TABLE C3B—FUNCTIONS AND SUBJECTIVE TESTS—Continued

QPS requirements				
Entry No.	Visual requirements for qualification at the stated level class I airport or landing area models	Simulator level		
		B	C	D
	The following is the minimum airport/landing area model content requirement to satisfy visual capability tests, and provide suitable visual cues to allow completion of all functions and subjective tests described in this attachment for simulators at Level C and Level D. Not all of the elements described in this section must be found in a single airport/landing area scene. However, all of the elements described in this section must be found throughout a combination of the four (4) airport/landing area models described in entry 2.a. The representations of the hazards (as described in 2.d.) must be ''hard objects'' that interact as such if contacted by the simulated helicopter. Additionally, surfaces on which the helicopter lands must be ''hard surfaces.'' The model(s) used to meet the following requirements must be demonstrated at either a fictional or a real-world airport or helicopter landing area, and each must be acceptable to the sponsor's TPAA, selectable from the IOS, and listed on the SOQ.			
2.a.	There must be at least the following airport/helicopter landing areas.			
2.a.1.	At least one (1) representative airport		X	X
2.a.2.	At least three representative non-airport landing areas, as follows:			
2.a.2.a	At least one (1) representative helicopter landing area situated on a substantially elevated surface with respect to the surrounding structures or terrain (e.g., building top, offshore oil rig).		X	X
2.a.2.b.	At least one (1) helicopter landing area that meets the definition of a ''confined landing area''		X	X
2.a.2.c.	At least one (1) helicopter landing area on a sloped surface where the slope is at least 2½°		X	X
2.b.	For each of the airport/helicopter landing areas described in 2.a., the simulator must be able to provide at least the following:		X	X
2.b.1.	A night and twilight (dusk) environment.		X	X
2.b.2.	A daylight environment			X
2.c.	Non-airport helicopter landing areas must have the following:			
2.c.1.	Representative buildings, structures, and lighting within appropriate distances		X	X
2.c.2.	Representative moving and static clutter (e.g., other aircraft, power carts, tugs, fuel trucks)		X	X
2.c.3.	Representative depiction of terrain and obstacles as well as significant and identifiable natural and cultural features, within 25 NM of the reference landing area.		X	X
2.c.4.	Standard heliport designation (''H'') marking, properly sized and oriented		X	X
2.c.5.	Perimeter markings for the Touchdown and Lift-Off Area (TLOF) or the Final Approach and Takeoff Area (FATO), as appropriate.		X	X
2.c.6.	Perimeter lighting for the TLOF or the FATO areas, as appropriate		X	X
2.c.7.	Appropriate markings and lighting to allow movement from the area to another part of the landing facility, if appropriate.		X	X
2.c.8.	Representative markings, lighting, and signage, including a windsock that gives appropriate wind cues.		X	X
2.c.9.	Appropriate markings, lighting, and signage necessary for position identification, and to allow movement from the landing area to another part of the landing facility.		X	X
2.c.10.	Representative moving and static ground traffic (e.g., vehicular and aircraft), including the ability to present surface hazards (e.g., conflicting traffic, vehicular or aircraft, on or approaching the landing area).		X	X
2.c.11.	Portrayal of landing surface contaminants, including lighting reflections when wet and partially obscured lights when snow is present, or suitable alternative effects.		X	X
2.d.	All of the following three (3) hazards must be presented in a combination of the three (3) non-airport landing areas (described in entry 2.a.2. of this table) and each of these non-airport landing areas must have at least one of the following hazards:			
2.d.1.	Other airborne traffic		X	X