

(1) The takeoff run on a dry runway is the greater of—

(i) The horizontal distance along the takeoff path from the start of the takeoff to a point equidistant between the point at which V_{LOF} is reached and the point at which the airplane is 35 feet above the takeoff surface, as determined under §25.111 for a dry runway; or

(ii) 115 percent of the horizontal distance along the takeoff path, with all engines operating, from the start of the takeoff to a point equidistant between the point at which V_{LOF} is reached and the point at which the airplane is 35 feet above the takeoff surface, determined by a procedure consistent with §25.111.

(2) The takeoff run on a wet runway is the greater of—

(i) The horizontal distance along the takeoff path from the start of the takeoff to the point at which the airplane is 15 feet above the takeoff surface, achieved in a manner consistent with the achievement of V_2 before reaching 35 feet above the takeoff surface, as determined under §25.111 for a wet runway; or

(ii) 115 percent of the horizontal distance along the takeoff path, with all engines operating, from the start of the takeoff to a point equidistant between the point at which V_{LOF} is reached and the point at which the airplane is 35 feet above the takeoff surface, determined by a procedure consistent with §25.111.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5671, Apr. 8, 1970; Amdt. 25-92, 63 FR 8320, Feb. 18, 1998]

§ 25.115 Takeoff flight path.

(a) The takeoff flight path shall be considered to begin 35 feet above the takeoff surface at the end of the takeoff distance determined in accordance with §25.113(a) or (b), as appropriate for the runway surface condition.

(b) The net takeoff flight path data must be determined so that they represent the actual takeoff flight paths (determined in accordance with §25.111 and with paragraph (a) of this section) reduced at each point by a gradient of climb equal to—

(1) 0.8 percent for two-engine airplanes;

(2) 0.9 percent for three-engine airplanes; and

(3) 1.0 percent for four-engine airplanes.

(c) The prescribed reduction in climb gradient may be applied as an equivalent reduction in acceleration along that part of the takeoff flight path at which the airplane is accelerated in level flight.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-92, 63 FR 8320, Feb. 18, 1998]

§ 25.117 Climb: general.

Compliance with the requirements of §§25.119 and 25.121 must be shown at each weight, altitude, and ambient temperature within the operational limits established for the airplane and with the most unfavorable center of gravity for each configuration.

§ 25.119 Landing climb: All-engines-operating.

In the landing configuration, the steady gradient of climb may not be less than 3.2 percent, with—

(a) The engines at the power or thrust that is available eight seconds after initiation of movement of the power or thrust controls from the minimum flight idle to the go-around power or thrust setting; and

(b) A climb speed of not more than V_{REF} .

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§ 25.121 Climb: One-engine-inoperative.

(a) *Takeoff; landing gear extended.* In the critical takeoff configuration existing along the flight path (between the points at which the airplane reaches V_{LOF} and at which the landing gear is fully retracted) and in the configuration used in §25.111 but without ground effect, the steady gradient of climb must be positive for two-engine airplanes, and not less than 0.3 percent for three-engine airplanes or 0.5 percent for four-engine airplanes, at V_{LOF} and with—

(1) The critical engine inoperative and the remaining engines at the power or thrust available when retraction of the landing gear is begun in accordance