

 AIRBUS TRAINING <b>A320</b> SIMULATOR FLIGHT CREW OPERATING MANUAL	<b>EQUIPMENT</b>	1.25.00	P 1
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**GENERAL**

The aircraft and system controls, required for piloting the aircraft, are arranged in such a way that the crew faces forward and all crewmembers can monitor instruments and systems.

The designers concentrated system controls on the overhead panel by making extensive use of pushbuttons, directly installed in the system synoptic.

**PRINCIPLES FOR PUSHBUTTONS WITH INTEGRATED INDICATIONS**

Whenever possible, pushbuttons used for corrective actions, have integrated status and failure indications.

The pushbutton positions, and their illuminated indications, follow the "lights out" principle.

– While corresponding to particular aircraft configurations, indications also have the following color codes :

- Warnings  
**RED** : A failure requiring immediate action.
- Cautions  
**AMBER** : A failure, of which the flight crew should be aware, but does not call for immediate action.
- Indications  
**GREEN** : For normal system operation.  
**BLUE** : For normal operation of a system used temporarily  
**WHITE** : – For an abnormal pushbutton position.  
                  – For a test result or maintenance information.

When the aircraft is in a normal configuration, only green lights can be permanently lit, whereas blue lights can be intermittently.

– Pushbutton positions :

POSITION	BASIC FUNCTION
Pressed In	ON, AUTO, OVRD, OPEN
Released Out	OFF, MAN, ALTN, SHUT

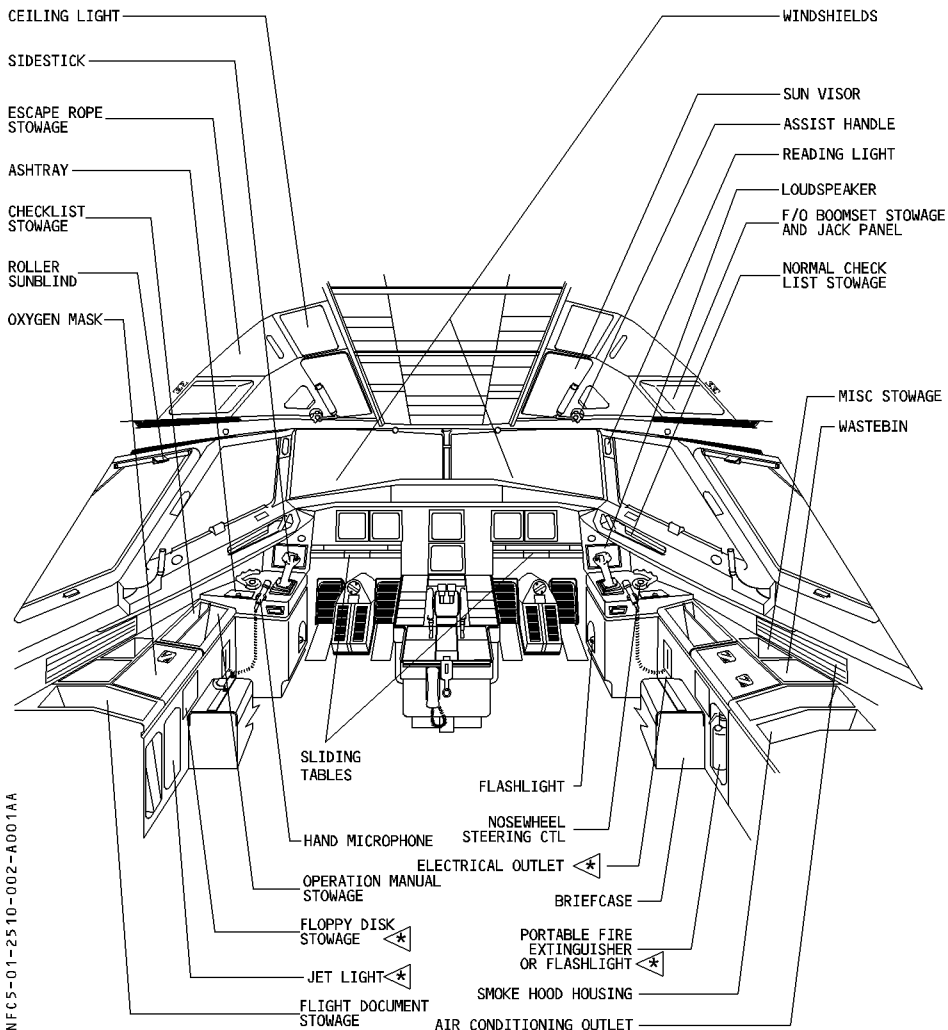
*Note* : 1. Certain pushbutton lights have two dots, indicating that the corresponding part of the pushbutton is not used.

R 2. Certain pushbuttons do not remain pressed in. These are referred to as  
R "Momentary Action" pushbuttons.



