The ATR family booklet provides the reader with the main technical data for all ATR aircraft, including:
- general dimensions
- cross-section
- standard cabin layout
- powerplant characteristics
- operating weights
- basic airfield and en-route performance.

Furthermore, a short introduction is made of derivative versions:
- Freighter
- Corporate
- Surveyor.

Assumptions for en-route performance:
- Max optional TOW & LW
- Payload: max pax
- OEW: typical in-service
- Pax weight: 95 kg (including baggage)
- Reserves: 5% trip fuel + 30 min hold + 100 Nm diversion
- Taxi: 4 min
ATR 42-300

Standard configuration
- 48 seats

Engines
- Pratt & Whitney Canada PW120
- Take-off power - Basic: 1,800 SHP
- Take-off power - One engine: 2,000 SHP
- Max continuous: 1,700 SHP
- Max climb: 1,700 SHP
- Max cruise: 1,619 SHP

Propellers
- Hamilton Standard 14 SF-5
- Blades, diameter: 4.396 m - 13 ft

Weights
- Max take-off weight (basic): 16,700 kg - 36,817 lb
- Max take-off weight (option): 16,900 kg - 37,257 lb
- Max landing weight (basic): 16,400 kg - 36,155 lb
- Max zero fuel weight (basic): 15,200 kg - 33,510 lb
- Max zero fuel weight (option): 15,540 kg - 34,259 lb
- Max payload (at typical in-service OEW): 4,640 kg - 10,229 lb
- Max fuel load: 4,500 kg - 9,921 lb

Airfield performance
- Take-off distance
  - Basic - MTOW - ISA - SL: 1,090 m - 3,576 ft
  - Option - MTOW - ISA - SL: 1,123 m - 3,684 ft
  - TOW for 300 Nm - Max pax - SL - ISA: 1,073 m - 3,520 ft
  - TOW for 300 Nm - Max pax - 3,000 ft - ISA +10: 1,271 m - 4,170 ft
- Take-off speed (V2 min @ MTOW): 108 KCAS
- Landing field length (FAR25)
  - Basic MLW - SL: 1,033 m - 3,389 ft
  - LW (max pax + reserves) - SL: 1,008 m - 3,307 ft
  - Reference speed at landing: 103 KIAS

En-route performance
- Optimum climb speed: 160 KCAS
- Rate of climb (ISA, SL, MTOW): 1,320 ft/min
- Time to climb to FL170: 15.1 min
- One engine net ceiling (95% MTOW, ISA +10): 9,580 ft
- Max Cruise speed (95% MTOW - ISA - Optimum FL): 266 KTAS - 493 km/h
- Fuel flow at cruise speed: 568 kg/hr - 1,252 lb/h
- Range with max pax: 456 Nm
- 200 Nm Block Fuel: 500 kg - 1,102 lb
- 200 Nm Block Time: 55.9 min
- 300 Nm Block Fuel: 685 kg - 1,510 lb
- 300 Nm Block Time: 79.3 min

48 pax at 30” pitch

| Attendant seat | Galley | Toilet | Baggage | Emergency exit |
Standard configuration

48 seats

Engines Pratt & Whitney Canada

PW121

Take-off power

1,900 SHP

Take-off power - One engine

2,100 SHP

Max continuous

1,900 SHP

Max climb

1,700 SHP

Max cruise

1,700 SHP

Propellers Hamilton Standard

Blades, diameter

14 SF-5

4.396 m - 13 ft

Weights

Max take-off weight (basic)

16,700 kg - 36,817 lb

Max take-off weight (option1)

16,900 kg - 37,257 lb

Max landing weight (basic)

16,400 kg - 36,155 lb

Max zero fuel weight (basic)

15,200 kg - 33,510 lb

Max zero fuel weight (option)

15,540 kg - 34,259 lb

Operational empty weight (Tech. Spec.)

10,290 kg - 22,689 lb

Operational empty weight (Typical in-service)

10,900 kg - 24,030 lb

Max payload (at typical in-service OEW)

4,640 kg - 10,229 lb

Max fuel load

4,500 kg - 9,921 lb

Airfield performance

Take-off distance

Basic - MTOW - ISA - SL

1,041 m - 3,415 ft

Option - MTOW - ISA - SL

1,068 m - 3,504 ft

TOW for 300 Nm - Max pax - SL - ISA

1,026 m - 3,366 ft

TOW for 300 Nm - Max pax - 3,000 ft - ISA +10

1,222 m - 4,009 ft

Take-off speed (V2 min @ MTOW)

108 KCAS

Landing field length (FAR25)

