

# ATR PBN capabilities

---

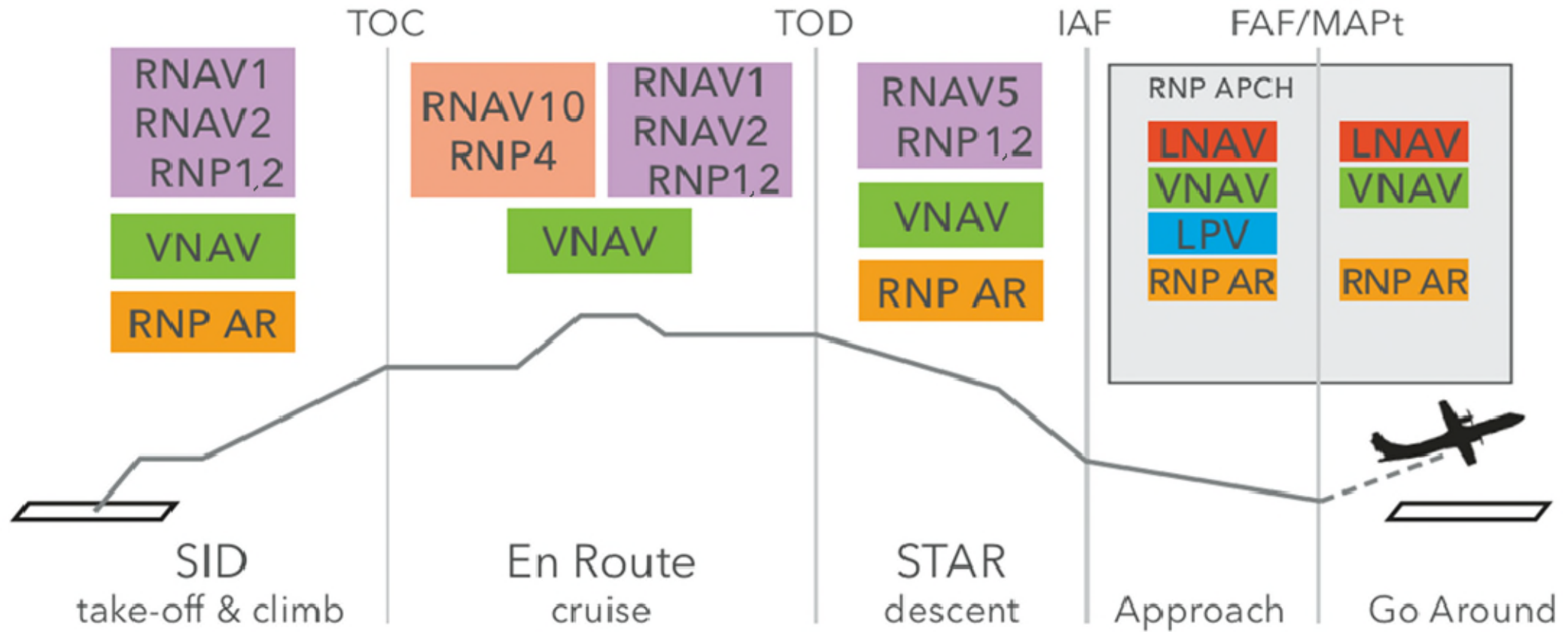
15 October 2025

ATR

-500 vs -600



# ATR Navigation Specifications



## ATR -500

- LNAV
- LPV (Option)





# ATR -500 with HT1000

LPV STC (Supplementary Type Certificate) by Sabena Technics compatible with:

- **Rockwell XPDR**
  - Non ADS-B Out DO260B compliant
- **ACSS XPDR**
  - ADS-B Out DO260B compliant



SLS control panels



SLS Switches and Annunciators



# ATR -500 with Universal Avionics

- Avionics suite STC (Supplementary Type Certificate)
- LPV option
  - ADS-B Out DO260B compliant



6



## ATR -600 with FMS 220

- LNAV
- VNAV
- RNP AR (Option)
  - 0.3 / 1
  - 0.3 / 0.3 (+IRS)
- LPV (Option) (+2<sup>nd</sup> GPS)



