

Boeing 767-200/200ER Performance □ (JT9D-7R4)

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POWER SETTING CHARTS

767-200 Takeoff Thrust Setting, EPR

Actual airport temperature must be less than standard plus 39 °C.																						
PRESS ALT	AIRPORT TEMPERATURE °F (°C)																					
	UP TO 50 (10)	55 (13)	60 (16)	65 (18)	70 (21)	75 (24)	80 (27)	85 (29)	90 (32)	95 (36)	100 (39)	105 (41)	110 (43)	115 (46)	120 (49)	125 (52)	130 (54)	135 (57)	140 (60)	145 (62)	150 (65)	158 (68)
8000	1.56	1.56	1.55	1.54	1.53	1.52	1.51	1.49	1.47	1.46	1.44	1.43	1.41	1.40	1.38	1.37	1.36	-	-	-	-	-
7000	1.55	1.55	1.55	1.54	1.53	1.51	1.50	1.49	1.47	1.46	1.44	1.43	1.41	1.40	1.38	1.37	1.36	1.34	-	-	-	-
6000	1.53	1.53	1.53	1.53	1.52	1.51	1.50	1.48	1.47	1.46	1.44	1.43	1.41	1.40	1.38	1.37	1.36	1.34	1.33	-	-	-
5000	1.52	1.52	1.52	1.52	1.51	1.50	1.49	1.48	1.47	1.46	1.44	1.43	1.41	1.40	1.38	1.37	1.36	1.34	1.33	-	-	-
4000	1.50	1.50	1.50	1.50	1.50	1.49	1.48	1.47	1.46	1.45	1.43	1.42	1.41	1.39	1.38	1.37	1.35	1.34	1.33	1.32	-	-
3000	1.48	1.48	1.48	1.48	1.48	1.48	1.47	1.46	1.45	1.44	1.43	1.41	1.40	1.39	1.37	1.36	1.35	1.34	1.32	1.31	-	-
2000	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.46	1.45	1.43	1.42	1.41	1.40	1.38	1.37	1.36	1.34	1.33	1.32	1.31	-	-
1300	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.46	1.45	1.43	1.42	1.41	1.39	1.38	1.37	1.35	1.34	1.33	1.32	1.30	-	-
1000	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.43	1.42	1.41	1.39	1.38	1.37	1.35	1.34	1.33	1.32	1.30	1.29	-
SL	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.42	1.41	1.40	1.39	1.37	1.36	1.35	1.33	1.32	1.31	1.30	1.29	1.28

Enter table with pressure altitude and airport temperature to find **maximum** EPR.

Enter table with pressure altitude and assumed temperature to find **reduced** EPR.

Values valid for both packs on, anti-ice on or off, and when set while airspeed is between 40 and 80 knots.

Increase EPR 0.01 if packs are off.

Reduced Takeoff Thrust

Reduced EPR is the minimum thrust required under normal conditions and is recommended as it results in reduced engine wear and fuel consumption.

Do not use reduced takeoff thrust when:

- Takeoff runway has standing water, ice, slush or snow
- Headwind adjustment has been used to increase allowable takeoff gross weight
- Takeoff is to be made with a tailwind
- A brake is deactivated
- Antiskid system is inoperative
- EPR indications are inoperative
- Airplane has been deiced

The thrust management computer automatically computes reduced takeoff thrust when an assumed temperature higher than ambient is set on EICAS using the TEMP SEL knob.

To determine ASSUMED TEMPERATURE, see the planned weight manifest. Use the assumed temperature to determine V1, Vr and V2 when reduced takeoff EPR is to be used. If the V1 and Vr determined using the assumed temperature are less than minimum V1 for the actual temperature, use minimum V1 for V1 and Vr.

767-200 Takeoff Thrust N1 Settings

N1 values are provided for use when EPR indications are inoperative.														
PRESS ALT	AIRPORT TEMPERATURE °F (°C)													
	-20 (-29)	0 (-18)	10 (-12)	20 (-7)	30 (-1)	40 (4)	50 (10)	60 (16)	70 (21)	80 (27)	90 (32)	100 (38)	110 (43)	120 (49)
8000	89.5	91.5	92.5	93.5	94.5	95.5	96.4	97.1	96.9	96.8	96.2	95.6	95.1	-
6000	88.4	90.4	91.4	92.4	93.5	94.3	95.2	96.1	96.5	96.4	96.2	95.6	95.1	-
4000	87.1	89.2	90.1	91.1	92.0	93.0	93.9	94.8	95.6	95.8	96.2	95.4	94.8	-
2000	85.7	87.6	88.6	89.5	90.5	91.4	92.3	93.2	94.1	95.0	95.1	94.9	94.3	93.7
SL	84.3	86.2	87.2	88.1	89.0	90.0	90.9	91.7	92.6	93.5	94.4	94.3	93.9	93.4

Values are for two packs on, engine anti-ice off, and maximum takeoff thrust.

