	calibration.	±2.2 daN (5 lbf) or ±10% of force. ±2° rudder angle.							trims, steady state side-slips, etc.
2.a.3.b.	**(Reserved)**								
2.a.4.	Nosewheel Steering Controller Force and Position Calibration.	±0.9 daN (2 lbf) breakout. ±1.3 daN (3 lbf) or ±10% of force. ±2° NWA.	Ground.	Record results of an uninterrupted control sweep to the stops.	**X**	**X**	**X**	**X**	
2.a.5.	Rudder Pedal Steering Calibration.	±2° NWA.	Ground.	Record results of an uninterrupted control sweep to the stops.	**X**	**X**	**X**	**X**	
2.a.6.	Pitch Trim Indicator vs. Surface Position Calibration.	±0.5° trim angle.	Ground.		**X**	**X**	**X**	**X**	The purpose of the test is to compare FSTD surface position and indicator against the flight control model computed value.
2.a.7.	Pitch Trim Rate.	±10% of trim rate (°/s) or ±0.1°/s trim rate.	Ground and approach.	Trim rate to be checked at pilot primary induced trim rate (ground) and autopilot or pilot primary trim rate in-flight at go-around flight conditions. For CCA, representative flight test conditions must be used.	**X**	**X**	**X**	**X**	
2.a.8.	Alignment of cockpit throttle lever versus selected engine parameter.	When matching engine parameters: ±5° of TLA. When matching detents: ±3% N1 or ±.03 EPR or ±3% torque, or equivalent. Where the levers do not have angular travel, a tolerance of ±2 cm (±0.8 in) applies.	Ground.	Simultaneous recording for all engines. The tolerances apply against airplane data. For airplanes with throttle detents, all detents to be presented and at least one position between detents/ endpoints (where practical). For airplanes without detents, end points and at least three other positions are to be presented.	**X**	**X**	**X**	**X**	Data from a test airplane or engineering test bench are acceptable, provided the correct engine controller (both hardware and software) is used. In the case of propeller-driven airplanes, if an additional lever, usually referred to as the propeller lever, is present, it should also be checked. This test may be a series of snapshot tests.
2.a.9.	Brake pedal position versus force and	±2.2 daN (5 lbf) or	Ground.	Relate the hydraulic system pressure to pedal	**X**	**X**	**X**	**X**	FFS computer output results may be used to show