

ATR 72-600



ATR: THE N°1 CHOICE IN THE REGIONAL MARKET

With the 600 Series, ATR has reinforced its leadership position in the turboprop market. While sharing the same fundamentals of 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 incorporating the latest innovations in avionics technology. This glass cockpit brings further reduction in flight crew workload, 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. More comfort and space are offered to passengers with new lightweight and slim seats. In addition, the ATR-600 Series is fitted with wider, reshaped overhead bins providing 30% more roller bags stowage capability 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.



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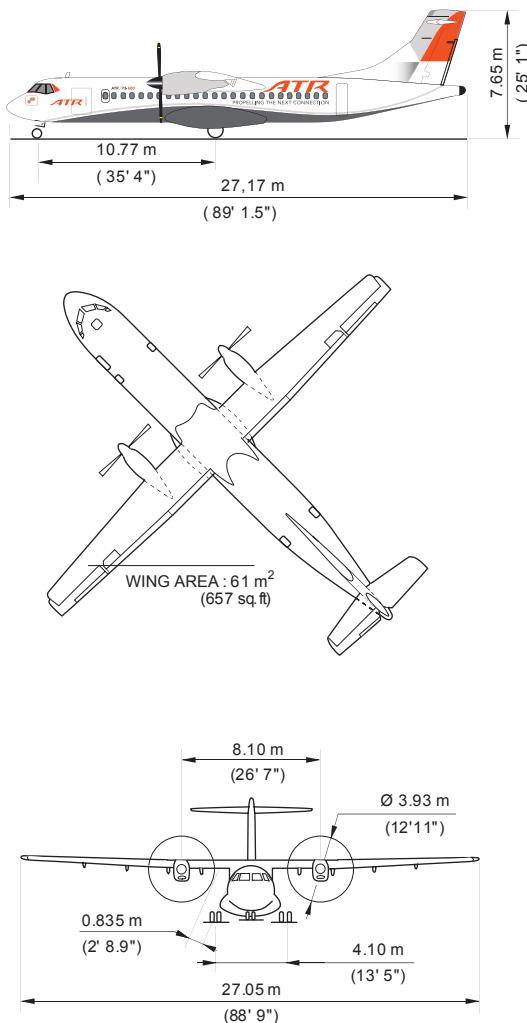
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ATR
PROPELLING THE NEXT CONNECTION

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

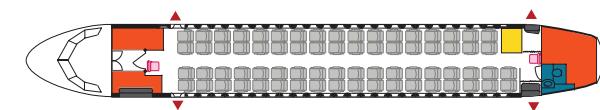
Hamilton Standard: 568F
Blades: 6; Diameter: 3.93 m - 12.9 ft

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 ■ Toilet ■ 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 - 3,000ft)	1,410 m - 4,626 ft
TAKE-OFF SPEED (V2 min @ MTOW)	115 KIAS

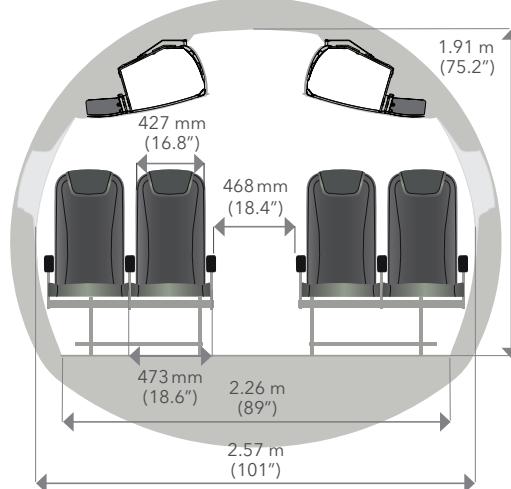
LANDING DISTANCE (JAR25):

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 Emission	1,947 kg - 4,292 lb
Block Time	55.6 min
300 Nm Block Fuel	859 kg - 1,894 lb
CO ₂ Emission	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: 4min.



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