



## ATR 42

Passenger Series

***Low operating cost partnered with strong performance make for an excellent aircraft to service regional routes***

The ATR42 offers a combination of high overall performance and comfort whilst maintaining the competitive economics trademark of ATR Aircraft. The 'younger brother' of the larger 72 series the new generation ATR42 has undergone significant development in speed and passenger comfort.

Equipped with 2 x Pratt and Whitney 127 engines which provide exception 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 ATR Aircraft in remote and challenging environments for over a decade.



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



Larger overhead bins compared to previous models sees more stowage space for passengers' valuables.



Excellent Short Take-Off and Landing (STOL) aircraft ideal for remote locations.



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

**STANDARD CONFIGURATION**
**48 SEATS**

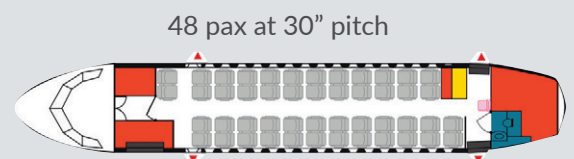
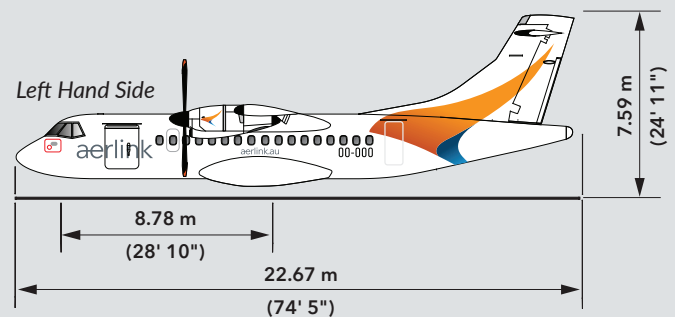
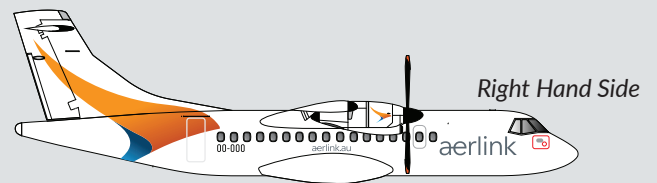
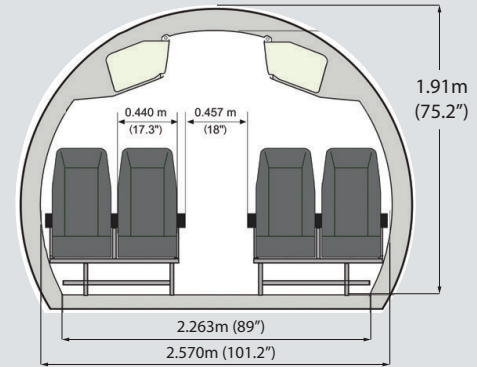
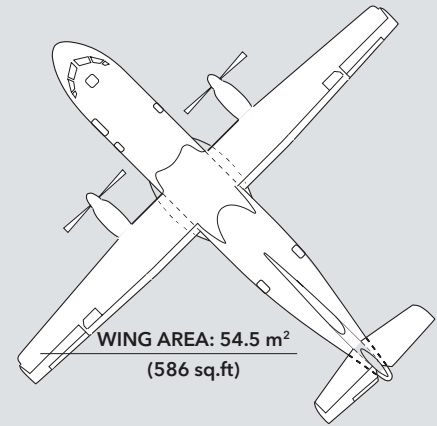
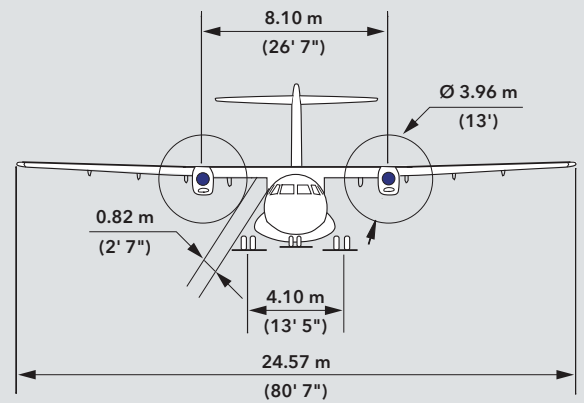
Engines Pratt & Whitney Canada		PW120
Take-off power		2,160 SHP
Take-off power - One engine		2,400 SHP
Max continuous		2,400 SHP
Max climb		2,160 SHP
Max cruise		2,132 SHP

Propellers Hamilton Standard		568 F
Blades - diameter		6 - 3.93 m - 12.9 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)	11,500 kg - 25,353 lb
Max payload (at typical in-service OEW)	5,500 kg - 12,125 lb
Max fuel load	4,500 kg - 9,921 lb

Airfield performance	
<b>Take-off distance</b>	
> Basic - MTOW - ISA - SL	1,165 m - 3,822 ft
> TOW for 300 NM - Max pax - SL - ISA	982 m - 3,221 ft
> TOW for 300 NM - Max pax - 3,000 ft - ISA +10	1,164 m - 3,818 ft
Take-off speed (V2 min @ MTOW)	112 KCAS
<b>Landing field length (EASA Air Ops)</b>	
> Basic MLW - SL	966 m - 3,169 ft
> LW (max pax + reserves) - SL	906 m - 2,972 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/h
Range with max pax	703 NM
200 NM Block Fuel	584 kg - 1,287 lb
200 NM Block Time	60 min
300 NM Block Fuel	802 kg - 1,768 lb
300 NM Block Time	81 min



Attendant seat Galley Toilet Baggage Emergency Exits

Seating Configuration