Basic MLW - SL

1,030 m - 3,379 ft

LW (max pax + reserves) - SL

1,008 m - 3,307 ft

Reference speed at landing

103 KIAS

En-route performance

Optimum climb speed

160 KCAS

Rate of climb (ISA, SL, MTOW)

1,320 ft/min

Time to climb to FL170

14.8 min

One engine net ceiling (95% MTOW, ISA +10)

10,940 ft

Max Cruise speed (95% MTOW - ISA - Optimum FL)

270 KTAS - 500 km/h

Fuel flow at cruise speed

584 kg/hr - 1,287 lb/h

Range with max pax

459 Nm

200 Nm Block Fuel

495 kg - 1,091 lb

200 Nm Block Time

55.9 min

300 Nm Block Fuel

676 kg - 1,490 lb

300 Nm Block Time

79.3 min
### Standard configuration

<table>
<thead>
<tr>
<th>Engine</th>
<th>Pratt &amp; Whitney Canada PW121A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off power</td>
<td>1,980 SHP</td>
</tr>
<tr>
<td>Take-off power - One engine</td>
<td>2,200 SHP</td>
</tr>
<tr>
<td>Max continuous</td>
<td>1,900 SHP</td>
</tr>
<tr>
<td>Max climb</td>
<td>1,700 SHP</td>
</tr>
<tr>
<td>Max cruise</td>
<td>1,700 SHP</td>
</tr>
</tbody>
</table>

### Propellers

<table>
<thead>
<tr>
<th>Type</th>
<th>Hamilton Standard 558F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blades, diameter</td>
<td>6, 3.93 m - 12.9 ft</td>
</tr>
</tbody>
</table>

### Weights

<table>
<thead>
<tr>
<th>Weight Type</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max take-off weight (basic)</td>
<td>17,900 kg - 39,462 lb</td>
<td></td>
</tr>
<tr>
<td>Max take-off weight (option1)</td>
<td>18,200 kg - 40,123 lb</td>
<td></td>
</tr>
<tr>
<td>Max landing weight (basic)</td>
<td>17,600 kg - 38,801 lb</td>
<td></td>
</tr>
<tr>
<td>Max landing weight (option)</td>
<td>17,900 kg - 39,462 lb</td>
<td></td>
</tr>
<tr>
<td>Max zero fuel weight (basic)</td>
<td>16,300 kg - 35,935 lb</td>
<td></td>
</tr>
<tr>
<td>Max zero fuel weight (option)</td>
<td>16,600 kg - 36,596 lb</td>
<td></td>
</tr>
<tr>
<td>Operational empty weight (Tech. Spec.)</td>
<td>11,050 kg - 24,361 lb</td>
<td></td>
</tr>
<tr>
<td>Operational empty weight (Typical in-service)</td>
<td>11,400 kg - 25,132 lb</td>
<td></td>
</tr>
<tr>
<td>Max payload (at typical in-service OEW)</td>
<td>5,200 kg - 11,464 lb</td>
<td></td>
</tr>
<tr>
<td>Max fuel load</td>
<td>4,500 kg - 9,921 lb</td>
<td></td>
</tr>
</tbody>
</table>

### Airfield performance

<table>
<thead>
<tr>
<th>Performance</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off distance</td>
<td>Basic - MTOW - ISA - SL</td>
<td>1,205 m - 3,953 ft</td>
</tr>
<tr>
<td></td>
<td>Option - MTOW - ISA - SL</td>
<td>1,264 m - 4,147 ft</td>
</tr>
<tr>
<td></td>
<td>TOW for 300 Nm - Max pax - SL - ISA</td>
<td>1,071 m - 3,514 ft</td>
</tr>
<tr>
<td></td>
<td>TOW for 300 Nm - Max pax - 3,000 ft - ISA +10</td>
<td>1,310 m - 4,298 ft</td>
</tr>
<tr>
<td>Take-off speed (V2 min @ MTOW)</td>
<td>111 KIAS</td>
<td></td>
</tr>
<tr>
<td>Landing field length (FAR25)</td>
<td>Basic MLW - SL</td>
<td>1,120 m - 3,675 ft</td>
</tr>
<tr>
<td></td>
<td>Option MLW - SL</td>
<td>1,135 m - 3,724 ft</td>
</tr>
<tr>
<td></td>
<td>LW (max pax + reserves) - SL</td>
<td>1,063 m - 3,488 ft</td>
</tr>
<tr>
<td></td>
<td>Reference speed at landing</td>
<td>105 KIAS</td>
</tr>
</tbody>
</table>

