



## Full-Flight Simulator

# AIRBUS A330-300 (FT63)

Location Lufthansa Aviation Training, Frankfurt (Simulator-ID: FT63)

SIMULATOR	
<b>Simulator Manufacturer</b>	CAE, Canada
<b>In Service Date</b>	October 2009
<b>Aircraft Model</b>	A330-343
<b>Registration (Master Aircraft)</b>	D-AIKA
<b>Product No.</b>	MSN 570
<b>Simulator Host Computer</b>	IBM RISC System/6000 Model B80
<b>Motion System</b>	Electro Mechanical Motion (EMM)
<b>Control Loading</b>	Electrical Load Units for Trim, Horizontal Stabilizer (THS) & Brake Pedals

<b>AIRCRAFT SYSTEM</b>	
<b>Engine Version/FADEC STD.</b>	Rolls-Royce RB211-Trent 772B-60 FADEC/EEC Std. A11.4
<b>Auto Flight System AFS</b>	
<b>FMGEC</b>	Thales/Smith FMS2 Std. T2CD8 (Rev 2+), (rehosted)) (OPC & AMI Databases: DLH Config).
<b>FCU</b>	-AB03, Thales Avionics, (aircraft LRU)
<b>MCDU</b>	-BA01, Thales Avionics, (aircraft LRU)
<b>Electronic Flight Control System</b>	
<b>FCPC (PRIM)</b>	STD. M16, Airbus France, SoftEFCS
<b>FCSC (SEC)</b>	STD. L17A/M16, AIRBUS FRANCE, SoftEFCS
<b>FCDC</b>	STD. L17/M15, THALES AVIONICS, SoftEFCS
<b>PFTU</b>	6259-2, SAGEM FRANCE, (aircraft LRU)
<b>Fuel Control Manag. Computer (FCMC)</b>	Stage 10, AIRBUS/ SIMMONDS PREC
<b>Electronic Instrument System (EIS2)</b>	
<b>DU</b>	EIS2, LCD Technology, Thales Avionics, (aircraft LRU)
<b>DMC</b>	EIS2 L6-1, Thales Avionics, (aircraft LRU)
<b>FWC</b>	T5, AIRBUS FRANCE, (aircraft LRU)
<b>SDAC</b>	C7-0, Airbus France
<b>BSCU</b>	9C, MESSIER BUGATTI
<b>ADIRS</b>	LITTON -314 + Air Data Monitoring/BUSS
<b>MMR</b>	hosts GPS, ROCKWELL COLLINS
<b>Standby Instrument System</b>	Integrated Standby Instrument System (ISIS) VA01
<b>Weather Radar System</b>	Dual Weather Radar MultiScan & PWS, ROCKWELL COLLINS)
<b>EGPWS</b>	MARK V, Honeywell (aircraft LRU)
<b>TCAS II</b>	Change 7.1, Rockwell Collins
<b>ATSU (AOC/FANS)</b>	FANS A, Airbus France, (aircraft LRU), CNS/ATM: CPDLC simulation available
<b>SATCOM</b>	SDU, Honeywell
<b>EFB</b>	Electronic Flight Bag Class 2 (Goodrich), (aircraft LRU)
<b>VISUAL</b>	
<b>Visual System Manufacturer</b>	Rockwell Collins, England
<b>Type of Image Generator</b>	EP-1000CT
<b>Type of Display</b>	CAE Wide Mirror 200x40 deg FOV, "eyevis" LED Projectors ESP-LHD 1000 single chip DLP
<b>Illumination Levels</b>	Day/Dusk/Night/Dawn
<b>Number of Airport Scenes</b>	more than 100

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 INSTRUCTOR STATION
 

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<b>Display</b>	2 LCD touch screen monitors
<b>Printer/Plotter</b>	HP Colour Laserjet
<b>Number of Malfunctions</b>	300
<b>Automated Training Lessons</b>	Provision of customized Training Lessons on request
<b>Multiple Weather Simulation</b>	Provides setting of individual weather conditions for different airports either by selection of a predefined weather scenario or by manual presetting
<b>Predictive Windshear Scenarios</b>	Various FAA wind profiles available
<b>Non-Predictive Windshear Scenarios</b>	Various Landing and T/O Windshear profiles available
<b>TCAS</b>	various scenarios with individual definition of intruder trajectory available
<b>Datalink (AOC/FANS)</b>	Various AOC (ACARS) and CPDLC scenarios available
<b>ATIS</b>	ATIS integral part of Multiple Weather simulation
<b>FMS Flight Plan Copy / Load</b>	Automatic reload of entered Flight Plan after reposition to same airport. On request: manual load of predefined Flight Plans.
<b>Debrief Station</b>	Video and Audio Recording, basic Display-animation
<b>Display Options</b>	Metric/Imperial/CIS

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 OPTIONS
 

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Provision of Customer Options on request

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 QUALIFICATIONS
 

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<b>German LBA</b>	JAA Level D, annually, according to JAR-STD 1A
<b>EASA-ID</b>	DE-1A-078