

TABLE C2E—ALTERNATIVE DATA SOURCES, PROCEDURES, AND INSTRUMENTATION—Continued
 [The standards in this table are required if the data gathering methods described in paragraph 9 of Appendix C are not used]

QPS requirements		Information
Table of objective tests	Level By only	Alternative data sources, procedures, and instrumentation
Test entry number and title		Notes
1.h.2. Autorotation Performance and Trimmed Flight Control Positions.	X	Data may be acquired by using a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
1.j.1. Performance. Running Landing All Engines.	X	Data may be acquired by using a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
1.j.2. Performance. Running Landing One Engine Inoperative.	X	Data may be acquired by using a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
1.j.3. Performance. Balked Landing.	X	Data may be acquired by using a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls. The synchronized video must record the time of the “balk landing” decision.
2.a.1. Handling Qualities. Static Control Checks. Cyclic Controller Position vs. Force.	X	Control positions can be obtained using continuous control position recordings. Force data may be acquired by using a hand held force gauge so that the forces can be cross-plotted against control position in each of the control axes.
2.a.2. Handling Qualities. Static Control Checks. Collective/Pedals vs. Force.	X	Control positions can be obtained using continuous control position recordings. Force data may be acquired by using a hand held force gauge so that the forces can be cross-plotted against control position in each of the control axes.
2.a.3. Handling Qualities. Brake Pedal Force vs. Position.	X	Brake pedal positions can be obtained using continuous position recordings. Force data may be acquired by using a hand held force gauge so that the forces can be cross-plotted against brake pedal position.
2.a.4. Handling Qualities. Trim System Rate (all applicable systems).	X	Control positions can be obtained using continuous control position recordings plotted against time to provide rate in each applicable system.
2.a.6. Handling Qualities. Control System Freeplay.	X	Data may be acquired by direct measurement.
2.c.1. Longitudinal Handling Qualities. Control Response.	X	Data may be acquired by using an inertial measurement system, a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
2.c.2. Longitudinal Handling Qualities. Static Stability.	X	Data may be acquired by using an inertial measurement system, a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
2.c.3.a. Longitudinal Handling Qualities. Dynamic Stability, Long Term Response.	X	Data may be acquired by using an inertial measurement system, a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
2.c.3.b. Longitudinal Handling Qualities. Dynamic Stability, Short Term Response.	X	Data may be acquired by using an inertial measurement system, a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
2.c.4. Longitudinal Handling Qualities. Maneuvering stability.	X	Data may be acquired by using an inertial measurement system, a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
2.d.1.a. Lateral Handling Qualities. Control Response.	X	Data may be acquired by using an inertial measurement system, a synchronized video of the calibrated helicopter instruments and the force/position measurements of flight deck controls.
2.d.1.b. Directional Handling Qualities. Control Response..	X	Data may be acquired by using an inertial measurement system and a synchronized video of calibrated helicopter instruments and force/position measurements of flight deck directional controls.
2.d.2. Handling Qualities. Directional Static Stability.	X	Data may be acquired by using an inertial measurement system and a synchronized video of calibrated helicopter instruments and force/position measurements of flight deck directional controls.
2.d.3.a. Handling Qualities. Dynamic Lateral and Directional Stability Lateral-Directional Oscillations.	X	Data may be acquired by using an inertial measurement system and a synchronized video of the calibrated helicopter instruments, the force/position measurements of flight deck controls, and a stop watch.
2.d.3.b. Handling Qualities. Dynamic Lateral and Directional Stability Spiral Stability.	X	Data may be acquired by using an inertial measurement system and a synchronized video of the calibrated helicopter instruments, the force/position measurements of flight deck controls, and a stop watch.