### En-route performance

<table>
<thead>
<tr>
<th>Performance</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimum climb speed</td>
<td>160 KIAS</td>
<td></td>
</tr>
<tr>
<td>Rate of climb (ISA, SL, MTOW)</td>
<td>1,135 ft/min</td>
<td></td>
</tr>
<tr>
<td>Time to climb to FL1170</td>
<td>17.9 min</td>
<td></td>
</tr>
<tr>
<td>One engine net ceiling (95% MTOW, ISA +10)</td>
<td>7,705 ft</td>
<td></td>
</tr>
<tr>
<td>Max Cruise speed (95% MTOW - ISA - Optimum FL)</td>
<td>261 KTAS - 484 km/h</td>
<td></td>
</tr>
<tr>
<td>Fuel flow at cruise speed</td>
<td>588 kg/hr - 1,296 lb/h</td>
<td></td>
</tr>
<tr>
<td>Range with max pax</td>
<td>794 Nm</td>
<td></td>
</tr>
<tr>
<td>200 Nm Block Fuel</td>
<td>511 kg - 1,127 lb</td>
<td></td>
</tr>
<tr>
<td>200 Nm Block Time</td>
<td>57.4 min</td>
<td></td>
</tr>
<tr>
<td>300 Nm Block Fuel</td>
<td>706 kg - 1,556 lb</td>
<td></td>
</tr>
<tr>
<td>300 Nm Block Time</td>
<td>81.5 min</td>
<td></td>
</tr>
</tbody>
</table>

### ATR 42-400 Dimensions

- **Length:** 22.67 m (74 ft)
- **Wing span:** 24.57 m (80.7 ft)
- **Wing area:** 54.5 m² (586 sq.ft)

### Interior Layout

- **Seating:** 48 pax at 30" pitch
- **Attendant seat**
- **Galley**
- **Toilet**
- **Baggage**
- **Emergency exit**

### ATR 42-400 Characteristics

- **Engine Type:** PW121A
- **Cabin Configuration:** 48 seats
- **Take-off Power:** 1,980 SHP
- **Max Continuous:** 1,900 SHP
- **Max Climb:** 1,700 SHP
- **Max Cruise:** 1,700 SHP
- **Propellers:** Hamilton Standard 558F
- **Blades Diameter:** 6.39 m - 22.67 ft
- **Max Take-off Weight:** 17,900 kg - 39,462 lb
- **Max Landing Weight:** 17,600 kg - 38,801 lb
- **Max Zero Fuel Weight:** 16,300 kg - 35,935 lb
- **Operational Empty Weight (Tech. Spec.):** 11,050 kg - 24,361 lb
- **Operational Empty Weight (Typical In-service):** 11,400 kg - 25,132 lb
- **Max Payload:** 5,200 kg - 11,464 lb
- **Max Fuel Load:** 4,500 kg - 9,921 lb
- **Take-off Distance:**
  - Basic - MTOW - ISA - SL: 1,205 m - 3,953 ft
  - Option - MTOW - ISA - SL: 1,264 m - 4,147 ft
  - TOW for 300 Nm - Max pax - SL - ISA: 1,071 m - 3,514 ft
  - TOW for 300 Nm - Max pax - 3,000 ft - ISA +10: 1,310 m - 4,298 ft
- **Take-off Speed (V2 min @ MTOW):** 111 KIAS
- **Landing Field Length (FAR25):**
  - Basic MLW - SL: 1,120 m - 3,675 ft
  - Option MLW - SL: 1,135 m - 3,724 ft
  - LW (max pax + reserves) - SL: 1,063 m - 3,488 ft
  - Reference Speed at Landing: 105 KIAS
- **Optimum Climb Speed:** 160 KIAS
- **Rate of Climb:** 1,135 ft/min
- **Time to Climb to FL1170:** 17.9 min
- **One Engine Net Ceiling:** 7,705 ft
- **Max Cruise Speed:** 261 KTAS - 484 km/h
- **Fuel Flow at Cruise:** 588 kg/hr - 1,296 lb/h
- **Range with Max Pax:** 794 Nm
- **200 Nm Block Fuel:** 511 kg - 1,127 lb
- **200 Nm Block Time:** 57.4 min
- **300 Nm Block Fuel:** 706 kg - 1,556 lb
- **300 Nm Block Time:** 81.5 min
**ATR 42-500**