**GENERAL ARRANGEMENT**

R



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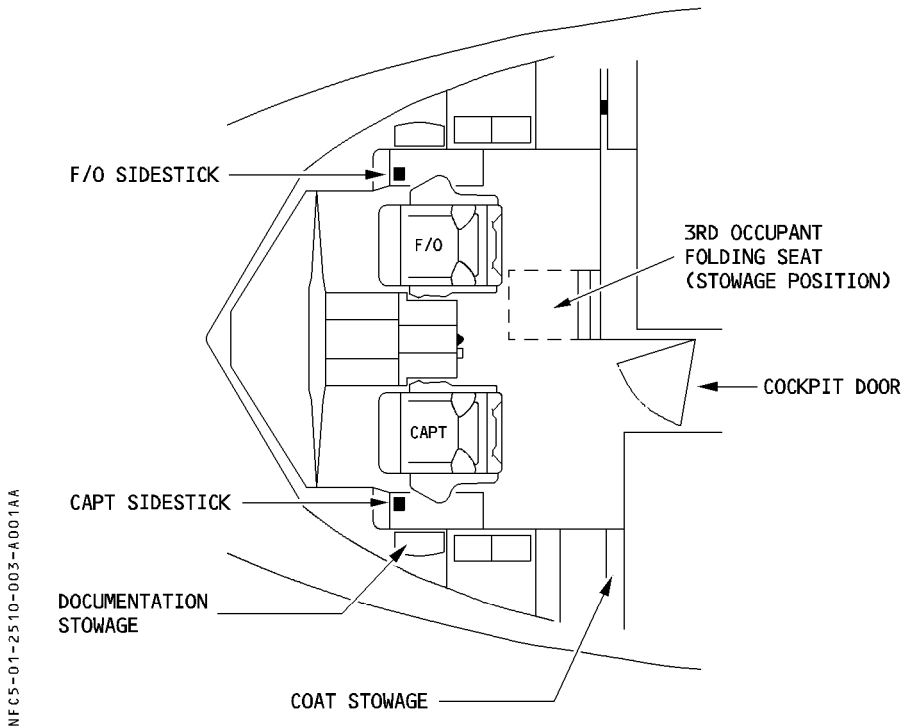
## COCKPIT PLAN

The cockpit can accommodate two crewmembers, plus a third occupant.

The two pilot seats are mounted on columns.

The third occupant seat is a folding seat.

