6.p.	Daylight Visual Scenes. The FTD must provide daylight visual scenes with sufficient scene content to recognize the airport, the terrain, and major landmarks around the airport. The scene content must allow a pilot to successfully accomplish a visual landing. Any ambient lighting must not "washout" the displayed visual scene. Total daylight scene content must be comparable in detail to that produced by 10,000 visible textured surfaces and 6,000 visible lights with sufficient system capacity to display 16 simultaneously moving objects. The visual display must be free of apparent and distracting quantization and other distracting visual effects while the FTD is in motion. An SOC is required.				**X**	
6.q.	The FTD must provide operational visual scenes that portray physical relationships known to cause landing illusions to pilots.				**X**	For example: short runways, landing approaches over water, uphill or downhill runways, rising terrain on the approach path, unique topographic features.
6.r.	The FTD must provide special weather representations of light, medium, and heavy precipitation near a thunderstorm on takeoff and during approach and landing. Representations need only be presented at and below an altitude of 2,000 ft. (610 m) above the airport surface and within 10 miles (16 km) of the airport.				**X**	
6.s.	The FTD must present visual scenes of wet and snow-covered runways, including runway lighting reflections for wet conditions, partially obscured lights for snow conditions, or suitable alternative effects**.**				**X**	
6.t.	The FTD must present realistic color and directionality of all airport lighting.				**X**	
6.u.	The following weather effects as observed on the visual system must be simulated and respective instructor controls provided. (1) Multiple cloud layers with adjustable bases, tops, sky coverage and				**X**	Scud effects are low, detached, and irregular clouds below a defined cloud layer.