

NAME	DESCRIPTION
ROLL TORQUE	Sets the servo torque
ROLL SENSITIVITY (high and low speed)	Sets a multiplier between the command to the aileron and the command to the servo. A sensitivity of 20 doubles the servo command relative to the aileron command. Speeds everything up. Note: it is now possible to set a sensitivity to use at high airspeed and one at low airspeed; a scaled value is what is actually used by the AP.
ROLL GAIN	Feedforward from bank angle error directly to aileron. Increases the initial response of the aileron to a bank angle error, speeding up bank angle corrections.
ROLL GAIN LIMIT	Maximum allowable aileron feedforward after applying ROLL GAIN
CDI GAIN	How much to change the heading towards the needle when flying a LOC or VOR
CDI DOT GAIN	How much to change heading as the needle closes in on centered
XTE GAIN	How much to change the heading towards the needle when flying LPV or other GPS based nav source with the needle given in distance from centerline (Cross track error = "XTE")
XTE DOT GAIN	How much to change heading as the needle closes in on centered
BANK ANGLE LIMIT	Maximum commandable bank angle
PITCH TORQUE	Sets the servo torque
PITCH SENSITIVITY (high and low speed)	Sets a multiplier between the command to the elevator and the command to the servo. A sensitivity of 20 doubles the servo command relative to the elevator command. Speeds everything up. Note: it is now possible to set a sensitivity to use at high airspeed and one at low airspeed; a scaled value is what is actually used by the AP.
PITCH GAIN	Feedforward from pitch angle error directly to elevator. Increases the initial response of the elevator to a pitch angle error, speeding up pitch angle corrections.
PITCH GAIN LIMIT	Maximum allowable elevator feed forward after applying PITCH GAIN
ALTITUDE GAIN	How much vertical speed to fly per foot of error from the target altitude.
PULL RATE	The default number of G to pull during pitch maneuvers. A change in vertical speed will occur at 0.05G (3 ft/min per second) with PULL RATE of 1. A correction to airspeed or pitch rate to correct glide slope will occur at the same rate.
VSI GAIN	How much to reduce vertical speed as altitude target is approached
G ERROR GAIN	How much additional pitch rate to pull/push when commanded G is not equal to actual G. (Makes it pull G more quickly, helps to keep the nose from dropping in a turn since the airplane needs to pull G to maintain level, responds more aggressively to vertical gusts.)
G ERROR LIMIT	Clips output of applying G ERROR GAIN
GSI GAIN	How much to change pitch rate when the glideslope needle (ILS) is not centered



	(up to PULL RATE)
GSI DOT GAIN	How much to change pitch rate when closing on the glideslope needle (up to PULL RATE)
VDI GAIN	How much to change pitch rate when the vertical deviation (VDI) needle (VNAV, LPV) is not centered (up to PULL RATE)
VDI DOT GAIN	How much to change pitch rate when closing on the VDI needle (up to PULL RATE)
YAW SENSITIVITY (high and low speed)	Sets a multiplier between the command to the rudder and the command to the servo. A sensitivity of 20 doubles the servo command relative to the rudder command. Speeds everything up. Note: it's now possible to set a sensitivity to use at high airspeed and one at low airspeed; a scaled value is what is actually used by the AP.
RUDDER GAIN	How much rudder to apply to oppose tail wag
RUDDER RATE	How fast to trim the rudder to center the ball. This generates a long-term rudder offset and needs to be small.
AY GAIN	How much rudder to apply to center the ball. (Ball centered = zero rudder)
RUDDER LEAD	How much rudder to apply when the roll command does not equal the actual bank angle. ("Lead with the rudder") (this is a feedforward)
RUDDER LEAD LIMIT	How much rudder to allow from RUDDER LEAD