

## *European Aviation Safety Agency*

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EASA

### TYPE-CERTIFICATE DATA SHEET

AIRCRAFT : ATR 42 - ATR 72

Manufacturer:

ATR - GIE Avions de Transport Régional

1, Allée Pierre Nadot  
31712 Blagnac Cedex  
France

For models: ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500,  
ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211,  
ATR 72-212, ATR 72-212 A

Issue 2, 21 December 2007

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**SECTION 1: GENERAL (ALL MODELS)**

1. **Data Sheet No:** **A.084**
2. **Airworthiness Category:** **Large Aeroplanes**
3. **Performance Category:** **A**
4. **Certifying Authority:** **EASA**
5. **Type Certificate Holder:** **ATR - GIE Avions de Transport Régional  
1, Allée Pierre Nadot  
31712 Blagnac Cedex  
France**

**6.ETOPS:**

The type design, system reliability and performance of ATR model(s) were found capable for extended range operations when configured, maintained and operated in accordance with the current revision of the ETOPS configuration, maintenance and procedures CMP document applicable to each model.

This finding does not constitute an approval to conduct extended range operations.

(operational approval must be obtained from the responsible Authority)

The following table provides details on the ETOPS approvals.

model	Engine type	120 min approval date
ATR 42- 500	PW127E	19 November 2000
ATR 42- 500	PW127M	21 December 2007
ATR 72 –101- 102- 201- 202	PW124B	13 February 1995
ATR72 - 212A	PW127F	29 November 2000
ATR72-212A	PW127M	21 December 2007

## **SECTION 2: ATR 42 SERIES**

### **I. GENERAL**

#### **1. AEROPLANE: ATR 42**

### **II. CERTIFICATION BASIS**

#### **1. REFERENCE APPLICATION DATE FOR EASA CERTIFICATION: 02 February 1982**

#### **2. EASA CERTIFICATION DATE**

(DGAC-F TC 176 remains valid reference for models certified before 28 September 2003)

ATR 42-200 on September 24th, 1985  
ATR 42-300 on September 24th, 1985  
ATR 42-320 on March 4th, 1988  
ATR 42-500 on July 28th, 1995  
ATR 42-400 on February 27th, 1996

#### **3. EASA CERTIFICATION BASIS**

##### **3.1. ATR 42-200/-300/-320 models**

The applicable technical requirements form the subject of GATR/C 0001/82 document. They are made up of the following elements:

3.1. 1. JAR 25, including the French National Variants Change 8 and Amendment 81/2 inclusive (DGAC letter 53.006 dated 6.1.83).

3.1. 2. French Special Conditions

B1 - B2 - B3 - B4 - B5	DGAC letters:
BB1	
C3 - C4 - C5 - C6 - C7	- 53 006 dated 6.1.83
D1 - D2 - D3 - D4	- 53 730 dated 10.8.83
E1	- 54 011 dated 5.10.84
F1	- 53 248 dated 19.3.85
G1	

3.1. 3. Use of reserve take-off power 10 minutes in the event of engine failure (DGAC report 53018 dated 10.1.83).

3.1. 4. Requirement for an endurance flight campaign in compliance with French Special Condition 01 (DGAC letter 53084 dated 17.1.84).

3.1. 5. JAR AWO Subpart 2 for Cat II approaches (DGAC letter 53730 dated 10.8.83).

### 3.2. ATR 42-400/-500 models

The applicable technical requirements for ATR 42-400/-500 models respectively form the subject of ATR 42-400 CRI A01 Issue 2 and ATR 42-500 CRI A01 Issue 4 documents. They are made up of the following requirements:

#### 3.2.1. Mandatory requirements:

- JAR 25 change 13 including amendments 90/1, 91/1 and 93/1 for:
  - . 25 x 20 to 25 x 261 except for 25.101, .105, .109, .113 and 115
  - . 25.471 to 25.519.
- JAR 25 change 8 including amendments 81/2 for:
  - . 25.301 to 25.459, 25.561 to 25.581.
- JAR 25 change 11 for:
  - . 25.601, 25.605 to 25.811, 25.813 to 25.841, 25.851, 25.855 to 25.1588.
- JAR 25 change 11 including amendment 86/1 and 87/1 for:
  - . 25.365, 25.603, 25.812, 25.843, 25.853 (amendment 86/1)
  - . 25.571 (e)(2), 25.905 (d) (amendment 87/1).
- PLUS, the following ATR 42/72 Special Conditions:
  - B5 "Stickpusher" (CRI B 02)
  - B7 "Stall and stall warning speeds and manoeuvre capability" (refer to Equivalent Safety Finding).
  - B10 "Clever stall warning / Stick Pusher" (refer to CRI B 03)
  - O1 "Demonstration of endurance" (issue 00/85 - CRI 01)
  - D7 "Lightning protection indirect effects" (refer to DGAC letter n° 953202 dated 27 July 95)
  - F2 "Low altitude automatic pilot engagement after Take Off" (refer to DGAC letter n° 953202 dated 27 July 95)
  - F3 "Effect of external radiations upon aircraft systems" (refer to DGAC letter n° 953202 dated 27 July 95)
- PLUS, the following requirements related to general aircraft experience and applied by the DGAC as an improvement of safety levels:
  - NPA 25F - 219 "Flight characteristics in icing conditions is. 2 (superseding ATR 72 S.C. B6)
  - NPA 25DF - 179 "Operation without normal electrical power" (as published in O.P. 90/1)
  - NPA 25DF - 191 "Miscellaneous requirements" (as published in O.P. 90/1)
  - NPA 25D - 181 "Resistance to fire terminology" (as published in O.P. 91/1)
  - NPA 25D - 206 "Emergency exit marking" (as published in O.P.91/1)
  - NPA 25D - 227 "Compartment interior" (as published in O.P. 93/1)
- PLUS, for CAT II operation:
  - JAR AWO Subpart 2, Change 1

3.2.2. On an elect to comply basis:

- JAR 25 change 13 for:  
. 25.301 to 25 x 1587 except for 25.561, .562, .735, .785, .787.
- JAR 25 change 12 for:  
. 25.561, .562, .785 and .787.
- NPA 25 BDF 244 dated March 1992 for:  
. 25.101, .105, .109, .113, .115, .735 and 25 x 1591.

#### 4. COMPLIANCE WITH THE CERTIFICATION BASIS

4.1. Exemptions from compliance: NONE

4.2. Points for which an equivalent level has been justified:

a) ATR 42-200/-300/-320 models

- JAR 25.807 (c) : number of passengers authorized in COMBI configuration.
- JAR 25.807 (d) : emergency exits in the event of ditching for COMBI configurations.
- JAR 25.865 : fire resistance of forward upper engine fitting.

b) ATR 42-400/-500 models

- JAR 25.103, 107, 119, 125, 143 and 207: stall and stall warning speeds and manoeuvre capability (1g stall speeds): see Special Condition B7 and associated CRI B01.
- JAR 25.853(f): lavatory - "NO SMOKING" placard (ref. DGAC letter n° 953117 dated July 21, 1995).
- JAR 25.811(e)(3): "Type III exits handle" (ref. DGAC letter n° 953117 dated July 21, 1995).

#### 5. ENVIRONMENTAL STANDARDS

Environmental requirements for noise, fuel venting and emissions :  
ICAO Annex 16 Volume 1 – Chapter 3 and Volume 2

#### 6. EXTENDED RANGE OPERATIONS

ATR 42-500 model is certified for 120 mn ETOPS operations (modif. 4711) in compliance with the technical requirements of JAA Information Leaflet n° 20 regulation.

### **III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS**

The ATR 42 is a short range narrow fuselage trim turbo prop aircraft.

The ATR 42-200 and ATR 42-300 models are physically identical and only differ in their maximum operating weights. The ATR 42-320 is equipped with a different powerplant.

The ATR 42-400 and ATR 42-500 models are equipped with a different powerplant and propeller and also differ in their maximum operating weights.