- **Standard configuration**: 48 seats
- **Engines**: Pratt & Whitney Canada PW127E/M
- **Take-off power**: 2,160 SHP
- **Take-off power - One engine**: 2,400 SHP
- **Max continuous**: 2,400 SHP
- **Max climb**: 2,160 SHP
- **Max cruise**: 2,132 SHP
- **Propellers**: Hamilton Standard 568F
- **Blades, diameter**: 6.39 m - 21.6 ft

**Weights**
- **Max take-off weight (basic)**: 18,600 kg - 41,005 lb
- **Max landing weight (basic)**: 18,300 kg - 40,344 lb
- **Max zero fuel weight (basic)**: 16,700 kg - 36,817 lb
- **Max zero fuel weight (Option)**: 17,000 kg - 37,478 lb
- **Operational empty weight (Tech. Spec.)**: 11,250 kg - 24,802 lb
- **Operational empty weight (Typical in-service)**: 11,700 kg - 25,794 lb
- **Max payload (at typical in-service OEW)**: 5,300 kg - 11,684 lb
- **Max fuel load**: 4,500 kg - 9,921 lb

**Airfield performance**
- **Take-off distance**
  - **Basic - MTOW - ISA - SL**: 1,165 m - 3,822 ft
  - **TOW for 300 Nm - Max pax - SL - ISA**: 1,025 m - 3,363 ft
  - **TOW for 300 Nm - Max pax - 3,000 ft - ISA +10**: 1,215 m - 3,986 ft
- **Take-off speed (V2 min @ MTOW)**: 112 KCAS
- **Landing field length (FAR25)**
  - **Basic MLW - SL**: 1,126 m - 3,694 ft
  - **LW (max pax + reserves) - SL**: 1,055 m - 3,461 ft
  - **Reference speed at landing**: 104 KIAS

**En-route performance**
- **Optimum climb speed**: 160 KCAS
- **Rate of climb (ISA, SL, MTOW)**: 1,851 ft/min
- **Time to climb to FL170**: 12.7 min
- **One engine net ceiling (95% MTOW, ISA +10)**: 13,010 ft
- **Max Cruise speed (95% MTOW - ISA - Optimum FL)**: 300 KTAS - 556 km/h
- **Fuel flow at cruise speed**: 811 kg/hr - 1,788 lb/hr
- **Range with max pax**: 716 Nm
- **200 Nm Block Fuel**: 565 kg - 1,246 lb
- **200 Nm Block Time**: 54.0 min
- **300 Nm Block Fuel**: 783 kg - 1,726 lb
- **300 Nm Block Time**: 75.0 min
## Standard configuration

<table>
<thead>
<tr>
<th>Engine</th>
<th>Pratt &amp; Whitney Canada PW127M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off power</td>
<td>2,160 SHP</td>
</tr>
<tr>
<td>Take-off power - One engine</td>
<td>2,400 SHP</td>
</tr>
<tr>
<td>Max continuous</td>
<td>2,400 SHP</td>
</tr>
<tr>
<td>Max climb</td>
<td>2,160 SHP</td>
</tr>
<tr>
<td>Max cruise</td>
<td>2,132 SHP</td>
</tr>
</tbody>
</table>

## Propellers

- **Hamilton Standard 568F**

## Blades, diameter

- 6 m - 12.9 ft

## Weights

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max take-off weight (basic)</td>
<td>18,600 kg - 41,005 lb</td>
</tr>
<tr>
<td>Max landing weight (basic)</td>
<td>18,300 kg - 40,344 lb</td>
</tr>
<tr>
<td>Max zero fuel weight (basic)</td>
<td>16,700 kg - 36,817 lb</td>
</tr>
<tr>
<td>Max zero fuel weight (Option)</td>
<td>17,000 kg - 37,478 lb</td>
</tr>
<tr>
<td>Operational empty weight (Tech. Spec.)</td>
<td>11,550 kg - 25,463 lb</td>
</tr>
<tr>
<td>Operational empty weight (Typical in-service)</td>
<td>11,700 kg - 25,794 lb</td>
</tr>
<tr>
<td>Max payload (at typical in-service OEW)</td>
<td>5,300 kg - 11,684 lb</td>
</tr>
<tr>
<td>Max fuel load</td>
<td>4,500 kg - 9,921 lb</td>
</tr>
</tbody>
</table>

## Airfield performance

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off distance</td>
<td>1,165 m - 3,822 ft</td>
</tr>
<tr>
<td>Take-off speed (V2 min @ MTOW)</td>
<td>112 KCAS</td>
</tr>
<tr>
<td>Landing field length (FAR25)</td>
<td>1,126 m - 3,694 ft</td>
</tr>
<tr>
<td>Reference speed at landing</td>
<td>104 KIAS</td>
</tr>
</tbody>
</table>

