Kapitel 1

Airbus A32x FlightDeck

FlightDeck A320 will deliver the best training environment outside of a Full-Flight Simulator (FFS) right to your desktop.

airlinetools GmbH
Walzmühlestrasse 46
8500 Frauenfeld
SWITZERLAND

www.airlinetools.com
info@airlinetools.com

www.a3xxflightdeck.com
.. a fully operational stand-alone flight deck simulator, based on many years of development and testing by active Airbus pilots.

It is not just any other CBT or FMS trainer. It includes interactive aircraft systems, a built-in navigation database and an integrated malfunction tool that is similar to full flight Airbus simulators.

With the latest version we include satellite images for airport environments for more realistic visual impressions.

In addition FlightDeck A32x has the ability to download real-time METAR weather for any airport in our database.

We believe that:

**TRAINING SHOULD BE FUN.**
In Airbus FlightDeck A32x® all the aircraft systems interact in exactly the same way as they do in a real cockpit. Better still, every circuit breaker (CB) is connected to its associated bus and you can see any effect by pulling a CB immediately.

Call up the ELEC ECAM page and also the underlying electric scheme for a deeper understanding.
The Airbus FlightDeck A32x® trainer gives you instant control over almost all aspects. May it be weather conditions like CAT I/II/III or flight conditions like “at T/O” or “in cruise”.

You can switch easily into preset modes and even preselect technical failures - just like in a full featured 100 Million $ flight simulator - all this at home from your PC.

During transition training FlightDeck A32x will be your partner side by side with the official documents to study the aircraft systems and get familiar with ECAM and the complex FMS.
FlightDeck® not only gives you a photo realistic look an feel of the cockpit and all instruments, CRTs and controls, but also a great visual for taxi, take-off and visual approaches.

For better reading you may click on any CRT to get a larger display - especially when going through the different ECAM pages.
Different A320 flavors do exist and we take care of the older and newer versions. (EIS 1 / EIS 2)

We also include the classic STBY instruments or the new ISIS.
Just like on a real Airbus, the digital flight recorder will save all parameters and give you a graphical feedback. This gives you the possibility to save a situation and even share that one with an other user.

Saved situations are saved locally or on our servers. By inserting an other FlightDeck serial number you will be able to send it to an other user directly from within FlightDeck.
While airline operators invest millions into realistic flight training devices, flight deck gives you the best training device right into your hands for the costs that everyone can afford.

Maximize your learning effectiveness during transition training to the Airbus using this program to get familiar with the aircraft systems.

We offer a price for privat use which is affordable for any active Airbus pilot or trainee.

If you or your company will use FlightDeck for training, then we offer a special license. Please contact us for further information.
The software and also the FMS navigation database can be updated online, therefore you train with the same database as on the real aircraft. The FMS data will be provided with the usual 13 cycles per year by Lufthansa Systems (LIDO).

One year of Nav database update is included in the price, after that a subscription is needed to be able to download the monthly updates.

Check out our web site for more information.

http://www.a3xxflightdeck.com
The standard installation of FlightDeck A32x will include the whole earth as a 3D height model using NASA SRTM data with a resolution of 120 m per grid point.

We provide a global „generic“ texture that will give you a good impression of all regions world wide.

In addition we provide high resolution digital satellite images for the whole are of Switzerland.

This will give you a detailed an realistic visual impression of Swiss landscape and airports.

Some selected airports come with 3D buildings and moving objects.
FlightDeck A320 will deliver the best training environment outside of a Full-Flight Simulator (FFS) right to your desktop.

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FlightDeck will cover the following **ECAM messages** for the A319/A320/A321 Series:

These failures correspond with the official Airbus manuals. ECAM STATUS page will reflect current aircraft status. All ECAM messages can be maintained, edited, and adapted according to individual needs via web interface. (e.g. OEB reminders asf.)

