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(3) Factors varying linearly with speed from the specified value at V_C to 0.0 at V_D for the normal and commuter category, and −1.0 at V_D for the acrobatic and utility categories.

(c) *Gust envelope.* (1) The airplane is assumed to be subjected to symmetrical vertical gusts in level flight. The resulting limit load factors must correspond to the conditions determined as follows:

(i) Positive (up) and negative (down) gusts of 50 f.p.s. at V_C must be considered at altitudes between sea level and 20,000 feet. The gust velocity may be reduced linearly from 50 f.p.s. at 20,000 feet to 25 f.p.s. at 50,000 feet.

(ii) Positive and negative gusts of 25 f.p.s. at V_D must be considered at altitudes between sea level and 20,000 feet. The gust velocity may be reduced linearly from 25 f.p.s. at 20,000 feet to 12.5 f.p.s. at 50,000 feet.

(iii) In addition, for commuter category airplanes, positive (up) and negative (down) rough air gusts of 66 f.p.s. at VB must be considered at altitudes between sea level and 20,000 feet. The gust velocity may be reduced linearly from 66 f.p.s. at 20,000 feet to 38 f.p.s. at 50,000 feet.

(2) The following assumptions must be made:

(i) The shape of the gust is—

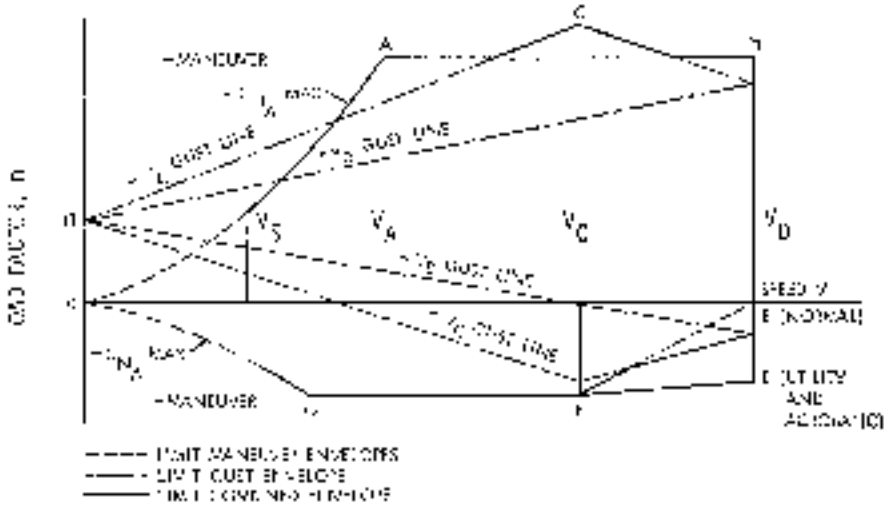
$$U = \frac{U_{de}}{2}\left(1 - \cos\frac{2\pi s}{25C}\right)$$

Where—

s = Distance penetrated into gust (ft.);
C = Mean geometric chord of wing (ft.); and
U_{de} = Derived gust velocity referred to in subparagraph (1) of this section.

(ii) Gust load factors vary linearly with speed between V_C and V_D.

(d) *Flight envelope.*



[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13087, Aug. 13, 1969; Amdt. 23–34, 52 FR 1829, Jan. 15, 1987]

§ 23.335 Design airspeeds.

Except as provided in paragraph (a)(4) of this section, the selected design airspeeds are equivalent airspeeds (EAS).

(a) *Design cruising speed, V_C.* For V_C the following apply:

(1) Where W/S′ = wing loading at the design maximum takeoff weight, V_C (in knots) may not be less than—

(i) 33 $\sqrt{(W/S)}$ (for normal, utility, and commuter category airplanes);