NEW COCKPIT, NEW CABIN, WITH THE BEST RELIABILITY AND ECONOMICS OF THE REGIONAL MARKET
One of the key success factors of the ATR Program has been the continuous attention to market evolution, to meet the rigorous requirements of regional airlines. Leader in the 50-70 seat turboprop market, ATR’s fundamental strategy is to maintain the main strengths of its products which are, unbeatable operational costs, high reliability, excellent passenger comfort and family concept, while continuing to innovate and to develop products and services to satisfy the demand of ATR operators worldwide.
90% of common spares.

Common Type Rating:
Few hours needed for ground difference training course.

The ATR Family concept allows airlines to match various operational needs:
- Opening/testing of new markets.
- Adapting seat capacity to traffic variations.
- Reducing costs thanks to commonality savings (lower training costs, flight crew optimisation, reduced expenditure on spare parts, ...).

1 PRODUCT, 2 SIZES

- The ATR 72 is recognized as the most cost-effective regional aircraft, positioning it as the industry reference to serve both low-cost/low yields environment.
- The ATR 42 is the only 50-seater aircraft in production with a secured future. It is the right size and natural choice for both fragmented and niche markets.

High commonality between both models allowing operators to adapt seat capacity to traffic demand

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ADVANCED TECHNOLOGY
New Avionics Suite

THE MOST ADVANCED GLASS COCKPIT IN THE REGIONAL AIRCRAFT MARKET

- A380 technology brought to regional aviation
- About 30% lower P/N count
- Reduced maintenance cost (-15%)
- Better reliability
- Pilot stress and workload reduction:
  - Automatic Check list
  - Automatic surrounding monitoring (terrain, traffic, weather, icing)
  - Automatic failure detection and appropriate procedure pop-up
- Safety and operational improvements
  - Cat IIIA (on option) with decision height down to 50 ft, no need for additional hardware such as HUD
  - RNP 0.3
  - TCAS
- Ongoing developments to meet future regulatory requirements:
  - SBAS Capability (EGNOS/WAAS, ...)
  - ADS-B

LEADERSHIP IS NOT JUST ABOUT MARKET SHARE. IT IS ALSO ABOUT PROVIDING THE RIGHT TECHNOLOGY FOR HIGH RELIABILITY AND LOW OPERATING COSTS.
**ADVANCED TECHNOLOGY**

New Avionics Suite

**LATEST INTEGRATED MODULAR AVIONICS TECHNOLOGY, CERTIFIED ON THE A380 PROGRAM**

**FIVE 6X8” LIQUID CRYSTAL DISPLAY UNITS**

- **Primary Flight Display (PFD):**
  - EFIS functions (EADI/EHSI)
  - Fly / Navigate

- **Engine&Warning Display (EWD):**
  - A/C status
  - Engine primary parameters
  - Crew Alerting System
  - Checklists / Procedures management
  - Manage A/C & potential malfunctions

- **Multi-Function Display (MFD):**
  - Navigation/Communication
  - Aircraft systems synoptic
  - Manage route & systems
  - Communicate

**AVAILABLE OPTIONS:**

- **ACARS - Aircraft Communications Addressing & Reporting System**
  - Up/down-loading digital data via VHF network
  - Customisable with dedicated tools
  - Improved communication between aircraft, Operator’s base and ATC (Air Traffic Control)

**Operator benefits**

- Faster and more accurate information flow
- Enhanced flight safety
- Increased operational efficiency
- Improved passenger service
- Reduced crew workload
- Reduced maintenance and operating costs

- **Class 2 Electronic Flight Bag (EFB)**
  - Aircraft manuals
  - Electronic charts
  - Performance calculations
  - Customer dedicated application
  - Highest screen resolution in its category
  - Commonality with other aircraft types (regional jet, business aviation, etc.)

- **Cabin video surveillance**

**FUTURE DEVELOPMENT: ADS-B OUT/CDTI**

Activation on demand:
- Either TC
- Or TCAS+CDTIAS

Symbols depending on:
- Data source
- TCAS status
- Selection

**USE OF STATE OF THE ART TECHNOLOGY COMPLIANT WITH NEXT GENERATION CNS/ATM SYSTEMS FOR IMPROVED SAFETY AND BETTER RELIABILITY**
**ADVANCED TECHNOLOGY**

Multi Purpose Computer (MPC)

**MULTI PURPOSE COMPUTER, AN INNOVATIVE SOLUTION DEVELOPED BY ATR.**

**ONE SINGLE COMPUTER FOR:**

- **Performance Monitoring**
  - Aircraft Performance Monitoring (APM), providing crew awareness of in-flight aircraft behaviour. Tool developed by ATR, unique in the aviation industry.
  - Enhanced Surveillance (EHS) Mandatory in Europe since March 2007 for aircraft parameters acquisition and transfer to transponders.
  - Automatic Dependent Surveillance - Broadcast (ADS-B) parameters acquisition and transfer to transponders, to make aircraft data available to other ADS-B capable aircraft.

