Checklist MS FSX incl. CaptainSim 757

Model 200, 300 & 200PF

IVAO:

Member-#: _____

Website-PW: _____

Network-PW: _____

Attention:

There is no possibility to load panel states with the "757 Captain", you have to create a Dark&Cold flight. This step only has to be done once, you can reload the flight anytime.

- ⇨ Load up FSX/FS9
- ⇨ Start a flight with the standard Cessna
- ⇨ Engine **off**
- ⇨ Check avionics button **on** (or you won't be able to activate a NAV frequency)!!!
- ⇨ Battery 1 & 2 **off**
- ⇨ Load new aircraft ➔ any 757 type
- ⇨ Modify cockpit as desired (size off sub-windows in 2d-mode)
- ⇨ Save flight for all your future flights

Parking Position / Preparation:

• Load at ACE	Set (**Note Total Load Weight in lbs!!!**)
• ULD-weight at ACE	Set (to reach MTOW set to ≈ 2650 lbs)
• Dep-Metar	Check & note
• Flighplan	Create a flightplan (e.g. at AsaLink Route-Finder)
• FSX	Start & load saved d&c 757 flight
• Parkingbreak	Set
• Load (inside FSX)	Set
• Fuel (inside FSX)	Set
• IVAP-Connection	Activat
• Door(s)	Open
• Gangway	Enable (if available) (Ctrl + J)
• Gear	Check down
• Fuel Control Switches	Check Cut Off
• (Freighter	Load with ingame-loader)
• Battery	On & Guard
• Standby Power	Auto
• APU GEN Switch	On
• Bus Tie Switches	Auto
• Utility Bus Switches	On (Off lights could still be illuminated too.)
• GENerator CONTrol switches	On (Off lights will be illuminated too.)
• Panel Lights (if required)	
o Glareshield	On
o Aisle Stand	On
o CKT BKR	On
o OVHD Panel	On
o Dome	On
• ALL other Lights	Off

--- Activate Ext Pwr & Bleed Air Units via the Simicon control panel. ---

- Ext Pwr On
  --- If Ext Pwr not available continue with APU Start, if available you can start the APU before engine start. ---
- APU Start ➔ On
  --- Wait till APU start finished (a lot of lights will be illuminated)(no APU run light like LVL-D) --
- Ext Pwr Off
- POS Lights On
- IRS Alignment (OVHP & FMC):
  - IRS switches (1-3) Off
  - IRS switches (1-3) Nav
    ---wait till ON DC light flashes and then ALIGN light is illuminated---
  - DSPL SEL knob PPOS
  - SYS DSPL knob IRU L, C or R
  - ➔ FMC (CDU):
    - (Index page Go to…)
    - Ident page 1L
    - Pos Init page 6R
    - 4-letter Dep. Aprt. Code 2L
- Yaw Dampers On (both)
- EEC switches On (both)
- Hydraulic panel (Hyd Pumps):
  - Primary engine pumps On (L/R ENG)
  - Primary electric switches Off (L/R ENG ELEC)
  - Demand pump switches Off(C 1/2 ELEC)
- Overhead Cautions Check (no abnormal warnings)
- Emergency Light switch Armed & Guarded
- Passenger Oxygen switch Blank & Guarded
- Window heat On
- Ram Air Turbine switch Blank & Guarded
- Ignition switch 1: odd days / 2: even days / both: cold weather
- Engine Start selectors Auto
- Fuel Panel:
  - All fuel pumps Off (Blank)
  - Crossfeed Off (Blank)
- Fuel quantity and balance Check
- Engine & Wing anti-ice Off (on under 10°C TAT)
- (Cargo heat As required)
- Passenger Signs:
  - No smoking On
  - Seatbelts On or Auto
- Cabin Alt. Control:
  - Mode Select Auto1: odd days / Auto2: even days
  - Auto Rate Detent position (marked arrow)
- Equipment Cooling Auto (Blank)
- Temp. Control (Cabin & Flt Dk) Auto (or as required)
- Trim Air On
- Recirculation Fan switches On
- Packs:
  - APU in use Both Packs Auto
  - External Air Both Packs Off
- Isolation Valve Switch On

