

Type : ATR 42
Model : ATR 42-600
Family : Turboprop

Airframe Manufacturer : ATR
Model Launch : 2007

No of Engines : 2
Engine Type - Model :
Pratt & Whitney PW127XT-M / PW127-M

Seat Capacity :
30-50

Weight and Payload :
18,599 Kgs Max Take Off Weight (MTOW)
5,250 Kgs Max Payload Weight

Range Capacity with Max Pax :
726 nm / 1345 km

Other Important Features :
Full glass cockpit and modular avionics architecture

Appraiser's Opinion

ATR 42-600



Amit Tyagi

ISTAT Certified Senior Appraiser

Appraiser's Opinion

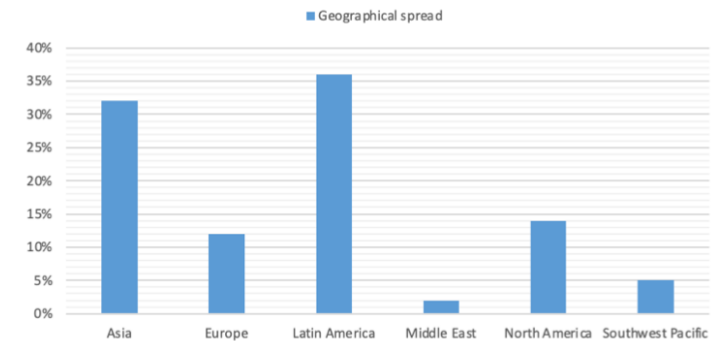
ATR 42-600 is a Pratt and Whitney PW127XT-M / PW127-M powered twin engine turboprop aircraft with the capability of accommodating up to 50 passengers. The key features being advanced avionics, larger overhead storage bins and increased fuel efficiency, giving it the upper hand compared with Bombardier's Q300. The Q300 is no longer in production so the ATR 42-600 is the only turboprop being manufactured in this segment. The state-of-the-art feature of glass cockpit comes with the capability in crew workload reduction and creating situation awareness, better reliability, maintenance cost savings and weight reduction. The reserve take-off torque option allows reduced take-off distances resulting in optimised revenue from any runway.

The PW127XT-M was certified by EASA in Oct 2022 and all aircraft delivered prior to this have been powered by PW127-M. The PW127XT-M engine provides 40% extended time on wing along with 20% maintenance cost reduction and 3% fuel efficiency over PW127-M. The PW127XT is fully compatible with Sustainable Aviation Fuels (SAF) which is driving growth, sustainability and will be contributing to the 2050 net zero carbon emissions.

Turboprops have played a major role globally at the time of pandemic when the borders were closed and the supply chain was disrupted, by connecting local communities around the world and delivering vaccines and other essential goods. As recovery from the pandemic continues, regional aircraft have played major role in connecting airports on low demand routes and developing new routes. Due to ATR 42-600's high commonality with the ATR 72-600, it makes the 600 series, flexible for the operators to adapt to seat capacity and traffic demand. With the 600 series, ATR has prominently placed itself as leaders in the turboprop market, and the ATR 42-600 is the only 50- seater aircraft in production and tending to the needs for smaller capacity and low costs trips.

Post 2020 pandemic, the regional market has witnessed a considerable rise and, in turn, increase in world GDP. Post securing Chinese Type certificate validation, ATR 42-600 is the most suitable option for regional air travel. With regards to the geographical spread of the ATR 42-600, most of the fleet is concentrated in Latin America region (36%), followed by Asia (32%), North America (14%), Europe (12%), Southwest Pacific (5%) and Middle East (2%). Out of which the stored / returned fleet is mostly concentrated in Europe (40%) and Latin America region (60%).

Geographical spread of ATR 42-600



Largest ATR 42-600 operator as of August 2023			
Operator	Country	Region	Aircraft
Easyfly	Colombia	Latin America	11
Japan Air Commuter	Japan	Asia	9
Silver Airways	United States of America	North America	8
SATENA	Colombia	Latin America	4
Bahamasair	Bahamas	North America	3
Hokkaido Air System	Japan	Asia	3
LIAT	Antigua and Barbuda	Latin America	2
Loganair	United Kingdom	Europe	2
Aegean Airlines	Greece	Europe	2
AirSWIFT	Philippines	Asia	2

(source: CAPA)

ATR 42-600 as of August 2023		
Region	In Service	Stored
Asia	18	
Europe	4	2
Latin America	18	3
Middle East	1	
North America	9	
Southwest Pacific	3	

(Source: CAPA)

Market Outlook

The largest ATR42-600 operators are concentrated in countries falling under Latin America, Asia and North America. As per CAPA fleet data as of Jul 2023, there are 59 aircraft in service and 22 aircraft on order.

