

Tailored to Regional Operation



From the Equator to the Arctic Circle, ATR aircraft are routinely subject to extreme temperatures and altitudes, being operated in all types of climates and conditions. Today, the ATR operational flexibility is acknowledged worldwide by its regional operators.

Expanding such versatility further answers ATR's objective to provide airlines with performance even more tailored to suit regional operations and to increase their revenues.



Providing exactly what the customer needs in a fast evolving market

Enhanced Performance



- ➔ Increased ATR 72-600 operational weights
- ➔ Improved « hot & high » airport performance with the PW127M engine
- ➔ Multi-rated PW127M engine
- ➔ Short runways' take-off performance

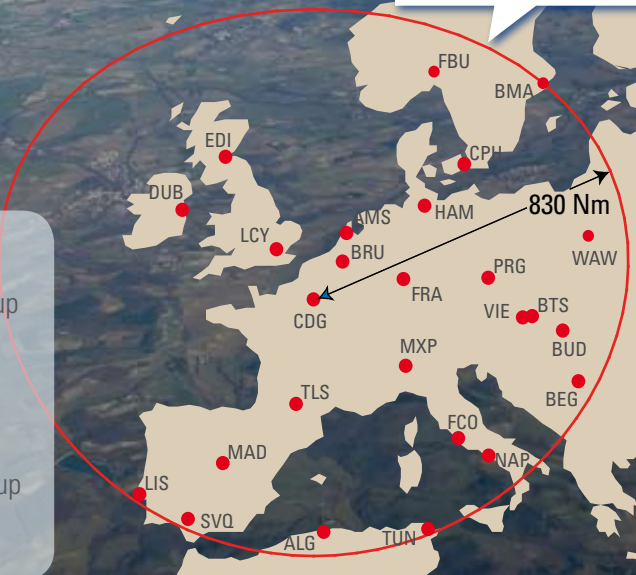
and Expanded Operational Versatility



Increased Operational Weights with the ATR 72-600



70 pax @ 95 kg (225 lb)
Up to 830 Nm



→ Max Take-Off Weight
From 22,500 kg (49,604 lb) up
to 23,000 kg (50,706 lb)

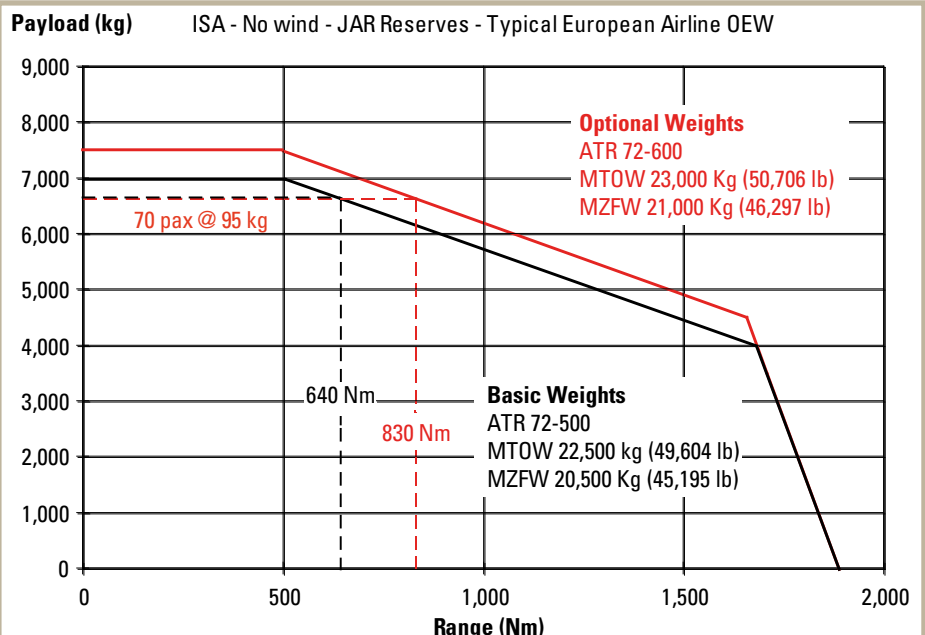
→ Max Zero Fuel Weight
From 20,500 kg (45,195 lb) up
to 21,000 kg (46,297 lb)

Following a strong market requirement, ATR 72-600 is offered with increased payload, making the aircraft even more attractive, also in terms of operational range.

→ Up to 500 kg (1,100 lb) higher payload for the same range, with additional 5-pax revenue or 190 Nm (350 km) extended range performance at same payload are now available with MTOW and MZFW increase of 500 kg (1,100 lb).

ADVANTAGES

- Higher weights meet new regulations calling for heavier passenger and baggage weight
- Meets airline requirements for high density cabin layouts



