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Revision - E

IOS Instructor Station

User Guide

L3 Commercial Training Solutions Limited

London Training Center, 2-3 Gatwick Road,
Crawley, RH10 9BG, United Kingdom

T: +44 (0) 1293 491300

www.l3cts.com

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Revision Record

Revision	Description/sheets Affected	Date
-	Initial release	3/03/2010
A	Added Emergency Escape Ladder instructions, onboard printer and IOS Icons.	20/04/2010
B	Link Branding IOS ICONS updated Emergency EVAC procedure updated to latest EDF	19/03/2013
C	Update branding and added safety warnings	5/10/18
D	Updated for L3 Harris	03/03/2021
E	IOS Seat and E2M	17/02/2022



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1. RealityOffice

1.1. Instructor Operating Station (IOS)

The Instructors Operating Station (IOS) is located on-board the simulator and provides the facilities required by the instructor to control and monitor the actions of both the crew and the simulator.



Fig. 1a: Instructor Operating Station

1. IOS Display Touch Screen
2. Emergency Stop x2
3. Oxygen Mask Stowage
4. IOS Control Panel (Fig.2)
5. Detachable Writing Surface
6. Seat Adjustment

Fig. 2: IOS Control Panel



1. Emergency Motion Off push button – Motion/Controls power off
2. Emergency Stop Button
3. Controls touch button – engage/disengage
4. Motion touch button - engage/disengage
5. Press To Talk push button
6. Comms volume - variable
7. Sound volume - variable
8. Cabin light rocker switch
9. Rear Cabin Ambient Lighting
10. Overhead Task lighting
11. PANEL lighting – Variable

1.1.1. Emergency Motion Off

EMERGENCY MOTION OFF yellow button – operation removes power from the motion and controls. Motion will settle automatically to the access position and drawbridge will lower.

1.1.2. Emergency Stop Button

The Emergency Stop button forms part of the Emergency Power Off (EPO) system. Operating the button will immediately remove all power from the simulator, except for the off-board computer cabinets. In an emergency any person can operate an emergency stop switch.

To operate the emergency stop, push the push button.

Emergency stop switches are red push buttons on a yellow background and are located at several locations around the simulator installation. There are two emergency Stop buttons on the IOS Instructors Operating Station (x2).

1.1.3. Controls

CONTROLS touch button - only requires pressure to activate, it is not a push button. The touch button contains RED and GREEN status LEDs and will illuminate and flash according to the state of the system.

Both motion and controls are available when the touch buttons are fully illuminated green.

ENGAGE CONTROLS	CONTROLS Status LEDs
Controls available	LEDs illuminated RED
Engage CONTROLS	LEDs flash GREEN
Controls ready for use	LEDs illuminated GREEN.
DISENGAGE CONTROLS	CONTROLS Status LEDs
Disengage MOTION	LEDs flash RED
Controls disengage	LEDs Off
Controls available	LEDs illuminated RED

1.1.4. Motion

MOTION touch button. The touch button contains RED and GREEN status LEDs and will illuminate and flash according to the state of the system.

Both motion and controls are available when the touch buttons are fully illuminated green.

ENGAGE MOTION	MOTION Status LEDs
Interlocks satisfied	LEDs illuminated RED
Engage MOTION	LEDs flash GREEN (Refer to IOS Status - Motion Interlocks page for details)
Motion raised and ready for use	LEDs illuminated GREEN.
DISENGAGE MOTION	MOTION Status LEDs
Disengage MOTION	LEDs flash RED
Motion has settled in access position and drawbridge is down	LEDs illuminated RED



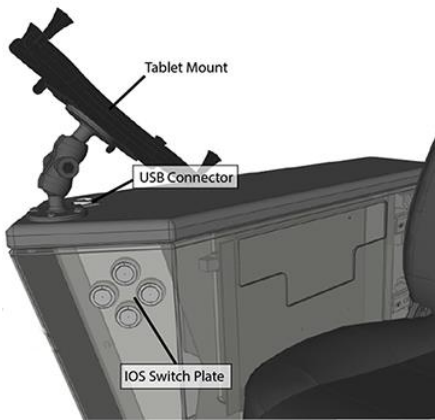
1.1.5. SEAT Control

UP, FWD, DOWN, BACK push buttons - Control movement of the instructor seat.

Warning, do not move the seat into an obstruction.

If the seat is too far forward then a warning message will be displayed on the IOS Screen. If the simulator is fitted with a 3rd IOS screen then be careful not to motor the seat up too high as the upper IOS screen may hit the 3rd IOS Screen

A bump strip is fitted to the Seat Display housing which will stop the forward motor if the bump strip is activated. Only rearward movement will be permitted.



