TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.084

for

ATR 42 and ATR 72

Type Certificate Holder:

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 72-212A
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SECTION 1: ATR 42 Series

I. General

1. Type/ Model/ Variant

   ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500

2. Performance Class

   A

3. Certifying Authority

   Primary certification of above aircraft models has been granted by French DGAC under DGAC Type Certificate N° 176 and has been transferred to EASA since 28 September 2003 under EASA Type Certificate A.084.

4. Manufacturer

   ATR - GIE Avions de Transport Régional
   1, Allée Pierre Nadot
   31712 Blagnac Cedex
   France

5. EASA\(^1\) Type Certification Application Date

<table>
<thead>
<tr>
<th>Type</th>
<th>Application Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 42-200</td>
<td>02 February 1982</td>
</tr>
<tr>
<td>ATR 42-300</td>
<td>02 February 1982</td>
</tr>
<tr>
<td>ATR 42-320</td>
<td>27 April 1987</td>
</tr>
<tr>
<td>ATR 42-400</td>
<td>19 July 1995</td>
</tr>
<tr>
<td>ATR 42-500</td>
<td>18 May 1993</td>
</tr>
</tbody>
</table>

6. EASA Type Certification Date

<table>
<thead>
<tr>
<th>Type</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 42-200</td>
<td>24 September 1985</td>
</tr>
<tr>
<td>ATR 42-300</td>
<td>24 September 1985</td>
</tr>
<tr>
<td>ATR 42-320</td>
<td>04 March 1988</td>
</tr>
<tr>
<td>ATR 42-500</td>
<td>28 July 1995</td>
</tr>
<tr>
<td>ATR 42-400</td>
<td>27 February 1996</td>
</tr>
</tbody>
</table>

\(^1\) Former State of Design Authority before EASA founding in 2003 was DGAC.
II. Certification Basis

1. Reference Date for determining the applicable requirements
   Refer to section I.5

2. EASA Type Certification Basis
   a) ATR 42-200 / -300 / -320 models

   JAR 25, Change 8 and Amendment 81/2 inclusive, including the French National Variants.

   b) ATR 42-400 / -500 models

   - JAR 25 change 13 including amendments 90/1, 91/1 and 93/1 for:
     • 25X20 to 25X261, except for 25.101(i), .105(c), .109, .113 and .115(a)
     • 25.471 to 25.519
     • NPA 25F-219 "Flight characteristics in icing conditions iss. 2" – 25.1419
     • NPA 25B-215 “Stall - stall warning speeds and manoeuvre capability” – 25.103, .107, .119, .125, .143, .207 (NPA 25B-215 applies per reference from NPA 25F-219)
     • NPA 25DF-179 "Operation without normal electrical power" – 25.1309(e), .1351(d) (as published in O.P. 90/1)
     • NPA 25DF-191 "Miscellaneous requirements" - 25.819(b), .1309(b), .1351(b)(5)(c), .1353(c)(6)(d), .1355(c), .1357(d)(f revoked), .1359(d), .1362, .1363(a), .1431(d). (as published in O.P. 90/1)
     • NPA 25D-181 "Resistance to fire terminology" - 25.853(e), .863(b)(4), .867(a). (as published in O.P. 91/1)
     • NPA 25D-206 "Emergency exit marking" - 25.811(e)(4) (as published in O.P. 91/1)
     • NPA 25D-227 "Compartment interior" – 25.853(f) (as published in O.P. 93/1)

   - JAR 25 change 13 for:
     • 25.301 to 25X1587, except for the paragraphs listed above and 25.561, .562, .735(f)(g)(h)(i)(j), .785 and .787 (Paragraph 25.562 is not part of Certification Basis)

   - JAR 25 change 12 for:
     • 25.561
     • 25.785
     • 25.787

   - NPA 25 BDG 244 “Accelerate-STOP distances and related performance matters” for:
     • 25.101(i)
     • 25.105(c)
Applicable EASA Airworthiness Standards for ATR 42-500 with Change 5948 installed:

The following EASA airworthiness standards are applicable for areas within Glass Cockpit perimeter as defined by MOD 5948 and associated ATR MODs listed in the table below:

<table>
<thead>
<tr>
<th>Prerequisite ATR Change for Change 5948 installation</th>
<th>Classif.</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>6604 Major DME 1 Antenna re-location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6230 Major Adapt New Avionics Suite on ATR 42-500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6233 Major Install New Fuel Gauging system in Kg on ATR 42-500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6298 Minor Aileron Control – Rigging of Quadrant at section 15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6164 Minor Install MPC ED36 for New Avionics Suite</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6368 Minor New cockpit integrated LED lighting system (CILLS)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- CS 25 amendment 3, except for 25.561:
  
  Subpart B
  - 25.255(a)(2)

  Subpart C
  - 25.581

  Subpart D
  - 25.671(b)(c)
  - 25.672(a)
  - 25.677(b)
  - 25.679(a)(2)
  - 25.685
  - 25.699(a)(b)
  - 25.703

- JAR AWO Subpart 2 change 1 for Cat II approaches
- 25.729(e)(f)(3)
- 25.735(d)
- 25.771(a)(c)(e)
- 25.773(a)
- 25.777(f)
- 25.783(e)
- 25.841(b)(5)(b)(6)(b)(8)
- 25.843(b)(3)
- 25.853(a)(d)(e)
- 25.854(a)
- 25.855(h)
- 25.857(b)(3)
- 25.869(a)
- 25.899

Subpart E
- 25.1141(f)
- 25.1165(g)
- 25.1203(a)(b)(2)(b)(3)

Subpart F
- 25.1301 to 25.1305
- 25.1307(c)(d)(e)
- 25.1309
- 25.1316
- 25.1321 to 25.1323
- 25.1325(a)(d)(e)(f)
- 25.1326(a)
- 25.1327
- 25.1331
- 25.1333
- 25.1337
- 25.1351(a)(b)(6)(c)(d)
- 25.1353 (a)(b)(c)(6)(d)(e)
- 25.1355 to 25.1360
- 25.1381
- 25.1419(c)
- 25.1431
- 25.1435(b)(1)
- 25.1459

Subpart G
- 25.1501
- 25.1523 to 25.1529
- 25.1541 to 25.1549
- 25.1555
- 25.1563 to 25.1587

- JAR 25 change 13 for 25.561
3. Special Conditions

<table>
<thead>
<tr>
<th>SC ref.</th>
<th>Title</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1</td>
<td>Demonstration of Endurance</td>
<td>ATR 42-200 / -300 / -320 / -400 / -500 models</td>
</tr>
<tr>
<td>B1</td>
<td>Take-off path</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>B2</td>
<td>High speed characteristics</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>B3</td>
<td>Landing climb / all engines operating</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>B4</td>
<td>Static lateral stability</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>B5</td>
<td>Stick pusher</td>
<td>ATR 42-200 / -300 / -320 / -400 / -500 models</td>
</tr>
<tr>
<td>B7</td>
<td>Stall and stall warning speeds and manoeuvre capability</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>B8</td>
<td>Steep approach capability</td>
<td>ATR 42-200 / -300 / -320 models with optional MOD 3091 installed</td>
</tr>
<tr>
<td>B9</td>
<td>Steep approach capability</td>
<td>ATR 42-500 model with optional MODS 4404 or 5964 MOD (in combination with MOD 5948) installed</td>
</tr>
<tr>
<td>B10</td>
<td>Clever stall warning / Stick Pusher (Refer to CRI B-03)</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>B11</td>
<td>Operations on narrow runways</td>
<td>ATR 42-500 model with optional MOD 4718 installed</td>
</tr>
<tr>
<td>B13(^2)</td>
<td>Steep slope approach with reduced landing distances</td>
<td>ATR 42-200 / -300 / -320 / -500 models with optional MOD 4972 installed</td>
</tr>
<tr>
<td>BB1</td>
<td>Automatic take-off power control system</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>C01</td>
<td>Operations on unpaved runways</td>
<td>ATR 42-200 / -300 / -320 / -500 models with optional MOD 5038 installed</td>
</tr>
<tr>
<td>C3</td>
<td>Pressurized cabin loads</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>C4</td>
<td>Damage tolerance and fatigue evaluation of structure</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>C5</td>
<td>Design airspeeds</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
</tbody>
</table>

\(^2\) This Special Condition was initially referenced as B11, but corrected to avoid use of same references on different topics.
### 4. Deviations