## En-route performance

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimum climb speed</td>
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<tr>
<td>Rate of climb (ISA, SL, MTOW)</td>
<td>1,851 ft/min</td>
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<tr>
<td>Time to climb to FL170</td>
<td>12.7 min</td>
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<td>One engine net ceiling (95% MTOW, ISA +10)</td>
<td>13,010 ft</td>
</tr>
<tr>
<td>Max Cruise speed (95% MTOW - ISA - Optimum FL)</td>
<td>300 KTAS - 556 km/h</td>
</tr>
<tr>
<td>Fuel flow at cruise speed</td>
<td>811 kg/hr - 1,788 lb/hr</td>
</tr>
<tr>
<td>Range with max pax</td>
<td>716 Nm</td>
</tr>
<tr>
<td>200 Nm Block Fuel</td>
<td>565 kg - 1,246 lb</td>
</tr>
<tr>
<td>200 Nm Block Time</td>
<td>54.1 min</td>
</tr>
<tr>
<td>300 Nm Block Fuel</td>
<td>783 kg - 1,727 lb</td>
</tr>
<tr>
<td>300 Nm Block Time</td>
<td>75.0 min</td>
</tr>
</tbody>
</table>
ATR 72-200

66 seats

Engines Pratt & Whitney Canada PW124B

Max take-off power
- 2,160 SHP
- One engine: 2,400 SHP

Max continuous
- 2,400 SHP

Max climb
- 2,088 SHP

Max cruise
- 2,088 SHP

Propellers Hamilton Standard 14 SF-11

Blades, diameter: 4.396 m - 13 ft

Max take-off weight (basic)
- 21,500 kg - 47,399 lb

Max take-off weight (option)
- 22,000 kg - 48,501 lb

Max landing weight (basic)
- 21,350 kg - 47,068 lb

Max zero fuel weight (basic)
- 19,700 kg - 43,430 lb

Max zero fuel weight (option)
- 20,000 kg - 44,092 lb

Operational empty weight
- Tech. Spec.: 12,400 kg - 27,337 lb
- Typical in-service: 13,000 kg - 28,660 lb

Max payload (at typical in-service OEW)
- 7,000 kg - 15,432 lb

Max fuel load
- 5,000 kg - 11,023 lb

Take-off distance
- Basic - MTOW - ISA - SL: 1,409 m - 4,623 ft
- Option - MTOW - ISA - SL: 1,506 m - 4,941 ft
- TOW for 300 Nm - Max pax - SL - ISA: 1,251 m - 4,104 ft
- TOW for 300 Nm - Max pax - 3,000 ft - ISA +10: 1,522 m - 4,993 ft

Take-off speed (V2 min @ MTOW)
- 115 KCAS

Landing field length (FAR25)
- Basic MLW - SL: 1,207 m - 3,960 ft
- LW (max pax + reserves) - SL: 1,145 m - 3,757 ft
- Reference speed at landing: 114 KIAS

Optimum climb speed
- 170 KCAS

Rate of climb (ISA, SL, MTOW)
- 3,900 ft/min

Time to climb to FL1170
- 16.7 min

One engine net ceiling (95% MTOW, ISA +10)
- 8,505 ft

Max Cruise speed (95% MTOW - ISA - Optimum FL)
- 278 KTAS - 515 km/h

Fuel flow at cruise speed
- 720 kg/hr - 1,587 lb/h

Range with max pax
- 872 Nm

200 Nm Block Fuel
- 570 kg - 1,257 lb

200 Nm Block Time
- 55.5 min

300 Nm Block Fuel
- 793 kg - 1,748 lb

300 Nm Block Time
- 77.8 min

Weights
- Max take-off weight (basic)
- 21,500 kg - 47,399 lb
- Max take-off weight (option)
- 22,000 kg - 48,501 lb
- Max landing weight (basic)
- 21,350 kg - 47,068 lb
- Max zero fuel weight (basic)
- 19,700 kg - 43,430 lb
- Max zero fuel weight (option)
- 20,000 kg - 44,092 lb
- Operational empty weight (Tech. Spec.)
- 12,400 kg - 27,337 lb
- Operational empty weight (Typical in-service)
- 13,000 kg - 28,660 lb
- Max payload (at typical in-service OEW)
- 7,000 kg - 15,432 lb
- Max fuel load
- 5,000 kg - 11,023 lb