1.1.6. Volume Controls

SOUND rotary switch - adjusts the volume level of simulated sound inside the cabin, except for alarms which have a fixed sound level.

COMMS rotary switch - adjusts the volume level of communications system.

PTT button - Push To Talk button for communications with crew.

1.1.7. Lighting Controls (Fig2: 11,12,13,14)

CABIN switch - controls the aft cabin lights on/off.

AMBIENT rotary switch - adjusts the level of ambient lighting within the cabin.

TASK rotary switch - adjusts the level of the task lights within the cabin.

PANEL rotary switch - adjusts level of the panel lights on the IOS Control Panel (Fig. 2)

1.1.8. Oxygen Mask (SMOKE MASK OPTION)



The Oxygen Mask is located in an Oxygen Stowage Box located on the Main Control Assembly (Fig.1). The Oxygen Mask enables medically clean air to be provided on demand from a Breathing Air System. The mask microphone is operational enabling communication to the crew.

1.2. Peripheral Equipment



The rear of the cabin has a provision for a 3rd occupant seat and on the right hand side, a maintenance panel.

2. General Safety

- Know and obey the safety signs.
- Know and obey the aural and visual warnings.
- Know the location of and how to operate an emergency stop switch.
- Know how to get out of the flight compartment in an emergency
- Know your building evacuation procedure.
- The simulator complex is a No Smoking area.
- Do not allow naked flames in the simulator complex.
- Be aware that when used for training, simulated Smoke will flow into the flight compartment the smoke covers will prevent smoke from entering the simulator hall.
 - Make sure the door is not opened before all of the smoke has been removed from the simulator as this could trigger the building smoke alarms.
- Do not go into an area unless permitted.
- Operate controls and switches only if trained.
- Know the safety equipment.
- Be aware that the flight compartment, drawbridge and motion system may move without warning.
- Keep the drawbridge platform clear and do not overload.
- During flight, be seated and wear seat belts.



2.1. Safety Features and Equipment

2.1.1. The following safety features and equipment are provided on the simulator:

1. Emergency Stop switches, remove all electrical power from the simulator, causing the simulator to settle to the access position to allow you to evacuate the flight deck.
2. Emergency Exit. A kick-out panel is provided in the rear door to allow you to evacuate the flight deck if the door will not slide open.
3. One Escape Ladder is provided to allow you to descend from the simulator only if the drawbridge fails to come down **and life is in immediate danger**.
 - a. If life is not in immediate danger, then the crew should wait for maintenance and then exit off the simulator using the drawbridge.
 - b. The ladder is stowed in a compartment located in the walkway directly in front of the Simulator entrance.
4. Fire Extinguishers. One fire extinguisher is provided adjacent to the rear door.
5. Fire Detection. If a fire detector is activated, audible and visual warnings are initiated. If the potential hazard is severe, electrical and hydraulic power is removed from the simulator which settles into the access position to allow all personnel on board to evacuate the flight deck.
6. Fire Suppression System (Option). The system will protect the simulator equipment by discharging a gas to extinguish a fire. If the gas is discharged, it will be very load and a continuous fire alarm will sound. Crew are to evacuate the cockpit if the suppression has been released.
7. Warning Signs. Must be read and their meaning understood.
8. Interlocks. Safety interlocks are fitted to the motion system and control loading system to ensure that the systems cannot be operated unless it is safe to do so. If an interlock is open



when the motion system is engaged, the motion system will execute an emergency shutdown. The interlock must be closed before the motion and control loading systems can be re-engaged.

If the system automatically resets, the system must be reset using the Maintenance pages of the IOS.

Whichever button is active must be pressed to reset the system.

3. How to operate the simulator safely

Obey the General Safety instructions, section 2.

3.1. Personnel

Before you operate the simulator:

- Make sure with the maintenance staff that the simulator is safe to use.
 - Make sure that you are trained to operate the simulator.
 - Make sure that no persons are in areas of the simulator where they could be exposed to hazards when motion and control loading systems are engaged.
 - Make sure that all persons know how to get out of the simulator in an emergency.
 - Depending on the aircraft type, at the interface of the aircraft module and the generic rear enclosure, there may be a step as the floor level changes. Make sure that all persons familiarise themselves with this aspect of the simulator.
-

3.2. Control Loading

Before you operate the control loading system:

- Make sure that no persons are in areas of the flightdeck where they could be exposed to hazards when the control loading system is operated.
 - Make sure that all items are clear of the control loading system.
 - Make sure that all persons on the flightdeck know that the control loading system is to be engaged.
-

3.3. Motion System

Before you operate the motion system:

