

TABLE A3C—FUNCTIONS AND SUBJECTIVE TESTS

QPS requirements					
Entry No.	Additional airport models beyond minimum required for qualification—Class II airport models	Simulator level			
		A	B	C	D
Begin QPS Requirements					
1.	Airport model management. The following is the minimum airport model management requirements for simulators at Levels A, B, C, and D.				
1.a.	The direction of strobe lights, approach lights, runway edge lights, visual landing aids, runway centerline lights, threshold lights, and touchdown zone lights on the “in-use” runway must be replicated.	X	X	X	X
2.	Visual feature recognition. The following are the minimum distances at which runway features must be visible for simulators at Levels A, B, C, and D. Distances are measured from runway threshold to an airplane aligned with the runway on an extended 3° glide-slope in simulated meteorological conditions that recreate the minimum distances for visibility. For circling approaches, all requirements of this section apply to the runway used for the initial approach and to the runway of intended landing.				
2.a.	Runway definition, strobe lights, approach lights, and runway edge white lights from 5 sm (8 km) from the runway threshold.	X	X	X	X
2.b.	Visual Approach Aid lights (VASI or PAPI) from 5 sm (8 km) from the runway threshold			X	X
2.c.	Visual Approach Aid lights (VASI or PAPI) from 3 sm (5 km) from the runway threshold	X	X		
2.d.	Runway centerline lights and taxiway definition from 3 sm (5 km) from the runway threshold.	X	X	X	X
2.e.	Threshold lights and touchdown zone lights from 2 sm (3 km) from the runway threshold ...	X	X	X	X
2.f.	Runway markings within range of landing lights for night scenes and as required by the surface resolution requirements on day scenes.	X	X	X	X
2.g.	For circling approaches, the runway of intended landing and associated lighting must fade into view in a non-distracting manner.	X	X	X	X
3.	Airport model content. The following prescribes the minimum requirements for what must be provided in an airport model and identifies other aspects of the airport environment that must correspond with that model for simulators at Levels A, 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 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 will be required for each “in-use” runway.				
3.a.	The surface and markings for each “in-use” runway:				
3.a.1.	Threshold markings	X	X	X	X
3.a.2.	Runway numbers	X	X	X	X
3.a.3.	Touchdown zone markings	X	X	X	X
3.a.4.	Fixed distance markings	X	X	X	X
3.a.5.	Edge markings	X	X	X	X
3.a.6.	Centerline stripes	X	X	X	X
3.b.	The lighting for each “in-use” runway				
3.b.1.	Threshold lights	X	X	X	X
3.b.2.	Edge lights	X	X	X	X
3.b.3.	End lights	X	X	X	X
3.b.4.	Centerline lights	X	X	X	X