§ 29.521 Float landing conditions.

If certification for float operation (including float amphibian operation) is requested, the rotorcraft, with floats, must be designed to withstand the following loading conditions (where the limit load factor is determined under §29.473(b) or assumed to be equal to that determined for wheel landing gear):

(a) Up-load conditions in which—
(1) A load is applied so that, with the rotorcraft in the static level attitude, the resultant water reaction passes vertically through the center of gravity; and

(b) Vertical landing conditions. The rotorcraft must initially contact the most critical wave surface at zero forward speed in likely pitch and roll attitudes which result in critical design loadings. The vertical descent velocity may not be less than 6.5 feet per second relative to the mean water surface.

(c) Forward speed landing conditions. The rotorcraft must contact the most critical wave at forward velocities from zero up to 30 knots in likely pitch, roll, and yaw attitudes and with a vertical descent velocity of not less than 6.5 feet per second relative to the mean water surface. A maximum forward velocity of less than 30 knots may be used in design if it can be demonstrated that the forward velocity selected would not be exceeded in a normal one-engine-out landing.

(d) Auxiliary float immersion condition. In addition to the loads from the landing conditions, the auxiliary float, and its support and attaching structure in the hull, must be designed for the load developed by a fully immersed float unless it can be shown that full immersion of the float is unlikely, in which case the highest likely float buoyancy load must be applied that considers loading of the float immersed to create restoring moments compensating for upsetting moments caused by side wind, asymmetrical rotorcraft loading, water wave action, and rotorcraft inertia.

(Amdt. 29–3, 33 FR 966, Jan. 26, 1968; as amended by Amdt. 27–26, 55 FR 8002, Mar. 6, 1990)