

TABLE C2A—FULL FLIGHT SIMULATOR (FFS) OBJECTIVE TESTS—Continued

QPS requirements								Information	
Test		Tolerance(s)	Flight condition	Test details	Simulator level			Notes	
Entry No.	Title				B	C	D		
	Entry	Rotor Speed—±3%, Pitch Attitude—±2°, Roll Attitude—±3°, Yaw Attitude—±5°, Airspeed—±5 kts., Vertical Velocity—±200 fpm (1.00 m/sec) or 10%.	Cruise or Climb	Record results of a rapid throttle reduction to idle. If the cruise condition is selected, comparison must be made for the maximum range airspeed. If the climb condition is selected, comparison must be made for the maximum rate of climb airspeed at or near maximum continuous power.		X	X		
1.j.	Landing When the speed range for tests 1.j.1., 1.j.2., or 1.j.3. is less than 40 knots, the applicable airspeed tolerance may be applied to either airspeed or ground speed, as appropriate.								
1.j.1.	All Engines	Airspeed—±3 kts., Altitude—±20 ft. (6.1m), Torque—±3%, Rotor Speed—±1.5%, Pitch Attitude—±1.5°, Bank Attitude—±1.5°, Heading—±2°, Longitudinal Control Position—±10%, Lateral Control Position—±10%, Directional Control Position—±10%, Collective Control Position—±10%.	Approach	Record results of the approach and landing profile as appropriate to the helicopter model simulated (running landing for Level B, or approach to a hover for Level C and D). For Level B, the criteria apply only to those segments at airspeeds above effective translational lift.	X	X	X		
1.j.2.	One Engine Inoperative.	Airspeed—±3 kts., Altitude—±20 ft. (6.1m), Torque—±3%, Rotor Speed—±1.5%, Pitch Attitude—±1.5°, Bank Attitude—±1.5°, Heading—±2°, Longitudinal Control Position—±10%, Lateral Control Position—±10%, Directional Control Position—±10%, Collective Control Position—±10%.	Approach	Record results for both Category A and Category B approaches and landing as appropriate to helicopter model simulated. For Level B, the criteria apply only to those segments at airspeeds above effective translational lift.	X	X	X		