Zibo 737-800 Start up Procedure

1. *Turn Battery on*
2. *Call up GPU / Ground Power Unit and connect to when available*
3. *Master caution off*
4. *Hydraulic pumps on*
5. *Insert fuel & payload*
6. *Fire test*
7. *Fasten seatbelts to on & push attend to check that it's operational*
8. *Cargo fire test*
9. *Stall warning test*
10. *Airspeed warning test*
11. *Turn IRS switches to NAV*
12. *On the IRS Display turn to HDG/STS to display the alignment time*
13. *Lights test check that all overhead lights are illuminated*
14. *Set EFIS Control panel - Turn on TERR & ARPT - Set Baro to 1000 feet above Airport elevation and round it up to the nearest 10*
15. *Set QNH in HPA if in Europe*
16. *Nose wheel steering is set to normal*
17. *Set radio panels to the desired frequencies - Tower/Ground*
18. *On the overhead panel - Turn the YAW DAMPER switch to on*
19. *Turn all 6 fuel pumps to on if you have fuel in all 3 tanks*
20. *Turn all 4 WINDOW HEAT switches & Probe Heat turn on just before Taxi*
21. *Check that all 4 Elec Hyd Pumps are all on - note they will show Low Pressure until the engines are running*
22. *Turn TRIM AIR to on*
23. *Check both RECIRC FANS are set to AUTO & both L & R PACKS are also set to AUTO & Isolation valve is open & that ENGINE BLEEDS are on & APU BLEED is off*
24. *Set the digital FLT ALT to the CRZ ALT from your flight plan eg - 34000*
25. *Set the digital LAN ALT to the elevation of your arrival airport and round it off to the nearest 50 feet eg - if the elevation is 83 feet it will be set to 100 and that the pressurisation switch to the left is set to AUTO*

Zibo FMC Setup

1. *Line Select <FMC*
2. *Select IDENT*
3. *Line Select   POS INIT>*
4. *Enter REF AIRPORT ICAO code & GATE*
5. *Copy the GPS coordinates from the NEXT PAGE by simply Line selecting them then go to the PREVIOUS PAGE & Line selecting SET IRS POS*
6. *Line Select ROUTE>*
7. *Enter ORIGEN & DEST ICAO codes along with your departure runway No. & FLT No.*
8. *Select Next Page & insert your flight plan RTE - insert Airways to the left & Waypoints to the right*
9. *Line Select ACTIVATE> then EXEC*
10. *Line Select PERF INIT>*
11. *Enter the COST INDEX eg - 50*
12. *Enter RESERVES eg - 1.0 - For Reserves insert the FINRES/RES from your flight plan and round it up to the nearest 100 eg - 2.4 tonnes*
13. *Click next to ZFW & it should appear*
14. *Enter ALT eg - 127*
15. *CRZ WIND insert TOC / Top of climb wind from your flight plan eg - 309/063*

16. **ISA DEV info is also found in the TOC section of the flight plan eg - shown as P13**
17. **TRANS ALT is found in the flight plan eg - 6000 feet**
18. **Then EXEC**
19. **Line Select N1 LIMIT**
20. **In order to fill in this page you will need to google the current METAR report for the departure airport .**
21. **Eg - The METAR report will look similar to the following - 330/5 9999 32/22 1011 - And this informs us the following information - Surface wind of 330 at 5 Kt - Visibility 10 kilometres - 32* dew point 22 - QNH is 1011. Now all of this information is generally inserted into an onboard Boeing Performance Takeoff Calculator that you can simply find online**
22. **Once you have punched in the info into the calculator it provides you with a SEL TEMP eg- SEL TEMP 35*c You can now input this in front of the /OAT - Outside Air Temperature**
23. **Enter OAT eg - /15 You will find this info above the engine screen displayed as TAT 15c**
24. **Line Select   <TO-2   22K DERATE. The lower the de rate number is mor efficient for the engines but bare this in mind on shorter runways as you do not want to over shoot runway**
25. **Line Select CLB-1> eg - CLB is a relatively slow climb CLB2 being a faster climb**
26. **Line Select TAKEOFF>**
27. **Enter FLAPS eg - 5**
28. **Line Select <CG to give you your TRIM settings**
29. **Set the Aircrafts trim**
30. **Click next to all 3 V speeds to verify them then enter Your V2 speed into the MCP, also put your CRZ altitude in the MCP**
22. **Go to DEP/ARR page**
23. **Line Select <DEP**
24. **Scroll & select the SID from your flight plan**
25. **Line Select ROUTE>**
26. **Line Select Activate>**
27. **EXEC**
28. **Go to DEP/ARR page**
29. **Line Select the arrival airport ARR>**
30. **First Scroll & Select the STAR from your flight plan**
31. **Line Select the APPROACH runway from your flight plan eg - ILS27R & TRANS info can also be found in your flight plan**
32. **EXEC**
33. **Go to the LEGS page**
34. **Line Select STEP to check through for any unwanted waypoints, vectors & discontinuities - If so Line select the next one below it then Line Select the discontinuity to clear it.**
35. **Once your happy with the flight plan select ACTIVATE / EXEC**
36. **Adjust approach speeds as required on the LEGS page eg - 135/ then Line Select on the ones you would like to change on the right hand side then again press EXEC**

31. **MCP SETUP**

1. **Turn on both F/D - Flight Directors**
2. **Set Both Course dials from left to right the first one being your departure runway heading and the second one set to the VOR - SID that you are flying**
3. **Select the angle of bank eg 25***

4. Set the Heading dial to the Departure runway heading
5. Set ALTITUDE dial to the given cleared ALT from ATC eg - 9000

6. Turn AUTO BREAKS to RTO - Rejected Takeoff
7. Select MFD & then select ENG so you get the engine display
8. Set the QNH on the standby instruments
9. Tune in both the NAV radios to your departure

Engine Start Procedure

1. On the overhead panel hold down the APU switch for 4 seconds and release, wait until it becomes available and lights up on the BUS now the aircraft can use AC power from the APU
2. Turn on the two centre APU GEN switches below the APU GEN light
3. Ground power unit / GPU can now be removed
4. Wait one minute then turn on APU BLEED
5. Turn off both air conditioning packs or the engines won't start!
6. Check that the PARKING BREAK is set
7. Call for PUSHBACK
8. Start engine two on the overhead panel by simply turning it to GROUND then wait for N2 to climb up to 25% only then you can introduce the fuel to engine number 2
9. Simply repeat these steps to start engine number 1
10. N1 should stabilise around 21% & N2 around 64%
11. On the overhead panel turn Generators on (The two outer switches on the BUS ether side of the APU GEN switches)
12. Turn the APU off
13. Turn both engines to continuous
14. Turn PROBE HEAT on
15. Turn Both PACKS to AUTO & ISOLATION VALVE in the centre of them to AUTO
16. Turn APU BLEED to OFF
17. Set flaps for departure eg - 5
18. Check that all appropriate external aircraft lights are lit before TAXI

I really hope that this helps out with all the unsure people that are new to the Sim world & Provides a handy document to return to.

Kind regards

Marc Young ✌️