

# **'767 Captain' FLIGHT MANUAL**

## **PART II – Aircraft Systems**

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**DO NOT USE FOR FLIGHT**

## ABOUT THIS MANUAL

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WARNING: THIS MANUAL IS DESIGNED FOR MICROSOFT® FSX USE ONLY. DO NOT USE FOR FLIGHT.

The '767 Captain' FLIGHT MANUAL is organized into five Parts.  
Each Part is provided as a separate Acrobat® PDF document:

Click START > Programs > Captain Sim > 767 Captain >

- **Part I – User's Manual**
  - o The User's Manual describes the '767 Captain' Sim product as a software title.
- **Part II – Aircraft Systems** - this document.
- **Part III – Normal Procedures**
- **Part IV – Flight Characteristics and Performance Data**
- **Part V – Flight Management System**

Adobe Acrobat® Reader Required

FOR GENERAL INFORMATION ON THE '767 CAPTAIN' PRODUCT PLEASE USE [WWW.CAPTAINSIM.COM](http://WWW.CAPTAINSIM.COM) .  
THIS MANUAL PROVIDES ADDITIONAL INFORMATION ONLY, WHICH IS NOT AVAILABLE ON THE WEB SITE.

**'767 CAPTAIN' SIM FLIGHT MANUAL****PART II – AIRCRAFT SYSTEMS****CONTENTS**

Page

**6 SYSTEMS DESCRIPTION**

6 VC AND 2D PANEL CONTROLS AND INDICATORS

**7 PANELS LAYOUT****8 OVERHEAD PANEL**

9 IRS CONTROL PANEL  
 11 YAW DAMPER CONTROL PANEL  
 11 ELECTRONIC ENGINE CONTROL (EEC) PANEL  
 12 HYDRAULIC CONTROL PANEL  
 14 ANNUNCIATOR PANEL  
 16 EVACUATION SIGNAL CONTROL PANEL  
 16 BATTERY/STANDBY POWER PANEL  
 17 ELECTRICAL CONTROL PANEL  
 19 APU CONTROL PANEL  
 19 COCKPIT VOICE RECORDER PANEL  
 20 LIGHTS CONTROL PANEL LEFT  
 21 EMER LIGHTS/OXY CONTROL PANEL  
 21 WINDOW HEAT CONTROL PANEL  
 22 R.A.T./ENG START AND IGNITION PANEL  
 23 FUEL CONTROL PANEL  
 24 FUEL QUANTITY INDICATOR  
 24 ENGINE ANTI-ICE CONTROL PANEL  
 25 WIPER CONTROL PANEL  
 25 EXTERIOR LIGHTS CONTROL PANEL  
 26 CARGO HEAT PANEL  
 26 HF/SATCOM SELECT PANEL  
 27 CREW MESSAGES PLAYER PANEL  
 27 PASSENGER SIGNS  
 28 PRESSURIZATION PANEL  
 29 EQUIPMENT COOLING PANEL  
 30 LIGHT CONTROL PANEL – RIGHT  
 30 FORWARD CARGO AIR CONDITIONING PANEL  
 31 TEMPERATURE INDICATORS PANEL  
 31 AIR CONDITIONING PANEL  
 34 BLEED AIR CONTROL PANEL  
 35 OBS AUDIO PANEL

**36 GLARESHIELD PANEL**

36 COCKPIT LIGHTS CONTROL PANEL  
 36 MASTER WARNING/CAUTION LIGHT  
 37 VOR/DME CONTROL PANEL  
 38 AUTOPILOT CONTROL PANEL

**42 FLIGHT INSTRUMENTS****42 LEFT FORWARD PANEL**

43 AIRSPEED INDICATOR  
 44 RDMI  
 45 ATTITUDE DIRECTOR INDICATOR (ADI) DISPLAY  
 47 ADI FLIGHT MODE ANNINCATIONS (FMA'S)

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48	<u>HORIZONTAL SITUATION INDICATOR (HSI) DISPLAY</u>
48	HSI APP MODE
49	HSI CTR APP MODE
50	HSI VOR MODE
51	HSI CTR VOR MODE
52	HSI MAP MODE
52	HIS PLAN MODE
53	TCAS DISPLAYS
54	TCAS MESSAGES
55	AUTOLAND STATUS ANNUNCIATOR
55	ALTIMETER
56	VERTICAL SPEED INDICATOR
57	CLOCK
58	MARKER BEACON LIGHTS
58	RESERVE BRAKES
58	STANDBY ATTITUDE INDICATOR
59	STANDBY AIRSPEED INDICATOR
59	STANDBY ALTIMETER

**61 RIGHT FORWARD PANEL**

61	BRAKE PRESSURE INDICATIONS
----	----------------------------

**62 CENTER FORWARD PANEL**

63	WARNING/CAUTION LIGHTS
65	STANDBY ENGINE INDICATOR
65	OIL PRESSURE LIGHTS
66	AUTO BRAKES CONTROL PANEL
67	<u>EICAS DISPLAY (GE)</u>
67	PRIMARY EICAS DISPLAY
67	SECONDARY EICAS DISPLAY
68	EICAS MESSAGES
69	EICAS STATUS DISPLAY
69	PRIMARY ENGINE INDICATIONS
70	MODE INDICATIONS
71	EPR INDICATIONS
72	N1 INDICATIONS
72	EGT INDICATIONS
73	ANTI-ICE INDICATIONS
73	IN-FLIGHT START ENVELOPE
73	<u>EICAS DISPLAY (PW)</u>
74	<u>EICAS DISPLAY (RR)</u>
75	<u>SECONDARY ENGINE DISPLAY</u>
75	N2 INDICATIONS
76	FUEL FLOW INDICATIONS
76	OIL PRESSURE INDICATIONS
77	OIL TEMPERATURE INDICATIONS
77	OIL QUANTITY INDICATIONS
78	ENGINE VIBRATION INDICATIONS
78	COMPACT ENGINE INDICATIONS
79	EICAS STATUS DISPLAY
79	EICAS CAUTION/ADVISORY SWITCHES
79	HEADING PREFERENCE SWITCH
80	THRUST MODE SELECT PANEL
81	FLAP INDICATOR
82	ALTERNATE FLAP CONTROLS
83	LANDING GEAR CONTROL
84	LANDING GEAR INDICATIONS
84	GROUND PROX OVERRIDE SWITCHES

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<b>85</b>	<b>AISLE STAND</b>
<b>87</b>	<b>FORWARD AISLE STAND</b>
87	CONTROL DISPLAY UNIT
87	CONTROL PANEL
<b>88</b>	<b>CONTROL STAND</b>
88	PARKING BRAKE/ STAB TRIM INDICATOR
89	SPEED BRAKE/TRIM CONTROLS
90	THRUST LEVERS
90	FLAP HANDLE
91	EFIS CONTROL PANEL
93	FUEL CONTROL PANEL
<b>94</b>	<b>AFT AISLE STAND</b>
94	<u>RADAR CONTROL PANEL</u>
96	THEORY OF OPERATION
96	RADAR PRINCIPLES
96	WEATHER RADAR PRINCIPLES
97	RADAR BEAM ILLUMINATION
97	RADAR REFLECTIVITY
97	PREFLIGHT PROCEDURES
98	OPERATION IN-FLIGHT - GENERAL
98	TILT MANAGEMENT
98	EARLY DETECTION OF ENROUTE WEATHER
98	TARGET RESOLUTION
98	RANGE RESOLUTION
98	AZIMUTH RESOLUTION
99	PATH PLANNING
99	PATH PLANNING CONSIDERATIONS
100	APU/CARGO FIRE CONTROL PANEL
101	ENGINE FIRE CONTROL PANEL
102	VHF CONTROL PANEL
103	TRANSPONDER PANEL
104	ILS CONTROL PANEL
105	ADF CONTROL PANEL
105	TRIM CONTROL PANEL
106	FIRE/OVERHEAT TEST PANEL
<b>107</b>	<b>CUSTOMER SUPPORT</b>

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## **SYSTEMS DESCRIPTION**

The '767 Captain' is one of the most advanced, complete and accurate airliner expansions for MSFS. But the '767 Captain' (same as MSFS itself and any MSFS expansion) is a flight simulation software *game*.

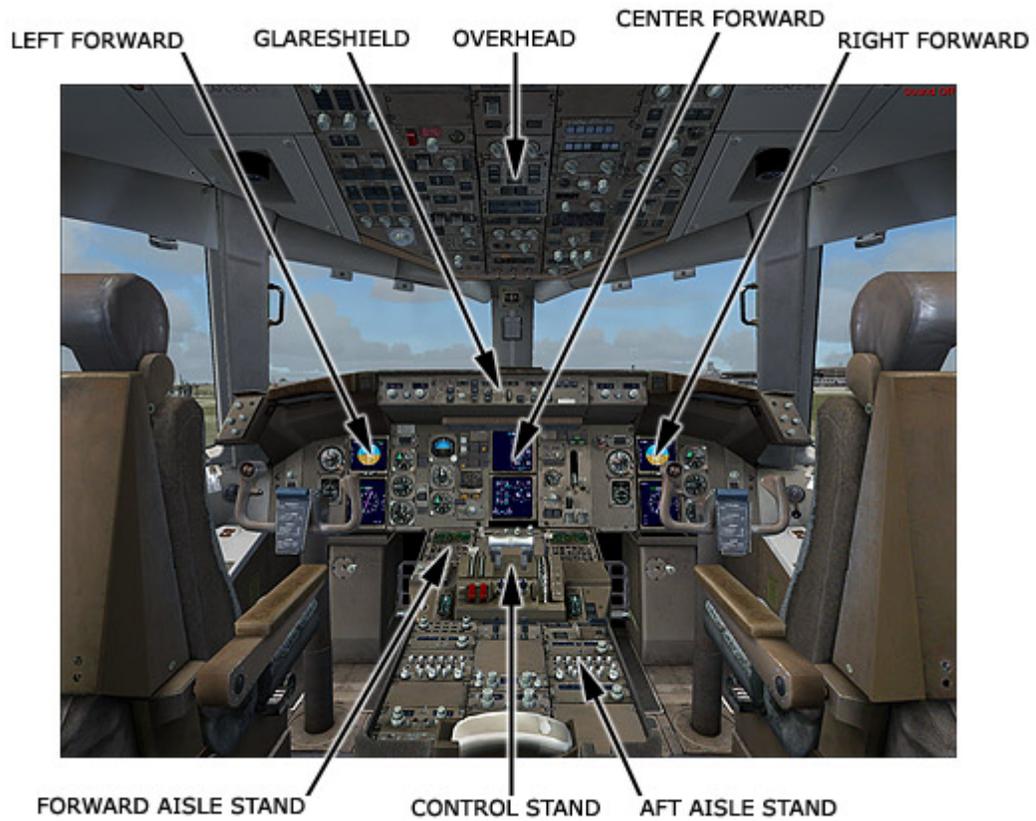
The '767 Captain' regardless of its fidelity should not be used as flight training device (FTD) and/or simulator for flight training purposes.

## **VC AND 2D PANEL CONTROLS AND INDICATORS**

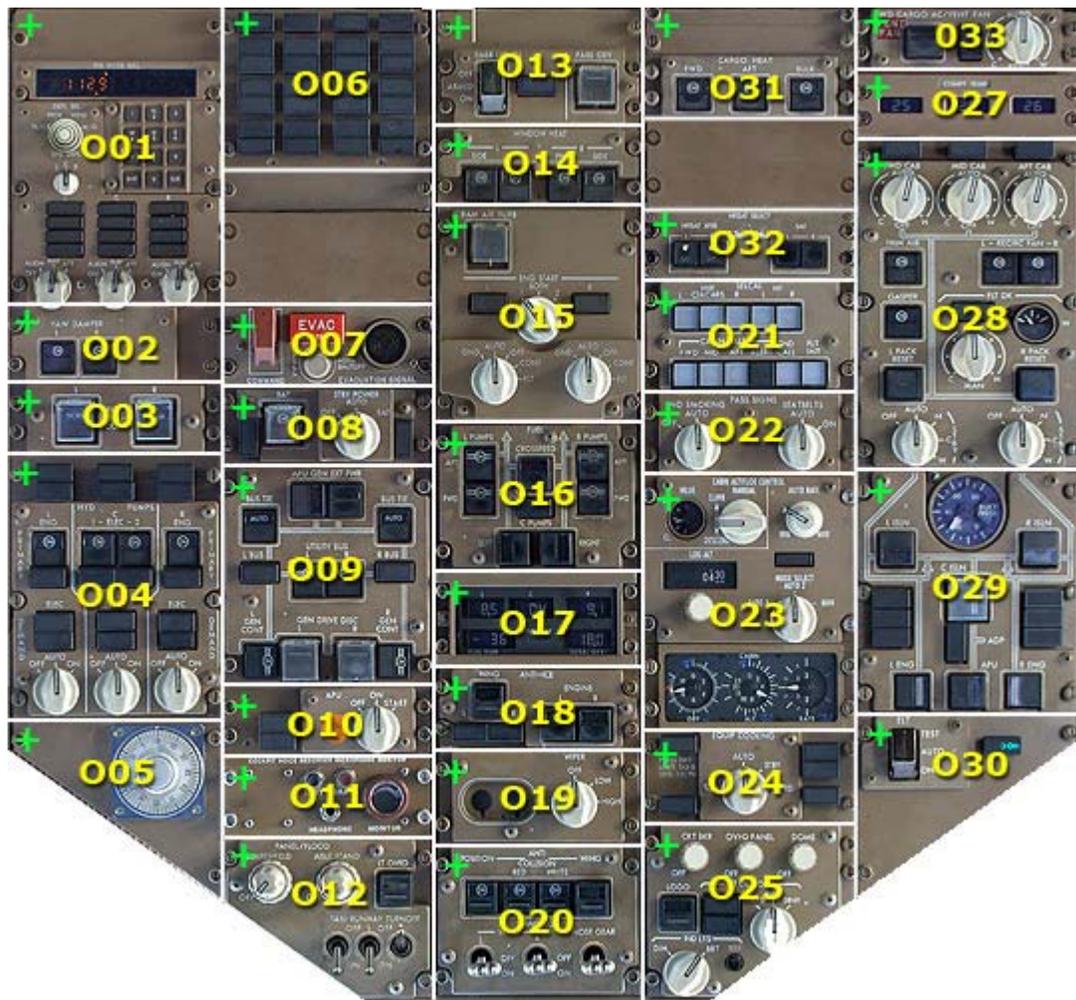
VC and 2D panel controls and indicators are almost identical but 2D and VC graphics quality may vary, and some of the 2D controls and indicators are not present in VC and vice versa. Some controls and indicators are available in VC only or in 2D only.

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**PANELS LAYOUT**



OVERHEAD PANEL



+ Indicates that the panel in VC has 2D pop-up panel. Click on the top-left corner of the VC panel to call the 2D panel.

- 001. IRS Control Panel
- 002. Yaw Damper Control Panel
- 003. Electronic Engine Control (EEC) Panel
- 004. Hydraulic Control Panel
- 005. Timer Panel
- 006. Annunciator Panel
- 007. Evacuation Signal Control Panel
- 008. Battery/Standby Power Panel
- 009. Electrical Control Panel
- 010. APU Control Panel
- 011. Cockpit Voice Recorder Panel
- 012. Lights Control Panel Left
- 013. EMER Lights/Oxy Control Panel
- 014. Window Heat Control Panel
- 015. R.A.T./ENG Start and Ignition Panel
- 016. Fuel Control Panel
- 017. Fuel Quantity Indicator
- 018. Engine Anti-Ice Control Panel
- 019. Wiper Control Panel
- 020. Exterior Lights Control Panel
- 021. Interphone (SELCAL) Control Panel
- 022. Passenger Signs
- 023. Pressurization Panel
- 024. Equipment Cooling Indications
- 025. Light Control Panel Right
- 027. Temperature Indicators Panel
- 028. Air Conditioning Panel
- 029. Bleed Air Control Panel
- 030. OBS Audio Panel
- 031. Cargo Heat Panel
- 032. HF/SATCOM Select Panel
- 033. Forward Cargo Air Conditioning Panel

**001. IRS CONTROL PANEL**



- 1. IRS DISPLAY
- 2. IRS Display Selector
- 3. IRS Keyboard
- 4. IRS System Display Selector
- 5. Indicator Lights
- 6, 7, 8. IRS Mode Selector

**1. IRS DISPLAY**

Displays track, groundspeed, present position, wind or heading as controlled by display selectors or keyboard.

**2. IRS Display Selector**

Selects data for display when keyboard not in control.

- TK/GS - displays present true track and groundspeed
- PPOS - displays present position
- WEND — displays present true wind when in-flight
- HDG - displays present true heading.

**3. IRS Keyboard**

Push an alpha key to begin entry.

- pushing the N, S, E or W keys changes the IRS display to keyboard control and arms the keyboard for latitude or longitude entry
- pushing H changes the display to keyboard control and arms the keyboard for heading entry.

Enter (ENT) Key - push

- enters data from display into all three IRS systems
- restores display to the display selector setting

Clear (CLR) Key - push

- clears data keyed into display
- restores display to the display selector setting.

**4. IRS System Display Selector**

Selects system to display data when keyboard not in control.

**5. Indicator Lights**

ALIGN Lights

Illuminated (white) -

- steady - the related IRS is operating in the ALIGN mode, the initial ATT mode, or the shutdown cycle
- flashing - alignment cannot be completed due to IRS detection of:
  - significant difference between previous and entered positions or an unreasonable present position entry.

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- no present position entry.

**Extinguished -**

- IRS not in ALIGN mode
- with mode selector in NAV, alignment is complete, and all IRS information is available
- with mode selector in ATT, attitude information is available. Heading information is available following entry of initial magnetic heading.

**ON DC Lights****Illuminated (amber) -**

- normal AC power for the related IRS has failed and the IRS is operating on DC backup power from the hot battery bus (AC power not normal)
- if on the ground, the ground-call horn in the nose wheel well sounds, providing an alert that a battery drain condition exists
- EICAS advisory message L, C or R IRS ON DC is displayed
- momentary illumination is normal during alignment self-test.

**DC FAIL Lights****Illuminated (amber) -**

- DC backup power for the related IRS has failed
- if the other lights are extinguished, the IRS is operating normally on AC power.
- EICAS advisory message L, C or R IRS DC FAIL is displayed

**FAULT Lights**

Illuminated (amber) - a system fault affecting the related IRS ATT and/or NAV modes has been detected. The EICAS advisory message L, C or R IRS FAULT is also displayed.

**6, 7, 8. IRS Mode Selectors**

Rotate - controls mode of related IRS.  
Must be pulled out to move from NAV position.

**OFF-**

- alignment is lost
- ALIGN light illuminates for 30 seconds as system goes through a shutdown sequence
- realignment requires about 30 seconds while the airplane is parked and entry of present position (latitude and longitude).

**ALIGN-**

- initiates alignment when parked
- initiates a quick alignment if selected when the system is in the navigation mode.

**NAV-**

- normal operational mode
- permits system to enter NAV mode after completing alignment
- initiates a 30 seconds alignment if selected from OFF.

**ATT-**

- provides only attitude and heading information
- position and ground speed information lost until system realigned on ground
- when selected airborne, ALIGN light illuminates for 30 seconds while system senses local level (requires level flight)
- magnetic heading input required to initialize heading output
- the selector must be cycled through OFF to re-enter ALIGN or NAV mode.

**IRS Alignment**

An IRS must be aligned before it can enter NAV mode. Rotating the IRS mode selector from OFF to NAV begins the IRS alignment. The IRS performs a short power test, during which the ON DC light illuminates. When the ON DC extinguishes the ALIGN light illuminates. Alignment requires approximately 5 minutes.

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Present position (latitude and longitude) must be entered on the CDU position initialization page to complete the alignment. If the present position cannot be entered through CDU, it may be entered through the IRS mode selector keyboard.

If the latitude/longitude position is not near the original airport, the CDU scratchpad message VERIFY POSITION is displayed. If the entered latitude/longitude position does not pass the IRS internal comparison test, the scratchpad message ENTER IRS POSITION is displayed.

Alignment can be accomplished only when the airplane is parked. Alignment stops if an IRU detects motion during alignment. When the motion stops, some units restart the alignment automatically.

The IRS is aligned when all IRUs enter the navigation mode.

**002. YAW DAMPER CONTROL PANEL**



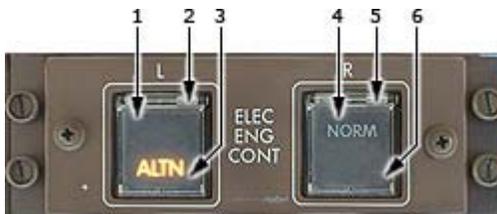
1.2. Yaw Damper Switches

ON: Initiates a self test when at least one IRS is in the NAV Mode, an associated hydraulics (left and center) are available. After the self test, the associated yaw damper is engaged.

OFF: Power is removed from the associated yaw damper system.

INOP Light: The associated yaw damper is inoperative due to a fault or because the switch was selected to OFF. With the INOP light ON, hydraulics are removed from the associated system. The INOP light can be reset by cycling the switch to OFF then ON.

**003. ELECTRONIC ENGINE CONTROL (EEC) PANEL**



1,2,4,5. EEC (ELEC ENG CONT) Switches

3,6. EEC Alternate Mode (ALTN) Lights

**1,2,4,5. EEC (ELEC ENG CONT) Switches**

NORM - EEC is operating in normal (EPR) mode.

ALTN (NORM not visible) - EEC is operating in alternate (N1) mode.

**3,6. EEC Alternate Mode (ALTN) Lights**

Illuminated (amber) - EEC is operating in alternate (N1) mode.

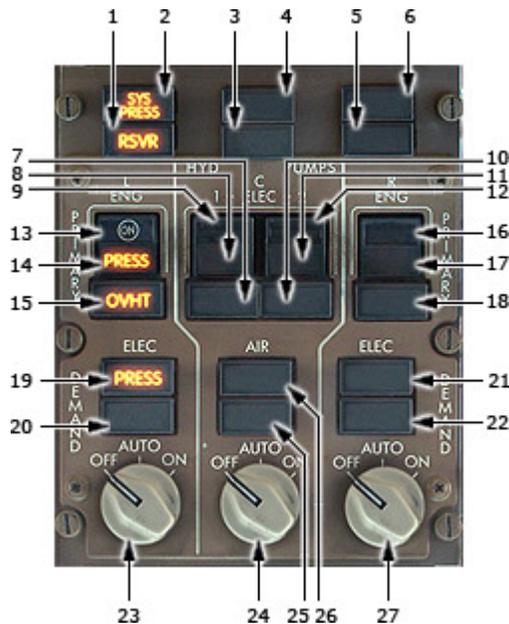
The EICAS advisory message L or R ENGINE CONTROL displays when faults are detected in the engine control systems. The alternate control mode may be manually selected by using the flight deck ECC switches. When operating in alternate control mode, the ALTN light illuminates and the EICAS advisory message L or R ENG EEC MODE displays to indicate the EEC has reverted to the alternate mode.

