English-Version
BOEING 717-200
only for Flightsimulation in MSFS2020

Captain Sim™

Version 1.103

Ver.1.103   Date of creation April 2024

BOEING 717-200 for MSFS2020 Manual and Introduction

(This manual cannot guarantee accuracy or completeness)

currently for version 1.103

Some texts and explanations were partly taken from the original Delta Airlines manual. However, this does not necessarily mean that all systems work the same way in this simulation !!

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Functions and more

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Start the Boeing 717-200 from Cold & Dark

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Nice to know about the Boeing 717-200

Displays, Switches, Buttons and Controls in the Captain Sim CS717

Helpful Weblinks

Captain Sim Forum Boeing 717-200 :
https://www.captainsim.org/forum/csf.pl?board=m717

Captain Sim Homepage :
https://www.captainsim.com/

Captain Sim Boeing CS717 Manual :
https://www.captainsim.org/yabbfiles/cs/717/B717-200.pdf

List of aviation, avionics, aerospace and aeronautical abbreviations (Wikipedia) :
https://en.wikipedia.org/wiki/List_of_aviation,_avionics,_aerospace_and_aeronautical_abbreviations#T

Simbrief for Flightplanning :
https://www.simbrief.com/home/

Installation

Doubleclick on your downloaded csm717_xxxx.exe File and follow the Instructions

click on Next
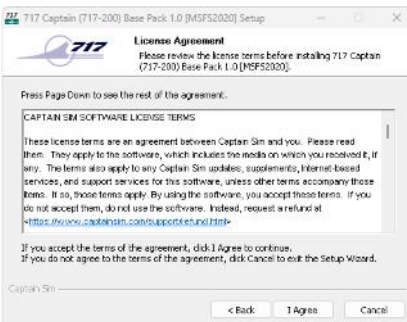
click on I Agree
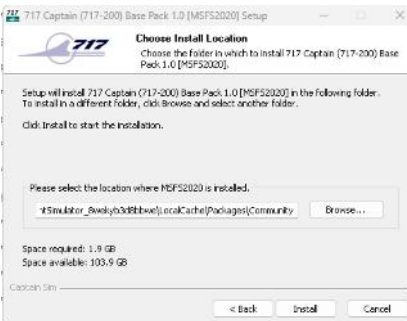
for Microsoft Store MSFS Installations

C:\Users\[ComputerName]\
AppData\Local\Packages\
Microsoft.FlightSimulator_8wekyb3d8bbwe\
LocalCache\Packages\community

for Steam MSFS Installations

C:\Users\[Computer Name]\
AppData\Local\Packages\
Microsoft.FlightDashboard_8wekyb3d8bbw
e\LocalCache\Packages\Community

click on Next

  →
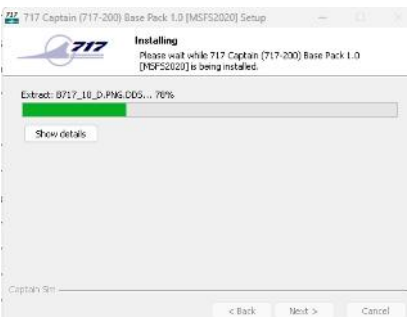
The Installation is finished

Update to newer Version

To update your Boeing CS717 to a newer version, please use the Captain Sim update program ACE.EXE

For Locating your ACE.EXE

For Steam-Version you can find it here:

"C:\Users\USERNAME\AppData\Local\Packages\Microsoft.FlightDashboard_8wekyb3d8bbwe\LocalCache\Packages\Community\fsx360-aircraft-m717\Captain_Sim\ace\ace_717.exe"

For Microsoft-Store-Version you can find it here:

"C:\Users\USERNAME\AppData\Local\Packages\Microsoft.FlightSimulator_8wekyb3d8bbwe\LocalCache\Packages\Community\fsx360-aircraft-m717\Captain_Sim\ace\ace_717.exe"

When starting Ace.exe it pop up this Window:

Click on Check for updates and follow the Instructions.

If no Update avalible it pop up this Window.
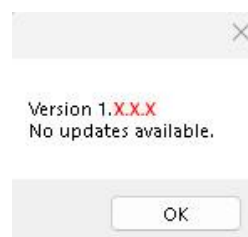
The Boeing 717-200 shown in MSFS2020:
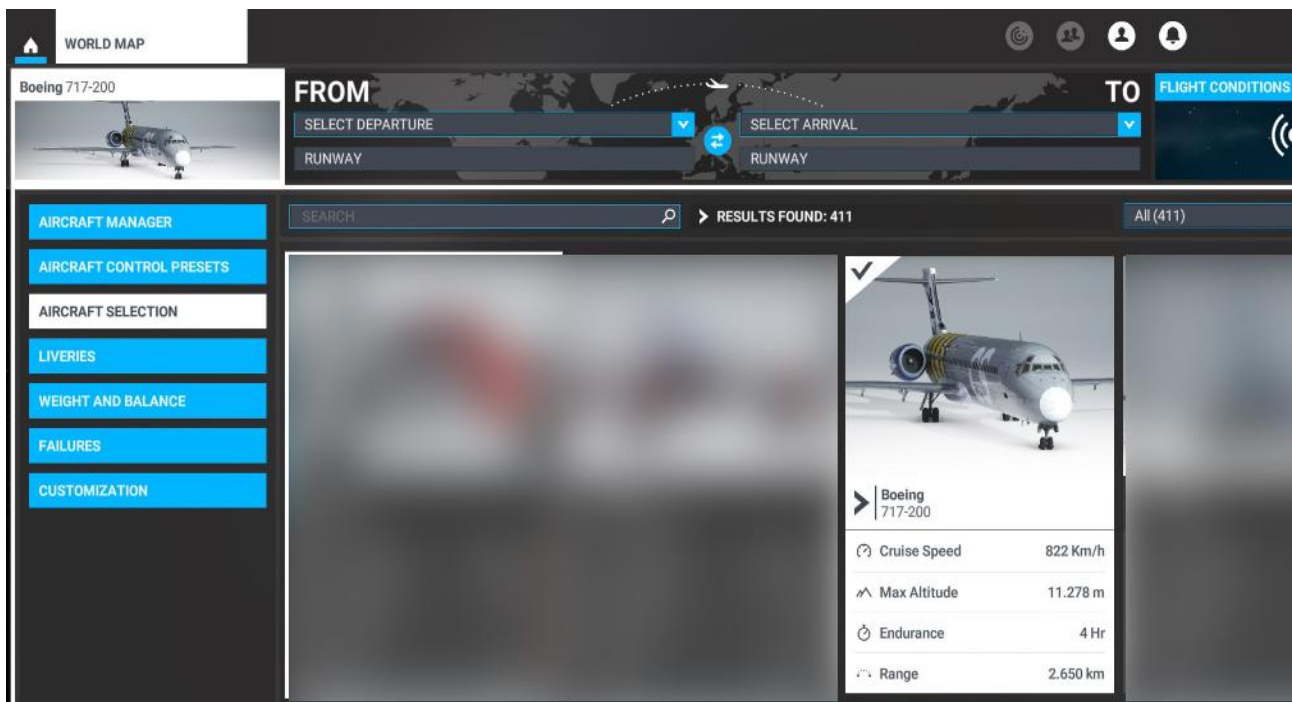
Enjoy and have fun….

Always happy landings….
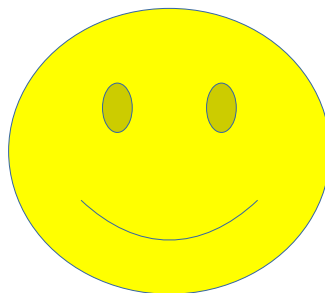
HISTORY

The Boeing 717- 200 was created from the proven MD80 series by McDonnell Douglas

After the questioning of the Boeing airliner series for decades asked why there is no 717, this gap was finally closed in 1997. By the way, noticed by the way, there was a Boeing B 717, but the KC-135 derived from the 707 cabin name was carrying this more internal type designation. Even if the Boeing 717 is actually not a Boeing, but an island solution in the Boeing aircraft family, which can perhaps also explain its later lower customer acceptance. As early as 1995, Mc Donnell Douglas was planning to develop a third generation of a medium-range commercial aircraft, which was to be called MD-95, originated in the DC-9 and was to start its maiden flight as early as July 1994.


McDonnell Douiglas MD-95

 The project shifted backwards, since they did not find an initial orderer, only on the 19th century. In October 1995, Valu Jet (now AirTran Airlines) ordered 50 aircraft from Orlando and gave an option to another 50 units, which set the actual development in motion. In the course of the acquisition of Mc Donnell Douglas by Boeing in 1997, which was the world's largest aviation group, the MD-95 project was also joined by Boeing. They decided there quite quickly to continue the project as a Boeing 717, especially since the initial orders were available. The Boeing 717 was a all-metal low-door cutting unit with the typical mounting of the drives on the fuselage rear, the T-tail, and the slender, only slightly swept two-bar wings, completely taken from the DC-9-30, which had leading and double gap flaps, which had had leading and double gap flaps. The attachment of the engines to the rear resulted in a low landing gear height and a low-lying cabin floor, which is an advantage for getting in and out, as well as loading and unloading.

The Bugrad suspension was taken over by the MD 85 and consisted of a bow stay with twin wheels and the two main struts, each of which wore a pair of bikes. The engine was the BMW Rolls Royce BR 715 sheath engine engines from Dahlewitz near Berlin, which was considered the most efficient for aircraft of the 100 seat class.
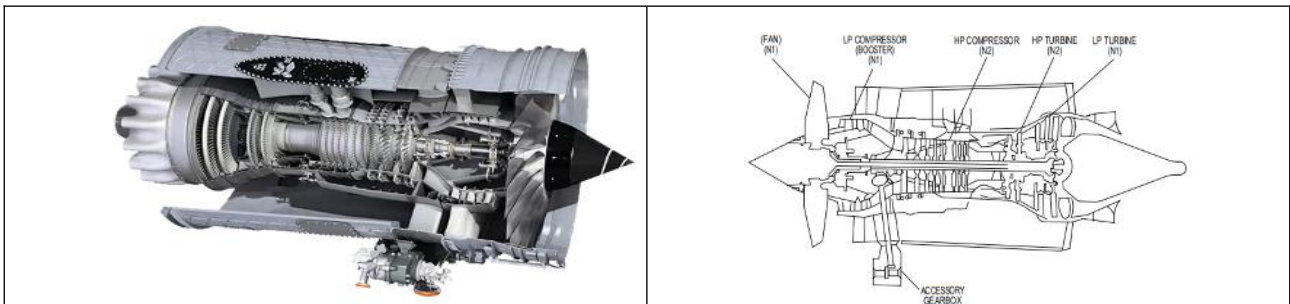
BMW Rolls Royce BR 715 Engine

The first 717-200, a 717-100 there was no, started on 2. September 1998 in Long Beach for their first flight. With a share of almost 40 percent, European manufacturers are involved in the 717 with their products. In addition to the engines of BMW Rolls Royce, it is above all Fischer Advanced Composite Components GmbH from Austria that provided the interior and thus had a large share of the practicality and economic efficiency of the 717. The certification was granted on the 1st September 1999 simultaneously through the FAA and the European JAA. The first aircraft was delivered to AirTran Airlines in Orlando on 23 September 1999, which then on 12 September 1999. October 1999 regular flight operations with the Model 717 began. In the meantime, in June 1999 the 717-200 had been held on the 43rd. Paris Aviation Salon as the ?Jet of the 21st century? hailed. The new Boeing aircraft initially sold satisfactorily, TWA had ordered 50 aircraft to replace its old DC-9 versions, which was followed by the Bavaria International Aircraft Leasing Company (five units). Nevertheless, they were not quite satisfied with the sale, the large companies and good Boeing customers such as Lufthansa, Northwest Airlines or Air France showed no interest in the 717. This aircraft was not really a Boeing, it had another avionics, another cockpit setup, the flight behaviour was different, the spare parts were made more difficult by "foreign" parts and thus was 717-200 uninteresting, although the 717 was significantly cheaper with 31.5 million US dollars than an Airbus A 318, which costed 35.8 million US dollars. Air Canada, which first wanted to buy and then decided to go to Canadair CRJ and Embraer ERJ, who resigned from a 2.7 billion dollar contract with Boeing, prompted Boeing to reflect on the future of the 717, especially since the 737-600 in advanced development would be competing for short-haul. The tightening of production, there was also wanted to produce 737-600 and 717 in an assembly line, did not justify two models for the highly competitive market of 100 class, where several competitors had now appeared, such as Airbus with the A 318 or Embraer with the 170 and the 195. After the sales figures had fallen from 32 2002 to 8 in 2004, it was decided to suspend the sale from the beginning of 2005. The last two 717-200s were delivered in Long Beach on 23 May 2006. In total, 156 Boeing 717-200 had been built, of which 136 were still in active service with a total of nine airlines in May 2009. To date, there have been five accidents with the 717-200, all of which took place on the ground without any damage to people. Flight accidents or even crashes have not yet been reached. Planned developments, such as the 717-100X for 86 passengers with a fuselage shortened by 3.86 m or the 717-300X for 130 passengers with a hull extended by 3.86 m, projects remained and were not realised.

Boeing 717-200

Technical data: Boeing 717-200

Country: United States
Usage: Short range airliner
Engine: two two-circuit turbine light engines BMW Rolls Royce BR 715 C1-30
Starting power: 9525 kp each (93.4 kN)
Continuous power: each 8392 kp thrust in 9200 m (82.3 kN)
Crew: 2 men and up to three flight attendants
Passengers: 106 persons in the two-class and 117 class versions
First flight: 2. September 1998

Span:	28.45 m
Length:	37.81 m
largest height:	8.92 m
Hull diameter:	3.34 m
Gauge range:	6.37 m
Wheelbase:	15.67 m
Wing area:	92.90 m2
V-form:	2.5°
Arrowing of the front edge of the wing:	27°30
Stretching:	8.71
Empty mass:	32110 kg
Starting mass normal:	49845 kg
Starting weight maximum:	54885 kg
Landweight maximum:	43704 kg
Payload:	12200 kg
Tank capacity:	16654 litres
Area load:	590.79 kg/m2
Power load:	2.88 kg/kp thrust
Top speed at 1,500 m sea level:	886 km/h (not VMO)
Top speed in 7,160 m:	906 km/h
Travel speed in 7,620 m:	840 km/h
Economical cruising speed in 10,670 m:	811 km/h
Landing speed:	226 km/h
Summit height:	11280 m
Cruising altitude:	10670 m
Climbing performance:	16.3 m/s
Climbing time to 1,000 m:	1.05 min
Climbing time to 5,000 m:	5.8 min
Climbing time to 10,000 m:	15.0 min
Range normal:	2645 km
Range maximum:	3815 km
Maximum flight time:	6 h
Starting taxi route:	1913 m
Landroll route:	1451 m

Web-Source: https://fliegerweb.com/de/lexicon/Airliner/Boeing+717-475

The Flight Model

The 717-200 Base Pack for MSFS2020

The 717-200 Base Pack delivers a set of two highly detailed digital replicas of the Boeing 717-200 with Rolls-Royce BR715 engines.

EXTERIOR
• High resolution textures
• Cabin with 3D windows, interior, and animated pilots
• Realistic animations
• Captain Sim House livery

COCKPIT AND CABIN
• Classic 717-200 flight deck, brand-new model built from scratch including high resolution textures
• Essential functionality simulated, as well as:
– Autopilot
– Electrical system
– Hydraulic system
– Fuel system
– Air system
– Flight-Control system
– Engine Start system
– Lighting
• Some systems linked to default systems
• Custom views

MISC FEATURES
• Supports most features of MSFS 2020 (rain/icing effects, sound, flight model and more)

Front Cargo Door (can be open) / (ECAM-Menu)


```
EXTERNAL ANIMATION CONTROLS (R-ALT + Click)
PASSENGER DOOR          CLOSED
SERVICE DOOR            CLOSED
CARGO DOOR FRONT        OPEN
CARGO DOOR REAR         CLOSED
GPU HATCH               CLOSED
LADDER                  RETRACTED
EMERGENCY EXIT L1       CLOSED
EMERGENCY EXIT L2       CLOSED
EMERGENCY EXIT R1       CLOSED
EMERGENCY EXIT R2       CLOSED
NOSE CONE               CLOSED
ENGINE COVER L          CLOSED
ENGINE COVER R          CLOSED
HATCH REAR 1            CLOSED
HATCH REAR 2            CLOSED
```

front Cargo Door

Rear Cargo Door (can be open) / (ECAM-Menu)

rear Cargo Door

```
EXTERNAL ANIMATION CONTROLS (R-ALT + Click)
PASSENGER DOOR          CLOSED
SERVICE DOOR            CLOSED
CARGO DOOR FRONT        CLOSED
CARGO DOOR REAR         OPEN
GPU HATCH               CLOSED
LADDER                  RETRACTED
EMERGENCY EXIT L1       CLOSED
EMERGENCY EXIT L2       CLOSED
EMERGENCY EXIT R1       CLOSED
EMERGENCY EXIT R2       CLOSED
NOSE CONE               CLOSED
ENGINE COVER L          CLOSED
ENGINE COVER R          CLOSED
HATCH REAR 1            CLOSED
HATCH REAR 2            CLOSED
```
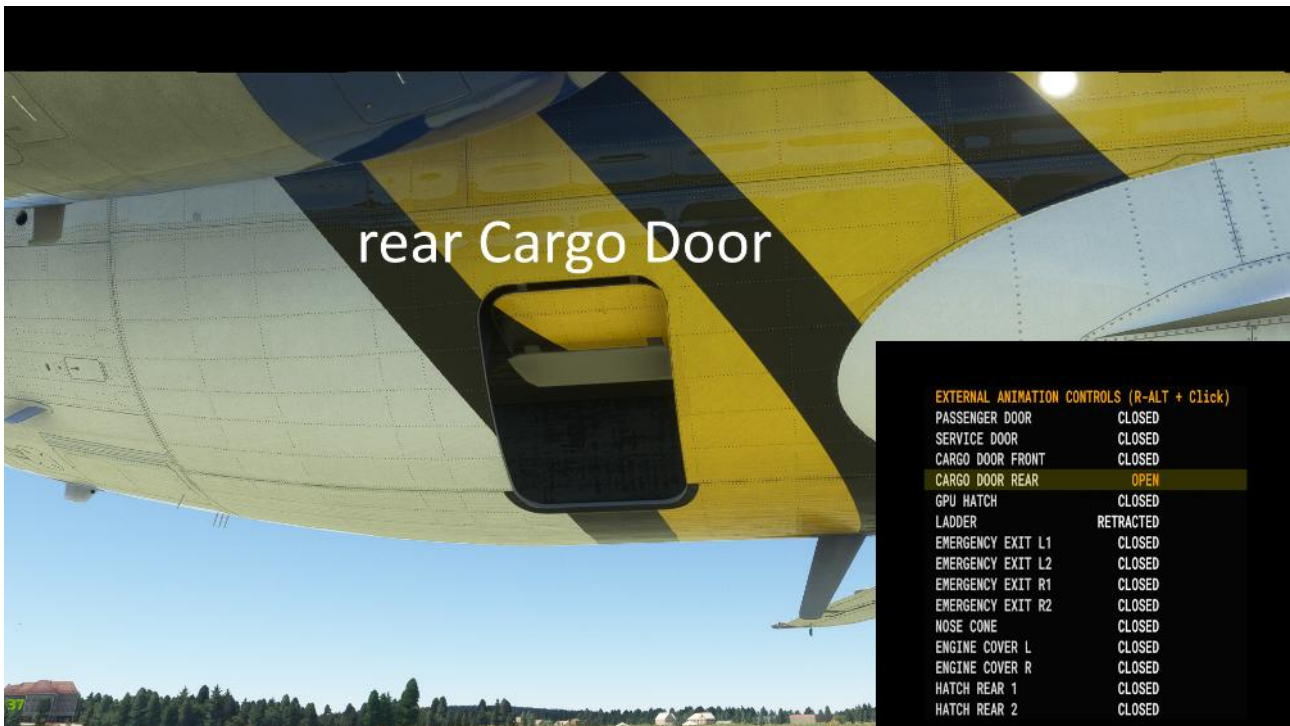
Ground Power Unit Connection (can be open) / (ECAM-Menu)


```
EXTERNAL ANIMATION CONTROLS (R-ALT + Click)
PASSENGER DOOR        CLOSED
SERVICE DOOR          CLOSED
CARGO DOOR FRONT      CLOSED
CARGO DOOR REAR       CLOSED
GPU HATCH             OPEN
LADDER                RETRACTED
EMERGENCY EXIT L1     CLOSED
EMERGENCY EXIT L2     CLOSED
EMERGENCY EXIT R1     CLOSED
EMERGENCY EXIT R2     CLOSED
NOSE CONE             CLOSED
ENGINE COVER L        CLOSED
ENGINE COVER R        CLOSED
HATCH REAR 1          CLOSED
HATCH REAR 2          CLOSED
```

Ground Power Unit Connection

Service Door (can be open) / (ECAM-Menu)


```
EXTERNAL ANIMATION CONTROLS (R-ALT + Click)
PASSENGER DOOR        CLOSED
SERVICE DOOR          OPEN
CARGO DOOR FRONT      CLOSED
CARGO DOOR REAR       CLOSED
GPU HATCH             CLOSED
LADDER                RETRACTED
EMERGENCY EXIT L1     CLOSED
EMERGENCY EXIT L2     CLOSED
EMERGENCY EXIT R1     CLOSED
EMERGENCY EXIT R2     CLOSED
NOSE CONE             CLOSED
ENGINE COVER L        CLOSED
ENGINE COVER R        CLOSED
HATCH REAR 1          CLOSED
HATCH REAR 2          CLOSED
```

Service Door

==Passanger Door with Ladder (can be open) / (ECAM-Menu)==

Passanger Door and Ladder

```
EXTERNAL ANIMATION CONTROLS (R-ALT + Click)
PASSENGER DOOR        OPEN
SERVICE DOOR          CLOSED
CARGO DOOR FRONT      CLOSED
CARGO DOOR REAR       CLOSED
GPU HATCH             CLOSED
LADDER                EXTENDED
EMERGENCY EXIT L1     CLOSED
EMERGENCY EXIT L2     CLOSED
EMERGENCY EXIT R1     CLOSED
EMERGENCY EXIT R2     CLOSED
NOSE CONE             CLOSED
ENGINE COVER L        CLOSED
ENGINE COVER R        CLOSED
HATCH REAR 1          CLOSED
HATCH REAR 2          CLOSED
```

==Air intake APU (animated)==

APU Air-intake

APU exhaust jet outlet (animated)

Rear Hatch 1+2 (can be open) / (ECAM-Menu)

Emergency Exits Left and Right Side (can be open) / (ECAM-Menu)

Nose with Radar (can be open) / (ECAM-Menu)

