

each flight attendant must be a member of a regularly scheduled line crew.

(h) A representative passenger load of persons in normal health must be used as follows:

(1) At least 40 percent of the passenger load must be female.

(2) At least 35 percent of the passenger load must be over 50 years of age.

(3) At least 15 percent of the passenger load must be female and over 50 years of age.

(4) Three life-size dolls, not included as part of the total passenger load, must be carried by passengers to simulate live infants 2 years old or younger.

(5) Crewmembers, mechanics, and training personnel, who maintain or operate the airplane in the normal course of their duties, may not be used as passengers.

(i) No passenger may be assigned a specific seat except as the Administrator may require. Except as required by subparagraph (g) of this paragraph, no employee of the applicant may be seated next to an emergency exit.

(j) Seat belts and shoulder harnesses (as required) must be fastened.

(k) Before the start of the demonstration, approximately one-half of the total average amount of carry-on baggage, blankets, pillows, and other similar articles must be distributed at several locations in aisles and emergency exit access ways to create minor obstructions.

(l) No prior indication may be given to any crewmember or passenger of the particular exits to be used in the demonstration.

(m) The applicant may not practice, rehearse, or describe the demonstration for the participants nor may any participant have taken part in this type of demonstration within the preceding 6 months.

(n) Prior to entering the demonstration aircraft, the passengers may also be advised to follow directions of crewmembers but may not be instructed on the procedures to be followed in the demonstration, except with respect to safety procedures in place for the demonstration or which have to do with the demonstration site. Prior to the start of the demonstration, the pre-takeoff passenger briefing required by §121.571 may be given. Flight attendants may assign demonstration subjects to assist persons from the bottom of a slide, consistent with their approved training program.

(o) The airplane must be configured to prevent disclosure of the active emergency exits to demonstration participants in the airplane until the start of the demonstration.

(p) Exits used in the demonstration must consist of one exit from each exit pair. The demonstration may be conducted with the escape slides, if provided, inflated and the exits open at the beginning of the demonstration. In this case, all exits must be configured such that the active exits are not

disclosed to the occupants. If this method is used, the exit preparation time for each exit utilized must be accounted for, and exits that are not to be used in the demonstration must not be indicated before the demonstration has started. The exits to be used must be representative of all of the emergency exits on the airplane and must be designated by the applicant, subject to approval by the Administrator. At least one floor level exit must be used.

(q) Except as provided in paragraph (c) of this section, all evacuees must leave the airplane by a means provided as part of the airplane's equipment.

(r) The applicant's approved procedures must be fully utilized, except the flightcrew must take no active role in assisting others inside the cabin during the demonstration.

(s) The evacuation time period is completed when the last occupant has evacuated the airplane and is on the ground. Provided that the acceptance rate of the stand or ramp is no greater than the acceptance rate of the means available on the airplane for descent from the wing during an actual crash situation, evacuees using stands or ramps allowed by paragraph (c) of this appendix are considered to be on the ground when they are on the stand or ramp.

[Amdt. 25-72, 55 FR 29788, July 20, 1990, as amended by Amdt. 25-79, Aug. 26, 1993; Amdt. 25-117, 69 FR 67499, Nov. 17, 2004]

## PART 27—AIRWORTHINESS STANDARDS: NORMAL CATEGORY ROTORCRAFT

### Subpart A—General

Sec.

27.1 Applicability.

27.2 Special retroactive requirements.

### Subpart B—Flight

#### GENERAL

27.21 Proof of compliance.

27.25 Weight limits.

27.27 Center of gravity limits.

27.29 Empty weight and corresponding center of gravity.

27.31 Removable ballast.

27.33 Main rotor speed and pitch limits.

#### PERFORMANCE

27.45 General.

27.51 Takeoff.

27.65 Climb: all engines operating.

27.67 Climb: one engine inoperative.

27.71 Glide performance.

27.73 Performance at minimum operating speed.

27.75 Landing.

27.79 Limiting height—speed envelope.

## FLIGHT CHARACTERISTICS

- 27.141 General.
- 27.143 Controllability and maneuverability.
- 27.151 Flight controls.
- 27.161 Trim control.
- 27.171 Stability: general.
- 27.173 Static longitudinal stability.
- 27.175 Demonstration of static longitudinal stability.
- 27.177 Static directional stability.

## GROUND AND WATER HANDLING CHARACTERISTICS

- 27.231 General.
- 27.235 Taxiing condition.
- 27.239 Spray characteristics.
- 27.241 Ground resonance.

## MISCELLANEOUS FLIGHT REQUIREMENTS

- 27.251 Vibration.

**Subpart C—Strength Requirements**

## GENERAL

- 27.301 Loads.
- 27.303 Factor of safety.
- 27.305 Strength and deformation.
- 27.307 Proof of structure.
- 27.309 Design limitations.

## FLIGHT LOADS

- 27.321 General.
- 27.337 Limit maneuvering load factor.
- 27.339 Resultant limit maneuvering loads.
- 27.341 Gust loads.
- 27.351 Yawing conditions.
- 27.361 Engine torque.

