

The New Standard in Regional and Feeder Cargo Transport

Large Cargo Door



Large Cargo Door

116" x 71"

Accommodation of standard ULDs (such as LD3 containers or 88" x 108" pallets) provides a powerful competitive advantage to cargo regional and feeder operators.

The large cargo door conversion enables it for both the ATR 42 and ATR 72.

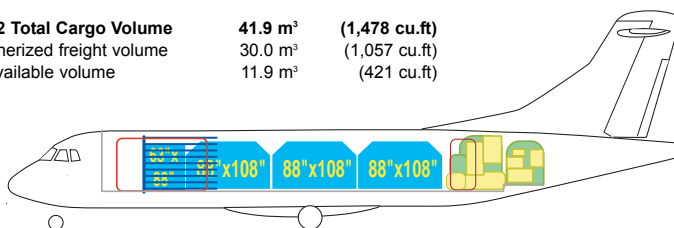
Associated to a complete stripping of standard furnishings and addition of specific cargo equipment (9g stop net, floor reinforcement, class E cabin, light or structural linings, window plugs), it provides operators with a flexible, multipurpose cargo platform for transportation of ULD, pallets, bulk freight or both, the gross usable volume being up to 56m³ for the ATR 42 and up to 75.5m³ for the ATR 72 model.

O.E.M. Competitive advantages

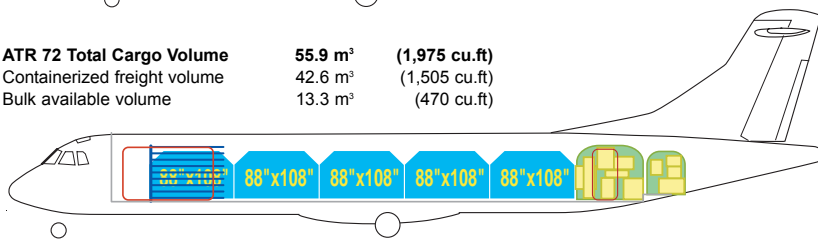
Alenia, the original manufacturer of ATR fuselage is responsible for the conversion design, and Aeronavali, Alenia subsidiary, is the selected outfitter.

ATR Loading 88"x 53" & 88" x 108" Containers + Bulk Freight

ATR 42 Total Cargo Volume	41.9 m³	(1,478 cu.ft)
Containerized freight volume	30.0 m ³	(1,057 cu.ft)
Bulk available volume	11.9 m ³	(421 cu.ft)

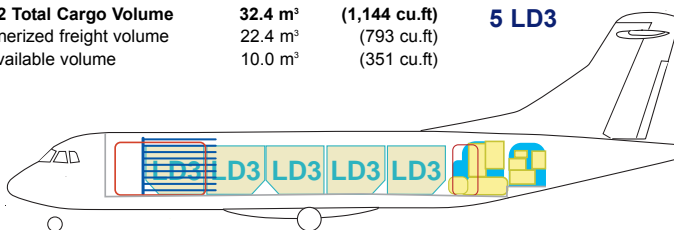


ATR 72 Total Cargo Volume	55.9 m³	(1,975 cu.ft)
Containerized freight volume	42.6 m ³	(1,505 cu.ft)
Bulk available volume	13.3 m ³	(470 cu.ft)

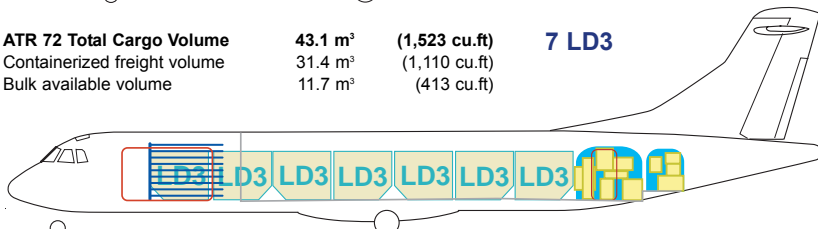


ATR Loading LD3 Containers + Bulk Freight

ATR 42 Total Cargo Volume	32.4 m³	(1,144 cu.ft)	5 LD3
Containerized freight volume	22.4 m ³	(793 cu.ft)	
Bulk available volume	10.0 m ³	(351 cu.ft)	



ATR 72 Total Cargo Volume	43.1 m³	(1,523 cu.ft)	7 LD3
Containerized freight volume	31.4 m ³	(1,110 cu.ft)	
Bulk available volume	11.7 m ³	(413 cu.ft)	



ATR Cargo Family Effectiveness

Beyond family operational flexibility for volume and payload, ATR 42 and 72 commonality allows:

- ▶ Spare parts optimisation
- ▶ Cross crew qualification
- ▶ Common ground equipment resulting in significant savings for the operator.

