1.	**Performance.**	
1.c	**Climb.**	
1.c.1.	Normal climb with nominal gross weight, at best rate-of-climb airspeed.	Climb airspeed = 95 – 115 knots. Climb rate = 800 – 1800 fpm (4 - 9 m/sec)
1.f.	**Engines.**	
1.f.1.	Acceleration; idle to takeoff power.	4 - 8 Seconds.
1.f.2.	Deceleration; takeoff power to idle.	3 - 7 Seconds.
2.	**Handling Qualities.**	
2.c.	**Longitudinal Tests.**	
2.c.1.	Power change force.	
	a) Trim for straight and level flight at 80 percent of normal cruise airspeed with necessary power. Reduce power to flight idle. Do not change trim or configuration. After stabilized, record column force necessary to maintain original airspeed.	8 lbs (3.5 daN) of Push force – 8 lbs (3.5 daN) of Pull force.
	OR	
	b) Trim for straight and level flight at 80 percent of normal cruise airspeed with necessary power. Add power to maximum setting. Do not change trim or configuration. After stabilized, record column force necessary to maintain original airspeed.	12 - 22 lbs (5.3 – 9.7 daN) of force (Pull).
2.c.2.	Flap/slat change force.	
	a) Trim for straight and level flight with flaps fully retracted at a constant airspeed within the flaps-extended airspeed range. Do not adjust trim or power. Extend the flaps to 50 percent of full flap travel. After stabilized, record stick force necessary to maintain original airspeed.	5 - 15 lbs (2.2 - 6.6 daN) of force (Push).
	OR	
	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.	