

Type : *ATR 72*
Model : *ATR72-600*
Family : *Turboprop*

Airframe Manufacturer : *ATR*
Model Launch : *2007*

No of engines : *2 Engine*
Type – Model : *PW 127M*

Seat capacity :
72-78 Full Economy Configuration

Weight and Payload :
23000 Kg MTOW / 7400 Kgs Max Payload

Range Capacity : *740 nm / 1370 km*

Other important features :
*Head-up Display, Advanced Avionics,
Satellite based Navigation System (PBN)*

Appraiser's Opinion

ATR 72-600

Ameya Gore
Sr. ISTAT Appraiser

Appraiser's Opinion

ATR 72 is a well established Turbo-prop program and is mostly unrivalled except for the Bombardier Q400 aircraft. With the market shrinking in terms of technology evolution in the mainstream Turbo-prop segment, ATR 72 is expected to enjoy a higher degree of competitive advantage. The introduction of the Freighter version is expected to improve the demand for used ATR72-500 and ATR72-600 asset types. Expansion of the regional connectivity in emerging markets like India increases the opportunities for Turbo-props to excel in such niche segments. While the likes of CRJs, ERJs, A220 and B737-7 Max may be seen as front runners in the 70-110 seat segment, it is not the end of the road for reliable turbo-props, not yet.

The fuel efficiency, (low) maintenance cost exposure and evolving technology in SAF as well as alternate fuel announced by ATR are good signs for steady demand in the foreseeable future. While there is a downward adjustment in the market value against the base value of the asset type, Acumen's overall opinion is optimistic for this asset type. The fin-s online values represent a corresponding sentiment with regards to the current market value in comparison to the base value of the asset.

Value Projections (on the Right)

Source: fin-S Online Valuation tool on SPARTA

Disclaimer

The opinions and commentary mentioned is solely that of the author. The data used to derive such opinions is sourced from designated sources through proper means of subscriptions. For fin-S Demo or Certified Appraisal Report(s), please contact support@sparta.aero or valuation@acumen.aero respectively.

The screenshot displays the fin-S online valuation tool interface. On the left is a purple sidebar with navigation options: Home (house icon), Logs (document icon), and Settings (gear icon). The main content area is light gray and contains the following information:

- Aircraft Type:** ATR72-600
- Date of Manufacture:** Aug 01, 2017
- Aircraft Max Take Off Weight:** 50705.80 Lbs
- Aircraft Max Take Off Weight:** 23000.00 Kgs
- Engine Type:** PW127M (On-Condition)

Below the engine type, there are two value projection boxes:

- Base value as of Jul 31, 2022:** US\$15.885 Million
- Current Market Value as of Jul 31, 2022:** US\$13.502 Million

At the bottom of the interface is a blue button labeled "Project Future Base Values". In the top right corner of the main content area, there are logos for SPARTA and fin-S.

Market Updates and Position

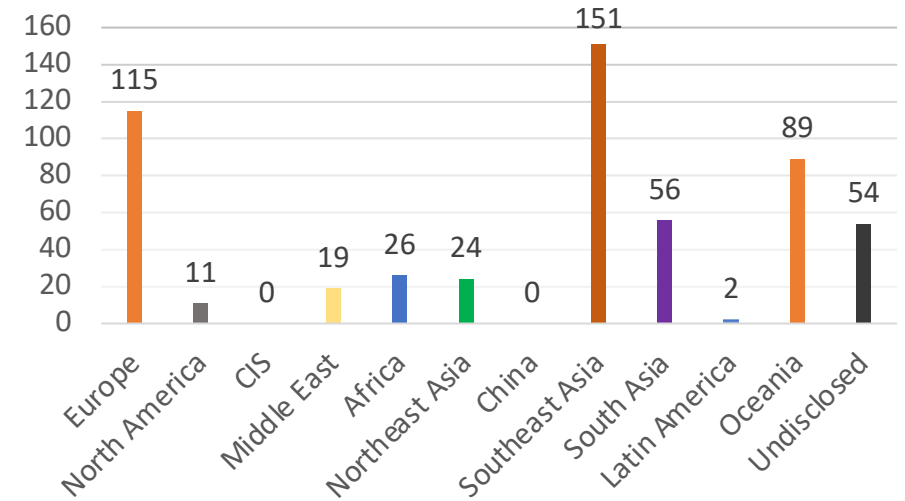
OEM FUTURE PROGRAMMES

As one of the industry's main new product showcases, the 2022 Farnborough Airshow saw plenty of new product and technology development updates prioritising sustainability and energy efficiency. These were some of the most relevant:

