



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You will also see what kind of navigation data you have and if you get a warning on the scratchpad that says: NAV DATA OUT OF DATE.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 cruise 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 it) 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 LEGS button on the FMC and step through all the waypoints/layers 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.

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Federal Register ,1991-06-04 **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 **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 **FMC User's Guide** Bill Bulfer,Leading Edge Libraries,Skeet Gifford,1991

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

Product Engineering ,1968 Vol for 1955 includes an issue with title Product design handbook issue 1956 Product design digest issue 1957 Design digest issue **Human Factors of Advanced Technology (glass Cockpit) Transport Aircraft** Earl L. Wiener,1989 Contrasts pilots views of the Boeing 757 with previous models they have flown *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 *Books and Pamphlets, Including Serials and Contributions to Periodicals* Library of Congress. Copyright Office,1974 **Ernsting's Aviation and Space Medicine**

David P. Gradwell, Elizabeth S. Wilkinson, 2025-05-30 Ernsting's Aviation and Space Medicine applies current understanding in medicine physiology and the behavioural sciences to the medical challenges and stresses that are faced by both civil and military aircrew and their passengers on a daily basis. The sixth edition of this established textbook and clinical reference has been revised and updated by a multidisciplinary team of experienced contributors many new to this edition. The structure of the book has been refined bringing related chapters together where appropriate while the clinical content has been carefully streamlined in line with the specific requirements of the aviation medicine practitioner and adviser with new chapters added on Commercial Space Travel Skin Disease and Women's Health. Key Features Convenient embraces all aspects of aviation medicine in a single volume divided into four parts for ease of reference. Aviation Physiology Aircrew Systems Space Physiology Medicine Clinical Aviation Medicine and Operational Aviation Medicine Comprehensive covers all forms of military and passenger carrying aircraft including issues surrounding passenger safety and transport of the sick and injured. Aids detailed understanding focuses on the principles underlying the standards in the field rather than just the standards themselves. Applicable worldwide addresses international issues including worldwide regulation of medical standards and travel and disease. Accessible chapter summaries enable rapid assimilation of key points while key references and suggestions for further reading encourage in depth learning. eBook included text fully online and searchable via VitalSource eBook. The text remains the recommended coursebook for those studying for the Diploma in Aviation Medicine of the Faculty of Occupational Medicine of the Royal College of Physicians recognized worldwide as an exemplary standard in the field and for similar worldwide qualifications. It is an essential companion for all civil and military aviation medicine practitioners both when preparing for professional examinations and in daily practice and for those in the many disciplines of the behavioural and life sciences that include some study of aviation its physiology and related issues. It is also recommended reading for those with a wider interest in the medical problems of professional or recreational flying air transport and the aviation industry.

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Boeing 747-400 Philip Birtles, 2000 When it first rolled off the assembly line in the 1960s the Boeing 747 took on the mantle of the largest commercial airliner in the world a position it has still to relinquish after more than 30 years. The 747 400 model is the latest and largest in Boeing's evolution of the giant. Its story is told here. Including numerous pictures it is the latest in the popular abc series of airliner and airline books.

Technical Reports of the National Highway Traffic Safety Administration United States. National Highway Traffic Safety Administration, 1971 *Human Factors in Computing Systems*, 1994 Device Simulation Models Holly Kathleen Hughes Graham, 1996 *Proceedings*, 1994 AIAA Flight Simulation Technologies Conference, 1996 *Dictionary of Report Series Codes* Lois E. Godfrey, Helen F. Redman, 1973

Decoding **Boeing Fmc Manual**: Revealing the Captivating Potential of Verbal Expression

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