This table specifies motion effects that are required to indicate when a flight crewmember must be able to recognize an event or situation. Where applicable, flight simulator pitch, side loading and directional control characteristics must be representative of the airplane.						
1.	**Taxiing effects such as lateral, longitudinal, and directional cues resulting from steering and braking inputs. Runway contamination with associated anti-skid and taxiway characteristics.**			**X**	**X**	
2.	**Runway rumble, oleo deflection, ground speed, uneven runway, runway/taxiway centerline light characteristics:** Procedure: After the airplane has been pre-set to the takeoff position and then released, taxi at various speeds with a smooth runway and note the general characteristics of the simulated runway rumble effects of oleo deflections. Repeat the maneuver with a runway roughness of 50%, then with maximum roughness. Note the associated motion vibrations affected by ground speed and runway roughness.		**X**	**X**	**X**	Different gross weights can also be selected, which may also affect the associated vibrations depending on airplane type. The associated motion effects for the above tests should also include an assessment of the effects of rolling over centerline lights, surface discontinuities of uneven runways, and various taxiway characteristics.
3.	**Buffets on the ground due to spoiler/speedbrake extension and reverse thrust:** Procedure: Perform a normal landing and use ground spoilers and reverse thrust – either individually or in combination – to decelerate the simulated airplane. Do not use wheel braking so that only the buffet due to the ground spoilers and thrust reversers is felt.	**X**	**X**	**X**	**X**	
4.	**Bumps associated with the landing gear:** Procedure: Perform a normal take-off paying special attention to the bumps that could be perceptible due to maximum oleo	**X**	**X**	**X**	**X**	