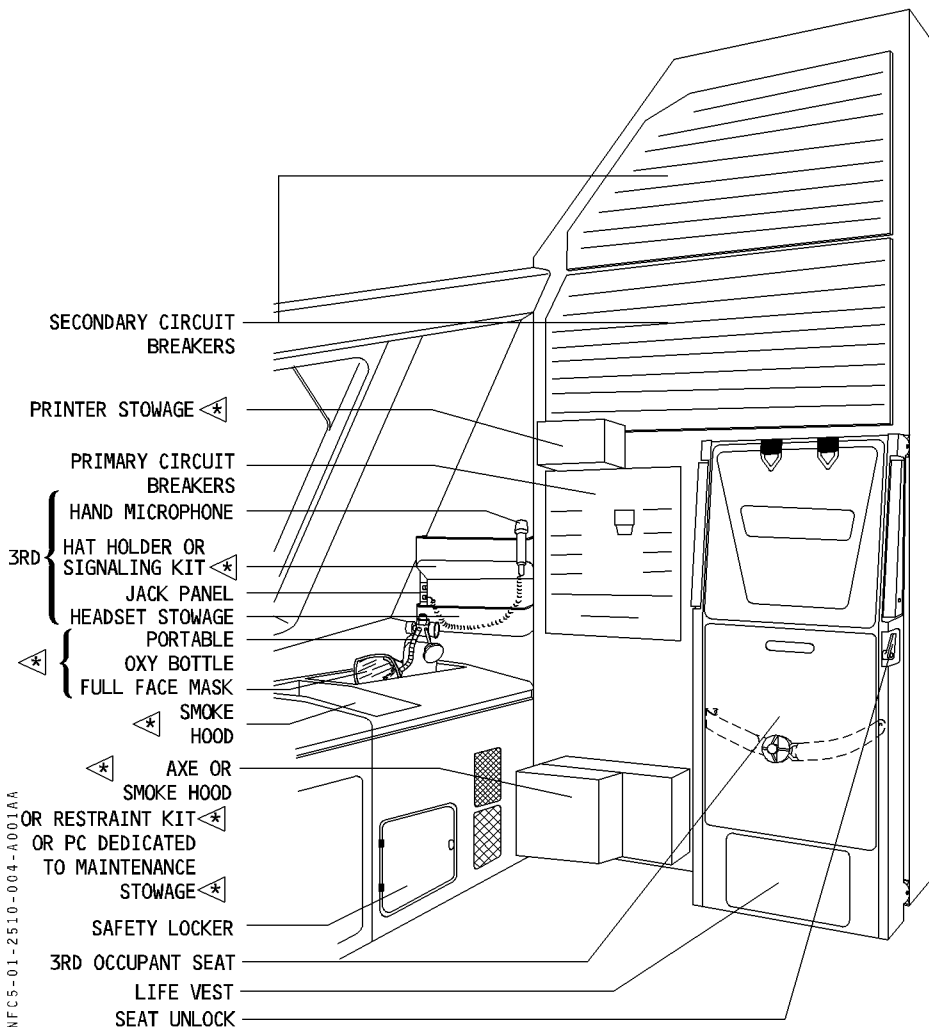
R  
R





## RIGHT REAR CORNER

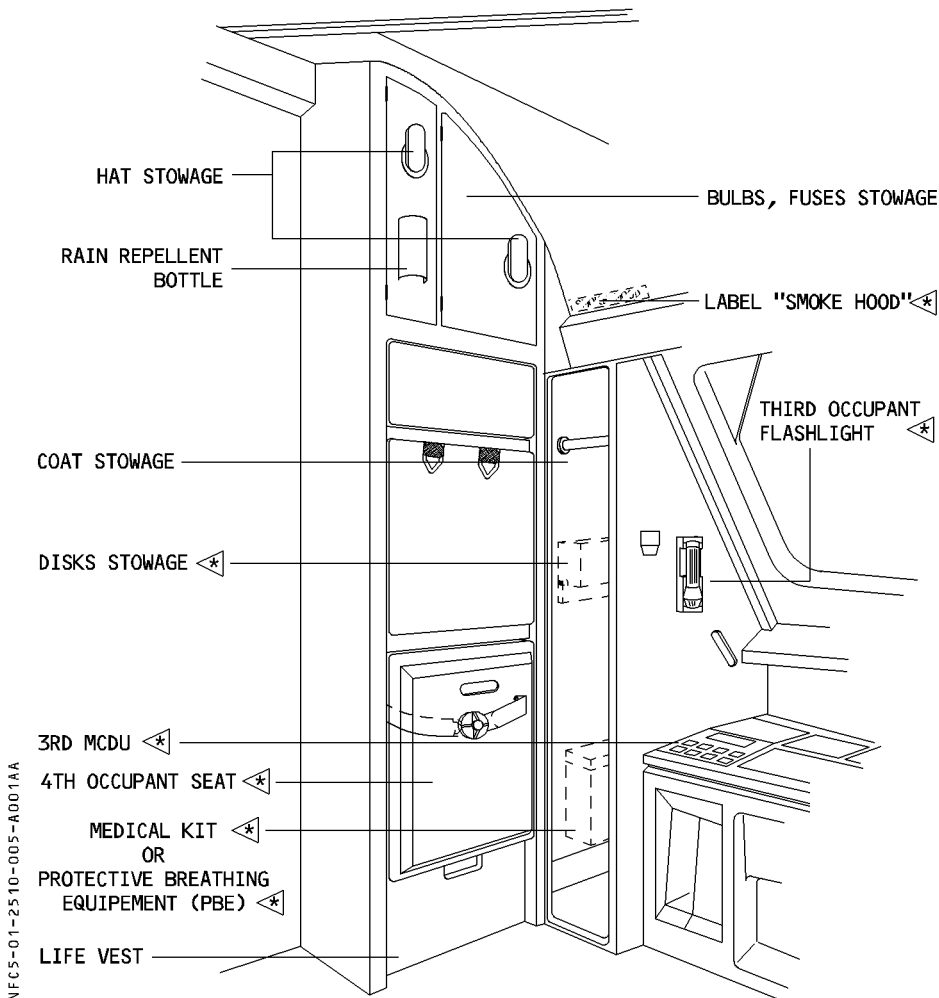
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**LEFT REAR CORNER**