- Make sure that no persons are in areas of the flight deck where they could be exposed to hazards when the motion system is operated.
 - Make sure that all loose items are clear of the motion system and safe.
 - Make sure that all flight compartment doors and access panels are safely closed, this includes those panels underneath the simulator.
 - Make sure that all persons on the flight deck know that the motion system is to be engaged.
 - Make sure that all persons on the flight deck are seated and seat belts are fastened.
-

3.4. During Operation

During operation:

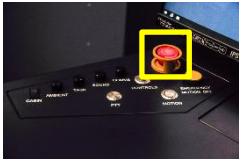
- If the simulator or building fire alarm operates evacuate the flight compartment immediately.
- If you discover a fire, operate an emergency stop then evacuate the simulator. There is a portable fire extinguisher in the flight compartment - fight the fire only if you feel it is safe to do so - DO NOT put yourself or others in danger.



- If the electrical or hydraulic power fails for an unknown cause and the simulator does not settle, use the Instructor's Operating Seat CALL button to alert the maintenance staff, then use the telephone to determine the reason.
- If the motion or control loading operates in an unsafe condition, operate an emergency stop. Make sure that all persons remain seated with their seat belt fastened until the flight compartment settles to the access position.
- When the motion is disengaged make sure that all persons stay seated with their seat belt fastened until the simulator settles to the access position.

4. Emergency Procedures

4.1. Emergency Evacuation

• If not already done operate the EMERGENCY STOP. • Tell all on-board personnel to prepare to evacuate. • If the motion is in use, stay seated and do not release your seat harness. • Wait for the motion system to settle. ○ If the motion does not settle to the landed position contact the maintenance staff. ○ If there is no immediate danger then stay seated until the maintenance staff tell you to evacuate.	
• If the simulator has a moveable panel, return the panel to its stowed position.	
• All seats to be stowed or moved to the evacuate position.	
• If in use, then remove headset and oxygen mask.	
• Release seat harness and go to the exit door. • First person to open the exit door. ○ If the flight compartment exit door cannot be opened, then remove the kick-out panel (EMERGENCY EXIT - KICK PANEL) and use the opening to get out of the flight compartment.	
• Open the gate and use the drawbridge to get out of the flight compartment. ○ If the drawbridge is in the raised position then use the drawbridge lower switch on the rear panel next to the information screen (See image). ○ If the drawbridge still fails to lower then contact the maintenance team. If life is in immediate danger then use the escape ladder.	

NOTE 1: The Escape ladder is only to be used if the Drawbridge cannot be lowered and life is in immediate danger.

NOTE 2: The instructions for deployment of the emergency ladder are located on the bag containing the emergency escape ladder (A5 size laminated Card).

4.2. Fire Detected

When a fire is detected the following occurs:

- Alarm sounds (1st alarm is intermittent, 2nd alarm is constant tone)
- Red beacon flashes.
- Electrical and hydraulic power is removed from simulator.
- Emergency lighting comes on.
- Simulator settles to access position.
- Evacuate the simulator as for an Emergency.

4.3. Fire Suppression (option)

When a fire is detected and Fire suppression is activated the following occurs:

- The simulator must be evacuated immediately following the discharge of fire suppression gas.
- Gas discharge can follow a continuous fire alarm tone.
- The door must be SHUT after leaving the simulator to ensure the fire suppression gas is contained.

4.4. Complete Power Loss with Uninterruptible Power Supply (UPS) installed (option)

If a complete power loss occurs:

- Electrical power is removed from the simulator motion system only.
- Simulator settles to access position.
- The flight deck will continue to be powered for 10 minutes by an UPS, before an auto-power off procedure begins to order the simulation to stop.
- Call maintenance and establish cause of power failure and whether it is necessary to evacuate the simulator.
- If evacuation is required, leave as normal.

5. Safety Signs

The four types of sign tell persons about safety.

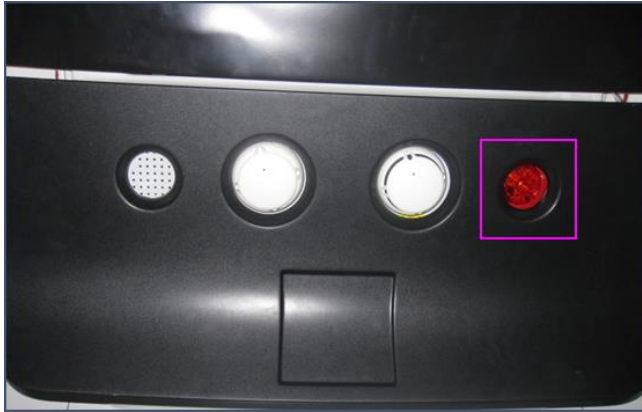
5.1. Prohibition  A sign to tell persons not to do something. The sign has a circle with a red border and diagonal red line across on a white background, A black pictogram within the sign is optional. A red rectangle with white text is also optional.	7.1 Hazard  A sign to tell persons of a dangerous condition. The sign has a triangle with a black border, and a black symbol on a yellow background. A black pictogram within the sign is optional. A yellow rectangle with black text is optional.
5.1. Mandatory  A sign to tell persons to obey an instruction. The sign has a circle with white text or symbol on a blue background. A white pictogram within the sign is optional. Possibly has a white text in a blue rectangle below.	7.1 Fire / Emergency exit  A sign that gives safety data. The sign is a square or a rectangle with white text on a green background. A white pictogram within the sign is optional.

