Table B1A – Minimum FTD Requirements						
QPS REQUIREMENTS						INFORMATION
Entry Number	General FTD Requirements	FTD Level				Notes
		4	5	6	7	
	the stall protection system and autoflight system) must respond properly to ice accretion consistent with the simulated aircraft. Aircraft OEM data or other acceptable analytical methods must be utilized to develop ice accretion models that are representative of the simulated aircraft's performance degradation in a typical in-flight icing encounter. Acceptable analytical methods may include wind tunnel analysis and/or engineering analysis of the aerodynamic effects of icing on the lifting surfaces coupled with tuning and supplemental subjective assessment by a subject matter expert pilot. SOC required.					source data and any analytical methods used to develop ice accretion models including verification that these effects have been tested. Icing effects simulation models are only required for those airplanes authorized for operations in icing conditions. Icing simulation models should be developed to provide training in the specific skills required for recognition of ice accumulation and execution of the required response. See Attachment 7 of this Appendix for further guidance material.
2.j.	The aerodynamic modeling in the FTD must include: (1) Low-altitude level-flight ground effect; (2) Mach effect at high altitude; (3) Normal and reverse dynamic thrust effect on control surfaces; (4) Aeroelastic representations; and (5) Nonlinearities due to sideslip.				**X**	See Attachment 2 of this appendix, paragraph 5, for further information on ground effect.