

Table A3A - Functions And Subjective Tests

QPS REQUIREMENTS

Entry Number	Operations Tasks	Simulator Level			
		A	B	C	D
7.b.3	VOR, VOR/DME, TACAN approach, all engines(s) operating and with one or more engine(s) inoperative	X	X	X	X
7.b.4	RNAV / RNP / GNSS (RNP at nominal and minimum authorized temperatures) approach, all engine(s) operating and with one or more engine(s) inoperative	X	X	X	X
7.b.5	ILS LLZ (LOC), LLZ back course (or LOC-BC) approach, all engine(s) operating and with one or more engine(s) inoperative	X	X	X	X
7.b.6	ILS offset localizer approach, all engine(s) operating and with one or more engine(s) inoperative	X	X	X	X
7.c	Approach procedures with vertical guidance (APV), e.g. SBAS, flight path vector				
7.c.1	APV/baro-VNAV approach, all engine(s) operating and with one or more engine(s) inoperative			X	X
7.c.2	Area navigation (RNAV) approach procedures based on SBAS, all engine(s) operating and with one or more engine(s) inoperative			X	X
8.	<p>Visual Approaches (Visual Segment) And Landings.</p> <p>Flight simulators with visual systems, which permit completing a special approach procedure in accordance with applicable regulations, may be approved for that particular approach procedure.</p>				
8.a.	Maneuvering, normal approach and landing, all engines operating with and without visual approach aid guidance	X	X	X	X
8.b.	Approach and landing with one or more engines inoperative	X	X	X	X
8.c.	Operation of landing gear, flap/slats and speedbrakes (normal and abnormal)	X	X	X	X
8.d.1	Approach and landing with crosswind (max. demonstrated)	X	X	X	X
8.d.2	Approach and landing with gusting crosswind			X	X
8.e.	Approach and landing with flight control system failures, reconfiguration modes, manual reversion and associated handling (most significant degradation which is probable)	X	X	X	X
8.e.1.	Approach and landing with trim malfunctions	X	X	X	X
8.e.1.a	Longitudinal trim malfunction	X	X	X	X
8.e.1.b	Lateral-directional trim malfunction	X	X	X	X
8.f.	Approach and landing with standby (minimum) electrical/hydraulic power	X	X	X	X
8.g.	Approach and landing from circling conditions (circling approach)	X	X	X	X
8.h.	Approach and landing from visual traffic pattern	X	X	X	X
8.i.	Approach and landing from non-precision approach	X	X	X	X
8.j.	Approach and landing from precision approach	X	X	X	X
8.k.	Other				