- Engine Bleed switches On
  --- Attention: Before you continue APU should now run at least 1min. ---
- APU Bleed On
- FMC
  - Clear messages ➔ CLR
  - Route Page ➔RTE
  - Enter flight number ➔ 2R
  - Enter Departure Airport ➔ 1L
  - Enter Arrival Airport ➔ 1R
  - RTE Page 2 ➔ Next Page
  - Enter first waypoint after SID ➔ R1
  - Continue adding all other waypoints ➔ Rx
  - Enter the Departure Airport as last waypoint ➔ Rx
    --- You might have to change to the "next page" after 5 waypoints. ---
  - Activate ➔ 6R ➔ EXEC
  - DEP/ARR page ➔ DEP/ARR
  - Set SID
    - 1. Choose active Rwy
    - 2. Choose SID
  - Execute ➔ EXEC
  - Legs Page ➔ LEGS
  - Delete any discontinuities by copying the next waypoint after the disco into the disco-line
  - Execute ➔ EXEC
  - Performance initialization page ➔ INIT REF
  - Enter ZFW (in 1000 LBS) ➔ 3L
    - Zero Fuel Weight = Operating Empty Weight + Total Load Weight

    ---GW (Gross Weight) should now auto-fill in L1---
  - Enter Reserve Fuel (in 1000 LBS) ➔ 4L
  - Enter FL / Altitude ➔ 1R (max FL for 757 = FL430)
  - Enter Cost Index (0 to 9999) (80 eco cruise, 100 normal cruise)➔ 2R
  - Enter step climb value (*2000* for RVSM or *4000/ICAO* for CVSM) ➔ 5R
  - Note auto CRZ CG (in %) !!!
  - Takeoff Reference page ➔ 6R
  - Enter t/o flap setting (standard 15) ➔ 1L
    ---V1, VR and V2 should be auto-filled now (note V2)---
  - Confirm V1, VR and V2 ➔ 1R ➔ 2R ➔ 3R
  - Enter t/o CG (in %) ➔ 4R (enter CRZ CG)
    --- PRE-FLT column should say COMPLETE now---
- EFIS Control panel route check (optional):
  - EHSI control knob PLAN
  - Range knob 20nm (or as required)
  - FMC Legs page LEGS
  - FMC stepwise forward STEP ➔ 6R
    ---when finished checking route---
  - EHSI control knob MAP
  - Range Knob 40nm (or as required)
- IVAP-flightplan Create
- MACH at flightplan Enter in IVAP FP (eco cruise Mach 0.80)
- Departure Time Enter (UTC to CET ➔ CET -2 (winter -1)
- GND-Control Set frequency (active ATC or Unicom 122.8)
- IFR-clrc Request (when ATC active)
- FP-correction Correct (if required / requested)

- IFR-clrc-data — Note (Squawk, First-Altitude, QNH ➔ Readback)
- Squawk — Set
- Altimeter — Set to actual atmospheric pressure (B)
- F/D (AP) — Off ➔ On
- A/T (AP) — Off
- V2 (AP) — Enter V2 speed to IAS/MACH indicator of AP
- HDG (AP) — Set rwy heading
- Altitude (AP) — Set first altitude
- AP Disengage Bar — Up

---continue when IRS alignment finished---

- Instrument Source selectors — Norm
- EADI — Check
- EHSI — Check (range & display mode as required)
- Clock — Set
- Autobreak — Off
- EICAS — Check for failure messages ➔ cancel all ➔ recall all
- Thrust Rating Panel:
  - Set thrust (max EPR) — TO/GA, CLB, Derate 1 or Derate 2
- Flap indicator — Check 0
- Flap Override Switch — Norm (Blank)
- Landing gear — Down & 3 Green
- Alternate gear switch — Guarded off

⇨ *Pedestal only*

- Parking break — Check set
- Spoilers — Down / Detent
- Throttles — Closed
- Fuel Control switches — Cut off
- Trim Settings — Set as indicated on FMC T/O REF Page (Init Ref)
- Flaps — Up / 0

⇨ End of *Pedestal only*

Engine s/u & Pushback:

- Gangway — Disable (Ctrl + J)
- EICAS messages — Cancel all
- Fuel pumps — On (all tanks containing fuel)
- Red Anti-collision Lights — On
- Packs — Off
- Stabilizer Trim — Set (as indicated on load sheet)
- Doors — Closed

- Engine s/u & Pushback p/b clrc — Request
- Parking break — Off
- Pushback — Start

--- **Attention:** It is important to start with Engine 2 (right). ---

- Start Selector R — GND

---wait till N2 reaches 18% on lower EICAS Engine page---

- Fuel Control switch R — Run

---At 50% N2 Start Selector should go back to Auto---

- Start Selector L — GND

---wait till N2 reaches 18% on lower EICAS Engine page---

- Fuel Control switch L — Run
  ---At 50% N2 Start Selector should go back to Auto---
- Generator lights — Check off
- APU Bleed / Isolation — Off
- APU — Off
- (Engine anti-ice — On under 10°C)
- Isolation Switch — Off / Closed
- Packs — Auto
- Autobreak Selector — RTO
- EICAS — Check for abnormal messages
  --- It could be that *GEN CONT L Off Light* is still illuminated and EICAS shows *L ENG OIL PRESS* and *L GEN OFF*. ---
- EICAS Messages — Clear / Cancel