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In the alternate mode, EICAS caution message L or R ENG LIM PROT displays to indicate the commanded N1 exceeds the maximum N1.

In either control mode the EEC also provides N1 and N2 red line overspeed protection. The EICAS advisory message L or R ENG RPM LIM displays to indicate N1 or N2 is at the red line limit.

#### 004. HYDRAULIC CONTROL PANEL



1. System Pressure (SYS Press) Light
2. RSVR Low Quantity Light
3. Primary Center 1/2 Electric Pump Switches and Pump Pressure (PRESS) Lights
4. Primary Left/Right Engine Pump Switches and Pump Pressure (PRESS) Lights
5. Pump Overheat (OVHT) Lights
6. ELEC Demand Pump Press (PRESS) Light
7. ELEC Pump Overheat (OVHT) Lights
68. Center Air Demand Pump Pressure (PRESS) Light
69. Center Air Demand Pump Overheat Light
- 610, 611, 612. Left/Right Electric and Center Air (L/R ELEC and C AIR) Demand Pump Selectors

#### 1. System Pressure (SYS Press) Light

An illuminated SYS Press light indicates low pressure in the associated hydraulic system.

#### 2. RSVR Low Quantity Light

An illuminated RSVR light indicates that the reservoir quantity is low in the associated system.

#### 3. Primary Center 1/2 Electric Pump Switches and Pump Pressure (PRESS) Lights

ON - the electric motor-driven pump pressurizes the center hydraulic system.

OFF (ON not visible) - the electric motor-driven hydraulic pump is turned off.

PRESS: Indicates that the associated pump output pressure is low.

#### 4. Primary Left/Right Engine Pump Switches and Pump Pressure (PRESS) Lights

ON - the engine-driven hydraulic pump pressurizes when engine rotates.

OFF (ON not visible) - the engine-driven hydraulic is turned off and depressurized.

PRESS: Indicates that the associated pump output pressure is low.

#### 5. Pump Overheat (OVHT) Lights

Illuminated (amber) - indicates that the associated pump temperature is high.

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**6. ELEC Demand Pump Press (PRESS) Light**

Illuminated amber (PRESS): Indicates that the associated pump output pressure is low.

**7. ELEC Pump Overheat (OVHT) Lights**

Illuminated (amber) - indicates that the associated pump temperature is high.

**68. Center Air Demand Pump Pressure (PRESS) Light**

Illuminated amber (PRESS): Indicates that the associated pump output pressure is low.

**69. Center Air Demand Pump Overheat Light**

Illuminated (amber) - if the associated pump temperature is high.

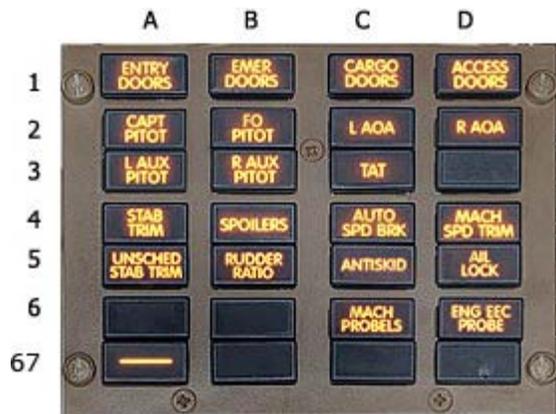
**610, 611, 612. Left/Right Electric and Center Air (L/R ELEC and C AIR) Demand Pump Selectors**

ON - continuous operation.

AUTO-

- left/right electric pumps operate when engine pump pressure is low
- center air demand pump operates when both center electric pump pressures are low
- center air demand pump operates when heavy load items are selected OFF-pump off.

OFF – pump off.

**DO NOT USE FOR FLIGHT****006. ANNUNCIATOR PANEL**

- A1. Entry Doors Lights
- B1. EMER Doors Lights
- C1. Cargo Doors Lights
- D1. Access Doors Lights
- C2, D2. AOA Lights
- C3. TAT Lights
- A4. STAB TRIM Lights
- B4. Spoilers Light
- C4. AUTO SPD BRK Light
- D4. Mach SPD TRIM Light
- A5. UNSCHED STAB TRIM Lights
- B5. Rudder Ratio Light
- C5. Antiskid Lights
- A2,B2,A3,B3. Probe Heat Lights
- D5. Aileron Lockout (AIL LOCK) Light

**A1. Entry Doors Lights**

This warning illuminates to indicate that an entry or service door is not closed and locked. An EICAS message identifies the door if only the one on a side is not closed and locked. EICAS indicates L or R ENTRY DOORS if more than one door on the associated a side is not closed and locked.

**B1. EMER Doors Lights**

This warning illuminates to indicate that an overwing exit or either off wing slide door is not closed and locked. An EICAS message indicates which exit or door is affected.

**C1. Cargo Doors Lights**

This warning illuminates to indicate that a cargo door is not closed and locked. An EICAS message indicates which cargo door is affected. If more than one door is affected, EICAS indicates CARGO DOORS.

**D1. Access Doors Lights**

This warning illuminates to indicate that the radar bay door or forward door E/E compartment door is not closed or locked. An EICAS message indicates the affected door. If more than one of access door is affected, EICAS indicates ACCESS DOORS.

**C2, D2. AOA Lights**

These warning lights illuminate to indicate that there is a failure in the associated angle of attack vane heater. AOA heat turns on when either engine is running, and will receive high heat both on the ground and while in flight. Illuminated (amber) - probe is not being heated in flight or neither engine is running on the ground.

**C3. TAT Lights**

These warning lights illuminate to indicate that there is a failure in the associated Total Air Temperature heater. TAT heat is inhibited on the ground, and comes on high while in flight. Illuminated (amber) — probe is not being heated in flight or neither engine is running on the ground.

**A4. STAB TRIM Lights**

Illuminates to indicate that one of the two stabilizer brakes failed to release when trimming with the stabilizer trim switches. Trim rate is reduced to half rate.

**DO NOT USE FOR FLIGHT**

In the event there is a problem in the electric trim consol system, full trim is still available with the manual trim handles.

**B4. Spoilers Light**

Illuminates to indicate that one or more spoiler system faults have been detected.

**C4. AUTO SPD BRK Light**

Illuminates to indicate that there is a fault in the automatic speed brake system.

When this light is illuminated and the speed brake lever is down or armed, the speed brake may not automatically extend during landing or rejected takeoff.

If the speed brake lever is in armed while in flight, additional faults may cause the speed brakes to extend to the ground deployment angle.

**D4. Mach SPD TRIM Light**

Illuminates to indicate a fault in the Mach/Speed trim system.

**A5. UNSCHED STAB TRIM Lights**

Illuminates to indicate an un-commanded movement of the stabilizer trim.

**B5. Rudder Ratio Light**

Illuminates to indicate that there is a fault in the rudder ratio system.

**C5. Antiskid Lights**

Illuminate to indicate that there is a fault in the antiskid system which may affect antiskid operation. This light is inhibited when the parking brake handle is set.

**A2,B2,A3,B3. Probe Heat Lights**

These warning lights illuminate to indicate that there is a failure in the associated pitot probe heater. Pitot heat turns on when either engine is running, and will receive low heat on the ground, and high heat while in flight.

A3. Left Auxiliary Pitot (L AUX PITOT) Light

Illuminated (amber) — probe is not being heated in flight or neither engine is running on the ground.

A2. Captain Pitot (CAPT PITOT) Light

Illuminated (amber) - probe is not being heated in flight or neither engine is running on the ground.

B3. Right Auxiliary Pitot (R AUX PITOT) Light

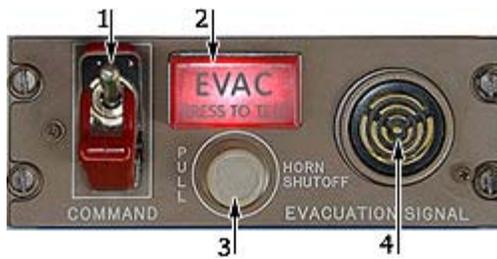
Illuminated (amber) - probe is not being heated in flight or neither engine is running on the ground.

B2. First Officer Pitot (FO PITOT) Light

Illuminated (amber) — probe is not being heated in flight or neither engine is running on the ground.

**D5. Aileron Lockout (AIL LOCK) Light**

Illuminated (amber) - aileron lockout actuator disagrees with the commanded position.

**DO NOT USE FOR FLIGHT****007. EVACUATION SIGNAL CONTROL PANEL**

1. Command Switch
2. EVAC Light
3. Horn Shutoff Switch
4. Evacuation Signal Horn

**1. Command Switch**

Activates the evacuation light and aural signal on all signal panels.

In the event more than one command switch is on, the last switch turned off will turn off all lights and silence the aural signal.

**2. EVAC Light**

When the EVAC light is flashing, it indicates that the evacuation signal has been activated.

The EVAC light illuminates when the command switch on any evacuation signal panel is activated. The EVAC light continues to flash until all command switches are off.

**3. Horn Shutoff Switch**

Pull this switch silence the evacuation audio signal at the individual panel.

**4. Evacuation Signal Horn**

The EVACUATION SIGNAL horn will emit an aural signal when the command switch on any evacuation signal panel is actuated.

**008. BATTERY/STANDBY POWER PANEL**

1. BAT Switch
2. DISCH Light
3. STBY Power Switch
4. STBY Power Off Light

**1. BAT Switch**

ON: Placing the BAT switch ON will enable the battery to provide backup power to the battery bus and the standby buses.

The BAT switch must be ON for APU operation, including starting and continued operation on the ground.

OFF: The BAT OFF light indicates that the battery switch is OFF while the left DC bus is powered.

**2. DISCH Light**

An illuminated DISCH light indicates that the battery is discharging.

**DO NOT USE FOR FLIGHT**

**3. STBY Power Switch**

OFF: Disconnects the standby buses from all power sources. This switch must be pushed in to move the switch from the AUTO to the OFF position.

AUTO: The standby buses are powered from the left main AC and DC buses.  
If the BAT switch is ON, the battery will act as a backup power source.

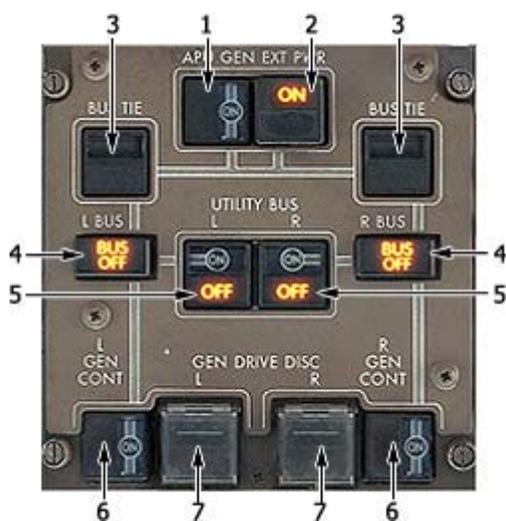
BAT:

- The standby DC bus and the static inverter are powered from the battery if the BAT switch is in the ON position.
- The static inverter powers the standby AC bus.
- The battery charger is disconnected from the battery, and the DISCH light will illuminate as the battery is powering the Hot Bat Bus, the BATT Bus, and the Standby buses.
- Isolates the standby AC and DC buses from the main AC and DC buses.

**4. STBY Power Off Light**

The STBY POWER OFF light illuminates to indicate that one or both standby buses are not powered.

**009. ELECTRICAL CONTROL PANEL**



1. APU GEN Switch
2. EXT Power Switch
3. BUS Tie Switch
4. BUS OFF Light
5. Utility BUS Switch
6. GEN CONT Switch
7. GEN Drive DISC Switch

**1. APU GEN Switch**

ON: Closes the APU generator field and Auxiliary Power Breaker (APB) to operate automatically. The APB closes to power an AC bus if external power is not in use and the APU generator output is normal.

OFF: Opens the APU generator field and locks the APB in the open position.

**2. EXT Power Switch**

ON:

- Closes the external power contactor (EPC).
- Trips off the APU or Engine generators.
- Ext power powers the AC tie bus.

OFF:

- Opens the EPC.
- External power no longer powers the AC tie bus.

AVAIL: External power is plugged into the external power receptacle and is producing acceptable power. When the AVAIL light is illuminated, external power is powering the ground handling bus.

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**DO NOT USE FOR FLIGHT**

### 3. BUS Tie Switch

AUTO: The AC BUS Tie Breakers (BTB) are armed to close in the event power is lost to the respective AC bus, thus receiving power from the APU, if available, or the other AC bus.

With the associated BUS Tie switch in AUTO, loss of power to that AC bus will result in the respective Flight Instrument Transfer Bus receiving power from the opposite AC bus.

If both switches are in, the automatic DC bus tie system is armed. In this case, the DC tie breaker will close any time power is lost to a Main DC bus, so it can receive power from the opposite DC bus.

MANUAL ISLN: Manually opening the BUS Tie switch results in the AUTO portion of the switch disappearing, the ISLN light illuminates, and associated BTB opens. The following also happens:

- Resets the automatic trip circuitry.
- The automatic DC bus tie transfer system is inhibited any time either switch is selected to ISLN.
- The associated Flight Instrument Transfer Bus will not transfer to the opposite AC bus.

ISLN Light: An illuminated ISLN light indicates that the associated BTB is locked open. This could be due to either a fault trip or turning the switch OFF.

### 4. BUS OFF Light

An illuminated BUS OFF light indicates that the associated MAIN AC bus is not powered.

### 5. Utility BUS Switches

ON: The associated utility bus and galley buses are connected to the respective MAIN AC bus in the event there are no load shed signals present.

OFF:

- Disconnects the associated utility bus and galley buses from the respective AC bus.
- Resets the load shed circuitry.

OFF Light: The associated utility bus is un-powered. This could be due to either a load shed or the associated utility bus switch is in the OFF position.

### 6. GEN CONT Switches

ON: Closes the associated generator field and arms the generator breaker for automatic operation. The OFF light will remain on until the generator breaker is closed.

OFF:

- Opens the associated generator field, which opens the generator breaker.
- Resets the automatic trip circuitry.

OFF Light: the associated generator breaker is open. This could be due to either an automatic trip or the GEN CONT switch is OFF. The generator field may or may not be open, depending on the fault or manual switch operation.

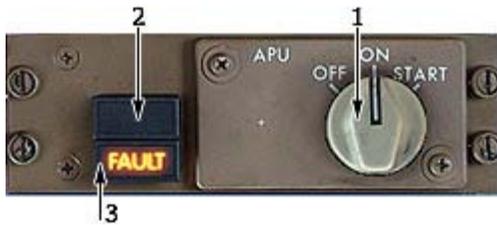
### 7. GEN Drive DISC Switches

Disconnects the associated generator from the engine. The disconnect occurs mechanically through engine rotation.

Reconnect can only occur through maintenance action.

DRIVE Light:

- Drive oil pressure is low.
- Oil temperature is high.

**DO NOT USE FOR FLIGHT****010. APU CONTROL PANEL**

1. APU Selector Switch
2. APU Run Light
3. APU Fault Light

**1. APU Selector Switch**

OFF:

- Starts the APU shutdown sequence.
- Closes the APU bleed valve and starts a 0 to 120 second cool down period.
- At the end of the cool down period, the APU fuel valve closes.
- Closes the APU door.
- Resets the APU fault circuitry.

ON:

- Opens the APU fuel valve and the APU door.
- Arms the APU bleed valve.
- Starts the left forward boost pump or DC fuel pump if AC power is not available. + APU will run after start.

START:

- Starts the APU.

The APU Selector Switch is spring loaded to the ON position from the start position.

**2. APU Run Light**

Illuminated (white) – APU is at operating speed.

**3. APU Fault Light**

Illuminated (amber):

- The APU has automatically shut down.
- The APU fuel valve disagrees with the commanded position.

**011. COCKPIT VOICE RECORDER PANEL**

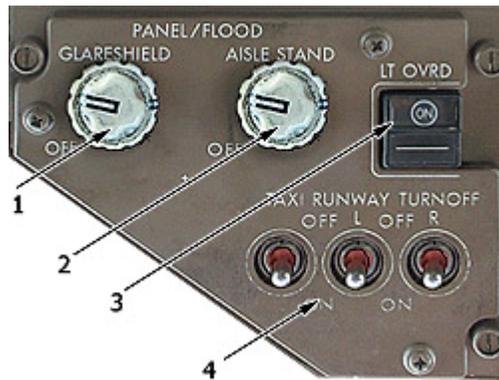
1. Test Button
2. Erase Button
3. Monitor Indicator
4. Headphone Headset Jack
5. Area Microphone

**4. HEADSET Jack**

A headset may be plugged in to monitor playback of voice audio, or to monitor tone transmission during test.

**5. Microphone**

Area microphone for the voice recorder.

**DO NOT USE FOR FLIGHT****O12. LIGHTS CONTROL PANEL LEFT**

1. Glareshield Knob
2. Aisle Stand Knob
3. LT OVERD Switch
4. Runway Turnoff Lights

**1. Glareshield Knob**

Controls the glareshield flood lights.

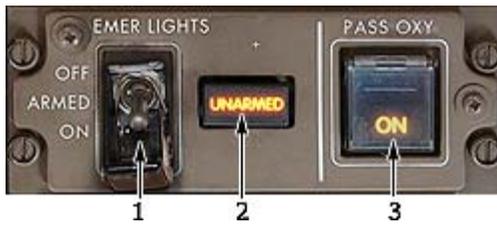
Fully functional copy of the Glareshield Knob is available on the main Captain's panel as well.

**4. Runway Turnoff Lights**

ON: Turns the associated runway turn off light to on. This light is mounted on the fixed portion of the nose gear strut.

The runway turn off lights are angled outward. The runway turn off lights extinguish upon gear retraction regardless of the position of these switches.

OFF: Turns the associated runway turnoff light off.

**DO NOT USE FOR FLIGHT****O13. EMER LIGHTS/OXY CONTROL PANEL**

1. EMER Lights Switch
2. Unarmed Light
3. PASS OXY Switch

**1. EMER Lights Switch**

OFF: The emergency lights system is disarmed.

ARMED:

- All emergency lights will automatically illuminate in the event power is lost to the associated battery charging bus (Rt Main DC).
- Exterior emergency lights on the associated side will automatically illuminate in the event an exit is opened with the slide armed.

ON: All emergency lights illuminate. Lights are powered from their respective battery pack. The emergency lights batteries will charge as long as the associated charging bus is powered.

**2. Unarmed Light**

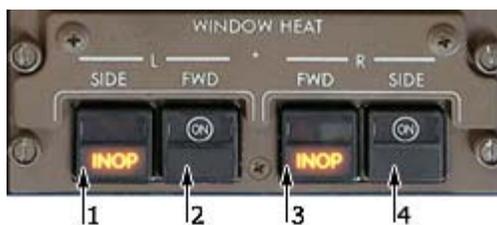
Illuminates to indicate that the emergency lights system is not armed for automatic operation.

**3. PASS OXY Switch**

Push to open all cabin oxygen module doors.

The cabin oxygen module doors automatically open if the cabin altitude reaches 14,000 feet.

ON Light: The circuit to open the cabin oxygen module doors has been activated. This can be due to either an automatic deployment command, or the PASS OXY switch was pressed.

**O14. WINDOW HEAT CONTROL PANEL**

- 1,3. Window Heat Inoperative (INOP) Lights
- 2,4. Window Heat Switches

**1,3. Window Heat Inoperative (INOP) Lights**

Illuminated (amber) – the window is not being heated.

**2,4. Window Heat Switches**

Push to heat the associated cockpit window. The forward windshields are anti-iced while the side windshields are anti-fogged.

In the event of an overheat, push the switch off then on to reset the system.

INOP Light: Heat to the associated windows is OFF due to a power failure, overheat, ground test, or the associated switch is OFF.

**DO NOT USE FOR FLIGHT****O15. R.A.T./ENG START AND IGNITION PANEL**

1. RAM Air TURB Switch
2. Ignition Selector Switch
3. Valve Lights
4. ENG Start Selector

**1. RAM Air TURB Switch**

Press to deploy the Ram Air Turbine (RAT). Switch must be held for at least 2 seconds.

The RAT is armed to automatically deploy when both engines N2 RPM drops below 50%, and the airplane is above 80 knots.

UNLKD Light: Illuminates to indicate that the Ram Air Turbine is not locked in the retracted position.

PRESS Light: Illuminates to indicate that the Ram Air Turbine is supplying acceptable pressure to the center hydraulic system.

Once deployed, the Ram Air Turbine should be able to supply sufficient pressure to operate the flight controls down to 130 knots.

**2. Ignition Selector Switch**

Selects the ignition source to be used when the engine start selectors are in the GND, AUTO, or CONT positions AND the fuel control switches are out of CUTOFF.

**3. Valve Lights**

Illuminates to indicate that the respective start valve position disagrees with the position commanded by the associated start selector.

**4. ENG Start Selectors**

GND:

- Opens the start valve.
- Closes the bleed valve.
- Arms the selected ignition system.
- Increases APU bleed air pressure.
- Arms the starter cutout through the 50% N2 speed card.
- Initiates a load shed of the Utility buses if the APU is used for power and bleed air.

Push to rotate the switch from the AUTO to GND position. Switch is held in the GND position by a solenoid until 50% N2.

AUTO:

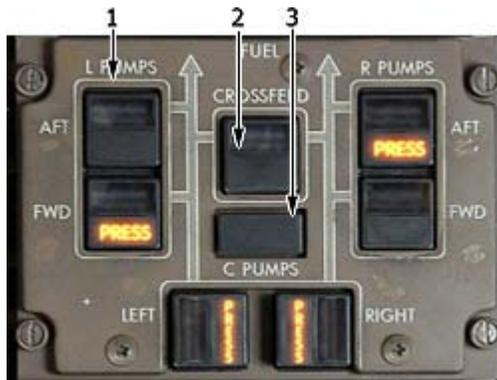
- Closes the start valve.
- Opens the bleed air valve (if bleed air pressure is available).
- Deactivates ignition for the associated engine.

**DO NOT USE FOR FLIGHT**

-Selected ignition system for the associated engine will operate continuously when slats are extended OR engine anti-ice is ON if the associated fuel control switch is in the RUN position.

