

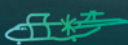
ATR | 72-600F

Born to be a freighter



ATR, THE LEADER IN REGIONAL AVIATION

The only purpose-built regional freighter



160+

ATR freighters
in service



30%+

market share in the
regional freighter segment



30

Operators



20

Countries

Figures for the entire ATR Freighter family

ATR 72-600F: a design optimised for cargo

LARGE CARGO DOOR

2.94x1.8m to accommodate
unit load devices &
outsized cargo

9.2 tonnes

of structural payload
offering a remarkable
capacity

75m³

gross volume
offering high
revenue potential

99.7%

Dispatch reliability allowing
efficient & on-time deliveries

HIGH MODULARITY

capable of transporting
bulk, containers and
pallets

ADVANCED AVIONICS

Latest generation technologies on
Performance Based Navigation, flight
efficiency & situation awareness

REINFORCED FLOORING

allowing transportation
of heavy cargo

WINDOWLESS FUSELAGE

Light weight & lower
maintenance

SUPERIOR AIRPORT ACCESSIBILITY

Unrivalled access to challenging airports
Short, narrow or unpaved runways,
extreme cold, hot or windy conditions

ATR

ACCELERATING SUSTAINABLE CONNECTIONS

ATR | 72-600F

Born to be a freighter



ENGINES

| | |
|------------------------|------------|
| Pratt & Whitney Canada | PW 127XT-M |
| Power | 2,750 SHP |

WEIGHTS

| | | |
|---|-----------|-------------|
| Max take-off weight | 23,000 kg | 50,705 lb |
| Max landing weight | 22,350 kg | 49,272 lb |
| Max zero fuel weight | 21,000 kg | 46,296 lb |
| Operational empty weight (typical in-service) | 11,800 kg | 26,015 lb |
| Max structural payload | 9,200 kg | 20,281 lb |
| Max gross volume | 75,0 m³ | 2,649 cu.ft |
| Max volumetric payload ⁽¹⁾ | 7,930 kg | 17,483 |
| Max fuel load | 5,000 kg | 11,024 lb |

CARGO CAPACITY

| | |
|---------------------------------|---|
| LD-3s | 7 |
| 88"x 108" pallets or containers | 5 |
| 88"x 62" pallets or containers | 9 |

+ aft bulk cargo in all configurations

AIRFIELD PERFORMANCE

Take-off field length

| | | |
|--|---------|----------|
| > @ MTOW - ISA - Sea Level | 1,315 m | 4,314 ft |
| > @ TOW for 300 NM - Max Vol. Payload - ISA +10 - Sea Level ⁽²⁾ | 1,160 m | 3,806 ft |

Landing field length

| | | |
|--|-------|----------|
| > @ MLW - ISA - Sea Level (EASA Air Ops) | 915 m | 3,002 ft |
|--|-------|----------|

EN-ROUTE PERFORMANCE

| | | |
|---|----------|------------|
| Climb speed | 170 KCAS | |
| Max cruise speed (95% MTOW - ISA - FL200) | 270 KTAS | 500 km/h |
| Fuel consumption in cruise (95% MTOW - ISA - FL200) | 650 kg/h | 1,432 lb/h |
| One engine-out net ceiling (95% MTOW - ISA +10) | 2,990 m | 9,800 ft |
| Range with max volumetric payload ⁽²⁾ | 1,030 NM | 1,908 km |

| Standard routes ⁽²⁾ | 200 NM | 300 NM | 400 NM |
|--------------------------------|-------------------|-------------------|---------------------|
| Block fuel | 624 kg - 1,376 lb | 869 kg - 1,916 lb | 1,115 kg - 2,458 lb |
| CO ₂ emissions | 1.97 t | 2.75 t | 3.52 t |
| Flight time | 00:52 | 01:14 | 01:37 |

ENVIRONMENTAL PERFORMANCE

| | | |
|--|------------|---------|
| CO ₂ per 100kg freight/km ⁽⁴⁾ | 54 g | 0.12 lb |
| NOx per Landing and Take-off cycle | 2.0 kg | 4.4 lb |
| Margin vs. ICAO Chapter 14 certification ⁽⁵⁾ | -5.1 EPNdB | |
| CO ₂ per 100 kg freight/km (Max volumetric payload) | 62 g | |

⁽¹⁾ Typical freight density in the integrator segment

⁽²⁾ EASA fuel reserves -100 NM alternate

⁽³⁾ Max structural payload - EASA fuel reserves -100 NM alternate - 10min taxi

⁽⁴⁾ 300 NM reference route / max structural payload

⁽⁵⁾ ICAO Annex 16 Vol



ACCELERATING SUSTAINABLE CONNECTIONS

DIGITAL VERSION