Availability and Support

With more than 640 deliveries and ongoing new aircraft production, long term availability of ATR platforms for conversions, as well as continued efficient support, is ensured for cargo operators.

Large Cargo Door

- ▶ Hydraulically actuated
- ▶ Equipped with view ports for locked latches verification
- ▶ An auxiliary crew door (24" x 48") is incorporated
- ▶ Max door opening: 110°
- ▶ Door tip distance from ground: 4.041m (13.25 ft)
- ▶ Door sill height: 1.050m (3.44 ft)

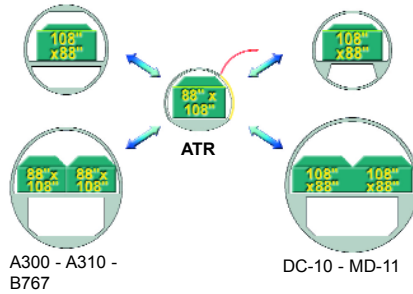


88" x 108" container loading

Interline Capability: 88" x 108"

B707 - B727 - B737 - B757 - DC-8

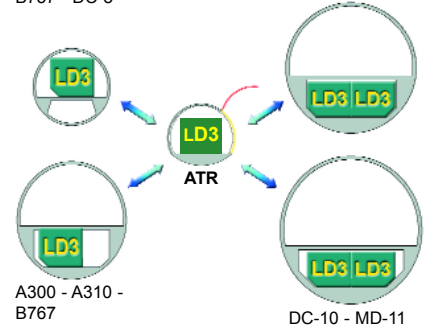
BAe 146 - DC-9 - L-188



LD3

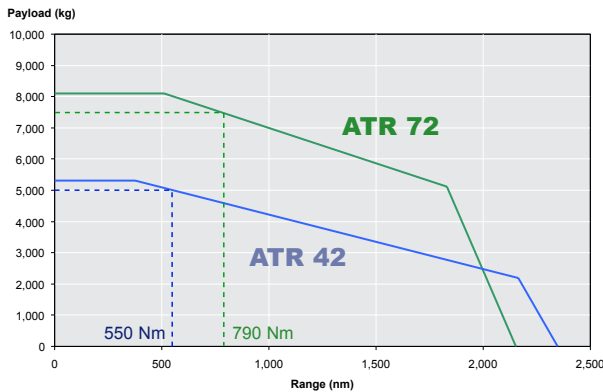
B707 - B727 - B737 - B757 - DC-8

BAe 146 - DC-9 - L-188



Performance

Payload/Range - LCD and light lining version - CLS included



En-route assumptions:
ISA, no wind
Reserves:
45 min continued cruise
+ 87 Nm alternate airport

ATR 42
OEW 10,240 kg/22,545 lb

ATR 72
OEW 11,907 kg/26,250 lb

ATR Containerized Variants - LCD and light lining version

	ATR 42-300/-320		ATR 72-200*	
	kg	lb	kg	lb
MTOW	16,900	37,257	22,000	48,501
MLW	16,400	36,155	21,350	47,068
MZFW	15,540	34,259	20,000	44,092
OEW (typical, 9g stop net)	10,029	22,110	11,638	25,657
Provision for CLS**	211	465	269	593
Max gross PL	5,300	11,684	8,093	17,842
Nb of LD3	5		7	
Nb of 88" x 108"	3		5	
Nb of 88" x 62"	6		9	
Max linear load (st)	510 kg/m	28 lb/inch	510 kg/m	28 lb/inch
Max linear load (opt)	610 kg/m	34 lb/inch	610 kg/m	34 lb/inch

*Optional weights - **CLS weight for 88" x 108" pallets

Quiet overnight operations

ICAO - Annex 16 - Chapter III (EPNdB)

ATR family is compliant with Chapter III limits: the cumulative margins are wide enough to comply with Chapter IV requirements.

	Ch III limits	ATR 42-300	ATR 72-200
Flyover	89	83.3	86.9
Sideline	94	83.7	84.7
Approach	98	96.7	94.1
Cumulated	281	263.7	265.7