



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You will also see what kind of navigation data you have and if you get a warning on the scratchpad that says: NAV DATA OUT OF DATE.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 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 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 (iPad) 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.
7. 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

M Woodhall



Boeing Fmc Manual:

Navy Comptroller Manual United States. Navy Department. Office of the Comptroller,1990 *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 Current Employment Statistics State Operating Manual ,1985 *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 hsame 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 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 **Federal Register** ,2006-06-21 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 **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 **Air Force Manual** United States. Department of the Air Force,1973

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