| Table A2A - Full Flight Simulator (FFS) Objective Tests | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| QPS REQUIREMENTS | | | | | | | | | INFORMATION |
| Test | | Tolerance | Flight Conditions | Test Details | Simulator Level | | | | Notes |
| Entry Number | Title | | | | A | B | C | D | |
| | | | | **CCA**: Test in normal and non-normal control mode | | | | | the roll controller travel. When reaching approximately 20° to 30° of bank, abruptly return the roll controller to neutral and allow approximately 10 seconds of airplane free response. |
| **2.d.4.** | Spiral Stability. | Correct trend and ±2° or ±10% of roll angle in 20 s.<br><br>If alternate test is used: correct trend and ±2° aileron angle. | Cruise, and Approach or Landing. | Airplane data averaged from multiple tests may be used.<br><br>Test for both directions.<br>As an alternative test, show lateral control required to maintain a steady turn with a roll angle of approximately 30°.<br><br>**CCA:** Test in non-normal control mode. | **X** | **X** | **X** | **X** | |
| **2.d.5.** | Engine Inoperative Trim. | ±1° rudder angle or ±1° tab angle or equivalent rudder pedal.<br><br>±2° side-slip angle. | Second Segment Climb, and Approach or Landing. | This test may consist of snapshot tests. | **X** | **X** | **X** | **X** | Test should be performed in a manner similar to that for which a pilot is trained to trim an engine failure condition.<br><br>2nd segment climb test should be at takeoff thrust. Approach or landing test should be at thrust for level flight. |
| **2.d.6.** | Rudder Response. | ±2°/s or ±10% of yaw rate. | Approach or Landing. | Test with stability augmentation on and off.<br><br>Test with a step input at approximately 25% of full rudder pedal throw.<br><br>**CCA:** Test in normal and non-normal control mode | **X** | **X** | **X** | **X** | |
| **2.d.7.** | Dutch Roll | ±0.5 s or ±10% of | Cruise, and Approach or | Test for at least six cycles with stability | | **X** | **X** | **X** | |