| 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 | |
| | | evaluation and the average of the absolute differences between initial and recurrent evaluation results cannot exceed 2 dB. | | | | | | | Where initial evaluation employs approved subjective tuning to develop the approved reference standard, recurrent evaluation tolerances should be used during recurrent evaluations. |
| 5.a.2. | All engines at idle. | Initial evaluation: ± 5 dB per 1/3 octave band.<br><br>Recurrent evaluation: cannot exceed ±5 dB difference on three consecutive bands when compared to initial evaluation and the average of the absolute differences between initial and recurrent evaluation results cannot exceed 2 dB. | Ground. | Normal condition prior to takeoff. | | | | X | For initial evaluation, it is acceptable to have some 1/3 octave bands out of ± 5 dB tolerance but not more than 2 that are consecutive and in any case within ± 7 dB from approved reference data, providing that the overall trend is correct.<br><br>Where initial evaluation employs approved subjective tuning to develop the approved reference standard, recurrent evaluation tolerances should be used during recurrent evaluations. |
| 5.a.3. | All engines at maximum allowable thrust with brakes set. | Initial evaluation: ± 5 dB per 1/3 octave band.<br><br>Recurrent evaluation: cannot exceed ±5 dB difference on three consecutive bands when compared to initial evaluation and the | Ground. | Normal condition prior to takeoff. | | | | X | For initial evaluation, it is acceptable to have some 1/3 octave bands out of ± 5 dB tolerance but not more than 2 that are consecutive and in any case within ± 7 dB from approved reference data, providing that the overall trend is correct. |