

ATR 72 - 500
Non-Limiting
Speed charts

 eurowings ATR 72	OPS DATA Eng: PW127F	
15,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	104 110	104 110
FINAL T/O	114 (Flaps 0)	110 (Flaps 15)
DRIFT DOWN (VmLB)	114 (Flaps 0)	107 (Flaps 15)
MINI EN ROUTE (VmLB)		136 (Flaps 0)
FINAL APPROACH (VmHB)	95 (Flaps 30)	97 (Flaps 30)

 eurowings ATR 72	OPS DATA Eng: PW127F	
16,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	104 110	104 110
FINAL T/O	118 (Flaps 0)	110 (Flaps 15)
DRIFT DOWN (VmLB)	118 (Flaps 0)	111 (Flaps 15)
MINI EN ROUTE (VmLB)		140 (Flaps 0)
FINAL APPROACH (VmHB)	95 (Flaps 30)	100 (Flaps 30)

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 eurowings ATR 72	OPS DATA Eng: PW127F	
17,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	104 110	104 110
FINAL T/O	121 (Flaps 0)	111 (Flaps 15)
DRIFT DOWN (VmLB)	121 (Flaps 0)	115 (Flaps 15)
MINI EN ROUTE (VmLB)		145 (Flaps 0)
FINAL APPROACH (VmHB)	96 (Flaps 30)	104 (Flaps 30)

 eurowings ATR 72	OPS DATA Eng: PW127F	
18,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	104 110	106 111
FINAL T/O	125 (Flaps 0)	115 (Flaps 15)
DRIFT DOWN (VmLB)	125 (Flaps 0)	118 (Flaps 15)
MINI EN ROUTE (VmLB)		149 (Flaps 0)
FINAL APPROACH (VmHB)	99 (Flaps 30)	107 (Flaps 30)

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Speed charts

 eurowings ATR 72	OPS DATA Eng: PW127F	
19,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	104 110	110 114
FINAL T/O	129 (Flaps 0)	119 (Flaps 15)
DRIFT DOWN (VmLB)	129 (Flaps 0)	121 (Flaps 15)
MINI EN ROUTE (VmLB)		153 (Flaps 0)
FINAL APPROACH (VmHB)	102 (Flaps 30)	110 (Flaps 30)

 eurowings ATR 72	OPS DATA Eng: PW127F	
20,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	105 110	113 118
FINAL T/O	132 (Flaps 0)	122 (Flaps 15)
DRIFT DOWN (VmLB)	132 (Flaps 0)	125 (Flaps 15)
MINI EN ROUTE (VmLB)		157 (Flaps 0)
FINAL APPROACH (VmHB)	105 (Flaps 30)	114 (Flaps 30)

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 eurowings ATR 72	OPS DATA Eng: PW127F	
21,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	108 111	117 121
FINAL T/O	136 (Flaps 0)	125 (Flaps 15)
DRIFT DOWN (VmLB)	136 (Flaps 0)	128 (Flaps 15)
MINI EN ROUTE (VmLB)		161 (Flaps 0)
FINAL APPROACH (VmHB)	108 (Flaps 30)	117 (Flaps 30)

 eurowings ATR 72	OPS DATA Eng: PW127F	
21,5 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	109 113	118 122
FINAL T/O	138 (Flaps 0)	126 (Flaps 15)
DRIFT DOWN (VmLB)	138 (Flaps 0)	129 (Flaps 15)
MINI EN ROUTE (VmLB)		163 (Flaps 0)
FINAL APPROACH (VmHB)	109 (Flaps 30)	119 (Flaps 30)

ATR 72 - 500
Non-Limiting
Speed charts

 eurowings ATR 72	OPS DATA	
	Eng: PW127F	
22,0 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	111 114	120 123
FINAL T/O	139 (Flaps 0)	128 (Flaps 15)
DRIFT DOWN (VmLB)	139 (Flaps 0)	131 (Flaps 15)
MINI EN ROUTE (VmLB)		165 (Flaps 0)
FINAL APPROACH (VmHB)	111 (Flaps 30)	120 (Flaps 30)

 eurowings ATR 72	OPS DATA	
	Eng: PW127F	
22,5 t		
NL RWY	Normal SPEEDS	Icing SPEEDS
TAKE OFF (Flaps 15) V1=VR V2	112 115	121 125
FINAL T/O	140 (Flaps 0)	130 (Flaps 15)
DRIFT DOWN (VmLB)	140 (Flaps 0)	133 (Flaps 15)
MINI EN ROUTE (VmLB)		167 (Flaps 0)
FINAL APPROACH (VmHB)	113 (Flaps 30)	122 (Flaps 30)

VR Computation

NORMAL OR ICING CONDITIONS

For runway contaminated by water
or slush increase VR by:

0 up to 1/4 inch

1 between 1/4 and 1/2 inch

APPROACH SPEED V_{app}

$V_{app} = V_{mHB} + \text{Wind Factor}$

or

100 kt, whichever is higher

GO AROUND SPEED V_{ga}

$V_{ga} = V_{mHB} \text{ landing config} + 5 \text{ kt}$

or

112 kt, whichever is higher