	deterrent buffet, or other indications of a stall where present on the aircraft). The aerodynamic modeling must support stall training maneuvers in the following flight conditions: (1) Stall entry at wings level (1g); (2) Stall entry in turning flight of at least 25° bank angle (accelerated stall); (3) Stall entry in a power-on condition (required only for propeller driven aircraft); and (4) Aircraft configurations of second segment climb, high altitude cruise (near performance limited condition), and approach or landing. A Statement of Compliance (SOC) is required which describes the aerodynamic modeling methods, validation, and checkout of the stall characteristics of the FSTD. The SOC must also include verification that the FSTD has been evaluated by a subject matter expert pilot acceptable to the FAA. See Attachment 7 of this Appendix for detailed requirements. Where known limitations exist in the aerodynamic model for particular stall maneuvers (such as aircraft configurations and stall entry methods), these limitations must be declared in the required SOC. FSTDs qualified for full stall training tasks must also meet the instructor operating station (IOS) requirements for upset prevention and recovery training (UPRT) tasks as described in section 2.n. of this table. See Attachment 7 of this Appendix for additional requirements.					in training. See Attachment 7 of this Appendix for additional guidance material.
2.n.	Upset Prevention and Recovery Training (UPRT). Aerodynamics Evaluation: The simulator must be evaluated for specific upset recovery maneuvers for the purpose of determining that the combination of angle of attack and sideslip does not exceed the range of flight test validated data or wind tunnel/analytical data while performing the recovery maneuver.			**X**	**X**	This section generally applies to the qualification of airplane upset recovery training maneuvers or unusual attitude training maneuvers that exceed