LANDING

GO AROUND EPR
A/C BLEED ON

EPR BLEED CORRECTIONS	1 ENG	2 ENG
AIR CONDITIONING OFF	+.03	+.03
ENGINE ANTI-ICE ON	ZERO	ZERO
WING ANTI-ICE ON (FLT)	-.06	-.04

REPORTED	°F	-61	-52	-43	-35	-25	-17	-10	0	10	18	27	38	47	55	64	73	83	91	100	119
OAT	°C	-52	-47	-42	-37	-32	-27	-23	-18	-13	-8	-3	3	8	13	18	23	28	33	38	48
TAT °C		-50	-45	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	50
TEMP LIMIT EPR		2.30	2.30	2.30	2.29	2.26	2.24	2.21	2.19	2.16	2.13	2.10	2.07	2.04	2.00	1.98	1.98	1.98	1.94	1.90	1.80
PRESS				2.30				2.20		2.15		2.09		2.04				1.98	1.93		
				5660 AND ABOVE				4000		3000		2000		1000				S.L.	-1000		

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

FLAP EXTENSION/ MANEUVERING SPEED

NORMAL MANEUVER AND FLAP EXTENSION SPEEDS		
FLAP POS	NORMAL MANEUVER	SELECT FLAP
0	210	1
1	190	5
5	170	10/15
10	160	15
15	150	25/30/40
25	140	30/40
30	VREF	—
40	VREF	—

LANDING SPEED

GROSS WT -1000 LB	REFERENCE SPEED AT FLAP POSITION			
	40	30	25	15
110	138	142	153	158
105	134	138	149	154
100	130	135	144	150
95	127	131	140	145
90	123	127	136	141
85	119	124	132	136
80	115	120	127	132
75	113	116	123	127
70	109	112	119	123

ADD WIND FACTOR OF: 1/2 HEADWIND COMPONENT + GUST (MAX: 20 KTS)

FIGURE 75.—B-737 – Landing Performance Chart.