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| 1.b.3        | Minimum unstick speed ($V_{mu}$) or equivalent test to demonstrate early rotation take-off characteristics. | reversible flight control systems:  
±10% or ±2.2 daN (5 lbf) rudder pedal force. | Takeoff.          | further test may be run with the same initial conditions using the thrust from the flight test data as the driving parameter.                                                                                | 5 6 7     | control only and recovery should be achieved with the main gear on the ground.  
To ensure only aerodynamic control, nosewheel steering must be disabled (i.e. castored) or the nosewheel held slightly off the ground. |
| 1.b.4        | Normal take-off.                                                      | ±3 kt airspeed.            | Takeoff.          | Record time history data from 10 knots before start of rotation until at least 5 seconds after the occurrence of main gear lift-off.  
Data required for near maximum certificated takeoff weight at mid center of gravity location and light takeoff weight at an aft center of gravity location. If the airplane has more than one certificated take-off configuration, a different configuration must be used for each weight.  
Record takeoff profile from brake release to at least 61 m (200 ft) AGL.                                                                 | X         | $V_{mu}$ is defined as the minimum speed at which the last main landing gear leaves the ground. Main landing gear strut compression or equivalent air/ground signal should be recorded. If a $V_{mu}$ test is not available, alternative acceptable flight tests are a constant high-attitude takeoff run through main gear lift-off or an early rotation takeoff.  
If either of these alternative solutions is selected, aft body contact/tail strike protection functionality, if present on the airplane, should be active.  
The test may be used for ground acceleration time and distance (1.b.1).  
Plotted data should be shown using appropriate scales for each portion of the maneuver. |