<table>
<thead>
<tr>
<th>C6</th>
<th>High lift devices</th>
<th>ATR 42-200 / -300 / -320 models</th>
</tr>
</thead>
<tbody>
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<td>C7</td>
<td>Propeller debris</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>D1</td>
<td>Doors</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>D2</td>
<td>Fire extinguishers</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>D3</td>
<td>Cargo compartment fire detection system</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>D4</td>
<td>Test for pressurized cabins</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>D7</td>
<td>Lightning protection indirect effects</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>D-15</td>
<td>Introduction of towbarless towing</td>
<td>ATR 42-200 / -300 / -320 / -500 models with optional MOD 6458 installed</td>
</tr>
<tr>
<td>D-16</td>
<td>Heat Release and Smoke Density Requirements to Seat Materials</td>
<td>ATR 42-200 / -300 / -320 / -400 / -500 models</td>
</tr>
<tr>
<td>E1</td>
<td>Propellers</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>E-02</td>
<td>Fuel Tank Safety</td>
<td>ATR 42-500 model with optional MOD 7932 installed</td>
</tr>
<tr>
<td>E-10</td>
<td>Fuel Quantity Indication System</td>
<td>ATR 42-500 model with MODs 5948 and 5977 installed</td>
</tr>
<tr>
<td>F1</td>
<td>Miscellaneous</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>F2</td>
<td>Low altitude automatic pilot engagement after Take-Off</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>F3</td>
<td>Effect of external radiations upon aircraft systems</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>F-18</td>
<td>HIRF Protection</td>
<td>ATR 42-500 model with MOD 5948 installed</td>
</tr>
<tr>
<td>F-1018</td>
<td>HIRF Protection</td>
<td>ATR 42-500 model with MODs 5948 and 6233 installed</td>
</tr>
<tr>
<td>F-35</td>
<td>Flight Recorder / Data Link recording</td>
<td>ATR 42-500 model with MOD 5948 installed</td>
</tr>
<tr>
<td>F-44</td>
<td>Enhanced Flight Vision System (EFVS) to land, using a Head Mounted Display (HMD)</td>
<td>ATR 42-500 model with MODs 5948 and 10036 installed</td>
</tr>
<tr>
<td>G1</td>
<td>Instructions for Continued Airworthiness</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>H-1</td>
<td>Instructions for Continued Airworthiness for EWIS</td>
<td>ATR 42-200 / -300 / -320 / -400 / -500 models</td>
</tr>
</tbody>
</table>
5. Equivalent Safety Findings

<table>
<thead>
<tr>
<th>ESF ref.</th>
<th>Title</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAR 25.807(c)</td>
<td>Number of passengers authorized in ‘Combi’ configuration</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>JAR 25.807(d)</td>
<td>Emergency exits in the event of ditching for ‘Combi’ configurations</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>JAR 25.811(e)(3)</td>
<td>Type III exits handle</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>JAR 25.853(f)</td>
<td>Lavatory - &quot;NO SMOKING&quot; placard</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>JAR 25.865</td>
<td>Fire resistance of forward upper engine fitting</td>
<td>ATR 42-200 / -300 / -320 models</td>
</tr>
<tr>
<td>B01</td>
<td>Stall and stall warning speeds and manoeuvre capability (1g stall speeds)</td>
<td>ATR 42-400 / -500 models</td>
</tr>
<tr>
<td>D01</td>
<td>Reinforced security cockpit door</td>
<td>ATR 42-200 / -300 / -320 / -400 / -500 models</td>
</tr>
<tr>
<td>D-10³</td>
<td>Improved flammability standards for thermal / acoustic Insulation materials used in Large Aeroplanes</td>
<td>ATR 42-200 / -300 / -320 / -400 / -500 models</td>
</tr>
<tr>
<td>D-19</td>
<td>Bilingual EXIT signs for Japan</td>
<td>ATR 42-500 model with optional MOD 7160 installed</td>
</tr>
<tr>
<td>D-20</td>
<td>Trilingual EXIT signs Arabic / French / English</td>
<td>ATR 42-500 model with optional MOD 7392 installed</td>
</tr>
<tr>
<td>D-28</td>
<td>Bilingual EXIT signs for China</td>
<td>ATR 42-500 model with optional MOD 10146 installed</td>
</tr>
<tr>
<td>F-17</td>
<td>New harmonized CS 25.1329</td>
<td>ATR 42-500 model with MOD 5948 installed</td>
</tr>
<tr>
<td>F-25</td>
<td>Integrated Modular Avionics (IMA): Compliance with requirements for individual circuit protection</td>
<td>ATR 42-500 model with MOD 5948 installed</td>
</tr>
</tbody>
</table>

6. Environmental Protection

Noise: ICAO Annex 16, Volume I (see TCDSN EASA.A.84)

³ ESF for the Flammability standards against CS 25 Amdt 3 25.853(a)
Fuel Venting and Emissions: ICAO Annex 16, Volume II

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   The type definition is given in the ATR notes given in the table below:

<table>
<thead>
<tr>
<th>ATR 42-200/-300/-320</th>
<th>ATR 42-400</th>
<th>ATR 42-500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Definition</td>
<td>Note GATR/C n°</td>
<td>Note A/RT/C n°</td>
</tr>
<tr>
<td></td>
<td>422.268/84</td>
<td>425.0960/95</td>
</tr>
</tbody>
</table>

2. Description
   The ATR 42 is a short-range narrow fuselage twin turbo prop aircraft.
   The ATR 42-200, -300, -320, -400, and -500 differ from each other from operating weights and/or powerplant (engine / propeller) configuration:
   - The ATR 42-200 and ATR 42-300 models are physically identical and only differ in their maximum operating weights.
   - The ATR 42-320 model is equipped with a different engine.
   - The ATR 42-400 model is equipped with a different powerplant.
   - The ATR 42-500 model is equipped with a different engine and differs from ATR 42-400 in its maximum operating weights.

3. 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 table below, as applicable according to the aircraft model:

<table>
<thead>
<tr>
<th>ATR 42-200 / -300 / -320</th>
<th>ATR 42-400</th>
<th>ATR 42-500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment list</td>
<td>Note GATR/C n°</td>
<td>Note A/RT/C n°</td>
</tr>
<tr>
<td></td>
<td>422.204/85</td>
<td>425.1100/95</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ATR 42-200 / -300 / -320</th>
<th>ATR 42-400 / -500</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Galleys</td>
<td>Technical Specification AEROSPATIALE n°419.464/82</td>
</tr>
<tr>
<td>- Passenger seats</td>
<td>Technical Specification AEROSPATIALE n°419.282/82</td>
</tr>
</tbody>
</table>
4. Dimensions
   Refer to relevant approved Airplane Flight Manual

5. Engines

<table>
<thead>
<tr>
<th>Aircraft configuration</th>
<th>Engine model</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 42-200</td>
<td>2 PRATT and WHITNEY CANADA PW 120 (see Note 1)</td>
</tr>
<tr>
<td>ATR 42-300</td>
<td>2 PRATT and WHITNEY CANADA PW 120 (see Note 1)</td>
</tr>
<tr>
<td>ATR 42-320</td>
<td>2 PRATT and WHITNEY CANADA PW 121</td>
</tr>
<tr>
<td>ATR 42-400</td>
<td>2 PRATT and WHITNEY CANADA PW 121A</td>
</tr>
<tr>
<td>ATR 42-500</td>
<td>2 PRATT and WHITNEY CANADA PW 127M or PW 127E or PW 127F engines (after embodiment of Service Bulletin PW N° 21589 or N° 21667) (see Note 2)</td>
</tr>
<tr>
<td>ATR 42-500 with MOD 10016 installed</td>
<td>2 PRATT and WHITNEY CANADA PW 127XT-M</td>
</tr>
<tr>
<td>ATR 42-500 with MOD 10302 installed</td>
<td>2 PRATT and WHITNEY CANADA PW 127XT-M or PW 127M (see Note 3)</td>
</tr>
</tbody>
</table>

Note 1: ATR Modification 1822 (SB ATR 42-72-0002) installs 1 or 2 PW 121 engines on ATR 42-200 / -300 but under PW 120 operating conditions

Note 2: Listed engine models are interchangeable and mixable with conditions (refer to relevant approved Airplane Flight Manual and approved MMEL). PW 127N engine is not eligible for ATR 42-500 model installation

Note 3: Listed engine models are interchangeable and mixable with conditions (refer to relevant approved Airplane Flight Manual).

a) Engines limitations:


b) Fuel limitations:

   Refer to relevant approved Airplane Flight Manual Section LIM.5.70.4.

c) Oil limitations:

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

6. Auxiliary Power Unit
   Not Applicable
7. Propellers
   a) ATR 42-200 / -300 / -320 models
      2 HAMILTON SUNDSTRAND 14 SF-5 propellers
      Limitations: Refer to FAA Type Data sheet P7NE or relevant approved Airplane Flight Manual.
   b) ATR 42-400 / -500 models
      2 HAMILTON SUNDSTRAND 568F-1 propellers
      Limitations: Refer to FAA Type Data Sheet P8BO or relevant approved Airplane Flight Manual.

