§ 135.393 Large nontransport category airplanes: Landing limitations: Destination airports.

(a) No person operating a large non-transport category airplane may take off that airplane at a weight that—

1. Allowing for anticipated consumption of fuel and oil, is greater than the weight that would allow a full stop landing within 60 percent of the effective length of the most suitable runway at the destination airport; and

2. Is greater than the weight allowable if the landing is to be made on the runway—

(i) With the greatest effective length in still air; and

(ii) Required by the probable wind, taking into account not more than 50 percent of the headwind component or not less than 150 percent of the tailwind component.

(b) For the purpose of this section, it is assumed that—

1. The airplane passes directly over the intersection of the obstruction clearance plane and the runway at a height of 50 feet in a steady gliding approach at a true indicated airspeed of at least 1.3 Vso;

2. The landing does not require exceptional pilot skill; and

3. The airplane is operating in standard atmosphere.

§ 135.395 Large nontransport category airplanes: Landing limitations: Alternate airports.

No person may select an airport as an alternate airport for a large non-transport category airplane unless that airplane (at the weight anticipated at the time of arrival), based on the assumptions in §135.393(b), can be brought to a full stop landing within 70 percent of the effective length of the runway.

§ 135.397 Small transport category airplane performance operating limitations.

(a) No person may operate a reciprocating engine powered small transport category airplane unless that person complies with the weight limitations in §135.365, the takeoff limitations in §135.367, the takeoff limitations in §135.367 and the landing limitations in §§135.377 and 135.377.

(b) No person may operate a turbine engine powered small transport category airplane unless that person complies with the takeoff limitations in §135.379 (except paragraphs (d) and (f))