

ATR 72-600

ATR: NUMBER ONE CHOICE IN THE REGIONAL MARKET

With the 600 series, ATR has reinforced its leadership position in the turboprop market. While sharing the same fundamentals as the ATR -500 series - the lowest seat mile cost and best dispatch reliability in its category - the ATR 72-600 benefits from improved comfort and additional capabilities. It also retains full commonality with the ATR 42-600 providing unmatched flexibility to operators.

ADVANCED TECHNOLOGY

The ATR -600 series features a state-of-the-art glass cockpit that incorporates the latest innovations in avionics technology. The glass cockpit further reduces flight crew workload and enhances situational awareness while providing better reliability, maintenance cost savings and weight reduction.

SUPERIOR COMFORT

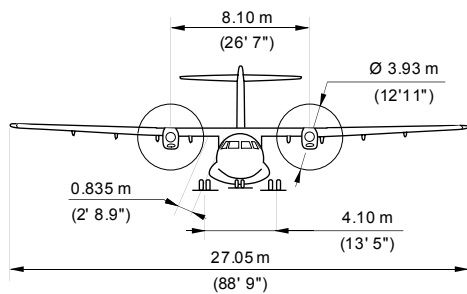
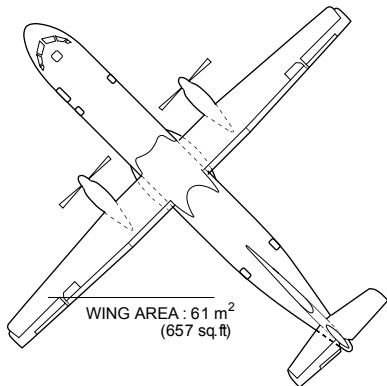
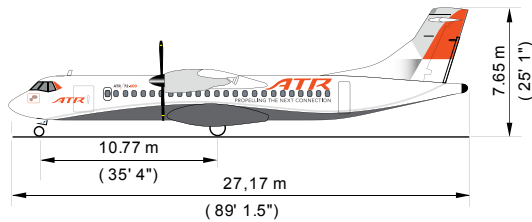
The ATR -600 series has the widest cabin in the turboprop market. The cabin features new lightweight and slim seats to offer passengers more comfort and space. In addition, the ATR -600 series is fitted with wider reshaped overhead bins providing 30% more luggage storage capacity compared to ATR -500 series.

UNRIVALLED PERFORMANCE

With the "reserve take-off torque" option, the ATR 72-600 offers significantly increased take-off weight and consequently increased payload (up to 1,000 kg / 2,200 lb) from very short runways. In addition, the ATR 72-600 has enhanced performance from hot and high airfields providing additional payload on the most demanding networks.



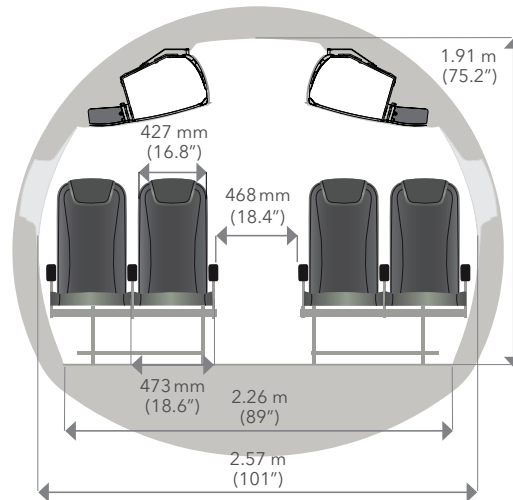
ATR 72-600



| ENGINES | |
|-----------------------------|-----------|
| Pratt & Whitney Canada | PW127M |
| Take-off power | 2,475 SHP |
| Take-off power - One engine | 2,750 SHP |
| Max continuous | 2,500 SHP |
| Max climb | 2,192 SHP |
| Max cruise | 2,132 SHP |

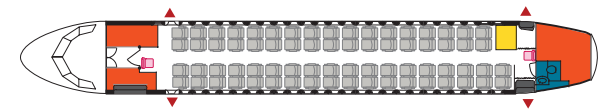
| PROPELLERS | |
|---------------------------------------|--|
| Hamilton Standard: 568F | |
| Blades: 6; Diameter: 3.93 m - 12.9 ft | |

| WEIGHTS | |
|---|-----------------------|
| Max Take-Off weight (basic) | 22,800 kg - 50,265 lb |
| (option) | 23,000 kg - 50,705 lb |
| Max Landing Weight (basic) | 22,350 kg - 49,272 lb |
| Max zero fuel weight (basic) | 20,800 kg - 45,855 lb |
| (option) | 21,000 kg - 46,296 lb |
| Operational Empty Weight (Tech. Spec.) | 13,311 kg - 29,346 lb |
| (Typical in-service) | 13,500 kg - 29,762 lb |
| Max payload (at typical in-service OEW) | 7,500 kg - 16,534 lb |
| Max fuel load | 5,000 kg - 11,023 lb |



STANDARD CONFIGURATION

70 seats at 30" pitch



Attendant seat Galley Lavatory Baggage Emergency Exits

AIRFIELD PERFORMANCE

| | |
|---|--------------------|
| TAKE-OFF DISTANCE: | |
| Basic (MTOW - ISA - SL) | 1,333 m - 4,373 ft |
| Option (MTOW - ISA - SL) | 1,367 m - 4,485 ft |
| At TOW for 300 Nm (Max pax - ISA - SL) | 1,175 m - 3,855 ft |
| At TOW for 300 Nm (Max pax - ISA+10 - 3,000 ft) | 1,410 m - 4,626 ft |
| TAKE-OFF SPEED (V2 min @ MTOW) | 115 KIAS |
| LANDING DISTANCE (JAR25): | |
| Basic (MLW - SL) | 915 m - 3,002 ft |
| At LW (Max pax + reserves - SL) | 862 m - 2,828 ft |
| REFERENCE SPEED AT LANDING | 113 KIAS |

EN-ROUTE PERFORMANCE

| | |
|--|-----------------------|
| Optimum climb speed | 170 KCAS |
| Rate of climb (MTOW - ISA - SL) | 1,355 ft/min |
| Max cruise speed (95% MTOW - ISA - Optimum FL) | 275 KTAS - 510 km/h |
| Fuel flow at cruise speed | 762 kg/h - 1,680 lb/h |
| Range with max pax (70 seats) | 825 Nm |
| 200 Nm Block fuel | 618 kg - 1,363 lb |
| CO ₂ emissions | 1,947 kg - 4,292 lb |
| Block time | 55.6 min |
| 300 Nm Block fuel | 859 kg - 1,894 lb |
| CO ₂ emissions | 2,706 kg - 5,966 lb |
| Block time | 78.5 min |

NB: en-route performance computed assuming Max Optional TOW, typical in-service OEW, 70 PAX@95kg, JAR fuel reserves, taxi time allowance: 4 min.