



Boeing 737-800NG FMC Guide

Not to be used for real life scenarios



INTRODUCTION

A flight management system (FMS) or a flight management computer (FMC) is a fundamental component of a 737's avionics. An FMS is a specialized computer system that automates a wide variety of in-flight tasks, reducing the workload on the flight crew to the point that during long haul flight on for example a 737, one pilot at a time can even go into a controlled sleep.

A primary function is in-flight management of the flight plan. Using various sensors such as GPS and IRS to determine the aircraft's lateral and vertical position in the world. The FMS is normally controlled through a Control Display Unit (CDU) which incorporates a small screen and keyboard. The FMS also sends the required flight plan data to other instruments such as the PFD for better accessibility.

THE FMC



REGULAR PROCEDURE

1. When you will have powered on the aircraft with your GPU or APU you will notice that the FMC will be on its first page (DEP RTE). On this page you will be shown information regarding the aircraft. You will also see what kind of navigation data you have and if you get a warning on the scratchpad that says: NAV DATA OUT OF DATE. Then you will have to update your nav data so that it matches the current real-world data. Also, to clear the message press CLR.
2. ONLY MOVE ONTO THIS STEP ONCE THE IRS HAVE BEEN ALIGNED AND REFUELING HAS TAKEN PLACE. Now you'll need to press Rte or POS INIT to move onto the next page. Click L2 to enter your departure airport ICAO code and L3 to enter the gate at which your aircraft is standing. Now click on the NEXT PAGE button to move onto the next page of POS INTE. Choose either GPS 1 or GPS R (L4 or L5) to copy the GPS data to your scratchpad. Now click on PREV PAGE to go back to the previous page. All you need to do now is press R4 which will paste the GPS data into the IRS position.
3. Press Rte or POS INTE to enter the part of the FMC where you will enter your desired route. You will notice that you will have your departure airport's ICAO code in the scratchpad already as this will now be needed. Press L1 to enter your origin airport which you already have in the scratchpad as mentioned before, and then press R1 to enter your arrival airport's ICAO code. Now to finish this page all you'll need to do 2 more things. Press R2 to enter your fictional/world flight number and then enter the name of your cruise file using L2 that I showed you how to create in my other Simbrief guide. Press R5 to activate this route and then the EXEC button to execute it.
4. Press R6 again to go onto the PERF INTC page. Now* please use my Simbrief guide for this as new pilots might not understand where I got the following data from. Press L4 to enter your reserves (kts divide by 1000), L5 to enter your cost index, R1 to enter your cruise altitude (kts divide by 1000), R2 to enter your cruise wind and R3 to enter your current temperature shown on the middle display. And then press L1 and wait a couple of seconds until the EXEC button lights up, and once it does press it. Now press R6 to go onto your N1 LIMITS which is for more advanced pilots only. If you do not understand what to do here, just press R6 again to skip this page. Once on the TAKEOFF page press L1 to enter your takeoff flap setting which usually should be 5, then go to your EFB (if installed) and go into the Fuel settings and look for the '0' next to TO CG, remember this number as you will need to go back to the FMC and press L3 along with that number to get your takeoff trim setting. Then press R1, R2 and R3 to get your V-Speeds.
5. Then press the DEP ARR button to input your departure and arrival data. Once on there press L1 to go to the departure page. Then select your SID that is on your flight plan route from Simbrief and once that is done select your runway which is also on the flight plan route. Once this information has been inputted press DEP ARR once again and this time press R2 to enter your arrival data. This time don't look for the SID but the STAR which is near the end of the flight plan on Simbrief. Also input your arrival runway and approach type which is entirely up to you and your capabilities.
6. Just to verify that the flight plan was correctly entered you will need to enter PLAN MODE. This can be accessed by turning the knob which is located next to the minimums/home to PLAN. Now you will have to press the EXEC button on the FMC and step through all the warnings/limits by pressing R6. Once verified that the integrity of the flight plan is stable turn the knob that is in PLAN mode to its original state.

Boeing Fmc Manual

Gerry Dressler



Boeing Fmc Manual:

Navy Comptroller Manual United States. Navy Department. Office of the Comptroller,1990 **Boeing 737**

