

§ 27.151

(d) The rotorcraft, after (1) failure of one engine in the case of multiengine rotorcraft that meet Transport Category A engine isolation requirements, or (2) complete engine failure in the case of other rotorcraft, must be controllable over the range of speeds and altitudes for which certification is requested when such power failure occurs with maximum continuous power and critical weight. No corrective action time delay for any condition following power failure may be less than—

(i) For the cruise condition, one second, or normal pilot reaction time (whichever is greater); and

(ii) For any other condition, normal pilot reaction time.

(e) For helicopters for which a V_{NE} (power-off) is established under § 27.1505(c), compliance must be demonstrated with the following requirements with critical weight, critical center of gravity, and critical rotor r.p.m.:

(1) The helicopter must be safely slowed to V_{NE} (power-off), without exceptional pilot skill, after the last operating engine is made inoperative at power-on V_{NE} .

(2) At a speed of 1.1 V_{NE} (power-off), the margin of cyclic control must allow satisfactory roll and pitch control with power off.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 963, Jan. 26, 1968; Amdt. 27-14, 43 FR 2325, Jan. 16, 1978; Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

§ 27.151 Flight controls.

(a) Longitudinal, lateral, directional, and collective controls may not exhibit excessive breakout force, friction, or preload.

(b) Control system forces and free play may not inhibit a smooth, direct rotorcraft response to control system input.

[Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

§ 27.161 Trim control.

The trim control—

(a) Must trim any steady longitudinal, lateral, and collective control

14 CFR Ch. I (1-1-03 Edition)

forces to zero in level flight at any appropriate speed; and

(b) May not introduce any undesirable discontinuities in control force gradients.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

§ 27.171 Stability: general.

The rotorcraft must be able to be flown, without undue pilot fatigue or strain, in any normal maneuver for a period of time as long as that expected in normal operation. At least three landings and takeoffs must be made during this demonstration.

§ 27.173 Static longitudinal stability.

(a) The longitudinal control must be designed so that a rearward movement of the control is necessary to obtain a speed less than the trim speed, and a forward movement of the control is necessary to obtain a speed more than the trim speed.

(b) With the throttle and collective pitch held constant during the maneuvers specified in § 27.175 (a) through (c), the slope of the control position versus speed curve must be positive throughout the full range of altitude for which certification is requested.

(c) During the maneuver specified in § 27.175(d), the longitudinal control position versus speed curve may have a negative slope within the specified speed range if the negative motion is not greater than 10 percent of total control travel.

[Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

§ 27.175 Demonstration of static longitudinal stability.

(a) *Climb*. Static longitudinal stability must be shown in the climb condition at speeds from 0.85 V_Y to 1.2 V_Y , with—

- (1) Critical weight;
- (2) Critical center of gravity;
- (3) Maximum continuous power;
- (4) The landing gear retracted; and
- (5) The rotorcraft trimmed at V_Y .

(b) *Cruise*. Static longitudinal stability must be shown in the cruise condition at speeds from 0.7 V_H or 0.7 V_{NE} , whichever is less, to 1.1 V_H or 1.1 V_{NE} , whichever is less, with—

- (1) Critical weight;
- (2) Critical center of gravity;
- (3) Power for level flight at $0.9 V_H$ or $0.9 V_{NE}$, whichever is less;
- (4) The landing gear retracted; and
- (5) The rotorcraft trimmed at $0.9 V_H$ or $0.9 V_{NE}$, whichever is less.

(c) *Autorotation.* Static longitudinal stability must be shown in autorotation at airspeeds from 0.5 times the speed for minimum rate of descent to V_{NE} , or to $1.1 V_{NE}$ (power-off) if V_{NE} (power-off) is established under § 27.1505(c), and with—

- (1) Critical weight;
- (2) Critical center of gravity;
- (3) Power off;
- (4) The landing gear—
 - (i) Retracted; and
 - (ii) Extended; and
- (5) The rotorcraft trimmed at appropriate speeds found necessary by the Administrator to demonstrate stability throughout the prescribed speed range.

(d) *Hovering.* For helicopters, the longitudinal cyclic control must operate with the sense and direction of motion prescribed in § 27.173 between the maximum approved rearward speed and a forward speed of 17 knots with—

- (1) Critical weight;
- (2) Critical center of gravity;
- (3) Power required to maintain an approximate constant height in ground effect;
- (4) The landing gear extended; and
- (5) The helicopter trimmed for hovering.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 963, Jan. 26, 1968; Amdt. 27-11, 41 FR 55468, Dec. 20, 1976; Amdt. 27-14, 43 FR 2325, Jan. 16, 1978; Amdt. 27-21, 49 FR 44433, Nov. 6, 1984; Amdt. 27-34, 62 FR 46173, Aug. 29, 1997]

§ 27.177 Static directional stability.

Static directional stability must be positive with throttle and collective controls held constant at the trim conditions specified in § 27.175 (a) and (b). This must be shown by steadily increasing directional control deflection for sideslip angles up to $\pm 10^\circ$ from trim. Sufficient cues must accompany side-

slip to alert the pilot when approaching sideslip limits.

[Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

GROUND AND WATER HANDLING CHARACTERISTICS

§ 27.231 General.

The rotorcraft must have satisfactory ground and water handling characteristics, including freedom from uncontrollable tendencies in any condition expected in operation.

§ 27.235 Taxiing condition.

The rotorcraft must be designed to withstand the loads that would occur when the rotorcraft is taxied over the roughest ground that may reasonably be expected in normal operation.

§ 27.239 Spray characteristics.

If certification for water operation is requested, no spray characteristics during taxiing, takeoff, or landing may obscure the vision of the pilot or damage the rotors, propellers, or other parts of the rotorcraft.

§ 27.241 Ground resonance.

The rotorcraft may have no dangerous tendency to oscillate on the ground with the rotor turning.

MISCELLANEOUS FLIGHT REQUIREMENTS

§ 27.251 Vibration.

Each part of the rotorcraft must be free from excessive vibration under each appropriate speed and power condition.

Subpart C—Strength Requirements

GENERAL

§ 27.301 Loads.

(a) Strength requirements are specified in terms of limit loads (the maximum loads to be expected in service) and ultimate loads (limit loads multiplied by prescribed factors of safety). Unless otherwise provided, prescribed loads are limit loads.

(b) Unless otherwise provided, the specified air, ground, and water loads must be placed in equilibrium with inertia forces, considering each item of mass in the rotorcraft. These loads