

This table specifies the minimum airport model content and functionality to qualify a simulator at the indicated level. This table applies only to the airport models required for simulator qualification; i.e., one airport model for Level A and Level B simulators; three airport models for Level C and Level D simulators.

**Begin QPS Requirements**

<b>1.</b>	<b>Functional test content requirements for Level A and Level B simulators.</b> The following is the minimum airport model content requirement to satisfy visual capability tests, and provides suitable visual cues to allow completion of all functions and subjective tests described in this attachment for simulators at Levels A and B.				
<b>1.a.</b>	A minimum of one (1) representative airport model. This model identification must be acceptable to the sponsor’s TPAA, selectable from the IOS, and listed on the SOQ.	<b>X</b>	<b>X</b>		
<b>1.b.</b>	The fidelity of the airport model must be sufficient for the aircrew to visually identify the airport; determine the position of the simulated airplane within a night visual scene; successfully accomplish take-offs, approaches, and landings; and maneuver around the airport on the ground as necessary.	<b>X</b>	<b>X</b>		
<b>1.c.</b>	Runways:	<b>X</b>	<b>X</b>		
<b>1.c.1.</b>	Visible runway number.	<b>X</b>	<b>X</b>		
<b>1.c.2.</b>	Runway threshold elevations and locations must be modeled to provide sufficient correlation with airplane systems (e.g., altimeter).	<b>X</b>	<b>X</b>		
<b>1.c.3.</b>	Runway surface and markings.	<b>X</b>	<b>X</b>		
<b>1.c.4.</b>	Lighting for the runway in use including runway edge and centerline.	<b>X</b>	<b>X</b>		
<b>1.c.5.</b>	Lighting, visual approach aid and approach lighting of appropriate colors.	<b>X</b>	<b>X</b>		
<b>1.c.6.</b>	Representative taxiway lights.	<b>X</b>	<b>X</b>		
<b>2.a.</b>	<b>Additional functional test content requirements</b>				
<b>2.a.1</b>	<b>Airport scenes</b>				
<b>2.a.1.a</b>	A minimum of three (3) real-world airport models to be consistent with published data used for airplane operations and capable of demonstrating all the visual system features below. Each model should be in a different visual scene to permit assessment of FSTD automatic visual scene changes. The model identifications must be acceptable to the sponsor’s TPAA, selectable from the IOS, and listed on the SOQ.			<b>X</b>	<b>X</b>
<b>2.a.1.b</b>	Reserved				
<b>2.a.1.c</b>	Reserved				
<b>2.a.1.d</b>	<b>Airport model content.</b> For circling approaches, all tests apply to the runway used for the initial approach and to the runway of intended landing. If all runways in an airport model used to meet the requirements of this attachment are not designated as “in use,” then the “in use” runways must be listed on the SOQ (e.g., KORD, Rwy 9R, 14L, 22R). Models of airports with more than one runway must have all significant runways not “in-use” visually depicted for airport and runway recognition purposes. The use of white or off white light strings that identify the runway threshold, edges, and ends for twilight and night scenes are acceptable for this requirement.	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>