8. Fluids (Fuel, Oil, Additives, Hydraulics)
   Hydraulics fluid for all ATR 42 models: AIRBUS/ATR standard NSA307110.
   Refer to Airplane Flight Manual, Structural Repair Manual and Aircraft Maintenance Manual. For Fuel, refer to Airplane Flight Manual Section LIM.5.70.4

9. Fluid Capacities

<table>
<thead>
<tr>
<th>Usable fuel (kg)</th>
<th>Normal refuelling with pre selector (kg)</th>
<th>Refuelling up to high level indication (kg)</th>
<th>(litres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unusable fuel</td>
<td>21.2</td>
<td>4 500</td>
<td>4 550</td>
</tr>
<tr>
<td>Normal refuelling</td>
<td>4 500</td>
<td>4 550</td>
<td>5 700</td>
</tr>
<tr>
<td>Refuelling up to</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>high level indication</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10. Airspeed Limits
    Refer to relevant approved Airplane Flight Manual section Limitations LIM.3

11. Flight Envelope
    Refer to relevant approved Airplane Flight Manual section Limitations LIM.2

12. Operating Limitations

   12.1 Approved Operations
   All ATR 42 aircraft models are certified in the Transport Category, for night and day operations when the appropriate equipment and instruments required by the airworthiness and operational regulations are approved, installed and operative, in the following conditions:
   - instrument and visual flight
   - flight in icing conditions

   • Ditching
- ATR 42-200 / -300 / -320 models are certified for ditching.
- ATR 42-500 model is certified for ditching when fitted with ATR Modification 4626.

When required by the operational rules, the life raft must be installed in accordance with the locations defined through ATR document ref A/RT/C 421.0178/96 rev. 2.

- Approaches

All ATR 42 aircraft models are certified for ILS CAT II precision approaches.

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

The list of modifications enabling ATR 42-200 / -300 and -320 models to be operated for CAT II approaches is defined by ATR Service Letter 42-22-5001, dated 28 October 1986. These modifications are as follows:

- Production aircraft:
  - 0030
  - 0801, when aircraft is equipped with Collins radio-navigation systems only
  - 0884, from aircraft MSN 040 and subsequent
  - 1046, up to aircraft MSN 039
  - 1078
  - 1175, only when CAT II approaches are performed with Flight Director

- In service aircraft (retrofit):
  - 0084
  - 0801, when aircraft is equipped with Collins radio-navigation systems only
  - 1046, up to aircraft MSN 039
  - 1078
  - 1112
  - 1175, only when CAT II approaches are performed with Flight Director

b) ATR 42-400 / -500 models

ATR 42-400 / -500 models can be operated for CAT II approaches when fitted with ATR Modification 1112.

ATR 42-500 model can be operated for CAT II approaches when fitted with ATR Modification 5948.

- Navigation (B-RNAV, P-RNAV, GNSS, …)

All ATR 42 aircraft models are compliant with B-RNAV, P-RNAV, RNAV non precision approach, RNP approach, and GNSS as primary means of navigation specifications, providing that aircraft is equipped and operated in accordance with the relevant approved Airplane Flight Manual (AFM).

12.2 Other Limitations

Refer to relevant Airplane Flight Manual approved by EASA
13. Maximum Certified Masses

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

<table>
<thead>
<tr>
<th></th>
<th>ATR 42-200</th>
<th>ATR 42-300 / -320 Mod 0951 or 8430</th>
<th>ATR 42-300 / -320 Mod 8430 + 2082 + 1739</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRW (kg)</td>
<td>15 770</td>
<td>16 170</td>
<td>16 800</td>
</tr>
<tr>
<td>MTOW (kg)</td>
<td>15 750</td>
<td>16 150</td>
<td>16 400</td>
</tr>
<tr>
<td>MLW (kg)</td>
<td>15 500</td>
<td>16 000</td>
<td>16 400</td>
</tr>
<tr>
<td>MZFW (kg) (1)</td>
<td>14 500 / 15 200</td>
<td>14 800 / 15 200 (1)</td>
<td>15 200</td>
</tr>
</tbody>
</table>

(1) Note: With the embodiment of ATR Modification 0863, the Maximum Zero Fuel Weight is increased to 15 200 kg.

(2) Note: ATR Modification 4076 is only applicable if associated with ATR modification 1739 (a/c prior to MSN 70) or ATR Modification 1267 (other MSN).

b) ATR 42-400 model

<table>
<thead>
<tr>
<th>ATR 42-400 (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRW</td>
</tr>
<tr>
<td>MTOW</td>
</tr>
<tr>
<td>MLW</td>
</tr>
<tr>
<td>MZFW</td>
</tr>
</tbody>
</table>

c) ATR 42-500 model

<table>
<thead>
<tr>
<th>ATR 42-500 (kg)</th>
<th>ATR 42-500 Mod 5175 (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRW</td>
<td>18 770</td>
</tr>
<tr>
<td>MTOW</td>
<td>18 600</td>
</tr>
<tr>
<td>MLW</td>
<td>18 300</td>
</tr>
<tr>
<td>MZFW</td>
<td>16 700</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range
Refer to relevant approved Airplane Flight Manual

15. Datum
   Refer to Weight and Balance Manual.

16. Mean Aerodynamic Chord (MAC)
   Refer to Weight and Balance Manual.

17. Levelling Means
   Refer to relevant approved Airplane Flight Manual

18. Minimum Flight Crew
   For all ATR 42 aircraft models: Two (Pilot and Co-pilot) for all types of flight.

19. Minimum Cabin Crew
   (in accordance with the emergency evacuation test)

<table>
<thead>
<tr>
<th>Installed Passenger Seats</th>
<th>Minimum Cabin Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 to 60</td>
<td>2</td>
</tr>
<tr>
<td>50 or fewer</td>
<td>1</td>
</tr>
</tbody>
</table>

   Note: The above minimum cabin crew numbers are those demonstrated by the type certificate holder for conventional cabin layouts. A lower number may be acceptable in the case of a cabin layout with compensating features agreed by the Agency. In such a case, the lower minimum cabin crew number must be documented in an EASA approved major design change or Supplemental Type Certificate (STC)

20. Maximum Seating Capacity
   For the approved number of passengers for each aircraft, refer to the Cabin Layout Catalogue approved by the DGAC-F (ref. GATR/C 422.057/85).

   - Full passenger configuration: 60
     Note: The maximum number of passengers used for showing compliance with JAR 25.803(c) (emergency evacuation demonstration) was 66.

   - COMBI configuration: 34.
     Note: The COMBI configuration is achieved by embodiment of ATR Modification 0244 or 0755, respectively associated with embodiment of ATR Modification 1073. COMBI version is only certified for ATR 42-200 / -300 and -320 aircraft models.

21. Baggage/ Cargo Compartment
   Refer to relevant Weight and Balance Manual.

22. Wheels and Tyres
   a) ATR 42-200 / -300 / -320 models
b) ATR 42-400 / -500 models

<table>
<thead>
<tr>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Landing Gear tyres</td>
</tr>
<tr>
<td>Nose Landing Gear tyres</td>
</tr>
</tbody>
</table>

23. ETOPS

The following table provides details on the ETOPS approvals for ATR 42 aircraft models:

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine type</th>
<th>120 min approval date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 42-500</td>
<td>PW127E</td>
<td>19 November 2000</td>
</tr>
<tr>
<td>ATR 42-500</td>
<td>PW127M</td>
<td>21 December 2007</td>
</tr>
</tbody>
</table>

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

The type design, system reliability and performance of ATR 42-500 model is found capable for extended range operations when configured, maintained and operated in accordance with the current approved revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document.

This paragraph does not constitute an approval to conduct extended range operations. Operational approval must be obtained from the Authority responsible for aircraft operations.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
   Refer to relevant approved Airplane Flight Manual
2. Instructions for Continued Airworthiness and Airworthiness Limitations
   Refer to ATR AMM, SRM, IPC, CMM documents and the relevant approved "Time Limits" document

3. Weight and Balance Manual (WBM)
   Refer to Weight and Balance Manual

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [TC number EASA.A.084] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   a) Master Minimum Equipment List (ATR 42 and ATR 72 Master Minimum Equipment List (MMEL) EORA reference: EFOS-4775/15) approved at revision 00 dated December 2015 (refer to the latest approved revision), as per the defined Master Minimum Equipment List Operational Suitability Data Certification Basis: JAR MMEL / MEL, Amendment 1.
   b) Required for entry into service by EU operator.