All official Airbus A32x ECAM messages can be generated by FlightDeck. Here are the ATA Chapters covered by FlightDeck:

- **ATA 21: AIR COND/PRESS/VENT**
- **ATA 22: AUTO FLIGHT**
- **ATA 23: COMMUNICATIONS**
- **ATA 24: ELECTRICAL**
- **ATA 25: EQUIPMENT** (no ECAM actions)
- **ATA 26: FIRE PROTECTION**
- **ATA 27: FLIGHT CONTROLS**
- **ATA 28: FUEL**
- **ATA 29: HYDRAULICS**
- **ATA 30: ICE & RAIN PROTECTION**
- **ATA 31: INDICATION/RECORDING SYSTEMS**
- **ATA 32: LANDING GEAR**
- **ATA 33: LIGHTS** (no ECAM actions)
- **ATA 34: NAVIGATION**
- **ATA 35: OXYGEN** (no ECAM actions)
- **ATA 36: PNEUMATICS**
- **ATA 38: WATER WASTE** (no ECAM actions)
- **ATA 49: APU**
- **ATA 52: DOORS**
- **ATA 70: POWER PLANT**
| AFT CRG VENT FAULT | ENG 2 HP VALVE FAULT | R WNG LEAK DET FAULT | LDG ELEV FAULT |
| APU BLEED FAULT | L WING LEAK | X BLEED FAULT | LO DIFF PR |
| APU BLEED LEAK | L WNG LEAK DET FAULT | PR SAFETY VALVE OPEN | OUTFLOW VALVE NOT OPEN |
| BLEED 1 OFF | PACK 1 FAULT | SYS 1+2 FAULT | SAFETY VALVE OPEN |
| BLEED 2 OFF | PACK 1 OFF | EXCESS CAB ALT | |
| ENG 1 BLEED ABNORM PR | PACK 1 OVHT | AFT CAB DUCT OVHT | |
| ENG 1 BLEED FAULT | PACK 1 REGUL FAULT | AFT CRG ISOL VALVE | |
| ENG 1 BLEED LEAK | PACK 1+2 FAULT | CKPT DUCT OVHT | |
| ENG 1 BLEED LO TEMP | AVNCS SYS FAULT | FWD CAB DUCT OVHT | |
| ENG 1 BLEED NOT CLSD | CAB PR SYS 1 FAULT | HOT AIR FAULT | |
| ENG 1 HP VALVE FAULT | CAB PR SYS 1+2 FAULT | L+R CAB FAN FAULT | |
| ENG 1+2 BLEED LO TEMP | CAB PR SYS 2 FAULT | LAV+GALLEY FAN FAULT | |
| ENG 2 BLEED ABNORM PR | PACK 2 FAULT | TRIM AIR SYS FAULT | |
| ENG 2 BLEED FAULT | PACK 2 OFF | ZONE REGUL FAULT | |
| ENG 2 BLEED LEAK | PACK 2 OVHT | BLOWER FAULT | |
| ENG 2 BLEED LO TEMP | PACK 2 REGUL FAULT | EXTRACT FAULT | |
| ENG 2 BLEED NOT CLSD | R WING LEAK | SKIN VALVE FAULT | |
### ATA 22: AUTO FLIGHT

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YAW DAMPER 2
ACARS FAULT
CIDS 1+2 FAULT
HF 1 DATA FAULT
HF 2 DATA FAULT
SATCOM FAULT
SATCOM SATCOM FAULT
VHF 1 EMITTING
VHF 2 EMITTING
VHF 3 DATA FAULT
VHF 3 EMITTING
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<td>DC BAT BUS FAULT</td>
<td>IDG 1 OIL LO PR</td>
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<td>DC BUS 1 FAULT</td>
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<td>DC BUS 1+2 FAULT</td>
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APU FIRE
ENG 1 FIRE
ENG 2 FIRE

AFT BTL SQUIB FAULT
AFT CARGO SMOKE
AFT CRG DET FAULT
AVNCS SMOKE
FWD BTL SQUIB FAULT
FWD CARGO SMOKE
FWD CRG DET FAULT
LAV+CRG DET FAULT
LAVATORY DET FAULT
LAVATORY SMOKE
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<td>GND SPLR FAULT</td>
<td>SPD BRK 3+4 FAULT</td>
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APU LP VALVE FAULT
AUTO FEED FAULT
CTR TK PUMP 1 LO PR
CTR TK PUMP 2 LO PR
CTR TK PUMPS LO PR
CTR TK PUMPS OFF
ENG 1 LP VALVE OPEN
ENG 2 LP VALVE OPEN
FQI CH 1 FAULT
FQI CH 2 FAULT
L INNER TK HI TEMP
L INNER TK LO TEMP
L OUTER TK HI TEMP
L OUTER TK LO TEMP
L TK PUMP 1 LO PR
L TK PUMP 1+2 LO PR
L TK PUMP 2 LO PR
L WING TK LO LVL
L XFR VALVE CLOSED
L XFR VALVE OPEN
L+R WING TK LO LVL
R INNER TK HI TEMP
R INNER TK LO TEMP
R OUTER TK HI TEMP
R OUTER TK LO TEMP
R TK PUMP 1 LO PR
R TK PUMP 1+2 LO PR
R TK PUMP 2 LO PR
R WING TK LO LVL
R XFR VALVE CLOSED
R XFR VALVE OPEN
X FEED VALVE FAULT