- Logo Light — On
- Runway turn-off lights — On
- Nose Wheel Landing Light — On
- Pushback — Finish

Taxi:

- Taxi-Clrc — Request
- Taxiways — Note
- Ground-Guidance — Request if needed
- Flaps — Select (as filled in FMC / standard 15°)

h/p:

- Hand-off GND to TWR — Change frequency
- l/u & t/o clearance — Request (rdy for dep h/p xx)
- Landing lights — All On
- White Anti-collision Lights — On
- Wing Lights — On
- Transponder — On
- TCAS switch — TA/RA
- Position & hold — Taxi & stop on rwy

Ready to Takeoff:

- Parkingbreak — Activate
- Autothrottle (AP) — On
- AP settings — Check (FD on, HDG, IAS, ALT)
- EPR (AP) — On
- Thrust Levers — Forward
- Parkingbreak — Release
- Yoke (till 80 knots) — Press forward
- V1 — Abort of start not possible anymore
- VR — Lift nose up
- V2 — Lift-off

Takeoff:

- Gear — Up (at positive climb rate >500ft)
  ---above 1000ft AGL---
- Autopilot — On (1 of 3) (normal C)

- LNAV — On
- VNAV — On
- Flaps — Raise (on schedule)
- Landing gear lever — Off position
- Airborne — Publish airborne when on Unicom (no ATC)
- Starttime — Note (if needed)

Climb:

- Landing-/Taxi Lights — Off

--- to final FL / next FL clrc ---

- AP Altitude — Reset / Change (when cleared to next altitude)

---do the following things if required---

- Hand-off to APP/CTR — Change frequency
- Engine & Wing anti-ice — On (under 10°C TAT)
- Altimeter — Readjust (above 18000ft)

Cruise:

- Radio /ATC contact — Maintain (on UniCom watch TCAS)
- Autopilot / FMC — Check permanently
  - FMC — Check PROGress page for fuel consumption

---when center wing tanks empty---

- Left / Right Fuel Pumps — Off

Descent & Approach:

- Descent preparations — Begin 50nm before T/D (Top of Descent)
- Airport-/Meta-Information — Retrieve
- FMC:
  - Arrivals page ➔ DEP/ARR
  - Index ➔ 6L
  - Destination Airport ARR ➔ 2R
  - Set active rwy (and approach/STAR)
  - Approach Ref page ➔ INIT REF button
  - Copy flap and corresponding Vref setting ➔ 1R, 2R or 3R
  - Paste for approach ➔ 4R
  - Note approach speed (see 4R)
  - NAV Radio page ➔ NAV/RAD
  - Note rwy heading (see 4L ILS-MLS)
  - Close FMC

--- The following step has to be done before reaching T/D. ---

- AP Altitude — Reset (to next descend altitude)

--- If you did the last step after T/D, reset AP altitude & press VNAV again. ---

- Autobrakes — Set

--- If FMC displays “drag required”. ---

- Spoiler — Up
- Altimeter — Readjust (under 18000ft)
- Hand-off CTR to APP — Change frequency
- Landing Lights — On
- Taxi / Nose Light — On

Final approach & Landing (Autoland):

- Spoiler — Off & Arm
- Flaps — Lower
- Gear — Down (under 250kt / at least at flap 20)
- ILS captured — Announce (on Unicom state final app)
- LOC (AP) — On (to follow ILS localizer)
- APP (AP) — On (to follow ILS glideslope path)

---check, when APP pressed, LOC, VNAV off, 3 AP on---

- Hand-off APP to TWR — Change frequency
- Landing clrc — Request (or state intention on Unicom)

---Touchdown---

- Throttles — Idle
- Thrust reversers — Engage (if needed)
- Thrust reversers — Disengage (under 80kt) (Throttles idle)
- Autopilot (AP) — Disengage
- A/T (AP) — Off
- F/D (AP) — Off
- Runway — Vacate („rwy vacated“)

Final approach & Landing (w/o Autoland):

- Spoiler — Off & Arm
- Flaps — Lower (continue as indicated on PFD)
- Gear — Down (under 250kt / at flap 20)
- ILS captured — Announce (on Unicom state final app)

---check flaps to set degree and gear down---

- Hand-off APP to TWR — Change frequency
- Autopilot (AP) — Disengage (Disengage bar down)
- A/T (AP) — Off
- Trim settings — Adjust (when needed)
- Landing clrc — Request (or state intention on Unicom)