6. Aural and Visual Warning

6.1. Fire Alarms

A simulator fire alarm sounder/beacon in the flight compartment comes on when smoke is detected.

Fig 3. Fire warning beacon and sounder



A flashing beacon and sounder is activated, these are located on-board the Docking Station Rear Enclosure in the ceiling by the door, warning personnel to evacuate the simulator.

When the sounder/beacon comes on, then egress the simulator immediately.

6.2. Warning Beacons

Fig 4. Off-board Warning Beacons



Warning Beacons located on the underside of the simulator and they illuminate and flash when the motion system is engaging or in use.

6.3. Programmable Entrance Sign (PES)

A display located on the outside and to the left of the flight compartment door shows the status of the simulator.

Information Displayed	IOS PES page	
Aircraft Type	Aircraft type e.g. B787 or A350	
Engine	The relevant engine type for the aircraft	
Sim Load	Simulator load running, e.g. dev, ref, TRG<date>	
Simulator Fit	Shows the FIT/ TAIL information for the customer	
Simulator Load State	Depending on the loading state of the simulation one of the following messages will be displayed: Simulator Stopped, Load in Progress, Training In Progress, Stop In Progress.	
Options	SMOKE will be displayed when a SMOKE exercise has been activated. There is a 20 minute countdown to when the smoke warning can be removed.	

7. Safety Equipment

6Fire Extinguisher



One Fire extinguisher is fitted on-board the simulator adjacent to the main exit door.

Note: The flight deck fire extinguisher is a non-functioning version installed for fidelity only.

DO NOT try to put out the fire unless you are trained and it is safe to do so.