OFF: Turns off the ignition, arms the bleed valve to open, and closes the start valve.

CONT: Allows continuous operation of the selected ignitor if the fuel control switch is in RUN.

**O16. FUEL CONTROL PANEL**

1. Pump Switches
2. Crossfeed Switch
3. Fuel CONFIG Light

**1. Pump Switches**

Press to turn on the associated fuel pump.

The Center tank pumps are inhibited when their associated engine is below 50%.

The left forward pump operates automatically when the APU selector is in START or ON AND AC power is available.

The pump operates regardless of the switch position.

PRESS Light: Illuminates to indicate that the pump output pressure is low. Light illuminates regardless of L and R pump switch positions.

The Center tank pump low pressure lights illuminate only if the associated center tank pump switch is selected ON.

**2. Crossfeed Switch**

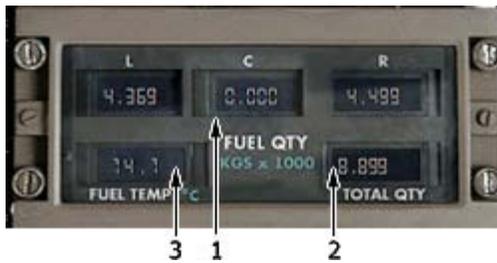
Press to open or close the crossfeed valve.

VALVE Light: Valve position disagrees with switch position.

**3. Fuel CONFIG Light**

Illuminates for one of the following conditions:

- Center tank pump contains more than 1200 pounds of usable fuel with the center pump switches OFF.
- Imbalance in excess of 1800 pounds between the left and right tanks
- Quantity in either main tank is below approximately 2200 pounds.

**DO NOT USE FOR FLIGHT****O17. FUEL QUANTITY INDICATOR**

1. Fuel Quantity Indicator
2. Total Quantity Indicator
3. TEMP Indicator

**1. Fuel Quantity Indicator**

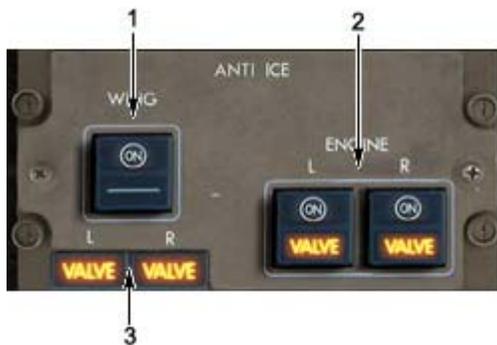
Each readout indicates the fuel quantity in the respective tank down to the nearest 100 KGs. A blank indication indicates an inoperative or failed fuel quantity indicator.

**2. Total Quantity Indicator**

Indicates the total fuel quantity in all tanks.

**3. TEMP Indicator**

Indicates the fuel temperature in the right main tank.

**O18. ENGINE ANTI-ICE CONTROL PANEL**

1. Wing Heat Switch
2. ENG Heat Switches
3. Valve Lights

**1. Wing Heat Switch**

Push to open both the left and right wing anti-ice valves while in flight. Hot pneumatic air flows to the three leading edge slats outboard of each engine.

Wing anti-ice is inhibited from operating on the ground.

**2-3. ENG Heat Switches**

Push to open the cowl anti-ice valve of the associated engine. If the engine is running, engine bleed air will flow to the inlet cowl.

When the engine anti-ice is on, "TAI" appears over the EICAS N1 display.

**3. Valve Light**

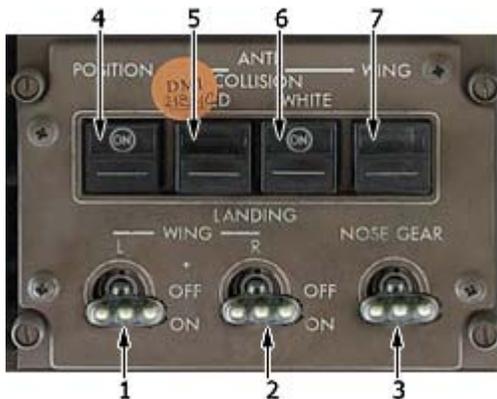
Illuminates to indicate that the associated wing anti-ice valve disagrees with the position selected by the WING switch.

**DO NOT USE FOR FLIGHT****O19. WIPER CONTROL PANEL****1. Wiper Selector**

OFF: The wipers are stowed at the base of the windows.

LOW: The wipers operate at low speed.

HIGH: The wipers operate at high speed.

**O20. EXTERIOR LIGHTS CONTROL PANEL**

1,2. Wing Landing Light Switches

3. Nose Gear Landing Light Switch

4. Position Lights Switch

5,6. Anti-Collision Lights Switches

7. Wing Lights Switch

**1-2. Landing Light Switches**

LANDING Lights: Turns on the landing lights. These lights are located in the associated wing fairings.

The landing lights automatically dim when the landing gear lever is out of the DOWN position.

**3. Nose Gear Light Switches**

ON: Illuminates the nose gear landing lights. These lights are mounted on the nose gear strut.

The nose gear lights extinguish whenever the landing gear is retracted, regardless of switch position.

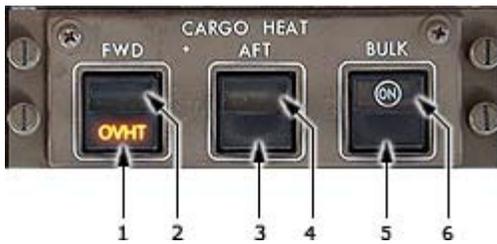
**4. Position Lights Switch**

Turns on the wingtip position lights. These lights are red, green, and white.

**5. Anti-Collision Lights Switch**

Red turns on the red strobe lights. One strobe light is on the top of the fuselage, the other is on the bottom.

White turns on the white wingtip strobe lights.

**DO NOT USE FOR FLIGHT****O31. CARGO HEAT PANEL**

1,3,5. Cargo Heat Overheat (OVHT) Lights

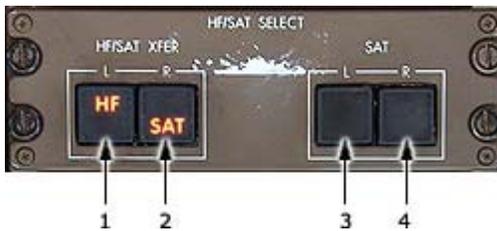
2,4,6. CARGO HEAT Switches

**1,3,5. Cargo Heat Overheat (OVHT) Lights**

Illuminated (amber) - cargo compartment temperature above standard control range shutoff valve signaled closed.

**2,4,6. CARGO HEAT Switches**

ON - provides power for heat valves to cycle open and closed for automatic temperature control  
 Off (ON not visible) - the heat valves are commanded closed.

**O32. HF/SATCOM SELECT PANEL**

1-2. HF/SATCOM Transfer (HF/SAT XFR) Switch

1. HF Transfer Light

2. SATCOM (SAT) Transfer Light

3,4. SATCOM (SAT) Light

**1-2. HF/SATCOM Transfer (HF/SAT XFR) Switch**

Push – alternates HF and SATCOM radio transmit/receive control.  
 Note: INOP placard indicates radio is not installed.

**1. HF Transfer Light**

Illuminated – indicates associated HF radio is being used to transmit/receive.

**2. SATCOM (SAT) Transfer Light**

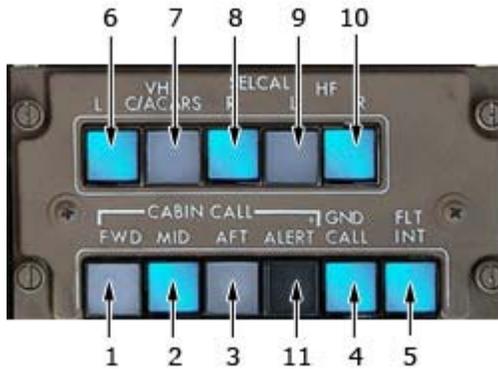
Illuminated – indicates associated SATCOM radio is being used to transmit/receive.

**3,4. SATCOM (SAT) Light**

Illuminated – flight crew being called by ground station via SATCOM radio.  
 Note: INOP placard indicates radio is not installed.

**DO NOT USE FOR FLIGHT**

**O21. CREW MESSAGES PLAYER PANEL**



- 1-7. Stewardess Messages
- 8,9. Captain Messages
- 10. Selective Calling (SELCAL) Message
- 11. Blank

**Stewardess Messages**

- 1. Welcome Message
- 2. Refueling Message
- 3. Safety briefing Message
- 4. Night takeoff Message
- 5. Departure Message
- 6. Turbulence Message
- 7. Descent Message

**Captain Messages**

- 8. Welcome Message
- 9. Arrival Message

**O22. PASSENGER SIGNS**



- 1. No Smoking Switch
- 2. Seat Belts Switch

**1. No Smoking Switch**

OFF: Turns off the cabin NO SMOKING signs.

AUTO: The cabin NO SMOKING signs illuminate when the landing gear is down and extinguishes when the landing gear is up.

ON: Illuminates the cabin NO SMOKING signs.

**2. Seat Belts Switch**

OFF: Turns off the cabin SEAT BELTS signs.

AUTO: The cabin SEAT BELTS signs illuminate automatically when the landing gear is DOWN or flaps not UP. Lights extinguish when the landing gear AND flaps are up.

ON: Illuminates the cabin SEAT BELTS signs.

**DO NOT USE FOR FLIGHT****O23. PRESSURIZATION PANEL**

1. Valve Indicator
2. LDG ALT Knob
3. LDG ALT Indicator
4. Manual Knob
5. Auto Rate Knob
6. Auto INOP Light
- 7-9. Pressurization Indicators
10. Mode Select Switch

**1. Valve Indicator**

Indicates the position of the outflow valve regardless of the mode of operation.

**3. LDG ALT Indicator**

Displays the LANDING field elevation as selected by the landing altitude knob. The altitude displayed in the window is used by AUTO 1 and AUTO 2 modes of operation.

If a landing is to be made back to the departure airport, the LDG ALT selector must be reset to the takeoff altitude, as the controller will not "remember" the takeoff field elevation.

**4. Manual Knob**

Controls the outflow valve when the mode selector is in manual. The knob is spring loaded to the center position.

Climb opens the outflow valve, descend closes the outflow valve.

**5. Auto Rate Knob**

Adjusts the cabin altitude rate of change limit when operating in AUTO 1 or AUTO 2.

The index mark sets a limit of approximately 500 FPM climb and 300 FPM descent.

**6. Auto INOP Light**

Illuminates to indicate that both automatic pressurization controllers are inoperative. In this case, the outflow valve freezes in position until the mode selector is placed in MAN. At this time, the outflow valve position can be manually changed.

The light also illuminates when the MODE SELECT switch is in the MAN position.

**DO NOT USE FOR FLIGHT****10. Mode Select Switch**

AUTO 1/AUTO 2: Selects the associated pressurization controller. Should one system fail, the other will automatically take over.

MAN: Bypasses both automatic systems and arms the manual knob. In the manual mode, the outflow valve is moved at half the normal rate by a DC motor that operates by battery power.

**O24. EQUIPMENT COOLING PANEL**

- 1. SMOKE Light
- 2. Overheat (OVHT) Light
- 3. Cabin Altitude Light
- 65. VALVE Light
- 66. CT NO COOLING Light
- 67. Equipment (EQUIP) COOLING Selector

**1. SMOKE Light**

Illuminated (amber) — smoke in the equipment cooling system.

The SMOKE light illuminates and the EICAS advisory message FWD EQPT SMOKE displays if smoke is sensed in the forward equipment cooling ducts.

**3. Overheat (OVHT) Light**

Illuminated (amber) - high temperature or low airflow in the equipment cooling system.

The OVHT light illuminates and the EICAS advisory message FWD EQPT OVHT displays if low airflow or high temperature is sensed.

**4. Cabin Altitude Light**

Illuminated (red) - cabin altitude exceeds 10,000 feet.

Extinguishes when cabin altitude descends below 8,500 feet.

**65. VALVE Light**

Illuminated (amber) - equipment cooling valves are not in their commanded position.

The VALVE light illuminates and the EICAS advisory message FWD EQPT VAL displays if the system valves fail to reconfigure during automatic operation.

**66. CT NO COOLING Light**

Illuminated (amber) - active in OVRD only

**67. Equipment (EQUIP) COOLING Selector**

AUTO - automatically controls equipment cooling system.

STBY - positions equipment cooling system for inboard air flow.

OVRD - positions equipment cooling system for reverse air flow.

**DO NOT USE FOR FLIGHT****O25. LIGHT CONTROL PANEL – RIGHT**

1. CKT BKR Knob
2. OVHD PNL Knob
3. Dome Light Knob
4. Logo Lights Switch
5. FLT DK Door Switch
6. IND LTS Switch
7. Flight Deck Door Lock Selector

**5. FLT DK Door Switch**

Press to lock or unlock the cockpit door. The cockpit door automatically unlocks in the event of a loss of electrical power.

UNLKD: Illuminates to indicate that the cockpit door is unlocked.

**7. Flight Deck Door Lock Selector**

Spring loaded to AUTO. Selector must be pushed in to rotate from AUTO to UNLKD position. Selector must not be pushed to rotate from AUTO to DENY position.

UNLKD: Door unlocked while selector is UNLKD.

AUTO: Door locked. Allows door to unlock after entry of emergency access code and expiration of timer, unless crew takes action.

DENY: Rejects keypad entry request and prevents further emergency access code entry for a time period.

**O33. FORWARD CARGO AIR CONDITIONING PANEL**

1. Recirculation Fan Switch.
2. Recirculation Fan INOP Light
4. Cargo Compartment Temperature Control

**1. Recirculation Fan Switch.**

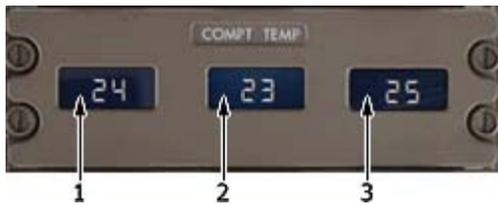
- ON : Recirculation fan signalled ON

**2. Recirculation Fan INOP Light**

- INOP (amber) : Recirculation fan switch is OFF or the fan has failed + EICAS msg.

**DO NOT USE FOR FLIGHT**

**O27. TEMPERATURE INDICATORS PANEL**



**1-3. Compartment Temperature Indicators**

Display actual temperature sensed in the compartment.

**O28. AIR CONDITIONING PANEL**



- 1. INOP Lights
- 2. TEMP Control Selectors
- 3. TRIM Air Switch
- 4. Pack Reset Switches
- 5. Pack Selector Switches
- 6. RECIRC Fan Switches
- 67. Flight Deck (FLT DK) Temperature Inoperative (INOP) Light
- 68,69. Gasper Switch and Light
- 610. Flight Deck Trim Air Valve Position Indicator
- 611. Flight Deck Compartment Temperature Control

**1. INOP Lights**

Illuminates to indicate an overheat or fault in the associated zone temperature control system. The INOP light illuminates when the associated temperature control selector is OFF or the master trim air switch is OFF.

**2. TEMP Control Selectors**

OFF: Closes the associated zone trim air valve.  
The compartment temperature INOP light illuminates.

AUTO:

- provides automatic compartment temperature control
- rotating the control toward C (cool) or W (warm) sets the desired temperature between 18 degrees C and 30 degrees C

---

**DO NOT USE FOR FLIGHT**

### 3. TRIM Air Switch

ON: Enables the trim air valve to open and modulate to add hot trim air to the zone valves for zone temperature control.

OFF: Closes the trim air valve. Zone temperature selectors are deactivated and both packs operate to maintain approximately 75 degrees F in the passenger cabin.

OFF Light: Illuminates when the trim air switch is OFF.

### 4. Pack Reset Switches

INOP: Illuminates for:

- Excessive pack outlet temperature
- Fault in automatic pack temperature controller.

PACK OFF: Illuminates for:

- Pack selector in OFF.
- Loss of air to the pack.

You can attempt to reset the pack by pushing the RESET switch after the pack has cooled down.

The RESET switch is used to reset the associated pack after the pack has shutdown due to a temperature related problem.

The RESET switch will have no effect in the event the fault is in the pack controller.

### 5. Pack Selector Switches

OFF: Closes the associated pack valve.

AUTO: Associated pack operates in the automatic mode.

STBY N: (Normal) Associated pack outputs a constant moderate temperature.

STBY C: (Cool) Associated pack outputs full cool temperature.

STBY W: (Warm) Associated pack outlet temperature varies depending on the amount and temperature of air flowing across the pack heat exchangers.

### 6. RECIRC Fan Switches

ON: Turns on the associated re-circulating fan.

INOP Light: Illuminates when:

Respective RECIRC switch OFF

Respective RECIRC FAN has failed.

Respective RECIRC FAN has been turned off automatically due to a load shed, equipment smoke or cargo fire ARM switch positioned to ARM.

Turning off Recirc fan will place associated pack in HIGH flow mode, unless the other engine is inoperative.

### 67. Flight Deck (FLT DK) Temperature Inoperative (INOP) Light

Illuminated (amber) -

- fault in the zone temperature controller.
- the trim air switch is OFF.

### 68, 69. Gasper Switch

ON- Turns ON Gasper Fan.

OFF- Turns OFF Gasper Fan.

**DO NOT USE FOR FLIGHT**

**610. Flight Deck Trim Air Valve Position Indicator**

C (cool) - valve closed.  
W (warm) - valve open.

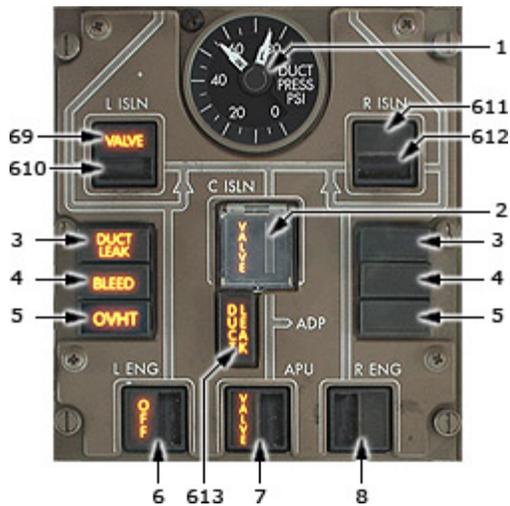
**611. Flight Deck Compartment Temperature Control**

AUTO-

- provides automatic flight deck temperature control
- rotating the control toward C (cool) or W (warm) sets the desired temperature between 18 degrees C and 30 degrees C

MAN-

- provides manual control of compartment trim air valve
- spring loaded to the 6 o'clock position in this sector.

**DO NOT USE FOR FLIGHT****O29. BLEED AIR CONTROL PANEL**

1. DUCT Pressure Indicator
2. Center Isolation (ISLN), Switch and Light
- 3,613. DUCT Leak Lights
4. Engine BLEED Lights
5. Engine Bleed Air Overheat (OVHT) Lights
- 6,8. Engine Bleed Air OFF Lights и Engine (ENG) Bleed Air Switches
7. APU Bleed Air VALVE Light и APU Bleed Air Switch
- 610,612. Isolation (ISLN) Switches
- 69,611. Isolation Valve Lights

**1. Duct Pressure Indicator**

Indicates the pressure in the left and right pneumatic ducts. Pounds per square inch (PSI).

**2. Isolation Valve Light**

Illuminated (amber) – isolation valve position disagrees with commanded position.

Isolation Valve Switch

Press to open or close the bleed air isolation valve. Valve is electrically controlled and operated by the Standby AC and DC buses.

VALVE Light: Illuminates when the isolation valve position disagrees with the position commanded by the switch.

**3,613. Duct Leak Lights**

Illuminates when there is a leak detected in the associated pneumatic duct.

A high temperature bleed air leak is detected in the left, right, or engine strut pneumatic duct.

**5. Engine Bleed Air Overheat (OVHT) Lights**

Illuminated (amber) -  
- engine bleed air overtemp  
engine bleed valves automatically closed.

**6,8. Engine Bleed Air OFF Lights и Engine (ENG) Bleed Air Switches**

ON: Associated bleed air valve opens when air pressure is available and no faults exist.

OFF: The associated bleed air valve closes.

OFF Light: Illuminates when the associated bleed air valve is closed. This can happen when the switch is OFF or a fault exists.

**DO NOT USE FOR FLIGHT**

The bleed air valve is electrically controlled, but requires pneumatic air pressure to open. The valve will close with either air pressure, or is spring-loaded closed in the absence of pressure.

### 7. APU Bleed Air VALVE Light и APU Bleed Air Switch

ON: Associated bleed air valve is electrically controlled and opens when air pressure is available and no faults exist.

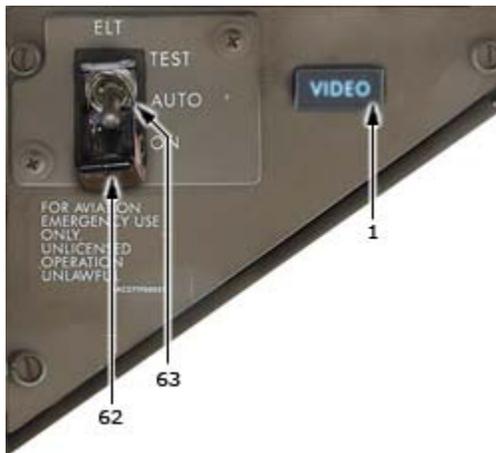
OFF: The associated bleed air valve closes.

VALVE Light: Illuminates when the position of the APU bleed valve disagrees with the position of the APU bleed valve switch or the position commanded by the APU logic.

### 69,611. Isolation VALVE Lights

Illuminated (amber) - isolation valve position disagrees with commanded position.

## O30. OBS AUDIO PANEL



### 1. Video Light

Illuminates to indicate that the video system is powered.

**DO NOT USE FOR FLIGHT**

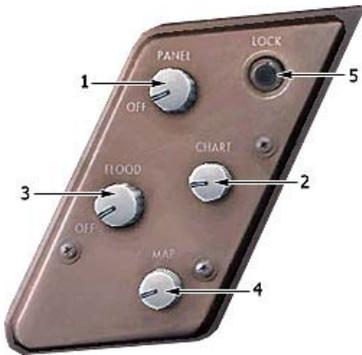
**GLARESHIELD PANEL**



+ Indicates that the panel in VC has 2D pop-up panel. Click on the top-left corner of the VC panel to call the 2D panel.

