		(1)	95 percent of the maximum weight if the minimum fuel capacity is enough for at least one-half hour of operation at maximum continuous power plus a capacity equal to a fuel weight which is the difference between the design maximum weight and the design landing weight; or				
		(2)	The design maximum weight less the weight of 25 percent of the total fuel capacity.				
	(c)		The design landing weight of a multiengine airplane may be less than that allowed under paragraph (b) of this section if--				
0,473			(2) Compliance is shown with the fuel jettisoning system requirements of Sec. 23.1001.				
	(d)		The selected limit vertical inertia load factor at the center of gravity of the airplane for the ground load conditions prescribed in this subpart may not be less than that which would be obtained when landing with a descent velocity (V), in feet per second, equal to 4.4 (W/S) except that this velocity need not be more than 10 feet per second and may not be less than seven feet per second.				
	(e)		Wing lift not exceeding two-thirds of the weight of the airplane may be assumed to exist throughout the landing impact and to act through the center of gravity. The ground reaction load factor may be equal to the inertia load factor minus the ratio of the above assumed wing lift to the airplane weight.				
	(g)		No inertia load factor used for design purposes may be less than 2.67, nor may the limit ground reaction load factor be less than 2.0 at design maximum weight, unless these lower values will not be exceeded in taxiing at speeds up to takeoff speed over terrain as rough as that expected in service.	Lastvielfachen			
477			Fahrwerksregelung				
	(a)		For a level landing, the airplane is assumed to be in the following attitudes:				
		(1)	For airplanes with tail wheels, a normal level flight attitude.				
		(2)	For airplanes with nose wheels, attitudes in which--				
		(i)	The nose and main wheels contact the ground simultaneously; and				
		(ii)	The main wheels contact the ground and the nose wheel is just clear of the ground.				
			The attitude used in paragraph (a)(2)(i) of this section may be used in the analysis required under paragraph (a)(2)(ii) of this section.				
.479	(b)		When investigating landing conditions, the drag components simulating the forces required to accelerate the tires and wheels up to the landing speed (spin-up) must be properly combined with the corresponding instantaneous vertical ground reactions, and the forward-acting horizontal loads resulting from rapid reduction of the spin-up drag loads (spring-back) must be combined with vertical ground reactions at the instant of the peak forward load, assuming wing lift and a tire-sliding coefficient of friction of 0.8. However, the drag loads may not be less than 25 percent of the maximum vertical ground reactions (neglecting wing lift).	keine			Bodenreibung ist vernachlässigt
	(c)		In the absence of specific tests or a more rational analysis for determining the wheel spin-up and spring-back loads for landing conditions, the method set forth in appendix D of this part must be used. If appendix D of this part is used, the drag components used for design must not be less than those given by appendix C of this part.]				
	(d)		For airplanes with tip tanks or large overhung masses (such as turbo-propeller or jet engines) supported by the wing, the tip tanks and the structure supporting the tanks or overhung masses must be designed for the effects of dynamic responses under the level landing conditions of either paragraph (a)(1) or (a)(2)(ii) of this section. In evaluating the effects of dynamic response, an airplane lift equal to the weight of the airplane may be assumed.				Auslegung ist mit A = G gerechnet also Auftrieb gleich Gewichtskraft
.481			Tail down landing conditions.	keine			
	(a)		For a tail down landing, the airplane is assumed to be in the following attitudes:				
		(1)	For airplanes with tail wheels, an attitude in which the main and tail wheels contact the ground simultaneously.				
		(2)	For airplanes with nose wheels, a stalling attitude, or the maximum angle allowing ground clearance by each part of the airplane, whichever is less.				
	(b)		For airplanes with either tail or nose wheels, ground reactions are assumed to be vertical, with the wheels up to speed before the maximum vertical load is attained.				
.483			One-wheel landing conditions.	keine			keine Ein-Rad Landung
			For the one-wheel landing condition, the airplane is assumed to be in the level attitude and to contact the ground on one side of the main landing gear. In this attitude, the ground reactions must be the same as those obtained on that side under Sec. 23.479.				
.485	(a)		For the side load condition, the airplane is assumed to be in a level attitude with only the main wheels contacting the ground and with the shock absorbers and tires in their static positions.				
	(b)		The limit vertical load factor must be 1.33, with the vertical ground reaction divided equally between the main wheels.	Lastvielfachen	2	kritische Fälle	nicht kritisch weil unser Manöverlastvielfache größer sind als diese
	(c)		The limit side inertia factor must be 0.83, with the side ground reaction divided between the main wheels so that--		2		
		(1)	0.5 (*W*) is acting inboard on one side; and				
		(2)	0.33 (*W*) is acting outboard on the other side.				
	(d)		The side loads prescribed in paragraph (c) of this section are assumed to be applied at the ground contact point and the drag loads may be assumed to be zero.				
.493			Braked roll conditions. Under braked roll conditions, with the shock absorbers and tires in their static positions, the following apply:	Bremslandung			
	(a)		The limit vertical load factor must be 1.33.	Alle vertikal ausgerichtete Bauteile am Flugzeug; z.B Seitenleitwerk	2	kritische Fälle	Seitliche Lastvielfache von 1,33 ist anzuwenden
	(b)		The attitudes and ground contacts must be those described in Sec. 23.479 for level landings.		2	kritische Fälle	
	(c)		A drag reaction equal to the vertical reaction at the wheel multiplied by a coefficient of friction of 0.8 must be applied at the ground contact point of each wheel with brakes, except that the drag reaction need not exceed the maximum value based on limiting brake torque.	keine			Bodenreibung ist zu vernachlässigen
.497			Supplementary conditions for tail wheels.				
			In determining the ground loads on the tail wheel and affected supporting structures, the following apply:				
	(a)		For the obstruction load, the limit ground reaction obtained in the tail down landing condition is assumed to act up and aft through the axle at 45°. The shock absorber and tire may be assumed to be in their static positions.				
	(b)		For the side load, a limit vertical ground reaction equal to the static load on the tail wheel, in combination with a side component of equal magnitude, is assumed. In addition--				
		(1)	If a swivel is used, the tail wheel is assumed to be swiveled 90° to the airplane longitudinal axis with the resultant ground load passing through the axle;				
		(2)	If a lock, steering device, or shimmy damper is used, the tail wheel is also assumed to be in the trailing position with the side load acting at the ground contact point; and				
		(3)	The shock absorber and tire are assumed to be in their static positions.				
	(c)		If a tail wheel, bumper, or an energy absorption device is provided to show compliance with Sec. 23.925(b), the following apply:				
		(1)	Suitable design loads must be established for the tail wheel, bumper, or energy absorption device; and				