## Vertical navigation (VNAV)

- Optimised descent, with longer cruise
- No level off
- **Lower fuel consumption** as flight more efficient at higher level



Saving per approach **-20kg** & represents **-3%** of total flight fuel

FL 200  
Fuel consumption  
**670 kg/h**

@ 1,500 ft  
Fuel consumption  
**760 kg/h**

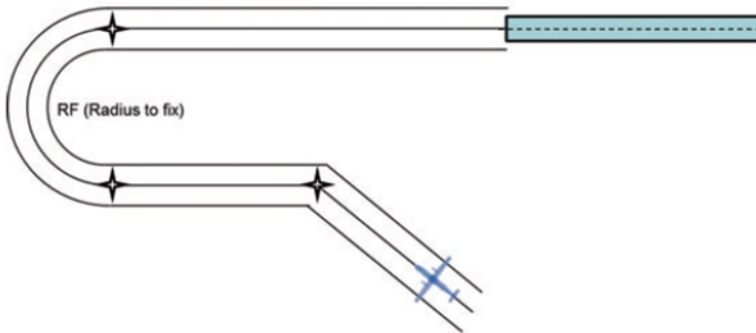




# Radius to Fix (RF) leg capability

Allows more optimized trajectories

Available on all -600 series



## 34.7.1 PBN OPERATION

|                                      |     |             |
|--------------------------------------|-----|-------------|
| c4c779d8-ad81-470d-b172-afce1920fda3 | NEW | 10 MAY 2024 |
|                                      |     | 06977       |

For all PBN operations listed here-in:

- If the missed approach procedure is based on conventional means (NDB, VOR, DME), all related navigation equipment must be installed and serviceable.
- The associated ground based nav aids must also be operational.

Prior to start a RNP2 operation, the flight crew must set manually RNP value to 2 NM in the FMS. At the end of the operation, the flight crew must clear manual RNP value to restore RNP value auto setting.

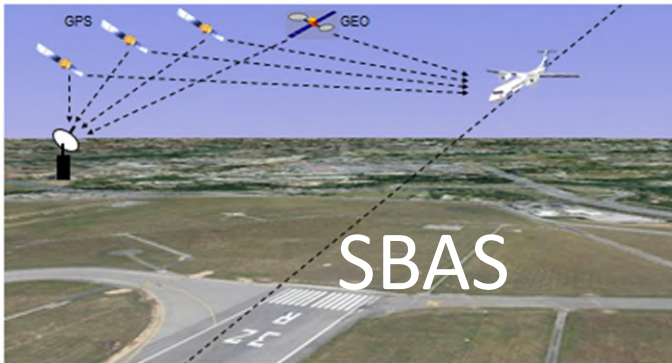
**The FMS 220 is RF leg capable for RNAV/RNP operations.**

### Note

*For all RNAV operations listed here above, the Fault Detection & Exclusion (FDE) or the Receiver autonomous integrity monitoring (RAIM) must be functional.*

*For all RNP operations described here above, the FDE (or RAIM) and the on-board performance monitoring and alerting capabilities must be functional.*

# RNP APCH / LPV



LPV



Available on  
ATR-500 and  
Legacy through STC



Lateral margin

Lateral Guidance:  
GNSS (GPS)



