				control reversal to the opposite direction. **CCA**: Test in normal and non-normal control state.				
2.b.5.	Small Control Inputs – Roll.	±0.15°/s body roll rate or ±20% of peak body roll rate applied throughout the time history.	Approach or landing.	Control inputs must be typical of minor corrections made while established on an ILS approach (approximately 0.5 to 2°/s roll rate). Test in one direction. For airplanes that exhibit non-symmetrical behavior, test in both directions. Show time history data from 5 s before until at least 5 s after initiation of control input. If a single test is used to demonstrate both directions, there must be a minimum of 5 s before control reversal to the opposite direction. **CCA**: Test in normal and non-normal control state.			**X**	
2.b.6.	Small Control Inputs – Yaw.	±0.15°/s body yaw rate or ±20% of peak body yaw rate applied throughout the time history.	Approach or landing.	Control inputs must be typical of minor corrections made while established on an ILS approach (approximately 0.5 to 2°/s yaw rate). Test in both directions. Show time history data from 5 s before until at least 5 s after initiation of control input. If a single test is used to demonstrate both directions, there must be a minimum of 5 s before control reversal to the opposite direction. **CCA:** Test in normal and non-normal control state.			**X**	
2.c.	**Longitudinal Control Tests.**							
	Power setting is that required for level flight unless otherwise specified.							
2.c.1.a.	Power Change Dynamics.	±3 kt airspeed. ±30 m (100 ft) altitude. ±1.5° or ±20% of pitch angle.	Approach.	Power change from thrust for approach or level flight to maximum continuous or go-around power. Time history of uncontrolled free response for a			**X**	