

**FAQs:****Rotorcraft****Question:****How to address compliance with 27/29.251 (Vibration)?****Answer:**

Vibrations related CS27/29 requirements are:

- CS 2x.251 Vibrations Requirements
- CS 2x.771(c) Pilot compartment
- CS 2x.1321 (f) Arrangement and visibility
- CS 2x.1193 (a) Cowling and engine compartment covering

They have the same objectives: Prevent the risk of excessive vibration to mitigate the risk of

- Damaging systems and primary structure, including its detachment,
- Flutter (coupling),
- Detrimental effects in handling qualities and controllability,
- Detachment of cabin/cockpit items of mass.

For compliance with CS 2x.251 vibrations must be addressed **at Rotorcraft level and at Assembly/Part level** (regardless of its criticality). This can be demonstrated by:

- Vibration identification by Resonance Assessment Profile (RAP) testing, and
- Flight tests as needed,
- In case of significant vibration, fatigue or damage tolerance evaluation may be necessary.
- Alternatively, when relevant design similarity exists, detailed design review only may be acceptable.

*Note 1: care must be taken in the selection of quantitative and/or qualitative vibration evaluation.*

*Note 2: Flight tests outside of the approved flight envelope might be required.*

**Last updated:**

09/04/2018

**Link:**

<https://www.easa.europa.eu/de/faq/46186>