



## ATR 72

Passenger Series

***Low operating cost partnered with class leading seat capacity make for a cost-effective personnel transport solution.***

The ATR72 offers a combination of high overall performance and comfort unmatched in its class whilst maintaining the competitive economics trademark of ATR Aircraft.

Equipped with 2 x Pratt and Whitney 127 engines which provide excellent take-off and single engine performance maintained even in hot and high conditions.

The ATR is still currently in production which ensures continuing support, parts availability as well as environmental impact reductions driven by the Original Equipment Manufacturer (OEM).

An added characteristic of the ATR is the tricycle undercarriage which significantly reduces minimum airfield requirements in terms of width and turning provision which opens operations to smaller, more remote locations.

Aerlink and its sister companies have been safely operating the ATR in challenging environments for over a decade.



6-Bladed propellers partnered with dynamic vibration absorbers and skin damping significantly reduce cabin noise.



Fitted with gravel kit to allow for safe landings on remote and unpaved air strips vastly increasing area of operations.



The modern ATR has up to 27% less environmental impact compared to older aircraft within the market



High Wing Views, Spacious Cabin, and high pitch seating for a more enjoyable experience.

**STANDARD CONFIGURATION**
**68 SEATS**

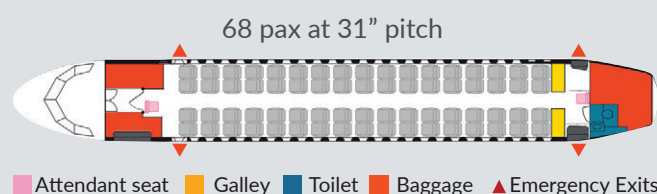
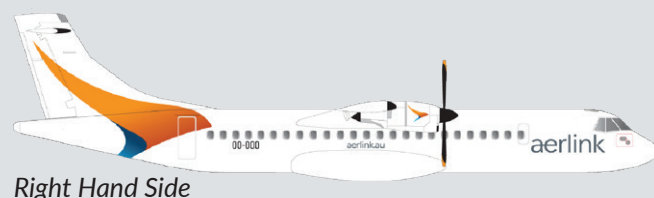
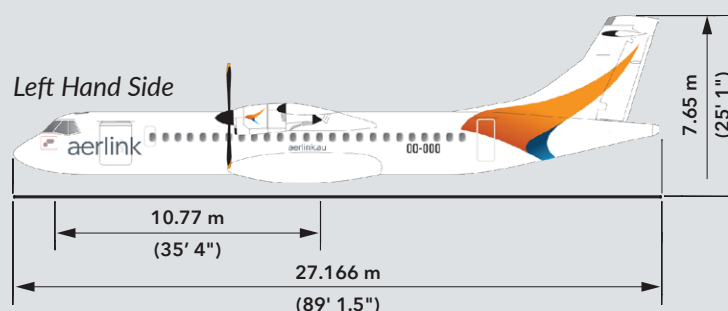
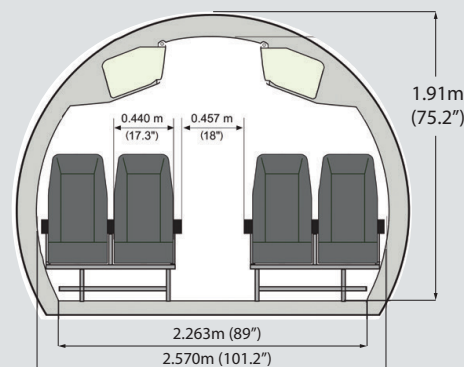
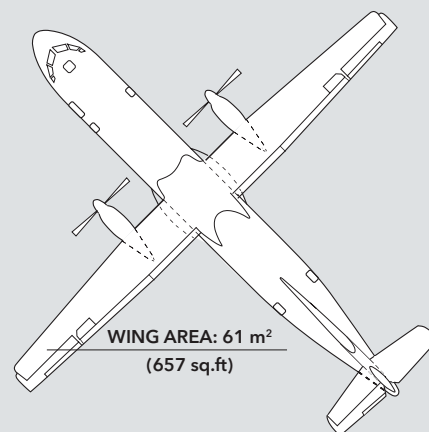
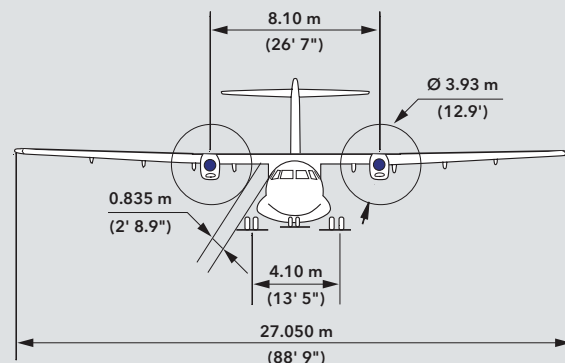
Engines Pratt & Whitney Canada PW127F/M	
Take-off power	2,475 SHP
Take-off power - One engine	2,750 SHP
Max continuous	2,500 SHP
Max climb	2,192 SHP
Max cruise	2,132 SHP

Propellers Hamilton Standard 568F	
Blades - diameter	6 - 3.93 m - 12.9 ft

Weights PW127F/M	
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)	21,850 kg - 48,170 lb
Max landing weight (option)	22,350 kg - 49,272 lb
Max zero fuel weight (basic)	20,000 kg - 45,194 lb
Max zero fuel weight (option 1)	20,300 kg - 44,753 lb
Max zero fuel weight (option 2)	20,500 kg - 45,194 lb
Operational empty weight (Tech. Spec.)	12,950 kg - 28,549 lb
Operational empty weight (Typical in-service)	13,500 kg - 29,762 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	
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/h
Range with max pax	772 NM
200 NM Block Fuel	636 kg - 1,402 lb
200 NM Block Time	61 min
300 NM Block Fuel	876 kg - 1,932 lb
300 NM Block Time	84 min

En-route performance	
Take-off distance	
> Basic - MTOW - ISA - SL	1,224 m - 4,016 ft
> Option 1 - MTOW - ISA - SL	1,289 m - 4,229 ft
> Option 2 - MTOW - ISA - SL	1,333 m - 4,373 ft
> TOW for 300 NM - Max pax - SL - ISA	1,167 m - 3,829 ft
> TOW for 300 NM - Max pax - 3,000 ft - ISA +10	1,404 m - 4,606 ft
Take-off speed (V2 min @ MTOW)	115 KCAS
Landing field length (EASA Air Ops)	
> Basic MLW - SL	899 m - 2,949 ft
> Option MLW - SL	915 m - 3,002 ft
> LW (max pax + reserves) - SL	863 m - 2,831 ft
> Reference speed at landing	13 KIAS


**Seating Configuration**