Abschnitt 8
ATA 28: FUEL
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ALL PITOT
CAPT AOA
CAPT L STAT
CAPT PITOT
CAPT PROBES
CAPT R STAT
CAPT TAT
CAPT+F/O PITOT
CAPT+STBY PITOT
DETECT FAULT
ENG 1 VALVE CLSD
ENG 1 VALVE OPEN
ENG 2 VALVE CLSD
ENG 2 VALVE OPEN
F/O AOA
F/O L STAT
F/O PITOT
F/O R STAT
F/O PROBES
F/O TAT
F/O+STBY PITOT
ICE DETECT FAULT
ICE DETECTED
L WINDOW
L WINDSHIELD
L+R WINDSHIELD
R WINDOW
R WINDSHIELD
SEVERE ICE DETECTED
STBY AOA
STBY L STAT
STBY PITOT
STBY PROBES
STBY R STAT
DMC 1 FAULT
DMC 2 FAULT
DMC 3 FAULT

FWC 1 FAULT
FWC 1+2 FAULT
FWC 2 FAULT
OEB/FWC DISCREPANCY

SDAC 1 FAULT
SDAC 1+2 FAULT
SDAC 2 FAULT

-- RECORDER --

DFDR FAULT
SYS FAULT
DOORS NOT CLOSED
GEAR NOT DOWN
GEAR NOT DOWNLOCKED
GEAR NOT UPLOCKED
GEAR UPLOCK FAULT
L MAIN GEAR NOT DOWNLOCKED
LGCIU 1 FAULT
LGCIU 2 FAULT
R MAIN GEAR NOT DOWNLOCKED
SHOCK ABSORBER FAULT
SYS DISAGREE

-- BRAKES --

A/SKID NWS FAULT
ANTI SKID/NWS OFF
AUTO BRK FAULT
ADR 1 FAULT
ADR 1+2 FAULT
ADR 1+2+3 FAULT
ADR 1+3 FAULT
ADR 2 FAULT
ADR 2+3 FAULT
ADR 3 FAULT
ADR DISAGREE
ALTI DISCREPANCY
ATT DISCREPANCY
FM/GPS POS DISAGREE
GPS 1 FAULT
GPS 2 FAULT
GPS PRIMARY LOST
GPWS FAULT
GPWS TERR DET FAULT
HDG DISCREPANCY
IAS DISCREPANCY
ILS 1 FAULT
ILS 1+2 FAULT
ILS 2 FAULT
IR 1 FAULT
IR 1+2 FAULT
IR 1+3 FAULT
IR 2 FAULT
IR 2+3 FAULT
IR 3 FAULT
IR DISAGREE
PRED W/S DET FAULT
RA 1 AND 2 FAULT
RA 1 FAULT
RA 2 FAULT
TCAS FAULT
BLEED 1 OFF
BLEED 2 OFF
ENG 1 BLEED ABNORM PR
ENG 1 BLEED FAULT
ENG 1 BLEED LEAK
ENG 1 BLEED LO TEMP
ENG 1 BLEED NOT CLSD
ENG 1 HP VALVE FAULT
ENG 1+2 BLEED LO TEMP
ENG 2 BLEED ABNORM PR
ENG 2 BLEED FAULT ENG 2 BLEED LEAK
ENG 2 BLEED LO TEMP
ENG 2 BLEED NOT CLSD
ENG 2 HP VALVE FAULT

