

ATR



ATR | 72-600

The most efficient regional aircraft

Unbeatable economics

-45%
fuel burn
per trip⁽¹⁾

RANKED #1 ASSET
in regional category
for 6 years in a row⁽²⁾

40%
trip cost
advantage⁽¹⁾

20%
seat cost advantage
Lowest break-even load factor⁽¹⁾

The most advanced 70-seater aircraft

OUTSTANDING COMFORT

Up to 78 seats offering comfortable living space, full-standing aisle, and large overhead bins. Also available in high-end cabin

SUPERIOR AIRPORT ACCESSIBILITY

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

ADVANCED AVIONICS

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

POWERED BY PW127XT ENGINES⁽³⁾

-3% Block Fuel
-20% Direct Maintenance Cost
-170 tonnes CO₂ per year

(1) Compared to similar size regional jet on 300 NM

(2) Airfinance Journal poll 2026

(3) Compared to previous PW127M

ATR: THE LEADER IN REGIONAL AVIATION



1,700+
aircraft
delivered



200
operators



100
countries



1,300+
airports
served

AIRBUS

joint venture

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The most efficient regional aircraft

STANDARD CONFIGURATION 72 seats at 29" pitch



- Attendant seat
- Toilet
- ▲ Emergency Exit
- Galley
- Cargo Hold

AIRFIELD PERFORMANCE

Take-off field length

> @ MTOW - ISA - Sea Level	1,315 m	4,314 ft
> @ TOW for 300 NM - Max Pax - ISA - Sea Level ⁽¹⁾	1,185 m	3,888 ft

Landing field length

> @ MLW - ISA - Sea Level (EASA Air Ops)	915 m	3,002 ft
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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)	2,987 m	9,800 ft
Range with max pax at long-range cruise speed ⁽¹⁾	683 NM	1,265 km

Standard routes

@ Max payload ⁽¹⁾	200 NM	300 NM	400 NM
Block fuel	616 kg - 1,358 lb	861 kg - 1,898 lb	1,106 kg - 2,438 lb
CO ₂ emissions	1.95 t	2.72 t	3.49 t
Flight time	00:52	01:15	01:38

ENVIRONMENTAL PERFORMANCE

CO ₂ per seat/km ⁽²⁾	69 g	0.15 lb
Margin vs. ICAO CO ₂ certification - new Type limit ⁽³⁾	-20.3%	
NOx per Landing and Take-off cycle	2.0 kg	4.4 lb
Margin vs. ICAO Chapter 14 certification ⁽⁴⁾	-5.1 EPNdB	

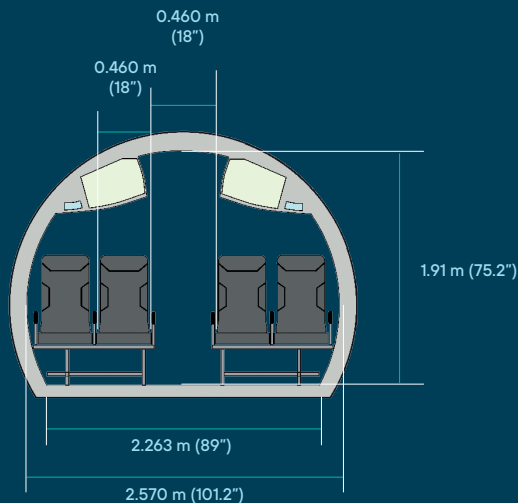
- (1) 95 kg pax weight - EASA fuel reserves - 100 NM alternate - 10 min taxi time
- (2) 300 NM reference route
- (3) ICAO Annex 16 Vol III
- (4) ICAO Annex 16 Vol I

ENGINES

Pratt & Whitney Canada	PW127XT-M	
Power	2,750 SHP	
Fuel burn vs. PW127M	-3%	
Time between overhauls	20,000 FH (+40% vs. PW127M)	

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)	13,750 kg	30,314 lb
Max payload	7,250 kg	15,982 lb
Max fuel load	5,000 kg	11,024 lb



DIGITAL VERSION

