



STRONGPILOT EFB

SETUP REQUIREMENTS

for

BOEING TYPE AIRCRAFT

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UçuşDünyası Bilgisayar Tekstil Turizm İnşaat Ve Ticaret Limited Şirketi

(Hereinafter referred to as "Strongpilot")

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Headoffice

Akdeniz Üniversitesi Teknokent ARGE-1
No: 2/8
ANTALYA – TURKEY

Phone: +90 242 2272364
Fax : +90 242 3233879
<mailto:info@strongpilot.com>

Branchoffice

Kırcamii Mah. Avni Tolunay Cad. Bal İş Hanı
No: 123 Muratpaşa
Antalya – TURKEY

Phone: +90 242 3229707
Fax : +90 242 3233879
<mailto:info@strongpilot.com>

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1 INTRODUCTION

This chapter introduces the Strongpilot EFB Setup requirements for Boeing Type Aircraft. It provides background information for preparing setup file. It also summarizes the chapters in this guide, shows the syntactical conventions used.

If, after reading the documentation, there are still difficulties for answering questions, please do not hesitate to contact with Strongpilot.

2 OBJECTIVES

Setup preparation document was developed to fulfill these basic objectives:

- Decision of correct Strongpilot EFB tools,
- Usage of correct Aircraft databases and limits,
- Usage of correct Aircraft documents,
- Usage of correct Company documents,
- Preparing the setup according to the operator limits,

3 SYSTEM REQUIREMENTS

In order to install and run the Strongpilot EFB software, you must have a personal computer or STC approved Class-II hardware and Microsoft Windows XP ® or later installed and operating. Refer to your Windows® user documentation for further information on the system requirements for Windows®.

In order to use the web-based internet update, you must also have internet access.

Strongpilot Class-I and/or Class-II EFB developed for 1024*768-screen resolution to support current available Class-II hardware maximum resolution. (Goodrich, NavAero, IMS, CMC and Rugged Mobility)

Lower or higher screen resolutions do not supported for Strongpilot EFB.

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4 CUSTOMER OBLIGATIONS

Following information's, documents and required Aircraft databases should be provided to Strongpilot for EFB setup.

Important Note for usage of Aircraft Databases:

If needed, necessary permissions or rights or passwords or data release agreements should be requested or adjusted for Strongpilot usage.

5 REQUIRED DATAS

5.1 REQUESTED STRONGPILOT SOFTWARE

All Strongpilot software based on AC120-76A / EASA-JAA Leaflet No 36 requirements.

Strongpilot offers a fully integrated EFB Class-I and Class-II software solutions for followings running on Windows. Please select the requested software from below list for number of Aircraft.

Note: Different Aircraft types are not important.

SOFTWARE	AIRCRAFT NUMBER	NOTES
EFB Manager	-	Standard Option
EFF (Electronic Flight Folder)		
Takeoff Performance Calculation		
Landing Performance Calculation		
Weight & Balance Calculation		
Library and Open Documents management		
E-Log (Technical Log)		
Journey Log (Flight Log)		
Cockpit Door Surveillance System View		CDSS installation required
Handling and Company Information		
Snowtam Decoder		
EFB Recall Manager		
EFB Disagree Check Manager		Class-II only
Revision status	-	Standard Option
Synchronization		
Unit Conversion		
Calculator function		
View Other EFB	-	Standard Option

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5.2 AIRCRAFT DATABASE REQUIREMENT (For Takeoff & Landing Perf.)

Strongpilot provides a standard calling program for Takeoff and Landing performance calculations, which you can customize to suit your needs.

Strongpilot calling program do all of the following:

- Set defaults, accept inputs, and load the SCAP input common blocks.
- Call the manufacturer module.
- When control returned from the manufacturer module, examine the output to determine whether execution was successful.
- Perform error processing in the case of unsuccessful execution.
- Store output.

*****A copy of PEP cd is required if Takeoff and/or Landing performance calculation is needed.

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5.3 DOCUMENT REQUIREMENT

Following documents are required as digital copy.

- FCOM
- MEL
- CDL
- AFM
- AHM-560 & DOW/DOI tables (***** if Weight&Balance software is ordered*****)

5.4 AIRCRAFT GENERAL

Fill the limits as certified.

GENERAL (SCAP – BPS Setup)	
Regulations (JAA-FAA-DOT CANADA)	
Brakes	*
Serial Number /Tabulary Number	
AC Type	

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Engine Type	
Alternate Forward Center of Gravity	*
Winglet Installation	*
Takeoff Thrust Time	*
Brake Type	*
Skid Resistant Approval	*
Two Position Tailskid	*
V1/VR Choice (Balance – Min- Max)	
Restricted Takeoff Flap	**
Tire Profile	
Auto Derate Selection Option	
Vertical T/O Flight Path	***

Please remark as N/A if requested data is not applicable for your A/C.

* Certification Required in AFM

** Normally all available takeoff flaps are used in optimum calculation.
E.g. Remark if you do not want to use Flaps1 takeoff for B737-800

*** Choice One of the listed values
 - Second Segment Flight Path
 - Better of Second Segment and Extended Second Segment Flight Path
 - Extended Second Segment Flight Path

5.5 LIMITS REQUIREMENT

Fill the limits as requested.

TAKEOFF CROSSWIND LIMITS	VALUE
DRY	
WET	
Standing Water	
SLUSH	
Compacted Snow	
DRY SNOW	
ICE	
WET ICE	
Low Visibility Takeoff	
Tailwind	

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LANDING CROSSWIND LIMITS	VALUE
DRY	
WET	
Standing Water	
SLUSH	
Compacted Snow	
DRY SNOW	
ICE	
WET ICE	
Tailwind	

AUTOLAND WIND LIMITS	VALUE
Headwind	
Tailwind	
Crosswind	

Crosswind values when Braking Action reported	VALUE
Good	
Medium to Good	
Medium	
Medium to Poor	
Poor	

Maximum Depth for Contamination	VALUE
Standing Water	
Slush or Wet Snow	
Dry Snow	

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UNITS	PREFERENCES	SELECTION
Weight	Kg – Pound	*
Distance	Meter – Feet	
Height	Meter – Feet	
Temperature	°C - °F	
Depth	Mm – inch	
Pressure	hPa – inch	

* Please select default unit preference for each unit.

TAKEOFF PERFORMANCE	VALUE
Minimum Flap Retraction Altitude	

5.6 EFF (Electronic Flight Folder)

EFF setup requirements may change according to the supporting level of Flight plan provider. Further discussion is required for;

- Provider
- Web access
- Flight Plan Usage
- Digital signing
- Approval process

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