

VALIDATION TEST

Title	Engines deceleration on ground		
Id	1 f ii	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902

Objective	Expected Results
Demonstrate that simulation of engine deceleration (time from initial throttle movement to 90% decay of maximum take-off power) conforms to the class of aeroplanes	Time from maximum load to 10% decay : Time 0.2 sec approx Time from maximum load to 90% decay : Time 1.1 sec approx
Reference	Evaluation Criteria
Chapter 12 - Validation data - Performances - Test 1.f.ii	Correct Trend and Magnitude

Demonstration procedure	On ground initial conditions (before take-off), the power is first increased to maximum take-off power then decreased to idle position. Time to decelerate to specified power (90% of decay) is measured.
Manual test procedure	On ground conditions (the parameters are given in the next page) with parking brakes: the throttles are rapidly advanced to take-off power then they are decreased to idle position. Load and Power Lever Position are recorded. Transient time (to new steady state) is read from the record and compared versus airplane data.
Automatic test procedure	1 f ii

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

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Autopilot mode	AUTO_SPEED
Automatic Vertical Speed and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and VS. Roll Trim is computed to maintain 0° bank angle.	

Initial parameters	ON_GROUND
Gross weight (kg) : 1900	Flaps lever position : 0
Balance (%) : 50	Gear lever position : 1
Altitude (ft) : 0	Left Load (%) : 0
Vertical speed (ft/min) : 0	Right Load (%) : 0
IAS (kt) : 0 (free)	Left RPM : 750
Heading (°) : 0 (free)	Right RPM : 750
Bank (°) : 0	
Attitude (°) : 0	
Pedal Position (%) : 0	
Column Position (%) : 0	
Wheel Position (%) : 0	

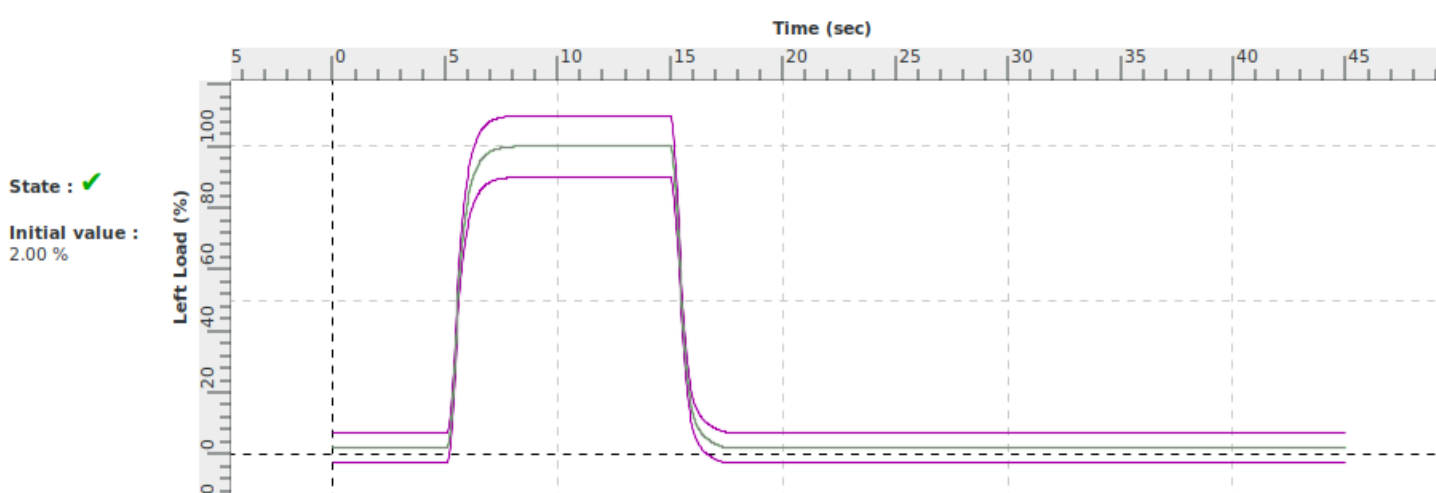
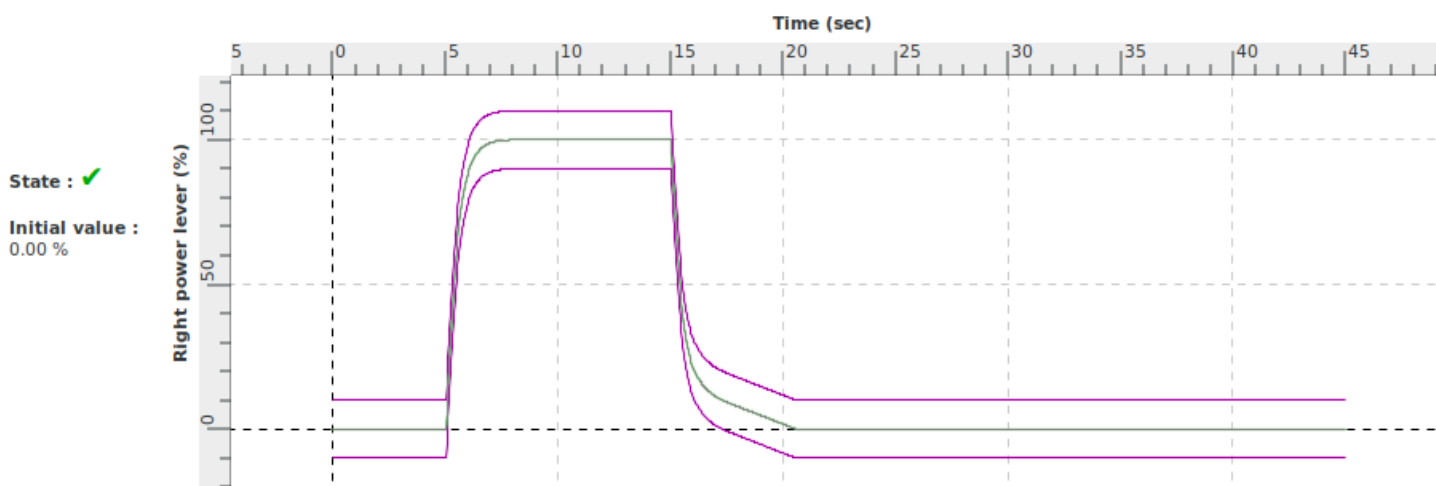
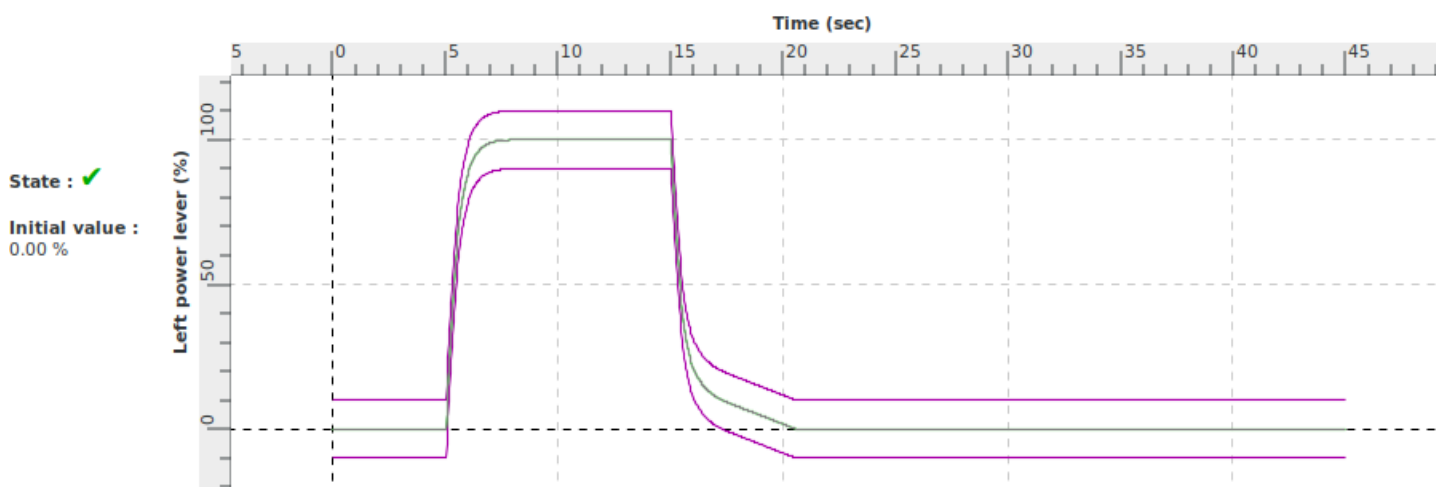
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
0.0	mode_stop	1.0	Set the aircraft to STOP or GO mode (0 means GO and 1 means STOP)
5.0	power_GOAROUND_MAX	0.0	Set engine parameters to go-around power
15.0	power_GROUND_IDLE	0.0	Set engine parameters to ground iddle power
45.0	Stop_Test	0.0	Stop the test procedure

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Log of Revision		
Rev. Nbr	Date	Reason for revision

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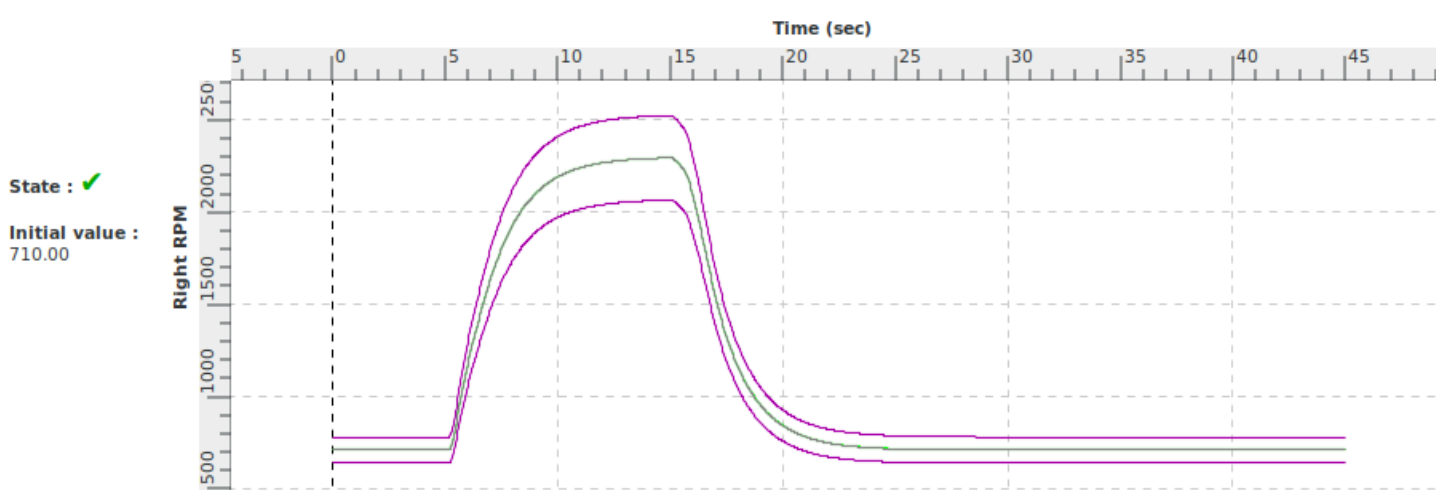
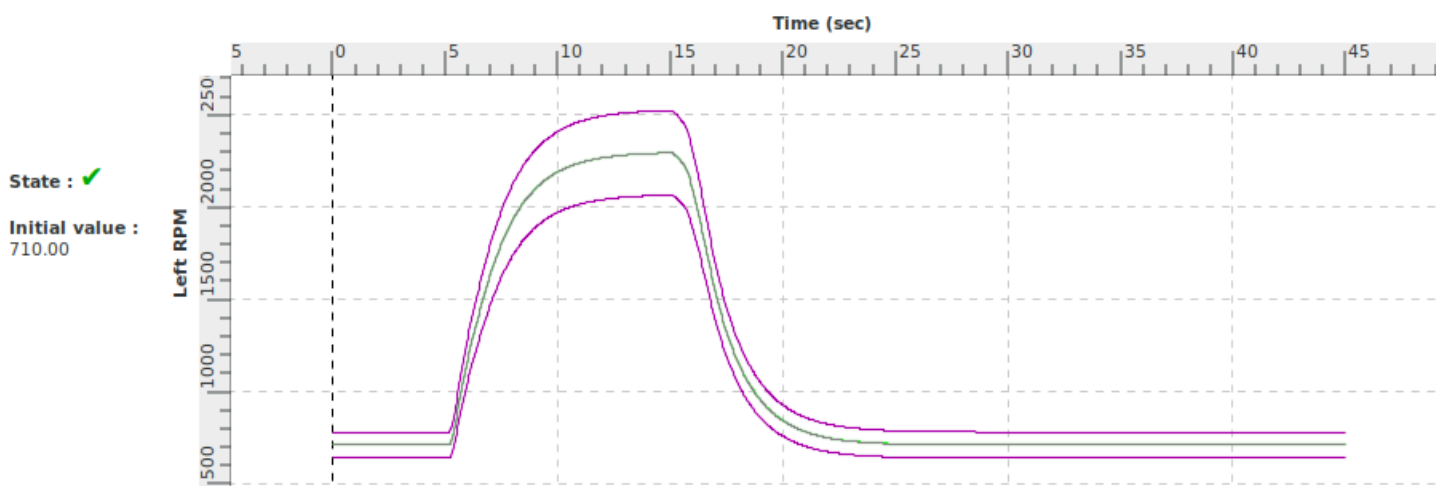
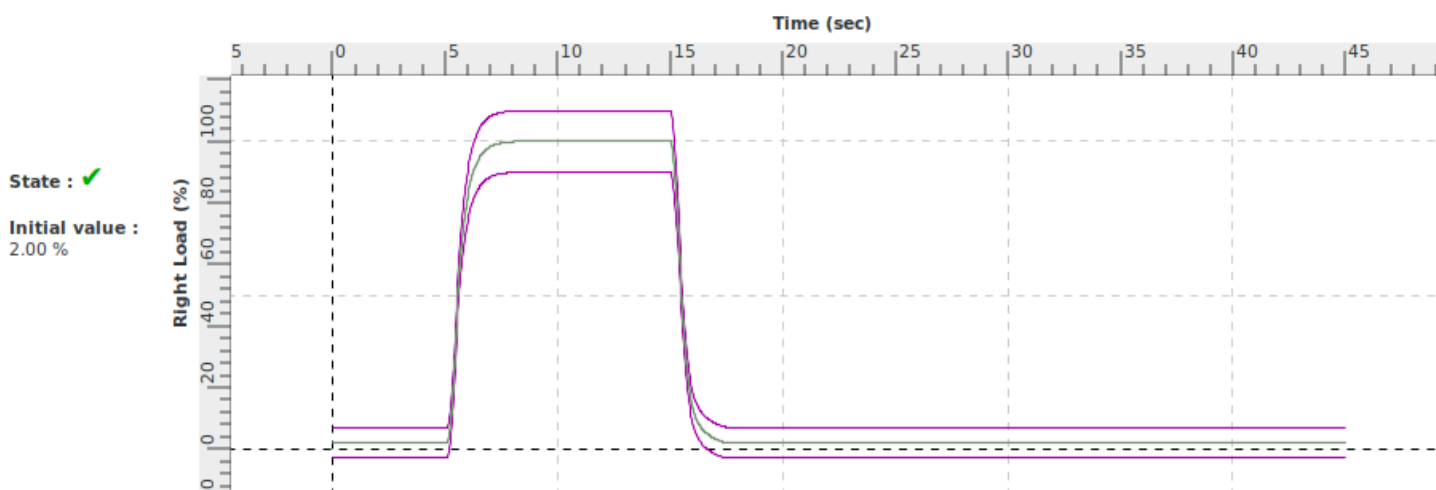
Legend :

green : results within tolerances
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VALIDATION TEST

Title	Power change dynamics during approach		
Id	2 c i 1	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902

Objective	Expected Results
Demonstrate that the power change induced longitudinal dynamics during approach conforms to the class of aeroplanes	Max. Dynamics Variations: Airspeed 0 kt Pitch angle +3 deg Altitude +700 ft
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.c.i.1	Airspeed +/- 3 kt Altitude +/- 100 ft Pitch +/- 1.5° or 20%

Demonstration procedure	From steady approach initial conditions, power lever is set to maximum go-around position.
Manual test procedure	Pilot trims the airplane in approach flight condition and then, the power is increased to maximum go-around position, allowing free uncontrolled aircraft response. The results are recorded and compared to the airplane data.
Automatic test procedure	2 c i 1

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Autopilot mode	AUTO_SPEED
Automatic Vertical Speed and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and VS. Roll Trim is computed to maintain 0° bank angle.	

Initial parameters	HOLD_FLAPS_APP_GEAR
Gross weight (kg) : 1900	Flaps lever position : 1
Balance (%) : 50	Gear lever position : 1
Altitude (ft) : 3000	Left Load (%) : 70
Vertical speed (ft/min) : 0	Right Load (%) : 70
IAS (kt) : 106 (free)	Left RPM : 2060
Heading (°) : 0 (free)	Right RPM : 2060
Bank (°) : 0	
Attitude (°) : -1	
Pedal Position (%) : 0	
Column Position (%) : 32	
Wheel Position (%) : 0	

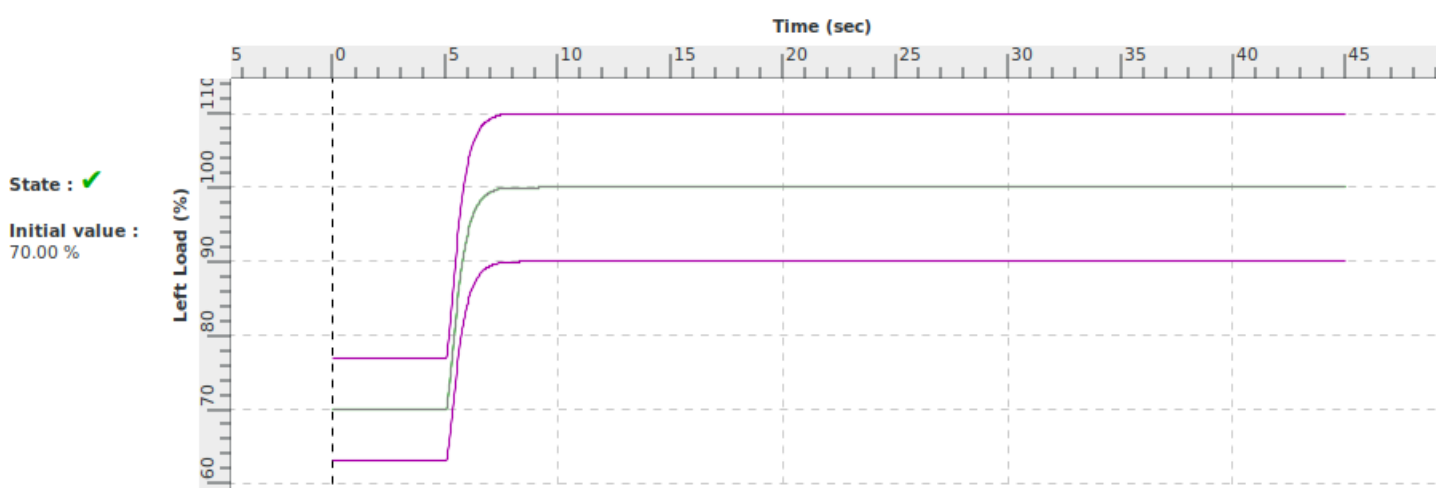
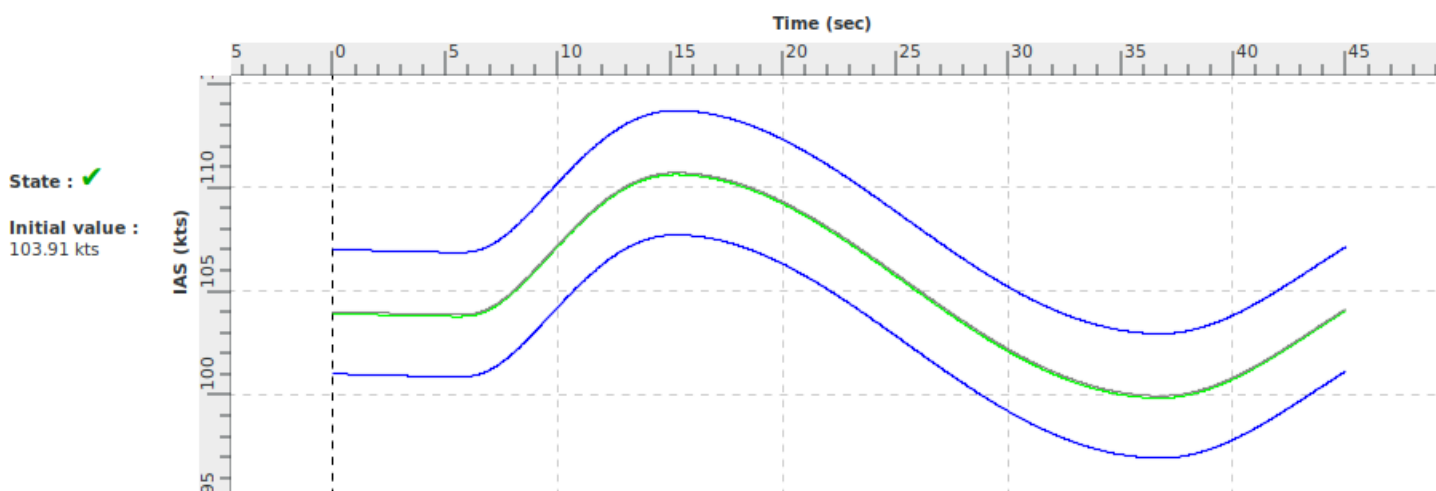
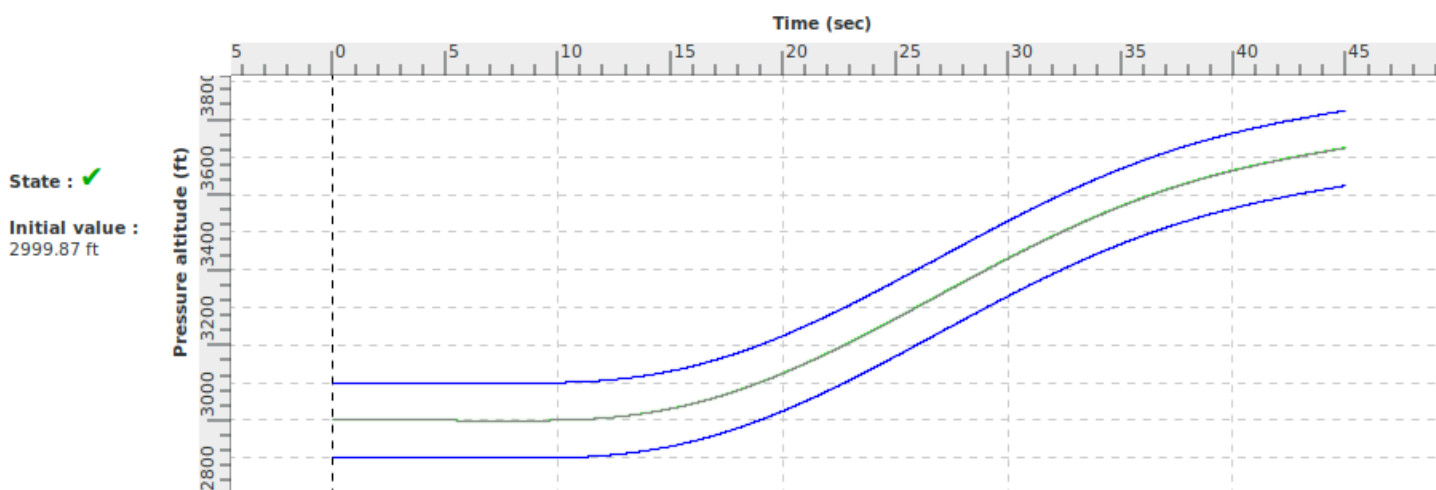
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
0.0	deconnectionPA_att	0.0	disable QTG Autopilot in attitude axis
0.0	deconnectionPA_roll	0.0	disable QTG Autopilot in roll axis
0.0	deconnectionPA_rudder	0.0	disable QTG Autopilot in yaw axis
5.0	power_GOAROUND_MAX	29.0	Set engine parameters to go-around power
45.0	Stop_Test	0.0	Stop the test procedure

