

				Required as part of MQTG. These tests must be run with the motion buffet mode disabled.				See paragraph 6.d., of this attachment, Motion cueing performance signature.
3.e.1.	Takeoff (all engines).	As specified by the sponsor for flight simulator qualification.	Ground	Pitch attitude due to initial climb must dominate over cab tilt due to longitudinal acceleration.	X	X	X	Associated to test number 1.c.1.
3.e.2.	Hover performance (IGE and OGE).	As specified by the sponsor for flight simulator qualification.	Ground			X	X	Associated to test number 1.d.
3.e.3.	Autorotation (entry).	As specified by the sponsor for flight simulator qualification.	Flight			X	X	Associated to test number 1.i.
3.e.4.	Landing (all engines).	As specified by the sponsor for flight simulator qualification.	Flight		X	X	X	Associated to test number 1.j.1.
3.e.5.	Autorotation (landing).	As specified by the sponsor for flight simulator qualification.	Flight			X	X	Associated to test number 1.j.4.
3.e.6.	Control Response							
3.e.6.a.	Longitudinal	As specified by the sponsor for flight simulator qualification.	Flight		X	X	X	Associated to test number 2.c.1.
3.e.6.b.	Lateral.	As specified by the sponsor for flight simulator qualification.	Ground		X	X	X	Associated to test number 2.d.1.a.
3.e.6.c.	Directional	As specified by the sponsor for flight simulator qualification.			X	X	X	Associated to test number 2.d.1.c.
3.f.	Characteristic Motion (Vibration) Cues—For all of the following tests, the simulator test results must exhibit the overall appearance and trends of the helicopter data, with at least three (3) of the predominant frequency “spikes” being present within ± 2 Hz.				Characteristic motion cues may be separate from the “main” motion system.