

§ 25.904

of any system that can affect the engine, will not—

(1) Prevent the continued safe operation of the remaining engines; or

(2) Require immediate action by any crewmember for continued safe operation.

(c) *Control of engine rotation.* There must be means for stopping the rotation of any engine individually in flight, except that, for turbine engine installations, the means for stopping the rotation of any engine need be provided only where continued rotation could jeopardize the safety of the airplane. Each component of the stopping system on the engine side of the firewall that might be exposed to fire must be at least fire-resistant. If hydraulic propeller feathering systems are used for this purpose, the feathering lines must be at least fire resistant under the operating conditions that may be expected to exist during feathering.

(d) *Turbine engine installations.* For turbine engine installations—

(1) Design precautions must be taken to minimize the hazards to the airplane in the event of an engine rotor failure or of a fire originating within the engine which burns through the engine case.

(2) The powerplant systems associated with engine control devices, systems, and instrumentation, must be designed to give reasonable assurance that those engine operating limitations that adversely affect turbine rotor structural integrity will not be exceeded in service.

(e) *Restart capability.* (1) Means to restart any engine in flight must be provided.

(2) An altitude and airspeed envelope must be established for in-flight engine restarting, and each engine must have a restart capability within that envelope.

(3) For turbine engine powered airplanes, if the minimum windmilling speed of the engines, following the inflight shutdown of all engines, is insufficient to provide the necessary electrical power for engine ignition, a power source independent of the engine-driven electrical power generating system must be provided to permit inflight engine ignition for restarting.

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(f) *Auxiliary Power Unit.* Each auxiliary power unit must be approved or meet the requirements of the category for its intended use.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5676, Apr. 8, 1970; Amdt. 25–40, 42 FR 15042, Mar. 17, 1977; Amdt. 25–57, 49 FR 6848, Feb. 23, 1984; Amdt. 25–72, 55 FR 29784, July 20, 1990; Amdt. 25–73, 55 FR 32861, Aug. 10, 1990; Amdt. 25–94, 63 FR 8848, Feb. 23, 1998; Amdt. 25–95, 63 FR 14798, Mar. 26, 1998; Amdt. 25–100, 65 FR 55854, Sept. 14, 2000]

§ 25.904 Automatic takeoff thrust control system (ATTCS).

Each applicant seeking approval for installation of an engine power control system that automatically resets the power or thrust on the operating engine(s) when any engine fails during the takeoff must comply with the requirements of appendix I of this part.

[Amdt. 25–62, 52 FR 43156, Nov. 9, 1987]

§ 25.905 Propellers.

(a) Each propeller must have a type certificate.

(b) Engine power and propeller shaft rotational speed may not exceed the limits for which the propeller is certificated.

(c) Each component of the propeller blade pitch control system must meet the requirements of § 35.42 of this chapter.

(d) Design precautions must be taken to minimize the hazards to the airplane in the event a propeller blade fails or is released by a hub failure. The hazards which must be considered include damage to structure and vital systems due to impact of a failed or released blade and the unbalance created by such failure or release.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–54, 45 FR 60173, Sept. 11, 1980; Amdt. 25–57, 49 FR 6848, Feb. 23, 1984; Amdt. 25–72, 55 FR 29784, July 20, 1990]

§ 25.907 Propeller vibration.

(a) The magnitude of the propeller blade vibration stresses under any normal condition of operation must be determined by actual measurement or by comparison with similar installations for which these measurements have been made.

(b) The determined vibration stresses may not exceed values that have been shown to be safe for continuous operation.

§ 25.925 Propeller clearance.

Unless smaller clearances are substantiated, propeller clearances with the airplane at maximum weight, with the most adverse center of gravity, and with the propeller in the most adverse pitch position, may not be less than the following:

(a) *Ground clearance.* There must be a clearance of at least seven inches (for each airplane with nose wheel landing gear) or nine inches (for each airplane with tail wheel landing gear) between each propeller and the ground with the landing gear statically deflected and in the level takeoff, or taxiing attitude, whichever is most critical. In addition, there must be positive clearance between the propeller and the ground when in the level takeoff attitude with the critical tire(s) completely deflated and the corresponding landing gear strut bottomed.

(b) *Water clearance.* There must be a clearance of at least 18 inches between each propeller and the water, unless compliance with § 25.239(a) can be shown with a lesser clearance.

(c) *Structural clearance.* There must be—

(1) At least one inch radial clearance between the blade tips and the airplane structure, plus any additional radial clearance necessary to prevent harmful vibration;

(2) At least one-half inch longitudinal clearance between the propeller blades or cuffs and stationary parts of the airplane; and

(3) Positive clearance between other rotating parts of the propeller or spinner and stationary parts of the airplane.

Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29784, July 20, 1990]

§ 25.929 Propeller deicing.

(a) For airplanes intended for use where icing may be expected, there must be a means to prevent or remove hazardous ice accumulation on propellers or on accessories where ice accu-

mulation would jeopardize engine performance.

(b) If combustible fluid is used for propeller deicing, §§ 25.1181 through 25.1185 and 25.1189 apply.

§ 25.933 Reversing systems.

(a) For turbojet reversing systems—

(1) Each system intended for ground operation only must be designed so that during any reversal in flight the engine will produce no more than flight idle thrust. In addition, it must be shown by analysis or test, or both, that—

(i) Each operable reverser can be restored to the forward thrust position; and

(ii) The airplane is capable of continued safe flight and landing under any possible position of the thrust reverser.

(2) Each system intended for inflight use must be designed so that no unsafe condition will result during normal operation of the system, or from any failure (or reasonably likely combination of failures) of the reversing system, under any anticipated condition of operation of the airplane including ground operation. Failure of structural elements need not be considered if the probability of this kind of failure is extremely remote.

(3) Each system must have means to prevent the engine from producing more than idle thrust when the reversing system malfunctions, except that it may produce any greater forward thrust that is shown to allow directional control to be maintained, with aerodynamic means alone, under the most critical reversing condition expected in operation.

(b) For propeller reversing systems—

(1) Each system intended for ground operation only must be designed so that no single failure (or reasonably likely combination of failures) or malfunction of the system will result in unwanted reverse thrust under any expected operating condition. Failure of structural elements need not be considered if this kind of failure is extremely remote.

(2) Compliance with this section may be shown by failure analysis or testing, or both, for propeller systems that allow propeller blades to move from