

An Alenia Aeronautica and EADS joint venture



The ATR -600 Series
At the forefront
of advanced and innovative
turboprop technology



NEW AVIONICS SUITE



The
ATR -600 SERIES



Reinforcing Leadership in the Turboprop market

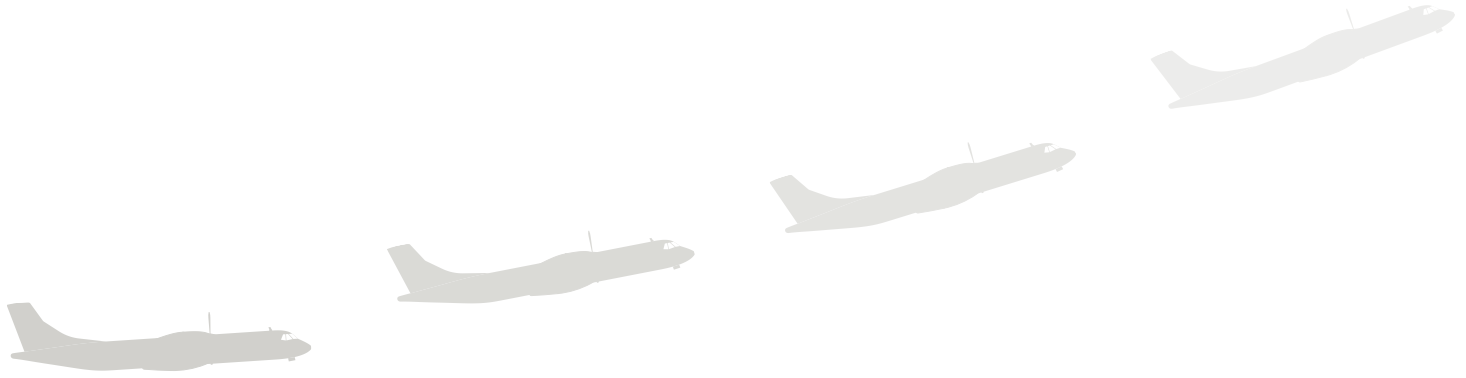


One of the key success factors of the ATR Program has been our continuous attention to the market evolutions, to meet the most demanding needs of the regional airlines.

In the wake of such evolution, ATR is now offering significant product upgrades and innovative solutions.

Fast moving developments in regional air transport together with increased requirements for advanced state-of-the-art technology turboprops, are major drivers for more ATR avionics upgrading.

The ATR -600 Series offers the most modern Glass Cockpit in a Regional Aircraft



The major design objective of the new avionics' suite offered on the ATR -600 Series is to provide the crew with the most realistic picture of the in-flight situation and with the most comprehensive aircraft systems displays. It is also to ensure that today, with an evolving concept, we cater for the latest navigation and communication techniques to come over the next decade.



600 SERIES

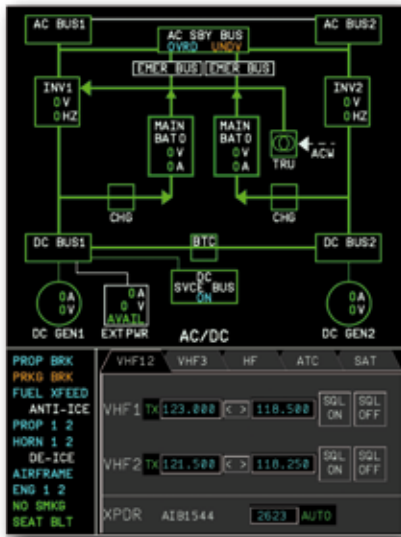
New Avionics Suite



→ 2 Multi-Function Displays - MFD ←

MFD's integrate multiple sensors :

- Navigation display
 - Actual & selected heading
 - Bearing pointers
 - FMS data
 - Nav aids
 - TAWS or WXR image
 - TCAS data



→ System and utilities pages

- Cabin
 - Electric
 - Hydraulic
 - Engine
- Video (optional)
 - Memo panel
 - Radio management

