

TABLE D1C—TABLE OF FTD SYSTEM TASKS—Continued

QPS requirements					Information	
Entry No.	Subjective requirements In order to be qualified at the FTD qualification level indicated, the FTD must be able to perform at least the tasks associate with that level of qualification.	FTD level				Notes
		4	5	6	7	
2.a.	Position/Adjustment/Positive restraint system	A	X	X	X	

Note: An “A” in the table indicates that the system, task, or procedure may be examined if the appropriate simulator system or control is in the FTD and is working properly.

ATTACHMENT 2 TO APPENDIX D TO PART 60— FLIGHT TRAINING DEVICE (FTD) OBJECTIVE TESTS

BEGIN INFORMATION

1. DISCUSSION

a. If relevant winds are present in the objective data, the wind vector (magnitude and direction) should be noted as part of the data presentation, expressed in conventional terminology, and related to the runway being used for the test.

b. The format for numbering the objective tests in Appendix C of this part, Attachment 2, Table C2A, and the objective tests in Appendix D of this part, Attachment 2, Table D2A, is identical. However, each test required for FFSSs is not necessarily required for FTDs, and each test required for FTDs is not necessarily required for FFSSs. When a test number (or series of numbers) is not required, the term “Reserved” is used in the table at that location. Following this numbering format provides a degree of commonality between the two tables and substantially reduces the potential for confusion when referring to objective test numbers for either FFSSs or FTDs.

c. A Level 4 FTD does not require objective tests and is not addressed in the following table.

END INFORMATION

BEGIN QPS REQUIREMENTS

2. TEST REQUIREMENTS

a. The ground and flight tests required for qualification are listed in Table D2A Objective Evaluation Tests. Computer generated FTD test results must be provided for each test except where an alternate test is specifically authorized by the NSPM. If a flight condition or operating condition is required for the test but does not apply to the helicopter being simulated or to the qualification level sought, it may be disregarded (e.g., engine out climb capability for a single-engine helicopter). Each test result is compared against the validation data described

in §60.13, and in Appendix B of this part. The results must be produced on an appropriate recording device acceptable to the NSPM and must include FTD number, date, time, conditions, tolerances, and appropriate dependent variables portrayed in comparison to the validation data. Time histories are required unless otherwise indicated in Table D2A. All results must be labeled using the tolerances and units given.

b. Table D2A in this attachment sets out the test results required, including the parameters, tolerances, and flight conditions for FTD validation. Tolerances are provided for the listed tests because mathematical modeling and acquisition and development of reference data are often inexact. All tolerances listed in the following tables are applied to FTD performance. When two tolerance values are given for a parameter, the less restrictive may be used unless otherwise indicated. In those cases where a tolerance is expressed only as a percentage, the tolerance percentage applies to the maximum value of that parameter within its normal operating range as measured from the neutral or zero position unless otherwise indicated.

c. Certain tests included in this attachment must be supported with an SOC. In Table D2A, requirements for SOC are indicated in the “Test Details” column.

d. When operational or engineering judgment is used in making assessments for flight test data applications for FTD validity, such judgment must not be limited to a single parameter. For example, data that exhibit rapid variations of the measured parameters may require interpolations or a “best fit” data section. All relevant parameters related to a given maneuver or flight condition must be provided to allow overall interpretation. When it is difficult or impossible to match FTD to helicopter data throughout a time history, differences must be justified by providing a comparison of other related variables for the condition being assessed.

e. The FTD may not be programmed so that the mathematical modeling is correct only at the validation test points. Unless noted otherwise, tests must represent helicopter performance and handling qualities at operating weights and centers of gravity (CG) typical of normal operation. If a test is