DO NOT put any persons in danger

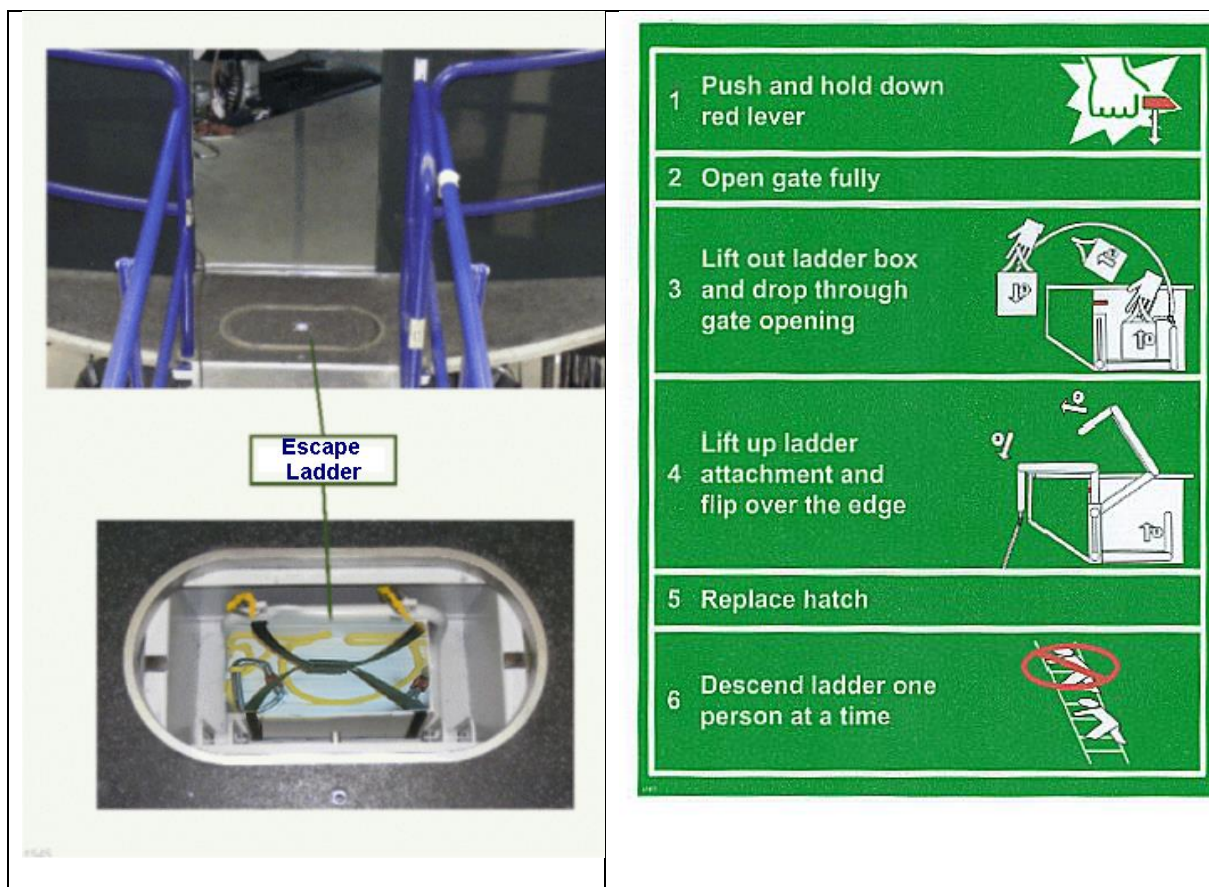
7.1. Emergency exit



Emergency kick-out panel

If the flight compartment exit door cannot be opened, then remove the kick-out panel and use the opening to get out of the flight compartment.

7.2. Escape Ladder



An escape Ladder is fitted under a floor panel on the flight compartment rear walkway.

Note: The Escape ladder is only to be used if the drawbridge cannot be lowered and life is in immediate danger.

Follow the safety instructions on the green safety sign stored along side the ladder.

8. Emergency lighting

If power is lost to the simulator the on-board emergency lighting will illuminate.

The Overhead Panel Task lighting, which are the six LED roof mounted downlights are powered from a battery backed Lighting Control Box which keeps the lights illuminated for up to 60 minutes after mains power is lost.

The Mirror cell LED lights are also controlled through the battery backed Lighting Control Box which keeps the lights illuminated for up to 60 minutes after mains power is lost.

9. Motion Interlocks

Motion safety interlocks must all be closed (safe position) before the motion system can be engaged. If an interlock is open when the motion system is engaged, the motion system either disengages or executes an emergency shutdown.

The Status of the Motion Interlocks can be seen on the IOS - Motion Interlocks status page.

9.1. Safety Interlocks

Safety interlocks must all be closed (safe position) before the motion system can be engaged. If an interlock is open when the motion system is engaged, the motion system either disengages or executes an emergency shutdown:

- Mirror position must be correctly drawn
- Loft Hatch must be closed
- Any moveable structure must be secured.

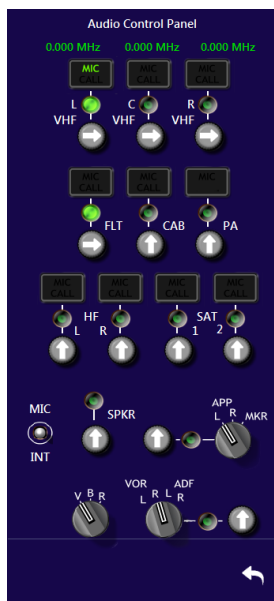
9.2. Fuselage Door

The Fuselage Door has an interlock, which prevents the motion from engaging if the door is open.

9.3. Drawbridge Interlock

The Drawbridge is fitted with an interlock which prevents motion from engaging if the drawbridge is not lowered or perceived to be unsafe.

10. How to use the Virtual Audio Control Panel



The virtual ACP is a graphical representation of the ACP appropriate to the aircraft type. Interaction with the virtual ACP is via a touchscreen.

- Momentary switches may be pressed by touching them on the display.
- Three-position toggle switches can be set to any of their states by touching just to the side of the switch in the direction the user wants it to move. The switch will latch in position if this is the behaviour of the aircraft panel, if not it will return to the centre when the user releases their finger. Touching anywhere on the latched switch will cause it to unlatch and return to the centre.
- Briefly touching a Volume knob toggles it in or out.
- Volume levels are adjusted by selecting the Volume knobs and then sliding the finger left or right to decrease or increase the volume.
- The volume decreases/increases gradually as long as the user's finger remains in contact with the interactive area of the touchscreen.

Operation Tips: Arrows are displayed while adjusting the volume as a reminder of how the slider operates. The active direction (i.e. volume increase/decrease) is displayed in green. A bar graph is displayed to show the current volume level selected.

