		systems: ±10% or ±5 lb (2.2 daN)) Stick/Column force (prior to the stall angle of attack).		(angle of attack) flight maneuver and envelope protection tests (test 2.h.6.). Non-normal control states must be tested through stall identification and recovery.					be used in lieu of flight test validation data for angles of attack that exceed the activation of a stall protection system or stick pusher system. Where approved engineering simulation validation is used, the reduced engineering tolerances (as defined in paragraph 11 of this appendix) do not apply.
2.c.8.b	Approach to Stall Characteristics	±3 kt airspeed for stall warning speeds. ±2.0° angle of attack for initial buffet. Control displacements and flight control surfaces must be plotted and demonstrate correct trend and magnitude. ±2.0° pitch angle; ±2.0° angle of attack; and ±2.0° bank angle Additionally, for those simulators with reversible flight control systems: ±10% or ±5 lb (2.2 daN)) Stick/Column force	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: ▪ Approach to stall entry at wings level (1g) ▪ Approach to stall entry in turning flight of at least 25° bank angle (accelerated stall) ▪ Approach to 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. **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 (angle of attack) flight maneuver and envelope protection tests (test 2.h.6.).	**X**	**X**			Tests may be conducted at centers of gravity and weights typically required for airplane certification stall testing. Tolerances on stall buffet are not applicable where the first indication of the stall is the activation of the stall warning system (i.e. stick shaker).
2.c.9.	Phugoid Dynamics.	±10% of period. ±10% of time to one half or double amplitude or ±0.02 of damping ratio.	Cruise.	Test must include three full cycles or that necessary to determine time to one half or double amplitude, whichever is less. **CCA:** Test in non-normal control mode.	**X**	**X**	**X**	**X**	
2.c.10	Short Period Dynamics.	±1.5° pitch angle or ±2°/s pitch rate.	Cruise.	**CCA:** Test in normal and non-normal control mode.	**X**	**X**	**X**	**X**	