

	Rectangular surface depictions are acceptable for daylight scenes. A visual system’s capabilities must be balanced between providing airport models with an accurate representation of the airport and a realistic representation of the surrounding environment. Airport model detail must be developed using airport pictures, construction drawings and maps, or other similar data, or developed in accordance with published regulatory material; however, this does not require that such models contain details that are beyond the design capability of the currently qualified visual system. Only one “primary” taxi route from parking to the runway end will be required for each “in-use” runway.				
2.a.2	Visual scene fidelity.				
2.a.2.a	The visual scene must correctly represent the parts of the airport and its surroundings used in the training program.	X	X	X	X
2.a.2.b	Reserved				
2.a.2.c	Reserved				
2.a.3	Runways and taxiways.				
2.a.3.a	Airport specific runways and taxiways.	X	X	X	X
2.a.3.b	Reserved				
2.a.3.c	Reserved				
2.a.4	If appropriate to the airport, two parallel runways and one crossing runway displayed simultaneously; at least two runways must be capable of being lit simultaneously.			X	X
2.a.5	Runway threshold elevations and locations must be modeled to provide correlation with airplane systems (e.g. HUD, GPS, compass, altimeter).			X	X
2.a.6	Slopes in runways, taxiways, and ramp areas must not cause distracting or unrealistic effects, including pilot eye-point height variation.			X	X
2.a.7	Runway surface and markings for each “in-use” runway must include the following, if appropriate:				
2.a.7.a	Threshold markings.	X	X	X	X
2.a.7.b	Runway numbers.	X	X	X	X
2.a.7.c	Touchdown zone markings.	X	X	X	X
2.a.7.d	Fixed distance markings.	X	X	X	X
2.a.7.e	Edge markings.	X	X	X	X
2.a.7.f	Center line markings.	X	X	X	X
2.a.7.g	Distance remaining signs.	X	X	X	X
2.a.7.h	Signs at intersecting runways and taxiways.	X	X	X	X
2.a.7.i	Windsock that gives appropriate wind cues.			X	X
2.a.8	Runway lighting of appropriate colors, directionality, behavior and spacing for the “in-use” runway including the following:				
2.a.8.a	Threshold lights.	X	X	X	X
2.a.8.b	Edge lights.	X	X	X	X
2.a.8.c	End lights.	X	X	X	X
2.a.8.d	Center line lights.	X	X	X	X
2.a.8.e	Touchdown zone lights.	X	X	X	X
2.a.8.f	Lead-off lights.	X	X	X	X
2.a.8.g	Appropriate visual landing aid(s) for that runway.	X	X	X	X