#### **1. DETAILED IDENTIFICATION OF MODELS**

	ATR 42-200/-300/-320	ATR 42-400	ATR 42-500
Definition	Note GATR/C n° 422.268/84	Note A/RT/C n° 425.1047/95	Note A/RT/C n° 425.0000/95
Equipment list	Note GATR/C n° 422.204/85	Note A/RT/C n° 425.1100/95	Note A/RT/C n° 425.0469/95

#### **2. ENGINES**

ATR 42-200 and ATR 42-300 - 2 PRATT and WHITNEY CANADA PW 120 engines.

Note :Mod 1822 (SB ATR 42 72 0002) installs 1 or 2 PW121 engines on ATR 42 200 300 but with PW 120 operating conditions.

ATR 42-320 - 2 PRATT and WHITNEY CANADA PW 121 turbo props

ATR 42-400 - 2 PRATT and WHITNEY CANADA PW 121 A turbo props

ATR 42-500 - 2 PRATT and WHITNEY CANADA PW 127M or PW 127E turbo props or PW 127F after embodiment of Service Bulletin PW N° 21589 or PW 127F after embodiment of service bulletin PW N° 21667.

2.1. PW 120, 121, 121A, 127E, 127F, 127M engines limitations: see EASA Type Certificate Data Sheet IM.E.041 and relevant approved Airplane Flight Manual

2.2. Approved oils

Refer to relevant Engine Maintenance Manual chapter 72-00-00.

2.3. Fuels

Refer to relevant Engine Maintenance Manual chapter 72-00-00.

#### **3. PROPELLERS**

a) ATR 42-200/-300/-320 models

2 HAMILTON STANDARD 14 SF-5 propellers

Limitations: See FAA Type Data sheet P7NE or relevant Approved Airplane Flight Manual.

b) ATR 42-400/-500 models

2 HAMILTON STANDARD 568F-1 propellers

Limitations: See FAA Type Data Sheet P8BO or relevant approved Airplane Flight Manual

#### 4. MAXIMUM WEIGHTS (KG)

a) ATR 42-200/-300/-320 models

	<b>ATR-42-200 (kg)</b>	<b>ATR 42-300/-320 Pre M0951 (kg)</b>	<b>ATR 42-300/-320 Post M0951 (kg)</b>	<b>ATR 42-300/-320* Post M4076 (kg)</b>
During taxiing	15770	16170	16720	17070
At take-off	15750	16150	16700	16900
At landing	15500	16000	16400	16400
Without fuel	14500	14800	15200	15540

- After embodiment of M 0863 which has no repercussion on the aircraft, the maximum zero fuel weight is increased to 15 200 kg for ATR 42-200, ATR 42-300 and ATR 42-320 models.

- After embodiment of M 0951 and M 2082, which have no repercussion on the aircraft, the maximum zero fuel weight is increased to 15 540 kg for the ATR 42-300 and 42-320 models on which M 1739 has been embodied.

\* M 4076 is only applicable if associated to M1739 (a/c prior to SN 70) or M1267 (other a/c).

b) ATR 42-500 model

	<b>ATR 42-500 (kg)</b>
During taxiing	18770
At take-off	18600
At landing	18300
Without fuel	16700

c) ATR 42-400 model

	<b>ATR 42-400 (kg)</b>
During taxiing	18070
At take-off	17900
At landing	17600
Without fuel	16300

## 5. CG RANGE

Refer to relevant approved Airplane Flight Manual.

## 6. LIMIT SPEEDS

Refer to relevant approved Airplane Flight Manual

## 7. FUEL CAPACITY

Unusable fuel (kg)	Usable fuel		
	Normal refueling with pre selector (kg)	Refueling up to high level indication	
		kg	liters
21.2	4 500	4 550	5 700

## 8. HYDRAULIC FLUIDS

Hyjet IV or Skydrol LD4

## 9. TYRES

a) ATR 42-200/-300/-320 models

	Dimensions
Main landing gear tyres	32x8.8R16
Nose landing gear tyres	450x190-5
	435x190 R5

b) ATR 42-400 model

	Dimensions
Main landing gear tyres	32x8.8R16 12PR
Nose landing gear tyres	450x190-5
	435x190 R5

c) ATR 42-500 model

	Dimensions
Main landing gear tyres	32x8.8R16 12PR
Nose landing gear tyres	450x190-5 435x190RS

