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Altitude Tape

Verify proper altitude and no flag.

Vertical Speed Tape

Verify indicates zero and no flag.

Primary Flight Display HSI

Verify present heading, magnetic track, and no flags.

Navigation Display

Verify appropriate route and no flags. PLAN may be selected to verify route.

VOR/DME switchAUTO

Set frequency and course for planned departure then select auto.

FLIGHT DIRECTOR switch ON

AUTOLAND STATUS annunciator Check

Verify that the indications are blank.

FMC Set

NOTE: The Captain normally programs the FMC and the First Officer verifies the FMC programming; however either pilot may program the FMC and the other verify.

Identification Page Check

Check navigation database code (NAV DATA) for the appropriate database.

GB3 - South America, Caribbean and partial US

GB4 - Ferry Flights North Atlantic and Europe

GB5 - Domestic US, Alaska, Caribbean, and Central America

GB6 - Europe, Africa, and Middle East

GB8 - Combined GB4 and GB6

GB9 - Alaska, Japan and SE Asia

If the installed database is not appropriate or a "NOT IN DATABASE" message appears when entering route, **notify Maintenance immediately**; if time permits the correct database will be loaded. The preferred method of operation is to have the appropriate database installed. However to avoid delaying a flight, waypoints can be entered as LAT LON and the approach flown utilizing raw data for domestic operations only. Refer to Chapter 4, Supplemental Normal Procedures, Section 2, Dest/Origin Airports Not In Data Base.

Active date - verify current. If not current, line select current dates to scratchpad, then position under ACTIVE.

Position Initialization Page Set

Enter present position on SET IRS POS line using most accurate latitude and longitude available.

GMT - Verify correct.

Attachment I



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RNAV TYPE 1 Procedure Characteristics and Operations

1. Require use of RNAV systems with DME/DME/IRU, and /or GPS inputs.
2. Pilots must use a CDI, flight director, and/or autopilot, in lateral navigation mode (LNAV), for flight guidance while operating on RNAV paths (track, course, or direct leg).
3. Pilots of aircraft without GPS input must ensure the aircraft navigation system position is confirmed, within 1,000 feet of the departure runway threshold.
4. RNAV path may start as low as 500 feet above the airport elevation.

PROCEDURE:

When an RNAV SID is filed or issued by ATC:

Preflight:

- Verify the aircraft is authorized to conduct RNAV DPs and STARS.
 - Verify the aircraft is not placarded "RNAV DP/STAR NOT AUTHORIZED".
 - Verify that an MEL deferral does not affect RNAV DP/STAR capability.
- Verify the FMS database is current and appropriate for the area of operations.
- Verify the MCP HDG SEL Bank Limit selector is set to AUTO (allows proper heading commands for headings assigned by ATC).
- Upon receipt of ATC clearance, carefully load the correct departure runway and assigned RNAV SID, then verify with the appropriate chart.
- Load the RNAV SID from the NAV DATABASE; do not modify or manually construct RNAV SID/STAR procedures or waypoints.

CAUTION: MANUAL ENTRY (LAT/LON, PLACE/BEARING/DISTANCE) OF PUBLISHED PROCEDURE WAYPOINTS INTO THE AIRCRAFT SYSTEM (FMC) IS NOT PERMITTED.

- Review the 10-3-0 RNAV SID ADVISORY NOTICE prior to takeoff.
- Consider retrieving the departure runway LAT/LON coordinates in the event that a quick alignment is necessary before takeoff (see the Runway LAT/LON Retrieval Procedure below).

Just prior to block out:

- Perform an IRS Fast Realignment using FMC gate position (see Supplemental Normal Procedures: IRS FAST REALIGNMENT).

Takeoff Briefing:

- Include the departure runway, RNAV SID and initial waypoint in the briefing (i.e., "Runway 26R, Summt Three RNAV Departure, SNUFY").
- Crosscheck FMC ROUTE and LEGS page. Pay particular attention if a runway change has occurred.

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Enter REF AIRPORT and GATE position.

Enter Gate Lat/Long to SET IRS POS (LSK 4R).

2. IRS initialization at Airports/Gates not contained in NAV database:

Use the Jeppesen 10-9 chart and plot the latitude and longitude of the aircraft parking spot.

Enter calculated Lat/Long to scratch pad and to SET IRS POS (LSK 4R)

3. Confirmation of Lat/Long used to SET IRS POS:

After entering latitude and longitude to the set IRS POS using either of the above methods, verify the entry reasonably agrees with the airport reference point (ARP) published latitude and longitude. ARP lat/long is published on the Jeppesen 10-9 chart in the top right corner.

4. Prior to Block Out

Just prior to engine start, verify the aircraft's position on the EHSI in relation to the runway symbol and groundspeed. If a significant map error or groundspeed is indicated, accomplish an IRU Fast Align.

Inertial reference systems accumulate position errors as a function of time, the position information the FMC uses is slowly accumulating errors. These errors can be detected by observing the position of the HSI airplane symbol in relation to the map display. If a significant map error is noticed during extended ground delays, it can be removed with a quick alignment of the IRU's.

DEST/ORIGIN AIRPORTS NOT IN DATA BASE

In order to allow the FMC to be utilized for enroute navigation when destination or origin airports are "Not In Data Base" use the following procedure:

Destination airport "Not In Data Base"

1. Enter in the nearest airport to your intended landing (ex. KSAT for KAUS) in the DEST position, RTE page.
2. Enter the route in the FMC per normal procedures.
3. Enter the "true" destination airport on the Route or Legs page by substituting the LAT/LONG for the airport identifier.
4. Enroute when a particular arrival for the intended destination is determined – it may be necessary to enter LAT/LONGs for all of the arrival fixes.

Note: The waypoint identifiers will be indicated by WPT01, WPT02, etc. It is recommended that each Crewmember list the WPT identifier with the corresponding arrival fixes on a separate piece of paper.