



October 2018

ATR72-200 Freighter Information Pack



Our History

ASL Airlines (Ireland) has grown considerably since its inception as in 1972 as Air Bridge Carriers. It was formed with four Argosy freighters to fly fresh produce from the Channel Islands to the UK. This work was quickly supplemented by ad-hoc charter work, with special emphasis on 'awkward loads' such as aircraft engines and heavy machinery for the North Sea oil fields.

1976 saw the arrival of the first of the Merchantman aircraft. This heralded an introduction to new markets such as fresh fruit flights through the Gulf and the Middle East and overnight newspaper flights. At the beginning of the 1980's the overnight express parcels business was in it's infancy within Europe and Air Bridge was ideally placed to take advantage. TNT, FedEx, DHL and UPS were all nightly customers.

The fleet was enhanced further with the introduction of a fleet of Boeing 727 and Lockheed Electra aircraft (the majority of which were placed on the Irish register). It was in 1992 that the Hunting group decided to re-brand all of its subsidiaries, Air Bridge changed overnight to Hunting Cargo Airlines, with a bold new look.

All of the airline's operations were transferred to Ireland in 1997, a year that saw the introduction of the first Airbus A300-B4 to the fleet.

In 1997 the Hunting group decided to sell off all it's aviation related companies. In June 1998 it was announced that the airline had been sold to a consortium consisting of Compagnie Maritime Belge NV from Belgium and Safair (Pty) Ltd from South Africa (part of the Imperial group). This prompted a change of name to Air Contractors.

In 2007 the Imperial Group sold its share in Air Contractors to a private equity firm in Belgium called Petercam, and with that Air Contractors became 100% Belgium owned.

In 2008 Air Contractors purchased the French Airline Europe Airpost who operated a fleet of 737-300QC (Quick change) aircraft on passenger and cargo networks across Europe.

In 2010 the airline Safair was purchased from the Imperial Group and with this a parent company was established in Ireland to oversee all three airlines, the parts sales business ACLAS Global, and maintenance business Air Contractors Engineering as well as the leasing arm of Air Contractors. This was named ASL Aviation Group and its headquarters are in Dublin.

2015 saw another rebranding to ASL Airlines (Ireland) as ASL Aviation Group streamlined all it's AOC's under the one brand.

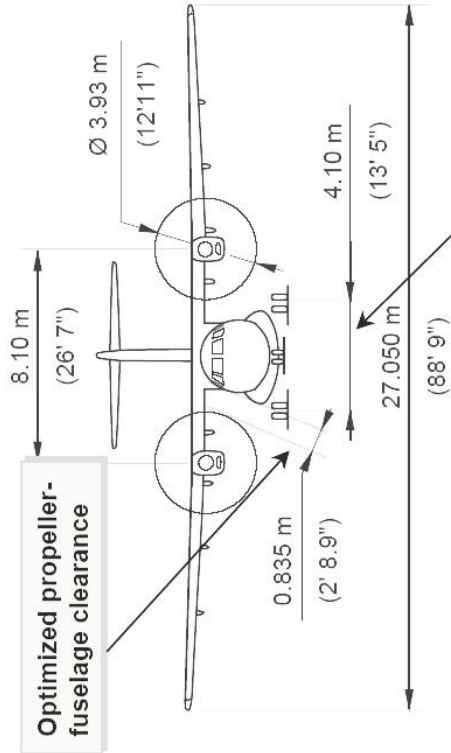
ASL Airlines (Ireland) activities are now almost two-thirds within the overnight express integrator and postal arena and one-third passenger flying, with a mixed fleet and customer base including major integrators, postal agencies, Tour Operators and airlines across Europe/North America and the Far East.



Our History (continued)

With a large fleet of ATR42/72, Boeing 737-400 & B757-200, Airbus A300-600 & A330-300 freighters it is well placed to continue as one of the leading providers to the industry, well into the twenty first century.

