TABLE A2E—ALTERNATIVE DATA SOURCES, PROCEDURES, AND INSTRUMENTATION—Continued

| QPS REQUIREMENTS The standards in this table are required if the data gathering methods described in paragraph 9 of Appendix A are not used. | | | | Information |
|---|---|---|---|---|
| Table of objective tests | Sim level | | Alternative data sources, procedures, and instrumentation | Notes |
| Test entry number and title | A | B | | |
| 2.e.3. Handling qualities. Landings. Crosswind landing. | | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls. | |
| 2.e.4. Handling qualities. Landings. One engine inoperative landing. | | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and the force/position measurements of flight deck controls. Normal and lateral accelerations may be recorded in lieu of AOA and sideslip. | |
| 2.e.5. Handling qualities. Landings. Autopilot landing (if applicable). | ..... | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls.Normal and lateral accelerations may be recorded in lieu of AOA and sideslip. | |
| 2.e.6. Handling qualities. Landings. All engines operating, autopilot, go around. | | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls. Normal and lateral accelerations may be recorded in lieu of AOA and sideslip. | |
| 2.e.7. Handling qualities. Landings. One engine inoperative go around. | | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls. Normal and lateral accelerations may be recorded in lieu of AOA and sideslip. | |
| 2.e.8. Handling qualities. Landings. Directional control (rudder effectiveness with symmetric thrust). | | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls. Normal and lateral accelerations may be recorded in lieu of AOA and sideslip. | |
| 2.e.9. Handling qualities. Landings. Directional control (rudder effectiveness with asymmetric reverse thrust). | | X | Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls. Normal and lateral accelerations may be recorded in lieu of AOA and sideslip. | |
| 2.f. Handling qualities. Ground effect. Test to demonstrate ground effect. | | X | Data may be acquired by using calibrated airplane instruments, an inertial measurement system, and a synchronized video of calibrated airplane instruments and force/position measurements of flight deck controls. | |