(h) *Altitude.* The altitude established under § 29.1527 and an explanation of the limiting factors must be furnished.

(i) *Ambient temperature.* Maximum and minimum ambient temperature limitations must be furnished.

(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), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29–3, 33 FR 971, Jan. 26, 1968; Amdt. 29–15, 43 FR 2327, Jan. 16, 1978; Amdt. 29–17, 43 FR 50602, Oct. 30, 1978; Amdt. 29–24, 49 FR 44440, Nov. 6, 1984]

§ 29.1585 Operating procedures.

(a) The parts of the manual containing operating procedures must have information concerning any normal and emergency procedures, and other information necessary for safe operation, including the applicable procedures, such as those involving minimum speeds, to be followed if an engine fails.

(b) For multiengine rotorcraft, information identifying each operating condition in which the fuel system independence prescribed in § 29.953 is necessary for safety must be furnished, together with instructions for placing the fuel system in a configuration used to show compliance with that section.

(c) For helicopters for which a V_{NE} (power-off) is established under § 29.1505(c), information must be furnished to explain the V_{NE} (power-off) and the procedures for reducing airspeed to not more than the V_{NE} (power-off) following failure of all engines.

(d) For each rotorcraft showing compliance with § 29.1353 (c)(6)(ii) or (c)(6)(iii), the operating procedures for disconnecting the battery from its charging source must be furnished.

(e) If the unusable fuel supply in any tank exceeds 5 percent of the tank capacity, or 1 gallon, whichever is greater, information must be furnished which indicates that when the fuel quantity indicator reads ''zero'' in level flight, any fuel remaining in the fuel tank cannot be used safely in flight.

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

(g) For Category B rotorcraft, the airspeeds and corresponding rotor speeds for minimum rate of descent and best glide angle as prescribed in § 29.71 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), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Amdt. 29–2, 32 FR 6914, May 5, 1967, as amended by Amdt. 29–15, 43 FR 2328, Jan. 16, 1978; Amdt. 29–17, 43 FR 50602, Oct. 30, 1978; Amdt. 29–24, 49 FR 44440, Nov. 6, 1984]

§ 29.1587 Performance information.

Flight manual performance information which exceeds any operating limitation may be shown only to the extent necessary for presentation clarity or to determine the effects of approved optional equipment or procedures. When data beyond operating limits are shown, the limits must be clearly indicated. The following must be provided:

(a) *Category A.* For each category A rotorcraft, the Rotorcraft Flight Manual must contain a summary of the performance data, including data necessary for the application of any operating rule of this chapter, together with descriptions of the conditions, such as airspeeds, under which this data was determined, and must contain—

(1) The indicated airspeeds corresponding with those determined for takeoff, and the procedures to be followed if the critical engine fails during takeoff;

(2) The airspeed calibrations;

(3) The techniques, associated airspeeds, and rates of descent for autorotative landings;

(4) The rejected takeoff distance determined under § 29.62 and the takeoff distance determined under § 29.61;

(5) The landing data determined under § 29.81 and § 29.85;

(6) The steady gradient of climb for each weight, altitude, and temperature for which takeoff data are to be scheduled, along the takeoff path determined in the flight conditions required in § 29.67(a)(1) and (a)(2):

(i) In the flight conditions required in § 29.67(a)(1) between the end of the takeoff distance and the point at which the rotorcraft is 200 feet above the takeoff surface (or 200 feet above the