SOURCE: Docket No. 2095, 29 FR 7458, June 10, 1964, unless otherwise noted.

Subpart A—General

§35.1 Applicability.

(a) This part prescribes airworthiness standards for the issue of type certificates and changes to those certificates, for propellers.

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

[Amdt. 35–3, 41 FR 55475, Dec. 20, 1976]

§35.3 Instruction manual for installing and operating the propeller.

Each applicant must prepare and make available an approved manual or manuals containing instructions for installing and operating the propeller.

[Amdt. 35–5, 45 FR 60181, Sept. 11, 1980]

§35.4 Instructions for Continued Airworthiness.

The applicant must prepare Instructions for Continued Airworthiness in accordance with appendix A to this part that are acceptable to the Administrator. The instructions may be incomplete at type certification if a program exists to ensure their completion prior to delivery of the first aircraft with the propeller installed, or upon issuance of a standard certificate of airworthiness for an aircraft with the propeller installed, whichever occurs later.

[Amdt. 35–5, 45 FR 60181, Sept. 11, 1980]

§35.5 Propeller operating limitations.

Propeller operating limitations are established by the Administrator, are included in the propeller type certificate data sheet specified in §21.41 of this chapter, and include limitations based on the operating conditions demonstrated during the tests required by this part and any other information found necessary for the safe operation of the propeller.

[Amdt. 35–5, 45 FR 60182, Sept. 11, 1980]

Subpart B—Design and Construction

§35.11 Applicability.

This subpart prescribes the design and construction requirements for propellers.

§35.13 General.

Each applicant must show that the propeller concerned meets the design and construction requirements of this subpart.

§35.15 Design features.

The propeller may not have design features that experience has shown to be hazardous or unreliable. The suitability of each questionable design detail or part must be established by tests.

§35.17 Materials.

The suitability and durability of materials used in the propeller must—

(a) Be established on the basis of experience or tests; and

(b) Conform to approved specifications (such as industry or military specifications, or Technical Standard Orders) that ensure their having the strength and other properties assumed in the design data.

(Secs. 313(a), 601, and 603, 72 Stat. 752, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655(c))

[Amdt. 35–4, 42 FR 15047, Mar. 17, 1977]

§35.19 Durability.

Each part of the propeller must be designed and constructed to minimize the development of any unsafe condition of the propeller between overhaul periods.

§35.21 Reversible propellers.

A reversible propeller must be adaptable for use with a reversing system in an airplane so that no single failure or malfunction in that system during normal or emergency operation will result in unwanted travel of the propeller blades to a position substantially below the normal flight low-pitch stop. Failure of structural elements need not be considered if the occurrence of such a failure is expected to be extremely