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chapter in a qualified FFS meets the definition of a Class II or Class III airport model as defined in Appendix F of this part.

4. These references describe the requirements for visual scene management and the minimum distances from which runway or landing area features must be visible for all levels of simulator. The visual scene or airport model must provide, for each “in-use runway” or “in-use landing area,” runway or landing area surface and markings, runway or landing area lighting, taxiway surface and markings, and taxiway lighting. Additional requirements include correlation of the visual scenes or airport models with other aspects of the airport environment, correlation of the aircraft and associated equipment, scene quality assessment features, and the extent to which the instructor is able to exercise control of these scenes or models.

5. For circling approaches, all requirements of this section apply to the runway used for the initial approach and to the runway of intended landing.

6. The details in these scenes or models must be developed using airport pictures, construction drawings and maps, or other similar data, or be developed in accordance with published regulatory material. However, FSTD Directive 1 does not require that airport models contain details that are beyond the initially designed capability of the visual system, as currently qualified. The recognized limitations to visual systems are as follows:

a. Visual systems not required to have runway numbers as a part of the specific runway marking requirements are:

- (1) Link NVS and DNVS.
- (2) Novoview 2500 and 6000.
- (3) FlightSafety VITAL series up to, and including, VITAL III, but not beyond.
- (4) Redifusion SP1, SP1T, and SP2.

b. Visual systems required to display runway numbers only for LOFT scenes are:

- (1) FlightSafety VITAL IV.
- (2) Redifusion SP3 and SP3T.
- (3) Link-Miles Image II.

c. Visual systems not required to have accurate taxiway edge lighting are:

- (1) Redifusion SP1.
- (2) FlightSafety Vital IV.
- (3) Link-Miles Image II and Image IIT
- (4) XKD displays (even though the XKD image generator is capable of generating blue colored lights, the display cannot accommodate that color).

7. A copy of this Directive must be filed in the MQTG in the designated FSTD Directive Section, and its inclusion must be annotated on the Index of Effective FSTD Directives chart. See Attachment 4, Appendices A

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through D of this part for a sample MQTG Index of Effective FSTD Directives chart.

[Doc. No. FAA–2002–12461, 73 FR 26490, May 9, 2008, as amended by Docket FAA–2018–0119, Amdt. 60–5, 83 FR 9170, Mar. 5, 2018; Amdt. 60–6, 83 FR 30275, June 27, 2018]

APPENDIX D TO PART 60—QUALIFICATION PERFORMANCE STANDARDS FOR HELICOPTER FLIGHT TRAINING DEVICES

BEGIN INFORMATION

This appendix establishes the standards for Helicopter Flight Training Device (FTD) evaluation and qualification at Level 4, Level 5, Level 6, or Level 7. The NSPM is responsible for the development, application, and implementation of the standards contained within this appendix. The procedures and criteria specified in this appendix will be used by the NSPM, or a person or persons assigned by the NSPM when conducting helicopter FTD evaluations.

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