



B737 NG CBT - FMS - ENGINE OUT

COURSE OUTLINES

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COURSE START

1-The material contained in this training program is based on the information obtained from current state, local and company regulations and it is to be used for training purposes only. At the time of designing this program contained then current information. In the event of conflict between data provided herein and that in publications issued by the authority, the authority shall take precedence.

FLIGHT MANAGEMENT SYSTEM- ENGINE OUT

2-This chapter describes the advisory information provided by FMS and pilot's tasks in case of an engine failure. Here is the outline *
Engine out climb * Engine out cruise

ENGINE OUT CLIMB

3-When an engine becomes inoperative during climb, you can use the ENGINE OUT prompt on the climb page to access to the ENGINE OUT CLIMB page.

4-When the engine out prompt is selected, the climb page shows the Left and Right Engine Out prompts to let you select the inoperative engine.

5-Push the line select key next to the failed engine prompt. The page changes to ENGINE OUT CLIMB page. Once the page is selected, it cannot be executed.

6-The page shows only advisory information for an engine inoperative condition.

7-This line shows the active cruise altitude which comes from performance initialization page or cruise page. Manual entry is not allowed.

8-The maximum altitude line shows the maximum engine out altitude at which specified rate of climb can be achieved using one engine at maximum continuous thrust.

9-The engine out speed line displays the minimum drag engine out climb speed to the cruise altitude, or maximum engine out altitude, whichever is lower.

10-If the computed climb speeds are not available, use flaps up maneuver speed and maximum continuous thrust.

11-This line displays the N1 for maximum continuous thrust.

12-Set maximum continuous thrust on the operative engine. Leave thrust set at maximum continuous thrust until airspeed increases to the commanded value

13-The engine out climb automatically changes to the engine out cruise when reaching the cruise altitude.

ENGINE OUT CRUISE

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14-If an engine failure occurs while at cruise altitude, you may use the ENGINE OUT prompt to show advisory data for one engine inoperative condition.

15-The engine out cruise page may be accessed by selecting the ENGINE OUT prompt on the cruise page, followed by the prompt corresponding to the failed engine.

16-The page displays FMC calculated optimum engine out speed and maximum engine out altitude at the current gross weight. The fields are updated as fuel is burned

17-When an engine fails during cruise, you should disengage the autothrottle and select CONTINUOUS thrust in the FMC. Manually set maximum continuous limit thrust on the operative engine.

18-Now look at the ENGINE OUT CRUISE page for the failed engine.

19-Read the maximum altitude value and set the maximum altitude on the MCP altitude window

20-Next set the engine out speed in the MCP indicated airspeed window.

21-When the airspeed reduces to the engine out speed engage the level change.

22-After level off at the target altitude, maintain continuous thrust and let the airplane accelerate to the single engine long range cruise speed. Then determine the course of action.

23-If the airplane is at or below maximum ENGINE OUT altitude when an engine becomes inoperative, maintain engine out cruise speed using manual thrust adjustments.

COURSE END

24-End of course. ?