

Příloha 1 – Splnění požadavků na způsobilost letadla



737-600/700/800/900 AIRPLANE FLIGHT MANUAL

FLIGHT MANAGEMENT COMPUTER SYSTEM (FMC S) Software update U10, U11 and later versions

For a flight operation without a Required Navigation Performance (RNP), the FMC S with CDS Map has been demonstrated for enroute and terminal area flight operations and instrument approach navigation (excluding ILS, LOC, LOC-BC, LDA, SDF, and MLS).

For operations in airspace designated for RNP, the MINIMUM DEMONSTRATED RNP FLIGHT OPERATIONS VS. MODE OF FLIGHT is as follows:

Navigation Performance Scales NOT Installed		
Mode of Flight	FMC GPS Enabled	FMC GPS Not Installed/Enabled
LNAV with A/P Engaged	0.11 nm	0.19 nm
	0.10 nm*	0.10 nm*
LNAV with F/D	0.15 nm	0.24 nm
	0.10 nm*	0.20 nm*
Manual Control with Map display only**	0.64 nm	0.72 nm
Navigation Performance Scales Installed		
LNAV with A/P Engaged	0.10 nm	0.23 nm
	0.10 nm*	0.21 nm*
LNAV with F/D	0.10 nm	0.24 nm
	0.10 nm*	0.22 nm*

*Software update U11 and later versions

**When using the electronic MAP for manual control for RNP operations of 2.0 or less, down to the demonstrated RNP, using a MAP scale of 10 nm or less has been shown to assure acceptable lateral path track performance.

The demonstrated RNP capabilities are predicated upon the assumptions, definitions, requirements, and analysis in FAA approved Boeing Document D6-39067-3, "RNP Capability of FMC Equipped 737, Generation 3", Revision J or later FAA approved version.

RNP flight operations are subject to navaid coverage and/or GPS satellite availability (for configurations with GPS installed) for the selected route.