

The use of 2-minute OEI power must be limited to not more than 2 minutes for any period in which that power is used, and by—

(1) The maximum rotational speed, which may not be greater than—

(i) The maximum value determined by the rotor design; or

(ii) The maximum value demonstrated during the type tests;

(2) The maximum allowable gas temperature; and

(3) The maximum allowable torque.

(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 2325, Jan. 16, 1978; Amdt. 27-23, 53 FR 34214, Sept. 2, 1988; Amdt. 27-29, 59 FR 47767, Sept. 16, 1994]

§ 27.1523 Minimum flight crew.

The minimum flight crew must be established so that it is sufficient for safe operation, considering—

(a) The workload on individual crewmembers;

(b) The accessibility and ease of operation of necessary controls by the appropriate crewmember; and

(c) The kinds of operation authorized under § 27.1525.

§ 27.1525 Kinds of operations.

The kinds of operations (such as VFR, IFR, day, night, or icing) for which the rotorcraft is approved are established by demonstrated compliance with the applicable certification requirements and by the installed equipment.

[Amdt. 27-21, 49 FR 44435, Nov. 6, 1984]

§ 27.1527 Maximum operating altitude.

The maximum altitude up to which operation is allowed, as limited by flight, structural, powerplant, functional, or equipment characteristics, must be established.

(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. 27-14, 43 FR 2325, Jan. 16, 1978]

§ 27.1529 Instructions for Continued Airworthiness.

The applicant must prepare Instructions for Continued Airworthiness in accordance with appendix A to this part that are acceptable to the Administrator. The instructions may be incomplete at type certification if a program exists to ensure their completion prior to delivery of the first rotorcraft or issuance of a standard certificate of airworthiness, whichever occurs later.

[Amdt. 27-18, 45 FR 60177, Sept. 11, 1980]

MARKINGS AND PLACARDS

§ 27.1541 General.

(a) The rotorcraft must contain—

(1) The markings and placards specified in §§ 27.1545 through 27.1565, and

(2) Any additional information, instrument markings, and placards required for the safe operation of rotorcraft with unusual design, operating or handling characteristics.

(b) Each marking and placard prescribed in paragraph (a) of this section—

(1) Must be displayed in a conspicuous place; and

(2) May not be easily erased, disfigured, or obscured.

§ 27.1543 Instrument markings: general.

For each instrument—

(a) When markings are on the cover glass of the instrument, there must be means to maintain the correct alignment of the glass cover with the face of the dial; and

(b) Each arc and line must be wide enough, and located, to be clearly visible to the pilot.

§ 27.1545 Airspeed indicator.

(a) Each airspeed indicator must be marked as specified in paragraph (b) of this section, with the marks located at the corresponding indicated airspeeds.

(b) The following markings must be made:

(1) A red radial line—

(i) For rotorcraft other than helicopters, at V_{NE} ; and

(ii) For helicopters at V_{NE} (power-on).

(2) A red cross-hatched radial line at V_{NE} (power-off) for helicopters, if V_{NE} (power-off) is less than V_{NE} (power-on).