	equivalent test to demonstrate early rotation take-off characteristics.			occurrence of main gear lift-off.				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.
1.b.4	Normal take-off.	±3 kt airspeed. ±1.5° pitch angle. ±1.5° AOA. ±6 m (20 ft) height. For airplanes with reversible flight control systems: ±2.2 daN (5 lbf) or ±10% of column force.	Takeoff.	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**	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.
1.b.5	Critical engine failure on take-off.	±3 kt airspeed. ±1.5° pitch angle. ±1.5° AOA. ±6 m (20 ft) height. ±2° roll angle. ±2° side-slip angle. ±3° heading angle. For airplanes with reversible flight control systems:	Takeoff.	Record takeoff profile to at least 61 m (200 ft) AGL. Engine failure speed must be within ±3 kt of airplane data. Test at near maximum takeoff weight			**X**	