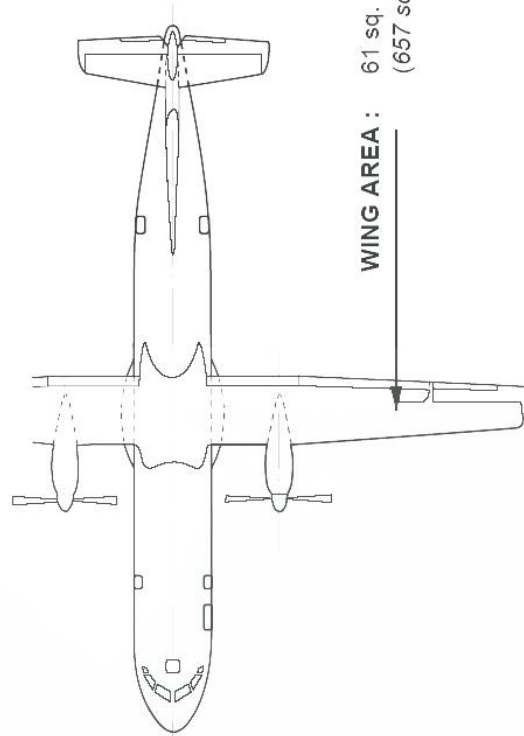
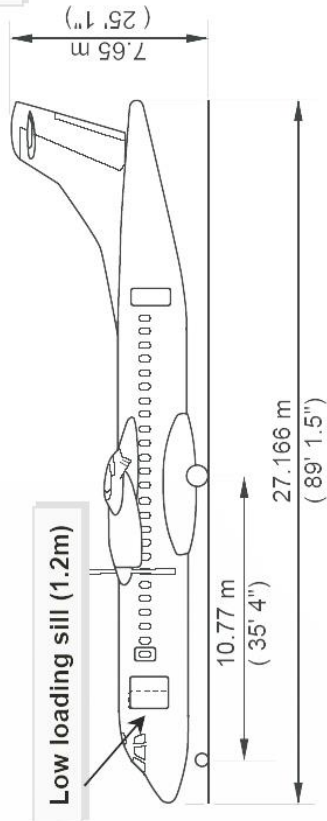




Perfectly suited to operations on narrow runways

Dimensions

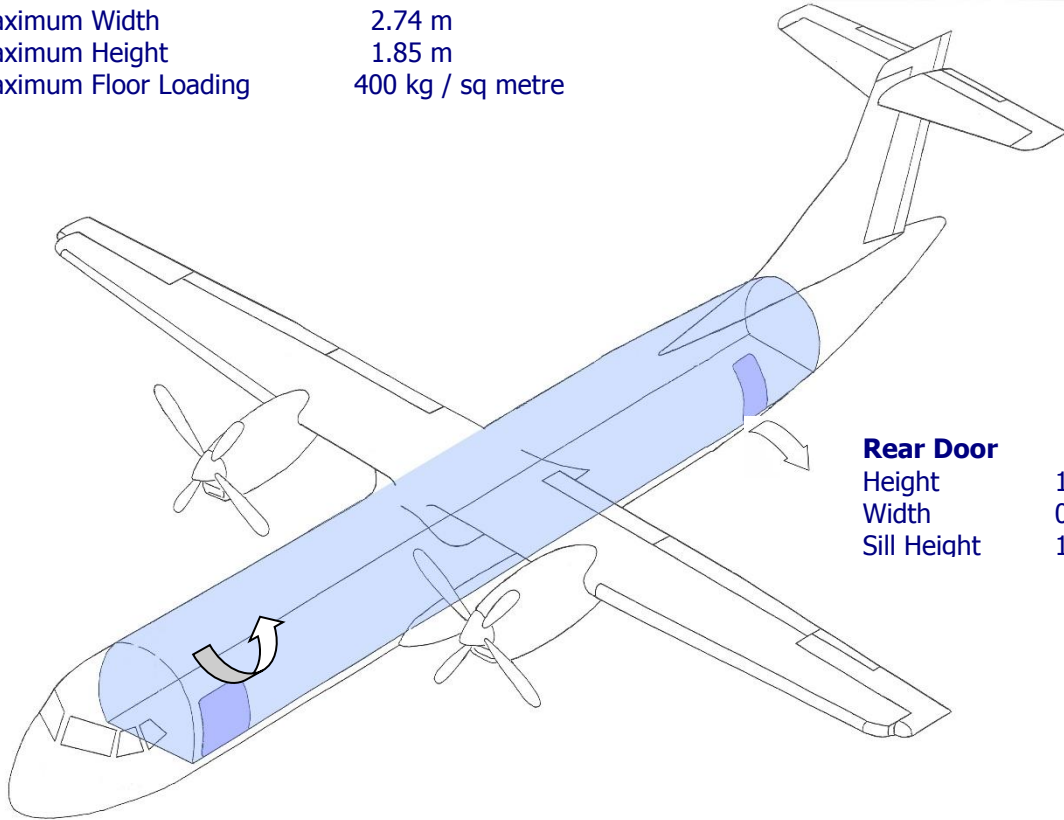
Passenger door	0.75 x 1.75 m	29.5 x 68.9 in
Forward cargo door	1.275 x 1.53 m	50.2 x 60.2 in
Overall length	27.16 m	89 ft 1.5 in
Wing span	27.06 m	88 ft 9 in
Height	7.65 m	25 ft 1 in