For engine anti-ice - no correction at OAT below 46°F. Subtract 1% N1 at OAT 46°F and above.

For engine and wing anti-ice - subtract 1% N1.

For packs off - add 0.6% N1.

767-200 Maximum Climb Thrust, EPR

Maximum Climb Thrust - EPR 250/300/.80 Schedule										
TAT °C	PRESSURE ALTITUDE 1000 FEET									
	0	5	10	15	20	25	30	35	40	43
60	1.20	1.19	1.17	1.13	1.12	1.11	1.08	1.07	1.06	1.05
50	1.24	1.22	1.21	1.17	1.16	1.15	1.13	1.11	1.10	1.09
40	1.28	1.27	1.25	1.22	1.21	1.20	1.18	1.17	1.16	1.15
30	1.31	1.32	1.31	1.28	1.27	1.27	1.25	1.23	1.23	1.22
20	1.31	1.35	1.37	1.34	1.34	1.34	1.32	1.31	1.30	1.29
10	1.31	1.35	1.39	1.39	1.41	1.41	1.40	1.39	1.38	1.37
0	1.31	1.35	1.39	1.39	1.45	1.50	1.48	1.47	1.46	1.45
-10	1.31	1.35	1.39	1.39	1.45	1.50	1.54	1.56	1.55	1.54
-20	1.31	1.35	1.39	1.39	1.45	1.50	1.54	1.58	1.58	1.57
PACKS OFF	+.01	+.01	+.01	+.01	+.02	+.02	+.02	+.02	+.03	+.03
WING A/I ON	-.01	-.02	-.02	-.02	-.02	-.03	-.03	-.04	-.06	-.07
ENG A/I ON	-.02	-.03	-.03	-.03	-.03	-.05	-.05	-.06	-.09	-.10

767-200 Maximum Climb Thrust, N1

Maximum Climb Thrust - N1 250/300/.80 Schedule									
TAT °C	PRESSURE ALTITUDE 1000 FEET								
	0	5	10	15	20	25	30	35	40
60	86.7	86.9	87.1	87.9	88.8	89.9	90.4	90.2	89.8
50	88.2	88.3	88.6	89.5	90.4	90.9	91.3	91.3	90.9
40	89.7	89.8	90.0	91.0	91.7	91.9	92.2	92.7	92.1
30	90.1	91.3	91.5	92.4	93.1	92.9	93.0	92.9	92.8
20	88.7	91.3	92.9	93.6	94.1	93.8	93.7	93.6	93.5
10	87.1	89.7	92.3	93.9	95.1	94.5	94.4	94.3	94.2
0	85.6	88.1	90.6	92.2	94.4	95.2	95.1	95.0	94.9
-10	84.0	86.5	88.9	90.5	92.7	93.7	94.8	95.9	95.7
-20	82.4	84.8	87.2	88.7	90.9	91.9	93.0	94.3	94.2
PACKS OFF	+0.4	+0.5	+0.5	+0.5	+0.5	+0.5	+0.6	+0.7	+0.8
WING A/I ON	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.2	-1.4	-1.9
ENG A/I ON	-1.4	-1.5	-1.5	-1.5	-1.5	-1.6	-1.9	-2.2	-2.9

TAKEOFF CHARTS

767-200 Flaps 1 Takeoff Speeds

FLAPS 1 V1 Adjustments: Altitude/Temperature, Slope, Wind - See Adjustments page. Vr Adjustments: Altitude/Temperature - See Adjustments page. V1 speed in shaded area: After applying all required adjustments check that adjusted V1 is not below V Minimum - See Adjustments page.	WT	V1	Vr	V2	Flap Retract
					1-0
	320	150	156	160	208
	316	149	155	159	207
	312	148	154	158	205
	308	147	153	157	203
	304	146	152	156	202
	300	144	150	155	200
	296	143	149	154	198
	292	142	148	153	196
	288	141	147	152	194
	284	140	146	151	192
	280	139	144	150	190
	276	138	143	149	189
	272	137	142	148	187
	268	136	140	147	185
	264	135	139	146	183
	260	133	137	145	181
	256	132	136	144	180
	252	131	135	143	178
	248	130	134	142	176
	244	129	133	141	174