- G1 Cockpit Lights Control Panel
- G2 Master Warning/Caution Light
- G3 VOR/DME Control Panel
- G4 Autopilot Control Panel

**G1. COCKPIT LIGHTS CONTROL PANEL**



- 1. Panel Knob
- 2. Chart Knob
- 3. Flood Knob
- 4. MAP Light Control
- 5. Clock Switch

**1. Panel Knob**

Controls panel's fx light effect.

**3. Flood Knob**

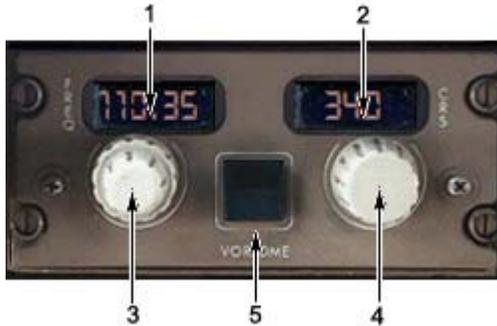
On left Cockpit Lights Control Panel - controls Captain's fx light effect.  
On right Cockpit Lights Control Panel - controls First Officer's fx light effect.

**G2. MASTER WARNING/CAUTION LIGHT**



- 1. Warning/ Caution Lights

The two warning/caution lights illuminate any time a warning or caution occurs. The lights remain illuminated as long as the warning/caution exists or until one of the lights are pushed in. Pushing in either Warning/ Caution light will extinguish both lights and resets the lights for future warnings/cautions. In addition, pushing in either light will silence certain aural warnings.

**DO NOT USE FOR FLIGHT****G3. VOR/DME CONTROL PANEL**

- 1.VOR Freq Indicator
- 2.Course Indicator
- 3.FREQ Knob
- 4.Course Selector Knob
- 5.VOR/DME Switch

**1. VOR FREQ Indicator**

Indicates the VOR frequency manually tuned on the associated VHF NAV receiver.

Dashes indicate that the associated VHF NAV receiver is being tuned by the FMS for position updating.

**2. Course Indicator**

Indicates the selected course

**3. FREQ Knob**

Twist to select a frequency for the associated VOR/DME panel. In order to tune the VOR/DME frequency, the associated HSI must be in the VOR mode.

The frequency selector knob is inactive when the associated HSI is in the MAP, PLAN, or ILS mode.

**4. Course Selector Knob**

Twist to select the desired VOR course. The selected course appears on the associated course indicator and on the associated HSI as long as it is in the VOR mode

**5. VOR/DME Switch**

Push-

-alternates VOR and DME tuning between the FMC automatic (AUTO) and VOR frequency selector manual (MAN) when the HSI mode selector is in MAP or PLAN.

AUTO light illuminated (white) -

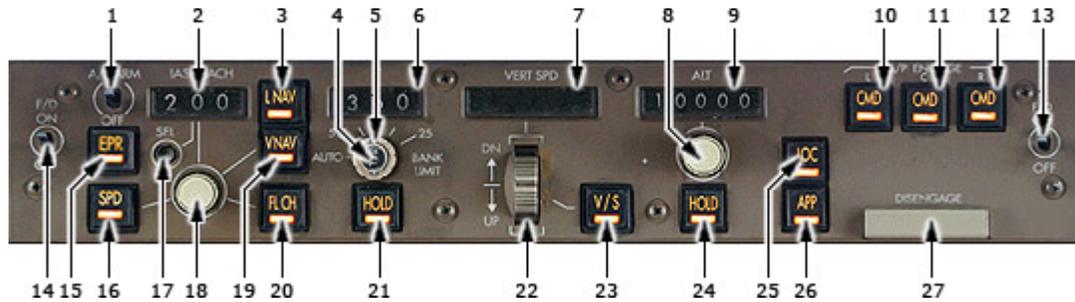
-FMC is tuning related VOR and DME

MAN light illuminated (white) —

-VOR frequency selector is tuning VOR

-VOR frequency selector also tunes the DME

-if the HSI is selected to an ILS display, the ILS frequency selector tunes the DME.

**DO NOT USE FOR FLIGHT****G4. AUTOPILOT CONTROL PANEL**

- |                               |                             |
|-------------------------------|-----------------------------|
| 1. A/T ARM Switch             | 16. SPD Switch              |
| 2. IAS/MACH Indicator         | 17. SEL Switch              |
| 3. LNAV Switch                | 18. Speed Knob              |
| 4. Heading Select Knob/Switch | 19. VNAV Switch             |
| 5. Bank Limit Selector        | 20. FLCH Switch             |
| 6. Heading Indicator          | 21. Heading Hold Switch     |
| 7. Vertical Speed Indicator   | 22. Vertical Speed Selector |
| 8. Altitude Knob              | 23. Vertical Speed Switch   |
| 9. Altitude Indicator         | 24. Altitude Hold Switch    |
| 10-12. CMD Switch             | 25. LOC Switch              |
| 13, 14. F/D Switch            | 26. APP Switch              |
| 15. EPR Switch                | 27. A/P Disengage Bar       |

**1. A/T ARM Switch**

A/T ARM: Arms the autothrottle for engagement.

Engagement requires you to push the EPR or SPD switch and activation of the VNAV, FLCH or GA modes.

OFF: Disarms the autothrottle.

**2. IAS/MACH Indicator**

Indicates the current or selected speed if VNAV is not engaged.

The IAS/MACH indicator is blank when VNAV is engaged and the command airspeed bugs are under control of the FMCS.

The IAS/MACH indicator automatically changes to MACH at 0.80 during the climb and to speed at 300 knots during descent.

**3. LNAV Switch**

Arms or engages the lateral navigation mode of the FMS.

When engaged, roll and heading are controlled by the FMS.

---

**DO NOT USE FOR FLIGHT**

A white LNAV on the ADI indicates that the LNAV mode is armed. Green indicates that it is engaged.

LNAV can be disengaged by:

- Selecting HDG HOLD or HDG SEL
- Localizer capture
- FMC related to the active autopilot fails.

#### **4. Heading Select Knob/Switch**

Twist to change the heading. The selected heading is displayed in the Heading indicator.

Push to engage the heading select mode. HDG SEL is displayed on the ADI.

#### **5. Bank Limit Selector**

The outer knob selects the bank angle limit.

AUTO: Limits the bank angle to 15 degrees at true airspeeds above 250 KIAS. This limit increases to 25 degrees as true airspeed decreases below 250 KIAS to 200 KIAS.

5, 10, 15, 20, 25: Bank angle limits at all true airspeed.

The Bank Limit Selector does not limit the bank angle in L NAV or LOC

#### **6. Heading Indicator**

Displays the selected magnetic heading. The heading bugs on the HSI's are driven to indicated value.

The Heading Indicator automatically slews to the selected front course or back course at LOC or B/CRS capture.

#### **7. Vertical Speed Indicator**

Displays the Vertical Speed selected by the Vertical Speed Selector.

#### **8. Altitude Knob**

Twist to change the value selected in the Altitude indicator.

#### **9. Altitude Indicator**

Displays the altitude selected by the altitude knob.

The value displayed in the indicator is a target altitude for climbs and descents and provides altitude alert functions. The Flight Directors, autopilots, and FMS cannot fly through the indicated altitude.

#### **10-12. CMD Switches**

CMD: Engages the associated autopilot in the vertical speed and heading hold mode if neither flight director is on.

CMD is displayed on each ADI.

If either flight director is on at the time the A/P ENGAGE switch is pressed, the autopilot will engage in the same mode as the flight director.

Pushing the second autopilot CMD switch when in the APP mode arms the autoland system. The second autopilot will engage below 1500 feet AGL. Arms the runway alignment, flare, and roll out modes.

Pushing the third A/P Engage switch while in the APP mode separates the three electrical systems. The second and third autopilots engage when the aircraft is below 1500 feet.

**13,14. F/D Switch**

ON: Displays the flight director command bars on the associated ADI.

Turn on a F/D switch on the ground with no autopilots engaged and the opposite F/D switch off activates the flight director Takeoff Mode.

In flight, the first F/D switch turned on engages the associated flight director in the current autopilot mode, if one is engaged. If no autopilot is engaged, the flight director defaults to heading hold and vertical speed mode.

F/D Switch

OFF: The command bars are removed from the associated ADI.

**15. EPR Switch**

Pushing the EPR switch will cause the autothrottle to maintain the reference EPR displayed on EICAS, subject to a maximum limit.

EPR is displayed on each ADI as the autothrottle mode.

**16. SPD Switch**

Pushing the SPD switch will cause the autothrottle to hold the speed/mach displayed on the airspeed indicator, subject to the maximum speed limits.

SPD is displayed on each ADI.

Pushing the SPD switch in a climb or descent will engage the VERT SPD mode at the present vertical speed, and will attempt to hold the present speed, if possible.

**17. SEL Switch**

Changes the IAS/MACH indicator between IAS and MACH when the speed is within the indicator range.

**18. Speed Knob**

Twist to change the value displayed in the IAS/MACH indicator.

When VNAV is engaged, pushing the speed knob transfers control of the aircraft speed to the FMS from the speed knob. A subsequent push transfers the speed control from the speed knob to the FMS.

When the speed knob has control, the IAS/MACH indicator displays the selected speed. A blank display indicates that the FMS has control of the speed.

Manual speed selection (speed intervene) does not disengage VNAV.

When FLCH or SPD is pushed, or altitude capture engages in VNAV, the speed window opens at the existing speed. The speed knob can then be used to select a different speed.

**19. VNAV Switch**

Engages the vertical navigation mode of the FMS if above 400 feet RA.

When engaged, speed, pitch, and autothrottle are controlled by the FMS. VNAV PTH or VNAV SPD is displayed on each ADI.

A white VNAV on the ADI indicates that the VNAV mode is armed. Green indicates that it is engaged.

VNAV can be disengaged by:

- Selecting V/S or ALT HOLD.
- Selecting SPD or EPR.
- Selecting FLCH.
- Glide slope capture.
- Altitude capture if not the same as the FMC cruise altitude.

---

**DO NOT USE FOR FLIGHT**

- FMC failure.
- Selecting GA mode.

## **20. FLCH Switch**

Engages the flight level change mode to integrate pitch control and autothrottle functions for altitude change.

FL CH is displayed on each ADI.

When the FL CH mode is engaged, the command airspeed bug moves to the existing speed and the AFDS holds that speed using pitch. The autothrottle holds selected thrust for climb, or idle, or throttle hold for descent.

## **21. Heading Hold Switch**

Press to engage the heading hold mode. HDG HOLD is displayed on each ADI.

When pressed, the autopilot will automatically roll out of any turn to hold the magnetic heading value at wings level.

## **22. Vertical Speed Selector**

Changes the vertical speed which is displayed in the vertical speed indicator.

Vertical speed will attempt to maintain the selected speed, but will sacrifice airspeed for vertical speed selected.

## **23. Vertical Speed Switch**

Press to engage the vertical speed mode. V/S is displayed on each ADI. When pressed, the autopilot/FD will maintain the vertical speed displayed in the vertical speed indicator.

## **24. Altitude Hold Switch**

Push to engage the altitude hold mode. ALT HOLD is displayed on each ADI.

The AFDS will capture and hold the altitude existing when the switch was pushed.

## **25. LOC Switch**

When pushed, the LOC switch arms the AFDS to capture and fly the localizer front course. The switch must be pushed prior to localizer capture.

LOC is displayed in white on each ADI prior to capture.

The localizer will not capture if the intercept angle is greater than 120 degrees or 2.5 NM.

The current lateral nav mode (LNAV, heading select, or heading hold) remains engaged until localizer capture.

## **26. APP Switch**

Arms the AFDS to capture and fly the localizer and glide slope. LOC and G/S are displayed in white on each ADI prior to localizer and glide slope capture.

Glide slope will not capture if the intercept angle is greater than 80 degrees.  
The APP mode allows multiple autopilots to be armed for autoland and rollout.

## **27. A/P Disengage Bar**

Pull down to disconnect all three autopilots from the flight control servos, thereby preventing autopilot engagement.

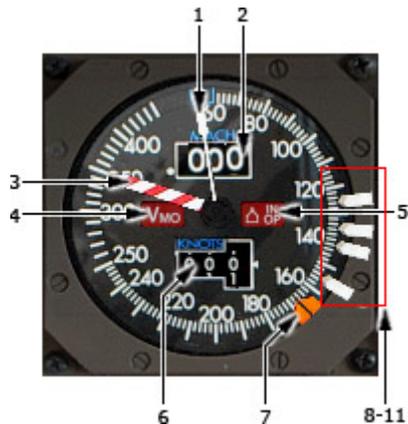
**DO NOT USE FOR FLIGHT**

**FLIGHT INSTRUMENTS**

**LEFT FORWARD PANEL**



- 5. INSTR SEL Source Panel
- 6. Airspeed Indicator
- 7. RDMI
- 8. Attitude Director Indicator (ADI) Display
- 9. Horizontal Situation Indicator (HSI) Display
- 10. Autoland Status Annunciator
- 11. Altimeter
- 12. Vertical Speed Indicator
- 13. Clock
- 14. Marker Beacon Lights
- 15. Reserve Brakes
- 16. Standby Attitude Indicator
- 17. Standby Airspeed Indicator
- 18. Standby Altimeter

**DO NOT USE FOR FLIGHT****6. AIRSPEED INDICATOR**

1. Airspeed Pointer
2. Mach Indicator
3. Vmo Pointer
- 4-5. INOP flags
6. Knots Indicator
7. Command Airspeed Bug
- 8-11. Airspeed Bugs

**1. Airspeed Pointer**

Points to the value corresponding to the airspeed computed by the selected Air Data Computer.

The needle points to 0 when input information is unreliable.

**2. Mach Indicator**

Indicates the mach number. The value displayed is computed by the selected Air Data Computer (ADC).

The display is blank when the airspeed is below M0.40.

A mach flag indicates that the selected ADC has failed.

**3. Vmo Pointer**

Points to the maximum operating speed.

If the Vmo warning flag is displayed, the Vmo pointer points to 260 knots.

**6. Knots Indicator**

Displays the Indicated Airspeed (IAS) in knots.

The value displayed is computed by the selected Air Data Computer.

The presence of an AS flag indicates that the input to the indicator and the airspeed pointer is unreliable.

**7. Command Airspeed Bug**

Indicates the airspeed set in the IAS/MACH selector or the value selected by the FMC when VNAV is engaged.

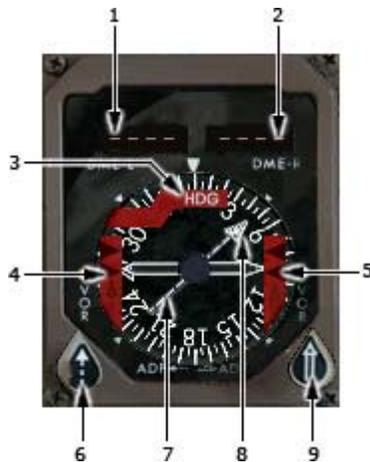
The Command Airspeed bug automatically moves to the speed existing at the time FL CH mode is engaged, the SPD switch is pushed, or altitude capture engages while in VNAV mode.

**8-11. Airspeed Bugs**

These bugs can slide on the outside of the airspeed indicator to mark certain speeds.

**DO NOT USE FOR FLIGHT****7. RDMI****Note**

IRS alignment must be complete before RDMI checks.



1. L Distance Indicator
2. R Distance Indicator
3. RMI Card
- 4-5. INOP flags
- 6,9. NAV/ADF Selector
- 7,8. No 1/No 2 Pointers

**1,2. Distance L/R Indicators**

Displays the distance to the next active waypoint or radio facility.

The prefix can be one of the following:

- F - Horizontal distance to the next active waypoint when the associated HSI is in MAP or PLAN.
- L - Slant distance to the ILS/DME tuned on the ILS/DME receiver when the associated HSI is in the ILS mode.
- No prefix - Slant distance to the VOR/DME tuned on the associated VOR receiver when the associated HSI is in VOR mode.
- Blank indication - No DME input or DME input is unreliable.

**3. RMI Card**

The card rotates to indicate the magnetic or true heading as determined by the IRS selected on the opposite IRS INSTR SOURCE SELECT switch.

The position of the heading reference switch indicates the type of heading information displayed by the RMI card.

**6,9. NAV/ADF Selector**

ADF: Selects ADF as the source of data for the associated pointer.

NAV: Selects the FMC as the source of data when the associated HSI is in the MAP or PLAN mode. If the associated HSI is in the VOR mode, the associated VOR is the source of data for the pointer.

**7,8. No 1/No 2 Pointers**

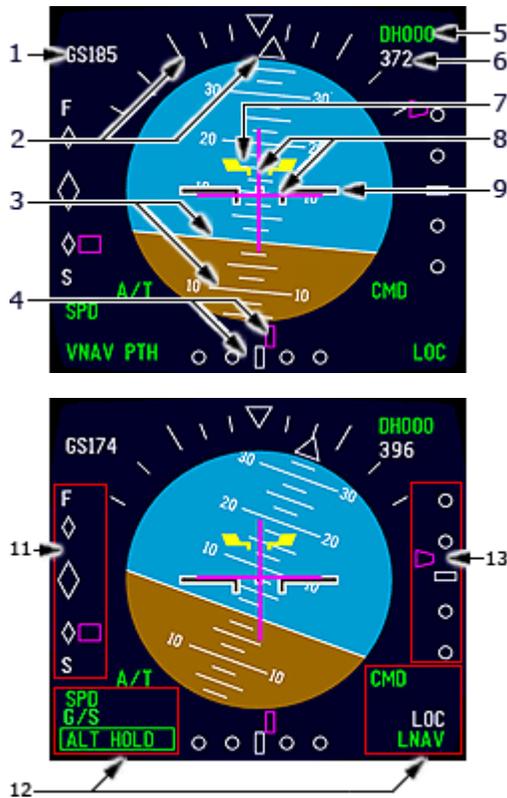
Indicates the bearing to the next active waypoint or the VOR tuned.

The number one needle points to the left FMC waypoint or left VOR station. The number two needle points to the right FMC waypoint or right VOR station.

**8. ATTITUDE DIRECTOR INDICATOR (ADI) DISPLAY**

**Note**

IRS alignment must be complete before ADI checks.



- 1. Ground Speed
- 2. Bank Pointer and Scale
- 3. Horizon Line and Pitch Angle Scale
- 4. Localizer Pointer and Deviation Scale
- 5. Decision Height
- 6. Radio Altitude
- 7. Pitch Limit Indicator
- 8. Flight Director Command Bars
- 9. Airplane Symbol
- 10. Slip Indicator
- 11. Fast/Slow Indicator
- 12. Flight Mode Annunciations
- 13. Glide Slope Pointer and Deviation Scale

**1. Ground Speed**

Indicates ground speed in knots.

**2. Bank Pointer and Scale**

Indicates IRS bank in reference to the bank scale.

**3. Horizon Line and Pitch Angle Scale**

Indicates the IRS horizon relative to the airplane symbol. Pitch scale is in 2.5 degree increments.

**4. Localizer Pointer and Deviation Scale**

The localizer pointer indicates position relative to the airplane.  
 -scale indicates deviation  
 -pointer not displayed when localizer is unusable  
 -scale and pointer not displayed when an ILS frequency is not selected

**5. Decision Height**

Displays selected decision height.

Blank when negative decision height is selected.

**DO NOT USE FOR FLIGHT**

- decision height alert is reset automatically - if airplane climbs 75 feet or more above the selected decision height, or after the airplane lands
- decision height alert is reset manually - if the RST switch is pushed.

**6. Radio Altitude**

Displays radio altitude below 2500 feet AGL.  
-blank above 2500 feet AGL

**7. Pitch Limit Indicator**

Indicates pitch limit (stick shaker activation point for the existing flight conditions).  
-displays when flaps are extended.

**8. Flight Director Command Bars**

Indicates flight director pitch and roll steering commands.  
-displays when the respective F/D switch is ON, valid command steering is available  
-blanks when the respective FD switch is OFF, or when command steering becomes invalid

**9. Airplane Symbol**

Indicates airplane attitude with reference to the IRS horizon.

**10. Slip Indicator**

Indicates coordinated flight.

**11. Fast/Slow Indicator**

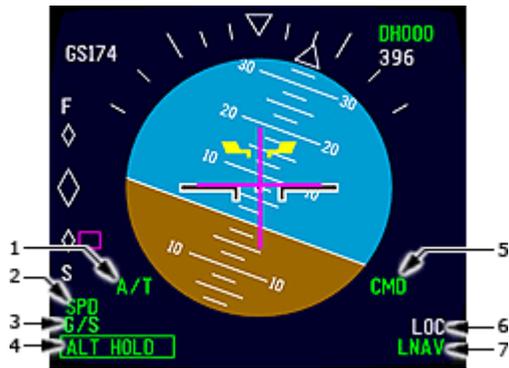
Displays airspeed information.  
-indicates deviation from the airspeed selected by the FMC or the IAS/MACH selector, or limit speed  
-small diamonds indicate 10 knots fast (F), or slow (S).

