§ 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 in accordance with § 29.85.

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

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

§ 29.71 Helicopter angle of glide: Category B.

For each category B helicopter, except multiengine helicopters meeting the requirements of § 29.67(b) and the powerplant installation requirements of category A, the steady angle of glide must be determined in autorotation—

(a) At the forward speed for minimum rate of descent as selected by the applicant;

(b) At the forward speed for best glide angle;

(c) At maximum weight; and

(d) At the rotor speed or speeds selected by the applicant.

[Amtdt. 29–12, 41 FR 55471, Dec. 20, 1976]

§ 29.75 Landing: General.

(a) For each rotorcraft—

(1) The corrected landing data must be determined for a smooth, dry, hard, and level surface;

(2) The approach and landing must not require exceptional piloting skill or exceptionally favorable conditions; and

(3) The landing must be made without excessive vertical acceleration or tendency to bounce, nose over, ground loop, porpoise, or water loop.

(b) The landing data required by §§ 29.77, 29.79, 29.81, 29.83, and 29.85 must be determined—

(1) At each weight, altitude, and temperature for which landing data are approved;

(2) With each operating engine within approved operating limitations; and

(3) With the most unfavorable center of gravity.

[Doc. No. 24802, 61 FR 21900, May 10, 1996]