

Tabela de diferenças entre emendas e justificativas Emenda 141 para 142

25.851		Justificativa
RBAC Emenda 25-141	RBAC 25 Emenda 25-142	
<p>§ 25.851 Fire extinguishers.</p> <p>(a)...</p> <p>(3) At least one readily accessible hand fire extinguisher must be available for use in each Class A or Class B cargo or baggage compartment and in each Class E cargo or baggage compartment that is accessible to crewmembers in flight.</p> <p>...</p> <p>(b) ...</p> <p>(2) The capacity of each required built-in fire extinguishing system must be adequate for any fire likely to occur in the compartment where used, considering the volume of the compartment and the ventilation rate.</p>	<p>25.851 Fire extinguishers.</p> <p>(a)...</p> <p>(3) At least one readily accessible hand fire extinguisher must be available for use in each Class A or Class B cargo or baggage compartment and in each Class E or Class F cargo or baggage compartment that is accessible to crewmembers in flight.</p> <p>...</p> <p>(b) ...</p> <p>(2) The capacity of each required built-in fire extinguishing system must be adequate for any fire likely to occur in the compartment where used, considering the volume of the compartment and the ventilation rate. The capacity of each system is adequate if there is sufficient quantity of agent to extinguish the fire or suppress the fire anywhere baggage or cargo is placed within the cargo compartment for the duration required to land and evacuate the airplane.</p>	<p>O requisito foi modificado para incluir uma nova categoria de compartimento de carga ou bagagem, a Classe F, e para definir o significado de capacidade adequada de agente extintor.</p>

25.855		Justificativa
RBAC Emenda 25-141	RBAC 25 Emenda 25-142	
<p>§ 25.855 Cargo or baggage compartments.</p> <p>...</p> <p>(b) Class B through Class E cargo or baggage compartments, as defined in</p>	<p>25.855 Cargo or baggage compartments.</p> <p>...</p> <p>(b) Each of the following cargo or baggage compartments, as defined in § 25.857, must have a liner that is</p>	<p>O requisito foi modificado para considerar a adoção da nova categoria de compartimento de carga ou bagagem, a Classe F, considerando a especificidade deste tipo de compartimento que permite a determinação de meios alternativos</p>

<p>§25.857, must have a liner, and the liner must be separate from (but may be attached to) the airplane structure.</p> <p>(c) Ceiling and sidewall liner panels of Class C compartments must meet the test requirements of part III of appendix F of this part or other approved equivalent methods.</p> <p>...</p> <p>(h) ...</p> <p>(3) The dissipation of the extinguishing agent in Class C compartments.</p> <p>...</p>	<p>separate from, but may be attached to, the airplane structure:</p> <p>(1) Any Class B through Class E cargo or baggage compartment, and</p> <p>(2) Any Class F cargo or baggage compartment, unless other means of containing a fire and protecting critical systems and structure are provided.</p> <p>(c) Ceiling and sidewall liner panels of Class C cargo or baggage compartments, and ceiling and sidewall liner panels in Class F cargo or baggage compartments, if installed to meet the requirements of paragraph (b)(2) of this section, must meet the test requirements of part III of appendix F of this part or other approved equivalent methods.</p> <p>...</p> <p>(h) ...</p> <p>(3) The dissipation of the extinguishing agent in all Class C compartments and, if applicable, in any Class F compartments.</p> <p>...</p>	<p>para proteção contra incêndio da aeronave.</p>
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25.857		Justificativa
RBAC Emenda 25-141	RBAC 25 Emenda 25-142	
<p>§ 25.857 Cargo compartment classification.</p> <p>....</p> <p>(b) ...</p> <p>(1) There is sufficient access in flight to enable a crewmember to effectively reach any part of the compartment with the</p>	<p>25.857 Cargo compartment classification.</p> <p>...</p> <p>(b) ..</p> <p>(1) There is sufficient access in flight to enable a crewmember, standing at any one access point and without stepping into the compartment, to extinguish a fire occurring in any part</p>	<p>O requisito foi modificado para harmonizar o requisito com o praticado pela EASA com respeito a configuração dos meios aceitáveis para combate a incêndio em um compartimento Classe B, de modo que se considere que o tripulante engajado no combate a incêndio neste compartimento o faça sem a necessidade de entrada no mesmo.</p>

