

Property of SWICAir
B737-300 Performance Calculations

Tail Number:	FROM:	TO:	CAPTAIN:	PREPARED BY:	DATE / TIME:
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(B) Selected FL =

(D)

1. Aircraft BOW	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
2. ACM () - 1 () - 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3. Extra F/A	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4. PAX (FIRST-8 MAX) TOTAL	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
5. PAX (COACH-120MAX) TOTAL	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
6. BAGS/CARGO (FORWARD)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
7. BAGS/CARGO (AFT)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
8. ZFW (Add lines 1 thru 7)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
9. MAX ZFW (106,500 LBS. MAX)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
10. TAKEOFF FUEL	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
11. TAKEOFF GROSS WEIGHT	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
13. BURNOFF TO DESTINATION	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
14. LAND GROSS WT (DEST)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
15. BURNOFF TO ALTERNATE	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
16. LAND GROSS WT (ALT)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
17. Landing Fuel/Weight Units	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
18. + ZFW (from line 8)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
19. = Landing Condition	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

(A)

LOC	Rwy	LIMIT WEIGHT	CONTROLLING
<input type="text"/>	<input type="text"/>	1 3 5 0 0 0	Origination T/O - STRUCTURAL
<input type="text"/>	<input type="text"/>	<input type="text"/>	T/O - RUNWAY
<input type="text"/>	<input type="text"/>	<input type="text"/>	T/O - CLIMB
LOC	Rwy	LIMIT WEIGHT	CONTROLLING
<input type="text"/>	<input type="text"/>	1 1 4 0 0 0	Takeoff Alt. LDG - STRUCTURAL
<input type="text"/>	<input type="text"/>	<input type="text"/>	LDG - RUNWAY
<input type="text"/>	<input type="text"/>	<input type="text"/>	LDG - CLIMB
LOC	Rwy	LIMIT WEIGHT	CONTROLLING
<input type="text"/>	<input type="text"/>	1 1 4 0 0 0	Destination LDG - STRUCTURAL
<input type="text"/>	<input type="text"/>	<input type="text"/>	LDG - RUNWAY
<input type="text"/>	<input type="text"/>	<input type="text"/>	LDG - CLIMB
LOC	Rwy	LIMIT WEIGHT	CONTROLLING
<input type="text"/>	<input type="text"/>	1 1 4 0 0 0	Alternate LDG - STRUCTURAL
<input type="text"/>	<input type="text"/>	<input type="text"/>	LDG - RUNWAY
<input type="text"/>	<input type="text"/>	<input type="text"/>	LDG - CLIMB

12. Takeoff
Stab Trim

(C) Burn to Dest + Reserve + Alternate = T/O Fuel + Taxi = Ramp Fuel

<input type="text"/>	+	<input type="text"/>	+	<input type="text"/>	=	<input type="text"/>	+	<input type="text"/>	=	<input type="text"/>
<input type="text"/>	+	<input type="text"/>	+	<input type="text"/>	=	<input type="text"/>	+	<input type="text"/>	=	<input type="text"/>
Time to Dest		Reserve		Alternate		Time/Fuel		Taxi		Ramp Fuel

(F) TOC: (Time/Fuel) /

TOD: (Time / Fuel) /

(Dist/TAS) /

TEMP

Takeoff Speeds:

V₁ =

V_r =

V₂ =

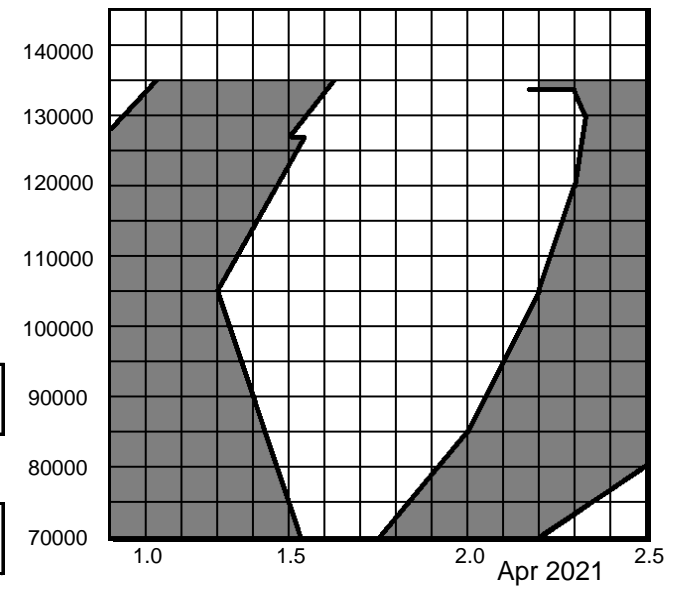
Flaps

Landing Speed:

V_{ref} =

Wet/Dry

(E)



Hints for performance calculation chart

A – Limit Weights. Use Airport Analysis charts located in “City Pair Book” for Departure, Arrival, Takeoff Alternate, and Alternate locations.

B – Optimum FL. Use Max T/O weight for origination (lowest of Structural, Runway or Climb weights) from step A to enter FL chart located in “Performance Tables” page 1. Ensure your altitude is hemispheric for direction of flight and select the highest achievable altitude (round down!)

C – Use selected FL and total flight distance to determine Burn to Dest. Total flight distance obtained from route planning on the Route Planning Chart. Enter Simplified Flight Planning Chart located in “Performance Tables” page 3 with distance and FL to determine fuel burned. Normal reserve fuel is 4000 pounds & 0:45 minutes, if additional holding or contingency fuel is required add 75lbs/minute to the normal reserve fuel. Normal taxi fuel is 500 pounds, if additional taxi time is required add 25 lbs/min to the normal taxi fuel.

D – Weight and Balance. Use appropriate “Performance Tables” to complete steps 1 -19. Remember to identify summer/winter weights. Use 47lbs of baggage per pax (2 bags @ 23.5lbs per bag). Plan 2/3 of weight in forward bin and 1/3 in aft. (Stab trim table found in performance charts Page 5)

E – CG Limits. Plot T/O (circle) and Landing (square) CGs.

F – TOC, TOD, T/O speeds, Landing speed. Use “Performance Tables” pages 8 – 12 to complete this data.