

0 TO 60 KTS																					
TAKEOFF EPR															EPR BLEED CORRECTIONS						
															A/C ON						
															AIR CONDITIONING OFF						
															ENGINE ANTI-ICE						
															ZERO						
OAT	F	-65	-49	-40	-31	-22	-13	-4	5	14	23	32	41	50	59	68	77	86	95	104	120
	C	-54	-45	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	49
		2.31	2.31	2.31	2.29	2.27	2.24	2.22	2.19	2.17	2.14	2.11	2.07	2.04	2.01	2.01	2.01	2.00	1.95	1.91	1.82
TEMP LIMIT EPR																					
PRESS																					

① FIND TEMP LIMIT EPR
 ② FIND PRESS LIMIT EPR
 ③ USE THE SMALLER OF THE TWO LIMITS

V ₁ , V _R , V ₂	PRESSURE ALTITUDE 1000 FT	OAT							
		ANTI-SKID ON		ANTI-SKID OFF		ANTI-SKID OFF			
9 to 10		F°				-65 to -19	-18 to 18	19 to 45	46 to 86
		C°				-54 to -28	-27 to -8	-7 to 7	8 to 30
7 to 9		F°				-65 to -21	-20 to 10	11 to 39	88 to 101
		C°				-54 to -29	-28 to -23	-22 to 4	40 to 87
5 to 7		F°	-65 to -15	-14 to 15	16 to 40	41 to 87	88 to 105	106 to 109	
		C°	-54 to -26	-27 to -9	-8 to 4	5 to 31	32 to 40	41 to 43	
3 to 5		F°	-65 to 20	21 to 42	43 to 88	89 to 103	104 to 116		
		C°	-54 to -8	7 to 6	7 to 31	32 to 39	40 to 46		
1 to 3		F°	-65 to 46	47 to 89	90 to 104	105 to 120			
		C°	-54 to 8	9 to 32	33 to 40	41 to 49			
-1 to 1		F°	-65 to 91	92 to 105	106 to 120				
		C°	-54 to 33	34 to 40	41 to 49				

FLAP RETRACTION/ MANEUVERING SPEED

FLAP POS	KTS IAS
0	210
1	190
2	180
5	170
10	160
15	150
25	140

FOR MANEUVERS IMMEDIATELY AFTER TAKE-OFF EXCEEDING 15° BANK, MAINTAIN AT LEAST V₂ + 15 AT TAKEOFF FLAPS

STAB, TRIM SETTING -UNITS AIRPLANE NOSE UP

CG	FLAPS ALL
6	8
8	7-3/4
10	7-1/2
12	7
14	6-3/4
16	6-1/4
18	5-3/4
20	5-1/2
22	5
24	4-1/2
26	4
28	3-1/2
30	3
32	2-1/2

FLAPS	GROSS WT -1000 LB	V ₁	V _R	V ₂	V ₁	V _R	V ₂	V ₁	V _R	V ₂	V ₁	V _R	V ₂	V ₁	V _R	V ₂
1	120	159	161	164	160	162	164									
	110	150	152	155	151	153	155									
	100	141	143	147	142	143	147	143	145	147	144	146	147			
	90	131	133	138	132	134	138	133	135	138	134	136	138	135	137	138
	80	122	124	130	122	125	130	123	126	130	124	126	130	125	128	130
	70	112	116	123	113	117	123	113	117	122	114	118	122	115	119	122
5	120	153	155	158	154	156	158									
	110	144	146	150	145	147	150									
	100	135	137	142	136	138	142	137	139	142	138	140	142			
	90	126	128	133	127	129	133	128	130	133	129	131	133	130	132	133
	80	116	118	125	117	119	125	118	121	125	119	122	125	120	123	125
	70	106	109	118	107	110	118	108	111	117	109	112	117	110	113	117
15	100	130	130	135	131	131	135	132	132	135						
	90	120	121	128	121	122	128	123	123	128	124	124	128	125	125	128
	80	111	112	119	112	113	119	113	114	119	114	115	119	115	116	119
	70	105	105	112	101	103	112	102	105	112	103	106	112	105	107	112
25	100	124	126	132	126	127	132									
	90	115	117	124	116	118	124	117	119	124	118	120	124	110	112	116
	80	105	108	116	107	109	116	108	110	116	109	111	116	110	112	116
	70	105	105	108	104	104	108	101	101	108	99	102	108	100	103	108

SHADED AREA INDICATES PERFORMANCE AFFECTED BY MINIMUM CONTROL SPEED, MINIMUM FIELD LENGTH FOR LIGHTEST WEIGHT ABOVE SHADED AREA IS REQUIRED.

SPEEDS NOT VALID WHEN WEIGHTS ARE PREDICTED ON USE OF CLEARWAY, STOPWAY, IMPROVED CLIMB OR ARE LIMITED BY BRAKE ENERGY

V ₁ ADJUSTMENTS*	
WIND	SLOPE
ADD 1 KT PER 20 KTS HEADWIND	ADD 1 KT PER 1% UP SLOPE
SUBTRACT 1 KT PER 5 KTS TAILWIND	SUBTRACT 1 KT PER 1% DOWN SLOPE

*V₁ MUST NOT EXCEED V_R

FIGURE 55.—B-737 – Takeoff Performance.