	relationships known to cause landing illusions to pilots.					landing approaches over water, uphill or downhill runways, rising terrain on the approach path, unique topographic features.
6.r.	The simulator must provide special weather representations of light, medium, and heavy precipitation near a thunderstorm on takeoff and during approach and landing. Representations need only be presented at and below an altitude of 2,000 ft. (610 m) above the airport surface and within 10 miles (16 km) of the airport.			**X**	**X**	
6.s.	The simulator must present visual scenes of wet and snow-covered runways, including runway lighting reflections for wet conditions, partially obscured lights for snow conditions, or suitable alternative effects**.**			**X**	**X**	
6.t.	The simulator must present realistic color and directionality of all airport lighting.			**X**	**X**	
6.u.	The following weather effects as observed on the visual system must be simulated and respective instructor controls provided. (1) Multiple cloud layers with adjustable bases, tops, sky coverage and scud effect; (2) Storm cells activation and/or deactivation; (3) Visibility and runway visual range (RVR), including fog and patchy fog effect; (4) Effects on ownship external lighting; (5) Effects on airport lighting (including variable intensity and fog effects); (6) Surface contaminants (including wind blowing effect); (7) Variable precipitation effects (rain, hail, snow); (8) In-cloud airspeed effect; and (9) Gradual visibility changes entering and breaking out of cloud.			**X**	**X**	Scud effects are low, detached, and irregular clouds below a defined cloud layer. Atmospheric model should support representative effects of wake turbulence and mountain waves as needed to enhance UPRT training. The mountain wave model should support the atmospheric climb, descent, and roll rates which can be encountered in mountain wave and rotor conditions.