



Great opportunity just became available B737NG Configuration – Standard

This is a real Cockpit they do not come along very often; it has real cockpit's switches and components.

The simulator project was started company by a company out of business, a company I have work before purchases to re-host and sell.

Simulator companies would normally sell this level realism hardware in the price range of 500,000++ since this is a small company with low overhead, they are going to offer this 737 simulator product for around \$260,000 or Best offer.

Using real components relates to the longevity and realism of the product opposed to using components that are purchase off-the-shelf and are reproductions.

It will be first come first serve to the customer who puts a deposit on the 737 simulator.

The pictures below are of the real Cockpit they do not come along very often; it has real cockpit's switches and components. The simulator was purchase from a company that went out of business

This 737 cockpit is ready for rehosting by the manufacturer to customer specifications, new computers and visuals.

737NG Configuration Device Description and Specification Summary below is an example of what was done for another 737 customer.

The standard device will do almost everything that may be required during normal course of training, including normal and abnormal training procedures these units can be used for Airline training, transitional training as well entertainment applications.

B737NG external view



Real cockpit real components





737NG Configuration Device Description and Specification Summary below is an example of what was done for another 737 customer.

**B737NG Configuration - Standard
Device Description and Specification Summary**

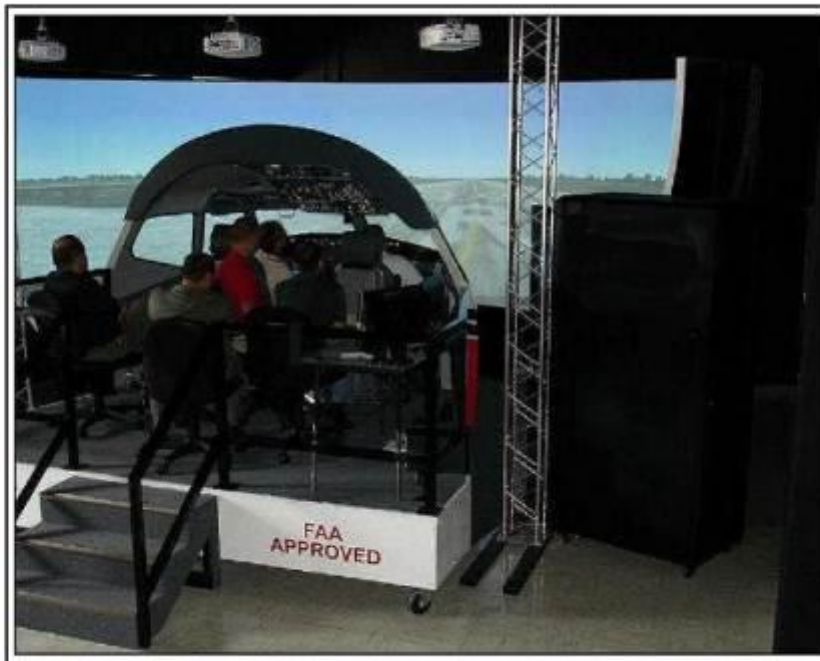


- 1. General:** The Advanced Aviation Training Device (AATD) is representative of the B737NG™ aircraft, as required herein. It is designed and manufactured with strict quality control, and in accordance with professional industry standards.
- 2. Certification Criteria:** The AATD is designed and built to exceed FAA Advanced Aviation Training Device requirements as set forth in AC61-136, and the latest applicable FAA regulations and guidance criteria.
- 3. Flight Deck:** The cockpit enclosure and area is a realistic replica of the B737NG flight deck, made of a metal/fiberglass shell, mounted on a heavy-duty metal frame, with locking wheels, that enable it to be re-positioned with ease. The interior is well finished with B737NG style liners, premium carpeting, and pertinent fixtures and markings. The seating consists of rail-mounted dual (Pilot and Copilot), fully adjustable Boeing style pilot seats, with head-rests.
- 4. Panels and Hardware:** All of the cockpit panels are back-lit, and have B737NG style hardware installed, with realistic knobs, buttons, and switches. All toggle and push-button switches are heavy-duty, as per FAA specifications, and of the proper type.
- 5. Yoke Controls:** The dual yoke flight controls are representative of the B737NG aircraft, with a complete set of functional buttons and switches, including stick-shaker, AP Disconnect, PTT, etc. The controls are heavy-duty, and dampened to provide the pilot with a realistic “feel”. They are designed to accept a full digital control loading system, as an option.
- 6. Rudder Controls:** The dual, interconnected rudder controls are representative of the B737NG aircraft, with functional toe-brakes. The rudder pedals are heavy-duty, and dampened to provide the pilot with a realistic “feel”. They are designed to accept a full digital control loading system, as an option. A functional B737NG style Rudder Trim panel is provided and installed on the center console, in the appropriate position.

