

		The visible segment in the simulator must be within 20% of the segment computed to be visible from the helicopter flight deck. The tolerance(s) may be applied at either end or at both ends of the displayed segment. However, lights and ground objects computed to be visible from the helicopter flight deck at the near end of the visible segment must be visible in the simulator.	Landing configuration, trimmed for appropriate airspeed, at 100 ft (30m) above the touchdown zone, on glide slope with an RVR value set at 1,200 ft (350m).	The QTG must contain relevant calculations and a drawing showing the data used to establish the helicopter location and the segment of the ground that is visible considering design eyepoint, helicopter attitude, flight deck cut-off angle, and a visibility of 1200 ft (350 m) RVR. Simulator performance must be measured against the QTG calculations. The data submitted must include at least the following: (1) Static helicopter dimensions as follows: (i) Horizontal and vertical distance from main landing gear (MLG) to glideslope reception antenna. (ii) Horizontal and vertical distance from MLG to pilot's eyepoint. (iii) Static flight deck cutoff angle. (2) Approach data as follows: (i) Identification of runway. (ii) Horizontal distance from runway threshold to glideslope intercept with runway. (iii) Glideslope angle. (iv) Helicopter pitch angle on approach. (3) Helicopter data for manual testing: (i) Gross weight. (ii) Helicopter configuration. (iii) Approach airspeed. If non-homogenous fog is used to obscure visibility, the vertical variation in horizontal visibility must be described and be included in the slant range visibility calculation used in the computations.		X	Pre-position for this test is encouraged, but may be achieved via manual or autopilot control to the desired position.
5.	Reserved						