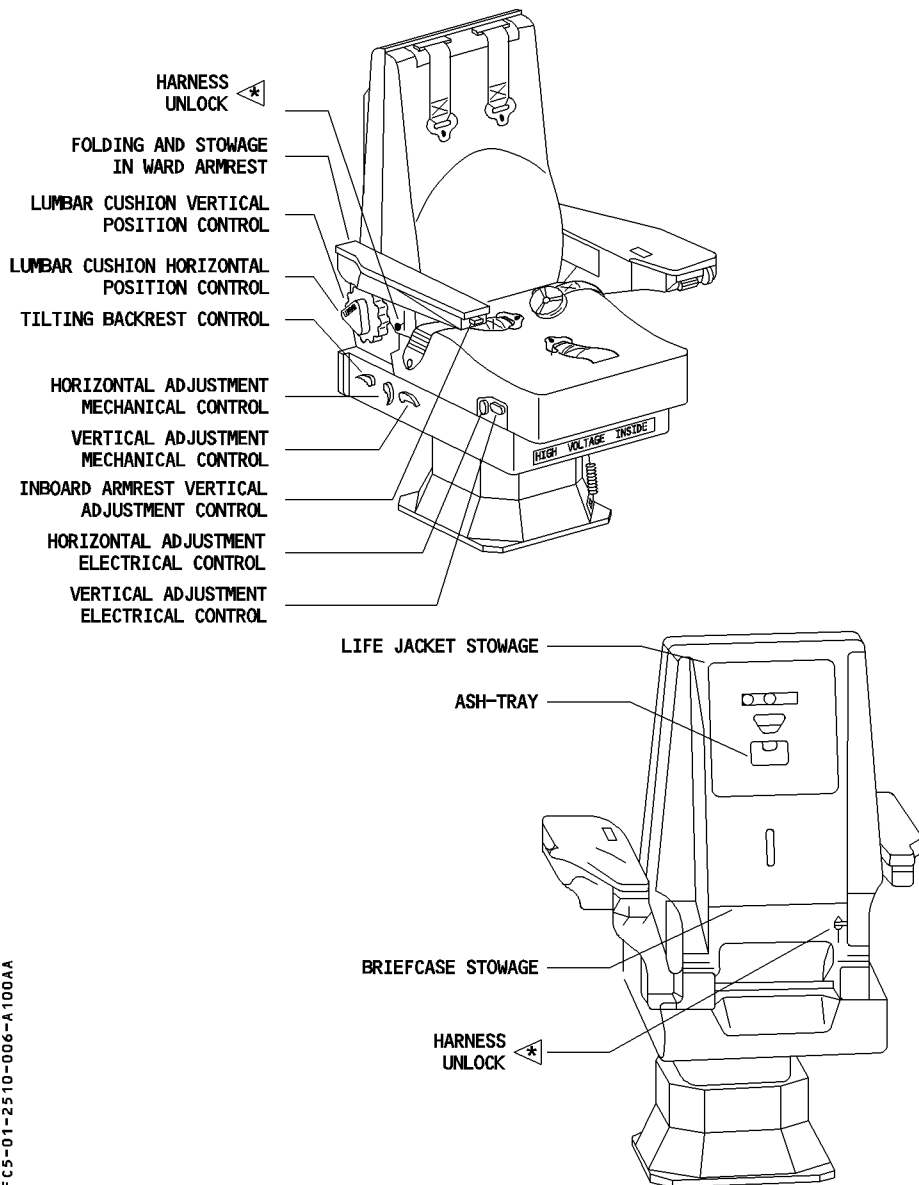
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## SEATS

## PILOT SEATS



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## PILOT SEAT MECHANICAL ADJUSTMENT

To adjust a seat mechanically, the occupant must lift the appropriate control handle. This unlocks the seat so that it may be moved. Releasing the control handle returns it to springloaded locked position. On electrically powered ◁ seats, the mechanical adjustment is a backup : the seat should be adjusted electrically.

## PILOT SEAT ELECTRICAL ADJUSTMENT ◁

To adjust a seat electrically, the occupant must press the appropriate control switch in the desired direction and release it when the seat reaches the desired position. The switch then returns to the springloaded neutral position.

To adjust vertical position of the lumbar cushion, the occupant must :

- pull the control out to the unlocked position,
- turn the control to adjust the position of the cushion, and
- push the control into the locked position.

## HEADREST ADJUSTMENT ◁

To adjust the headrest in inclination, the occupant presses the inclination control button. He releases it to lock the position.

To control the height of the headrest, the occupant must push it horizontally, then adjust the height. Released it locks the position.

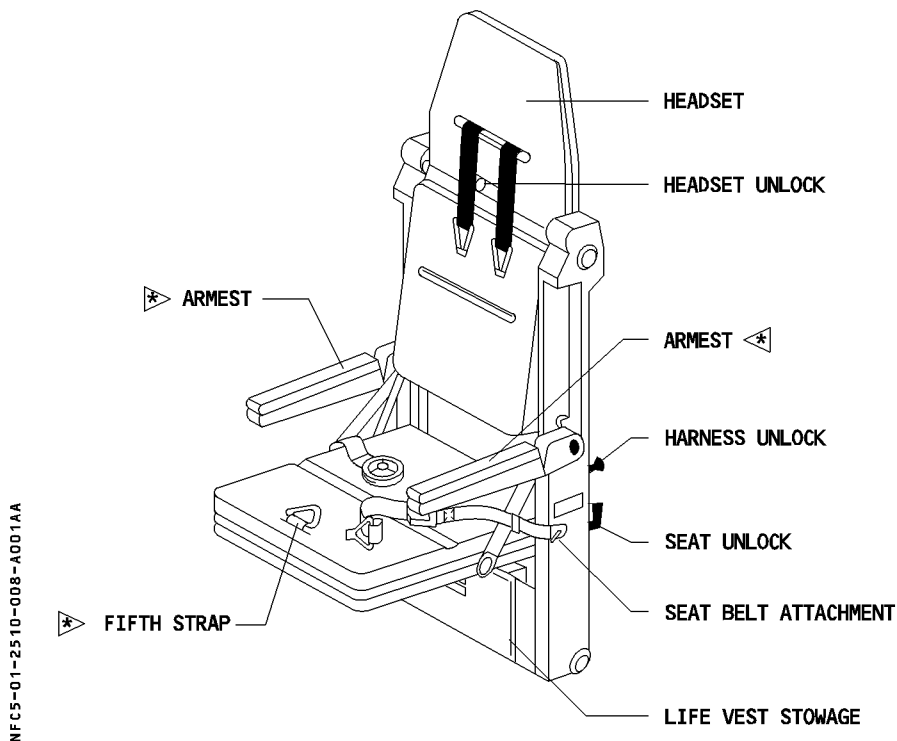
## ARMREST ADJUSTMENT

To adjust inboard armrest the occupant turns the knurled knob located on the bottom surface of the armrest.