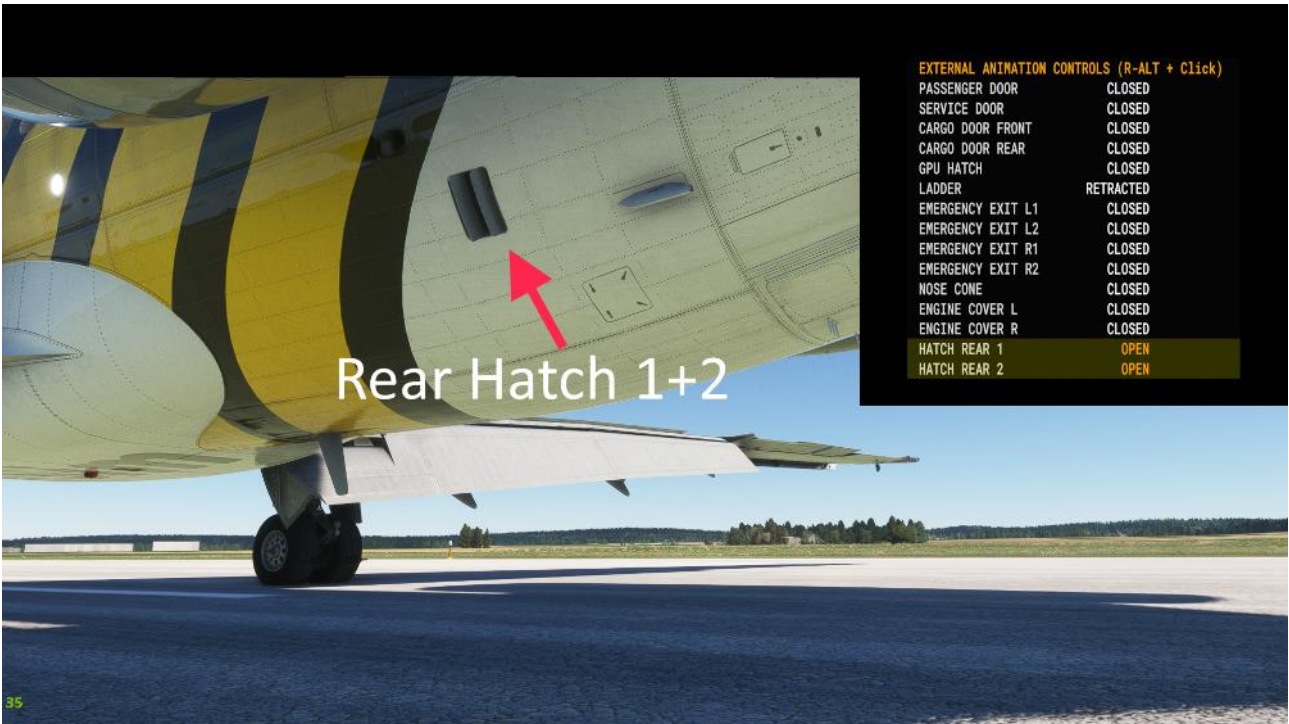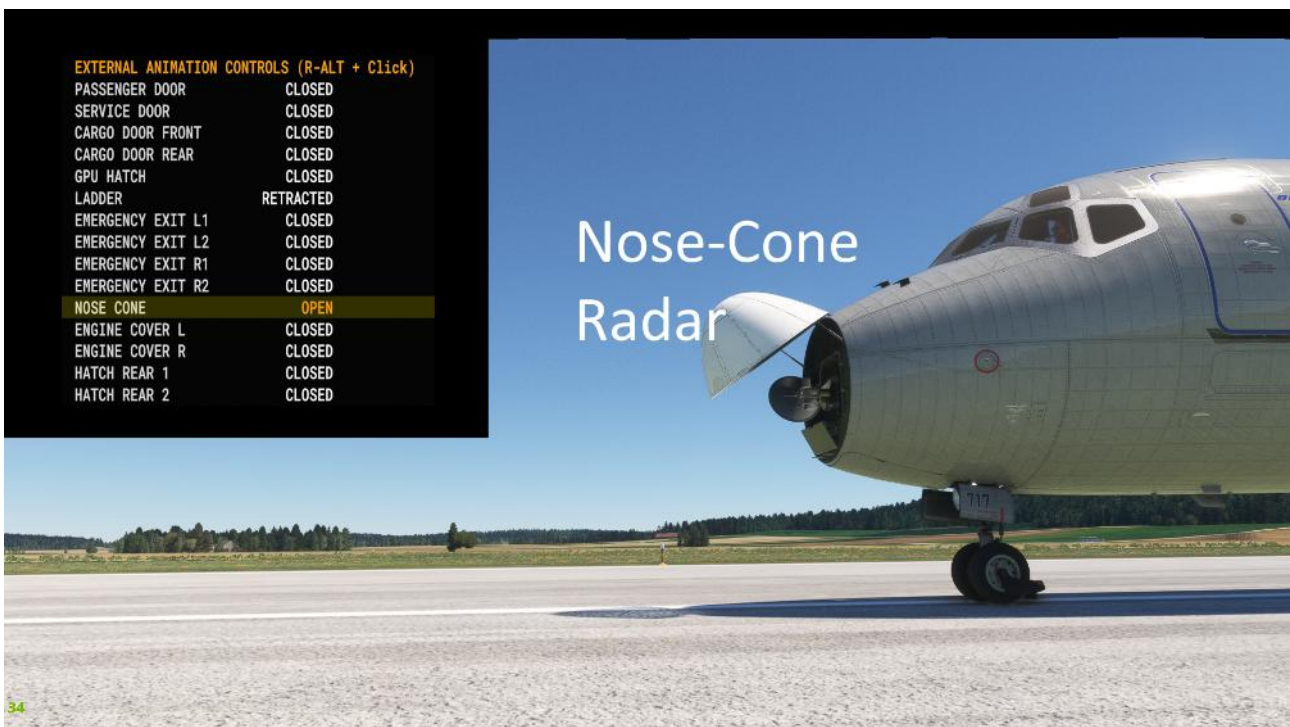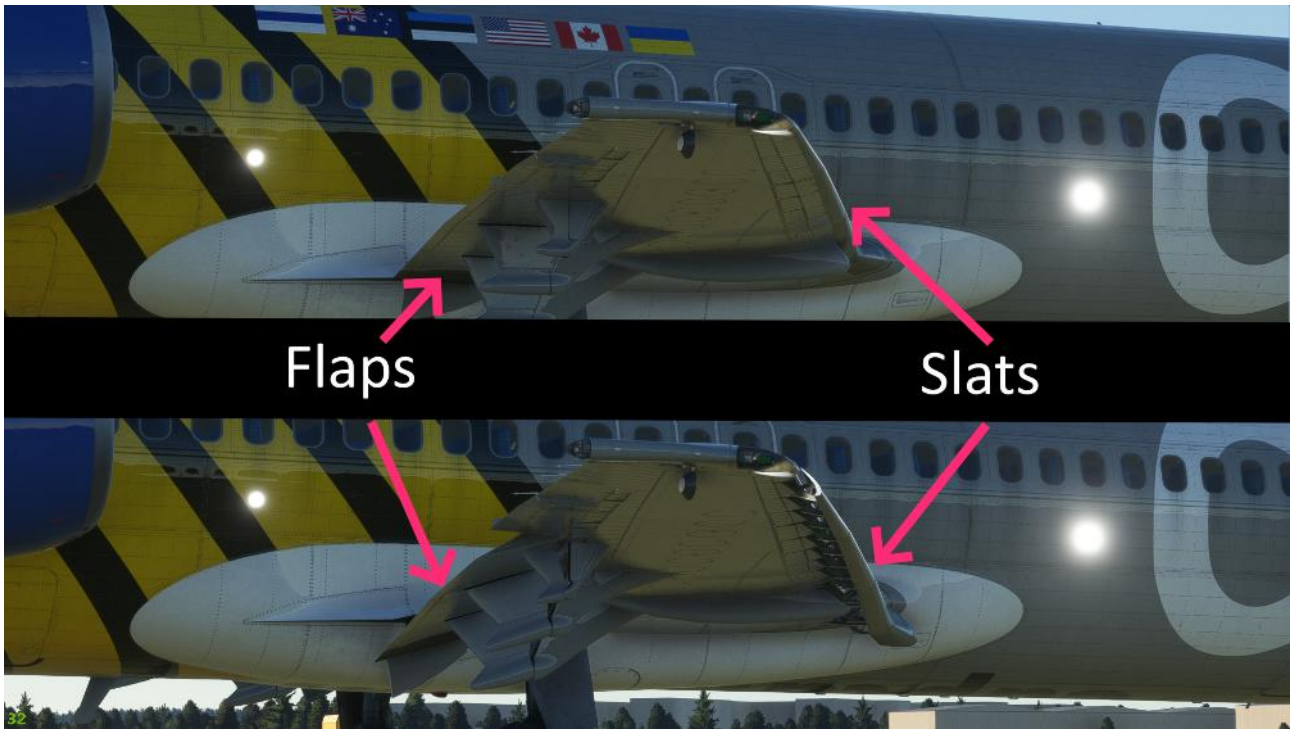Slats and Flaps (animated)
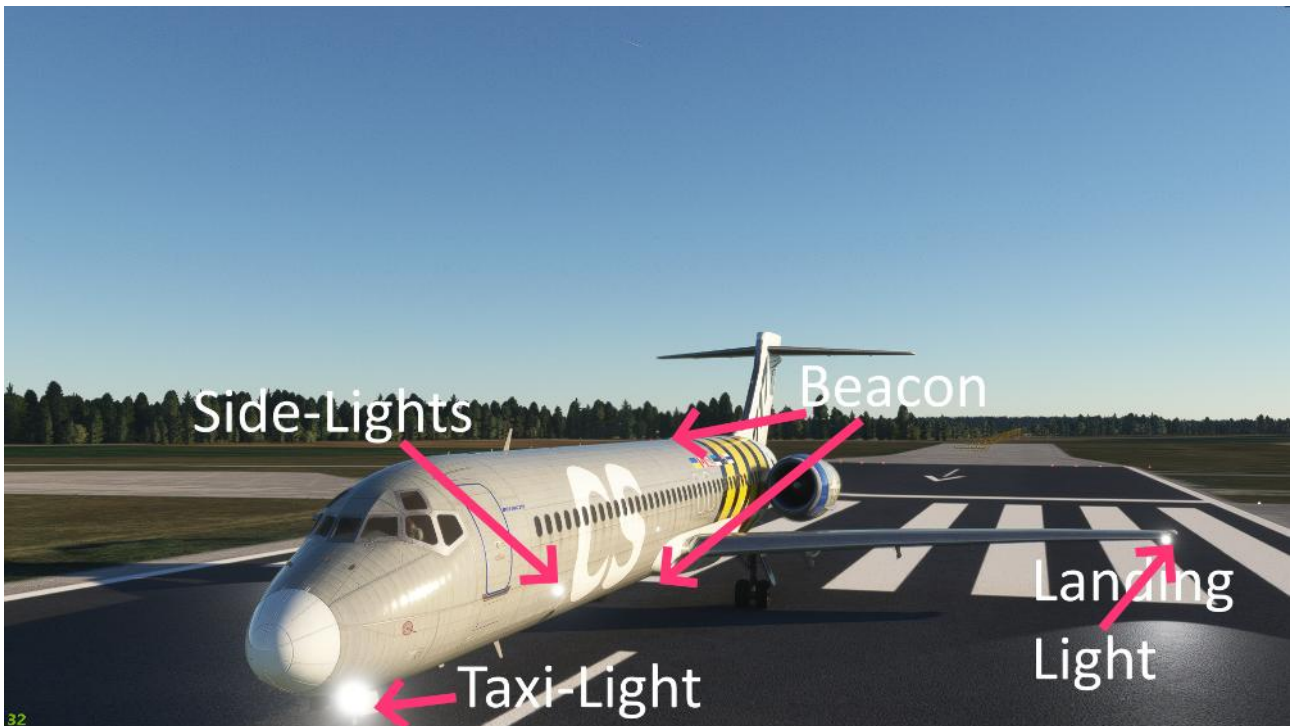

Engine-Cover (can be open) / (ECAM-Menu)

Reverser (animated)

Exterior-Lights (animated)

The Cockpit-Overview

The cockpit areas and cockpit instruments are explained below.
99% of the Controls, Switches and Buttons are operable/animated. The circuit breakers are of course not animated, so they are not clickable. That would be asking a little too much.

#		#	
1	PFD (Primary Flight Display)	9	Master-Caution and Master-Warninglights
2	ND (Navigation Display)	10	Push to inhibit below GS Warning
3	Left EICAS-Display (ECAM)	11	Part of the Automatic Flightsystem
4	Right EICAS-Display (ECAM)	12	Mechanical Flightnumber
5	FMC (Flight Managment Computer)	13	Engine Fire-Warning
6	Integrated Standby Flight Display (ISFD)	14	Gear Indicator
7	Flight-Director-Button and Light-Buttons	15	EFIS Control-Panel
8	Clickspot for Rudder	16	AutoPilot Panel

Not every system or display is explained in detail, but only the most important messages, displays and functions of this aircraft type. Switches, buttons or controls without a function behind them are not explained here, but are simply referred to as INOP (inoperable). However, this may change in the future with further updates. You should also regularly visit the Captain-Sim Forum (see the Link below) to see what's new. Updates etc.
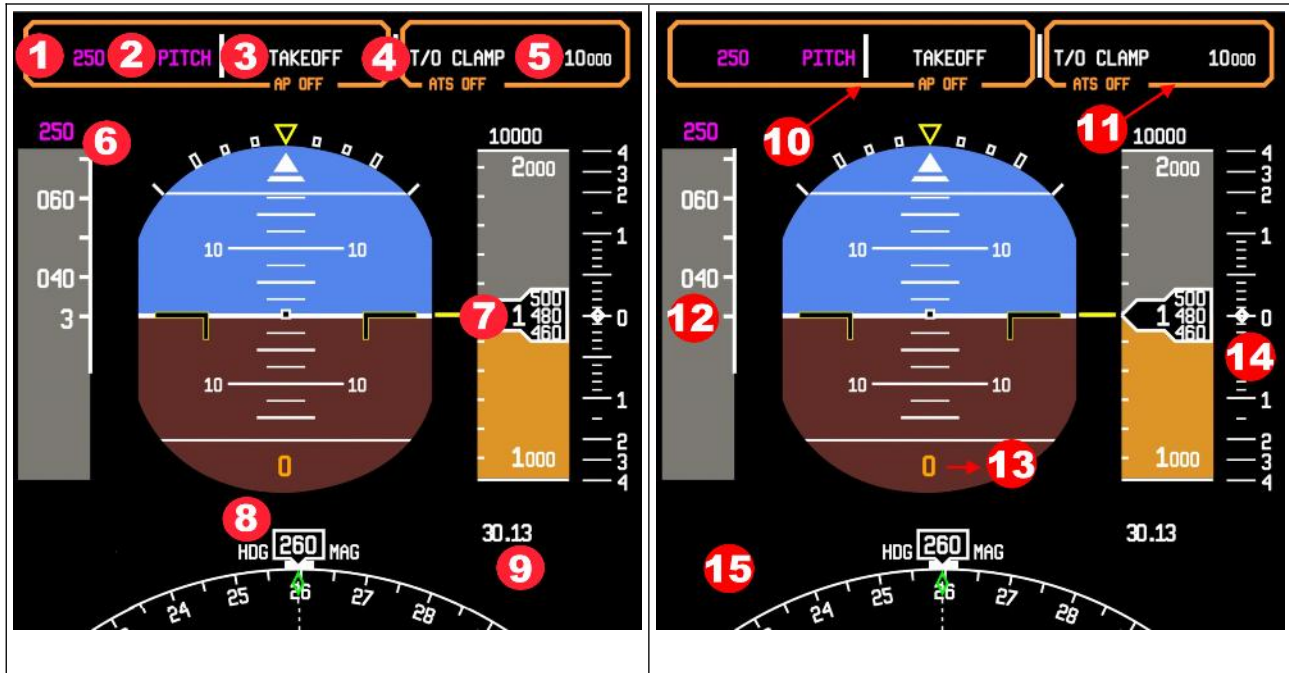
https://www.captainsim.org/forum/csf.pl?catselect=fs20

So that you are always up to date with your Boeing 717-200

PFD   (Primary Flight Display)

The PFD-Display on Pilot-Side and Co-Pilot-Side shows always the same.

1	Selected Speed (ktn) (Magenta = managed)	10	Orange Frame Indicator - Autopilot is OFF
2	Pitch-Mode (Magenta = managed)	11	Orange Frame Indicator - Autothrottle is OFF
3	Takeoff-Mode	12	Actualy Air-Speed
4	Altitude-Mode	13	High above Ground
5	Selected Altutude	14	Indicator-Scale for Climb-Rate
6	Selected Speed	15	
7	High above N.N	16	
8	Heading-Course	17	
9	QNH-Value	18	-

PFD - Upper Controls

SPEED-CONTROL	Shows FCP or FMS speed and mode. Mode is magenta when the FMS speed is engaged and the airplane is controlling to an FMS or pilot selected speed. The mode is white when an AFS speed mode is engaged and controlling to a pilot selected speed. When THRUST mode is on, ATS should be engaged. If it is not, the white ATS OFF box appears. If ATS is inoperative, the amber ATS OFF box appears. If a speed has been commanded that cannot be maintained due to vertical speed or FPA, the speed and mode will flash. Flashing continues until the airplane accelerates towards the target speed. If the mode changes due to an auto reversion, the new mode flashes 5 times. If speed protection engages, HI SPEED PROTECTION or LO SPEED PROTECTION will be displayed
ROLL-CONTROL	Shows roll mode. Digits are displayed in HDG or TRK mode. Engaged AP1 or AP2 is shown. FMS modes are magenta, pilot and AFS modes are white, and AUTOLAND mode is green. If the mode changes due to an auto reversion, the new mode flashes 5 times. Armed modes are in small characters above the engaged mode
ALTITUDE-CONTROL	Shows FMS or FCP target altitude and profile mode. FMS altitudes and modes are magenta. Pilot selected altitudes and modes are white. If the mode changes due to an auto reversion, the new mode flashes 5 times. Armed modes are shown above the engaged mode. The GROUND PROX warning is in red and flashes with the engaged mode.

Speed-Control Modes

Control-Mode	Color	Description
PITCH	White	Manual control mode indicates AP/FD speed on pitch during a climb. Entered by making a manual speed selection on the FCP during takeoff, climb and level change.
PITCH	Magenta	FMS control mode indicates speed on pitch during a climb.
THRUST	White	Manual control mode indicates speed controlled by the throttles. Entered by making a manual selection on the FCP (altitude hold, vertical speed, and flight path angle)
THRUST	Magenta	FMS control mode indicates throttles control the speed of the aircraft.
IDLE THRUST	Magenta	FMS control mode indicates the throttles control the speed of the aircraft during descent
RETARD	White	Autothrottle is in the retard mode during an autoland.
WINDSHEAR	White	Windshear speed control is in operation.
LO SPEED PROTECTION	White	Speed protection is engaged.
HI SPEED PROTECTION	White	Speed protection is engaged.

Roll-Control Modes

Control-Mode	Color	Description
TAKEOFF	White	Manual control mode for the AP/FD set to the takeoff mode while the aircraft is on the ground.
HEADING	White	Manual control mode for the AP/FD set to the takeoff mode after the aircraft is in flight, or to manually set heading select or heading hold.
TRACK	White	Manual control mode for the AP/FD set to the takeoff mode after the aircraft is in flight, to manually set track select or track hold.
NAV1 or NAV2	Magenta	NAV 1 displayed when autopilot 1 is in control. NAV 2 displayed when autopilot 2 is in control. FMS control mode for all the roll control steering commands. Entered by pushing the NAV button on the FCP.
LOC	Green	Autoland control mode indicates the localizer is locked on in an autoland configuration (glideslope also locked on).
LOC ONLY	White	Manual mode indicates localizer only is locked on (glideslope not available).
ALIGN	Green	Autoland mode indicates that the aircraft is in a Category IIIA runway alignment phase.
ROLLOUT	Green	Autoland mode indicates that the aircraft is in a Category IIIA rollout phase
LAND ARMED	White	Armed by selecting APPR/LAND button on the FCP. The FCCs arm for an autoland (localizer not locked on)
LOC ARMED	White	Armed by selecting LOC ONLY on NAV RAD page. FCC arms the set ILS to lock on the localizer beam.
NAV ARMED	Magenta	Armed by selecting NAV button on the FCP. FCC armed to locks on the FMS NAV mode.

Altitude-Control Modes (1)

| Control-Mode	Color	Description
T/O THRUST	White	thrust is greater than 70% (1.2 EPR), and airspeed is less than 80 knots with aircraft on the ground.
T/O CLAMP	White	autothrottles are in operation / thrust is greater than 70% (1.2 EPR) / airspeed is more than 80 knots / climb thrust is not set (takeoff, climb).
T/O CLAMP	Magenta	PROF selected on FCP /autothrottles are in operation / thrust is greater than 70% (1.2 EPR) / airspeed is more than 80 knots / climb thrust is not set (takeoff, climb).
GO AROUND	White	go-around thrust is set / autothrottles are in operation. Push the TOGA palm switches.
GO AROUND	Magenta	go-around thrust is set / PROF selected on FCP / autothrottles are in operation // Push the TOGA palm switches.
IDLE CLAMP	White	Displayed during descent level changes with the autothrottles on.
IDLE	Magenta	Displayed during an FMS descent with the autothrottles on.
CLB THRUST	White	Displayed with autothrottles on and manual climb thrust set.
CLB THRUST	Magenta	Displayed with autothrottles on and FMS PROF climb thrust set.
MCT THRUST	White	Displays a manually set maximum continuous thrust.
MCT THRUST	Magenta	Displays an FMS PROF maximum continuous thrust.
G/A THRUST	White	Displays a manually set go around thrust set.
G/A THRUST	Magenta	Displays an FMS PROF go around thrust set.
GRZ THRUST	White	Displays manual cruise thrust set in a climb, cruise, or descent.

Altitude-Control Modes (2)

Control-Mode	Color	Description
GRZ THRUST	Magenta	Displays FMS PROF cruise thrust set in climb, cruise or descent.
HOLD	White	Displays an altitude hold in an AP/FD altitude capture. The altitude selection on the FCP (altitude hold, cruise) sets this mode.
HOLD	Magenta	Displays an altitude hold in an AP/FD altitude capture. FMS PROF (altitude constraints, cruise) sets this mode.
V/S	White	Displays vertical speed set for the AP/FD. The thumb wheel on the FCP sets this mode for a climb or descent.
V/S	Magenta	Displays a vertical speed set for the AP/FD while operating in FMS PROF
FPA	White	Displays a flight path angle set for the AP/FD. The thumb wheel on the FCP sets this mode for a climb or descent
PROF	Magenta	Displays the AP/FD in an altitude hold. An FMS calculated flight path altitude change sets this mode for climb or descent.
GS	Green	Displays AP/FD locked on the glideslope in an AUTO LAND approach.
GS	White	Displays during the approach only mode
AUTOLAND	Green	Displays for a Category IIIA approach with autoland set.
APPR ONLY	White	Displays with the localizer and glideslope locked on, and autoland is not available.
FLARE	Green	Displays in a Category IIIA approach with autoland set in the flare phase
ROLLOUT	Green	Displays in a Category IIIA approach with autoland set in the rollout phase
WINDSHEAR	White	Displays for AP/FD speed on pitch and windshear guidance available.
GROUND PROX	Red	Displays a ground proximity warning from the ground proximity warning computer.

