



European Aviation Safety Agency

EASA

**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

Transport Category: Large Aeroplanes

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. 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 Certification Application date

ATR 42-200	: 02 February 1982
ATR 42-300	: 02 February 1982
ATR 42-320	: 27 April 1987
ATR 42-400	: 19 July 1995
ATR 42-500	: 18 May 1993
ATR 42-500 '600 version' ⁽¹⁾	: 18 December 2007

6. EASA Certification date

ATR 42-200	: 24 September 1985
ATR 42-300	: 24 September 1985
ATR 42-320	: 04 March 1988
ATR 42-500	: 28 July 1995
ATR 42-400	: 27 February 1996
ATR 42-500 '600 version' ⁽¹⁾	: 14 June 2012

(1) ATR 42-500 '600 version' is the informal designation to identify ATR 42-500 aircraft models having received the ATR New Avionic Suite (NAS) modification, also named as 'Glass Cockpit', which represents the incorporation of ATR Significant Major Change n° 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.

SECTION 1: ATR 42 Series - continued

Note: ATR 42-600 is the commercial designation of the ATR 42-500 aircraft model fitted with NAS modification. This designation must not be used on ATR certified / approved documentation, and only 'Mod 5948', 'ATR 42-500 with Mod 5948', 'ATR 42-500 fitted with NAS' or ATR 42-500 '600 version' must be indicated.

II. Certification Basis

1. EASA Airworthiness Requirements

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

JAR 25, Change 8 and Amendment 81/2 inclusive (ref: DGAC-F letter 53.006, dated 06 Jan 1983), including the French National Variants.

The applicable technical requirements are referenced through ATR document ref: GATR/C 0001/82 document.

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, .105, .109, .113 and .115
 - 25.471 to 25.519
 - NPA 25F-219 "Flight characteristics in icing conditions iss. 2"
 - 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)

- JAR 25 change 11 including amendments 86/1 and 87/1 for:
 - 25.365 (amendment 86/1)
 - 25.603 (amendment 86/1)
 - 25.812 (amendment 86/1)
 - 25.843 (amendment 86/1)
 - 25.853 (amendment 86/1)
 - 25.571(e)(2) (amendment 87/1)
 - 25.905(d) (amendment 87/1)

- JAR 25 change 11 for:
 - 25.601
 - 25.605 to 25.811, except for 25.785 and .787
 - 25.813 to 25.841
 - 25.851
 - 25.855 to 25X1588

SECTION 1: ATR 42 Series - continued

- JAR 25 change 8 including amendment 81/2 for:
 - 25.301 to 25.459, except for 25.365
 - 25.561 to 25.581, except for 25.571(e)(2)
- JAR AWO Subpart 2 change 1 for Cat II approaches (ref: DGAC-F letter 53730, dated 10 Aug 1983).

On an Elect to Comply basis:

- JAR 25 change 13 for:
 - 25.301 to 25X1587, except for 25.561, .562, .735, .785 and .787
- JAR 25 change 12 for:
 - 25.561
 - 25.785
 - 25.787
- NPA 25 BDG 244 for:
 - 25.101(i)
 - 25.105(c)
 - 25.109
 - 25.113
 - 25.115(a)
 - 25.735(f)(h)
 - 25X1591(a)(b)(c)(d)

The applicable technical requirements for ATR 42-400/ -500 models are respectively referenced through ATR 42-400 CRI A-01 Issue 3 and ATR 42-500 CRI A-01 Issue 4 documents.

c) ATR 42-500 '600 version'

For areas outside of Glass Cockpit perimeter, ATR 42-400 / -500 Certification requirements (as identified in paragraph II.1.b) apply.

For areas within Glass Cockpit perimeter (i.e. related to ATR Modification 5948), requirements listed here below have to be considered accordingly:

- 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)

SECTION 1: ATR 42 Series – continued

- 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
- 25.1337
- 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

SECTION 1: ATR 42 Series – continued

As per Reversion on Certification Basis: JAR 25 change 13 for 25.561

- CS-AWO Subpart 2 for CAT II approaches

The applicable technical requirements for ATR 42-500 “600 version” are referenced through ATR 42-500 CRI A-1001 issue 4.