L WING LEAK
L WNG LEAK DET FAULT
R WING LEAK
R WNG LEAK DET FAULT
** APU **
AUTO SHUT DOWN
DOOR OPEN
EMER SHUT DOWN
FIRE DET FAULT
FIRE LOOP A FAULT
FIRE LOOP B FAULT

** DOORS **
AFT AVIONICS
AFT CARGO
AVIONICS
BULK CARGO
CABIN
CARGO
EMER EXIT
FWD AVIONICS
FWD CARGO
L AFT CABIN
L AFT EMER EXIT
L AVIONICS
L FWD CABIN
L FWD EMER EXIT
R AFT CABIN
R AFT EMER EXIT
R AVIONICS
R FWD CABIN
R FWD EMER EXIT
ATA 70: POWER PLANT

COMPRESSOR VANE
DUAL FAILURE
ENG THR LEVERS NOT SET
FLEX TEMP NOT SET
THRUST LOCKED
THRUST LOCKED
TYPE DISAGREE
VIB SYS FAULT

---- ENG 1 ----
BLEED STATUS FAULT
COMPRESSOR VANE
CTL VALVE FAULT
EGT DISCREPANCY
EGT OVER LIMIT
EIU FAULT
FADEC A FAULT
FADEC ALTERNATOR
FADEC B FAULT
FADEC FAULT
FADEC HI TEMP
FAIL
FF DISCREPANCY
FIRE DET FAULT
FIRE LOOP A FAULT
FIRE LOOP B FAULT
FUEL CTL FAULT
FUEL FILTER CLOG
FUEL RETURN VALVE
HP FUEL VALVE
IGN A FAULT
IGN A+B FAULT
IGN B FAULT
LOW N1
N1 DISCREPANCY
N1 OVER LIMIT
N2 DISCREPANCY
N2 OVER LIMIT
OIL FILTER CLOG
OIL HI TEMP
OIL LO PR
ONE TLA FAULT
OVSPD PROT FAULT
PROBES FAULT
REV ISOL FAULT
REV PRESSURIZED
REV SWITCH FAULT
REVERSE UNLOCKED
REVERSER FAULT
SENSOR FAULT
SHUT DOWN
STALL
START FAULT
START VALVE FAULT
THR LEVER ABV IDLE
THR LEVER DISAGREE
THR LEVER FAULT

---- ENG 2 ----
BLEED STATUS FAULT
COMPRESSOR VANE
CTL VALVE FAULT
EGT DISCREPANCY
EGT OVER LIMIT
EIU FAULT
FADEC A FAULT
FADEC ALTERNATOR
FADEC B FAULT
FADEC FAULT
FADEC HI TEMP
FAIL
FF DISCREPANCY
FIRE DET FAULT
FIRE LOOP A FAULT
FIRE LOOP B FAULT
FUEL CTL FAULT
FUEL FILTER CLOG
FUEL RETURN VALVE
HP FUEL VALVE
IGN A FAULT
IGN A+B FAULT
IGN B FAULT
LOW N1
N1 DISCREPANCY
N1 OVER LIMIT
N2 DISCREPANCY
N2 OVER LIMIT
OIL FILTER CLOG
OIL LO PR
ONE TLA FAULT
OVSPD PROT FAULT
PROBES FAULT
REV ISOL FAULT
REV PRESSURIZED
REV SWITCH FAULT
REVERSE UNLOCKED
REVERSER FAULT
SENSOR FAULT
SHUT DOWN
STALL
START FAULT
START VALVE FAULT
THR LEVER ABV IDLE
THR LEVER DISAGREE
THR LEVER FAULT
Screen Shots

FlightDeck A320 will deliver the best training environment outside of a Full-Flight Simulator (FFS) right to your desktop.

airlinetools GmbH
Walzmühlestrasse 46
8500 Frauenfeld
SWITZERLAND

www.airlinetools.com
info@airlinetools.com
www.a3xxflightdeck.com
SOME SCREEN SHOTS
Find some screen shots of FlightDeck here.

