§ 29.735 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.

§ 29.753 Main float buoyancy.

(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
(2) The vertical loads prescribed in §29.521(a), distributed along the length of the bag over three-quarters of its projected area.
(b) Rigid floats. Each rigid float must be able to withstand the vertical, horizontal, and side loads prescribed in §29.521. An appropriate load distribution under critical conditions must be used.

§ 29.755 Hull buoyancy.

Water-based and amphibian rotorcraft. The hull and auxiliary floats, if used, must have enough watertight compartments so that, with any single compartment of the hull or auxiliary floats flooded, the buoyancy of the hull and auxiliary floats, and wheel tires if used, provides a margin of positive water stability great enough to minimize the probability of capsizing the rotorcraft for the worst combination of wave heights and surface winds for which approval is desired.

§ 29.757 Hull and auxiliary float strength.

The hull, and auxiliary floats if used, must withstand the water loads prescribed by §29.519 with a rational and conservative distribution of local and distributed water pressures over the hull and float bottom.

PART 29—AIRCRAFT

§ 29.771 Pilot compartment.

For each pilot compartment—
(a) The compartment and its equipment must allow each pilot to perform his duties without unreasonable concentration or fatigue;
(b) If there is provision for a second pilot, the rotorcraft must be controllable with equal safety from either