**DISPOSITION OF PUBLIC COMMENTS**
AC 25.341-1, *Dynamic Gust Loads*
Prepared by Todd Martin, ANM-115

| No. | Comment | Requested Change | Disposition |
|---|---|---|---|
| | **Commenter: Boeing** | | |
| 1. | §6.2.1.4: There is a typo error in the formula giving Uds. The power of (H/350) should have been (1/6) (One over six) instead of (1-6). | | We agree. This change has been made. |
| 2. | §6.3.1.2 : Typo error. ω should be used, rather than Φ. | | We agree. This change has been made. |
| 3. | §6.3.2.6.2 The two equations for tangents to lines CD and GH should be corrected to show $1+\rho_{ij}$ rather than $1-\rho_{ij}$ . | | We agree. This change has been made. |

| No. | Comment | Requested Change | Disposition |
|---|---|---|---|
| | **Commenter: Dassault** | | |
| 1. | §6.2.1.2: The formula defining Fg could be provided, (as Uds formula is provided). | | Given the complexity of the formula for Fg, and to maintain harmonization with the European Aviation Safety Agency (EASA) Acceptable Means of Compliance (AMC) as much as possible, we prefer not to restate the formula in the Advisory Circular (AC). |
| 2. | §6.2.1.4: There is a typo error in the formula giving Uds. The power of (H/350) should have been (1/6) (One over six) instead of (1-6). | | We agree. This has been corrected. |

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| | **Commenter: Dassault** | | |
| 3. | §6.2.3 : The definition of round-the-clock gust is not defined in the basic rule (It is the same on CS 25 side). It will have been more clear either to introduce / reference it in the § 25.341(c) and in § 25.427 (c) or to link this AMC paragraph to those two basic rule paragraphs. | | The "round-the-clock" gust criteria are covered under the discrete gust criteria in § 25.341(c), which was not significantly modified as part of this rulemaking. We recognize that the phrase "round-the-clock" is not used in the current rule (or proposed new rule). However, we believe the proposed AC adequately describes the acceptable means of compliance with regard to the "round-the-clock" gust, and that no changes to the current rules are needed. |
| 4. | §6.2.3.2: To reference §6.2.2.3 instead of 6.2.2 would have been more precise. | | We believe that the current reference is adequate. |
| 5. | §6.3.1.2 : Typo error. ω should be used, rather than Φ. | | We agree. This change has been made. |
| 6. | §7.6.2 : "The control systems considered should include all relevant modes of operation." CS 25 makes a reference to § CS 25.302 and Appendix K (non-existent on FAR 25 side) where it is asked explicitly that failure conditions have to be considered. So DASSAULT-AVAITION suggests to modify the sentence as: "The control systems considered should include all relevant modes of operation, in particular their failure modes." | | As noted by the commenter, EASA Certification Specifications (CS 25.302) includes failure criteria, but part 25 does not include a corresponding § 25.302. We cannot state in the AC that failure modes must be considered, because § 25.341 does not include failure criteria, and we do not have § 25.302 in place at this time. |

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| | **Commenter: Dassault** | | |
| 7. | §7.7: “unaugmented airplane” is not defined (as for CS 25). Precise that corresponds to the natural A/C without the FCS. | | We agree. This change has been made. |

| No. | Comment | Requested Change | Disposition |
|---|---|---|---|
| | **Commenter: Embraer** | | |
| 1. | §6.2.1.4: There is a typo error in the formula giving Uds. The power of (H/350) should have been (1/6) (One over six) instead of (1-6). | | We agree. This change has been made. |

| No. | Comment | Requested Change | Disposition |
|---|---|---|---|
| | **Commenter: Rolls Royce** | | |
| 1. | §6.3.1.2 : Typo error. ω should be used, rather than Φ. | | We agree. This change has been made. |