(v) Warning or caution devices to signal to the flight crew when ferromagnetic particles are detected by the chip detector required by § 27.1337(e).

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–9, 39 FR 35462, Oct. 1, 1974; Amdt. 27–23, 53 FR 34214, Sept. 2, 1988; Amdt. 27–29, 59 FR 47767, Sept. 16, 1994; Amdt. 27–37, 64 FR 45095, Aug. 18, 1999; 64 FR 47563, Aug. 31, 1999]

§ 27.1307 Miscellaneous equipment.

The following is the required miscellaneous equipment:

(a) An approved seat for each occupant.

(b) An approved safety belt for each occupant.

(c) A master switch arrangement.

(d) An adequate source of electrical energy, where electrical energy is necessary for operation of the rotorcraft.

(e) Electrical protective devices.

§ 27.1309 Equipment, systems, and installations.

(a) The equipment, systems, and installations whose functioning is required by this subchapter must be designed and installed to ensure that they perform their intended functions under any foreseeable operating condition.

(b) The equipment, systems, and installations of a multiengine rotorcraft must be designed to prevent hazards to the rotorcraft in the event of a probable malfunction or failure.

(c) The equipment, systems, and installations of single-engine rotorcraft must be designed to minimize hazards to the rotorcraft in the event of a probable malfunction or failure.

(d) In showing compliance with paragraph (a), (b), or (c) of this section, the effects of lightning strikes on the rotorcraft must be considered in accordance with § 27.610.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–21, 49 FR 44435, Nov. 6, 1984]

§ 27.1317 High-intensity Radiated Fields (HIRF) Protection.

(a) Except as provided in paragraph (d) of this section, each electrical and electronic system that performs a function whose failure would prevent the continued safe flight and landing of the rotorcraft must be designed and installed so that—

(1) The function is not adversely affected during and after the time the rotorcraft is exposed to HIRF environment I, as described in appendix D to this part;

(2) The system automatically recovers normal operation of that function, in a timely manner, after the rotorcraft is exposed to HIRF environment I, as described in appendix D to this part, unless this conflicts with other operational or functional requirements of that system;

(3) The system is not adversely affected during and after the time the rotorcraft is exposed to HIRF environment II, as described in appendix D to this part; and

(4) Each function required during operation under visual flight rules is not adversely affected during and after the time the rotorcraft is exposed to HIRF environment III, as described in appendix D to this part.

(b) Each electrical and electronic system that performs a function whose failure would significantly reduce the capability of the rotorcraft or the ability of the flightcrew to respond to an adverse operating condition must be designed and installed so the system is not adversely affected when the equipment providing these functions is exposed to equipment HIRF test level 1 or 2, as described in appendix D to this part.

(c) Each electrical and electronic system that performs a function whose failure would reduce the capability of the rotorcraft or the ability of the flightcrew to respond to an adverse operating condition, must be designed and installed so the system is not adversely affected when the equipment providing these functions is exposed to equipment HIRF test level 3, as described in appendix D to this part.

(d) Before December 1, 2012, an electrical or electronic system that performs a function whose failure would prevent the continued safe flight and landing of a rotorcraft may be designed and installed without meeting the provisions of paragraph (a) provided—