

**Tabela de diferenças entre emendas e justificativas Emenda 142 para 143**

<b>25.975</b>		<b>Justificativa</b>
<b>RBAC Emenda 25-142</b>	<b>RBAC 25 Emenda 25-143</b>	
<p><b>§ 25.975 Fuel tank vents and carburetor vapor vents.</b></p> <p>(a) ...</p> <p>(5) There may be no point in any vent line where moisture can accumulate with the airplane in the ground attitude or the level flight attitude, unless drainage is provided; and</p> <p>(6) No vent or drainage provision may end at any point—</p> <p>(i) Where the discharge of fuel from the vent outlet would constitute a fire hazard; or</p> <p>(ii) From which fumes could enter personnel compartments.</p> <p>...</p>	<p><b>25.975 Fuel tank vents and carburetor vapor vents.</b></p> <p>(a) ...</p> <p>(5) There may be no point in any vent line where moisture can accumulate with the airplane in the ground attitude or the level flight attitude, unless drainage is provided;</p> <p>(6) No vent or drainage provision may end at any point—</p> <p>(i) Where the discharge of fuel from the vent outlet would constitute a fire hazard; or</p> <p>(ii) From which fumes could enter personnel compartments; and</p> <p>(7) Each fuel tank vent system must prevent explosions, for a minimum of 2 minutes and 30 seconds, caused by propagation of flames from outside the tank through the fuel tank vents into fuel tank vapor spaces when any fuel tank vent is continuously exposed to flame.</p> <p>...</p>	<p>O item (a) (7) foi incluído para garantir que os projetos de tipo instalem um equipamento que previna a explosão de tanque devido a um fogo no solo provocado por qualquer natureza, principalmente devido a uma queda da aeronave com sobreviventes.</p> <p>Consequentemente, os parágrafos (a)(5) e (6) foram adaptados para a inserção do (a) (7).</p>