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**
	Note.— The following are the minimum distances at which runway features should be visible. Distances are measured from runway threshold to an airplane aligned with the runway on an extended 3-degree glide slope in suitable simulated meteorological conditions. For circling approaches, all tests below apply both to the runway used for the initial approach and to the runway of intended landing.				
2.c.1	Runway definition, strobe lights, approach lights, and runway edge white lights from 8 km (5 sm) of the runway threshold.	**X**	**X**	**X**	**X**
2.c.2	**Visual approach aids lights.**				
2.c.2.a	Visual approach aids lights from 8 km (5 sm) of the runway threshold.			**X**	**X**
2.c.2.b	Visual approach aids lights from 4.8 km (3 sm) of the runway threshold.	**X**	**X**		
2.c.3	Runway center line lights and taxiway definition from 4.8 km (3 sm).	**X**	**X**	**X**	**X**
2.c.4	Threshold lights and touchdown zone lights from 3.2 km (2 sm).	**X**	**X**	**X**	**X**
2.c.5	Runway markings within range of landing lights for night scenes; as required by the surface resolution test on day scenes.	**X**	**X**	**X**	**X**
2.c.6	For circling approaches, the runway of intended landing and associated lighting must fade into view in a non-distracting manner.	**X**	**X**	**X**	**X**
2.d	**Selectable airport visual scene capability for:**				
2.d.1	Night.	**X**	**X**	**X**	**X**
2.d.2	Twilight.			**X**	**X**
2.d.3	Day.			**X**	**X**
2.d.4	Dynamic effects — the capability to present multiple ground and air hazards such as another airplane crossing the active runway or converging airborne traffic; hazards should be selectable via controls at the instructor station.			**X**	**X**
2.d.5	Illusions — operational visual scenes which portray representative physical relationships known to cause landing illusions, for example short runways, landing approaches over water, uphill or downhill runways, rising terrain on the approach path and unique topographic features. *Note.— Illusions may be demonstrated at a generic airport or at a specific airport.*				**X**
2.e	**Correlation with airplane and associated equipment.**				
2.e.1	Visual cues to relate to actual airplane responses.	**X**	**X**	**X**	**X**
2.e.2	**Visual cues during take-off, approach and landing.**				
2.e.2.a	Visual cues to assess sink rate and depth perception during landings.		**X**	**X**	**X**
2.e.2.b	Visual cueing sufficient to support changes in approach path by using runway perspective. Changes in visual cues during take-off, approach and landing should not distract the pilot.	**X**	**X**	**X**	**X**