

<b>2.a.8.h</b>	Appropriate approach lighting system for that runway.	X	X	X	X
<b>2.a.9</b>	<b>Taxiway surface and markings (associated with each “in-use” runway):</b>				
<b>2.a.9.a</b>	Edge markings	X	X	X	X
<b>2.a.9.b</b>	Center line markings.	X	X	X	X
<b>2.a.9.c</b>	Runway holding position markings.	X	X	X	X
<b>2.a.9.d</b>	ILS critical area markings.	X	X	X	X
<b>2.a.9.e</b>	All taxiway markings, lighting, and signage to taxi, as a minimum, from a designated parking position to a designated runway and return, after landing on the designated runway, to a designated parking position; a low visibility taxi route (e.g. surface movement guidance control system, follow-me truck, daylight taxi lights) must also be demonstrated at one airport model for those operations authorized in low visibilities. The designated runway and taxi routing must be consistent with that airport for operations in low visibilities.  The qualification of surface movement guidance control systems (SMGCS) is optional at the request of the FSTD sponsor. For the qualification of SMGCS, a demonstration model must be provided for evaluation.				X
<b>2.a.10</b>	<b>Taxiway lighting of appropriate colors, directionality, behavior and spacing (associated with each “in-use” runway):</b>				
<b>2.a.10.a</b>	Edge lights.	X	X	X	X
<b>2.a.10.b</b>	Center line lights.	X	X	X	X
<b>2.a.10.c</b>	Runway holding position and ILS critical area lights.	X	X	X	X
<b>2.a.11</b>	<b>Required visual model correlation with other aspects of the airport environment simulation.</b>				
<b>2.a.11.a</b>	The airport model must be properly aligned with the navigational aids that are associated with operations at the runway “in-use”.	X	X	X	X
<b>2.a.11.b</b>	The simulation of runway contaminants must be correlated with the displayed runway surface and lighting.				X
<b>2.a.12</b>	<b>Airport buildings, structures and lighting.</b>				
<b>2.a.12.a</b>	Buildings, structures and lighting:				
<b>2.a.12.a.1</b>	Airport specific buildings, structures and lighting.			X	X
<b>2.a.12.a.2</b>	Reserved				
<b>2.a.12.a.3</b>	Reserved				
<b>2.a.12.b</b>	At least one useable gate, set at the appropriate height (required only for those airplanes that typically operate from terminal gates).			X	X
<b>2.a.12.c</b>	Representative moving and static airport clutter (e.g. other airplanes, power carts, tugs, fuel trucks, additional gates).			X	X
<b>2.a.12.d</b>	Gate/apron markings (e.g. hazard markings, lead-in lines, gate numbering), lighting and gate docking aids or a marshaller.			X	X
<b>2.a.13</b>	<b>Terrain and obstacles.</b>				
<b>2.a.13.a</b>	Terrain and obstacles within 46 km (25 NM) of the reference airport.			X	X
<b>2.a.13.b</b>	Reserved				
<b>2.a.14</b>	<b>Significant, identifiable natural and cultural features and moving airborne traffic.</b>				
<b>2.a.14.a</b>	Significant, identifiable natural and cultural features within 46 km (25 NM) of the reference airport.			X	X