

(ii) Inspection intervals and methods must be established as necessary to ensure that failures are detected prior to residual strength conditions being reached.

(iii) If significant changes in structural stiffness or geometry, or both, follow from a structural failure or partial failure, the effect on flaw tolerance must be further investigated.

(3) *Safe-life evaluation.* It must be shown that the structure is able to withstand repeated loads of variable magnitude without detectable cracks for the following time intervals—

(i) Life of the rotorcraft; or

(ii) Within a replacement time furnished under section A29.4 of appendix A to this part.

[Amdt. 29-28, 54 FR 43930, Oct. 27, 1989]

## Subpart D—Design and Construction

### GENERAL

#### § 29.601 Design.

(a) The rotorcraft may have no design features or details that experience has shown to be hazardous or unreliable.

(b) The suitability of each questionable design detail and part must be established by tests.

#### § 29.602 Critical parts.

(a) *Critical part.* A critical part is a part, the failure of which could have a catastrophic effect upon the rotorcraft, and for which critical characteristics have been identified which must be controlled to ensure the required level of integrity.

(b) If the type design includes critical parts, a critical parts list shall be established. Procedures shall be established to define the critical design characteristics, identify processes that affect those characteristics, and identify the design change and process change controls necessary for showing compliance with the quality assurance requirements of part 21 of this chapter.

[Doc. No. 29311, 64 FR 46232, Aug. 24, 1999]

#### § 29.603 Materials.

The suitability and durability of materials used for parts, the failure of

which could adversely affect safety, must—

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

(b) Meet approved specifications that ensure their having the strength and other properties assumed in the design data; and

(c) Take into account the effects of environmental conditions, such as temperature and humidity, expected in service.

(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 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. 29-12, 41 FR 55471, Dec. 20, 1976; Amdt. 29-17, 43 FR 50599, Oct. 30, 1978]

#### § 29.605 Fabrication methods.

(a) The methods of fabrication used must produce consistently sound structures. If a fabrication process (such as gluing, spot welding, or heat-treating) requires close control to reach this objective, the process must be performed according to an approved process specification.

(b) Each new aircraft fabrication method must be substantiated by a test program.

(Secs. 313(a), 601, 603, 604, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424), 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. 29-17, 43 FR 50599, Oct. 30, 1978]

#### § 29.607 Fasteners.

(a) Each removable bolt, screw, nut, pin, or other fastener whose loss could jeopardize the safe operation of the rotorcraft must incorporate two separate locking devices. The fastener and its locking devices may not be adversely affected by the environmental conditions associated with the particular installation.

(b) No self-locking nut may be used on any bolt subject to rotation in operation unless a nonfriction locking device is used in addition to the self-locking device.

[Amdt. 29-5, 33 FR 14533, Sept. 27, 1968]