

Continuum of Voluntary Rotorcraft Safety Enhancement Options

Part 27 and Part 29 Rotorcraft Design & Equipment

Bird Strike Protection and Mitigation

ALL FAA TYPE CERTIFICATED ROTORCRAFT ARE SAFE

Continuum of Improved Protection and Mitigation from Bird Strike

Entire rotorcraft complies with the bird strike requirements of 14 CFR 29.631.

Effective as of August 8, 1996 per Amendment 29-40 of 14 CFR Part 29, all newly certified Part 29 rotorcraft must already comply with section 29.631. **However, this level on the continuum implies that all other Part 27 rotorcraft and all existing/newly manufactured Part 29 rotorcraft can also meet the same level of safety described in 14 CFR 29.631.**

For a normal category rotorcraft (Part 27):

The rotorcraft's windshield was tested, met the requirements described in 14 CFR 29.631, and **FAA certification credit was received.**

For a transport category rotorcraft (Part 29):

1. The rotorcraft's windshield **and** "flight critical components" forward of the main rotor mast were tested, met the requirements described in 14 CFR 29.631, and **FAA certification credit was received** (see Note).

Note:

"Flight critical components" may be determined on a case by case basis with the FAA.

For a normal category rotorcraft (Part 27), meets **at least 1** of the following, but **FAA certification credit was neither requested nor received:**

1. Windshield material is bird strike resistant (e.g., polycarbonate) to a declared airspeed based on successful testing conducted consistent with the intent of 14 CFR 29.631
2. Bird strike deterrents installed (e.g., lights, audio, high visibility main rotor blades)
3. Rotorcraft Flight Manual (RFM) limits the indicated airspeed to 80 knots

For a transport category rotorcraft (Part 29), meets **EITHER** of the following:

1. The rotorcraft's windshield was tested and the manufacturer determined it met the requirements described in 14 CFR 29.631. **FAA certification credit was neither requested nor received.**

OR

2. The rotorcraft's windshield was **NOT** tested, but **ALL** of the rotorcraft's "flight critical components" forward of the main rotor mast were tested, and the manufacturer determined they met the requirements in 14 CFR 29.631 (see Note). **FAA certification credit was neither requested nor received.**

Note:

"Flight critical components" may be determined on a case by case basis with the FAA.