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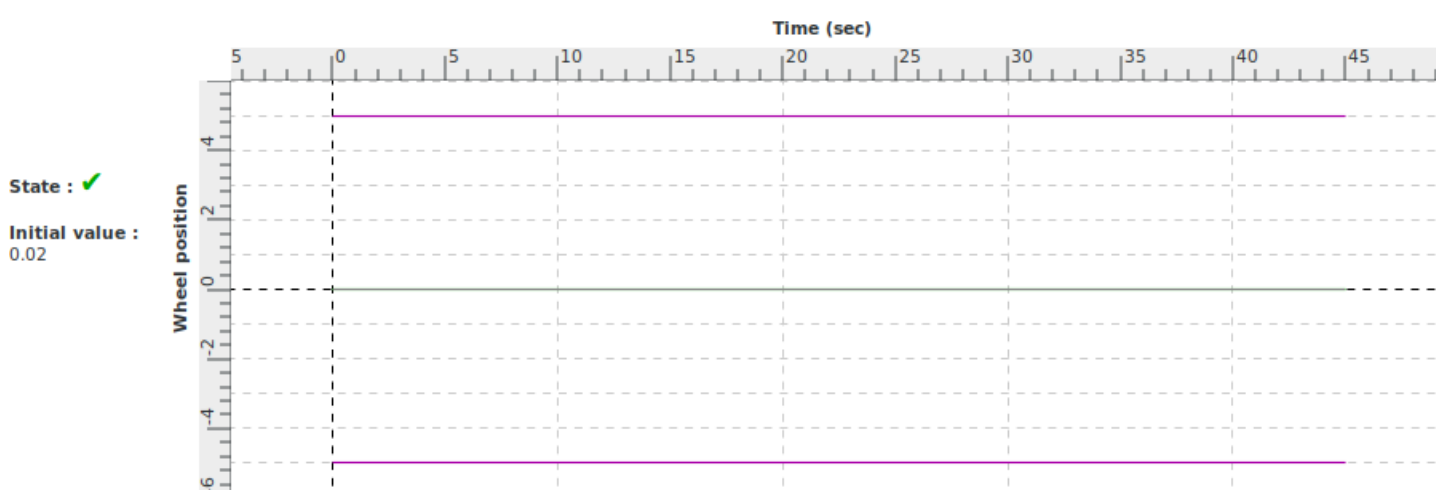
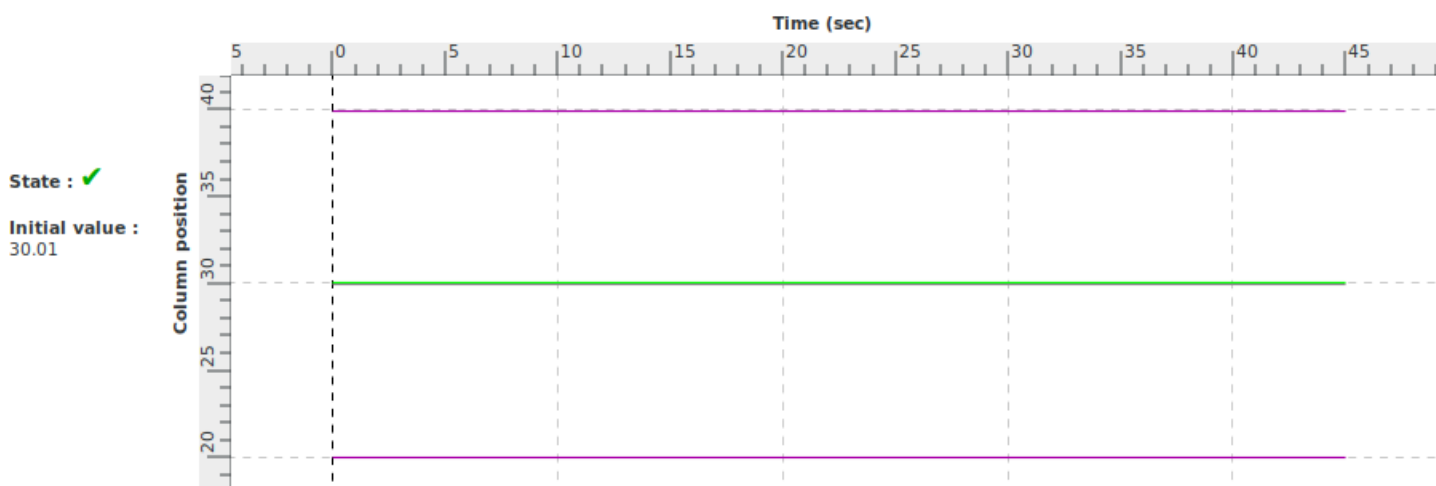
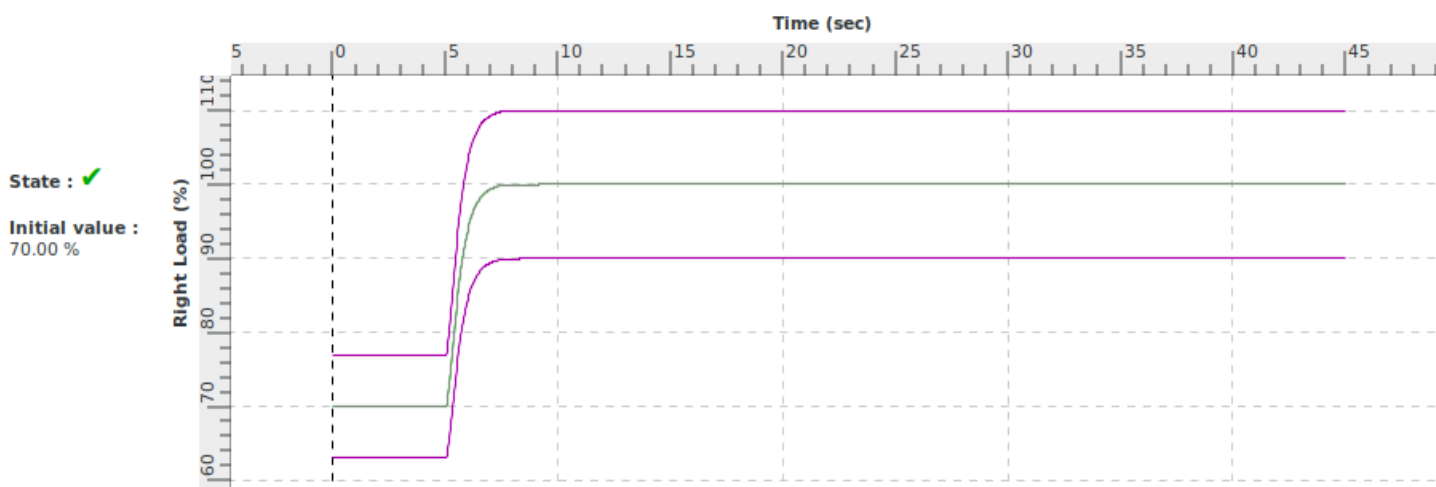
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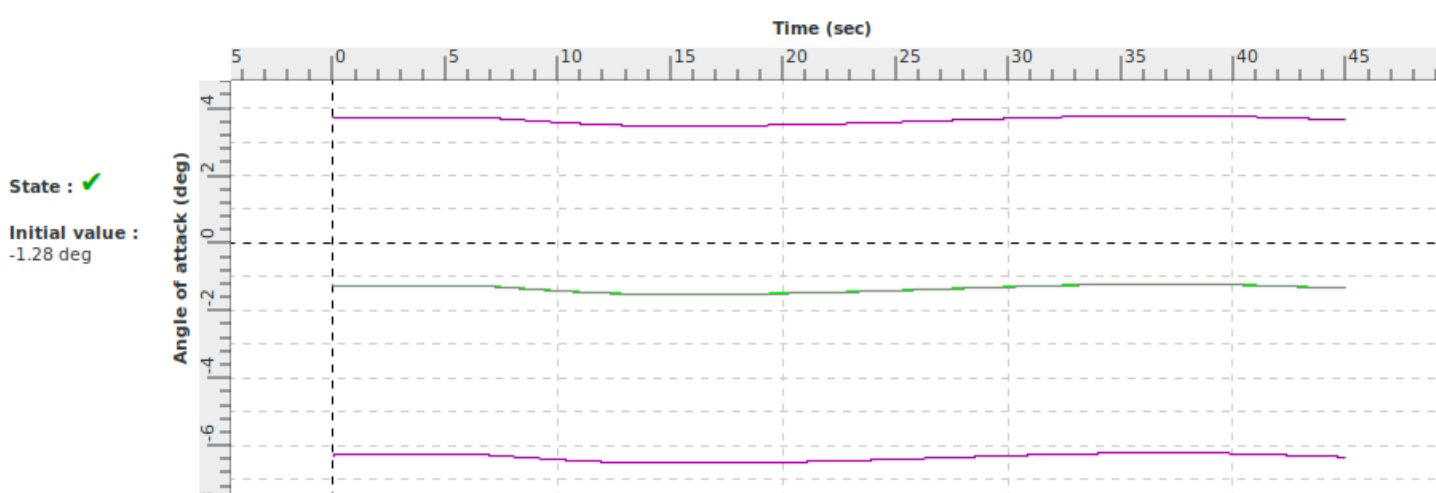
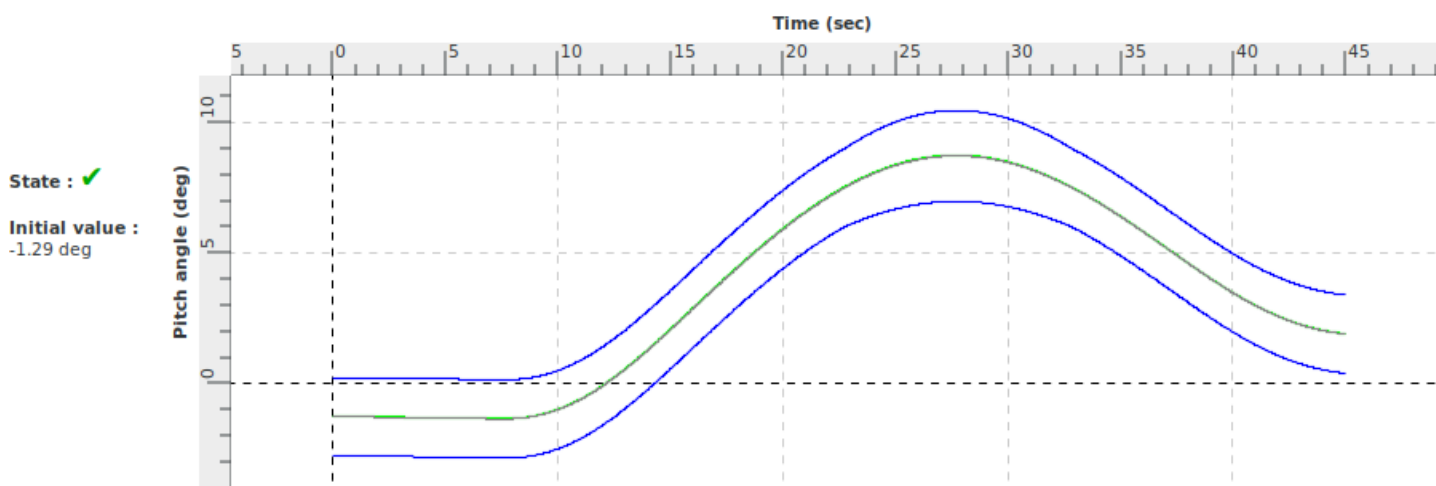
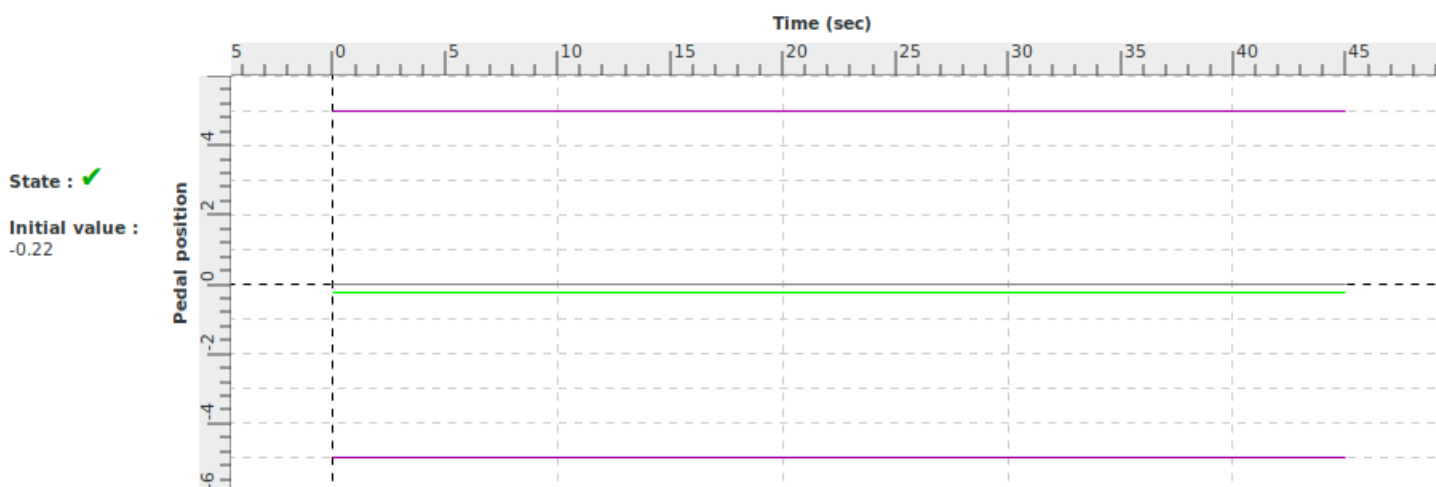
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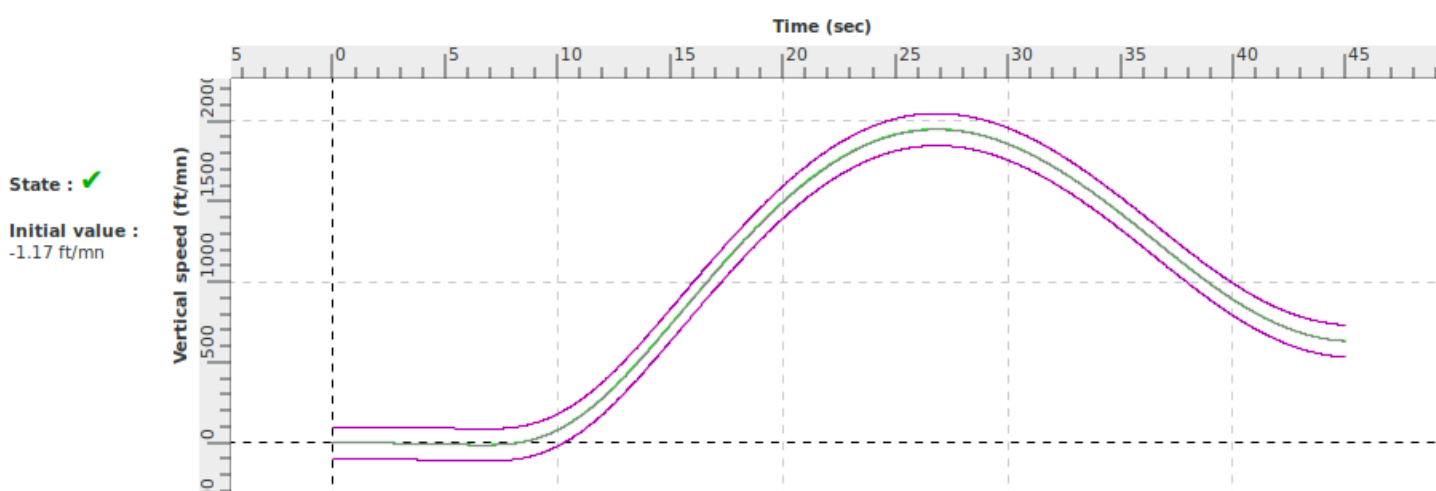
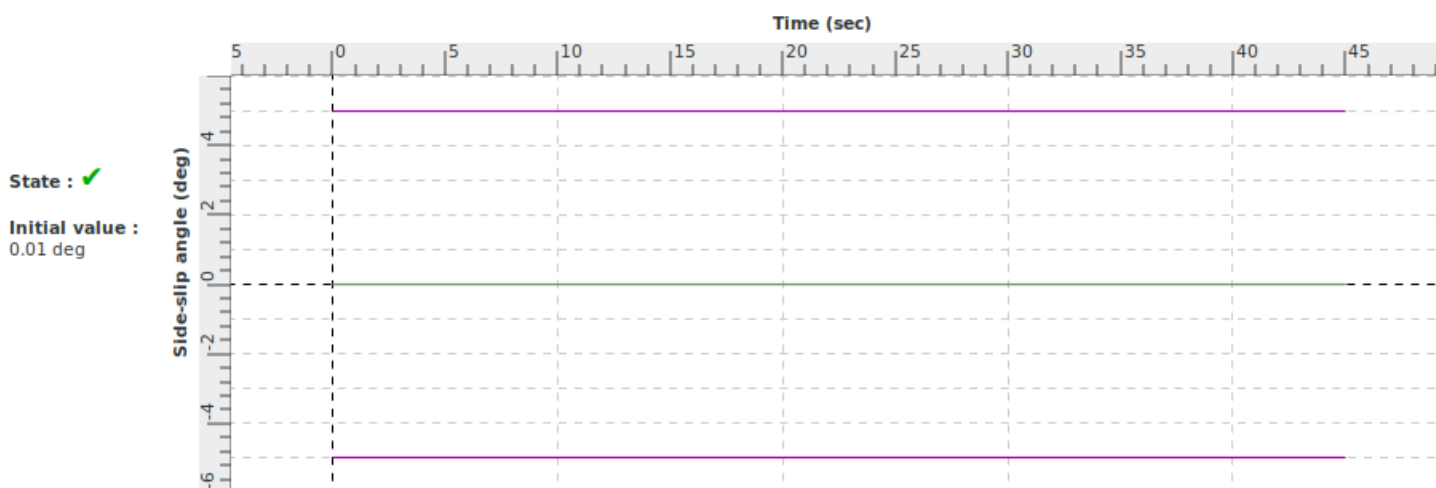
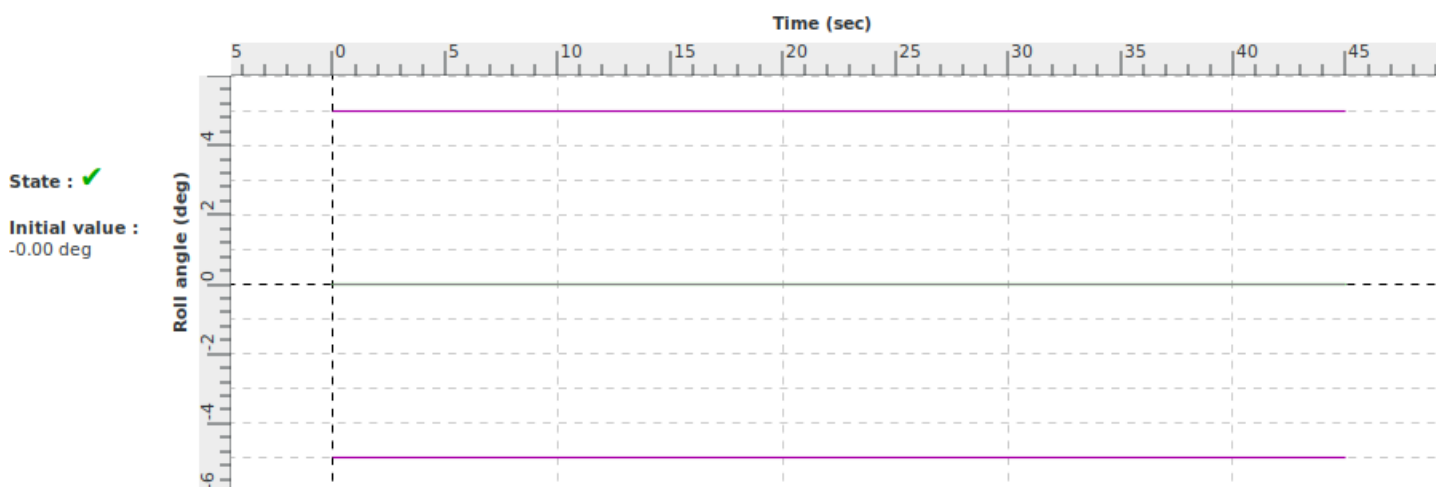
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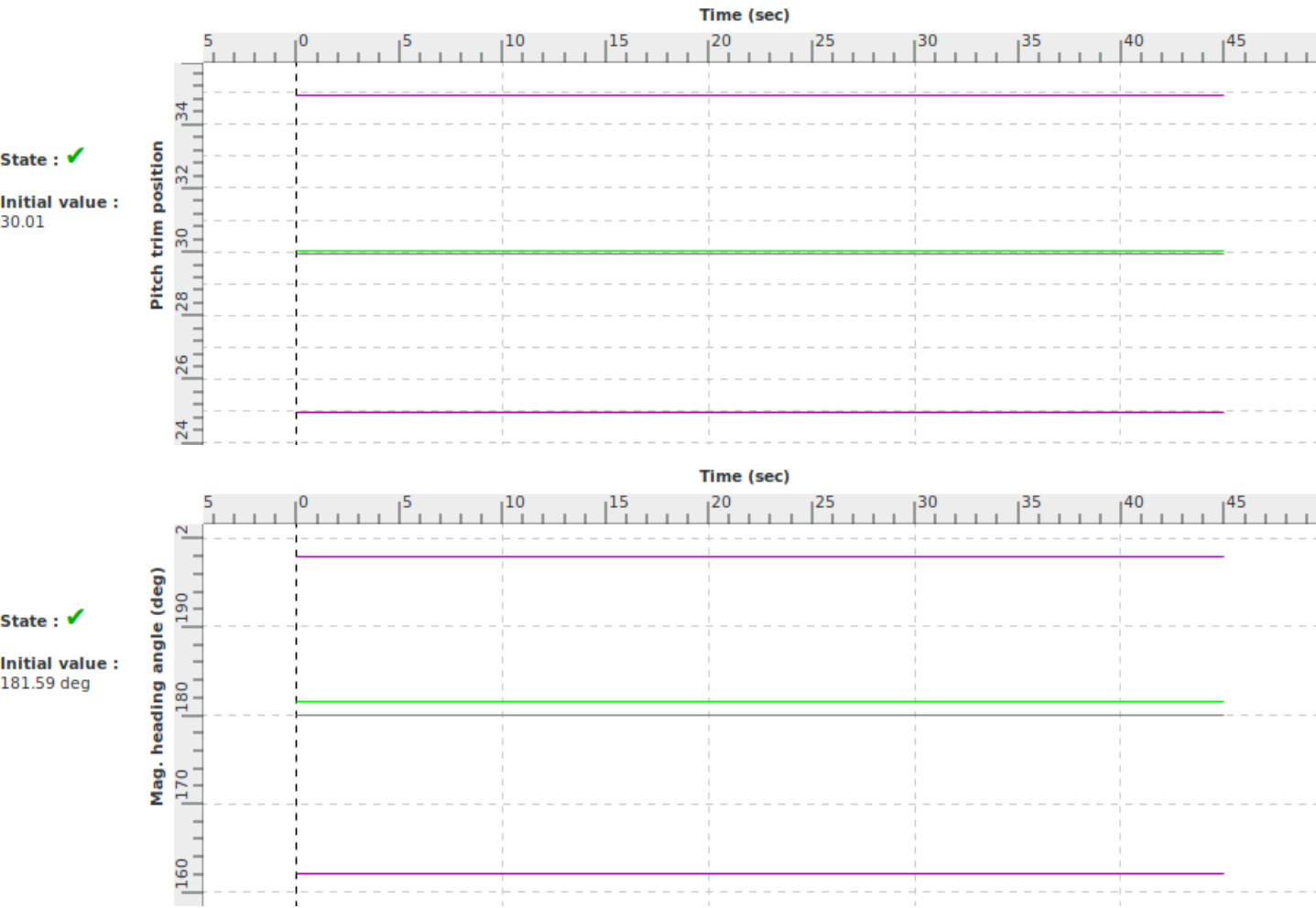
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VALIDATION TEST

Title	Flaps change force during take-off (retraction)		
Id	2 c ii 2 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902

Objective	Expected Results
Demonstrate that the force change due to flap retraction during take-off conforms to the class of aeroplanes	Maximum Increments: -4 N of Control force
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.c.ii.2.a	+/- 2,2 daN (5Lbs) or +/- 10% Force

Demonstration procedure	From steady take-off initial conditions, flaps are retracted.
Manual test procedure	Without trimming or power settings change, pilot maintains constant flight path angle. When the climb is stabilised, the pilot sets the flap from position 1 to 0, maintaining the same rate of climb using control column.
Automatic test procedure	2 c ii 2 a

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Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902

Autopilot mode	AUTO_VZ
Automatic IAS (airspeed) and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and IAS. Roll Trim is computed to maintain 0° bank angle.	

Initial parameters	TAKE_OFF
Gross weight (kg) : 1900 Balance (%) : 50 Altitude (ft) : 3000 Vertical speed (ft/min) : 1000 (free) IAS (kt) : 85 Heading (°) : 0 (free) Bank (°) : 0 Attitude (°) : 13 Pedal Position (%) : 0 Column Position (%) : 41 Wheel Position (%) : 0	Flaps lever position : 1 Gear lever position : 0 Left Load (%) : 100 Right Load (%) : 100 Left RPM : 2090 Right RPM : 2090

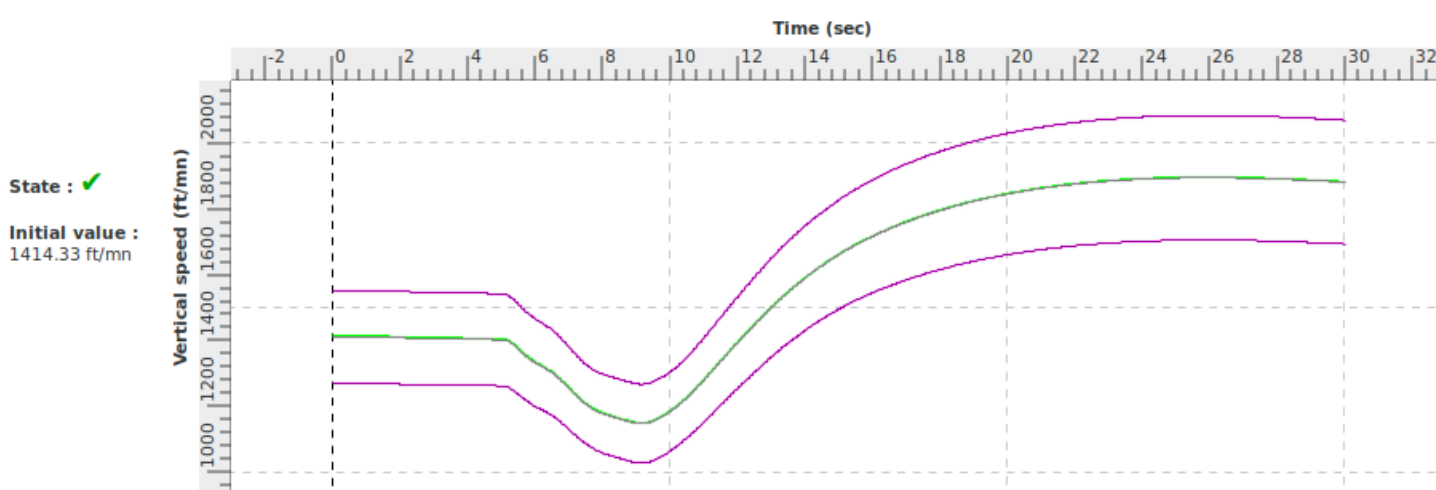
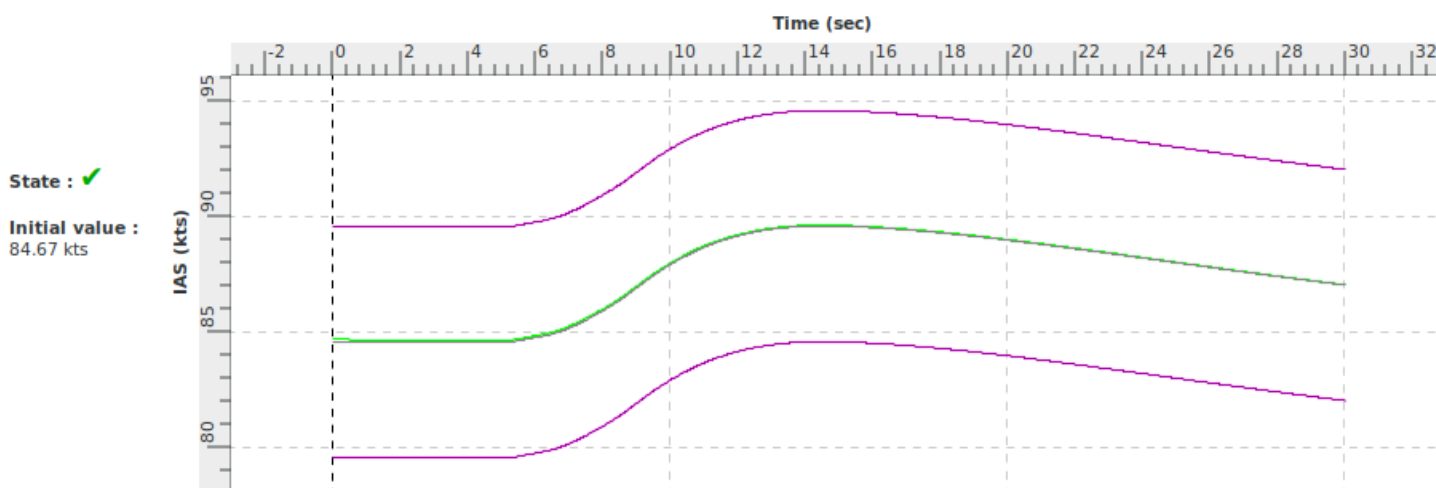
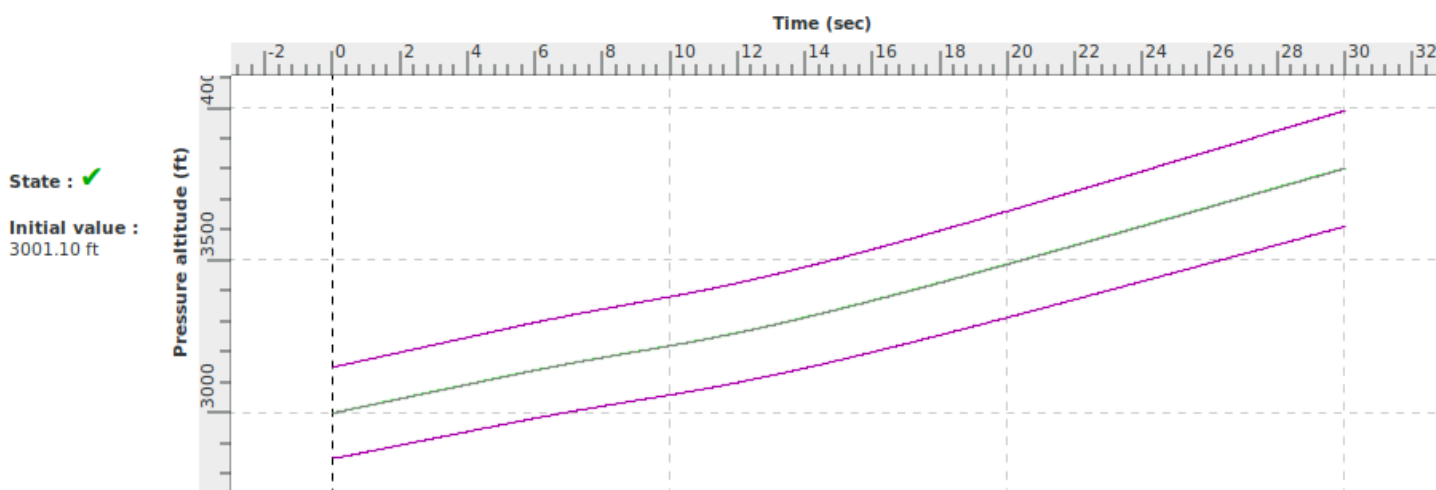
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
5.0	Flaps	0.0	Move the flaps lever to the desired position
30.0	Stop_Test	0.0	Stop the test procedure

Title	Flaps change force during take-off (retraction)		
Id	2 c ii 2 a	Aircraft	DA42-VI
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Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902

Log of Revision		
Rev. Nbr	Date	Reason for revision

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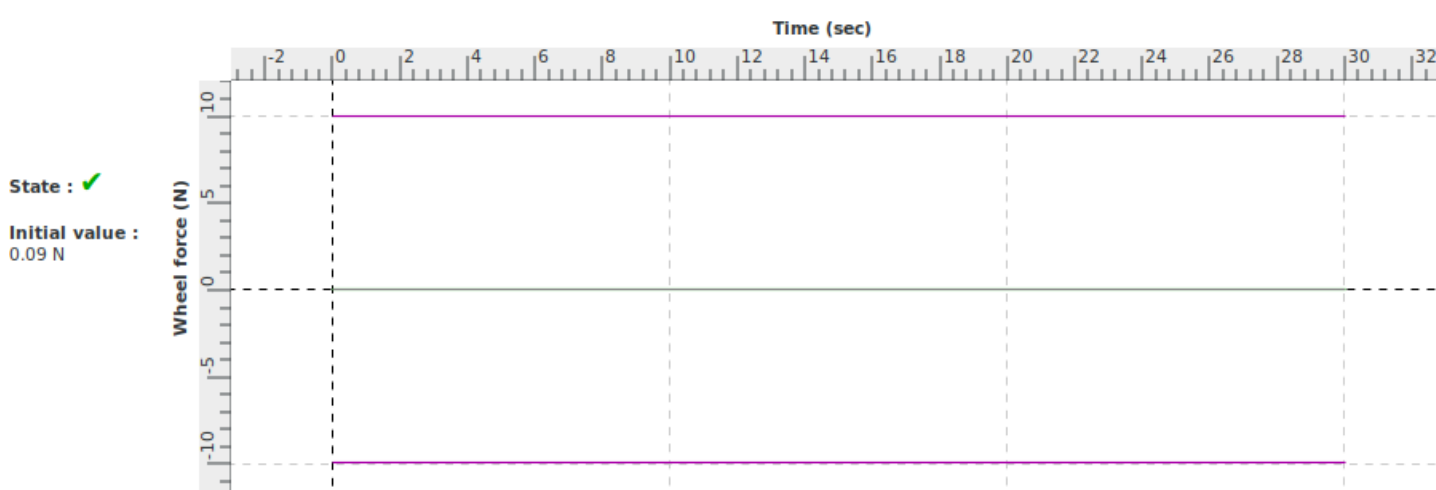
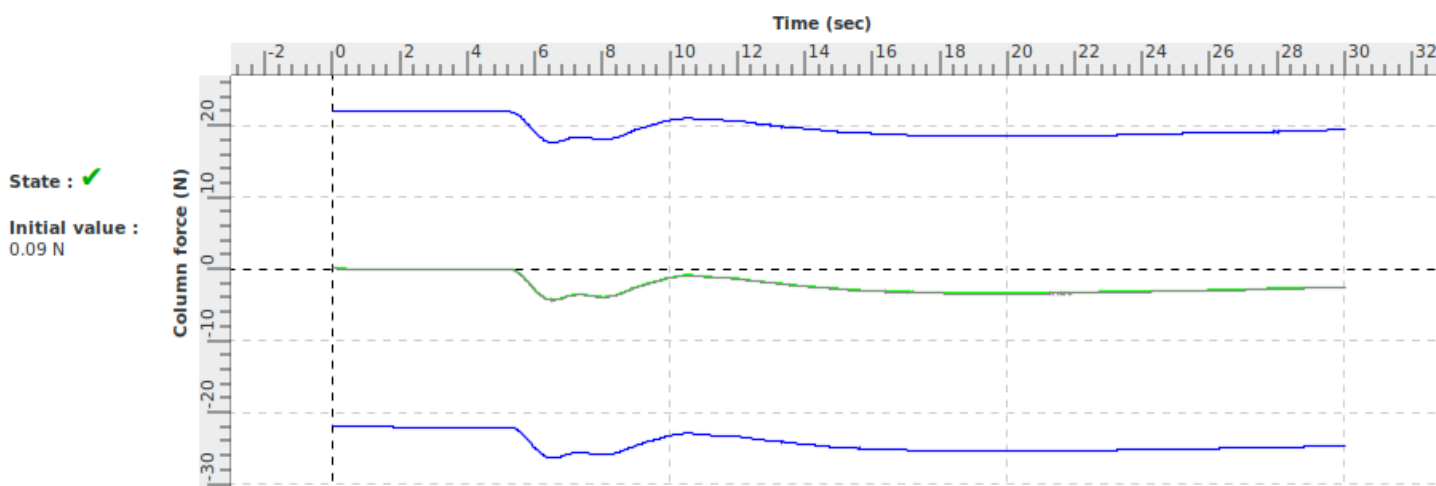
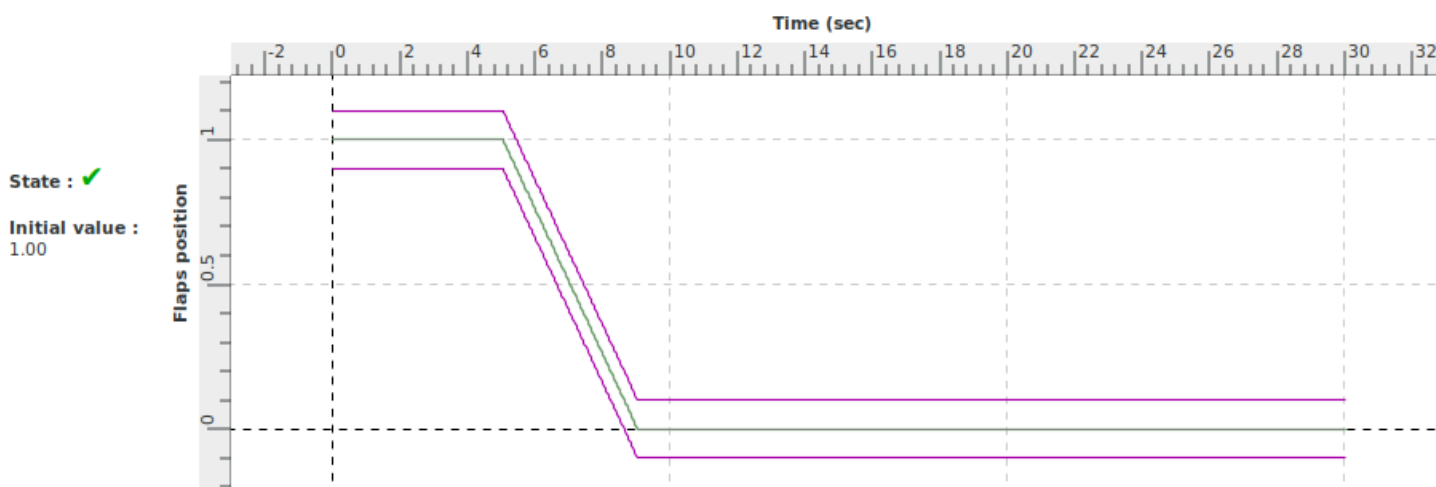
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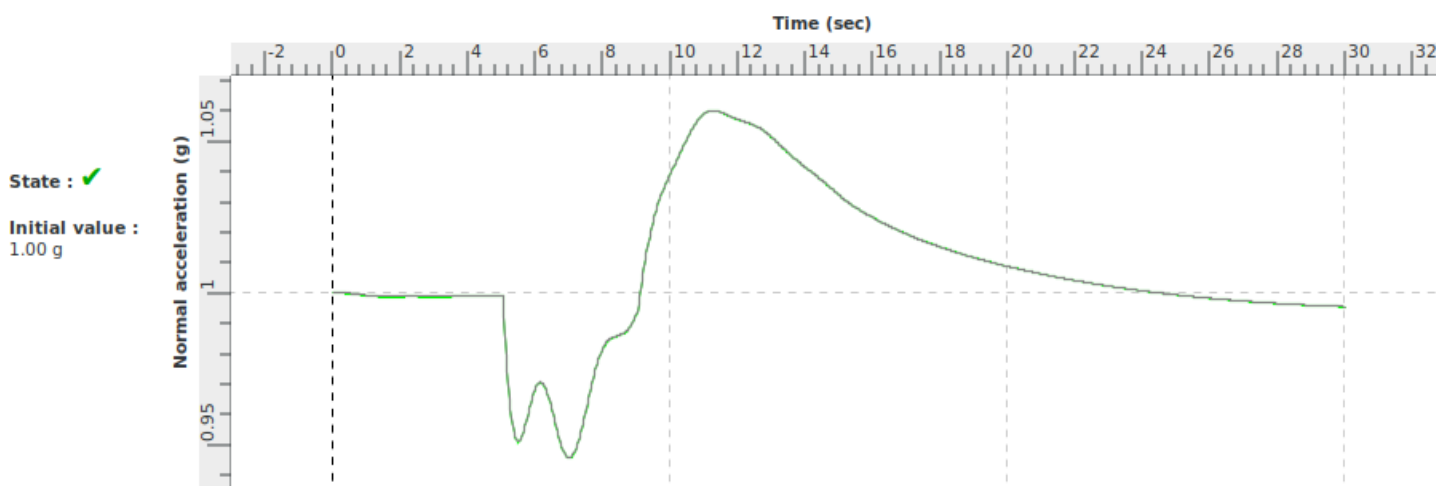
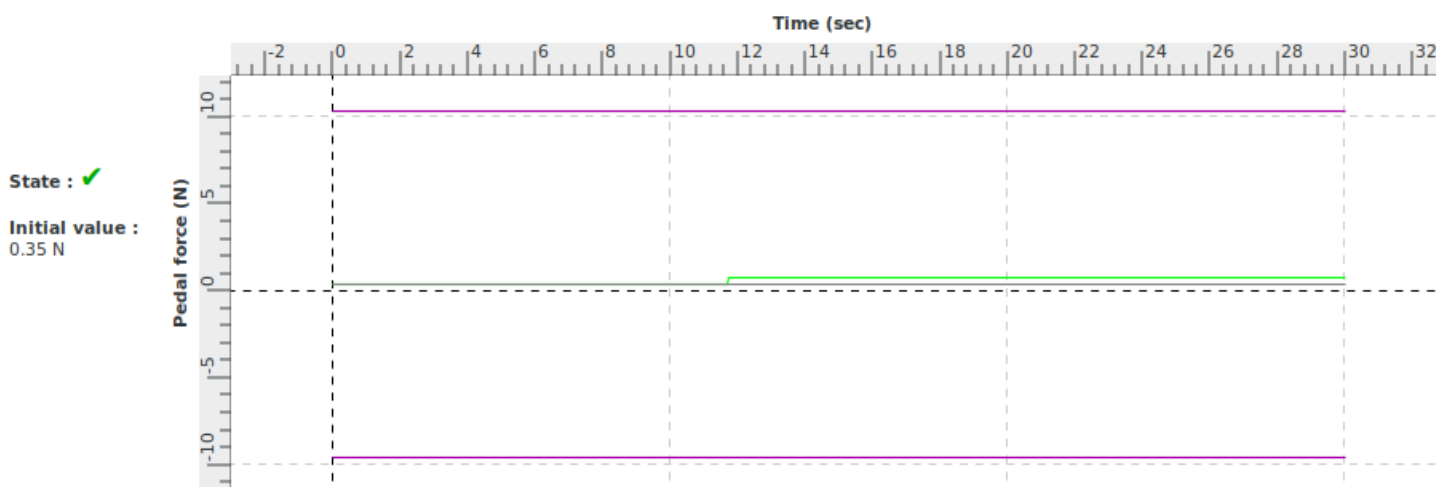
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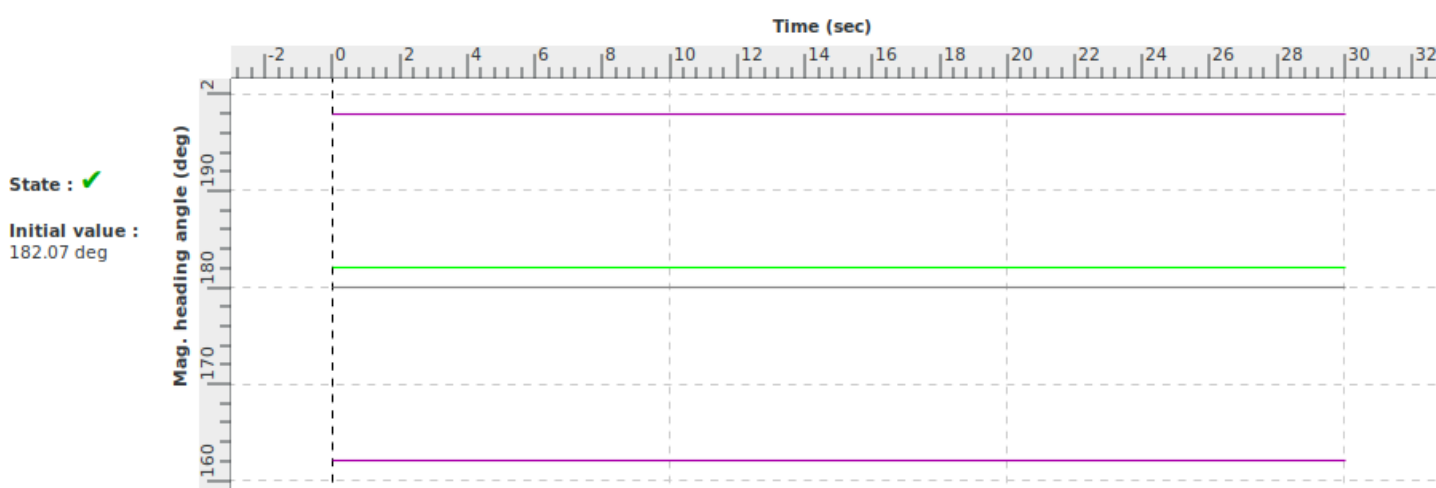
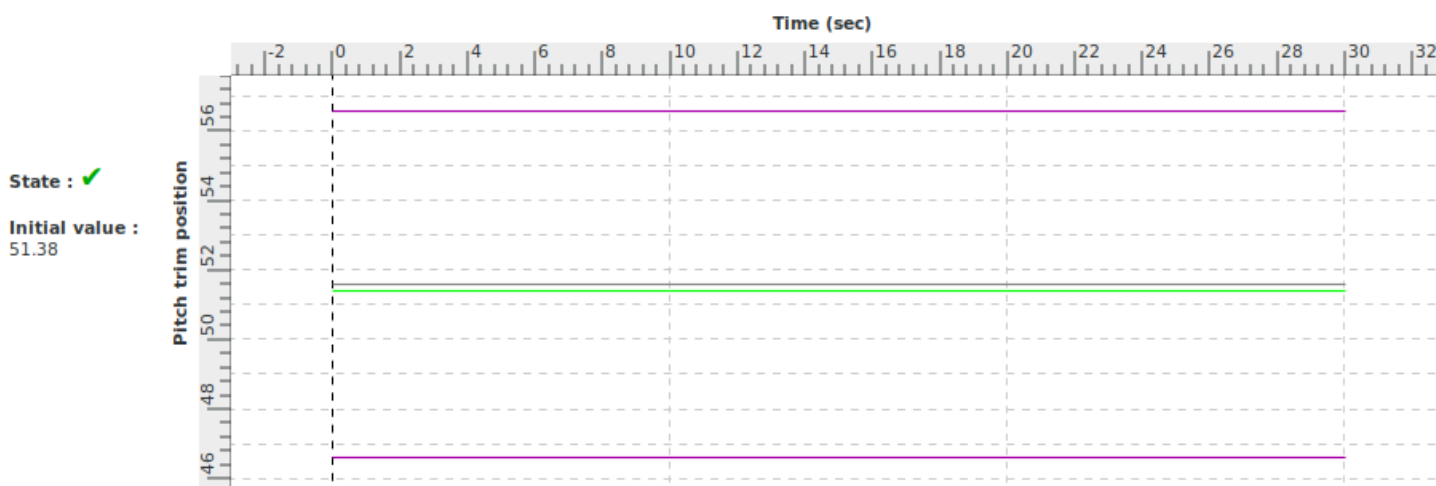
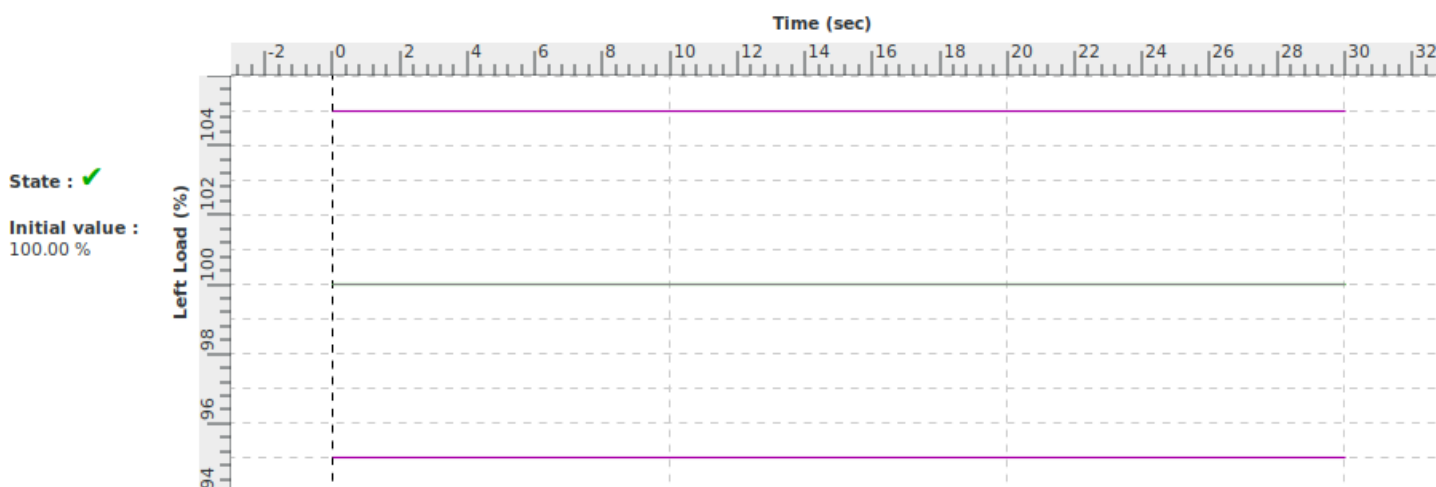
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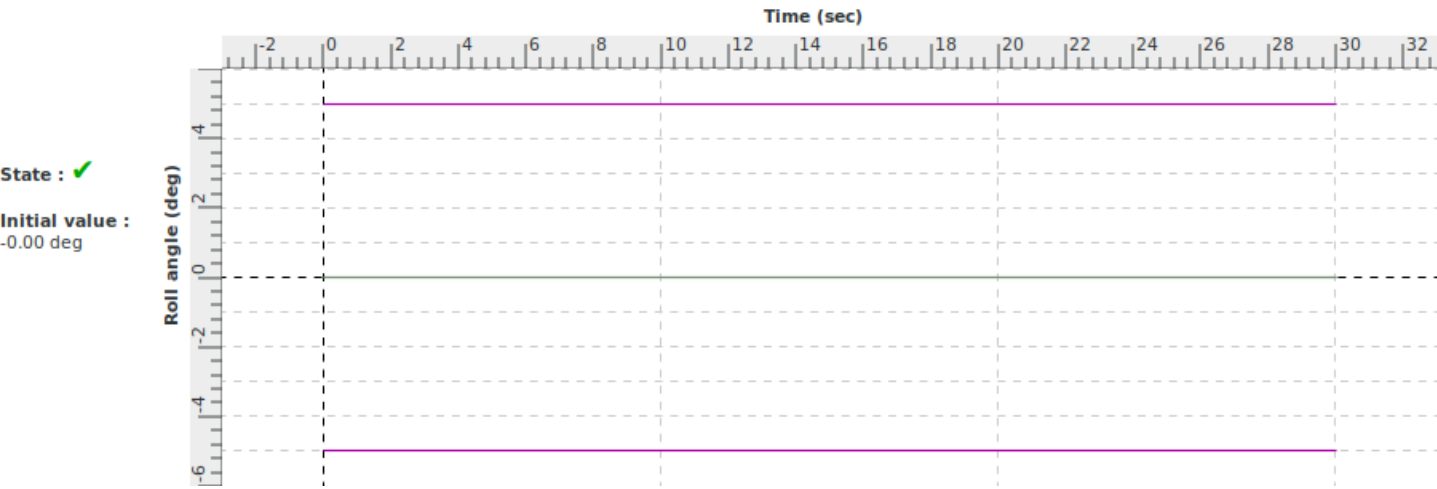
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VALIDATION TEST

