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|---|---|---|---|---|---|---|
| | scud effect;<br>(2) Storm cells activation and/or deactivation;<br>(3) Visibility and runway visual range (RVR), including fog and patchy fog effect;<br>(4) Effects on ownship external lighting;<br>(5) Effects on airport lighting (including variable intensity and fog effects);<br>(6) Surface contaminants (including wind blowing effect);<br>(7) Variable precipitation effects (rain, hail, snow);<br>(8) In-cloud airspeed effect; and<br>(9) Gradual visibility changes entering and breaking out of cloud. | | | | | |
| **6.v.** | The simulator must provide visual effects for:<br>(1) Light poles;<br>(2) Raised edge lights as appropriate; and<br>(3) Glow associated with approach lights in low visibility before physical lights are seen, | | | | **X** | Visual effects for light poles and raised edge lights are for the purpose of providing additional depth perception during takeoff, landing, and taxi training tasks. Three dimensional modeling of the actual poles and stanchions is not required. |
| **7. Sound System.** | | | | | | |
| **7.a.** | The FTD must provide flight deck sounds that result from pilot actions that correspond to those that occur in the airplane. | | | **X** | **X** | |
| **7.b.** | The volume control must have an indication of sound level setting which meets all qualification requirements. | | | | **X** | This indication is of the sound level setting as evaluated during the FTD's initial evaluation. |
| **7.c.** | The FTD must accurately simulate the sound of precipitation, windshield wipers, and other significant airplane noises perceptible to the pilot during normal and abnormal operations, and include the sound of a crash (when the | | | | **X** | |