Airfield performance

En-route performance

Optimum climb speed
- 170 KCAS

Rate of climb (ISA, SL, MTOW)
- 3,900 ft/min

Time to climb to FL1170
- 16.7 min

One engine net ceiling (95% MTOW, ISA +10)
- 8,505 ft

Max Cruise speed (95% MTOW - ISA - Optimum FL)
- 278 KTAS - 515 km/h

Fuel flow at cruise speed
- 720 kg/hr - 1,587 lb/h

Range with max pax
- 872 Nm

200 Nm Block Fuel
- 570 kg - 1,257 lb

200 Nm Block Time
- 55.5 min

300 Nm Block Fuel
- 793 kg - 1,748 lb

300 Nm Block Time
- 77.8 min

Standard configuration

66 seats
## ATR 72-210

### Standard configuration
- **66 seats**
- **Engines** Pratt & Whitney Canada PW127
- **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 247F-1
- **Blades, diameter** 4, 3.96 m - 13 ft

### Weights
- **Max take-off weight (basic)** 21,500 kg - 47,399 lb
- **Max take-off weight (option)** 22,000 kg - 48,501 lb
- **Max landing weight (basic)** 21,350 kg - 47,068 lb
- **Max zero fuel weight (basic)** 19,700 kg - 43,430 lb
- **Max zero fuel weight (option)** 20,000 kg - 44,092 lb
- **Operational empty weight (Tech. Spec.)** 13,000 kg - 28,660 lb
- **Operational empty weight (Typical in-service)** 7,000 kg - 15,432 lb
- **Max payload (at typical in-service OEW)** 5,000 kg - 11,023 lb

### Airfield performance
- **Take-off distance**
  - Basic - MTOW - ISA - SL: 1,211 m - 3,973 ft
  - Option - MTOW - ISA - SL: 1,291 m - 4,236 ft
  - TOW for 300 Nm - Max pax - SL - ISA: 1,106 m - 3,629 ft
  - TOW for 300 Nm - Max pax - 3,000 ft - ISA +10: 1,333 m - 4,373 ft
- **Take-off speed (V2 min @ MTOW)**: 113 KCAS
- **Landing field length (FAR25)**
  - Basic MLW - SL: 1,052 m - 3,451 ft
  - LW (max pax + reserves) - SL: 997 m - 3,271 ft
- **Reference speed at landing**: 109 KIAS

### En-route performance
- **Optimum climb speed**: 170 KCAS
- **Rate of climb (ISA, SL, MTOW)**: 1,462 ft/min
- **Time to climb to FL1170**: 16.6 min
- **One engine net ceiling (95% MTOW, ISA +10)**: 10,000 ft
- **Max Cruise speed (95% MTOW - ISA - Optimum FL)**: 279 KTAS - 517 km/h
- **Fuel flow at cruise speed**: 760 kg/hr - 1,675 lb/h
- **Range with max pax**
  - 200 Nm Block Fuel: 598 kg - 1,318 lb
  - 200 Nm Block Time: 55.4 min
  - 300 Nm Block Fuel: 837 kg - 1,845 lb
  - 300 Nm Block Time: 77.5 min
### Standard configuration
- **Engines**: Pratt & Whitney Canada PW127F/M
- **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, diameter**: 6.93 m - 22.7 ft

### Weights
- **Max take-off weight (basic)**: 22,000 kg - 48,501 lb
- **Max take-off weight (option 1)**: 22,500 kg - 49,603 lb
- **Max take-off weight (option 2)**: 22,800 kg - 50,265 lb
- **Max landing weight (basic)**: 22,000 kg - 48,501 lb
- **Max landing weight (option)**: 22,350 kg - 49,603 lb
- **Max zero fuel weight (basic)**: 20,000 kg - 44,092 lb
- **Max zero fuel weight (option 1)**: 20,500 kg - 45,194 lb
- **Max zero fuel weight (option 2)**: 20,800 kg - 45,855 lb
- **Operational empty weight (Tech. Spec.)**: 12,950 kg - 28,549 lb
- **Operational empty weight (Typical in-service)**: 13,600 kg - 29,982 lb
- **Max payload (at typical in-service OEW)**: 7,200 kg - 15,873 lb
- **Max fuel load**: 5,000 kg - 11,023 lb

### Airfield performance
- **Take-off distance**: 1,224 m - 4,016 ft
- **TOW for 300 Nm - Max pax - SL - ISA +10**: 1,399 m - 4,590 ft
- **Take-off speed (V2 min @ MTOW)**: 115 KCAS
- **Landing field length (FAR25)**: 1,048 m - 3,438 ft
- **Reference speed at landing**: 113 KIAS

