

Table A2A - Full Flight Simulator (FFS) Objective Tests									
QPS REQUIREMENTS					INFORMATION				
Test		Tolerance	Flight Conditions	Test Details	Simulator Level				Notes
Entry Number	Title				A	B	C	D	
2.4.4.	Spiral Stability.	Correct trend and $\pm 2^\circ$ or $\pm 10\%$ of roll angle in 20 s. If alternate test is used: correct trend and $\pm 2^\circ$ aileron angle.	Cruise, and Approach or Landing.	CCA: Test in normal and non-normal control mode Airplane data averaged from multiple tests may be used. Test for both directions. As an alternative test, show lateral control required to maintain a steady turn with a roll angle of approximately 30° . CCA: Test in non-normal control mode. This test may consist of snapshot tests.	X	X	X	X	the roll controller travel. When reaching approximately 20° to 30° of bank, abruptly return the roll controller to neutral and allow approximately 10 seconds of airplane free response.
2.4.5.	Engine Inoperative Trim.	$\pm 1^\circ$ rudder angle or $\pm 1^\circ$ tab angle or equivalent rudder pedal. $\pm 2^\circ$ side-slip angle.	Second Segment Climb, and Approach or Landing.		X	X	X	X	Test should be performed in a manner similar to that for which a pilot is trained to trim an engine failure condition. 2nd segment climb test should be at takeoff thrust. Approach or landing test should be at thrust for level flight.
2.4.6.	Rudder Response.	$\pm 2^\circ/\text{s}$ or $\pm 10\%$ of yaw rate.	Approach or Landing.	Test with stability augmentation on and off. Test with a step input at approximately 25% of full rudder pedal throw. CCA: Test in normal and non-normal control mode	X	X	X	X	
2.4.7.	Dutch Roll	± 0.5 s or $\pm 10\%$ of	Cruise, and Approach or	Test for at least six cycles with stability		X	X	X	