	(1) Low-altitude level-flight ground effect; (2) Mach effect at high altitude; (3) Normal and reverse dynamic thrust effect on control surfaces; (4) Aeroelastic representations; and (5) Nonlinearities due to sideslip. An SOC is required and must include references to computations of aeroelastic representations and of nonlinearities due to sideslip.					appendix, paragraph 5, for further information on ground effect.
2.l.	The simulator must have aerodynamic and ground reaction modeling for the effects of reverse thrust on directional control, if applicable. An SOC is required.		**X**	**X**	**X**	
2.m.	High Angle of Attack Modeling Aerodynamic stall modeling that includes degradation in static/dynamic lateral-directional stability, degradation in control response (pitch, roll, and yaw), uncommanded roll response or roll-off requiring significant control deflection to counter, apparent randomness or non-repeatability, changes in pitch stability, Mach effects, and stall buffet, as appropriate to the aircraft type. The aerodynamic model must incorporate an angle of attack and sideslip range to support the training tasks. At a minimum, the model must support an angle of attack range to ten degrees beyond the stall identification angle of attack. The stall identification angle of attack is defined as the point where the behavior of the airplane gives the pilot a clear and distinctive indication through the inherent flight characteristics or the characteristics resulting from the operation of a stall identification device (e.g., a stick pusher) that the airplane has stalled. The model must be capable of capturing the variations seen in the stall characteristics of the airplane (e.g., the presence or absence of a pitch break,			**X**	**X**	The requirements in this section only apply to those FSTDs that are qualified for full stall training tasks. Sponsors may elect to not qualify an FSTD for full stall training tasks; however, the FSTD's qualification will be restricted to approach to stall training tasks that terminate at the activation of the stall warning system. Specific guidance should be available to the instructor which clearly communicates the flight configurations and stall maneuvers that have been evaluated in the FSTD for use