2. Flight Crew Data
   a) The Flight Crew Data (OSD FC ATR 42/72 reference: EFOS-4267/15) approved at revision 1, dated 11 December 2015 (refer to the latest approved revision), as per the defined Flight Crew Operational Suitability Data Certification Basis: CS-FCD, Initial Issue.
   b) Required for entry into service by EU operator.
   c) Pilot Type Rating (refer following table):

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Aircraft Model / Name</th>
<th>License Endorsement</th>
<th>Variants</th>
<th>Complex</th>
<th>SP/ SP HPA/ MP</th>
<th>OEB FC Report / OSD FC Report</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR</td>
<td>ATR 42 (Non PEC equipped)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ATR 42 (PEC equipped)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ATR 42 (glass cockpit)</td>
<td>ATR42/72</td>
<td>X</td>
<td>X</td>
<td>MP</td>
<td>X</td>
<td>OSD FC ATR 42/72 dated of issue Dec 11th 2015</td>
</tr>
</tbody>
</table>

PEC = Propeller Electronic Control
Note: All ATR 42/72 series aircraft have been assessed as variants requiring familiarization / differences training as summarized in the MDR table (refer to ATR 42/72 OSD-FC report section 4).

See EASA Explanatory Notes: EASA Type Rating & License Endorsement Lists Flight Crew

3. Cabin Crew Data
   a) The Cabin Crew Data (ATR Operational Suitability Data (OSD) Report - CCD reference: EFOS-5442/15) approved at revision 1, dated 17 July 2015 (refer to the latest approved revision), as per the defined Cabin Crew Operational Suitability Data Certification Basis: CS-CCD, Initial Issue.

   b) Required for entry into service by EU operator.

   c) The ATR42 aircraft models and the ATR72 aircraft models are determined to be variants amongst themselves.

Note: Information on minimum cabin crew number is not part of this CC OSD chapter, please refer to Section 1: ATR 42 series, Chapter III, Subchapter 19 of the TCDS

VI. Notes

1. Designations
   ATR 42-500 ‘600 version’ is the designation to identify ATR 42-500 aircraft models having received the New Avionic Suite (NAS) modification, also named as ‘Glass Cockpit, which represents the incorporation of ATR Significant Major Change no 5948 and a batch of associated ATR (major & minor) modifications.

   ATR 42-500 ‘600 version’ aircraft is not considered as new aircraft model or variant.

   ATR 42-600 is the commercial designation used by ATR GIE to refer to the ATR 42-500 aircraft model fitted with NAS modification. This designation must not be used on ATR certified / approved documentation, and only mention of ‘Mod 5948’, ‘ATR 42-500 with Mod 5948’, or ATR 42-500 ‘600 version’ must be indicated.
SECTION 2: ATR 72 Series

1. General

1. Type/Model/Variant
   ATR 72-101, ATR 72-102,
   ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212, ATR 72-212A

2. Performance Class
   A

3. Certifying Authority

   Primary certification of above aircraft models has been granted by French
   DGAC under DGAC Type Certificate N° 176 and has been transferred to EASA
   since 28 September 2003 under EASA Type Certificate A.084.

4. Manufacturer

   ATR - GIE Avions de Transport Régional
   1, Allée Pierre Nadot
   31712 Blagnac Cedex
   France

5. EASA\(^4\) Type Certification Application Date

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 72-101</td>
<td>19 December 1985</td>
</tr>
<tr>
<td>ATR 72-201</td>
<td>19 December 1985</td>
</tr>
<tr>
<td>ATR 72-102</td>
<td>19 December 1985</td>
</tr>
<tr>
<td>ATR 72-202</td>
<td>19 December 1985</td>
</tr>
<tr>
<td>ATR 72-211</td>
<td>24 August 1990</td>
</tr>
<tr>
<td>ATR 72-212</td>
<td>24 August 1990</td>
</tr>
<tr>
<td>ATR 72-212A</td>
<td>15 February 1996</td>
</tr>
</tbody>
</table>

6. EASA Type Certification Date

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 72-101</td>
<td>25 September 1989</td>
</tr>
<tr>
<td>ATR 72-201</td>
<td>25 September 1989</td>
</tr>
<tr>
<td>ATR 72-102</td>
<td>14 December 1989</td>
</tr>
<tr>
<td>ATR 72-202</td>
<td>14 December 1989</td>
</tr>
<tr>
<td>ATR 72-211</td>
<td>15 December 1992</td>
</tr>
<tr>
<td>ATR 72-212</td>
<td>15 December 1992</td>
</tr>
<tr>
<td>ATR 72-212A</td>
<td>14 January 1997</td>
</tr>
</tbody>
</table>

\(^4\) Former State of Design Authority at the date of application was DGAC then replaced by EASA founding in 2003.
II. Certification Basis

1. Reference Date for determining the applicable requirements
   Refer to section I.5

2. EASA Type Certification Basis
   a) ATR 72-101 / -201, -102 / -202, -211 / -212 models
      - JAR 25 change 11, including amendments 86/1, 87/1 and 88/1 for:
        • 25X20 (amendment 88/1)
        • 25.335 (amendment 88/1)
        • 25.345 (amendment 88/1)
        • 25.365 (amendment 86/1)
        • 25.571(e)(2), .905(d) and ACJ 25.905(d) (amendment 87/1)
        • 25.603 and ACJ 25.603 (amendment 86/1)
        • 25.812 (amendment 86/1)
        • 25.843 (amendment 86/1)
        • 25.853 (amendment 86/1)
      - JAR P change 6, amended by Blue Paper C 795.
      - JAR AWO Subpart 2 Change 1 and ACJ 231 and 236 for CAT II
        approaches.

   b) ATR 72-212A model
      - JAR 25 at change 15 including amendment 96/1 for:
        • 25.201
        • 25.203
      - JAR 25 at change 14 for:
        • 25X20 to 25X261 (except for 25.201 and 25.203)
        • 25.901 to 25.945
      - JAR 25 at change 13 including amendments 90/1, 91/1 and 93/1 for:
        • NPA 25F-219 "Flight characteristics in icing conditions iss. 2" – 25.1419
        • NPA 25DF-179 "Operation without normal electrical power" - 25.1309(e), 1351(d)
          (as published in O.P. 90/1)
        • NPA 25DF-191 "Miscellaneous requirements" - 25.819(b), .1309(b), .1351(b)(5)(c), .1353(c)(6)(d), .1355(c), .1357(d)(f
          revoked), .1359(d), .1362, .1363(a), .1431(d).
          (as published in O.P. 90/1)
        • NPA 25D-181 "Resistance to fire terminology" - 25.853(e), .863(b)(4), .867(a).
          (as published in O.P. 91/1)
        • NPA 25D-206 "Emergency exit marking" - 25.811(e)(4)
          (as published in O.P 91/1)
        • NPA 25D-227 "Compartment interior" - 25.853(f)
          (as published in O.P. 93/1)
- JAR 25 at change 11, including amendments 86/1, 87/1 and 88/1 for:
  - 25.335 (Amendment 88/1)
  - 25.345 (Amendment 88/1)
  - 25.365 (Amendment 86/1)
  - 25.571(e)(2) (Amendment 87/1)
  - 25.603 (Amendment 86/1)
  - 25.812 (Amendment 86/1)
  - 25.843 (Amendment 86/1)
  - 25.853 (Amendment 86/1)

- JAR 25 at change 11 except for the paragraphs listed above.

- JAR AWO Subpart 2 Change 1 for CAT II approaches.

Applicable EASA Airworthiness Standards for ATR 72-212A with MOD 5948 installed:
The following EASA airworthiness standards are applicable for areas within Glass Cockpit perimeter as defined by MOD 5948 and associated ATR changes listed in the table below:

<table>
<thead>
<tr>
<th>Prerequisite ATR Change for Change 5948 installation</th>
<th>Classif.</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>6604 Major DME 1 Antenna re-location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5977 Major Install New Fuel Gauging system in Kg on ATR 72-212A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6298 Minor Aileron Control – Rigging of Quadrant at section 15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6164 Minor Install MPC ED36 for New Avionics Suite</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6368 Minor New cockpit integrated LED lighting system (CILLS)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- CS 25 amendment 3, except for 25.301 to 25.307, .365, .395(b), .561, .571, .601 to .613, .619, and .625:

  Subpart B
  - 25.255(a)(2)

  Subpart C
  - 25.581

  Subpart D
  - 25.671(b)(c)
  - 25.672(a)
- 25.677(b)
- 25.679(a)(2)
- 25.685
- 25.699(a)(b)
- 25.703
- 25.729(e)(f)(3)
- 25.735(d)
- 25.771(a)(c)(e)
- 25.773(a)
- 25.777(f)
- 25.783(e)
- 25.841(b)(5)(b)(6)(b)(8)
- 25.843(b)(3)
- 25.853(a)(d)(e)
- 25.854(a)
- 25.855(h)
- 25.857(b)(3)
- 25.869(a)
- 25.899

Subpart E
- 25.1141(f)
- 25.1165(g)
- 25.1203(a)(b)(2)(b)(3)

