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MODE KEYS Overview: The PMDG

737: The Next Generation

uses an FMC that has fifteen

mode keys available on the

FMC/CDU. These keys provide

direct access to a number of

functions within the FMC

that will be used by the

crew during various phases

of flight. MENU Key: The

MENU key provides

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Flight Management Computer -
The Boeing 737 Technical
Site Deze FMC User's Guide
B737 is een combinatie voor
alle 737-modellen (300-400-5
00-600-700-800-900-BBJ) en
bevat ook de uitleg van de
versie 10 die geïnstalleerd
is in de Next Generation
737's. De manual beschrijft
ook de IRU's, gebruik Cost
Index, Cruise Performance en
VNAV Descent.

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[Book] 737 Fmc B737NG FMC
USER'S GUIDE The 737 Flight
Management Computers (FMC)
are managed using the
Control Display Units (CDU)

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on either side of the lower Display Unit (DU) screen in the cockpit. In the flight simulation world, it seems the FMC is probably the most misunderstood component in the entire simulator. The
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737-700/800 FCOM Boeing
Boeing 737-700/800 Flight
Crew Operation Manual DO NOT
USE FOR REAL NAVIGATION Page
1

~~Boeing 737-700/800 Flight
Crew Operation Manual~~

In 1998, Boeing again heavily revised the 737, with the 600, 700, 800 and

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900 variants, designated 'NG' (Next Generation). These aircraft featured FADEC controlled CFM56-7 high-bypass turbofan engines, larger and more efficient wings (without winglets in some cases), a strengthened fuselage, revised avionics, and a higher cruise speed.

~~X-Plane 11~~

operation to the one used in Boeing aircraft, including the 737 (illustrated in this manual). Rival systems are built by Honeywell and Thales for use in Boeing and Airbus aircraft. Despite differences, both systems perform many of the same

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functions.

~~X Plane 11~~

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This FMC User's Guide B737
is a combination for all 737
models (300-400-500-600-700-
800-900-BBJ) and also
contains the explanation of
the version 10 that is
installed in the Next
Generation 737's.

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Fmc Guide 737 The true FMC
was introduced with the
737-300 in 1984 this kept
the performance database and
functions but also added a

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navigation database which interacts with the autopilot & flight director, autothrottle and IRSs. The integrated system is known as the Flight Management System (FMS) of which the FMC is just one component.

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~~Components~~

B737NG FMC USER'S GUIDE The 737 Flight Management Computers (FMC) are managed using the Control Display Units (CDU) on either side of the lower Display Unit (DU) screen in the cockpit. In the flight simulation world, it seems the FMC is probably the most misunderstood component in

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the entire simulator.

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~~Components~~

Users Guide B737 - ESNZ FMC
in a Boeing 737-800 This FMC
User's Guide B737 is a
combination for all 737
models (300-400-5
00-600-700-800-900-BBJ) and
also contains the
explanation of the version
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The FMC B-737 guide
concentrates on the FMC

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built by Smiths Industries and includes technical drawings and teaching diagrams. The companion volume covers the B-757, 767 and from U1 to the current U7/8 computer, EFIS and non-EFIS displays are represented. The Honeywell User Guide includes the product improvement package (PIP).

~~FMC Users Guide 737 NG~~
Guide Boeing 737-800 This FMC User's Guide B737 is a combination for all 737 models (300-400-500-600-700-800-900-B BJ) and also contains the explanation of the version 10 that is installed in the

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Next Generation 737's The manual also describes the IRU's, use, Cost [Book] 737 Guide B737 Fmc Users Guide - legend.kingsbountygame.com B737 Fmc Guide.