Vertical Margin

Vertical  
Guidance: GPS



# 3 dimensional guidance entirely coupled with the Autopilot

Vertical & Lateral deviation symbols





# LPV benefits

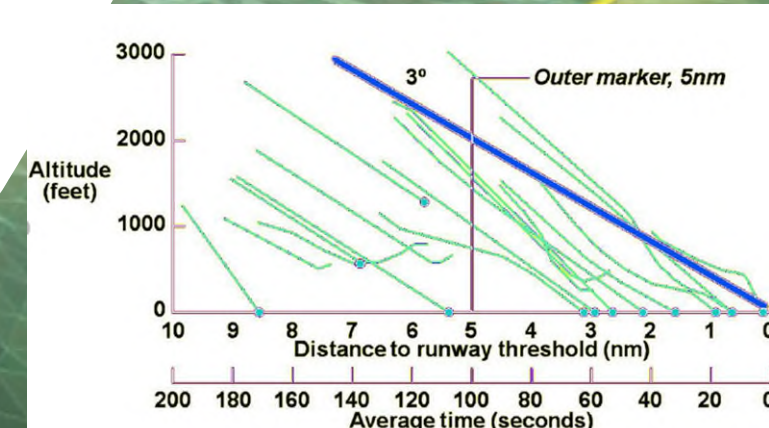
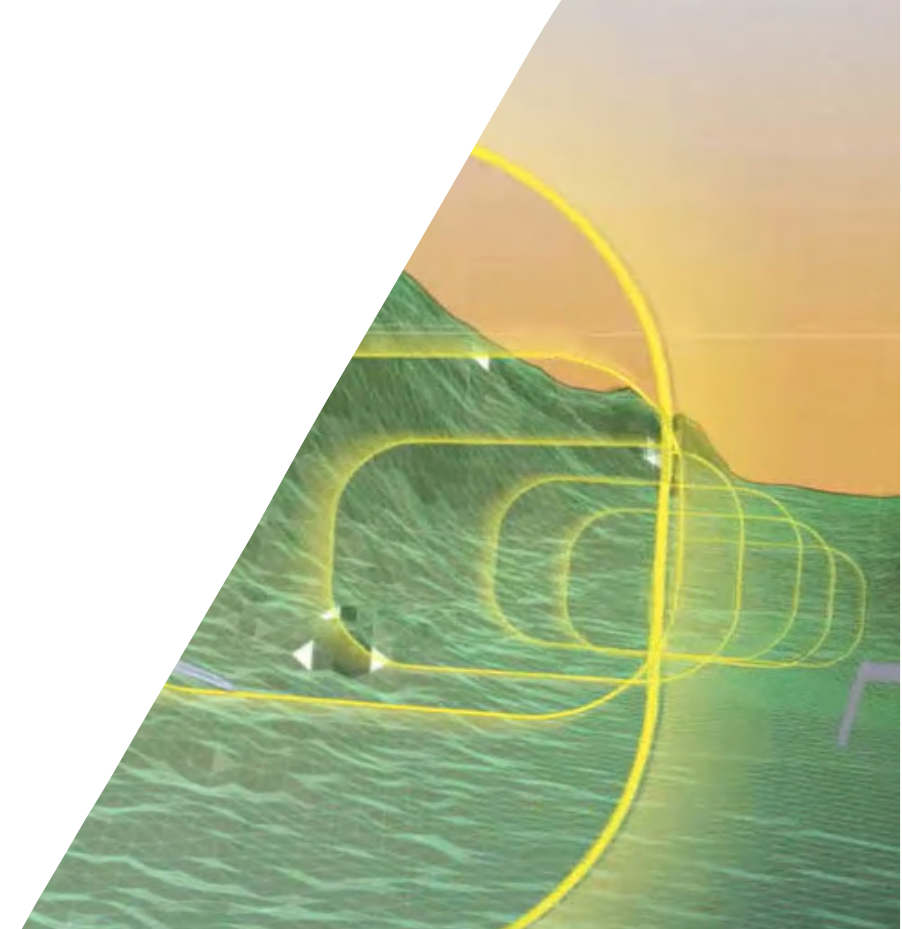
Performance identical to ILS CAT I

Improves **airport accessibility**

- Enables instrument approach with minimal investment
- Decision altitude (DA) as low as 200 feet height

Enhances **reliability and predictability** of operations

- Increases safety and situation awareness  
with lateral and vertical guidance



Source: ALAR Approach and landing accident reduction





- © ATR. All rights reserved. Confidential and proprietary document.

- This document shall not be reproduced or disclosed to a third party without the written consent of ATR. This document and its content shall not be used for any purpose other than that for which it is supplied. ATR, its logo, the distinctive ATR aircraft profiles and patented information relating to the ATR aircraft are the exclusive property of ATR and are subject to copyright. This document and all information contained herein are the sole property of ATR. No intellectual property right is granted through, or induced by, the delivery of this document or the disclosure of its content. The statements made herein do not constitute an offer or a representation. They are based on the mentioned assumptions and are expressed in good faith.

---

Thank You!