2. Special Conditions

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

Condition Ref	Title	Supporting Ref
01	Endurance flight campaign	DGAC-F letter 53084, dated 17 Jan 1984
B1	Take-off path	n/a
B2	High speed characteristics	n/a
B3	Landing climb / all engines operating	n/a
B4	Static lateral stability	n/a
B5	Stick pusher	n/a
BB1	Automatic take-off power control system	n/a
C3	Pressurized cabin loads	DGAC-F letter 53006, dated 06 Jan 1983
C4	Damage tolerance and fatigue evaluation of structure	DGAC-F letter 53006, dated 06 Jan 1983
C5	Design airspeeds	DGAC-F letter 53006, dated 06 Jan 1983
C6	High lift devices	DGAC-F letter 53006, dated 06 Jan 1983
C7	Propeller debris	DGAC-F letter 53006, dated 06 Jan 1983
D1	Doors	DGAC-F letter 53730, dated 10 Aug 1983
D2	Fire extinguishers	DGAC-F letter 53730, dated 10 Aug 1983
D3	Cargo compartment fire detection system	DGAC-F letter 53730, dated 10 Aug 1983
D4	Test for pressurized cabins	DGAC-F letter 53730, dated 10 Aug 1983
E1	Propellers	DGAC-F letter 54011, dated 05 Oct 1984
F1	Miscellaneous	DGAC-F letter 53248, dated 19 Mar 1985
G1	Instructions for Continued Airworthiness	n/a
H-1	Instructions for Continued Airworthiness for Electrical Wiring Interconnection System (EWIS)	n/a

SECTION 1: ATR 42 Series – continued

Special Conditions linked with ATR 42-200 / -300 and -320 optional modifications:

Condition Ref	Title	Supporting Ref
B11	Steep slope approach with reduced landing distances	n/a
C01	Operations on unpaved runways	n/a

b) ATR 42-400 / -500 models

Condition Ref	Title	Supporting Ref
01	Demonstration of endurance (Refer to CRI 01 - issue 00/85)	n/a
B5	Stick pusher (refer to CRI B-02)	n/a
B7	Stall and stall warning speeds and maneuver capability. (Refer to Equivalent Safety Finding).	n/a
B10	Clever stall warning / Stick Pusher (Refer to CRI B-03)	n/a
D7	Lightning protection indirect effects	DGAC-F letter 953202, dated 27 Jul 1995
F2	Low altitude automatic pilot engagement after Take-Off	DGAC-F letter 953202, dated 27 Jul 1995
F3	Effect of external radiations upon aircraft systems	DGAC-F letter 953202, dated 27 Jul 1995
H-1	Instructions for continued Airworthiness for Electrical Wiring Interconnection System (EWIS)	n/a

Special Conditions linked with ATR 42-500 optional modifications:

Condition Ref	Title	Supporting Ref
B9	Steep approach capability	DGAC-F letter SFACT /N/AT 954144, dated 19 Oct 1995
B11	Steep slope approach with reduced landing distances	n/a
B13 ^(*)	Operations on narrow runways	DGAC-F letter SFACT /N/AT 961413, dated 22 Mar 1996

(*) This Condition reference was initially referenced as B11, but corrected to avoid same references on different topics.

SECTION 1: ATR 42 Series – continued

c) ATR42-500 '600 version'

All Special Conditions (SC) applicable to ATR 42-500 are also applicable to ATR 42-500 '600 version', plus the specific SC listed in the following table, as applicable to the Glass Cockpit perimeter (i.e. related to Mod 5948):

Condition Ref	Title	Supporting Ref
E-10	Fuel Quantity Indication System	n/a
F-18	HIRF Protection	n/a
F-35	Flight Recorder/data link recording	n/a

Special Conditions linked with ATR 42-500 '600 version' optional modifications:

Condition Ref	Title	Supporting Ref
B-12	Steep approach capability with Glass Cockpit	n/a

3. Other requirements

Reserved

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

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

Condition Ref	Title	Supporting Ref
JAR 25.865	Fire resistance of forward upper engine fitting	n/a
JAR 25.807(c)	Number of passengers authorized in 'Combi' configuration	n/a
JAR 25.807(d)	Emergency exits in the event of ditching for 'Combi' configurations	n/a
D01	Reinforced security cockpit door	n/a