**12. Flight Mode Annunciations****13. Glide Slope Pointer and Deviation Scale**

The glideslope pointer indicates glideslope position relative to the airplane.  
-scale indicates deviation  
-pointer not displayed when glide slope unusable  
-scale and pointer not displayed when an ILS frequency is not selected

**DO NOT USE FOR FLIGHT**

**ADI FLIGHT MODE ANNUNCIATIONS (FMA'S)**



1. Autothrottle Status
2. Autothrottle Modes (Active)
3. AFDS Pitch Modes (Armed)
4. AFDS Pitch Modes (Active)
5. AFDS (Active)
6. AFDS Roll Modes (Armed)
7. AFDS Roll Modes (Active)

**1. Autothrottle Status**

Displayed (green) A/T

**2. Autothrottle Modes (Active)**

Displayed (green)

- EPR
- SPD
- FLCH
- GA
- IDLE
- THRHOLD

**3. AFDS Pitch Modes (Armed)**

Displayed (white)

- G/S
- FLARE
- VNAV

**4. AFDS Pitch Modes (Active)**

Displayed (green)

- TO
- ALT HOLD
- V/S
- VNAVPTH
- VNAVSPD
- SPD
- G/S
- FLARE
- ALT CAP
- GA

**5. AFDS (Active)**

Displayed (green)

- CMD
- FD

**6. AFDS Roll Modes (Armed)**

Displayed (white)

- LOC

**DO NOT USE FOR FLIGHT**

- ROLLOUT
- LNAV
- B/CRS

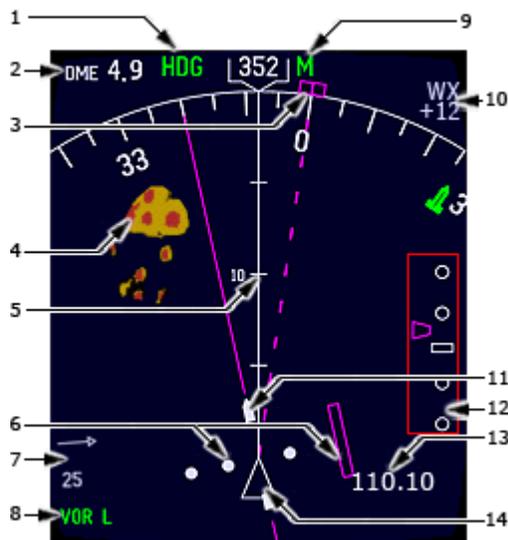
**7. AFDS Roll Modes (Active)**

- Displayed (green)
- HDGHOLD
  - HDGSEL
  - LNAV
  - LOC
  - ROLLOUT
  - TO
  - GA
  - B/CRS

**9. HORIZONTAL SITUATION INDICATOR (HSI) DISPLAY**

**Note**  
IRS alignment must be complete before HSI checks.

**HSI APP MODE**



- 1.Current Heading
- 2.Reference ILS DME
- 3.Selected Heading Bug
- 4.Weather Radar Returns
- 5.Track Line
- 6.Course Deviation Indicator and Deviation Scale
- 7.Wind Direction and Speed
- 8.Reference ILS Receiver
- 9.Magnetic/True Reference
- 10.Weather Radar Annunciations
- 11.Selected Course Pointer
- 12.Glideslope Pointer and Deviation Scale
- 13.Reference ILS Frequency
- 14.Airplane Symbol

**DO NOT USE FOR FLIGHT**

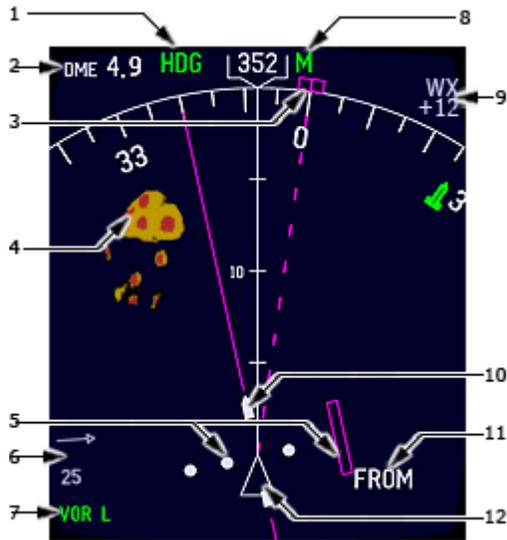
**HSI CTR APP MODE**



- 1. Reference ILS DME
- 2. Current Heading
- 3. Selected Heading Bug
- 4. Course Deviation Indicator and Deviation Scale
- 5. Wind Direction and Speed
- 6. Reference ILS Receiver
- 7. Magnetic/True Reference
- 8. Drift Angle Pointer
- 9. Selected Course Pointer
- 10. Glideslope Pointer and Deviation Scale
- 11. Airplane Symbol
- 12. Reference ILS Frequency

**DO NOT USE FOR FLIGHT**

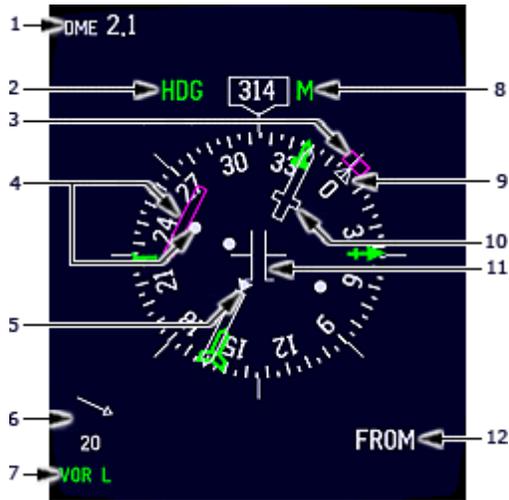
**HSI VOR MODE**



1. Current Heading
2. Reference VOR DME
3. Selected Heading Bug
4. Weather Radar Returns
5. Course Deviation Indicator and Deviation Scale
6. Wind Direction and Speed
7. Reference VOR Receiver
8. Magnetic/True Reference
9. Weather Radar Annunciations
10. Selected Course Pointer
11. TO/FROM Indication
12. Airplane Symbol

**DO NOT USE FOR FLIGHT**

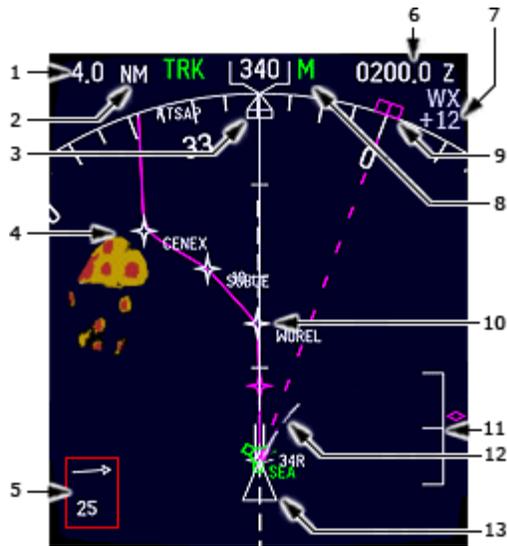
**HSI CTR VOR MODE**



- 1. Reference VOR DME
- 2. Current Heading
- 3. Selected Heading Bug
- 4. Course Deviation Indicator and Deviation Scale
- 5. To/From Pointer
- 6. Wind Direction and Speed
- 7. Reference VOR Receiver
- 8. Magnetic/True Reference
- 9. Drift Angle Pointer
- 10. Selected Course Pointer
- 11. Airplane Symbol
- 12. TO/FROM Indication

**DO NOT USE FOR FLIGHT**

**HSI MAP MODE**



- 1.Distance to the Active Waypoint
- 2.Current Track
- 3.Heading Pointer
- 4.Weather Radar Returns
- 5.Wind Direction and Speed
- 6.Estimated Time of Arrival at the Active Waypoint
- 7.Weather Radar Annunciations
- 8.Magnetic/True Reference
- 9.Selected Heading Bug
- 10.Active LNAV Route
- 11.Vertical Pointer and Deviation Scale
- 12.Position Trend Vector
- 13.Airplane Symbol

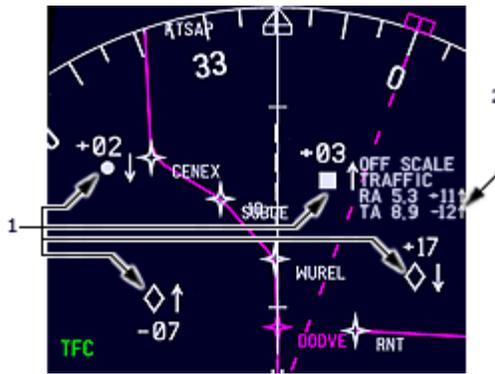
**HSI PLAN MODE**



- 1.Distance to the Active Waypoint
- 2.Current Track
- 3.Heading Pointer
- 4.Magnetic/True Reference
- 5.Estimated Time of Arrival at the Active Waypoint
- 6.Selected Heading Bug
- 7.Airport and Runway
- 8.Active LNAV Route
- 9.True North Pointer

**DO NOT USE FOR FLIGHT**

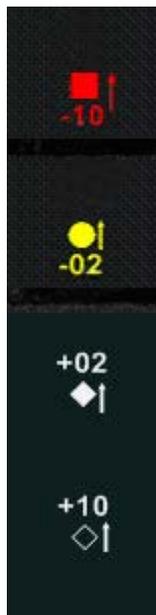
**TCAS DISPLAYS**



- 1. Traffic Aircraft Symbology
- 2. No-Bearing Symbology

**1. Traffic Aircraft Symbology**

Indicates the relative position of traffic aircraft.



A filled red square indicates a RA.

A filled amber circle indicates a TA.

A filled white diamond indicates Proximate Traffic.

An unfilled white diamond indicates Other Traffic.

The traffic aircraft data tag provides relative altitude (hundreds of feet) and vertical motion (in excess of 500 feet per minute).

**2. No-Bearing Symbology**

Displayed (red or amber) -

- a TA (amber) or RA (red) is occurring
- bearing information is not available
- maximum of two messages
- data tag provides distance (nm), relative altitude (hundreds of feet), and vertical motion (in excess of 500 feet per minute)

**DO NOT USE FOR FLIGHT****TCAS MESSAGES**

1. Mode Annunciations
2. OFFSCALE
3. TRAFFIC

**1. Mode Annunciations**

- TFC (green)

TFC selected on EFIS control panel in the VOR, APP, MAP or CTR MAP mode  
Not displayed when TCAS TEST, TCAS FAIL, or TCAS OFF is annunciated

- TA ONLY (green)

TCAS Mode Selector in TA  
Displayed in all HSI modes regardless whether TFC is selected  
All TAs and RAs are processed and displayed as TAs

- TCAS OFF (white)

TCAS Mode Selector is not in TA or TA/RA  
Displayed when TFC is selected  
Not displayed when TCAS FAIL is annunciated

- TCAS FAIL (amber)

TCAS system is inoperative  
Displayed when TFC is selected

- TCAS TEST (white).

TCAS is in the test mode  
Displayed in all HSI modes regardless whether TFC is selected

**2. OFFSCALE**

Displayed (red or amber) - TA (amber) or RA (red) is occurring outside the selected display range.

**3. TRAFFIC**

Displayed (red or amber) -

- a TA (amber) or RA (red) is occurring
- in all HSI modes and ranges regardless whether TFC is selected

**DO NOT USE FOR FLIGHT**

**10. AUTOLAND STATUS ANNUNCIATOR**



- 2,4. Status Annunciators
- 3,5. Test Switches

**2,4. Status Annunciators**

The upper indication displays LAND 3 when three autopilots and the required airplane system inputs are operable in the approach mode.

LAND 2 is displayed when only two autopilot systems and required airplane system inputs are operable in the approach mode.

This indication is blank until approach mode is selected and the requirements are met below 1500 feet radio altitude with the localizer and glide slope captured.

The lower indication displays NO LAND 3 when only two autopilots are operable for autoland.

Displays NO AUTOLAND when there is no autoland capability. Remains blank if there are no faults.

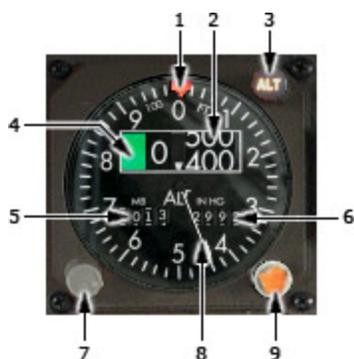
**3,5. Test Switches**

Press to test the operation of the associated autoland status annunciator.

TEST 1: LAND 3 and NO LAND 3 appear in the upper and lower indications.

TEST 2: LAND 2 and NO AUTOLAND appear in the upper and lower indications.

**11. ALTIMETER**



- 1. Altitude Reference Bug
- 2. Altitude Indicator
- 3. Alt Light
- 4. NEG Flag
- 5,6. Altimeter Setting Indicators
- 7. BARO Knob
- 8. 100x Foot Pointer
- 9. Reference Altitude Control Knob

**1. Altitude Reference Bug**

Used to remind the pilot of a specific altitude. The bug is set with the Altitude Bug Set Knob.

**DO NOT USE FOR FLIGHT**

## 2. Altitude Indicator

Displays the corrected altitude in 20 foot increments. The data displayed is computed by the selected Air Data Computer.

"NEG" indicates that the altitude is below zero

## 3. ALT Light

Illuminates when the aircraft is within 900 feet of the altitude set in the MCP altitude indicator. Light extinguishes when the altitude is within 300 feet of the MCP altitude.

## 4. NEG Flag

The NEG Flag appears when altitudes below zero feet is displayed

## 5,6. Altimeter Setting Indicators

Displays the selected altimeter setting. The left displays the information in millibars; the right displays the information in inches of mercury.

## 7. BARO Knob

Use the BARO Knob to adjust the altimeter setting.

## 8. 100 Foot Pointer

Indicates the altitude in hundreds of feet.

## 9. Reference Altitude Control Knob

Positions the Altitude Reference Bug

## 12. VERTICAL SPEED INDICATOR



**1. VS pointer** - displays the vertical speed in feet per minute. The speed is calculated by the selected IRS.

**2. OFF flag**

### Note

IRS alignment must be complete before VSI checks. The Vertical Speed indicator displays zero if the selected IRS information is unreliable.

**DO NOT USE FOR FLIGHT****13. CLOCK**

1. CHR Button
2. Sweep Second Needle
3. GMT Indicator
4. ET Selector
5. ET/CHR Indicator
6. GMT Selector

**1. CHR Button**

Press to start, stop, or reset the CHR indicator and the sweep second hand.

**2. Sweep Second Needle**

Displays the elapsed time in seconds when the CHR or CLOCK button is pushed.

**3. GMT Indicator**

Displays the GMT time in 24 hour format.

The Captain's clock provides the time input to both FMC's and the flight recorder.

If the Captain's clock is inoperative, the F/O's clock provides the information.

**4. ET Selector**

RUN: Starts the ET indicator. Continues to count from HLD time when reselected from HLD.

HLD: Stops ET indicator at existing time.

RESET: Resets ET indicator to zero.

**5. ET/CHR Indicator**

ET: Indicates the elapsed time from 0 to 99 hours and 59 minutes since the ET selector was moved to RUN.

CHR: Indicates the elapsed time from 0 to 99 minutes and 59 seconds since CHR or CLOCK button was pushed to start time.

**6. GMT Selector**

RUN: Starts the GMT indicator.

HOLD: Stops the GMT indicator and input to FMC and flight recorder.

SS: Sets seconds to zero and advances the minutes.

FS: Freezes the minutes and advances the hours.

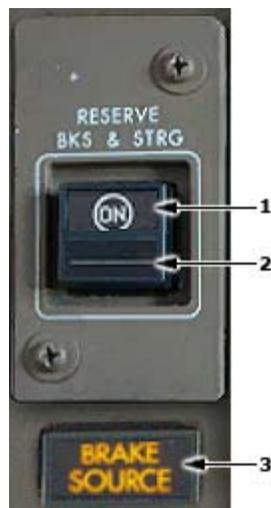
**DO NOT USE FOR FLIGHT**

**14. MARKER BEACON LIGHTS**



Respective marker beacon light illuminates when the aircraft passes over the associated beacon as detected by the left VOR/Marker receiver.

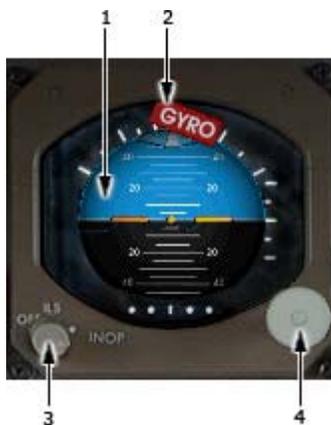
**15. RESERVE BRAKES**



Press to activate the reserve brakes system.

- Turns on the right system electric hydraulic pump regardless of pump switch position.
- Provides a reserve fluid supply from the right reservoir.
- Electric pump output is isolated from the other right system components and is supplied exclusively to the brakes.

**16. STANDBY ATTITUDE INDICATOR**



A self contained Standby Attitude Indicator will be supplied with electrical power from the Standby DC Bus for approx. 30 minutes.

1. Horizon Line and Pitch Angle Scale
2. GYRO flag
3. Mode Selector Knob
4. Cage Knob
5. G/S flag (not shown)

**DO NOT USE FOR FLIGHT****17. STANDBY AIRSPEED INDICATOR**

**1. Airspeed Pointer** - displays the airspeed derived from uncorrected pilot-static information.

The standby airspeed indicator is directly connected to the right aux pitot and alternate static sources.

**18. STANDBY ALTIMETER**

1. Altitude Reference Bug
2. Altitude Indicator
3. Alt Light
4. NEG Flag
- 5,6. Altimeter Setting Indicators
7. BARO Knob
8. 100x Foot Pointer
9. Reference Altitude Control Knob

**1. Altitude Reference Bug**

Used to remind the pilot of a specific altitude. The bug is set with the Altitude Bug Set Knob.

**2. Altitude Indicator**

Displays the corrected altitude in 20 foot increments. The data displayed is computed by the selected Air Data Computer.

"NEG" indicates that the altitude is below zero

**3. ALT Light**

Illuminates when the aircraft is within 900 feet of the altitude set in the MCP altitude indicator. Light extinguishes when the altitude is within 300 feet of the MCP altitude.

**4. NEG Flag**

The NEG Flag appears when altitudes below zero feet is displayed

**5,6. Altimeter Setting Indicators**

Displays the selected altimeter setting. The left displays the information in millibars; the right displays the information in inches of mercury.

**DO NOT USE FOR FLIGHT**

**7. BARO Knob**

Use the BARO Knob to adjust the altimeter setting.

**8. 100 Foot Pointer**

Indicates the altitude in hundreds of feet.

**9. Reference Altitude Control Knob**

Positions the Altitude Reference Bug

**RIGHT FORWARD PANEL**



- 5. INSTR SEL Source Panel
- 6. Airspeed Indicator
- 7. RDMI
- 8. Attitude Director Indicator (ADI) Display
- 9. Horizontal Situation Indicator (HSI) Display
- 10. Autoland Status Annunciator
- 11. Altimeter
- 12. Vertical Speed Indicator
- 13. Clock
- 32. Brake Pressure Indications

**32. BRAKE PRESSURE INDICATIONS**



1. Pointer - indicates the pressure of parking brake accumulator.

Indicates the accumulator pre-charge if the parking brake accumulator is depleted.

The accumulator can only be pressurized by the right hydraulic system.

The accumulator provides at least one brake application, and normal anti-skid is available with the accumulator.

**DO NOT USE FOR FLIGHT**

**CENTER FORWARD PANEL**



- 19. Warning Caution Lights
- 20. Standby Engine Indicator
- 21. Oil Pressure Lights
- 22. Auto Brakes Control Panel
- 23. EICAS Display
- 24. Secondary Engine Display
- 25. EICAS Caution/Advisory Switches
- 26. Heading Preference Switch
- 27. Thrust Mode Select Panel
- 28. Flap Indicator
- 29. Alternate Flap Controls
- 30. Landing Gear Control
- 31. Landing Gear Indications
- 32. Brake Pressure Indications
- 33. Ground Prox Override Switches

**DO NOT USE FOR FLIGHT****19. WARNING/CAUTION LIGHTS**

- 1.Fire Light
- 2.CONFIG Light
- 3.Pull Up Light
- 4.A/P DISC Light
- 5.Cabin ALT Light
- 6.OVSPD Light
- 7.ALT Alert light
- 8.Auto Pilot Light
- 9.GND PROX Light
10. A/T DISC Light
- 11.FMC Light
- 12.G/S INHIB Switch
- 13.Lighting Sensors

**1. Fire Light**

Illuminates when an engine, APU, wheel well, or cargo fire has been detected.

**2. CONFIG Light**

On the ground: Either throttle is near takeoff thrust with the associated engine running and there is a configuration error.

- Speedbrake lever not down.
- Stabilizer trim not in the green band.
- Parking brake set.
- Flaps or slats not in the takeoff configuration.
- Slats or flaps not in the position commanded.

In flight: The gear is not down below 800 feet RA with a throttle near idle, or the gear is not down with flaps in the landing range (beyond 20).

**4. A/P DISC Light**

Any autopilot has disengaged either automatically (due to a malfunction) or manually (either the electric trim was activated with one autopilot engaged, the disengage bar was pulled down, or an autopilot disconnect button was pushed).

A warning horn sounds.

**5. Cabin ALT Light**

Cabin altitude is above 10,000 feet.

- Warning horn sounds.
- No Smoking Signs illuminate.
- Fasten Seat Belt Signs illuminate.

Light extinguishes when the cabin altitude drops below 8,500 feet.

## **6. OVSPD Light**

Aircraft has exceeded Vmo or Mmo.

## **7. ALT Alert Light**

Illuminates when the aircraft altitude deviates more than 300 feet from the altitude set in the MCP. The light extinguishes when the deviation exceeds 900 feet.

## **8. Auto Pilot Light**

At least one autopilot is operating in a degraded mode. The AUTO PILOT light can also indicate one of the following: + Vertical speed mode is engaged without being selected on the MCP

- Angle of attack exceeds 6 degrees in V/S, ALT HOLD, or ALT CAP modes.
- Loss of G/S and/or LOC signals after a delay of several seconds.

## **9. GND PROX Light**

At least one GPWS mode has been activated.

## **10. A/T Disc Light**

The autothrottle is disconnected.

## **11. FMC Light**

The FMC is displaying a message on the CDUs.

## **12. G/S INHIB Switch**

Inhibits or cancels the below glide slope aural warning and turns off the GRND PROX light when pushed below 1000 feet or descends below 500 feet radio altitude.

**DO NOT USE FOR FLIGHT**

**20. STANDBY ENGINE INDICATOR**



Provides backup indications for engine EPR, N1, EGT, and N2.

1. Maximum Limit Indicator
2. EPR Indicator
3. N1 Indicator
4. EGT Indicator
5. N2 Indicator

**21. OIL PRESSURE LIGHTS**



Illuminate when the associated engine oil pressure is below 70 PSI.

All oil related indications for both engines appear automatically on EICAS.

**DO NOT USE FOR FLIGHT****22. AUTO BRAKES CONTROL PANEL**

1. Auto Brakes Selector

2. Auto Brakes Light

**1. Auto Brakes Selector**

RTO: Arms the auto brake system to provide maximum braking for rejected takeoff when both throttles are retarded to idle when the aircraft is above 80 knots.

The system disarms and the selector remains in the RTO position if brake pedals are pushed, either throttle is advanced, speed brake lever is moved out of the UP position after speed brakes have deployed on the ground, or a fault has been detected.

Selector moves to OFF after liftoff.

OFF: Removes power from the auto brake system.

DISARM:

Disarms the auto brake system.

Releases all auto brake pressure to the wheels.

1, 2, 3, 4, or AUTO: Selects the aircraft deceleration rate for automatic braking during landing.

Auto braking occurs when:

- Both main gear are on the ground.
- Both throttles are at idle.
- Wheel spinup occurs.
- IRS pitch is 1 degree or less. If pitch is not met, up to 8 second delay in braking can occur.