Additional revenues in severe environments : PW127M

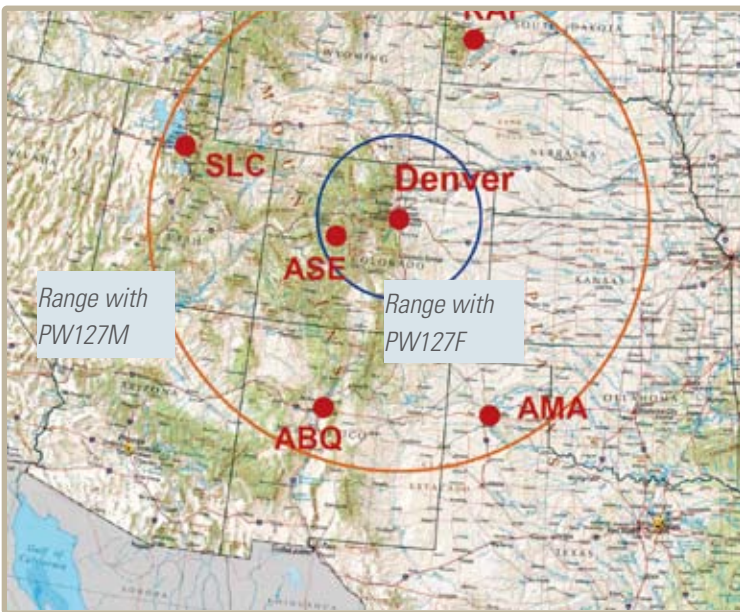


Within the scope of providing even better performance and additional payload for the most demanding networks (hot & high airports, mountainous environment), ATR is offering a more powerful engine: the PW127M.

The PW127M delivers **5% higher thermodynamic** power at Take-Off and Max Continuous ratings.

Owing to new ratings, performance is improved in terms of :

- ➔ Take-off weight, **500 kg to 600 kg (1,100 lb to 1,320 lb)** when limitations exist
- ➔ Single-Engine Net ceiling increased by about **1,000 ft.**



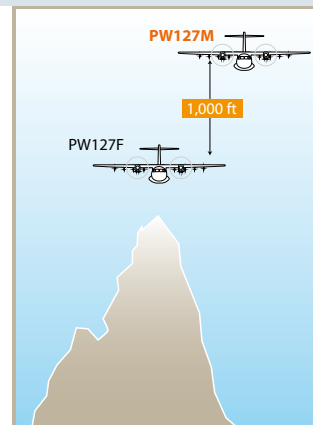
TAKE-OFF FROM DENVER

Altitude: 5,333 ft
OAT: 77°F (25°C)
64 pax @ 220 lb (100 kg)
OEW : 29,650 lb (13,450 kg)

**+ 225 Nm with same payload or
+ 5 passengers for the same
distance**

IMPROVED MAXIMUM CONTINUOUS RATING WITH PW127M

**+ 1,000 ft Single-Engine
Net Ceiling**



Multi-Rated Engine Power

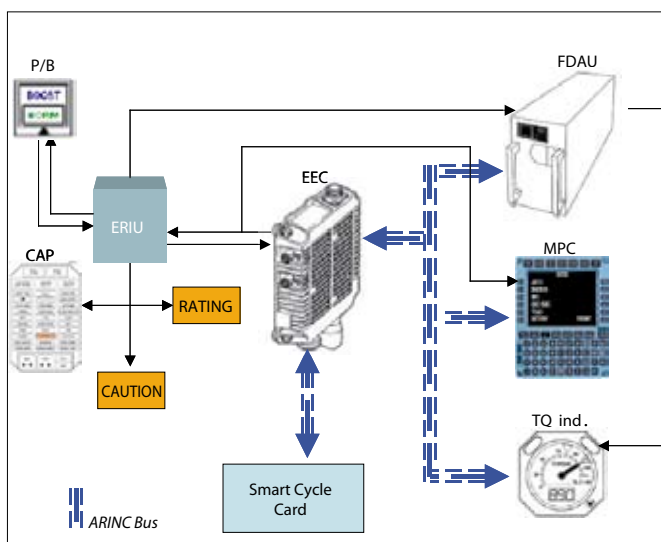


A unique engine hardware PW 127 for three power settings :

- ➔ PW127E
- ➔ PW127F
- ➔ PW127M

➔ Engine rating selected through airframe identification system (EEC multi-configuration)
 Through the **'Flex Operation' concept**, two levels of power are available for the ATR 72, allowing either PW127F ratings for standard operations or PW127M ratings for 'hot & high' operations.

As from early 2008, this engine is standard equipment. It is designed to be retrofittable on ATR -500 Series.



Engine Maintenance costs are controlled and optimized thanks to full commonality between the -500 and -600 Series.
 An engine adaptable to airport environment.

PW127M «Flex» Operation Concept
P/B: Push/Button
CAP: Crew Alerting Panel
ERIU: Engine Rating Interface Unit
FDAU: Flight Data Acquisition Unit
EEC: Electronic Engine Control



Short Runways Take-Off Performance

(Reserve Take-Off : RTO 100%)

Improving take-off capabilities on very short runways or in case of near obstacles.

The result of this option is that the ATR 72-600 can be operated profitably from very short runways everywhere in the world, dramatically improving TOW and payload.

	ATR 72-500 with Standard Procedure	ATR 72-600 with Full RTO Procedure
		Delta MTOW
Caticlan, Philippines r/w24 30°C, wet runway, Short runway (950 m)	Ref.	+900 Kg (1,980 lb)
London City r/w10 25°C, dry runway Obstacles	Ref.	+300 Kg (660 lb)
Lugano, Switzerland r/w19 Icing cond., dry runway Obstacles	Ref.	+300 Kg (660 lb)

TOW Improvement is function of runway characteristics and atmospheric conditions

PROFITABLE OPERATION FROM LONDON CITY AIRPORT with ATR 72-600



Due to full RTO take-off procedure, the ATR 72-600 can carry up to 70 passengers on a 300 Nm (550 km) sector (RW10, no wind, dry runway, 10°C).

ATR 72 aircraft have 6° steep slope approach capability, allowing operations at airports with difficult access.

An Alenia Aeronautica and EADS joint venture



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