

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 prescribes the minimum requirements for an airport/helicopter landing area model and identifies other aspects of the environment that must correspond with that model for simulators at Level B, Level C, and Level D. For circling approaches, all tests apply to the runway used for the initial approach and to the runway of intended landing. If all runways or landing areas in a visual model used to meet the requirements of this attachment are not designated as "in use," then the "in use" runways/landing areas must be listed on the SOQ (e.g., KORD, Rwy 9R, 14L, 22R). Models of airports or helicopter landing areas with more than one runway or landing area must have all significant runways or landing areas not "in-use" visually depicted for airport runway/landing area recognition purposes. The use of white or off-white light strings that identify the runway or landing area for twilight and night scenes are acceptable for this requirement; and rectangular surface depictions are acceptable for daylight scenes. A visual system's capabilities must be balanced between providing visual models with an accurate representation of the airport and a realistic representation of the surrounding environment. Each runway or helicopter landing area designated as an "in-use" runway or area must include the following detail that is developed using airport pictures, construction drawings and maps, or other similar data, or developed in accordance with published regulatory material; however, this does not require that such models contain details that are beyond the design capability of the currently qualified visual system. Only one "primary" taxi route from parking to the runway end or helicopter takeoff/landing area will be required for each "in-use" runway or helicopter takeoff/landing area.			
5.a.	The surface and markings for each "in-use" runway or helicopter landing area must include the following:			
5.a.1.	For airports: Runway threshold markings, runway numbers, touchdown zone markings, fixed distance markings, runway edge markings, and runway centerline stripes.	X	X	X
5.a.2.	For helicopter landing areas: Markings for standard heliport identification ("H") and TOFL, FATO, and safety areas.	X	X	X
5.b.	The lighting for each "in-use" runway or helicopter landing area must include the following:			
5.b.1.	For airports: Runway approach, threshold, edge, end, centerline (if applicable), touchdown zone (if applicable), leadoff, and visual landing aid lights or light systems for that runway.	X	X	X
5.b.2.	For helicopter landing areas: landing direction, raised and flush FATO, TOFL, windsock lighting	X	X	X
5.c.	The taxiway surface and markings associated with each "in-use" runway or helicopter landing area must include the following:			
5.c.1.	For airports: Taxiway edge, centerline (if appropriate), runway hold lines, and ILS critical area(s)	X	X	X
5.c.2.	For helicopter landing areas: taxiways, taxi routes, and aprons	X	X	X
5.d.	The taxiway lighting associated with each "in-use" runway or helicopter landing area must include the following:			
5.d.1.	For airports: Runway edge, centerline (if appropriate), runway hold lines, ILS critical areas	X	X	X
5.d.2.	For helicopter landing areas: taxiways, taxi routes, and aprons	X	X	X
5.d.3.	For airports: taxiway lighting of correct color			X
5.e.	Airport signage associated with each "in-use" runway or helicopter landing area must include the following:			
5.e.1.	For airports: Signs for runway distance remaining, intersecting runway with taxiway, and intersecting taxiway with taxiway.	X	X	X
5.e.2.	For helicopter landing areas: as appropriate for the model used	X	X	X
5.f.	Required visual model correlation with other aspects of the airport or helicopter landing environment simulation:			
5.f.1.	The airport or helicopter landing area model must be properly aligned with the navigational aids that are associated with operations at the "in-use" runway or helicopter landing area.	X	X	X
5.f.2.	The simulation of runway or helicopter landing area contaminants must be correlated with the displayed runway surface and lighting where applicable.		X	X
6.	Correlation with helicopter and associated equipment The following are the minimum correlation comparisons that must be made for simulators at Level B, Level C, and Level D			
6.a.	Visual system compatibility with aerodynamic programming	X	X	X