

1.j.3.	Balked Landing	Airspeed— ± 3 kts, Altitude— ± 20 ft. (6.1m), Torque— $\pm 3\%$, Rotor Speed— $\pm 1.5\%$, Pitch Attitude— $\pm 1.5^\circ$, Bank Attitude— $\pm 1.5^\circ$, Heading— $\pm 2^\circ$, Longitudinal Control Position— $\pm 10\%$, Lateral Control Position— $\pm 10\%$, Directional Control Position— $\pm 10\%$, Collective Control Position— $\pm 10\%$.	Approach	Record the results for the maneuver initiated from a stabilized approach at the landing decision point (LDP).	X	X	X	
1.j.4.	Autorotational Landing.	Torque— $\pm 3\%$, Rotor Speed— $\pm 3\%$, Vertical Velocity— ± 100 fpm (0.50m/sec) or 10% , Pitch Attitude— $\pm 2^\circ$, Bank Attitude— $\pm 2^\circ$, Heading— $\pm 5^\circ$, Longitudinal Control Position— $\pm 10\%$, Lateral Control Position— $\pm 10\%$, Directional Control Position— $\pm 10\%$, Collective Control Position— $\pm 10\%$.	Landing	Record the results of an autorotational deceleration and landing from a stabilized autorotational descent, to touch down. If flight test data containing all required parameters for a complete power-off landing is not available from the aircraft manufacturer for this test and other qualified flight test personnel are not available to acquire this data, the sponsor may coordinate with the NSPM to determine if it is appropriate to accept alternative testing means.		X	X	Alternative approaches for acquiring this data may be acceptable, depending on the aircraft as well as the personnel and the data recording, reduction, and interpretation facilities to be used, are: (1) a simulated autorotational flare and reduction of rate of descent (ROD) at altitude; or (2) a power-on termination following an autorotational approach and flare.

2. Handling Qualities

2.a.	Control System Mechanical Characteristics				
	For simulators requiring Static or Dynamic tests at the controls (i.e., cyclic, collective, and pedal), special test fixtures will not be required during initial or upgrade evaluations if the sponsor's QTG/MQTG shows both test fixture results and the results of an alternative approach, such as computer plots produced concurrently showing satisfactory agreement. Repeat of the alternative method during the initial or upgrade evaluation satisfies this test requirement. For initial and upgrade evaluations, the control dynamic characteristics must be measured at and recorded directly from the flight deck controls, and must be accomplished in hover, climb, cruise, and autorotation.				Contact the NSPM for clarification of any issue regarding helicopters with reversible controls or where the required validation data is not attainable.