

need not be considered. Corrective action to be taken by the pilot following the incident, such as limiting maneuvers, avoiding turbulence, and reducing speed, must be considered. If significant changes in structural stiffness or geometry, or both, follow from a structural failure or partial failure, the effect on damage tolerance must be further investigated.

[Amdt. 25-45, 43 FR 46242, Oct. 5, 1978, as amended by Amdt. 25-54, 45 FR 60173, Sept. 11, 1980; Amdt. 25-72, 55 FR 29776, July 20, 1990; Amdt. 25-86, 61 FR 5222, Feb. 9, 1996; Amdt. 25-96, 63 FR 15714, Mar. 31, 1998; 63 FR 23338, Apr. 28, 1998; Amdt. 25-132, 75 FR 69781, Nov. 15, 2010]

LIGHTNING PROTECTION

§ 25.581 Lightning protection.

(a) The airplane must be protected against catastrophic effects from lightning.

(b) For metallic components, compliance with paragraph (a) of this section may be shown by—

(1) Bonding the components properly to the airframe; or

(2) Designing the components so that a strike will not endanger the airplane.

(c) For nonmetallic components, compliance with paragraph (a) of this section may be shown by—

(1) Designing the components to minimize the effect of a strike; or

(2) Incorporating acceptable means of diverting the resulting electrical current so as not to endanger the airplane.

[Amdt. 25-23, 35 FR 5674, Apr. 8, 1970]

Subpart D—Design and Construction

GENERAL

§ 25.601 General.

The airplane may not have design features or details that experience has shown to be hazardous or unreliable. The suitability of each questionable design detail and part must be established by tests.

§ 25.603 Materials.

The suitability and durability of materials used for parts, the failure of which could adversely affect safety, must—

(a) Be established on the basis of experience or tests;

(b) Conform to approved specifications (such as industry or military specifications, or Technical Standard Orders) that ensure their having the strength and other properties assumed in the design data; and

(c) Take into account the effects of environmental conditions, such as temperature and humidity, expected in service.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-38, 41 FR 55466, Dec. 20, 1976; Amdt. 25-46, 43 FR 50595, Oct. 30, 1978]

§ 25.605 Fabrication methods.

(a) The methods of fabrication used must produce a consistently sound structure. If a fabrication process (such as gluing, spot welding, or heat treating) requires close control to reach this objective, the process must be performed under an approved process specification.

(b) Each new aircraft fabrication method must be substantiated by a test program.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-46, 43 FR 50595, Oct. 30, 1978]

§ 25.607 Fasteners.

(a) Each removable bolt, screw, nut, pin, or other removable fastener must incorporate two separate locking devices if—

(1) Its loss could preclude continued flight and landing within the design limitations of the airplane using normal pilot skill and strength; or

(2) Its loss could result in reduction in pitch, yaw, or roll control capability or response below that required by Subpart B of this chapter.

(b) The fasteners specified in paragraph (a) of this section and their locking devices may not be adversely affected by the environmental conditions associated with the particular installation.

(c) No self-locking nut may be used on any bolt subject to rotation in operation unless a nonfriction locking device is used in addition to the self-locking device.

[Amdt. 25-23, 35 FR 5674, Apr. 8, 1970]