



TOW **15**

TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
104 V ₁ 104 V _R	104 V ₁ 104 V _R
110 V ₂	110 V ₂
114 V _{mLB 0} <small>FINAL T/O DRIFT DOWN</small> 119 V _{mHB 0}	110 V _{mLB 15} <small>FINAL T/O</small> 107 V _{mLB 15} <small>DRIFT DOWN</small>
136 V _{mLB 0} 142 V _{mHB 0}	













TOW **16**











TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
104 V ₁ 104 V _R	104 V ₁ 104 V _R
110 V ₂	110 V ₂
118 V _{mLB 0} <small>FINAL T/O DRIFT DOWN</small> 123 V _{mHB 0}	110 V _{mLB 15} <small>FINAL T/O</small> 111 V _{mLB 15} <small>DRIFT DOWN</small>
140 V _{mLB 0} 146 V _{mHB 0}	

 LW 16		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS	** ICING CONDITIONS **		
 95 $V_{mHB\ 30}$	 100 $V_{mHB\ 30}$		
 100 V_{APP}	 105 V_{APP}		
 109 V_{GA}	 109 V_{GA}		
 118 $V_{mLB\ 0}$ <small>S.ENG.CLIMB DRIFT DOWN</small>	 109 $V_{mLB\ 15}$ <small>S.ENG.CLIMB</small>		
123 $V_{mHB\ 0}$	112 $V_{mHB\ 15}$ <small>DRIFT DOWN</small>		
 140 $V_{mLB\ 0}$			
146 $V_{mHB\ 0}$			

 LW 17		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS	** ICING CONDITIONS **		
 95 $V_{mHB\ 30}$	 104 $V_{mHB\ 30}$		
 101 V_{APP}	 109 V_{APP}		
 109 V_{GA}	 109 V_{GA}		
 121 $V_{mLB\ 0}$ <small>S.ENG.CLIMB DRIFT DOWN</small>	 112 $V_{mLB\ 15}$ <small>S.ENG.CLIMB</small>		
127 $V_{mHB\ 0}$	115 $V_{mHB\ 15}$ <small>DRIFT DOWN</small>		
 145 $V_{mLB\ 0}$			
152 $V_{mHB\ 0}$			



TOW **17**

TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
104 V_1 104 V_R	104 V_1 104 V_R
110 V_2	110 V_2
121 $V_{mLB 0}$ FINAL T/O DRIFT DOWN 127 $V_{mHB 0}$	111 $V_{mLB 15}$ FINAL T/O 115 $V_{mLB 15}$ DRIFT DOWN
145 $V_{mLB 0}$ 152 $V_{mHB 0}$	













TOW **18**











TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
104 V_1 104 V_R	106 V_1 106 V_R
110 V_2	111 V_2
125 $V_{mLB 0}$ FINAL T/O DRIFT DOWN 131 $V_{mHB 0}$	115 $V_{mLB 15}$ FINAL T/O 118 $V_{mLB 15}$ DRIFT DOWN
149 $V_{mLB 0}$ 156 $V_{mHB 0}$	

 LW 18		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS		** ICING CONDITIONS **	
 99 $V_{mHB\ 30}$		 107 $V_{mHB\ 30}$	
 104 V_{APP}		 112 V_{APP}	
 109 V_{GA}		 112 V_{GA}	
 125 $V_{mLB\ 0}$ <small>S.ENG.CLIMB DRIFT DOWN</small>		 116 $V_{mLB\ 15}$ <small>S.ENG.CLIMB</small>	
131 $V_{mHB\ 0}$		119 $V_{mHB\ 15}$ <small>DRIFT DOWN</small>	
		 149 $V_{mLB\ 0}$	
		156 $V_{mHB\ 0}$	

 LW 19		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS		** ICING CONDITIONS **	
 102 $V_{mHB\ 30}$		 110 $V_{mHB\ 30}$	
 107 V_{APP}		 115 V_{APP}	
 109 V_{GA}		 115 V_{GA}	
 129 $V_{mLB\ 0}$ <small>S.ENG.CLIMB DRIFT DOWN</small>		 119 $V_{mLB\ 15}$ <small>S.ENG.CLIMB</small>	
135 $V_{mHB\ 0}$		121 $V_{mHB\ 15}$ <small>DRIFT DOWN</small>	
		 153 $V_{mLB\ 0}$	
		160 $V_{mHB\ 0}$	



TOW **19**

TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
104 V ₁	110 V ₁
104 V _R	110 V _R
110 V ₂	114 V ₂
129 V _{mLB 0} FINAL T/O DRIFT DOWN	119 V _{mLB 15} FINAL T/O
135 V _{mHB 0}	121 V _{mLB 15} DRIFT DOWN
153 V _{mLB 0}	
160 V _{mHB 0}	













TOW **20**











TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
105 V ₁	113 V ₁
105 V _R	113 V _R
110 V ₂	118 V ₂
132 V _{mLB 0} FINAL T/O DRIFT DOWN	122 V _{mLB 15} FINAL T/O
138 V _{mHB 0}	125 V _{mLB 15} DRIFT DOWN
157 V _{mLB 0}	
164 V _{mHB 0}	

 LW 20		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS		** ICING CONDITIONS **	
 105 $V_{mHB\ 30}$		 114 $V_{mHB\ 30}$	
 110 V_{APP}		 119 V_{APP}	
 110 V_{GA}		 119 V_{GA}	
 132 $V_{mLB\ 0}$	<small>S.ENG.CLIMB DRIFT DOWN</small>	 122 $V_{mLB\ 15}$	<small>S.ENG.CLIMB</small>
138 $V_{mHB\ 0}$		125 $V_{mHB\ 15}$	<small>DRIFT DOWN</small>
		 157 $V_{mLB\ 0}$	
		164 $V_{mHB\ 0}$	

