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
2.a.6. ..... Handling qualities. Static control tests. Pitch trim indicator vs. surface position calibration.	Data may be acquired through calculations.	
2.a.8. ..... Handling qualities. Static control tests. Alignment of power lever angle vs. selected engine parameter (e.g., EPR, N_1, Torque, Manifold pressure).	Data may be acquired through the use of a temporary throttle quadrant scale to document throttle position. Use a synchronized video to record steady state instrument readings or hand-record steady state engine performance readings.	
2.a.9. ..... Handling qualities. Static control tests. Brake pedal position vs. force.	Use of design or predicted data is acceptable. Data may be acquired by measuring deflection at ''zero'' and at ''maximum.''	
2.c.1. ..... Handling qualities. Longitudinal control tests. Power change force.	Data may be acquired by using an inertial measurement system and a synchronized video of the calibrated airplane instruments, throttle position, and the force/position measurements of flight deck controls.	Power change dynamics test is acceptable using the same data acquisition methodology.
2.c.2. ..... Handling qualities. Longitudinal control tests. Flap/slat change force.	Data may be acquired by using an inertial measurement system and a synchronized video of calibrated airplane instruments, flap/slat position, and the force/position measurements of flight deck controls.	Flap/slat change dynamics test is acceptable using the same data acquisition methodology.
2.c.4. ..... Handling qualities. Longitudinal control tests. Gear change force.	Data may be acquired by using an inertial measurement system and a synchronized video of the calibrated airplane instruments, gear position, and the force/position measurements of flight deck controls.	Gear change dynamics test is acceptable using the same data acquisition methodology.
2.c.5. ..... Handling qualities. Longitudinal control tests. Longitudinal trim.	Data may be acquired through use of an inertial measurement system and a synchronized video of flight deck controls position (previously calibrated to show related surface position) and engine instrument readings.	
2.c.6. ..... Handling qualities. Longitudinal control tests. Longitudinal maneuvering stability (stick force/g).	Data may be acquired through the use of an inertial measurement system and a synchronized video of the calibrated airplane instruments; a temporary, high resolution bank angle scale affixed to the attitude indicator; and a wheel and column force measurement indication.	
2.c.7. ..... Handling qualities. Longitudinal control tests. Longitudinal static stability	Data may be acquired through the use of a synchronized video of the airplane flight instruments and a hand held force gauge.	
2.c.8. ..... Handling qualities. Longitudinal control tests. Stall Warning (activation of stall warning device).	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.	Airspeeds may be cross checked with those in the TIR and AFM.