10.1.1. Radio Transmission Switches

VHF1, VHF2, VHF3, HF1, HF2 - When a radio transmission switch is selected it allows communication on the applicable transceiver. When a switch is selected (pushed in), it illuminates (green) and the associated channel is selected for communication. The channel is deselected by releasing the selected switch or selecting another channel.

Note: The CALL switch flashes when a Selective Calling System (SELCAL) is received on the applicable radio.

10.1.2. Flight and Cabin Interphone

INT - When selected, allows communication on the flight interphone system.

CAB - When selected, allows communication on the Cabin interphone system or service interphone.

10.1.3. Public Announcement (PA) Transmission

PA - The PA transmission switch enables communication via the boom, oxygen mask or hand mike. The transmission switch must be pressed and held. PA announcements can also be made using the cockpit handset without selecting the PA transmission switch.

10.1.4. Reception Switches

VOR1, VOR2, MKR, LS, ADF1, ADF2 - When the switch is released out it illuminates (white), selects the reception channel and when rotated adjusts the audio level.

10.1.5. On Voice Switch

VOICE - The Switch illuminates (white) when pushed in and inhibits the Automatic Direction Finder (ADF) and VHF Omnidirectional Range (VOR) ident signals.

10.1.6. Press to Talk Switch

INT / RAD Switch - Operates as a press-to-talk switch for boom or oxygen mask microphones and has three modes:

INT - The interphone is enabled between cockpit crew members, regardless of the transmission switch selection. The INT knob must be selected for reception.

Neutral - Disconnects microphones from transmission. Reception is normal.

RAD - The RAD switch is spring-loaded to the neutral position and connects the boom or mask microphones to the selected facility on the ACP.

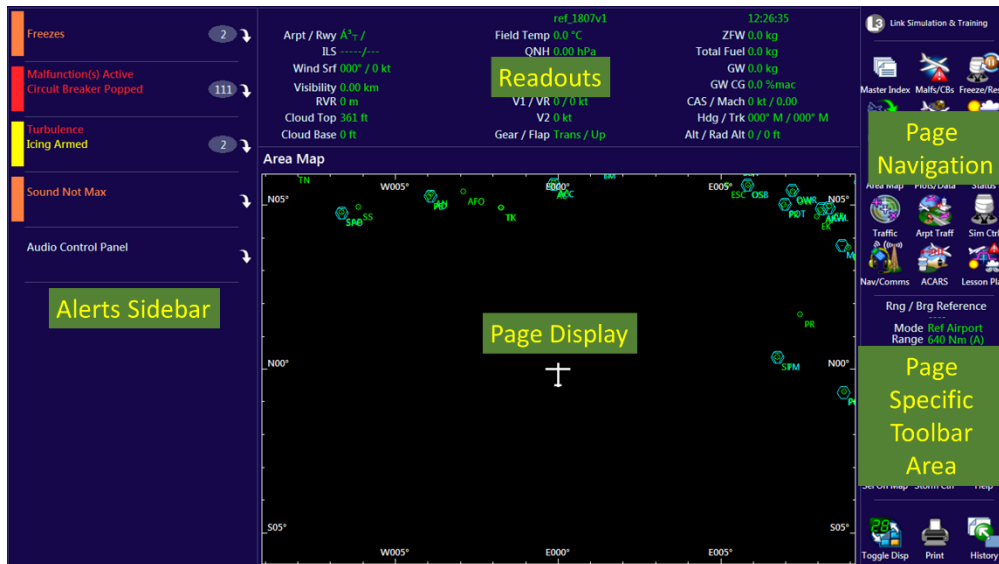
10.1.7. Reset

Reset - Extinguishes lights in the CALL, MECH and ATT transmission switches.

11. IOS Pageset Overview

Refer to Instructors Reference Manual (IRM) for specific details on the IOS Pageset