Specification Summary: B737NG Configuration - Standard



- 7. Throttle Quadrant:** The throttle quadrant is a replica of the B737NG, and is of aircraft quality, with fully functional heavy-duty components, including dual lever throttles with Auto Throttle, TOGA switches, thrust-reversers, spoilers, flaps, and parking brake, and all other relevant buttons, lights, indicators, and switches.
- 8. Pitch Trim:** The pitch trim is electronic, and is controlled by the dual yoke mounted switches.
- 9. Other Controls:** Fully functional B737NG replica controls for the landing-gear and nose-wheel tiller, are also installed.
- 10. Instrument Panels:** All of the panels, including main instrument panel, overhead panel, center pedestal, and side panels, accurately represent the B737NG panels, and include all of the instrument displays, FMS/CDU, controls, and equipment, properly positioned and installed, in a sturdy and secure manner.
- 11. Flight Instrumentation and Avionics:** The AATD is equipped with a realistic representation of the B737NG "Glass Cockpit", with high-resolution instrumentation graphics displayed on LCD monitors, and realistic representation of the avionics as found in the aircraft. The composite standby instrument (ASI, ADI and Altimeter) is accurately positioned and displayed, as a functional replica of the real instrument.
- 12. FMS:** The dual, integrated FMS/CDU units represent the Smiths model as installed in the B737NG aircraft, with a world-wide database of nav-aids, fixes, airports, SIDS and STARS, which is user-updatable.
- 13. Systems:** The major systems representing the B737NG aircraft are supported, including Air Conditioning, Pressurization, Automatic Flight, APU, Communications (simulated radio tuning), Electrical, Emergency Equipment, Fire Protection, Flight Controls, FMS, Fuel, Hydraulics, Ice & Rain Protection, Landing Gear, Navigation, Pneumatics, Power Plant, and Warning Systems.



B737NG external view

14. **Flight Model:** The flight model is realistic and adaptable. It is user-adjustable from the Instructor Station to accommodate changes in flight conditions, such as weight, CG, Configuration, etc., with minimum ease. The model allows the performance of the device to exceed the level of certification sought. The data is derived from manufacturer specifications, and represents the general handling and performance qualities of the B737NG type of aircraft. A complete Qualification and Acceptance Guide (QAG) and a technical specifications support document are provided.
15. **Sound:** The sound effects are derived from a digital recording of the B737NG aircraft, and are realistically reproduced using a multiple-channel, Bose™ premium sound system, with a high-powered sub-woofer. The EGPWS system is accurately represented, with a complete set of multiple callouts, using digitized recordings. The multiple selection of Warning and Caution messages are accompanied with the proper Auditory Alerts.
16. **MCP Panel:** The glare-shield is equipped with the MCP/EFIS panel that is heavy-duty, fully functional, highly accurate, with integrated Autopilot functions, and Pilot controlled modes.
17. **Navigational Database:** The AATD computers are loaded with a current world-wide database consisting of more than 24,000 airports and associated navigational facilities. It includes highly detailed scenery and terrain reflecting the actual landscape, structures, and hazards of the real environment. The database can be updated by the user.
18. **Digital Recording System:** A digital audio/video cockpit recording system is provided as an option, capable of recording the entire training session, with play-back capability for debriefing purposes.
19. **Electronic Flight Bags:** Dual Jeppesen Electronic Flight Bags (EFBs) with LCD touch-screen functions are installed as an option for the pilot and co-pilot at the appropriate locations on the side panels, as represented in the B737NG aircraft.



Graphical Instructor Console and Station (GICAS™)

- 20. Instructor Station:** A Graphical Instructor Console and Station (GICAS™) is provided, which also controls the start and shut-down operation of the device. It consists of multiple LCD monitors, a keyboard, and mouse. It allows the instructor to control and monitor the AATD, as per the certification and operational requirements. It is also equipped with a master key switch, and “Hobbs” hour meter, and intercom jacks.
- 21. Visual System:** The visual system is single-channel, ultra-high resolution, with a world-wide database, and provides an accurate representation of the terrain. It consists of a library of over 24,000 airports, with an additional set of 20, ultra-high resolution, highly detailed, major US and international airports, with accurate modeling and representation of the airport terminal, ramp, runway, signage, lighting, and surrounding environment. The display system consists of a Wide, curved screen, using a specialized High Definition projector, with image calibration, distortion correction, and color controls. A multi-channel system consisting of a 200 degrees horizontal view, is also available as an option.
- 22. Computer System:** The computer system is installed in a separate, heavy-duty computer cabinet, with the computers connected through a LAN-based Ethernet system, with dedicated Host, IOS, Image Generator, EFB, and other supporting computers. The cabinet is mounted on wheels, equipped with a suitable surge-protection system, and cooled with multiple cooling fans.
- 23. Documentation:** The AATD is accompanied with a complete set of Operating and Maintenance Manuals, with provisions for updates and revisions, as required.
- 24. Training:** Upon completion of the delivery, installation, and set-up of the AATD at the training facility, complete on-site operator and maintenance training is provided for the safe and proper operation of the AATD.
- 25. Warranty and Support:** Standard Technical Support and Limited Warranty for Parts and Labor for a one year period are included, with an Extended Limited Warranty available as an option.

