Table A3A - Functions And Subjective Tests QPS REQUIREMENTS					
Entry Number	Operations Tasks	Simulator Level			
		A	B	C	D
	configuration) including reaction of the autoflight system and stall protection system.				
5.b.2.	Slow flight			**X**	**X**
5.b.3.	Upset prevention and recovery maneuvers within the FSTD's validation envelope.			**X**	**X**
5.b.4.	Flight envelope protection (high angle of attack, bank limit, overspeed, etc.)	**X**	**X**	**X**	**X**
5.b.5.	Turns with/without speedbrake/spoilers deployed	**X**	**X**	**X**	**X**
5.b.6.	Normal and standard rate turns	**X**	**X**	**X**	**X**
5.b.7.	Steep turns	**X**	**X**	**X**	**X**
5.b.8.	Performance turn			**X**	**X**
5.b.9.	In flight engine shutdown and restart (assisted and windmill)	**X**	**X**	**X**	**X**
5.b.10.	Maneuvering with one or more engines inoperative, as appropriate	**X**	**X**	**X**	**X**
5.b.11.	Specific flight characteristics (e.g. direct lift control)	**X**	**X**	**X**	**X**
5.b.12.	Flight control system failures, reconfiguration modes, manual reversion and associated handling	**X**	**X**	**X**	**X**
5.b.13	Gliding to a forced landing			**X**	**X**
5.b.14	Visual resolution and FSTD handling and performance for the following (where applicable by aircraft type and training program):				
5.b.14.a	Terrain accuracy for forced landing area selection;			**X**	**X**
5.b.14.b	Terrain accuracy for VFR Navigation;			**X**	**X**
5.b.14.c	Eights on pylons (visual resolution);			**X**	**X**
5.b.14.d	Turns about a point; and			**X**	**X**
5.b.14.e	S-turns about a road or section line.			**X**	**X**
5.b.15	Other.				
6.	**Descent.**				
6.a.	Normal	**X**	**X**	**X**	**X**
6.b.	Maximum rate/emergency (clean and with speedbrake, etc.).	**X**	**X**	**X**	**X**
6.c.	With autopilot.	**X**	**X**	**X**	**X**
6.d.	Flight control system failures, reconfiguration modes, manual reversion and associated handling.	**X**	**X**	**X**	**X**
6.e.	Other				
7.	**Instrument Approaches And Landing.** Those instrument approach and landing tests relevant to the simulated airplane type are selected from the following list. Some tests are made with limiting wind velocities, under windshear conditions, and with relevant system failures, including the failure of the Flight Director. If Standard Operating Procedures allow use autopilot for non-precision approaches, evaluation of the autopilot will be included. Level A simulators are not authorized to credit the landing maneuver.				
7.a.	**Precision approach**				
7.a.1	CAT I published approaches.				
7.a.1.a	Manual approach with/without flight director including	**X**	**X**	**X**	**X**