## CONTROL SURFACE AND SYSTEM LOADS

- 27.391 General.
- 27.395 Control system.
- 27.397 Limit pilot forces and torques.
- 27.399 Dual control system.
- 27.411 Ground clearance: tail rotor guard.
- 27.427 Unsymmetrical loads.

## GROUND LOADS

- 27.471 General.
- 27.473 Ground loading conditions and assumptions.
- 27.475 Tires and shock absorbers.
- 27.477 Landing gear arrangement.
- 27.479 Level landing conditions.
- 27.481 Tail-down landing conditions.
- 27.483 One-wheel landing conditions.
- 27.485 Lateral drift landing conditions.
- 27.493 Braked roll conditions.
- 27.497 Ground loading conditions: landing gear with tail wheels.
- 27.501 Ground loading conditions: landing gear with skids.
- 27.505 Ski landing conditions.

## WATER LOADS

- 27.521 Float landing conditions.

## MAIN COMPONENT REQUIREMENTS

- 27.547 Main rotor structure.
- 27.549 Fuselage, landing gear, and rotor pylon structures.

## EMERGENCY LANDING CONDITIONS

- 27.561 General.
- 27.562 Emergency landing dynamic conditions.
- 27.563 Structural ditching provisions.

## FATIGUE EVALUATION

- 27.571 Fatigue evaluation of flight structure.

**Subpart D—Design and Construction**

## GENERAL

- 27.601 Design.
- 27.602 Critical parts.
- 27.603 Materials.
- 27.605 Fabrication methods.
- 27.607 Fasteners.
- 27.609 Protection of structure.
- 27.610 Lightning and static electricity protection.
- 27.611 Inspection provisions.
- 27.613 Material strength properties and design values.
- 27.619 Special factors.
- 27.621 Casting factors.
- 27.623 Bearing factors.
- 27.625 Fitting factors.
- 27.629 Flutter.

## ROTORs

- 27.653 Pressure venting and drainage of rotor blades.
- 27.659 Mass balance.
- 27.661 Rotor blade clearance.
- 27.663 Ground resonance prevention means.

## CONTROL SYSTEMS

- 27.671 General.
- 27.672 Stability augmentation, automatic, and power-operated systems.
- 27.673 Primary flight control.
- 27.674 Interconnected controls.
- 27.675 Stops.
- 27.679 Control system locks.
- 27.681 Limit load static tests.
- 27.683 Operation tests.
- 27.685 Control system details.
- 27.687 Spring devices.
- 27.691 Autorotation control mechanism.
- 27.695 Power boost and power-operated control system.

## LANDING GEAR

- 27.723 Shock absorption tests.
- 27.725 Limit drop test.
- 27.727 Reserve energy absorption drop test.
- 27.729 Retracting mechanism.
- 27.731 Wheels.
- 27.733 Tires.

- 27.735 Brakes.  
27.737 Skis.

## FLOATS AND HULLS

- 27.751 Main float buoyancy.  
27.753 Main float design.  
27.755 Hulls.

## PERSONNEL AND CARGO ACCOMMODATIONS

- 27.771 Pilot compartment.  
27.773 Pilot compartment view.  
27.775 Windshields and windows.  
27.777 Cockpit controls.  
27.779 Motion and effect of cockpit controls.  
27.783 Doors.  
27.785 Seats, berths, litters, safety belts, and harnesses.  
27.787 Cargo and baggage compartments.  
27.801 Ditching.  
27.805 Flight crew emergency exits.  
27.807 Emergency exits.  
27.831 Ventilation.  
27.833 Heaters.

## FIRE PROTECTION

- 27.853 Compartment interiors.  
27.855 Cargo and baggage compartments.  
27.859 Heating systems.  
27.861 Fire protection of structure, controls, and other parts.  
27.863 Flammable fluid fire protection.

## EXTERNAL LOADS

- 27.865 External loads.

## MISCELLANEOUS

- 27.871 Leveling marks.  
27.873 Ballast provisions.

## Subpart E—Powerplant

## GENERAL

- 27.901 Installation.  
27.903 Engines.  
27.907 Engine vibration.

## ROTOR DRIVE SYSTEM

- 27.917 Design.  
27.921 Rotor brake.  
27.923 Rotor drive system and control mechanism tests.  
27.927 Additional tests.  
27.931 Shafting critical speed.  
27.935 Shafting joints.  
27.939 Turbine engine operating characteristics.

## FUEL SYSTEM

- 27.951 General.  
27.952 Fuel system crash resistance.  
27.953 Fuel system independence.  
27.954 Fuel system lightning protection.  
27.955 Fuel flow.  
27.959 Unusable fuel supply.  
27.961 Fuel system hot weather operation.

- 27.963 Fuel tanks: general.  
27.965 Fuel tank tests.  
27.967 Fuel tank installation.  
27.969 Fuel tank expansion space.  
27.971 Fuel tank sump.  
27.973 Fuel tank filler connection.  
27.975 Fuel tank vents.  
27.977 Fuel tank outlet.

## FUEL SYSTEM COMPONENTS

- 27.991 Fuel pumps.  
27.993 Fuel system lines and fittings.  
27.995 Fuel valves.  
27.997 Fuel strainer or filter.  
27.999 Fuel system drains.

