TABLE C3C—FUNCTIONS AND SUBJECTIVE TESTS—Continued

Entry No.	QPS requirements	Simulator level		
	Visual scene content additional airport or landing area models beyond minimum required for qualification Class II airport or landing area models	B	C	D
2.a.	For Runways:			
2.a.1.	Strobe lights, approach lights, and edge lights from 5 sm (8 km) of the threshold	X	X	X
2.a.2.	Centerline lights and taxiway definition from 3 sm (5 km)	X	X	X
2.a.3.	Visual Approach Aid lights (VASI or PAPI) from 3 sm (5 km) of the threshold	X		
2.a.4.	Visual Approach Aid lights (VASI or PAPI) from 5 sm (8 km) of the threshold		X	X
2.a.5.	Threshold lights and touchdown zone lights from 2 sm (3 km)	X	X	X
2.a.6.	Markings within range of landing lights for night/twilight (dusk) scenes and as required by the surface resolution test on daylight scenes.	X	X	X
2.a.7.	For circling approaches, the runway of intended landing and associated lighting must fade into view in a non-distracting manner.	X	X	X
2.b.	For Helicopter landing areas:			
2.b.1.	Landing direction lights and raised FATO lights from 1 sm (1.5 km)	X	X	X
2.b.2.	Flush mounted FATO lights, TOFL lights, and the lighted windsock from 0.5 sm (750 m)		X	X
2.b.3.	Hover taxiway lighting (yellow/blue/yellow cylinders) from TOFL area		X	X
2.b.4.	Markings within range of landing lights for night/twilight (dusk) scenes and as required by the surface resolution test on daylight scenes.	X	X	X
3.	**Airport or Helicopter landing area model content** The following prescribes the minimum requirements for what must be provided in an airport visual model and identifies other aspects of the airport environment that must correspond with that model for simulators at Level B, C, and D. The detail must be 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 airport or helicopter landing area models contain details that are beyond the designed capability of the currently qualified visual system. For circling approaches, all requirements of this section apply to the runway used for the initial approach and to the runway of intended landing. 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.			
3.a.	The surface and markings for each "in-use" runway or helicopter landing area must include the following:			
3.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
3.a.2.	For helicopter landing areas: Standard heliport marking ("H"), TOFL, FATO, and safety areas	X	X	X
3.b.	The lighting for each "in-use" runway or helicopter landing area must include the following:			
3.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
3.b.2.	For helicopter landing areas: Landing direction, raised and flush FATO, TOFL, windsock lighting	X	X	X
3.c.	The taxiway surface and markings associated with each "in-use" runway or helicopter landing area must include the following:			
3.c.1.	For airports: Taxiway edge, centerline (if appropriate), runway hold lines, and ILS critical area(s)	X	X	X
3.c.2.	For helicopter landing areas: Taxiways, taxi routes, and aprons	X	X	X
3.d.	The taxiway lighting associated with each "in-use" runway or helicopter landing area must include the following:			
3.d.1.	For airports: Runway edge, centerline (if appropriate), runway hold lines, ILS critical areas	X	X	X
3.d.2.	For helicopter landing areas: Taxiways, taxi routes, and aprons	X	X	X
3.d.3.	For airports: Taxiway lighting of correct color			X
4.	**Required visual model correlation with other aspects of the airport environment simulation**			