All necessary information immediately available

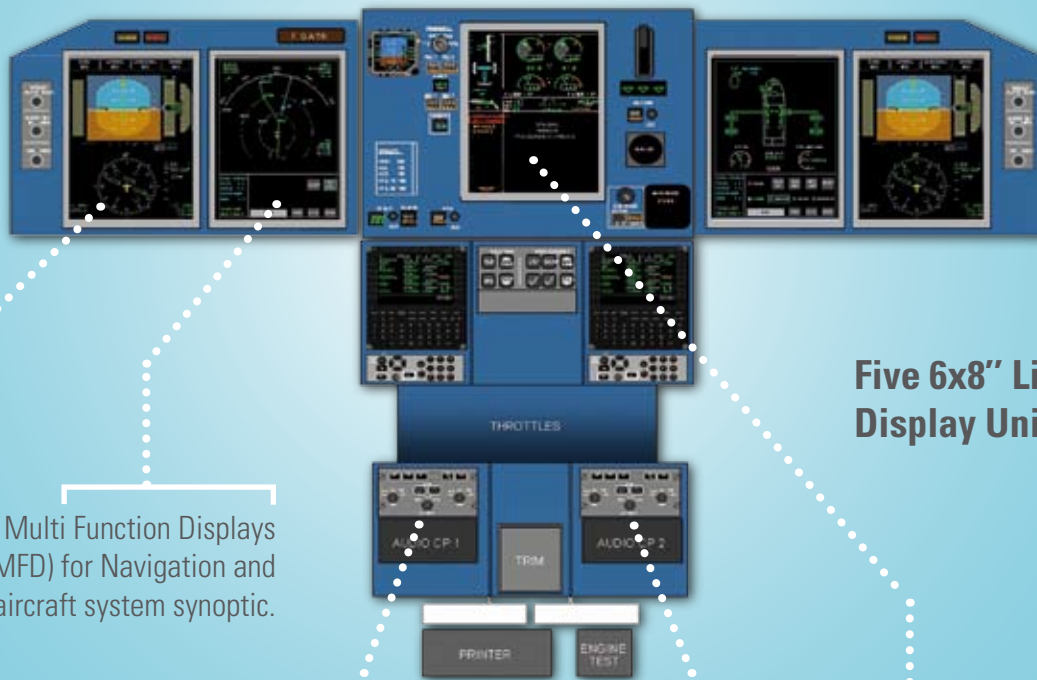
→ Engine & Warning Display - EWD ←

- Primary engine parameters
 - Flight controls position indication (Trim, Flaps)
- Crew Alerting Panel
- Emergency, Normal and Abnormal procedure display
- Permanent data (TAT, SAT, Gross Weight, Fuel on board...)



The ATR -600 Series Flight Deck General Architecture

Latest Integrated Modular Avionics Technology
certified on the A380 program



Two Multi Function Displays (MFD) for Navigation and aircraft system synoptic.

Five 6x8" Liquid Crystal Display Units

Two Primary Flight Displays (PFD) for EFIS functions (EADI/EHSI)

Control panels for system settings

One Engine & Warning Display (EWD) for Engine Instruments and Crew Alerting System, Check-lists/Procedures management and permanent data.



Superior Performance compared to previous generation Glass Cockpit

The new technology available on ATR -600 Series aircraft features advanced solutions and superior performance compared to previous generation Glass Cockpit. These may be recognized in all operational domains.

→ Improved Operations and situational Awareness ←



- RNP 0.3 ready with path for lower RNP
- Cat IIIA operations with decision height down to 50 ft, no need of additional hardware such HUD
- Provision for Vertical Situation Display
- Provision for ADS-B with CDTI
- Airport Moving Map function
- WAAS capability

→ Easier Maintenance : Centralized Maintenance System ←

- 30% lower P/N count
- Improved MTBF, 15% cockpit DMC reduction
- Growth capability

→ Better performance ←

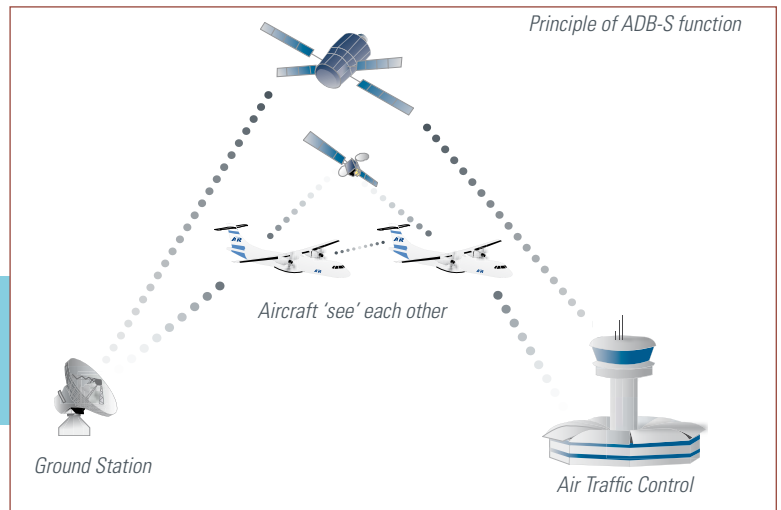


ATR-600 Series with RNP 0.3 AP Capability

→ The benefits of RNP ←

- Shorter routes, resulting in reduced fuel consumption, emissions of CO2 and NOx
- 15-20 kg fuel savings per RNP approach
- Complete landings in a **broader range of weather conditions**
- Improved minima compared to existing non-precision approaches
- Improved access to airports and safety

→ ADS-B - Automatic Dependent Surveillance - Broadcast ←



WHY ?

- To make aircraft data available to other ADS-B capable aircraft and ATC centers
- To improve aircraft situational awareness and knowledge
- To enhance ATC surveillance currently provided by radars
- To replace primary/secondary ground radars

Note: No firm certification basis available today; on-going experimentation.

HOW ?

- MPC acquires, formats and sends required parameters to transponders

Note: Transponders to be upgraded to -108

