TABLE B1C—TABLE OF FTD SYSTEM TASKS QPS REQUIREMENTS

QPS Requirements					Information
Entry No.	Subjective Requirements In order to be qualified at the FTD qualification level indicated, the FTD must be able to perform at least the tasks associated with that level of qualification.	FTD level			Notes
		4	5	6	
1. Instructor Operating Station (IOS).					
1.a.	Power switch(es)	X	X	X	
1.b.	Airplane conditions	A	X	X	e.g., GW, CG, Fuel loading, Systems, Ground Crew.
1.c.	Airports/Runways	X	X	X	e.g., Selection and Presets; Surface and Lighting controls if equipped with a visual system.
1.d.	Environmental controls	X	X	X	e.g., Temp, Wind.
1.e.	Airplane system malfunctions (Insertion/deletion)	A	X	X	
1.f.	Locks, Freezes, and Repositioning	X	X	X	
1.g.	Sound Controls. (On/off/adjustment)	X	X	X	
1.h.	Motion/Control Loading System, as appropriate. On/off/emergency stop.	A	A	A	
2. Observer Seats/Stations.					
2.a.	Position/Adjustment/Positive restraint system	X	X	X	

Note 1: An ''A'' in the table indicates that the system, task, or procedure, although not required to be present, may be examined if the appropriate system is in the FTD and is working properly.

ATTACHMENT 2 TO APPENDIX B TO PART 60—FLIGHT TRAINING DEVICE (FTD) OBJECTIVE TESTS

BEGIN INFORMATION

1. DISCUSSION

a. For the purposes of this attachment, the flight conditions specified in the Flight Conditions Column of Table B2A, are defined as follows:

(1) Ground—on ground, independent of airplane configuration;

(2) Take-off—gear down with flaps/slats in any certified takeoff position;

(3) First segment climb—gear down with flaps/slats in any certified takeoff position (normally not above 50 ft AGL);

(4) Second segment climb—gear up with flaps/slats in any certified takeoff position (normally between 50 ft and 400 ft AGL);

(5) Clean—flaps/slats retracted and gear up;

(6) Cruise—clean configuration at cruise altitude and airspeed;

(7) Approach—gear up or down with flaps/slats at any normal approach position as recommended by the airplane manufacturer; and

(8) Landing—gear down with flaps/slats in any certified landing position.

b. The format for numbering the objective tests in Appendix A, Attachment 2, Table A2A, and the objective tests in Appendix B, Attachment 2, Table B2A, is identical. However, each test required for FFSs is not necessarily required for FTDs. Also, each test required for FTDs is not necessarily required for FFSs. Therefore, when a test number (or series of numbers) is not required, the term ''Reserved'' is used in the table at that location. Following this numbering format provides a degree of commonality between the two tables and substantially reduces the potential for confusion when referring to objective test numbers for either FFSs or FTDs.

c. The reader is encouraged to review the Airplane Flight Simulator Evaluation Handbook, Volumes I and II, published by the Royal Aeronautical Society, London, UK, and FAA AC 25–7, as amended, Flight Test Guide for Certification of Transport Category Airplanes, and AC 23–8, as amended, Flight Test Guide for Certification of Part 23 Airplanes, for references and examples regarding flight testing requirements and techniques.

d. If relevant winds are present in the objective data, the wind vector should be clearly noted as part of the data presentation, expressed in conventional terminology, and related to the runway being used for the test.

e. A Level 4 FTD does not require objective tests and therefore, Level 4 is not addressed in the following table.