Title	Gear change force during take-off (retraction)		
Id	2 c iv 2 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902

Objective	Expected Results
Demonstrate that the force response to a landing gear retraction during take-off conforms to the class of aeroplanes	Maximum Increments: -0.7 N of Control force
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.c.iv.2.a	+/- 2,2 daN (5Lbs) +/- or 20% Force

Demonstration procedure	From steady take-off initial conditions, gear is retracted.
Manual test procedure	The aircraft is trimmed at take-off flight condition. Then, the pilot sets the gear from down (1) to up (0), maintaining the same rate of climb using control column.
Automatic test procedure	2 c iv 2 a

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Autopilot mode	AUTO_VZ
Automatic IAS (airspeed) and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and IAS. Roll Trim is computed to maintain 0° bank angle.	

Initial parameters	TAKE_OFF_GEARDWN
Gross weight (kg) : 1900	Flaps lever position : 1
Balance (%) : 50	Gear lever position : 1
Altitude (ft) : 2000	Left Load (%) : 100
Vertical speed (ft/min) : 1000 (free)	Right Load (%) : 100
IAS (kt) : 85	Left RPM : 2090
Heading (°) : 0 (free)	Right RPM : 2090
Bank (°) : 0	
Attitude (°) : 13	
Pedal Position (%) : 0	
Column Position (%) : 41	
Wheel Position (%) : 0	

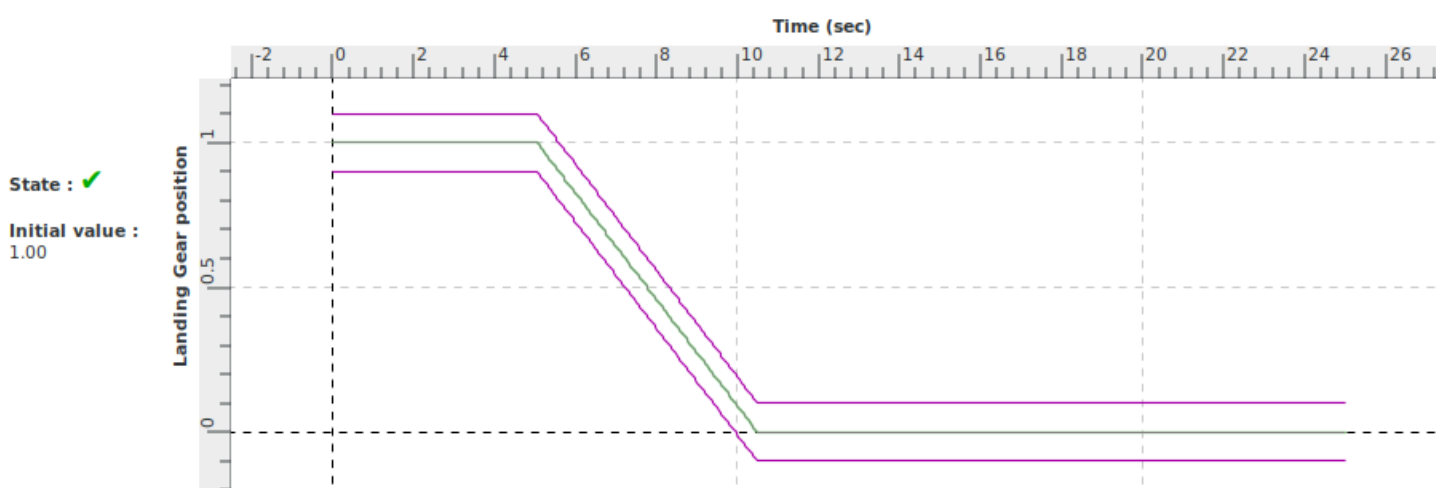
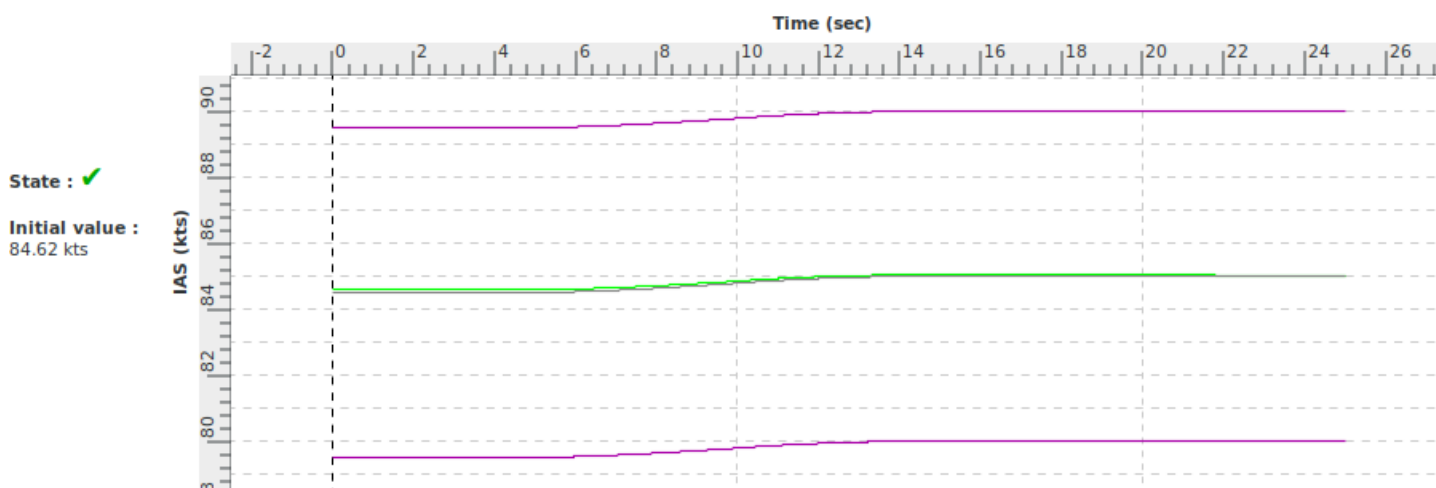
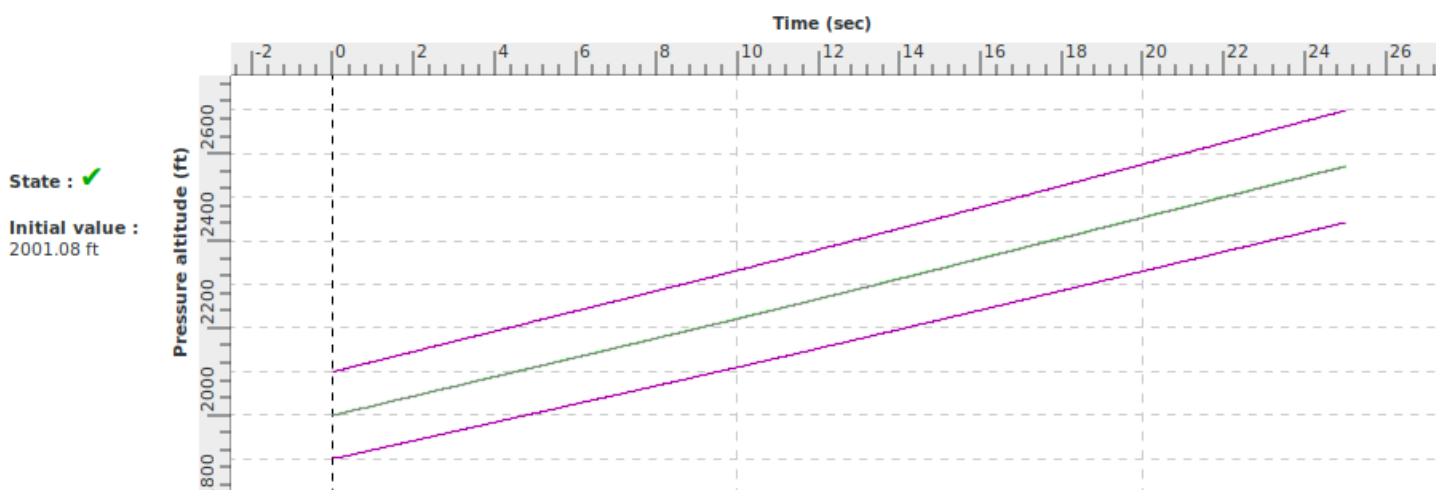
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
5.0	Gear	0.0	Move the gear lever to the desired position
25.0	Stop_Test	0.0	Stop the test procedure

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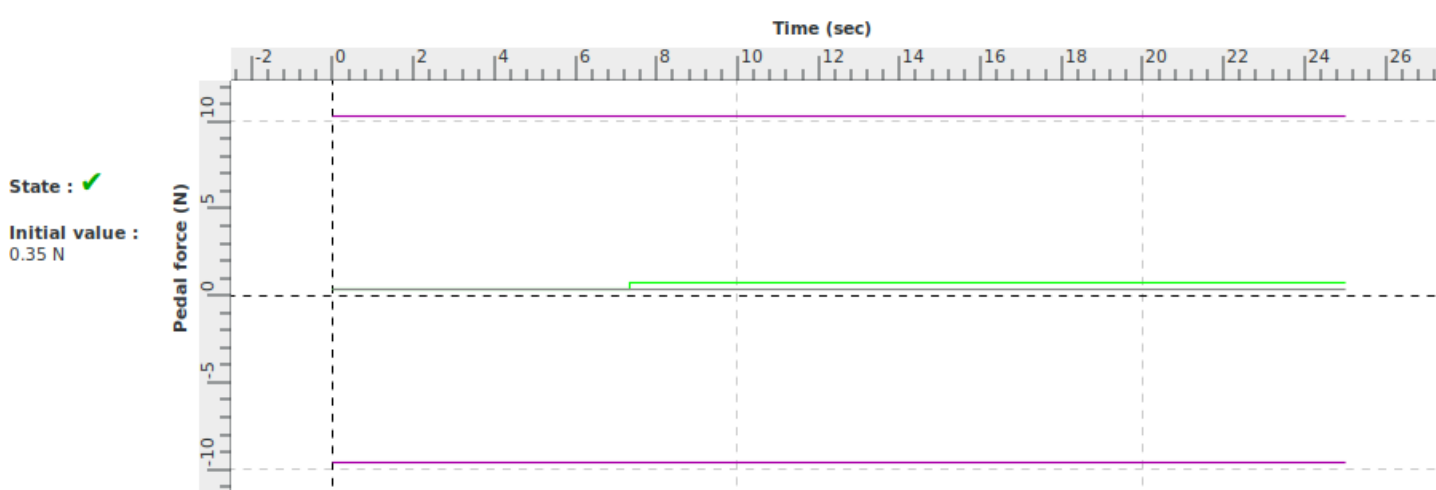
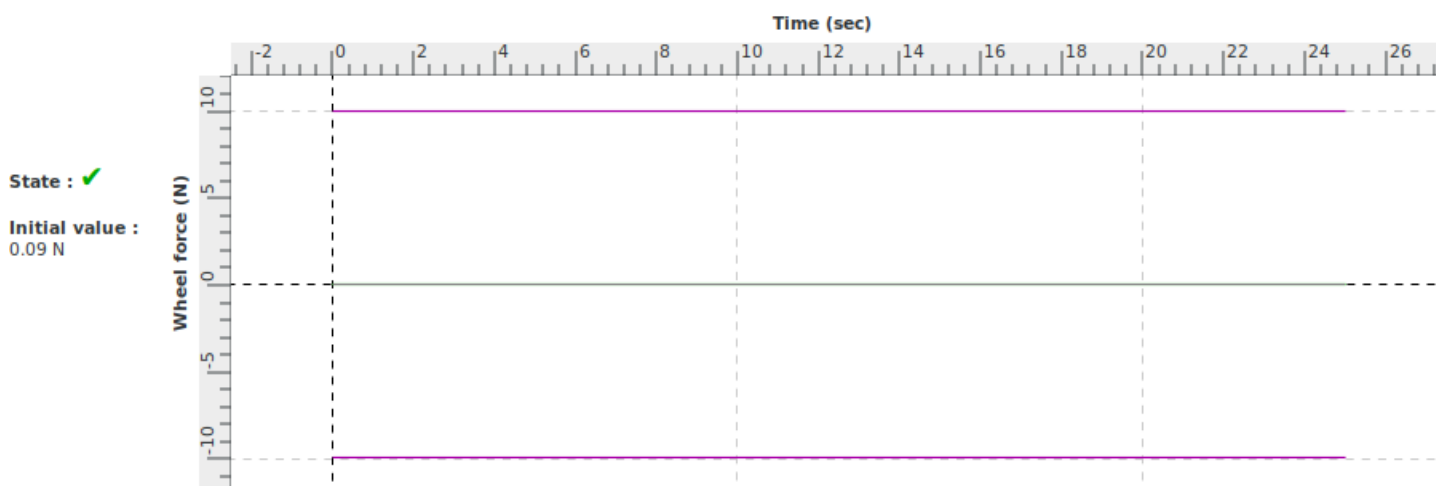
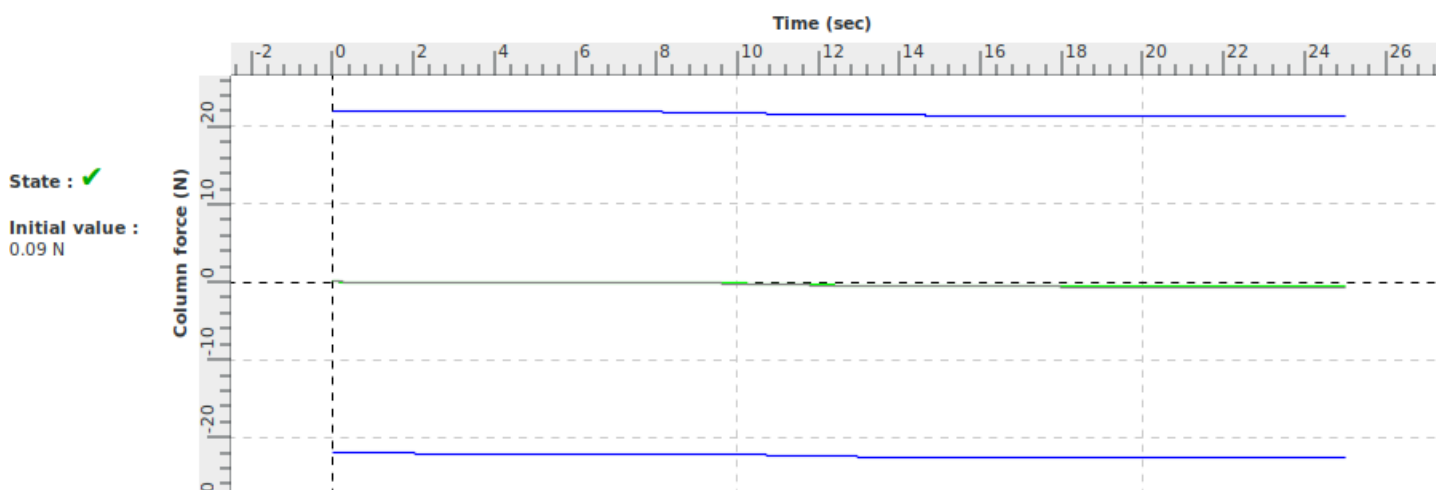
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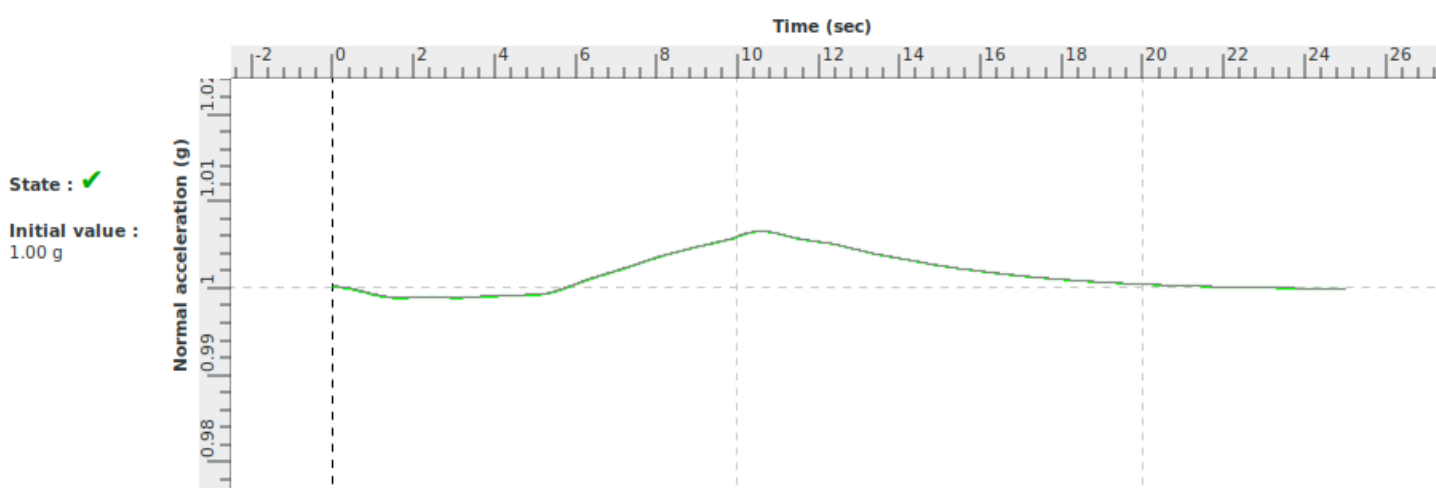
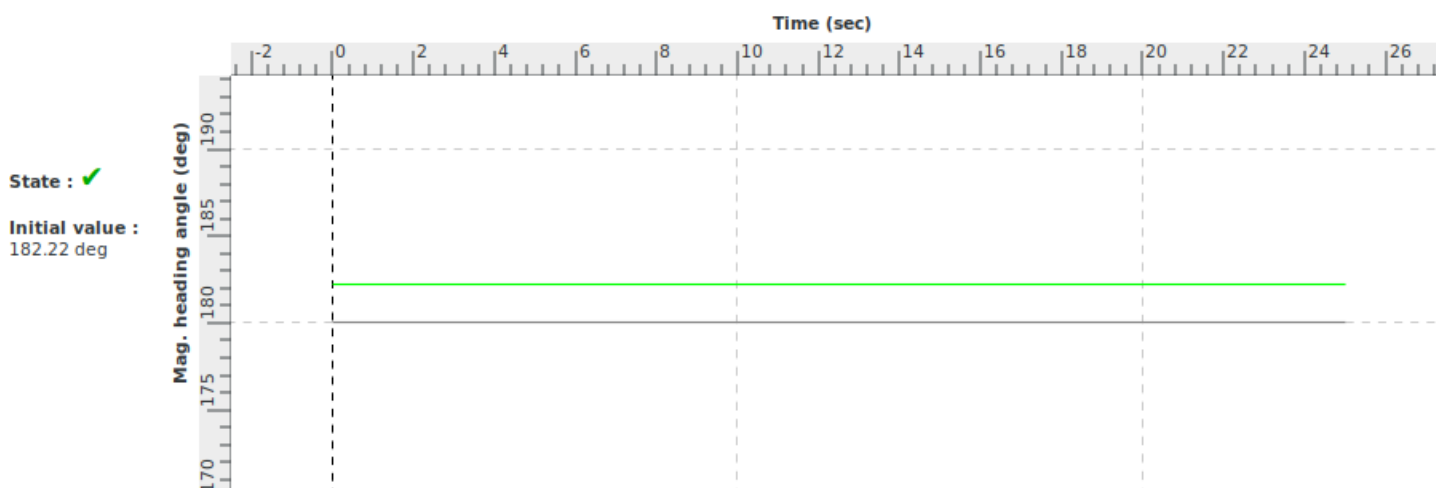
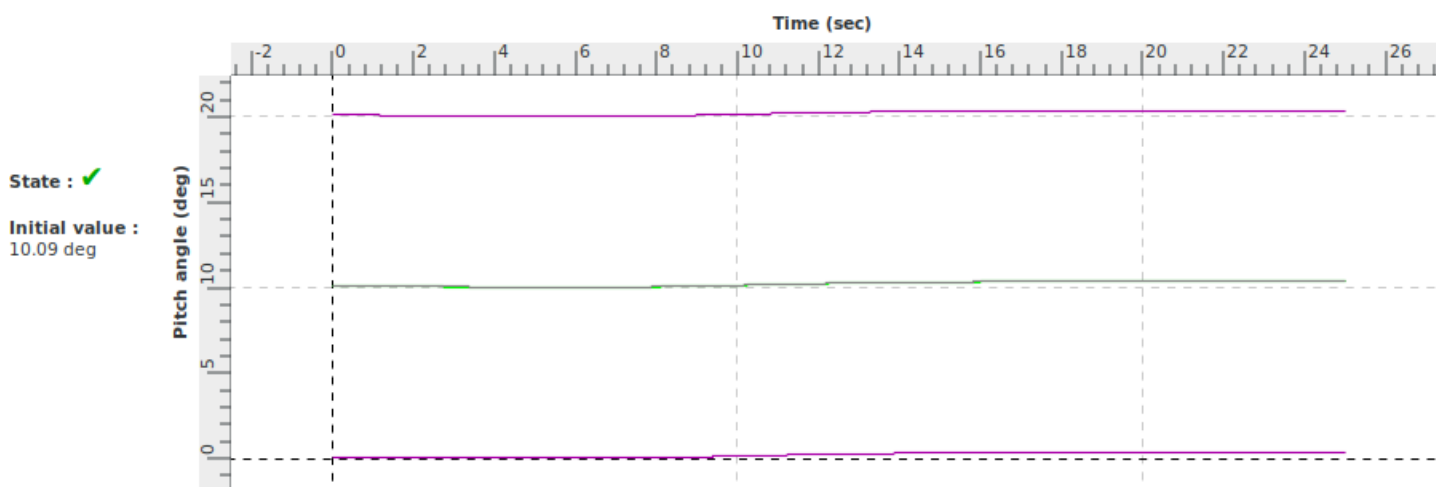
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsimg

grey : master

Title	Gear change force during take-off (retraction)		
Id	2 c iv 2 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902



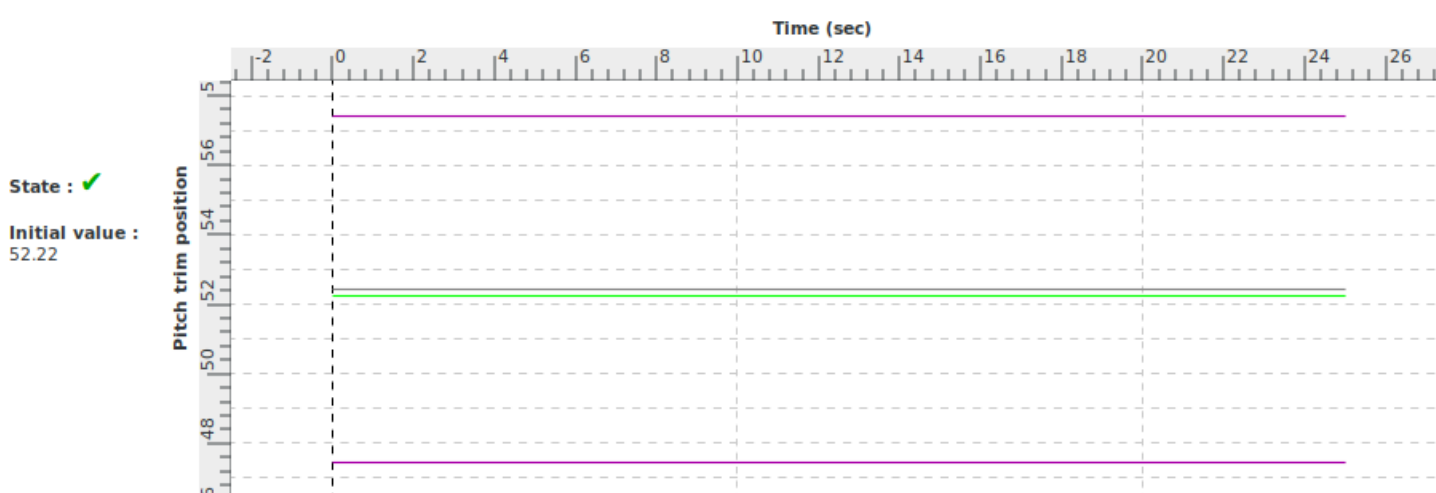
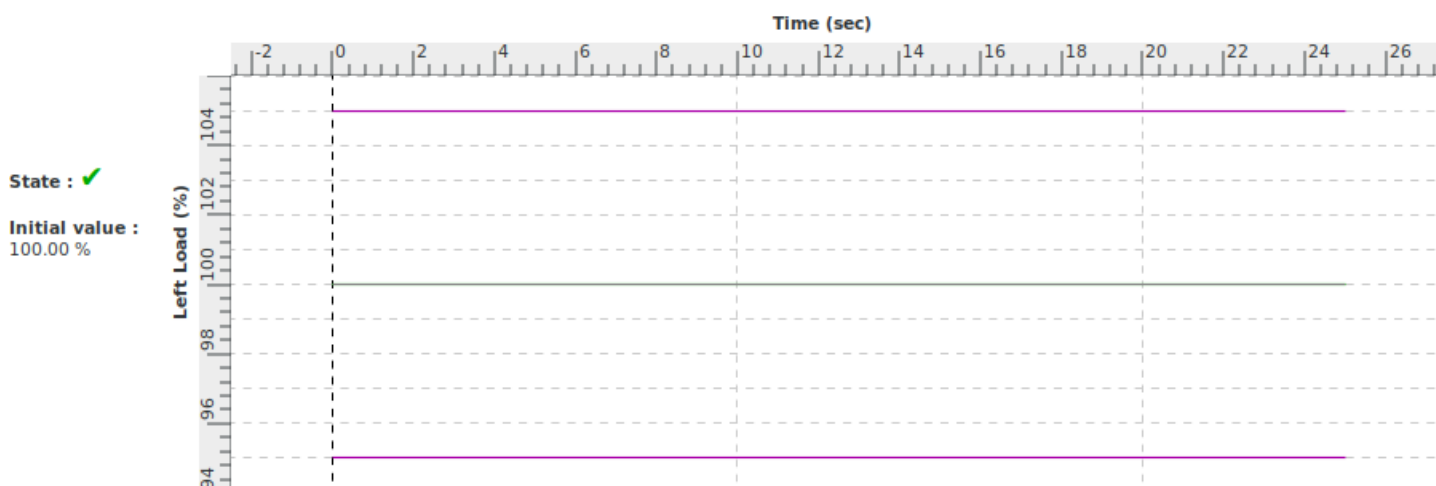
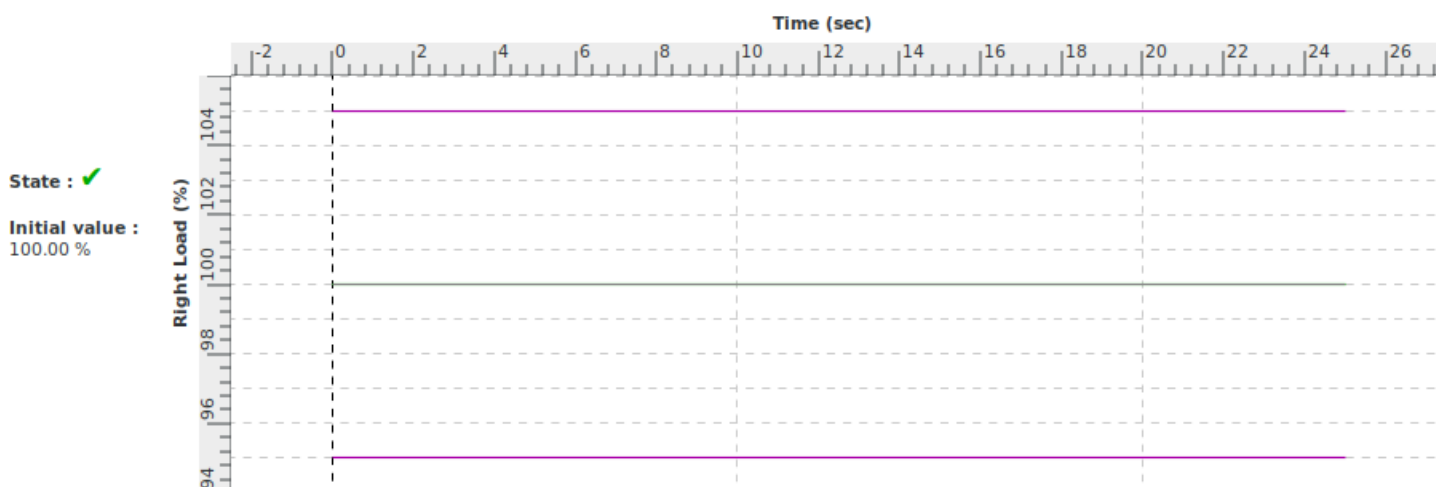
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Gear change force during take-off (retraction)		
Id	2 c iv 2 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902



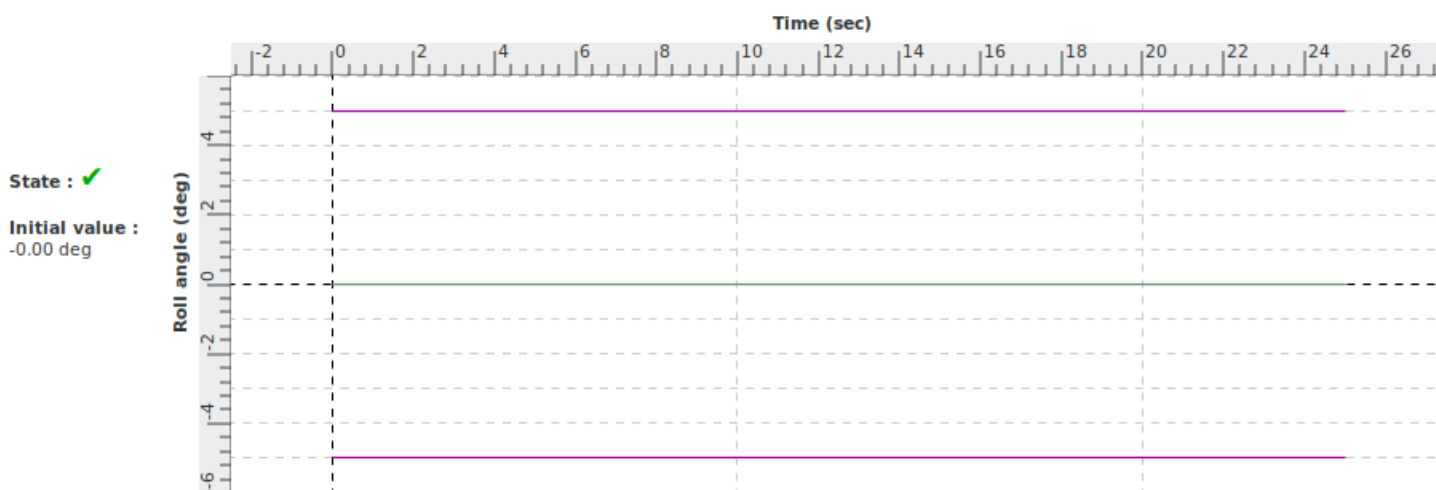
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsimg

grey : master

Title	Gear change force during take-off (retraction)		
Id	2 c iv 2 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.0
Result Date	04/02/24	Master Date	01/03/19
Result Load	2012.01	Master Load	1902



Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

VALIDATION TEST

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c vi a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Objective	Expected Results
Demonstrate that the simulation of manoeuvring stability during cruise, conforms to the class of aeroplanes	Column force +13.5 N approx. for 45° of bank angle
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.c.vi.a	+/- 2.2 daN (5lbs) or +/- 10% column force.