## OBSERVER SEAT



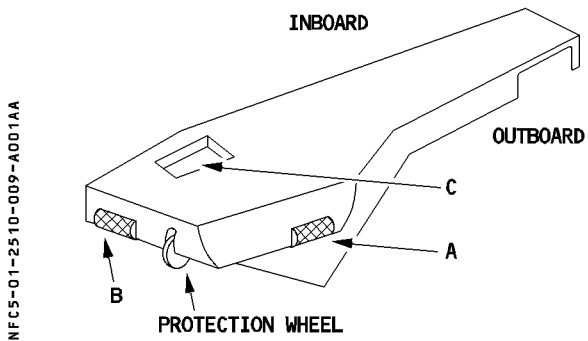
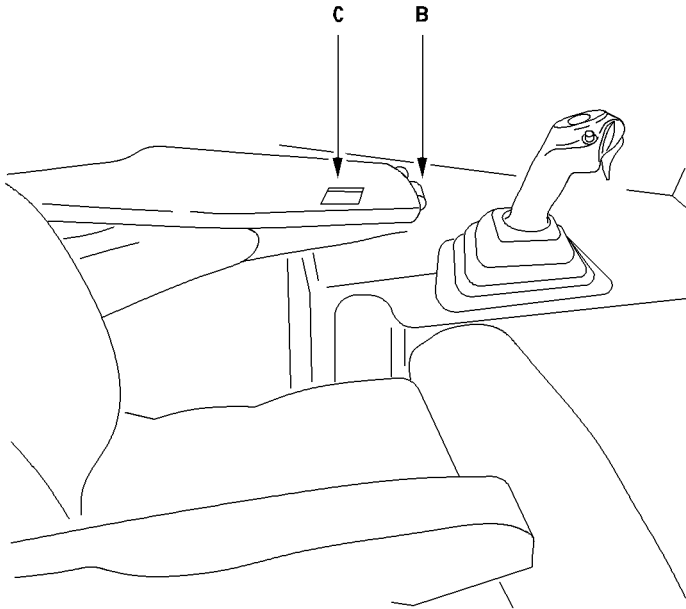
## OBSERVER SEAT ADJUSTMENT

This seat has three positions :

- normal : centred on aircraft axis.
- intermediate : clear of the cockpit entrance.
- stowed : seat vertical and headrest folded back. The seat is usable in this position, which is out of the way of access to the documents and equipment on the right side of the cockpit.



## ARM REST



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The position of the arm rest is adjustable as follows :

A – Height adjustment

B – Pitch adjustment

The armrest also has a memory display (C) that shows pitch and height.



## COCKPIT WINDOW

The cockpit has fixed and sliding windows.

### FIXED WINDOWS

There are four fixed windows :

- two windshields
- two fixed side windows

### SLIDING WINDOWS

The flight crew can use the sliding windows as emergency exits. Therefore they are not permitted to stow any object so that it protrudes into the window area from the side console. Members of the flight crew can use the control handle to slide each of the windows rearward, and can use a locking pin to lock each window open.

#### 1. Unlocking button

Flight crew presses this button to unlock the control handle.

#### 2. Control handle

- To open the window, the crew member pulls inward and rearward.
- To close the window, the crew member pushes forward.

#### 3. Locking pin

This pin locks the window open.

It is near the window's lower guide track and is visible when the window is open.

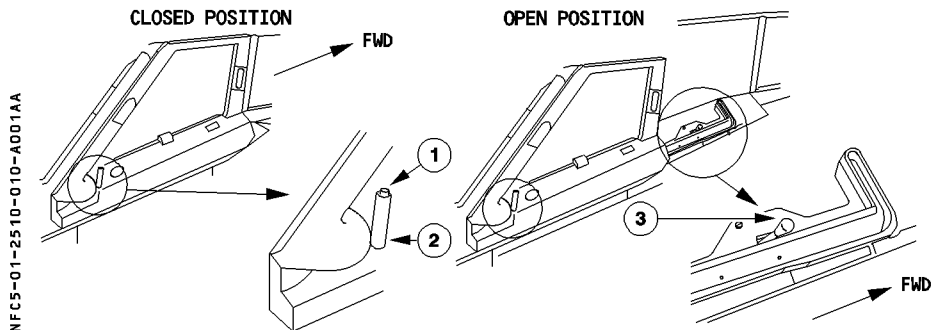
##### – Forward

Between the closed position and the one-third open position, the window is free to move forward and aft.