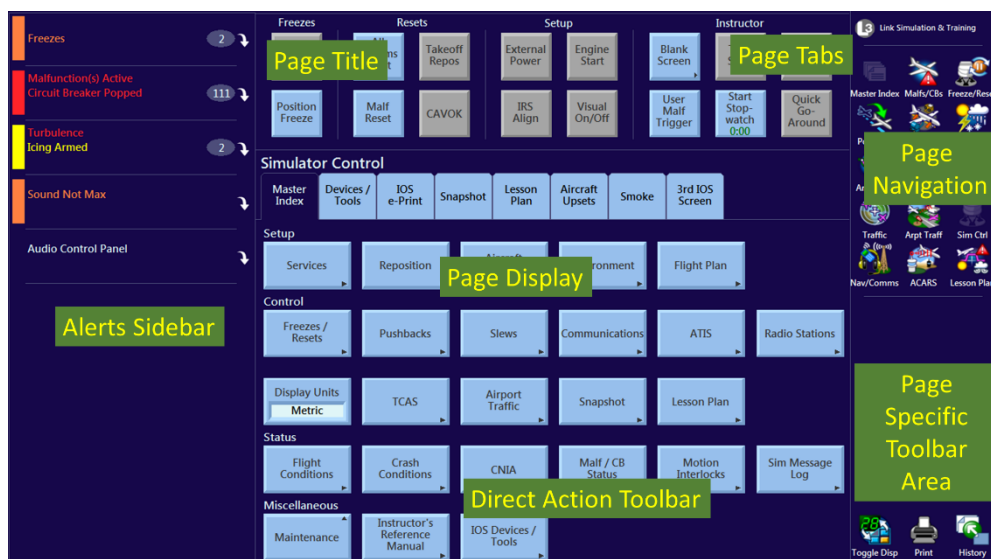
11.1.1. Example Upper IOS Display



Readouts Area:
General Flight Parameters i.e. Selected Airport and RWY, ILS, Gross Weight, CG, etc

Alerts Sidebar Area:
Various Alert messages will be displayed depending on state of simulation i.e. FLIGHT FREEZE, MALFUNCTION active, STORM active, etc

11.1.2. Example Lower IOS Display



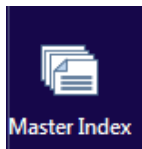
Select a TAB to change section within a page.

Note: DIRECT ACTION

TOOLBAR/READOUTS AND ALERTS TOOLBAR are interchangeable when the TOGGLE DISP button is selected.



11.1.1.3. Main Index / Simulator Control



Selectable from the Page Navigation Toolbar, the Simulator Control tab suite comprising of several tabs (depending on options) and provides access to the following pages:

- Master Index page provides a large number of soft keys to access 4 main areas of the page
 - Setup
 - Services, Reposition, Aircraft Weights, Environment, Flight Plan
 - Control
 - Freeze/ Resets, Pushbacks, Slews, Communications, ATIS, Radio Stations
 - Display Units, TCAS, Airport Traffic, Snapshot, Lesson Plan
 - Status
 - Flight Conditions, Crash Conditions, CNIA, Malf CB status, Motion Interlocks, Sim message Log
 - Miscellaneous
 - Maintenance, Instructor's Reference manual, IOS Devices, Tools
- Devices/Tools page which allows the IOS Printer to be selected from onboard to offboard, Soft Sound Volume, Display Units selection (Metric/US) and a Stop Watch.
- Customer Options page (If applicable) which allows you to recall sets of predefined aircraft program pin configurations that are specific to particular customers.
- IOS e-Print. Allows the printing of IOS pages to PDF.
- Snapshot page which allows up to 10 snapshots to be recorded and recalled.
- Lesson Plan Page, allows the Lesson Plans to be selected.
- FCDS page which provides controls and information for the Flight Crew Debrief System (Option).
- Aircraft upsets page which allows the simulator to be put in an aircraft upset condition scenario.
- Smoke page (option) which allows you to request the smoke system for use with the smoke malfunctions



11.1.4. Lesson Plan



Selectable from the Page Navigation Toolbar, the Lesson Plan Index page displays a scroll list of Lesson Plan folders. To load a Lesson Plan, select the required folder(s) and navigate until the lesson plan is listed. Select the lesson, followed by the View button. The Lesson Plan will then be displayed in the Page Display area.

11.1.5. Malfunctions/Circuit Breakers



Selectable from the Page Navigation Toolbar, the Malfunctions/Circuit Breakers tab suite comprises 2 tabs providing access to the following pages:

- Malfunction Index page displays a scroll list of malfunction ATA chapters. Selecting an ATA chapter will display a list of applicable malfunctions in the Page Display area
- Circuit Breaker Index page displays a representative image of the cockpit with highlighted CB panels. Selection of a CB panel will bring up will bring up the soft CB panels in the Page Display area. Selection of a CB will trip the circuit breakers associated with the aircraft equipment specified on the button

11.1.6. Freeze/Resets



Selectable from the Page Navigation Toolbar, the Freeze/Resets tab suite comprises 3 tabs providing access to the following pages:

- Main Freezes/Resets page which allows you to suspend and restart all or some of the simulated systems, and to reset the main aircraft systems to normal operating conditions
- System Resets 1 page which allows you to reset aircraft systems and temperatures to normal operating conditions
- System Resets 2 page which allows you to reset the associated avionic computers to normal operating conditions

11.1.7. Position Control



Selectable from the Page Navigation Toolbar, the Position Control tab suite comprises 3 tabs providing access to the following pages:

- Reposition page which allows you to reposition the aircraft relative to any selected airport and runway
- Aircraft Slew page which allows you to slew the aircraft position, heading, speed and altitude
- Pushbacks page which allows you to select the pushback type



11.1.8. Aircraft Control

Selectable from the Page Navigation Toolbar, the Aircraft Control tab suite comprises 6 tabs providing access to the following pages:

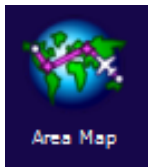
- Services page which allows you to perform functions normally undertaken on the ground e.g. External Power, IRS Align, engine Start
- Aircraft Weights page which allows you to select the fuel loading and centre of gravity for the aircraft
- Flight Plan page which allows you to configure the FMC with route information
- Doors page which allows you to control the aircraft doors
- Quick Setup page which allows you to quickly set up a training exercise from a single page



11.1.9. Environment Control

Selectable from the Page Navigation Toolbar, the Environment Control tab suite comprises 8 tabs providing access to the following pages:

- Basic page which allows you to control basic weather conditions
- Cloud page which allows you to control cloud conditions
- Atmos page which allows you to control atmospheric conditions
- Visual/Runway Cond page which allows you to set various visual and runway conditions
- Airfield Lighting page which allows you to set airfield lighting conditions
- SMGCS page (Surface Movement Guidance Control System) – allows you to select pre-defined active routes, activate Stop bars and Proceed on to Runway
- Windshear page which allows you to select from a number of pre-defined windshear profiles
- Microburst/Predictive Windshear page which allows you to select a microburst, its location and its intensity
- Multi-weather page which allows you to set-up and activate multi-weather scenarios.



11.1.10. Area Map

This page is selectable from the Page Navigation Toolbar and displays the aircraft flight path relative to the airport and the navigational facilities in the area defined by the scale of the map.

The following display modes are available:

Active Airport

A/C North Up

A/C Heading Up

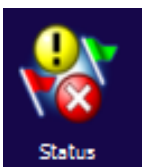
Storm Control - This toolbar is selectable from the Map Toolbar and allows you to control and modify the storm models.



11.1.11. Plots

Selectable from the Page Navigation Toolbar, the Plots tab suite allows you to monitor the flight crew's performance on take-off and landing. This page comprises 4 tabs providing access to the following pages:

- Approach page – LOC Deviation, G/S Deviation and Approach Speed charts
- Runway page – A/C position, Brakes, Speed and Rudder Pedals
- Departure page – Lateral Deviation, Altitude and Speed
- T/O and Landing Performance page - T/O and landing performance parameters



11.1.12. Status/Monitor

Selectable from the Page Navigation Toolbar, the Status/Monitor tab suite comprises up to 8 tabs providing access to the following pages:

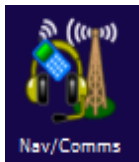
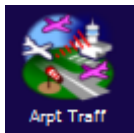
- Malf/CB Status page which displays the status of malfunctions, circuit breakers, radio stations and other entities
- Crash Conditions page which lists available crash conditions
- Flight Conditions page which displays current value of listed aircraft and environment parameters
- Controls Not In Agreement page which identifies those flying controls not in agreement with the current aircraft configuration
- Motion Interlocks page which displays the status of all the motion system interlocks
- HUD Repeat page (option) which displays a repeat display of the HUD combiner



11.1.13. Traffic

Selectable from the Page Navigation Toolbar, the Traffic tab suite comprises 4 tabs providing access to the following pages:

- Predictable Scenarios page which allows you to setup TCAS scenarios.
- Editable Scenarios page which allows you to set the flight plan for each of two intruder aircraft in a new scenario.
- Random Traffic page which allows you to select conflicting traffic which will induce warnings and advisories appropriate to the situation.
- Airport Traffic page - This page is selectable from the Traffic tab suite or from the Page Navigation Toolbar and allows you to control the appearance and movement of up to 6 repeating and 2 non-repeating routes. These incidents are normally designed to present the aircrew with a hazard, in the vicinity of the runway, during take-off or landing. They may, additionally, be used to provide traffic scenarios in and around the airport.



11.1.14. Navigation/Communications

Selectable from the Page Navigation Toolbar, the Navigation/Communications tab suite comprises 5 tabs providing access to the following pages:

- Comms page which allows you to simulate radio communication between the ground and the flight crew.
- ATIS page which allows you to manually control ATIS messages.
- ACARS page (option) which allows you to set up and transmit ACARS messages
- Radio Stations page which allows you to fail and subsequently restore radio stations.
- GPS page which allows you to modify the number of satellites available for GPS