

ATR PROPELLING SUSTAINABLE AVIATION

Since 1981, ATR has contributed to global economic social development by connecting remote communities with large cities. ATR's unique versatility and flexibility together with the ability to serve challenging airports, make our aircraft the right tool for generating new traffic and consolidating existing markets. ATRs operate with the lowest environmental footprint of any aircraft in their category. Their engines are the proven benchmark for low fuel consumption. Moreover, thanks to their low noise levels, these planes are welcome at every airports around the world, even those that apply the strictest regulations, notably near city centres.

ATR has strong environmental credentials and continuously improves its carbon footprint through a comprehensive life cycle analysis with its ISO14001 certification. It has developed an ambitious Environmental Management System aiming to improve the sustainability of its activities and facilities.



FUEL EFFICIENCY AND LOW CO₂ EMISSIONS

Like the jet, the turboprop engine uses a thermodynamic turbine. With its large propeller and gearbox, the turboprop engine moves a greater quantity of air for less thermal power.

A turboprop burns **40% less fuel** than a jet on short distances:

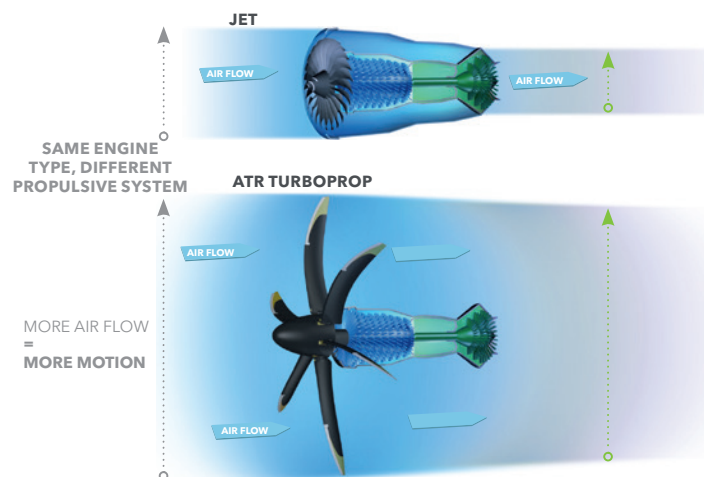
- **5,000 tons of CO₂** emissions saved per aircraft per year
- **LESS than 2,6L/100km** fuel consumption for a 550km trip on a per seat basis

SUSTAINABILITY AND CONNECTIVITY

- **Access** the most remote airports and **connect** the most remote communities
- **Develop** local economy and tourism



JET VS TURBOPROP



ATR, THE QUIET NEIGHBOUR FOR CITY AIRPORTS

Low level of external noise

- 9 dB margin to ICAO chapter 14
- 13 dB less than a modern Regional Jet

ATR CONTRIBUTES TO THE INTERNATIONAL AVIATION INDUSTRY (ATAG) ENVIRONMENTAL GOALS:

- Improve by 1,5% the annual fuel efficiency by 2020.
- Stabilise CO₂ emissions from aviation at the 2020 levels through the neutral carbon growth.
- Reduce by 50% net CO₂ emissions from aviation by 2050 compared to 2005 figures.



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