---Touchdown---

- Throttles — Idle
- Thrust reversers — Engage (if needed)
- Thrust reversers — Disengage (under 80kt) (Throttles idle)
- F/D (AP) — Off
- Runway — Vacate („rwy vacated“)

Taxi:

- Transponder — STBY
- TCAS switch — STBY
- Hand-off TWR to GND — Change frequency
- Taxiways — Note and follow (with active ATC)
- (Ground-Guidance — Request if required)
- Flaps — Set 0
- Spoiler — Down (if still manually engaged)
- Autobrakes — Off
- Landing lights — Off (Nose Landing lights stay on)
- White Anti-Collision Lights — Off
- Wing Lights — Off
- Landing time — Note (if needed)
- APU — Start

Parking Position:

- Parking brake — Set
- ATC contact — End (state “on blocks, thx for service, bye”)
- Engine anti-ice — Off
- Isolation Switch — On
- APU Bleed / Isolation — On
- APU Gen — Verify On
- Ext Pwr — On (if available)

  --- ONLY if Ext Pwr available. ---
- APU — Off

  --- Continue here in any case. ---
- Fuel control switches — Cut off
- Red anti-collision lights — Off
- Seat Belts — Off
- Primary Electric pumps — Off
- Primary Engine pumps — Stay on
- Fuel pump switches — Off
- Door s — Open (shift + e)
- Gangway — Enable (ctrl + j)

  --- Aircraft ready for turn-around /next flight. ---

  --- Continue if Dark & Cold desired. ---
- Engine Bleed Switches — Off
- Packs — Off
- Recirculation Fan — Off
- Trim Air — Off
- (Cargo Heat — Off)
- Engine & Wing Anti-Ice — Off
- Window Heat — Off
- Emergency Light — Off / Disarmed
- Yaw Dampers — Off
- IRS selectors — Off
- GENerator CONTrol Switches — Off
- Utility Bus Switches — Off
- APU GEN — Off
- If still on APU (no Ext Pwr):
  - APU — Off
- APU Bleed — Off
- External Power — Off
- External lights — Off (all)
- Internal lights — Off (all)
- Bus Tie Switches — Off
- Stdby power selector — Auto or Off
- Battery — Off

Checklist for CaptainSim Boeing 757 with Microsoft Flight Simulator.

Created by:	Carsten Rau (March 2009 / v7)	
I used to create:	CaptainSim 757 Manual, my LVL-D 767 checklist	
Only use with:	Microsoft Flight Simulator / IVAO (Intl. Virtual Aviation Organization)	
Visit:	http://www.ivao.aero	
	http://www.carstenrau.de	
	http://www.leveldsim.com	- Level-D 767
	http://www.precisionmanuals.com	- PMDG 747 / MD11
	http://www.wilcopub.com	- Wilco 737 PIC / E-Jet & Airbus Series
	http://www.captainsim.com	- CaptainSim 757 Captain
	http://www.flight1.net	- Flight 1 ATR72-500

Attachments

for Checklist MS FSX incl. CaptainSim 757 by Carsten Rau

757-200:

Flightplan Fuel only *No Wind*	91% ZFW 150.650 lbs *See below! **	Fuel Consumed (lbs)	Break Release to Landing	Climb: 250 / 300 kt M 0.78	Cruise: M 0.80	Descend: M 0.78 300 / 250 kt
757-200 max. Range with max. Fuel, a ZFW of 145.650 lbs (88%) and 15.000 lbs of reserves ≈ 3500 nm						
Distance (nm)	**Payload * % / lbs**	**Fuel (lbs) at FL 290/300**	**Fuel (lbs) at FL 310 - 340**		**Fuel (lbs) at FL 350 - 450**	
100***	91 / 150.650	3000	≈ 98% of FL290		≈ 97% of FL 290	
200		5000				
300		6800				
400		8000				
500		9000				
1000		18000				
1500		26500				
2000		35000				
2500		43000				
3000		51500				
After 3000nm payload has to be traded for range. **						
3500	88 / 145.650	60500	≈ 98% of FL290		≈ 97% of FL 290	
4000****	88 / 145.650	68500				

* 91% ZFW = Full Pax & maximum number of ULDs with a weight of 1000 lbs each.