Demonstration procedure	From steady cruise initial conditions, a right steady turn of 45° is performed.
Manual test procedure	The aeroplane is trimmed in cruise condition. The pilot sets the aircraft bank angle to the right to 45° using the control column, the rudder and the engine load as required, while attempting to maintain the trim airspeed.
Automatic test procedure	2 c vi a

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Autopilot mode	AUTO_PWR
Automatic AUTO_POWER mode : Vertical Speed and IAS (airspeed) are maintained through pitch trim and engine parameters changes.	

Initial parameters	CRUISE
Gross weight (kg) : 1900 Balance (%) : 50 Altitude (ft) : 6000 Vertical speed (ft/min) : 0 IAS (kt) : 139 Heading (°) : 0 (free) Bank (°) : 0 Attitude (°) : 0 Pedal Position (%) : 0 Column Position (%) : 9 Wheel Position (%) : 0	Flaps lever position : 0 Gear lever position : 0 Left Load (%) : 70 (free) Right Load (%) : 70 (free) Left RPM : 2060 (free) Right RPM : 2060 (free)

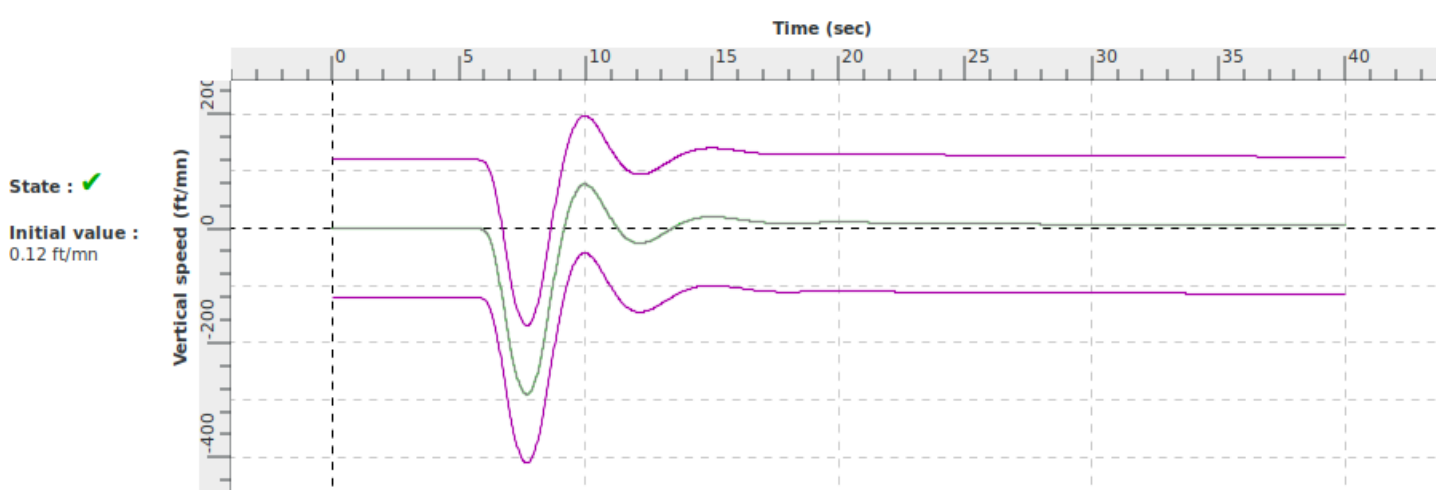
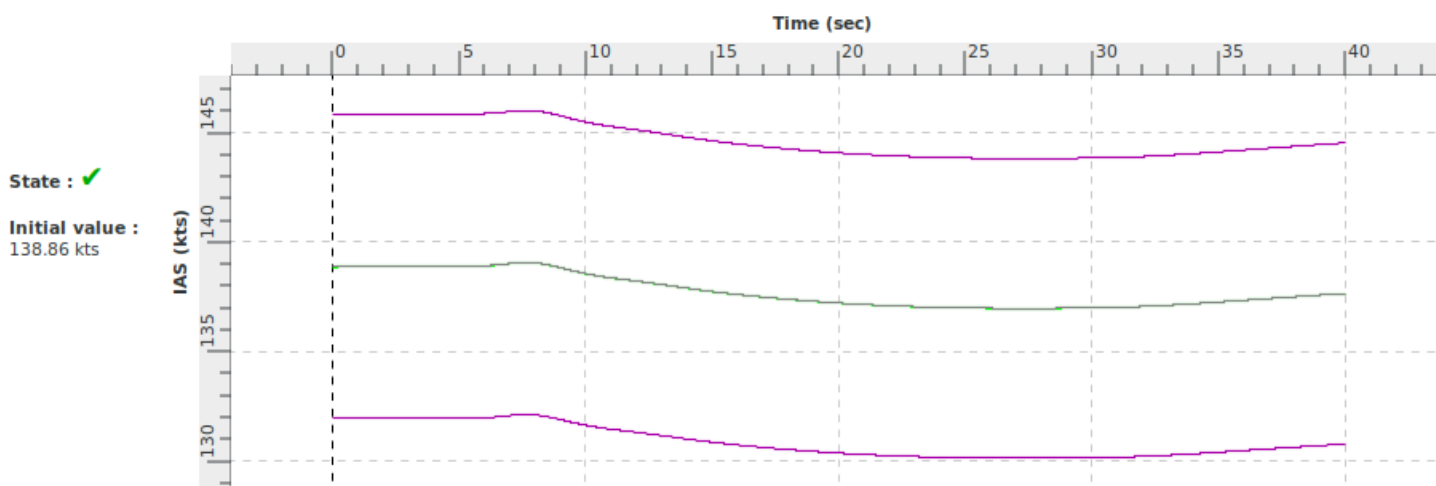
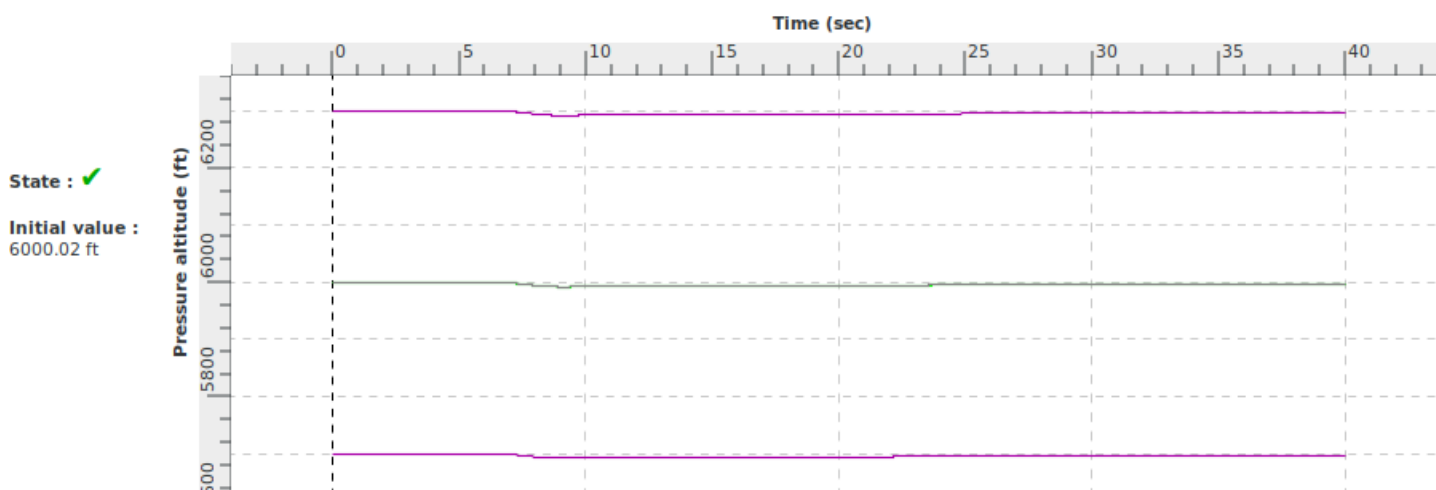
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
5.0	set_bank_angle	45.0	Ask the Qtg Autopilot to maintain the desired bank angle
40.0	Stop_Test	0.0	Stop the test procedure

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Log of Revision		
Rev. Nbr	Date	Reason for revision
1.01	29/03/21	1909 Master. Expected results unchanged.
1.02	27/07/21	2012-R1 Master. Expected results unchanged.
1.03	05/04/22	Tolerance of Mag Heading Angle Removed.

Notes

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



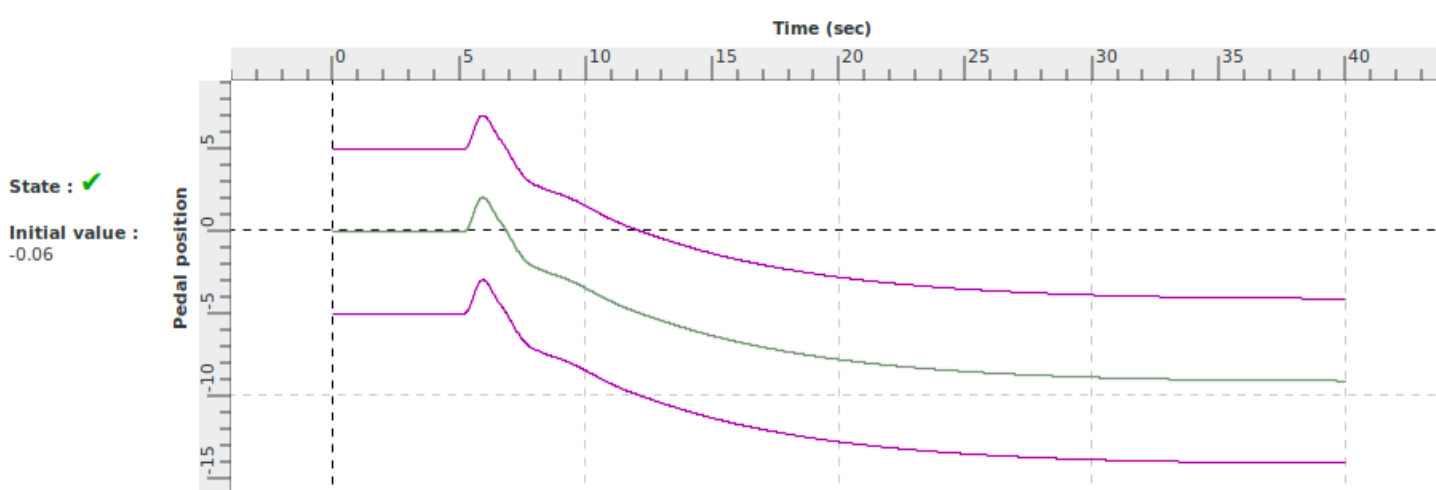
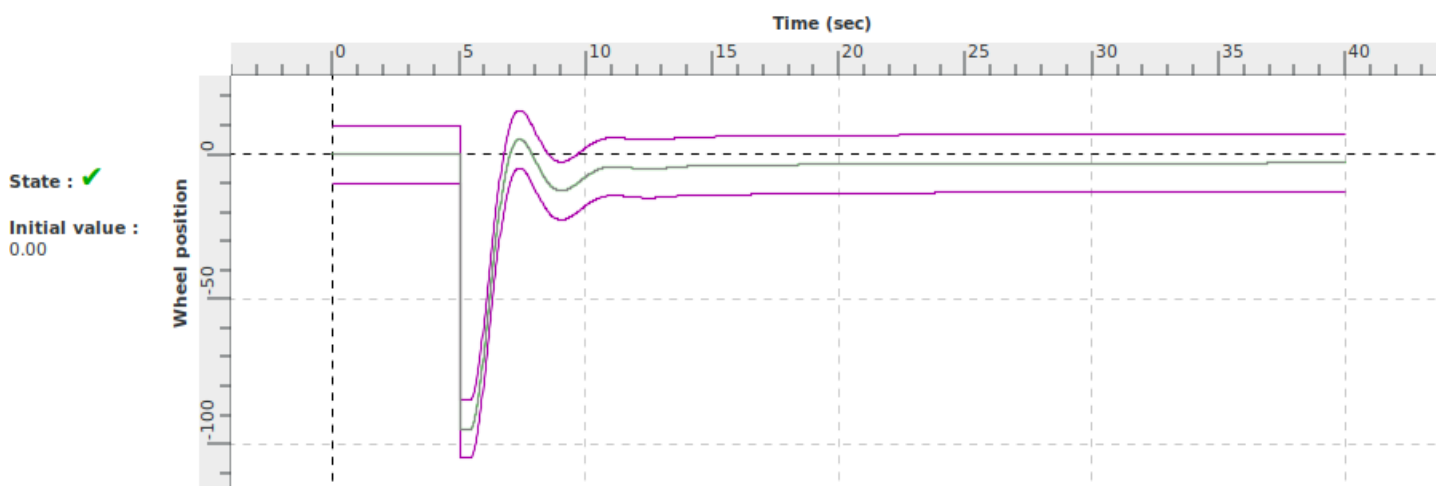
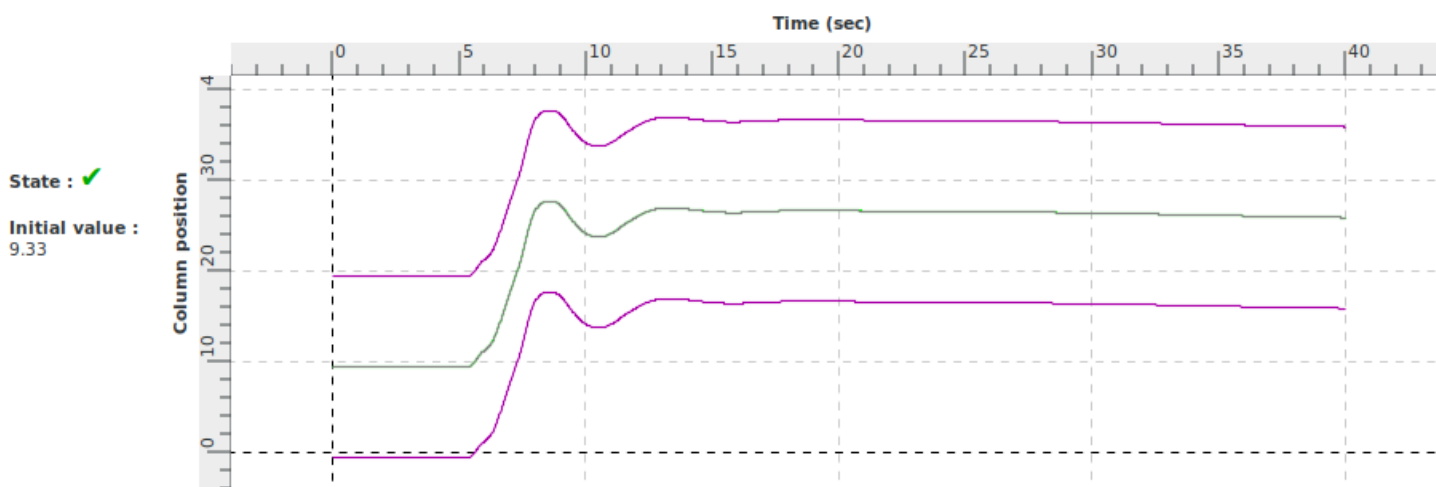
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



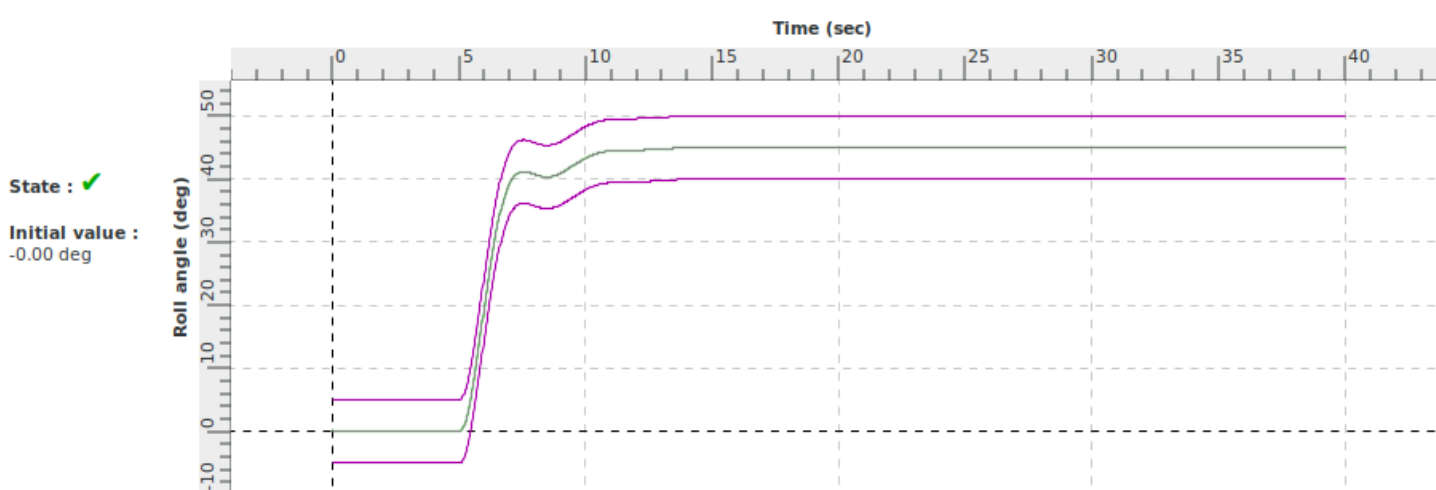
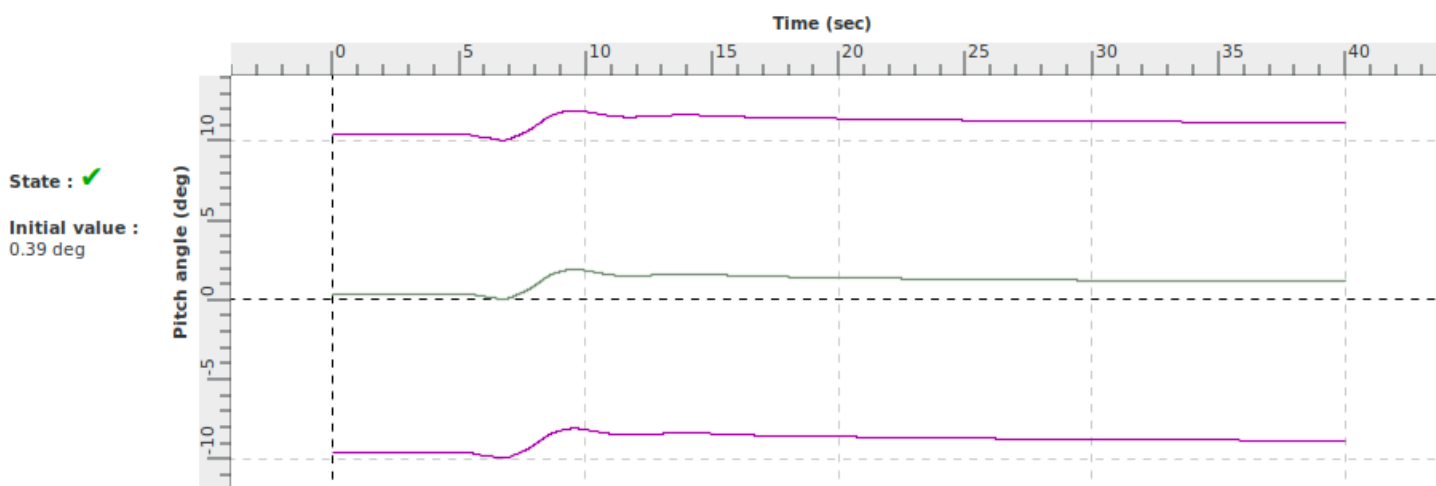
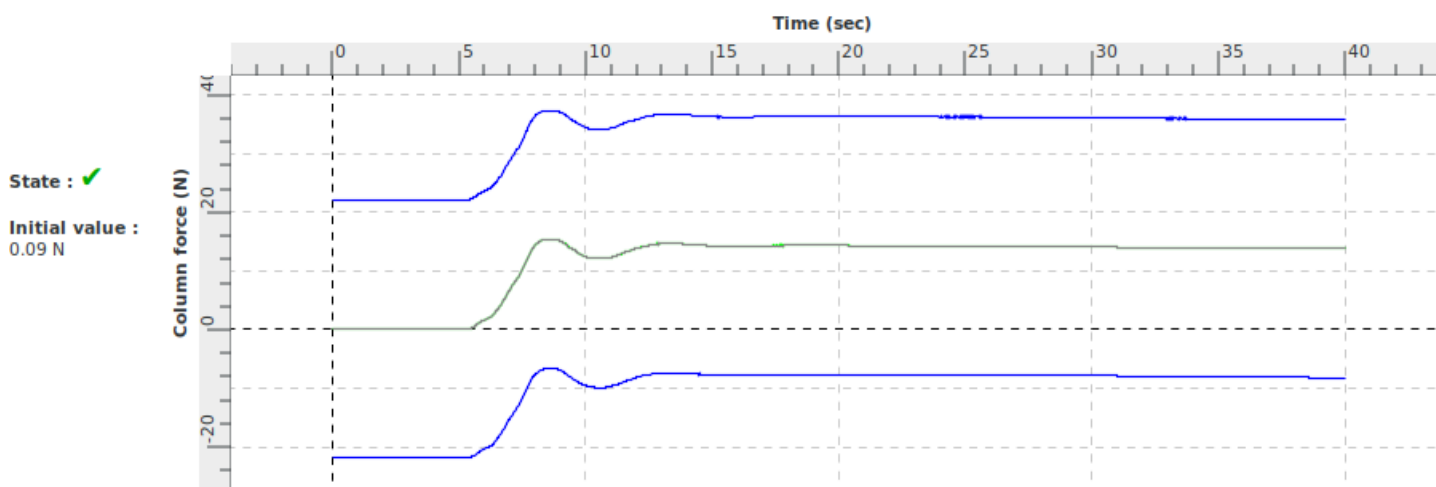
Legend :

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blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



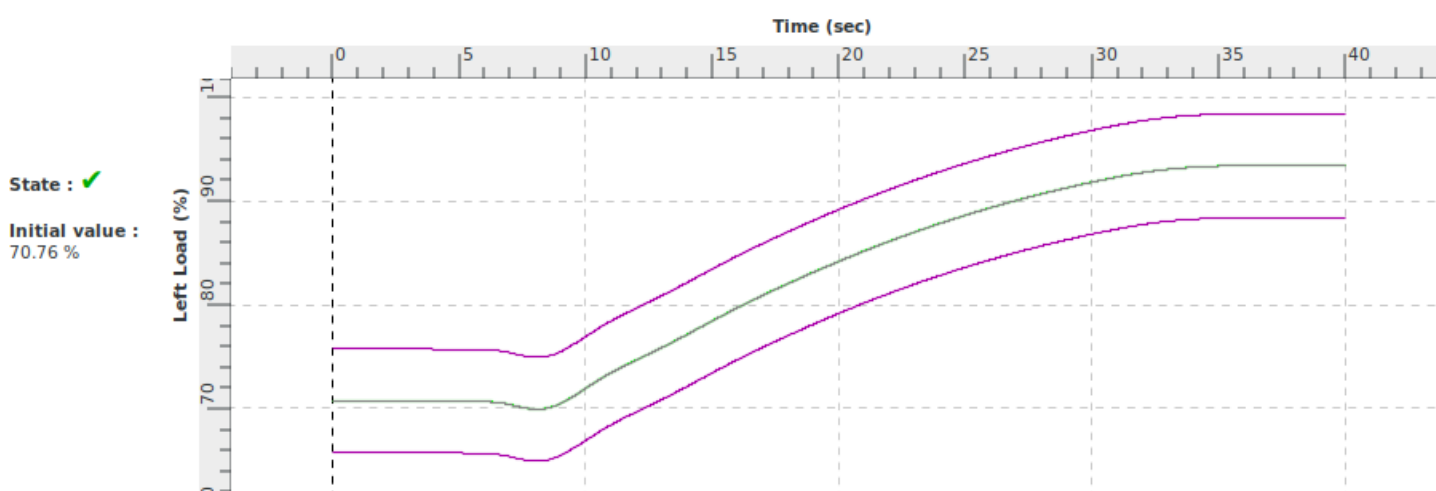
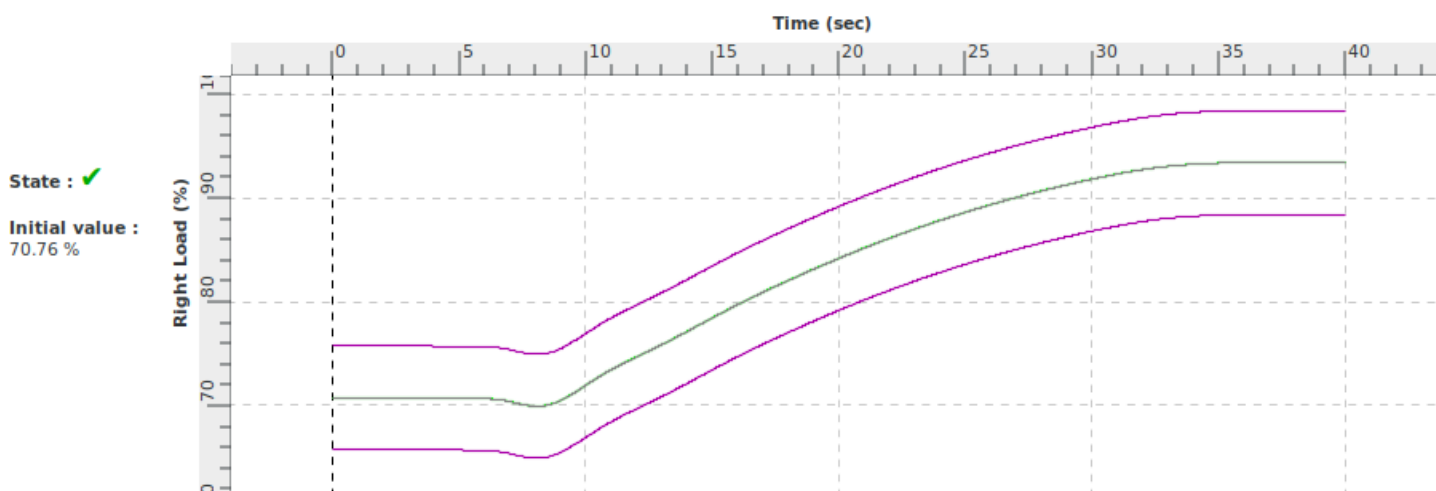
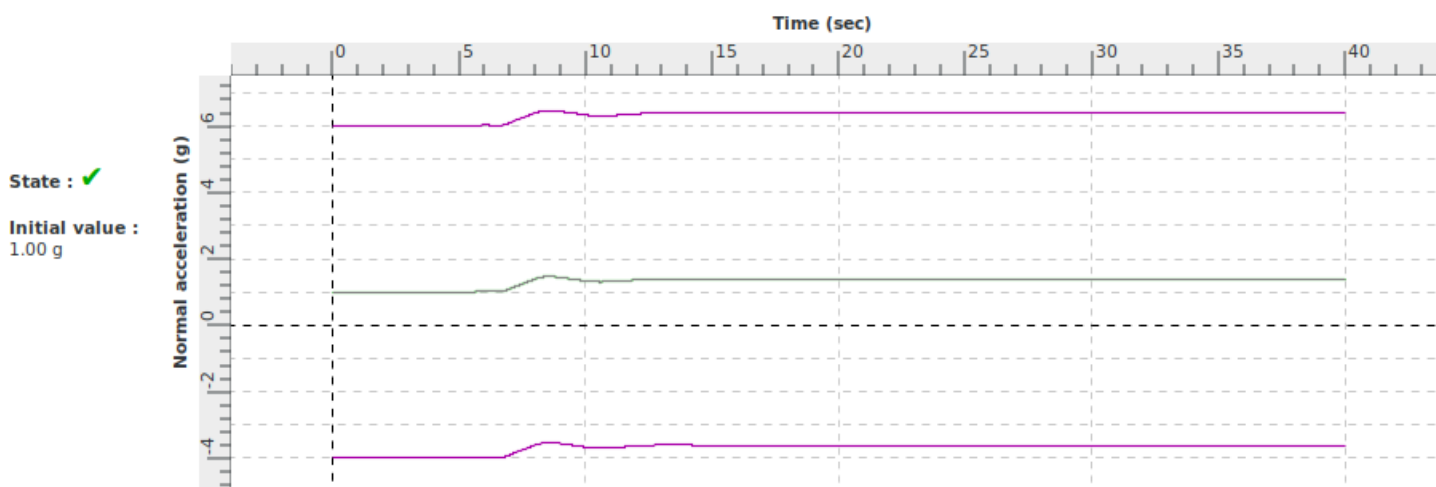
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



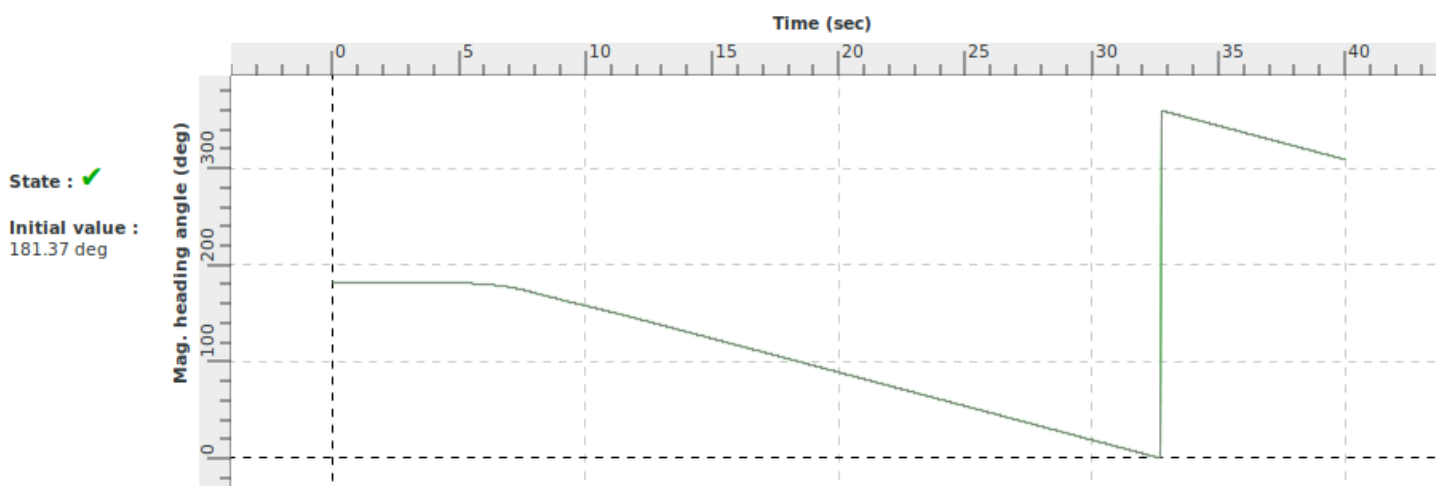
Legend :

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blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Longitudinal manoeuvring stability during cruise		
Id	2 c v i a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

VALIDATION TEST

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Objective	Expected Results
Demonstrate that the simulation of stall warning indication during cruise conforms to the class of aeroplanes	Stall warning expected at 74 kts
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.c.viii.b.2	+/- 3 kts Airspeed

Demonstration procedure	From high altitude cruise initial conditions power is set to idle.
Manual test procedure	Setting the aircraft initial parameters given next page, the pilot performs a standard high altitude cruise maintaining vertical speed and constant power setting. When high altitude cruise is stabilized, the pilot reduces the power to idle and maintains the vertical speed such as to increase the pitch attitude and one knot per second deceleration allowing the aeroplane to stall. (Do not trim below 1.4 vs).
Automatic test procedure	2 c viii b 2

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Autopilot mode	AUTO_SPEED
<p>Automatic Vertical Speed and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and VS. Roll Trim is computed to maintain 0° bank angle.</p>	

Initial parameters	CRUISE
Gross weight (kg) : 1900 Balance (%) : 50 Altitude (ft) : 6000 Vertical speed (ft/min) : 0 IAS (kt) : 139 (free) Heading (°) : 0 (free) Bank (°) : 0 Attitude (°) : 0 Pedal Position (%) : 0 Column Position (%) : 9 Wheel Position (%) : 0	Flaps lever position : 0 Gear lever position : 0 Left Load (%) : 70 Right Load (%) : 70 Left RPM : 2060 Right RPM : 2060

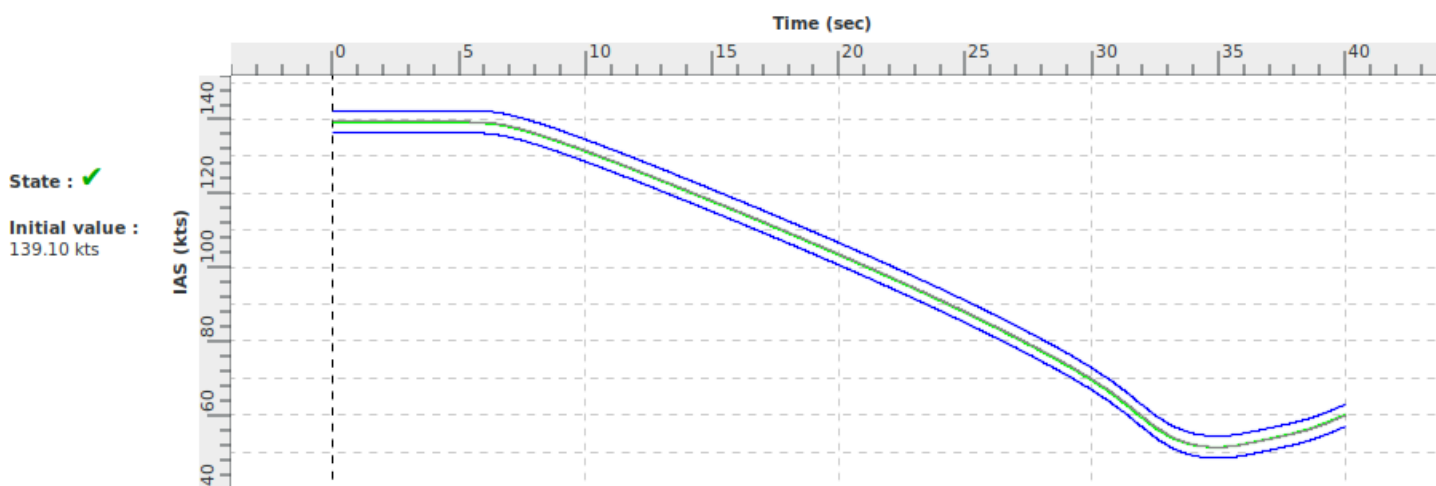
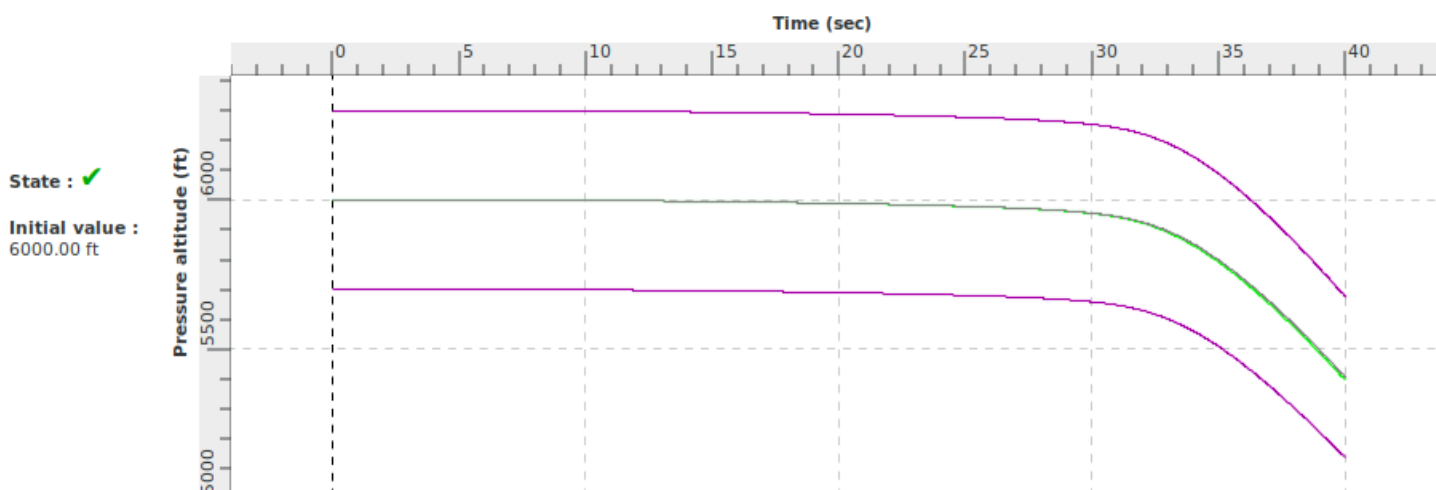
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
5.0	power_FLIGHT_IDLE	0.0	Set engine parameters to flight iddle power
40.0	Stop_Test	0.0	Stop the test procedure

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Log of Revision		
Rev. Nbr	Date	Reason for revision
1.01	29/03/21	1909 Master. Expected results unchanged. Time reduction to 40s
1.02	27/07/21	2012-R1 Master. Expected results unchanged.

