Boeing 737-700

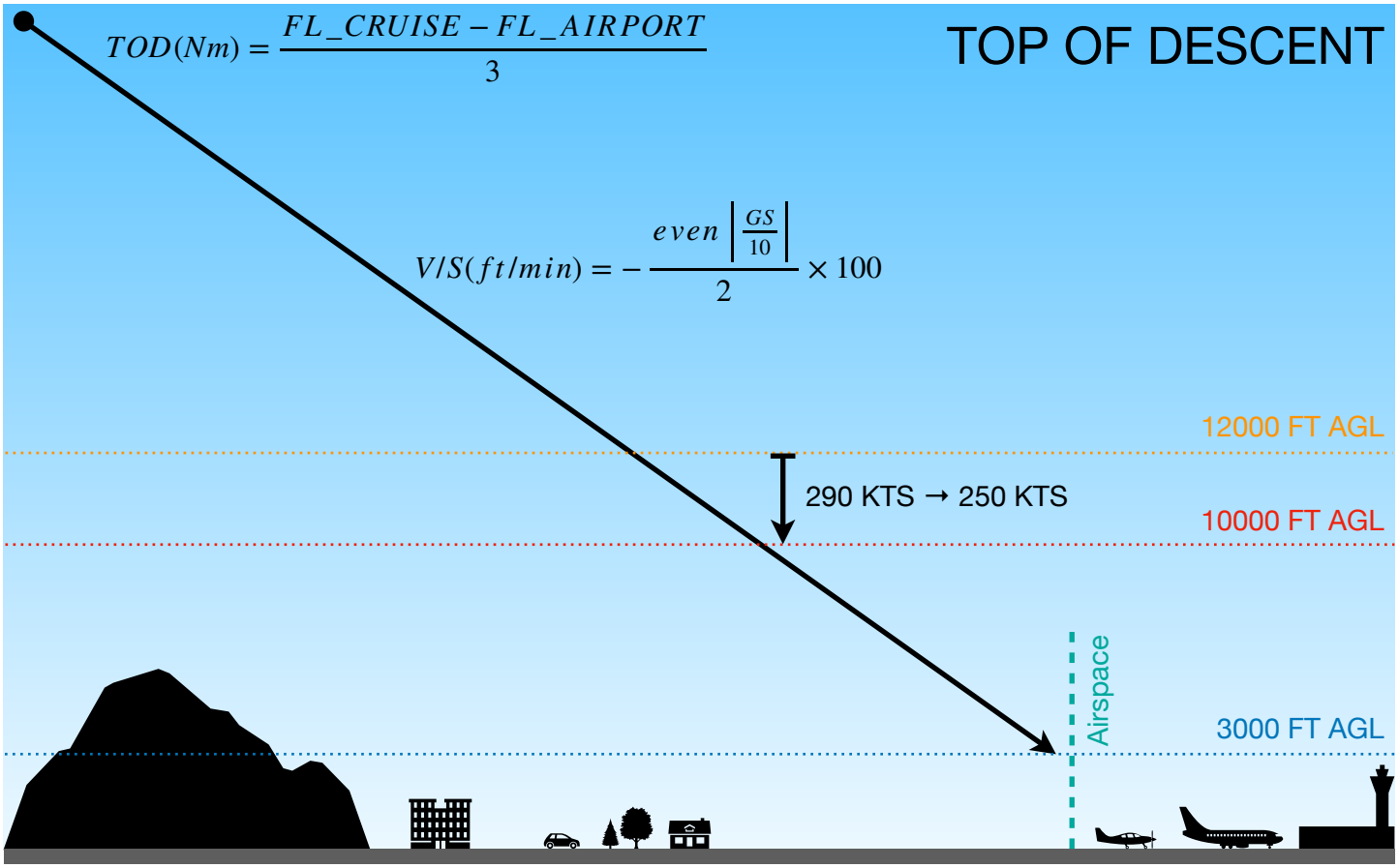
MISC	VALUES
CLIMB / DESCENT	290 KTS / M 0.77
CRUISE	FLXXX, XXX = Dist to Dest + 20
	FL370 MAX
	300 KTS / M 0.80
RAAS	TAKEOFF 5300 FT
	LANDING 4600 FT

TAKEOFF

PHASES	OPERATIONS
END OF TAXI	CALIBRATE DEVICE
	FLAPS 5°
	LINE UP
TAKEOFF	POWER 40%
	CENTER
	POWER 83%
80 KTS	±RUDDER
V1 = 132 KTS	PULL UP
VR = 137 KTS	ROTATE
CROSSWIND	> 10 KTS
	ROTATE LATER
V2 = 141 KTS	CLIMBING ~+10°
POSITIVE RATE	HDG ON
	GEAR UP
	RUDDER OFF
155 KTS	V/S +3000
175 KTS	FLAPS 0°
CLIMB/NAV	

CLIMB

PHASES	OPERATIONS
175 KTS	POWER 83%
	V/S +3000
~240 KTS	POWER ~70%
10000 FT	POWER 75%
	V/S +2000
	→ 290 KTS
	SPD ON
28000 FT	M 0.70


$TOD(Nm) = \frac{FL\_CRUISE - FL\_AIRPORT}{3}$
TOP OF DESCENT
$V/S(ft/min) = -\frac{even\left|\frac{GS}{10}\right|}{2} \times 100$
12000 FT AGL
290 KTS → 250 KTS
10000 FT AGL
Airspace
3000 FT AGL

APPROACH

V	PHASES	OPERATIONS
	12000 FT AGL	290 KTS → 250 KTS
	10000 FT AGL	250 KTS
	25 NM TO DEST	250 KTS → 210 KTS
	3000 FT AGL	
	210 KTS	FLAPS 1°
		→ 190 KTS
	190 KTS	FLAPS 5°
		→ 180 KTS
	HDG	ILS ± 30°
	LOCALIZER ≈ 0	APPR ON
	DME 7 NM	CALIBRATE DEVICE
		SPOILERS ARMED
		FLAPS 10°
		→ 170 KTS
	170 KTS	GEAR DOWN
		FLAPS 15°
		→ 150 KTS
	150 KTS	FLAPS 25°
		TRIM +25%
	142 KTS	FLAPS 30°
		→ 142 KTS

LANDING

PHASES	OPERATIONS
1000 FT	APPR OFF
200 FT	SPD OFF
20 FT	POWER 0%
10 FT	RUDDER ALIGN
TOUCHDOWN	LANDING SPOILERS
	REVERSE ON
NOSE DOWN SMOOTH	RUDDER OFF
~60 KTS	REVERSE OFF
	BRAKE ON
30 KTS	BRAKE OFF
	SPOILERS OFF