SECTION 1: ATR 42 Series – continued

b) ATR 42-400 / -500 models

Condition Ref	Title	Supporting Ref
JAR 25.103, 107, .119, .125, .143 and .207	Stall and stall warning speeds and manoeuvre capability (1g stall speeds)	Special Condition B7 and associated CRI B01
JAR 25.853(f)	Lavatory - "NO SMOKING" placard	DGAC-F letter 953117, dated 21 Jul 1995
JAR 25.811(e)(3)	Type III exits handle	DGAC-F letter 953117, dated 21 Jul 1995
D01	Reinforced security cockpit door	n/a

c) ATR 42-500 '600 version'

All Equivalent Safety Findings (ESF) applicable to ATR 42-500 are also applicable to ATR 42- 500 '600 version', plus the specific ESF listed in the following table, as applicable to the Glass Cockpit perimeter (i.e. related to ATR Modification 5948):

Condition Ref	Title	Supporting Ref
F-17	New harmonized CS 25.1329	n/a
F-25	Integrated Modular Avionics (IMA). Compliance with requirements for individual circuit protection	n/a

7. Environmental Protection Standards

Noise: ICAO Annex 16, Volume I (see TCDSN EASA.A.84)
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 DGAC notes given in the table below:

	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

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.

SECTION 1: ATR 42 Series – continued

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.

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

Cabin furnishing equipment complies 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

4. Dimensions

Refer to relevant approved Airplane Flight Manual.

5. Engines

Aircraft model	Engine model
ATR 42-200	2 PRATT and WHITNEY CANADA PW 120 engines (see Note)
ATR 42-300	2 PRATT and WHITNEY CANADA PW 120 engines (see Note).
Note:	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
ATR 42-320	2 PRATT and WHITNEY CANADA PW 121 engines
ATR 42-400	2 PRATT and WHITNEY CANADA PW 121A engines
ATR 42-500	2 PRATT and WHITNEY CANADA PW 127M engines, or PW 127E engines or PW 127F engines (after embodiment of Service Bulletin PW N° 21589 or N° 21667).

a) Engines limitations:

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

SECTION 1: ATR 42 Series – continued

- b) Fuel limitations:
Refer to relevant Engine Maintenance Manual chapter 72-00-00.
- 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 STANDARD 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 STANDARD 568F-1 propellers

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

8. Fluids (Grease, Additives, Hydraulics)

For all ATR 42 models: Hyjet IV or Skydrol LD4
Refer to Structural Repair Manual and Aircraft Maintenance Manual

9. Fuel Capacities

Unusable fuel	Usable fuel (kg)		
	Normal refuelling with pre selector	Refuelling up to high level indication	
(kg)	(kg)	(kg)	(litres)
21.2	4 500	4 550	5 700

10. Airspeed Limits

Refer to relevant approved Airplane Flight Manual

11. Flight Envelope

Refer to relevant approved Airplane Flight Manual

SECTION 1: ATR 42 Series – continued

12. Operating Limitations

- 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 421.0178/96 rev. 2.

- Approaches (CAT I, CAT II, CAT III, ...)

All ATR 42 aircraft models are certified for CAT II 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

SECTION 1: ATR 42 Series – continued

b) ATR 42-400 / -500 models

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

c) ATR 42-500 '600 version'

ATR 42-500 '600 version' (i.e. fitted with Modification 5948) can be operated for CAT II approaches.

- 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).

- Other Limitations

Refer to relevant Airplane Flight Manual approved by EASA.

13. Maximum Certified Weights

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

	ATR 42-200 (kg)	ATR 42-300 / -320 (kg)	ATR 42-300 / -320 Mod 0951 or 8430 (kg)
MRW	15 770	16 170	16 720
MTOW	15 750	16 150	16 700
MLW	15 500	16 000	16 400
MZFW	14 500 / 15 200 ⁽¹⁾	14 800 / 15 200 ⁽¹⁾	15 200

	ATR 42-300 / -320* Mods 4076 ⁽²⁾ (kg)	ATR 42-300 / -320 Mods 0951 + 1739 + 2082 (kg)	ATR 42-300 / -320 Mods 8430 + 2082 + 1739 (kg)
MRW	17 070	16 720	16 720
MTOW	16 900	16 700	16 700
MLW	16 400	16 400	16 400
MZFW	15 540	15 540	15 540

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

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

SECTION 1: ATR 42 Series – continued

b) ATR 42-400 model

	ATR 42-400 (kg)
MRW	18 070
MTOW	17 900
MLW	17 600
MZFW	16 300

c) ATR 42-500 model

	ATR 42-500 (kg)	ATR 42-500 Mod 5175 (kg)
MRW	18 770	18 770
MTOW	18 600	18 600
MLW	18 300	18 300
MZFW	16 700	17 000

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. 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

SECTION 1: ATR 42 Series – continued

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.