26. Specification Summary: B737NG Configuration – Standard

B737NG AATD Captain's view

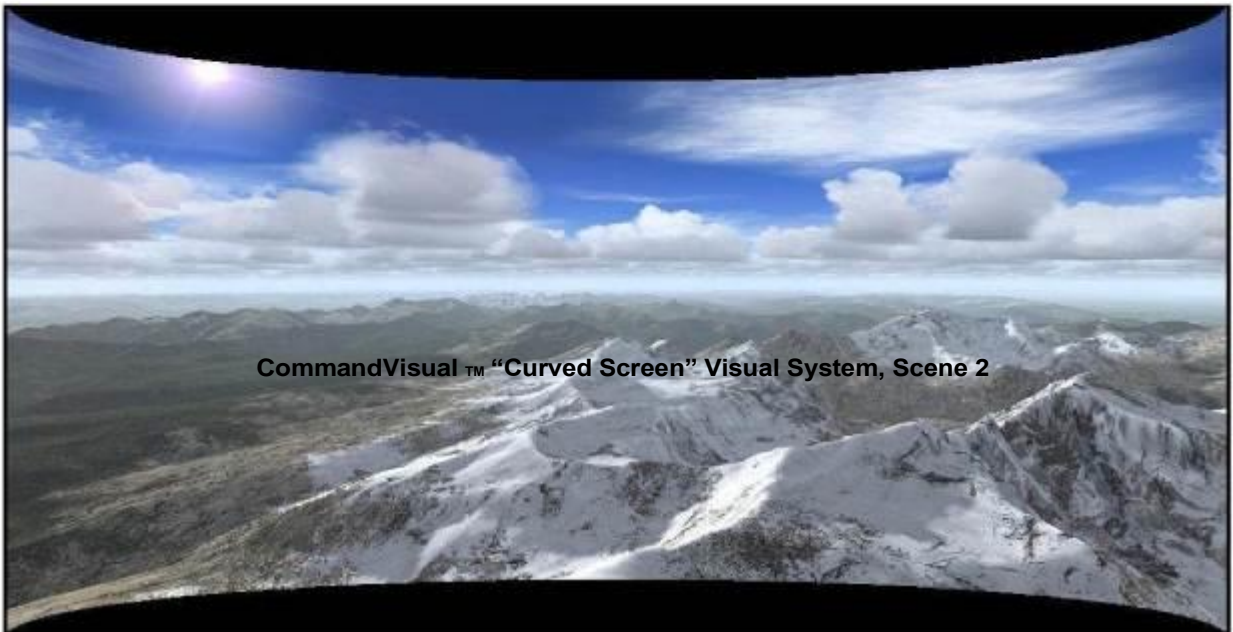


B737NG AATD training session





CommandVisual™ “Curved Screen” Visual System, Scene 1



CommandVisual™ “Curved Screen” Visual System, Scene 2

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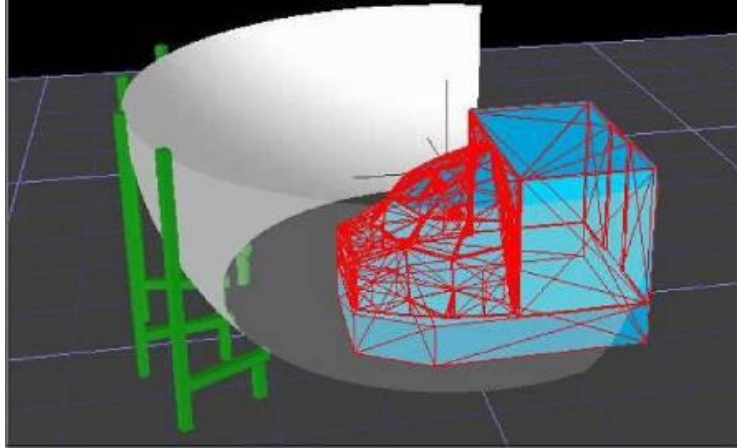


CommandVisual™ “Curved Screen” Visual System, Scene 3



CommandVisual™ “Curved Screen” Visual System, Scene 4

Specification Summary: B737NG Configuration – Standard



Command Visual™ “Curved Screen” Visual System, (Optional 200 degrees view)



B737NG AATD Interior



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