**Exempel** på alla QTG-tester som skall genomföras av **FSTDO** fördelat över året, även manuella tester (M), där det framgår när och vem som gjort testerna och Q-check. **OBS! Test-nummer och titel måste anpassas till er simulator och tas från er MQTG.**

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| **SE-3##** | Test |  | Q1 | Q2 | Q3 | Q4 |  | Datum | Noteringar | Signatur | Compliancecheck |

1. **Performance**
	1. **Climb**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1.a.1 | Normal climb all engines | Climb | 1 |  |  |  |  |  |  |  |  |
| 1.a.2 | One engine inop (second seg) | Climb |  | 2 |  |  |  |  |  |  |  |

* 1. **Inflight**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1.b.1 | Stall Warning | Climb |  |  | 3 |  |  |  |  |  |  |
| 1.b.2 | Stall Warning | Approach |  |  |  | 4 |  |  |  |  |  |

* 1. **Engines**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1.c.1 | Engine acceleration |  | 1 |  |  |  |  |  |  |  |  |
| 1.c.2 | Engine deceleration |  |  | 2 |  |  |  |  |  |  |  |

1. **Handling Qualities**
	1. **Static Control Checks**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 2.a.1.i | Column pos vs force | Cruise |  |  | 3 |  |  |  |  |  |  |
| 2.a.1.ii | Column pos vs force | Approach |  |  |  | 4 |  |  |  |  |  |
| 2.a.2.i | Wheel pos vs force | Cruise | 1 |  |  |  |  |  |  |  |  |
| 2.a.2.ii | Wheel pos vs force | Approach |  | 2 |  |  |  |  |  |  |  |
| 2.a.3.i | Pedal pos vs force | Cruise |  |  | 3 |  |  |  |  |  |  |
| 2.a.3.ii | Pedal pos vs force | Approach |  |  |  | 4 |  |  |  |  |  |
| 2.a.3.iii | Pedal pos vs force | Climb | 1 |  |  |  |  |  |  |  |  |
| 2.a.4 | Pitch trim calibration | Ground |  | 2 |  |  |  |  |  |  |  |
| 2.a.5 | Alignment of power lever | Ground |  |  | 3 |  |  |  |  |  |  |

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| **SE-3##** | Test |  | Q1 | Q2 | Q3 | Q4 |  | Datum | Noteringar | Signatur | Compliancecheck |

* 1. **Longitudinal**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 2.b.1 | Power change force anddynamics | Cruise |  |  |  | 4 |  |  |  |  |  |
| 2.b.2 | Flap change force and dynamics | Climb and Approach | 1 |  |  |  |  |  |  |  |  |
| 2.b.4 | Gear change force anddynamics | T/O, Cruise andApproach |  |  | 3 |  |  |  |  |  |  |
| 2.b.5 | Gear and Flap operating time | T/O and Approach |  |  |  | 4 |  |  |  |  |  |
| 2.b.6 | Longitudinal trim | Cruise and Approach | 1 |  |  |  |  |  |  |  |  |
| 2.b.7 | Longitudinal manouveringstability | Cruise and Approach orLanding |  | 2 |  |  |  |  |  |  |  |
| 2.b.8 | Longitudinal static stability | Approach |  |  | 3 |  |  |  |  |  |  |
| 2.b.9 | Phugoid dynamics | Cruise |  |  |  | 4 |  |  |  |  |  |
| 2.b.10 | Short period dynamics | Cruise | 1 |  |  |  |  |  |  |  |  |

* 1. **Lateral Directional**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 2.c.1 | Min control speed air | T/O |  | 2 |  |  |  |  |  |  |  |
| 2.c.2 | Roll response | Cruise and Approach |  |  | 3 |  |  |  |  |  |  |
| 2.c.3 | Roll overshoot, step input rollcontroll | Approach |  |  |  | 4 |  |  |  |  |  |
| 2.c.4 | Spiral stability | Cruise | 1 |  |  |  |  |  |  |  |  |
| 2.c.5 | Engine inop trim | Climb and Approach |  | 2 |  |  |  |  |  |  |  |
| 2.c.6 | Rudder response | Cruise and Approach |  |  | 3 |  |  |  |  |  |  |
| 2.c.7 | Dutch roll | Cruise and Approach |  |  |  | 4 |  |  |  |  |  |
| 2.c.8 | Steady heading sideslip | Cruise | 1 |  |  |  |  |  |  |  |  |

1. **Transport delay**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 3.a.1 | Pitch | Cruise |  | 2 |  |  |  |  |  |  |  |
| 3.a.2 | Roll | Cruise |  | 2 |  |  |  |  |  |  |  |
| 3.a.3 | Yaw | Cruise |  | 2 |  |  |  |  |  |  |  |

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| **SE-3##** | Test |  | Q1 | Q2 | Q3 | Q4 |  | Datum | Noteringar | Signatur | Compliancecheck |