contents of a hand fire extinguisher; ...	of the compartment using a hand fire extinguisher; ... (f) Class F. A Class F cargo or baggage compartment must be located on the main deck and is one in which— (1) There is a separate approved smoke detector or fire detector system to give warning at the pilot or flight engineer station; (2) There are means to extinguish or control a fire without requiring a crewmember to enter the compartment; and (3) There are means to exclude hazardous quantities of smoke, flames, or extinguishing agent from any compartment occupied by the crew or passengers.	Também foi adicionado o parágrafo (f) que traz o compartimento Classe F.
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Apêndice F		Justificativa
RBAC Emenda 25-141	RBAC 25 Emenda 25-142	
Part I—Test Criteria and Procedures for Showing Compliance With §25.853 or §25.855. ... (a)... (1) ... (ii) Floor covering, textiles (including draperies and upholstery), seat cushions, padding, decorative and nondecorative coated fabrics, leather, trays and galley furnishings, electrical	Part I—Test Criteria and Procedures for Showing Compliance With §25.853 or §25.855. ... (a)... (1) ... (ii) Floor covering, textiles (including draperies and upholstery), seat cushions, padding, decorative and non-decorative coated fabrics, leather, trays and	As alterações entre as emendas têm por objetivo a harmonização entre reguladores de aviação civil. Visam aprimorar os padrões de segurança contra incêndio para os compartimentos de carga da Classe B; estabelecer normas de segurança contra incêndio para um novo tipo de compartimento de carga, classe F, e atualização de normas relacionadas a extintores de incêndio. O estabelecimento de uma nova classificação, Classe F para compartimentos de carga ou bagagem afetaram os requisitos

<p>conduit, air ducting, joint and edge covering, liners of Class B and E cargo or baggage compartments, floor panels of Class B, C, D, or E cargo or baggage compartments, cargo covers and transparencies, molded and thermoformed parts, air ducting joints, and trim strips (decorative and chafing), that are constructed of materials not covered in subparagraph (iv) below, must be self-extinguishing when tested vertically in accordance with the applicable portions of part I of this appendix or other approved equivalent means. The average burn length may not exceed 8 inches, and the average flame time after removal of the flame source may not exceed 15 seconds. Drippings from the test specimen may not continue to flame for more than an average of 5 seconds after falling.</p>	<p>galley furnishings, electrical conduit, air ducting, joint and edge covering, liners of Class B and E cargo or baggage compartments, floor panels of Class B, C, E, or F cargo or baggage compartments, cargo covers and transparencies, molded and thermoformed parts, air ducting joints, and trim strips (decorative and chafing), that are constructed of materials not covered in paragraph (a)(1)(iv) below, must be self-extinguishing when tested vertically in accordance with the applicable portions of part I of this appendix or other approved equivalent means. The average burn length may not exceed 8 inches, and the average flame time after removal of the flame source may not exceed 15 seconds. Drippings from the test specimen may not continue to flame for more than an average of 5 seconds after falling.</p>	<p>de projeto no novo parágrafo 25.857 (f). Em consequência também foram alterados os parágrafos 25.851, 25.855 e o Apêndice F da parte 25 para incluir o novo compartimento da Classe F em sua aplicabilidade.</p>
<p>... (2)... ... (iii) A cargo or baggage compartment defined in §25.857 as Class B, C, D, or E must have floor panels constructed of materials which meet the requirements of paragraph (a)(1)(ii) of part I of this appendix and which are separated from the airplane structure (except for attachments). Such panels must be subjected to the 45 degree angle test. The flame may not</p>	<p>... (2)... ... (iii) A cargo or baggage compartment defined in §25.857 as Class B, C, E, or F must have floor panels constructed of materials which meet the requirements of paragraph (a)(1)(ii) of part I of this appendix and which are separated from the airplane structure (except for attachments). Such panels must be subjected to the 45 degree angle test. The flame may not penetrate</p>	<p>As alterações entre as emendas têm por objetivo a harmonização entre reguladores de aviação civil. Visam aprimorar os padrões de segurança contra incêndio para os compartimentos de carga da Classe B; estabelecer normas de segurança contra incêndio para um novo tipo de compartimento de carga, classe F, e atualização de normas relacionadas a extintores de incêndio. O estabelecimento de uma nova classificação, Classe F para compartimentos de carga ou bagagem afetaram os requisitos</p>

penetrate (pass through) the material during application of the flame or subsequent to its removal. The average flame time after removal of the flame source may not exceed 15 seconds, and the average glow time may not exceed 10 seconds.	(pass through) the material during application of the flame or subsequent to its removal. The average flame time after removal of the flame source may not exceed 15 seconds, and the average glow time may not exceed 10 seconds.	de projeto no novo parágrafo 25.857 (f). Em consequência também foram alterados os parágrafos 25.851, 25.855 e o Apêndice F da parte 25 para incluir o novo compartimento da Classe F em sua aplicabilidade.
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