	and software programming to determine compliance with FTD objective tests as prescribed in Attachment 2 of this appendix. An SOC is required.					of-tolerance situations is encouraged.
2.g.	The FTD must accurately reproduce the following runway conditions: (1) Dry; (2) Wet; (3) Icy; (4) Patchy Wet; (5) Patchy Icy; and (6) Wet on Rubber Residue in Touchdown Zone. An SOC is required.				**X**	
2.h.	The FTD must simulate: (1) brake and tire failure dynamics, including antiskid failure; and (2) decreased brake efficiency due to high brake temperatures, if applicable. An SOC is required				**X**	FTD pitch, side loading, and directional control characteristics should be representative of the airplane.
2.i.	Engine and Airframe Icing Modeling that includes the effects of icing, where appropriate, on the airframe, aerodynamics, and the engine(s). Icing models must simulate the aerodynamic degradation effects of ice accretion on the airplane lifting surfaces including loss of lift, decrease in stall angle of attack, change in pitching moment, decrease in control effectiveness, and changes in control forces in addition to any overall increase in drag. Aircraft systems (such as the stall protection system and autoflight system) must respond properly to ice accretion consistent with the simulated aircraft. Aircraft OEM data or other acceptable analytical methods must be utilized to develop ice accretion models that are representative of the simulated aircraft's performance degradation in a typical in-flight icing encounter. Acceptable				**X**	SOC should be provided describing the effects which provide training in the specific skills required for recognition of icing phenomena and execution of recovery. The SOC should describe the source data and any analytical methods used to develop ice accretion models including verification that these effects have been tested.