§ 27.727 Reserve energy absorption drop test.

The reserve energy absorption drop test must be conducted as follows:

(a) The drop height must be 1.5 times that specified in §27.725(a).

(b) Rotor lift, where considered in a manner similar to that prescribed in §27.725(b), may not exceed 1.5 times the lift allowed under that paragraph.

(c) The landing gear must withstand this test without collapsing. Collapse of the landing gear occurs when a member of the nose, tail, or main gear will not support the rotorcraft in the proper attitude or allows the rotorcraft structure, other than the landing gear and external accessories, to impact the landing surface.

§ 27.729 Retracting mechanism.

For rotorcraft with retractable landing gear, the following apply:

(a) **Loads.** The landing gear, retracting mechanism, wheel-well doors, and supporting structure must be designed for—

1. The loads occurring in any maneuvering condition with the gear retracted;
2. The combined friction, inertia, and air loads occurring during retraction and extension at any airspeed up to the design maximum landing gear operating speed; and
3. The flight loads, including those in yawed flight, occurring with the gear extended at any airspeed up to the design maximum landing gear extended speed.

(b) **Landing gear lock.** A positive means must be provided to keep the gear extended.

(c) **Emergency operation.** When other than manual power is used to operate the gear, emergency means must be provided for extending the gear in the event of—

1. Any reasonably probable failure in the normal retraction system; or
2. The failure of any single source of hydraulic, electric, or equivalent energy.

(d) **Operation tests.** The proper functioning of the retracting mechanism must be shown by operation tests.
§ 27.731 Wheels.
(a) Each landing gear wheel must be approved.
(b) The maximum static load rating of each wheel may not be less than the corresponding static ground reaction with—
(1) Maximum weight; and
(2) Critical center of gravity.
(c) The maximum limit load rating of each wheel must equal or exceed the maximum radial limit load determined under the applicable ground load requirements of this part.

§ 27.733 Tires.
(a) Each landing gear wheel must have a tire—
(1) That is a proper fit on the rim of the wheel; and
(2) Of the proper rating.
(b) The maximum static load rating of each tire must equal or exceed the static ground reaction obtained at its wheel, assuming—
(1) The design maximum weight; and
(2) The most unfavorable center of gravity.
(c) Each tire installed on a retractable landing gear system must, at the maximum size of the tire type expected in service, have a clearance to surrounding structure and systems that is adequate to prevent contact between the tire and any part of the structure or systems.

§ 27.735 Brakes.
For rotorcraft with wheel-type landing gear, a braking device must be installed that is—
(a) Controllable by the pilot;
(b) Usable during power-off landings; and
(c) Adequate to—
(1) Counteract any normal unbalanced torque when starting or stopping the rotor; and
(2) Hold the rotorcraft parked on a 10-degree slope on a dry, smooth pavement.

§ 27.737 Skis.
The maximum limit load rating of each ski must equal or exceed the maximum limit load determined under the applicable ground load requirements of this part.

FLOATS AND HULLS
§ 27.751 Main float buoyancy.
(a) For main floats, the buoyancy necessary to support the maximum weight of the rotorcraft in fresh water must be exceeded by—
(1) 50 percent, for single floats; and
(2) 60 percent, for multiple floats.
(b) Each main float must have enough water-tight compartments so that, with any single main float compartment flooded, the main floats will provide a margin of positive stability great enough to minimize the probability of capsizing.

§ 27.753 Main float design.
(a) Bag floats. Each bag float must be designed to withstand—
(1) The maximum pressure differential that might be developed at the maximum altitude for which certification with that float is requested; and