Table B2E - Alternative Data Source for FTD Level 5		
Multi-Engine (Turbo-Propeller) Airplane		
QPS 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.	2 - 12 lbs (0.88 - 5.3 daN) of force (Push).
	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 (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.	80 - 100 knots; ± 5° of bank.
	b) Clean configuration.	Landing configuration speed + 10 - 20 percent.
2.c.9.b.	Phugoid dynamics.	Must have a phugoid with a period of 30 - 60 seconds. May not reach ½ or double amplitude in less than 2 cycles.
2.d.	**Lateral Directional Tests.**	