

Code of Federal Regulations

This Section of CFR is No Longer Current.

Sec. 25.1585

Sec. 25.1585

Part 25 AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

Subpart G--Operating Limitations and Information Airplane Flight Manual

Sec. 25.1585

Operating procedures.

(a) Information and instructions regarding the peculiarities of normal operations (including starting and warming the engines, taxiing operation of wing flaps, landing gear, and the automatic pilot) must be furnished, together with recommended procedures for--

(1) Engine failure (including minimum speeds, trim, operation of the remaining engines, and operation of flaps);

(2) Stopping the rotation of propeller in flight;

(3) Restarting turbine engines in flight (including the effects of altitude);

(4) Fire, decompression, and similar emergencies;

(5) Ditching, (including the procedures based on the requirements of Secs. 25.801, 25.807(d), 25.1111, and 25.1415(a) through (e));

(6) Use of ice protection equipment;

[(7) Use of fuel jettisoning equipment, including any operating precautions relevant to the use of the system;]

(8) Operation in turbulence for turbine powered airplanes (including recommended turbulence penetration airspeeds, flight peculiarities, and special control instructions); and

(9) Restoring a deployed thrust reverser intended for ground operation only to the forward thrust position in flight or continuing flight and landing with the thrust reverser in any position except forward thrust [; and

(10) Disconnecting the battery from its charging source, if compliance is shown with Sec. 25.1353(c)(6)(ii) or (c)(6)(iii).]

(b) Information identifying each operating condition in which the fuel system independence prescribed in Sec. 25.953 is necessary for safety must be furnished, together with instructions for placing the fuel system in a configuration used to show compliance with that section.

[(c) The buffet onset envelopes determined under Sec. 25.251 must be furnished. The buffet onset envelopes presented may reflect the center of gravity at which the airplane is normally loaded during cruise if corrections for the effect of different center of gravity locations are furnished.]

Amdt. 25-42, Eff. 3/1/78