Table F.4 FAR climb requirements for multi-engine aircraft

Turbine-Engine Aircraft: FAR 25

All segments with one engine stopped, except go-around in landing configuration, which has all engines operating. Engine power or thrust set at "maximum rated," except being "maximum continuous" for third-segment climb. Maximum thrust attained after 8 s from flight idle for go-around. AEO: all engines operating.

Operation	Speed	Flaps	Landing gear	Minimum climb gradient for aircraft with n engines, %		
				$n=2$	$n=3$	$n=4$
Takeoff climb						
First-segment	LOF[a]	Takeoff	Down	≥ 0	0.3	0.5
Second-segment	V_2[b]	Takeoff	Up	2.4	2.7	3.0
Third-segment	$\geq 1.25\,V_s$[c]	Up	Up	1.2	1.4	1.5
Landing						
Go-around in approach configuration	$\leq 1.5\,V_s$[c]	Approach	Up	2.1	2.4	2.7
Go-around in landing configuration	$\leq 1.3V_s$[c] AEO	Landing	Down	3.2	3.2	3.2

[a]LOF = liftoff. [b]Climbout speed over 35-ft obstacle. [c]Stall speed in the pertinent condition.