

(e) If the unusable fuel supply in any tank exceeds five percent of the tank capacity, or one 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) 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 Flight Manual must contain the following information, determined in accordance with §§27.49 through 27.87 and 27.143(c) and (d):

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

(2) Information relative to—

(i) The steady rates of climb and descent, in-ground effect and out-of-ground effect hovering ceilings, together with the corresponding airspeeds and other pertinent information including the calculated effects of altitude and temperatures;

(ii) The maximum weight for each altitude and temperature condition at which the rotorcraft can safely hover in-ground effect and out-of-ground effect in winds of not less than 17 knots from all azimuths. These data must be clearly referenced to the appropriate hover charts. In addition, if there are other combinations of weight, altitude and temperature for which performance information is provided and at which the rotorcraft cannot land and take off safely with the maximum wind value, those portions of the operating envelope and the appropriate safe wind conditions must be stated in the Rotorcraft 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

(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; Amdt. No. 27-44, 73 FR 11000, Feb. 29, 2008; 73 FR 33876, June 16, 2008]

§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.