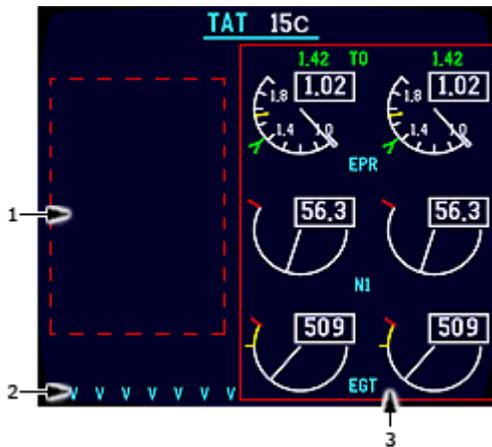
**2. Auto Brakes Light**

Illuminates for one of the following:

- Auto Brake system has disarmed.
- Selector in the OFF position and the auto brake valve is not closed.
- Selector is in the RTO position and auto brakes have disengaged.
- Anti-skid failure.

**23. EICAS DISPLAY (GE)**

**PRIMARY EICAS DISPLAY**



1. EICAS Message Field
2. Engine Secondary Data Cue
3. Primary Engine Indications

**1. EICAS Message Field**

Eleven lines are available for system and communications alerts. Additional pages are available.

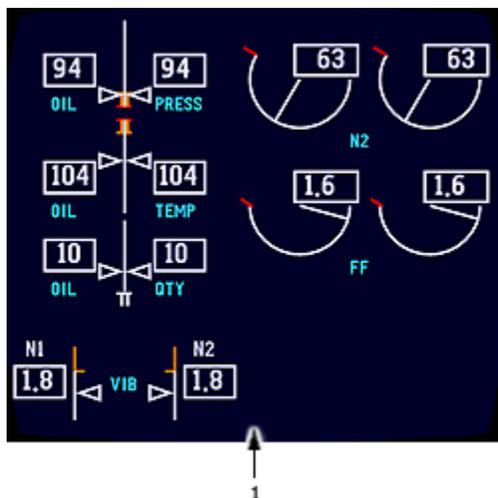
**2. Engine Secondary Data Cue**

Displays (cyan) - secondary engine data should be displayed on lower CRT.

**3. Primary Engine Indications**

Displays full time on the EICAS display.

**SECONDARY EICAS DISPLAY**



**1. Status Cue**

Displays when a new status message exists. Removed when the status page is displayed.

**DO NOT USE FOR FLIGHT****EICAS MESSAGES**

1. Warning Messages
2. Caution Messages
3. Advisory Messages
4. Recall Indication
5. Page Number
6. Communication Messages

**1. Warning Messages**

Displays (red) - the highest priority alert messages.

**2. Caution Messages**

Displays (amber) - the next highest priority alert messages after warning messages.

**3. Advisory Messages**

Displays (amber) -  
 -the lowest priority alert messages  
 -indented one space.

**4. Recall Indication**

Displays when the RECALL switch is pushed.

Remains displayed for one second after the switch is released.

**5. Page Number**

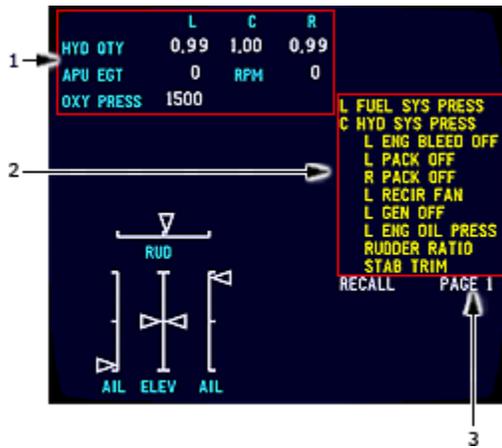
Displays (white) -  
 -more than one page of alert or communication messages exists  
 -indicates the number of the page selected.

**6. Communication Messages**

Displays (white) -  
 -indicates incoming communication messages  
 -preceded by a white dot  
 -COMM LOW messages are indented one space.

**DO NOT USE FOR FLIGHT**

**EICAS STATUS DISPLAY**



1. Status Display
2. Status Messages
3. Page Number

**1. Status Display**

System indications are displayed.

The systems indications shown above are representative of the fleet configuration. If the SECONDARY EICAS DISPLAY indications are not standard throughout the fleet, certain aircraft will display fewer system indications than those shown above. Refer to the appropriate chapter for system and configuration information.

**2. Status Messages**

Status messages indicate conditions requiring minimum equipment list (MEL) reference for dispatch.

**3. Page Number**

A page number appears if additional pages of status messages exist.

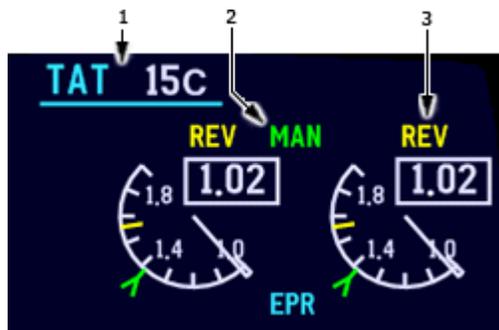
**PRIMARY ENGINE INDICATIONS**



**1. Primary Engine Indications**

Displayed full time on the EICAS display:

- EPR
- N1
- EGT.

**DO NOT USE FOR FLIGHT****MODE INDICATIONS**

- 1.Total Air Temperature (TAT)
- 2.Thrust Reference Mode
- 3.Thrust Reverser Indication

**1. Total Air Temperature (TAT)**

Displayed (cyan/white) - TAT (degrees C).

**2. Thrust Reference Mode**

Displayed (green) - selected FMS thrust reference mode:

Takeoff:

- TO - maximum rated takeoff thrust
- TO 1 - maximum rated takeoff thrust, climb one preselected
- TO 2 - maximum rated takeoff thrust, climb two preselected

Assumed Temperature Takeoff:

- D-TO - assumed temperature derated takeoff thrust
- D-TO 1 - assumed temperature derated takeoff thrust, climb one preselected
- D-TO 2 - assumed temperature derated takeoff thrust, climb two preselected

Climb:

- CLB — maximum rated climb thrust
- CLB 1 - derate one climb thrust
- CLB 2 - derate two climb thrust

Cruise:

- CRZ - maximum rated cruise thrust
- CRZ 1 - maximum rated cruise thrust, climb one preselected
- CRZ 2 - maximum rated cruise thrust, climb two preselected

Continuous:

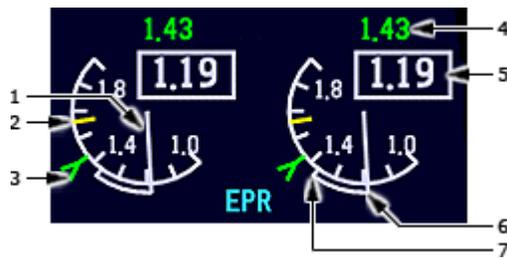
- CON - maximum rated continuous thrust
- CON 1 - maximum rated continuous thrust, climb one preselected
- CON 2 - maximum rated continuous thrust, climb two preselected

Go-around and Manual:

- G/A - maximum go-around thrust
- MAN - reference EPR manually selected.

**3. Thrust Reverser Indication**

Displayed REV (amber) - reverser in transit. Displayed REV (green) - reverser fully deployed.

**DO NOT USE FOR FLIGHT****EPR INDICATIONS**

1. EPR Pointer
2. Maximum EPR Line
3. Reference/Target EPR indication
4. Reference EPR
5. Actual EPR
6. Commanded EPR Sector
7. Command Thrust Level

**Note:** When reverse thrust is activated, the following indications are not displayed:

- reference/target EPR indication;
- thrust reference mode;
- reference EPR.

**1. EPR Pointer**

Displayed (white).

**2. Maximum EPR Line**

Displayed (amber).

**3. Reference/Target EPR indication**

Displayed (green) — reference EPR limit.  
Displayed magenta — target FMC commanded EPR when VNAV is engaged.

**4. Reference EPR**

Displayed (green).

**5. Actual EPR**

Displayed (white).

**6. Commanded EPR Sector**

Displays momentary difference between engine EPR and EPR commanded by thrust lever position.

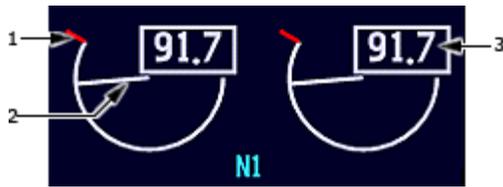
**7. Command Thrust Level**

Displayed (white):

- end of command sector
- appears as extension of EPR pointer when engine stabilized
- EPR commanded by thrust lever position.

**DO NOT USE FOR FLIGHT**

**N1 INDICATIONS**



- 1.N1 Red Line Limit
- 2.N1 Pointer
- 3.N1

**1. N1 Red Line Limit**

Displayed (red) –N1 RPM operating limit.

**2. N1 Pointer**

- (white) - points at value equal to that shown in the N1 counter
- (red) - operating limit reached or exceeded.

**3. N1**

N1 RPM (%), displayed:

- (white) — normal operating range
- (red) - operating limit reached or exceeded.

**EGT INDICATIONS**



- 1. EGT Red Line
- 2. EGT Amber Band
- 3. EGT
- 4. EGT Pointer

**1. EGT Red Line**

Displayed (red) - maximum takeoff EGT limit.

**2. EGT Amber Band**

Displayed (amber) — maximum continuous EGT limit.

**3. EGT**

EGT (degrees C), displayed:

- (white) — normal operating range
- (amber) — maximum continuous limit reached\*
- (red) - maximum start or takeoff limit reached.

**Note:** \* Pointer and counter remain white during TO or GA for 5 minutes after amber band is entered.

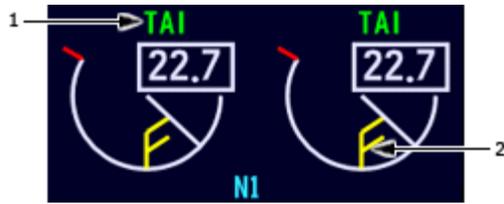
**4. EGT Pointer**

Displayed:

- (white) - normal operating range
- (amber) — maximum continuous limit reached
- (red) - maximum start or takeoff limit reached.

**DO NOT USE FOR FLIGHT**

**ANTI-ICE INDICATIONS**



- 1. Thermal Anti-Ice (TAI) Indication
- 2. TAI Bug

**1. Thermal Anti-Ice (TAI) Indication**

Displayed (green) - engine anti-ice is on.

**2. TAI Bug**

Displayed when engine anti-ice is ON and only a single engine bleed source is available. Appears on N1 indicator of engine supplying bleed air. Displays minimum N1 RPM required for engine anti-ice operation.

- (green) – N1 RPM is at or above minimum.
- (amber) – N1 RPM is below minimum.

**IN-FLIGHT START ENVELOPE**



**1. In-Flight Start Envelope**

Displayed (magenta) - airspeed range for an inflight start for the closest starting flight level and two descending flight levels at two thousand foot intervals when the respective engine fire switch is in and:

- a FUEL CONTROL switch is in CUT OFF, and
- engine N2 RPM is below idle, and
- primary and secondary EICAS displayed.

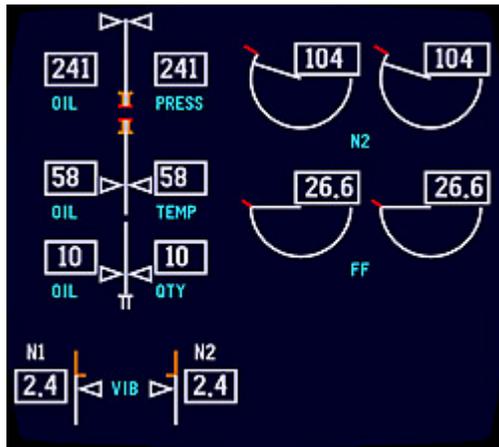
**EICAS DISPLAY (PW)**

**PRIMARY EICAS DISPLAY**



**DO NOT USE FOR FLIGHT**

**SECONDARY EICAS DISPLAY**

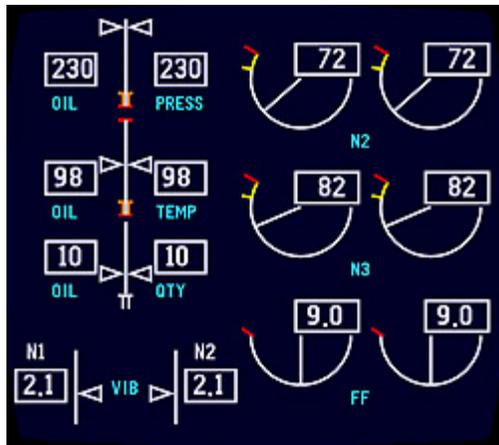


**EICAS DISPLAY (RR)**

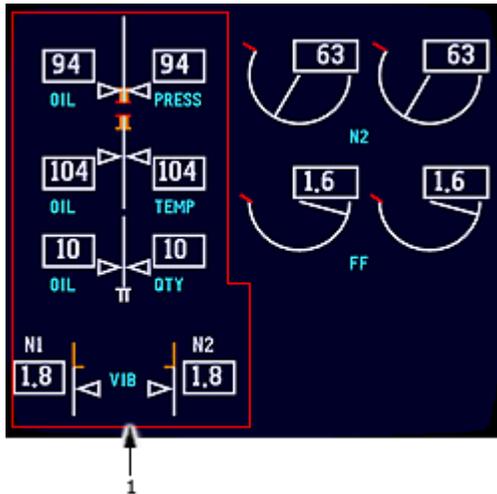
**PRIMARY EICAS DISPLAY**



**SECONDARY EICAS DISPLAY**



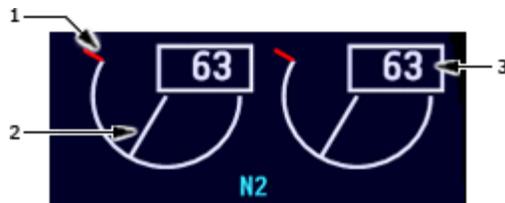
**24. SECONDARY ENGINE DISPLAY**



**1. Secondary Engine Display**

- Displays:
- N2 RPM
  - fuel flow (FF)
  - oil pressure
  - oil temperature
  - oil quantity
  - vibration

**N2 INDICATIONS**



- 1.N2 Red Line
- 2.N2 Pointer
- 3.N2

**1. N2 Red Line**

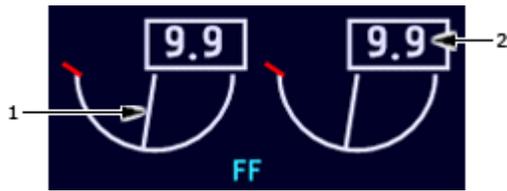
N2 RPM operating limit, displayed (red).

**2. N2 Pointer**

N2 RPM, displayed:  
 -(white) - normal operating range.  
 -(red) - operating limit reached or exceeded.

**3. N2**

N2 RPM (%), displayed:  
 -(white) - normal operating range.  
 -(red) - operating limit reached.

**DO NOT USE FOR FLIGHT****FUEL FLOW INDICATIONS**

1. Fuel Flow Pointer

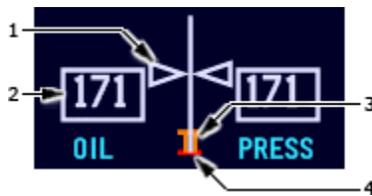
2. Fuel Flow (FF)

**1. Fuel Flow Pointer**

Displayed (white) - points at a value equal to that shown in the Fuel Flow.

**2. Fuel Flow (FF)**

Displayed (white) - fuel flow to the engine (pounds per hour x 1000).

**OIL PRESSURE INDICATIONS**

1. Oil Pressure Pointer

2. Oil Pressure (OIL PRESS)

3. Oil Pressure Amber Band

4. Oil Pressure Red Line

**1. Oil Pressure Pointer**

Engine oil pressure, displayed:

1. (white) - normal operating range.
2. (amber) - caution range reached.
3. (red) - operating limit reached.

**2. Oil Pressure (OIL PRESS)**

Engine oil pressure (psi), displayed:

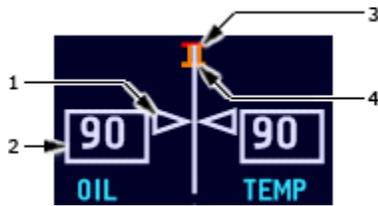
- (white) - normal operating range.
- (amber) - caution range reached.
- (red) - operating limit reached.

**3. Oil Pressure Amber Band**

Displayed (amber) - caution range for low oil pressure.

**4. Oil Pressure Red Line**

Displayed (red) - low oil pressure operating limit.

**DO NOT USE FOR FLIGHT****OIL TEMPERATURE INDICATIONS**

1. Oil Temperature Pointer
2. Oil Temperature
3. Upper Oil Temperature Red Line
4. Oil Temperature Amber Band

**1. Oil Temperature Pointer**

Engine oil temperature, displayed:

- 1.(white) - normal operating range
- 2.(amber) - caution range reached
- 3.(red) - operating limit reached.

**2. Oil Temperature**

Engine oil temperature (degrees C), displayed:

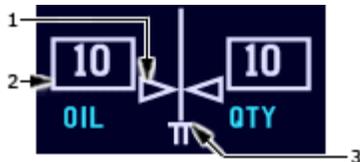
- (white) — normal operating range
- (amber) - caution range reached
- (red) - operating limit reached.

**3. Upper Oil Temperature Red Line**

Displayed (red) - oil temperature operating limit.

**4. Oil Temperature Amber Band**

Displayed (amber) - oil temperature caution range.

**OIL QUANTITY INDICATIONS**

1. Oil Quantity Pointer
2. Oil Quantity
3. Low Oil Quantity Band

**1. Oil Quantity Pointer**

Displayed (white) - points at a value equal to that shown in the Oil Quantity.

**2. Oil Quantity**

Usable oil quantity (quarts), displayed:

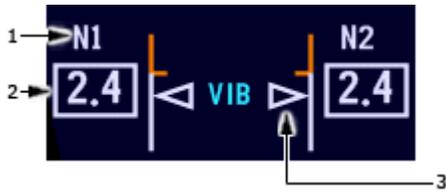
- (white) — normal quantity.

**3. Low Oil Quantity Band**

Displayed (white) - awareness range for low oil quantity.

**DO NOT USE FOR FLIGHT**

**ENGINE VIBRATION INDICATIONS**



1. Vibration Source
2. Engine Vibration
3. Engine Vibration Pointer

**1. Vibration Source**

Identifies the vibration source being displayed.

Displayed (white) - vibration source with the highest vibration:

- 1.N1 rotor vibration.
- 2.N2 rotor vibration.

If the vibration source BB (broad band vibration) is displayed, the source is unknown and average vibration is displayed.

**2. Engine Vibration**

Displayed (white) - normal operating range.

**3. Engine Vibration Pointer**

Displayed (white) - engine vibration.

**COMPACT ENGINE INDICATIONS**



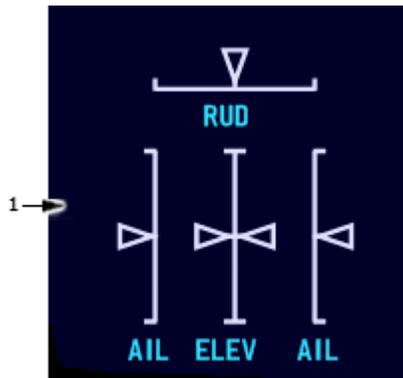
**1. Compact Engine Indications**

The following changes to EICAS and the normal secondary engine display occur:

- EGT and N2 change from round dial displays to digital displays. The EGT digital display and box turn amber or red if the limit is exceeded. The N2 digital display turns red if the limit is exceeded
- FF, OIL PRESS and OIL TEMP are displayed as digital readouts only. The OIL PRESS and OIL TEMP digital displays turn amber or red if limits are exceeded
- OIL QTY and VIB are displayed as digital readouts only. Low oil quantity and high vibrations are displayed the same as in the normal format.

**DO NOT USE FOR FLIGHT**

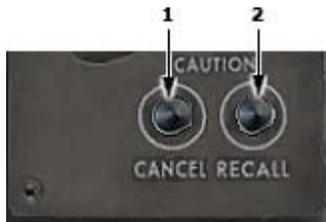
**EICAS STATUS DISPLAY**



**1. Rudder, Aileron, and Elevator (RUD, AIL, ELEV) Position**

Indicates rudder, aileron, and elevator flight control surface deflection.

**25. EICAS CAUTION/ADVISORY SWITCHES**



- 1. Cancel Switch
- 2. Recall Switch

**1. Cancel Switch**

Removes the existing caution and advisory messages from the EICAS display.

Press to display the next page of messages.

**2. Recall Switch**

Press to display any caution and advisory messages that were removed with the CANCEL switch if the associated fault still exists.

**26. HEADING PREFERENCE SWITCH**

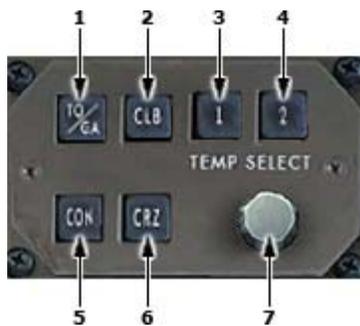


**NORM:** The HSI's, RDMIs, AFDs and FMCs are referenced to magnetic north when the aircraft is between 73 degrees north and 60 degrees south.

Outside of this envelope, the HSI's and FMCs are referenced to TRUE north, and the RDMI HDG flag is displayed.

**TRUE:** The HSI's, RDMIs, AFDS, and FMCs are referenced to TRUE north regardless of latitude.

The AFDS uses true heading only when the Heading Reference switch is in the TRUE position.

**DO NOT USE FOR FLIGHT****27. THRUST MODE SELECT PANEL**

1-4. THRUST MODE SELECT Switches

5,6. Derate Switches

7. TEMP SEL Knob

**1-4. THRUST MODE SELECT Switches**

Press to select the desired thrust mode to be used by the Thrust Management Computer (TMC).

TO/GA: Selects the takeoff mode on the ground, or Go Around mode in flight.

CLB: Press to select the climb mode. If 1 or 2 is preselected, CLB 1 or CLB 2 will be selected. Deactivates the TO mode for the autothrottle and flight directors.

CRZ: Selects the cruise mode.

CON: Selects maximum continuous mode

**5,6. Derate Switches**

Press to select one of two possible climb derated thrust.

1: Selects approximately 93% of climb thrust.

2: Selects approximately 85% of climb thrust.