**4.a Visual System**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 4.a.1 | VGS |  | 1 |  |  |  |  |  |  |  |  |

* 1. **Visual feature recognition**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 4.b.1 | RWY def, strob light, edge andappr lights | Approach |  | 2 |  |  |  |  |  |  |  |
| 4.b.2 | RWY center line lights | Approach |  |  | 3 |  |  |  |  |  |  |
| 4.b.3 | Threshold and tdz lights | Approach |  |  |  | 4 |  |  |  |  |  |

* 1. **Visual scene content**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 4.c.1 | Airport rwy and twy |  | 1 |  |  |  |  |  |  |  |  |

1. **Sound system**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 5.a | Engine and prop sound | all phases |  | 2 |  |  |  |  |  |  |  |
| 5.b | Significant aerodynamic, gear, flaps andTD sounds |  |  | 2 |  |  |  |  |  |  |  |

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|  |  |  | Q1 |
| **1.Performance** |
| **1.a Climb** |
| 1.a.1 | Normal climb all engines | Climb | 1 |
| **1.c Engines** |
| 1.c.1 | Engine acceleration |  | 1 |
| **2. Handling Qualities** |
| **2.a Static Control Checks** |
| 2.a.2.i | Wheel pos vs force | Cruise | 1 |
| 2.a.3.iii | Pedal pos vs force | Climb | 1 |
| **2.b Longitudinal** |
| 2.b.2 | Flap change force and dynamics | Climb and Approach | 1 |
| 2.b.6 | Longitudinal trim | Cruise and Approach | 1 |
| 2.b.10 | Short period dynamics | Cruise | 1 |
| **2.c Lateral Directional** |
| 2.c.4 | Spiral stability | Cruise | 1 |
| 2.c.8 | Steady heading sideslip | Cruise | 1 |
| **4 Visual System** |  |  |
| 4.a.1 | VGS |  | 1 |
| **4.c Visual scene content** |  |  |
| 4.c.1 | Airport rwy and twy |  | 1 |

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| --- | --- | --- | --- |
|  |  |  | Q2 |
| **1.Performance** |
| **1.a Climb** |
| 1.a.2 | One engine inop (second seg) | Climb | 2 |
| **1.c Engines** |
| 1.c.2 | Engine deceleration |  | 2 |
| **2. Handling Qualities** |
| **2.a Static Control Checks** |
| 2.a.2.ii | Wheel pos vs force | Approach | 2 |
| 2.a.4 | Pitch trim calibration | Ground | 2 |
| **2.b Longitudinal** |
| 2.b.7 | Longitudinal manouvering stability | Cruise and Approach or Landing | 2 |
| **2.c Lateral Directional** |
| 2.c.1 | Min control speed air | T/O | 2 |
| 2.c.5 | Engine inop trim | Climb and Approach | 2 |
| **3 Transport delay** |
| 3.a.1 | Pitch | Cruise | 2 |
| 3.a.2 | Roll | Cruise | 2 |
| 3.a.3 | Yaw | Cruise | 2 |
| **4.b Visual feature recognition** |
| 4.b.1 | RWY def, strob light, edge and appr lights | Approach | 2 |
| **5 Sound system** |
| 5.a | Engine and prop sound | all phases | 2 |
| 5.b | Significant aerodynamic, gear, flaps andTD sounds |  | 2 |

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| --- | --- | --- | --- |
|  |  |  | Q3 |
| **1.Performance** |
| **1.b Inflight** |
| 1.b.1 | Stall Warning | Climb | 3 |
| **2. Handling Qualities** |
| **2.a Static Control Checks** |
| 2.a.1.i | Column pos vs force | Cruise | 3 |
| 2.a.3.i | Pedal pos vs force | Cruise | 3 |
| 2.a.5 | Alignment of power lever | Ground | 3 |
| **2.b Longitudinal** |
| 2.b.4 | Gear change force and dynamics | T/O, Cruise and Approach | 3 |
| 2.b.8 | Longitudinal static stability | Approach | 3 |
| **2.c Lateral Directional** |
| 2.c.2 | Roll response | Cruise and Approach | 3 |
| 2.c.6 | Rudder response | Cruise and Approach | 3 |
| **4.b Visual feature recognition** |
| 4.b.2 | RWY center line lights | Approach | 3 |

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| --- | --- | --- | --- |
|  |  |  | Q4 |
| **1.Performance** |
| 1.b Inflight |
| 1.b.2 | Stall Warning | Approach | 4 |
| **2. Handling Qualities** |
| **2.a Static Control Checks** |
| 2.a.1.ii | Column pos vs force | Approach | 4 |
| 2.a.3.ii | Pedal pos vs force | Approach | 4 |
| **2.b Longitudinal** |
| 2.b.1 | Power change force and dynamics | Cruise | 4 |
| 2.b.5 | Gear and Flap operating time | T/O and Approach | 4 |
| 2.b.9 | Phugoid dynamics | Cruise | 4 |
| **2.c Lateral Directional** |
| 2.c.3 | Roll overshoot, step input roll controll | Approach | 4 |
| 2.c.7 | Dutch roll | Cruise and Approach | 4 |
| **4.b Visual feature recognition** |
| 4.b.3 | Threshold and tdz lights | Approach | 4 |