	240	127	131	140	172
	236	126	130	139	170
	232	125	129	138	169
	228	123	127	137	167
	224	122	126	136	165
	220	120	124	135	164
	216	119	123	134	162
	212	117	121	134	160
	208	116	119	133	158
	204	115	116	132	156

767-200 Flaps 5 Takeoff Speeds

FLAPS 5 V1 Adjustments: Altitude/Temperature, Slope, Wind - See Adjustments page. Vr Adjustments: Altitude/Temperature - See Adjustments page. V1 speed in shaded area: After applying all required adjustments check that adjusted V1 is not below V Minimum - See Adjustments page.	WT	V1	Vr	V2	Flap Retract	
					5-1	1-0
	320	145	150	154	165	208
	316	144	149	153	164	207
	312	143	148	152	162	205
	308	142	147	151	161	203
	304	141	146	150	160	202
	300	140	145	149	159	200
	296	139	143	148	159	198
	292	138	142	147	157	196
	288	137	141	146	156	194
	284	136	140	145	155	192
	280	135	139	144	154	190

	276	134	138	143	153	189
	272	133	137	143	152	187
	268	132	136	142	151	185
	264	131	135	141	150	183
	260	130	133	140	149	181
	256	128	132	139	147	180
	252	127	131	138	146	178
	248	126	130	137	145	176
	244	124	128	136	144	174
	240	122	126	135	142	172
	236	121	125	134	141	170
	232	120	124	133	140	169
	228	119	122	132	139	167
	224	118	121	131	137	165
	220	116	119	130	136	164
	216	115	118	129	135	162
	212	113	116	128	133	160
	208	112	115	127	131	158
	204	111	114	126	130	156

767-200 Flaps 15 Takeoff Speeds

FLAPS 15	WT	V1	Vr	V2	Flap Retract		
					15-5	5-1	1-0
	320	138	143	147	159	165	208
V1 Adjustments: Altitude / Temperature	316	137	142	146	157	164	207

Altitude/Temperature, Slope, Wind - See Adjustments page.	312	136	141	145	156	162	205
	308	135	140	144	155	161	203
Vr Adjustments: Altitude/Temperature - See Adjustments page.	304	134	139	143	154	160	202
	300	133	138	142	154	159	200
V1 speed in shaded area: After applying all required adjustments check that adjusted V1 is not below V Minimum - See Adjustments page.	296	132	137	141	152	159	198
	292	131	136	140	151	157	196
	288	130	135	139	150	156	194
	284	129	134	138	149	155	192
	280	128	132	137	148	154	190
	276	127	131	137	147	153	189
	272	126	130	136	146	152	187
	268	125	129	135	145	151	185
	264	124	128	134	144	150	183
	260	122	126	133	142	149	181
	256	121	125	132	141	147	180
	252	120	124	131	140	146	178
	248	119	123	130	139	145	176
	244	118	122	129	138	144	174
	240	117	121	128	137	142	172
	236	115	119	127	136	141	170
	232	114	118	126	135	140	169
	228	113	117	125	134	139	167
	224	112	116	124	132	137	165
	220	110	114	123	130	136	164

	216	109	114	123	129	135	162
	212	107	113	122	127	133	160
	208	106	109	121	126	131	158
	204	105	108	120	125	130	156

