	(½) of the minimum continuous field-of-view requirement, centered on the zero degree azimuth line relative to the aircraft fuselage. An SOC is required and must explain the system geometry measurements including system linearity and field-of-view.						
6.c.	(Reserved)						
6.d.	The simulator must provide a continuous collimated visual field-of-view of at least176° horizontally and 36° vertically or the number of degrees necessary to meet the visual ground segment requirement, whichever is greater. The minimum horizontal field-of-view coverage must be plus and minus one-half (½) of the minimum continuous field-of-view requirement, centered on the zero degree azimuth line relative to the aircraft fuselage. An SOC is required and must explain the system geometry measurements including system linearity and field-of-view.				**X**	**X**	The horizontal field-of-view is traditionally described as a 180° field-of-view. However, the field-of-view is technically no less than 176°. Additional field-of-view capability may be added at the sponsor's discretion provided the minimum fields of view are retained.
6.e.	The visual system must be free from optical discontinuities and artifacts that create non-realistic cues.	**X**	**X**	**X**	**X**	**X**	Non-realistic cues might include image "swimming" and image "roll-off," that may lead a pilot to make incorrect assessments of speed, acceleration, or situational awareness.
6.f.	The simulator must have operational landing lights for night scenes. Where used, dusk (or twilight) scenes require operational landing lights.	**X**	**X**	**X**	**X**	**X**	
6.g.	The simulator 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**	**X**	**X**	**X**	**X**	