Notes

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



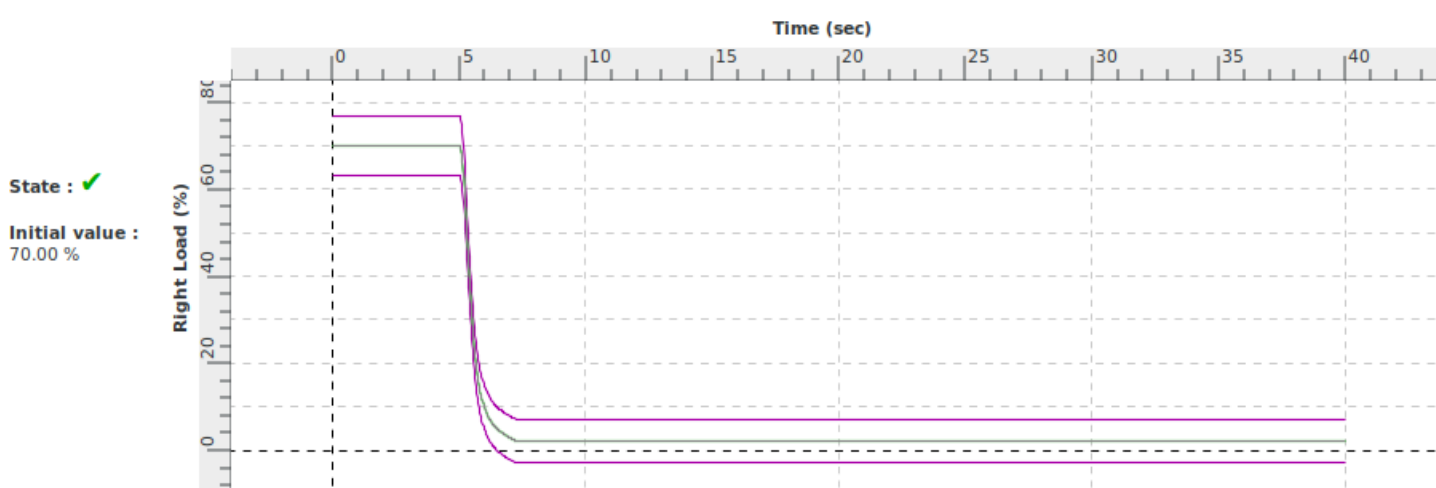
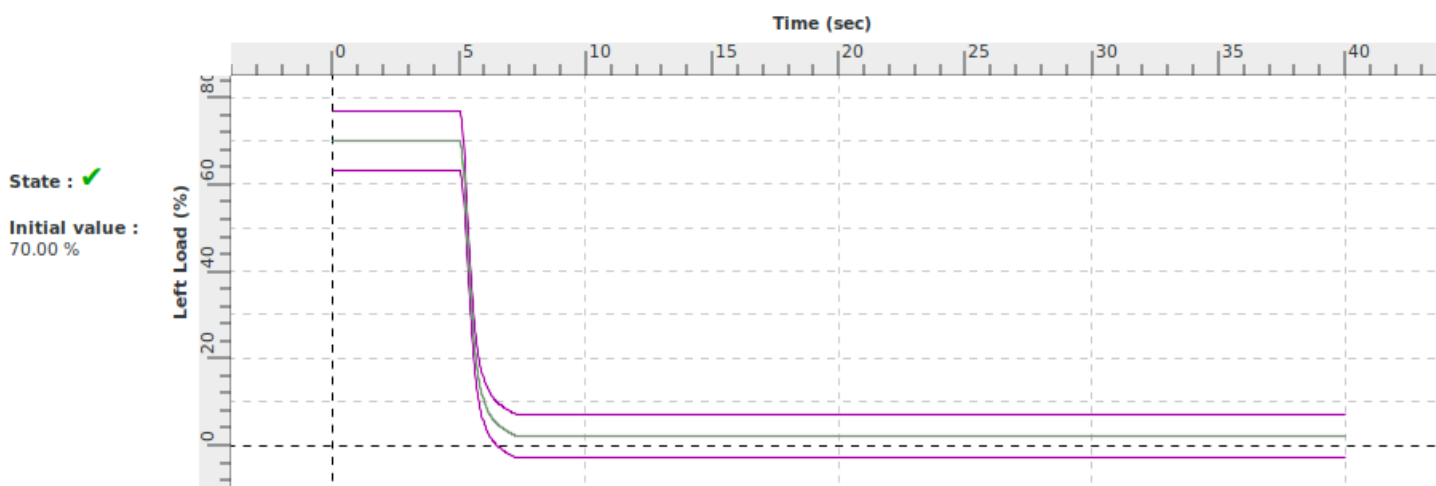
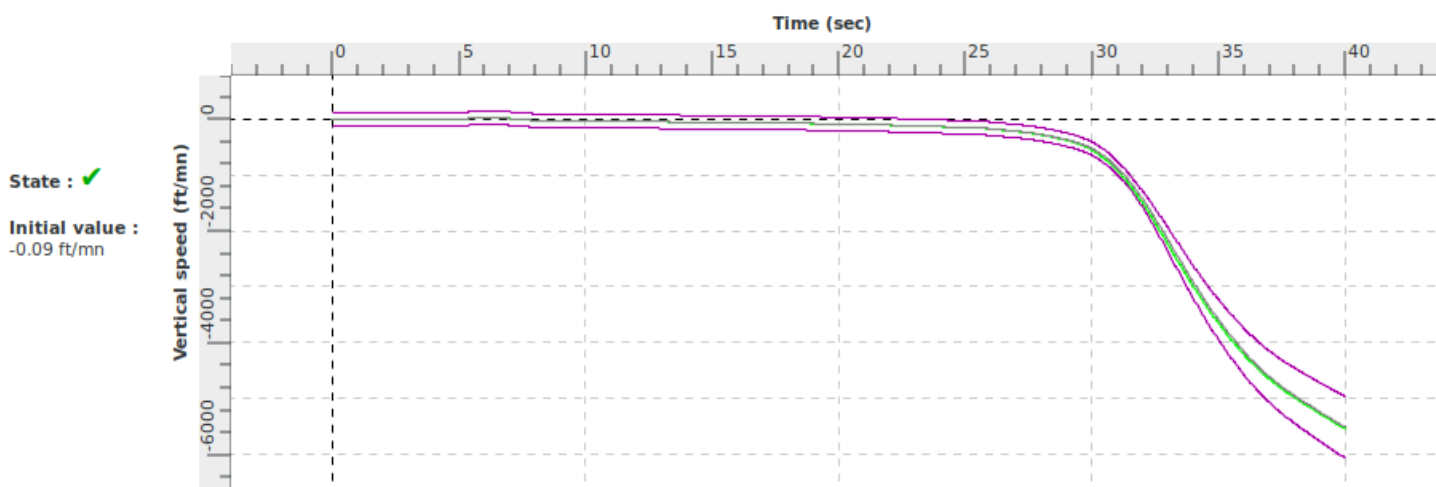
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsिम

grey : master

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



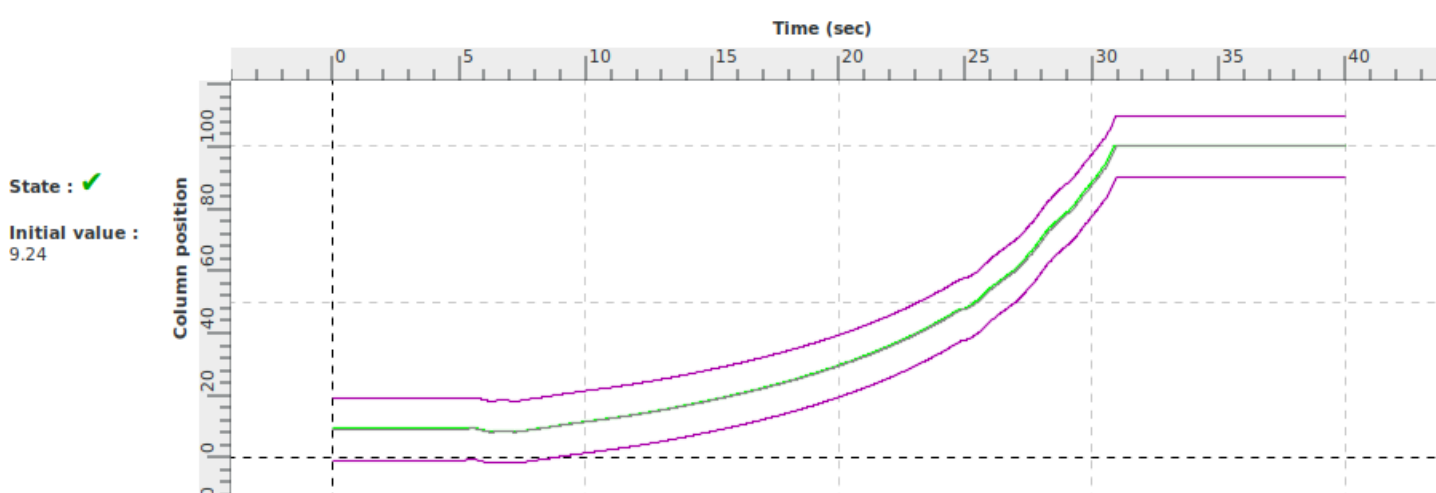
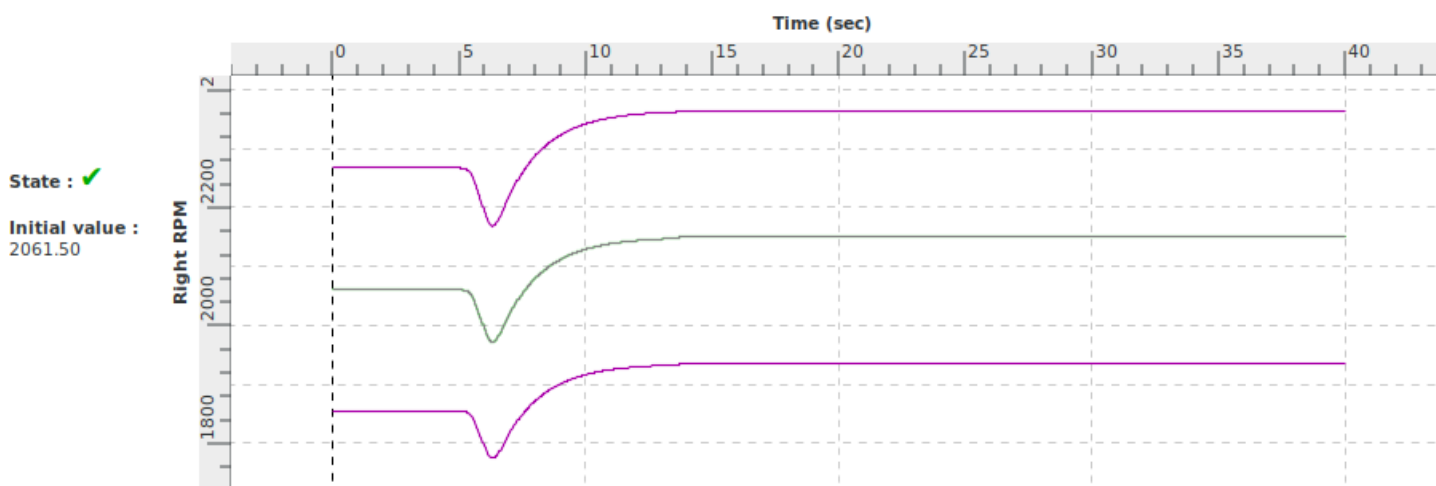
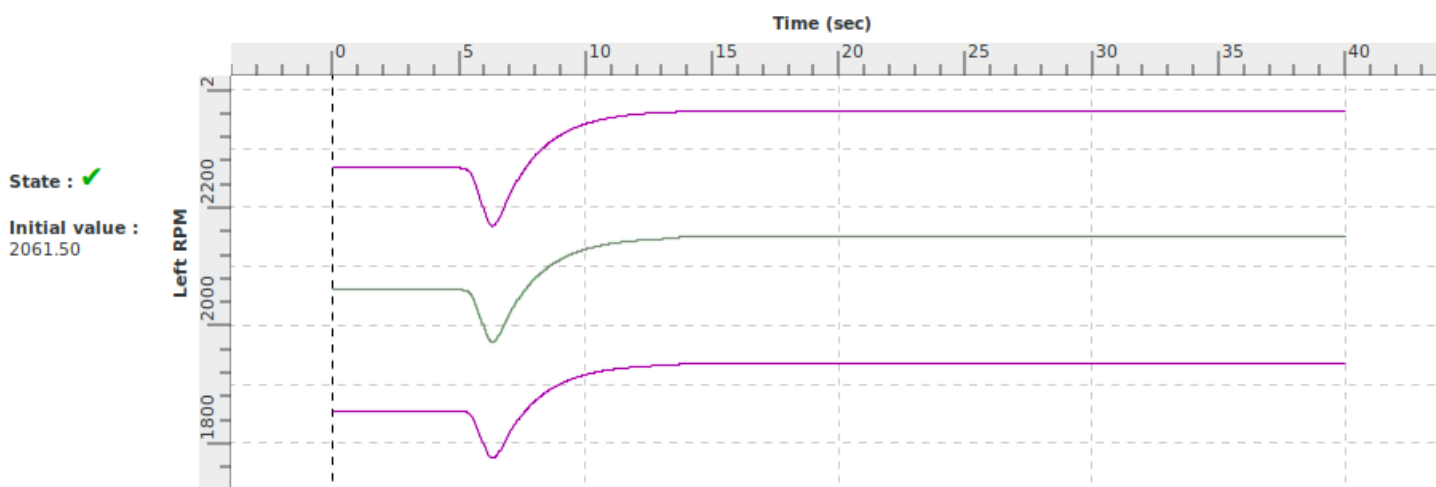
Legend :

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violet : tolerances Alsim

grey : master

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



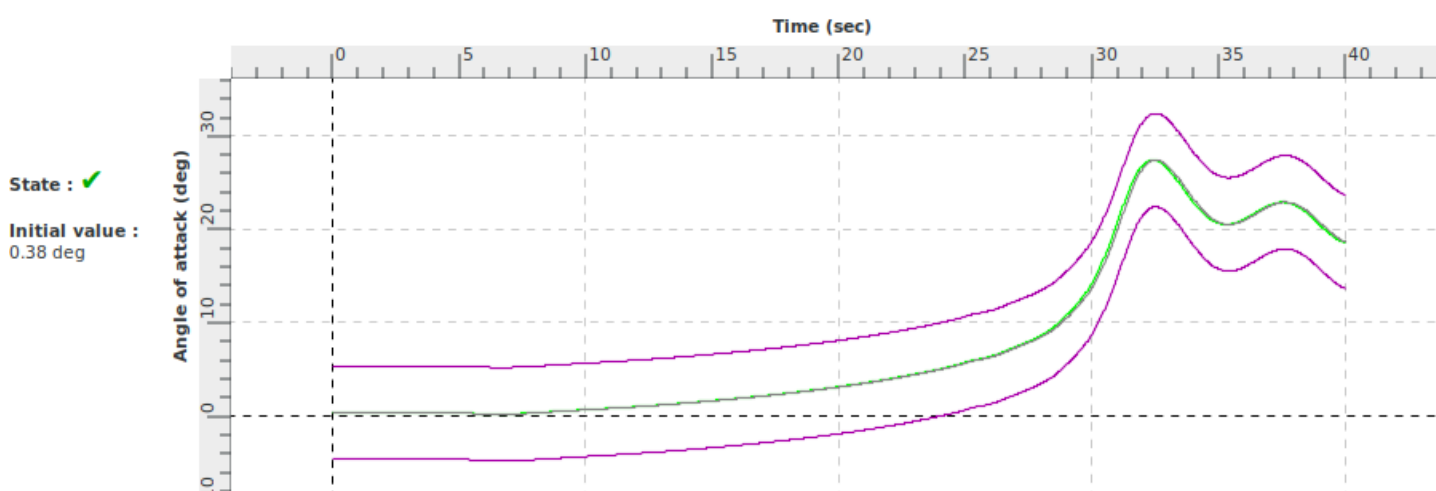
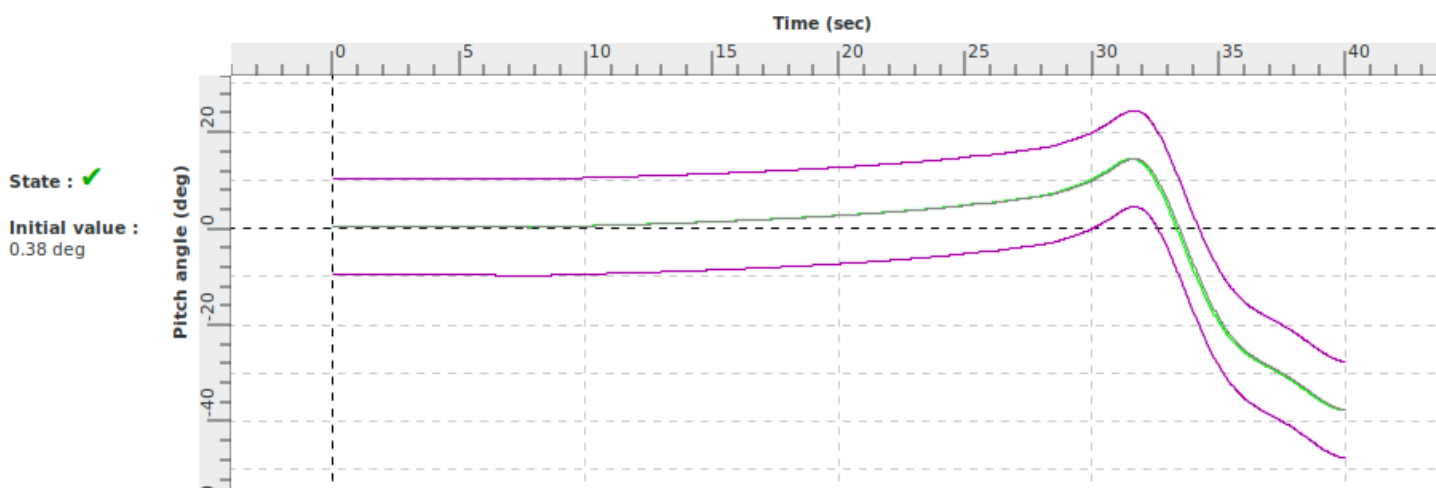
Legend :

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violet : tolerances Alsim

grey : master

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



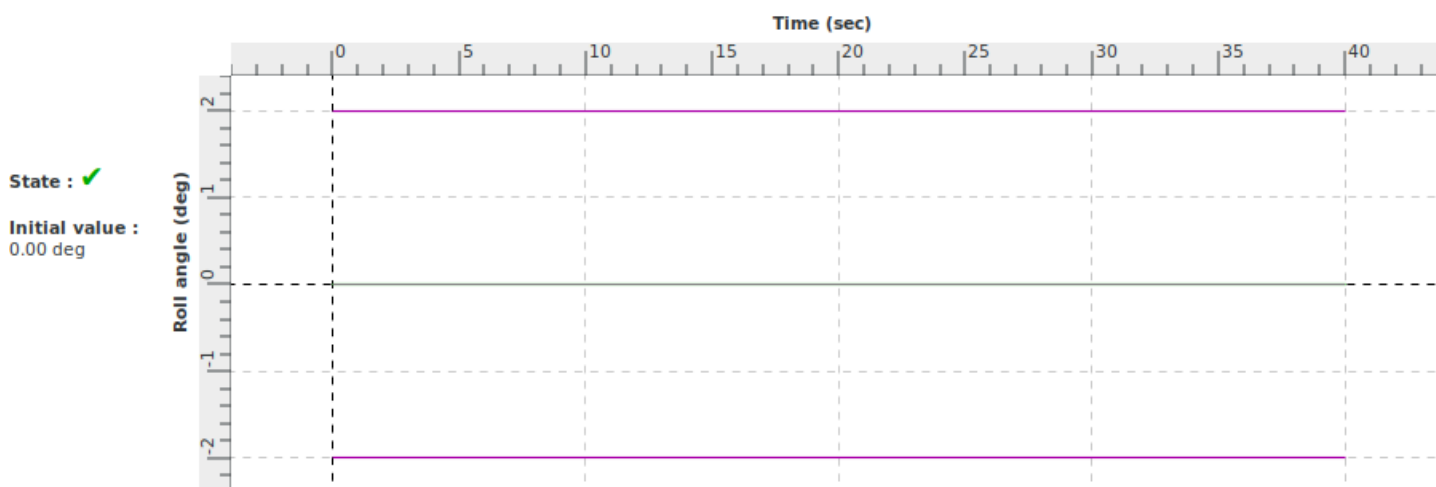
Legend :

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violet : tolerances Alsim

grey : master

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



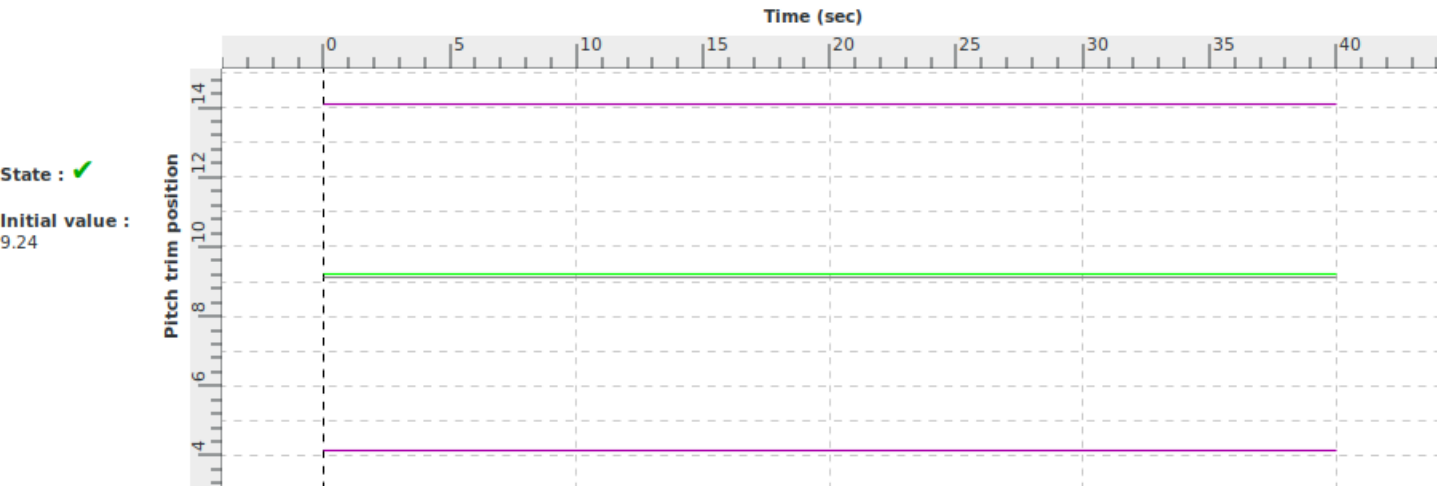
Legend :

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violet : tolerances Alsim

grey : master

Title	Stall characteristics during high altitude cruise		
Id	2 c viii b 2	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



Legend :

green : results within tolerances red : results out of tolerances
blue : tolerances violet : tolerances Alsim grey : master

VALIDATION TEST

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01

Objective	Expected Results
Demonstrate that the VMCA is conform to the similar types of airplanes.	VMCA: 71 kts
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.d.i	Airspeed +/- 3 kts

Demonstration procedure	See Manual test procedure
Manual test procedure	During take-off climb (gear UP and flaps CLEAN), the pilot fails the left engine (reduce to idle). Then, the pilot decreases the speed by 1kt / second using full rudder control and lateral control until constant heading and bank below 5deg can no longer be maintained using ailerons and rudder control.
Automatic test procedure	2 d 1

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01

Autopilot mode	AUTO_VMCA

Initial parameters	VMCA_AUTO
Gross weight (kg) : 1700	Flaps lever position : 0
Balance (%) : 100	Gear lever position : 0
Altitude (ft) : 6000	Left Load (%) : 0 (free)
Vertical speed (ft/min) : 0 (free)	Right Load (%) : 100 (free)
IAS (kt) : 80 (free)	Left RPM : 2060 (free)
Heading (°) : 0 (free)	Right RPM : 2060 (free)
Bank (°) : -5 (free)	
Attitude (°) : 10	
Pedal Position (%) : 0	
Column Position (%) : 43	
Wheel Position (%) : 0	

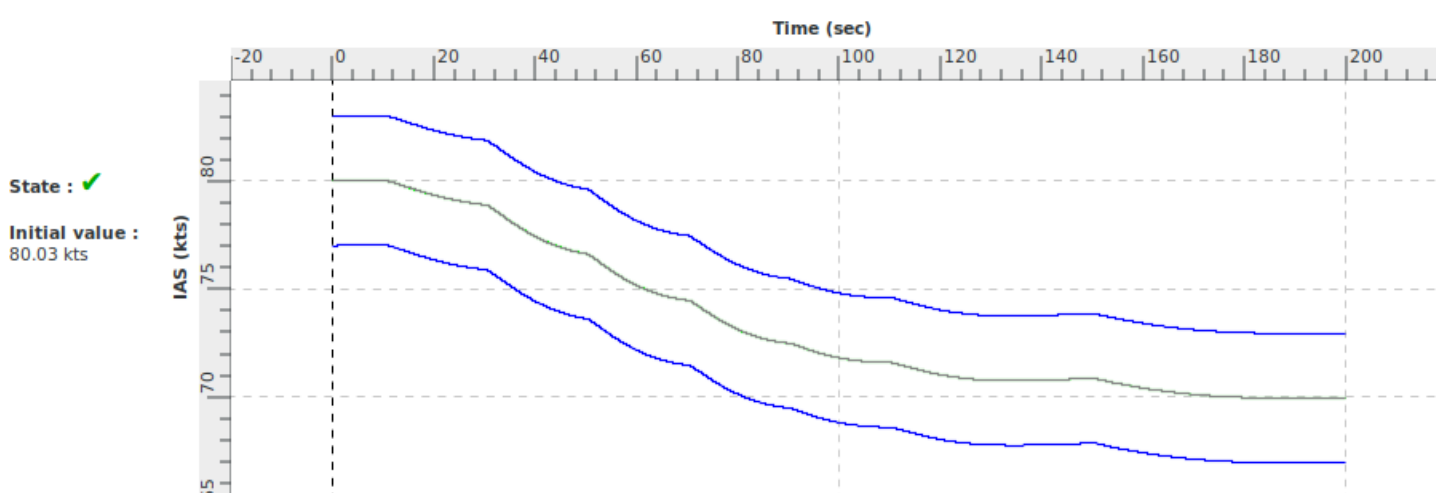
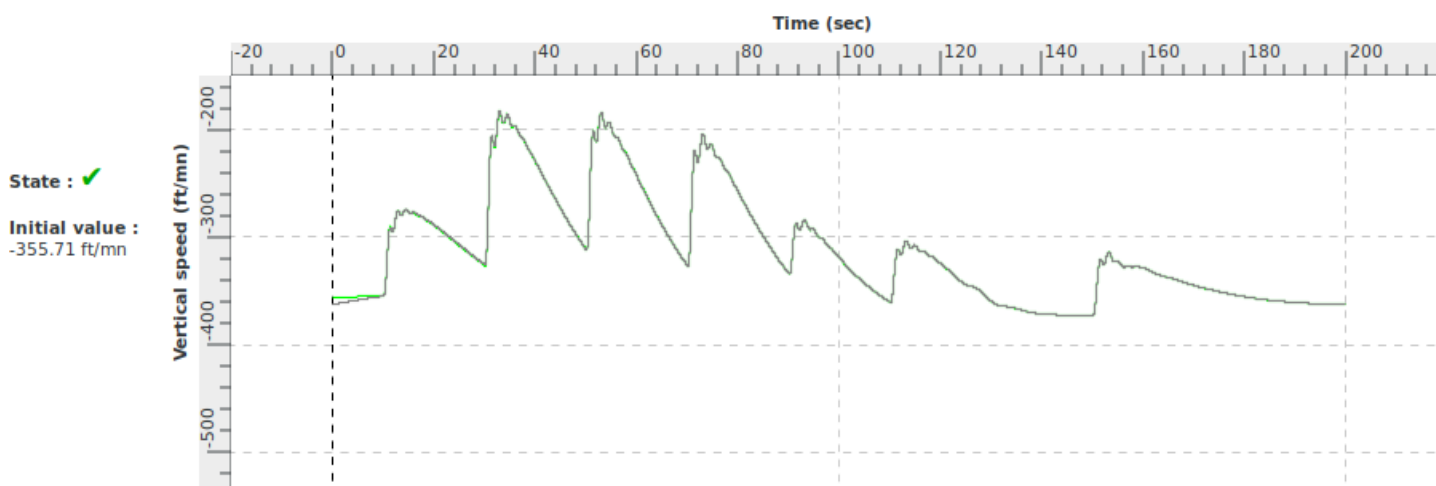
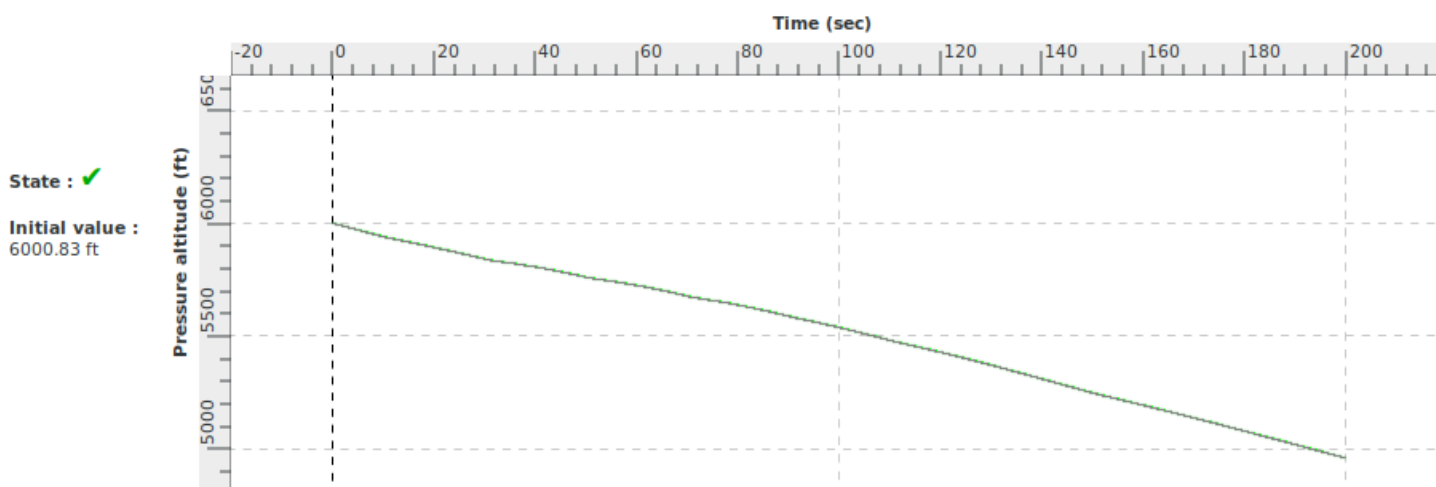
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
10.0	SetSpeed	79.0	Ask the QTG Autopilot to maintain the desired speed
30.0	SetSpeed	77.0	Ask the QTG Autopilot to maintain the desired speed
50.0	SetSpeed	75.0	Ask the QTG Autopilot to maintain the desired speed
70.0	SetSpeed	73.0	Ask the QTG Autopilot to maintain the desired speed
90.0	SetSpeed	72.0	Ask the QTG Autopilot to maintain the desired speed
110.0	SetSpeed	71.0	Ask the QTG Autopilot to maintain the desired speed
150.0	SetSpeed	70.0	Ask the QTG Autopilot to maintain the desired speed

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01

Log of Revision		
Rev. Nbr	Date	Reason for revision
1.01	29/03/21	Addition of tolerance to IAS graph
1.02	10/06/22	Remastered following 2012-R1 software update. No impact on expected results