Encyclopedia Facundo Conforti, One of the most flown aircraft in the world A masterpiece of engineering that has set a milestone in the history of aviation In this work you will learn everything related to this outstanding aircraft and its creator a pioneer in aviation history who forever shaped the industry William Boeing You will explore everything about the operation of a Boeing 737 including all the aircraft systems and each button and knob on its panels You ll delve into its executive and presidential models as well as every operational variant This unparalleled work will serve as both a study guide and an entertaining encyclopedia An engaging and professional work with the highest level of operational detail SOP Boeing 737-800 (Standard Operating Procedures) Gerry Dressler, Das SOP Manual Boeing 737 800 vermittelt praxisnah die Standard Operating Procedures SOP vom Preflight bis zum Shutdown Basierend auf realistischen Abl ufen einer fiktiven Airline Stairway Express zeigt es Schritt f r Schritt wie professionelle Cockpit Arbeit funktioniert Besonderes Highlight Das E Book ist komplett interaktiv verlinkt Mit einem Klick springst du direkt von Kapitel zu Kapitel oder von Theorie zu Praxis kein m hsames Bl ttern sondern effizientes Arbeiten im eigenen Simulator Neben der Theorie enth lt das Manual einen umfangreichen Praxisteil Zahlreiche To Do s und Anleitungen machen es m glich die beschriebenen Verfahren direkt am eigenen Simulator nachzufliegen Ob Engine Start Takeoff Briefing oder Approach du erlebst wie Airline Crews in der Boeing 737 800 arbeiten Das Manual ist speziell f r die Flugsimulation entwickelt angepasst und verst ndlich aufbereitet Es ersetzt keine reale Pilotenausbildung macht aber die Faszination echter SOPs f r Sim Piloten zug nglich **Boeing 737 panels**

Facundo Conforti,2023-04-24 The panels of a commercial aircraft are usually a mystery to some pilots who want to enjoy these wonderful works of aeronautical engineering Understanding the operation of each knob each button each indicator and each part of the aircraft panels seems to be an almost impossible mission for those who have not been lucky enough to take the aircraft habilitation course In this work we will make it simple and easy A book dedicated exclusively to the panels of the fabulous Boeing 737 NG In each chapter you will learn each part of the panels each function each indication After this reading it will be enough to look at the panels of the cockpit in a B737 and you will understand what you are seeing perfectly It is not a system manual but a descriptive and analytical manual of each panel of the aircraft An ideal complement to the book Introduction to 737 of this collection where you learn all the aircraft s systems Here you will learn all the sections of the upper panel overhead panel main flight panels main panels lower panel pedestal panel and much more **Current**

Employment Statistics State Operating Manual ,1985 **Air Force Manual** United States. Department of the Air Force,1973 Navy Comptroller Manual United States. Navy Department. Office of the Assistant Secretary (Financial Management and Comptroller),1998 **Navy Comptroller Manual** United States. Navy Dept. Office of the Comptroller,1990 *Aircraft Performance and Sizing, Volume II* Timothy Takahashi,2017-12-15 This book is a concise

practical treatise for the student or experienced professional aircraft designer This volume comprises key applied subjects for performance based aircraft design systems engineering principles aircraft mass properties estimation the aerodynamic design of transonic wings aircraft stability and control takeoff and landing runway performance This book may serve as a textbook for an undergraduate aircraft design course or as a reference for the classically trained practicing engineer

Federal Register ,2006-06-21 **Final Report of the Board of Inquiry Investigating the Circumstances of an Accident Involving the Air Canada Boeing 767 Aircraft C-GAUN that Effectuated an Emergency Landing at Gimli, Manitoba on the 23rd Day of July, 1983** George H. Lockwood,1985 In Part I brief particulars of the accident the crew and the aircraft are set out The establishment of the Board of Inquiry and the procedure followed by it are detailed In Part II the factual circumstances of the accident are detailed Part III looks at the contributory causes of the accident human factors and error corporate deficiencies the implications of a metric aircraft in a non metric fleet equipment factors In Part IV summaries of evidence from other airlines in Canada the U S and Europe is given Part V sets out aviation safety recommendations particularly regarding the metric question on fuelling procedures equipment improvement improvements to the Minimum Equipment List corporate structures and training Aircraft Instrumentation and Systems S. Nagabhushana,2013-12-30 Aircraft Instrumentation and Systems covers broadly the topics for the undergraduate course on Aircraft Instrumentation It includes an introduction to aircraft instruments and systems air data systems and air data computers navigation systems gyroscopic flight instruments engine instruments electronics flight instrument systems safety and warning systems Every effort has been made to update the contents of the book with information on the most recent technology used in modern transport aircraft manufactured by Boeing and Airbus The text is profusely illustrated with block diagrams schematic diagrams and a number of tables as well as a glossary Review questions have been included at the end of the each chapter to help with practice and self study The book is intended for both teachers and students especially students of B E M E and students in Instrumentation Technology and Aircraft Engineering It also introduces the subject to practising engineers and readers interested in aircraft instrumentation as well as to the flight crew *Boeing 747-400* Peter Gilchrist,1998 The Boeing 747 400 is a complete revision of the basic 747 design Its increased range and capacity new generation technology and cost savings have all improved the original Jumbo Jet This volume covers the design technical specifications engine choice and production of this aircraft **Written In the Sky** Mark Carr,2020-07-29 Since childhood Mark Carr wanted to fly and fly he did firstly as a naval aviator a jet instructor and later pilot with Cathay Pacific Airways This techno biography is written for those who like him seemingly have hydraulic oil flowing through their veins The book also gives readers of a non flying background an insight into military and civil aviation Sit in the cockpit with Mark and gain a rare insight into how these amazing machines work and how the men and women in the cockpits and flight decks operate them safely and efficiently His story is also entwined with historical context including his first hand account of the infamous Australian Pilots