Subpart F
- 25.1301 to 25.1305
- 25.1307(c)(d)(e)
- 25.1309
- 25.1316
- 25.1321 to 25.1323
- 25.1325(a)(d)(e)(f)
- 25.1326(a)
- 25.1327
- 25.1331
- 25.1333
- 25.137
- 25.1351(a)(b)(6)(c)(d)
- 25.1353(a)(b)(c)(6)(d)(e)
- 25.1355 to 25.1360
- 25.1381
- 25.1419(c)
- 25.1431
- 25.1435(b)(1)
- 25.1459

Subpart G
- 25.1501
- 25.1523 to 25.1529
- 25.1541 to 25.1549
- 25.1555
- 25.1563 to 25.1587

- JAR 25 change 13 for:
  - 25.301 to 25.307
  - 25.365
  - 25.395(b)
  - 25.561
  - 25.571
  - 25.601 to 25.613
  - 25.619
  - 25.625

- CS-AWO Subpart 2 for CAT II approaches

Applicable EASA Airworthiness Standards for ATR 72-212A with MOD 7900 installed:
The following EASA airworthiness standards are applicable for areas within Cargo conversion perimeter as defined by MOD 7900:

- CS 25 at Amendment 20 for affected areas, for the following paragraphs:
  25.1585

  Plus the following paragraphs applicable to Large Cargo Door only:
  25.365(a)(b)(c)(d)(f)(g), 25.613(a)(c)(e)(f), 25.625,
  25.1353(a), 25.1541

  Plus the following paragraphs applicable to Embedded Crew Door only:
  25.365(a)(b)(c)(d)(f)(g), 25.613(a)(c)(e)(f), 25.625,
  25.1353(a), 25.1541

  Plus the following paragraphs applicable to Rear Cargo Door only:
  25.365(a)(b)(c)(d)(f)(g), 25.613(a)(c)(e)(f), 25.625,
  25.1301(a), 25.1309(a)(1), 25.1353(a), 25.1541

  Plus the following paragraphs applicable to Cargo Floor only:
  25.605, 25.607, 25.609(a), 25.613(a)(b)(c)(e)(f), 25.619, 25.625(a),
  25.855(d), 25.1301(a), 25.1309(a), 25.1541

  Plus the following paragraphs applicable to Cargo Nets and associated aircraft provisions only:
  25.1301(a), 1519, 25.1541
Plus the following paragraphs applicable to Cargo Class E area only:

- CS 25 at Amendment 4 related to Electrical and Electronic common installation for paragraphs:

- CS 25 at Amendment 3 for paragraphs:
  o related to Electro-Magnetic Hazard (EMH):
  o related to cockpit controls of air system adaptation and fire protection:
    25.777(a)(c)

- JAR 25 at Change 13 for paragraphs:
  o related to air system adaptation:
    25.773(c), 25.831(a)(b)(2)(c), 25.853(b), 25.899(a), 25.1301(a)(d), 25.1309(a)(b)(d)(g)
  o related to wing & engine scan light adaptation:
    25.1301, 25.1309(a)(g), 25.1351(a)(1), 25.1353(a), 25.1360(a), 25.1403, 25.1431(a)(c)
  o related to Cargo doors:
    25.1309(a)(b)(d)(g), 25.1431(c)
  o related to Structure:
  o related to EMH:
    25.581, 25.899(a), 25.1309(a)(b)(d)(g)
  o related to Fire protection:
    25.1309(a)(b)(d)(g)

3. Special Conditions

<table>
<thead>
<tr>
<th>SC ref.</th>
<th>Title</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1</td>
<td>Demonstration of endurance</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
<tr>
<td>B5</td>
<td>Stick pusher</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
<tr>
<td>B7</td>
<td>1g Stall Speed</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/ models</td>
</tr>
<tr>
<td>B7</td>
<td>Stall and stall warning speeds and manoeuvre capability</td>
<td>ATR 72-212A model</td>
</tr>
<tr>
<td>B9</td>
<td>Steep approach capability</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models with optional MOD 3792, 5332 or 5964 (in combination with MOD 5948) installed or</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Equipment</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>B10</td>
<td>Clever stall warning / Stick Pusher</td>
<td>ATR 72-212A model</td>
</tr>
<tr>
<td>B11</td>
<td>Operations on narrow runways</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models with optional MOD 4406 installed or other equivalent approved change</td>
</tr>
<tr>
<td>C01</td>
<td>Operations on unpaved runways</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models with optional MOD 3644 installed or other equivalent approved change; and ATR 72-212A model with optional MOD 6404 installed or other equivalent approved change</td>
</tr>
<tr>
<td>D7</td>
<td>Lightning protection indirect effects</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
<tr>
<td>D-15</td>
<td>Introduction of towbarless towing</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models with optional MOD 6458 installed or other equivalent approved change</td>
</tr>
<tr>
<td>D-16</td>
<td>Heat Release and Smoke Density - Requirements to seat materials</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
<tr>
<td>E-02</td>
<td>Fuel Tank Safety</td>
<td>ATR 72-212A model with MOD 7928 installed or other equivalent approved change</td>
</tr>
<tr>
<td>E-10</td>
<td>Fuel Quantity Indication System</td>
<td>ATR 72-212A model with MOD 5948 installed</td>
</tr>
<tr>
<td>F2</td>
<td>low altitude automatic pilot engagement after take-off</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
<tr>
<td>F3</td>
<td>Effect of external radiations upon aircraft system</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
<tr>
<td>F-18</td>
<td>HIRF Protection</td>
<td>ATR 72-212A model with MOD 5948 installed</td>
</tr>
<tr>
<td>F-35</td>
<td>Flight Recorder/data link recording</td>
<td>ATR 72-212A model with MOD 5948 installed</td>
</tr>
<tr>
<td>F-44</td>
<td>Enhanced Flight Vision System (EFVS) to land, using a Head Mounted Display (HMD)</td>
<td>ATR 72-212A model with MODs 5948 and 10036 installed or other equivalent approved change</td>
</tr>
<tr>
<td>F-1018</td>
<td>HIRF Protection</td>
<td>ATR 72-212A model with MODs 5948 and 5977 installed or other equivalent approved change</td>
</tr>
<tr>
<td>02</td>
<td>Propeller: All composite blades</td>
<td>ATR 72-211/-212 models</td>
</tr>
<tr>
<td>H-1</td>
<td>Instructions for continued Airworthiness for EWIS</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models</td>
</tr>
</tbody>
</table>
## 4. Deviations

<table>
<thead>
<tr>
<th>DEV ref.</th>
<th>Title</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-12</td>
<td>Mid Cabin door on VIP configuration aircraft</td>
<td>ATR 72-212A model with optional MOD 6063 installed or other equivalent approved change</td>
</tr>
<tr>
<td>D-13</td>
<td>Firm Handhold</td>
<td>ATR 72-212A model with optional MOD 6063 installed or other equivalent approved change</td>
</tr>
<tr>
<td>D-14</td>
<td>Heat release and Smoke density</td>
<td>ATR 72-212A model with optional MOD 6063 installed or other equivalent approved change</td>
</tr>
</tbody>
</table>

## 5. Equivalent Safety Findings

<table>
<thead>
<tr>
<th>ESF ref.</th>
<th>Title</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAR 25.785(h)</td>
<td>Flight attendant seat installed between the type III exits</td>
<td>ATR 72-102/-202/-212/-212A models (1)</td>
</tr>
<tr>
<td>JAR 25.853(f)</td>
<td>Lavatory - &quot;NO SMOKING&quot; placard</td>
<td>ATR 72-212A model (1)</td>
</tr>
<tr>
<td>JAR 25.811(e)(3)</td>
<td>Type III exits handle</td>
<td>ATR 72-212A model (1)</td>
</tr>
<tr>
<td>B01</td>
<td>Stall and stall warning speeds and manoeuvre capability (1g stall speeds)</td>
<td>ATR 72-212A model</td>
</tr>
<tr>
<td>D01</td>
<td>Reinforced security cockpit door</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models (1)</td>
</tr>
<tr>
<td>D-10 (2)</td>
<td>Improved flammability standards for thermal / acoustic Insulation materials used in Large Aeroplanes</td>
<td>ATR 72-101/-201, -102/-202, -211/-212/-212A models (1)</td>
</tr>
<tr>
<td>D-19</td>
<td>Bilingual EXIT signs for Japan</td>
<td>ATR 72-212A model with optional MOD 7160 installed or other equivalent approved change (1)</td>
</tr>
<tr>
<td>D-20</td>
<td>Trilingual EXIT signs Arabic / French / English</td>
<td>ATR 72-212A model with optional MOD 7392 installed or other equivalent approved change (1)</td>
</tr>
<tr>
<td>D-25</td>
<td>ATR 72-600F Embedded Crew Door</td>
<td>ATR 72-212A model with MOD 7900 installed</td>
</tr>
<tr>
<td>D-28</td>
<td>Bilingual EXIT signs for China</td>
<td>ATR 72-212A model with optional MOD 10146 installed or other</td>
</tr>
</tbody>
</table>
An agency of the European Union

---

### III. Technical Characteristics and Operational Limitations

1. **Type Design Definition**
   
The type definition is given in the ATR notes given in the table below:

<table>
<thead>
<tr>
<th>ATR 72-101 and -201</th>
<th>ATR 72-212A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Definition</strong></td>
<td>Note GATR/C n° 425.795/89</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ATR 72-102 and -202</th>
<th>ATR 72-211</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Definition</strong></td>
<td>Note GATR/C n° 422.130/89</td>
</tr>
</tbody>
</table>

2. **Description**
   
The ATR 72 is a short-range narrow fuselage twin turbo prop aircraft.

