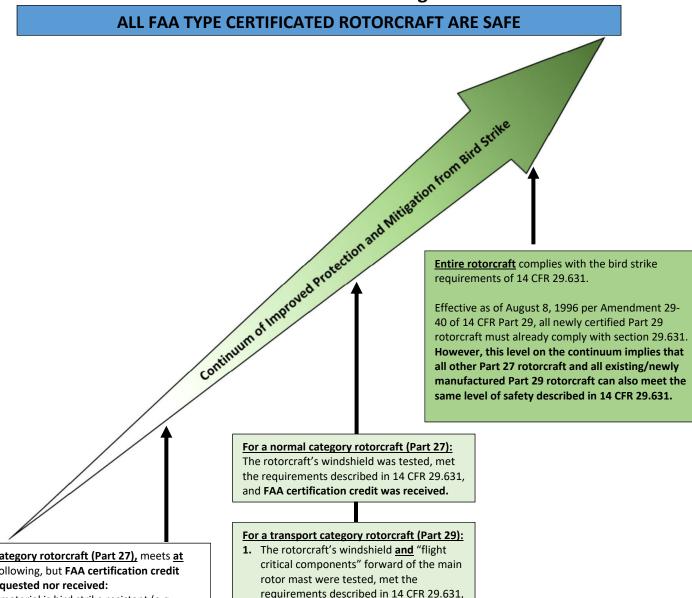
Continuum of Voluntary Rotorcraft Safety Enhancement Options Part 27 and Part 29 Rotorcraft Design & Equipment **Bird Strike Protection and Mitigation**



For a normal category rotorcraft (Part 27), meets at <u>least 1</u> 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

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 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.

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.