20. Baggage / Cargo Compartment

Refer to relevant Weight and Balance Manual.

21. Wheels and Tyres

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

	Dimensions
Main Landing Gear tyres	32x8.8R16
Nose Landing Gear tyres	450x190-5 or 435x190 R5 (these two references are not mixable)

- b) ATR 42-400 / -500 models

	Dimensions
Main Landing Gear tyres	32x8.8R16 12PR
Nose Landing Gear tyres	450x190-5 or 435x190 R5 (these two references are not mixable)

22. ETOPS

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

Model	Engine type	120 min approval date
ATR 42-500	PW127E	19 November 2000
ATR 42-500	PW127M	21 December 2007

SECTION 1: ATR 42 Series – continued

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, included in Appendix A of the Maintenance Review Board Report.

3. Weight and Balance Manual (WBM)

Refer to Weight and Balance Manual

SECTION 2: ATR 72 Series

I. General

1. 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 Certification Application date

ATR 72-101	: 19 December 1985
ATR 72-201	: 19 December 1985
ATR 72-102	: 19 December 1985
ATR 72-202	: 19 December 1985
ATR 72-211	: 24 August 1990
ATR 72-212	: 24 August 1990
ATR 72-212A ⁽¹⁾	: 15 February 1996
ATR 72-212A '600 version' ⁽²⁾	: 18 December 2007

6. EASA Certification date

ATR 72-101	: 25 September 1989
ATR 72-201	: 25 September 1989
ATR 72-102	: 14 December 1989
ATR 72-202	: 14 December 1989
ATR 72-211	: 15 December 1992
ATR 72-212	: 15 December 1992
ATR 72-212A ⁽¹⁾	: 14 January 1997
ATR 72-212A '600 version' ⁽²⁾	: 10 August 2011

(1) 'ATR 72-500' is the commercial designation of ATR 72-212A aircraft model. In particular, this designation is not recognised at EASA level as any certified aircraft model and this must not be used on ATR certified/approved documentation, where only ATR 72-212A must be indicated.

SECTION 2: ATR 72 Series - continued

- (2) ATR 72-212A '600 version' is the 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 n° 5948 and a batch of associated ATR (major & minor) modifications.

ATR 72-212A '600 version' aircraft are not considered as new aircraft model or variant.

'ATR 72-600' is the commercial designation of 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', 'ATR 72-212A fitted with NAS' or ATR 72-212A '600 version' must be indicated.

II. Certification Basis

1. EASA Airworthiness Requirements

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.

The applicable technical requirements have been notified by DGAC-F letter, ref: DGAC/SFACT/TC 53590, dated 05 July 1989, and are referenced through ATR document, ref: GATR/C 0001/87.

b) ATR 72-212A model

- JAR 25 at change 14 for :
 - 25X20 to 25X261
 - 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"

SECTION 2: ATR 72 Series - continued

- 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)
- 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 for : 25.301 to 25.875
 - JAR AWO Subpart 2 Change 1 for CAT II approaches.

On an Elect to Comply basis:

- JAR 25 at change 15 including amendment 96/1 for :
 - 25.201
 - 25.203

The applicable technical requirements for ATR 72-212A model are referenced through ATR 72-212A document CRI A-01 issue 5.

c) ATR 72-212A "600 version"

For areas outside of Glass Cockpit perimeter, ATR 72-212A Certification requirements (as identified in paragraph II.1.b) apply.

For areas within Glass Cockpit perimeter (i.e. related to ATR Modification 5948), requirements here below listed have to be considered accordingly:

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

Subpart B

- 25.255(a)(2)

Subpart C

- 25.581

SECTION 2: ATR 72 Series - continued

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
- 25.1337
- 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

SECTION 2: ATR 72 Series - continued

Subpart G

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

As per Reversion on Certification basis:

- 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

The applicable technical requirements for ATR 72-212A “600 version” are referenced through ATR 72-212A CRI A-1001 issue 4.

