

ATR 42 & 72 fleet analysis

The ATR fleet is divided almost equally between 42s and 72s. The majority of aircraft on order, however, are the ATR 72-500.

There have been 696 ATR 42s and 72s built, of which 647 are in active service or in storage. The ATR 42 and 72 each account for about half of these aircraft. Another 49 aircraft have been destroyed or retired, while a further 118, mostly ATR 72s, are on order and awaiting delivery.

The fleet of ATR 42s and 72s can be subdivided between their respective sub variants as outlined below.

ATR 42

There are 316 ATR 42s in active service, and another 21 aircraft that are temporarily inactive or in storage.

There were 112 PW120-powered ATR 42-200s built, between 1985 and 1995, 96 of which are still in operation. The ATR 42-200 was the first ATR variant in production. Most active aircraft have accumulated 20,000-35,000 flight hours (FH), and a higher number of flight cycles (FC). Most aircraft have been operated at average FC times of 0.75-0.90FH.

The ATR 42-200 is operated by a variety of airlines, including Aero Caribbean, Total Linhas Aereas, Danish Air Transport, First Air, Aer Arann and European Air Express.

There were 86 ATR 42-210s built, 82 of which remain in service. These aircraft were built between 1986 and 1996, and have accumulated similar FH and FC to the -200 aircraft, while operating at similar average cycle times. The aircraft that remain in service are operated by a large number of airlines, including Isirair, Trip Linhas Aereas, Air Madagascar, Olympic Airlines, Alliance Air and Air Deccan.

There are a further 32 ATR 42-200Fs in service, which were built between 1986 and 1993. The majority of these aircraft are operated by FedEx and Air Contractors. There are another 11 ATR 42-210Fs in operation, eight of them with FedEx.

The ATR 42-500 is the only ATR 42 variant still in production. Since the first deliveries were made in 1994, a total of 95 have been delivered. The largest operators are Aeromar, Airlinair, Air

Deccan, Eurolot, Tarom, and CSA Czech Airlines. Many of these aircraft have been operated on longer average cycle times than the -200 and -210 fleets, with some airlines operating their aircraft for up to 75 minutes. The highest-time aircraft have accumulated 21,000FH.

There are a further 15 ATR 42-500s on order. Most of these aircraft are with Precision Air Services, Pakistan International Airlines and Finnish Commuter Airlines.

ATR 72

There are 307 ATR 72s in service, three in storage and another 103 on order.


The fleet of active aircraft is split between three sub-variants. The -500 is the only variant still in production.

There are 91 ATR 72-200s in service, built between 1989 and 1998. Most of these aircraft have accumulated 15,000-27,000FH and have operated at cycle times of 0.70-0.95FH. The fleet is dispersed between a large number of operators, which include Euromanx, Aero Airlines, Airlinair, JAT Airways, Olympic Airlines, Eurolot, Cimber Air and Vietnam Airlines.

There were 73 ATR 72-210s built, 71 of which are still in service. These have been operated at similar rates of utilisation to the -200 and have accumulated a similar number of FH and FC. The largest operators are Executive Airlines (which flies for the American Eagle network), Atlantic Southeast Airlines (which flies for Delta Connection), Iran Aseman Airlines, Alitalia Express, and Yangon Airways.

The ATR 72-500 is the most successful ATR 72 variant to date, with a total of 234 orders. There are 130 aircraft in active service and a further 103 on order, with the ATR 72-500 accounting for most of the resurgence in sales. The first ATR 72-500s were built in 1996 and the highest-time aircraft has accumulated 17,000FH. Like the ATR 42-500, the aircraft have been operated at longer average cycle times than their older and lower gross weight counterparts.

The largest ATR 72-500 operators are Executive Airlines, China Southern, Transasia Airways, Air Dolomiti, Air Nostrum, Mount Cook Airline, Alitalia Express, Binter Canarias and Bangkok Airways.

A further 103 72-500s are on order, with turboprop sales having seen a resurgence over the past two years. Customers include Air Deccan, Tarom, Kingfisher and Aer Arann. 

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ATR 42 & 72 FLEET SUMMARY

	ATR 42 -300	ATR 42 -320	ATR 42 -500	ATR 42 -300F/ -320F	Total
In service	96	82	95	43	316
Temporarily inactive	1	2			3
In storage	15	2	1		18
On order				15	15
Total	112	86	96	58	352
	ATR 72 -200	ATR 72 -210	ATR 72 -500	ATR 72F	Total
In service	91	71	130	15	307
Temporarily inactive	1	1			2
In storage		1			1
On order				103	103
Total	92	73	130	118	413