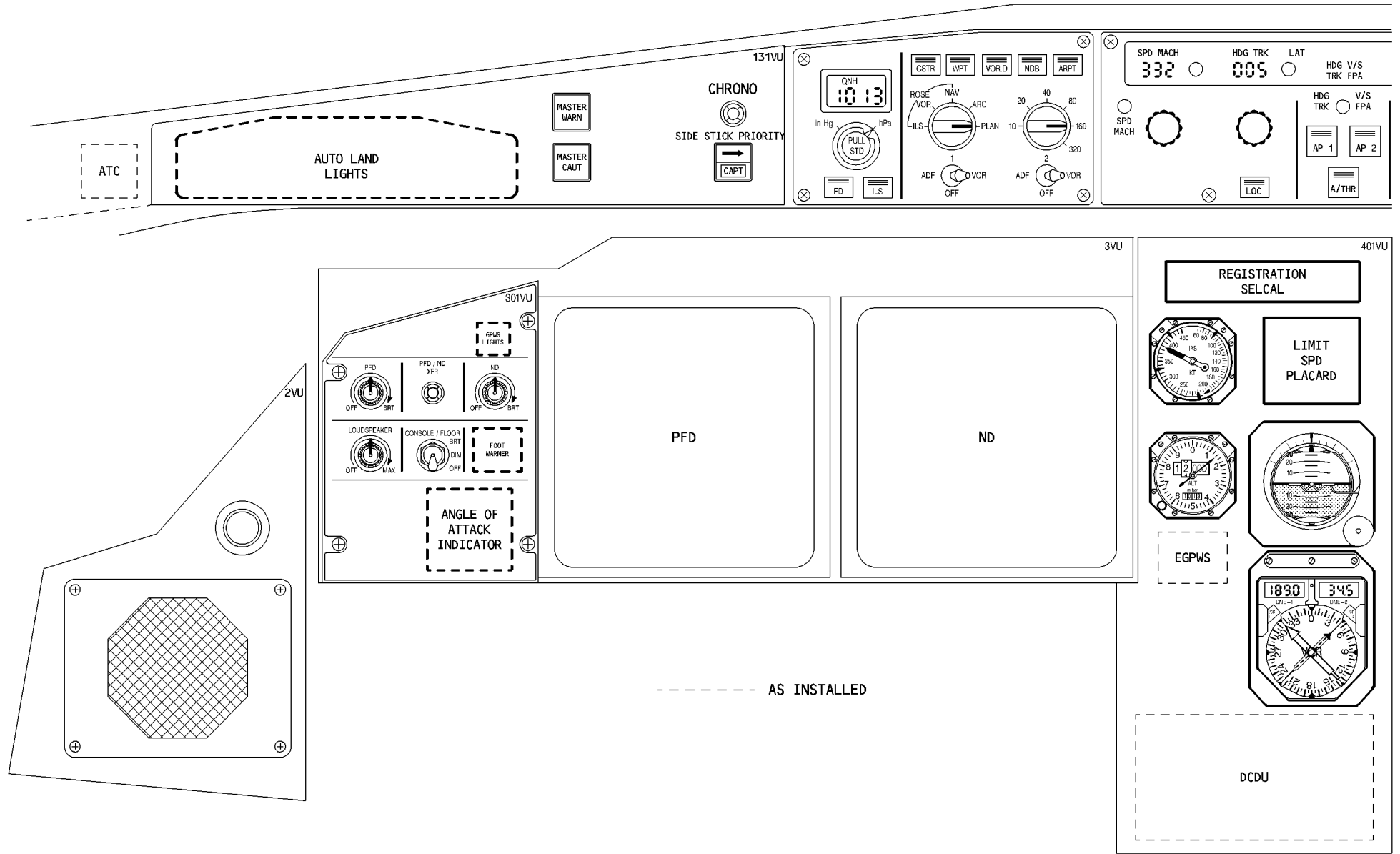
When the window is more than one-third open, this pin prevents it from moving forward.

##### – Aft

Flight crew must move the locking pin aft in order to close the window. Left sliding window.