- **Principle of ADS-B function**
  - Aircraft “see” each other
  - Air Traffic Control
  - Ground Station

**Draws pilot’s attention**

<table>
<thead>
<tr>
<th>Cruise Speed Low</th>
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- **Enhanced Maintenance**
  - Quick Access Recorder (QAR) allows FDR parameters recording on a PCMCIA card.
  - G-Meter records flight and landing vertical acceleration without FDR reading.
  - Maintenance / BITE monitoring allows the display of maintenance information through the MCDU.
  - Aircraft Condition Monitoring System (ACMS) allowing failure source identification, trend monitoring and on-line troubleshooting aid with automatic pilot flight report, when required, including engine reports.

**Effective Maintenance**

- **MPC IS AN INNOVATIVE SYSTEM PROVIDING ENHANCED MONITORING OF IN-FLIGHT AIRCRAFT BEHAVIOUR**

ATR - 600 SERIES

---

**AdvAnced TEchnology**

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ATR - 600 SERIES
A NEW COMFORT STANDARD
THE ARMONIA CABIN

ATR and GIUGIARO DESIGN have worked closely together to create an ultra modern, appealing and comfortable cabin. The name «Armonia» is linked to beauty, harmony, balance and calm, themes apparent in the new design.

ARMONIA ENHANCEMENTS
The ATR -600 Series has the widest cabin in the regional aircraft market. ARMONIA’s attractively and finely designed seats, ceiling, side panels and overhead bins make the cabin more spacious, airy and comfortable. ARMONIA also uses lightweight materials, reducing its total weight by the equivalent of two passengers.

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NEW LIGHT & SLIM SEATS
WITH NEW ERGONOMIC DESIGN FOR GREATER COMFORT AND WEIGHT OPTIMIZATION.

- New light and slim seats
- Wider overhead bins
- New PSU
- LED cabin lighting

OPTIONAL
- In Flight Entertainment system
- Dual class configuration
- Forward Pax door and jet bridge capability

NEW LIGHT & SLIM SEATS
WITH NEW ERGONOMIC DESIGN FOR GREATER COMFORT AND WEIGHT OPTIMIZATION.

Weight savings
- Prestige type: 60kg (133lb) on a shipset of 70 seats.
- Classic type: 160kg (353lb) on a shipset of 70 seats.

Improved life space
New shape to maximize passenger space, especially at knee level.

30° pitch with new seats, same comfort as standard 31°.

WIDEST FLOOR / WIDEST AISLE IN THE TURBOPROP MARKET

30" pitch with new seats, same comfort as standard 31°.

WIDEST FLOOR / WIDEST AISLE IN THE TURBOPROP MARKET

MORE LEG ROOM FOR WINDOW SEATS

ATR 4-abreast cross section provides large and comfortable seats, spacious aisle, head and foot clearance, and large overhead bins.
A NEW COMFORT STANDARD
THE ARMONIA CABIN

WIDER OVERHEAD BINS & NEW PSU

- Increased total volume by around 10%
- 30% more roller bags stowage with 66% of passengers
  able to stow a standard bag of:
  55 cm x 42 cm x 25 cm
- In a typical 70 seat configuration, about 46 IATA roller bags can be stowed in the overhead bins
- Sliding opening door with push buttons
- New Passenger Service Units

NEW SHAPE + MORE VOLUME = GREATER EFFICIENCY

LED LIGHTING AND IN-FLIGHT ENTERTAINMENT SYSTEM

- LED lighting system providing:
  - Higher efficiency
  - Higher reliability
  - Lower maintenance cost
- In-Flight Entertainment System (on option)
  - 5” screens every two rows
  - Fold/unfold automatically
  - Unique in the turboprop industry

DUAL CLASS
CONFIGURATION ON OPTION

- First class seat
  - Wider seats (3-abreast)
  - 7” recline
  - Comfortable cushion foams
  - Adjustable headrest
  - Large armrest with integrated glass recess

- Forward passenger door
- Jet bridge capability

Both options also available on single-class configuration
UNRIVALLED PERFORMANCE & VERSATILITY

Temperature or altitude extremes from the Equator to the Arctic Circle are part of the routine flying environment for ATR aircraft. Operated today in all types of climates and conditions, ATR operational flexibility and versatility are recognized worldwide by regional operators.

