Table A3B - Functions and Subjective Tests QPS REQUIREMENTS					
Entry Number	For Qualification At The Stated Level Class I Airport Models	Simulator Level			
		A	B	C	D
2.a.7.e	Edge markings.	X	X	X	X
2.a.7.f	Center line markings.	X	X	X	X
2.a.7.g	Distance remaining signs.	X	X	X	X
2.a.7.h	Signs at intersecting runways and taxiways.	X	X	X	X
2.a.7.i	Windsock that gives appropriate wind cues.			X	X
2.a.8	**Runway lighting of appropriate colors, directionality, behavior and spacing for the "in-use" runway including the following:**				
2.a.8.a	Threshold lights.	X	X	X	X
2.a.8.b	Edge lights.	X	X	X	X
2.a.8.c	End lights.	X	X	X	X
2.a.8.d	Center line lights.	X	X	X	X
2.a.8.e	Touchdown zone lights.	X	X	X	X
2.a.8.f	Lead-off lights.	X	X	X	X
2.a.8.g	Appropriate visual landing aid(s) for that runway.	X	X	X	X
2.a.8.h	Appropriate approach lighting system for that runway.	X	X	X	X
2.a.9	**Taxiway surface and markings (associated with each "in-use" runway):**				
2.a.9.a	Edge markings	X	X	X	X
2.a.9.b	Center line markings.	X	X	X	X
2.a.9.c	Runway holding position markings.	X	X	X	X
2.a.9.d	ILS critical area markings.	X	X	X	X
2.a.9.e	All taxiway markings, lighting, and signage to taxi, as a minimum, from a designated parking position to a designated runway and return, after landing on the designated runway, to a designated parking position; a low visibility taxi route (e.g. surface movement guidance control system, follow-me truck, daylight taxi lights) must also be demonstrated at one airport model for those operations authorized in low visibilities. The designated runway and taxi routing must be consistent with that airport for operations in low visibilities. The qualification of surface movement guidance control systems (SMGCS) is optional at the request of the FSTD sponsor. For the qualification of SMGCS, a demonstration model must be provided for evaluation.				X
2.a.10	**Taxiway lighting of appropriate colors, directionality, behavior and spacing (associated with each "in-use" runway):**				
2.a.10.a	Edge lights.	X	X	X	X
2.a.10.b	Center line lights.	X	X	X	X
2.a.10.c	Runway holding position and ILS critical area lights.	X	X	X	X
2.a.11	**Required visual model correlation with other aspects of the airport environment simulation.**				
2.a.11.a	The airport model must be properly aligned with the navigational aids that are associated with operations at the runway "in-use".	X	X	X	X