## 10. MINIMUM FLIGHT CREW

Two (2) : Pilot and Copilot for all types of flight

## 11. MAXIMUM NUMBER OF PASSENGER SEATS

- 60, corresponding to the maximum capacity permitted by the size of the cabin (the maximum number of passengers used for the emergency evacuation demonstration in compliance with JAR 25.803 (c) was 66).
- 34 for aircraft in COMBI configuration (ATR 42-200/-300/-320 models).

For the approved number of passengers for each aircraft, see the Cabin Layout Catalogue approved by the DGAC (ref. GATR/C 422.057/85).

Note: The COMBI configuration is achieved by embodiment of Mod. 0244 or Mod. 0755, associated with embodiment of Mod. 1073.

## 12. MAXIMUM AUTHORIZED ALTITUDE

25 000 ft.

## 13. CARGO COMPARTMENT LOADING

Refer to relevant Weight and Balance Manual.

## 14. OTHER LIMITATIONS

Refer to relevant Aircraft Flight Manual last issue approved by the EASA.

## 15. EQUIPMENT

The pieces of equipment required by the Applicable Technical Requirements must be installed. The pieces of equipment whose installation is approved are listed in the definition of the reference models and of the modifications which are applicable to these models.

Cabin furnishing equipment must comply with the following specifications (latest applicable issue):

	ATR 42-200/-300/-320	ATR 42-400/-500
- Galleys	419.464/82	419.098/90
- Passenger seats	419.282/82	419.282/82

## 16. AUTHORIZED OPERATIONS

16.1.-The aircraft is certificated in the Transport Category, for day and night operations in the following conditions when the appropriate equipments and instruments required by the airworthiness and operational regulations are approved, installed and operative:

- instrument and visual flight
- flight in icing conditions

16.2. Models ATR 42-200/-300/-320 are certificated for ditching.

- ATR 42-500 model is certificated for ditching after embodiment of modification 4626. When requested by the operational rules, the life raft must be installed in accordance with the locations defined in document ref 421.0178/96 rev. 2.

16.3. The aircraft is certificated for Cat. II approaches

- for ATR 42-200/-300/-320 models

The list of modifications enabling ATR 42-200/-300/-320 models to be used for Cat. II approaches is defined by Service Letter ATR 42-22-5001 dated October 28, 1986.

These modifications are as follows:

Aircraft on the assembly line:

- 0030
- 0801 (aircraft equipped with Collins radio navigation systems only)
- 1046 (or 0884 for serial number 040 and subsequent)
- 1078
- 1175 (Cat. II approach with flight director only).

Aircraft already delivered

- 0084 (installation of a Cat. I autopilot)
- 0801 (aircraft equipped with Collins radionavigation systems only)
- 1046
- 1078
- 1112
- 1175 (Cat. II approach with flight director only)

- for ATR 42-400/-500 models  
when modification 1112 is fitted.

16.4. The ATR 42-200/300/320/400/500 aircraft models are compliant with B-RNAV, P-RNAV, RNAV (GNSS) non precision approach RNP APCH and GNSS as primary means of navigation specifications as detailed on the relevant approved Airplane Flight Manual (AFM), provided aircraft is equipped and operated in accordance with the provisions of these AFMs.

## 17. AIRWORTHINESS LIMITATIONS ASSOCIATED WITH MAINTENANCE

See the "Time Limits" document last issue approved by the EASA, included in Appendix A of the "Maintenance Review Board report".

#### **IV. PRODUCTION CONDITIONS**

Production agreement for aeronautical products manufacturer n° P06, granted by DGAC to AEROSPATIALE DIVISION AVIONS on September 21, 1992.

On January 1st, 1995, AEROSPATIALE DIVISION AVIONS has been renamed AEROSPATIALE BRANCHE AERONAUTIQUE.

