

Título:	Requisitos de Aeronavegabilidade: Aviões Categoria Transporte (Redação dada pela Resolução nº XXX)
Aprovação	<p>Resolução nº xxx, de xx.xx.20xx - Emenda nº 147</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 146</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 145</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 144</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 143</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 142</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 141</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 140</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 139</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 138</p> <p>Resolução nº 674, de 25.04.2022 - Emenda nº 137</p> <p>Resolução nº 303, de 05.02.2014 - Emenda nº 136</p> <p>Resolução nº 303, de 05.02.2014 - Emenda nº 135</p> <p>Resolução nº 275, de 12.06.2013 - Emenda nº 134</p> <p>Resolução nº 275, de 12.06.2013 - Emenda nº 133</p> <p>Resolução nº 263, de 05.03.2013 - Emenda nº 132</p> <p>Resolução nº 263, de 05.03.2013 - Emenda nº 131</p> <p>Resolução nº 226, de 24.04.2012 - Emenda nº 130</p> <p>Resolução nº 183, de 01.02.2011 - Emenda nº 129</p> <p>Resolução nº 112, de 02.09.2009 - Emenda nº 128</p> <p>Resolução nº 78, de 22.04.2009 - Emenda nº 127</p>
Origem:	Superintendência de Aeronavegabilidade - SAR
Data de Emissão:	XX.XX.20XX
Data de vigência	XX.XX.20XX

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25.00 REQUISITOS DA ADOÇÃO

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25.00 Requisitos da adoção

(a) Geral

Para concessão de certificados de tipo para aviões categoria transporte, será adotado integralmente, na língua inglesa, o regulamento **Title 14 Code of Federal Regulations Part 25** original, alterado pelas Emendas 25-1 a 25-147, estando esta última em vigor desde **23 de janeiro de 2023**, da autoridade de aviação civil, **Federal Aviation Administration – FAA, do Department of Transportation** dos Estados Unidos da América. Uma cópia deste regulamento é apresentada no mesmo sítio eletrônico que contém este RBAC.

(b) Divergência editorial

Para os efeitos de aplicação deste regulamento, devem ser considerados os equivalentes brasileiros nas referências ao FAA e suas respectivas unidades e gestores apresentados no regulamento adotado.

(c) [Reservado]

(d) [Reservado]

APÊNDICE A-I - DIFERENÇAS DO RBAC 25 EM RELAÇÃO AO 14CFR PART 25, EMENDA 25-147

Geral

Este apêndice apresenta diferenças deste RBAC 25 em relação ao 14CFR Part 25 da FAA. O conteúdo apresentado neste Apêndice A-I tem precedência em relação ao texto equivalente do regulamento da FAA adotado por este RBAC. Para fins de clareza editorial, o requisito cuja diferença é aplicável é republicado na sua totalidade e em língua inglesa neste Apêndice, com as necessárias adaptações de texto oriunda(s) da(s) diferença(s) sumarizadas na tabela abaixo.

Requisito	Diferença
§ 25.21 Proof of compliance	Adição do requisito 25.21(g)(5)-I
§ 25.1155-I Reverse thrust and propeller pitch settings below the flight regime	Adoção integral do requisito CS-25.1155, emenda 18.
§ 25.1193 Cowling and nacelle skin	Adição da alínea 25.1193(e)-I conforme requisito CS-25.1193(e) emenda 18.

§ 25.21 Proof of compliance

(a) Each requirement of this subpart must be met at each appropriate combination of weight and center of gravity within the range of loading conditions for which certification is requested. This must be shown -

- (1) By tests upon an airplane of the type for which certification is requested, or by calculations based on, and equal in accuracy to, the results of testing; and
- (2) By systematic investigation of each probable combination of weight and center of gravity, if compliance cannot be reasonably inferred from combinations investigated.

(b) [Reserved]

(c) The controllability, stability, trim, and stalling characteristics of the airplane must be shown for each altitude up to the maximum expected in operation.

(d) Parameters critical for the test being conducted, such as weight, loading (center of gravity and inertia), airspeed, power, and wind, must be maintained within acceptable tolerances of the critical values during flight testing.

(e) If compliance with the flight characteristics requirements is dependent upon a stability augmentation system or upon any other automatic or power-operated system, compliance must be shown with §§ 25.671 and 25.672.

(f) In meeting the requirements of §§ 25.105(d), 25.125, 25.233, and 25.237, the wind velocity must be measured at a height of 10 meters above the surface, or corrected for the difference between the height at which the wind velocity is measured and the 10-meter height.

(g) The requirements of this subpart associated with icing conditions apply only if the applicant is seeking certification for flight in icing conditions.

(1) Paragraphs (g)(3) and (4) of this section apply only to airplanes with one or both of the following attributes:

(i) Maximum takeoff gross weight is less than 60,000 lbs; or

(ii) The airplane is equipped with reversible flight controls.

(2) Each requirement of this subpart, except §§ 25.121(a), 25.123(c), 25.143(b)(1) and (2), 25.149, 25.201(c)(2), 25.239, and 25.251(b) through (e), must be met in the icing conditions specified in Appendix C of this part. Section 25.207(c) and (d) must be met in the landing configuration in the icing conditions specified in Appendix C, but need not be met for other configurations. Compliance must be shown using the ice accretions defined in part II of Appendix C of this part, assuming normal operation of the airplane and its ice protection system in accordance with the operating limitations and operating procedures established by the applicant and provided in the airplane flight manual.