When the aircraft begins to make an altitude change, FMA annunciations indicate armed pending actions. The selection is indicated above the altitude control window.

Altitude-Control Modes (3)

| Control-Mode	Color	Description
PROF TO	Magenta	FMS PROF controls the altitude to an intermediate constraint.
VERT ALERT	Magenta	Displays temporarily and changes from VERT ALERT to PROF TO XXX to show a possible level change.
LAND ARMED	White	Displays autopilot auto land set and the localizer locked on but glideslope not locked on
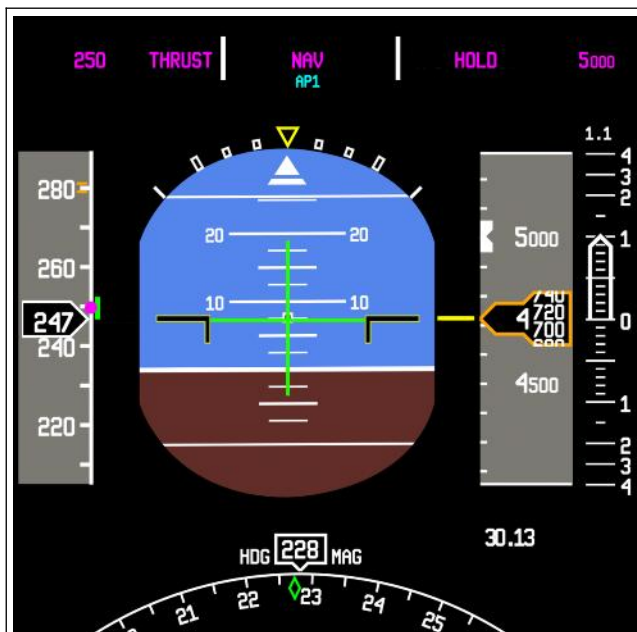
Example 1

Example 2

ND (Navigation Display)

The ND-Display on Pilot-Side and Co-Pilot-Side shows always the same.

The ND works in different modes. MAP-MODE , PLAN-MODE , VOR-MODE, APPR-MODE and TCAS-Mode see Picture below. The Mode can be changed by using this Buttons….

ND in MAP-MODE
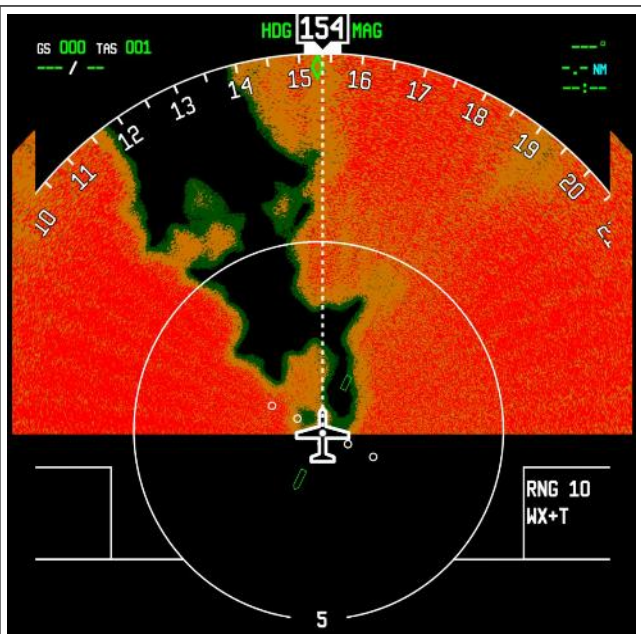
ND Weather-Mode

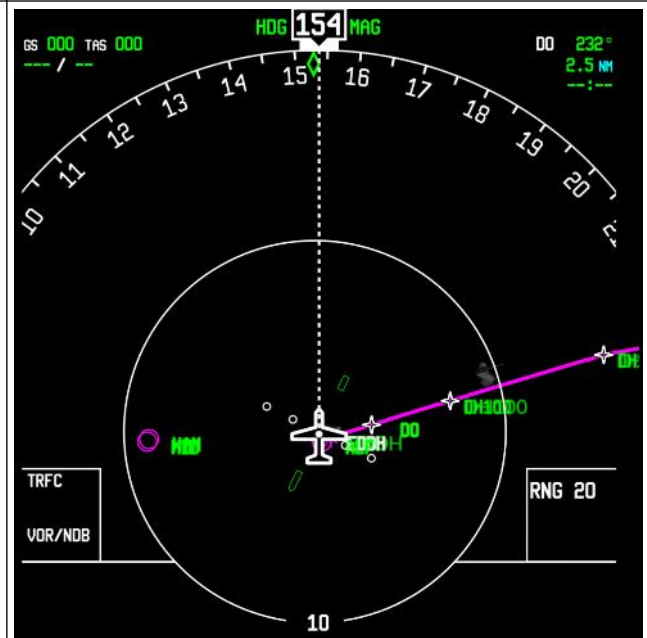| 1	Groundspeed / Airspeed	7	Waypoint reached at Time
2	Winddirection Degree and Speed in kn	8	displays (TRFC-DATA-WPT-VOR-ARPT)
3	Wind Direction Indicator	9	Range
4	Current Course	10	(Left) Data / Constrains --- (Right) Terrain
5	Next Waypoint Direction Degree	11	
6	Distance to Waypoint	12	

ND (Different Display-Modes)

Terrain + Waypoints

Terrain + Data

Airports

Terrain + VOR / NDB

ND in Plan-Mode

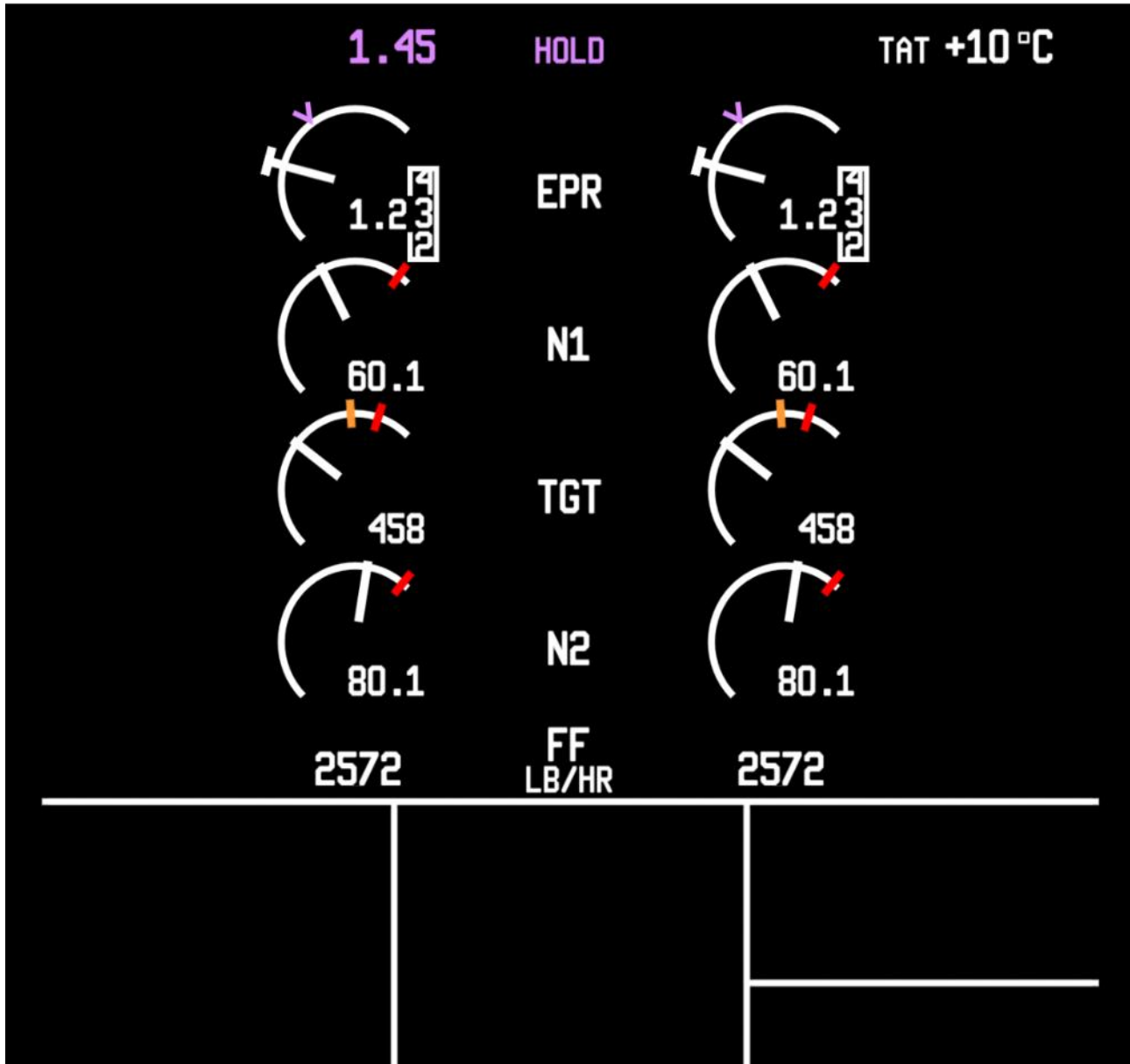## ND in TCAS-Mode

ND in VOR-Mode

ND in APPR-Mode

Feature in the ND :

When the navigation display window pop-up, you can use mouse click anywhere in that window to increase the radius, it will loop, and Shift + click to switch between map and plan modes.

Left EICAS-Display (ECAM) (Eicas Display)


```
1.45        HOLD                    TAT +10°C

                    EPR
       1.23              1.23

                    N1
       60.1             60.1

                    TGT
        458             458

                    N2
       80.1             80.1

    2572            FF       2572
                  LB/HR
```

The left EICAS display shows the status of the two Rolls-Royce BR715 engines. The EPR or pronounced Enigne Pressure Ratio. The inlet pressure at the engine inlet is set in relation to the outlet pressure at the exhaust nozzle. The value N1 (low pressure rotor) shows the current engine speed in percent. The TGT value is the engine temperature. The value N2 (high pressure rotor) also shows the speed in percent. The value FF shows the current fuel consumption in LB per hour.
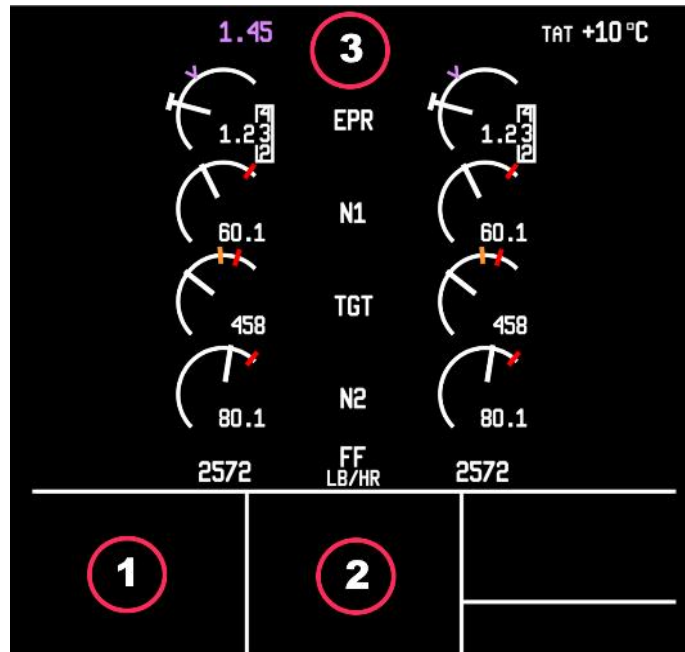
## Warning / Hint-Messages are displayed in Text-Blocks 1 + 2 + 3

The following messages may be displayed :

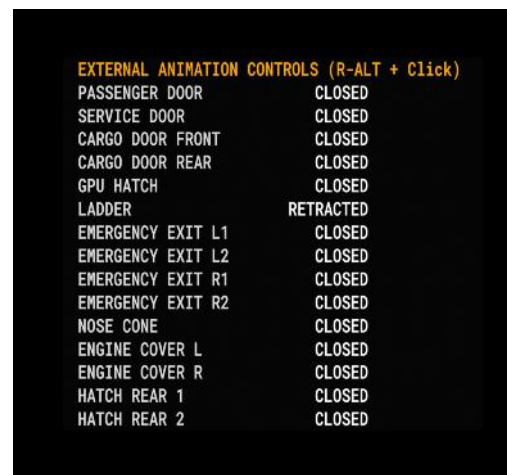| 1 (ORANGE)	2 (CYAN)	3 (MAGENTA)
ACCESS COMPT DOOR	STAB TRIM	T/O THRUST
AFT BULKHEAD DOOR	RUDDER TRIM	T/O CLAMP
CABIN DOOR	FLAP	CLB THRUST
CARGO DOOR FWD	SLAT	HOLD
CARGO DOOR AFT	SPOILER	MCT THRUST
DOOR OPEN	BRAKE	V/S
ELEC COMPT DOOR		FPA
GALLEY DOOR		PROF
STAIRWAY DOOR FWD		GO AROUND
		G/S
		AUTOLAND
		APPR ONLY
		FLARE
		ROLLOUT

Right EICAS-Display (ECAM) (Eicas Display)

The right EICAS display is more or less a multifunction display. Several systems are shown on this display; the selection is made using the buttons on the pedestal.
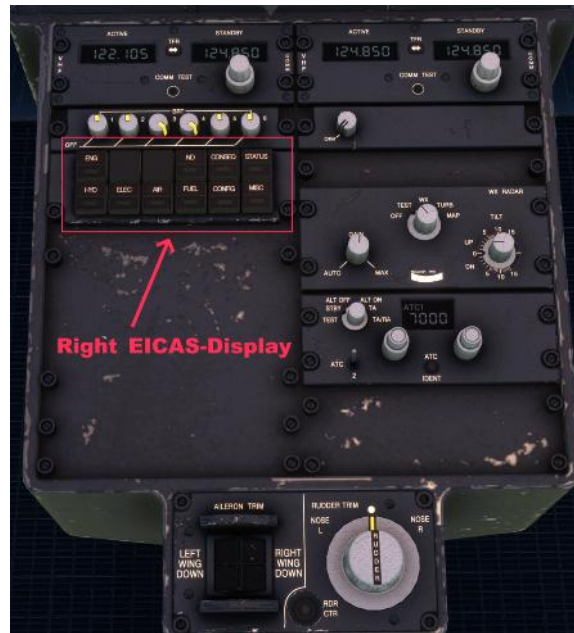
There are a total of 12 buttons arranged in two rows.

1. ENG — Engine-System
2. ?? — not in use
3. ?? — Menue-Display
4. ND — ND-Display n.a.
5. CONSEQ — Consequences
6. STATUS — Status-Display
7. HYD — Hydraulic-System
8. ELEC — Electric-System
9. AIR — Air-System
10. FUEL — Fuel-System
11. CONFIG — not in use
12. MISC — not in use

EXTERNAL ANIMATION CONTROLS (R-ALT + Click)	
PASSENGER DOOR	CLOSED
SERVICE DOOR	CLOSED
CARGO DOOR FRONT	CLOSED
CARGO DOOR REAR	CLOSED
GPU HATCH	CLOSED
LADDER	RETRACTED
EMERGENCY EXIT L1	CLOSED
EMERGENCY EXIT L2	CLOSED
EMERGENCY EXIT R1	CLOSED
EMERGENCY EXIT R2	CLOSED
NOSE CONE	CLOSED
ENGINE COVER L	CLOSED
ENGINE COVER R	CLOSED
HATCH REAR 1	CLOSED
HATCH REAR 2	CLOSED

The menu selection page is shown as the start display. Here we can influence various things on the aircraft.

However, in order to open the doors, for example, it is not enough to click on the point on the display. This menu window must be brought to the foreground. This is done as follows. Move the mouse pointer into he area of this display, then press the right Alt key and click on the left mouse button. Now the window is brought to the foreground. Now you can open the engine covers in this window by clicking on the corresponding line.

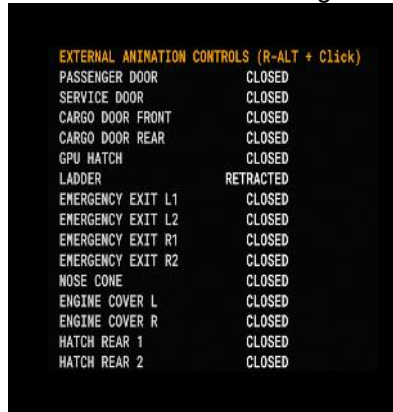By the way, bringing it to the foreground applies to all displays, including the FMC display.

Right EICAS-Display (ECAM) (Eicas Display)
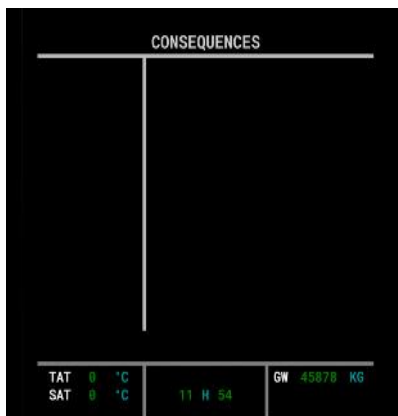
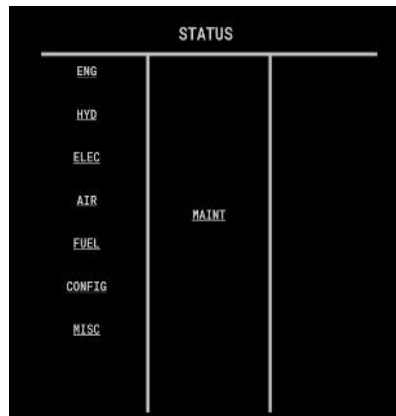### 1.Button Engines-Page
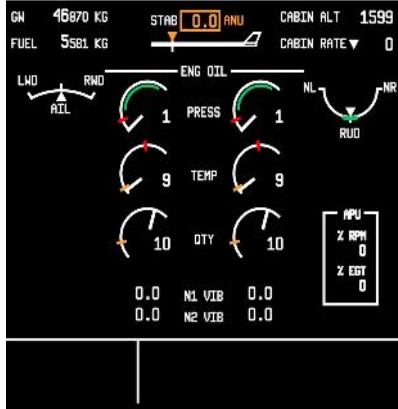
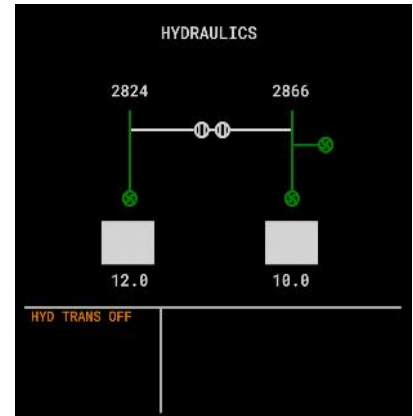### 3.Button   Menue-Page

4.Button   ND-Page

5.Button Conseq-Page
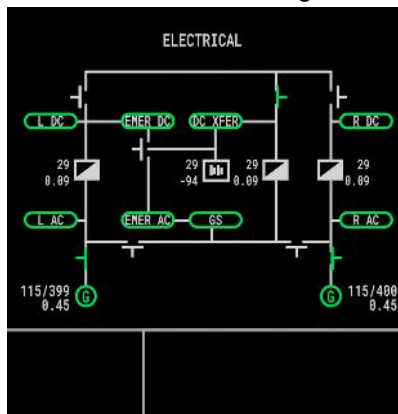

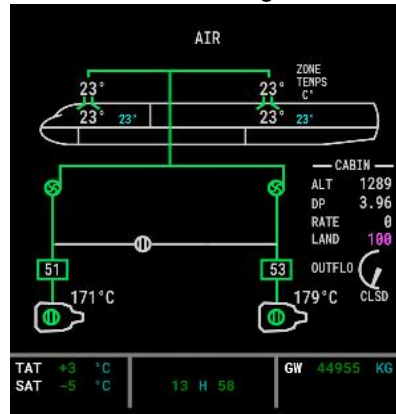### 6.Button   Status-Page
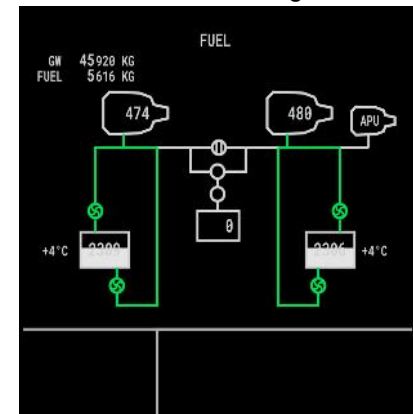

7.Button   Hyd-Page

8.Button Electric-Page

9.Button Air-Page

10.Button   Fuel-Page

The displays for buttons 2, 11 and 12 have no function and are not shown here.

FMC (Flight Management Computer)

A flight management system (FMS) is a fundamental component of a modern airliner's avionics. An FMS is a specialized computer system that automates a wide variety of in-flight tasks, reducing the workload on the flight crew to the point that modern civilian aircraft no longer carry flight engineers or navigators. A primary function is in-flight management of the flight plan. Using various sensors (such as GPS and INS often backed up by radio navigation) to determine the aircraft's position, the FMS can guide the aircraft along the flight plan. From the cockpit, the FMS is normally controlled through a Control Display Unit (CDU) which incorporates a small screen and keyboard or touchscreen. The FMS sends the flight plan for display to the Electronic Flight Instrument System (EFIS), Navigation Display (ND), or Multifunction Display (MFD). The FMS can be summarised as being a dual system consisting of the Flight Management Computer (FMC), CDU and a cross talk bus.

Source: https://en.wikipedia.org/wiki/Flight_management_system

The two buttons framed in red on the left and right have the following designation. Left side from top to bottom L1 - L6. Right side from top to bottom R1 – R6.

all FMC-Pages of the CS 717-200

Startpage / Status	**INIT-Page 1**	**INIT-Page 2**	**INIT-Page 3**
FMC Menu-Page	**NAV-RADIO-Page**	**DIR-To-Page**	**Performance-Page 1**
Performance-Page 2	**Performance-Page 3**	**Performance-Page 4**	**Performance-Page 5**
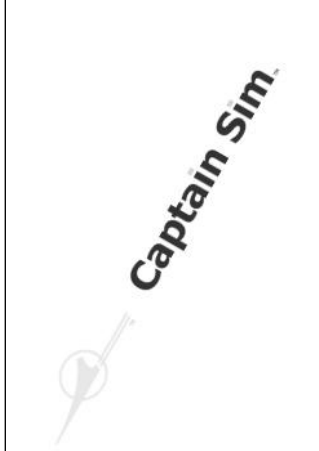
GO-Around-Page

REF-Index-Page

Position-Monitor

ECON-CRZ-Page

FIX-Info-Page 1 + 2

FUEL PRED-Page

Flightplan-Page

On the following pages the FMC pages are briefly presented and a simple flight plan is created.

