				Level 5 must exhibit positive static stability, but need not comply with the numerical tolerance. **CCA:** Test in normal or non-normal control mode, as applicable.				
2.c.8.a.	Approach to Stall Characteristics	±3 kt airspeed for initial buffet, stall warning, and stall speeds. Control inputs must be plotted and demonstrate correct trend and magnitude. ±2.0° pitch angle ±2.0° angle of attack ±2.0° bank angle ±2.0° sideslip angle Additionally, for those simulators with reversible flight control systems: ±10% or ±5 lb (2.2 daN)) Stick/Column force (prior to "g break" only).	Second Segment Climb, High Altitude Cruise (Near Performance Limited Condition), and Approach or Landing	Each of the following stall entry methods must be demonstrated in at least one of the three required 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 turboprop aircraft) The required cruise condition must be conducted in a flaps-up (clean) configuration. The second segment climb and approach/landing conditions must be conducted at different flap settings. For airplanes that exhibit stall buffet as the first indication of a stall, for qualification of this task, the FTD must be equipped with a vibration system that meets the applicable subjective and objective requirements in Appendix A of this Part.			**X**	Tests may be conducted at centers of gravity typically required for airplane certification stall testing.
2.c.8.b.	Stall Warning (actuation of stall warning device.)	±3 kts. airspeed, ±2° bank for speeds greater than actuation of stall warning device or initial buffet.	Second Segment Climb, and Approach or Landing.	The stall maneuver must be entered with thrust at or near idle power and wings level (1g). Record the stall warning signal and initial buffet if applicable. **CCA:** Test in Normal and Non-normal control states.	**X**	**X**		
2.c.9.a.	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**	
2.c.9.b.	Phugoid Dynamics.	±10% period, Representative damping.	Cruise.	The test must include whichever is less of the following: Three full cycles (six overshoots after the input is completed), or the number of cycles sufficient to determine representative damping.	**X**			