Latin America and Asia has the largest in-service ATR 42-600 fleet, followed by North America, Europe, Southwest Pacific and Middle East. A very small number of ATR 42-600 is in storage, totalling 5 aircraft spanned over Latin America and Europe.

ATR 42-600 market value did not have much pressure compared with several other asset types in other segments. Market values were down by 10% to 12% which have now mostly recovered. Being a smaller version though future unfilled orders (22) are not too many, but this aircraft is expected to continue in demand for new routes as well as a feeder aircraft in future.

ATR has also released a new version of ATR 42-600 with enhanced Short Take-off and Landing (STOL) capabilities. ATR 42-600S will therefore be capable of substantially reducing the minimum length of runway required to take-off and will prove suitable for remote airports to 800 meters with 40 passengers on board in standard flight conditions and this niche aircraft will create and serve the untapped market in coming years. As per CAPA fleet data as of Jul 2023, 1 ATR 42-600S aircraft is in service and 17 aircraft are on order.

Value Projection

Source : fin-S Online Valuation Application - SPARTA



ATR42-600- Acumen Values as of 1 st Jan 2023															
Year of build	Current market value	Current base value	Future Base Values at 0% inflation												
			2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
2012	6.31	6.81	6.22	6.65	5.12	4.63	4.14	3.67	3.23	2.84	2.48	2.15	1.87	1.62	1.40
2013	6.84	7.38	6.75	6.17	5.61	5.07	4.59	4.10	3.64	3.20	2.81	2.46	2.14	1.85	1.61
2014	7.51	8.10	7.42	6.79	6.20	5.64	5.10	4.61	4.12	3.66	3.22	2.83	2.47	2.15	1.86
2015	8.22	8.87	8.13	7.45	6.81	6.23	5.66	5.12	4.63	4.14	3.67	3.23	2.84	2.48	2.16
2016	9.00	9.72	8.91	8.17	7.49	6.85	6.26	5.69	5.15	4.65	4.16	3.69	3.25	2.86	2.49
2017	9.97	10.65	9.77	8.98	8.22	7.53	6.89	6.29	5.72	5.18	4.68	4.18	3.71	3.27	2.87
2018	10.99	11.67	10.71	9.83	9.02	8.27	7.58	6.93	6.33	5.76	5.21	4.71	4.21	3.74	3.29
2019	12.23	12.87	11.82	10.85	9.95	9.13	8.37	7.67	7.02	6.41	5.83	5.28	4.77	4.26	3.78
2020	13.29	13.84	12.71	11.67	10.71	9.85	9.01	8.27	7.58	6.93	6.33	5.75	5.21	4.71	4.21
2021	14.18	14.77	13.57	12.46	11.44	10.50	9.63	8.84	8.10	7.43	6.79	6.21	5.64	5.11	4.62
2022	15.09	15.72	14.45	13.28	12.19	11.19	10.27	9.43	8.65	7.93	7.27	6.65	6.07	5.52	5.00
2023	16.00	16.67	15.48	14.24	13.08	12.01	11.03	10.12	9.29	8.52	7.81	7.16	6.55	5.98	5.44



The screenshot shows the 'Logs / Base Value' page in the SPARTA application. It features a sidebar with navigation options: Home, Logs, Portfolio, and Settings. The main content area includes several input fields for aircraft details:

- Asset Type:** Aircraft (selected), Engine
- Serial Number:** (empty)
- Aircraft Type *:** ATR42-600
- Date of Manufacture *:** 01-07-2019
- Engine Type *:** PW127M (On-Condition)
- Max Take Off Weight *:** 41005.56 Lbs and 18600.0000 Kgs
- Maintenance Condition*:** Half Life (selected), Full Life, Both
- Value as of *:** 31-08-2023

On the right side, there are two donut charts showing value projections as of Aug 31, 2023:

- Top Chart:** Current Base Value of \$12.628 m.
- Bottom Chart:** Current Market Value of \$11.997 m.

Give Us Your Feedback

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