Cargo Hold and Door Dimensions

ATR72

Cabin Length	18.96 m
Width at Floor	2.17 m
Maximum Width	2.74 m
Maximum Height	1.85 m
Maximum Floor Loading	400 kg / sq metre



Rear Door

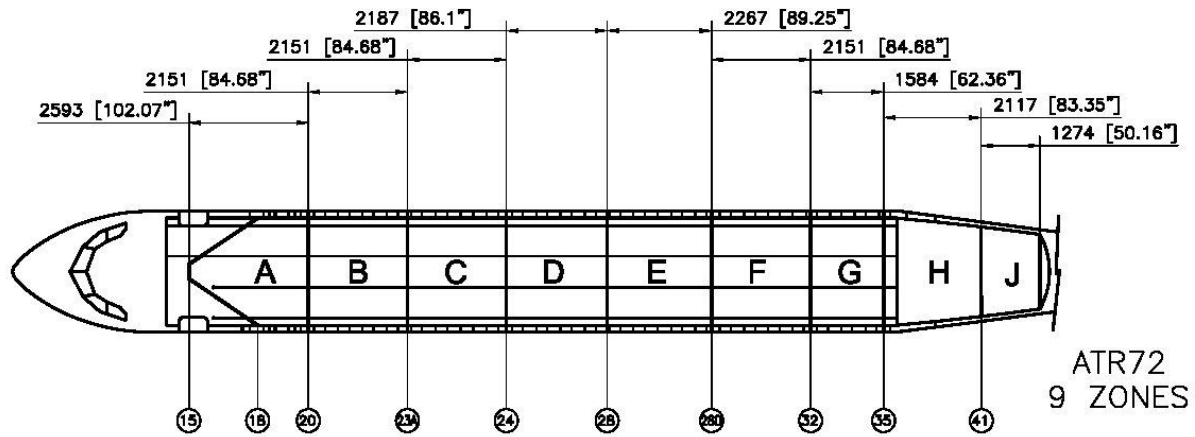
Height	1.72 m
Width	0.75 m
Sill Height	1.24 m

Forward Cargo Door (except EI-SLF)

Height	1.56 m
Width	1.30 m
Sill Height	1.22 m
Door Clearance when open	3.05 m



ASLI's aircraft feature a full E-Class cargo cabin, divided into 9 compartments with transverse barrier net restraints.



Compartment	Length (m)	Maximum Load (kg)	Volume (m3)
A	2.59	1000	8.3
B	2.15	1100	9.6
C	2.15	1100	9.6
D	2.18	1100	10.0
E	2.26	1100	10.3
F	2.15	1100	9.6
G	1.58	800	7.2
H	2.11	1100	7.4
J	1.27	500	3.0
Total		8300 kg (Maximum Payload)	75 m3