Programming the FMC Part 1

Fig.1	Fig.2	Fig.3	Fig.4

Fig.5	Fig.6	Fig.7	Fig.8

Fig.1 shows the Startup-Screen on the FMC. Now we begin to program a little Flightplan. The first Step is to push the INIT-Button on the FMC. Now you see the INIT-Page (*Fig.2*). Next Step is input a Departure-Airport and an Arrival-Airport. In this case EDDM (Munich, Germany) to EDDN (Nürnberg, Germany). Input EDDM/EDDN on the FMC Keypanel (*Fig.3*) and press **R1** Button on the FMC (right side, first Button). This may takes a time. If finished you see Screen *Fig.4*, now press the **RETURN**-Button on the FMC. Now you see the Screen *Fig.5*, here we input the Flightnumber, the Costindex and the Flightlevel. First input the Flightnumber , then press **L3**-Button. Next input the Costindex and press **L5**-Button and at last input the Flightlevel and press **L6**-Button. Now it must show the Screen like *Fig.6*. Next press the **F-PLN** Button on the FMC….it show Screen *Fig.7*. Next press **L1** Button, you see Screen *Fig.8.* Next press **L1** Button again.

Programming the FMC Part 2

Fig.9

Fig.10

Fig.11

Fig.12

Fig.13

Fig.14

Fig.15

Fig.16

The runway can now be selected on this Screen (*Fig.9*), in this case 26L.To do this, press **L4** Button on the FMC, see *Fig.10*. Now select the **SID** , in this case AKIN1S. Press **L3** Button and then **R6** button to Insert in Flightplan. (*Fig.11*). Press **L6** Button, this choose EDDN...now you see Screen *Fig.12* (Arrival). Press **L1** and choose the Landing-Runway (*Fig.13*), in this case ILS 28. Choose the **STAR** on *Fig.14*, in this case **LETK1V**, to do this press **L5** Button and **R6** Button to insert in Flightplan (you see *Fig.15*). At last choose the **APPROACH**, in this case **NUB**, to do this press **L4** Button and then **R6** Button to insert in Flightplan. The Flightplan is Ready now…..only a few Step to finish at next side...

Programming the FMC Part 3

Fig.17   **Fig.18**   **Fig.19**

Press **PERF**-Button on the **FMC**, you see *Fig.17*. Type in 18 on the Keypanel for the Flap-Position....then press **L6** Button. The Speeds **V1**, **VR** and **V2** are calculated (*Fig.18*)
When you see **CHECK/CONFIRM VSPDS**, you need to press the **L1,L2,L3** Button one after the other to confirm the values

Press **F-PLN** Button on the **FMC**…...now its finished.
Now you can see the Flightplan on the ND-Display (*Fig.20*), maybe you must change the Range with **INCR / DECR** Buttons on **EFIS-Panel**

Fig.20

ISFD (Intergrated Standby Flight Display)

An integrated standby instrument system (ISIS) is an electronic aircraft instrument. It is intended to serve as backup in case of a failure of the standard glass cockpit instrumentation, allowing pilots to continue to receive key flight-related information. Prior to the use of ISIS, this was performed by individual redundant mechanical instrumentation instead. Such systems have become common to be installed in various types of aircraft, ranging from airliners to helicopters and smaller general aviation aircraft. While it is common for new-built aircraft to be outfitted with ISIS, numerous operators have opted to have their fleets retrofitted with such apparatus as well.

Source: https://en.wikipedia.org/wiki/Integrated_standby_instrument_system

EFIS (Electronic Flight Instrument System)
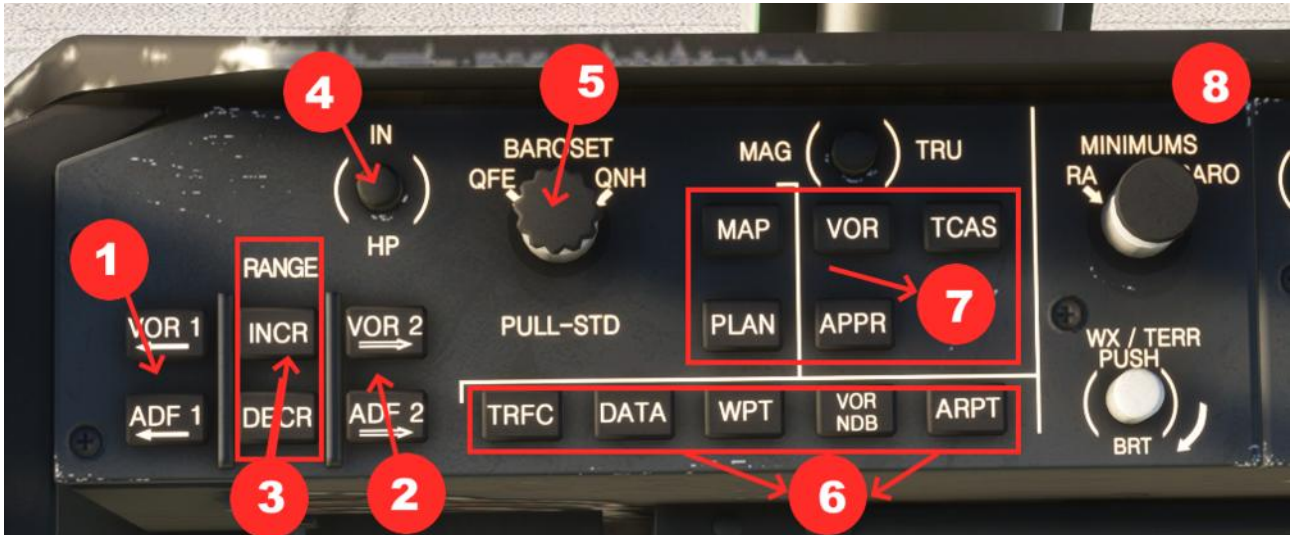
1	Show / Hide VOR 1 – ADF 1 in ND-Display	5	Set Baro-Value
2	Show / Hide VOR 2 – ADF 2 in ND-Display	6	Terrain-Data-Waypoints-VORs-Airports in ND
3	Increase / Decrease Range in ND-Display	7	ND-Display-Modus
4	Switch unit of measurement **hPa** to i**nch Hg**	8	Set Minimums

FCU (Flight Control Unit)

#		#	
1	Switch Unit of measurement IAS - MACH	8	APPR / LAND
2	Managed Speed activ	9	Switch unit of measurement Feet - Meter
3	Control manually Speed	10	Control manually Altitude
4	Managed Course / Flightplan	11	Profile-Mode activ
5	Control manually Heading	12	Vertical Speed f/min or sliding angle
6	Auto-Pilot cut of	13	Control manually Vertical Speed
7	Auto-Flight	14	

Altitude Control and Display

1 **FEET/METER** Changeover Button Push - Selects feet or meters on **FCP, FMA**, and lower right of **PFD**. 2 Altitude Display Window Displays altitude dialed in with the altitude select knob. Window is blank if air data computers fail. 3 Altitude Select Knob Rotate - Sets preselected altitude in altitude display window. If **PROF** is engaged, it sets **FMS** clearance ceiling (climb) or floor (descent). Pull - Airplane will climb or descend directly to selected altitude. **ATS** will go to climb thrust or idle descent as required. **FCP** altitude is displayed on **FMA**. Push - Airplane will hold current altitude. Altitude will display on **FCP**, **FMA**, and **PFD**

Vertical Control and Display

1 **V/S-FPA** Changeover Button Push - Selects alternately either vertical speed in fpm or **FPA** in tenths of degrees. 2 **V/S-FPA** Display Window Displays vertical speed or **FPA** selected with the pitch wheel. Display is blank if **V/S** or **FPA** are not engaged. When **FPA** is selected, the value is in degrees and tenths. When **V/S** is selected, the value is in fpm. 3 Pitch Wheel Rotate - Selects a vertical speed or **FPA** in the display window. The airplane then maintains that vertical speed or **FPA**. If the wheel is rotated again, the vertical speed or **FPA** will change again. 4 **PROF** Switch Push - Engages **FMS** vertical profile guidance.

Heading Control and Display	<mark>1</mark> **HDG/TRK** Changeover Button Push - Selects alternately either heading or track in the display window and on the **ND**. <mark>2</mark> **HDG/TRK** Display Window Displays **HDG** or **TRK** dialed in with the **HDG/TRK** selector. Window is blank when the **AFS** is controlling to the **FMS** flight plan. <mark>3</mark> **HDG/TRK** Selector (Inner Knob) Rotate - Preselects a heading or track in the display window. Pull - The airplane captures and follows the selected track or heading that is in the display window. Push - Airplane maintains current heading or track. The window will display this heading or track. <mark>4</mark> Bank Angle Limit Selector (Outer Knob) Rotate - Selects max bank angle in 5 degree increments. **AUTO** - Bank angle limits vary with speed. This selector cannot override **FMS** bank angle limits. Limits are displayed on the top of the **PFD** attitude sphere. <mark>5</mark> **NAV** Switch Push - Arms the **FMS NAV** capture mode or resumes **FMS** lateral control. **NAV ARM** can be cancelled by selecting **HDG/TRK** hold, **APPR/LAND** arm, capturing the localizer, or capturing **FMS NAV**
Speed Control and Display	<mark>1</mark> **IAS/MACH** Changeover Button Push - Selects alternately either **IAS** or Mach in the display window. <mark>2</mark> **IAS/MACH** Display WIndow Displays the **IAS** or Mach dialed in with the **IAS/MACH** select knob. The window shows dashes when the **AFS** is controlling to **FMS** flight plan speed. <mark>3</mark> **IAS/MACH** Select Knob Rotate - Preselects **IAS** or Mach in the display window. Pull - The airplane holds speed selected in the window. Push - The airplane maintains current speed and the window will display the speed. <mark>4</mark> **FMS SPD** Switch Push - Selects the armed **FMS** speed. The display window will show dashes and the **FMA** speed changes from white to magenta. FMS speed can be edited by preselecting an **FCP** speed with the **IAS/MACH** select knob and immediately pushing this switch. **FMS SPD** is disengaged by pushing or pulling the **IAS/MACH** select knob or by engaging go-around
APPR/LAND, AUTO FLIGHT and AFS OVRD OFF Switches	<mark>1</mark> **APPR/LAND** Switch Push - Arms the **APPR** and **LAND** modes. **LAND ARMED** appears in the **FMA** roll control window. A tuned **ILS** is required to arm **APPR/LAND**. <mark>2</mark> **AUTO FLIGHT** Switch Push - Engages **ATS** and one **AP** in the **FD** mode that has been selected. If no **FD** mode has been selected, the **AP** engages in **HDG/TRK HOLD** and either altitude hold (if level) or vertical speed hold (if climbing/descending). After **AP** engagement, each push alternates the **AP** between **AP1** and **AP2**. This is displayed on the **FMA**. <mark>3</mark> **AFS OVRD OFF** Switches (2) Push down - Allows emergency disconnect of respective autopilot, autothrottle, and yaw damper. In **OFF**, an amber and gray bar comes into view.

Overheadpanel (Overview)
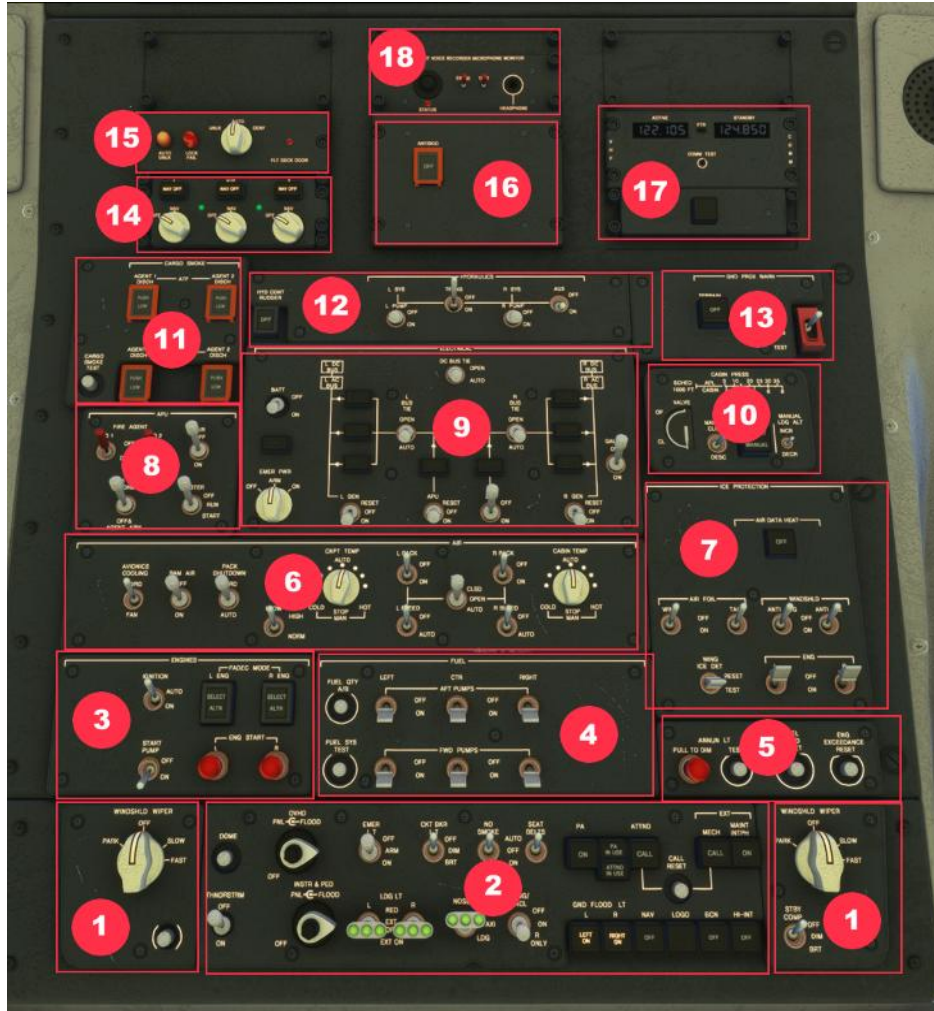
1	Wiper-Panels	10	Cabin-Pressure-Panel
2	Light-Panel	11	Cargo-Smoke-Panel
3	Engine-Panel	12	Hydraulic-Panel
4	Fuel-Panel	13	Ground-Prox-Warn-Panel
5	Fuel-Panel 2	14	ADIRS-Panel
6	Air-Panel	15	Cockpit-Door-Panel
7	Ice-Protectio-Panel	16	AntiSkid-Panel
8	APU-Panel	17	Backup-Frequenz-Panel
9	Electric-Panel	18	Cockpit Voice Recorder Microfone Monitor

The Light-Button over the Ground-Power-Switch is an 'Easter Egg' - you can control electrical power truck.

Wiper-Panel

Wiper-Panels Left Pilot-Side
and Right the Copilot-Side.
The Wipers has two Speed Settings,
Slow and Fast. When the Wipers
stops, you can bring them down,
if you switch to Park.
The Push-Butonn on Pilot-Side ???

The Switch on Co-Pilot-Side

Light-Panel

1	Dome-Light	10	Taxi Light
2	Thunferstorm-Light	11	Wing Light
3	Lights for Overhead-Panel	12	Left Ground Light
4	Lights for Instruments and Pedestel	13	Right Ground Light
5	Emergency-Lights	14	Navigation Light
6	Light for Circuitbreakers	15	Logo Light
7	No Smoking Signs	16	Beacon Light
8	SeatBelt Signs	17	Strobe Light
9	Landing Lights	18	Calls Cabin Crew / Ext Mech (see next Side)

Cockpit Lighting

Cockpit dome lights provide area lighting and are controlled by the DOME switch (1) on the overhead panel.
Floodlights illuminate the overhead, glareshield, pedestal, and instrumentpanels. The light intensity can be
adjusted using the INSTR & PEDPNL-FLOOD (4) and OVHD PNL-FLOOD knobs (3) on the overhead panel.
THUNDRSTRM switch (2) overrides the individual lighting controls andilluminates all floodlights to maximum
intensity. Additional cockpit lighting consists of floor lights, map lights, briefcase lights,
circuit breaker light (6), standby compass light, and chart holder lights.

(18) PA, Call And INTPH Switches

1 **PA ON** Switchlight - blue **ON** - Push to connect the handset on the aft pedestal to the **PA** system when the handset is removed from its hanger. **ON** illuminates. Extinguished - Replacing the handset disconnects the handset from the PA system, extinguishes the switchlight, and reverts the handset to the service interphone function.

2 **PA IN USE** Light - blue **PA IN USE** - Light illuminates when a **PA** announcement is made from the flight deck microphone(s), the cabin handset(s), or when the Prerecorded Announcement Machine (PRAM)/Video is activated.

3 **ATTND CALL** Switchlight - blue **CALL** - Push switchlight to initiate a flight deck-to-flight attendant station call. Sounds a chime and illuminates the pink master call light at the flight attendant stations. Illuminates when a flight attendant calls the flight deck from a flight attendant station.

4 **MECH CALL** Switchlight - blue **CALL** - Push switchlight to sound the mechanic call horn. Illuminates when ground personnel push the pilot call switch at the ground power panel.

5 **MAINT INTPH** Switchlight - amber **ON** - Push switchlight to activate all service interphone jacks located throughout the airplane. **ON** illuminates.

6 **CALL RESET** Button Push - Extinguishes the **ATTND CALL** and the **MECH CALL** switchlights.

Engine-Panel

1	Ignition Switch	4	Starter Engine 2
2	Fuel Start Pump	5	
3	Starter Engine 1	6	

Fuel-Panel 1

1	Push-Button Fuel Quantity	5	Right AFT Fuel-Pumpswitch
2	Push-Button Fuel System Tesrt	6	Left FWD Fuel-Pumpswitch
3	Left AFT Fuel-Pumpswitch	7	Center FWD Fuel-Pumpswitch
4	Center AFT Fuel-Pumpswitch	8	Right FWD Fuel-Pumpswitch

Fuel-Panel 2

1	X-Feed Fuel	3	Push-Button Reset used Fuel
2	Push-Button Test	4	Push-Button Reset ENG Exceedance

ECAM-Fuel-Page
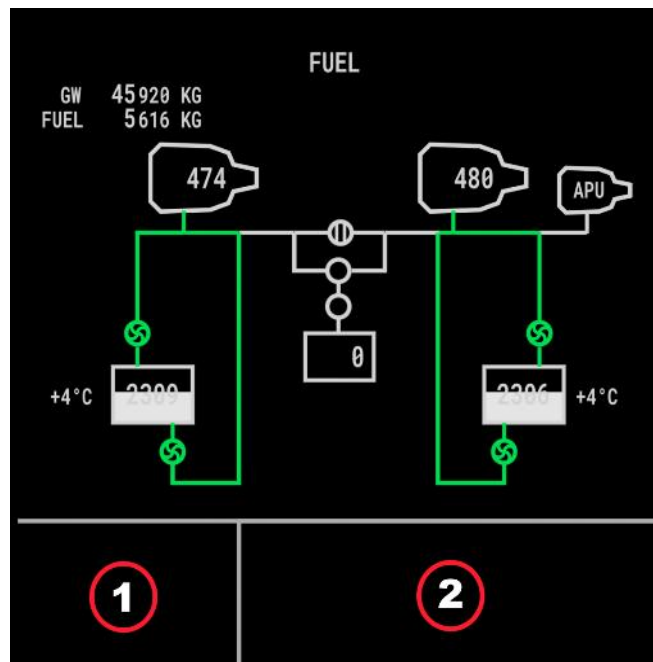
Warning and Hint-Messages are displayed in Text-Blocks 1 + 2

The following messages may be displayed :

BALST FUEL DISAG	CTR FWD PUMP LO	CTR AFT PUMP LO
FUEL OFF SCHEDULE	FUEL QTY FAULT	FUEL QTY SYS FAIL
CTR FWD PUMP OFF	CTR AFT PUMP OFF	ENG L FUEL PRES
ENG R FUEL PRES	FUEL LEVEL LO	LAT FUEL UNBAL
SEL CTR PUMPS OFF	SEL CTR PUMPS ON	TANK L PUMPS LO
TANK R PUMPS LO	TANK L PUMPS OFF	TANK R PUMPS OFF
TNK L FWD PMP LO	TNK R FWD PMP LO	TNK L FWD PMP OFF
TNK R FWD PMP OFF	TNK L AFT PMP LO	TNK R AFT PMP LO
TNK L AFT PMP OFF	TNK R AFT PMP OFF	
ENG START PUMP ON	FUEL SYS TEST	FUEL XFEED ON

Air-Panel / Air-System

1	Left Pack Switch	7	Temperature Control Cabin
2	Right Pack Switch	8	Avionic Cooling
3	Isolation Switch	9	RAM AIR
4	Left Bleed Switch	10	Pack Shutdown
5	Right Blee Switch	11	Flow
6	Temperature Control Cockpit	12	
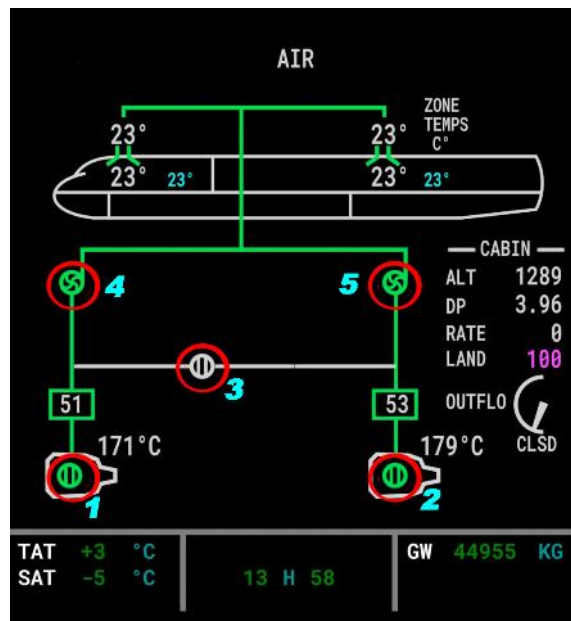
1	Left Bleed	4	Left Pack
2	Right Bleed	5	Right Pack
3	Isolation	6	