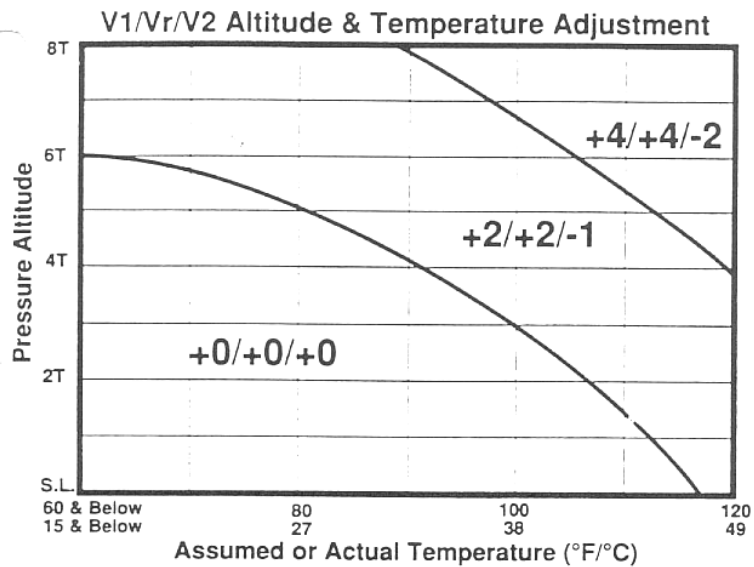
767-200 Flaps 20 Takeoff Speeds

FLAPS 20 V1 Adjustments: Altitude/Temperature, Slope, Wind - See Adjustments page. Vr Adjustments: Altitude/Temperature - See Adjustments page. V1 speed in shaded area: After applying all required adjustments check that adjusted V1 is not below V Minimum - See Adjustments page.	WT	V1	Vr	V2	Flap Retract		
					20-5	5-1	1-0
	320	135	139	143	159	165	208
	316	134	138	142	157	164	207
	312	133	137	141	156	162	205
	308	132	136	140	155	161	203
	304	131	135	139	154	160	202
	300	129	133	138	154	159	200
	296	128	132	137	152	159	198
	292	127	131	136	151	157	196
	288	126	130	135	150	156	194
	284	125	129	134	149	155	192
	280	124	128	133	148	154	190
	276	124	127	133	147	153	189
	272	123	126	132	146	152	187
	268	122	125	131	145	151	185
	264	121	124	130	144	150	183
	260	119	122	129	142	149	181
	256	118	121	128	141	147	180

	252	117	120	127	140	146	178
	248	116	119	126	139	145	176
	244	115	118	126	138	144	174
	240	113	116	125	137	142	172
	236	112	115	124	136	141	170
	232	111	114	123	135	140	169
	228	110	113	122	134	139	167
	224	109	112	121	132	137	165
	220	107	110	120	130	136	164
	216	106	109	120	129	135	162
	212	104	107	119	127	133	160
	208	103	106	118	126	131	158
	204	102	105	117	125	130	156

767-200 Takeoff Speeds Adjustments

TAKEOFF SPEEDS ADJUSTMENTS - 767-200



- RUNWAY SLOPE ADJMT

ARPT	RUNWAY	V ₁ ADJMT
COS	17	-1
	35	+1
LAS	1R, 7	-1
	19L, 25	+1
SEA	16R/L	-1
	34R/L	+1

V₁ - TAILWIND ADJMT

WIND	≥ -7
V ₁ ADJMT	-1

V₁ AND V_R MINIMUMS

PRESS ALT	ACTUAL OAT °F/°C							
	≤ 60 ≤ 15	70 21	80 27	90 32	100 39	110 43	120 49	130 54
8000	105	103	102	100	98	95	93	91
6000	108	107	106	104	102	99	97	95
4000	110	110	109	107	105	103	101	98
2000	113	113	113	110	109	106	104	101
SL	114	114	114	114	112	110	107	104