Weights

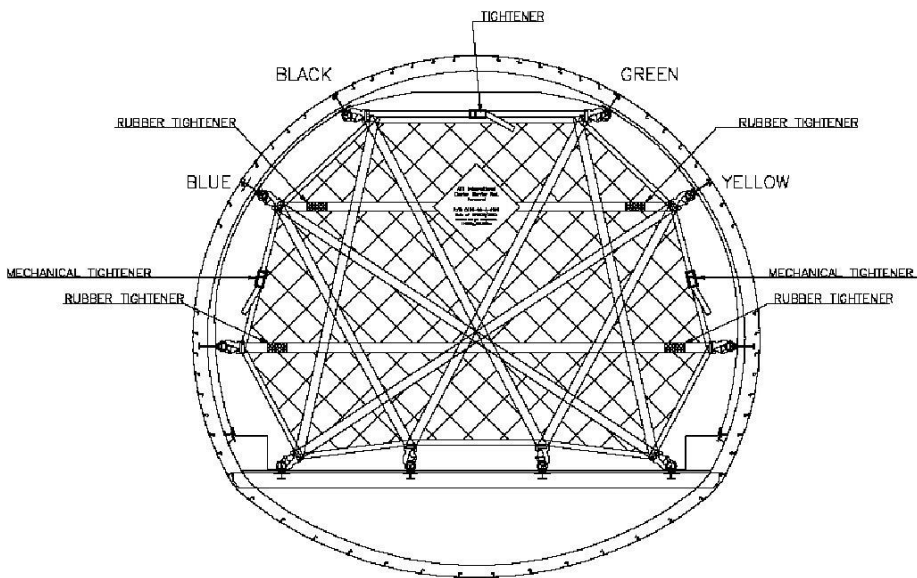
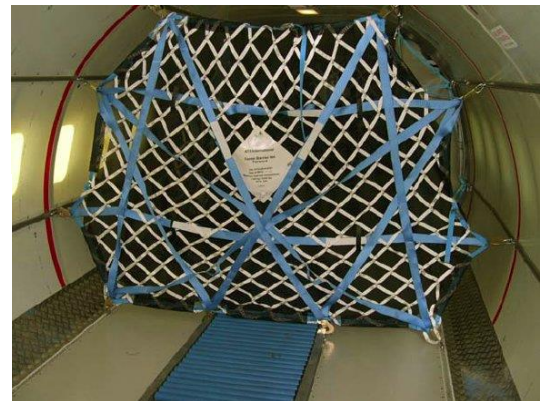
Maximum Ramp Weight	22180 kg
Maximum Takeoff Weight	22000 kg
Maximum Landing Weight	21850 kg
Maximum Fuel	5000 kg
Maximum Payload	8300 kg

Performance:

Maximum Cruise Speed	284 kt
Service Ceiling	25000 feet

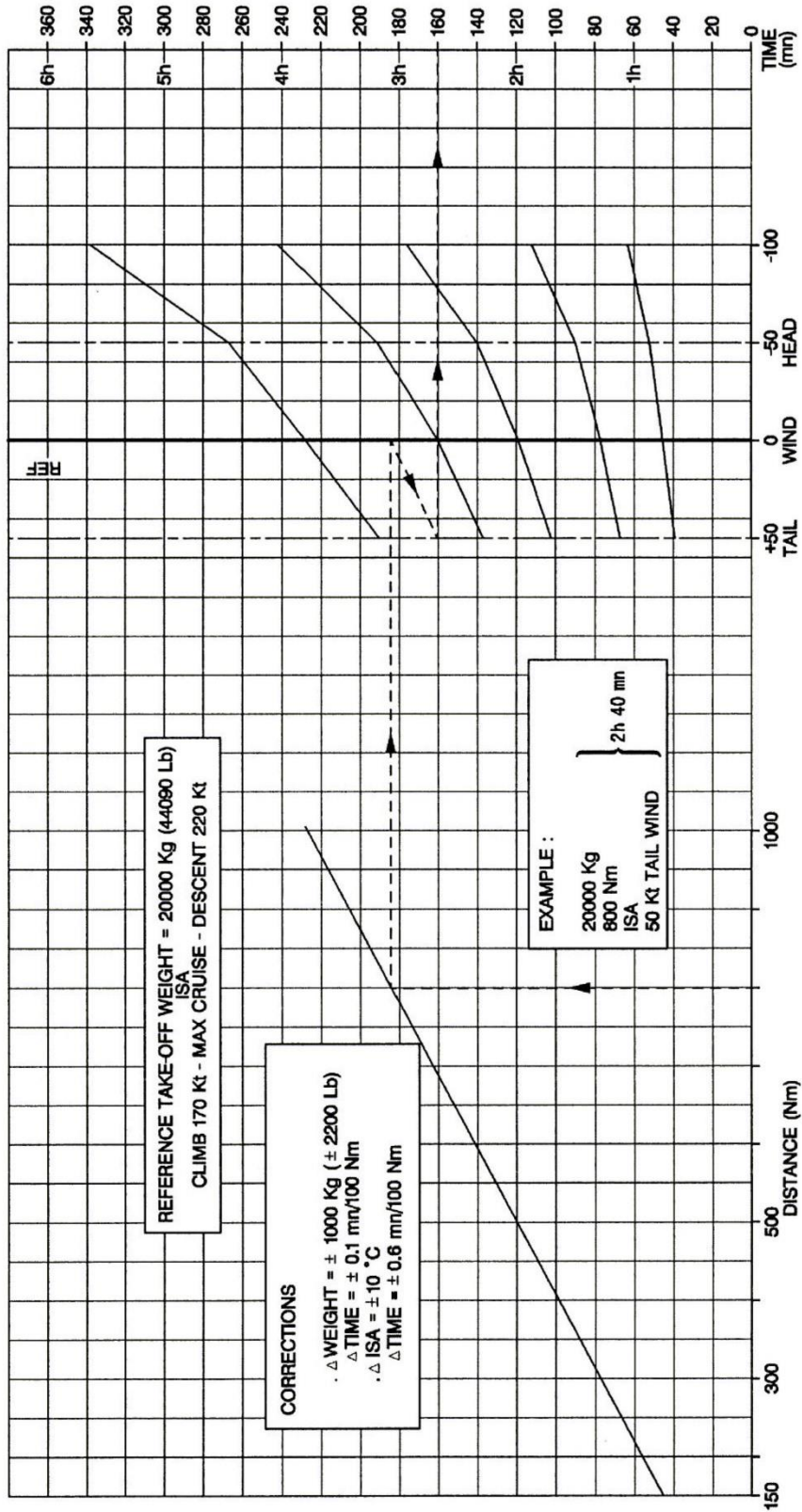
Individual aircraft may feature different configurations. These figures are provided for indication only