Switches can be used to preselect reduced climb thrust in conjunction with TO, D-TO, CON, and CRZ modes.

**7. TEMP SEL Knob**

Selects the assumed temperature for reduced takeoff thrust.

The first click of the knob causes a flat temperature to be displayed on EICAS. Further clockwise rotation increases the assumed temperature by 1 degree C per click.

Assumed temperature takeoff thrust is limited to a 25% reduction of the maximum takeoff thrust or selected climb thrust, whichever is the greater thrust value.

**DO NOT USE FOR FLIGHT****28. FLAP INDICATOR**

1. Leading Edge light
2. Trailing Edge Light
3. Flap Position Indicator

**1. Leading Edge Light**

Illuminates to indicate that one or more leading edge slats have failed to reach the position commanded by the flap handle.

The precise nature of the problem is identified on the EICAS by a LE SLAT ASYM or LE SLAT DISAGREE message.

The light extinguishes when the ALTN LE switch is pushed if the problem is due to a disagreement.

**2. Trailing Edge Light**

Illuminates to indicate that one or more trailing edge flaps have failed to reach the position commanded by the flap handle.

The precise nature of the problem is identified on the EICAS by a TE FLAP ASYM or TE FLAP DISAGREE message.

The light extinguishes when the ALTN TE switch is pushed if the problem is due to a disagreement.

The light may also indicate that the flap load relief system has failed.

**3. Flap Position Indicator**

Indicates the position of the left and right flaps and slats.

UP: Flaps and slats are retracted.

1: Flaps are at position 1 and slats are in the takeoff position.

5, 15, 20, 25, 30: Flaps are in the indicated position. Slats extend to the landing position (or retract to the takeoff position) when the flaps are between 20 and 25 degrees.

**DO NOT USE FOR FLIGHT****29. ALTERNATE FLAP CONTROLS**

1. ALTN Flaps Selector
2. ALTN Switches

**1. ALTN Flaps Selector**

Extends or retracts the flaps and/or slats to the selected position using the alternate electric drive system when the associated LE or TE arming switch is in ALTN.

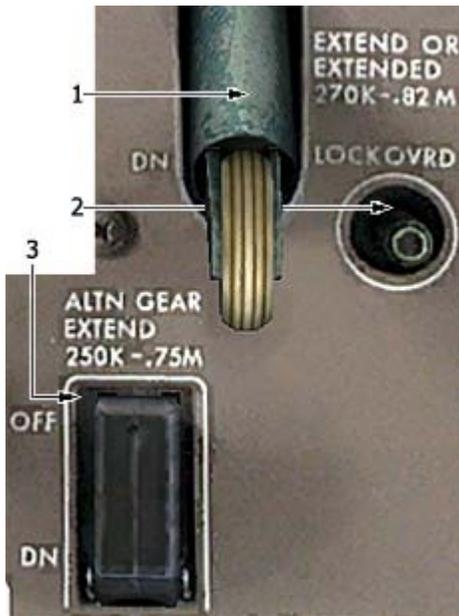
There is slat asymmetry protection, but no flap asymmetry. There is no flap load relief or autoslats

**2. ALTN Switches**

Shuts off hydraulic power to both the flap and slat hydraulic drive systems.

ALTN appears in the switch when armed.

The selected devices (flaps or slats) are controlled electrically by the ALTN FLAPS Selector switch.

**DO NOT USE FOR FLIGHT****30. LANDING GEAR CONTROL**

1. Landing Gear Lever
2. Lock Override Button
3. ALTN Gear EXTEN Switch

**1. Landing Gear Lever**

UP: Retracts the landing gear.

OFF: Shuts off hydraulic pressure to the landing gear and ports pressure to return.

DN:

- Releases the door and gear up latches.
- Pressurizes the down hydraulic lines.
- Extends the landing gear.

**2. ALTN Gear EXTEN Switch**

OFF: Resets the alternate gear extension system.

DN: Activates the alternate gear electric hydraulic pump powered from the Hot Battery Bus. This hydraulically releases the gear door locks and gear up-locks, allowing the landing gear to free fall. Springs are used to help the side brace move to the locked position.

Hydraulic fluid for alternate gear extension is supplied by existing fluid in the gear hydraulic lines, so complete evacuation of reservoir fluid does not preclude lowering the landing gear alternately.

**DO NOT USE FOR FLIGHT****32. LANDING GEAR INDICATIONS**

1. Gear Light
2. Doors Light
3. Gear Lights
4. Wheel Well Fire Light

**1. Gear Light**

Illuminates to indicate that the landing gear position disagrees with the position commanded by the landing gear lever.

GEAR DISAGREE message is displayed on the EICAS.

**2. Doors Light**

Illuminates to indicate that one or more landing gear doors are not locked in the closed position.

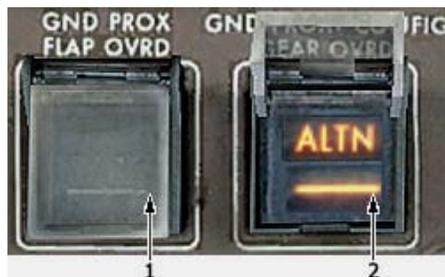
GEAR DOORS message appears on the EICAS.

**3. Gear Lights**

Illuminates to indicate that the associated gear is down and locked.

**4. Wheel Well Fire Light**

Illuminates to indicate that there is a fire in the main wheel well areas.

**33. GROUND PROX OVERRIDE SWITCHES**

1. Flap OVRD Switch
2. Gear OVRD Switch

**1. Flap OVRD Switch**

Inhibits the GPWS cautions related to flap position. OVRD appears in the switch.

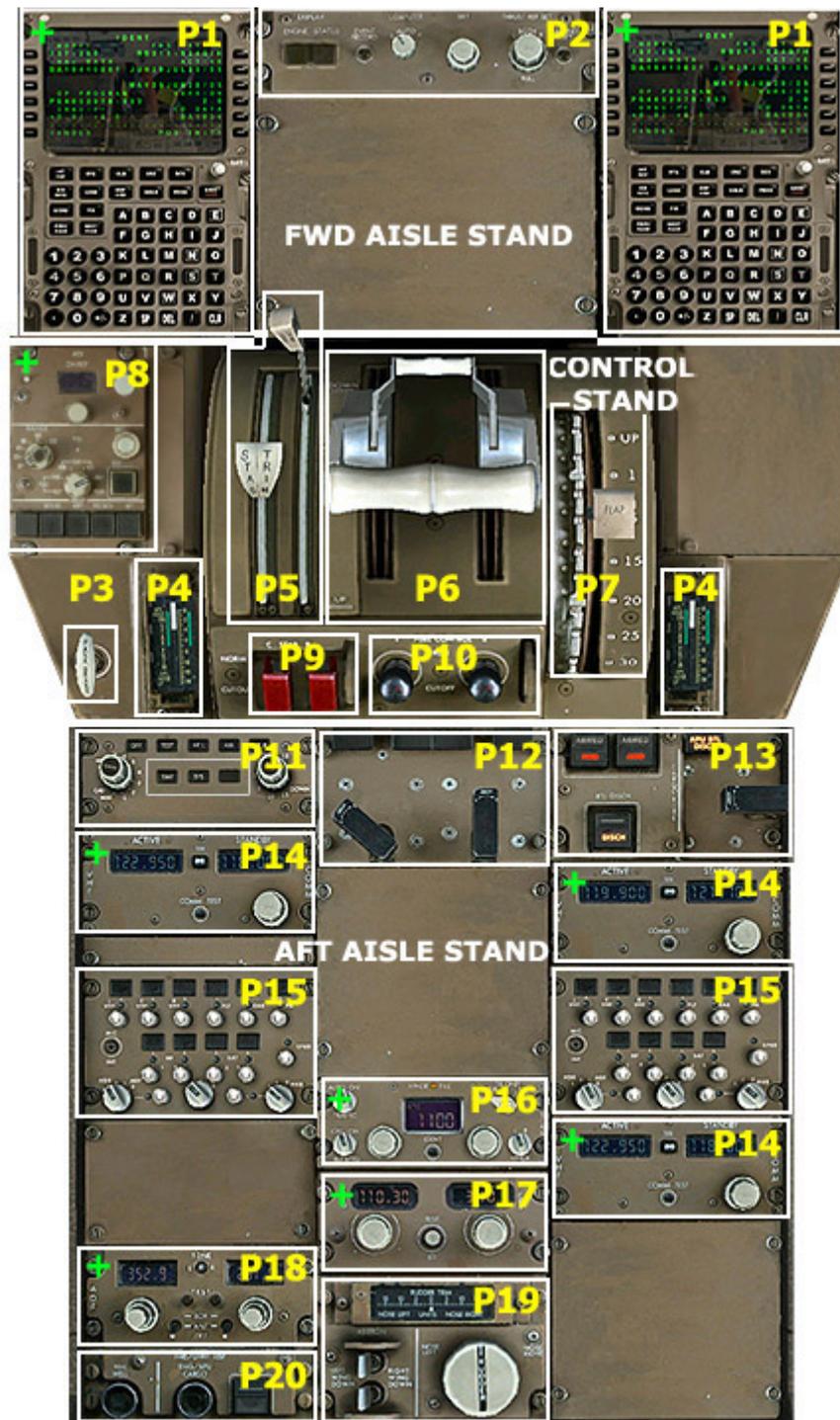
**2. Gear OVRD Switch**

Inhibits the GPWS cautions related to gear position. Also inhibits the landing gear configuration warning siren.

OVRD appears in the switch.

**DO NOT USE FOR FLIGHT**

**AISLE STAND**



**DO NOT USE FOR FLIGHT**

Forward Aisle Stand

P1 Control Display Unit  
P2 Control Panel

Control Stand

P3 Parking Brake  
P4 Stab Trim Indicator  
P5 Speed Brake/Trim Controls  
P6 Thrust Levers  
P7 Flap Handle  
P8 EFIS Control Panel  
P9 Stab Trim Cut Out Switches  
P10 Fuel Control Panel

Aft Aisle Stand

P11 Radar Control Panel  
P12 Engine Fire Control Panel  
P13 APU/Cargo Fire Control Panel  
P14 VHF Control Panel  
P15 Audio Control Panel  
P16 Transponder Panel  
P17 ILS Control Panel  
P18 ADF Control Panel  
P19 Trim Control Panel  
P20 Fire/Overheat Test Panel

**DO NOT USE FOR FLIGHT****FORWARD AISLE STAND****P1. CONTROL DISPLAY UNIT**

The Control Display Units (CDU) are used to enter lateral and vertical flight plan and performance data into the Flight Management Computers.

The CDUs are used by the FMCs to display data and messages to the crew. CDU data is displayed in the form of pages.

The various CDU keys are used to call up the various pages as well as manipulate the information.

See *Flight Manual Part V – Flight management System* for details.

**P2. CONTROL PANEL**

1. Engine Switch
2. Status Switch
5. Brightness Knobs
6. Manual Thrust Reference Set Control

**1. Engine Switch**

Press to display secondary engine data on the lower CRT if it is blank. If engine data is already displayed, pressing the ENGINE switch will blank the lower CRT.

**2. Status Switch**

Press to display status information if the lower CRT is blank or contains secondary engine data. If the lower CRT is already displaying status information, pressing the status switch advances the message list (if there are more messages) or blanks the lower CRT.

**5. Brightness Knobs**

Inner Knob: Sets the brightness of the upper EICAS CRT.

Outer Knob: Sets the brightness of the lower EICAS CRT.

**6. Manual Thrust Reference Set Control**

Manual mode (for non-normal circumstances use only).

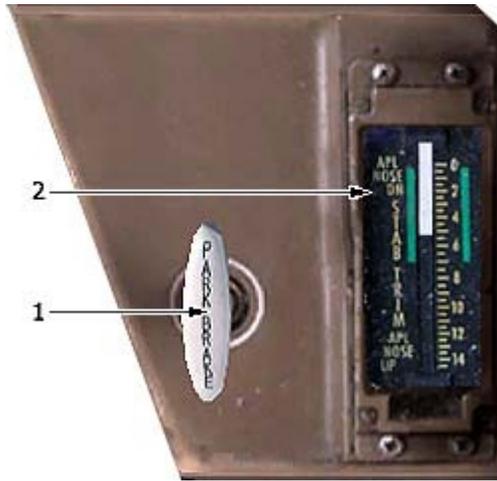
Outer knob:

Click - MAN appears in EPR thrust reference mode display and EPR bug moves to 1.55.

Rotate - sets EPR bug and reference EPR to desired value.

**CONTROL STAND**

**P3. PARKING BRAKE/P4. STAB TRIM INDICATOR**



- 1.Park Brake Handle
- 2.STAB TRIM Indicator

**1. Park Brake Handle**

Pull up to set the parking brake. You must push on the brake pedals to set the brakes. Push on either pair of brake pedals to release the parking brake.

**2. Stab Trim Indicator**

Visually indicates the position of the stabilizer. The green band indicates the normal takeoff trim range. The indicator will be inoperative on battery power only.

**DO NOT USE FOR FLIGHT****P5. SPEED BRAKE/TRIM CONTROLS**

1. STAB TRIM Levers
2. Speed Brake Lever

**1. STAB TRIM Levers**

Mechanically controls the hydraulic trim control modules for stabilizer trimming

Overrides all other trim signals.

The left handle controls the trim direction.

The right handle controls the trim modules.

On newer airplanes, the handles are replaced by trim switches, which electrically overrides all other trim inputs, and is available with battery power.

**2. Speed Brake Lever**

**DOWN:** Retracts all spoiler panels. The lever moves to UP, extending the ground spoilers if either reverser lever is moved into reverse and all other conditions for automatic deployment exist.

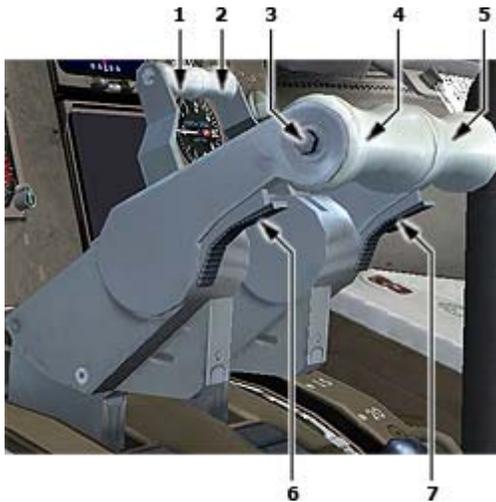
**ARMED:** Arms the speed brake lever to move UP, extending the ground spoilers when:

- Both trucks detect no tilt conditions.
- Both throttles are in idle.
- Hydraulic pressure is available to the landing gear truck tilt actuators.

This ensures the trucks will not until in flight.

The lever moves to the DOWN position when either throttle is advanced.

**UP:** Extends all 12 spoiler panels on the ground to a high angle, and 10 panels in flight. Panels 4 and 9 only deploy on the ground.

**DO NOT USE FOR FLIGHT****P6. THRUST LEVERS**

- 1,2. Reverse Thrust Levers
- 3. Autothrottle Disengage Switch
- 4,5. Forward Thrust Levers
- 6,7. Go-Around Switch

**1,2. Reverse Thrust Levers**

Controls the reverser on each associated engine.

The thrust reverser lever can be raised only when the associated throttle is in the idle position. A reverser can operate as long as there is hydraulic pressure, regardless of whether the engine is running or not.

Raising the thrust reverser lever to the interlock operates the associated reverser mechanism, extends the ground spoilers, and disengages the auto-throttle. In addition, the EEC computes the maximum N1 limit for maximum reverse thrust.

**Throttle**

Controls forward thrust. The throttle is locked in the idle position during reverse thrust operations. Moving a throttle sends an electrical signal of throttle angle to the EEC, requesting a percentage of maximum thrust.

**P7. FLAP HANDLE**

Controls the trailing edge flaps and the leading edge slats.

UP: Retracts all leading edge slats and trailing edge flaps.

1: Selects position 1 for the flaps and places the leading edge slats in the takeoff position.

5, 15, 20: Selects the indicated position for the flaps. Slats remain in the takeoff position if extending the flaps, or retract to the takeoff position if retracting the flaps.

25, 30: Selects the indicated position for the flaps. Slats extend fully if extending the flaps, or remain fully extended if retracting the flaps.

**DO NOT USE FOR FLIGHT****P8. EFIS CONTROL PANEL**

1. ADI Brightness (BRT) Control
2. Decision Height Reference (DH REF) Window
3. Decision Height Reset (RST) Switch
4. Decision Height Selector
5. Range Selector
6. HSI Brightness (BRT) Control
7. HSI Mode Selector
8. Weather Radar (WXR) Switch
9. Map Switches

**1. ADI Brightness (BRT) Control**

Rotate - adjusts brightness of ADI display.

**2. Decision Height Reference (DH REF) Window**

- displays selected decision height.
- displays on ADI (ADI blanks when a negative decision height is selected).

**3. Decision Height Reset (RST) Switch**

Push-

- resets DH alert on related ADI.
- changes RA display from amber to white.
- blanks height alert on related ADI.

**4. Decision Height Selector**

Rotate - selects decision height for DH alerting.

**5. Range Selector**

Selects the desired range for the associated HSI.

Also selects the same range for the radar display. Clears the display and advances the indicator to the next range. The radar display ranges are: 10, 20, 40, 80, 160, 240, 320. The selected range is displayed in the upper right corner of the display with the range ring distance displayed along the right edge.

Pushing the switch in the center of the selector toggles the TCAS traffic display on the HSI.

## 6. HSI Brightness (BRT) Control

Rotate -

- outer control - adjusts overall brightness of HSI display.
- inner control - adjusts brightness of weather radar or terrain display.

## 7. HSI Mode Selector

VOR, CTR VOR-

- displays VOR navigation information.
- selects manual VOR and DME tuning on the VOR/DME panel (automatic tuning inhibited) APP, CTR APP-
- displays ILS navigation information.
- selects manual VOR and DME tuning on the VOR/DME panel (automatic tuning inhibited).

MAP, CTR MAP -

- displays a dynamic map.
- allows selection of manual or automatic VOR and DME tuning on the VOR/DME panel.
- allows remote manual VOR and DME tuning on the PROGRESS page.

PLAN-

- displays static FMC map in true-north-up orientation
- displays heading information in heading-up form
- allows selection of manual or automatic VOR and DME tuning on the VOR/DME panel
- allows remote manual VOR and DME tuning on the PROGRESS page.
- activates the MAP CTR STEP prompt on the LEGS page for stepping through the displayed route.

## 8. Weather Radar (WXR) Switch

Press to show/hide weather radar display on HSI.

## 9. Map Switches

NAV AID -

- displays only high altitude VHF navigation aids when HSI range is 80nm or greater.
- displays all VHF navigation aids when HSI range is 40nm or less.

Airport (ARPT) -

Displays all airports in the display range.

DATA-

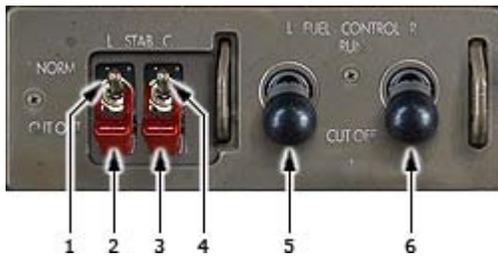
Displays estimated time of arrival and any altitude constraint for each waypoint in the displayed flight path.

Waypoint (WPT) -

- displays all waypoints when HSI range is 40nm or less.
- those waypoints associated with NDBs are displayed at any selected range as long as the NDBs are within 80nm of the airplane.

**DO NOT USE FOR FLIGHT**

**P10. FUEL CONTROL PANEL**



1-4. Fuel Cutout Switches

5,6. Fuel Control Switches

**5,6. Fuel Control Switches**

Control the fuel and ignition to the associated engine.

RUN:

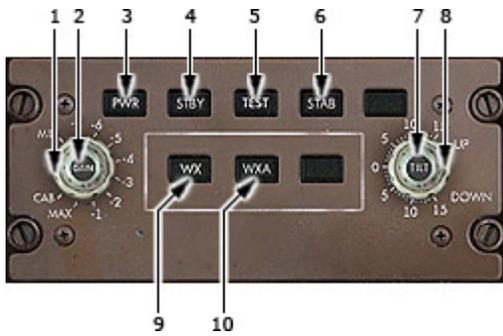
- Opens the engine and spar valve
  - Supplies normal fuel flow
  - Completes the ignition circuit
- CUTOFF:
- Closes the engine and spar valve
  - Shuts off fuel
  - Deactivates the ignition

With both switches off, most cautions are inhibited due to the engines being shut down.

**DO NOT USE FOR FLIGHT**

**AFT AISLE STAND**

**P11. RADAR CONTROL PANEL**

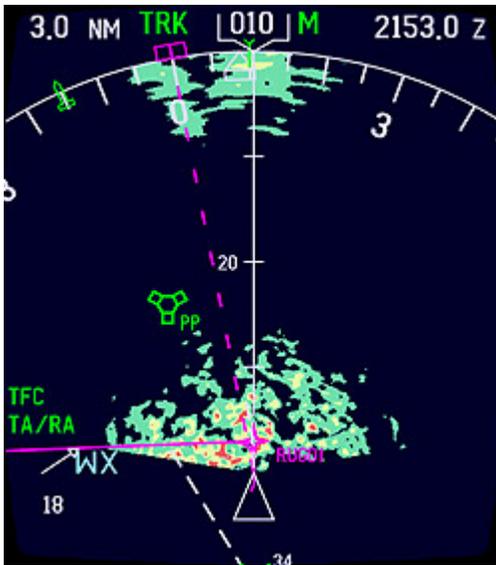


- 1,2. Gain Control
- 3. Power Button
- 4. STBY Mode Button
- 5. TEST Mode Button
- 6. STAB Button
- 7,8. Tilt Control Knob
- 9. Wx Mode Button
- 10. WxA Mode Button

**1, 2. GAIN Control**

The gain control adjusts the radar gain from 0 to -20 dB (CCW rotation reduces gain).

**3. Power Button**



Provides power supply to radar. The radar system initializes to the standby mode.

**DO NOT USE FOR FLIGHT**

**4. STBY Mode Button**



Fully energizes the system circuitry but no radar transmissions occur in the SBY mode of operation. The antenna is parked at 0 degrees azimuth and 30 degrees tilt down with the antenna drive motors locked. SBY will appear in the lower left of the display.

**5. Test Mode Button**



The multicolored arc display test pattern is displayed in this mode of operation. Can be scaled with the Range Selector on EFIS CONTROL PANEL. No radar transmissions occur while TEST is selected. TEST will appear in the lower left of the display.

