

## ABOUT ATR

ATR is the world number one regional aircraft manufacturer, with its ATR 42 and 72 models the best-selling aircraft in the less than 90-seat market segment.

### KEY FACTS & FIGURES

#### Company

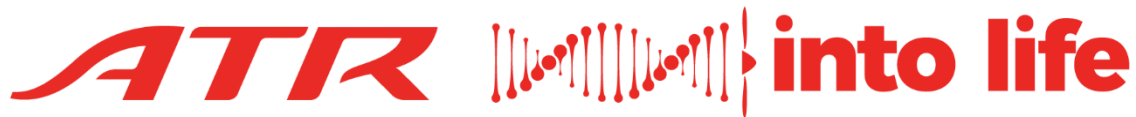
- Founded in 1981
- Turnover US\$ 1.6 billion
- Shareholders: Airbus (50%) & Leonardo (50%)
- Headquarters: Toulouse
- Sales offices: Toulouse, Miami, Singapore, Beijing and Tokyo
- Training centres: Toulouse, Paris, Miami, Singapore and Johannesburg
- Customer services centres: Toulouse, Bangalore, Miami and Singapore
- Spare parts centres: Paris, Miami, Singapore and Auckland.

#### ATR aircraft

- More than 1,700 aircraft sold and more than 1,500 delivered: the ATR 42 and 72 are the best-selling aircraft in the less than 90 seat segment.
- About 200 operators in nearly 100 countries.
- Around 1,350 destinations served by ATR aircraft across the globe.
- World leader in the regional aviation market.
- An ATR 72-600 emits 40% less CO<sub>2</sub> per trip versus regional jets on an average route of 300NM (550km).
- ATR 42 first flights:
  - 1984;
  - ATR 42-500: 1994;
  - ATR 42-600: 2012.
- ATR 72 first flights:
  - 1988;
  - ATR 72-500: 1998;
  - ATR 72-600: 2011.

#### Market

- The regional aviation market:
  - 30 to 90 seaters;
  - Jets and turboprops;
  - Single-aisle cabin;
  - Average route: 250-300NM = 465-550km = one hour-one hour 15 minutes.



- Sub-segments:
  - 50-90 seaters: ATR 72-600
  - 30-50 seaters: ATR 42-600 and 42-600S (for STOL), the only modern solution on the market, with 2020 design and technology, and best cost per seat on the segment around 30 seats.
  - Cargo: ATR 72-600F (for freighter), the purpose-built regional aircraft.
- Best-selling regional aircraft since 2010 on the 50-90 seat market:
  - 75% of all turboprop sales
  - 35% of all regional sales
- Turboprops represent 50% of all regional aircraft sales since 2010.
- Regional overview:
  - Asia Pacific: ATR's largest market with 37% of the total ATR fleet;
  - Europe: 30%;
  - Americas: 23%;
  - Africa and Middle-East: 10%.

## AIRCRAFT PRODUCTION

- ATR aircraft fuselage and tail sections: manufactured by Leonardo in Pomigliano, near Naples (Italy).
- The elementary parts of the rear fuselage are manufactured in China by Xi'an Aircraft Industry Co., Ltd. (XAC), a subsidiary of AVIC, which also works on the outer metallic wing box of the ATR 42.
- Wings: Stelia in Bordeaux (France).
- Engines: Pratt & Whitney Canada (Canada).
- Propellers: Ratier-Figeac, today UTC Aerospace Systems in Figeac (France)
- Final assembly, flight tests, certification and deliveries: ATR in Toulouse (France).

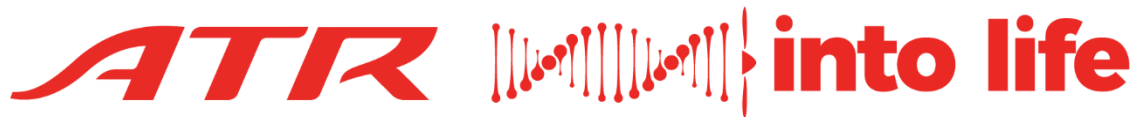
Composites currently account for about 20% of the total structure of the ATR 42-600 and ATR 72-600. The ATR 72 also makes an innovative use of carbon fibre for the outer wing boxes. The weight reduction resulting from the use of composite materials is significant.

## ONE FAMILY, TWO AIRCRAFT MODELS, FOUR VARIANTS

The ATR family (ATR 42 and ATR 72) is made up of high-wing, six-blade twin turboprop aircraft designed right from the start for efficiency, and therefore low fuel consumption and CO2 emissions, and operational flexibility.

