

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 lowest point of the takeoff profile for elevated heliports);

(ii) In the flight conditions required in § 29.67(a)(2) between the points at which the rotorcraft is 200 and 1000 feet above the takeoff surface (or 200 and 1000 feet above the lowest point of the takeoff profile for elevated heliports); and

(7) Out-of-ground effect hover performance determined under § 29.49 and the maximum weight for each altitude and temperature condition at which the rotorcraft can safely hover 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.

(b) *Category B.* For each category B rotorcraft, the Rotorcraft Flight Manual must contain—

(1) The takeoff distance and the climbout speed together with the pertinent information defining the flight path with respect to autorotative landing if an engine fails, including the calculated effects of altitude and temperature;

(2) The steady rates of climb and in-ground-effect hovering ceiling, together with the corresponding airspeeds and other pertinent information, including the calculated effects of altitude and temperature;

(3) The landing distance, appropriate airspeed, and type of landing surface, together with all pertinent information that might affect this distance, including the effects of weight, altitude, and temperature;

(4) The maximum safe wind for operation near the ground;

(5) The airspeed calibrations;

(6) The height-speed envelope except for rotorcraft incorporating this as an operating limitation;

(7) Glide distance as a function of altitude when autorotating at the speeds and conditions for minimum rate of de-

scend and best glide angle, as determined in § 29.71;

(8) Out-of-ground effect hover performance determined under § 29.49 and the maximum safe wind demonstrated under the ambient conditions for data presented. In addition, the maximum weight for each altitude and temperature condition at which the rotorcraft can safely hover 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; and

(9) Any additional performance data necessary for the application of any operating rule in this chapter.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-21, 48 FR 4392, Jan. 31, 1983; Amdt. 29-24, 49 FR 44440, Nov. 6, 1984; Amdt. 29-39, 61 FR 21901, May 10, 1996; Amdt. 29-40, 61 FR 21908, May 10, 1996; Amdt. 29-44, 64 FR 45338, Aug. 19, 1999; Amdt. No. 29-51, 73 FR 11001, Feb. 29, 2008]

§ 29.1589 Loading information.

There must be loading instructions for each possible loading condition between the maximum and minimum weights determined under § 29.25 that can result in a center of gravity beyond any extreme prescribed in § 29.27, assuming any probable occupant weights.

APPENDIX A TO PART 29—INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

a29.1 *General*

(a) This appendix specifies requirements for the preparation of Instructions for Continued Airworthiness as required by § 29.1529.

(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.