

TABLE D3C—TABLE OF FUNCTIONS AND SUBJECTIVE TESTS LEVEL 7 FTD VISUAL REQUIREMENTS
 ADDITIONAL VISUAL MODELS BEYOND MINIMUM REQUIRED FOR QUALIFICATION CLASS II AIRPORT
 OR HELICOPTER LANDING AREA MODELS—Continued

QPS requirements	
Entry No.	Operations tasks
3.	<p>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. 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.</p>
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.
3.a.2.	For helicopter landing areas: Standard heliport marking ("H"), TOFL, FATO, and safety areas.
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.
3.b.2.	For helicopter landing areas: Landing direction, raised and flush FATO, TOFL, windsock lighting.
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).
3.c.2.	For helicopter landing areas: Taxiways, taxi routes, and aprons.
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.
3.d.2.	For helicopter landing areas: Taxiways, taxi routes, and aprons.
4.	<p>Required visual model correlation with other aspects of the airport environment simulation. The following are the minimum visual model correlation tests that must be conducted for Level 7 FTD.</p>
4.a.	The airport model must be properly aligned with the navigational aids that are associated with operations at the "in-use" runway.
4.b.	Slopes in runways, taxiways, and ramp areas, if depicted in the visual scene, must not cause distracting or unrealistic effects.
5.	<p>Correlation with helicopter and associated equipment. The following are the minimum correlation comparisons that must be made.</p>
5.a.	Visual system compatibility with aerodynamic programming.
5.b.	Accurate portrayal of environment relating to flight simulator attitudes.
5.c.	Visual cues to assess sink rate and depth perception during landings.
6.	<p>Scene quality. The following are the minimum scene quality tests that must be conducted.</p>
6.a.	Light points free from distracting jitter, smearing or streaking.
6.b.	Surfaces and textural cues free from apparent and distracting quantization (aliasing).
7.	<p>Instructor controls of the following. The following are the minimum instructor controls that must be available.</p>
7.a.	Environmental effects, e.g., cloud base (if used), cloud effects, cloud density, visibility in statute miles/kilometers and RVR in feet/meters.