	Note.— This refers to natural and cultural features that are typically used for pilot orientation in flight. Outlying airports not intended for landing need only provide a reasonable facsimile of runway orientation.				
2.a.14.b	Reserved				
2.a.14.c	Representative moving airborne traffic (including the capability to present air hazards – e.g. airborne traffic on a possible collision course).			**X**	**X**
2.b	**Visual scene management.**				
2.b.1	All airport runway, approach and taxiway lighting and cultural lighting intensity for any approach must be capable of being set to six (6) different intensities (0 to 5); all visual scene light points should fade into view appropriately.			**X**	**X**
2.b.2	Airport runway, approach and taxiway lighting and cultural lighting intensity for any approach must be set at an intensity representative of that used in training for the visibility set; all visual scene light points should fade into view appropriately.	**X**	**X**		
2.b.3	The directionality of strobe lights, approach lights, runway edge lights, visual landing aids, runway center line lights, threshold lights, and touchdown zone lights on the runway of intended landing must be realistically replicated.	**X**	**X**	**X**	**X**
2.c	**Visual feature recognition.** *Note.— The following are the minimum distances at which runway features should be visible. Distances are measured from runway threshold to an airplane aligned with the runway on an extended 3-degree glide slope in suitable simulated meteorological conditions. For circling approaches, all tests below apply both to the runway used for the initial approach and to the runway of intended landing.*				
2.c.1	Runway definition, strobe lights, approach lights, and runway edge white lights from 8 km (5 sm) of the runway threshold.	**X**	**X**	**X**	**X**
2.c.2	**Visual approach aids lights.**				
2.c.2.a	Visual approach aids lights from 8 km (5 sm) of the runway threshold.			**X**	**X**
2.c.2.b	Visual approach aids lights from 4.8 km (3 sm) of the runway threshold.	**X**	**X**		
2.c.3	Runway center line lights and taxiway definition from 4.8 km (3 sm).	**X**	**X**	**X**	**X**
2.c.4	Threshold lights and touchdown zone lights from 3.2 km (2 sm).	**X**	**X**	**X**	**X**
2.c.5	Runway markings within range of landing lights for night scenes; as required by the surface resolution test on day scenes.	**X**	**X**	**X**	**X**
2.c.6	For circling approaches, the runway of intended landing and associated lighting must fade into view in a non-distracting manner.	**X**	**X**	**X**	**X**
2.d	**Selectable airport visual scene capability for:**				
2.d.1	Night.	**X**	**X**	**X**	**X**
2.d.2	Twilight.			**X**	**X**
2.d.3	Day.			**X**	**X**
2.d.4	Dynamic effects — the capability to present multiple ground and air hazards such as another airplane crossing the active runway or converging airborne traffic; hazards should be selectable via controls at the instructor station.			**X**	**X**