part must be met throughout a practical flight envelope;

(ii) The flight control, trim, and dynamic stability characteristics must not be impaired below a level needed to allow continued safe flight and landing; and

(iii) The static longitudinal and static directional stability requirements of Subpart B must be met throughout a practical flight envelope.

(b) The SAS must be designed so that it cannot create a hazardous deviation in flight path or produce hazardous loads on the helicopter during normal operation or in the event of malfunction or failure, assuming corrective action begins within an appropriate period of time. Where multiple systems are installed, subsequent malfunction conditions must be considered in sequence unless their occurrence is shown to be improbable.

VIII. *Equipment, systems, and installation.* The basic equipment and installation must comply with §§29.1303, 29.1431, and 29.1433 through Amendment 29–14, with the following exceptions and additions:

(a) *Flight and Navigation Instruments.* (1) A magnetic gyro-stablized direction indicator instead of a gyroscopic direction indicator required by §29.1303(h); and

(2) A standby attitude indicator which meets the requirements of §§29.1303(g)(1) through (7) instead of a rate-of-turn indicator required by §29.1303(g). For two-pilot configurations, one pilot's primary indicator may be designated for this purpose. If standby batteries are provided, they may be charged from the aircraft electrical system if adequate isolation is incorporated.

(b) *Miscellaneous requirements.* (1) Instrument systems and other systems essential for IFR flight that could be adversely affected by icing must be adequately protected when exposed to the continuous and intermittent maximum icing conditions defined in appendix C of Part 29 of this chapter, whether or not the rotorcraft is certificated for operation in icing conditions.

(2) There must be means in the generating system to automatically de-energize and disconnect from the main bus any power source developing hazardous overvoltage.

(3) Each required flight instrument using a power supply (electric, vacuum, etc.) must have a visual means integral with the instrument to indicate the adequacy of the power being supplied.

(4) When multiple systems performing like functions are required, each system must be grouped, routed, and spaced so that physical separation between systems is provided to ensure that a single malfunction will not adversely affect more than one system.

(5) For systems that operate the required flight instruments at each pilot's station—

(i) Only the required flight instruments for the first pilot may be connected to that operating system;

(ii) Additional instruments, systems, or equipment may not be connected to an operating system for a second pilot unless provisions are made to ensure the continued normal functioning of the required instruments in the event of any malfunction of the additional instruments, systems, or equipment which is not shown to be extremely improbable;

(iii) The equipment, systems, and installations must be designed so that one display of the information essential to the safety of flight which is provided by the instruments will remain available to a pilot, without additional crewmember action, after any single failure or combination of failures that is not shown to be extremely improbable; and

(iv) For single-pilot configurations, instruments which require a static source must be provided with a means of selecting an alternate source and that source must be calibrated.

IX. *Rotorcraft Flight Manual.* A Rotorcraft Flight Manual or Rotorcraft Flight Manual IFR Supplement must be provided and must contain—

(a) *Limitations.* The approved IFR flight envelope, the IFR flightcrew composition, the revised kinds of operation, and the steepest IFR precision approach gradient for which the helicopter is approved;

(b) *Procedures.* Required information for proper operation of IFR systems and the recommended procedures in the event of stability augmentation or electrical system failures; and

(c) *Performance.* If V_{YI} differs from V_Y, climb performance at V_{YI} and with maximum continuous power throughout the ranges of weight, altitude, and temperature for which approval is requested.

X. Electrical and electronic system lightning protection. For regulations concerning lightning protection for electrical and electronic systems, see §27.1316.

[Amdt. 27–19, 48 FR 4389, Jan. 31, 1983, as amended by Amdt. 27–44, 73 FR 11000, Feb. 29, 2008; Amdt. 27–46, 76 FR 33135, June 8, 2011]

APPENDIX C TO PART 27—CRITERIA FOR CATEGORY A

C27.1 General.

A small multiengine rotorcraft may not be type certificated for Category A operation unless it meets the design installation and performance requirements contained in this appendix in addition to the requirements of this part.