** 88% ZFW = Full Pax & only 4 ULDs loaded with a weight of 1000 lbs each.

*** FL150 for 100nm

**** 4000nm are possible with limited reserves.

	Basic Operating Weight (OEW)	115.000	LBS	
+	Payload (passengers & cargo)	XXX.XXX	LBS	(max 050.000 LBS)
=	Zero Fuel Weigh (ZFW)	XXX.XXX	LBS	(max 165.000 LBS)
+	Minimum Landing Fuel	005.000	LBS	
+	Alternate Fuel (200nm distance)	005.000	LBS	
+	Contingency Fuel (holding, taxi, etc.)	005.000	LBS	
=	Planned Landing Weight (PLW)	XXX.XXX	LBS	(max 198.000 LBS)
+	Flight Plan Fuel (fuel for route)	XXX.XXX	LBS	(max 075.500 LBS)
=	Planned Takeoff Weight (PTOW)	XXX.XXX	LBS	(max 221.000 LBS)

➔**Flight Plan Fuel + 15.000 LBS = Total Fuel = Block Fuel**

➔ *Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h+). Modify alternate value as needed.*
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ center tanks.

➔ Note: CaptainSim messed up the weights, the 757-200 OEW is 134.100 lbs (RR) / 128.300 lbs (PW) in reality, the maximum structural payload is 49.910 (RR) / 55.600 (PW).
With this lighter plane and the ZFW reduced by 19.000 you can carry more fuel than the real aircraft relative to your payload.

757-300:

Flightplan Fuel only *No Wind*	65% ZFW 174.640 lbs *See below! **	Fuel Consumed (lbs)	Break Release to Landing	Climb: 250 / 300 kt M 0.78	Cruise: M 0.80	Descend: M 0.78 300 / 250 kt
757-300 max. Range with max. Fuel, a ZFW of 174.640 lbs (65%) and 15.000 lbs of reserves ≈ 3500 nm						
Distance (nm)	**Payload * % / lbs**	**Fuel (lbs) at FL 290/300**	**Fuel (lbs) at FL 310 - 340**		**Fuel (lbs) at FL 350 - 450**	
100***	65 / 174.640	3000	≈ 98% of FL290		≈ 97% of FL 290	
200		5000				
300		6800				
400		8500				
500		9000				
1000		18000				
1500		26500				
2000		35000				
2500		43000				
3000		51500				
3500		60500				

* 65% ZFW = Full Pax & maximum number of ULDs with a weight of 1300 lbs (ingame, not ACE) each.

*** FL150 for 100nm

	Basic Operating Weight (OEW)	130.000	LBS	
+	Payload (passengers & cargo)	XXX.XXX	LBS	(max 068.000 LBS)
=	Zero Fuel Weigh (ZFW)	XXX.XXX	LBS	(max 198.000 LBS)
+	Minimum Landing Fuel	005.000	LBS	
+	Alternate Fuel (200nm distance)	005.000	LBS	
+	Contingency Fuel (holding, taxi, etc.)	005.000	LBS	
=	Planned Landing Weight (PLW)	XXX.XXX	LBS	(max 224.000 LBS)
+	Flight Plan Fuel (fuel for route)	XXX.XXX	LBS	(max 076.900 LBS)
=	Planned Takeoff Weight (PTOW)	XXX.XXX	LBS	(max 250.000 LBS)

➔**Flight Plan Fuel + 15.000 LBS = Total Fuel = Block Fuel**

➔ *Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h+). Modify alternate value as needed.*
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ center tanks.

➔ Note: CaptainSim messed up the weights, the 757-300 OEW is about 142.000 lbs (RR/PW) in reality, the maximum structural payload is about 68.000 lbs (RR/PW), but in the case of the -300 they also reduced the MTOW by 20.000 lbs.
With this lighter plane and the ZFW reduced by 12.000, but also reduced MTOW by 20.000 lbs you can carry less fuel than the real aircraft relative to your payload.

757-200PF:

Flightplan Fuel only *No Wind*	99% ZFW 189.850 lbs *See below! **	Fuel Consumed (lbs)	Break Release to Landing	Climb: 250 / 300 kt M 0.78	Cruise: M 0.80	Descend: M 0.78 300 / 250 kt
757-200PF max Range with max Fuel, a ZFW of 145.850 lbs (76%) and 15.000 lbs of reserves ≈ 3500 nm						
Distance (nm)	**Payload * % / lbs**	**Fuel (lbs) at FL 290/300**	**Fuel (lbs) at FL 310 - 340**		**Fuel (lbs) at FL 350 - 450**	
100***	99 / 189.850	3000	≈ 98% of FL290		≈ 97% of FL 290	
200		5000				
300		6800				
400		8000				
500		9000				
1000		18000				
After 1000nm payload has to be traded for range.						
1500	94 / 179.850	26500	≈ 98% of FL290		≈ 97% of FL 290	
2000	89 / 169.850	35000				
2500	85 / 161.850	43000				
3000	81 / 155.000	51500				
3500	76 / 145.850	60500				

* 99% ZFW = 12 ULDs on the upper deck (11 at 6000lbs, 1 at 3000lbs) & 15 ULDs on the lower deck …

… at 1000lbs each .

