 55 FR 29777, July 20, 1990; Amdt. 25–107, 67 FR 20420, Apr. 24, 2002]

§ 25.733 Tires.

(a) When a landing gear axle is fitted with a single wheel and tire assembly, the wheel must be fitted with a suitable tire of proper fit with a speed rating approved by the Administrator that is not exceeded under critical conditions and with a load rating approved by the Administrator that is not exceeded under—

(1) The loads on the main wheel tire, corresponding to the most critical combination of airplane weight (up to maximum weight) and center of gravity position, and

(2) The loads corresponding to the ground reactions in paragraph (b) of this section, on the nose wheel tire, except as provided in paragraphs (b)(2) and (b)(3) of this section.

(b) The applicable ground reactions for nose wheel tires are as follows:

(1) The static ground reaction for the tire corresponding to the most critical combination of airplane weight (up to maximum ramp weight) and center of gravity position with a force of 1.0g acting downward at the center of gravity. This load may not exceed the load rating of the tire.

(2) The ground reaction of the tire corresponding to the most critical combination of airplane weight (up to maximum landing weight) and center of gravity position combined with forces of 1.0g downward and 0.31g forward acting at the center of gravity. The reactions in this case must be dis-

tributed to the nose and main wheels by the principles of statics with a drag reaction equal to 0.31 times the vertical load at each wheel with brakes capable of producing this ground reaction. This nose tire load may not exceed 1.5 times the load rating of the tire.

(3) The ground reaction of the tire corresponding to the most critical combination of airplane weight (up to maximum ramp weight) and center of gravity position combined with forces of 1.0g downward and 0.20g forward acting at the center of gravity. The reactions in this case must be distributed to the nose and main wheels by the principles of statics with a drag reaction equal to 0.20 times the vertical load at each wheel with brakes capable of producing this ground reaction. This nose tire load may not exceed 1.5 times the load rating of the tire.

(c) When a landing gear axle is fitted with more than one wheel and tire assembly, such as dual or dual-tandem, each wheel must be fitted with a suitable tire of proper fit with a speed rating approved by the Administrator that is not exceeded under critical conditions, and with a load rating approved by the Administrator that is not exceeded by—

(1) The loads on each main wheel tire, corresponding to the most critical combination of airplane weight (up to maximum weight) and center of gravity position, when multiplied by a factor of 1.07; and

(2) Loads specified in paragraphs (a)(2), (b)(1), (b)(2), and (b)(3) of this section on each nose wheel tire.

(d) Each tire installed on a retractable landing gear system must, at the maximum size of the tire type expected in service, have a clearance to surrounding structure and systems that is adequate to prevent unintended contact between the tire and any part of the structure or systems.

(e) For an airplane with a maximum certificated takeoff weight of more than 75,000 pounds, tires mounted on braked wheels must be inflated with dry nitrogen or other gases shown to be inert so that the gas mixture in the tire does not contain oxygen in excess of 5 percent by volume, unless it can be shown that the tire liner material will

not produce a volatile gas when heated or that means are provided to prevent tire temperatures from reaching unsafe levels.

[Amdt. 25-48, 44 FR 68752, Nov. 29, 1979; Amdt. 25-72, 55 FR 29777, July 20, 1990, as amended by Amdt. 25-78, 58 FR 11781, Feb. 26, 1993]

§ 25.735 Brakes and braking systems.

(a) *Approval.* Each assembly consisting of a wheel(s) and brake(s) must be approved.

(b) *Brake system capability.* The brake system, associated systems and components must be designed and constructed so that:

(1) If any electrical, pneumatic, hydraulic, or mechanical connecting or transmitting element fails, or if any single source of hydraulic or other brake operating energy supply is lost, it is possible to bring the airplane to rest with a braked roll stopping distance of not more than two times that obtained in determining the landing distance as prescribed in § 25.125.

(2) Fluid lost from a brake hydraulic system following a failure in, or in the vicinity of, the brakes is insufficient to cause or support a hazardous fire on the ground or in flight.

(c) *Brake controls.* The brake controls must be designed and constructed so that:

(1) Excessive control force is not required for their operation.

(2) If an automatic braking system is installed, means are provided to:

- (i) Arm and disarm the system, and
- (ii) Allow the pilot(s) to override the system by use of manual braking.

(d) *Parking brake.* The airplane must have a parking brake control that, when selected on, will, without further attention, prevent the airplane from rolling on a dry and level paved runway when the most adverse combination of maximum thrust on one engine and up to maximum ground idle thrust on any, or all, other engine(s) is applied. The control must be suitably located or be adequately protected to prevent inadvertent operation. There must be indication in the cockpit when the parking brake is not fully released.

(e) *Antiskid system.* If an antiskid system is installed:

(1) It must operate satisfactorily over the range of expected runway conditions, without external adjustment.

(2) It must, at all times, have priority over the automatic braking system, if installed.

(f) *Kinetic energy capacity*—(1) *Design landing stop.* The design landing stop is an operational landing stop at maximum landing weight. The design landing stop brake kinetic energy absorption requirement of each wheel, brake, and tire assembly must be determined. It must be substantiated by dynamometer testing that the wheel, brake and tire assembly is capable of absorbing not less than this level of kinetic energy throughout the defined wear range of the brake. The energy absorption rate derived from the airplane manufacturer's braking requirements must be achieved. The mean deceleration must not be less than 10 fps².

(2) *Maximum kinetic energy accelerate-stop.* The maximum kinetic energy accelerate-stop is a rejected takeoff for the most critical combination of airplane takeoff weight and speed. The accelerate-stop brake kinetic energy absorption requirement of each wheel, brake, and tire assembly must be determined. It must be substantiated by dynamometer testing that the wheel, brake, and tire assembly is capable of absorbing not less than this level of kinetic energy throughout the defined wear range of the brake. The energy absorption rate derived from the airplane manufacturer's braking requirements must be achieved. The mean deceleration must not be less than 6 fps².

(3) *Most severe landing stop.* The most severe landing stop is a stop at the most critical combination of airplane landing weight and speed. The most severe landing stop brake kinetic energy absorption requirement of each wheel, brake, and tire assembly must be determined. It must be substantiated by dynamometer testing that, at the declared fully worn limit(s) of the brake heat sink, the wheel, brake and tire assembly is capable of absorbing not less than this level of kinetic energy. The most severe landing stop need not be considered for extremely improbable failure conditions or if the maximum kinetic energy accelerate-stop energy is more severe.