

Table B2D - Alternative Data Source for FTD Level 5 Small, Single Engine (Turbo-Propeller) Airplane		
OPS REQUIREMENT		
The performance parameters in this table must be used to program the FTD if flight test data is not used to program the FTD.		
Applicable Test		Authorized Performance Range
Entry Number	Title and Procedure	
	b) Trim for straight and level flight with flaps extended to 50 percent of full flap travel, at a constant airspeed within the flaps-extended airspeed range. Do not adjust trim or power. Retract the flaps to zero. After stabilized, record stick force necessary to maintain original airspeed.	5 - 15 lbs (2.2 - 6.6 daN) of force (Pull).
2.c.4.	Gear change force. a) Trim for straight and level flight with landing gear retracted at a constant airspeed within the landing gear-extended airspeed range. Do not adjust trim or power. Extend the landing gear. After stabilized, record stick force necessary to maintain original airspeed. OR b) Trim for straight and level flight with landing gear extended, at a constant airspeed within the landing gear-extended airspeed range. Do not adjust trim or power. Retract the landing gear. After stabilized, record stick force necessary to maintain original airspeed.	2 - 12 lbs (0.88 - 5.3 daN) of force (Push).
		2 - 12 lbs (0.88 - 5.3 daN) of force (Pull).
2.c.5.	Longitudinal trim.	Must be able to trim longitudinal stick force to "zero" in each of the following configurations: cruise; approach; and landing.
2.c.7.	Longitudinal static stability.	Must exhibit positive static stability.
2.c.8.	Stall warning (actuation of stall warning device) with nominal gross weight; wings level; and a deceleration rate of not more than three (3) knots per second. a) Landing configuration.	
	b) Clean configuration.	60 - 90 knots; $\pm$ 5 degree of bank.
2.c.9.b.	Phugoid dynamics.	Landing configuration speed + 10 - 20 percent. Must have a phugoid with a period of 30 - 60 seconds. May not reach $\frac{1}{2}$ or double amplitude in less than 2 cycles.