	Test to demonstrate Ground Effect.	±1° elevator angle. ±0.5° stabilizer angle. ±5% of net thrust or equivalent. ±1° AOA. ±1.5 m (5 ft) or ±10% of height. ±3 kt airspeed. ±1° pitch angle.	Landing.	A rationale must be provided with justification of results. **CCA:** Test in normal or non-normal control mode, as applicable.		X	X	X	See paragraph 5 of this Attachment for additional information.
2.g.	**Windshear.**								
	Four tests, two takeoff and two landing, with one of each conducted in still air and the other with windshear active to demonstrate windshear models.	See Attachment 5 of this appendix.	Takeoff and Landing.	Requires windshear models that provide training in the specific skills needed to recognize windshear phenomena and to execute recovery procedures. See Attachment 5 of this appendix for tests, tolerances, and procedures.			X	X	See Attachment 5 of this appendix for information related to Level A and B simulators.
2.h.	**Flight Maneuver and Envelope Protection Functions.**								
	Note. — The requirements of 2.h are only applicable to computer-controlled airplanes. Time history results of response to control inputs during entry into each envelope protection function (i.e. with normal and degraded control states if their function is different) are required. Set thrust as required to reach the envelope protection function.								
2.h.1.	Overspeed.	±5 kt airspeed.	Cruise.			X	X	X	
2.h.2.	Minimum Speed.	±3 kt airspeed.	Takeoff, Cruise, and Approach or Landing.			X	X	X	
2.h.3.	Load Factor.	±0.1g normal load factor	Takeoff, Cruise.			X	X	X	
2.h.4.	Pitch Angle.	±1.5° pitch angle	Cruise, Approach.			X	X	X	
2.h.5.	Bank Angle.	±2° or ±10% bank angle	Approach.			X	X	X	
2.h.6.	Angle of Attack.	±1.5° angle of attack	Second Segment Climb, and Approach or Landing.			X	X	X	
2.i.	**Engine and Airframe Icing Effects**								
2.i.	Engine and Airframe Icing Effects Demonstration (High Angle of Attack)		Takeoff or Approach or Landing [One flight condition –	Time history of a full stall and initiation of the recovery. Tests are intended to demonstrate representative aerodynamic effects caused by in-flight ice accretion. Flight test validation data is			X	X	Tests will be evaluated for representative effects on relevant aerodynamic and other parameters such as