

1.b.2.	Rate of Turn vs. Pedal Deflection, Brake Application, or Nosewheel Angle, as applicable.	$\pm 10\%$ or $\pm 2^\circ/\text{sec}$. Turn Rate.	Ground Takeoff	If brakes are used, brake pedal position and brake system pressure must be matched to the helicopter flight test value.	X	X	X	
1.b.3.	Taxi	Pitch Angle— $\pm 1.5^\circ$, Torque— $\pm 3\%$, Longitudinal Control Position— $\pm 5\%$, Lateral Control Position— $\pm 5\%$, Directional Control Position— $\pm 5\%$, Collective Control Position— $\pm 5\%$.	Ground	Record results for control position and pitch attitude during ground taxi for a specific ground speed, wind speed and direction, and density altitude.	X	X	X	
1.b.4.	Brake Effectiveness	$\pm 10\%$ of time and distance.	Ground		X	X	X	
1.c.	Takeoff When the speed range for the following tests is less than 40 knots, the applicable airspeed tolerance may be applied to either airspeed or ground speed, as appropriate.							
1.c.1.	All Engines	Airspeed— ± 3 kt, Altitude— ± 20 ft (6.1m), Torque— $\pm 3\%$, Rotor Speed— $\pm 1.5\%$, Vertical Velocity— ± 100 fpm (0.50m/sec) or 10%, Pitch Attitude— $\pm 1.5^\circ$, Bank Attitude— $\pm 2^\circ$, Heading— $\pm 2^\circ$, Longitudinal Control Position— $\pm 10\%$, Lateral Control Position— $\pm 10\%$, Directional Control Position— $\pm 10\%$, Collective Control Position— $\pm 10\%$.	Ground/Takeoff and Initial Segment of Climb.	Record results of takeoff flight path as appropriate to helicopter model simulated (running takeoff for Level B, takeoff from a hover for Level C and D). For Level B, the criteria apply only to those segments at airspeeds above effective translational lift. Results must be recorded from the initiation of the takeoff to at least 200 ft (61m) AGL.	X	X	X	
1.c.2.	One Engine Inoperative continued takeoff.	Airspeed— ± 3 kt, Altitude— ± 20 ft (6.1m), Torque— $\pm 3\%$, Rotor Speed— $\pm 1.5\%$, Vertical Velocity— ± 100 fpm (0.50m/sec) or 10%, Pitch Attitude— $\pm 1.5^\circ$, Bank Attitude— $\pm 2^\circ$, Heading— $\pm 2^\circ$, Longitudinal Control Position— $\pm 10\%$, Lateral Control Position— $\pm 10\%$, Directional Control Position— $\pm 10\%$, Collective Control Position— $\pm 10\%$.	Ground/Takeoff; and Initial Segment of Climb.	Record takeoff flight path as appropriate to helicopter model simulated. Results must be recorded from the initiation of the takeoff to at least 200 ft (61m) AGL.	X	X	X	Because several kinds of takeoff procedures can be performed, the specific type of takeoff profile should be recorded to ensure the proper takeoff profile comparison test is used.