	at higher altitudes.					
13.	**Tire failure dynamics:** Procedure: Simulate a single tire failure and a multiple tire failure.			**X**	**X**	The pilot may notice some yawing with a multiple tire failure selected on the same side. This should require the use of the rudder to maintain control of the airplane. Dependent on airplane type, a single tire failure may not be noticed by the pilot and should not have any special motion effect. Sound or vibration may be associated with the actual tire losing pressure.
14.	**Engine failures, malfunction, engine, and airframe structural damage:** Procedure: The characteristics of an engine malfunction as stipulated in the malfunction definition document for the particular flight simulator must describe the special motion effects felt by the pilot. Note the associated engine instruments varying according to the nature of the malfunction and note the replication of the effects of the airframe vibration.		**X**	**X**	**X**	
15.	**Tail strikes, engine pod/propeller, wing strikes:** Procedure: Tail-strikes can be checked by over-rotation of the airplane at a speed below V_r while performing a takeoff. The effects can also be verified during a landing. Excessive banking of the airplane during its take-off/landing roll can cause a pod strike.		**X**	**X**	**X**	The motion effect should be felt as a noticeable bump. If the tail strike affects the airplane angular rates, the cueing provided by the motion system should have an associated effect.