Notes

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01



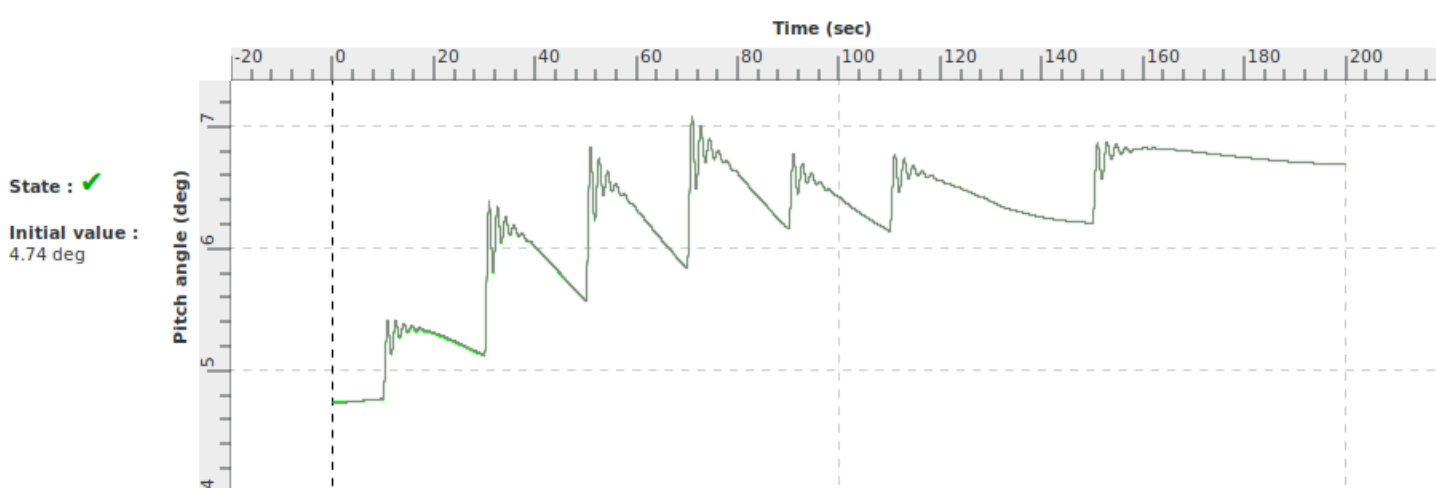
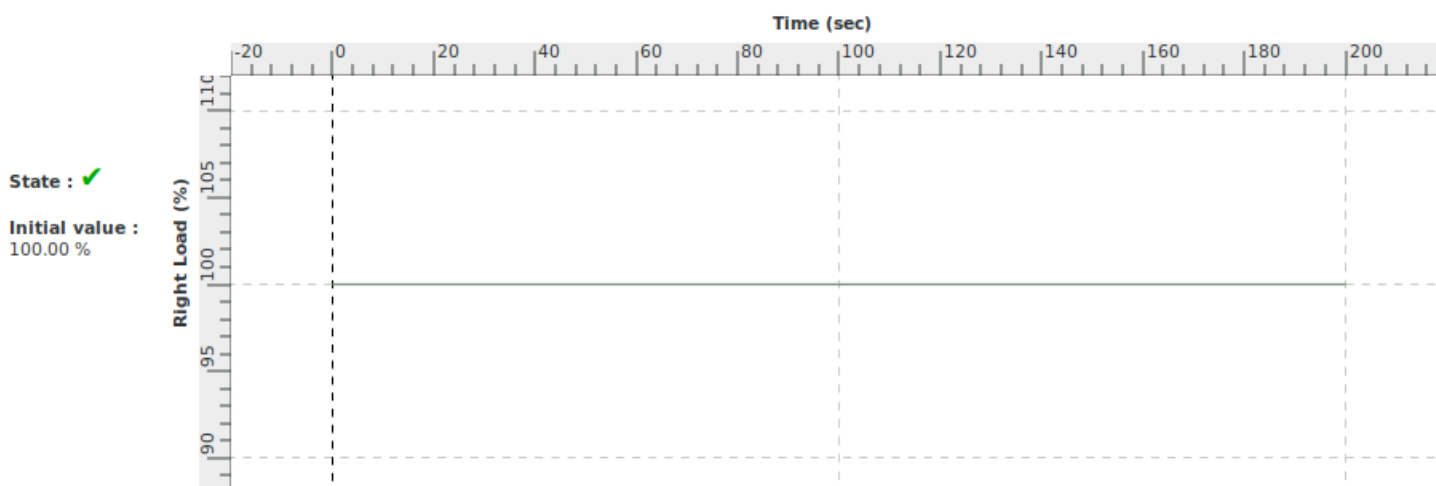
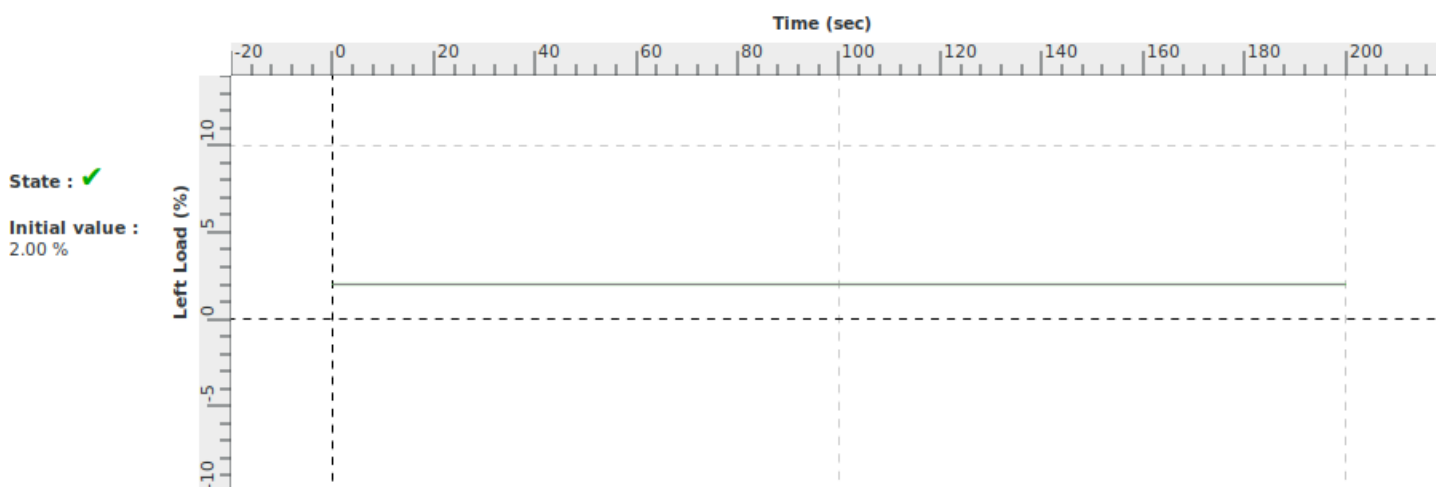
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01



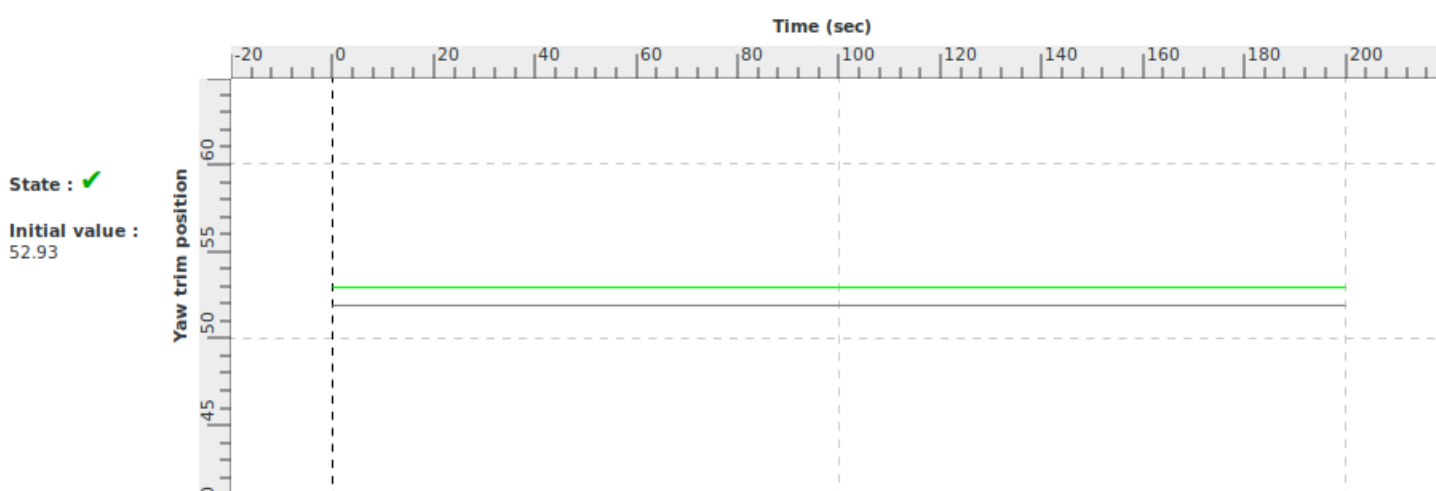
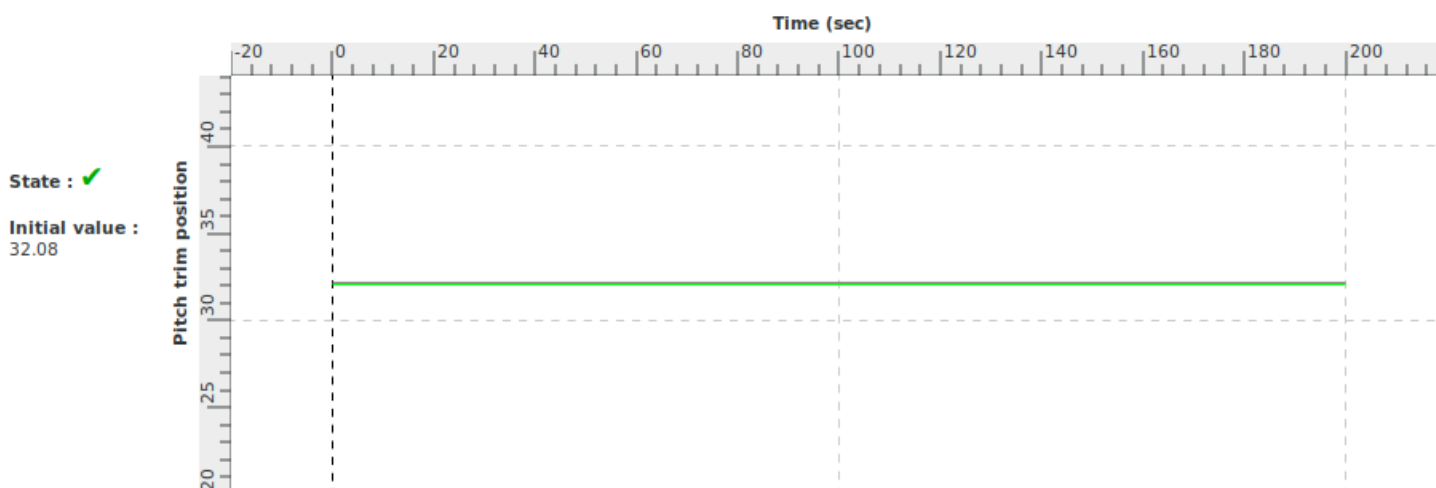
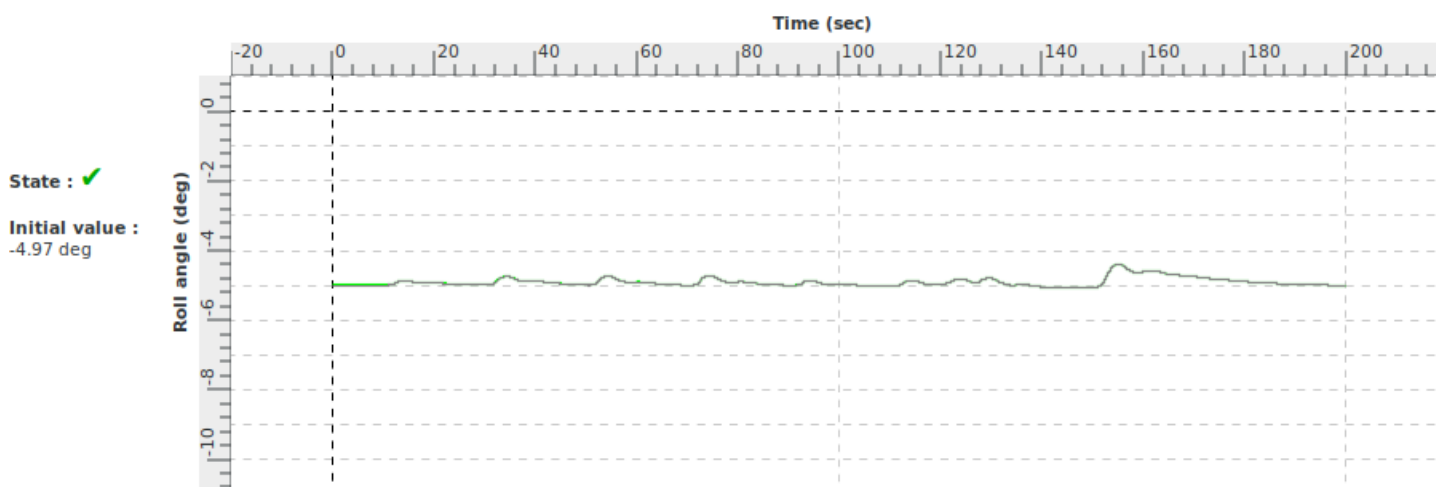
Legend :

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red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01



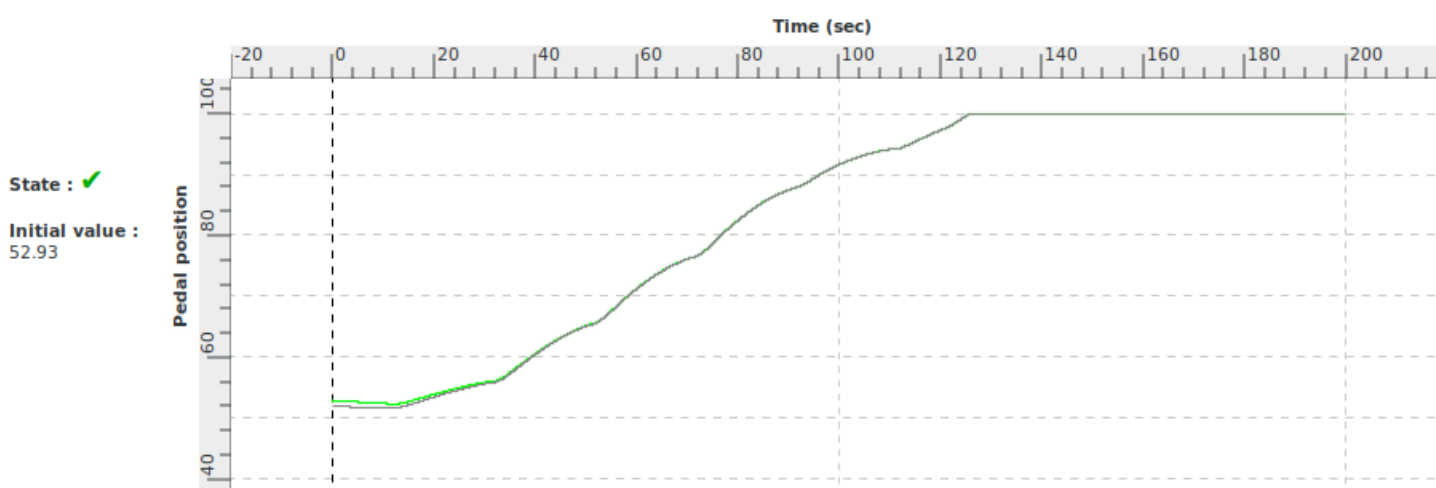
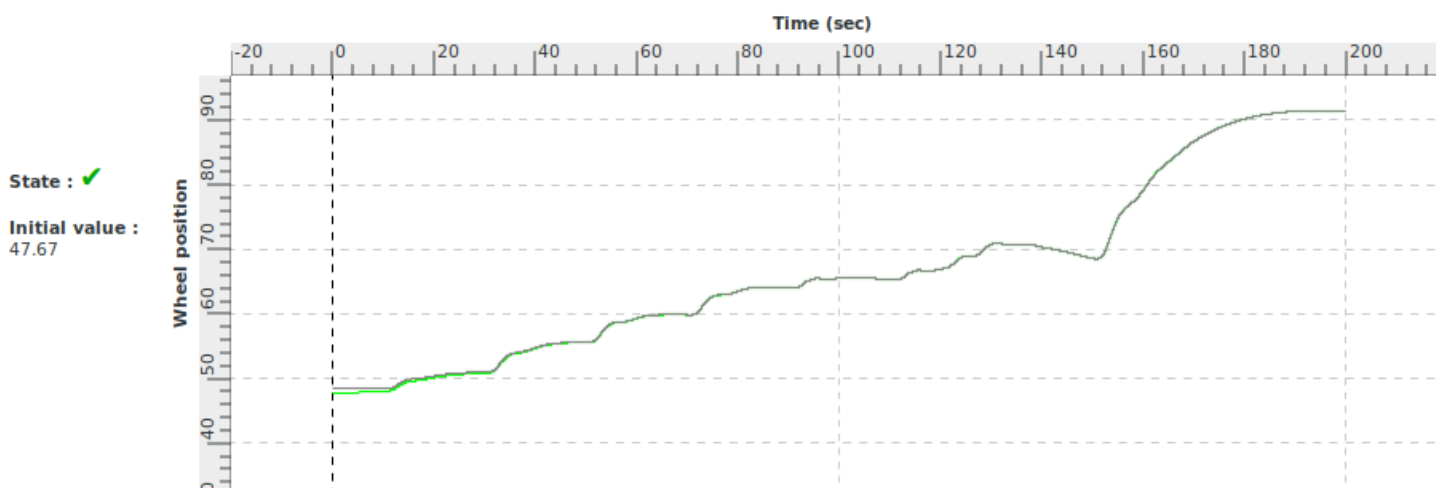
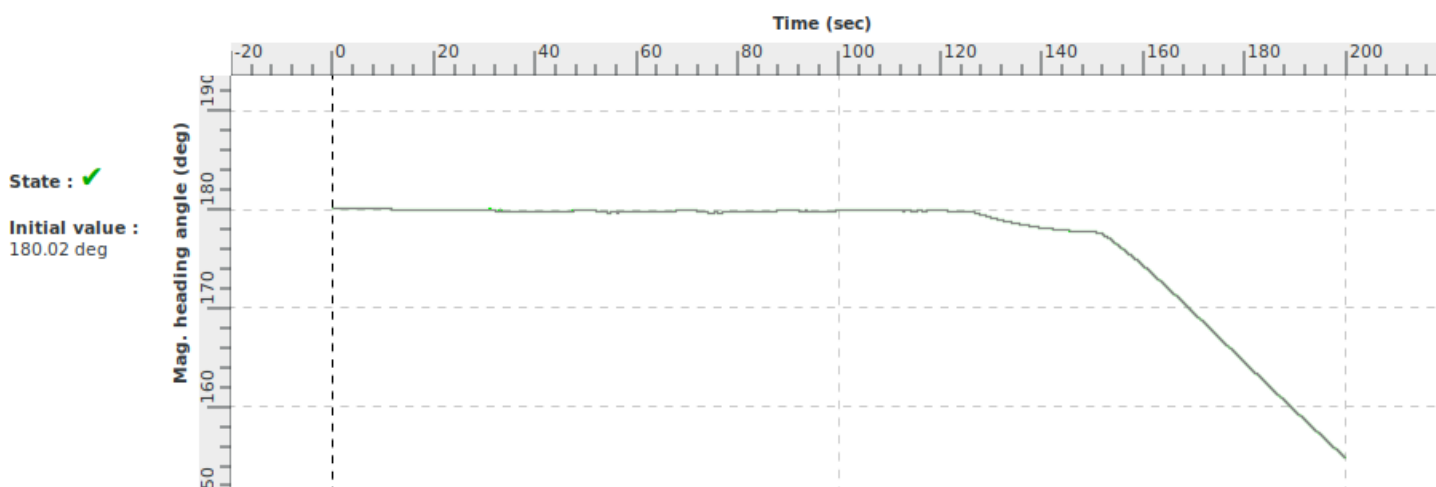
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	VMCA during take-off		
Id	2 d i auto	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	11/06/22
Result Load	2012.01	Master Load	2012.01



Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

VALIDATION TEST

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Objective	Expected Results
Demonstrate that the simulation of the dynamic lateral/directional characteristics in the spiral mode during cruise conform to the class of aeroplanes	Max Roll Rate of return = -1°/s Delta Roll angle from max to 20 sec after = -15 deg
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.d.iv.1.a	Correct trend and +/- 2 deg or +/- 10 % Bank in 20 seconds

Demonstration procedure	From steady cruise initial conditions, a wheel deflection is applied in order to establish a steady left turn of about 25° afterwards the wheel is released to neutral.
Manual test procedure	In ISA conditions and cruise condition, the pilot trims the airplane to symmetrical wing level flight . Smooth roll until about 25° of the bank angle is initiated and roll control slowly returned to neutral and controls released.
Automatic test procedure	2 d iv 1 a

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Autopilot mode	AUTO_VZ
<p>Automatic IAS (airspeed) and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and IAS. Roll Trim is computed to maintain 0° bank angle.</p>	

Initial parameters	CRUISE
Gross weight (kg) : 1900 Balance (%) : 50 Altitude (ft) : 6000 Vertical speed (ft/min) : 0 (free) IAS (kt) : 139 Heading (°) : 0 (free) Bank (°) : 0 Attitude (°) : 0 Pedal Position (%) : 0 Column Position (%) : 9 Wheel Position (%) : 0	Flaps lever position : 0 Gear lever position : 0 Left Load (%) : 70 Right Load (%) : 70 Left RPM : 2060 Right RPM : 2060

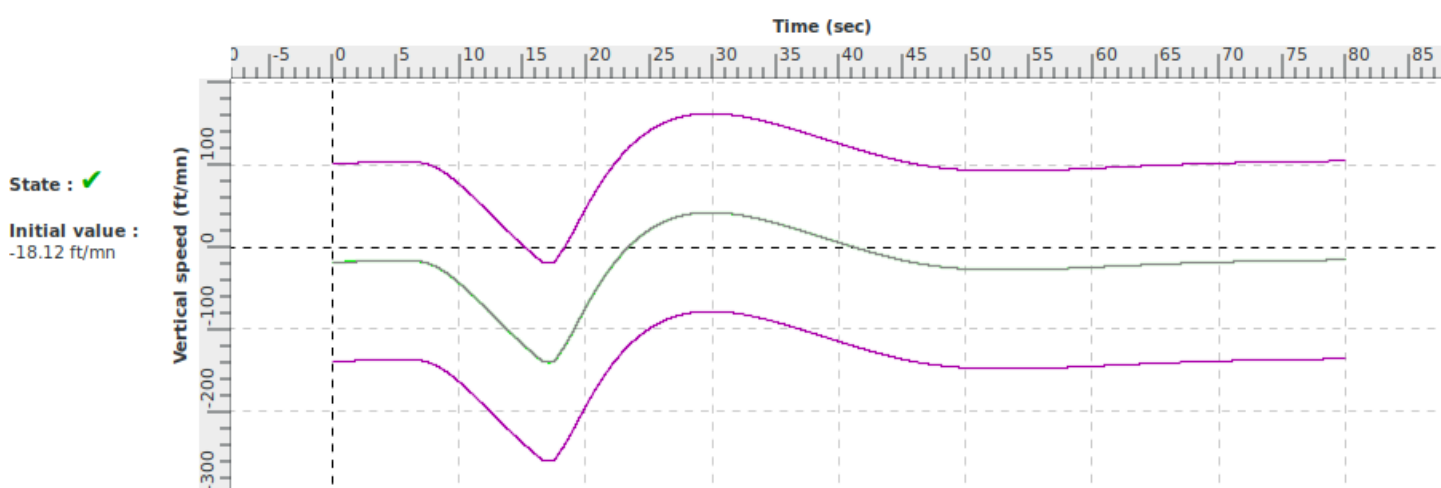
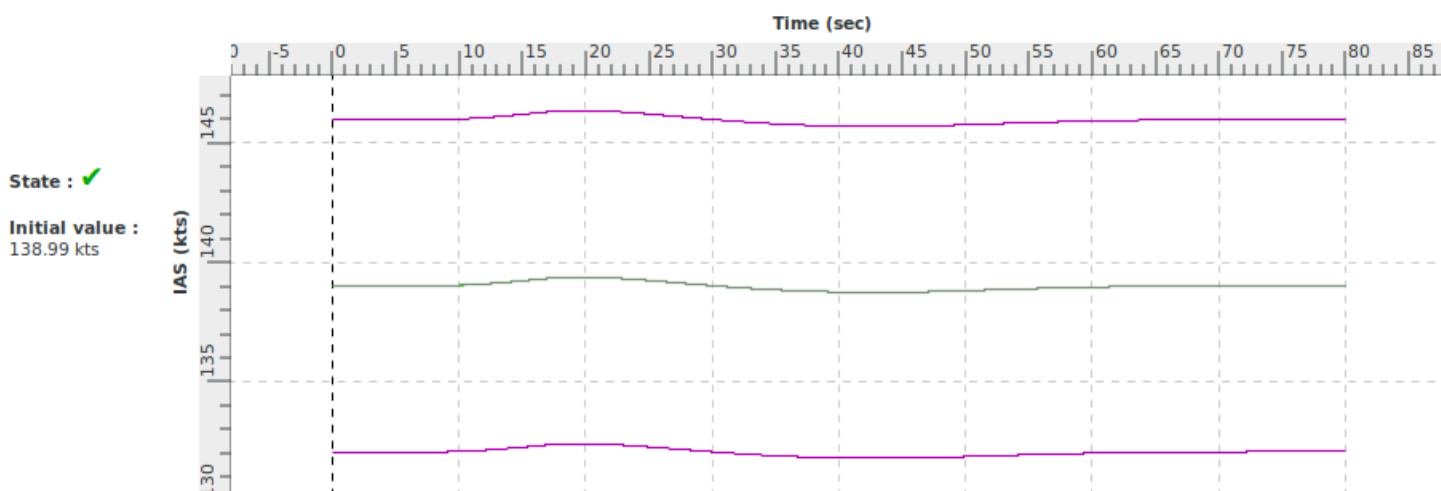
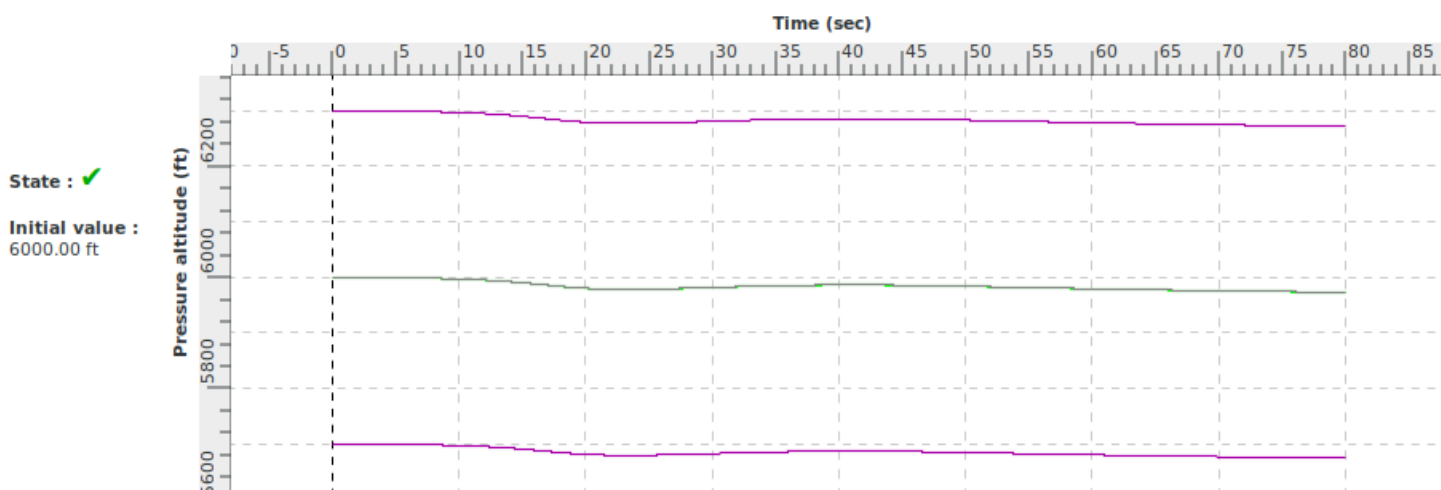
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
1.0	SetRudderCmdPalier	0.0	Send a step in the rudder govern
5.0	SetRollCmdPalier	-7.0	Send a step in the roll govern
16.0	SetRollCmdPalier	0.0	Send a step in the roll govern
80.0	Stop_Test	0.0	Stop the test procedure

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Log of Revision		
Rev. Nbr	Date	Reason for revision
1.02	27/07/21	2012-R1 Master. Expected results unchanged.

Notes

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



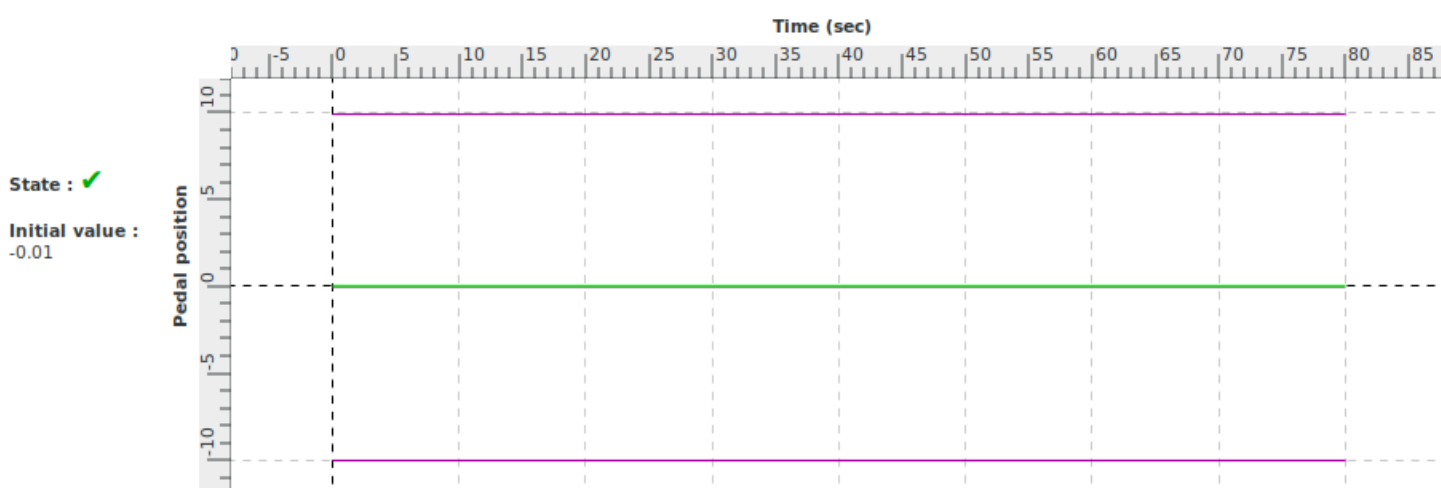
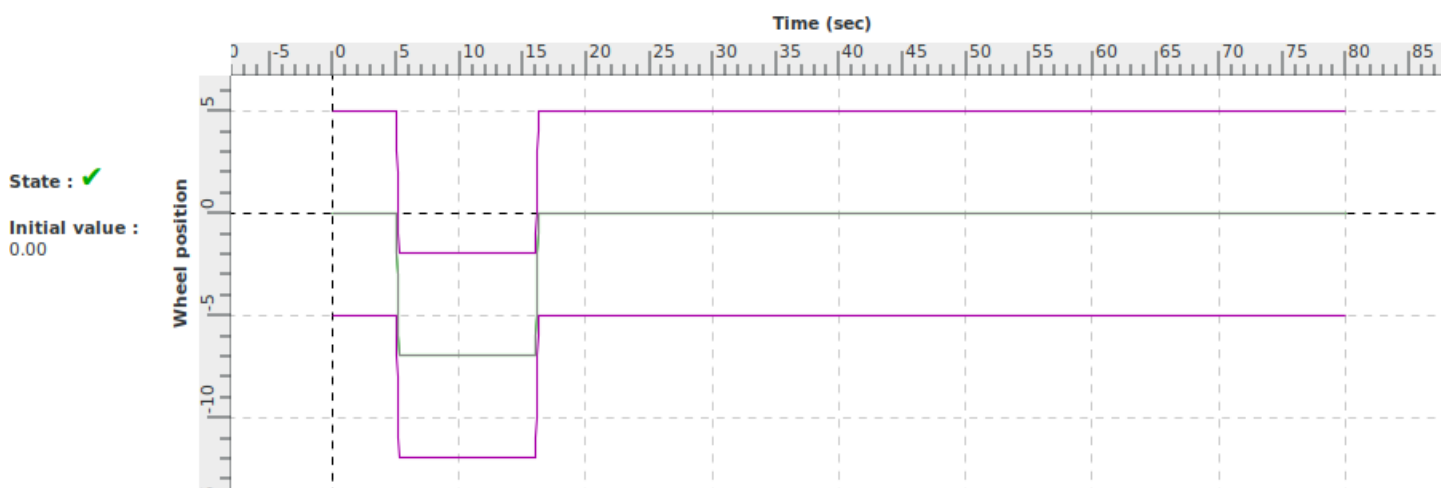
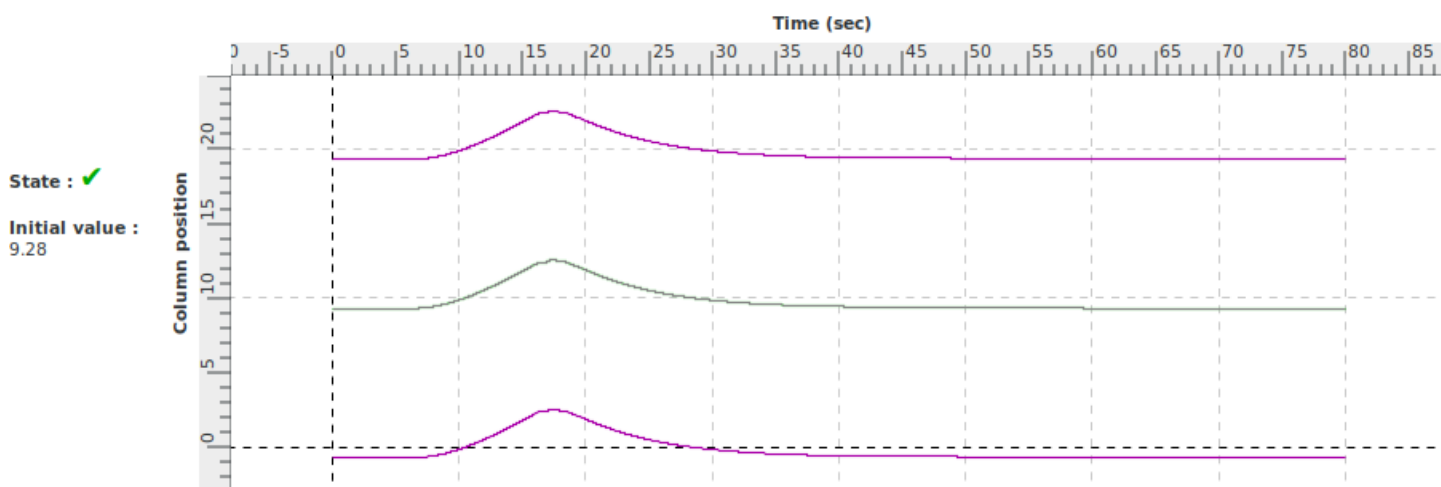
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