2. Special Conditions

a) ATR 72-101 / -201, -102 / -202, -211 / -212 models

Condition Ref	Title
01	Demonstration of endurance
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
XX ⁽¹⁾	Propeller: full composite blades (only for ATR 72-211/-212 models)
H-1	Instructions for continued Airworthiness for Electrical Wiring Interconnection System (EWIS)

⁽¹⁾ This Special Condition is only applicable to ATR 72-211 / -212 aircraft models

SECTION 2: ATR 72 Series - continued

Special Conditions linked with ATR 72-101 / -201 / -102 / -202 / -211 and -212 optional modifications:

Condition Ref	Title	Supporting Ref
B9	Steep approach capability	DGAC-F letter SFACT /N/AT 954144, dated 19 Oct 1995
B13 ^(*)	Operations on narrow runways	DGAC letter SFACT /N/AT 961413, dated 22 Mar 1996
C01	Operations on unpaved runways	n/a

(*) This Condition reference was initially referenced as B11, but corrected to avoid same references on different topics.

b) ATR 72-212A model

Condition Ref	Title	Supporting Ref
01	Demonstration of endurance	n/a
B5	Stick pusher	n/a
B7	Stall and stall warning speeds and manoeuvre capability.	n/a
B10	Clever stall warning / Stick Pusher	n/a
D7	Lightning protection indirect effects	DGAC-F letter 953202, dated 27 Jul 1995
F2	Low altitude automatic pilot engagement after Take-Off	DGAC-F letter 953202, dated 27 Jul 1995
F3	Effect of external radiations upon aircraft systems	DGAC-F letter 953202, dated 27 Jul 1995
H-1	Instructions for continued Airworthiness for Electrical Wiring Interconnection System (EWIS)	n/a

Special Conditions linked with ATR 72-212A optional modifications:

Condition Ref	Title	Supporting Ref
B9	Steep approach capability	DGAC-F letter SFACT /N/AT 954144, dated 19 Oct 1995
B13 ^(*)	Operations on narrow runways	DGAC-F letter SFACT /N/AT 961413, dated 22 Mar 1996

(*) This Condition reference was initially referenced as B11, but corrected to avoid same references on different topics.

SECTION 2: ATR 72 Series - continued

c) ATR 72-212A '600 version'

All Special Conditions (SC) applicable to ATR 72-212A are also applicable to ATR 72-212A '600 version', plus the specific SC listed in the following table, as applicable to the Glass Cockpit perimeter (i.e. related to ATR Modification 5948) :

Condition Ref	Title	Supporting Ref
E-10	Fuel Quantity Indication System	n/a
F-18	HIRF Protection	n/a
F-35	Flight Recorder/data link recording	n/a

Special Conditions linked with ATR 72-212A '600 version' optional modifications:

Condition Ref	Title	Supporting Ref
B-12	Steep approach capability with Glass Cockpit	n/a

3. Other requirements

a) ATR 72-101 / -201, -102 / -202, -211 / -212 models

- AC 20.107A (flammability and lightning protection): paragraphs 9b and 9c.
- ACJ 25X899 (lightning direct effects protection): paragraph 2 modified according to Annex 2 of letter 53 590 dated July 5th, 1989.

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

a) ATR 72-101 / -201, -102 / -202, -211 / -212 models

Condition Ref	Title	Supporting Ref
JAR 25.785(h) ⁽¹⁾	Flight attendant seat installed between the type III exits	n/a
D01	Reinforced security cockpit door	n/a

⁽¹⁾ This ESF is only applicable to ATR 72-102 / -202 / -212 aircraft models

SECTION 2: ATR 72 Series - continued

b) ATR 72-212A model

Safety equivalences agreed for ATR 42-500 have been issued for ATR 72-212A model.

Condition Ref	Title	Supporting Ref
JAR 25.103, .107, .119, .125, .143 and .207	Stall and stall warning speeds and manoeuvre capability (1g stall speed)	Special Condition B7 and associated CRI B01
JAR 25.785(h)	Flight attendant seat installed between the type III exits	n/a
JAR 25.853(f)	Lavatory - "NO SMOKING" placard	DGAC-F letter 953117, dated 21 Jul 1995
JAR 25.811(e)(3)	Type III exits handle	DGAC-F letter 953117, dated 21 Jul 1995
D01	Reinforced security cockpit door	n/a

c) ATR 72-212A '600 version'

