§ 25.113 Takeoff distance and takeoff run.

(a) Takeoff distance on a dry runway 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, determined under § 25.111 for a dry runway; or

(2) 115 percent of the horizontal distance along the takeoff path, with all engines operating, 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 § 25.111.

(b) Takeoff distance on a wet runway is the greater of—

(1) The takeoff distance on a dry runway determined in accordance with paragraph (a) of this section; or

(2) 115 percent of the horizontal distance along the takeoff path, with all engines operating, from the start of the takeoff to the point at which the airplane is 35 feet above the takeoff surface, determined under § 25.111 for a wet runway; or

(3) 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, determined under § 25.111 for a dry runway; or

(4) 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.

§ 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.