	Performance and Trimmed Flight Control Positions.	Torque—±3%, Pitch Attitude—±1.5°, Sideslip Angle—±2°, Longitudinal Control Position—±5%, Lateral Control Position—±5%, Directional Control Position—±5%, Collective Control Position—±5%.	Cruise (Augmentation On and Off).	Record results for two gross weight and CG combinations with varying trim speeds throughout the airspeed envelope. May be a series of snapshot tests.	X	X	X	This test validates performance at speeds above maximum endurance airspeed.
1.g.	Climb							
	Performance and Trimmed Flight Control Positions.	Vertical Velocity—±100 fpm (6.1m/sec) or ±10%, Pitch Attitude—±1.5°, Sideslip Angle—±2°, Longitudinal Control Position—±5%, Lateral Control Position—±5%, Directional Control Position—±5%, Collective Control Position—±5%.	All engines operating; One engine inoperative; Augmentation System(s) On and Off.	Record results for two gross weight and CG combinations. The data presented must be for normal climb power conditions. May be a series of snapshot tests.	X	X	X	
1.h.	Descent							
1.h.1.	Descent Performance and Trimmed Flight Control Positions.	Torque—±3%, Pitch Attitude—±1.5°, Sideslip Angle—±2°, Longitudinal Control Position—±5%, Lateral Control Position—±5%, Directional Control Position—±5%, Collective Control Position—±5%.	At or near 1,000 fpm (5 m/sec) rate of descent (RoD) at normal approach speed. Augmentation System(s) On and Off.	Results must be recorded for two gross weight and CG combinations. May be a series of snapshot tests.	X	X	X	
1.h.2.	Autorotation Performance and Trimmed Flight Control Positions.	Pitch Attitude—±1.5°, Sideslip Angle—±2°, Longitudinal Control Position—±5%, Lateral Control Position—±5%, Directional Control Position—±5%, Collective Control Position—±5%, Vertical Velocity—±100 fpm or 10%, Rotor Speed—±1.5%.	Steady descents. Augmentation System(s) On and Off.	Record results for two gross weight conditions. Data must be recorded for normal operating RPM. (Rotor speed tolerance applies only if collective control position is full down.) Data must be recorded for speeds from 50 kts, ±5 kts, through at least maximum glide distance airspeed, or maximum allowable autorotation airspeed, whichever is slower. May be a series of snapshot tests.	X	X	X	
1.i.	Autorotation							