

A large black propeller with yellow tips is shown in the foreground, partially obscuring the sky. In the background, a white wind turbine stands on a grassy field under a blue sky with light clouds. The ATR logo is positioned at the top center.

ATR

move with the times

40% less fuel and 40% less CO₂*

* per trip compared to regional jets

www.atr-aircraft.com

into
 **life**

we are the world #1 regional aircraft manufacturer



50%
AIRBUS

50%
LEONARDO



ATR 42 & 72
are the best-selling
aircraft in the under
90-seat market
segment



Company's
headquarters
**Toulouse,
France**



USD 1.6B
annual turnover



Worldwide
benchmark for
**short haul
distances**



30M
flights
with unrivalled
reliability



over **100**
countries
around world



with **200**
operators

With regional aviation, remote communities benefit from global economic and social development, decentralisation and sustainable tourism.

ATR aircraft are versatile, flexible and can serve airports with limited ground infrastructure, making them the right tool for operating regional routes.

committed to sustainable aviation

Sustainability is key for the future of aviation. The ATR Environmental Management System is ISO 14001 certified and improves the sustainability of our product, activities and facilities. ATR is committed to:



Reducing our carbon emissions and achieving carbon neutrality at our headquarters by 2030.



Preserving natural resources and protecting biodiversity on our sites.



Limiting hazardous substances and identifying alternatives to protect environmental and human health.

ATR contributes to the international aviation industry environmental goals



Stabilise aviation CO₂ emissions at the 2020 level through neutral carbon growth.

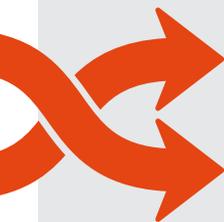


Reduce net CO₂ emissions from aviation by 50% by 2050, compared to 2005 figures.

Sustainable aviation cannot be achieved alone. ATR works with partners, clients and industry counterparts to compensate international aviation emissions as part of the European emissions trading scheme (ETS) and the ICAO initiative CORSIA.



In 2019, the Environmental, social, and governance (ESG) rating agency Vigeo Eiris has recognised ATR as compliant with Green Bond and Green Loan Principles. ATR aircraft have been the first aircraft eligible for Green Financing.



unbeatable fuel efficiency

Turboprop engine technology is well adapted for regional flights, with very low fuel consumption compared to similarly sized jets.



-40%
fuel burnt per trip
vs. regional jets ⁽¹⁾

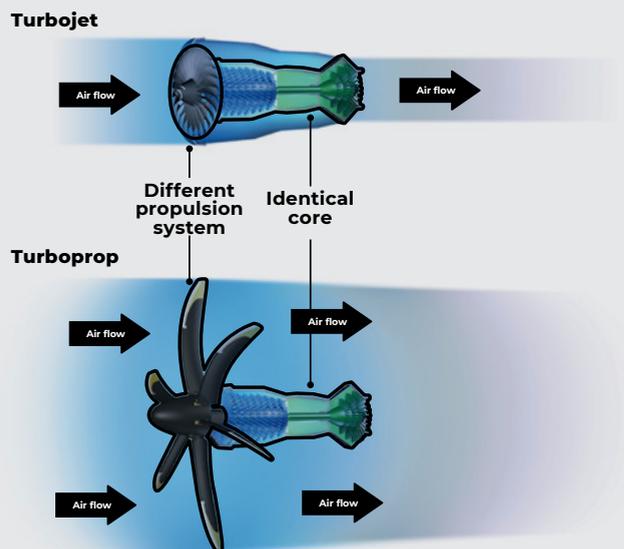


2.8L/100km
per seat ⁽²⁾

Turbojet vs turboprop technology

Turboprops develop thrust by moving a large mass of air through a small change in velocity.

They are highly efficient at moderate speed and require less power, meaning less fuel, to propel the aircraft than a turbojet.



reduced gas emissions

ATR consistently meets all ICAO standard requirements⁽³⁾ for nitrogen oxides (NOx), carbon monoxide (CO), unburnt hydrocarbon (HC) emissions limitations, including latest 2020 regulation on carbon dioxide (CO₂) emission reduction.



