and by at least 300 feet horizontally after passing the boundaries; or

(2) For an airplane certificated after September 30, 1958 (SR422A, 422B), that allows a net takeoff flight path that clears all obstacles either by a height of at least 35 feet vertically, or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries.

(e) In determining maximum weights, minimum distances, and flight paths under paragraphs (a) through (d) of this section, correction must be made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator.

(f) For the purposes of this section, it is assumed that the airplane is not banked before reaching a height of 50 feet, as shown by the takeoff path or net takeoff flight path data (as appropriate) in the Airplane Flight Manual, and after that the maximum bank is not more than 15 degrees.

(g) For the purposes of this section, the terms, takeoff distance, takeoff run, net takeoff flight path, have the same meaning as set forth in the rules under which the airplane was certificated.

§ 135.383 Large transport category air-
planes: Two engines inoperative.

(a) Airplanes certificated after Au-
gust 26, 1957, but before October 1, 1958
(SR422). No person may operate a tur-
bine engine powered large transport
category airplane along an intended
route unless that person complies with
either of the following:

(1) There is no place along the in-
tended track that is more than 90 min-
utes (with all engines operating at
 cruising power) from an airport that
meets §135.387.

(2) Its weight, according to the two-
engine-inoperative, en route, net flight
path data in the Airplane Flight Man-
ual, allows the airplane to fly from the
point where the two engines are as-
sumed to fail simultaneously to an air-
port that meets §135.387, with a net
flight path (considering the ambient
temperatures anticipated along the
track) having a positive slope at an al-
titude of at least 1,000 feet above all
terrain and obstructions within five
statute miles on each side of the in-
tended track, or at an altitude of 5,000
feet, whichever is higher.

For the purposes of paragraph (a)(2)
of this section, it is assumed that the two
engines fail at the most critical point
en route, that the airplane’s weight at
the point where the engines fail in-
cludes enough fuel to continue to the
airport, to arrive at an altitude of at
least 1,500 feet directly over the air-
port, and after that to fly for 15 min-
utes at cruise power or thrust, or both,
and that the consumption of fuel and
oil after engine failure is the same as
the consumption allowed for in the net
flight path data in the Airplane Flight
Manual.

(b) Aircraft certificated after August
29, 1959 (SR422B). No person may oper-
ate a turbine engine powered large
transport category airplane along an
intended route unless that person com-
plies with either of the following:

(1) There is no place along the in-
tended track that is more than 90 min-
utes (with all engines operating at
 cruising power) from an airport that
meets §135.387.

(2) Its weight, according to the two-
engine-inoperative, en route, net flight
path data in the Airplane Flight Man-
ual, allows the airplane to fly from the
point where the two engines are as-
sumed to fail simultaneously to an air-
port that meets §135.387, with the net
flight path (considering the ambient
temperatures anticipated along the
track) clearing vertically by at least
2,000 feet all terrain and obstructions
within five statute miles on each side

§ 135.383

Federal Aviation Administration, DOT

approved net flight path data in the

[Docket No. 16097, 43 FR 46783, Oct. 10, 1978,
as amended by Amdt. 135–110, 72 FR 31685,
June 7, 2007]