 LW 21		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS		** ICING CONDITIONS **	
 108 $V_{mHB\ 30}$		 117 $V_{mHB\ 30}$	
 113 V_{APP}		 122 V_{APP}	
 113 V_{GA}		 122 V_{GA}	
 136 $V_{mLB\ 0}$	<small>S.ENG.CLIMB DRIFT DOWN</small>	 125 $V_{mLB\ 15}$	<small>S.ENG.CLIMB</small>
142 $V_{mHB\ 0}$		128 $V_{mHB\ 15}$	<small>DRIFT DOWN</small>
		 161 $V_{mLB\ 0}$	
		168 $V_{mHB\ 0}$	



TOW **21**

TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
108 V ₁	117 V ₁
108 V _R	117 V _R
111 V ₂	121 V ₂
136 V _{mLB 0} FINAL T/O DRIFT DOWN	125 V _{mLB 15} FINAL T/O
142 V _{mHB 0}	128 V _{mLB 15} DRIFT DOWN
161 V _{mLB 0}	
168 V _{mHB 0}	













TOW **21,5**











TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
109 V ₁	118 V ₁
109 V _R	118 V _R
113 V ₂	122 V ₂
138 V _{mLB 0} FINAL T/O DRIFT DOWN	126 V _{mLB 15} FINAL T/O
144 V _{mHB 0}	129 V _{mLB 15} DRIFT DOWN
163 V _{mLB 0}	
170 V _{mHB 0}	

 LW 21,5		LANDING SPEEDS	
ATR 72-500		FLAPS 30	
NORMAL CONDITIONS		** ICING CONDITIONS **	
 109 $V_{mHB 30}$	 119 $V_{mHB 30}$		
 114 V_{APP}	 124 V_{APP}		
 114 V_{GA}	 124 V_{GA}		
 138 $V_{mLB 0}$	 126 $V_{mLB 15}$	<small>S.ENG.CLIMB DRIFT DOWN</small>	
144 $V_{mHB 0}$	129 $V_{mHB 15}$	<small>DRIFT DOWN</small>	
		 163 $V_{mLB 0}$	
		170 $V_{mHB 0}$	

 LW 22		LANDING SPEEDS	
ATR 72-500		FLAPS 30	
NORMAL CONDITIONS		** ICING CONDITIONS **	
 111 $V_{mHB 30}$	 120 $V_{mHB 30}$		
 116 V_{APP}	 125 V_{APP}		
 116 V_{GA}	 125 V_{GA}		
 139 $V_{mLB 0}$	 127 $V_{mLB 15}$	<small>S.ENG.CLIMB DRIFT DOWN</small>	
145 $V_{mHB 0}$	130 $V_{mHB 15}$	<small>DRIFT DOWN</small>	
		 165 $V_{mLB 0}$	
		173 $V_{mHB 0}$	



TOW **22**

TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
111 V ₁	120 V ₁
111 V _R	120 V _R
114 V ₂	123 V ₂
139 V _{mLB 0} <small>FINAL T/O DRIFT DOWN</small>	128 V _{mLB 15} <small>FINAL T/O</small>
145 V _{mHB 0}	131 V _{mLB 15} <small>DRIFT DOWN</small>
165 V _{mLB 0}	
173 V _{mHB 0}	













TOW **22,5**











TAKE-OFF SPEEDS

ATR 72-500

FLAPS 15

NORMAL CONDITIONS	** ICING CONDITIONS **
112 V ₁	121 V ₁
112 V _R	121 V _R
115 V ₂	125 V ₂
140 V _{mLB 0} <small>FINAL T/O DRIFT DOWN</small>	130 V _{mLB 15} <small>FINAL T/O</small>
146 V _{mHB 0}	133 V _{mLB 15} <small>DRIFT DOWN</small>
167 V _{mLB 0}	
175 V _{mHB 0}	

 LW 22,5		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS	** ICING CONDITIONS **		
 113 $V_{mHB\ 30}$	 122 $V_{mHB\ 30}$		
 118 V_{APP}	 127 V_{APP}		
 118 V_{GA}	 127 V_{GA}		
 140 $V_{mLB\ 0}$ <small>S.ENG.CLIMB DRIFT DOWN</small>	 129 $V_{mLB\ 15}$ <small>S.ENG.CLIMB</small>		
146 $V_{mHB\ 0}$	132 $V_{mHB\ 15}$ <small>DRIFT DOWN</small>		
 167 $V_{mLB\ 0}$			
175 $V_{mHB\ 0}$			

 LW 15		LANDING SPEEDS FLAPS 30	
ATR 72-500			
NORMAL CONDITIONS	** ICING CONDITIONS **		
 95 $V_{mHB\ 30}$	 97 $V_{mHB\ 30}$		
 100 V_{APP}	 102 V_{APP}		
 109 V_{GA}	 109 V_{GA}		
 114 $V_{mLB\ 0}$ <small>S.ENG.CLIMB DRIFT DOWN</small>	 105 $V_{mLB\ 15}$ <small>S.ENG.CLIMB</small>		
119 $V_{mHB\ 0}$	108 $V_{mHB\ 15}$ <small>DRIFT DOWN</small>		
 136 $V_{mLB\ 0}$			
142 $V_{mHB\ 0}$			