

TABLE B2F—ALTERNATIVE DATA SOURCES, PROCEDURES, AND INSTRUMENTATION LEVEL 6 FTD—Continued

QPS Requirements The standards in this table are required if the data gathering methods described in paragraph 9 of Appendix B are not used.		Information
Objective test reference number and title	Alternative data sources, procedures, and instrumentation	Notes
1.b.7. .... Performance. Takeoff. Rejected takeoff.	Data may be acquired through a synchronized video recording of a stop watch and the calibrated airplane airspeed indicator. Hand-record the flight conditions and airplane configuration.	This test is required only if RTO is sought.
1.c.1. .... Performance. Climb. Normal climb all engines operating.	Data may be acquired with a synchronized video of calibrated airplane instruments and engine power throughout the climb range.	
1.f.1. .... Performance. Engines. Acceleration	Data may be acquired with a synchronized video recording of engine instruments and throttle position.	
1.f.2. .... Performance. Engines. Deceleration	Data may be acquired with a synchronized video recording of engine instruments and throttle position.	
2.a.1.a. .... Handling qualities. Static control tests. Pitch controller position vs. force and surface position calibration.	Surface position data may be acquired from flight data recorder (FDR) sensor or, if no FDR sensor, at selected, significant column positions (encompassing significant column position data points), acceptable to the NSPM, using a control surface protractor on the ground. Force data may be acquired by using a hand held force gauge at the same column position data points.	For airplanes with reversible control systems, surface position data acquisition should be accomplished with winds less than 5 kts.
2.a.2.a. .... Handling qualities. Static control tests. Wheel position vs. force and surface position calibration.	Surface position data may be acquired from flight data recorder (FDR) sensor or, if no FDR sensor, at selected, significant wheel positions (encompassing significant wheel position data points), acceptable to the NSPM, using a control surface protractor on the ground. Force data may be acquired by using a hand held force gauge at the same wheel position data points.	For airplanes with reversible control systems, surface position data acquisition should be accomplished with winds less than 5 kts.
2.a.3.a. .... Handling qualities. Static control tests. Rudder pedal position vs. force and surface position calibration.	Surface position data may be acquired from flight data recorder (FDR) sensor or, if no FDR sensor, at selected, significant rudder pedal positions (encompassing significant rudder pedal position data points), acceptable to the NSPM, using a control surface protractor on the ground. Force data may be acquired by using a hand held force gauge at the same rudder pedal position data points.	For airplanes with reversible control systems, surface position data acquisition should be accomplished with winds less than 5 kts.
2.a.4. .... Handling qualities. Static control tests. Nosewheel steering force.	Breakout data may be acquired with a hand held force gauge. The remainder of the force to the stops may be calculated if the force gauge and a protractor are used to measure force after breakout for at least 25% of the total displacement capability.	
2.a.5. .... Handling qualities. Static control tests. Rudder pedal steering calibration.	Data may be acquired through the use of force pads on the rudder pedals and a pedal position measurement device, together with design data for nosewheel position.	