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chimerayanartas.com~~

The Boeing 737NG FMC User's Guide covers only the 'Next Generation' models of 737 (600-700-800-900-BBJ) and describes all software features of the Smiths Industries FMC. This book includes extra information on holds as well as descriptions of the IRUs (Inertia Reference Units) and difficult concepts such as Cost Index, Cruise

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Computers (FMC) are managed
using the Control Display
Units (CDU) on either side
of the lower Display Unit
(DU) screen in the cockpit.
In the flight simulation
world, it seems the FMC is
probably the most
misunderstood component in
the entire simulator.

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Jul 01, 2005 scope of any of
the developers. For the

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747/767/777 the best available guide is the Bulfer/Gifford "Big Boeing FMC Users Guide" available from Big Boeing FMC User's Guide - Denver Mainliner Big Boeing FMC User's Guide. Feature. Describes software features of the Honeywell FMC found on the 757, 767, 747,

This is an illustrated technical guide to the Boeing 737 aircraft. Containing extensive explanatory notes, facts, tips and points of interest on all aspects of this hugely successful airliner and showing its technical

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evolution from its early design in the 1960s through to the latest advances in the MAX. The book provides detailed descriptions of systems, internal and external components, their locations and functions, together with pilots notes and technical specifications. It is illustrated with over 500 photographs, diagrams and schematics. Chris Brady has written this book after many years developing the highly successful and informative Boeing 737 Technical Site, known throughout the world by pilots, trainers and engineers as the most authoritative open source of

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information freely available
about the 737.

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handbook explains European
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(EASA) for large civil twin
aircraft (Class A) in
general and for the Boeing
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pictures and operational
information for the airline
pilot. "An excellent book
which finally simplifies and
brings together aircraft

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excellent book which finally
simplifies and brings
together aircraft
performance information."

"It is the best performance
book I ever held in my
hands. Just brilliant!"

"This book makes 737
performance transparant and
understandable." "A must for
every 737 pilot!"

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 (C te
d'Ivoire), to the Jomo
Kenyatta airport Nairobi

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(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

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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.

On March 10, 2019, at 05:38 UTC, Ethiopian Airlines flight 302, Boeing 737-8 (MAX), ET-AVJ, took off as a scheduled international flight, from Addis Ababa Bole International Airport bound to Nairobi, Kenya. It departed Addis Ababa with

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157 persons on board: 2 flight crew (a Captain and a First Officer), 5 cabin crew and one IFSO, 149 regular passengers. The take-off roll and lift-off was normal, including normal values of left and right angle-of-attack (AOA). Shortly after liftoff, the left Angle of Attack sensor recorded value became erroneous and the left stick shaker activated and remained active until near the end of the recording. In addition, the airspeed and altitude values from the left air data system began deviating from the corresponding right side values. The left and right

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recorded AOA values began deviating. At 5:40:22, the second automatic nose-down trim activated. Following nose-down trim activation GPWS DON'T SINK sounded for 3 seconds and "PULL UP" also displayed on PFD for 3 seconds. The Captain was unable to maintain the flight path and requested to return back to the departure airport. At 05:43:21, an automatic nose-down trim activated for about 5 s. The stabilizer moved from 2.3 to 1 unit. The rate of climb decreased followed by a descent in 3 s after the automatic trim activation. The descent rate and the airspeed continued

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increasing. Computed
airspeed values reached
500kt, pitch and descent
rate values were greater
than 33,000 ft/min. Finally;
both recorders stopped
recording at around 05: 44
the Aircraft impacted
terrain 28 NM South East of
Addis Ababa near Ejere. All
157 persons on board: 2
flight crew, 5 cabin crew
and one IFSO, and 149
regular passengers were
fatally injured. The crash
of Ethiopian Airlines Flight
302 was, after the crash of
Lion Air Flight 610 on
October 29, 2018, the second
crash of a Boeing 737 MAX 8
within a period of 4 months.

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Extensive animation and clear narration highlight this first-of-its-kind CD-ROM. It shows all major systems of jet and turboprop aircraft and how they work. Ideal for self-instruction, classroom instruction or just the curious at heart.

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