The cabin volume can be used to maximum efficiency with wall-to-wall and floor-to-ceiling loading possible. Transverse barrier nets speed up both the load and unload process and eliminate inefficiencies present with traditional throw-over net aircraft.



Sector Performance – Flight Time vs Distance

ATR72



TAKEOFF

Maximum Takeoff Weight (kg) based on Runway Length, Airport Elevation and Temperature

Runway Length (metres)	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900+
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Airport Elevation = Sea Level

0 deg C	17991	18966	19875	20729	21499	22000	22000	22000	22000	22000
10 deg C	17519	18478	19373	20217	21014	21635	22000	22000	22000	22000
20 deg C	17073	18015	18894	19723	20509	21207	21679	22000	22000	22000
30 deg C	16655	17579	18442	19256	20031	20770	21270	21706	21706	21706
35 deg C	16439	17353	18209	19014	19780	20514	21041	21476	21476	21476

Airport Elevation = 1000 feet

0 deg C	17519	18478	19373	20216	21014	21635	22000	22000	22000	22000
10 deg C	17057	17997	18876	19705	20491	21191	21662	22000	22000	22000
20 deg C	16619	17541	18403	19216	19989	20727	21239	21675	21675	21675
30 deg C	16212	17115	17960	18757	19516	20242	20845	21277	21277	21277
35 deg C	15878	16765	17595	18378	19124	19838	20394	20675	20675	20675

Airport Elevation = 2000 feet

0 deg C			18875	19704	20490	21191	21662	22000	22000	22000
10 deg C			18384	19197	19969	20707	21222	21657	21690	21690
20 deg C			17918	18714	19471	20196	20805	21237	21395	21395
30 deg C			17365	18141	18877	19584	20218	20640	20640	20640
35 deg C			16956	17714	18435	19126	19704	19865	19865	19865

Note: For takeoff from a wet runway subtract 70 metres from the actual runway length and use this corrected length in the above table.

LANDING

Runway Length required (metres) based on Landing Weight and Airport Elevation

Landing Weight (kg)	13000	14000	15000	16000	17000	18000	19000	20000	21000	21350
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Dry Runway

Airport Elevation = Sea level	900	933	967	1000	1042	1075	1117	1158	1200	1208
Airport Elevation = 1000 feet	918	952	986	1020	1063	1097	1139	1182	1224	1233
Airport Elevation = 2000 feet	936	971	1006	1040	1084	1118	1162	1205	1248	1257

Wet Runway

Airport Elevation = Sea level	1050	1108	1167	1217	1275	1333	1383	1433	1483	1508
Airport Elevation = 1000 feet	1071	1131	1190	1241	1301	1360	1411	1462	1513	1539
Airport Elevation = 2000 feet	1092	1153	1214	1266	1327	1387	1439	1491	1543	1569

Note. This information is for indication purposes only. No allowance is made for runway slope, runway contamination, wind, weather conditions or obstacles.

Commercial Contacts

Principal contacts for details of aircraft availability and suitability are:

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