Production Organization Approval N° FG.004, granted by DGAC to AEROSPATIALE BRANCHE AERONAUTIQUE on December 21, 1997.

Since July 1<sup>st</sup>, 1998, AEROSPATIALE BRANCHE AERONAUTIQUE has been renamed AEROSPATIALE SECTEUR AERONAUTIQUE.

Birth of AEROSPATIALE ATR after separation of AEROSPATIALE SECTEUR AERONAUTIQUE activities on April 1st, 1999.

Production Organization Approval N° FG054 granted to AEROSPATIALE ATR on April 1st, 1999.

On June 12, 1999, AEROSPATIALE ATR has been renamed AEROSPATIALE MATRA ATR.

On September 28, 2000, AEROSPATIALE MATRA ATR has been renamed EADS ATR.

On June 1<sup>st</sup>, 2001, the Production Organization approval N° F.G.054 has been transferred from EADS ATR to ATR - GIE Avions de Transport Régional.

"Production Organization Approval according to the Part 21, section A, subpart G Reference FR.21G.0054 granted by DGAC France to ATR - GIE Avions de Transport Régional on June 10<sup>th</sup>, 2004."

Note: The address of ATR [ATR Blagnac 31712 France EUROPE (FB429)] appears on the aircraft identification plate.

### **SECTION 3: ATR 72 SERIES**

#### **I. GENERAL**

##### **1. AEROPLANE: ATR 72**

#### **II. CERTIFICATION BASIS**

##### **1. REFERENCE APPLICATION DATE FOR EASA CERTIFICATION: 19 December 1985**

##### **2. EASA CERTIFICATION DATE**

(DGAC-F TC 176 remains valid reference for models certified before 28 September 2003)

ATR 72-101 on September 25th, 1989  
ATR 72-201 on September 25th, 1989  
ATR 72-102 on December 14th, 1989  
ATR 72-202 on December 14th, 1989  
ATR 72-211 on December 15th, 1992  
ATR 72-212 on December 15th, 1992  
ATR 72-212 A on January 14, 1997

##### **3. EASA CERTIFICATION BASIS**

###### **3.1. ATR 72-101/-201, -102/-202, -211/-212 models**

The applicable technical requirements form the subject of GATR/C 0001/87 document. They are made up of the following elements notified by letter referenced DGAC/SFACT/TC 53 590 dated July 5th, 1989.

- JAR 25, Change 11 dated March 17th, 1986, and the French National Variants included, plus:

- JAR 25.X 20 as modified by orange paper 88/1
- JAR 25.335 and 345 as modified by orange paper 88/1
- JAR 25.365 as modified by orange paper 86/1
- JAR 25.571 (e) (2), 905 (d) and ACJ 25.905 (d) as modified by orange paper 87/1
- JAR 25.603 and ACJ 25.603 as modified by orange paper 86/1
- JAR 25.812 as modified by orange paper 86/1
- JAR 25.843 as modified by orange paper 86/1
- JAR 25.853 as modified by orange paper 86/1

- JAR P Change 6 amended by blue paper C 795.

- The following special conditions:

- B5: stick pusher
- B6: flight in icing conditions - performance and handling characteristics aspects.
- B7: stall speed - VS1G
- D7: lightning protection indirect effects
- F2: low altitude automatic pilot engagement after take-off
- F3: effect of external radiations upon aircraft system
- O1: demonstration of endurance
- XX: propeller: full composite blades (only for ATR 72-211/-212 models)

- . paragraphs 9b and 9c of AC 20.107 A (flammability and lightning protection) ;
- . for lightning direct effects protection, ACJ 25 X 899 whose paragraph 2 is modified according to Annex 2 of letter 53 590 dated July 5<sup>th</sup>, 1989.

- For Cat. II Certification, the aforementioned requirements are completed by JAR AWO 2 subpart 2 Change 1 dated November 29<sup>th</sup>, 1985 and ACJ 231 and 236.

