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	
	Note. — The requirements of 2.h are only applicable to computer-controlled airplanes. Time history results of response to control inputs during entry into each envelope protection function (i.e. with normal and degraded control states if their function is different) are required. Set thrust as required to reach the envelope protection function.								
2.h.1.	Overspeed.	±5 kt airspeed.	Cruise.			**X**	**X**	**X**	
2.h.2.	Minimum Speed.	±3 kt airspeed.	Takeoff, Cruise, and Approach or Landing.			**X**	**X**	**X**	
2.h.3.	Load Factor.	±0.1g normal load factor	Takeoff, Cruise.			**X**	**X**	**X**	
2.h.4.	Pitch Angle.	±1.5° pitch angle	Cruise, Approach.			**X**	**X**	**X**	
2.h.5.	Bank Angle.	±2° or ±10% bank angle	Approach.			**X**	**X**	**X**	
2.h.6.	Angle of Attack.	±1.5° angle of attack	Second Segment Climb, and Approach or Landing.			**X**	**X**	**X**	
2.i.	**Engine and Airframe Icing Effects**								
2.i.	Engine and Airframe Icing Effects Demonstration (High Angle of Attack)		Takeoff or Approach or Landing [One flight condition – two tests (ice on and off)]	Time history of a full stall and initiation of the recovery. Tests are intended to demonstrate representative aerodynamic effects caused by in-flight ice accretion. Flight test validation data is not required. Two tests are required to demonstrate engine and airframe icing effects. One test will demonstrate the FSTDs baseline performance without ice accretion, and the second test will demonstrate the aerodynamic effects of ice accretion relative to the baseline test. The test must utilize the icing model(s) as described in the required Statement of Compliance in Table A1A, Section 2.j. Test must include rationale that describes the icing effects being demonstrated. Icing effects may include, but are not limited to, the following effects as applicable to the particular airplane type: ▪ Decrease in stall angle of attack ▪ Changes in pitching moment ▪ Decrease in control effectiveness			**X**	**X**	Tests will be evaluated for representative effects on relevant aerodynamic and other parameters such as angle of attack, control inputs, and thrust/power settings. Plotted parameters must include: • Altitude • Airspeed • Normal acceleration • Engine power • Angle of attack • Pitch attitude • Bank angle • Flight control inputs • Stall warning and stall buffet onset