

§ 29.27 Center of gravity limits.

The extreme forward and aft centers of gravity and, where critical, the extreme lateral centers of gravity must be established for each weight established under § 29.25. Such an extreme may not lie beyond—

(a) The extremes selected by the applicant;

(b) The extremes within which the structure is proven; or

(c) The extremes within which compliance with the applicable flight requirements is shown.

[Amdt. 29-3, 33 FR 965, Jan. 26, 1968]

§ 29.29 Empty weight and corresponding center of gravity.

(a) The empty weight and corresponding center of gravity must be determined by weighing the rotorcraft without the crew and payload, but with—

(1) Fixed ballast;

(2) Unusable fuel; and

(3) Full operating fluids, including—

(i) Oil;

(ii) Hydraulic fluid; and

(iii) Other fluids required for normal operation of rotorcraft systems, except water intended for injection in the engines.

(b) The condition of the rotorcraft at the time of determining empty weight must be one that is well defined and can be easily repeated, particularly with respect to the weights of fuel, oil, coolant, and installed equipment.

(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. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-15, 43 FR 2326, Jan. 16, 1978]

§ 29.31 Removable ballast.

Removable ballast may be used in showing compliance with the flight requirements of this subpart.

§ 29.33 Main rotor speed and pitch limits.

(a) *Main rotor speed limits.* A range of main rotor speeds must be established that—

(1) With power on, provides adequate margin to accommodate the variations in rotor speed occurring in any appropriate maneuver, and is consistent with the kind of governor or synchronizer used; and

(2) With power off, allows each appropriate autorotative maneuver to be performed throughout the ranges of airspeed and weight for which certification is requested.

(b) *Normal main rotor high pitch limit (power on).* For rotorcraft, except helicopters required to have a main rotor low speed warning under paragraph (e) of this section, it must be shown, with power on and without exceeding approved engine maximum limitations, that main rotor speeds substantially less than the minimum approved main rotor speed will not occur under any sustained flight condition. This must be met by—

(1) Appropriate setting of the main rotor high pitch stop;

(2) Inherent rotorcraft characteristics that make unsafe low main rotor speeds unlikely; or

(3) Adequate means to warn the pilot of unsafe main rotor speeds.

(c) *Normal main rotor low pitch limit (power off).* It must be shown, with power off, that—

(1) The normal main rotor low pitch limit provides sufficient rotor speed, in any autorotative condition, under the most critical combinations of weight and airspeed; and

(2) It is possible to prevent overspeeding of the rotor without exceptional piloting skill.

(d) *Emergency high pitch.* If the main rotor high pitch stop is set to meet paragraph (b)(1) of this section, and if that stop cannot be exceeded inadvertently, additional pitch may be made available for emergency use.

(e) *Main rotor low speed warning for helicopters.* For each single engine helicopter, and each multiengine helicopter that does not have an approved device that automatically increases power on the operating engines when one engine fails, there must be a main rotor low speed warning which meets the following requirements:

(1) The warning must be furnished to the pilot in all flight conditions, including power-on and power-off flight,

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when the speed of a main rotor approaches a value that can jeopardize safe flight.

(2) The warning may be furnished either through the inherent aerodynamic qualities of the helicopter or by a device.

(3) The warning must be clear and distinct under all conditions, and must be clearly distinguishable from all other warnings. A visual device that requires the attention of the crew within the cockpit is not acceptable by itself.

(4) If a warning device is used, the device must automatically deactivate and reset when the low-speed condition is corrected. If the device has an audible warning, it must also be equipped with a means for the pilot to manually silence the audible warning before the low-speed condition is corrected.

(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. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 965, Jan. 26, 1968; Amdt. 29-15, 43 FR 2326, Jan. 16, 1978]

PERFORMANCE

§ 29.45 General.

(a) The performance prescribed in this subpart must be determined—

- (1) With normal piloting skill and;
- (2) Without exceptionally favorable conditions.

(b) Compliance with the performance requirements of this subpart must be shown—

- (1) For still air at sea level with a standard atmosphere and;
- (2) For the approved range of atmospheric variables.

(c) The available power must correspond to engine power, not exceeding the approved power, less—

- (1) Installation losses; and
- (2) The power absorbed by the accessories and services at the values for which certification is requested and approved.

(d) For reciprocating engine-powered rotorcraft, the performance, as affected by engine power, must be based on a relative humidity of 80 percent in a standard atmosphere.

(e) For turbine engine-powered rotorcraft, the performance, as affected by engine power, must be based on a relative humidity of—

- (1) 80 percent, at and below standard temperature; and
- (2) 34 percent, at and above standard temperature plus 50 °F.

Between these two temperatures, the relative humidity must vary linearly.

(f) For turbine-engine-power rotorcraft, a means must be provided to permit the pilot to determine prior to takeoff that each engine is capable of developing the power necessary to achieve the applicable rotorcraft performance prescribed in this subpart.

(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. 29-15, 43 FR 2326, Jan. 16, 1978; Amdt. 29-24, 49 FR 44436, Nov. 6, 1984]

§ 29.49 Performance at minimum operating speed.

(a) For each Category A helicopter, the hovering performance must be determined over the ranges of weight, altitude, and temperature for which takeoff data are scheduled—

- (1) With not more than takeoff power;
- (2) With the landing gear extended; and
- (3) At a height consistent with the procedure used in establishing the takeoff, climbout, and rejected takeoff paths.

(b) For each Category B helicopter, the hovering performance must be determined over the ranges of weight, altitude, and temperature for which certification is requested, with—

- (1) Takeoff power;
- (2) The landing gear extended; and
- (3) The helicopter in ground effect at a height consistent with normal takeoff procedures.

(c) For each helicopter, the out-of-ground effect hovering performance must be determined over the ranges of weight, altitude, and temperature for which certification is requested with takeoff power.

(d) For rotorcraft other than helicopters, the steady rate of climb at the