-2x
NOx emitted during takeoff
and landing vs. regional jets



-4,000 tons
of CO₂ emitted per aircraft
per year vs. regional jets ⁽¹⁾

a quiet neighbour

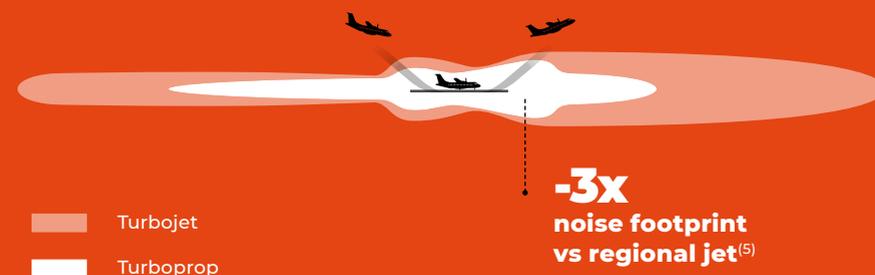


low noise
footprint enables flights
to city centre airports

(London City, Stockholm Bromma)

ATR aircraft produce less noise than turbojets at take-off and landing, and overall noise levels are significantly below required ICAO most stringent requirements. ATR 42 and ATR 72 are respectively 14-dB and 9dB under the required threshold⁽⁴⁾.

Turbojet vs turboprop noise comparison



limited ground infrastructure



3,800+
Commercial
airports worldwide

50%
Airports relying
exclusively on
regional aircraft

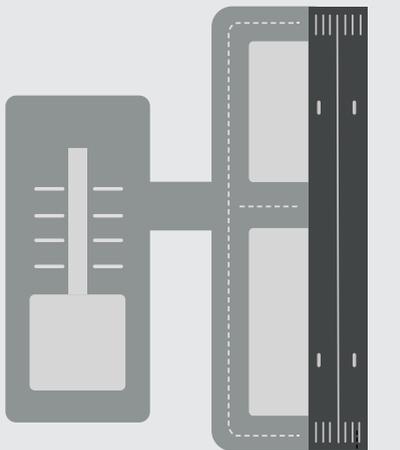
36%
Airports relying
exclusively on
turboprops

Many regions depend on turboprop aircraft for connections to the wider world.

Turboprop aircraft avoid massive airfield construction as they are able to operate on short, narrow or even unpaved runways. Through this adapted technology they ensure accessibility to all airfield profiles and efficiently maintain essential lifelines.

Advanced cockpit technologies enable precision autonomous runway approaches even in low-visibility conditions, without the need of heavy and costly ground instrumentation.

Airport infrastructure required for Turbojet



2500m x 45m

Airport infrastructure required for Turboprop



Reduced
ground
footprint

900m x 30m

advanced navigation capabilities

ATR -600 series is compliant with the latest satellite-based navigation standards which allow continuous descent. This is particularly more fuel-efficient, as during the whole descent phase, engines are in idle with very limited fuel burn. In comparison, a conventional descent is much more fuel intensive and noisier.

A Satellite-based guided approach allows a shorter flight trajectory, which further reduces fuel consumption.



the perfect flight

In May 2019, a Swedish operator optimised a commercial flight from Halmstad to Stockholm Bromma to keep carbon emissions to a minimum.



An ATR 72-600 aircraft powered by bio-fuel flew at an optimised trajectory to successfully achieve a **46% reduction in carbon emissions** compared to the same flight in regular conditions.

⁽¹⁾ 300 NM (550 km) reference trip, considering 2000 flights per year

⁽²⁾ based on standard 72-seat configuration

⁽³⁾ ICAO Annex 16 Volume II

⁽⁴⁾ ICAO Annex 16 Volume I

⁽⁵⁾ 80 dB(A) Sound Exposure Level for landing and takeoff

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