   The ATR 72-101 and ATR 72-201 models are physically identical and only differ in their maximum operating weights.

   The ATR 72-102 and ATR 72-202 models are physically identical and only differ in their maximum operating weights.

   The ATR 72-211 and ATR 72-212 models have a different powerplant than the one mounted on ATR 72-101/-102/-201/-202 models.

   The differences existing between respectively ATR 72-101 and ATR 72-102 models, ATR 72-201 and ATR 72-202 models, and ATR 72-211 and ATR 72-212 models, are limited to the type of doors, emergency exits and their distribution.

   The ATR 72-212A model is equipped with specific propellers and can have different engines than the ones fitted on ATR 72-211 / -212 models.

   The MOD 7900 entails the following physical modifications:

---

(1) Note: ESF not applicable to ATR 72-212A model with Change 7900 (Cargo conversion) installed.

(2) Note: ESF for the Flammability standards against CS 25 Amdt 3 25.853(a).
• A Large Cargo Door (LCD), embedding a crew door, in replacement of the standard forward LH cargo door, based on FAA ST01761 NY technical solutions,
• An upper hinged rear cargo door of the same opening size as the passenger door,
• A structural tube for class-E cargo operations,
• A windowless fuselage, without type III doors nor the aft RH service door,
• Removal of thermo-acoustics blankets, except for section 11 (Flight deck area),
• Removal of passenger oxygen and air conditioning distribution and other passengers’ systems and features,
• A fire protection system and cargo interiors compatible with class-E cargo operations,
• A cockpit door "western" type not secured (made from ATR 42-500 standard version one),
• Reinforcement of floor panels at 488Kg/m2 [100lbs/ft²],
• An enhanced corrosion protection,
• A lower surround skin protection plates for each cargo door.

3. 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.

<table>
<thead>
<tr>
<th>ATR 72-101 and -201</th>
<th>ATR 72-211</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment list</td>
<td>Note GATR/C n° 425.892/89</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ATR 72-102 and -202</th>
<th>ATR 72-212</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment list</td>
<td>Note GATR/C n° 422.102/89</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ATR 72-212 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment list</td>
</tr>
</tbody>
</table>

Cabin furnishing equipment must comply with the following specifications (latest applicable issue), except for ATR 72-212A with MOD 7900 (full cargo) installed:

<table>
<thead>
<tr>
<th>ATR 72-101 / -201 / -102 / -202 / -211 / -212</th>
<th>ATR 72-212A</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Galleys Technical Specification AEROSPATIALE n°419.464/82</td>
<td>Technical Specification ATR GIE n°419.098/90</td>
</tr>
<tr>
<td>- Passenger seats Technical Specification AEROSPATIALE n°419.282/82</td>
<td>Technical Specification AEROSPATIALE n°419.282/82</td>
</tr>
</tbody>
</table>

4. Dimensions

Refer to relevant approved Airplane Flight Manual.

5. Engines

### Aircraft configuration

<table>
<thead>
<tr>
<th>Aircraft configuration</th>
<th>Engine model</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 72-101 and -201</td>
<td>2 PRATT and WHITNEY CANADA PW 124B</td>
</tr>
<tr>
<td>ATR 72-102 and -202</td>
<td>2 PRATT and WHITNEY CANADA PW 124B</td>
</tr>
<tr>
<td>ATR 72-211 and -212</td>
<td>2 PRATT and WHITNEY CANADA PW 127 or PW127F after embodiment of Service Bulletin PW N°21591 (ATR Modification 8233)</td>
</tr>
<tr>
<td>ATR 72-212A</td>
<td>2 PRATT and WHITNEY CANADA PW 127M or PW 127F (see note 1)</td>
</tr>
<tr>
<td>ATR 72-212A post mod 7079</td>
<td>2 PRATT and WHITNEY CANADA PW 127N or PW 127M or PW 127F (see note)</td>
</tr>
<tr>
<td>ATR 72-212A with MOD 10016 installed</td>
<td>2 PRATT and WHITNEY CANADA PW 127XT-M</td>
</tr>
<tr>
<td>ATR 72-212A with MOD 10302 installed</td>
<td>2 PRATT and WHITNEY CANADA PW 127XT-M or PW127M (see note 2)</td>
</tr>
</tbody>
</table>

#### Note 1:
Listed engine models are interchangeable and mixable with conditions (refer to relevant approved Airplane Flight Manual and approved MMEL).

#### Note 2:
Listed engine models are interchangeable and mixable with conditions (refer to relevant approved Airplane Flight Manual).

#### a) Engines limitations:

#### b) Fuel limitations:
Refer to relevant approved Airplane Flight Manual Section LIM.5.70.4.

#### c) Oil limitations:
Refer to relevant Engine Maintenance Manual chapter 72-00-00.

6. Auxiliary Power Unit
Not Applicable

7. Propellers
   a) Models ATR 72-101/-201, -102/-202
      - 2 HAMILTON SUNDSTRAND 14 SF-11 propellers
      or
      - 2 HAMILTON SUNDSTRAND 14 SF-11 E propellers

      Limitations: Refer to FAA Type Data Sheet P7NE, or relevant approved Airplane Flight Manual.
b) Models ATR72-211 and 212

- 2 HAMILTON SUNDSTRAND 247 F-1 propellers
- 2 HAMILTON SUNDSTRAND 247 F-1E propellers

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

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

- 2 HAMILTON SUNDSTRAND 14 SFL-11 propellers
  (same characteristics as 14 SF-11).

Limitations: Refer to FAA Type Data Sheet P7NE, or relevant approved Airplane Flight Manual

d) Model ATR72-212A

- 2 HAMILTON SUNDSTRAND 568F-1 propellers

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

8. Fluids (Fuel, Oil, Additives, Hydraulics)
Hydraulics fluid for all ATR 72 models: AIRBUS/ATR standard NSA307110.
Refer to Airplane Flight Manual, Structural Repair Manual and Aircraft Maintenance Manual. For Fuel, refer to Airplane Flight Manual Section LIM.5.70.4

9. Fluid Capacities

<table>
<thead>
<tr>
<th></th>
<th>Usable fuel (kg)</th>
<th>Normal refuelling with pre selector (kg)</th>
<th>Refuelling up to high level indication (kg)</th>
<th>(litres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(kg)</td>
<td>30</td>
<td>5 000</td>
<td>5 050</td>
<td>6 360</td>
</tr>
</tbody>
</table>

10. Airspeed Limits
Refer to relevant approved Airplane Flight Manual

11. Flight Envelope
Refer to relevant approved Airplane Flight Manual.

12. Operating Limitations

12.1 Approved Operations
All ATR 72 aircraft models are certificated in the Transport Category, for night and day operations when the appropriate equipment and instruments required by the
airworthiness and operational regulations are approved, installed and operative, in the following conditions:

- instrument and visual flight
- flight in icing conditions

- Ditching

The ATR 72 models are certified for ditching.

When requested by the operational rules the life rafts must be installed in accordance with the locations defined in document GATR/C 421.054/92 issue 5.

- Approaches

All ATR 72 aircraft models are certified for ILS CAT II precision approaches.

All ATR 72 can be operated for CAT II approaches when fitted with ATR Modification 1112.

ATR 72-212A model can be operated for CAT II approaches when fitted with ATR Modification 5948.

- Navigation (B-RNAV, P-RNAV, GNSS, …)

All ATR 72 aircraft models are compliant with B-RNAV, P-RNAV, RNAV non precision approach, RNP approach, and GNSS as primary means of navigation specifications, providing that aircraft is equipped and operated in accordance with the relevant approved Airplane Flight Manual (AFM).

