				Alternative method applies to airplanes which do not exhibit speed stability characteristics. **CCA:** Test in normal or non-normal control mode, as applicable.					
2.c.8.a	Stall Characteristics	±3 kt airspeed for stall warning and stall speeds. ±2.0° angle of attack for buffet threshold of perception and initial buffet based upon Nz component. Control inputs must be plotted and demonstrate correct trend and magnitude. Approach to stall: ±2.0° pitch angle; ±2.0° angle of attack; and ±2.0° bank angle Stall warning up to stall: ±2.0° pitch angle; ±2.0° angle of attack; and Correct trend and magnitude for roll rate and yaw rate. Stall Break and Recovery: SOC Required (see Attachment 7) Additionally, for those simulators with reversible flight control systems or equipped with stick pusher	Second Segment Climb, High Altitude Cruise (Near Performance Limited Condition), and Approach or Landing	Each of the following stall entries must be demonstrated in at least one of the three flight conditions: ▪ Stall entry at wings level (1g) ▪ Stall entry in turning flight of at least 25° bank angle (accelerated stall) ▪ Stall entry in a power-on condition (required only for propeller driven aircraft) The cruise flight condition must be conducted in a flaps-up (clean) configuration. The second segment climb flight condition must use a different flap setting than the approach or landing flight condition. Record the stall warning signal and initial buffet, if applicable. Time history data must be recorded for full stall through recovery to normal flight. The stall warning signal must occur in the proper relation to buffet/stall. FSTDs of airplanes exhibiting a sudden pitch attitude change or "g break" must demonstrate this characteristic. FSTDs of airplanes exhibiting a roll off or loss of roll control authority must demonstrate this characteristic. Numerical tolerances are not applicable past the stall angle of attack, but must demonstrate correct trend through recovery. See Attachment 7 for additional requirements and information concerning data sources and required angle of attack ranges. **CCA:** Test in normal and non-normal control states. For CCA aircraft with stall envelope protection systems, the normal mode testing is only required to an angle of attack range necessary to demonstrate the correct operation of the system. These tests may be used to satisfy the required			**X**	**X**	Buffet threshold of perception should be based on 0.03 g peak to peak normal acceleration above the background noise at the pilot seat. Initial buffet to be based on normal acceleration at the pilot seat with a larger peak to peak value relative to buffet threshold of perception (some airframe manufacturers have used 0.1 g peak to peak). Demonstrate correct trend in growth of buffet amplitude from initial buffet to stall speed for normal and lateral acceleration. The FSTD sponsor/FSTD manufacturer may limit maximum buffet based on motion platform capability/limitations or other simulator system limitations. Tests may be conducted at centers of gravity and weights typically required for airplane certification stall testing. This test is required only for FSTDs qualified to conduct full stall training tasks. In instances where flight test validation data is limited due to safety of flight considerations, engineering simulator validation data may