

§ 25.123

with § 25.111 unless there is a more critical power operating condition existing later along the flight path but before the point at which the landing gear is fully retracted; and

(2) The weight equal to the weight existing when retraction of the landing gear is begun, determined under § 25.111.

(b) *Takeoff; landing gear retracted.* In the takeoff configuration existing at the point of the flight path 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 may not be less than 2.4 percent for two-engine airplanes, 2.7 percent for three-engine airplanes, and 3.0 percent for four-engine airplanes, at V_2 and with—

(1) The critical engine inoperative, the remaining engines at the takeoff power or thrust available at the time the landing gear is fully retracted, determined under § 25.111, unless there is a more critical power operating condition existing later along the flight path but before the point where the airplane reaches a height of 400 feet above the takeoff surface; and

(2) The weight equal to the weight existing when the airplane's landing gear is fully retracted, determined under § 25.111.

(c) *Final takeoff.* In the en route configuration at the end of the takeoff path determined in accordance with § 25.111, the steady gradient of climb may not be less than 1.2 percent for two-engine airplanes, 1.5 percent for three-engine airplanes and 1.7 percent for four-engine airplanes, at V_{FTO} and with

(1) The critical engine inoperative and the remaining engines at the available maximum continuous power or thrust; and

(2) The weight equal to the weight existing at the end of the takeoff path, determined under § 25.111.

(d) *Approach.* In a configuration corresponding to the normal all-engines-operating procedure in which V_{SR} for this configuration does not exceed 110 percent of the V_{SR} for the related all-engines-operating landing configuration, the steady gradient of climb may not be less than 2.1 percent for two-engine airplanes, 2.4 percent for three-en-

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gine airplanes, and 2.7 percent for four engine airplanes, with

(1) The critical engine inoperative, the remaining engines at the go-around power or thrust setting;

(2) The maximum landing weight;

(3) A climb speed established in connection with normal landing procedures, but not more than $1.4 V_{SR}$; and

(4) Landing gear retracted.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–84, 60 FR 30749, June 9, 1995; Amdt. 25–108, 67 FR 70826, Nov. 26, 2002]

§ 25.123 En route flight paths.

(a) For the en route configuration, the flight paths prescribed in paragraphs (b) and (c) of this section must be determined at each weight, altitude, and ambient temperature, within the operating limits established for the airplane. The variation of weight along the flight path, accounting for the progressive consumption of fuel and oil by the operating engines, may be included in the computation. The flight paths must be determined at any selected speed, with—

(1) The most unfavorable center of gravity;

(2) The critical engines inoperative;

(3) The remaining engines at the available maximum continuous power or thrust; and

(4) The means for controlling the engine-cooling air supply in the position that provides adequate cooling in the hot-day condition.

(b) The one-engine-inoperative net flight path data must represent the actual climb performance diminished by a gradient of climb of 1.1 percent for two-engine airplanes, 1.4 percent for three-engine airplanes, and 1.6 percent for four-engine airplanes.

(c) For three- or four-engine airplanes, the two-engine-inoperative net flight path data must represent the actual climb performance diminished by a gradient of climb of 0.3 percent for three-engine airplanes and 0.5 percent for four-engine airplanes.

§ 25.125 Landing.

(a) The horizontal distance necessary to land and to come to a complete stop (or to a speed of approximately 3 knots for water landings) from a point 50 feet

above the landing surface must be determined (for standard temperatures, at each weight, altitude, and wind within the operational limits established by the applicant for the airplane) as follows:

(1) The airplane must be in the landing configuration.

(2) A stabilized approach, with a calibrated airspeed of V_{REF} , must be maintained down to the 50 foot height. V_{REF} may not be less than

(i) $1.23 V_{SR0}$;

(ii) V_{MCL} established under §25.149(f); and

(iii) A speed that provides the maneuvering capability specified in §25.143(g).

(3) Changes in configuration, power or thrust, and speed, must be made in accordance with the established procedures for service operation.

(4) The landing must be made without excessive vertical acceleration, tendency to bounce, nose over, ground loop, porpoise, or water loop.

(5) The landings may not require exceptional piloting skill or alertness.

(b) For landplanes and amphibians, the landing distance on land must be determined on a level, smooth, dry, hard-surfaced runway. In addition—

(1) The pressures on the wheel braking systems may not exceed those specified by the brake manufacturer;

(2) The brakes may not be used so as to cause excessive wear of brakes or tires; and

(3) Means other than wheel brakes may be used if that means—

(i) Is safe and reliable;

(ii) Is used so that consistent results can be expected in service; and

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

(c) For seaplanes and amphibians, the landing distance on water must be determined on smooth water.

(d) For skiplanes, the landing distance on snow must be determined on smooth, dry, snow.

(e) The landing distance data must include correction factors for not more than 50 percent of the nominal wind components along the landing path opposite to the direction of landing, and not less than 150 percent of the nominal wind components along the landing path in the direction of landing.

(f) If any device is used that depends on the operation of any engine, and if the landing distance would be noticeably increased when a landing is made with that engine inoperative, the landing distance must be determined with that engine inoperative unless the use of compensating means will result in a landing distance not more than that with each engine operating.

Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29774, July 20, 1990; Amdt. 25-84, 60 FR 30749, June 9, 1995; Amdt. 25-108, 67 FR 70826, Nov. 26, 2002]

CONTROLLABILITY AND MANEUVERABILITY

§ 25.143 General.

(a) The airplane must be safely controllable and maneuverable during—

- (1) Takeoff;
- (2) Climb;
- (3) Level flight;
- (4) Descent; and
- (5) Landing.

(b) It must be possible to make a smooth transition from one flight condition to any other flight condition without exceptional piloting skill, alertness, or strength, and without danger of exceeding the airplane limit-load factor under any probable operating conditions, including—

(1) The sudden failure of the critical engine;

(2) For airplanes with three or more engines, the sudden failure of the second critical engine when the airplane is in the en route, approach, or landing configuration and is trimmed with the critical engine inoperative; and

(3) Configuration changes, including deployment or retraction of deceleration devices.

(c) The following table prescribes, for conventional wheel type controls, the maximum control forces permitted during the testing required by paragraphs (a) and (b) of this section:

Force, in pounds, applied to the control wheel or rudder pedals	Pitch	Roll	Yaw
For short term application for pitch and roll control—two hands available for control	75	50
For short term application for pitch and roll control—one hand available for control	50	25
For short term application for yaw control	150