### En-route performance
- **Optimum climb speed**: 170 KCAS
- **Rate of climb (ISA, SL, MTOW)**: 1,374 ft/min
- **Time to climb to FL170**: 17.2 min
- **One engine net ceiling (95% MTOW, ISA +10)**: 10,000 ft
- **Max Cruise speed (95% MTOW - ISA - Optimum FL)**: 275 KTAS - 510 km/h
- **Fuel flow at cruise speed**: 762 kg/hr - 1,680 lb/hr
- **Range with max pax**: 785 Nm
- **200 Nm Block Fuel**: 617 kg - 1,360 lb
- **200 Nm Block Time**: 55.0 min
- **300 Nm Block Fuel**: 858 kg - 1,892 lb
- **300 Nm Block Time**: 78.0 min
ATR 72-600

**Standard configuration**
- 70 seats

**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, diameter: 6.39 m - 12.9 ft

**Weights**
- Max take-off weight (basic): 22,800 kg - 50,265 lb
- Max take-off weight (option): 23,000 kg - 50,705 lb
- Max landing weight (basic): 22,350 kg - 49,272 lb
- Max landing weight (option 1): 21,000 kg - 46,296 lb
- Max zero fuel weight (basic): 20,800 kg - 45,855 lb
- Max zero fuel weight (option 1): 21,000 kg - 46,296 lb
- Operational empty weight (Tech. Spec.): 13,311 kg - 29,346 lb
- Operational empty weight (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

**Airfield performance**
- Take-off distance:
  - Basic - MTOW - ISA - SL: 1,333 m - 4,373 ft
  - Option 1 - MTOW - ISA - SL: 1,367 m - 4,485 ft
  - TOW for 300 Nm - Max pax - SL - ISA: 1,175 m - 3,855 ft
  - TOW for 300 Nm - Max pax - 3,000 ft - ISA +10: 1,410 m - 4,626 ft
- Take-off speed (V2 min @ MTOW): 116 KCAS
- Landing field length (FAR25):
  - Basic MLW - SL: 1,067 m - 3,501 ft
  - LW (max pax + reserves) - SL: 1,008 m - 3,307 ft
  - Reference speed at landing: 113 KIAS

**En-route performance**
- Optimum climb speed: 170 KCAS
- Rate of climb (ISA, SL, MTOW): 1,355 ft/min
- Time to climb to FL170: 17.5 min
- One engine net ceiling (95% MTOW, ISA +10): 10,000 ft
- Max Cruise speed (95% MTOW - ISA - Optimum FL): 275 KTAS - 510 km/h
- Fuel flow at cruise speed: 762 kg/hr - 1,680 lb/h
- Range with max pax: 825 Nm
- 200 Nm Block Fuel: 618 kg - 1,363 lb
- 200 Nm Block Time: 55.6 min
- 300 Nm Block Fuel: 859 kg - 1,894 lb
- 300 Nm Block Time: 78.5 min
### Freighter Version

#### LARGE CARGO DOOR CONVERSION

<table>
<thead>
<tr>
<th>Weights and values - Large Cargo Door</th>
<th>ATR 42-300/-320</th>
<th>ATR 72-200*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW</td>
<td>16,900 kg - 37,257 lb</td>
<td>22,000 kg - 48,501 lb</td>
</tr>
<tr>
<td>MLW</td>
<td>16,400 kg - 36,155 lb</td>
<td>21,350 kg - 47,068 lb</td>
</tr>
<tr>
<td>MZFW</td>
<td>15,540 kg - 34,259 lb</td>
<td>20,000 kg - 44,092 lb</td>
</tr>
<tr>
<td>OEW (typical, 9g stop net)</td>
<td>10,029 kg - 22,110 lb</td>
<td>11,638 kg - 25,657 lb</td>
</tr>
<tr>
<td>Provision for CLS**</td>
<td>211 kg - 465 lb</td>
<td>269 kg - 593 lb</td>
</tr>
<tr>
<td>Max gross payload</td>
<td>5,300 kg - 11,684 lb</td>
<td>8,093 kg - 17,842 lb</td>
</tr>
<tr>
<td>Nb of LD3</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Nb of 88&quot; x 108&quot;</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Nb of 88&quot; x 62&quot;</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Max linear load (st)</td>
<td>510 kg/m - 28 lb/inch</td>
<td>510 kg/m - 28 lb/inch</td>
</tr>
<tr>
<td>Max linear load (opt.)</td>
<td>610 kg/m - 34 lb/inch</td>
<td>610 kg/m - 34 lb/inch</td>
</tr>
</tbody>
</table>