**6. STAB Button**

The On position provides normal stabilization. The Off position disables and the stabilization antenna tilt angle is controlled by the tilt control only.

**7,8. TILT Control Knob**

Permits manual adjustment of antenna tilt 15° up or down for best indicator presentation.

**9. Wx Mode Button**

Selects the Wx (weather) mode of operation. "Wx" will appear in the lower left of the display. Wx colors are: Black for no returns, Green for weak returns, Yellow for moderate returns, Red for heavy returns and Magenta for intense returns.

**DO NOT USE FOR FLIGHT**

## 10. WxA Mode Button

Selects the WxA (weather-alert) mode of operation. "WxA" will appear in the lower left of the display. WxA colors are: Black for no returns, Green for weak returns, Yellow for moderate returns, Red for heavy returns and Magenta for intense returns. When the WxA mode is selected, magenta areas of storms flash between magenta and black at a 1 HZ rate.

### THEORY OF OPERATION

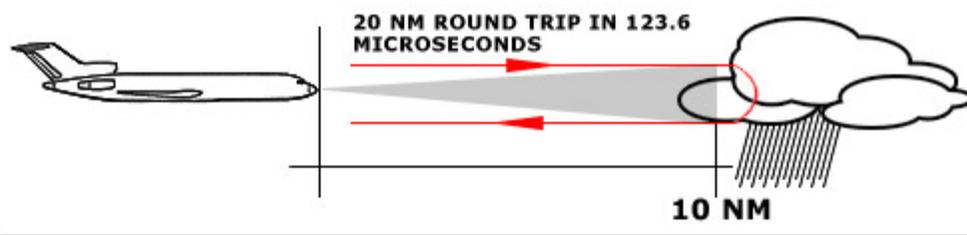
The primary use of this radar is to aid the pilot in avoiding thunderstorms and associated turbulence. Since each operator normally develops specific operational procedures for use of weather avoidance radar, the following information is presented for use at the operator's discretion.

Operational techniques for the radar are similar to earlier generation weather avoidance radars. The proficient operator manages antenna tilt control to achieve best knowledge of storm height, size, and relative direction of movement.

### RADAR PRINCIPLES

Radar is fundamentally a distance measuring system using the principle of radio echoing. The term RADAR is an acronym for Radio Detecting and Ranging. It is a method for locating targets by using radio waves. The transmitter generates microwave energy in the form of pulses. These pulses are then transferred to the antenna where they are focused into a beam by the antenna. The radar beam is much like the beam of flashlight. The energy is focused and radiated by the antenna in such a way that it is most intense in the center of the beam with decreasing intensity near the edge. The same antenna is used for both transmitting and receiving. When a pulse intercepts a target, the energy is reflected as an echo, or return signal, back to the antenna. From the antenna, the returned signal is transferred to the receiver and processing circuits located in the receiver transmitter unit. The echoes, or returned signals, are displayed on an indicator.

Radio waves travel at the speed of 300 million meters per second and thus yield nearly instantaneous information when echoing back. Radar ranging is a two-way process that requires 12.36 micro-seconds for the radio wave to travel out and back for each nautical mile of target range. As shown in the distance illustration below, it takes 123.6 micro-seconds for a transmitted pulse of radar energy to travel out and back from an area of precipitation 10 nautical miles away.

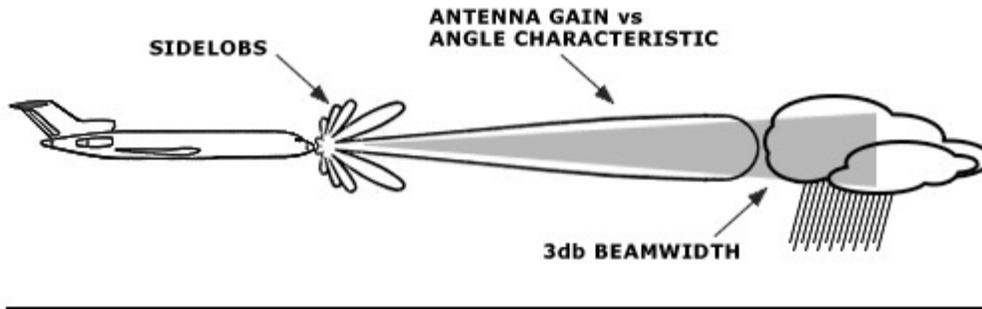


### WEATHER RADAR PRINCIPLES

Airborne weather avoidance radar, as its name implies, is for avoiding severe weather, not for penetrating it. Whether to fly into an area of radar echoes depends on echo-intensity, spacing between the echoes, aircraft capabilities and pilot experience. Remember that weather radar detects only precipitation drops; it does not detect minute cloud droplets, nor does it detect turbulence. Therefore, the radar provides no assurance of avoiding instrument weather in clouds and fog. The indicator may be clear between intense echoes; this clear area does not necessarily mean it is safe to fly between the storms and maintain visual sighting of them.

**DO NOT USE FOR FLIGHT****RADAR BEAM ILLUMINATION**

Probably the most important aspect of a weather radar is the antenna beam illumination characteristic. To make a proper interpretation of what you are seeing on the display, you must have an understanding of what the radar beam "is seeing". The following figure is a side view of the radar beam characteristic with a storm depicted at a distance that causes the size of the storm to just fill the 3 dB beamwidth. This would be the typical situation for a storm at approximately 40 nautical miles with a 12 inch diameter antenna. It's important to understand and visualize this situation, to enhance your understanding of the rest of this manual.

**RADAR REFLECTIVITY**

What target will reflect the radar's pulses and thus be displayed on the indicator? Only precipitation will be detected by an X-band weather radar. Therefore weather radar does not detect clouds, thunderstorms or turbulence directly. Instead, it detects precipitation which may be associated with dangerous thunderstorms and turbulence. The best radar reflectors are raindrops and wet snow or hail. The larger the raindrop the better it reflects. Because large drops in a small concentrated area are characteristic of a severe thunderstorm, the radar displays the storm as a strong echo. Drop size is the most important factor in high radar reflectivity.

The radar display has been calibrated to show five levels of target intensity: Black (level 0), Green (level 1), Yellow (level 2), Red (level 3), and Magenta (level 4).

**PREFLIGHT PROCEDURES**

The system never transmits in the SBY or TST modes.

***Accomplish the following procedures completely and exactly.***

1) Place the radar controls in the following positions:

- PWR Button - ON
- TEST Button - ON
- Tilt to UP 7 (will be shown on the indicator display, upper right corner).

The test pattern will appear.

2) With the function switch in TST or SBY, taxi to a clear area where there are no people, aircraft, vehicles, or metallic buildings within approximately 100 yards.

3) WX Button ON. Weather targets will be displayed in green, yellow, red, or magenta. (Note: A 60 second warm up time period is required before the system will transmit).

4) Press the WxA button and observe that magenta areas (if any) flash.

5) Repeat the manual tilt adjustment, this time between the 0 and down 15 degrees positions.

6) Return to TST or SBY mode before taxiing!

7) When you are ready for weather detection (after takeoff or just before), select the Wx or WxA mode of operation.

**DO NOT USE FOR FLIGHT****OPERATION IN-FLIGHT - GENERAL**

It is the purpose of this section to help you become a proficient radar operator as soon as possible. However, it is realized that proficiency can only improve with usage. It is, therefore, recommended that the operator become familiar with the operation of the system during fair weather instead of while trying to penetrate a storm front.

This section concerns itself with a more detailed discussion of some of these controls and how to make the most efficient use of them.

**Note**

Your radar is a weather-avoidance device. It should never be used for weather-penetration. It will help you see and plan avoidance maneuvers around significant weather encountered during flight.

**TILT MANAGEMENT**

Effective antenna tilt management is the single, most important key to more informative weather radar displays. The prime factors must be kept in mind for proper tilt management:

- The center of the radar beam is referenced to the horizon by the aircraft vertical reference system.
- Adjusting the antenna tilt control will cause the center of the radar beam to scan above or below the plane of the attitude reference system.

When flying at high altitudes, the use of proper tilt management ensures observation of weather targets without over scanning. For example, a low altitude storm detected on the long range setting may disappear from the display as it is approached. While it may have dissipated during your approach toward the storm, don't count on it. It may be that you are directing the radiated energy from the antenna above the storm as you get closer. Judicious management of the antenna tilt control will avoid over-scanning a weather target.

**EARLY DETECTION OF ENROUTE WEATHER**

To set the antenna tilt to optimize the radar's ability to quickly identify significant weather, follow these steps:

- 1) Select the Wx (weather) mode of operation. Adjust Brightness control as desired.
- 2) Select the 50 or 80 nm range.
- 3) Adjust the antenna tilt to watch the strongest returns seen on the display.

**TARGET RESOLUTION**

The ability of a weather avoidance radar system to resolve and display two or more closely spaced targets is limited in range by the transmitted pulse width and display range and in azimuth by the antenna beam width.

**RANGE RESOLUTION**

The transmitter pulse width in the radar is 4 micro-seconds, yielding a receiver range resolution of approximately 1/3 nautical mile.

**AZIMUTH RESOLUTION**

The ability of the radar to resolve adjacent targets in azimuth is a function of the beam width of the antenna and the range to the target. The diameter of this radiated beam increases as it gets further away from the aircraft.

Targets separated by a distance less than the beam diameter (at the target distance) will merge and appear on the indicator as "one."

**DO NOT USE FOR FLIGHT****PATH PLANNING**

Remember to plan a deviation path early. Simply skirting the red or magenta portion of a cell is not enough. Plan an avoidance path for all weather echoes which appear beyond 100 nautical miles since this indicates they are quite intense.

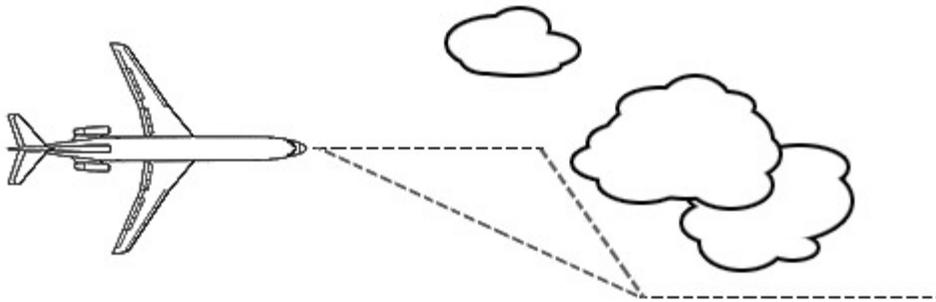
The most intense echoes are severe thunderstorms. Remember that hail may fall several miles from the cloud, and hazardous turbulence may extend as much as 20 nautical miles; therefore, echoes should be separated by at least 40 nautical miles before you fly between them. As echoes diminish in intensity, you can reduce the distance by which you avoid them.

**PATH PLANNING CONSIDERATIONS**

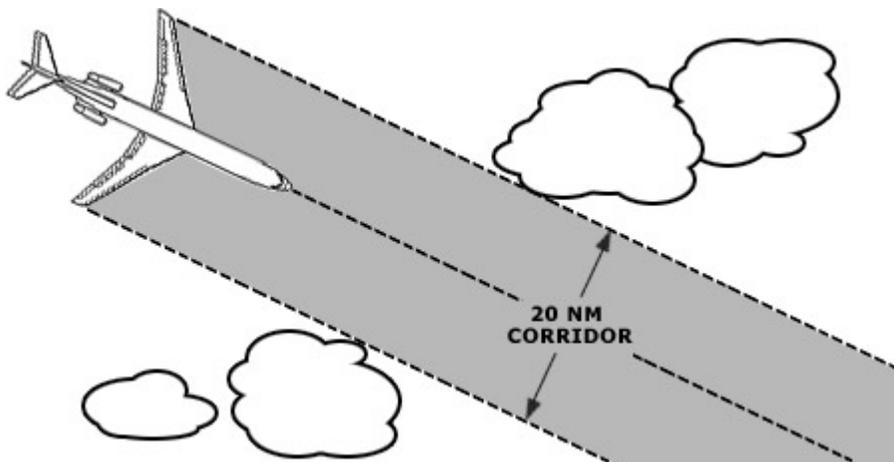
- Avoid cells containing magenta and red areas by at least 20 nautical miles.
- Do not deviate downwind unless absolute necessary. Your chances of encountering severe turbulence and damaging hail are greatly reduced by selecting the upwind side of the storm
- If looking for a corridor, remember corridors between two cells containing magenta and/or red areas should be at least 40 nautical miles wide from the outer fringes of the radar echo. The magenta displays areas of very heavy rainfall and statistically indicates a high probability of hail.

**Note:**

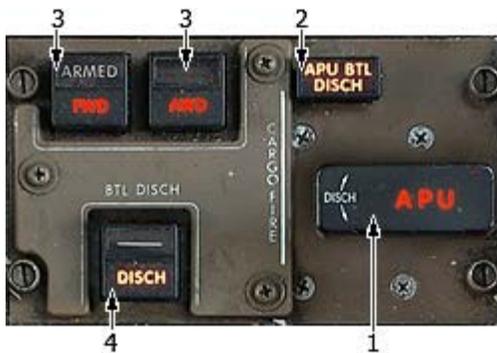
Do not approach a storm cell containing magenta and red any closer than 20 nautical miles. Echoes should be separated by at least 40 nautical miles before attempting to fly between them.



Cells beyond 75 nautical miles are areas of substantial rainfall, do not wait for red or magenta to appear. Plan and execute evasive action quickly to minimize "doglegging."



When a complete detour is impractical, penetration of weather patterns may be required. Avoid adjacent cells by at least 20 nautical miles.

**DO NOT USE FOR FLIGHT****P12. APU/CARGO FIRE CONTROL PANEL**

1. APU Fire Shutoff Handle
2. APU BTL DISCH Lights
3. Cargo Fire EXT ARM Switches
4. BTL DISCH Switches/Lights

**1. APU Fire Shutoff Handle**

Illuminates to indicate that there is a fire in the APU or APU compartment.

The APU automatically shuts down.

Pulling the APU fire handle results in:

- Initiates APU shutdown, bypassing the 90 second delay.
- Arms the fire extinguisher bottle.
- Silences the fire bell.

The APU fire handle is locked in position until it is released by the fire warning or manually by a button under the handle.

**2. APU BTL DISCH Light**

Illuminates to indicate that the pressure in the APU fire extinguisher bottle is low.

**3. Cargo Fire EXT ARM Switches**

The red FWD or AFT light illuminates to indicate a fire in the associated cargo compartment.

Pushing the respective switch silences the bell, arms the fire extinguishing system to the associated compartment, and:

FWD:

- Turns off the forward cargo heat fan.
- Turns off both recirculation fans.
- Opens the overboard exhaust valve.
- Switches both air conditioning packs to high flow.

AFT:

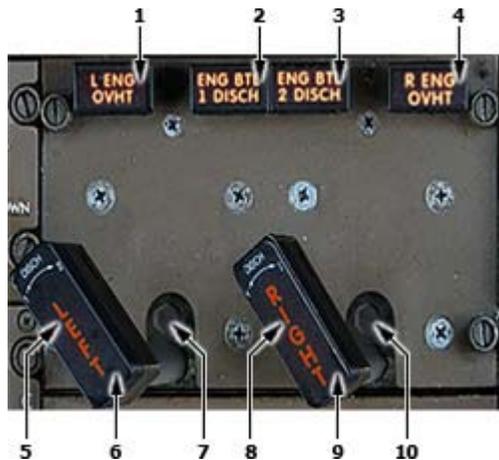
- Turns off the aft cargo heat fan.
- Turns off the aft cargo heater.
- Turns off the right recirculation fan.
- Switches the right air conditioning pack to high flow.

ARMED appears in the switch when pushed. If both switches are armed, the extinguishing agent will be discharged in both compartments.

**4. BTL DISCH Switches/Lights**

Push to discharge the associated fire extinguisher to the compartment selected by the CARGO EXTINGUISHER ARM Switch.

The DISCH light illuminates to indicate low pressure in the associated fire extinguisher bottle.

**DO NOT USE FOR FLIGHT****P13. ENGINE FIRE CONTROL PANEL**

1,4. Engine Overheat (L/R ENG OVHT) Lights

2,3. Engine Fire Bottle Discharged (ENG BTL DISCH) Lights

5,8. Engine Fire Warning Lights

6,9. Engine Fire Switches

7,10. Engine and APU Fire Override Switches

**1,4. Engine Overheat (L/R ENG OVHT) Lights**

Illuminated (amber) - engine overheat is detected.

**2,3. Engine Fire Bottle Discharged (ENG BTL DISCH) Lights**

Illuminated (amber) - the extinguisher bottle is discharged or has low pressure.

**5,8. Engine Fire Warning Lights**

Illuminated (red) - an engine fire is detected.

**6,9. Engine Fire Switches**

In — normal position, mechanically locked; unlocks if fire warning activated.

Out - closes the associated engine and spar fuel valves, and

- closes the associated engine bleed air valves
- trips the associated engine generator off
- shuts off hydraulic fluid to the associated engine-driven hydraulic pump
- arms both engine fire extinguisher bottles

Rotate to position 1 or 2 - discharges the selected fire extinguisher into the engine.

**7,10. Engine and APU Fire Override Switches**

Push - unlocks the respective engine or APU fire switch.

**DO NOT USE FOR FLIGHT****P14. VHF CONTROL PANEL**

1. Frequency Indicator
2. Transfer Switch
3. COMM Test Button
4. Frequency Selector

**1. Frequency Indicator**

Displays the frequency selected by the Frequency Selector Knob.

**2. Transfer Switch**

Selects the frequency in the left or right display for transmission and reception.

**3. COMM Test Button**

When pressed displays all 8888888 on the Frequency Indicator

**4. Frequency Selector**

Tunes VHF receiver.

**DO NOT USE FOR FLIGHT****P16. TRANSPONDER PANEL**

1. TRAFFIC AUTO-ON Selector
2. ATC FAIL Light
3. ATC Indicator
4. Transponder Mode Selector
5. ATC Switch
6. ATC Code Selectors
7. ATC Ident Switch
8. L-R Selector

**2. ATC FAIL Light**

Illuminates when the transponder malfunction has been detected

**3. ATC Indicator**

Displays Code set by ATC Code Selectors

**4. Transponder Mode Selector**

TA – enables the following:

- Display of Traffic Advisory (TA) symbols.
- Voice alerts.

TA/RA - enables the following:

- Display of Traffic Advisory (TA) and Resolution Advisory (RA) symbols.
- Voice alerts.
- Vertical guidance for RAs.

**5. ATC Switch**

Turns ON-OFF the transponder

**6. ATC Code Selectors**

ROTATE – sets code in ATC Code indicator

**7. ATC Ident Switch**

PUSH – transmits ident signal

**8. L-R Selector**

Selects transponder for operation

**DO NOT USE FOR FLIGHT****P17. ILS CONTROL PANEL**

1. Frequency Indicator
2. ILS Front Course Indicator
3. Frequency Selector
4. Test Switch
5. Course Selector

**1. Frequency Indicator**

Displays the frequency tuned by ILS Frequency Selector.

Displays dashes when the frequency selector is in the standby position. The frequency is dialed in using the frequency selector knob.

**2. ILS Front Course Indicator**

Displays the front course for the ILS.

The course is dialed in using the front course selector knob.

**3. ILS Frequency Selector**

Tunes ILS receiver

**4. Test Switch**

Tests ILS receivers and associated systems.

**5. Course Selector**

ROTATE – sets course in ILS Course Indicator and EFIS

**DO NOT USE FOR FLIGHT****P18. ADF CONTROL PANEL**

- 1,2. Frequency Indicators
- 4,7. Frequency Selector
- 3. Tone Switch
- 5. Mode Control Switch
- 6. Test Switch

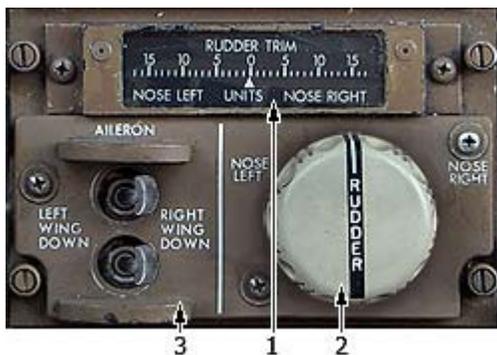
**1,2. Frequency Indicators**

Display the frequency selected with the related frequency selector.

**4,7. Frequency Selectors**

Rotate:

- Outer knob sets the hundreds number.
- Middle knob sets the tens number.
- Inner knob sets the tenths and ones number.

**P19. TRIM CONTROL PANEL**

- 1. Rudder Trim Indicator
- 2. Rudder Trim Control
- 3. Aileron Trim Switches

**1. Rudder Trim Indicator**

Indicates the number of units of rudder trim.

**2. Rudder Trim Control**

Repositions the rudder neutral point. The rudder pedals are displaced in the direction of trim if hydraulic power is available. The rudder trim control is spring loaded to the neutral position.

**3. Aileron Trim Switches**

Repositions the aileron control system neutral position. Both switches must be operated simultaneously.

The switches are spring loaded to the neutral position

**DO NOT USE FOR FLIGHT****P20. FIRE/OVERHEAT TEST PANEL**

1. Wheel Well Test Switch
2. ENG/APU/Cargo Test Switch
3. SYS Fail Switch

**1. Wheel Well Test Switch**

Tests the wheel well fire detector system.

- Fire bell sounds
- Both master warning lights illuminate
- FIRE Light Illuminates
- WHL WELL FIRE Light illuminates

**2. ENG/APU/Cargo Test Switch**

Tests the engine fire, engine overheat, APU fire, and cargo fire/smoke fire detector systems.

- Fire bell sounds in the cockpit and on the external APU fire protection panel
- The caution aural sounds if either fuel control switch is out of cutoff.
- Both master warning lights illuminate.
- Both master caution lights illuminate if either fuel control switch is out of cutoff.
- FIRE Light illuminates in the cockpit and on the external APU fire protection panel.
- Both ENG OVHT lights illuminate.
- Engine and APU fire handles illuminate.
- Both fuel control switches illuminate.
- FWD and AFT CARGO FIRE lights illuminate.

**3. SYS Fail Switch**

Push to reset the fault monitoring system and turn off the FAIL light.

The FAIL light illuminates to indicate that there is a failure or fault in both loops of the engine fire, engine overheat, APU fire, or cargo fire detection system.

**DO NOT USE FOR FLIGHT**

## **CUSTOMER SUPPORT**

For Customer Support please visit: <http://www.captainsim.com/support/>

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Enjoy your flight!

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