

Tabela de diferenças entre emendas e justificativas Emenda 143 para 144

25.773		Justificativa
RBAC 25 Emenda 25-143	RBAC 25 Emenda 25-144	
<p>25.773 Pilot compartment view.</p> <p>(e) [SEÇÃO INEXISTENTE]</p>	<p>§25.773 Pilot compartment view.</p> <p>...</p> <p>(e) Vision systems with transparent displays. 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 in nonprecipitation and precipitation conditions:</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 and normal duties of paragraph (a) 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 or any symbology that is referenced to the imagery and outside scene topography, including attitude symbology, flight path vector, and flight path angle reference cue, that</p>	<p>O item e) está sendo adicionado ao requisito 25.773 para estabelecer requisitos de aeronavegabilidade para sistemas de visão com display de superfície transparente localizados no campo de visão externa do piloto, tais como <i>head-up</i> displays (HUD), displays montados na cabeça, ou outro display equivalente. Esta atualização visa eliminar a necessidade atual de emitir condições especiais para sistemas de visão em um <i>head-up</i> display, provendo à indústria requisitos conhecidos para a certificação desses sistemas e eliminando os custos resultantes do processo de emissão de condições especiais. Esta revisão também visa a harmonizar o texto do regulamento com a FAA.</p>

	<p>imagery and symbology must be 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 or the pilot compartment from meeting the provisions of paragraph (a)(2) of this section.</p> <p>[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5676, Apr. 8, 1970; Amdt. 25-46, 43 FR 50595, Oct. 30, 1978; Amdt. 25-72, 55 FR 29778, July 20, 1990; Amdt. 25-108, 67 FR 70827, Nov. 26, 2002; Amdt. 25-121, 72 FR 44669, Aug. 8, 2007; Amdt. 25-136, 77 FR 1618, Jan. 11, 2012; Amdt. 25-140, 79 FR 65525, Nov. 4, 2014; Docket FAA-2013-0485, Amdt. 25-144, 81 FR 90169, Dec. 13, 2016]</p>	
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