

**TICKET #IE314\_198**

**QTG 2.d.vi – Rudder response during approach was run manually during the evaluation. The graph for the tolerance item 'Yaw Rate' exceeded the tolerance when following the presented Manual Test Procedure instructions.**

**Michael Smith 10-04-2024**

Ticket created with Alsim

**Souleyman Sarre Alsim 14-04-2024**

Hi Mike, Thank you for having logged this ticket. Could you please send me the evaluation report by email? I will prepare and send you the MRR. Best regards,

**Michael 20-04-2024**

Still looking to get acces to change the Manual instructions on all QTG's so we can adjust them overtime to become more clear.

**Souleyman Alsim 22-04-2024**

Hi Mike, Like I mentioned in the other ticket, initial stabilisation is key when performing QTGs manually. You can see in the automatic results that no inputs are made on pitch or roll axis whatsoever. However, the amount of pedal input needed (25% exactly) is hardly feasible, in fact, it is impossible for the pilot to know when 25% is reached. However, as I mentioned in the MRR, even the most talented pilot will hardly be able to maintain all parameters within tolerances. In fact, the objective of performing tests manually is not to keep results within tolerances but to ensure that correct trend and magnitude can be observed in these conditions as well. Best regards,

**Souleyman Alsim 28-04-2024**

We can manually adjust any QTG descriptions via a remote session but we are looking into allowing you to this yourself. Any changes made will require a re-mastering of the QTG with the updated information and you will have to inform the IAA when making any changes.

**Michael 28-04-2023**



Ticket System Updates

IE314 – A42M2-12

Understood with the remastering regards Michael