

## § 29.51

(3) At a height consistent with the procedure used in establishing the takeoff, climbout, and rejected takeoff paths.

(b) For each Category B helicopter, the hovering performance must be determined over the ranges of weight, altitude, and temperature for which certification is requested, with—

- (1) Takeoff power;
- (2) The landing gear extended; and
- (3) The helicopter in ground effect at a height consistent with normal takeoff procedures.

(c) For each helicopter, the out-of-ground effect hovering performance must be determined over the ranges of weight, altitude, and temperature for which certification is requested with takeoff power.

(d) For rotorcraft other than helicopters, the steady rate of climb at the minimum operating speed must be determined over the ranges of weight, altitude, and temperature for which certification is requested with—

- (1) Takeoff power; and
- (2) The landing gear extended.

[Doc. No. 24802, 61 FR 21898, May 10, 1996; 61 FR 33963, July 1, 1996]

### § 29.51 Takeoff data: general.

(a) The takeoff data required by §§ 29.53, 29.55, 29.59, 29.60, 29.61, 29.62, 29.63, and 29.67 must be determined—

(1) At each weight, altitude, and temperature selected by the applicant; and

(2) With the operating engines within approved operating limitations.

(b) Takeoff data must—

(1) Be determined on a smooth, dry, hard surface; and

(2) Be corrected to assume a level takeoff surface.

(c) No takeoff made to determine the data required by this section may require exceptional piloting skill or alertness, or exceptionally favorable conditions.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-39, 61 FR 21899, May 10, 1996]

### § 29.53 Takeoff: Category A.

The takeoff performance must be determined and scheduled so that, if one engine fails at any time after the start of takeoff, the rotorcraft can—

## 14 CFR Ch. I (1–1–04 Edition)

(a) Return to, and stop safely on, the takeoff area; or

(b) Continue the takeoff and climbout, and attain a configuration and airspeed allowing compliance with § 29.67(a)(2).

[Doc. No. 24802, 61 FR 21899, May 10, 1996; 61 FR 33963, July 1, 1996]

### § 29.55 Takeoff decision point (TDP): Category A.

(a) The TDP is the first point from which a continued takeoff capability is assured under § 29.59 and is the last point in the takeoff path from which a rejected takeoff is assured within the distance determined under § 29.62.

(b) The TDP must be established in relation to the takeoff path using no more than two parameters; e.g., airspeed and height, to designate the TDP.

(c) Determination of the TDP must include the pilot recognition time interval following failure of the critical engine.

[Doc. No. 24802, 61 FR 21899, May 10, 1996]

### § 29.59 Takeoff path: Category A.

(a) The takeoff path extends from the point of commencement of the takeoff procedure to a point at which the rotorcraft is 1,000 feet above the takeoff surface and compliance with § 29.67(a)(2) is shown. In addition—

(1) The takeoff path must remain clear of the height-velocity envelope established in accordance with § 29.87;

(2) The rotorcraft must be flown to the engine failure point; at which point, the critical engine must be made inoperative and remain inoperative for the rest of the takeoff;

(3) After the critical engine is made inoperative, the rotorcraft must continue to the takeoff decision point, and then attain  $V_{TOSS}$ ;

(4) Only primary controls may be used while attaining  $V_{TOSS}$  and while establishing a positive rate of climb. Secondary controls that are located on the primary controls may be used after a positive rate of climb and  $V_{TOSS}$  are established but in no case less than 3 seconds after the critical engine is made inoperative; and