*** FL150 for 100nm

	Basic Operating Weight (OEW)	105.000	LBS	
+	Payload (passengers & cargo)	XXX.XXX	LBS	(max 086.000 LBS)
=	Zero Fuel Weigh (ZFW)	XXX.XXX	LBS	(max 191.000 LBS)
+	Minimum Landing Fuel	005.000	LBS	
+	Alternate Fuel (200nm distance)	005.000	LBS	
+	Contingency Fuel (holding, taxi, etc.)	005.000	LBS	
=	Planned Landing Weight (PLW)	XXX.XXX	LBS	(max 210.000 LBS)
+	Flight Plan Fuel (fuel for route)	XXX.XXX	LBS	(max 075.500 LBS)
=	Planned Takeoff Weight (PTOW)	XXX.XXX	LBS	(max 221.000 LBS)

➔**Flight Plan Fuel + 15.000 LBS = Total Fuel = Block Fuel**

➔ *Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h+). Modify alternate value as needed.*
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ center tanks.

➔ Note: CaptainSim messed up the weights, the 757-200PF OEW is 114.000 lbs (RR/PW) in reality, the maximum structural payload is 86.000 (RR/PW), but in the case of the -200PF they also reduced the MTOW by 30.000 lbs.
With this lighter plane and the ZFW reduced by 12.000, but also reduced MTOW by 30.000 lbs you can carry less fuel than the real aircraft relative to your payload.

Stabilizer Trim / Center of Gravity (CG) settings (all models):

STAB TRIM SETTING							
WEIGHT (1000 LB)	C.G %MAC						
	9	14	19	24	29	34	39
260	7	7	6	5	4 1/4	3 1/4	2 1/2
240	7	6 3/4	5 3/4	4 3/4	4	3 1/4	2 1/2
220	7	6 1/4	5 1/4	4 1/2	3 3/4	3 1/4	2 1/2
200	7	6	5	4 1/4	3 1/2	3	2 1/4
180	6 1/2	5 1/2	4 1/2	4	3 1/4	2 3/4	2 1/4
160	6 1/4	5 1/4	4 1/4	3 3/4	3	2 1/2	2

Optimum & Maximum Flight Level (all models):

WEIGHT (1000 LB)	OPTIMUM ALT (FT)	TAT (°C)	MARGIN TO INITIAL BUFFET 'G' (BANK ANGLE)				
			1.20(33°)	1.25 (36°)	1.30(39°)	1.40(44°)	1.50(48°)
260	31100	-6	34000*	34000*	34000*	33100	31600
250	31900	-8	35200*	35200*	35200*	33900	32500
240	32800	-10	36200*	36200*	36200*	34800	33300
230	33700	-12	37100*	37100*	37100*	35700	34200
220	34700	-14	37900*	37900*	37900*	36600	35200
210	35600	-17	38800*	38800*	38800*	37600	36100
200	36600	-18	39800*	39800*	39800*	38600	37200
190	37700	-18	40700*	40700*	40700*	39700	38200
180	38800	-18	41800*	41800*	41800*	40800	39400
170	40000	-18	42000	42000	42000	42000	40500
160	41300	-18	42000	42000	42000	42000	41800
150	42000	-18	42000	42000	42000	42000	42000
140	42000	-18	42000	42000	42000	42000	42000

Reference Fuel Consumption:

AIR DIST (NM)	PRESSURE ALTITUDE (1000 FT)									
	10		14		18		22		28	
	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M
200	7.9	0:51	7.2	0:49	6.5	0:47	6.0	0:45	5.3	0:42
400	16.2	1:40	15.0	1:35	13.7	1:30	12.8	1:25	11.6	1:19
600	24.2	2:29	22.5	2:21	20.7	2:14	19.4	2:07	17.7	1:56
800	32.1	3:19	29.9	3:09	27.6	2:58	25.9	2:48	23.7	2:33
1000	39.8	4:10	37.1	3:57	34.3	3:43	32.2	3:31	29.6	3:11
1200	47.3	5:02	44.1	4:46	40.9	4:30	38.4	4:14	35.4	3:50
1400	54.7	5:55	51.0	5:36	47.3	5:17	44.5	4:58	41.0	4:29
1600	61.9	6:49	57.8	6:27	53.6	6:04	50.4	5:43	46.5	5:09
1800	69.0	7:45	64.4	7:19	59.7	6:53	56.2	6:28	51.9	5:50

Long Range Cruise control (all models):