## OIL SYSTEM

- 27.1011 Engines: General.  
27.1013 Oil tanks.  
27.1015 Oil tank tests.  
27.1017 Oil lines and fittings.  
27.1019 Oil strainer or filter.  
27.1021 Oil system drains.  
27.1027 Transmissions and gearboxes: General.

## COOLING

- 27.1041 General.  
27.1043 Cooling tests.  
27.1045 Cooling test procedures.

## INDUCTION SYSTEM

- 27.1091 Air induction.  
27.1093 Induction system icing protection.

## EXHAUST SYSTEM

- 27.1121 General.  
27.1123 Exhaust piping.

## POWERPLANT CONTROLS AND ACCESSORIES

- 27.1141 Powerplant controls: general.  
27.1143 Engine controls.  
27.1145 Ignition switches.  
27.1147 Mixture controls.  
27.1151 Rotor brake controls.  
27.1163 Powerplant accessories.

## POWERPLANT FIRE PROTECTION

- 27.1183 Lines, fittings, and components.  
27.1185 Flammable fluids.  
27.1187 Ventilation and drainage.  
27.1189 Shutoff means.  
27.1191 Firewalls.  
27.1193 Cowling and engine compartment covering.  
27.1194 Other surfaces.  
27.1195 Fire detector systems.

## Subpart F—Equipment

## GENERAL

- 27.1301 Function and installation.  
27.1303 Flight and navigation instruments.  
27.1305 Powerplant instruments.  
27.1307 Miscellaneous equipment.

## § 27.1

27.1309 Equipment, systems, and installations.

### INSTRUMENTS: INSTALLATION

27.1321 Arrangement and visibility.  
27.1322 Warning, caution, and advisory lights.  
27.1323 Airspeed indicating system.  
27.1325 Static pressure systems.  
27.1327 Magnetic direction indicator.  
27.1329 Automatic pilot system.  
27.1335 Flight director systems.  
27.1337 Powerplant instruments.

### ELECTRICAL SYSTEMS AND EQUIPMENT

27.1351 General.  
27.1353 Storage battery design and installation.  
27.1357 Circuit protective devices.  
27.1361 Master switch.  
27.1365 Electric cables.  
27.1367 Switches.

### LIGHTS

27.1381 Instrument lights.  
27.1383 Landing lights.  
27.1385 Position light system installation.  
27.1387 Position light system dihedral angles.  
27.1389 Position light distribution and intensities.  
27.1391 Minimum intensities in the horizontal plane of forward and rear position lights.  
27.1393 Minimum intensities in any vertical plane of forward and rear position lights.  
27.1395 Maximum intensities in overlapping beams of forward and rear position lights.  
27.1397 Color specifications.  
27.1399 Riding light.  
27.1401 Anticollision light system.

### SAFETY EQUIPMENT

27.1411 General.  
27.1413 Safety belts.  
27.1415 Ditching equipment.  
27.1419 Ice protection.  
27.1435 Hydraulic systems.  
27.1457 Cockpit voice recorders.  
27.1459 Flight recorders.  
27.1461 Equipment containing high energy rotors.

### Subpart G—Operating Limitations and Information

27.1501 General.

#### OPERATING LIMITATIONS

27.1503 Airspeed limitations: general.  
27.1505 Never-exceed speed.  
27.1509 Rotor speed.  
27.1519 Weight and center of gravity.  
27.1521 Powerplant limitations.  
27.1523 Minimum flight crew.

## 14 CFR Ch. I (1–1–06 Edition)

27.1525 Kinds of operations.  
27.1527 Maximum operating altitude.  
27.1529 Instructions for Continued Airworthiness.

### MARKINGS AND PLACARDS

27.1541 General.  
27.1543 Instrument markings: general.  
27.1545 Airspeed indicator.  
27.1547 Magnetic direction indicator.  
27.1549 Powerplant instruments.  
27.1551 Oil quantity indicator.  
27.1553 Fuel quantity indicator.  
27.1555 Control markings.  
27.1557 Miscellaneous markings and placards.  
27.1559 Limitations placard.  
27.1561 Safety equipment.  
27.1565 Tail rotor.

### ROTORCRAFT FLIGHT MANUAL AND APPROVED MANUAL MATERIAL

27.1581 General.  
27.1583 Operating limitations.  
27.1585 Operating procedures.  
27.1587 Performance information.  
27.1589 Loading information.

APPENDIX A TO PART 27—INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

APPENDIX B TO PART 27—AIRWORTHINESS CRITERIA FOR HELICOPTER INSTRUMENT FLIGHT

APPENDIX C TO PART 27—CRITERIA FOR CATEGORY A

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## Subpart A—General

### § 27.1 Applicability.

(a) This part prescribes airworthiness standards for the issue of type certificates, and changes to those certificates, for normal category rotorcraft with maximum weights of 7,000 pounds or less and nine or less passenger seats.

(b) Each person who applies under Part 21 for such a certificate or change must show compliance with the applicable requirements of this part.

(c) Multiengine rotorcraft may be type certified as Category A provided the requirements referenced in appendix C of this part are met.

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