

§ 29.60

used after attaining 200 feet above the takeoff surface.

(e) Takeoff distance will be determined in accordance with § 29.61.

[Doc. No. 24802, 61 FR 21899, May 10, 1996; 61 FR 33963, July 1, 1996, as amended by Amdt. 29-44, 64 FR 45337, Aug. 19, 1999]

§ 29.60 Elevated heliport takeoff path: Category A.

(a) The elevated heliport takeoff path extends from the point of commencement of the takeoff procedure to a point in the takeoff path 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 requirements of § 29.59(a) must be met;

(2) While attaining V_{TOSS} and a positive rate of climb, the rotorcraft may descend below the level of the takeoff surface if, in so doing and when clearing the elevated heliport edge, every part of the rotorcraft clears all obstacles by at least 15 feet;

(3) The vertical magnitude of any descent below the takeoff surface must be determined; and

(4) After attaining V_{TOSS} and a positive rate of climb, the landing gear may be retracted.

(b) The scheduled takeoff weight must be such that the climb requirements of § 29.67 (a)(1) and (a)(2) will be met.

(c) Takeoff distance will be determined in accordance with § 29.61.

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

§ 29.61 Takeoff distance: Category A.

(a) The normal takeoff distance is the horizontal distance along the takeoff path from the start of the takeoff to the point at which the rotorcraft attains and remains at least 35 feet above the takeoff surface, attains and maintains a speed of at least V_{TOSS} , and establishes a positive rate of climb, assuming the critical engine failure occurs at the engine failure point prior to the takeoff decision point.

(b) For elevated heliports, the takeoff distance is the horizontal distance along the takeoff path from the start of the takeoff to the point at which the rotorcraft attains and maintains a speed of at least V_{TOSS} and establishes a

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positive rate of climb, assuming the critical engine failure occurs at the engine failure point prior to the takeoff decision point.

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

§ 29.62 Rejected takeoff: Category A.

The rejected takeoff distance and procedures for each condition where takeoff is approved will be established with—

(a) The takeoff path requirements of §§ 29.59 and 29.60 being used up to the TDP where the critical engine failure is recognized and the rotorcraft is landed and brought to a complete stop on the takeoff surface;

(b) The remaining engines operating within approved limits;

(c) The landing gear remaining extended throughout the entire rejected takeoff; and

(d) The use of only the primary controls until the rotorcraft is on the ground. Secondary controls located on the primary control may not be used until the rotorcraft is on the ground. Means other than wheel brakes may be used to stop the rotorcraft if the means are safe and reliable and consistent results can be expected under normal operating conditions.

[Doc. No. 24802, 61 FR 21899, May 10, 1996, as amended by Amdt. 29-44, 64 FR 45337, Aug. 19, 1999]

§ 29.63 Takeoff: Category B.

The horizontal distance required to take off and climb over a 50-foot obstacle must be established with the most unfavorable center of gravity. The takeoff may be begun in any manner if—

(a) The takeoff surface is defined;

(b) Adequate safeguards are maintained to ensure proper center of gravity and control positions; and

(c) A landing can be made safely at any point along the flight path if an engine fails.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55471, Dec. 20, 1976]

§ 29.64 Climb: General.

Compliance with the requirements of §§ 29.65 and 29.67 must be shown at each weight, altitude, and temperature