* Optional weights ** CLS weight for 88" x 108" pallets

#### Quiet overnight operations

**ICAO - Annex 16 - Chapter III (EPNdB)**

<table>
<thead>
<tr>
<th>Ch III limits</th>
<th>ATR 42-300</th>
<th>ATR 72-200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flyover</td>
<td>89</td>
<td>83.3</td>
</tr>
<tr>
<td>Sideline</td>
<td>94</td>
<td>83.7</td>
</tr>
<tr>
<td>Approach</td>
<td>98</td>
<td>96.7</td>
</tr>
<tr>
<td>Cumulated</td>
<td>281</td>
<td>263.7</td>
</tr>
</tbody>
</table>

### Freighter Version

#### BULK FREIGHTER CONVERSION

<table>
<thead>
<tr>
<th>Weights and values - Bulk Freighter</th>
<th>ATR 42-300/-320</th>
<th>ATR 72-200*</th>
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<tbody>
<tr>
<td>MTOW</td>
<td>16,900 kg - 37,257 lb</td>
<td>22,000 kg - 48,501 lb</td>
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<td>15,540 kg - 34,259 lb</td>
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<td>510 kg/m - 28 lb/inch</td>
<td>510 kg/m - 28 lb/inch</td>
</tr>
<tr>
<td>Max linear load (opt.)</td>
<td>610 kg/m - 34 lb/inch</td>
<td>610 kg/m - 34 lb/inch</td>
</tr>
<tr>
<td>OEW</td>
<td>9,927 kg - 21,885 lb</td>
<td>11,577 kg - 25,522 lb</td>
</tr>
<tr>
<td>Max net payload</td>
<td>5,613 kg - 12,374 lb</td>
<td>8,423 kg - 18,569 lb</td>
</tr>
<tr>
<td>Gross usable volume</td>
<td>56 m³ - 1,978 cu.ft</td>
<td>75.5 m³ - 2.666 cu.ft</td>
</tr>
</tbody>
</table>

* Optional weights

**Quiet overnight operations**

**ICAO - Annex 16 - Chapter III (EPNdB)**

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</tr>
<tr>
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<td>281</td>
<td>263.7</td>
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</table>
**ATR Corporate**

<table>
<thead>
<tr>
<th></th>
<th>ATR 42</th>
<th>ATR 72</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW</td>
<td>18,600 kg</td>
<td>22,800 kg</td>
</tr>
<tr>
<td>MLW</td>
<td>18,300 kg</td>
<td>22,350 kg</td>
</tr>
<tr>
<td>Max payload</td>
<td>5,400 kg</td>
<td>7,790 kg</td>
</tr>
</tbody>
</table>

**Fuel burn per trip (kg)**

- **ATR 42 - 30 seats with a forward VIP lounge (8 seats) and 22 seats at 30°**
- **ATR 42 - 19 seats in two separated lounges: one at the front (8 seats) and one at the rear (11 seats)**
- **ATR 72 - 38 passengers with a forward VIP lounge (6 seats) and 32 seats at 31°**

<table>
<thead>
<tr>
<th>ATR 42-600</th>
<th>ATR 72-600</th>
<th>Fast TP</th>
<th>Medium size Executive Jet</th>
<th>Large size Executive Jet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel burn</td>
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</tr>
<tr>
<td>300 Nm</td>
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<td>300 Nm</td>
<td>300 Nm</td>
</tr>
</tbody>
</table>

**Emergency exit**

- **Stowage**
- **Galley**
- **Baggage**
- **Toilet**
- **Coatroom**
- **Freezer**
- **Attendant seat**

**Electrical Plug**

**Sliding Door**

**ATR Family**
Vessel Search, Identification and surveillance
Search detection, identification, localisation and tracking of friendly/hostile vessels

Maritime and Coastal Surveillance
- Maritime Exclusive Economic Zone (EEZ) Surveillance
- Boat activity monitoring and illegal shipping control
- Fishery protection
- Illegal immigration, piracy and smuggling control

Pollution Detection
Locate and detect sea pollution caused by accidental discharge of oil from ships or installations, or illegal washing out of tanks and bilges by merchant vessels.

Search and Rescue (SAR)
Search, location and rescue of wrecked people from ships or aircraft, through dropping of survival equipment

Outstanding Versatility
Single basic platform easily and quickly convertible for different mission profiles.
Structural and system provisions are available to install all equipments for quick and easy reconfiguration. The high versatility allows to increase and to optimise the aircraft utilization, leading to coast savings.

Roles

1h Cargo

2h Passengers

3h Troops Medevac Patrolling

Time to configure