### 3.2. ATR 72-212 A model

The applicable technical requirements for ATR 72-212 A model form the subject of ATR 72-212 A CRI A01 issue 5 document. They are made up of the following requirements:

- Mandatory requirements
  - JAR 25 at change 14 dated May 27, 1994, for:
    - . subpart B (paragraph JAR 25X20 to 25X261)
    - . subpart E General (paragraph JAR 25.901 to 25.945)
  - JAR 25 at change 11 dated March 17, 1986 except for:
    - . paragraph JAR 25X20 to 25X261
    - . paragraph JAR 25.901 to 25.945
  - Amendment 88/1 for JAR 25.335 and 25.345
  - Amendment 87/1 for JAR 25.571 (e) (2)
  - Amendment 86/1 for JAR 25.365, 25.603, 25.812, 25.843 and 25.853
- Special conditions related to unusual design features (special conditions issued for ATR 42-500 model):
  - B5 : Stick pusher
  - B7 : Stall and stall warning speeds and manoeuver capability
  - B10: Clever stall warning/Stick pusher
- Requirements related to general aircraft experience and applied by the DGAC as an improvement of safety levels:
  - D7 : Lightning protection indirect effects
  - F2 : Low altitude automatic pilot engagement after take off
  - F3 : Effect of external radiations upon aircraft systems
  - 01 : Demonstration of endurance
  - NPA 25F-219: Flight characteristics in icing conditions
  - NPA 25DF-179 : Operation without normal electrical power
  - NPA 25DF-191 : Miscellaneous requirements
  - NPA 25D-181 : Resistance to fire terminology
  - NPA 25D-206 : Emergency exit marking
  - NPA 25D-227 : Compartment interior
- PLUS, for CAT II operation:  
JAR AWO Subpart 2, Change 1
- On an elect to comply basis  
JAR 25 at change 15 (amendment 96/1) for paragraphs JAR 25.201 and 25.203.

#### **4. COMPLIANCE WITH THE CERTIFICATION BASIS**

4.1. - Exemptions: NONE

4.2. - Safety equivalences:

- a) For ATR 72-102, -202, -212 and -212 A:
  - JAR 25 785 (h) Flight attendant seat installed between the type III exits.
- b) For model ATR 72-212 A (safety equivalences agreed for ATR 42-500 and reconducted for ATR 72-212 A) :
  - JAR 25.103, 107, 119, 125, 143 and 207: stall and stall warning speeds and manoeuvre capability (1g stall speed): see Special Condition B7.
  - JAR 25.853 (f): lavatory - "NO SMOKING" placard (ref. DGAC letter n° 953117 dated July 21, 1995).
  - JAR 25.811(e) (3): type III exit handle (ref. DGAC letter n° 953117 dated July 21, 1995).

#### **5. ENVIRONMENTAL STANDARDS**

Environmental requirements for noise, fuel venting and emissions :  
ICAO Annex 16 Volume 1 – Chapter 3 and Volume 2

#### **6. EXTENDED RANGE OPERATIONS**

ATR 72-101/-201 and -102/-202 models are certified for 120 mn ETOPS operations according to "Condition Technique Complémentaire " CTC 20 ETOPS and in compliance with the technical requirements of AC 20-142A, issue dated December 30th, 1988.

ATR 72-212 A model is certified for 120 mn ETOPS operations (modification 4711) in compliance with the technical requirements of JAA Information Leaflet n° 20 regulation.

### **III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS**

The ATR 72 is a short range narrow fuselage trim turbo prop aircraft. The ATR 72-101 and ATR 72-201 are physically identical and only differ in their maximum operating weights (see paragraph 1.4 below). The ATR 72-102 and ATR 72-202 are physically identical and only differ in their maximum operating weights (see paragraph 1.4 below).

The differences existing between the ATR 72-211 and the ATR 72-212 are limited to the type of doors, emergency exits and their distribution only.

ATR 72-212 A model mainly differs in the engine and propeller from ATR 72-212 model.