Structural efficiency, together with an advanced aerodynamic design and state-of-the-art Pratt & Whitney Canada PW100 Series engines, keep fuel burn to a minimum. ATR’s objective is to expand operational versatility even further by providing airlines with capability tailored to suit regional operations and boost revenue.

Example of current performance characteristics:
- Short runway (less than 1,000 m)
- 6° Steep slope approach (ATR approved for operations in LCY)
- Unpaved runways certification (laterite, soil, gravel, grass)
- Narrow runways operations, down to 14 m width
- 4.5% runway max slope allowed
- 120 min ETOPS

New Features
- New design weights
- Improved short runway performance
- Performance Enhancement from “hot & high” airfields

Following a strong market demand, the ATR 72-600 offers increased payload, making the aircraft even more attractive. This results in:
- Up to 500 kg (1,100 lb) higher payload for the same range.
- Up to 225 Nm (420 km) extended range performance at same payload.

Increased ATR 72-600 operational weights

<table>
<thead>
<tr>
<th></th>
<th>ATR 72-500</th>
<th>ATR 72-600</th>
<th>ATR 72-600</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>STANDARD</td>
<td>BASIC</td>
<td>OPTIONAL</td>
</tr>
<tr>
<td>MTOW</td>
<td>22,500 kg</td>
<td>22,800 kg</td>
<td>23,000 kg</td>
</tr>
<tr>
<td></td>
<td>49,844 lb</td>
<td>50,500 lb</td>
<td>50,700 lb</td>
</tr>
<tr>
<td>MCGW</td>
<td>22,350 kg</td>
<td>22,350 kg</td>
<td>22,350 kg</td>
</tr>
<tr>
<td></td>
<td>49,677 lb</td>
<td>49,677 lb</td>
<td>49,677 lb</td>
</tr>
<tr>
<td>MJFW</td>
<td>20,300 kg</td>
<td>20,800 kg</td>
<td>21,000 kg</td>
</tr>
<tr>
<td></td>
<td>44,988 lb</td>
<td>45,855 lb</td>
<td>46,260 lb</td>
</tr>
<tr>
<td>CEW (BASIC)</td>
<td>12,950 kg</td>
<td>13,010 kg</td>
<td>13,010 kg</td>
</tr>
<tr>
<td></td>
<td>28,599 lb</td>
<td>28,682 lb</td>
<td>28,682 lb</td>
</tr>
<tr>
<td>MAX PAYLOAD</td>
<td>7,550 kg</td>
<td>7,790 kg</td>
<td>7,990 kg</td>
</tr>
<tr>
<td></td>
<td>16,645 lb</td>
<td>17,173 lb</td>
<td>17,614 lb</td>
</tr>
</tbody>
</table>

ISA - No wind - JAR Fuel Reserves - Typical European Airline OEW

Adapted for regional operations in all types of environment.

Providing exactly what the customer needs in a fast evolving market.
ATR has developed the « Reserve Take Off (RTO) » option to improve take off capabilities on very short runways or in case of near obstacles. With this option, the ATR 72-600 can be operated profitably from very short runways everywhere in the world, greatly improving TOW and payload.

**Performance Enhancement from “Hot and High” Airfields (Boost Option)**

Within the scope of providing even better performance and additional payload for the most demanding networks (hot and high airports, mountainous environment), ATR and P&W have jointly worked to provide an on request 5% higher thermodynamic power at take off and max continuous ratings. This results in:

- Increase of climb gradient in hot and high conditions leading to take off weight improvement of around 500 kg (1,100 lb).
- Example: +500 kg from Bogota airport (8,360 ft and ISA+20°C)
- +1,000 ft higher one engine out net ceiling.

**ATR -600 Series**

- 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.
- A unique engine hardware PW 127 for 3 power settings: E, F and M.
- Smart Card to account for cycles relevant to each model rating.
- Higher rating on request only → better control of maintenance costs.
Thanks to lighter structure, optimized speed and well suited engine for short sectors, the ATR 72-600 is by far more fuel efficient than any other 70-seater aircraft.

