Table A2A - Full Flight Simulator (FFS) Objective Tests									
QPS REQUIREMENTS									INFORMATION
Test		Tolerance	Flight Conditions	Test Details	Simulator Level				Notes
Entry Number	Title				A	B	C	D	
		±10% of time to one half or double amplitude or ±0.02 of damping ratio.		necessary to determine time to one half or double amplitude, whichever is less. **CCA:** Test in non-normal control mode.					
2.c.10	Short Period Dynamics.	±1.5° pitch angle or ±2°/s pitch rate. ±0.1 g normal acceleration	Cruise.	**CCA:** Test in normal and non-normal control mode.	**X**	**X**	**X**	**X**	
2.c.11.	**(Reserved)**								
2.d.	**Lateral Directional Tests.**								
	Power setting is that required for level flight unless otherwise specified.								
2.d.1.	Minimum control speed, air (V_{mca}) or landing (V_{mcl}), per applicable airworthiness requirement or low speed engine-inoperative handling characteristics in the air.	±3 kt airspeed.	Takeoff or Landing (whichever is most critical in the airplane).	Takeoff thrust must be set on the operating engine(s). Time history or snapshot data may be used. **CCA**: Test in normal or non-normal control state, as applicable.	**X**	**X**	**X**	**X**	Minimum speed may be defined by a performance or control limit which prevents demonstration of V_{mca} or V_{mcl} in the conventional manner.
2.d.2.	Roll Response (Rate).	±2°/s or ±10% of roll rate. For airplanes with reversible flight control systems: ±1.3 daN (3 lbf) or ±10% of wheel force.	Cruise, and Approach or Landing.	Test with normal roll control displacement (approximately one-third of maximum roll controller travel). This test may be combined with step input of flight deck roll controller test 2.d.3.	**X**	**X**	**X**	**X**	
2.d.3.	Step input of flight deck roll controller.	±2° or ±10% of roll angle.	Approach or Landing.	This test may be combined with roll response (rate) test 2.d.2.	**X**	**X**	**X**	**X**	With wings level, apply a step roll control input using approximately one-third of