



CONDIÇÃO ESPECIAL

CE/SC nº 25 – 002

Título: **Condição Especial Aplicável à Parada Súbita de Motor e APU**

Title: **Special Condition for Sudden APU and Engine Stoppage.**

Aprovação: Resolução nº xx, de xx de xxxxxxxx de 2010

Origem: SAR

APLICABILIDADE

Esta condição especial se aplica à parada súbita de motor e APU do avião Embraer EMB 135BJ.

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Esta condição especial substitui os requisitos RBHA 25.361(b) e (c), emenda 25-84.

“§ SC 25-361 Engine and auxiliary power unit torque

(b) The limit engine torque to be considered under § 25.361 (a) must be obtained by multiplying mean torque for the specified power and speed by a factor of-

- (1) 1.25 for turbopropeller installations;
- (2) 1.33 for reciprocating engines.

(c) For turbine engine installations, the engine mounts, pylons and adjacent supporting airframe structure must be designed to withstand 1 g level flight loads acting simultaneously with the maximum limit torque loads imposed by each of the following:

- (1) sudden engine deceleration due to a malfunction which could result in a temporary loss of power or thrust; and
- (2) the maximum acceleration of the power unit.

§ SC 25-362 Engine failure loads

(a) For engine supporting structure, an ultimate loading condition must be considered that combines 1 g flight loads with the transient dynamic loads resulting from:

- (1) The loss of any fan, compressor, or turbine blade; and
- (2) Separately, where applicable to a specific engine design, any other engine structural failure that results in higher loads.

(b) The ultimate loads developed from these conditions are to be multiplied by a factor of 1.0 when applied to engine mounts and pylons and multiplied by a factor of 1.25 when applied to adjacent supporting airframe structure.

(c) Any permanent deformation that results from the conditions specified in the item (a) of this § SC 25.362 must not prevent continued safe flight and landing.”