



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You will also see what kind of navigation data you have and if you get a warning on the scratchpad that says: NAV DATA OUT OF DATE.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 Rte again to go onto the PERF INTE 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 Rte to go onto your N1 LIMITS which is for more advanced pilots only. If you do not understand what to do here, just press Rte 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 not) 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 Rte. Once verified that the integrity of the flight plan is stable turn the knob that is in PLAN mode to its original state.

Boeing 767 Fmc Manual

Stanley Stewart



Boeing 767 Fmc Manual:

Final Report of the Board of Inquiry Investigating the Circumstances of an Accident Involving the Air Canada Boeing 767 Aircraft C-GAUN that Effected 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 Computerworld ,1983-08-15 For more than 40 years Computerworld has been the leading source of technology news and information for IT influencers worldwide Computerworld s award winning Web site Computerworld com twice monthly publication focused conference series and custom research form the hub of the world s largest global IT media network **Declassifying 9/11** Aidan Monaghan,2012 By reading between the lines connecting dots hidden in plain view and seeking corroboration of the alleged version of September 11 events from regional and federal governments by way of Freedom of Information laws September 11 researcher Aidan Monaghan provides evidence of not only a seeming cover up surrounding the events of September 11 but has also developed scientifically based and peer reviewed alternatives for the reported events that unfolded over the skies of America that day Jane's Airport Equipment , **Flying The Big Jets (4th Edition)** Stanley Stewart,2014-09-30 Flying the Big Jets presents the facts that people want to know about the world of the big jets How does a large aircraft fly How long is the take off run at maximum weight How much fuel is carried on a transatlantic flight How do the radios work What aircraft maintenance is required How often are the tyres changed What is the life style of a pilot The answers to these and a thousand other questions are given in sufficient detail to satisfy the most inquisitive of readers Chapter by chapter the reader is taken gently from the basics of the big jets to the sophistication of the glass cockpit in preparation for the pilot s seat on a Boeing 777 flight from London to Boston Flying the Big Jets is a comprehensive book that reveals as never before the every day working environment of the modern long haul airline pilot Written by a pilot with over 15 000 flying hours on heavy jets during a 30 year career in commercial aviation this title is a comprehensive text book taking the reader into the glass cockpit of a Boeing 777 It is also a guide to the principles of flight the art of navigation and meteorology and an appreciation of the role played by Air Traffic Control in modern airline operations An absorbing read for that next long haul flight WINGSPAN *How Airlines Fly* Julien Evans,2011-09-20 Your seat back is in its full upright position and your hand luggage is stowed neatly under the seat But as the engines roar and propel the aircraft down the runway you cant help wondering how is a 200 000 pound metal tube possibly going to get

airborne Are those rumbles you hear and bumps you feel normal For those who want to know more about how an airliner flies airline Captain Julien Evans an experienced Boeing 757 pilot who has comforted many a nervous passenger answers these questions and more He describes in simple language the makeup of a modern plane its engines controls and operational systems Evans also explains the physical forces at work as a plane takes flight and the methods by which a pilot controls it while aloft and at the critical moments of take off and landing How Airliners Fly takes the mystery out of airline travel satisfying the curious and calming the uncomfortable Joint University Program for Air Transportation Research, 1991-1992 ,1993 FAA/NASA Joint University Program for Air Transportation Research 1992-1993 ,1994

Human-centered Aircraft Automation: A Concept and Guidelines Charles E. Billings,1991 **Cockpit Data Management** ,1988

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