All Equivalent Safety Findings (ESF) applicable to ATR 72-212A are also applicable to ATR 72-212A '600 version', plus the specific ESF listed in the following table, as applicable to the Glass Cockpit perimeter (i.e. related to ATR Modification 5948) :

Condition Ref	Title	Supporting Ref
F-17	New harmonized CS 25.1329	n/a
F-25	Integrated Modular Avionics (IMA). Compliance with requirements for individual circuit protection	n/a

7. Environmental Protection Standards

Noise: ICAO Annex 16, Volume I (see TCDSN EASA.A.84)
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 DGAC notes given in the table below:

	ATR 72-101 and -201	ATR 72-211
Definition	Note GATR/C n° 425.795/89	Note GATR/C n° 425.718/92
	ATR 72-102 and -202	ATR 72-212
Definition	Note GATR/C n° 422.130/89	Note GATR/C n° 425.719/92
	ATR 72-212 A	
Definition	Note A/RT/C n° 425.0779/96	

SECTION 2: ATR 72 Series - continued

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 differences existing between respectively the ATR 72-201 and the ATR 72-202 models, and the ATR 72-211 and the 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.

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.

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

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

	ATR 72-212 A
Equipment list	Note A/RT/C n° 425.0790/96

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

4. Dimensions

Refer to relevant approved Airplane Flight Manual.

SECTION 2: ATR 72 Series - continued

5. Engines

Aircraft model	Engine model
ATR 72-101 and -201	2 PRATT and WHITNEY CANADA PW 124B engines
ATR 72-102 and -202	2 PRATT and WHITNEY CANADA PW 124B engines
ATR 72-211 and -212	2 PRATT and WHITNEY CANADA PW 127 engines or 127F engines after embodiment of Service Bulletin PW N° 21591 (ATR Modification 8233)
ATR 72-212A	2 PRATT and WHITNEY CANADA PW 127M or PW 127F engines

- a) Engines limitations:
Refer to EASA Type Certificate Data Sheet IM.E.041 and relevant approved Airplane Flight Manual for PW 124 B, 127, 127F, 127M engines limitations
- b) Fuel limitations :
Refer to relevant Engine Maintenance Manual chapter 72-00-00.
- 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 STANDARD 14 SF-11 propellers
 - or
 - 2 HAMILTON STANDARD 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 STANDARD 247 F-1 propellers
 - or
 - 2 HAMILTON STANDARD 247 F-1E propellers

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

SECTION 2: ATR 72 Series - continued

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

- 2 HAMILTON STANDARD 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 STANDARD 568F-1 propellers

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

8. Fluids (Grease, Additives, Hydraulics)

For all ATR 72 models: Hyjet IV or Skydrol LD4
Refer to Structural Repair Manual and Aircraft Maintenance Manual

9. Fuel Capacities

Unusable fuel	Usable fuel (kg)		
	Normal refuelling with pre selector	Refuelling up to high level indication	
(kg)	(kg)	(kg)	(litres)
30	5 000	5 050	6 360

10. Airspeed Limits

Refer to relevant approved Airplane Flight Manual.

11. Flight Envelope

Refer to relevant approved Airplane Flight Manual.

12. Operating Limitations

- Approved Operations

The aircraft is certificated in the Transport Category, for day and night operations in the following conditions when the appropriate equipment and instruments required by the

- instrument and visual flight
- flight in icing conditions.

SECTION 2: ATR 72 Series - continued

- Ditching

The ATR 72 models 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.

- Approaches (CAT I, CAT II, CAT III, ...)

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

ATR 72-212A '600 version' (i.e. fitted with Modification 5948) can be operated for CAT II approaches.

- 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).

- Other Limitations

Refer to relevant Airplane Flight Manual approved by the EASA.

13. Maximum Certified Weights

a) ATR 72-101 / -201, -102 / -202, -211 / -212 models

	ATR 72-101 / -102 (kg)	ATR 72-201 / -202 / -211 / -212 (kg)	ATR 72-201 / -202 Mods 2055 + 3651 (kg)	ATR 72-211 / -212⁽²⁾ Mods 2055 + 3651 (kg)
MRW	20 020	21 530	22 030	22 030
MTOW	19 990	21 500	22 000	22 000
MLW	19 900	21 350	21 350	21 350
MZFW	19 350	19 700 / 20 000 ⁽¹⁾	19 700 / 20 000 ⁽¹⁾	19 700 / 20 000 ⁽¹⁾

⁽¹⁾ With the embodiment of ATR Modification 3849, the Maximum Zero Fuel Weight is increased to 20 000 kg.

