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<th>Entry Number</th>
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| 2.c.8.b      | Approach to Stall Characteristics | ±3 kt airspeed for stall warning speeds.  
±2.0° angle of attack for initial buffet.  
Control displacements and flight control surfaces must be plotted and demonstrate correct trend and magnitude.  
±2.0° pitch angle;  
±2.0° angle of attack; and  
±2.0° bank angle  
Additionally, for those simulators with reversible flight control systems: ±10% or ±5 lb (2.2 daN))  
Stick/Column force | Second Segment Climb, High Altitude Cruise (Near Performance Limited Condition), and Approach or Landing | (angle of attack) flight maneuver and envelope protection tests (test 2.h.6.). Non-normal control states must be tested through stall identification and recovery. | X X | be used in lieu of flight test validation data for angles of attack that exceed the activation of a stall protection system or stick pusher system.  
Where approved engineering simulation validation is used, the reduced engineering tolerances (as defined in paragraph 11 of this appendix) do not apply.  
Tests may be conducted at centers of gravity and weights typically required for airplane certification stall testing.  
Tolerances on stall buffet are not applicable where the first indication of the stall is the activation of the stall warning system (i.e. stick shaker). |
| 2.c.9        | Phugoid Dynamics | ±10% of period. | Cruise. | Test must include three full cycles or that | X X X X |