12.2 Other Limitations
Refer to relevant Airplane Flight Manual approved by the EASA.

13. Maximum Certified Masses
a) ATR 72-101 / -201, -102 / -202, -211 / -212 models

<table>
<thead>
<tr>
<th></th>
<th>ATR 72-101 / -102 (kg)</th>
<th>ATR 72-201 / -202 / -211 / -212 (kg)</th>
<th>ATR 72-201 / -202 Mods 2055 + 3651 (kg)</th>
<th>ATR 72-211 / -212 Mods 2055 + 3651 (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRW</td>
<td>20 020</td>
<td>21 530</td>
<td>22 030</td>
<td>22 030</td>
</tr>
<tr>
<td>MTOW</td>
<td>19 990</td>
<td>21 500</td>
<td>22 000</td>
<td>22 000</td>
</tr>
<tr>
<td>MLW</td>
<td>19 900</td>
<td>21 350</td>
<td>21 350</td>
<td>21 350</td>
</tr>
<tr>
<td>MZFW</td>
<td>19 350</td>
<td>19 700 / 20 000 (1)</td>
<td>19 700 / 20 000 (1)</td>
<td>19 700 / 20 000 (1)</td>
</tr>
</tbody>
</table>

(1) Note: With the embodiment of ATR Modification 3849, the Maximum Zero Fuel Weight is increased to 20 000 kg.
(2) Note: With the embodiment of ATR Modifications 2055 and 3651, ATR 72-211 and -212 aircraft models must be equipped with HAMILTON SUNDSTRAND 247F-1 propellers.

b) ATR 72-212A models

<table>
<thead>
<tr>
<th>ATR 72-212A 'Basic' (kg)</th>
<th>ATR 72-212A Mod 4671 (kg)</th>
<th>ATR 72-212A Mod 5213 (kg)</th>
<th>ATR 72-212A Mod 5555 (kg)</th>
<th>ATR 72-212A Mod 6219 (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRW 22 180</td>
<td>22 670</td>
<td>22 670</td>
<td>22 970</td>
<td>23 170</td>
</tr>
<tr>
<td>MTOW 22 000</td>
<td>22 500</td>
<td>22 500</td>
<td>22 800</td>
<td>23 000</td>
</tr>
<tr>
<td>MLW 21 850</td>
<td>22 350</td>
<td>22 350</td>
<td>22 350</td>
<td>22 350</td>
</tr>
<tr>
<td>MZFW 20 000</td>
<td>20 300</td>
<td>20 500</td>
<td>20 800</td>
<td>21 000</td>
</tr>
</tbody>
</table>

Note: the ATR 72-212A with MOD 7900 installed shares the same maximum certified masses with MOD 5555 and is eligible to MOD 6219 ones.

Operational Weight Variants (WV):

On ATR 72-212A aircraft model fitted with ATR Modification 6852, Operational Weight Variants (WV) have been defined as follows:

<table>
<thead>
<tr>
<th>Operational Weight Variant (WV)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WV00</td>
</tr>
<tr>
<td>MRW</td>
</tr>
<tr>
<td>MTO</td>
</tr>
<tr>
<td>MLW</td>
</tr>
<tr>
<td>MZFW</td>
</tr>
</tbody>
</table>

Depending on the embodiment of ATR Modification 4671, 5213, 5555 or 6219, with or without ATR Modification 7214 associated, ATR 72-212A aircraft model, fitted with ATR Modification 6852, can be operated as identified in the table below:
### Operational Weight Variant (WV)

<table>
<thead>
<tr>
<th>ATR Mod</th>
<th>WV00</th>
<th>WV09</th>
<th>WV10</th>
<th>WV20</th>
<th>WV30</th>
<th>WV40</th>
<th>WV50</th>
</tr>
</thead>
<tbody>
<tr>
<td>'Basic'</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4671</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5213</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5555</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6219</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>7214 + 5213</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>7214 + 5555</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>7214 + 6219</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range
Refer to relevant approved Aircraft Flight Manual.

15. Datum
Refer to Weight and Balance Manual

16. Mean Aerodynamic Chord (MAC)
Refer to relevant Weight and Balance Manual.

17. Levelling Means
Refer to relevant approved Airplane Flight Manual.

18. Minimum Flight Crew
For all ATR 72 aircraft models: Two (Pilot and Co-pilot) for all types of flight.

19. Minimum Cabin Crew
(in accordance with the emergency evacuation test)

<table>
<thead>
<tr>
<th>Installed Passenger Seats</th>
<th>Minimum Cabin Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 to 78</td>
<td>2</td>
</tr>
<tr>
<td>50 or fewer</td>
<td>1</td>
</tr>
</tbody>
</table>

Notes:
The above minimum cabin crew numbers are those demonstrated by the type certificate holder for conventional cabin layouts. A lower number may be acceptable in the case of a cabin layout with compensating features agreed by the Agency. In such a case, the lower minimum cabin crew number must be documented in an EASA approved major design change or Supplemental Type Certificate (STC).
This section is not applicable to ATR 72-212A with MOD 7900 (full cargo) installed.

20. Maximum Seating Capacity
- Full passenger configuration: 74
Note: The maximum number of passengers used for showing compliance with JAR 25.803(c) (emergency evacuation demonstration) was 74.

- Full passenger configuration for aircraft fitted with ATR Modification 7289: 78
- Full passenger configuration for aircraft fitted with ATR Modification 10001 in NON HIC configuration (without compliance toward CS 25.562): 78

Note: The 78 pax cabin configuration is achieved by embodiment of ATR Modifications:

- 7289, respectively associated with embodiment of ATR Modifications 6219, 6517, 6666, and 7497
  or
- 10001 respectively associated with embodiment of ATR Modifications 6219, 6517, 6666, 7497, 7807 and 6540 or 7450.

Notes:
Change 10001 is developed for export purposes only, and thus seats may be installed without compliance to CS 25.562 Amendment 5, upon written acceptance by the importing (NAA) authority.
The 78 pax cabin configuration is only certified for ATR 72-212A aircraft model.
This section is not applicable to ATR 72-212A with MOD 7900 (full cargo) installed.

21. Baggage/ Cargo Compartment
   Refer to relevant Weight and Balance Manual.

22. Wheels and Tyres
   For All ATR 72 models

<table>
<thead>
<tr>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Landing Gear tyres</td>
</tr>
<tr>
<td>Nose Landing Gear tyres</td>
</tr>
<tr>
<td>450x190-5</td>
</tr>
<tr>
<td>Or</td>
</tr>
<tr>
<td>453X190R5</td>
</tr>
<tr>
<td>(these two references are not mixable)</td>
</tr>
</tbody>
</table>

23. ETOPS
The following table provides details on the ETOPS approvals for ATR 72 series.

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine type</th>
<th>120 min approval date</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR 72-101 / -102</td>
<td>PW124B</td>
<td>13 February 1995</td>
</tr>
<tr>
<td>ATR 72-201 / -202</td>
<td>PW124B</td>
<td>13 February 1995</td>
</tr>
<tr>
<td>ATR72-212A</td>
<td>PW127F</td>
<td>29 November 2000</td>
</tr>
<tr>
<td>ATR72-212A</td>
<td>PW127M</td>
<td>21 December 2007</td>
</tr>
</tbody>
</table>
IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
   Refer to relevant approved Airplane Flight Manual

2. Instructions for Continued Airworthiness and Airworthiness Limitations
   Refer to ATR AMM, SRM, IPC, CMM documents and the relevant approved "Time Limits" document

3. Weight and Balance Manual (WBM)
   Refer to Weight and Balance Manual

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [TC number EASA.A.084] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   a) Master Minimum Equipment List (ATR 42 and ATR 72 Master Minimum Equipment List (MMEL) EDOCA reference: EFOS-4775/15) approved at revision 00 dated December 2015, (refer to the latest approved revision) as per the defined Master Minimum Equipment List Operational Suitability Data Certification Basis: JAR MMEL / MEL, Amendment 1.
b) Required for entry into service by EU operator.

2. Flight Crew Data
   a) The Flight Crew Data (OSD FC ATR 42/72 reference: EFOS-4267/15) approved at revision 1, dated 11 December 2015, (refer to the latest approved revision), as per the defined Flight Crew Operational Suitability Data Certification Basis: CS-FCD, Initial Issue.

   b) Required for entry into service by EU operator.

   c) Pilot Type Rating (refer following table):

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Aircraft Model / Name</th>
<th>License Endorsement</th>
<th>Variants</th>
<th>Complex</th>
<th>SP/SP HPA/MP</th>
<th>OEB FC Report / OSD FC Report</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATR</td>
<td>ATR 72 (Non PEC equipped)</td>
<td></td>
<td>X</td>
<td>X</td>
<td>MP</td>
<td>X</td>
<td>OSD FC ATR 42/72 dated of issue Dec 11th 2015</td>
</tr>
<tr>
<td></td>
<td>ATR 72 (PEC equipped)</td>
<td>ATR 42/72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ATR 72 (glass cockpit)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

PEC = Propeller Electronic Control

Note: All ATR 42/72 series aircraft have been assessed as variants requiring familiarization / differences training as summarized in the MDR table (refer to ATR 42/72 OSD-FC report section 4).

