

§ 27.1587

(f) Information on the total quantity of usable fuel for each fuel tank must be furnished.

(g) The airspeeds and rotor speeds for minimum rate of descent and best glide angle as prescribed in § 27.71 must be provided.

(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)))

[Amdt. 27-1, 32 FR 6914, May 5, 1967, as amended by Amdt. 27-14, 43 FR 2326, Jan. 16, 1978; Amdt. 27-16, 43 FR 50599, Oct. 30, 1978; Amdt. 27-21, 49 FR 44435, Nov. 6, 1984]

§ 27.1587 Performance information.

(a) The rotorcraft must be furnished with the following information, determined in accordance with §§ 27.51 through 27.79 and 27.143(c):

(1) Enough information to determine the limiting height-speed envelope.

(2) Information relative to—

(i) The hovering ceilings and the steady rates of climb and descent, as affected by any pertinent factors such as airspeed, temperature, and altitude;

(ii) The maximum safe wind for operation near the ground. If there are combinations of weight, altitude, and temperature for which performance information is provided and at which the rotorcraft cannot land and takeoff safely with the maximum wind value, those portions of the operating envelope and the appropriate safe wind conditions shall be identified in the flight manual;

(iii) For reciprocating engine-powered rotorcraft, the maximum atmospheric temperature at which compliance with the cooling provisions of §§ 27.1041 through 27.1045 is shown; and

(iv) Glide distance as a function of altitude when autorotating at the speeds and conditions for minimum rate of descent and best glide as determined in § 27.71.

(b) The Rotorcraft Flight Manual must contain—

(1) In its performance information section any pertinent information concerning the takeoff weights and altitudes used in compliance with § 27.51; and

(i) Any pertinent information concerning the takeoff procedure, includ-

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ing the kind of takeoff surface used in the tests and each appropriate climb-out speed; and

(ii) Any pertinent landing procedures, including the kind of landing surface used in the tests and appropriate approach and glide airspeeds; and

(2) The horizontal takeoff distance determined in accordance with § 27.65(a)(2)(i).

(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. 27-14, 43 FR 2326, Jan. 16, 1978; Amdt. 27-21, 49 FR 44435, Nov. 6, 1984]

§ 27.1589 Loading information.

There must be loading instructions for each possible loading condition between the maximum and minimum weights determined under § 27.25 that can result in a center of gravity beyond any extreme prescribed in § 27.27, assuming any probable occupant weights.

APPENDIX A TO PART 27—INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A27.1 General.

(a) This appendix specifies requirements for the preparation of Instructions for Continued Airworthiness as required by § 27.1529.

(b) The Instructions for Continued Airworthiness for each rotorcraft must include the Instructions for Continued Airworthiness for each engine and rotor (hereinafter designated 'products'), for each appliance required by this chapter, and any required information relating to the interface of those appliances and products with the rotorcraft. If Instructions for Continued Airworthiness are not supplied by the manufacturer of an appliance or product installed in the rotorcraft, the Instructions for Continued Airworthiness for the rotorcraft must include the information essential to the continued airworthiness of the rotorcraft.

(c) The applicant must submit to the FAA a program to show how changes to the Instructions for Continued Airworthiness made by the applicant or by the manufacturers of products and appliances installed in the rotorcraft will be distributed.

A27.2 Format.

(a) The Instructions for Continued Airworthiness must be in the form of a manual or manuals as appropriate for the quantity of data to be provided.