There are four variants of the ATR aircraft family:

- The ATR 42-600 (30 to 50 seats)
- The ATR 42-600S, for 'STOL' (Short Take-Off and Landing), launched in October 2019, capable of taking-off and landing on runways as short as 800m with 40 passengers on board in standard flight conditions;



- The ATR 72-600 (44 to 78 seats);
- The ATR 72-600F, the purpose-built regional freighter, with a large cargo door, reinforced flooring allowing the transportation of heavier cargo, a rear upper hinged door, 9 tonnes of maximum structural payload and a gross volume of 75 m<sup>3</sup>.

The fuselage of the ATR 72 is 4.5m longer than that of the ATR 42, and its outer wing is larger and made of carbon fibre.

## SHARED FEATURES

A key trait of the ATR family is the large number of shared features between the ATR 42 and the ATR 72. They have the same fuselage cross section, use the same basic systems, share the same engines and propellers, as well as the same cockpit, allowing for common type rating (CTR) or cross crew qualification (CCQ). This results in major cost savings for operators in terms of flight crew training, as well as in terms of maintenance. Some 85% of the spare parts are common to both models.

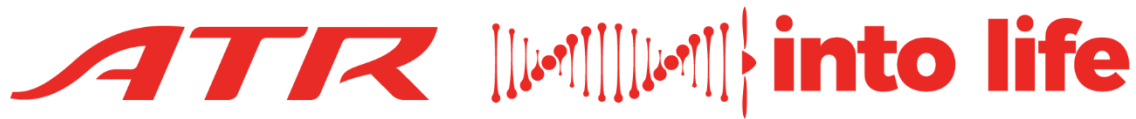
## FLY RESPONSIBLY, FLY ATR

### Turboprops are an eco-responsible and sustainable way of flying

- Turboprops are more efficient than jets on short sectors, because they accelerate the air using less power, so less fuel. They are the proven benchmark for short flights of about an hour (550km), during which you don't have time to reach high altitudes and high speeds anyway.
  - 2.8L / 100km on a per seat basis (for 72 passengers, which is the standard ATR configuration).
- ATR 72-600 have a huge environmental advantage over regional jets and even over other turboprops.
  - 40% less CO<sub>2</sub> emissions per trip versus regional jets on an average route of 300NM (550km);
  - 4,000 tonnes of CO<sub>2</sub> saved per aircraft per year versus regional jets on an average route of 300NM.
- ATR, the quiet neighbour:
  - The ATR 72-600's external noise is 14.1 dB lower than a regional jet, and 8.8 dB below the ICAO Chapter 14 limit.
  - The ATR 42-600's external noise is 8.9 dB lower than a regional jet, and 14.4 dB below the ICAO Chapter 14 limit.

## ATR AIRCRAFT: CONNECTING YOU, WHEREVER YOU ARE

Turboprops play an essential role to connect communities and boost local economies



- Regional air connectivity opens economic development opportunities, connects people and cultures, boosts tourism and guarantees a better access to education, health, culture and the global market.
- Turboprops play an essential role to connect communities and boost local economies.
  - There are nearly 3,800 airports globally. Some of the most important are those which help the small communities connect to the wider world.
    - One third of commercial airports worldwide rely exclusively on turboprops;
    - ATR aircraft open over 100 new routes every year (113 in 2018);
    - ATR aircraft serve 1,346 airports worldwide (+56 in 2018).
- ATR aircraft take off and land where other aircraft can't: they ensure accessibility to all airfield profiles, including the most challenging ones. ATR aircraft can take off in very different environments:
  - extreme temperatures (-45°C to +50°C);
  - high altitudes (up to 3,350m of altitude);
  - short runways (down to 1,000m long with the ATR 42-600 and ATR 72-600, which is a quarter of the runway length at London Heathrow or CDG airport; and down to 800m with the ATR 42-600S (STOL);
  - narrow runways (14m);
  - unpaved runways.

## HISTORY

ATR was established in November 1981 when Aerospatiale (now Airbus) and Aeritalia (now Leonardo) merged their two separate, but similar, regional aircraft designs into a single project. The two companies had been working on their respective aircraft concepts - the AIT 230 by Aeritalia and the AS35 by Aerospatiale - since 1978.

The ATR programme was officially launched on November 4<sup>th</sup> 1981, the date on which both companies signed the cooperation agreement. The ATR 42 made its first flight in 1984, the ATR 72 followed it four years later, in 1988.

Ten years after the first flight of the ATR 42, in 1994, a new generation of ATR aircraft took to the skies, the -500 series. The ATR 42-500 first flew in 1994 and again, it was four years later that the ATR 72-500 took off for its first flight (1998).

As the 21st century began, ATR soon started working on the current version of its successful aircraft, the -600 series. The series was launched in October 2007; the ATR 72-600 started flying in August 2011 and the ATR 42-600 the following year, in November 2012.