

## § 23.53

option of the applicant, not less than  $V_{MCG}$  determined under § 23.149(f).

(ii) The takeoff decision speed,  $V_1$ , is the calibrated airspeed on the ground at which, as a result of engine failure or other reasons, the pilot is assumed to have made a decision to continue or discontinue the takeoff. The takeoff decision speed,  $V_1$ , must be selected by the applicant but must not be less than  $V_{EF}$  plus the speed gained with the critical engine inoperative during the time interval between the instant at which the critical engine is failed and the instant at which the pilot recognizes and reacts to the engine failure, as indicated by the pilot's application of the first retarding means during the accelerate-stop determination of § 23.55.

(2) The rotation speed,  $V_R$ , in terms of calibrated airspeed, must be selected by the applicant and must not be less than the greatest of the following:

- (i)  $V_1$ ;
- (ii)  $1.05 V_{MC}$  determined under § 23.149(b);
- (iii)  $1.10 V_{S1}$ ; or
- (iv) The speed that allows attaining the initial climb-out speed,  $V_2$ , before reaching a height of 35 feet above the takeoff surface in accordance with § 23.57(c)(2).

(3) For any given set of conditions, such as weight, altitude, temperature, and configuration, a single value of  $V_R$  must be used to show compliance with both the one-engine-inoperative takeoff and all-engines-operating takeoff requirements.

(4) The takeoff safety speed,  $V_2$ , in terms of calibrated airspeed, must be selected by the applicant so as to allow the gradient of climb required in § 23.67 (c)(1) and (c)(2) but must not be less than  $1.10 V_{MC}$  or less than  $1.20 V_{S1}$ .

(5) The one-engine-inoperative takeoff distance, using a normal rotation rate at a speed 5 knots less than  $V_R$ , established in accordance with paragraph (c)(2) of this section, must be shown not to exceed the corresponding one-engine-inoperative takeoff distance, determined in accordance with § 23.57 and § 23.59(a)(1), using the established  $V_R$ . The takeoff, otherwise performed in accordance with § 23.57, must be continued safely from the point at which the airplane is 35 feet above the takeoff

## 14 CFR Ch. I (1-1-03 Edition)

surface and at a speed not less than the established  $V_2$  minus 5 knots.

(6) The applicant must show, with all engines operating, that marked increases in the scheduled takeoff distances, determined in accordance with § 23.59(a)(2), do not result from over-rotation of the airplane or out-of-trim conditions.

[Doc. No. 27807, 61 FR 5184, Feb. 9, 1996]

### § 23.53 Takeoff performance.

(a) For normal, utility, and acrobatic category airplanes, the takeoff distance must be determined in accordance with paragraph (b) of this section, using speeds determined in accordance with § 23.51 (a) and (b).

(b) For normal, utility, and acrobatic category airplanes, the distance required to takeoff and climb to a height of 50 feet above the takeoff surface must be determined for each weight, altitude, and temperature within the operational limits established for takeoff with—

- (1) Takeoff power on each engine;
- (2) Wing flaps in the takeoff position(s); and
- (3) Landing gear extended.

(c) For commuter category airplanes, takeoff performance, as required by §§ 23.55 through 23.59, must be determined with the operating engine(s) within approved operating limitations.

[Doc. No. 27807, 61 FR 5185, Feb. 9, 1996]

### § 23.55 Accelerate-stop distance.

For each commuter category airplane, the accelerate-stop distance must be determined as follows:

(a) The accelerate-stop distance is the sum of the distances necessary to—

(1) Accelerate the airplane from a standing start to  $V_{EF}$  with all engines operating;

(2) Accelerate the airplane from  $V_{EF}$  to  $V_1$ , assuming the critical engine fails at  $V_{EF}$ ; and

(3) Come to a full stop from the point at which  $V_1$  is reached.

(b) Means other than wheel brakes may be used to determine the accelerate-stop distances if that means—

- (1) Is safe and reliable;
- (2) Is used so that consistent results can be expected under normal operating conditions; and

(3) Is such that exceptional skill is not required to control the airplane.

[Amdt. 23-34, 52 FR 1826, Jan. 15, 1987, as amended by Amdt. 23-50, 61 FR 5185, Feb. 9, 1996]

#### § 23.57 Takeoff path.

For each commuter category airplane, the takeoff path is as follows:

(a) The takeoff path extends from a standing start to a point in the takeoff at which the airplane is 1500 feet above the takeoff surface at or below which height the transition from the takeoff to the enroute configuration must be completed; and

(1) The takeoff path must be based on the procedures prescribed in § 23.45;

(2) The airplane must be accelerated on the ground to  $V_{EF}$  at which point the critical engine must be made inoperative and remain inoperative for the rest of the takeoff; and

(3) After reaching  $V_{EF}$ , the airplane must be accelerated to  $V_2$ .

(b) During the acceleration to speed  $V_2$ , the nose gear may be raised off the ground at a speed not less than  $V_R$ . However, landing gear retraction must not be initiated until the airplane is airborne.

(c) During the takeoff path determination, in accordance with paragraphs (a) and (b) of this section—

(1) The slope of the airborne part of the takeoff path must not be negative at any point;

(2) The airplane must reach  $V_2$  before it is 35 feet above the takeoff surface, and must continue at a speed as close as practical to, but not less than  $V_2$ , until it is 400 feet above the takeoff surface;

(3) At each point along the takeoff path, starting at the point at which the airplane reaches 400 feet above the takeoff surface, the available gradient of climb must not be less than—

(i) 1.2 percent for two-engine airplanes;

(ii) 1.5 percent for three-engine airplanes;

(iii) 1.7 percent for four-engine airplanes; and

(4) Except for gear retraction and automatic propeller feathering, the airplane configuration must not be changed, and no change in power that requires action by the pilot may be

made, until the airplane is 400 feet above the takeoff surface.

(d) The takeoff path to 35 feet above the takeoff surface must be determined by a continuous demonstrated takeoff.

(e) The takeoff path to 35 feet above the takeoff surface must be determined by synthesis from segments; and

(1) The segments must be clearly defined and must be related to distinct changes in configuration, power, and speed;

(2) The weight of the airplane, the configuration, and the power must be assumed constant throughout each segment and must correspond to the most critical condition prevailing in the segment; and

(3) The takeoff flight path must be based on the airplane's performance without utilizing ground effect.

[Amdt. 23-34, 52 FR 1827, Jan. 15, 1987, as amended by Amdt. 23-50, 61 FR 5185, Feb. 9, 1996]

#### § 23.59 Takeoff distance and takeoff run.

For each commuter category airplane, the takeoff distance and, at the option of the applicant, the takeoff run, must be determined.

(a) Takeoff distance is the greater of—

(1) The horizontal distance along the takeoff path from the start of the takeoff to the point at which the airplane is 35 feet above the takeoff surface as determined under § 23.57; or

(2) With all engines operating, 115 percent of the horizontal distance from the start of the takeoff to the point at which the airplane is 35 feet above the takeoff surface, determined by a procedure consistent with § 23.57.

(b) If the takeoff distance includes a clearway, the takeoff run is the greater of—

(1) The horizontal distance along the takeoff path from the start of the takeoff to a point equidistant between the liftoff point and the point at which the airplane is 35 feet above the takeoff surface as determined under § 23.57; or

(2) With all engines operating, 115 percent of the horizontal distance from the start of the takeoff to a point equidistant between the liftoff point and the point at which the airplane is 35