Atlantic Sun Airways Quick Reference Guide (not for use in real aviation)

Aircraft	T/O Flap Setting	V1	Vr	V2	ECON Cruise Speed	VLE (Max speed for LG ext.)	Flaps 5	Flaps 10	Flaps 15	Flaps 20	Flaps 25	Flaps 30	Flaps 35	Vref (Approach Speed)
ERJ 135	9°	120	127	133	M0.78	250	N/A	N/A	N/A	137	N/A	N/A	N/A	127
CRJ 200ER	20°	146	146	155	M0.74	250	N/A	215	N/A	N/A	N/A	185	170	135
ERJ 170	2 Setting	135	143	147	M0.78	250	178	N/A	N/A	140	N/A	N/A	N/A	120
ATR 72-500	15°	110	110	115	280 KTAS	185	N/A	N/A	185	N/A	N/A	150	N/A	110
ATR 72-200F	15°	110	110	115	270 KTAS	185	N/A	N/A	185	N/A	N/A	150	N/A	110
Dash8 Q400	5°	110	121	131	350 KTAS	215	200	181	172	N/A	N/A	N/A	158	115
Boeing 717	5°	140	150	160	M0.78	300	280	N/A	240	220	205	200	N/A	140
Boeing 727-200F	15°	145	150	162	M0.80	270	230	N/A	205	195	185	185	175	128
CRJ-900	8°	130	140	152	M0.82	220	230	N/A	N/A	N/A	N/A	185	175	135
Boeing 737-800	10°	147	148	155	M0.78	270	210	180	160	160	145	145	140	133
Boeing 737-900ER	10°	153	154	161	M0.78	270	210	180	160	160	145	145	140	136
Airbus A319	2 Setting	142	148	152	M0.80	280	210	180	160	160	150	150	150	125
Airbus A320	2 Setting	150	156	160	M0.80	280	210	180	160	160	150	150	150	130
Boeing 757-200	15°	140	145	150	M0.80	270	220	200	180	165	155	145	145	145
Airbus A330-300	2 Setting	148	149	155	M0.80	250	240	N/A	205	N/A	186	N/A	180	135
Boeing 777-300	20°	155	160	165	M0.84	270	210	210	180	180	160	160	155	150
Boeing 747-400	20°	152	169	181	M0.85	270	220	200	200	180	180	170	170	160
A380-800	3 Setting	140	155	170	M0.85	250	263	222	220	N/A	196	N/A	182	135
MD-11F	15°	161	176	186	M0.82	260	280	N/A	255	N/A	229	219	198	143

Note 1:
All speeds other than cruise speed column are Indicated Air Speed (IAS). Cruise column speed is Economical cruise. Long range cruise for max range is generally M0.02-0.05 slower, but varies depending on a number of factors.

Note 2:
Takeoff speeds are based on heavy weight takeoff on a dry runway, V1 is nominal and varies with runway / stopway / clearway length, V1 will reduce by up to 10 knots if runway is wet.

Note 3:
Landing speeds are based on typical landing weight with normal fuel reserves and typical payload.

Note 4:
Each aircraft will have a number of flap settings used for takeoff depending on runway length, terrain after takeoff, and All Up Weight. The listed flap setting is the most commonly used setting for that aircraft.

Note 5:
Airbus uses a flap 'setting' rather than flap degrees. The settings are 1, 1+F, 2, 3 and FULL. Flap 2 is about 15°, and Flap 3 about 20°

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