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been standard in all aircraft
delivered in after Feb 2009. A list
of features is below. Following the
discovery of several "anomalies",
such as VNAV commanding the
airplane to descend below the

expected path on approach, Boeing issued a "service pack" in the form of Update 10.8A in 2010.

FMC Update 10.8 and 10.8A - The Boeing 737 Technical Site
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Unit (DU) screen in the cockpit. In the flight simulation world, it seems the FMC is probably the most misunderstood component in the entire simulator.

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The latest Honeywell FCC

software, P/N 2216-HNP-03B-1O OPS (known as "-71O" software) - Aug 2OO7. Its features include: Added the capability to arm VNAV prior to selection of Takeoff when compatible CDS and FMC part numbers are also installed. When armed, pitch takeoff will transition

to VNAV engage at 400 feet.

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