TABLE D3B—TABLE OF FUNCTIONS AND SUBJECTIVE TESTS AIRPORT OR LANDING AREA CONTENT REQUIREMENTS FOR QUALIFICATION AT LEVEL 7 FTD—Continued

QPS requirements	
Entry No.	Operations tasks
3.e.	For runways and helicopter landing areas: Markings within range of landing lights for night/twilight scenes and the surface resolution test on daylight scenes, as required.
3.f.	For circling approaches: The runway of intended landing and associated lighting must fade into view in a non-distracting manner.
3.g.	For helicopter landing areas: Landing direction lights and raised FATO lights from 1 sm (1.5 km).
3.h.	For helicopter landing areas: Flush mounted FATO lights, TLOF lights, and the lighted windsock from 0.5 sm (750 m).
4.	**Airport or Helicopter Landing Area Model Content.** The following prescribes the minimum requirements for an airport/helicopter landing area visual model and identifies other aspects of the environment that must correspond with that model for a Level 7 FTD. 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, Rwys 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.
4.a.	The surface and markings for each ''in-use'' runway or helicopter landing area must include the following:
4.a.1.	For airports: Runway threshold markings, runway numbers, touchdown zone markings, fixed distance markings, runway edge markings, and runway centerline stripes.
4.a.2.	For helicopter landing areas: Markings for standard heliport identification (''H'') and TLOF, FATO, and safety areas.
4.b.	The lighting for each ''in-use'' runway or helicopter landing area must include the following:
4.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.
4.b.2.	For helicopter landing areas: Landing direction, raised and flush FATO, TLOF, windsock lighting.
4.c.	The taxiway surface and markings associated with each ''in-use'' runway or helicopter landing area must include the following:
4.c.1.	For airports: Taxiway edge, centerline (if appropriate), runway hold lines, and ILS critical area(s).
4.c.2.	For helicopter landing areas: Taxiways, taxi routes, and aprons.
4.d.	The taxiway lighting associated with each ''in-use'' runway or helicopter landing area must include the following:
4.d.1.	For airports: Taxiway edge, centerline (if appropriate), runway hold lines, ILS critical areas.
4.d.2.	For helicopter landing areas: Taxiways, taxi routes, and aprons.
4.d.3.	For airports: Taxiway lighting of correct color.
4.e.	Airport signage associated with each ''in-use'' runway or helicopter landing area must include the following:
4.e.1.	For airports: Signs for runway distance remaining, intersecting runway with taxiway, and intersecting taxiway with taxiway.
4.e.2.	For helicopter landing areas: As appropriate for the model used.
4.f.	Required visual model correlation with other aspects of the airport or helicopter landing environment simulation: