OVERDRIVE INTERACTIVE

AIRBUS A320 · CIDS · FAP

A320 FAP Simulator

Feature Sources & A320 Conformance Report



Simulator version 4.1 · Report date 29 October 2026

Where every feature of the simulator comes from, and whether it matches the real Airbus A320 CIDS Flight Attendant Panel.

Based on public technical and training sources, not on official Airbus documents.

SECTION 01

Purpose and How to Read This Report

This report lists every function of the A320 FAP Simulator, the source it was built from, and how closely it follows the real Airbus A320 Cabin Intercommunication Data System (CIDS) Flight Attendant Panel (FAP).

Status labels

Label	Meaning
MATCHES	Behaves like the real A320 FAP, confirmed by at least one technical or training source.
SIMPLIFIED	The function exists on the real FAP, but the simulator shows a simplified or typical version (for example a fixed list, fewer options, or values that differ between airlines).
TRAINER	Not a FAP function. The INSTRUCTOR panel (INSTRUCTOR key on the frame, outside the FAP screen) lets the instructor simulate what happens away from the panel (cockpit, doors, lavatory, passengers).
SIMULATOR	Part of the app only (license, demo, settings, simulator options). Not on the aircraft.
NOT INCLUDED	A real A320 function that the simulator does not reproduce (Section 06).

Important limits

SECONDARY SOURCES

Official Airbus manuals (FCOM, CCOM, AMM) are restricted to operators. This report relies on public technical notes, training material and Airbus publications. Every A320 is configured by its airline through the CAM (Cabin Assignment Module), so layouts, lighting scenarios, announcements, access codes and levels can differ from aircraft to aircraft. Always follow your airline's cabin crew manual.

Source numbers in square brackets, for example [4], refer to the list in Section 08.

SECTION 02

Where the Features Came From

The simulator was built in stages. Each stage used a different kind of source:

Stage	Source	What it gave
1. First version	Original project brief [1] and a photo of a real A320 FAP [2]	Screen layout, colors, Cabin Lighting page, page tabs, Doors/Slides, Audio/PRAM, Water/Waste, hard-key strip.
2. Check against the real A320	Technical notes and training sources [4]–[19]	Corrections where the brief differed from the real CIDS (Section 05), and missing functions: PED POWER, FAP RESET, SMOKE RESET on the page, CHIME INHIB, emergency call chime, CAPT / CAPT & PURS selector, cockpit EVAC, low cabin pressure.
3. Full page set (v3.0)	Reference screenshots of an Airbus-style FAP trainer [3], checked against the A320 CIDS document [4]	Second row of pages: Cabin Programming, Layout Selection, Level Adjustment, Software Loading, FAP Set-Up; Seat Settings; Cabin Status; BGM channels; PRAM MEMO list; access-code keypad.
4. Training content	Typical airline announcement wording; standard life-vest briefing	The 13 PRAM announcement scripts (English), including the life-vest part of the safety demonstration.
5. Cabin crew functions (v4.0)	A320 CIDS document [4], A32NX signs panel [21], A320 lights notes [22], reference video of a commercial FAP trainer [23]	Passenger signs and their chime, flight phase, CAUT key and info row, lavatory calls, cockpit PA priority, emergency lighting in ARM, low cabin pressure sequence, loss of CIDS, PRAM / CAM / OBRM card change, layout selection on ground only.

RULE USED THROUGHOUT

When the project brief and the real A320 disagreed, the simulator follows the real A320 CIDS.

SECTION 03

Summary

70	17	11	8	12
MATCHES	SIMPLIFIED	TRAINER	SIMULATOR	NOT INCLUDED

Conclusion. Every FAP page, hard key and card slot of the simulator exists on the real A320 CIDS FAP, and the core behaviour of each one matches the sources: the ten hard keys, the colour code, BRT / DIM 1 / DIM 2, ±2.5 °C temperature fine adjustment, 200 L water and 170 L waste, automatic smoke page with SMOKE RESET and automatic clearing, guarded EVAC CMD with the CAPT / CAPT & PURS selector, CIDS 1+2 FAULT, and the default access codes 318 and 813. Version 4.0 adds the passenger signs with their chime, the CAUT key, lavatory calls, cockpit PA priority, emergency lighting in ARM, the full low cabin pressure and CIDS loss behaviour, layout selection on ground only, and the PRAM / CAM / OBRM card change.

The SIMPLIFIED items are mainly airline-configured content (announcement list, music channels, number of lighting scenarios, level values) where the simulator shows one typical configuration. The functions listed as NOT INCLUDED are maintenance or optional features that a cabin crew trainee does not normally use.

The simulator is a classroom familiarization tool. It is not a certified training device (see the disclaimer in Section 07).

SECTION 04

Conformance by Area

Panel, screen and colours

Feature	In the simulator	Real A320 FAP	Status	Source
Touchscreen + hard-key sub-panel + card slots	Display unit, 10 hard keys, PRAM / CAM / OBRM slots	Display unit, sub-panel with hard keys, memory-card slots	MATCHES	[4] [6]
Colour code	Grey available, green selected, amber caution, red alarm	Same button colours; red alerts/smoke, amber warnings	MATCHES	[4]
Caution / info row	Message line in the header (e.g. door check, PAX CALL, SMOKE LAV)	Caution/info row with pending messages	MATCHES	[4]
CAUT key and event queue	CAUT off / flashing (new event) / steady (all event pages seen); info row asks for the page	CAUT off, flashing for new events, steady when all event pages were selected; info row while an event page is not selected	MATCHES	[4] [23]
Page tabs, two rows	Cabin pages and CAM/maintenance pages with arrows	Standard page set incl. programming pages	MATCHES	[4] [3]
Automatic page on events	Smoke opens the Smoke page	Smoke event triggers automatic page display	MATCHES	[4] [7]
SCREEN OFF	Blanks the display; touch to wake; steps through new event pages first	SCREEN OFF button; steps through queued auto events; also turns off after 10 min idle; optional wake password	SIMPLIFIED	[4]
CABIN READY	Key in the title bar; message follows the flight phase	Cabin ready set by the crew; ECAM take-off checklist after engine start, landing checklist with gear down	MATCHES	[4]
Cabin Status page	One tile per system, incl. passenger signs	Cabin Status page exists; exact tile content not described	SIMPLIFIED	[4] [3]

Hard keys and card slots

Feature	In the simulator	Real A320 FAP	Status	Source
EVAC CMD (guarded)	Lift guard, press; result depends on cockpit selector	Launches EVAC command or request depending on the selector	MATCHES	[4] [9] [10] [13]

EVAC RESET	Silences EVAC tone, clears indications	Switches off EVAC indication (tone, AIP, ACP)	MATCHES	[4]
EMER	Emergency lighting on/off	Emergency lighting on/off	MATCHES	[4] [6]
PED POWER	In-seat power on/off	PED power on/off	MATCHES	[4]
LIGHTS MAIN ON/OFF	General cabin illumination	General cabin illumination	MATCHES	[4] [6]
LAV MAINT	Lavatory lights full bright	Full-bright lavatory lighting for maintenance	MATCHES	[4] [6]
SCREEN 30 SEC LOCK	Touch disabled 30 s with countdown	Disables touch input 30 s for cleaning	MATCHES	[4] [6]
SMOKE RESET	Silences the lavatory smoke alert	Clears lavatory smoke alerts	MATCHES	[4] [6]
FAP RESET	Restarts the FAP screen; cabin systems keep state	FAP-PC RESET: manual reset of the PC card	MATCHES	[4]
PAX SYS	Passenger system power on/off	Switches IFE and ISPSS on/off	MATCHES	[4]
PRAM / CAM / OBRM slots	Shown on the sub-panel (card or empty); used by Audio, Layout and SW Load pages	PRAM announcements/music, CAM configuration, OBRM software	MATCHES	[4] [6]

Cabin lighting

Feature	In the simulator	Real A320 FAP	Status	Source
BRT / DIM 1 / DIM 2	100 % / 50 % / 10 %	BRT 100 %, DIM 1 50 %, DIM 2 10 % (training sources)	MATCHES	[11] [18]
Zones per class from the active layout	FWD/AFT entry + one panel per class	Zones defined in the CAM layout	MATCHES	[4] [19]
GENERAL – all zones	One level for every zone	General illumination control	MATCHES	[18]
Press selected level again = off	Toggle behaviour	Not described in the sources	SIMPLIFIED	[3]
Window and aisle lights	WDO, AISLE keys	Window / ceiling scenarios configurable in the CAM	SIMPLIFIED	[19]
Reading lights R/L SET / RESET, ATTND	All reading lights on/off (except inhibited seats), attendant lights	Reading lights controlled by CIDS; enable/disable per seat	MATCHES	[4] [17]
Fuselage diagram shows zone brightness	Gold diagram dims per zone	FAP graphics from CAM-B; exact rendering varies	SIMPLIFIED	[4]
Low cabin pressure → lights BRT	TRAINER event switches lights to BRT	All lights go to full brightness at low cabin pressure	MATCHES	[4]
Loss of the CIDS	No light control; lights full bright after 3 min; lavatory lights dim when the CIDS returns	CIDS-controlled lights go to full brightness 3 min after the signal is lost; at CIDS activation the lavatory lights dim	MATCHES	[4]
Emergency lighting	EMER key; cockpit EMER EXIT LT ON / ARM / OFF; in ARM on by itself when normal power is lost	EMER on the FAP; EMER EXIT LT ARM: emergency lights on when the normal electrical supply fails	MATCHES	[4] [21]

Doors and slides

Feature	In the simulator	Real A320 FAP	Status	Source
8 exits	L1, R1, 4 overwing exits, L2, R2	8 exits (2 forward doors, 4 overwing, 2 aft doors)	MATCHES	[15] [16]
Door / slide status	Closed/open, armed/disarmed, slide deployed	Door open/closed, slide armed/disarmed (+ bottle pressure)	MATCHES	[4]
FAP only displays the status	Doors operated from the INSTRUCTOR panel	Doors operated at the door; ECAM DOOR page is primary	MATCHES	[4]

Overwing slides always armed	No arming lever (AUTO ARM)	Overwing exit slides are armed automatically	MATCHES	[15]
Armed door opened → slide deploys	Red alarm, SLIDE DEPLOYED	Opening an armed door deploys the slide	MATCHES	[15]
Door names L1/R1/L2/R2	As in the project brief	Newer Airbus documents also use 1L/1R/4L/4R	SIMPLIFIED	[1] [16]
ARM / DISARM SLIDES X-CHECK, RESET DRILL	Instructor commands	Crew commands given by the purser, not FAP keys	TRAINER	—
AT DOOR arm / open controls	Simulate the crew at the door	Done at the door, not on the FAP	TRAINER	—

Audio, announcements and chimes

Feature	In the simulator	Real A320 FAP	Status	Source
Boarding music channels	4 channels, ON/OFF, VOL, CHAN	PRAM card with 4 music channels (Airbus "Silver" card)	MATCHES	[4] [6]
Music content	Synthesized training music (Blues, Classic, Country, Jazz)	Royalty-free recorded music, airline-specific	SIMPLIFIED	[4]
Music lowered during PA	Music ducks under announcements	PA has priority over boarding music	MATCHES	[17]
Pre-recorded announcements	13 English announcements	Silver card: 81 announcements in 9 languages + 9 automatic emergency announcements	SIMPLIFIED	[4]
Announcement wording	Typical airline wording written for training	Airline-specific recordings	SIMPLIFIED	—
DIRECT PLAY, MEMO, PLAY NEXT / ALL, STOP	Select and play, play list	Announcement selection and playback; exact keys vary by CIDS version	SIMPLIFIED	[3] [4]
CALL RESET, CHIME INHIBIT on the Audio page	Cancel calls, silence chimes	CALL RESET and CHIME INHIB buttons on the Audio page	MATCHES	[4]
Chimes	High = passenger call, high-low = crew call, low = signs	Same chime meanings	MATCHES	[6] [12]
PRAM is an airline option	PRAM card can be removed: no announcements, no boarding music, note to use the handset	PRAM optional; pre-recorded announcements on the optional IPRAM card	MATCHES	[4] [17]
PRAM card voices	Five simulated PRAM cards, same content, different female voice	Content and voice recorded by the airline on its card	SIMPLIFIED	—
Cockpit PA priority	Cockpit PA stops the PRAM announcement and lowers the music	PA source priority: cockpit handset before PRAM	MATCHES	[4]
PA volume at low cabin pressure	Announcements and chimes louder	PA volume increased at low cabin pressure	MATCHES	[4]
Emergency call from the cockpit	High-low chime three times	High-low chime repeated three times, pink lights on ACPs	MATCHES	[9]
TRAINER chime keys	Play each chime on demand	Not FAP keys	TRAINER	—

Passenger signs

Feature	In the simulator	Real A320 FAP	Status	Source
Seat belt / no smoking / return to seat signs	Set by the cockpit switches; low chime on every change; RTS follows the seat belt signs	FASTEN SEAT BELT and RETURN TO SEAT signs; low tone chime when signs go on or off	MATCHES	[21]
NO SMOKING AUTO and EXIT signs	AUTO: on with the landing gear down; EXIT signs with NO SMOKING (EMER EXIT LT in ARM)	AUTO: NO SMOKING and EXIT signs on when the landing gear is extended	MATCHES	[21]
Signs at low cabin pressure	Seat belt, no smoking and exit signs on by themselves	Above about 11,300 ft cabin altitude the signs come on whatever the switches	MATCHES	[22]
Flight phase, sign and EMER EXIT LT switches, power loss, cockpit PA, lavatory calls	INSTRUCTOR panel, COCKPIT and CABIN tabs	Cockpit and passenger actions	TRAINER	—

Cabin temperature

Feature	In the simulator	Real A320 FAP	Status	Source
Cockpit selects zone temperature	TRAINER cockpit selectors, 18–30 °C	Master setting in the cockpit; FAP control within 18–30 °C	MATCHES	[4] [5]
FAP fine adjustment	± 2.5 °C per zone	"within a range of ± 2.5 °C"	MATCHES	[5]
Zones FWD / AFT	Two cabin zones	Cabin zones per aircraft configuration	MATCHES	[5]
Actual temperature follows gradually	Simulated pack response	Real air-conditioning response	SIMPLIFIED	[5]

Water / waste

Feature	In the simulator	Real A320 FAP	Status	Source
Potable water tank	200 L	About 200 L (53 US gal)	MATCHES	[8] [14]
Waste tank	170 L	170 L usable	MATCHES	[8] [14]
Water quantity preselection	25 / 50 / 75 / 100 %	Preselection available when enabled in the CAM; steps airline-defined	SIMPLIFIED	[4]
Waste tank full → toilets inoperative	Lavatories INOP, amber caution	Full-tank signal stops flushing; SYS INOP shown on the FAP	MATCHES	[8] [14]

Lavatories A, D, E	From the project brief	Lavatory positions depend on the cabin layout	SIMPLIFIED	[1]
Use water / refill / add waste / drain	Instructor controls	Flight and ground servicing	TRAINER	—

Smoke detection

Feature	In the simulator	Real A320 FAP	Status	Source
Smoke page opens automatically	Red lavatory indication	SMOKE DETECTION page appears automatically, red indication	MATCHES	[4] [7]
Aural alert	Triple chime, repeated until SMOKE RESET	Triple chime in cabin and attendant loudspeakers	MATCHES	[7]
SMOKE RESET on the page and hard key	Silences the alert	Reset from the FAP page, FAP sub-panel or AAP	MATCHES	[4]
Smoke still shown while detected	FAP keeps the indication	FAP indications remain while smoke persists	MATCHES	[4]
Automatic clearing	CIDS clears all indications when smoke is gone	"automatically reset all visual and aural indications"	MATCHES	[4] [7]
No access code for the Smoke page	Always available	SMOKE page needs no password	MATCHES	[4]
Crew actions list	Six steps on the page	From airline procedures, not shown on the real FAP	TRAINER	—
SMOKE / EXTINGUISH keys	Instructor creates / clears smoke	Real detector input	TRAINER	—

Seat settings and passenger calls

Feature	In the simulator	Real A320 FAP	Status	Source
Inhibit call / reading light per seat	Seat row + letter, INHIBIT / ENABLE	Enable/disable reading lights and inhibit calls for single seats or groups	MATCHES	[4]
CALL INHIBIT, CHIME INHIBIT, PES	Cabin-wide settings	Call/chime inhibit and passenger entertainment power	MATCHES	[4]
Passenger call	High chime, PAX CALL with seat, amber tab	Single high chime, call light, attendant indications	MATCHES	[4] [12]
Lavatory call	Single high chime, PAX CALL LAV x; CALL RESET or second press cancels	Lav call: chime and indications; reset with the call button, CALL RESET or CHIME INHIB for the chime	MATCHES	[4]
PASSENGER PRESSES CALL	Random seat calls	Real passenger action	TRAINER	—

System info and evacuation

Feature	In the simulator	Real A320 FAP	Status	Source
Two CIDS directors	DIR 1 active, DIR 2 standby; takeover on fault	DIR 1 active, DIR 2 hot standby; switchover on fault	MATCHES	[4] [6]
CIDS 1+2 FAULT	PA, interphone and signs lost	PA, cabin and service interphone, passenger signs inoperative	MATCHES	[9]
Both directors failed — display	Shown as no active director	DIR 1 stays nominally active	SIMPLIFIED	[4]
CAPT / CAPT & PURS selector	CAPT: cabin EVAC CMD sounds only the cockpit horn for 3 s	Same	MATCHES	[9] [10]
EVAC from the cockpit	Cabin evacuation alert, red flashing title	EVAC lights flash at attendant panels, tones in the cabin	MATCHES	[9] [10]
DIR fault, cockpit EVAC, low pressure keys	Instructor fault injection	Real failures / cockpit actions	TRAINER	—
RESET SIMULATOR	Factory defaults	—	TRAINER	—

CAM and maintenance pages

Feature	In the simulator	Real A320 FAP	Status	Source
Access codes	318 for Cabin Programming, Layout Selection, Level Adjustment; 813 for Software Loading	Default passwords 318 and 813, defined in the CAM (airlines can change them)	MATCHES	[4]
Cabin Programming	Move class borders by seat rows, SAVE to CAM	Moves the borders between cabin classes; password protected	MATCHES	[4]
NON SMOKER A/C flag	ON/OFF on Cabin Programming	Not described in the sources	SIMPLIFIED	[3]
Layout Selection	1-, 2-, 3-class layouts, LOAD; MODIFIED counter after SAVE	Up to 3 predefined layouts + modified layouts; Save; modification counter	MATCHES	[4]
Layout Selection on ground only	Not available in flight or without a CAM	Ground only	MATCHES	[4]
New CAM loaded by hand	After a CAM change the old layout stays active until a layout of the new CAM is loaded	After a CAM or OBRM change the layout and software pages are used to download manually	MATCHES	[4]
Level Adjustment	Announcement and chime levels for cabin zones, attendant areas, lavatories	Loudspeaker and chime levels for cabin zones, attendant areas, rooms, lavatories	MATCHES	[4]
Level range −6 … +6 dB	Fixed range	Range not given in the sources	SIMPLIFIED	[3]
Software Loading	OBRM versions, LOAD SW, CIDS restarts; green when up to date	OBRM holds DIR / SDF / FAP software; page fully green when successful	MATCHES	[4]
FAP Set-Up	Brightness, loudspeaker / headphone volume, touchscreen click; REMOVE and OK for the PRAM, CAM and OBRM cards	Display brightness, FAP loudspeaker and headset volume; remove and insert IPRAM, CAM and OBRM cartridges	MATCHES	[4] [23]
OBRM change	SW Load compares the active software with the OBRM in the slot (NONE when empty)	Software page used to download after an OBRM change	MATCHES	[4]
Card case	Choose and insert a card (maintenance / airline task)	Done by maintenance at the FAP slots	TRAINER	—

Simulator-only features

Feature	Purpose	Status
License code activation and device binding	Protects the app; one device per code	SIMULATOR
Free demo (A320-DEMO)	Try MAIN ON/OFF and boarding music only	SIMULATOR
⚙ SETTINGS: license status, device ID, version (no code shown; licenses are moved by the administrator)	License support	SIMULATOR
Check for updates / in-app update	Download and install a new version	SIMULATOR
INSTRUCTOR > SIMULATOR: °C / °F	Temperature unit for the classroom	SIMULATOR
INSTRUCTOR > SIMULATOR: MUTE	Silence the simulator	SIMULATOR
Important notice at every start	Training disclaimer	SIMULATOR
Always horizontal / panel scaling	Same panel on every tablet	SIMULATOR

SECTION 05

Corrections to the Original Brief

Some items of the original project brief [1] do not exist on the real A320 FAP or work differently. The simulator follows the real aircraft:

In the brief	Real A320	What the simulator does
Lighting keys NIGHT and OFF on the general panel	FAP presets are BRT, DIM 1, DIM 2; a zone is switched off from the FAP or with MAIN ON/OFF	BRT / DIM 1 / DIM 2; pressing the selected level again switches the zone off
"EMER" as a red covered key that sounds a siren	EMER switches the emergency lighting; the guarded red key is EVAC CMD	EMER = emergency lighting; EVAC CMD guarded
Hard keys CMD RESET, CABIN LIGHTS, PA CALL, HANDSET jack	The real sub-panel has EMER, PED POWER, LIGHTS MAIN ON/OFF, LAV MAINT, EVAC CMD, EVAC RESET, SMOKE RESET, FAP-PC RESET, PAX SYS, SCREEN 30 SEC LOCK	The ten real hard keys
"Smoke Reset" and "Evac" as page tabs	SMOKE RESET is a hard key and a key on the Smoke page; EVAC is a hard key	Smoke Detection page + hard keys
Temperature set freely on the FAP	Set in the cockpit; FAP fine adjustment ± 2.5 °C	Cockpit selection + ± 2.5 °C
Smoke alarm returning after reset	Indications stay while smoke persists and clear automatically	As on the aircraft

SECTION 06

Not Included

Real A320 CIDS functions the simulator does not reproduce, and why:

Function	Reason	Source
Door / slide bottle pressure on the Doors page	Maintenance indication (optional except overwing exits)	[4]
Screen auto-off after 10 minutes and wake-up password	Not useful in a classroom	[4]
Mandatory Layout mode (unreadable CAM)	Maintenance failure case	[4]
MCDU Simulator Menu page	Maintenance only (see the separate A320 MCDU Trainer)	[4]
Integrated PRAM page variant / CAM-B graphics	One audio page is enough for training	[4]
Up to 6 lighting scenarios (100 % … 5 %)	Airline-configured; the three standard presets are taught	[19]
Automatic emergency announcements	Airline-specific	[4]
Temperature shown outside 18–30 °C in a blue box (no FAP control)	Behaviour not described in enough detail to reproduce	[4]
Attendant panels AIP / ACP / AAP	Separate panels at each attendant station, not the FAP	[6] [12]
Interphone handset calls	Separate handset system	[6]
CFDS emulation / BITE tests	Maintenance only	[6]
Cargo smoke detection	Cockpit system, not a cabin crew task	[4]

Not FAP functions (and therefore not on the panel): oxygen masks (automatic or from the cockpit), the BRACE command and ditching (cockpit), the crew emergency call (handset), and the cabin entertainment content (separate IFE system; the FAP only switches PAX SYS, PED POWER and PES).

SECTION 07

Disclaimer

The A320 FAP Simulator is developed by Overdrive Interactive for academic, familiarization and educational training purposes only. It is not certified by Airbus, FAA, EASA, CAAP or any civil aviation authority and must not be used for real aircraft operation, checklist validation or actual emergency procedures.

"A320" and related trademarks belong to Airbus. Overdrive Interactive is independent and not affiliated with or endorsed by Airbus. The comparisons in this report are based on publicly available secondary sources; the configuration of a real aircraft is set by its operator through the CAM and may differ. Always follow your airline's cabin crew operations manual and your instructor.

SECTION 08

Sources

1. Original project brief for the simulator (project instructions file, 2026).
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22. The Flying Engineer, Airbus lights (signs at high cabin altitude): https://theflyingengineer.com/projects/airbus-tech/lights/
23. Reference video of a commercial A320 FAP trainer (functions only; design not copied): https://www.youtube.com/watch?v=O_-hNlPsD8o

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