In addition to the lower fuel bill, the fuel efficiency of ATR makes the aircraft the «green» turboprop of tomorrow and the most environment friendly aircraft of its category.

<table>
<thead>
<tr>
<th>Fuel Price</th>
<th>DHC 8 Q400 Extra US$/trip</th>
<th>DHC 8 Q400 Extra US$/year</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.55/Gal</td>
<td>335</td>
<td>670,000</td>
</tr>
<tr>
<td>3.5/Gal</td>
<td>390</td>
<td>780,000</td>
</tr>
<tr>
<td>4/Gal</td>
<td>446</td>
<td>890,000</td>
</tr>
</tbody>
</table>

**DHC 8 Q400 Annual Extra Fuel Cost**
> US$ 670,000 per aircraft

Based on a yearly utilisation of 2,000 flights per year.

ATR, and especially the ATR 72-600 features exceptionally low operating costs when compared to similar sized turboprops and jet competitors on typical regional sectors. In addition to the lower acquisition cost, and thanks to its structural efficiency and low design weights, the ATR 72-600 benefits from:

- Lower fuel bill.
- Lower engine and airframe maintenance costs.
- Significantly lower airport and navigation charges (weight related charges).

**Cash Operating cost per trip on 250 Nm**

ATR is the Natural Hedge Against High Fuel Prices

250Nm stage length
10 min. taxi time

753 kg (1,660 lb) ATR 72-600
1,085 kg (2,392 lb) DHC 8 Q400

**FUEL ECONOMY PER TRIP:** 332 KG \( \rightarrow \) 44%
THE HIGHEST CUSTOMER SUPPORT STANDARDS

**CUSTOMER FRONT DESKS**
Each of the main support functions is accessible through its own dedicated front desk: Technical, Spares, Training and Flight operations, Services and Warranty. The channeling of standard queries via such specific front desks means that a prompt yet truly specialised assistance is provided.

**AOG SERVICES**
A worldwide ATR team is on call, 24H/7 to organise spare deliveries and to provide technical assistance under emergency conditions to return your aircraft to service.

**ON-SITE ASSISTANCE**
ATR Customer Support Representatives located at customer base assist ATR operators integrate ATR aircraft into their fleet in seamless manner. They also provide front-line technical assistance during operations.

**TECHNICAL SUPPORT**
A specific ATR team is in place on a 24H basis, providing solutions on any technical issues. The group is also ready and able to perform on-site assistance missions.

**TECHNICAL SERVICES**
Subjects such as aircraft damage assessment, engineering studies, working party, fuel tank video inspection and maintenance cost analysis are handled, with specific benefits that only an experienced and successful aircraft manufacturer like ATR can offer.

**TECHNICAL PUBLICATION**
Aircraft publications are regularly updated for flight operations, maintenance and retrofit purposes; available in multiple formats (hard copy, CD/DVD/Rom and online).

**TRAINING and FLIGHT OPERATIONS**
Worldwide training is available through the ATR network of dedicated centres, named RTCs (Reference Training Centres). Each operator benefits from the highest level of training whenever and wherever it operates its ATR aircraft.

**RETROFIT ENGINEERING**
Upgrades and retrofit solutions for in-service aircraft are continually being developed, in anticipation or preparation for new regulatory requirements. ATR’s approach goes beyond merely keeping up with technology and passenger preferences. It protects aircraft asset values and enables owners to be confident that their aircraft are in peak revenue earning condition.

**ENHANCED SERVICES**
- The ATR Global Maintenance Agreement: A GMA is a comprehensive package combining parts availability and on/off aircraft maintenance for operators who seek minimum stock investment. It also helps to better predict and therefore better plan maintenance expenditure.
- Consulting services: Specific modules have been developed in order to help Operators reach optimum efficiency and work with the best and most up-to-date practices and procedures available in all domains (engineering & maintenance, flight-ops., training, etc.).

**ATRactive PORTAL**
Our Customer Services portal is an e-platform easily accessible by customers who wish to buy spare parts, to book training courses, to consult technical publications and access the latest ATR Customer Services information online.

At ATR, we believe that effective support should not be limited to responding satisfactorily to customers’ technical queries and operational requirements. Just as we support an aircraft throughout its entire life cycle, we want to support our customers beyond and above industry standard expectations by dealing with their differing and changing needs, now and long term. Our current organisation, together with its considerable investments, is a demonstration of our will to be more than a simple service provider, to be a “Solutions Partner”.