Dispute of 1989 and life as an expatriate in Hong Kong *Test and Evaluation of a Multifunction Keyboard and a Dedicated Keyboard for Control of a Flight Management Computer*, 1986 *Catalog of Copyright Entries. Third Series* Library of Congress. Copyright Office, 1974 *Official Gazette of the United States Patent and Trademark Office*, 1998 *AIR CRASH INVESTIGATIONS, CAPTAIN LOST CONTROL The Crash of Kenya Airways Flight 507* Hank Williamson, editor, 2012-07-01

During the night of 04th May 2007 the B737 800 registration 5Y KYA operated by Kenya Airways as flight KQA 507 from Abidjan international airport Cote d'Ivoire to the Jomo Kenyatta airport Nairobi Kenya made a scheduled stop over at the Douala international airport Cameroon The weather was stormy A number of departing planes decided to wait for the weather to improve Kenya Airways however decided to depart Shortly after take off at about 1000 ft the aircraft entered into a slow right roll that increased continuously and eventually ended up in a spiral dive On the 5th May 2007 at approximately 0008 hrs the airplane crashed in a mangrove swamp South South East of Douala All 114 people on board were killed and the airplane was completely destroyed The airplane crashed after loss of control by the crew as a result of spatial disorientation after a long slow roll during which no instrument scanning was done and in the absence of external visual references in a dark night **Amelia Earhart's Shoes** Thomas F. King, 2004 Can modern science tell us what happened to Amelia Earhart The International Group for Historic Aircraft Recovery TIGHAR has spent fifteen years searching for the famous lost pilot using everything from archival research and archaeological survey to side scan sonar and the analysis of radio wave propagation In this spellbinding book four of TIGHAR's scholars offer tantalizing evidence that the First Lady of the Air and her navigator Fred Noonan landed on an uninhabited tropical island but perished before they could be rescued Do they have Amelia's shoe Parts of her airplane Are her bones tucked away in a hospital in Fiji Come join their fascinating expedition and examine the evidence for yourself The new paperback edition brings the search up to the present including tantalizing evidence of campfires and charred bones found on remote Nikumaroro Visit the Authors Web page for more information

Kompendium Cockpit Boeing 737-800 Gerry Dressler, Das Kompendium Boeing 737 800 ist ein einzigartiger Leitfaden für alle die tiefer ins Cockpit der 737 eintauchen möchten vom ambitionierten Simulationspiloten bis zum echten Technik Nerd Statt seitenlanger Fachsprache erklärt dieses Manual jedes Panel jeden Schalter Hebel und jede Anzeige der Boeing 737 800 in klarer verständlicher Form So wird das Cockpit Schritt für Schritt greifbar ohne sich durch endlose Prozeduren kämpfen zu müssen Ein besonderes Highlight Das gesamte Werk ist als interaktives PDF aufgebaut Mit einem Klick auf das Inhaltsverzeichnis oder ein Panel springt man direkt zum passenden Abschnitt Damit wird das Blättern im digitalen Cockpit kinderleicht und man findet sofort was man sucht Enthalten sind übersicht aller Cockpitbereiche Overhead MIP FMC CDU Pedestal Throttle Displays usw Detaillierte Beschreibungen aller Systeme Knöpfe und Anzeigen Klare praxisnahe Erklärungen speziell für die Flugsimulation Verlinkte Navigation für schnelles Springen zwischen Panels und Inhalten Hinweis Dieses Kompendium ist ausschließlich für die Flugsimulation gedacht und erhebt keinen Anspruch auf reale

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Table of Contents Boeing Fmc Manual

1. Understanding the eBook Boeing Fmc Manual
 - The Rise of Digital Reading Boeing Fmc Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Boeing Fmc Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Boeing Fmc Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Boeing Fmc Manual
 - Personalized Recommendations
 - Boeing Fmc Manual User Reviews and Ratings
 - Boeing Fmc Manual and Bestseller Lists

5. Accessing Boeing Fmc Manual Free and Paid eBooks
 - Boeing Fmc Manual Public Domain eBooks
 - Boeing Fmc Manual eBook Subscription Services
 - Boeing Fmc Manual Budget-Friendly Options
6. Navigating Boeing Fmc Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Boeing Fmc Manual Compatibility with Devices
 - Boeing Fmc Manual Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Boeing Fmc Manual
 - Highlighting and Note-Taking Boeing Fmc Manual
 - Interactive Elements Boeing Fmc Manual
8. Staying Engaged with Boeing Fmc Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Boeing Fmc Manual
9. Balancing eBooks and Physical Books Boeing Fmc Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Boeing Fmc Manual
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Boeing Fmc Manual
 - Setting Reading Goals Boeing Fmc Manual
 - Carving Out Dedicated Reading Time
12. Sourcing Reliable Information of Boeing Fmc Manual
 - Fact-Checking eBook Content of Boeing Fmc Manual
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning

- Utilizing eBooks for Skill Development
- Exploring Educational eBooks

14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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