2.g.	**Reserved**							
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**	
2.h.2.	Minimum Speed.	±3 kt airspeed.	Takeoff, Cruise, and Approach or Landing.				**X**	
2.h.3.	Load Factor.	±0.1g normal load factor	Takeoff, Cruise.				**X**	
2.h.4.	Pitch Angle.	±1.5° pitch angle	Cruise, Approach.				**X**	
2.h.5.	Bank Angle.	±2° or ±10% bank angle	Approach.				**X**	
2.h.6.	Angle of Attack.	±1.5° angle of attack	Second Segment Climb, and Approach or Landing.				**X**	
3. Reserved								
4. Visual System.								
4.a.	**Visual scene quality**							
4.a.1.	Continuous cross-cockpit visual field of view.	Visual display providing each pilot with a minimum of 176° horizontal and 36° vertical continuous field of view.	Not applicable.	Required as part of MQTG but not required as part of continuing evaluations.			**X**	Field of view should be measured using a visual test pattern filling the entire visual scene (all channels) consisting of a matrix of black and white 5° squares. Installed alignment should be confirmed in an SOC (this would generally consist of results from acceptance testing).
4.a.2.	System Geometry	Geometry of image should have no distracting discontinuities.					**X**	
4.a.3	Surface resolution (object detection).	Not greater than 4 arc minutes.	Not applicable.				**X**	Resolution will be demonstrated by a test of objects shown to occupy the required visual angle in each visual display used on a scene from the pilot's eyepoint. The object will subtend 4 arc minutes to the eye. This may be demonstrated using threshold bars for a horizontal