

§ 23.59

(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, as amended by Amdt. 23-62, 76 FR 75753, Dec. 2, 2011]

§ 23.59 Takeoff distance and takeoff run.

For normal, utility, and acrobatic category multiengine jets of more than 6,000 pounds maximum weight and commuter category airplanes, 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 feet above the takeoff surface, determined by a procedure consistent with § 23.57.

[Amdt. 23-34, 52 FR 1827, Jan. 15, 1987, as amended by Amdt. 23-50, 61 FR 5185, Feb. 9, 1996, as amended by Amdt. 23-62, 76 FR 75753, Dec. 2, 2011]

§ 23.61 Takeoff flight path.

For normal, utility, and acrobatic category multiengine jets of more than 6,000 pounds maximum weight and commuter category airplanes, the takeoff flight path must be determined as follows:

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(a) The takeoff flight path begins 35 feet above the takeoff surface at the end of the takeoff distance determined in accordance with § 23.59.

(b) The net takeoff flight path data must be determined so that they represent the actual takeoff flight paths, as determined in accordance with § 23.57 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.

[Amdt. 23-34, 52 FR 1827, Jan. 15, 1987, as amended by Amdt. 23-62, 76 FR 75753, Dec. 2, 2011]

§ 23.63 Climb: General.

(a) Compliance with the requirements of §§ 23.65, 23.66, 23.67, 23.69, and 23.77 must be shown—

(1) Out of ground effect; and

(2) At speeds that are not less than those at which compliance with the powerplant cooling requirements of §§ 23.1041 to 23.1047 has been demonstrated; and

(3) Unless otherwise specified, with one engine inoperative, at a bank angle not exceeding 5 degrees.

(b) For normal, utility, and acrobatic category reciprocating engine-powered airplanes of 6,000 pounds or less maximum weight, compliance must be shown with § 23.65(a), § 23.67(a), where appropriate, and § 23.77(a) at maximum takeoff or landing weight, as appropriate, in a standard atmosphere.

(c) For reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight, single-engine turbines, and multiengine turbine airplanes of 6,000 pounds or less maximum weight in the normal, utility, and acrobatic category, compliance must be shown at weights as a function of airport altitude and ambient temperature,