Examples for Air-Condition
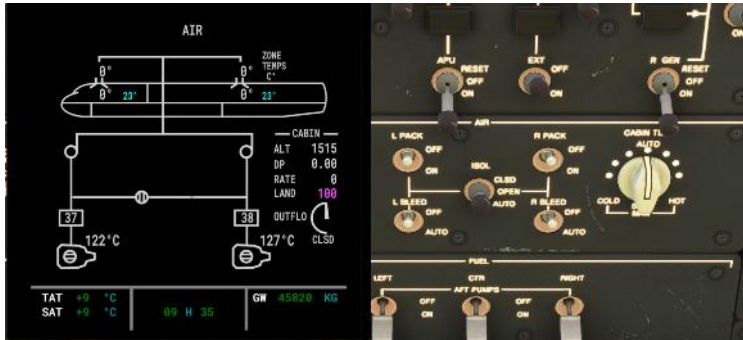
Left Pack　　= OFF
Right Pack　= OFF
Left Bleed　= OFF
Right Bleed　= OFF
Isolation　　= CLOSED
No Air-Condition in Cabin
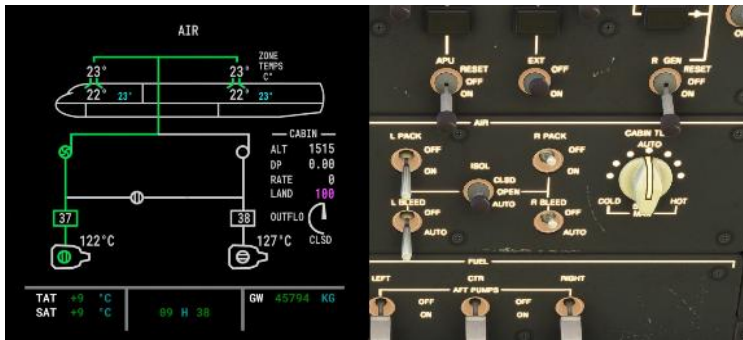
Left Pack　　= ON
Right Pack　= ON
Left Bleed　= AUTO
Right Bleed　= OFF
Isolation　　= CLOSED
Air-Condition in Cabin established
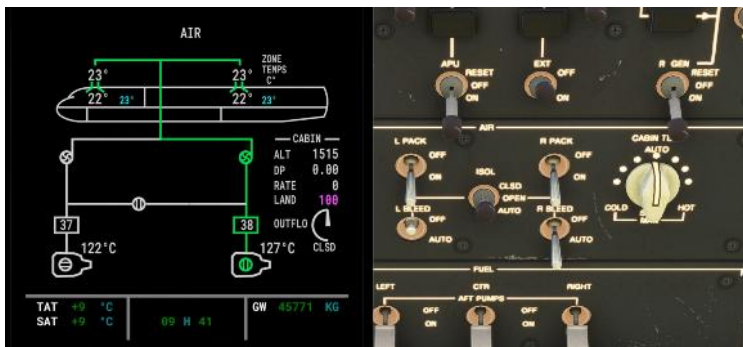
Left Pack　　= OFF
Right Pack　= OFF
Left Bleed　= AUTO
Right Bleed　= AUTO
Isolation　　= CLOSED
Air-Condition in Cabin established
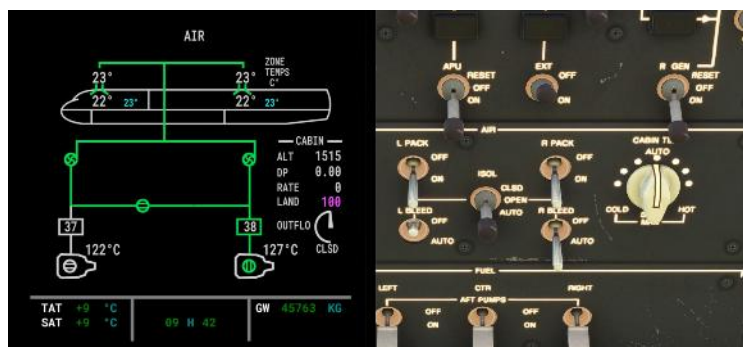
Left Pack　　= ON
Right Pack　= ON
Left Bleed　= OFF
Right Bleed　= AUTO
Isolation　　= OPEN
Air-Condition in Cabin established

Ice-Protection-Panel

Turn on all Switches if you are in Icing-Range

APU-Panel

Fire Agent and Fire Cont are INOP

APU-Air you need for Aircondition and Engine-Start

Before you starting the **APU** Start-Pump-Switch must set to **ON**

APU-Master: to starting **APU** push Switch to Start-Position and hold for 2 sec. before release.

Electrical System
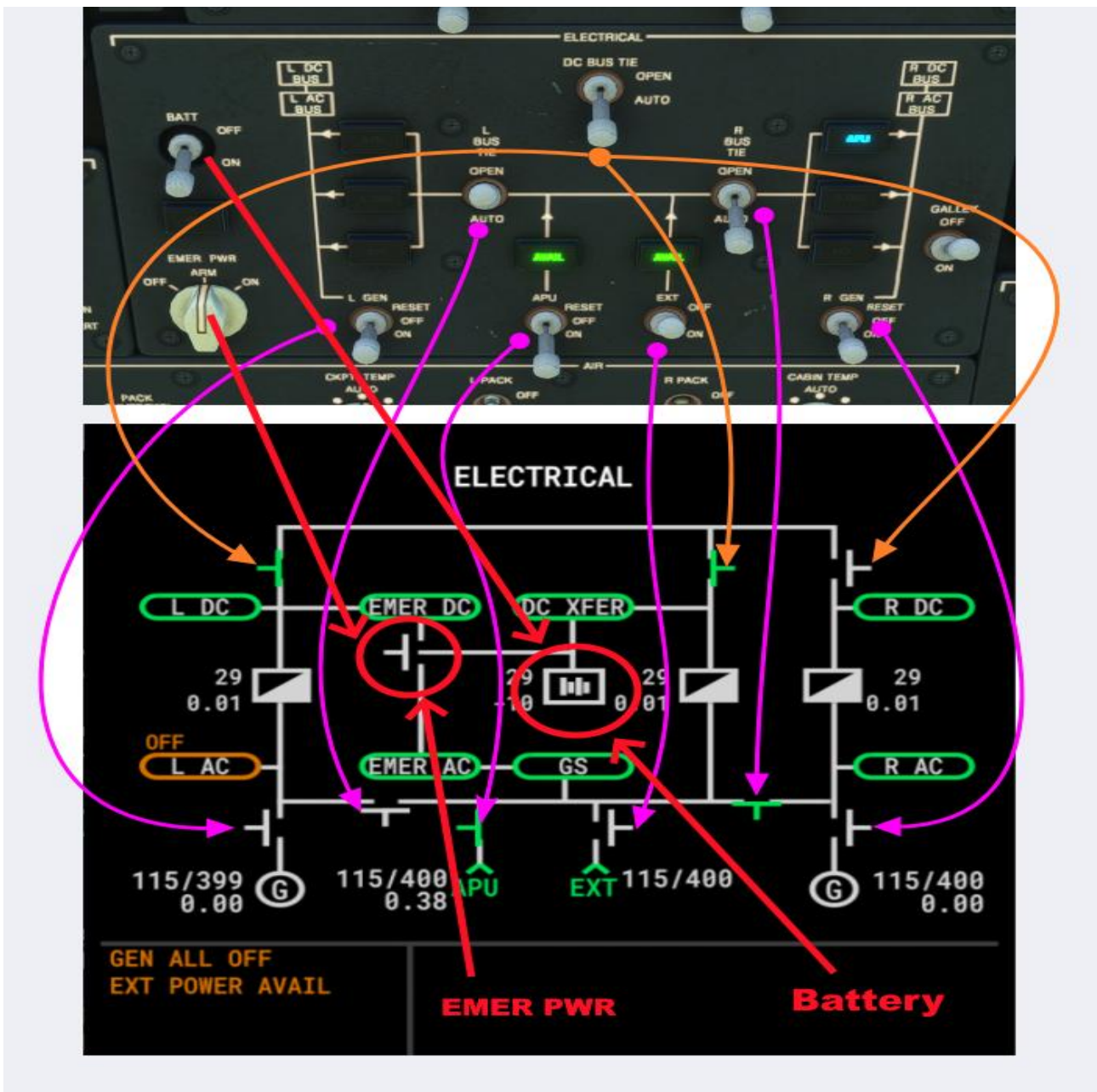
If Battery-Symbol green : *Battery is not charging*
If Battery-Symbol white : *Battery is being charged*

Hydraulic-Panel

ECAM-Hydraulic-Page
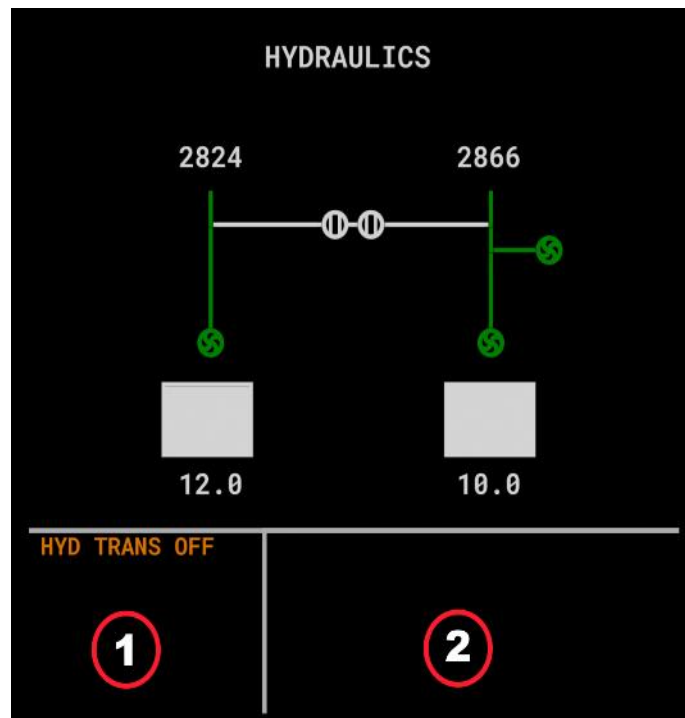
Warning and Hint-Messages are displayed in Text-Blocks 1 + 2

The following messages may be displayed :

HYD PUMP L OFF	HYD PUMP R OFF	HYD AUX PUMP OFF
HYD TRANS OFF	HYD L OFF	HYD R OFF

Nav / ADIRS-Panel

Door-Panel

Throttle-Quadrant
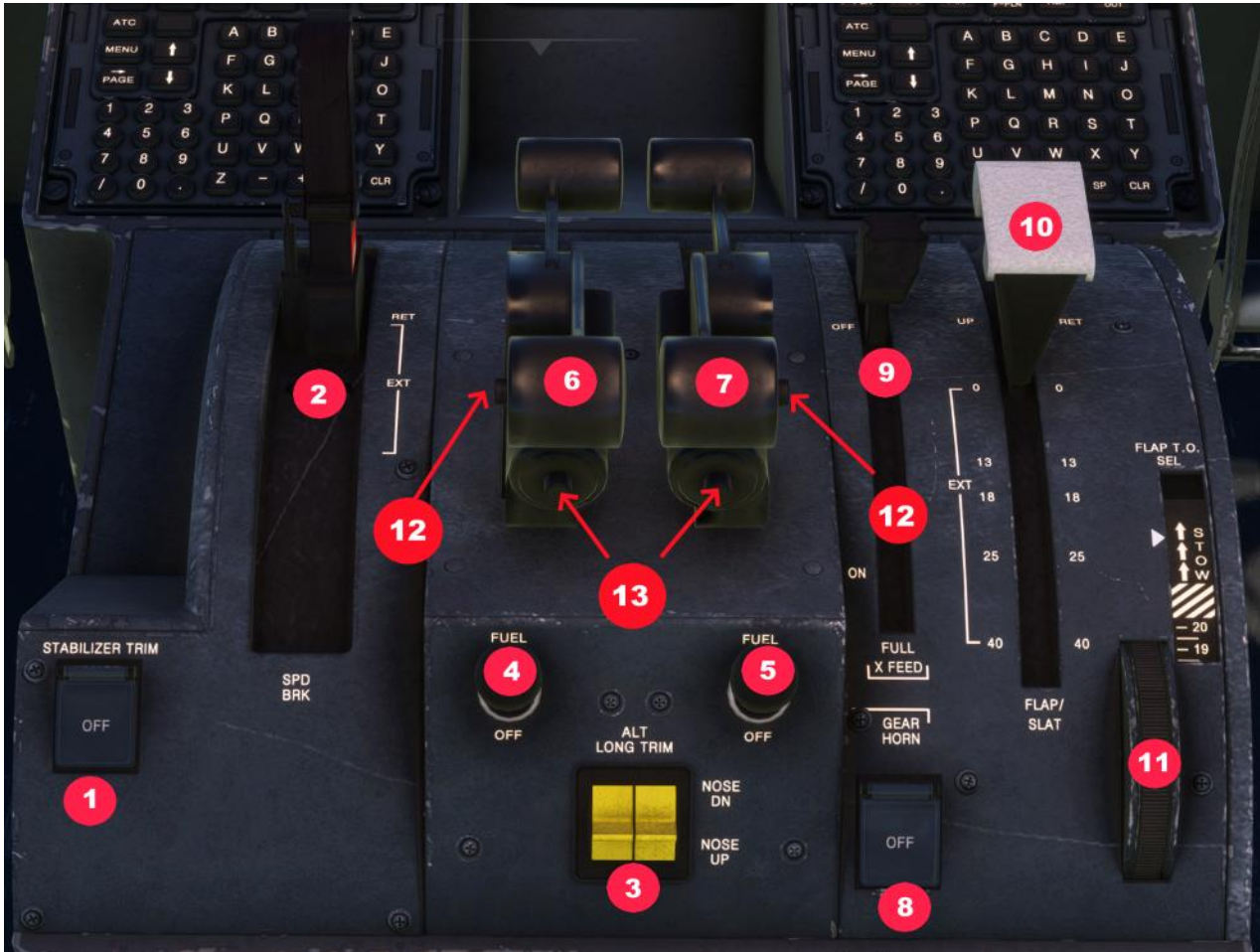
1	Stabelizer Trim ON / OFF	7	Thrust-Lever Engine 2
2	Speedbrake	8	Gear-Horn ON / OFF
3	ALT Long Trim (Nose Up / Nose down)	9	Fuel X-Feed
4	Fuel-Cutoff Engine 1	10	Flap-Lever
5	Fuel-Cutoff Engine 2	11	Dial-A-Flap Control (INOP)
6	Thrust-Lever Engine 1	12	Auto-Thrust OFF
		13	TOGA-Button / Auto-Thrust ON

Pedestel (Overview)
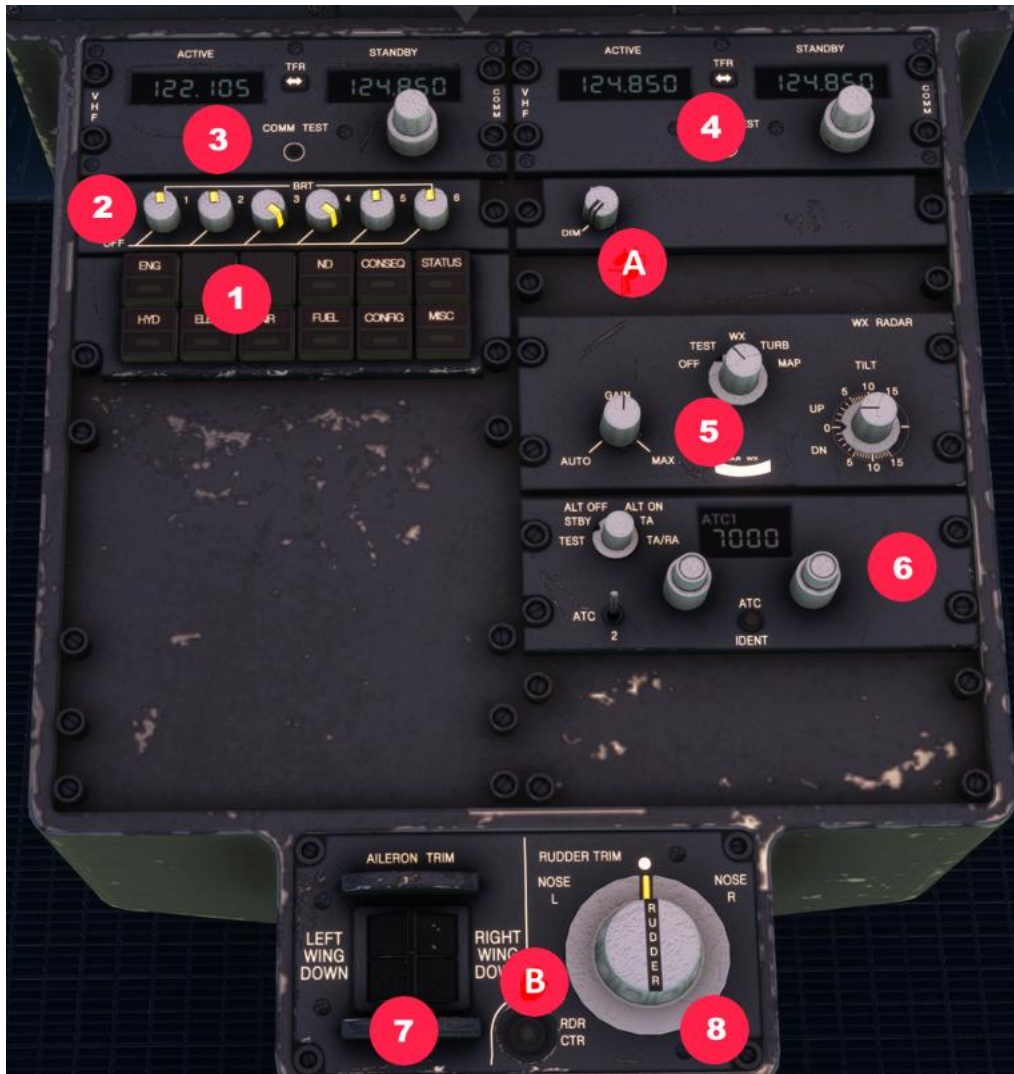
1	Buttons for Right EICAS-Mode (ECAM)	5	Weather-Radar-Panel
2	Lightcontrol for Displays	6	Squak-Code-Panel
3	Freq. Radio Pilot-Side	7	Aileron-Trim
4	Freq. Radio CoPilot-Side	8	Rudder-Trim
A	Light-Control for ISIS-Instrument	B	Button to Center Rudder (Trim-Reset)

Trimming the Boeing 717-200

Trim Indicator in ECAM-Display
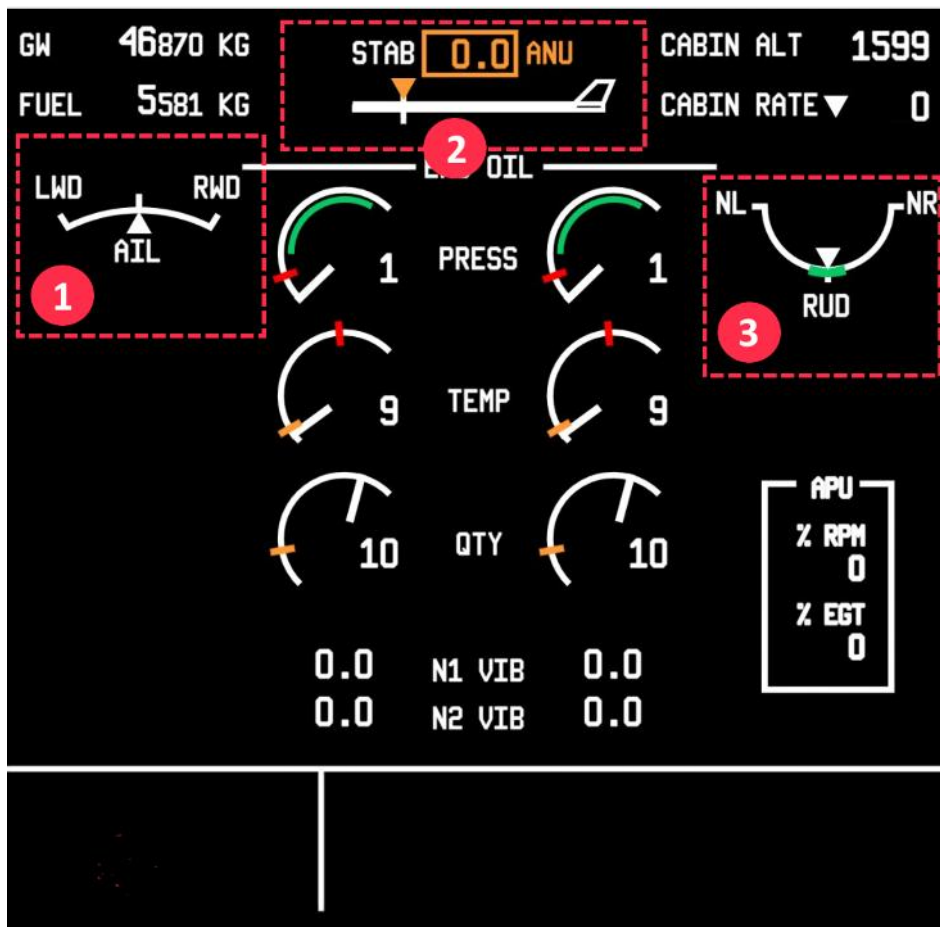
1. Indicator for Aileron-Trim	2. Indicator for Stabelizer / Nose-Up or Nose-Down Trim. The shown Value 0.0 has to set betwenn 4.0 and 5.0 for ideal Trim. If Value ok, it changes from orange to green.
3. Indicator for Rudder-Trim	

Rudder-Trim left and right

Rudder goes Left

Rudder goes left

Rudder goes right

Rudder goes right

Aileron-Trim left and right

Aileron-Trim left and right

Trim-Display in ECAM-Display
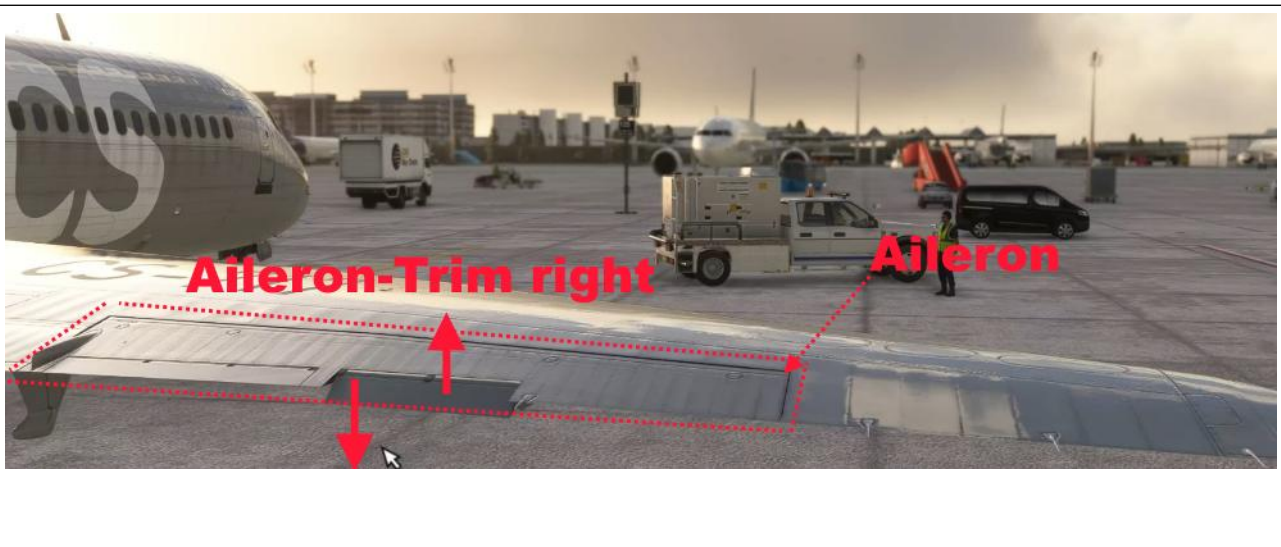
Trim Nose Up /Down