#### **1. DETAILED IDENTIFICATION OF MODELS**

ATR 72-101 and -201	ATR 72-211
Definition : Note GATR/C n° 425.795/89	Note GATR/C n° 425.718/92
Equipment list : Note GATR/C n° 425.892/89	Note GATR/C n° 425.182/92

ATR 72-102 and -202	ATR 72-212
Definition : Note GATR/C n° 422.130/89	Note GATR/C n° 425.719/92
Equipment list : Note GATR/C n° 422.102/89	Note GATR/C n° 425.676/92

ATR 72-212 A

Definition : Note A/RT/C n° 425.0779/96

Equipment list : Note A/RT/C n° 425.0790/96

## 2. ENGINES

- 2 PRATT and WHITNEY CANADA PW 124B engines for models ATR 72-101/-201 and -102/-202
- 2 PRATT and WHITNEY CANADA PW 127 engines for models ATR 72-211 and -212 or PW 127 F after embodiment of Service Bulletin PW N° 21591
- 2 PRATT and WHITNEY CANADA PW 127 M or PW 127F engines for model ATR 72-212 A

2.1. PW 124 B, 127, 127F, 127M engines limitations: see EASA Type Certificate Data Sheet IM.E.041 and relevant approved Airplane Flight Manual

2.2. Approved oils

Refer to relevant Engine Maintenance Manual chapter 72-00-00.

2.3. Fuels

Refer to relevant Engine Maintenance Manual chapter 72-00-00.

## 3. PROPELLERS

a) Models ATR 72-101/-201, -102/-202

2 HAMILTON STANDARD 14 SF-11 propellers

or

2 HAMILTON STANDARD 14 SF-11 E propellers

Limitations: See FAA Type Data Sheet P8BO, or relevant approved Airplane Flight Manual

b) Models ATR72-211 and 212

2 HAMILTON STANDARD 247 F-1 propellers

or

2 HAMILTON STANDARD 247 F-1E propellers

Limitations: See FAA Type Data Sheet P1BO, or relevant approved Airplane Flight Manual

c) Models ATR 72-211/-212 fitted with modification 3560

2 HAMILTON STANDARD 14 SFL-11 propellers same characteristics as 14 SF 11.

Limitations: See FAA Type Data Sheet P8BO, or relevant approved Airplane Flight Manual

d) Model ATR72-212 A

- 2 HAMILTON STANDARD 568F-1 propellers

Limitations: See FAA Type Data Sheet P8BO, or relevant approved Airplane Flight Manual

#### 4. MAXIMUM WEIGHTS (KG)

	<b>ATR 72-101 ATR 72-102 (kg)</b>	<b>ATR 72-201/-202 ATR 72-211/-212 (kg)</b>	<b>ATR 72-212 A (kg)</b>	<b>ATR 72-212 A after mod. 4671 (kg)</b>	<b>ATR 72-212 After mod 5213 (kg)</b>	<b>ATR 72-212 A After mod 5555 (kg)</b>
During taxiing	20020	21530	22180	22670	22670	22970
At take-off	19990	21500	22000	22500	22500	22800
At landing	19900	21350	21850	22350	22350	22350
Without fuel	19350	19700	20000	20300	20500	20800

- After embodiment of M 3651 which has no repercussion on the aircraft, the maximum take-off weight is increased to 22000 kg for the following models:

- ATR 72-201 and 72-202 on which M 2055 has been embodied
- ATR 72-211 and 72-212 on which M 2055 has been embodied and which are equipped with 247F-1 propellers.

- After embodiment of M 3849 which has no repercussion on the aircraft, the maximum zero fuel weight is increased to 20000 kg for the ATR 72-201, -202, -211 and -212 models.

- Simultaneous embodiment of M 3651 and M 3849 is permitted.

#### 5. CG RANGE

Refer to relevant approved Aircraft Flight Manual.

#### 6. LIMIT SPEEDS

Refer to relevant approved Aircraft Flight Manual.

