



## Full-Flight Simulator

# AIRBUS A340-300 (FT36)

Location Lufthansa Aviation Training, Frankfurt (Simulator-ID: FT36)

SIMULATOR	
Simulator Manufacturer	CAE, Canada
In Service Date	February 2000
Aircraft Model	A340-300
Registration (Master Aircraft)	D-AIGO
Product No.	MSN 0233
Simulator Host Computer	IBM RISC System/6000 model F50
Motion System	Series 500, 6 DOF, digital
Control Loading	digital, hydraulic

<b>AIRCRAFT SYSTEM</b>	
<b>Engine Version</b>	GE/ Snecma CFM56-5C4, 34.000 lbs T/O thrust, FADEC C3K
<b>Initial Qualification</b>	JAR-STD 1A, C1
<b>Auto Flight System</b>	
<b>FMGEC</b>	Pegasus P3A11 ,Thales Avionics, Honeywell
<b>Flight Control Unit</b>	608, Thales Avionics
<b>MCDU</b>	A3NN, Thales Avionics
<b>Electronic Flight Control System</b>	
<b>PRIM</b>	L20, Airbus France (org. A/C boxes)
<b>SEC</b>	L20, Thales Avionics (org. A/C boxes)
<b>FCDC</b>	L22, Thales Avionics (orig. A/C boxes)
<b>Electronic Instrument System</b>	
<b>DU</b>	111, Thales Avionics
<b>DMC</b>	V113X, Thales Avionics
<b>FWC</b>	L13-0, Airbus France (org. A/C boxes)
<b>EGPWS</b>	MK V, Honeywell
<b>TCAS II</b>	7.1, Rockwell Collins (software simulation)
<b>ACARS</b>	(ATSU), -B050, Airbus France
<b>ADIRS</b>	Litton (software simulation)
<b>GPS/ MMR</b>	Rockwell Collins (software simulation)
<b>VISUAL</b>	
<b>Visual System Manufacturer</b>	Evans & Sutherland
<b>Type of Image Generator</b>	EP-100OCT
<b>Type of Display</b>	CAE Wide Mirror 180x40 deg FOV, ESCP 2000 Projectors
<b>Illumination Levels</b>	Day/Dusk/Night/Dawn
<b>Number of Airport Scenes</b>	more than 100

<b>INSTRUCTOR STATION</b>	
<b>Display</b>	2 TFTs with capacitive touch screen, forward facing
<b>Printer/Plotter</b>	Monochrome Printer
<b>Number of Malfunctions</b>	more than 400
<b>Automated Training Lessons</b>	available on request for Base Check, Conversion, LOFT, Refresher
<b>Landing Training</b>	Individual definition of a generic airfield (RWY Characteristics: Length, Width, parallel RWY; RWY Lights: VLA, Appr. Lights)
<b>Multiple Weather Simulation</b>	Provides setting of individual weather conditions at different airports either by selection of a predefined weather scenario or by manual presetting
<b>Windshear / Microburst Scenarios</b>	various windshear profiles for T/O and Landing available
<b>TCAS</b>	various scenarios with individual definition of intruder trajectory available
<b>ATIS</b>	Available
<b>ATSU Scenarios</b>	various datalink applications
<b>Debrief Station/Video/Recording</b>	Digital Debrief System
<b>OPTIONS</b>	
<b>Electronic Flight Bag</b>	Lufthansa Class II EFB
<b>FANS</b>	full FANS A available
<b>EGPWC</b>	NO RAAS available
<b>QUALIFICATIONS</b>	
<b>German LBA</b>	JAA Level D, annually, according to JAR-STD 1A
<b>EASA-ID</b>	DE-1A-034