	extension after lift-off. When the landing gear is extended or retracted, motion bumps can be felt when the gear locks into position.					
5.	**Buffet during extension and retraction of landing gear:** Procedure: Operate the landing gear. Check that the motion cues of the buffet experienced represent the actual airplane.	**X**	**X**	**X**	**X**	
6.	**Buffet in the air due to flap and spoiler/speedbrake extension:** Procedure: Perform an approach and extend the flaps and slats with airspeeds deliberately in excess of the normal approach speeds. In cruise configuration, verify the buffets associated with the spoiler/speedbrake extension. The above effects can also be verified with different combinations of spoiler/speedbrake, flap, and landing gear settings to assess the interaction effects.	**X**	**X**	**X**	**X**	
7.	**Buffet due to atmospheric disturbances** (e.g. buffet due to turbulence, windshear, proximity to thunderstorms, gusting winds, etc.).			**X**	**X**	
8.	**Approach to stall buffet and stall buffet (where applicable):** Procedure: Conduct an approach-to-stall with engines at idle and a deceleration of 1 knot/second. Check that the motion cues of the buffet, including the level of buffet increase with decreasing speed, are representative of the actual airplane.	**X**	**X**	**X**	**X**	For FSTDs qualified for full stall training tasks, modeling that accounts for any increase in buffet amplitude from initial buffet threshold of perception to critical angle of attack or deterrent buffet as a function of angle of attack. The stall buffet modeling should include effects of Nz, as well as Nx and Ny if relevant.