Trim Nose Up / Down

Pedestel

Trim Nose Up / Down

Yoke

Elevator-Trim Nose Up /Down
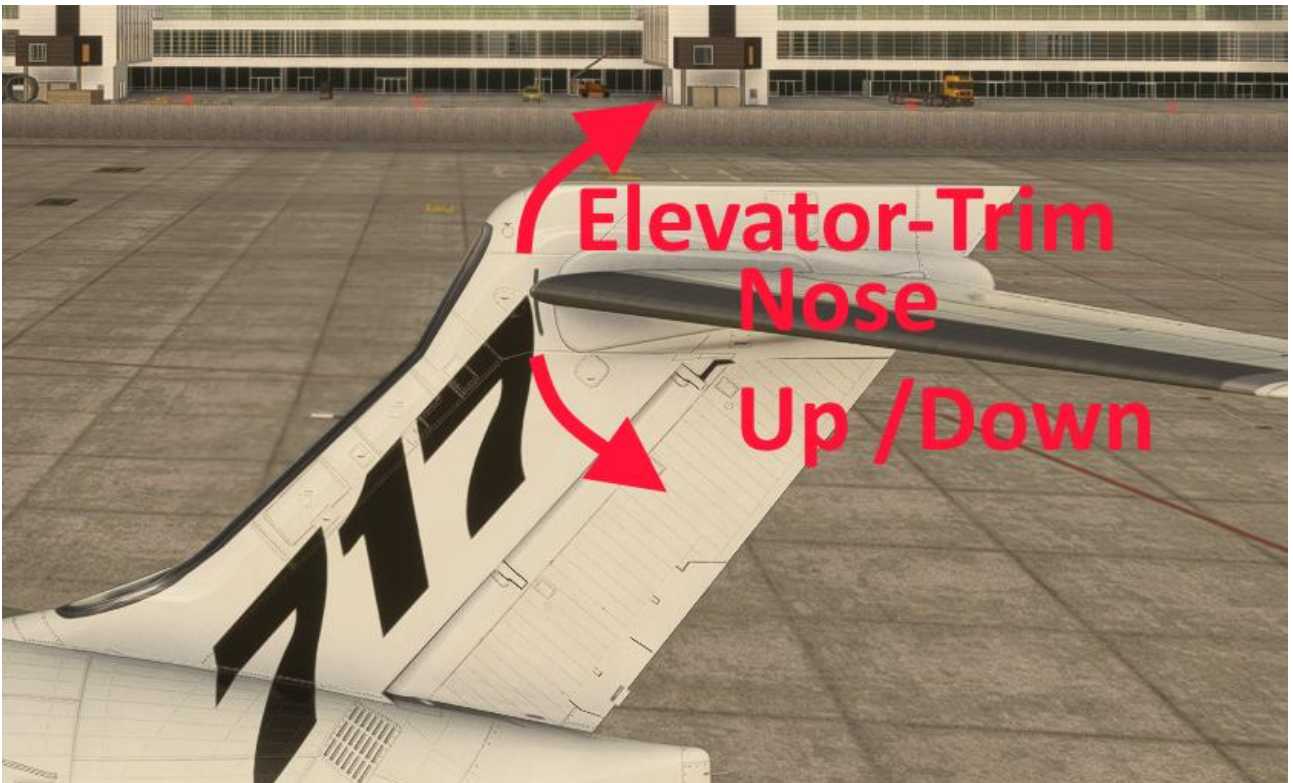
Pilot-Side (Overview)

The same is mirrored on the Co-Pilot-Side
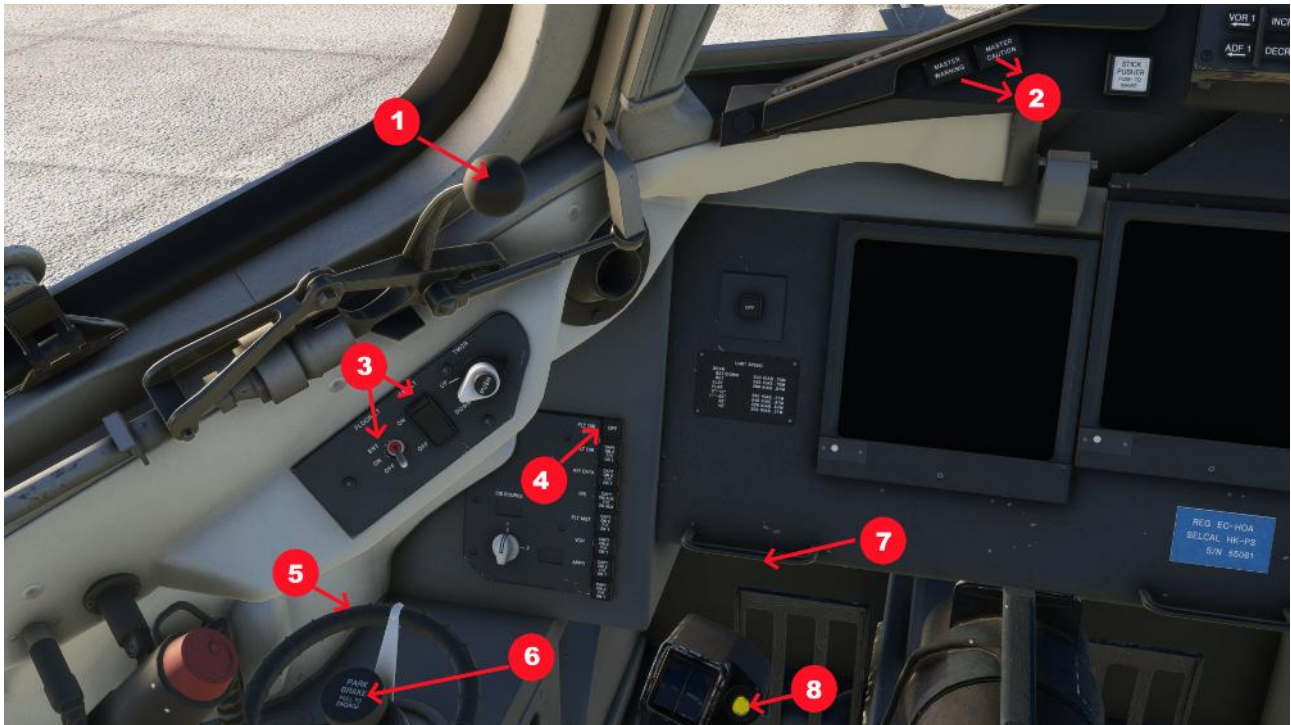
1	Window can be open	5	Tiller
2	Master Caution / Master Warning INOP	6	Parking Brake
3	Lights Side and Floor	7	Clickspot Show / Hide Rudder
4	Button for Fightdirector all other Buttons INOP	8	Auto-Pilot Disconnect-Button

Cockpit Backside (Overview)
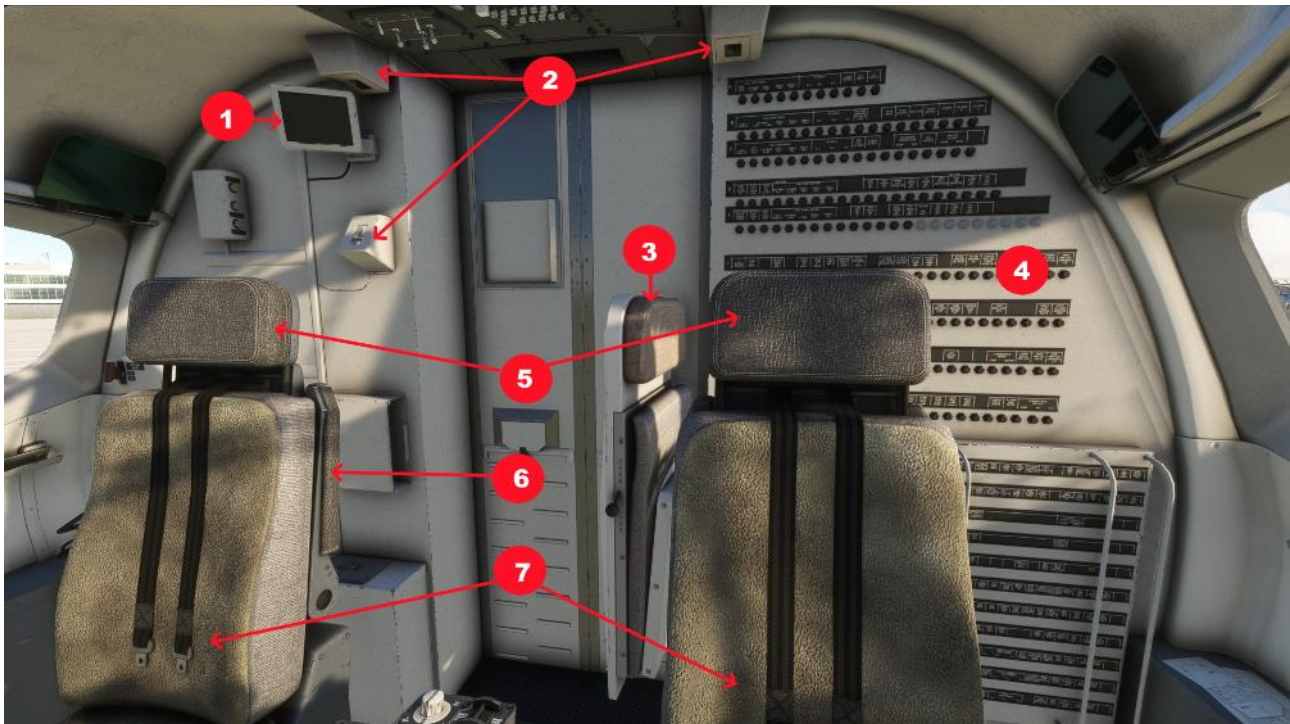
1	Monitor (can move a little)	5	Headrests (can moved Up and down)
2	Cockpit-Lights	6	Armrests (can be moved)
3	Seat animated	7	Pilot and Co-Pilotseat (can be moved)
4	Circuitbreakers	8	

Warning Voices and Hints

IN FLIGHT:

- altitude
- autopilot disengage
- cabin altitude
- landing gear
- overspeed
- pull up
- slat overspeed
- speed break
- stabilizer motion
- stall warning

AT TAKEOFF:

- break
- slats
- spoilers
- stabilizer
- rudder trim

Functions of the Cockpit lighting

In the Cockpit of the Captain Sim Boeing 717-200 there are various lighting systems that can be individually switched and controlled.

The Dome-Lightbutton

Dome-Light **OFF**

Dome-Light **ON**

Turn the grey Rotary Control

Backlight Overheadpanel **OFF**

Backlight Overheadpanel **ON**
continuously dimmable

Turn the grey Rotary Control

Backlight Glareshield **OFF**

Backlight Glareshield **ON**

Functions of the Cockpit lighting

Turn the black Rotary Control	Light for Overhead Panel **OFF**	Light for Overhead Panel **ON** dimmable
Turn the black Rotary Control	Display Panel Light **OFF**	Display Panel Light **ON** dimmable / the Light is locatet on the ceiling of the cabin
Thunderstorm-Lightswitch	Normal Cockpit-Light // Thunderstorm-Switch **OFF**	Cockpit-Light is much brighter // Thunderstorm-Switch **ON**

Functions of the Cockpit lighting

Two Light-Switches, the same Switches are on the Copilotside too	Left Light-Switch (Floorlight)	Right Light-Switch (Maplight)
The Floor-Light for the Left-Switch is locatet under the Disply-Console The Map-Light for the Right-Switch is locatet upper left and right beside the Overhead-Panel	Floorlight under the Console	Maplight is locatet on the ceiling of the cabin

Starting the 717-200

from Cold & Dark

Starting the APU

- 1. Turn **Battery-Switch** to **ON**
- 2. Be sure that **Start-Pump Switch** is set to **ON**
- 3. Turn **APU-Master Switch** to **START**-Position and hold it for 2 sec. before release.
- 4. have look to the **Right EICAS-Display** (APU is running up)
- 5. If APU-RPM at 100% turn **AIR-APU** to **ON**
- 6. Turn **APU-Generator-Switch** to **ON**
- 7. Turn **External Power-Switch** (if External-Power available) to **ON**
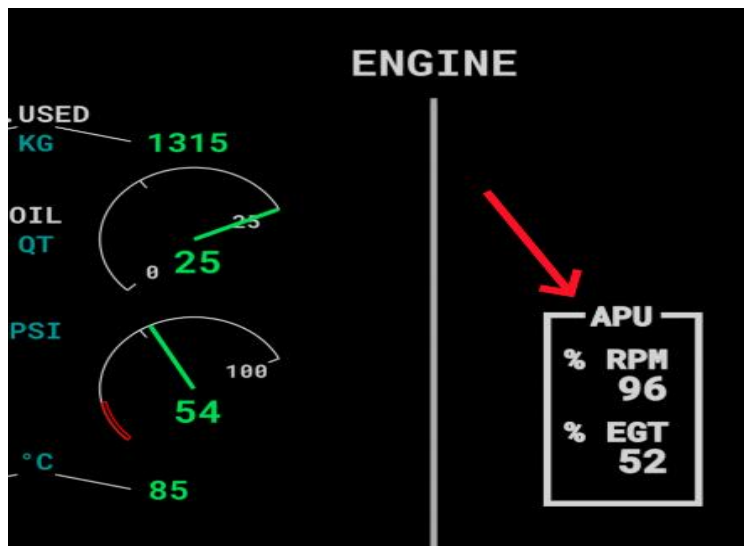
Starting the Engines

- • 1. Turn Fuel-Pump Switches to **ON** (see Fig.1)
- • 2. Turn Isolation-Switch to **AUTO** (see Fig.2)
- • 3. **Start Pump** must be set to **ON**
- • 4. Click **ENG 2 START** (see Fig. 3) must be lightning now
- • 5. wait until the Right **N2**-Value on ENG-ECAM is up to **>24** (see Fig.4)
- • 6. Push Engine 2 **Fuel-Cut-OFF** Lever to **ON** (see Fig.5)
- • 7. **Engine 2** ist now running up
- • 8. wait until the Right **N1**-Value is up to **>20**
- • 9. Click **ENG 1 START** must be lightning now
- • 10. wait until the Left **N2**-Value on ENG-ECAM is up to **>24**
- • 11. Push Engine 1 **Fuel-Cut-OFF** Lever to **ON**
- • 12. **Engine 1** ist now running up
- • 13. wait until the Left **N1**-Value is up to **>20**

Fig.1
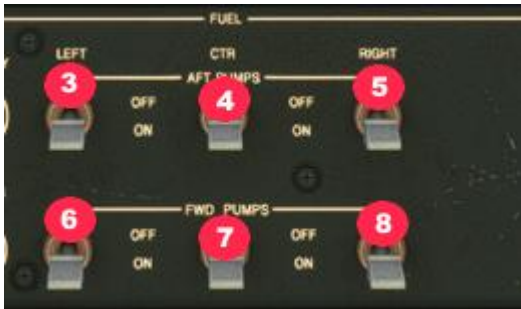
Fig.2

Fig.3

Fig.4
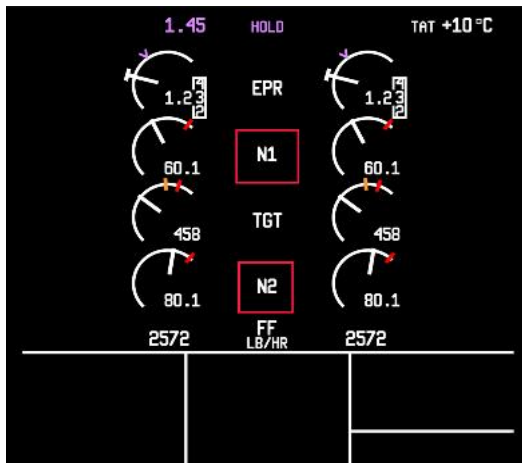
Fig.5

Performance Table

Initial climb (to 5000ft)	IAS 165 kts	ROC 3000 ft/min
Climb (to FL 150)	IAS 270 kts	ROC 3000 ft/min
Climb (to FL 240)	IAS 270 kts	ROC 3000 ft/min
MACH climb / MACH 0.72 / ROC 1500 ft/min / Cruise / TAS 435 kt / MACH 0.76 Ceiling FL 370 / Range 2060 NM		
Initial Descent (to FL 240)	MACH 0.72	ROD 800 ft/min
Descent (to FL 100)	IAS 290 kt	ROD 3500 ft/min
Approach	IAS 210 kt	ROD 1500 ft/min

Turning Radius
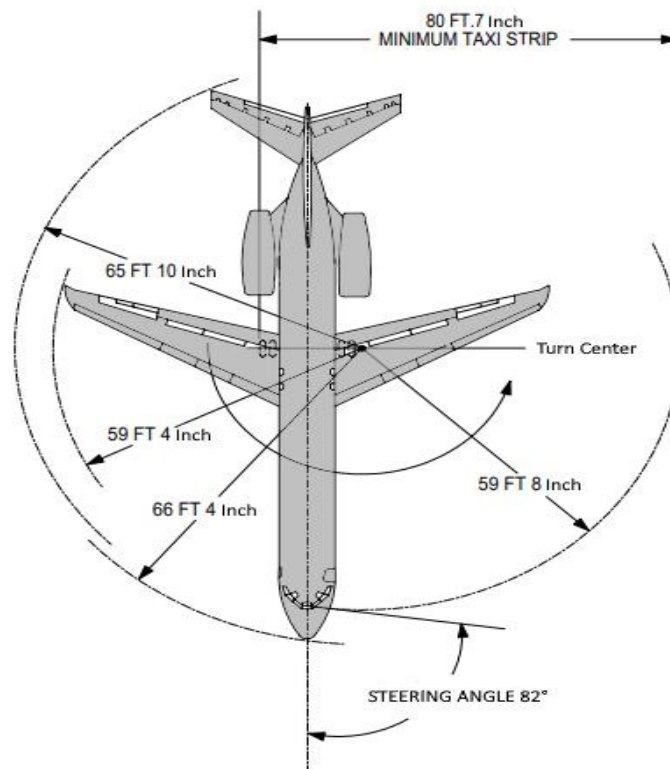
Checklists

PRESTART CHECKLIST

Parking Brake	SET
Throttle	IDLE
Fuel Flow	CUTOFF
BATT Master Switch	ON
APU	ON
Landing Gear Lever	CHECK DOWN
Flaps	UP
Spoiler	RETRACTED
Fuel Quantity	CHECK
De-Ice	OFF
Aircraft Lighting	OFF
Flight Controls	FREE AND CORRECT
Fasten Seat Belts	ON
No Smoking	ON
Check Weather	(ATIS)
De-Ice	TEST/CHECK
Request Clearance	
Transponder	STANDBY
Beacon	ON

STARTUP CHECKLIST

Engine/Throttle Panel	ACTIVATE
Thrust Levers	IDLE
Engine Area	CLEAR
Eng 1 Start Switch	START
At N2>20% fuel flow eng1	ON
N1 Increasing as N2 incr.	CHECK
Oil Pressure	CHECK
Repeat for Eng 2	
Engine Generators L+R	ON
Air-conditioning Fan	ON

BEFORE TAXI CHECKLIST

Nav Lights ON	
Taxi Lights / Runway Turnoff Lights	ON
Heading Indicator/Altimeters	SET
Standby Instruments	SET
Radios and Avionics	SET FOR DEPARTURE
Autopilot	SET, don't activate
F/D Flight Director	ON
Elevator Trim	SET for takeoff
Request Taxi Clearance	

TAXI CHECKLIST

Parking Brake	RELEASE
Taxi to assigned runway	SPEED Max. 15 knots
Brakes/Gyro/Turn Coordinator	CHECK during taxi/turns

BEFORE TAKEOFF CHECKLIST

Parking Brake	SET
Throttle	IDLE
Elevator Trim	SET for takeoff
Flap Position Lever	FLAPS 18
Spoilers	RETRACTED
Flight Instruments	CHECK
Engine Instruments	CHECK
Takeoff Data (V1, Vr, V2)	CHECK
Nav Equipment	CHECK
Landing Lights	ON
Taxi Lights / Runway Turnoff Lights	OFF
Strobe Lights	ON
De-ice	AS REQUIRED
Transponder	ON
Request Takeoff Clearance	

TAKEOFF CHECKLIST

Smoothly increase thrust to 40% N1 let spool up

Takeoff Thrust	FULL or TO/GA
Brakes	RELEASE

V1= 140 KIAS (decision)
Vr= 150 KIAS (rotate)
Pitch 10-deg. nose up
V2= 160 KIAS (safety speed)
Positive Climb Rate

Landing Gear	RETRACT
At 1000' AGL	RETRACT flaps to 0 deg.
At 210 KIAS	RETRACT slats up

CLIMBOUT CHECKLIST

Throttle	AS REQUIRED
Trim for 250 KIAS / 1800 fpm	
Autopilot/Autothrottle	CHECK and ACTIVATE
Below 10,000' max. speed	250KIAS
ATC	AS REQUIRED
Fasten Seatbelts	OFF
No Smoking	OFF
Landing Lights	OFF

CRUISE CHECKLIST

Engine+ Instruments	CHECK
Fuel Quantity	CHECK
Radios	TUNED and SET
Autopilot	CHECK and SET
Lights	AS REQUIRED

DESCENT CHECKLIST

ATIS /Airport Information	CHECK
Altimeter	CHECK
Radios	CHECK
De-ice	AS REQUIRED
Descent Speed to FL240	0.75 mach
Below 10,000'	250 KIAS
Fuel Quantities and Balance	CHECK
Flaps /Landing Gear	CHECK UP
Check Weather	(ATIS)

APPROACH CHECKLIST

On Localizer Level flight:

Fasten Seat Belts	ON
No Smoking	ON
Avionics + Radios	SET
Speed: Establish	210 KIAS
Landing Lights	ON
Auto Spoilers	ARM
Flap Lever Position	5#10 deg.
Speed: Establish	180KIAS
Flap Lever Position	15#20 deg.
Speed: Establish	160KIAS
Landing Gear	DOWN
Set Flap Lever Position	30 deg or FULL

Final glide Slope Descent:

Speed Establish	145 KIAS
Elevator Trim	AS DESIRED
Parking Brake	VERIFY OFF
De-ice	AS REQUIRED