Galerie 3.1 FlightDeck Screen Shots

Center Pedestal looking to the right
EXTERNAL DEMO MOVIES

Find demo screen shots, demo movies and more on our web site:

www.a3xxflightdeck.com
ACKNOWLEDGEMENTS FLIGHTDECK A32X

Satellite Images for Switzerland Area:

Source: Bundesamt für Landestopografie (airlineools License # 570400488)
http://www.swisstopo.admin.ch

SPOT Mosaic: Satellite Image: © CNES / Spot Image / swisstopo, NPOC

SWISSIMAGE (resolution 25 cm for four areas - Genf, Zürich, Basel, Emmen)
SWISSIMAGE (resolution 250 cm for three areas - Genf, Zürich, Martini/Sion)
SPOT Mosaic (resolution 5 m for whole Switzerland area and beyond)

Global 3D Terrain Data:

Credit: U.S. Geological Survey
Department of the Interior/USGS
U.S. Geological Survey

https://lta.cr.usgs.gov/SRTM2
An air data inertial reference unit (ADIRU) is a key component of the integrated air data inertial reference system (ADIRS), which supplies air data (airspeed, angle of attack and altitude) and inertial reference (position and attitude) information to the pilots' electronic flight instrument system displays as well as other systems on the aircraft such as the engines, autopilot, flight control and landing gear systems.
The ATA Chapter numbers provide a common referencing standard for all commercial aircraft documentation. This commonality permits greater ease of learning and understanding for pilots, aircraft maintenance technicians, and engineers alike. The standard numbering system is controlled and published by the Air Transport Association.
A circuit breaker (CB) is an automatically operated electrical switch designed to protect an electrical circuit from damage caused by overload or short circuit. Its basic function is to detect a fault condition and interrupt current flow. Unlike a fuse, which operates once and then must be replaced, a circuit breaker can be reset (either manually or automatically) to resume normal operation. Circuit breakers are made in varying sizes, from small devices that protect an individual household appliance up to large switchgear designed to protect high-voltage circuits feeding an entire city.
CBT
Computer Based Training
CRT

The cathode ray tube (CRT) is a vacuum tube containing an electron gun (a source of electrons or electron emitter) and a fluorescent screen used to view images.

Verwandte Glossarbegriffe

Zugehörige Begriffe hierher ziehen

Index  Begriff suchen
CFM56-5B engine with Double Annular Combustor (DAC) produces low NO\textsubscript{x} (oxides of nitrogen). The CFM International CFM56 series is a family of high-bypass turbofan aircraft engines made by CFM International (CFMI), with a thrust range of 18,000 to 34,000 pounds-force (80 to 150 kilonewtons).
ECAM

An electronic centralised aircraft monitor (ECAM) is a system that monitors aircraft functions and relays them to the pilots. It also produces messages detailing failures and in certain cases, lists procedures to undertake to correct the problem.

ECAM is actually a series of systems designed to work in unison to display information to the pilots in a quick and effective manner. Sensors placed throughout the aircraft, monitoring key parameters, feed their data into two SDACs (System Data Acquisition Concentrator) which in turn process the data and feed it to two FWCs (Flight Warning Computers.)
ECAM STATUS

STATUS page of the ECAM. Here all systems are summarized and a centralized aircraft status is displayed.
FDR

A flight data recorder (FDR) is an electronic device employed to record any instructions sent to any electronic systems on an aircraft. It is a device used to record specific aircraft performance parameters. Another kind of flight recorder is the cockpit voice recorder (CVR), which records conversation in the cockpit, radio communications between the cockpit crew and others (including conversation with air traffic control personnel), as well as ambient sounds.

Verwandte Glossarbegriffe

Zugehörige Begriffe hierher ziehen

Index Begriff suchen
FMS

Flight Management System - used for navigation purpose. Two display units are available for programming the flight.
FWC

Flight Warning Computer

Verwandte Glossarbegriffe
Zugehörige Begriffe hierher ziehen

Index

Begriff suchen
Operational Engineering Bulletin - mainly used by Airbus Industries. OEB reminders are also indicated on the QRH in deviation of ECAM procedures exists.
QRH

Quick Reference Handbook. A multi page handbook that describes abnormal procedures and emergency procedures. The QRH must be accessible instantly by both pilots.
SAC

CFM engine with Single Annular Combustor (SAC). The CFM International CFM56 series is a family of high-bypass turbofan aircraft engines made by CFM International (CFMI), with a thrust range of 18,000 to 34,000 pounds-force (80 to 150 kilonewtons).

Verwandte Glossarbegriffe

DAC

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