Table B2A - Flight Training Device (FTD) Objective Tests

QPS REQUIREMENTS								INFORMATION
Test		Tolerance	Flight Conditions	Test Details	FTD Level			Notes
Entry Number	Title				5	6	7	
		Tolerance +/- 6 arc min.						
4.b.2	System display.	All functionality in all flight modes must be demonstrated.					**X**	A statement of the system capabilities should be provided and the capabilities demonstrated
4.b.3	HUD attitude versus FTD attitude indicator (pitch and roll of horizon).	Pitch and roll align with aircraft instruments.	Flight				**X**	Alignment requirement only applies to the pilot flying.
4.c	**Enhanced Flight Vision System (EFVS)**							
4.c.1	Registration test.	Alignment between EFVS display and out of the window image must represent the alignment typical of the aircraft and system type.	Takeoff point and on approach at 200 ft.				**X**	Alignment requirement only applies to the pilot flying. *Note.— The effects of the alignment tolerance in 4.b.1 should be taken into account.*
4.c.2	EFVS RVR and visibility calibration.	The scene represents the EFVS view at 350 m (1,200 ft) and 1,609 m (1 sm) RVR including correct light intensity.	Flight				**X**	Infra-red scene representative of both 350 m (1,200 ft), and 1,609 m (1 sm) RVR. Visual scene may be removed.
4.c.3	Thermal crossover.	Demonstrate thermal crossover effects during day to night transition.	Day and night				**X**	The scene will correctly represent the thermal characteristics of the scene during a day to night transition.
4.d	**Visual ground segment**							
4.d.1	Visual ground segment (VGS).	Near end: the correct number of approach lights within the computed VGS must be visible.	Trimmed in the landing configuration at 30 m (100 ft) wheel height above touchdown zone on glide slope at an RVR setting of 300 m (1,000 ft) or 350 m	This test is designed to assess items impacting the accuracy of the visual scene presented to a pilot at DH on an ILS approach. These items include: 1) RVR/Visibility;			**X**	Pre-position for this test is encouraged but may be achieved via manual or autopilot control to the desired position.