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Abstract	: The mathematical and data used in off-line simulation of the rotodomed aircraft have been described in detail in Part-1. The issue related to the Rolls Royce Engine simulation studies have been presented in Part-2. The formulation of the aerostatic model and its verification has been discussed in Part-3. In this report, the results of the handling qualities and dynamic responses of both the basic and the AEW are presented. The results are discussed within the proposed restricted c.g. envelope and speed limits of AEW.		