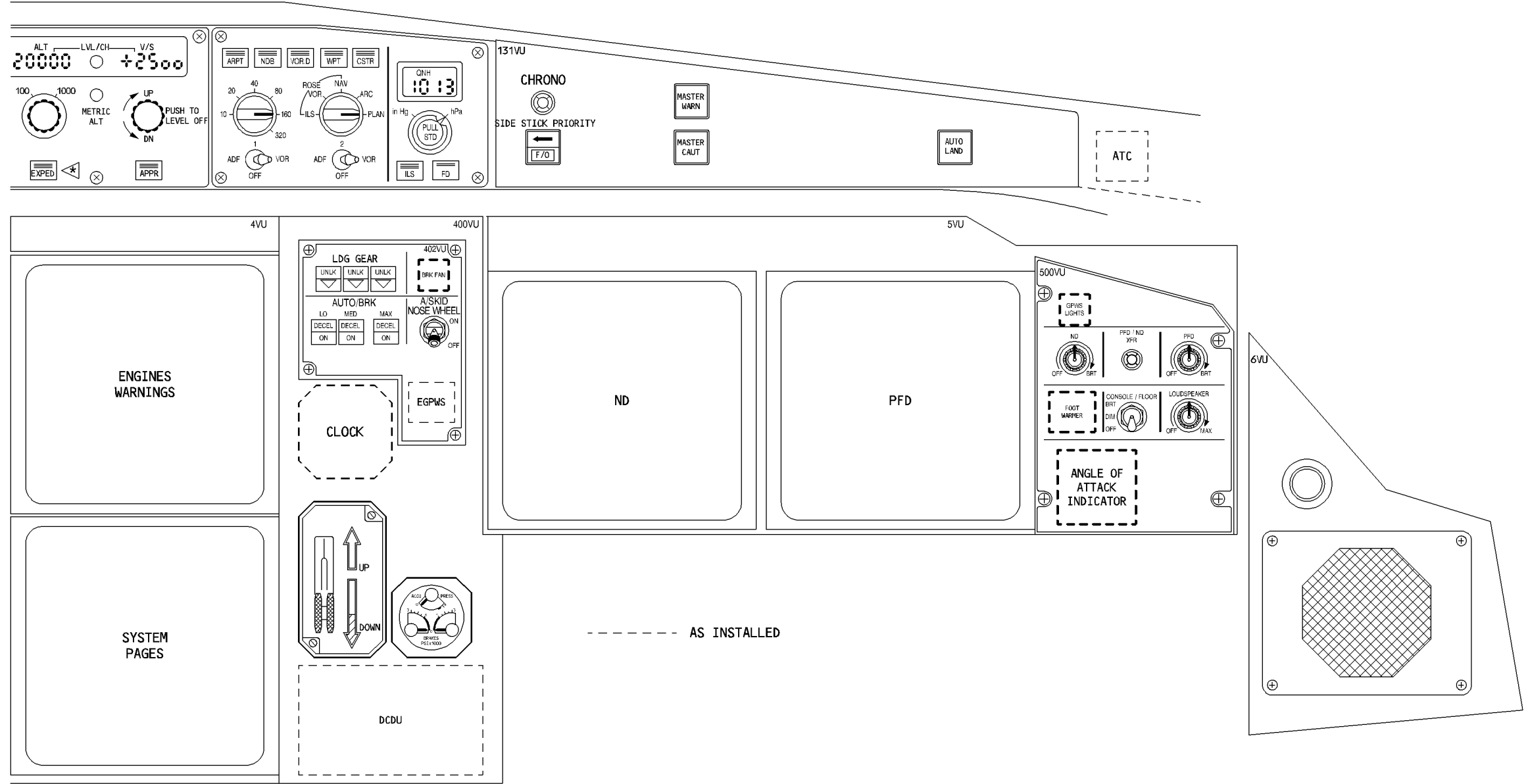


**PILOT'S INSTRUMENT PANELS**



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PILOT'S INSTRUMENT PANEL (cont'd)



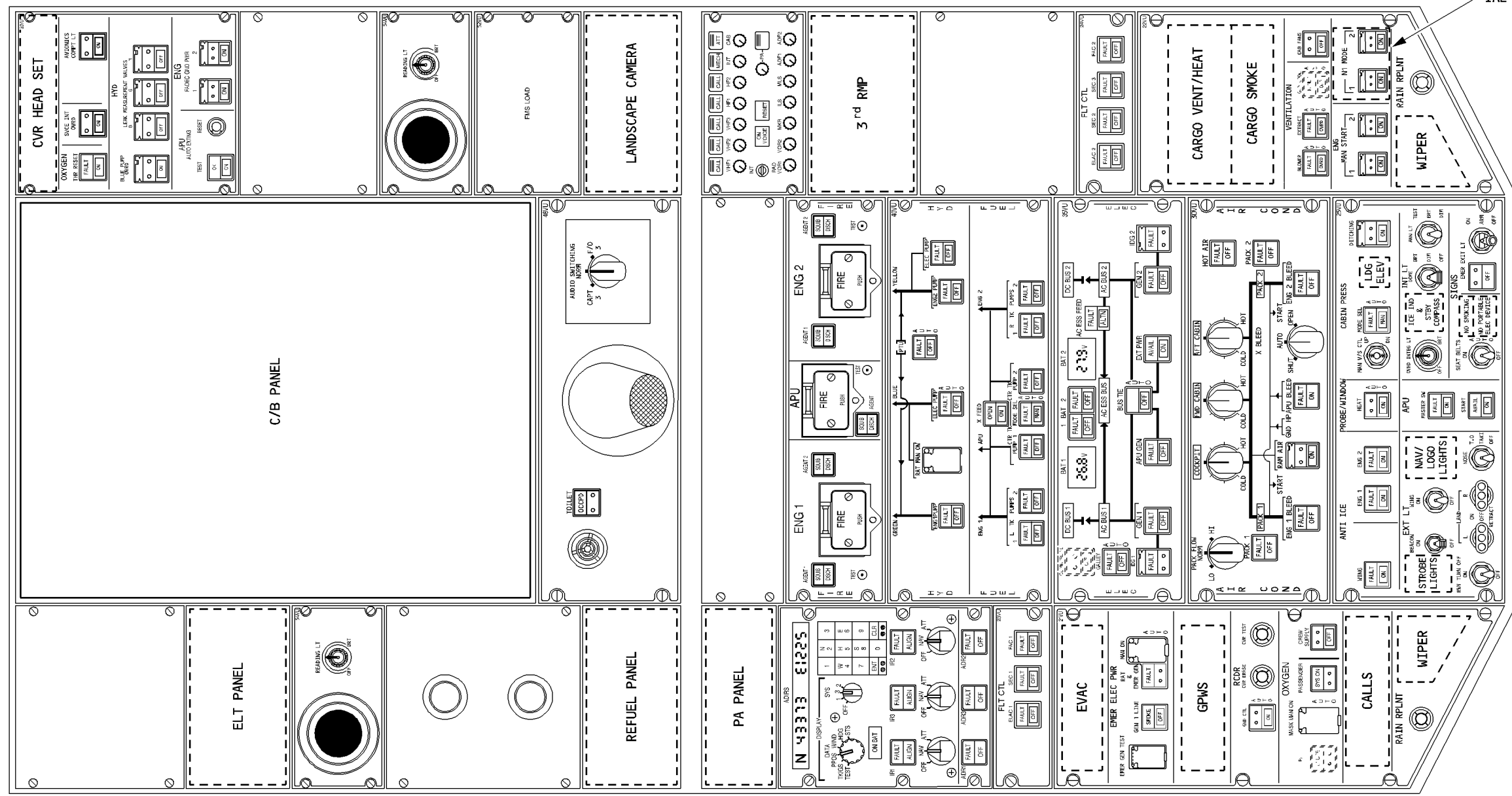
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OVERHEAD PANEL