LONG RANGE CRUISE CONTROL

WEIGHT (1000 LB)		PRESSURE ALTITUDE (1000 FT)										
		21	23	25	27	29	31	33	35	37	39	41
260	EPR	1.05	1.07	1.09	1.12	1.16	1.21	1.29				
	MACH	.718	.743	.770	.789	.796	.798	.796				
	KIAS	326	325	324	319	309	297	283				
	FF/ENG	4786	4776	4781	4730	4654	4580	4551				
240	EPR	1.03	1.05	1.08	1.10	1.13	1.17	1.23	1.30			
	MACH	.700	.719	.745	.773	.790	.796	.798	.795			
	KIAS	317	314	313	312	306	296	284	270			
	FF/ENG	4465	4415	4403	4410	4351	4280	4213	4196			
220	EPR	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24	1.32		
	MACH	.668	.699	.719	.745	.773	.790	.797	.798	.794		
	KIAS	302	304	301	300	299	293	283	271	258		
	FF/ENG	4068	4092	4044	4032	4038	3978	3916	3850	3877		
200	EPR	1.02	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24	1.32	
	MACH	.640	.664	.696	.717	.743	.772	.790	.797	.798	.794	
	KIAS	289	288	291	288	287	286	281	271	259	246	
	FF/ENG	3710	3697	3716	3676	3662	3665	3617	3556	3525	3575	
180	EPR	1.01	1.02	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24	1.32
	MACH	.619	.635	.659	.690	.713	.739	.768	.789	.796	.798	.795
	KIAS	279	275	274	276	274	273	272	268	258	247	235
	FF/ENG	3404	3346	3324	3376	3345	3291	3298	3262	3230	3223	3263
160	EPR	1.00	1.01	1.02	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24
	MACH	.600	.614	.629	.650	.680	.707	.731	.761	.787	.795	.798
	KIAS	270	265	261	259	260	260	258	257	255	246	236
	FF/ENG	3143	3082	3018	2986	2994	2952	2936	2941	2949	2937	2928
140	EPR	.99	1.00	1.01	1.02	1.03	1.04	1.05	1.07	1.10	1.13	1.17
	MACH	.573	.592	.606	.621	.638	.664	.698	.720	.749	.778	.792
	KIAS	257	255	251	247	243	243	245	242	241	240	234
	FF/ENG	2831	2790	2725	2668	2620	2582	2603	2580	2636	2682	2682
120	EPR	.99	.99	1.00	1.00	1.01	1.02	1.04	1.05	1.07	1.09	1.12
	MACH	.537	.557	.577	.595	.610	.625	.646	.676	.706	.731	.762
	KIAS	241	240	239	236	232	228	226	226	226	224	224
	FF/ENG	2486	2456	2422	2381	2326	2272	2242	2250	2278	2559	2611

Shaded Fields mark Optimum Flight Level.

Wind Correction (all models):

AIR DISTANCE (NM) HEADWIND COMPONENT (KTS)					GROUND DISTANCE (NM)	AIR DISTANCE (NM) TAILWIND COMPONENT (KTS)				
100	80	60	40	20		20	40	60	80	100
282	261	242	226	213	200	191	182	174	167	160
563	521	484	452	425	400	382	365	349	335	322
844	782	726	679	637	600	573	548	525	503	484
1127	1044	970	906	850	800	764	731	700	672	646
1412	1307	1213	1133	1063	1000	955	914	875	840	808
1697	1570	1457	1361	1276	1200	1146	1096	1050	1008	970
1984	1835	1701	1588	1489	1400	1337	1278	1225	1176	1131
2273	2101	1948	1817	1703	1600	1528	1461	1400	1343	1292
2563	2367	2193	2045	1916	1800	1719	1643	1574	1511	1453

Additional Flight Planning Material:

You will find all material you need in part 4 of the CaptainSim 757 manual.

More Information is available here:

