

hovering out of ground effect which is lower.

(b) The applicable power failure conditions are—

(1) For single-engine helicopters, full autorotation;

(2) For multiengine helicopters, one engine inoperative (where engine isolation features insure continued operation of the remaining engines), and the remaining engines at the greatest power for which certification is requested, and

(3) For other rotorcraft, conditions appropriate to the type.

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

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-14, 43 FR 2324, Jan. 16, 1978; Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

FLIGHT CHARACTERISTICS

§ 27.141 General.

The rotorcraft must—

(a) Except as specifically required in the applicable section, meet the flight characteristics requirements of this subpart—

(1) At the altitudes and temperatures expected in operation;

(2) Under any critical loading condition within the range of weights and centers of gravity for which certification is requested;

(3) For power-on operations, under any condition of speed, power, and rotor r.p.m. for which certification is requested; and

(4) For power-off operations, under any condition of speed and rotor r.p.m. for which certification is requested that is attainable with the controls rigged in accordance with the approved rigging instructions and tolerances;

(b) Be able to maintain any required flight condition and make a smooth transition from any flight condition to any other flight condition without exceptional piloting skill, alertness, or strength, and without danger of exceeding the limit load factor under any operating condition probable for the type, including—

(1) Sudden failure of one engine, for multiengine rotorcraft meeting Trans-

port Category A engine isolation requirements of Part 29 of this chapter;

(2) Sudden, complete power failure for other rotorcraft; and

(3) Sudden, complete control system failures specified in § 27.695 of this part; and

(c) Have any additional characteristic required for night or instrument operation, if certification for those kinds of operation is requested. Requirements for helicopter instrument flight are contained in appendix B of this part.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 962, Jan. 26, 1968; Amdt. 27-11, 41 FR 55468, Dec. 20, 1976; Amdt. 27-19, 48 FR 4389, Jan. 31, 1983; Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

§ 27.143 Controllability and maneuverability.

(a) The rotorcraft must be safely controllable and maneuverable—

(1) During steady flight; and

(2) During any maneuver appropriate to the type, including—

(i) Takeoff;

(ii) Climb;

(iii) Level flight;

(iv) Turning flight;

(v) Glide;

(vi) Landing (power on and power off); and

(vii) Recovery to power-on flight from a balked autorotative approach.

(b) The margin of cyclic control must allow satisfactory roll and pitch control at V_{NE} with—

(1) Critical weight;

(2) Critical center of gravity;

(3) Critical rotor r.p.m.; and

(4) Power off (except for helicopters demonstrating compliance with paragraph (e) of this section) and power on.

(c) A wind velocity of not less than 17 knots must be established in which the rotorcraft can be operated without loss of control on or near the ground in any maneuver appropriate to the type (such as crosswind takeoffs, sideward flight, and rearward flight), with—

(1) Critical weight;

(2) Critical center of gravity;

(3) Critical rotor r.p.m.; and

(4) Altitude, from standard sea level conditions to the maximum altitude capability of the rotorcraft or 7,000 feet, whichever is less.