Federal Aviation Administration, DOT

§ 27.783 Doors.

(a) Each closed cabin must have at least one adequate and easily accessible external door.

(b) Each external door must be located where persons using it will not be endangered by the rotors, propellers, engine intakes, and exhausts when appropriate operating procedures are

§ 27.783 Windshields and windows.

Windshields and windows must be made of material that will not break into dangerous fragments.

[Amdt. 27–27, 55 FR 38966, Sept. 21, 1990]

§ 27.777 Cockpit controls.

(a) Located to provide convenient operation and to prevent confusion and inadvertent operation; and

(b) Located and arranged with respect to the pilots’ seats so that there is full and unrestricted movement of each control without interference from the cockpit structure or the pilot’s clothing when pilots from 5’2” to 6’0” in height are seated.

§ 27.779 Motion and effect of cockpit controls.

(a) Flight controls, including the collective pitch control, must operate with a sense of motion which corresponds to the effect on the rotorcraft.

(b) Twist-grip engine power controls must be designed so that, for lefthand operation, the motion of the pilot’s hand is clockwise to increase power when the hand is viewed from the edge containing the index finger. Other engine power controls, excluding the collective control, must operate with a forward motion to increase power.

(c) Normal landing gear controls must operate downward to extend the landing gear.

[Amdt. 27–21, 49 FR 44434, Nov. 6, 1984]

§ 27.775 Hulls.

For each rotorcraft, with a hull and auxiliary floats, that is to be approved for both taking off from and landing on water, the hull and auxiliary floats must have enough watertight compartments so that, with any single compartment flooded, the buoyancy of the hull and auxiliary floats (and wheel tires if used) provides a margin of positive stability great enough to minimize the probability of capsizing.

§ 27.775 Windshields and windows.

Windshields and windows must be made of material that will not break into dangerous fragments.

[Amdt. 27–27, 55 FR 38966, Sept. 21, 1990]

§ 27.777 Cockpit controls.

Cockpit controls must be—

(a) Located to provide convenient operation and to prevent confusion and inadvertent operation; and

(b) Located and arranged with respect to the pilots’ seats so that there is full and unrestricted movement of each control without interference from the cockpit structure or the pilot’s clothing when pilots from 5’2” to 6’0” in height are seated.

§ 27.779 Motion and effect of cockpit controls.

Cockpit controls must be designed so that they operate in accordance with the following movements and actuation:

(a) Flight controls, including the collective pitch control, must operate with a sense of motion which corresponds to the effect on the rotorcraft.

(b) Twist-grip engine power controls must be designed so that, for lefthand operation, the motion of the pilot’s hand is clockwise to increase power when the hand is viewed from the edge containing the index finger. Other engine power controls, excluding the collective control, must operate with a forward motion to increase power.

(c) Normal landing gear controls must operate downward to extend the landing gear.

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