

## § 29.81

### § 29.81 Landing distance: Category A.

The horizontal distance required to land and come to a complete stop (or to a speed of approximately 3 knots for water landings) from a point 50 ft above the landing surface must be determined from the approach and landing paths established in accordance with § 29.79.

[Doc. No. 24802, 64 FR 45338, Aug. 19, 1999]

### § 29.83 Landing: Category B.

(a) For each Category B rotorcraft, the horizontal distance required to land and come to a complete stop (or to a speed of approximately 3 knots for water landings) from a point 50 feet above the landing surface must be determined with—

(1) Speeds appropriate to the type of rotorcraft and chosen by the applicant to avoid the critical areas of the height-velocity envelope established under § 29.87; and

(2) The approach and landing made with power on and within approved limits.

(b) Each multiengine Category B rotorcraft that meets the powerplant installation requirements for Category A must meet the requirements of—

(1) Sections 29.79 and 29.81; or

(2) Paragraph (a) of this section.

(c) It must be possible to make a safe landing on a prepared landing surface if complete power failure occurs during normal cruise.

[Doc. No. 24802, 61 FR 21900, May 10, 1996; 61 FR 33963, July 1, 1996]

### § 29.85 Balked landing: Category A.

For Category A rotorcraft, the balked landing path with the critical engine inoperative must be established so that—

(a) The transition from each stage of the maneuver to the next stage can be made smoothly and safely;

(b) From the LDP on the approach path selected by the applicant, a safe climbout can be made at speeds allowing compliance with the climb requirements of § 29.67(a)(1) and (2); and

(c) The rotorcraft does not descend below 15 feet above the landing surface. For elevated heliport operations, descent may be below the level of the landing surface provided the deck edge

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clearance of § 29.60 is maintained and the descent (loss of height) below the landing surface is determined.

[Doc. No. 24802, 64 FR 45338, Aug. 19, 1999]

### § 29.87 Height-velocity envelope.

(a) If there is any combination of height and forward velocity (including hover) under which a safe landing cannot be made after failure of the critical engine and with the remaining engines (where applicable) operating within approved limits, a height-velocity envelope must be established for—

(1) All combinations of pressure altitude and ambient temperature for which takeoff and landing are approved; and

(2) Weight from the maximum weight (at sea level) to the highest weight approved for takeoff and landing at each altitude. For helicopters, this weight need not exceed the highest weight allowing hovering out-of-ground effect at each altitude.

(b) For single-engine or multiengine rotorcraft that do not meet the Category A engine isolation requirements, the height-velocity envelope for complete power failure must be established.

[Doc. No. 24802, 61 FR 21901, May 10, 1996; 61 FR 33963, July 1, 1996]

## FLIGHT CHARACTERISTICS

### § 29.141 General.

The rotorcraft must—

(a) Except as specifically required in the applicable section, meet the flight characteristics requirements of this subpart—

(1) At the approved operating altitudes and temperatures;

(2) Under any critical loading condition within the range of weights and centers of gravity for which certification is requested; and

(3) For power-on operations, under any condition of speed, power, and rotor r.p.m. for which certification is requested; and

(4) For power-off operations, under any condition of speed, and rotor r.p.m. for which certification is requested that is attainable with the controls rigged in accordance with the approved rigging instructions and tolerances;

(b) Be able to maintain any required flight condition and make a smooth transition from any flight condition to any other flight condition without exceptional piloting skill, alertness, or strength, and without danger of exceeding the limit load factor under any operating condition probable for the type, including—

(1) Sudden failure of one engine, for multiengine rotorcraft meeting Transport Category A engine isolation requirements;

(2) Sudden, complete power failure, for other rotorcraft; and

(3) Sudden, complete control system failures specified in § 29.695 of this part; and

(c) Have any additional characteristics required for night or instrument operation, if certification for those kinds of operation is requested. Requirements for helicopter instrument flight are contained in appendix B of this part.

[Doc. No. 5084, 29 FR 16150, Dec. 8, 1964, as amended by Amdt. 29-3, 33 FR 905, Jan. 26, 1968; Amdt. 29-12, 41 FR 55471, Dec. 20, 1976; Amdt. 29-21, 48 FR 4391, Jan. 31, 1983; Amdt. 29-24, 49 FR 44436, Nov. 6, 1984]

#### § 29.143 Controllability and maneuverability.

(a) The rotorcraft must be safely controllable and maneuverable—

(1) During steady flight; and

(2) During any maneuver appropriate to the type, including—

(i) Takeoff;

(ii) Climb;

(iii) Level flight;

(iv) Turning flight;

(v) Glide; and

(vi) Landing (power on and power off).

(b) The margin of cyclic control must allow satisfactory roll and pitch control at  $V_{NE}$  with—

(1) Critical weight;

(2) Critical center of gravity;

(3) Critical rotor r.p.m.; and

(4) Power off (except for helicopters demonstrating compliance with paragraph (e) of this section) and power on.

(c) A wind velocity of not less than 17 knots must be established in which the rotorcraft can be operated without loss of control on or near the ground in any maneuver appropriate to the type (such

as crosswind takeoffs, sideward flight, and rearward flight), with—

(1) Critical weight;

(2) Critical center of gravity; and

(3) Critical rotor r.p.m.

(d) The rotorcraft, after (1) failure of one engine, in the case of multiengine rotorcraft that meet Transport Category A engine isolation requirements, or (2) complete power failure in the case of other rotorcraft, must be controllable over the range of speeds and altitudes for which certification is requested when such power failure occurs with maximum continuous power and critical weight. No corrective action time delay for any condition following power failure may be less than—

(i) For the cruise condition, one second, or normal pilot reaction time (whichever is greater); and

(ii) For any other condition, normal pilot reaction time.

(e) For helicopters for which a  $V_{NE}$  (power-off) is established under § 29.1505(c), compliance must be demonstrated with the following requirements with critical weight, critical center of gravity, and critical rotor r.p.m.:

(1) The helicopter must be safely slowed to  $V_{NE}$  (power-off), without exceptional pilot skill after the last operating engine is made inoperative at power-on  $V_{NE}$ .

(2) At a speed of 1.1  $V_{NE}$  (power-off), the margin of cyclic control must allow satisfactory roll and pitch control with power off.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 965, Jan. 26, 1968; Amdt. 29-15, 43 FR 2326, Jan. 16, 1978; Amdt. 29-24, 49 FR 44436, Nov. 6, 1984]

#### § 29.151 Flight controls.

(a) Longitudinal, lateral, directional, and collective controls may not exhibit excessive breakout force, friction, or preload.

(b) Control system forces and free play may not inhibit a smooth, direct rotorcraft response to control system input.

[Amdt. 29-24, 49 FR 44436, Nov. 6, 1984]