LANDING CHECKLIST

Landing Gear	CHECK DOWN
Autopilot	OFF
Landing Speed	140 KIAS
After Touchdown	Apply Reverse Thrust
60KIAS:	Cancel Reverse
Spoilers	VERIFY EXTENDED
Brakes	AS REQUIRED

TAXI TO RAMP CHECKLIST

Strobe Light	OFF
Flaps	UP
Spoilers	RETRACTED
Taxi Lights /Runway Turnoff Lights	ON
Landing Lights	OFF
Speed Max.	15 knots
Transponder	OFF
Elevator Trim	TAKEOFF SETTING

SHUTDOWN CHECKLIST

Parking Brake	SET
Throttles	IDLE
Passenger Signs	OFF
Air-conditioning Fan	OFF
De-ice	OFF
Taxi Lights / Runway turnoff Lights	OFF
Nav Lights	OFF
F/D	OFF
Fuel flow	OFF
Alt/Generators 1 – 2	OFF
Engine Start Switches 1 - 2	VERIFY OFF
Beacon	OFF
Passenger Door	OPEN
BATT Master Switch	OFF

SECURING AIRCRAFT

Parking Brake	VERIFY SET
Throttles	VERIFY IDLE
All Switches	VERIFY OFF
Passenger Door	CLOSED

Cockpit-Cameraviews 1

Standard-View

STRG-0

STRG-1

STRG-2

STRG-3

STRG-4

Cockpit-Cameraviews 2

STRG-5

STRG-6

STRG-7

STRG-8

STRG-9

Exterior-Cameraviews 1
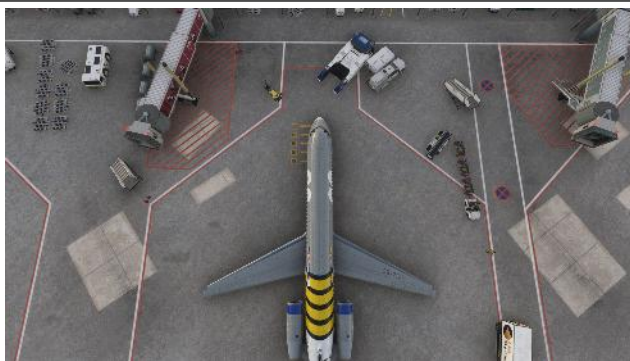

Stanard-View

Quickview 1
Camera-Menue

Quickview 2
Camera-Menue

Quickview 3
Camera-Menue

Quickview 4
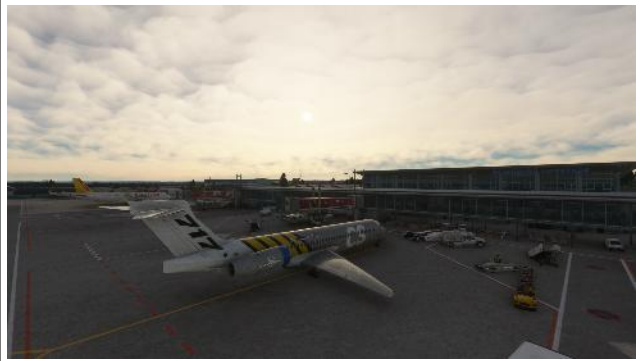**Camera-Menue**

Quickview 5
Camera-Menue

Exterior-Cameraviews 2

Quickview 6
Camera-Menue

Quickview 7
Camera-Menue

Quickview 8
Camera-Menue

Screenshots

ICE on Cockpit-Windows

Cockpit-Backside
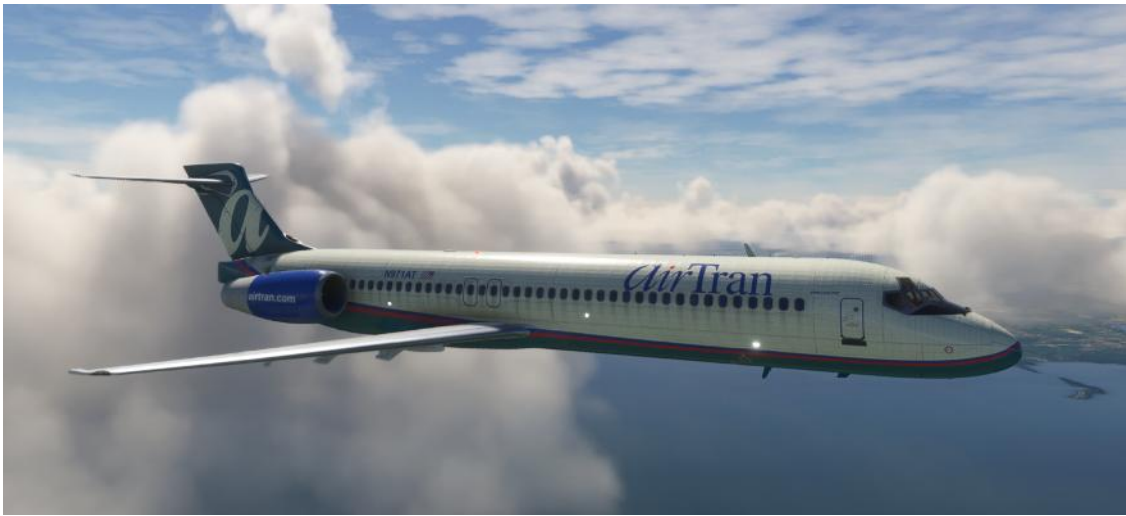
Change Logs

1.103 2024-MAR-23
– Engine/Alerts display (EAD) completely redesigned
– Flight characteristics match SimBrief flight plan data
– Flightplan import from SimBrief fixed and improved (use FS2020 SimBrief export)
– Flightplan fuel calculation fixed and improved
– Flight dynamics improved
– Engine start ignition fixed
– Flaps/takeoff speed calculation fixed
– Gross weight and fuel indication fixed
– Menu/Animation screen fixed and improved
– Autopilot's Flare Mode improved
– System Control Panel (SCP) button power fixed
– ND: Click left/right side changing RANGE
– ND: Shift+Click changing MAP/PLAN Mode
– Brakes fixed
– Airspeed Indicator stall speed tape fixed
– A/T AUTOPILOT DISENGAGE blinking added
– MAG/TRU, TRFC at F/O side fixed
– FMA and Altimeter Indicator improved
– FMC CLR Long click fixed
– FMC Ident Page improved
– Audible warnings and notifications in the cockpit added:
altitude, autopilot disengage, cabin altitude landing gear, overspeed, slat overspeed, speed break, stabilizer motion, stall warning, break, slats, spoilers, stabilizer, rudder trim

1.101 2024-FEB-20
brakes fixed - now you can use differential brakes also;
Minor fixes of PFD+ND, magenta color reduced more close to real;
The main feature of the 1.101 – sound // Warniing and Hints Voices
IN FLIGHT:
- altitude
- autopilot disengage
- cabin altitude
- landing gear
- overspeed
- pull up
- slat overspeed
- speed break
- stabilizer motion
- stall warning
AT TAKEOFF:
- break
- slats
- spoilers
- stabilizer
- rudder trim
Also sound clicks added to some knobs and buttons.

1.100 2024-JAN-27
– Autopilot improved
– Autopilot fixed and improved
– Flight dynamics improved
– FMA made from scratch
– PDF improved
– MFD improved
– MFD route appearance improved
– MFD TRFC, DATA, WPT, VOR/NDB fixed
– HDG/TRK improved
– Flaps and slats indication fixed
– APU start when engines running fixed
– CDU: acceleration and thrust reduction altitude fixed
– Throttle Max Thrust fixed
– Doors opened in flight fixed
– Fuel consumption improved
– Flight deck textures minor fixes
– SIM RATE indication on ANIMATION screen added

1.006 2023-DEC-21
– flight dynamics improved
– fuel consumption improved

1.005 2023-NOV-25
– FMC CHECK/CONFIRM VSPDS improved
– FMC Route altitude constraint fixed
– FMC Destination change fixed
– Throttle animation fixed
– Fuel On Board indication fixed

1.004 2023-NOV-23
– Fuel flow fixed
– Flight model characteristics improved
– Speed calculation improved
– CDU button backlighting added
– APU start fixed
– APU indication on engine screen added
– APU exhaust jet added
– APU "Generator Off" message fixed
– Switching to engine screen when APU is started added
– PFD ILS indicator, altimeter indicator and baro pressure fixed
– Flaps indication fixed
– Hydraulic system indication fixed
– Electrical system "EXTERNAL IN-USE" lights fixed

1.003 2023-OCT-23
– Electrical power of the panel light fixed
– Rudder fixed when Cold and Dark
– IRS-Lights "NAV OFF" fixed
– Light orbs near the tail removed
– Capt and F/O source input select panels fixed
– Tooltips fixed
– ACE – "layout.json fix" button added

1.002 2023-OCT-20
– Transponder, Mode C
– Wing textures missing
– Exits, engine hoods and ladder in flight

1.001 2023-OCT-12
– Jetway has been aligned
– ND power fixed
– Stabilizer movement fixed
– The stabilizer trim disconnect switch fixed
– Crosswind takeoff and landing fixed
– Service door opening fixed
– Animation panel improved
– External cameras adjusted
– Rear cargo door opens separate
– Battery hotkey synchronized with animation
– Yoke shown by default
– Interactive points adjusted (Catering, Baggage, Power and Fuel Supply Services)

Nice to know

about the

Boeing 717-200

Airlines where the Boeing 717 was or is still in use today...

AeBal	2000 - 2008
AirTran	1999 - 2014
American Airlines (TWA Airlines)	2001 - 2002
Bangkok Air	2000 - 2009
Blue1	2010 - 2015
Delta Airlines	2013 -
germanwings	2004 -2005
Hawaiian Airlines	2000 -
Impulse Airlines	2000 - 2001
Jetstar Airways	2004 - 2006
MexicanaClick	2010
Midwest Airlines	2003 - 2009
Olympic Airlines	2003 - 2007
Olympic Aviation	2000 - 2003
QantasLink	2001 -
Spanair	2007 - 2010
Spanair Link	2001 - 2008
Turkmenistan Airlines	2001 -
TWA Trans World Airlines	2000 - 2001
Volotea Airlines	2012 -

Websource: https://www.md-80.com/mcdonnell-douglas-md-95-boeing-717/technik-der-boeing-717/charakteristik-der-boeing-717/
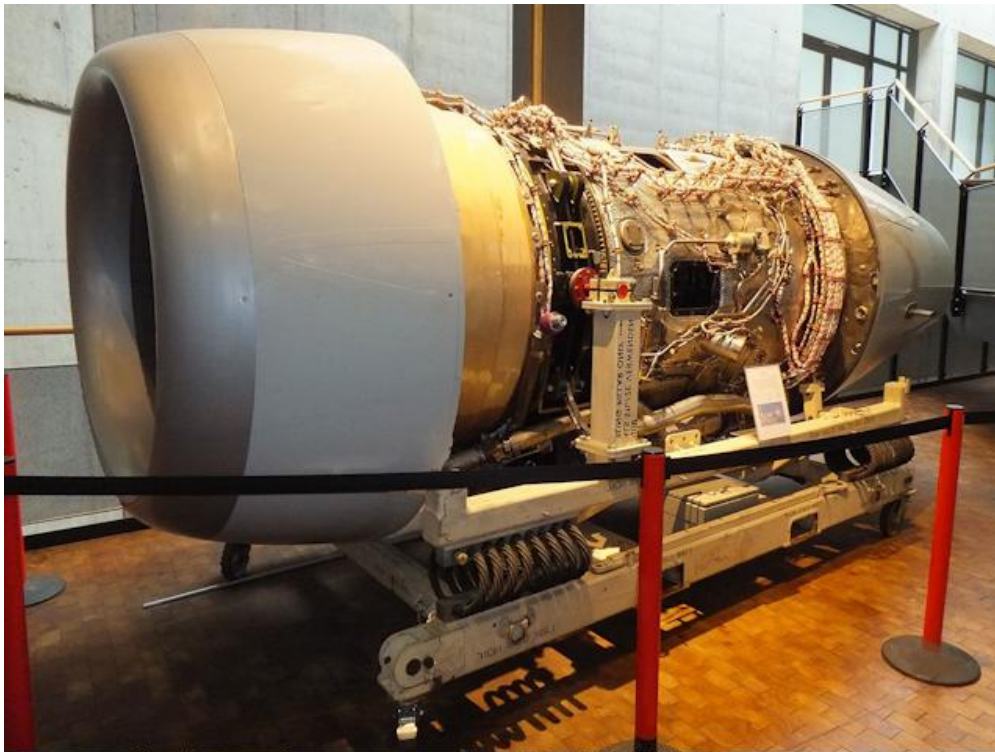
Characteristics of the Boeing 717

Topic area	Notes
Flexibility in use with the Boeing 717	*The Boeing 717 has shown extremely high operational flexibility in use.*
Customisation of the Boeing 717	*The Boeing 717 can be handled very efficiently by two flights.*
"Hot and high-conditions" and the Boeing 717	*The Boeing 717 was and is also used under "hot and high conditions".*
Cabin comfort of the Boeing 717	*The Boeing 717 offers an above-average on-board comfort.*
Short ground time of the Boeing 717	*The Boeing 717 can be handled within 20 minutes between two flights, such as Hawaiian Airlines.*
Noise level of the Boeing 717	*The Boeing 717 meets even the strictest chapter 4 requirements.*
Range of Boeing 717	*The Boeing 717 is a classic short-haul aircraft, but was and is also used on longer flights.*
The cruising altitude of the Boeing 717	*The Boeing 717 does not offer the ability to operate more than 37,000 walks even more modern aircraft.*
Travel speed of the Boeing 717	*The cruising speed of the Boeing 717 is usually given as "812 km/h".*
Robustness of the Boeing 717	*The Boeing 717 adopted the structural robustness of the DC-9/MD-80 and MD-90.*
Take-off and landing line of the Boeing 717	*The Boeing 717 can also cope quite well with relatively short runways.*
Concept of a Boeing 717 for use from short runways	*There were concepts for the use of the Boeing 717 from London City etc.*
Steigrate of the Boeing 717	*The Boeing 717 impresses with a quite high Steigrate.*
Winter operation with the Boeing 717	*The Boeing 717 is approved for use in all weather conditions.*
Pets on board the Boeing 717	*At the Boeing 717, the front cargo hold offers the possibility of travelling away from dogs.*

Websource: https://www.md-80.com/mcdonnell-douglas-md-95-boeing-717/technik-der-boeing-717/charakteristik-der-boeing-717/

Engine BR715 of the Boeing 717

Cargo-Rooms of the 717-200

Total cargo volume: 935 ft³ (26.5 m³)

11.6 ft
(3.54 m)

19.0 ft
(5.79 m)

12.7 ft
(3.87 m)

2.5 ft
(0.76 m)

3.0 ft
(0.91 m)

4.4 ft
(1.34 m)

289 ft³
(8.18 m³)

646 ft³
(18.29 m³)
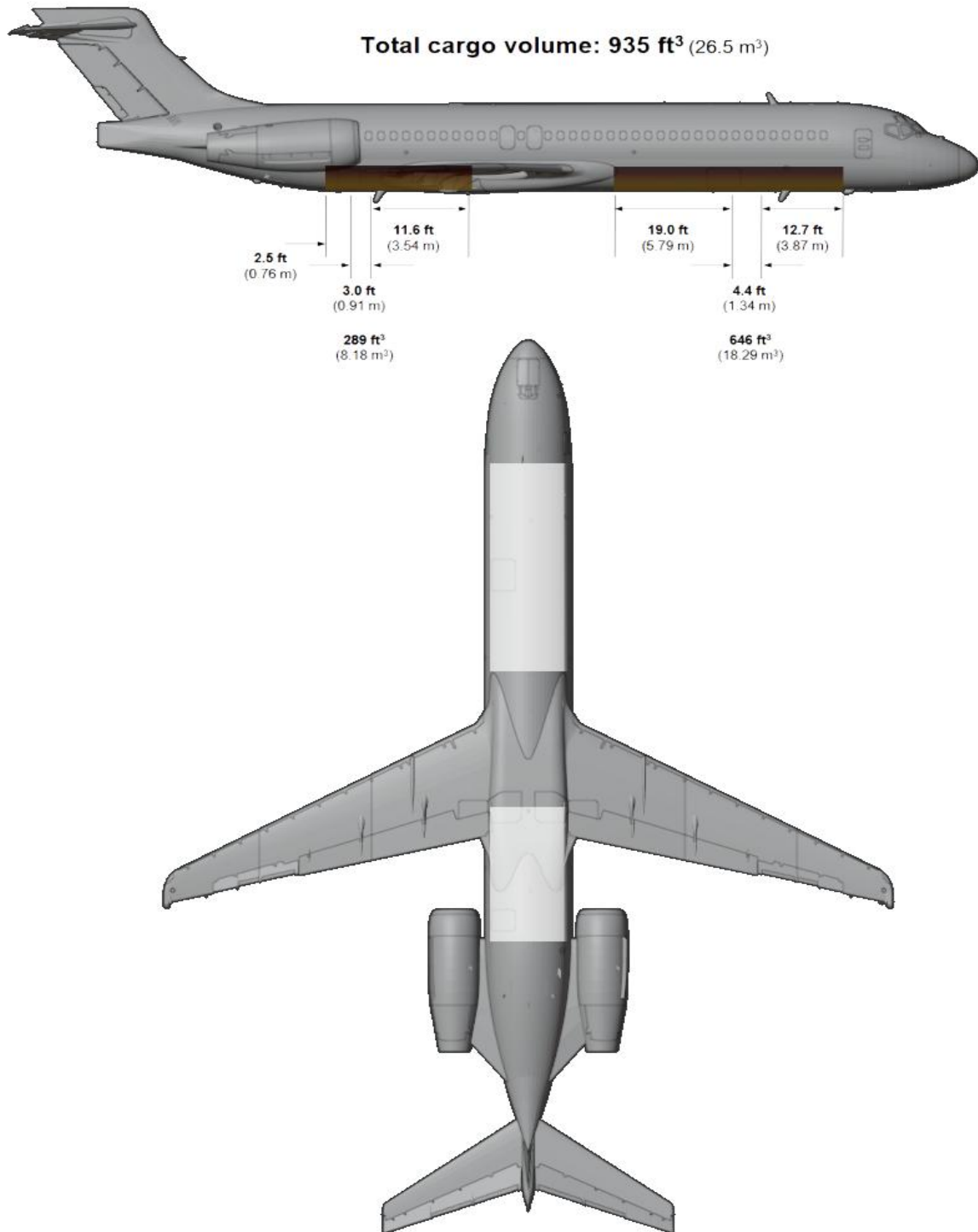
Seatplan of the 717-200
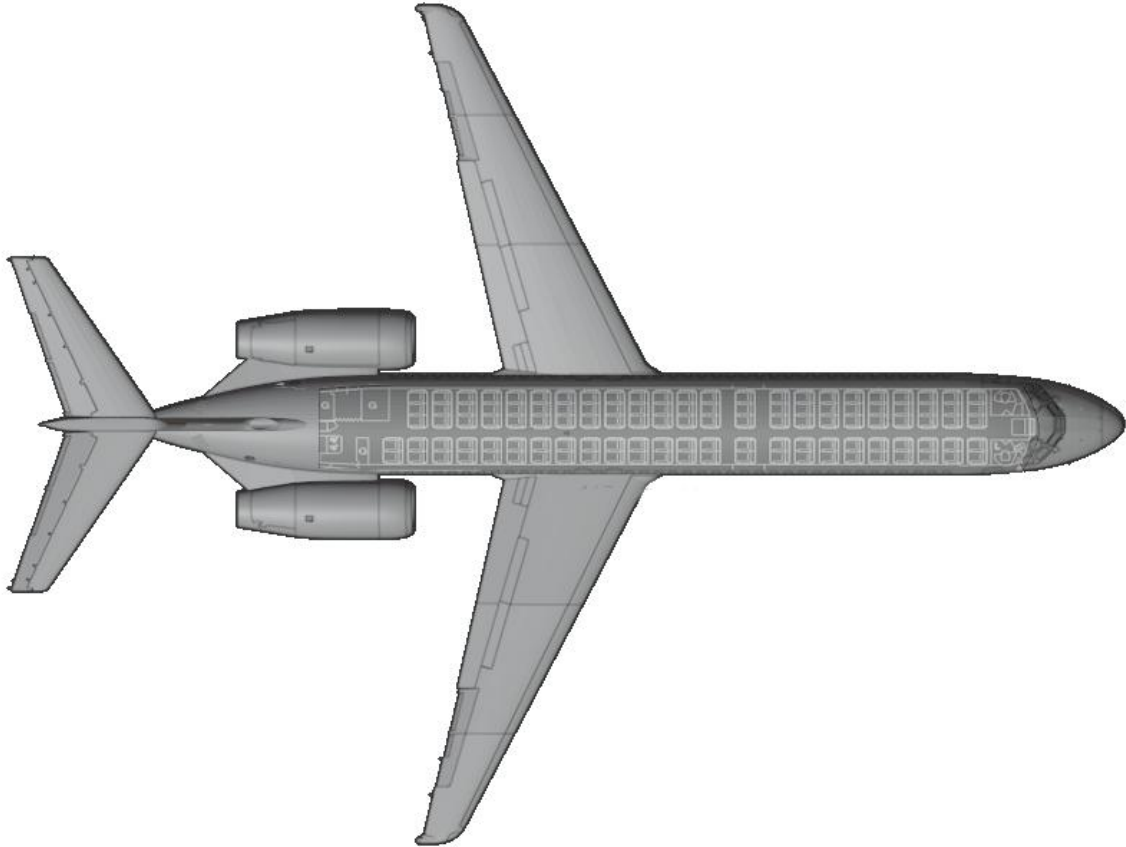
In principle there are three variants of seating distribution.

"Two Classes"

8 first class seats and 98 economy class seats.

"Expanded business class"

55 economy seats and 55 business seats.

"One-Class"

117 seats

This MSFS2020-Version of the Boeing 717-200 is more like the "One Class-Version"

List of all Displays, Switches, Buttons and Controls on the panels

Over 500 animated Displays Switches, Controls and Buttons. Buttons and Switches with sound effects.