CRUISE CHARTS

767-200 Mach .80 Cruise

FLT LEVEL STD TEMP °C	IAS TAS	GROSS WEIGHT - 1000 LBS									
		310	300	290	280	270	260	250	240	230	220
430 -57	224 459	-	-	-	-	-	-	-	1.46 51.8	1.42 54.5	1.37 57.3
420 -57	231 459	-	-	-	-	-	1.51 47.5	1.45 50.1	1.41 52.5	1.37 55.0	1.33 57.4
410 -57	237 459	-	-	-	-	1.48 46.1	1.44 48.4	1.40 50.7	1.36 53.0	1.32 55.1	1.29 57.1
400 -57	242 459	-	-	-	1.47 44.9	1.43 47.0	1.39 49.1	1.35 51.1	1.32 53.1	1.29 54.9	1.26 56.6
390 -57	248 459	-	1.50 41.7	1.45 43.7	1.41 45.6	1.38 47.5	1.34 49.4	1.31 51.2	1.28 52.9	1.26 54.5	1.24 56.0
380 -57	254 459	1.47 40.8	1.43 42.6	1.40 44.3	1.36 46.1	1.33 47.8	1.30 49.4	1.28 50.9	1.26 52.4	1.24 53.8	1.22 55.1
370 -57	260 459	1.41 41.5	1.38 43.2	1.35 44.8	1.32 46.3	1.29 47.8	1.27 49.1	1.25 50.5	1.22 51.7	1.20 52.9	1.20 53.9
360 -56	266 459	1.36 42.1	1.33 43.5	1.30 44.9	1.28 46.2	1.26 47.4	1.24 48.6	1.23 49.8	1.21 50.8	1.20 51.7	1.19 52.7
350 -54	272 461	1.32 42.2	1.29 43.5	1.27 44.6	1.25 45.8	1.24 46.8	1.22 47.9	1.21 48.8	1.19 49.7	1.18 50.5	1.17 51.4
340 -52	278 463	1.28 42.1	1.26 43.2	1.25 44.2	1.23 45.2	1.21 46.1	1.20 46.9	1.19 47.7	1.18 48.5	1.17 49.3	1.15 50.1
330 -50	284 465	1.25 41.8	1.24 42.7	1.22 43.5	1.21 44.4	1.20 45.1	1.19 45.8	1.18 46.6	1.17 47.3	1.16 48.0	1.15 48.7
320 -48	291 467	1.23 41.2	1.22 42.0	1.20 42.7	1.19 43.4	1.18 44.1	1.17 44.7	1.17 45.4	1.16 46.0	1.15 46.7	1.14 47.3
310 -46	297 469	1.21 40.5	1.20 41.1	1.19 41.7	1.18 42.4	1.17 43.0	1.16 43.6	1.15 44.1	1.15 44.7	1.14 45.4	1.13 46.0
300 -44	304 471	1.19 39.6	1.18 40.2	1.17 40.7	1.17 41.3	1.16 41.8	1.15 42.4	1.14 42.9	1.14 43.5	1.13 44.1	1.12 44.6

EPR

NAM/1000 POUNDS

Adjustments:

TAS (knots) is for standard temperature. Add 1 knot/°C above standard. Subtract 1 knot/°C below standard.

Fuel consumption (1000 pound/hour) = TAS for actual temperature / (NAM/1000 pounds)

767-200 300 Knot Cruise

Above FL 300, 300 KIAS would be above Mach .80.											
FLT LEVEL STD TEMP °C	TAS	GROSS WEIGHT - 1000 LBS									
		310	300	290	280	270	260	250	240	230	220
300 -44	466	1.17 40.5	1.16 41.3	1.15 41.9	1.14 42.6	1.13 43.2	1.13 43.8	1.12 44.4	1.11 45.0	1.10 45.6	1.10 46.2
290 -42	459	1.15 40.1	1.14 40.9	1.13 41.5	1.12 42.2	1.12 42.8	1.11 43.4	1.10 44.0	1.10 44.6	1.09 45.2	1.08 45.8
280 -40	452	1.14 39.6	1.13 40.4	1.12 41.0	1.11 41.6	1.10 42.3	1.10 42.9	1.09 43.5	1.08 44.1	1.08 44.7	1.07 45.3
270 -30	445	1.12 39.2	1.11 39.8	1.11 40.4	1.10 41.1	1.09 41.7	1.08 42.3	1.08 42.9	1.07 43.6	1.06 44.2	1.06 44.8
260 -36	438	1.11 38.7	1.10 39.3	1.09 39.9	1.09 40.5	1.08 41.2	1.07 41.8	1.07 42.5	1.06 43.2	1.05 43.8	1.05 44.5
250 -34	431	1.10 38.2	1.09 38.7	1.08 39.4	1.08 40.0	1.07 40.6	1.06 41.4	1.06 42.0	1.05 42.6	1.05 43.4	1.04 43.8
200 -24	399	1.05 35.2	1.05 35.8	1.04 36.4	1.04 37.0	1.03 37.5	1.03 38.0	1.03 38.5	1.02 39.0	1.02 39.5	1.01 40.0
150 -14	371	1.03 32.3	1.03 32.7	1.02 33.1	1.02 33.6	1.02 34.0	1.01 34.4	1.01 34.9	1.01 35.4	1.01 35.7	1.00 35.9
100 -4	345	1.01 28.4	1.01 28.7	1.01 29.0	1.00 29.4	1.00 29.8	1.00 30.1	1.00 30.5	0.99 30.7	0.99 31.1	0.99 31.5

EPR

NAM/1000 POUNDS

Adjustments:

TAS (knots) is for standard temperature. Add 1 knot/°C above standard. Subtract 1 knot/°C below standard.

