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.11.b	The simulation of runway contaminants must be correlated with the displayed runway surface and lighting.				**X**
2.a.12	**Airport buildings, structures and lighting.**				
2.a.12.a	Buildings, structures and lighting:				
2.a.12.a.1	Airport specific buildings, structures and lighting.			**X**	**X**
2.a.12.a.2	Reserved				
2.a.12.a.3	Reserved				
2.a.12.b	At least one useable gate, set at the appropriate height (required only for those airplanes that typically operate from terminal gates).			**X**	**X**
2.a.12.c	Representative moving and static airport clutter (e.g. other airplanes, power carts, tugs, fuel trucks, additional gates).			**X**	**X**
2.a.12.d	Gate/apron markings (e.g. hazard markings, lead-in lines, gate numbering), lighting and gate docking aids or a marshaller.			**X**	**X**
2.a.13	**Terrain and obstacles.**				
2.a.13.a	Terrain and obstacles within 46 km (25 NM) of the reference airport.			**X**	**X**
2.a.13.b	Reserved				
2.a.14	**Significant, identifiable natural and cultural features and moving airborne traffic.**				
2.a.14.a	Significant, identifiable natural and cultural features within 46 km (25 NM) of the reference airport. *Note.— This refers to natural and cultural features that are typically used for pilot orientation in flight. Outlying airports not intended for landing need only provide a reasonable facsimile of runway orientation.*			**X**	**X**
2.a.14.b	Reserved				
2.a.14.c	Representative moving airborne traffic (including the capability to present air hazards – e.g. airborne traffic on a possible collision course).			**X**	**X**
2.b	**Visual scene management.**				
2.b.1	All airport runway, approach and taxiway lighting and cultural lighting intensity for any approach must be capable of being set to six (6) different intensities (0 to 5); all visual scene light points should fade into view appropriately.			**X**	**X**
2.b.2	Airport runway, approach and taxiway lighting and cultural lighting intensity for any approach must be set at an intensity representative of that used in training for the visibility set; all visual scene light points should fade into view appropriately.	**X**	**X**		
2.b.3	The directionality of strobe lights, approach lights, runway edge lights, visual landing aids, runway center line lights, threshold lights, and touchdown zone lights on the runway of intended landing must be realistically replicated.	**X**	**X**	**X**	**X**
2.c	**Visual feature recognition.**				