See EASA Explanatory Notes: EASA Type Rating & License Endorsement Lists Flight Crew

3. Cabin Crew Data
   a) The Cabin Crew Data (ATR Operational Suitability Data (OSD) Report - CCD reference: EFOS-5224/15) approved at revision 1, dated 17 July 2015, (refer to the latest approved revision), as per the defined Cabin Crew Operational Suitability Data Certification Basis: CS-CCD, Initial Issue.

   b) Required for entry into service by EU operator.

   c) The ATR72 aircraft models and the ATR42 aircraft models are determined to be variants amongst themselves.

Note: Information on minimum cabin crew number is not part of this CC OSD chapter, please refer to Section 2: ATR 72 series, Chapter III, Subchapter 19 of the TCDS.
VI. Notes

1. Designations

“ATR 72-500” is the commercial designation used by ATR to refer to ATR 72-212A aircraft model.

“ATR 72-212A ‘600 version’” is the commercial designation to identify ATR 72-212A aircraft models having received the New Avionic Suite (NAS) modification, also named as ‘Glass Cockpit’, which represents the incorporation of ATR Significant Major Change no. 5948 and a batch of associated ATR (major & minor) modifications.

“ATR 72-212A ‘600 version’” aircraft is not considered as new aircraft model or variant.

“ATR 72-600” is the commercial designation used by ATR GIE to refer to the ATR 72-212A aircraft model fitted with NAS modification. This designation must not be used on ATR certified / approved documentation, and only mention of ‘Mod 5948’, ‘ATR 72-212A with Mod 5948’, or ATR 72-212A ‘600 version’ must be indicated.

ATR72-212A ‘600F version’ is the designation to identify ATR 72-212A aircraft models with NAS (Mod 5948) fitted with the cargo conversion Significant Major Change no. 7900.

ATR 72-212A ‘600F version’ aircraft is not considered as new aircraft model or variant.

ATR 72-600F is the commercial designation used by ATR GIE to refer to the ATR 72-212A aircraft model with NAS fitted with the cargo modification. This designation must not be used on ATR certified / approved documentation, and only mention of ‘Mod 7900’, ‘ATR 72-212A with Mod 7900’ or ATR 72-212A ‘600F version’ must be indicated.
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AMM  Aircraft Maintenance Manual
AWO  All Weather Operations
CC   Cabin Crew
CMM  Component Maintenance Manual
CRI  Certification Review Item
CS   Certification Specifications
DOA  Design Organisation Approval
EASA European Aviation Safety Agency
ESF  Equivalent Safety Finding
ETOPS Extended-range Twin-engine Operational Performance Standards
EWIS Enhanced Wiring Interconnection System
FC   Flight Crew
ICA  Instructions for Continued Airworthiness
ICAO International Civil Aviation Organization
IPC  Illustrated Part Catalogue
JAR  Joint Aviation Requirements
MMEL Master Minimum Equipment List
MRW  Maximum Ramp Weight
MTOW Maximum Take-Off Weight
MLW  Maximum Landing Weight
MZFW Maximum Zero Fuel Weight
OSD  Operational Suitability Data
POA  Production Organisation Approval
SRM  Structural Repair Manual
TCDS Type Certificate Data Sheet
WV   Weight Variant

II. Type Certificate Holder Record

ATR - GIE Avions de Transport Régional
1, Allée Pierre Nadot
31712 Blagnac Cedex
France

III. General Notes

1. Design conditions

On August 18th, 2004, Design Organisation Approval n° EASA.21J.044 has been granted by EASA to ATR - GIE Avions de Transport Régional.
2. Production conditions

On December 2nd, 1985, aeronautical products manufacturer was named AEROSPATIALE: Manufacturer identification aircraft plate is AEROSPATIALE-AERITALIA.

On March 12th, 1991, Manufacturer identification on aircraft plate is AEROSPATIALE-ALENIA.

On September 21st, 1992, production agreement for aeronautical products manufacturer n° P06 granted by DGAC to AEROSPATIALE DIVISION AVIONS. Manufacturer identification on aircraft plate is AEROSPATIALE-ALENIA.

On January 1st, 1995, AEROSPATIALE DIVISION AVIONS was renamed AEROSPATIALE BRANCHE AERONAUTIQUE. Manufacturer identification on aircraft plate is AEROSPATIALE-ALENIA.

On December 21st, 1997, Production Organization Approval (POA) N° FG.004, granted by DGAC to AEROSPATIALE BRANCHE AERONAUTIQUE. Manufacturer identification on aircraft plate is AEROSPATIALE-ALENIA.

On July 1st, 1998, AEROSPATIALE BRANCHE AERONAUTIQUE was renamed AEROSPATIALE SECTEUR AERONAUTIQUE. Manufacturer identification on aircraft plate is AEROSPATIALE-ALENIA.

On April 1st, 1999, creation of AEROSPATIALE ATR, after separation from AEROSPATIALE SECTEUR AERONAUTIQUE activities, and Production Organization Approval (POA) N° FG054 granted to AEROSPATIALE ATR. Manufacturer identification on aircraft plate is AEROSPATIALE-ALENIA.

On June 12th, 1999, AEROSPATIALE ATR was renamed AEROSPATIALE MATRA ATR. Manufacturer identification on aircraft plate is AEROSPATIALE MATRA ATR -ALENIA.

On September 28th, 2000, AEROSPATIALE MATRA ATR was renamed EADS ATR. Manufacturer identification on aircraft plate is EADS ATR -ALENIA.

On June 1st, 2001, the POA N° FG054 has been transferred from EADS ATR to ATR - GIE Avions de Transport Régional. Manufacturer identification on aircraft plate is ATR.

On June 10th, 2004, Production Organization Approval (POA) according to Part 21, section A, subpart G, referenced FR.21G.0054 granted by DGAC France to ATR - GIE Avions de Transport Régional. Manufacturer identification on aircraft plate is ATR.

Note: The address of ATR [ATR Blagnac 31712 France EUROP (FB429)] appears on the aircraft identification plate from June 1st 2001.
IV. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 04</td>
<td>04/07/2014</td>
<td>Update: Add Special Condition C02. Remove Special Condition B12 (cancelled); Rename duplicate Special Condition B11. Introduce new Engine PW 127N on ATR 72-212A. Correct references to ATR and DGAC documents.</td>
<td>Initial Issue, 28/04/2006</td>
</tr>
<tr>
<td>Issue 05</td>
<td>18/12/2015</td>
<td>Update Introduce OSD Introduce Minimum Cabin Crew Number Typographical corrections Add Special Condition / ESF / Deviation Add OWV 09</td>
<td>Initial Issue, 28/04/2006</td>
</tr>
<tr>
<td>Issue 06</td>
<td>20/07/2017</td>
<td>Update: Typographical corrections: Special Condition table of ATR72-212A has been restored (as at issue 04); CRI F-1018 added in ‘Special Conditions’ for ATR72-212A ‘600 version’ and ATR42-500 ‘600 version’; Delete the Mod 6404 in ATR72-212A “Maximum certified mass”</td>
<td>Initial Issue, 28/04/2006</td>
</tr>
<tr>
<td>Issue 09</td>
<td>01/02/2021</td>
<td>Typographical corrections and clarifications, version with marked changes re-published on 10/02/2021</td>
<td>Initial Issue, 28/04/2006</td>
</tr>
<tr>
<td>Issue 10</td>
<td>14/10/2022</td>
<td>Update:</td>
<td>Initial Issue, 28/04/2006</td>
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<tr>
<td>Issue 11</td>
<td>05/05/2023</td>
<td>Update:</td>
<td></td>
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<td>Sections 1 &amp; 2 - II.2) Reference to DGAC-F letter removed</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Sections 1 &amp; 2 - III.5) Reference to MOD 10302 introduced on ATR 42-500 and ATR 72-212A</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Section 1 - VI.1) Creation of chapter VI. Notes for Designations</td>
<td></td>
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<td></td>
<td></td>
<td>Section 2 - II.2) additional information added for ATR 72.212A Certification Basis</td>
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<tr>
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<td></td>
<td>Section 2 – VI.1) Clarification of chapter VI. Notes for Designations</td>
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<tr>
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<td></td>
<td>Section ADMINISTRATIVE – III. Creation of chapter General notes for rearrangement of 1). Design conditions and 2) Production conditions (previously in Section 2 – VI Notes).</td>
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<table>
<thead>
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<th>Issue 12</th>
<th>07/09/2023</th>
<th>Update:</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Sections 1 - II.2.b) Correction for definition of Certification Basis for ATR 42-400 / -500.</td>
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-END-