

essential to safe operation of the rotorcraft, except where operation with the incorrect assembly can be shown to be extremely improbable.

(c) The installation must comply with—

(1) The installation instructions provided under § 33.5 of this chapter; and

(2) The applicable provisions of this subpart.

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

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 963, Jan. 26, 1968; Amdt. 27-12, 42 FR 15044, Mar. 17, 1977; Amdt. 27-23, 53 FR 34211, Sept. 2, 1988]

§ 27.903 Engines.

(a) *Engine type certification.* Each engine must have an approved type certificate. Reciprocating engines for use in helicopters must be qualified in accordance with § 33.49(d) of this chapter or be otherwise approved for the intended usage.

(b) *Engine or drive system cooling fan blade protection.* (1) If an engine or rotor drive system cooling fan is installed, there must be a means to protect the rotorcraft and allow a safe landing if a fan blade fails. This must be shown by showing that—

(i) The fan blades are contained in case of failure;

(ii) Each fan is located so that a failure will not jeopardize safety; or

(iii) Each fan blade can withstand an ultimate load of 1.5 times the centrifugal force resulting from operation limited by the following:

(A) For fans driven directly by the engine—

(1) The terminal engine r.p.m. under uncontrolled conditions; or

(2) An overspeed limiting device.

(B) For fans driven by the rotor drive system, the maximum rotor drive system rotational speed to be expected in service, including transients.

(2) Unless a fatigue evaluation under § 27.571 is conducted, it must be shown that cooling fan blades are not operating at resonant conditions within the operating limits of the rotorcraft.

(c) *Turbine engine installation.* For turbine engine installations, the powerplant systems associated with engine control devices, systems, and instru-

mentation must be designed to give reasonable assurance that those engine operating limitations that adversely affect turbine rotor structural integrity will not be exceeded in service.

(d) *Restart capability:* A means to restart any engine in flight must be provided.

(1) Except for the in-flight shutdown of all engines, engine restart capability must be demonstrated throughout a flight envelope for the rotorcraft.

(2) Following the in-flight shutdown of all engines, in-flight engine restart capability must be provided.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-11, 41 FR 55469, Dec. 20, 1976; Amdt. 27-23, 53 FR 34211, Sept. 2, 1988; Amdt. No. 27-44, 73 FR 11000, Feb. 29, 2008]

§ 27.907 Engine vibration.

(a) Each engine must be installed to prevent the harmful vibration of any part of the engine or rotorcraft.

(b) The addition of the rotor and the rotor drive system to the engine may not subject the principal rotating parts of the engine to excessive vibration stresses. This must be shown by a vibration investigation.

(c) No part of the rotor drive system may be subjected to excessive vibration stresses.

ROTOR DRIVE SYSTEM

§ 27.917 Design.

(a) Each rotor drive system must incorporate a unit for each engine to automatically disengage that engine from the main and auxiliary rotors if that engine fails.

(b) Each rotor drive system must be arranged so that each rotor necessary for control in autorotation will continue to be driven by the main rotors after disengagement of the engine from the main and auxiliary rotors.

(c) If a torque limiting device is used in the rotor drive system, it must be located so as to allow continued control of the rotorcraft when the device is operating.

(d) The rotor drive system includes any part necessary to transmit power from the engines to the rotor hubs. This includes gear boxes, shafting, universal joints, couplings, rotor brake assemblies, clutches, supporting bearings