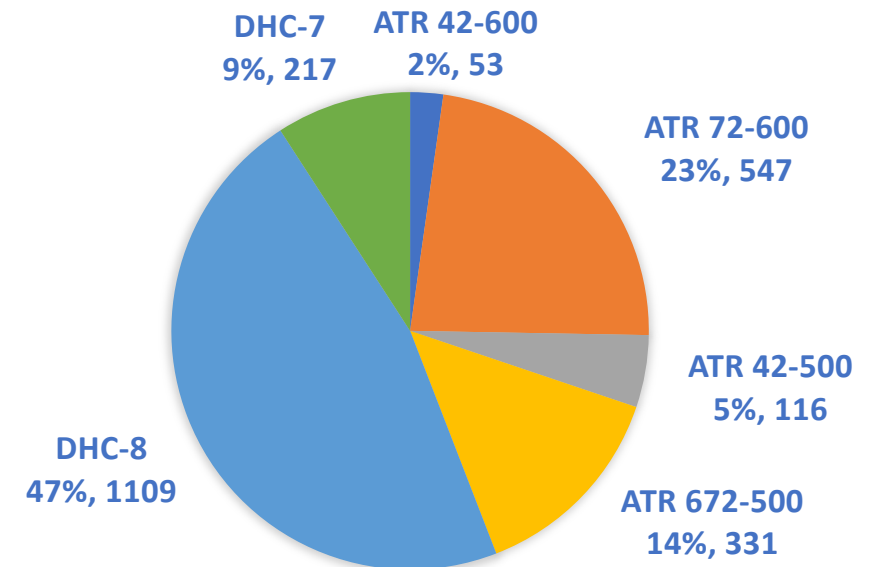
ATR and Embraer provide updates on new turboprops — In Ishka's view, the updates about two yet-to-be-launched next-generation turboprops by Embraer and ATR was one of the most relevant general developments at Farnborough. When they launch next year; these programmes will mark the biggest evolutionary step change in design and capability in the passenger turboprop space in the past 40 years. The **Embraer next-generation turboprop (TPNG)** programme will be launched in the first half of 2023 with two models (tentatively a 70-seat and 90-seat version) entering service in 2028 and 2029 in no respective order. The 100% SAF-capable aircraft has secured 250 LOIS from airlines and is expected to have 15% lower operating cost per passenger versus the ATR72, Embraer claims. For its part, ATR discussed the next generation of its best-selling aircraft — the **ATR EVO**. First announced in May, the EVO foresees advanced design features and a new powerplant with hybrid capability and, like Embraer's TPNG, the programme is also expected to launch in 2023.

On the regional front, **Feel Air Holdings**, a new Japanese regional airline holding company created to 'revitalise' Japan's regional air travel sector through a franchise business structure, has signed an Lol for up to 36 ATR42s and ATR72s, including the STOL ATR42-600S. At least five regional airlines are expected to be established. Lessor **Abelo** has signed a Heads of Agreement for 10 ATR72-600s and confirmed 10 ATR 42-600S (STOL - Short Take-off and Landing) that were previously signed by predecessor Elix Aviation in 2019. Delivery of the ATR72-600 begins in 2023, while the first ATR42-600S is expected in Q4 2024. **Porter Airlines** has ordered another 20 E195-E2s, adding to its existing 30 firm orders and 50 purchase options. Delivery of the first E2 is scheduled this year. **Alaska Air Group** has ordered another 8 76-seat E175s with options for 13 more, to be operated exclusively on its behalf under CPA by **Horizon Air**. Delivery starts in Q2 2023. Japanese regional airline **ORC (Oriental Air Bridge)** has ordered an ATR42-600 for domestic operations from Nagasaki and Fukuoka.

Source: Ishka, AFJ data and Acumen internal analysis



ATR 72-600 – Asset Spread by Geography



Turboprop Market Segment – ATR v/s Bombardier

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