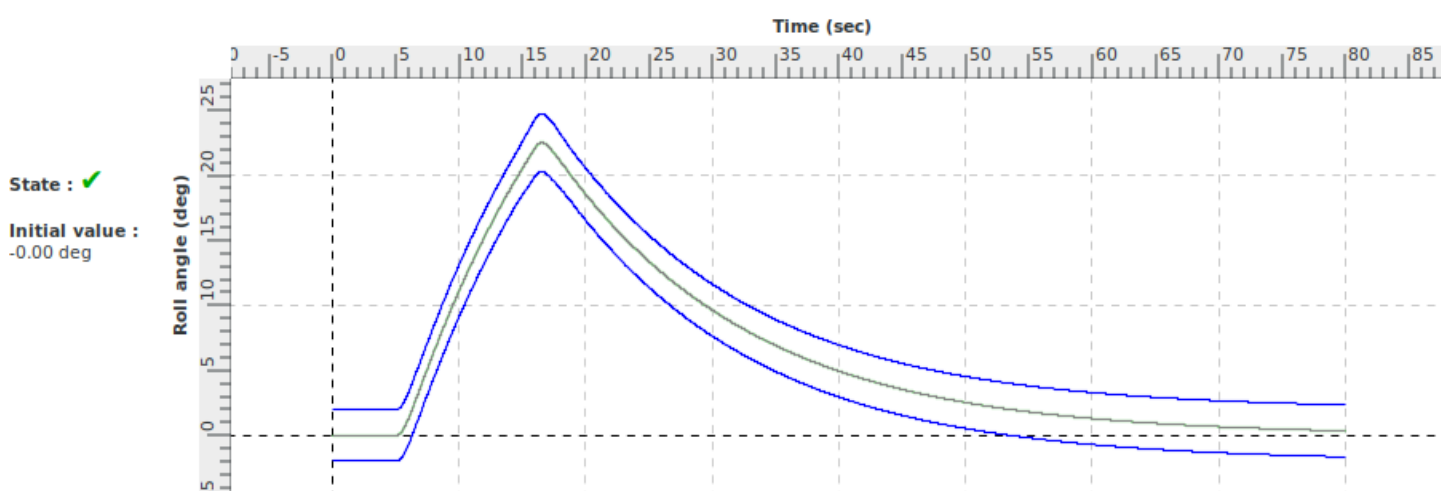
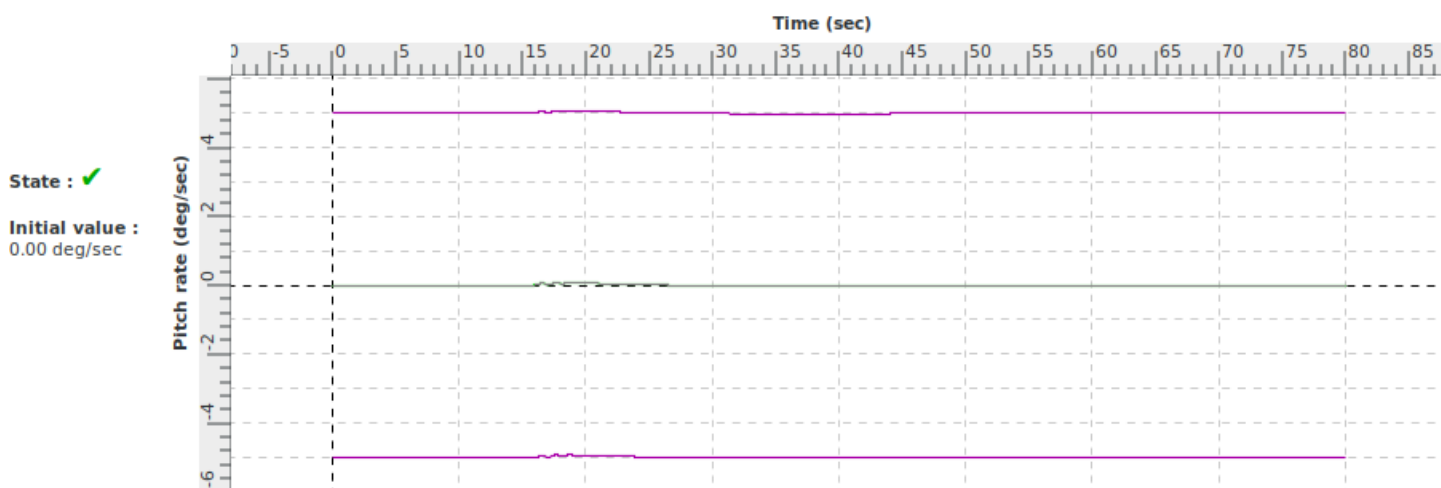
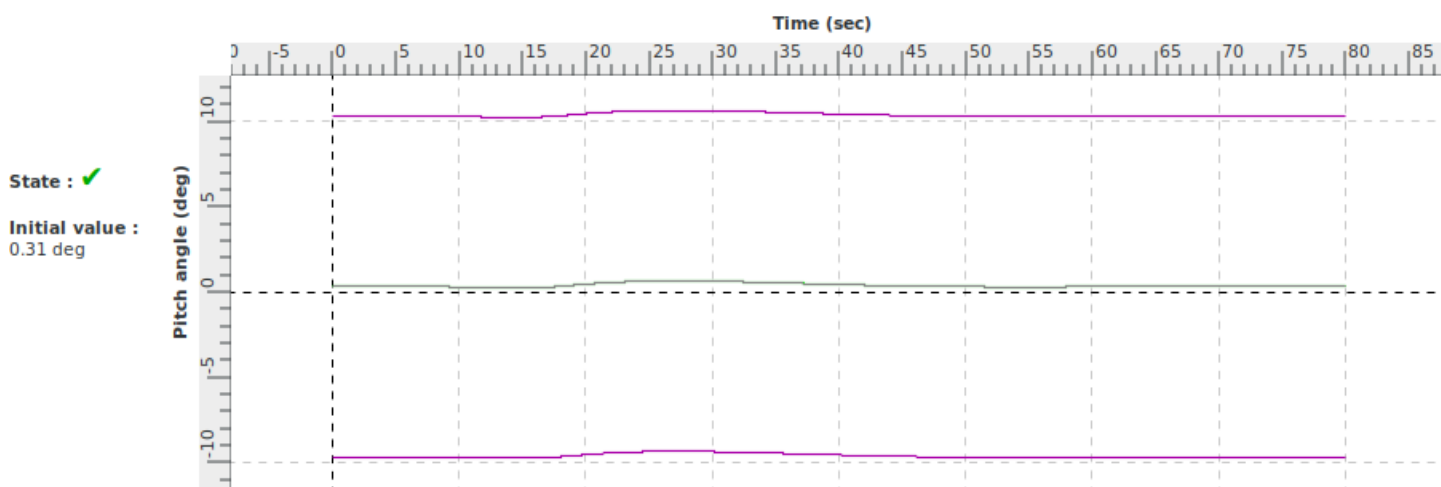
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsims

grey : master

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



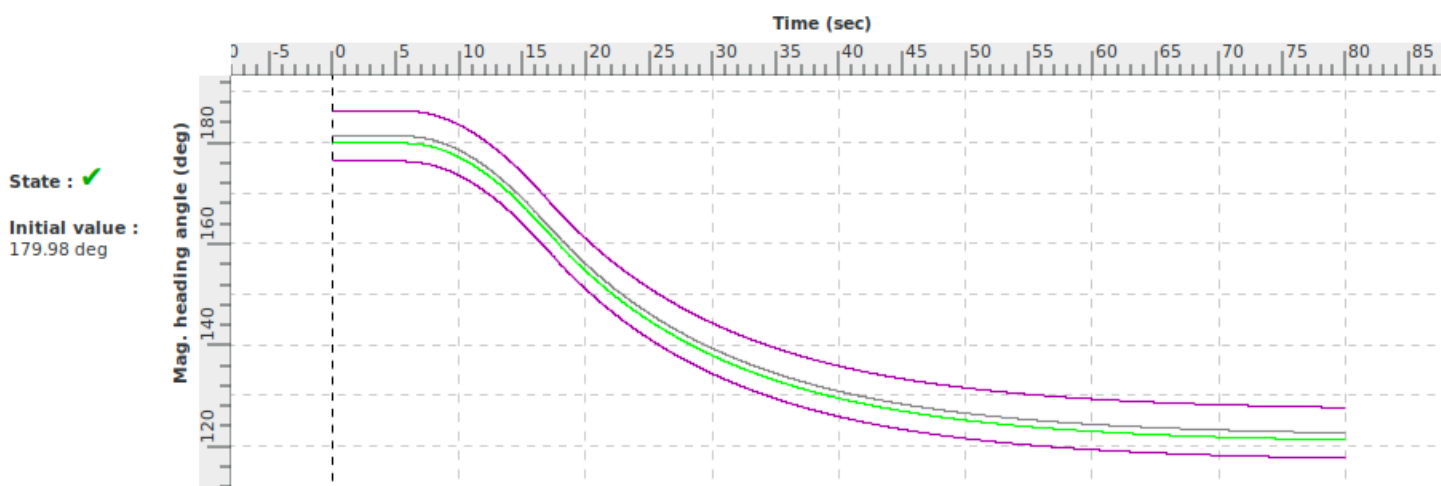
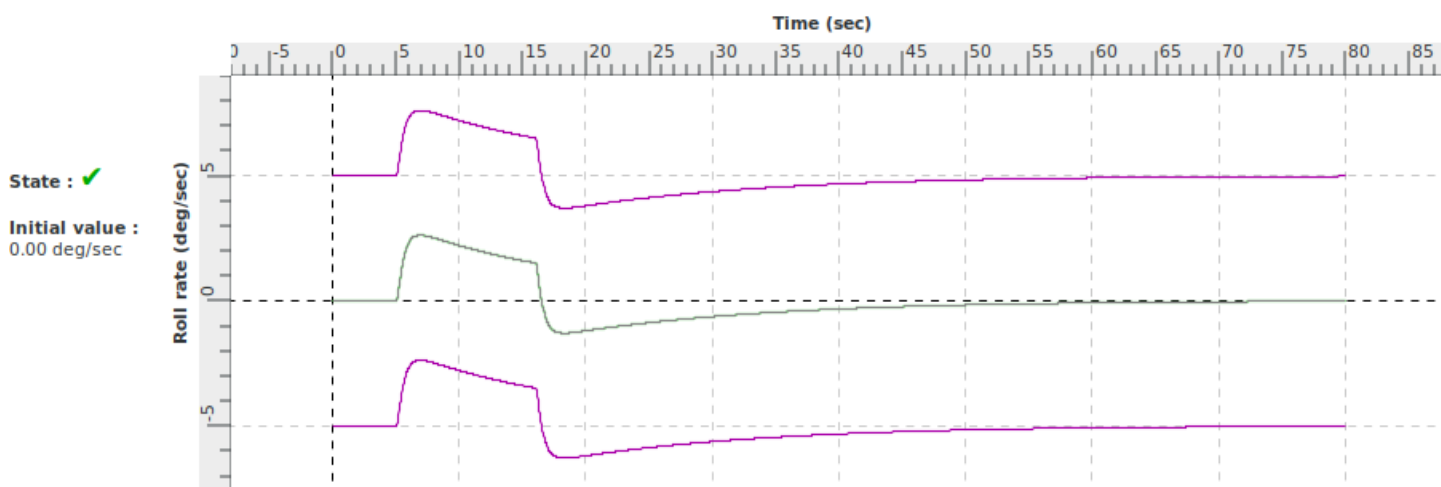
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Left spiral stability during cruise		
Id	2 d iv 1 a	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

VALIDATION TEST

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Objective	Expected Results
Demonstrate that the the simulator directional response from rudder control movements during approach conform to the class of aeroplanes	Max Yaw Rate: -3,8°/s
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.d.vi	+/- 2 deg/sec or 10% yaw rate or Heading change

Demonstration procedure	From steady approach initial conditions, an abrupt rudder step input of about 25% is applied.
Manual test procedure	In ISA conditions and cruise configuration, the pilot trims the airplane at approach. Then, the pilot applies impulse excitation on the pedals and leaves the controls free 5 to 10 seconds.
Automatic test procedure	2 d vi

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Autopilot mode	AUTO_SPEED
<p>Automatic Vertical Speed and power maintain mode : it changes the attitude through pitch trim value and the power levers to maintain power and VS. Roll Trim is computed to maintain 0° bank angle.</p>	

Initial parameters	HOLD_FLAPS_APP_GEAR
Gross weight (kg) : 1900 Balance (%) : 50 Altitude (ft) : 3000 Vertical speed (ft/min) : 0 IAS (kt) : 106 (free) Heading (°) : 0 (free) Bank (°) : 0 Attitude (°) : -1 Pedal Position (%) : 0 Column Position (%) : 32 Wheel Position (%) : 0	Flaps lever position : 1 Gear lever position : 1 Left Load (%) : 70 Right Load (%) : 70 Left RPM : 2060 Right RPM : 2060

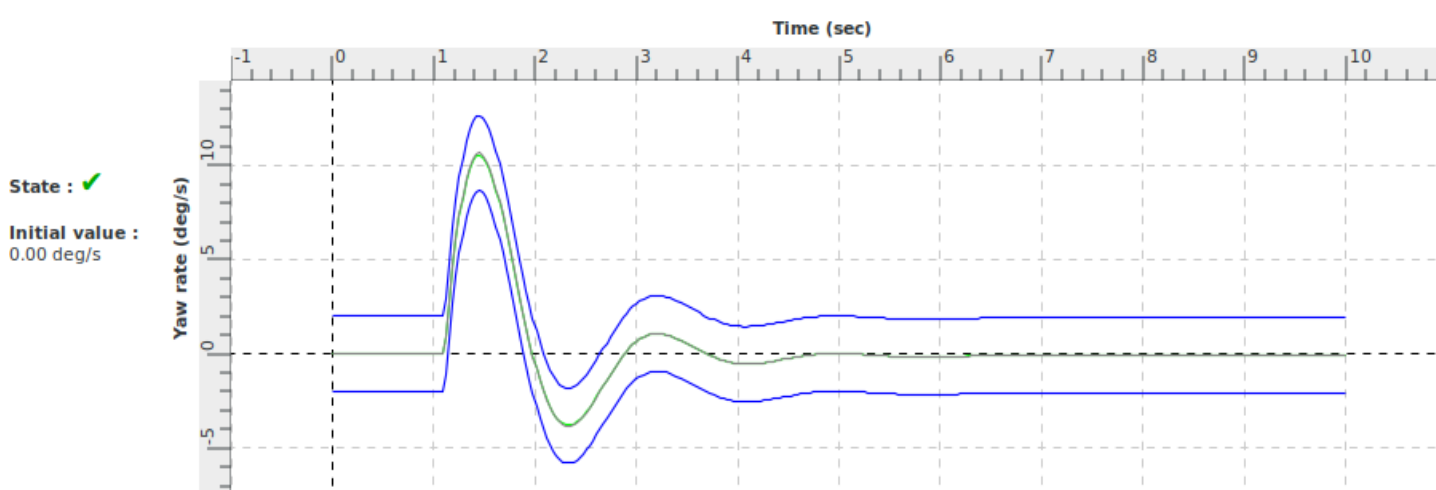
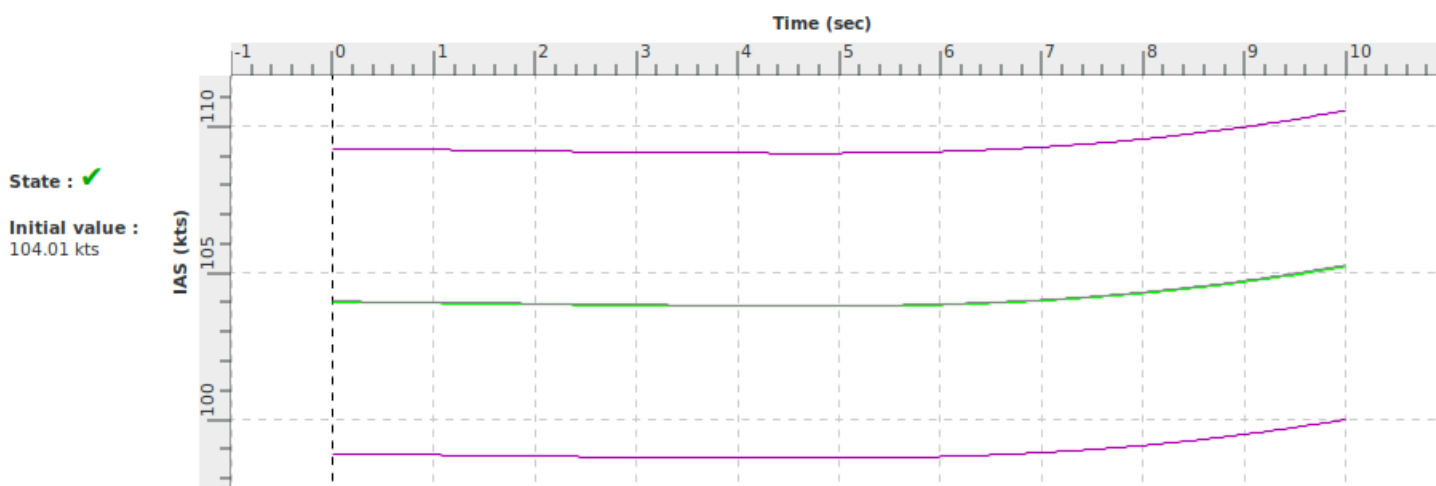
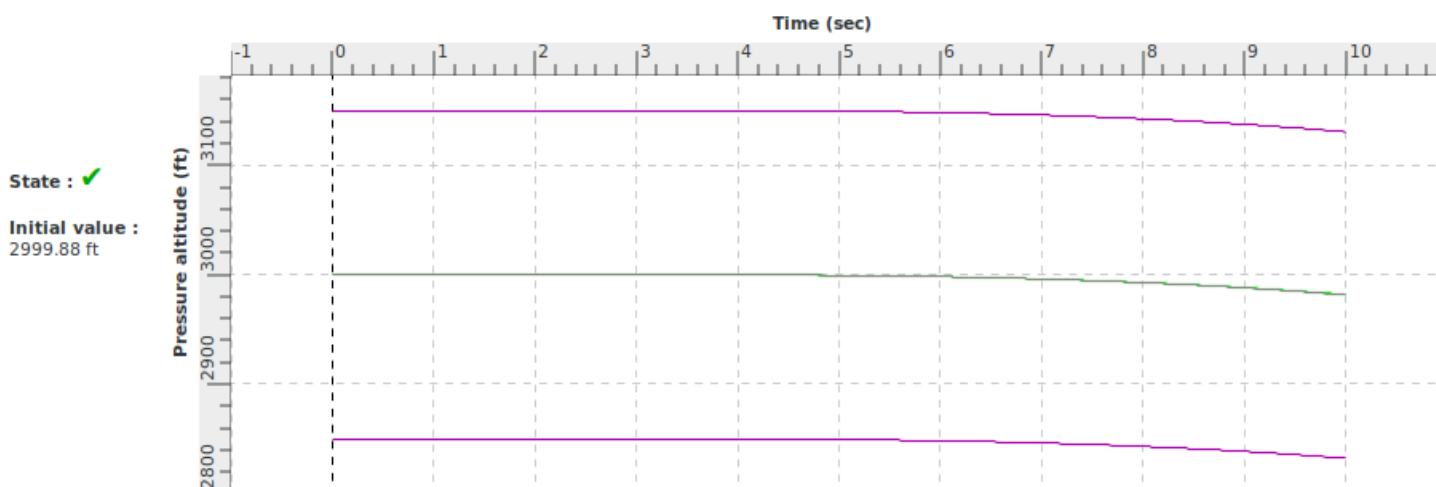
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
1.0	SetRudderCmdPalier	-25.0	Send a step in the rudder govern
1.0	SetRollCmdPalier	0.0	Send a step in the roll govern
1.0	SetAttCmdPalier	0.0	Send a step in the attitude govern
10.0	Stop_Test	0.0	Stop the test procedure

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01

Log of Revision		
Rev. Nbr	Date	Reason for revision
1.01	29/03/21	1909 Master. New expected results.
1.02	27/07/21	2012-R1 Master. New expected results.

Notes

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



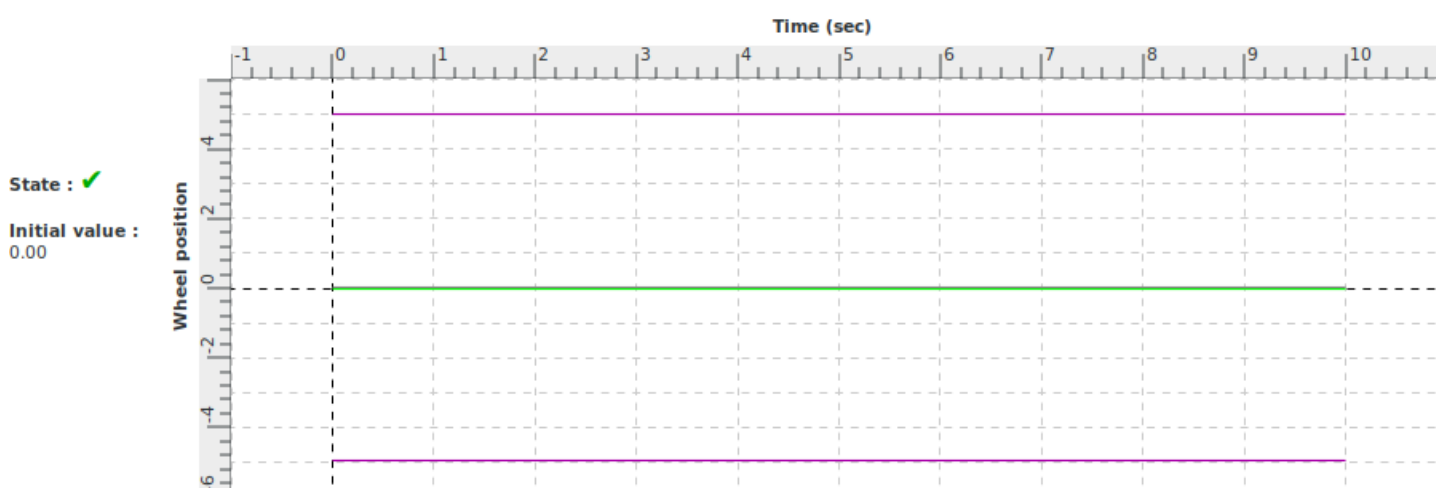
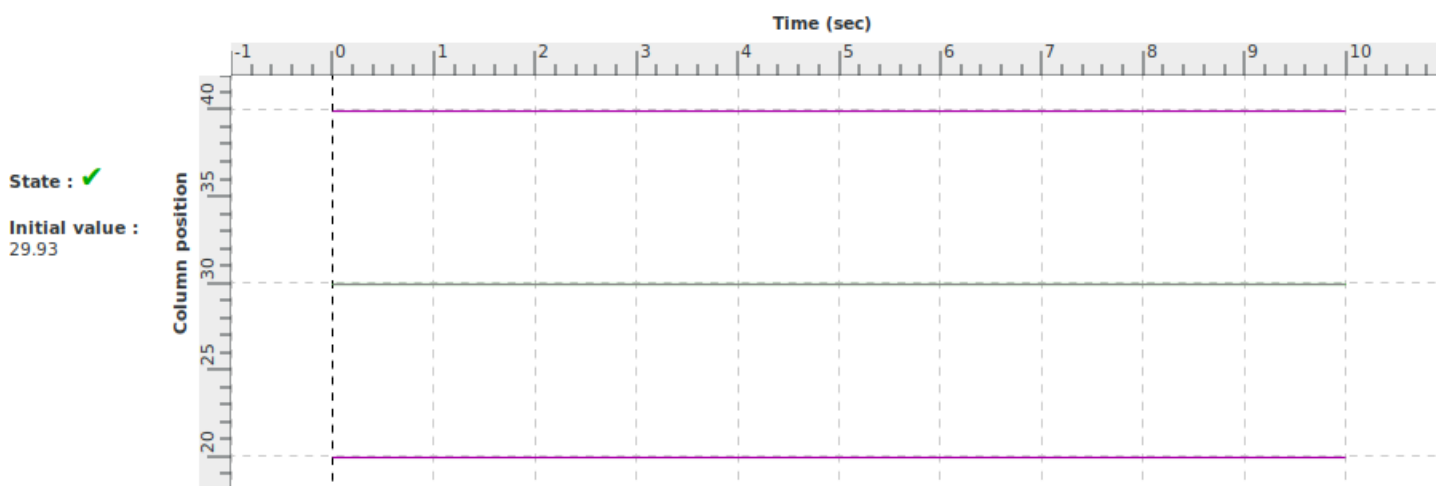
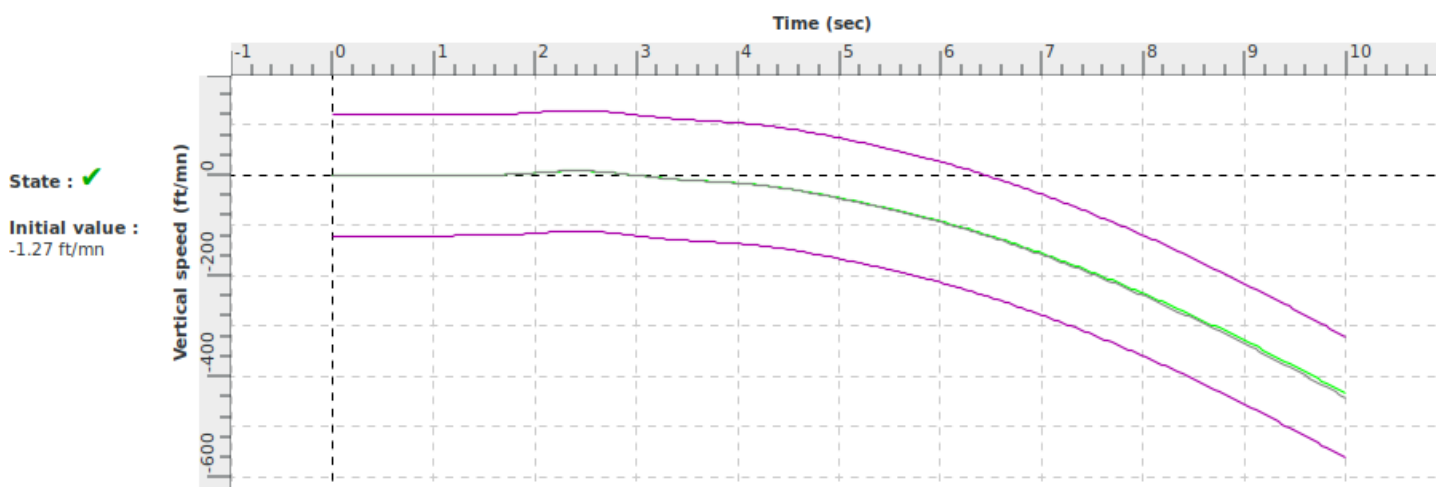
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



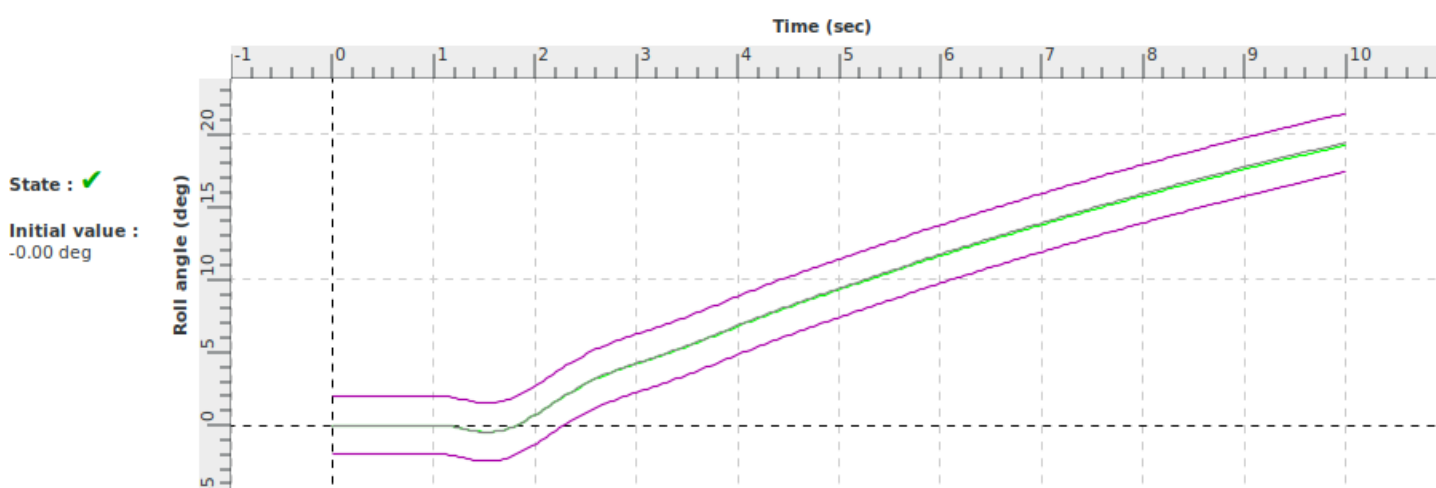
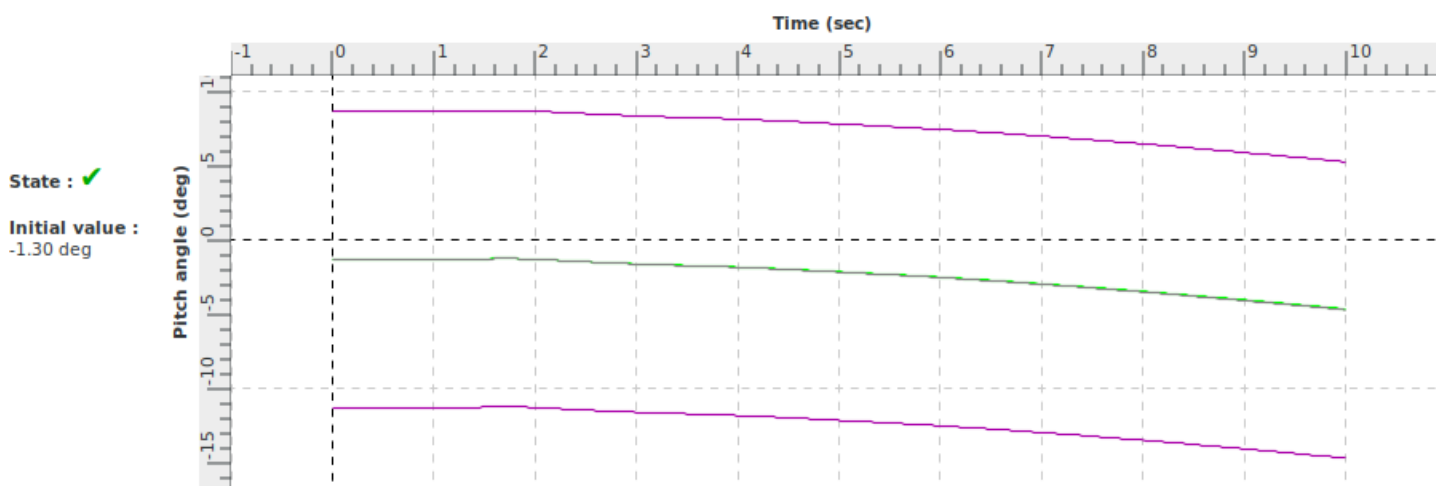
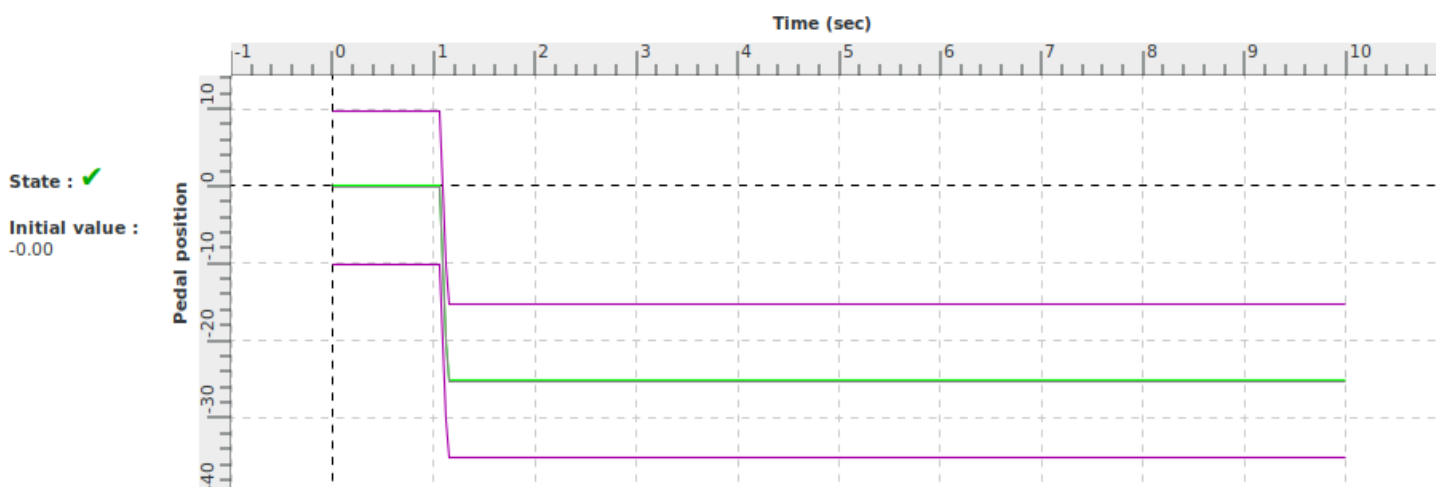
Legend :

