

§ 27.601

time furnished under section A27.4 of appendix A.

(d) *Fail-safe evaluation.* The following apply to fail-safe evaluation:

(1) It must be shown that all partial failures will become readily detectable under inspection procedures furnished under section A27.4 of appendix A.

(2) The interval between the time when any partial failure becomes readily detectable under paragraph (d)(1) of this section, and the time when any such failure is expected to reduce the remaining strength of the structure to limit or maximum attainable loads (whichever is less), must be determined.

(3) It must be shown that the interval determined under paragraph (d)(2) of this section is long enough, in relation to the inspection intervals and related procedures furnished under section A27.4 of appendix A, to provide a probability of detection great enough to ensure that the probability of catastrophic failure is extremely remote.

(e) *Combination of replacement time and failsafe evaluations.* A component may be evaluated under a combination of paragraphs (c) and (d) of this section. For such component it must be shown that the probability of catastrophic failure is extremely remote with an approved combination of replacement time, inspection intervals, and related procedures furnished under section A27.4 of appendix A.

(Secs. 313(a), 601, 603, 604, and 605, 72 Stat. 752, 775, and 778, (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425; sec. 6(c), 49 U.S.C. 1655(c)))

[Amdt. 27-3, 33 FR 14106, Sept. 18, 1968, as amended by Amdt. 27-12, 42 FR 15044, Mar. 17, 1977; Amdt. 27-18, 45 FR 60177, Sept. 11 1980; Amdt. 27-26, 55 FR 8000, Mar. 6, 1990]

Subpart D—Design and Construction

GENERAL

§ 27.601 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.

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§ 27.602 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]

§ 27.603 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, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424); 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. 27-11, 41 FR 55469, Dec. 20, 1976; Amdt. 27-16, 43 FR 50599, Oct. 30, 1978]

§ 27.605 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.