R



IAE ONLY

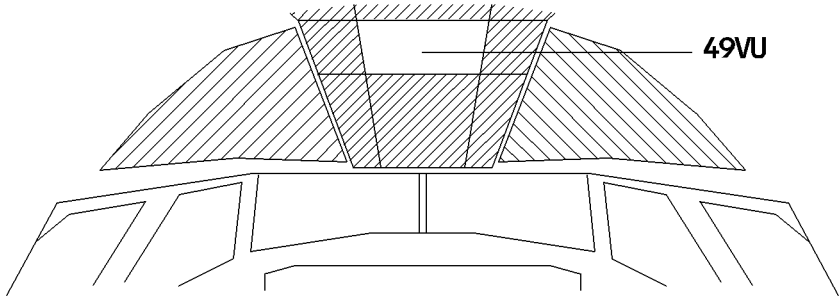
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**C / B PANELS**

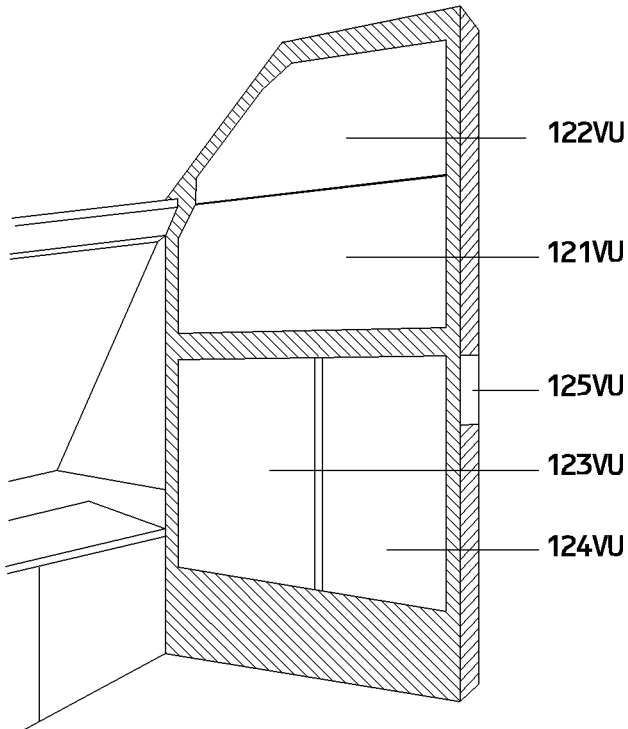
**OVERHEAD PANEL**

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**RIGHT REAR PANEL**


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	IN SEAT POWER SUPPLY SYSTEM		SEQ 105	REV 34

**GENERAL**

- The In-Seat Power Supply System (ISPSS) provides electrical power to the In-Seat Power Supply Unit (ISPSU) outlets, enabling passengers to use Portable Electronic Devices (PED).
- R A pushbutton, located in the forward cabin (FAP or VCC), enables the cabin crew to simultaneously disconnect all ISPSUs.
- R In case of rapid cabin decompression, the system is automatically disconnected.

**CONTROLS**

NOT APPLICABLE.

**BUS EQUIPMENT LIST**

R

	NORM			EMER ELEC		
	AC	DC	DC BAT	AC ESS	DC ESS	HOT
CAPTAIN SEAT motors ◁	AC1					
F/O SEAT motors ◁	AC2					
FOOT WARMERS ◁	AC2					
IN SEAT POWER SUPPLY ◁	AC2					
COCKPIT DOOR LOCKING SYSTEM ◁		DC2				
COCKPIT DOOR LOCKING SYSTEM BACKUP ◁		DC1				
COCKPIT DOOR SURVEILLANCE SYSTEM ◁		DC1				