PROVIDING CONTINUOUS SUPPORT AND SERVICES TO OUR CUSTOMERS FOR SAFE AND PROFITABLE OPERATIONS.
**ATR -600, A SUCCESS STORY**

**Royal Air Maroc**

“We are very proud of being the first carrier in the Mediterranean region to introduce the new ATR -600 series in our fleet and to be able to offer our passengers aircraft featuring the most advanced technologies, both in comfort and performance. The ATR -600 series, which features the lowest CO2 emissions per passenger, is the greenliner aircraft of the regional aviation, and will allow us to contribute to the respect of the environment.”

Driss Benhima President of Royal Air Maroc.

**Air Lease**

“ATR -600 SERIES

Air Lease CEO, Steven Udvar-Hazy, whose company ordered 10 ATR 72-600 + 10 options, describes the -600 as the “latest technological and most fuel efficient of the larger turboprops, that offer the lower costs to our customers”.

**Air Tahiti**

“For more than 20 years, the ATR have proven to be the right choice for our inter-island operations. The high commonality between the ATR 42s and ATR 72s represents a clear advantage for us, as it allows us to operate our fleet optimally in some forty destinations, while minimizing our operating costs.”

[...]

“Because of their very low fuel consumption, ATR 42-600s and ATR 72-600s will enable us to enhance our operational capabilities, while reducing our environmental footprint, which is a major value in Polynesia.”

Maté Galénon, Managing Director of Air Tahiti.

**Air Nostrum**

“Thanks to the clear advantages of the ATR 72-600 aircraft, mainly in terms of low operating costs, we will be able to maintain our leading position in the Spanish regional market. Our new fleet of ATRs, which is well adapted for our new competitive environment, will also allow us to further improve our cost structure and strengthen our business case while offering the best value to our customers.”

Carlos Bertomeu, Chief Executive Officer of Air Nostrum.

**Virgin Australia**

“The ATR is the best aircraft to operate on regional routes throughout Australia. It burns one-third less fuel than our jet and 20% to 30% less than its equivalent competitor. Not only is it compelling from an economics point of view, its compelling from a customer perspective. It has a wider aisle and wider cabin than other aircraft we were looking at.”

John Borghetti CEO of Virgin Blue.

**Azul**

“The carrier was looking for a low-cost, fuel efficient aircraft that would allow Azul to bring down airfares and stimulate traffic. The ATR 72-600 does all those things.”

[...] “When the carrier looked at the fuel burn difference of the ATR 72 and its competitor, it wasn’t even close.”

David Neeleman, Founder and Chairman of the board of Azul.
**ATR -600 CHARACTERISTICS**

---

**GLOSSARY**

- ADSB: Automatic Dependent Surveillance - Broadcast
- ASI: Air Speed Indicator
- ATC: Air Traffic Control
- CDTI: Cockpit Display of Traffic Information
- EGPPWS: Enhanced Ground Proximity Warning System (or TAWS, OACI designation)
- EHSI: Electronic Horizontal Situation Indicator
- MTBF: Mean Time Between Failure
- MLI: Radio Magnetic Indicator
- MNT: Required Navigation Procedure
- TAWS: Terrain Awareness and Warning System
- TCAS: Traffic Collision Avoidance System (or ACAS, OACI designation)
- VSI/TRA: Vertical Speed Indicator/Traffic Resolution Advisory
- WAAS: Wide Area Augmentation System
- WSR: Weather Surveillance Radar
- WXR: Weather X-Ray

---

**A MODERN TURBOPROP AIRCRAFT WITH:**

- A new avionic suite with state-of-the-art technology compliant with future CNS/ATM systems
- A new cabin for jet-like passenger comfort.
- A new engine for better performance with higher payload.

---

**OPERATIONAL FLEXIBILITY**

- ATR-600 series is the unique aircraft family in the 50/70-seater market with strong product commonality to match demand and capacity.
- Unrivalled performance at challenging airports with short, narrow or unpaved runways which jet aircraft cannot access.

---

**COST EFFECTIVENESS**

- The specialised tool for short haul sectors.
- ATR aircraft are the most fuel efficient and most environment friendly aircraft in the regional market.
- ATR 72 is the lowest seat-mile cost aircraft on the 70 seat segment (money maker), providing significant lower direct operating costs than its competitors.