Fuel consumption (1000 pound/hour) = TAS for actual temperature / (NAM/1000 pounds)

767-200 Optimum and Maximum Cruise Weights - Mach .80/LRC

	Optimum weight for best NAM/1000 pounds fuel at Mach .80 or LRC. Use WIND/ALTITUDE TRADE tables to determine altitude for best NGM/1000 pounds fuel. Good for all temperatures.	Maximum weight at which Mach .80 or LRC speed can be maintained with maximum cruise thrust for a given temperature and altitude. This is a performance limit table. It does not indicate fuel efficient altitudes.		
FLT LEVEL STD TEMP °C	WEIGHT	STATIC AIR TEMPERATURE		
		Ts + 10°C & BELOW	Ts + 15°C	Ts + 20°C
430 -57	209,000	248,500 .796/225	239,500 .798/225	229,000 .800/226
410 -57	230,000	275,500 .795/235	266,000 .798/235	255,000 .799/236
390 -57	253,000	305,500 .795/246	295,500 .797/246	283,000 .799/247
370 -57	278,000	320,000 .798/258	320,000 .798/258	314,000 .799/259
350 -54	307,000	320,000 .801/272	320,000 .801/272	320,000 .801/272

LANDING CHARTS

767-200 Minimum Maneuvering and Vref

MINIMUM MANEUVERING AND LANDING FLAP MANEUVERING SPEEDS (LFMS) 767-200

WEIGHT	FLAPS						
	0	1	5	15	20	25	30
320	229	184	177	172	167	153	148
316	228	183	176	170	166	152	148
312	226	182	175	169	165	151	147
308	224	180	173	168	163	151	145
304	222	179	172	166	162	149	144
300	220	178	172	165	161	148	144
296	218	177	170	163	160	147	143
292	216	176	169	162	159	147	141
288	214	175	168	161	158	145	140
284	212	173	166	159	156	144	140
280	210	172	165	158	155	143	139
276	208	171	165	157	153	142	138
272	206	170	163	156	152	141	136
268	204	169	162	154	151	140	135
264	202	168	161	153	151	139	135
260	200	166	159	152	149	138	134
256	198	165	158	151	148	137	133
252	196	163	156	149	146	136	132
248	194	162	155	148	145	135	131
244	192	161	154	147	144	134	130
240	190	159	154	145	142	132	128
236	188	158	152	144	141	131	127
232	186	156	151	142	139	130	126
228	184	155	149	141	138	129	126
224	182	154	148	140	137	128	125
220	180	152	146	138	135	127	123
216	178	151	144	137	134	126	122
212	176	149	142	135	132	125	121
208	174	147	141	134	131	123	119
204	172	145	140	133	130	122	118

Speeds above heavy line are above max structural landing weight.

Wind Corrections:

- The Flaps 30 Landing Flap Maneuvering Speed (LFMS) is the equivalent of Vref or REF in the Flight Manual.
- Target Speeds - Add 1/2 the steady headwind component plus the full gust value to the LFMS. Total addition should not exceed 20 knots. Minimum target speed is LFMS + 5.
- Threshold Speeds - Add only the full gust value to the LFMS. Total addition should not exceed 20 knots.
- Autoland Approaches Using Autothrottle - Set target speed to LFMS + 5. No further corrections are necessary for wind.

767-200 Max Go-Around Thrust, EPR

PRESS ALT	TOTAL AIR TEMPERATURE °F (°C)														
	UP TO 50 (10)	55 (13)	60 (16)	65 (18)	70 (21)	75 (24)	80 (27)	85 (29)	90 (32)	95 (35)	100 (38)	105 (41)	110 (43)	115 (46)	120 (49)
8000	1.54	1.54	1.53	1.52	1.51	1.50	1.49	1.47	1.46	1.44	1.42	1.41	1.39	-	-
6000	1.52	1.52	1.52	1.52	1.50	1.49	1.48	1.47	1.46	1.44	1.42	1.41	1.39	-	-
4000	1.48	1.48	1.48	1.48	1.48	1.47	1.46	1.45	1.44	1.43	1.42	1.40	1.39	1.37	1.36
2000	1.46	1.46	1.46	1.46	1.46	1.46	1.45	1.44	1.43	1.42	1.41	1.39	1.38	1.37	1.35
SL	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.41	1.40	1.38	1.37	1.36	1.34

Enter table with airport pressure altitude and airport temperature to find go-around EPR.

Values valid for two packs on and engine anti-ice on or off.

For wing anti-ice on - Subtract 0.01 EPR.

For packs off - Add 0.01 EPR.