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blue : tolerances

red : results out of tolerances
violet : tolerances Alsिम

grey : master

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



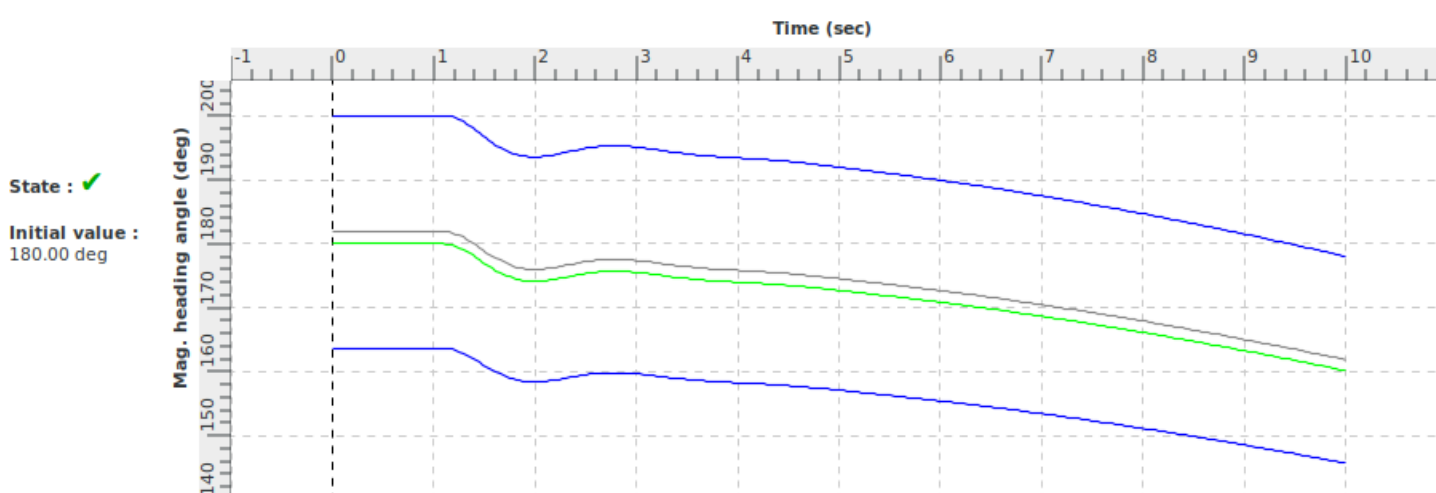
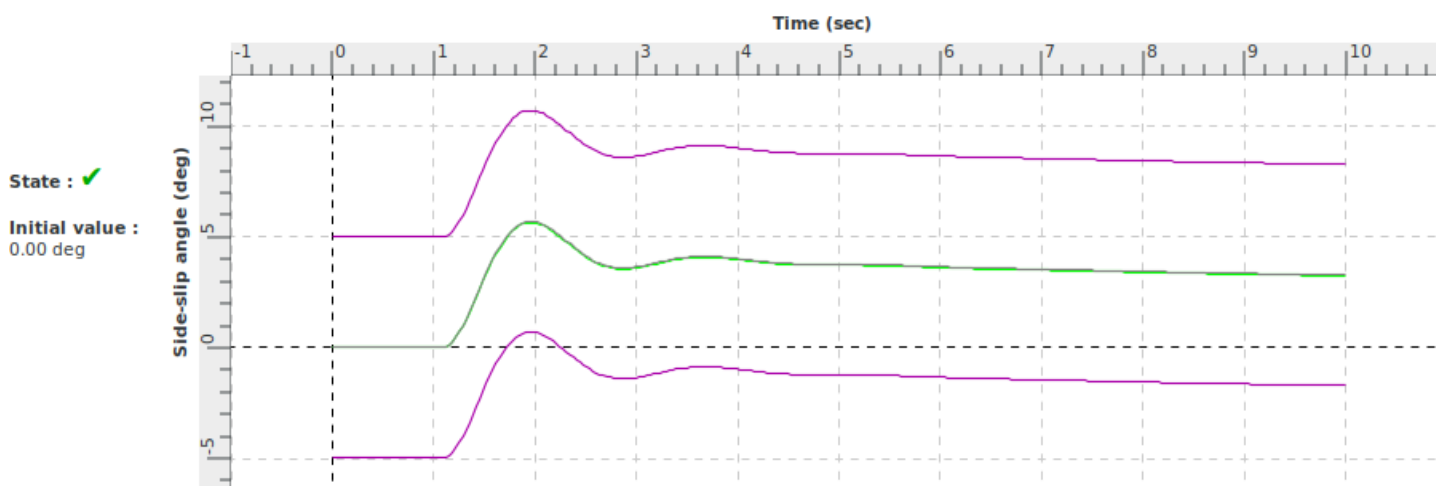
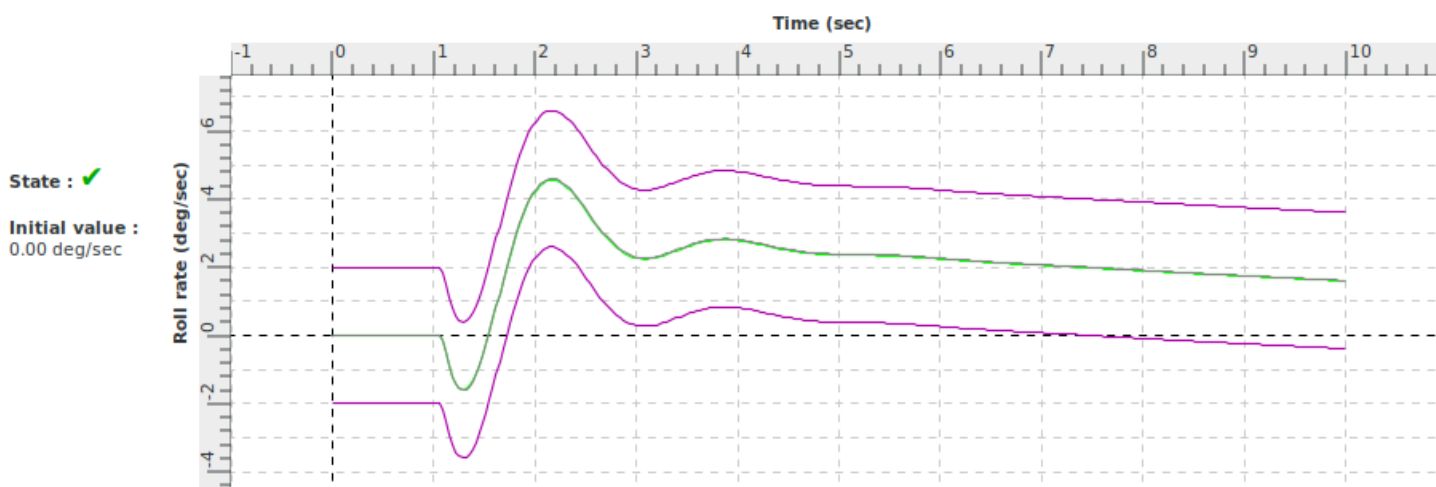
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Rudder response during approach		
Id	2 d vi	Aircraft	DA42-VI
Device	A42M2-12	Version	1.02
Result Date	04/02/24	Master Date	27/07/21
Result Load	2012.01	Master Load	2012.01



Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

VALIDATION TEST

Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01

Objective	Expected Results
Demonstrate that the the simulator exhibits the correct inter-relationship of steady state lateral/directional flight characteristics in conformance with the class of aeroplanes	Rudder / Bank / Sideslip / Wheel position 20% / 1.5 deg / -3.1 deg / -8.5% 100% / 10.2 deg / -25 deg / -68%
Reference	Evaluation Criteria
Chapter 12 - Validation data - Handling Qualities - Test 2.d.viii.b	+/- 2 deg bank +/- 1 deg sideslip +/- 5 deg or +/- 10% wheel position

Demonstration procedure	From steady approach initial conditions, the control rudder is used to established a steady state sideslip on the right, for two different rudder displacements.
Manual test procedure	In ISA conditions and approach configuration, the pilot performs standard approach profile. When approach is stabilised, the pilot moves the rudder by 20% then 60% of its travel in one side whilst the roll control is moved to stabilize a new heading.
Automatic test procedure	2 d viii b

Authority's approval (date, signature and comments)	Operator's approval (date, signature and comments)

Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01

Autopilot mode	AUTO_HEADING
Automatic AUTO_HEADING mode : Heading is maintained constant through roll and yaw trim and Vertical Speed through pitch trim.	

Initial parameters	HOLD_FLAPS_APP_GEAR
Gross weight (kg) : 1900	Flaps lever position : 1
Balance (%) : 50	Gear lever position : 1
Altitude (ft) : 3000	Left Load (%) : 70
Vertical speed (ft/min) : 0	Right Load (%) : 70
IAS (kt) : 106 (free)	Left RPM : 2060
Heading (°) : 0	Right RPM : 2060
Bank (°) : 0 (free)	
Attitude (°) : -1	
Pedal Position (%) : 0	
Column Position (%) : 32	
Wheel Position (%) : 0	

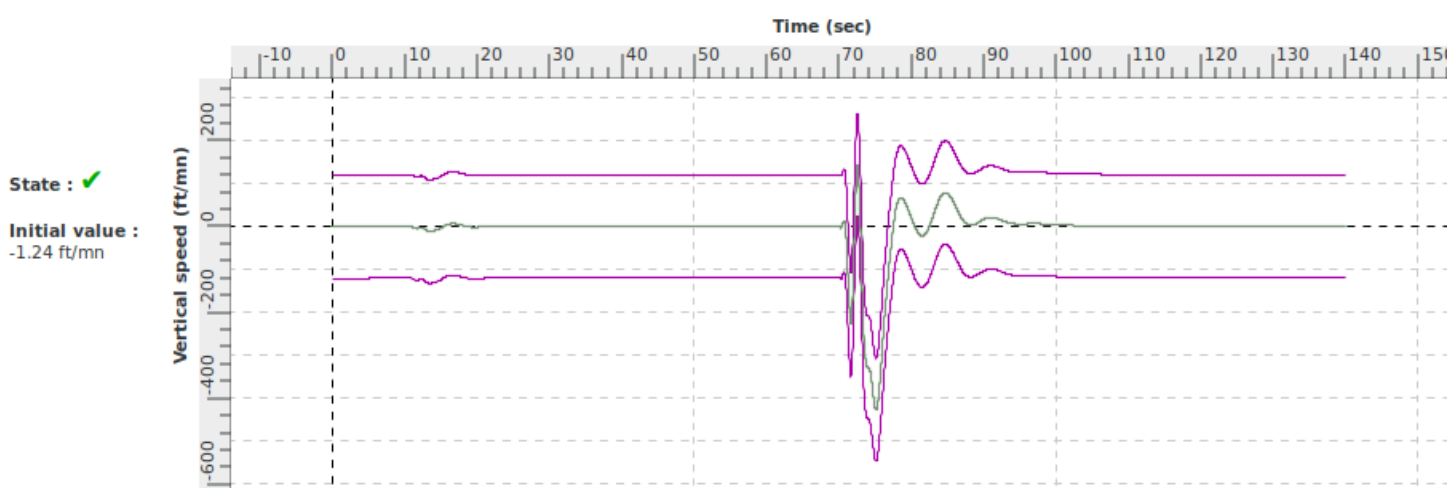
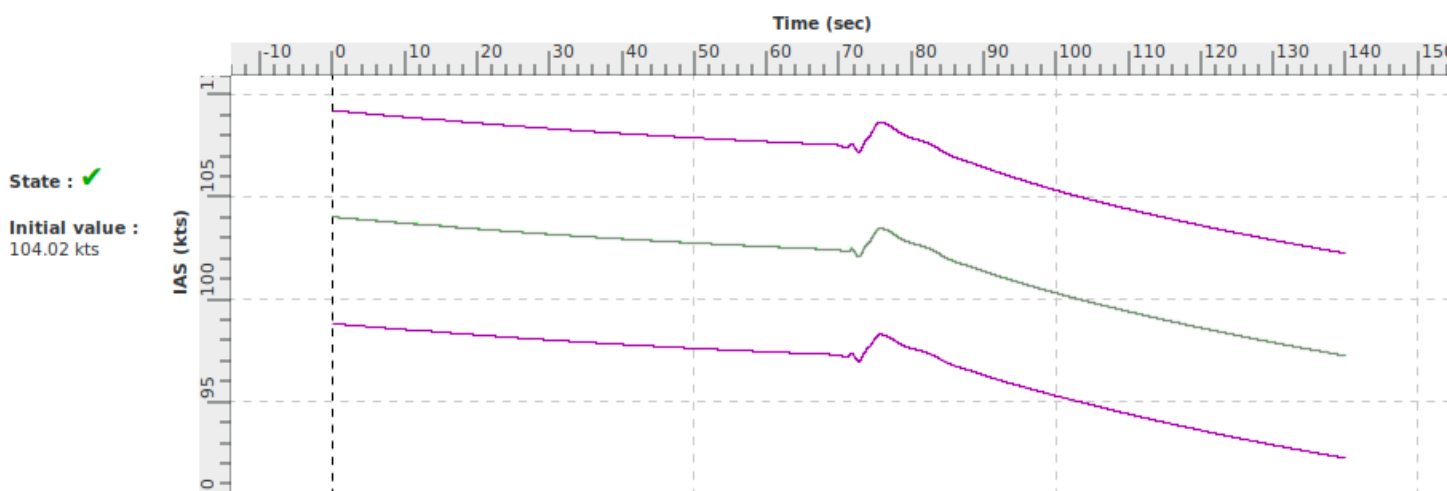
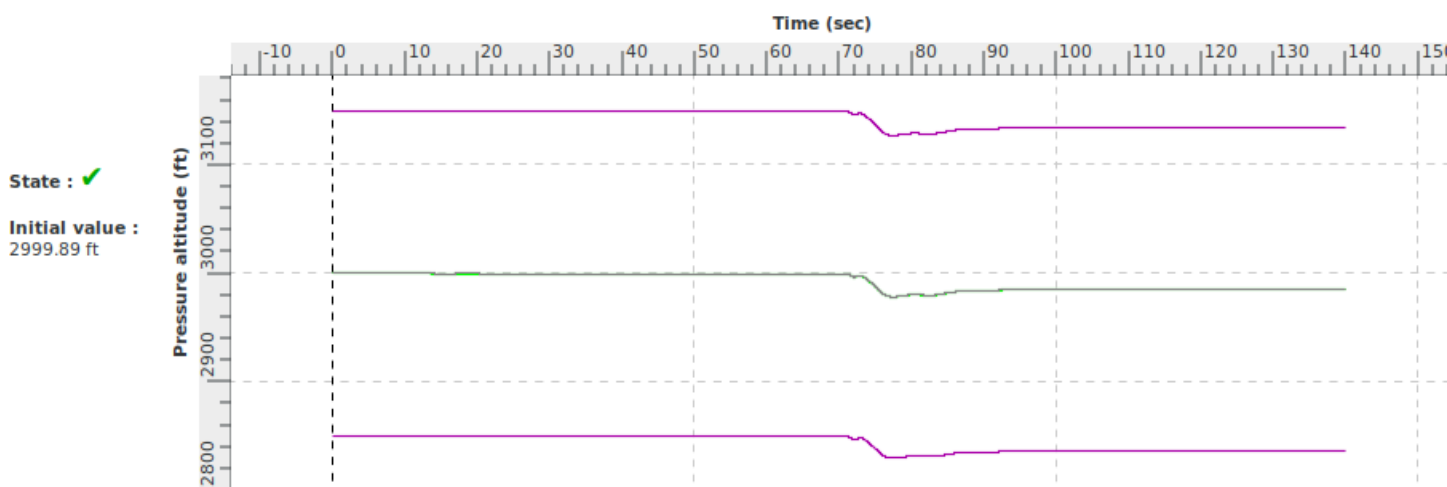
Commands			
Time	Name	Param	Explanations
0.0	Start_Test	0.0	Start the results recording
1.0	set_rudder_auto_heading	0.0	Ask it to maintain the desired rudder angle
10.0	set_rudder_auto_heading	20.0	Ask it to maintain the desired rudder angle
70.0	set_rudder_auto_heading	100.0	Ask it to maintain the desired rudder angle
140.0	Stop_Test	0.0	Stop the test procedure

Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Qualification Level	FNPT2	Operator	AFTA
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01

Log of Revision		
Rev. Nbr	Date	Reason for revision
1.01	29/03/21	1909 Master. New expected results and new command.
1.02	27/07/21	2012-R1 Master. New expected results.
1.03	19/04/22	2012-R1 master correction on Force

Notes

Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01



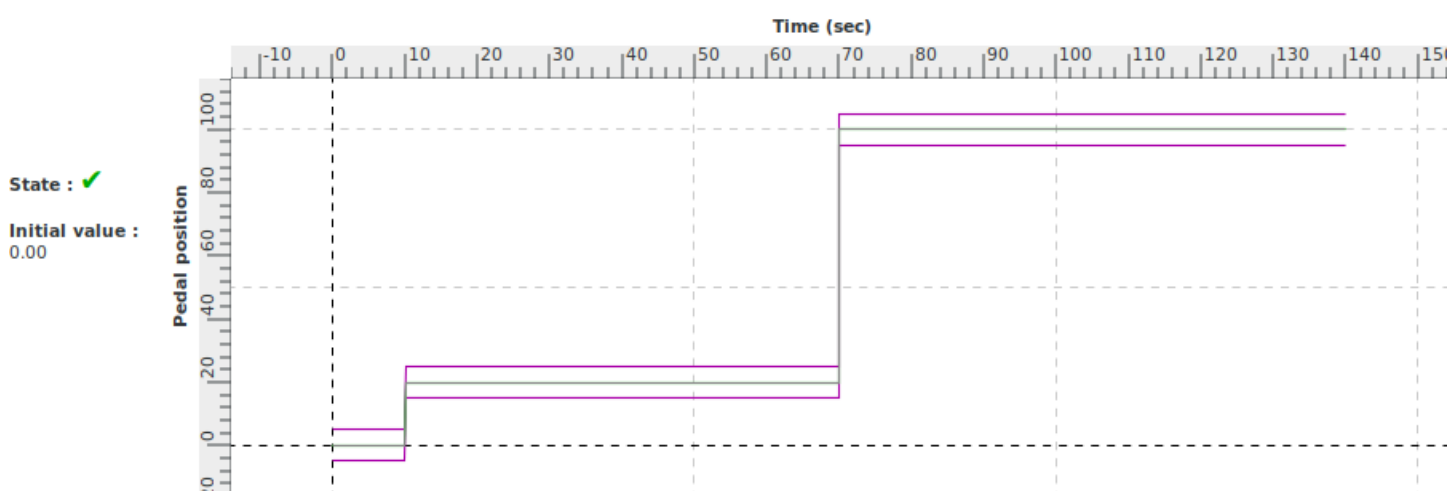
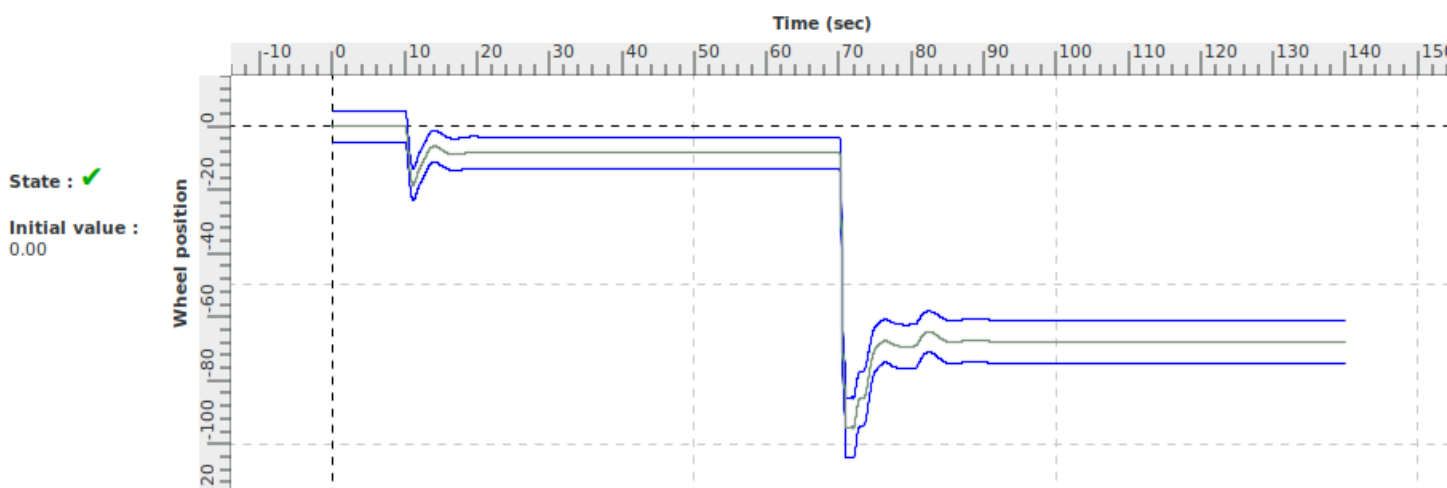
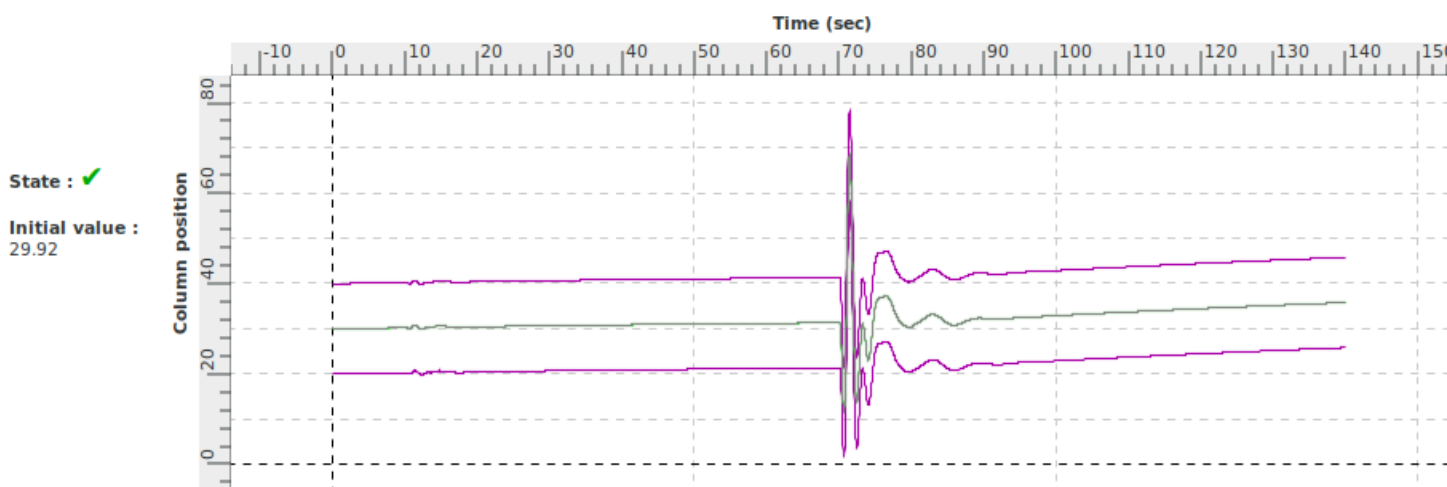
Legend :

green : results within tolerances
blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master

Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01



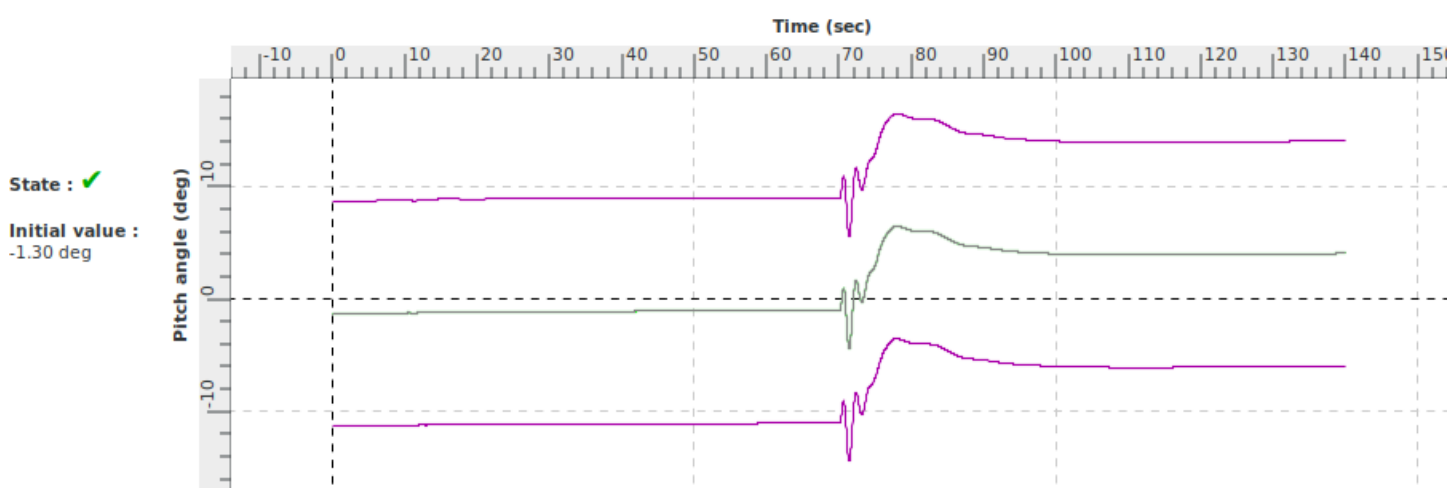
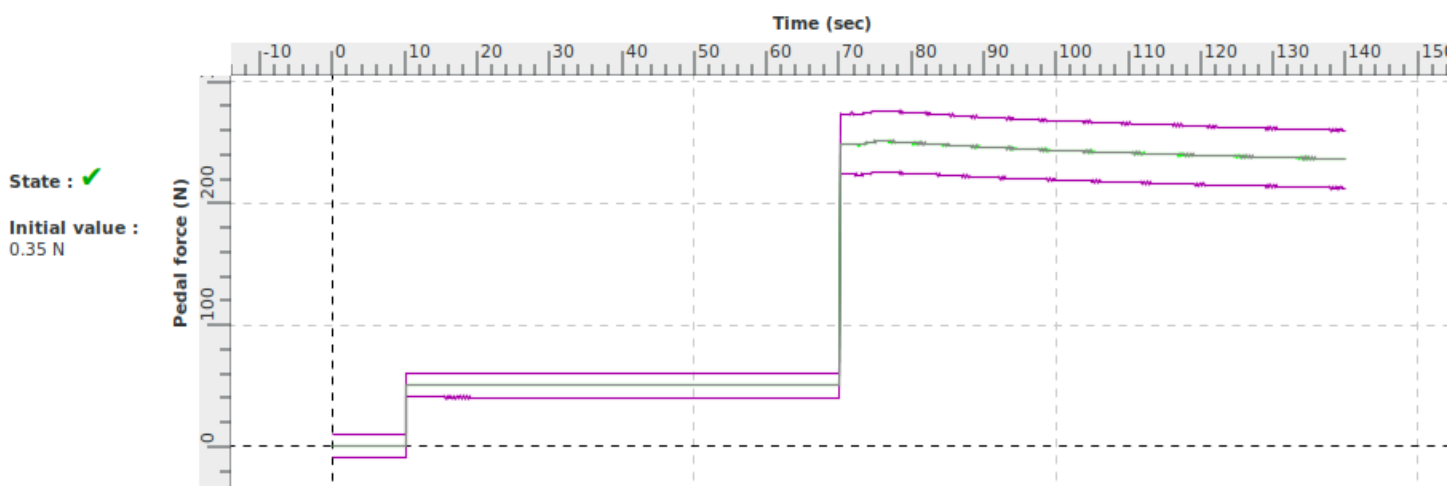
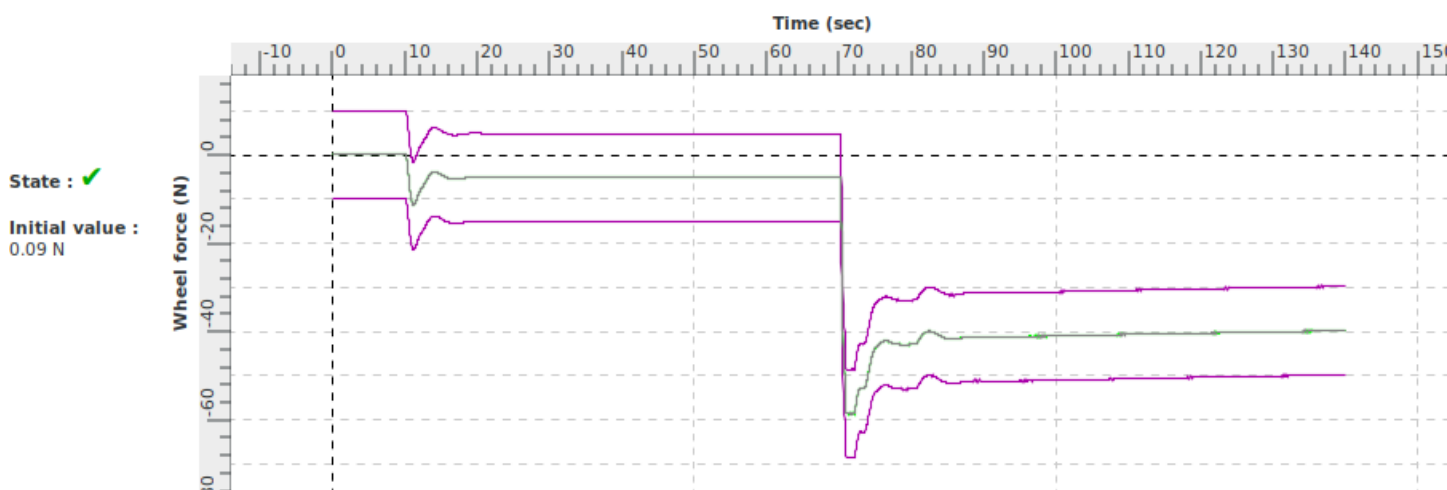
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violet : tolerances Alsिम

grey : master

Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01



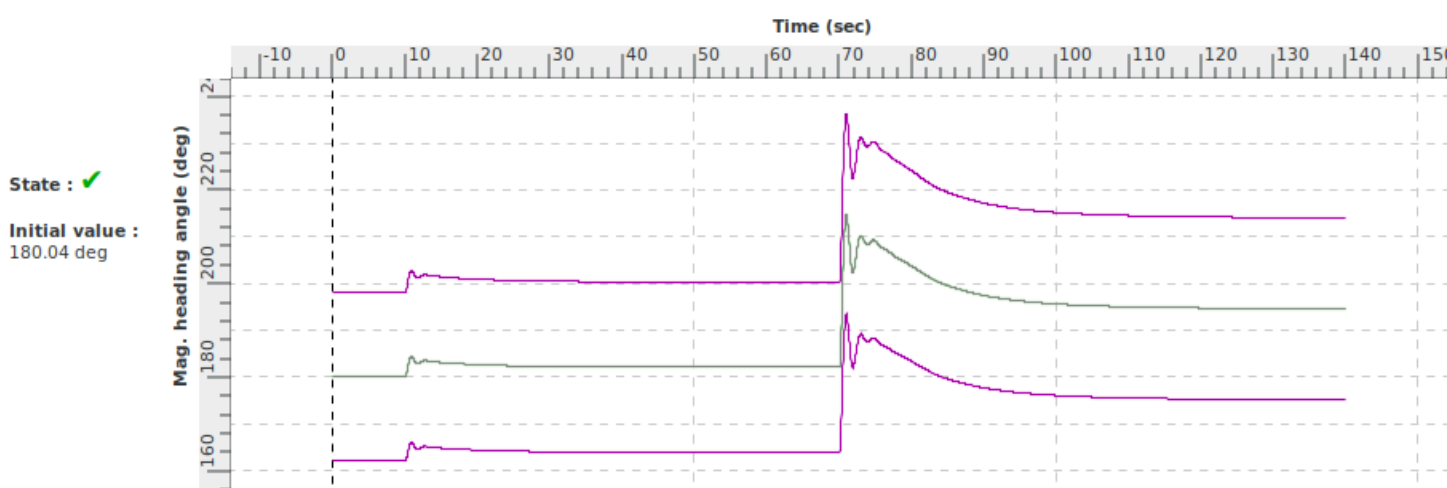
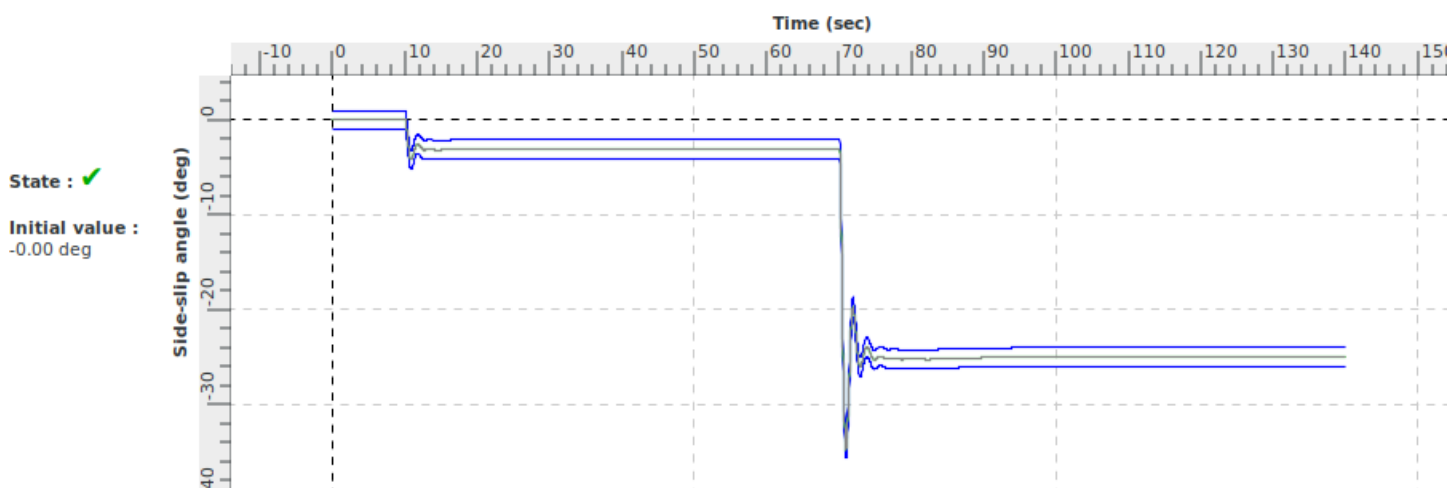
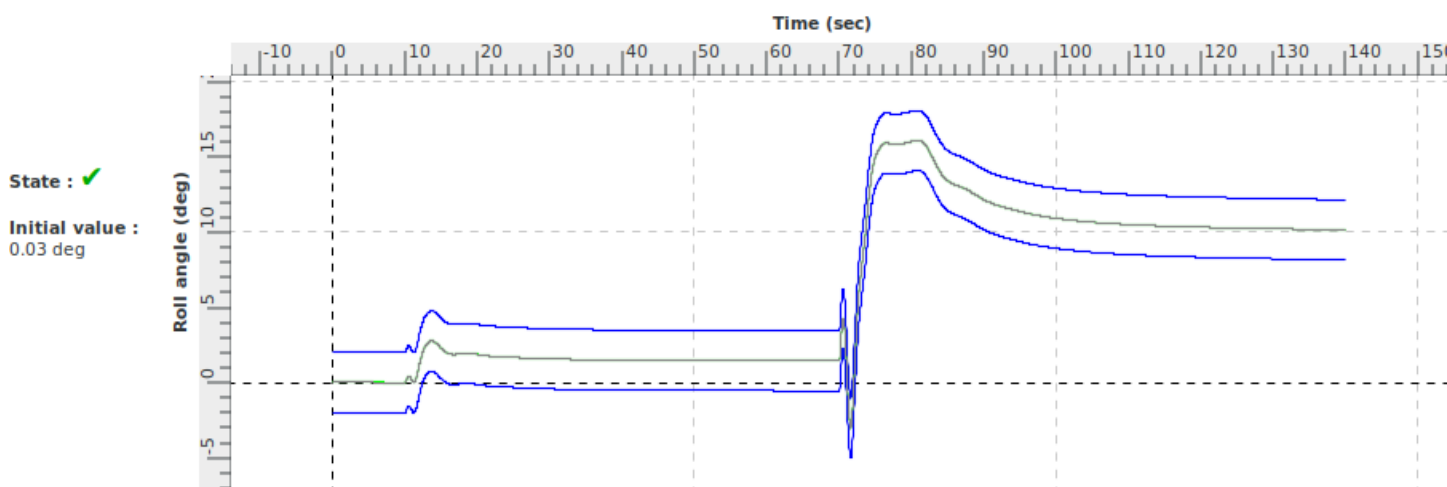
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Title	Steady state sideslip during approach - Right		
Id	2 d viii b	Aircraft	DA42-VI
Device	A42M2-12	Version	1.03
Result Date	04/02/24	Master Date	19/04/22
Result Load	2012.01	Master Load	2012.01



Legend :

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blue : tolerances

red : results out of tolerances
violet : tolerances Alsim

grey : master