⁽²⁾ With the embodiment of ATR Modifications 2055 and 3651, ATR 72-211 and -212 aircraft models must be equipped with HAMILTON STANDARD 247F-1 propellers.

SECTION 2: ATR 72 Series - continued

b) ATR 72-212A models

	ATR 72-212A 'Basic' (kg)	ATR 72-212A Mod 4671 (kg)	ATR 72-212A Mod 5213 (kg)
MRW	22 180	22 670	22 670
MTOW	22 000	22 500	22 500
MLW	21 850	22 350	22 350
MZFW	20 000	20 300	20 500

	ATR 72-212A Mod 5555 (kg)	ATR 72-212A Mod 6219 (kg)	ATR 72-212A Mod 6404 (kg)
MRW	22 970	23 170	21 670
MTOW	22 800	23 000	21 500
MLW	22 350	22 350	21 350
MZFW	20 800	21 000	19 700

Operational Weight Variants (WV):

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

	Operational Weight Variant (WV)					
	WV00	WV10	WV20	WV30	WV40	WV50
MRW	21 170	22 180	22 670	22 670	22 970	23 170
MTOW	21 000	22 000	22 500	22 500	22 800	23 000
MLW	21 000	21 850	22 350	22 350	22 350	22 350
MZFW	20 000	20 000	20 300	20 500	20 800	21 000

Depending on the embodiment of ATR Modification 4671, 5213, 5555 or 6219, ATR 72-212A aircraft model, fitted with ATR Modification 6852, can be operated as identified in the table below:

ATR Mod	Operational Weight Variant (WV)					
	WV00	WV10	WV20	WV30	WV40	WV50
'Basic'	✓	✓				
4671	✓	✓	✓			
5213	✓	✓	✓	✓		
5555	✓	✓	✓	✓	✓	
6219	✓	✓	✓	✓	✓	✓

SECTION 2: ATR 72 Series - continued

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 Copilot) for all types of flight.

19. 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.

20. Baggage/ Cargo Compartment

Refer to relevant Weight and Balance Manual.

21. Wheels and Tyres

For All ATR 72 models

	Dimensions
Main Landing Gear tyres	H 34 x 10.0 R16
Nose Landing Gear tyres	450x190-5 or 453X190R5 (these two references are not mixable)

SECTION 2: ATR 72 Series - continued

22. ETOPS

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

Model	Engine type	120 min approval date
ATR 72-101 / -102	PW124B	13 February 1995
ATR 72-201 / -202	PW124B	13 February 1995
ATR72-212A	PW127F	29 November 2000
ATR72-212A	PW127M	21 December 2007

ATR 72-101 / -201 and -102 / -202 models are certified for 120 min 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 72-212A 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 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 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, included in Appendix A of the Maintenance Review Board Report.

3. Weight and Balance Manual (WBM)

Refer to Weight and Balance Manual

SECTION 2: ATR 72 Series - continued

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

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

On December 21st, 1997, Production Organization Approval (POA) N° FG.004, granted by DGAC to AEROSPATIALE BRANCHE AERONAUTIQUE.

On July 1st, 1998, AEROSPATIALE BRANCHE AERONAUTIQUE was renamed AEROSPATIALE SECTEUR AERONAUTIQUE.

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.

On June 12th, 1999, AEROSPATIALE ATR was renamed AEROSPATIALE MATRA ATR.

On September 28th, 2000, AEROSPATIALE MATRA ATR was renamed EADS ATR.

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

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.

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

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AMM	Aircraft Maintenance Manual
AWO	All Weather Operations
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
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IPC	Illustrated Part Catalog
JAR	Joint Aviation Requirements
MRW	Maximum Ramp Weight
MTOW	Maximum Take-Off Weight
MLW	Maximum Landing Weight
MZFW	Maximum Zero Fuel Weight
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. Change Record

Issue	Date	Changes	TC issue
Issue 01	28/04/2006	Initial Issue	Initial Issue, 28/04/2006
Issue 02	21/12/2007	Update – SC H-1 ‘EWIS ICA’	Initial Issue, 28/04/2006
Issue 03	17/10/2012	Update – ATR ‘600 Version’ and introduction Operational Weight Variants for ATR 72-212A	Initial Issue, 28/04/2006

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