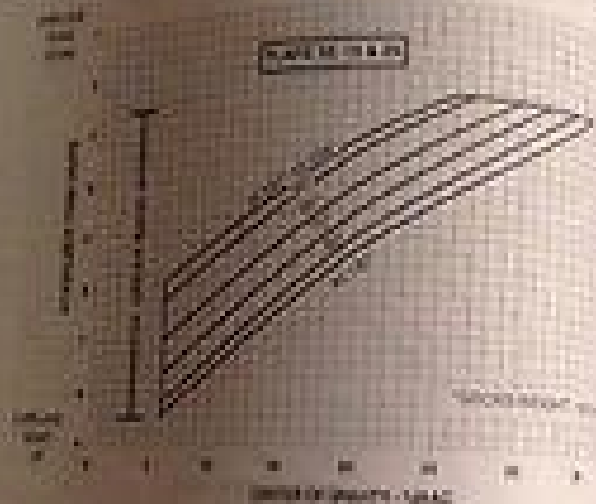


TAXI OFF HORIZONTAL STABILIZER TRIM SETTING (Continued)

ENGINE LEADING THRUST (WHOLETS) - METRIC UNITS PLATE 1.8.2
The following diagram provides Taxi Off Trim Settings versus Airplane Center of Gravity for Plate 1.8.2 in Metric.



The following table provides selected point data for the Taxi Off Trim Settings versus Airplane Center of Gravity diagram.

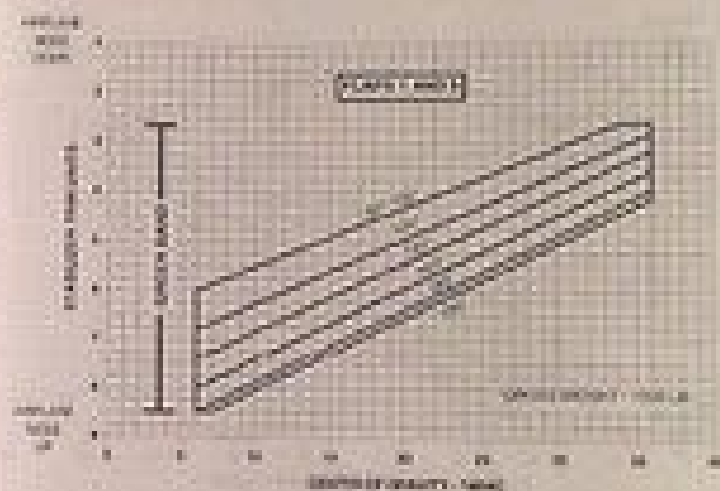
TAXI OFF TRIM SETTING REFLECTION POINTS (Metric Weight - 100 kg)									
100		150		200		250		300	
C/G	STAB. TRIM	C/G	STAB. TRIM	C/G	STAB. TRIM	C/G	STAB. TRIM	C/G	STAB. TRIM
8.0	0.00	12.0	0.00	16.0	0.00	20.0	0.00	24.0	0.00
8.5	0.05	12.5	0.05	16.5	0.05	20.5	0.05	24.5	0.05
9.0	0.10	13.0	0.10	17.0	0.10	21.0	0.10	25.0	0.10
9.5	0.15	13.5	0.15	17.5	0.15	21.5	0.15	25.5	0.15
10.0	0.20	14.0	0.20	18.0	0.20	22.0	0.20	26.0	0.20
10.5	0.25	14.5	0.25	18.5	0.25	22.5	0.25	26.5	0.25
11.0	0.30	15.0	0.30	19.0	0.30	23.0	0.30	27.0	0.30
11.5	0.35	15.5	0.35	19.5	0.35	23.5	0.35	27.5	0.35
12.0	0.40	16.0	0.40	20.0	0.40	24.0	0.40	28.0	0.40

A decrease in trim is required when the airplane is taxiing when taxiing forward and the trim wheel is set to the green band. This is approximately equivalent to trim in green. The airplane should be set to the green band when taxiing forward and the trim wheel is set to the green band when taxiing forward.

TAXI OFF HORIZONTAL STABILIZER TRIM SETTING (Continued)

ENGINE LEADING THRUST (WHOLETS) - ENGLISH UNITS PLATE 1.8.3

The following diagram provides Taxi Off Trim Settings versus Airplane Center of Gravity for Plate 1.8.3 in English.



The following table provides selected point data for the Taxi Off Trim Settings versus Airplane Center of Gravity diagram.

TAXI OFF TRIM SETTING REFLECTION POINTS (English Weight - 100 lb)									
100		150		200		250		300	
C/G	STAB. TRIM	C/G	STAB. TRIM	C/G	STAB. TRIM	C/G	STAB. TRIM	C/G	STAB. TRIM
8.0	0.00	12.0	0.00	16.0	0.00	20.0	0.00	24.0	0.00
8.5	0.05	12.5	0.05	16.5	0.05	20.5	0.05	24.5	0.05
9.0	0.10	13.0	0.10	17.0	0.10	21.0	0.10	25.0	0.10
9.5	0.15	13.5	0.15	17.5	0.15	21.5	0.15	25.5	0.15
10.0	0.20	14.0	0.20	18.0	0.20	22.0	0.20	26.0	0.20
10.5	0.25	14.5	0.25	18.5	0.25	22.5	0.25	26.5	0.25
11.0	0.30	15.0	0.30	19.0	0.30	23.0	0.30	27.0	0.30
11.5	0.35	15.5	0.35	19.5	0.35	23.5	0.35	27.5	0.35
12.0	0.40	16.0	0.40	20.0	0.40	24.0	0.40	28.0	0.40

A decrease in trim is required when the airplane is taxiing when taxiing forward and the trim wheel is set to the green band. This is approximately equivalent to trim in green. The airplane should be set to the green band when taxiing forward and the trim wheel is set to the green band when taxiing forward.

Weight And Balance Manual Boeing 737 7

Richard Bailey



Weight And Balance Manual Boeing 737 7:

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