						and image "roll-off," that may lead a pilot to make incorrect assessments of speed, acceleration, or situational awareness.
6.f.	The FTD must have operational landing lights for night scenes. Where used, dusk (or twilight) scenes require operational landing lights.				**X**	
6.g.	The FTD must have instructor controls for the following: (1) Visibility in statute miles (km) and runway visual range (RVR) in ft.(m); (2) Airport selection; and (3) Airport lighting.				**X**	
6.h.	The FTD must provide visual system compatibility with dynamic response programming.				**X**	
6.i.	The FTD must show that the segment of the ground visible from the FTD flight deck is the same as from the airplane flight deck (within established tolerances) when at the correct airspeed, in the landing configuration, at the appropriate height above the touchdown zone, and with appropriate visibility.				**X**	This will show the modeling accuracy of RVR, glideslope, and localizer for a given weight, configuration, and speed within the airplane's operational envelope for a normal approach and landing.
6.j.	The FTD must provide visual cues necessary to assess sink rates (provide depth perception) during takeoffs and landings, to include: (1) Surface on runways, taxiways, and ramps; and (2) Terrain features.				**X**	
6.k.	The FTD must provide for accurate portrayal of the visual environment relating to the FTD attitude.				**X**	Visual attitude vs. FTD attitude is a comparison of pitch and roll of the horizon as displayed in the visual scene compared to the display on the attitude indicator.