(3) If the applicant does not seek certification for flight in all icing conditions defined in Appendix O of this part, each requirement of this subpart, except §§ 25.105, 25.107, 25.109, 25.111, 25.113, 25.115, 25.121, 25.123, 25.143(b)(1), (b)(2), and (c)(1), 25.149, 25.201(c)(2), 25.207(c), (d), and (e)(1), 25.239, and 25.251(b) through (e), must be met in the Appendix O icing conditions for which certification is not sought in order to allow a safe exit from those conditions. Compliance must be shown using the ice accretions defined in part II, paragraphs (b) and (d) of Appendix O, assuming normal operation of the airplane and its ice protection system in accordance with the operating limitations and operating procedures established by the applicant and provided in the airplane flight manual.

(4) If the applicant seeks certification for flight in any portion of the icing conditions of Appendix O of this part, each requirement of this subpart, except §§ 25.121(a), 25.123(c), 25.143(b)(1) and (2), 25.149, 25.201(c)(2), 25.239, and 25.251(b) through (e), must be met in the Appendix O icing conditions for which certification is sought. Section 25.207(c) and (d) must be met in the landing configuration in the Appendix O icing conditions for which certification is sought, but need not be met for other configurations. Compliance must be shown using the ice accretions defined in part II, paragraphs (c) and (d) of Appendix O, assuming normal operation of the airplane and its ice protection system in accordance with the operating limitations and operating procedures established by the applicant and provided in the airplane flight manual.

(5)-I No changes in the load distribution limits of section §25.23, the weight limits of section §25.25 (except where limited by performance requirements of this subpart), and the center of gravity limits of section §25.27, from those for non-icing conditions, are allowed for flight in icing conditions or with ice accretion.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5671, Apr. 8, 1970; Amdt. 25-42, 43 FR 2320, Jan. 16, 1978; Amdt. 25-72, 55 FR 29774, July 20, 1990; Amdt. 25-121, 72 FR 44665, Aug. 8, 2007 Amdt. 25-135, 76 FR 74654, Dec. 1, 2011; Amdt. 25-140, 79 FR 65524, Nov. 4, 2014].

§ 25.1155-I Reverse thrust and propeller pitch settings below the flight regime

Each control for selecting propeller pitch settings below the flight regime (reverse thrust for turbo-jet powered airplanes) must have the following:

(a) A positive lock or stop which requires a separate and distinct operation by the flight crew to displace the control from the flight regime (forward thrust regime for turbo-jet powered airplanes), and it must only be possible to make this separate and distinct operation once the control has reached the flight idle position.

(b) A means to prevent both inadvertent and intentional selection or activation of propeller pitch settings below the flight regime (reverse thrust for turbo-jet powered airplanes) when out of the approved in-flight operating envelope for that function, and override of that means is prohibited.

(c) A reliability, such that the loss of the means required by the paragraph (b) of this section is remote.

(d) A caution provided to the flight crew when the means required by the paragraph (b) of this section is lost.

(e) A caution provided to the flight crew when a cockpit control is displaced from the flight regime (forward thrust regime for turbo-jet powered airplanes) into a position to select propeller pitch settings below the flight regime (reverse thrust for turbo-jet powered airplanes) outside the approved in-flight operating envelope. This caution need not be provided if the means required by the paragraph (b) of this section is a mechanical baulk that prevents movement of the control.

[Amdt. 25-11, 32 FR 6913, May 5, 1967, RBAC 25 emenda XXX, Resolução nº xyz, de XX de xxxx de 20XX]

§ 25.1193 Cowling and nacelle skin

(a) Each cowling must be constructed and supported so that it can resist any vibration, inertia, and air load to which it may be subjected in operation.

(b) Cowling must meet the drainage and ventilation requirements of RBAC 25.1187.

(c) On airplanes with a diaphragm isolating the engine power section from the engine accessory section, each part of the accessory section cowling subject to flame in case of fire in the engine power section of the powerplant must—

(1) Be fireproof; and

(2) Meet the requirements of RBAC 25.1191.

(d) Each part of the cowling subject to high temperatures due to its nearness to exhaust system parts or exhaust gas impingement must be fireproof.

(e)-I Each airplane must –

(1) Be designed and constructed so that no fire originating in any fire zone can enter, either through openings or by burning through external skin, any other zone or region where it would create additional hazards;

- (2) Meet subparagraph (e)(1) of this paragraph with the landing gear retracted (if applicable); and
- (3) Have cowlings and nacelles skins, in areas subject to flame if a fire starts in an engine fire zone, complying with the following:
- (i) For in-flight operations, cowlings and nacelles skins must be fireproof in the complete concerned areas, and
 - (ii) For ground operations, cowlings and nacelles skins must be:
 - (A) Fireproof in the portions of the concerned areas where a skin burn through would affect critical areas of the airplane, and
 - (B) Fire-resistant or compliant with subparagraph (e)(1) of this paragraph in the remaining portions of the concerned areas.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-46, 43 FR 50598, Oct. 30, 1978, **RBAC 25 emenda XXX, Resolução nº xyz, de XX de xxx de 20XX**]



Documento assinado eletronicamente por **Kleber Daniel Jesuíno, Coordenador de Normas de Aeronavegabilidade - CNORMA**, em 30/10/2024, às 18:38, conforme horário oficial de Brasília, com fundamento no art. 4º, do [Decreto nº 10.543, de 13 de novembro de 2020](#).



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