Code of Federal Regulations

This Section of CFR is No Longer Current.

Sec. 25.933

Part 25 AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES	
Subpart E--Powerplant	General

Sec. 25.933

Reversing systems.

[(a) Each engine reversing 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--
(1) The reverser can be restored to the forward thrust position; or
(2) The airplane is capable of continued safe flight and landing under any possible position of the thrust reverser.**]**
(b) Turbojet reversing systems 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.
(c) Compliance with this section may be shown by failure analysis, testing, or both, for propeller systems that allow propeller blades to move from the flight low-pitch position to a position that is substantially less than that at the normal flight low-pitch stop position. The analysis may include or be supported by the analysis made to show compliance with the requirements of Sec. 35.21 for the propeller and associated installation components.
(d) Each turbojet reversing system must have means to prevent the engine from producing more than idle forward 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.

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