

§ 29.549

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must function safely for the critical flight load and operating conditions. A design assessment must be performed, including a detailed failure analysis to identify all failures that will prevent continued safe flight or safe landing, and must identify the means to minimize the likelihood of their occurrence.

(c) The rotor structure must be designed to withstand the following loads prescribed in §§ 29.337 through 29.341 and 29.351:

(1) Critical flight loads.

(2) Limit loads occurring under normal conditions of autorotation.

(d) The rotor structure must be designed to withstand loads simulating—

(1) For the rotor blades, hubs, and flapping hinges, the impact force of each blade against its stop during ground operation; and

(2) Any other critical condition expected in normal operation.

(e) The rotor structure must be designed to withstand the limit torque at any rotational speed, including zero.

In addition:

(1) The limit torque need not be greater than the torque defined by a torque limiting device (where provided), and may not be less than the greater of—

(i) The maximum torque likely to be transmitted to the rotor structure, in either direction, by the rotor drive or by sudden application of the rotor brake; and

(ii) For the main rotor, the limit engine torque specified in § 29.361.

(2) The limit torque must be equally and rationally distributed to the rotor blades.

(Secs. 604, 605, 72 Stat. 778, 49 U.S.C. 1424, 1425)

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-4, 33 FR 14106, Sept. 18, 1968; Amdt. 29-40, 61 FR 21907, May 10, 1996]

§ 29.549 Fuselage and rotor pylon structures.

(a) Each fuselage and rotor pylon structure must be designed to withstand—

(1) The critical loads prescribed in §§ 29.337 through 29.341, and 29.351;

(2) The applicable ground loads prescribed in §§ 29.235, 29.471 through 29.485, 29.493, 29.497, 29.505, and 29.521; and

(3) The loads prescribed in § 29.547 (d)(1) and (e)(1)(i).

(b) Auxiliary rotor thrust, the torque reaction of each rotor drive system, and the balancing air and inertia loads occurring under accelerated flight conditions, must be considered.

(c) Each engine mount and adjacent fuselage structure must be designed to withstand the loads occurring under accelerated flight and landing conditions, including engine torque.

(d) [Reserved]

(e) If approval for the use of 2½-minute OEI power is requested, each engine mount and adjacent structure must be designed to withstand the loads resulting from a limit torque equal to 1.25 times the mean torque for 2½-minute OEI power combined with 1g flight loads.

(Secs. 604, 605, 72 Stat. 778, 49 U.S.C. 1424, 1425)

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-4, 33 FR 14106, Sept. 18, 1968; Amdt. 29-26, 53 FR 34215, Sept. 2, 1988]

§ 29.551 Auxiliary lifting surfaces.

Each auxiliary lifting surface must be designed to withstand—

(a) The critical flight loads in §§ 29.337 through 29.341, and 29.351;

(b) the applicable ground loads in §§ 29.235, 29.471 through 29.485, 29.493, 29.505, and 29.521; and

(c) Any other critical condition expected in normal operation.

EMERGENCY LANDING CONDITIONS

§ 29.561 General.

(a) The rotorcraft, although it may be damaged in emergency landing conditions on land or water, must be designed as prescribed in this section to protect the occupants under those conditions.

(b) The structure must be designed to give each occupant every reasonable chance of escaping serious injury in a crash landing when—

(1) Proper use is made of seats, belts, and other safety design provisions;

(2) The wheels are retracted (where applicable); and

(3) Each occupant and each item of mass inside the cabin that could injure