must be made in accordance with the following table:

<table>
<thead>
<tr>
<th>Altitude $H$ (ft.)</th>
<th>Vapor pressure $e$ (in. Hg.)</th>
<th>Specific humidity $w$ (lb. moisture per lb. dry air)</th>
<th>Density ratio $\rho / \alpha$</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.403</td>
<td>0.00849</td>
<td>0.99508</td>
</tr>
<tr>
<td>1,000</td>
<td>0.354</td>
<td>0.00773</td>
<td>0.96672</td>
</tr>
<tr>
<td>2,000</td>
<td>0.311</td>
<td>0.00703</td>
<td>0.93695</td>
</tr>
<tr>
<td>3,000</td>
<td>0.272</td>
<td>0.00638</td>
<td>0.91178</td>
</tr>
<tr>
<td>4,000</td>
<td>0.238</td>
<td>0.00578</td>
<td>0.88514</td>
</tr>
<tr>
<td>5,000</td>
<td>0.207</td>
<td>0.00523</td>
<td>0.85910</td>
</tr>
<tr>
<td>6,000</td>
<td>0.181</td>
<td>0.00472</td>
<td>0.83361</td>
</tr>
<tr>
<td>7,000</td>
<td>0.156</td>
<td>0.00425</td>
<td>0.80870</td>
</tr>
<tr>
<td>8,000</td>
<td>0.135</td>
<td>0.00382</td>
<td>0.78434</td>
</tr>
<tr>
<td>9,000</td>
<td>0.117</td>
<td>0.00343</td>
<td>0.76053</td>
</tr>
<tr>
<td>10,000</td>
<td>0.101</td>
<td>0.00307</td>
<td>0.73722</td>
</tr>
<tr>
<td>15,000</td>
<td>0.046</td>
<td>0.001710</td>
<td>0.62868</td>
</tr>
<tr>
<td>20,000</td>
<td>0.01978</td>
<td>0.000896</td>
<td>0.53263</td>
</tr>
<tr>
<td>25,000</td>
<td>0.00778</td>
<td>0.000436</td>
<td>0.44856</td>
</tr>
</tbody>
</table>

(c) The performance must correspond to the propulsive thrust available under the particular ambient atmospheric conditions, the particular flight condition, and the relative humidity specified in paragraph (b) of this section. The available propulsive thrust must correspond to engine power or thrust, not exceeding the approved power or thrust less—

(1) Installation losses; and
(2) The power or equivalent thrust absorbed by the accessories and services appropriate to the particular ambient atmospheric conditions and the particular flight condition.

(d) Unless otherwise prescribed, the applicant must select the takeoff, en route, approach, and landing configurations for the airplane.

(e) The airplane configurations may vary with weight, altitude, and temperature, to the extent they are compatible with the operating procedures required by paragraph (f) of this section.

(f) Unless otherwise prescribed, in determining the accelerate-stop distances, takeoff flight paths, takeoff distances, and landing distances, changes in the airplane's configuration, speed, power, and thrust, must be made in accordance with procedures established by the applicant for operation in service.

(g) Procedures for the execution of balked landings and missed approaches associated with the conditions prescribed in §§25.119 and 25.121(d) must be established.

(h) The procedures established under paragraphs (f) and (g) of this section must—

(1) Be able to be consistently executed in service by crews of average skill;
(2) Use methods or devices that are safe and reliable; and
(3) Include allowance for any time delays, in the execution of the procedures, that may reasonably be expected in service.

(i) The accelerate-stop and landing distances prescribed in §§25.109 and 25.125, respectively, must be determined with all the airplane wheel brake assemblies at the fully worn limit of their allowable wear range.


§ 25.103 Stall speed.

(a) The reference stall speed, $V_{SR}$, is a calibrated airspeed defined by the applicant. $V_{SR}$ may not be less than a 1-g stall speed. $V_{SR}$ is expressed as:

$$V_{SR} \geq \frac{V_{CL_{MAX}}}{\sqrt{nZW}}$$

where:

- $V_{CL_{MAX}} =$ Calibrated airspeed obtained when the load factor-corrected lift coefficient is first a maximum during the maneuver prescribed in paragraph (c) of this section. In addition, when the maneuver is limited by a device that abruptly pushes the nose down at a selected angle of attack (e.g., a stick pusher), $V_{CL_{MAX}}$ may not be less than the speed existing at the instant the device operates;
- $nZW =$ Load factor normal to the flight path at $V_{CL_{MAX}}$;
- $W =$ Airplane gross weight;
- $S =$ Aerodynamic reference wing area; and
- $q =$ Dynamic pressure.

(b) $V_{CL_{MAX}}$ is determined with:

(1) Engines idling, or, if that resultant thrust causes an appreciable decrease in stall speed, not more than zero thrust at the stall speed;
(2) Propeller pitch controls (if applicable) in the takeoff position;
(3) The airplane in other respects (such as flaps, landing gear, and ice accretions) in the condition existing in
§ 25.107 Takeoff speeds.

(a) $V_1$ must be established in relation to $V_{EF}$ as follows:

1. $V_{EF}$ is the calibrated airspeed at which the critical engine is assumed to fail. $V_{EF}$ must be selected by the applicant, but may not be less than $V_{MCG}$ determined under §25.149(e).

2. $V_1$, in terms of calibrated airspeed, is selected by the applicant; however, $V_1$ may not be less than $V_{EF}$ plus the speed gained with 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 initiation of the first action (e.g., applying brakes, reducing thrust, deploying speed brakes) to stop the airplane during accelerate-stop tests.

(b) No takeoff made to determine the data required by this section may require exceptional piloting skill or alertness.

(c) The takeoff data must be based on—

1. In the case of land planes and amphibians:
   1. Smooth, dry and wet, hard-surfaced runways; and
   2. Smooth water, in the case of seaplanes and amphibians; and

(d) The takeoff data must include, within the established operational limits of the airplane, the following operational correction factors:

1. Not more than 50 percent of nominal wind components along the takeoff path opposite to the direction of takeoff, and not less than 150 percent of nominal wind components along the takeoff path in the direction of takeoff.

2. Effective runway gradients.

§ 25.105 Takeoff.

(a) The takeoff speeds prescribed by §25.107, the accelerate-stop distance prescribed by §25.109, the takeoff path prescribed by §25.111, the takeoff distance and takeoff run prescribed by §25.113, and the net takeoff flight path prescribed by §25.115, must be determined in the selected configuration for takeoff at each weight, altitude, and ambient temperature within the operational limits selected by the applicant—

1. In non-icing conditions; and
2. In icing conditions, if in the configuration of §25.121(b) with the takeoff ice accretion defined in appendix C:
   1. The stall speed at maximum takeoff weight exceeds that in non-icing conditions by more than the greater of 3 knots CAS or 3 percent of $V_{SR}$; or
   2. The degradation of the gradient of climb determined in accordance with §25.121(b) is greater than one-half of the applicable actual-to-net takeoff flight path gradient reduction defined in §25.115(b).