	obstruction of the ground scene.				
2.g.6	Gradual break-out to ambient visibility/RVR, defined as up to 10% of the respective cloud base or top, 20 ft ≤ transition layer ≤ 200 ft; cloud effects should be checked at and below a height of 600 m (2 000 ft) above the airport and within a radius of 16 km (10 sm) from the airport. Transition effects should be complete when the IOS cloud base or top is reached when exiting and start when entering the cloud, i.e. transition effects should occur within the IOS defined cloud layer.			**X**	**X**
2.g.7	Visibility and RVR measured in terms of distance. Visibility/RVR must be checked at and below a height of 600 m (2 000 ft) above the airport and within a radius of 16 km (10 sm) from the airport.	**X**	**X**	**X**	**X**
2.g.8	Patchy fog (sometimes referred to as patchy RVR) giving the effect of variable RVR. The lowest RVR should be that selected on the IOS, ie. variability is only greater than the IOS RVR.			**X**	**X**
2.g.9	Effects of fog on airport lighting such as halos and defocus.			**X**	**X**
2.g.10	Effect of ownship lighting in reduced visibility, such as reflected glare, to include landing lights, strobes, and beacons.			**X**	**X**
2.g.11	Wind cues to provide the effect of blowing snow or sand across a dry runway or taxiway should be selectable from the instructor station.			**X**	**X**
	End QPS Requirement				
	Begin Information				
3.	An example of being able to "combine two airport models to achieve two "in-use" runways: One runway designated as the "in use" runway in the first model of the airport, and the second runway designated as the "in use" runway in the second model of the same airport. For example, the clearance is for the ILS approach to Runway 27, Circle to Land on Runway 18 right. Two airport visual models might be used: the first with Runway 27 designated as the "in use" runway for the approach to runway 27, and the second with Runway 18 Right designated as the "in use" runway. When the pilot breaks off the ILS approach to runway 27, the instructor may change to the second airport visual model in which runway 18 Right is designated as the "in use" runway, and the pilot would make a visual approach and landing. This process is acceptable to the FAA as long as the temporary interruption due to the visual model change is not distracting to the pilot, does not cause changes in navigational radio frequencies, and does not cause undue instructor/evaluator time.				
4.	Sponsors are not required to provide every detail of a runway, but the detail that is provided should be correct within the capabilities of the system. **End Information**				