C27.2 Applicable part 29 sections. The following sections of part 29 of this chapter must be met in addition to the requirements of this part:

29.45(a) and (b)(2)—General.
29.49(a)—Performance at minimum operating speed.
29.51—Takeoff data: General.
29.53—Takeoff: Category A.
29.55—Takeoff decision point: Category A.
29.59—Takeoff Path: Category A.
29.60—Elevated heliport takeoff path: Category A.
29.61—Takeoff distance: Category A.
29.62—Rejected takeoff: Category A.
29.64—Climb: General.
29.65(a)—Climb: AEO.
29.67(a)—Climb: OEI.
29.75—Landing: General.
29.77—Landing decision point: Category A.
29.79—Landing: Category A.
29.81—Landing distance (Ground level sites): Category A.
29.85—Balked landing: Category A.
29.87(a)—Height-velocity envelope.
29.547(a) and (b)—Main and tail rotor structure.
29.861(a)—Fire protection of structure, controls, and other parts.
29.901(c)—Powerplant: Installation.
29.903(b) (c) and (e)—Engines.
29.908(a)—Cooling fans.
29.917(b) and (c)(1)—Rotor drive system: Design.
29.927(c)(1)—Additional tests.
29.953(a)—Fuel system independence.
29.1027(a)—Transmission and gearboxes: General.
29.1045(a)(1), (b), (c), (d), and (f)—Climb cooling test procedures.
29.1047(a)—Takeoff cooling test procedures.
29.1181(a)—Designated fire zones: Regions included.
29.1187(e)—Drainage and ventilation of fire zones.
29.1189(c)—Shutoff means.
29.1191(a)(1)—Firewalls.
29.1193(e)—Cowling and engine compartment covering.
29.1195(a) and (d)—Fire extinguishing systems (one shot).
29.1197—Fire extinguishing agents.
29.1199—Extinguishing agent containers.
29.1201—Fire extinguishing system materials.
29.1305(a) (6) and (b)—Powerplant instruments.
29.1309(b)(2) (i) and (d)—Equipment, systems, and installations.
29.1323(c)(1)—Airspeed indicating system.
29.1331(b)—Instruments using a power supply.
29.1351(d)(2)—Electrical systems and equipment: General (operation without normal electrical power).
29.1587(a)—Performance information.

NOTE: In complying with the paragraphs listed in paragraph C27.2 above, relevant material in the AC ''Certification of Transport Category Rotorcraft'' should be used.

[Doc. No. 28008, 61 FR 21907, May 10, 1996]

APPENDIX D TO PART 27—HIRF ENVIRONMENTS AND EQUIPMENT HIRF TEST LEVELS

This appendix specifies the HIRF environments and equipment HIRF test levels for electrical and electronic systems under §27.1317. The field strength values for the HIRF environments and laboratory equipment HIRF test levels are expressed in root-mean-square units measured during the peak of the modulation cycle.

(a) HIRF environment I is specified in the following table:

TABLE I.—HIRF ENVIRONMENT I

Frequency	Field strength (volts/meter)	
	Peak	Average
10 kHz–2 MHz	50	50
2 MHz–30 MHz	100	100
30 MHz–100 MHz	50	50
100 MHz–400 MHz	100	100
400 MHz–700 MHz	700	50
700 MHz–1 GHz	700	100
1 GHz–2 GHz	2,000	200
2 GHz–6 GHz	3,000	200
6 GHz–8 GHz	1,000	200
8 GHz–12 GHz	3,000	300
12 GHz–18 GHz	2,000	200
18 GHz–40 GHz	600	200

In this table, the higher field strength applies at the frequency band edges.

(b) HIRF environment II is specified in the following table:

TABLE II.—HIRF ENVIRONMENT II

Frequency	Field strength (volts/meter)	
	Peak	Average
10 kHz–500 kHz	20	20
500 kHz–2 MHz	30	30
2 MHz–30 MHz	100	100
30 MHz–100 MHz	10	10
100 MHz–200 MHz	30	10
200 MHz–400 MHz	10	10
400 MHz–1 GHz	700	40
1 GHz–2 GHz	1,300	160
2 GHz–4 GHz	3,000	120
4 GHz–6 GHz	3,000	160
6 GHz–8 GHz	400	170
8 GHz–12 GHz	1,230	230
12 GHz–18 GHz	730	190
18 GHz–40 GHz	600	150

In this table, the higher field strength applies at the frequency band edges.

(c) HIRF environment III is specified in the following table: