Table A3A - Functions And Subjective Tests					
QPS REQUIREMENTS					
Entry Number	Operations Tasks	Simulator Level			
		A	B	C	D
3.a.4.e	Obstacle (performance over visual obstacle)			X	X
3.a.5.	Low visibility take-off	X	X	X	X
3.a.6.	Landing gear, wing flap leading edge device operation	X	X	X	X
3.a.7.	Contaminated runway operation			X	X
3.a.8.	Other				
3.b.	Abnormal/emergency				
3.b.1.	Rejected Take-off	X	X	X	X
3.b.2.	Rejected special performance (e.g., reduced V_1, max de-rate, short field operations)	X	X	X	X
3.b.3.	Rejected take-off with contaminated runway			X	X
3.b.4.	Takeoff with a propulsion system malfunction (allowing an analysis of causes, symptoms, recognition, and the effects on aircraft performance and handling) at the following points: (i) Prior to V1 decision speed; (ii) Between V1 and Vr (rotation speed); and (iii)Between Vr and 500 feet above ground level.	X	X	X	X
3.b.5.	Flight control system failures, reconfiguration modes, manual reversion and associated handling.	X	X	X	X
3.b.6.	Other				
4.	**Climb.**				
4.a.	Normal.	X	X	X	X
4.b.	One or more engines inoperative.	X	X	X	X
4.c.	Approach climb in icing (for airplanes with icing accountability).	X	X	X	X
4.d.	Other				
5.	**Cruise.**				
5.a.	**Performance characteristics (speed vs. power, configuration, and attitude)**				
5.a.1.	Straight and level flight.	X	X	X	X
5.a.2.	Change of airspeed.	X	X	X	X
5.a.3.	High altitude handling.	X	X	X	X
5.a.4.	High Mach number handling (Mach tuck, Mach buffet) and recovery (trim change).	X	X	X	X
5.a.5.	Overspeed warning (in excess of V_{mo} or M_{mo}).	X	X	X	X
5.a.6.	High IAS handling.	X	X	X	X
5.a.7.	Other				
5.b.	**Maneuvers**				
5.b.1.	High Angle of Attack				
5.b.1.a	High angle of attack, approach to stalls, stall warning, and stall buffet (take-off, cruise, approach, and landing configuration) including reaction of the autoflight system and stall protection system.	X	X		
5.b.1.b	High angle of attack, approach to stalls, stall warning, stall buffet, and stall (take-off, cruise, approach, and landing			X	X