6.h.	The simulator must provide visual system compatibility with dynamic response programming.	**X**	**X**	**X**	**X**	
6.i.	The simulator must show that the segment of the ground visible from the simulator 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**	**X**	**X**	**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 simulator 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**	**X**	**X**	
6.k.	The simulator must provide for accurate portrayal of the visual environment relating to the simulator attitude.	**X**	**X**	**X**	**X**	Visual attitude vs. simulator 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.
6.l.	The simulator must provide for quick confirmation of visual system color, RVR, focus, and intensity. An SOC is required.			**X**	**X**	
6.m.	The simulator must be capable of producing at least 10 levels of occulting.			**X**	**X**	
6.n.	Night Visual Scenes. When used in training, testing, or checking activities, the simulator must provide night 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. Scenes must include a definable horizon and typical terrain characteristics such as fields, roads and bodies of water and surfaces illuminated by airplane landing lights.	**X**	**X**	**X**	**X**	