

(b) The determined vibration stresses may not exceed values that have been shown to be safe for continuous operation.

§ 25.925 Propeller clearance.

Unless smaller clearances are substantiated, propeller clearances with the airplane at maximum weight, with the most adverse center of gravity, and with the propeller in the most adverse pitch position, may not be less than the following:

(a) *Ground clearance.* There must be a clearance of at least seven inches (for each airplane with nose wheel landing gear) or nine inches (for each airplane with tail wheel landing gear) between each propeller and the ground with the landing gear statically deflected and in the level takeoff, or taxiing attitude, whichever is most critical. In addition, there must be positive clearance between the propeller and the ground when in the level takeoff attitude with the critical tire(s) completely deflated and the corresponding landing gear strut bottomed.

(b) *Water clearance.* There must be a clearance of at least 18 inches between each propeller and the water, unless compliance with § 25.239(a) can be shown with a lesser clearance.

(c) *Structural clearance.* There must be—

(1) At least one inch radial clearance between the blade tips and the airplane structure, plus any additional radial clearance necessary to prevent harmful vibration;

(2) At least one-half inch longitudinal clearance between the propeller blades or cuffs and stationary parts of the airplane; and

(3) Positive clearance between other rotating parts of the propeller or spinner and stationary parts of the airplane.

Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29784, July 20, 1990]

§ 25.929 Propeller deicing.

(a) For airplanes intended for use where icing may be expected, there must be a means to prevent or remove hazardous ice accumulation on propellers or on accessories where ice accu-

mulation would jeopardize engine performance.

(b) If combustible fluid is used for propeller deicing, §§ 25.1181 through 25.1185 and 25.1189 apply.

§ 25.933 Reversing systems.

(a) For turbojet reversing systems—

(1) Each system intended for ground operation only must be designed so that during any reversal in flight the engine will produce no more than flight idle thrust. In addition, it must be shown by analysis or test, or both, that—

(i) Each operable reverser can be restored to the forward thrust position; and

(ii) The airplane is capable of continued safe flight and landing under any possible position of the thrust reverser.

(2) Each system intended for inflight use must be designed so that no unsafe condition will result during normal operation of the system, or from any failure (or reasonably likely combination of failures) of the reversing system, under any anticipated condition of operation of the airplane including ground operation. Failure of structural elements need not be considered if the probability of this kind of failure is extremely remote.

(3) Each system must have means to prevent the engine from producing more than idle thrust when the reversing system malfunctions, except that it may produce any greater forward thrust that is shown to allow directional control to be maintained, with aerodynamic means alone, under the most critical reversing condition expected in operation.

(b) For propeller reversing systems—

(1) Each system intended for ground operation only must be designed so that no single failure (or reasonably likely combination of failures) or malfunction of the system will result in unwanted reverse thrust under any expected operating condition. Failure of structural elements need not be considered if this kind of failure is extremely remote.

(2) Compliance with this section may be shown by failure analysis or testing, or both, for propeller systems that allow propeller blades to move from

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the flight low-pitch position to a position that is substantially less than that at the normal flight low-pitch position. The analysis may include or be supported by the analysis made to show compliance with the requirements of §35.21 of this chapter for the propeller and associated installation components.

[Amdt. 25-72, 55 FR 29784, July 20, 1990]

§ 25.934 Turbojet engine thrust reverser system tests.

Thrust reversers installed on turbojet engines must meet the requirements of §33.97 of this chapter.

[Amdt. 25-23, 35 FR 5677, Apr. 8, 1970]

§ 25.937 Turbopropeller-drag limiting systems.

Turbopropeller power airplane propeller-drag limiting systems must be designed so that no single failure or malfunction of any of the systems during normal or emergency operation results in propeller drag in excess of that for which the airplane was designed under §25.367. Failure of structural elements of the drag limiting systems need not be considered if the probability of this kind of failure is extremely remote.

§ 25.939 Turbine engine operating characteristics.

(a) Turbine engine operating characteristics must be investigated in flight to determine that no adverse characteristics (such as stall, surge, or flame-out) are present, to a hazardous degree, during normal and emergency operation within the range of operating limitations of the airplane and of the engine.

(b) [Reserved]

(c) The turbine engine air inlet system may not, as a result of air flow distortion during normal operation, cause vibration harmful to the engine.

[Amdt. 25-11, 32 FR 6912, May 5, 1967, as amended by Amdt. 25-40, 42 FR 15043, Mar. 17, 1977]

§ 25.941 Inlet, engine, and exhaust compatibility.

For airplanes using variable inlet or exhaust system geometry, or both—

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(a) The system comprised of the inlet, engine (including thrust augmentation systems, if incorporated), and exhaust must be shown to function properly under all operating conditions for which approval is sought, including all engine rotating speeds and power settings, and engine inlet and exhaust configurations;

(b) The dynamic effects of the operation of these (including consideration of probable malfunctions) upon the aerodynamic control of the airplane may not result in any condition that would require exceptional skill, alertness, or strength on the part of the pilot to avoid exceeding an operational or structural limitation of the airplane; and

(c) In showing compliance with paragraph (b) of this section, the pilot strength required may not exceed the limits set forth in §25.143(d), subject to the conditions set forth in paragraphs (e) and (f) of §25.143.

[Amdt. 25-38, 41 FR 55467, Dec. 20, 1976, as amended by Amdt. 25-121, 72 FR 44669, Aug. 8, 2007]

§ 25.943 Negative acceleration.

No hazardous malfunction of an engine, an auxiliary power unit approved for use in flight, or any component or system associated with the powerplant or auxiliary power unit may occur when the airplane is operated at the negative accelerations within the flight envelopes prescribed in §25.333. This must be shown for the greatest duration expected for the acceleration.

[Amdt. 25-40, 42 FR 15043, Mar. 17, 1977]

§ 25.945 Thrust or power augmentation system.

(a) *General.* Each fluid injection system must provide a flow of fluid at the rate and pressure established for proper engine functioning under each intended operating condition. If the fluid can freeze, fluid freezing may not damage the airplane or adversely affect airplane performance.

(b) *Fluid tanks.* Each augmentation system fluid tank must meet the following requirements: