						of descent on touchdown.
2.d.3.	Ground handling characteristics, including aerodynamic and ground reaction modeling including steering inputs, operations with crosswind, gusting crosswind, braking, thrust reversing, deceleration, and turning radius.				**X**	
2.e.	If the aircraft being simulated is one of the aircraft listed in § 121.358, Low-altitude windshear system equipment requirements, the FTD must employ windshear models that provide training for recognition of windshear phenomena and the execution of recovery procedures. Models must be available to the instructor/evaluator for the following critical phases of flight: (1) Prior to takeoff rotation; (2) At liftoff; (3) During initial climb; and (4) On final approach, below 500 ft AGL. The QTG must reference the FAA Windshear Training Aid or present alternate airplane related data, including the implementation method(s) used. If the alternate method is selected, wind models from the Royal Aerospace Establishment (RAE), the Joint Airport Weather Studies (JAWS) Project and other recognized sources may be implemented, but must be supported and properly referenced in the QTG. The addition of realistic levels of turbulence associated with each required windshear profile must be available and selectable to the instructor. In addition to the four basic windshear models required for qualification, at least two additional "complex" windshear models must be available to the instructor which represent the complexity of actual windshear encounters. These models must be available in the takeoff and landing configurations and must consist of independent variable winds in multiple simultaneous components. The Windshear Training Aid provides two such example "complex" windshear models that may be used to satisfy this requirement.				**X**	Windshear models may consist of independent variable winds in multiple simultaneous components. The FAA Windshear Training Aid presents one acceptable means of compliance with FTD wind model requirements. The FTD should employ a method to ensure the required survivable and non-survivable windshear scenarios are repeatable in the training environment. For Level 7 FTDs, windshear training tasks may only be qualified for aircraft equipped with a synthetic stall warning system. The qualified windshear profile(s) are evaluated to ensure the synthetic stall warning (and not the stall buffet) is first indication of the stall.
2.f.	The FTD must provide for manual and automatic testing of FTD hardware				**X**	Automatic "flagging" of out-