

within 10 dB of PNLTM, as required. The flyover profile is defined by the height AG which is a function of the operating conditions controlled by the pilot. Position M represents the helicopter location on the measured flyover flight path for which PNLTM is observed at station A, and M_r is the corresponding position on the reference flight path.

(d) *Approach profiles.* (1) Figure H3 illustrates a typical approach profile, including reference conditions.

(2) The helicopter approaches position H along a 6° (±0.5°) average approach slope throughout the 10dB-down time interval. Deviation from the 6° average approach slope must be approved by the FAA before testing.