http://boeing.com/commercial/airports/757.htm

Reduced & Conventional Vertical Separation Minima - CVSM & RVSM

CVSM		RVSM		RVSM (North-South)		RVSM (meter)		CVSM (meter)	
180° - 359°	000° - 179°	180° - 359°	000° - 179°	270° - 89°	90° - 269°	180° - 359°	000° - 179°	180° - 359°	000° - 179°
FL 040	FL 050	FL 040	FL 050	FL 040	FL 050	1,200 m (3,900 ft)	1,500 m (4,900 ft)	1,200 m (3,900 ft)	1,500 m (4,900 ft)
FL 060	FL 070	FL 060	FL 070	FL 060	FL 070	1,800 m (5,900 ft)	2,100 m (6,900 ft)	1,800 m (5,900 ft)	2,100 m (6,900 ft)
FL 080	FL 090	FL 080	FL 090	FL 080	FL 090	2,400 m (7,900 ft)	2,700 m (8,900 ft)	2,400 m (7,900 ft)	2,700 m (8,900 ft)
FL 100	FL 110	FL 100	FL 110	FL 100	FL 110	3,000 m (9,800 ft)	3,300 m (10,800 ft)	3,000 m (9,800 ft)	3,300 m (10,800 ft)
FL 120	FL 130	FL 120	FL 130	FL 120	FL 130	3,600 m (11,800 ft)	3,900 m (12,800 ft)	3,600 m (11,800 ft)	3,900 m (12,800 ft)
FL 140	FL 150	FL 140	FL 150	FL 140	FL 150	4,200 m (13,800 ft)	4,500 m (14,800 ft)	4,200 m (13,800 ft)	4,500 m (14,800 ft)
FL 160	FL 170	FL 160	FL 170	FL 160	FL 170	4,800 m (15,700 ft)	5,100 m (16,700 ft)	4,800 m (15,700 ft)	5,100 m (16,700 ft)
FL 180	FL 190	FL 180	FL 190	FL 180	FL 190	5,400 m (17,700 ft)	5,700 m (18,700 ft)	5,400 m (17,700 ft)	5,700 m (18,700 ft)
FL 200	FL 210	FL 200	FL 210	FL 200	FL 210	6,000 m (19,700 ft)	6,300 m (20,700 ft)	6,000 m (19,700 ft)	6,300 m (20,700 ft)
FL 220	FL 230	FL 220	FL 230	FL 220	FL 230	6,600 m (21,700 ft)	6,900 m (22,600 ft)	6,600 m (21,700 ft)	6,900 m (22,600 ft)
FL 240	FL 250	FL 240	FL 250	FL 240	FL 250	7,200 m (23,600 ft)	7,500 m (24,600 ft)	7,200 m (23,600 ft)	7,500 m (24,600 ft)
FL 260	FL 270	FL 260	FL 270	FL 260	FL 270	7,800 m (25,600 ft)	8,100 m (26,600 ft)	7,800 m (25,600 ft)	8,100 m (26,600 ft)
FL 280	FL 290	FL 280	FL 290	FL 280	FL 290	8,400 m (27,600 ft)	8,900 m (29,100 ft)	8,600 m (28,200 ft)	9,100 m (29,900 ft)
CVSM	CVSM	RVSM	RVSM	RVSM	RVSM	RVSM	RVSM	CVSM	CVSM
FL 310		FL 300	FL 310	FL 300	FL 310	9,200 m (30,100 ft)	9,500 m (31,100 ft)	9,600 m (31,500 ft)	
	FL 330	FL 320	FL 330	FL 320	FL 330	9,800 m (32,100 ft)	10,100 m (33,100 ft)		10,100 m (33,100 ft)
FL 350		FL 340	FL 350	FL 340	FL 350	10,400 m (34,100 ft)	10,700 m (35,100 ft)	10,600 m (34,800 ft)	
	FL 370	FL 360	FL 370	FL 360	FL 370	11,000 m (36,100 ft)	11,300 m (37,100 ft)		11,100 m (36,400 ft)
FL 390		FL 380	FL 390	FL 380	FL 390	11,600 m (38,100 ft)	11,900 m (39,100 ft)	11,600 m (38,100 ft)	
	FL 410	FL 400	FL 410	FL 400	FL 410	12,200 m (40,100 ft)	12,500 m (41,100 ft)		12,100 m (39,700 ft)
CVSM	CVSM	CVSM	CVSM	CVSM	CVSM	CVSM	CVSM	CVSM	CVSM
FL 430	FL 450	FL 430	FL 450	FL 430	FL 450	13,100 m (43,000 ft)	13,700 m (44,900 ft)	13,100 m (43,000 ft)	14,100 m (46,300 ft)
FL 470	FL 490	FL 470	FL 490	FL 470	FL 490	14,300 m (46,900 ft)	14,900 m (48,900 ft)	15,100 m (49,500 ft)	16,100 m (52,800 ft)
1 Step = 4000 ft						1 Step = 1200 m		1 Step = 2000 m	

RVSM: All countries (inlcuding the Atlantic Ocean) with the following exeptions:

RVSM (North-South): France, Italy, Portugal, Spain & New Zealand.

RVSM (meter): China, excluding Hong Kong, Macau and Taiwan.

CVSM (meter): Russia, Mongolia, North Korea, Kyrgyzstan, Kazakhstan, and 6,000 m or below in Turkmenistan (where feet is used for FL210 and above).