



REGULAMENTO BRASILEIRO DA AVIAÇÃO CIVIL

RBAC nº 25

EMENDA nº ~~140~~139

Título: **REQUISITOS DE AERONAVEGABILIDADE:
AVIÕES CATEGORIA TRANSPORTE**

Aprovação: Anexo IV à Resolução nº ~~303~~xxx, de ~~5-x~~ de ~~fevereiro~~
~~xxxxx~~ de ~~2014~~2020, publicada no Diário Oficial da
União de ~~7-x~~ de ~~fevereiro~~xxxxxx de ~~2014~~2020, Seção
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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**, Emenda 25-~~139~~140, em vigor desde 5 de janeiro de 2015, da autoridade de aviação civil, **Federal Aviation Administration – FAA**, do **Department of Transportation** dos Estados Unidos da América, cujo original está contido no sítio oficial de publicação do regulamento adotado em pauta: <http://www.ecfr.gov>.

(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 25-140

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

§ 25.21 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].

[[Resolução nº xxx, de de de 2020, publicada no Diário Oficial da União de de de 2020, Seção 1, página -.]