



# ATR Converted Freighters

Your gateway to regional cargo



## ATR's core strengths brought to air cargo



**Low fuel burn**  
up to **45% less fuel**  
compared to similar  
size regional jets



**Dispatch reliability**  
**99.6%** allowing  
efficient & on-time  
cargo operations

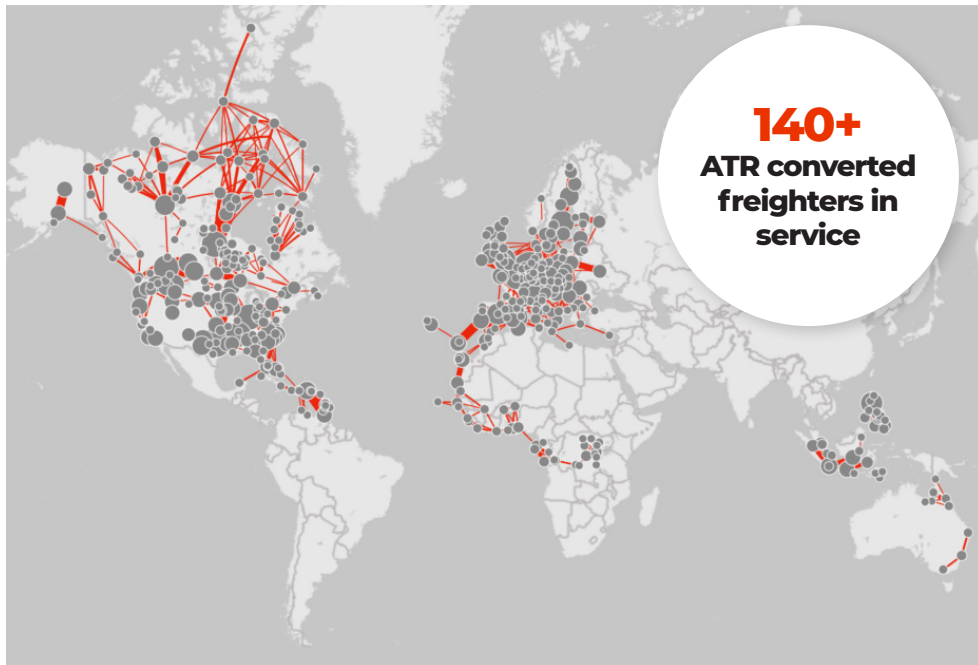


**Unbeatable economics**



**Versatility**  
Unpaved airfields, short  
and narrow runways,  
extreme cold, hot & high  
environment

## Worldwide footprint





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## Bulk freighter

### Main features

- Vertical nets
- ATR standard forward cargo door 1.3 x 1.6m (51" x 62")

### Benefits

- Optimised available volume
- Low cost
- Easy cargo loading



## Large cargo door freighter

### Main features

- 2.94 x 1.8 m (116" x 71") door
- Cargo Loading System (CLS) capability for containers & pallets

### Benefits

- Carry industry-standard Unit Load Devices
- Interline cargo with larger freighters
- Ideal for oversized items

### ULD capacity (up to)

- 7x LD-3s
  - 5x 88" x 108" pallets
  - 9x 88" x 62" pallets
- + aft bulk cargo



## Key figures

✈ ATR 42      ✈ ATR 72



### Typical structural payload

Depending on ATR series & weight variant

5.3 - 6.4 t 11,700 - 14,000 lb	7.9 - 8.7 t 17,400 - 19,200 lb
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### Volume

56 m <sup>3</sup> 1,978 ft <sup>3</sup>	75 m <sup>3</sup> 2,649 ft <sup>3</sup>
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### Range

Based on all-bulk configuration and typical cargo density in the integrator segment

600 NM	800 NM
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## Environmental highlight

Standard routes <sup>(1)</sup>	200 NM	300 NM	400 NM
Block fuel	642 kg - 1,415 lb	894 kg - 1,971 lb	1,147 kg - 2,529 lb
CO <sub>2</sub> emissions	2,03 t	2,83 t	3,62 t
CO <sub>2</sub> /100kg freight/km	63 g	58 g	56 g

<sup>(1)</sup> 72-500 - Typical structural payload - EASA fuel reserves - 100NM alternate - 10 min taxi

Digital version

