	(5) Buffet during extension and retraction of landing gear; (6) Buffet in the air due to flap and spoiler/speedbrake extension; (7) Approach-to-stall buffet and stall buffet (where applicable); (8) Representative touchdown cues for main and nose gear; (9) Nosewheel scuffing, if applicable; (10) Mach and maneuver buffet; (11) Engine failures, malfunctions, and engine damage (12) Tail and pod strike;					
5.e.2.	(13) Taxiing effects such as lateral and directional cues resulting from steering and braking inputs; (14) Buffet due to atmospheric disturbances (e.g. buffets due to turbulence, gusting winds, storm cells, windshear, etc.) in three linear axes (isotropic); (15) Tire failure dynamics; and (16) Other significant vibrations, buffets and bumps that are not mentioned above (e.g. RAT), or checklist items such as motion effects due to pre-flight flight control inputs.			**X**	**X**	
5.f.	The simulator must provide characteristic motion vibrations that result from operation of the airplane if the vibration marks an event or airplane state that can be sensed in the flight deck.				**X**	The simulator should be programmed and instrumented in such a manner that the characteristic buffet modes can be measured and compared to airplane data.
6. Visual System.						
6.a.	The simulator must have a visual system providing an out-of-the-flight deck view.	**X**	**X**	**X**	**X**	
6.b.	The simulator must provide a continuous collimated field-of-view of at least 45° horizontally and 30° vertically per pilot seat or the number of degrees necessary to meet the visual ground segment requirement, whichever is greater. Both pilot seat visual systems must be operable simultaneously. The minimum horizontal field-of-view coverage must be plus and minus one-half	**X**	**X**			Additional field-of-view capability may be added at the sponsor's discretion provided the minimum fields of view are retained.