A => AFT OVERHEAD
A01 => GROUND SERVICE PANEL
    GROUND SERVICE SWITCH
    GROUND SERVICE LIGHT
A02 => AUDIO CONTROL PANEL OVERHEAD
    VHF1 MICROPHONE SWITCH
    VHF1 MICROPHONE LIGHT
    VHF2 MICROPHONE SWITCH
    VHF2 MICROPHONE LIGHT
    VHF3 MICROPHONE SWITCH
    VHF3 MICROPHONE LIGHT
    HF1 MICROPHONE SWITCH
    HF1 MICROPHONE LIGHT
    HF2 MICROPHONE SWITCH
    HF2 MICROPHONE LIGHT
    INT MICROPHONE SWITCH
    INT MICROPHONE LIGHT
    CAB MICROPHONE SWITCH
    CAB MICROPHONE LIGHT
    VHF1 AUDIO SELECT BUTTON
    VHF1 VOLUME CONTROL KNOB
    VHF2 AUDIO SELECT BUTTON
    VHF2 VOLUME CONTROL KNOB
    VHF3 AUDIO SELECT BUTTON
    VHF3 VOLUME CONTROL KNOB
    HF1 AUDIO SELECT BUTTON
    HF1 VOLUME CONTROL KNOB
    HF2 AUDIO SELECT BUTTON
    HF2 VOLUME CONTROL KNOB
    INT AUDIO SELECT BUTTON
    INT VOLUME CONTROL KNOB
    CAB AUDIO SELECT BUTTON
    CAB VOLUME CONTROL KNOB
    VOR/DME 1 NAV RADIO AUDIO SELECT BUTTON
    VOR/DME 1 NAV RADIO VOLUME CONTROL KNOB
    VOR/DME 2 NAV RADIO AUDIO SELECT BUTTON
    VOR/DME 2 NAV RADIO VOLUME CONTROL KNOB
    ILS 1 NAV RADIO AUDIO SELECT BUTTON
    ILS 1 NAV RADIO VOLUME CONTROL KNOB
    ILS 2 NAV RADIO AUDIO SELECT BUTTON
    ILS 2 NAV RADIO VOLUME CONTROL KNOB
    ADF 1 NAV RADIO AUDIO SELECT BUTTON
    ADF 1 NAV RADIO VOLUME CONTROL KNOB
    ADF 2 NAV RADIO AUDIO SELECT BUTTON
    ADF 2 NAV RADIO VOLUME CONTROL KNOB
    MARKER BEACONS AUDIO SELECT BUTTON
    MARKER BEACONS VOLUME CONTROL KNOB
    PA AUDIO SELECT BUTTON
    PA VOLUME CONTROL KNOB
    RADIO/INT SWITCH
    IDENT FILTER BUTTON
    IDENT FILTER LIGHT
    PA SWITCH
A03 => OXY LINE PANEL
    OXY LINE SCALE
    OXY LINE NEEDLE
A04 => FLIGHT RECORDER
    EVENT PUSHBUTTON
A05 => FIRE DETECTOR PANEL
    APU LOOPS SWITCH
    L ENG LOOPS SWITCH
    R ENG LOOPS SWITCH

C => CENTER
C01 => FIRE PANEL, GEAR HANDLE, FLIGHT NUM
    FLIGHT NUMBER UNITS
    FLIGHT NUMBER TENS
    FLIGHT NUMBER HUNDREDS
    FLIGHT NUMBER THOUSANDS
    L ENGINE FIRE HANDLE
    FIRE TEST SWITCH
    FIRE AGENT 1 LOW LIGHT
    FIRE AGENT 2 LOW LIGHT
    FAULT TEST SWITCH
    R ENGINE FIRE HANDLE
    LEFT GEAR LIGHT UPPER
    NOSE GEAR LIGHT UPPER
    RIGHT GEAR LIGHT UPPER
    LEFT GEAR LIGHT LOWER
    NOSE GEAR LIGHT LOWER
    RIGHT GEAR LIGHT LOWER
    GEAR HANDLE
D => DISPLAYS
D01 => PRIMARY FLIGHT DISPLAY
    CAPT PRIMARY FLIGHT DISPLAY
D02 => NAVIGATION DISPLAY
    CAPT NAVIGATION DISPLAY
D03 => ENGINE/ALERT DISPLAY
    ENGINE/ALERT DISPLAY
D04 => SYSTEM DISPLAY
    SYSTEM DISPLAY
D05 => NAVIGATION DISPLAY
    F/O NAVIGATION DISPLAY
D06 => PRIMARY FLIGHT DISPLAY
    F/O PRIMARY FLIGHT DISPLAY
D07 => STANDBY INSTRUMENTS
    STANDBY INSTRUMENTS DISPLAY
    ALIGN BUTTON
    BARO SET BUTTON
    BARO SET KNOB
E => ELECTRONIC PEDESTAL
E01 => VHF COMM PANEL
    ACTIVE TUNED FREQUENCY DISPLAY
    TRANSFER BUTTON
    STBY TUNED FREQUENCY DISPLAY
    COMMUNICATION TEST BUTTON
    INNER KNOB
    OUTER KNOB
E02 => VHF COMM PANEL
    ACTIVE TUNED FREQUENCY DISPLAY
    TRANSFER BUTTON
    STBY TUNED FREQUENCY DISPLAY
    COMMUNICATION TEST BUTTON
    INNER KNOB
    OUTER KNOB

E03 => SYSTEM CONTROL PANEL
    PFD L BRIGHTNESS
    MFD L BRIGHTNESS
    EICAS L BRIGHTNESS
    EICAS R BRIGHTNESS
    MFD R BRIGHTNESS
    PFD R BRIGHTNESS
    ENG
    INFO
    MENU
    ND
    CONSEQ
    STATUS
    HYD
    ELEC
    AIR
    FUEL
    CONFIG
    MISC
E04 => WEATHER RADAR CONTROL PANEL
    WEATHER RADAR SYSTEM CONTROL SWITCH
    WEATHER RADAR MODE CONTROL
    WEATHER RADAR GAIN CONTROL
    WEATHER RADAR ANTENNA TILT CONTROL
E05 => ATC CONTROL PANEL
    TCAS/TRANSPONDER FUNCTION SELECTOR
    CODE INDICATOR DISPLAY
    TRANSPONDER SELECTOR SWITCH
    FIRST DIGIT CODE SELECTOR KNOB
    SECOND DIGIT CODE SELECTOR KNOB
    ATC/IDENT BUTTON
    THIRD DIGIT CODE SELECTOR KNOB
    FOURTH DIGIT CODE SELECTOR KNOB
E06 => TRIM PANEL
    AILERON TRIM CONTROL SWITCH
    RUDDER TRIM CENTERING BUTTON
    RUDDER TRIM CONTROL KNOB
F => MCDU
F01 => MCDU
F02 => MCDU
G => GLARESHIELD
G01 => OUTBOARD GLARESHIELD LEFT
    MASTER WARNING LIGHT
    MASTER WARNING BUTTON
    MASTER CAUTION LIGHT
    MASTER CAUTION BUTTON
    STICK PUSHER LIGHT
    STICK PUSHER BUTTON

G02 => CAPT EIS CONTROL PANEL
    VOR1 BUTTON
    INCR RANGE BUTTON
    VOR2 BUTTON
    ADF1 BUTTON
    DECR RANGE BUTTON
    ADF2 BUTTON
    IN HP PUSH BUTTON
    MAG TRUE PUSH BUTTON
    QFE/QNH SELECTOR
    BAROMETRIC STD MODE
    BAROMETRIC PRESSURE KNOB
    PLAN MODE BUTTON
    MAP MODE BUTTON
    VOR MODE BUTTON
    TCAS MODE BUTTON
    APPR MODE BUTTON
    TRFC DECLUTTER BUTTON
    DATA DECLUTTER BUTTON
    WPT DECLUTTER BUTTON
    VOR NDB DECLUTTER BUTTON
    ARPT DECLUTTER BUTTON
    MINIMUMS RESET BUTTON
    MINIMUMS REFERENCE SOURCE SELECTOR
    MINIMUMS ALTITUDE KNOB
    WEATHER RADAR DISPLAY SWITCH
    WEATHER RADAR DISPLAY BRIGHTNESS CONTROL
G03 => FO EIS CONTROL PANEL
    VOR1 BUTTON
    INCR RANGE BUTTON
    VOR2 BUTTON
    ADF1 BUTTON
    DECR RANGE BUTTON
    ADF2 BUTTON
    IN HP PUSH BUTTON
    MAG TRUE PUSH BUTTON
    QFE/QNH SELECTOR
    BAROMETRIC STD MODE
    BAROMETRIC PRESSURE KNOB
    PLAN MODE BUTTON
    MAP MODE BUTTON
    VOR MODE BUTTON
    TCAS MODE BUTTON
    APPR MODE BUTTON
    TRFC DECLUTTER BUTTON
    DATA DECLUTTER BUTTON
    WPT DECLUTTER BUTTON
    VOR NDB DECLUTTER BUTTON
    ARPT DECLUTTER BUTTON
    MINIMUMS RESET BUTTON
    MINIMUMS REFERENCE SOURCE SELECTOR
    MINIMUMS ALTITUDE KNOB
    WEATHER RADAR DISPLAY SWITCH
    WEATHER RADAR DISPLAY BRIGHTNESS CONTROL

G04 => FLIGHT CONTROL PANEL
 IAS/MACH CHANGE OVER BUTTON
 IAS/MACH DISPLAY
 FMS SPD SWITCH
 IAS/MACH
 HDG/TRK CHANGE OVER BUTTON
 HDG/TRK DISPLAY
 NAV SWITCH
 HDG/TRK SELECT KNOB
 HDG/TRK SELECT KNOB
 APPR/LAND ARM SWITCH
 AUTO PILOT SWITCH
 AHS OVRD OFF SWITCH 1
 AHS OVRD OFF SWITCH 2
 FEET/METER CHANGE OVER BUTTON
 FEET/METER DISPLAY
 VS/FPA CHANGE OVER BUTTON
 VS/FPA DISPLAY
 FEET/METER SELECT KNOB
 PROF SWITCH
 VS/FPA SELECT WHEEL
G05 => OUTBOARD GLARESHIELD RIGHT
 MASTER WARNING LIGHT
 MASTER WARNING BUTTON
 MASTER CAUTION LIGHT
 MASTER CAUTION BUTTON
 STICK PUSHER LIGHT
 STICK PUSHER BUTTON
L => LEFT
L01 => CAPT SOURCE INPUT SELECT PANEL
 EIS SOURCE SELECTOR
 BELOW GS BUTTON
 FLT DIR OFF SWITCH
 FLT DIR DATA SOURCE SWITCH
 AIR DATA SOURCE SWITCH
 IRS DATA SOURCE SWITCH
 FMS DATA SOURCE SWITCH
 VOR DATA SOURCE SWITCH
 APPR DATA SOURCE SWITCH
 VOID SWITCH
 EIS SOURCE DISPLAY
 BELOW GS LIGHT
 FLT DIR OFF LIGHT
 FLT DIR DATA CAPT ON2
 FLT DIR DATA F/O ON1
 AIR DATA CAPT ON2
 AIR DATA F/O ON1
 IRS DATA CAPT ON AUX
 IRS DATA F/O ON AUX
 FMS DATA CAPT ON2
 FMS DATA F/O ON1
 VOR DATA CAPT ON2
 VOR DATA F/O ON1
 APPR DATA CAPT ON2
 APPR DATA F/O ON1
L02 => LEFT OUTBOARD CONSOLE
 FLOOR LIGHTS SWITCH
 MAP LIGHTS SWITCH
 CHRONOGRAPH TIMER START, STOP, RESET BUTTON
 CHRONOGRAPH TIMER SWITCH

L03 => AUDIO CONTROL PANEL LEFT
 VHF1 MICROPHONE SWITCH
 VHF1 MICROPHONE LIGHT
 VHF2 MICROPHONE SWITCH
 VHF2 MICROPHONE LIGHT
 VHF3 MICROPHONE SWITCH
 VHF3 MICROPHONE LIGHT
 HF1 MICROPHONE SWITCH
 HF1 MICROPHONE LIGHT
 HF2 MICROPHONE SWITCH
 HF2 MICROPHONE LIGHT
 INT MICROPHONE SWITCH
 INT MICROPHONE LIGHT
 CAB MICROPHONE SWITCH
 CAB MICROPHONE LIGHT
 VHF1 AUDIO SELECT BUTTON
 VHF1 VOLUME CONTROL KNOB
 VHF2 AUDIO SELECT BUTTON
 VHF2 VOLUME CONTROL KNOB
 VHF3 AUDIO SELECT BUTTON
 VHF3 VOLUME CONTROL KNOB
 HF1 AUDIO SELECT BUTTON
 HF1 VOLUME CONTROL KNOB
 HF2 AUDIO SELECT BUTTON
 HF2 VOLUME CONTROL KNOB
 INT AUDIO SELECT BUTTON
 INT VOLUME CONTROL KNOB
 CAB AUDIO SELECT BUTTON
 CAB VOLUME CONTROL KNOB
 VOR/DME 1 NAV RADIO AUDIO SELECT BUTTON
 VOR/DME 1 NAV RADIO VOLUME CONTROL KNOB
 VOR/DME 2 NAV RADIO AUDIO SELECT BUTTON
 VOR/DME 2 NAV RADIO VOLUME CONTROL KNOB
 ILS 1 NAV RADIO AUDIO SELECT BUTTON
 ILS 1 NAV RADIO VOLUME CONTROL KNOB
 ILS 2 NAV RADIO AUDIO SELECT BUTTON
 ILS 2 NAV RADIO VOLUME CONTROL KNOB
 ADF 1 NAV RADIO AUDIO SELECT BUTTON
 ADF 1 NAV RADIO VOLUME CONTROL KNOB
 ADF 2 NAV RADIO AUDIO SELECT BUTTON
 ADF 2 NAV RADIO VOLUME CONTROL KNOB
 MARKER BEACONS AUDIO SELECT BUTTON
 MARKER BEACONS VOLUME CONTROL KNOB
 PA AUDIO SELECT BUTTON
 PA VOLUME CONTROL KNOB
 RADIO/INT SWITCH
 IDENT FILTER BUTTON
 IDENT FILTER LIGHT
 PA SWITCH

O => OVERHEAD
O01 => IRS MODE SELECTOR
    IRU 1 MODE LIGHT
    IRU AUX MODE LIGHT
    IRU 2 MODE LIGHT
    IRU 1 MODE SELECTOR
    IRU AUX MODE SELECTOR
    IRU 2 MODE SELECTOR
O02 => COCKPIT VOICE RECOEDER
    COCKPIT VOICE RECORDER STATUS LIGHT
    COCKPIT VOICE RECORDER ERASE SWITCH
    COCKPIT VOICE RECORDER TEST SWITCH
O03 => ANTI-SKID PANEL
    ANTI-SKID SWITCH
    ANTI-SKID SWITCH CAP
    ANTI-SKID SWITCH LIGHT
    ANTI-SKID MODE SELECTOR
O04 => HYDRAULIC PANEL
    HYD CONT RUDDER SWITCH
    HYD CONT RUDDER CAP
    HYD CONT RUDDER LIGHT
    L ENG HYD PUMP SWITCH
    TRANS HYD PUMP SWITCH
    R ENG HYD PUMP SWITCH
    AUX HYD PUMP SWITCH
O05 => GROUND PROX WARN PANEL
    GROUND PROX WARN TERR SWITCH
    GROUND PROX WARN TERR LIGHT
    GROUND PROX WARN CAP
    GROUND PROX WARN SWITCH
O06 => APU PANEL
    APU FIRE AGENT NO 1 SWITCH
    APU FIRE AGENT NO 2 SWITCH
    APU AIR SWITCH
    APU FIRE CONTROL SWITCH
    APU MASTER SWITCH
O07 => ELECT PWR PANEL
    BATTERY SWITCH
    R ENG GEN IN USE LIGHT
    APU POWER IN USE LIGHT L
    EXT PWR IN USE LIGHT L
    L BUS CROSS TIE SWITCH
    DC BUS TIE SWITCH
    R BUS CROSS TIE SWITCH
    EXT PWR IN USE LIGHT R
    APU POWER IN USE LIGHT R
    L ENG GEN IN USE LIGHT
    EMER POWER SWITCH
    EMER POWER LIGHT
    L GENERATOR CONTROL SWITCH
    APU PWR AVAIL LIGHT
    APU POWER SWITCH
    EXT POWER SWITCH
    EXT PWR AVAIL LIGHT
    R GENERATOR CONTROL SWITCH
    GALLEY POWER SWITCH
O08 => PRESSURIZATION PANEL
    OUTFLOW VALVE POSITION INDICATOR BACKGROUND
    OUTFLOW VALVE POSITION INDICATOR NEEDLE
    MANUAL CABIN ALTITUDE CONTROL SWITCH
    PRESSURIZATION SYSTEM SELECTOR SWITCH
    PRESSURIZATION SYSTEM SELECT LIGHT
    PRESSURIZATION SYSTEM MANUAL LIGHT
    LAND ALT SWITCH

O09 => AIR CONDITIONING PANEL
    AVIONICS RACK FAN SWITCH
    RAM AIR SWITCH
    AIR COND AUTO SHUTOFF SWITCH
    AIR FLOW CONTROL SWITCH
    CKPT TEMP SELECTOR
    L AIR CONDITIONING PACK SUPPLY SWITCH
    L BLEED AIR SUPPLY SWITCH
    ISOLATION VALVE SWITCH
    R AIR CONDITIONING PACK SUPPLY SWITCH
    R BLEED AIR SUPPLY SWITCH
    CABIN TEMP SELECTOR
O10 => ICE PROTECT PANEL
    AIR DATA HEAT SWITCH
    AIR DATA HEAT LIGHT
    AIR FOIL ANTI-ICE SWITCH
    TAIL ANTI-ICE SWITCH
    WINDSHIELD ANTI-FOG SWITCH
    WINDSHIELD ANTI-ICE SWITCH
    WING ICE DETECT SWITCH
    L ENG ANTI-ICE SWITCH
    R ENG ANTI-ICE SWITCH
O11 => ENGINE START PANEL
    IGNITION SWITCH
    L ENG FADEC MODE SWITCH
    L ENG FADEC MODE CAP
    L ENG FADEC MODE SELECT LIGHT
    L ENG FADEC MODE ALTN LIGHT
    R ENG FADEC MODE SWITCH
    R ENG FADEC MODE CAP
    R ENG FADEC MODE SELECT LIGHT
    R ENG FADEC MODE ALTN LIGHT
    START PUMP SWITCH
    L ENGINE START SWITCH
    R ENGINE START SWITCH
O12 => FUEL PANEL
    A/B QUANTITY CHANNEL BUTTON
    LEFT AFT BOOST PUMP SWITCH
    CTR AFT BOOST PUMP SWITCH
    RIGHT AFT BOOST PUMP SWITCH
    FUEL SYSTEM TEST BUTTON
    LEFT FWD BOOST PUMP SWITCH
    CTR FWD BOOST PUMP SWITCH
    RIGHT FWD BOOST PUMP SWITCH
O13 => ANNUN LT TEST AND RESET PANEL
    PULL TO DIM SWITCH
    ANNUN LIGHTS TEST BUTTON
    FUEL USED RESET BUTTON
    ENG EXCEEDANCE RESET BUTTON
O14 => CAPT WINDSHIELD WIPER PANEL
    CAPT WINDSHIELD WIPER SWITCH
    COCKPIT DOOR SWITCH
O15 => FO WINDSHIELD WIPER PANEL
    FO WINDSHIELD WIPER SWITCH
    STBY COMPASS LIGHT SWITCH

O16 => LIGHT CONTROL PANEL
    DOME LIGHT BUTTON
    OVHD PANEL LIGHTS CONTROL
    OVHD FLOODLIGHTS CONTROL
    EMERGENCY LIGHTS SWITCH
    CIRCUIT BREAKER PANEL FLOODLIGHTS SWITCH
    NO SMOKE SWITCH
    SEAT BELTS SWITCH
    PA BUTTON
    PA ON LIGHT
    PA IN USE LIGHT
    VIDEO IN USE LIGHT
    CALL ATTENDANT BUTTON
    CALL FROM ATTENDANT LIGHT
    ATTENDANT CALLING ANNUNCIATOR RESET
    EXT MECH CALL
    EXT MAINT INTPH CALL BUTTON
    EXT MAINT INTPH CALL ON LIGHT
    THNDRSTRM LIGHT SWITCH
    INSTRUMENT PANEL LIGHTS CONTROL
    PEDESTAL FLOODLIGHTS CONTROL
    L LANDING GEAR LIGHTS SWITCH
    R LANDING GEAR LIGHTS SWITCH
    NOSE GEAR LIGHTS SWITCH
    WING NACELLE LIGHTS SWITCH
    L GND FLOODLIGHT SWITCH
    L GND FLOODLIGHT SWITCH ON LIGHT
    R GND FLOODLIGHT SWITCH
    R GND FLOODLIGHT SWITCH ON LIGHT
    POSITION LIGHTS SWITCH
    POSITION LIGHTS SWITCH OFF LIGHT
    ANTI-COLLISION LTS SWITCH
    ANTI-COLLISION LTS SWITCH OFF LIGHT
    STROBE LIGHTS SWITCH
    STROBE LIGHTS SWITCH OFF LIGHT
P => PEDESTAL
P01 => CENTER PEDESTAL
    L THRUST REVERS CONTROL LEVER
    R THRUST REVERS CONTROL LEVER
    L THROTTLE CONTROL LEVER
    R THROTTLE CONTROL LEVER
    SPEED BREAK LEVER
    FUEL CROSS FEED HANDLE
    L AUTOTHROTTLE DISCONNECT BUTTON
    R AUTOTHROTTLE DISCONNECT BUTTON
    L GO AROUND BUTTON
    R GO AROUND BUTTON
    FLAP/SLAT HANDLE
    FLAP TAKEOFF DIAL
    FLAP TAKEOFF SELECTOR
    STABILIZER TRIM SWITCH
    STABILIZER TRIM SWITCH CAP
    STABILIZER TRIM OFF LIGHT
    GEAR HORN OFF BUTTON
    GEAR HORN OFF BUTTON CAP
    GEAR HORN OFF LIGHT
    L FUEL SWITCH FIRE LIGHT
    L FUEL SWITCH
    R FUEL SWITCH FIRE LIGHT
    R FUEL SWITCH
    L ALT LONG TRIM SWITCH
    R ALT LONG TRIM SWITCH

R => RIGHT
R01 => F/O SOURCE INPUT SELECT PANEL
    EIS SOURCE SELECTOR
    BELOW GS BUTTON
    FLT DIR OFF SWITCH
    FLT DIR DATA SOURCE SWITCH
    AIR DATA SOURCE SWITCH
    IRS DATA SOURCE SWITCH
    FMS DATA SOURCE SWITCH
    VOR DATA SOURCE SWITCH
    APPR DATA SOURCE SWITCH
    VOID SWITCH
    EIS SOURCE DISPLAY
    EIS SOURCE DISPLAY
    BELOW GS LIGHT
    FLT DIR OFF LIGHT
    FLT DIR DATA CAPT ON2
    FLT DIR DATA F/O ON1
    AIR DATA CAPT ON2
    AIR DATA F/O ON1
    IRS DATA CAPT ON AUX
    IRS DATA F/O ON AUX
    FMS DATA CAPT ON2
    FMS DATA F/O ON1
    VOR DATA CAPT ON2
    VOR DATA F/O ON1
    APPR DATA CAPT ON2
    APPR DATA F/O ON1
R02 => RIGHT OUTBOARD CONSOLE
    FLOOR LIGHTS SWITCH
    MAP LIGHTS SWITCH
    CHRONOGRAPH TIMER START, STOP, RESET BUTTON
    CHRONOGRAPH TIMER SWITCH
R03 => AUDIO CONTROL PANEL RIGHT

Graphical overview of the assignments