



Deutsche Gesellschaft
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ROYAL AERONAUTICAL SOCIETY
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Verein Deutscher Ingenieure
Hamburger Bezirksverein e.V.
Arbeitskreis Luft- und Raumfahrt

Invitation to an RAeS lecture in cooperation with the DGLR and VDI

Boeing's Flight Deck – Future Navigation

Captain Erich Mahr,
737 Chief Technical Pilot, Flight Technical
and Safety, Flight Crew Operations,
Boeing

Lecture
followed by discussion

Entry free !
No registration !



Praxis Seminar Luftfahrt



Date: Thursday, 12th November, 18:00

Location: Gästehaus der Universität

Rothenbaumchaussee 34,
20148 Hamburg

Flight Management Systems (FMS) and associated airplane flight systems are the primary navigation tools on board today's commercial airplanes. The evolution of these systems has led the way for performance-based navigation (PBN) for the U.S. Federal Aviation Administration's (FAA) Next Generation Air Transportation System and Europe's Single European Sky ATM Research (SESAR). Boeing began on the 767 airplane program in the late 1970s, creating a flight deck with a flight management computer (FMC) and the control display unit (CDU). Each of the Smiths (now GE) and Honeywell FMCs on Boeing airplanes continued to be updated with software improvements and new hardware versions enhancing processing power and memory.

Concurrent with the airspace evolution, the FMC will continue to require improvements that either control or participate with other onboard systems for new traffic control methods. These methods include time-based metering, merging and spacing, self-separation during continuous descent arrivals and/or during the final segment, automated dependent surveillance broadcast, and cockpit display of traffic information.

Flight crews will see significant improvements in speed, capability, and operation of the 737 FMC and the new FMCs in the 787 and 747-8 airplanes.

Captain Erich Mahr joined Boeing Flight Operations in 2005 after a 31 year career at airlines in Europe and the United States. During his active years as an airline pilot he served as a Flight Instructor, Check Airman, Designated Pilot Evaluator and Technical Pilot. At various stages he was involved implementing the EFIS 737-400 and -500 and later the 737 Next Generation 737-800 and -900 in line operation. In the current position as the 737 Chief Technical Pilot for Boeing, his duties lays in implementing crew procedures, future flight deck developments, engineering and production test flights.

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<http://hamburg.dglr.de>
<http://www.raes-hamburg.de>
<http://www.vdi.de/2082.0.html>

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