

QUADRO COMPARATIVO

RBAC 23 Emenda 62	Proposta de RBAC 23 Emenda 63	Motivação
<p>23.773 Pilot compartment view.</p> <p>(a) Each pilot compartment must be:</p> <ul style="list-style-type: none"> (1) Arranged with sufficiently extensive, clear and undistorted view to enable the pilot to safely taxi, takeoff, approach, land, and perform any maneuvers within the operating limitations of the airplane. (2) Free from glare and reflections that could interfere with the pilot's vision. Compliance must be shown in all operations for which certification is requested; and (3) Designed so that each pilot is protected from the elements so that moderate rain conditions do not unduly impair the pilot's view of the flight path in normal flight and while landing. <p>(b) Each pilot compartment must have a means to either remove or prevent the formation of fog or frost on an area of the internal portion of the windshield and side windows sufficiently large to provide the view specified in paragraph (a)(1) of this section. Compliance must be shown under all expected external and internal ambient operating conditions, unless it can be shown that the</p>	<p>23.773 Pilot compartment view.</p> <p>(a) Each pilot compartment must be:</p> <ul style="list-style-type: none"> (1) Arranged with sufficiently extensive, clear and undistorted view to enable the pilot to safely taxi, takeoff, approach, land, and perform any maneuvers within the operating limitations of the airplane. (2) Free from glare and reflections that could interfere with the pilot's vision. Compliance must be shown in all operations for which certification is requested; and (3) Designed so that each pilot is protected from the elements so that moderate rain conditions do not unduly impair the pilot's view of the flight path in normal flight and while landing. <p>(b) Each pilot compartment must have a means to either remove or prevent the formation of fog or frost on an area of the internal portion of the windshield and side windows sufficiently large to provide the view specified in paragraph (a)(1) of this section. Compliance must be shown under all expected external and internal ambient operating conditions, unless it can be shown that the</p>	<p>Inclusão do parágrafo (c) para estabelecer requisitos de visão do compartimento do piloto específicos para sistemas de visão com uma superfície de display transparente localizado no campo de visão externa do piloto. A linguagem adotada é equivalente a de condições especiais que têm sido emitidas para prover tratamento adequado para esta nova tecnologia.</p>

<p>windshield and side windows can be easily cleared by the pilot without interruption of normal pilot duties.</p>	<p>windshield and side windows can be easily cleared by the pilot without interruption of normal pilot duties.</p> <p>(c) A vision system with a transparent display surface located in the pilot's outside field of view, such as a head up-display, head mounted display, or other equivalent display, must meet the following requirements:</p> <p>(1) While the vision system display is in operation, it must compensate for interference with the pilot's outside field of view such that the combination of what is visible in the display and what remains visible through and around it, enables the pilot to perform the maneuvers specified in paragraph (a)(1) of this section and the pilot compartment to meet the provisions of paragraph (a)(2) of this section.</p> <p>(2) The pilot's view of the external scene may not be distorted by the transparent display surface or by the vision system imagery. When the vision system displays imagery and any symbology referenced to the imagery and outside scene topography, including attitude symbology, flight path vector, and flight path angle reference cue, that imagery and symbology must be</p>	
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	<p>aligned with, and scaled to, the external scene.</p> <p>(3) The vision system must provide a means to allow the pilot using the display to immediately deactivate and reactivate the vision system imagery, on demand, without removing the pilot's hands from the primary flight controls or thrust controls.</p> <p>(4) When the vision system is not in operation it may not restrict the pilot from performing the maneuvers specified in paragraph (a)(1) of this section and the pilot compartment from meeting the provisions of paragraph (a)(2) of this section.</p>	
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