#### 7. FUEL CAPACITY

Unusable fuel (kg)	Usable fuel		
	Normal refueling with pre selector (kg)	Refueling up to high level indication	
		kg	liters
30	5000	5050	6360

#### 8. HYDRAULIC FLUIDS

Hyjet IV or Skydrol LD4

## 9. TYRES

	Dimensions
MLG wheels	H 34 x 10.0 R16
NLG wheels	450x190-5 453X190R5

## 10. MINIMUM FLIGHT CREW

Two (2) : Pilot and Copilot for all types of flight

## 11. MAXIMUM NUMBER OF PASSANGER SEATS

74, corresponding to the maximum of passengers used for the emergency evacuation demonstration in compliance with JAR 25.803 (c).

## 12. MAXIMUM AUTHORIZED ALTITUDE

25 000 ft.

## 13. CARGO COMPARTMENT LOADING

Refer to relevant Weight and Balance Manual

## 14. OTHER LIMITATIONS

Refer to relevant Aircraft Flight Manual last issue approved by the EASA.

## 15. EQUIPMENT

The pieces of equipment required by the Applicable Technical Conditions must be installed.

The pieces of equipment whose installation is approved are listed in the definition of the reference models and of the modifications which are applicable to these models.

Cabin furnishing equipment must comply with the following specifications (latest applicable issue):

ATR 72-101/-201, -102/-202, -211/-212	ATR 72-212 A	
- Galleys	419.464/82	419.098/90
- Passenger seats	419.282/82	419.282/82

## 16. AUTHORIZED OPERATIONS

16.1. The aircraft is certificated in the Transport Category, for day and night operations in the following conditions when the appropriate equipments and instruments required by the airworthiness and operational regulations are approved, installed and operative:

- instrument and visual flight
- flight in icing conditions.

- 16.2. The aircraft is certificated for Cat. II approaches when modification 1112 is fitted.
- 16.3. The ATR 72-101/-201, -102/-202, -211/-212 and -212 A are ditching approved. When requested by the operational rules the life rafts must be installed in accordance with the locations defined in document N° 421.054/92 issue 5.
- 16.4. The ATR 72-101/201, -102/202, -211/212 and 212A aircraft models are compliant with B-RNAV, P-RNAV, RNAV (GNSS) non precision approach RNP APCH and GNSS as primary means of navigation specifications as detailed on the relevant approved Airplane Flight Manual (AFM), provided aircraft is equipped and operated in accordance with the provisions of these AFMs

#### **17. AIRWORTHINESS LIMITATIONS ASSOCIATED WITH MAINTENANCE**

See the "Time Limits" document last issue approved by the EASA, included in Appendix A of the "Maintenance Review Board report".

#### **IV. PRODUCTION CONDITIONS**

Production agreement for aeronautical products manufacturer n° F06, granted by DGAC to AEROSPATIALE DIVISION AVIONS on September 21, 1992.

On January 1<sup>st</sup>, 1995, AEROSPATIALE DIVISION AVIONS has been renamed AEROSPATIALE BRANCHE AERONAUTIQUE.

Production organization Approval N° FG.004, granted by DGAC to AEROSPATIALE BRANCHE AERONAUTIQUE on December 21, 1997.

Since July 1<sup>st</sup>, 1998, AEROSPATIALE BRANCHE AERONAUTIQUE has been renamed AEROSPATIALE SECTEUR AERONAUTIQUE.

Birth of AEROSPATIALE ATR after separation of AEROSPATIALE SECTEUR AERONAUTIQUE activities on April 1<sup>st</sup>, 1999.

Production Organization Approval N° FG054 granted to AEROSPATIALE ATR on April 1<sup>st</sup>, 1999.

On June 12, 1999, AEROSPATIALE ATR has been renamed AEROSPATIALE MATRA ATR.

On September 28, 2000, AEROSPATIALE MATRA ATR has been renamed EADS ATR.

On June 1<sup>st</sup>, 2001, the Production Organization approval N° F.G.054 has been transferred from EADS ATR to ATR - GIE Avions de Transport Régional.

"Production Organization Approval according to the Part 21, section A, subpart G Reference FR.21G.0054 granted by DGAC France to ATR - GIE Avions de Transport Régional on June 10<sup>th</sup>, 2004".

Note: The address of ATR [ATR Blagnac 31712 France EUROPE (FB429)] appears on the aircraft identification plate.