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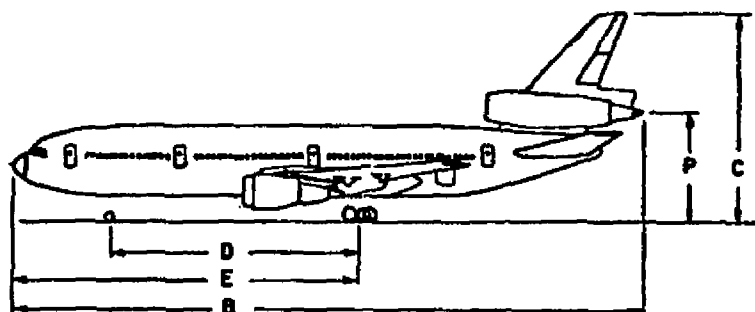
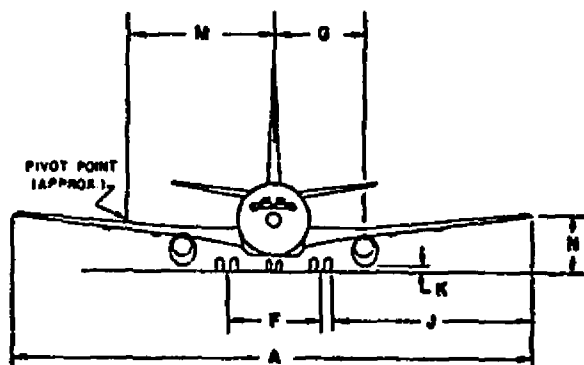
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ADVISORY CIRCULAR

Aircraft Data



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Initiated by: AAS-100

Advisory Circular

Subject: AIRCRAFT DATA

Date: 6/29/87
Initiated by: AAS-100

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Change:

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1. PURPOSE. This circular presents a listing of principal aircraft weights and dimensions which affect airport facility design. It is to be used for guidance in airport development. Data presented are for common civil aircraft and those military aircraft which frequently utilize civil facilities.
 2. CANCELLATION. Advisory Circular 150/5325-5B, Aircraft Data, dated July 30, 1975, is cancelled.
 3. EXPLANATION OF REVISION. This revision updates existing data for selected transport category aircraft and introduces new data for those aircraft that have recently joined the transport fleet.



LEONARD E. MUDD
Director, Office of Airport Standards

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CHAPTER 1. INTRODUCTION

1. BACKGROUND.

a. Physical characteristics of aircraft have operational and economic, significance which materially affect airport design, development, and use. To insure maximum possible utilization and safety, consistent with expected demand, engineers must consider these characteristics when planning new airports or improvements to existing facilities.

b. For example, when the airport designer considers anticipated growth in air traffic, the effects of new aircraft weights and dimensions on ground operating areas must also be evaluated. The design aspects of runways, taxiways, ramps, aprons, servicing facilities, gates, and life safety facilities are directly influenced by the physical characteristics of the aircraft utilizing them.

c. Military aircraft frequently operate at civil facilities. As indicated above, the physical characteristics of these aircraft cannot be neglected when facility design is being considered. Frequent types of military operations include medical evacuation, strategic deployment and dispersal, and Reserve and National Guard training missions.

d. Among the types of military aircraft encountered at civil facilities are many which have civil variants. These are not described in Chapter 3; they are instead referenced to their counterpart(s) in Chapter 2.

2. EXPLANATORY INFORMATION.

a. In Chapter 2, Figures 2-1 to 2-4 are representative of general types of aircraft, and are not intended to portray a specific model. In all other cases the particular model is illustrated on the same page upon which its data are presented. Additionally, there are pages where data for several similar models or series of aircraft are accompanied by a single representative drawing (e.g., General Dynamics/Convair 880 and 990).

b. The following correspondence between symbols and actual dimensions is employed in all chapters, as required.

<u>SYMBOL</u>	<u>DIMENSION</u>
A	Wingspan
B	Length overall
C	Height overall
D	Wheelbase

- E Nose to centerline of main gear
- F Wheel track (tread)
- G Centerline of fuselage to centerline of inboard engine
- H Centerline of fuselage to centerline of outboard engine
- J Outside of main gear to wingtip
- K Vertical clearance of inboard engine or propeller at maximum weight
- L Vertical clearance of outboard engine or propeller at maximum weight
- M Centerline of fuselage to approximate pivot point based on maximum nosewheel steering angle or locked wheels
- N Vertical clearance of wingtip at maximum weight
- P Height of exhaust of jet engine on centerline of fuselage (three-engine jet aircraft only)

c. Turn radius is measured at maximum nosewheel steering angle or with locked wheels, whichever produces the larger radius. It is a horizontal measurement from the pivot point to the farthest point of the aircraft as it executes the turn. The dimension represents a maximum effort maneuver not normally used by the airlines because of excessive tire wear. THE DIMENSION IS NOT TO BE USED FOR FACILITY DESIGN PURPOSES. Contact the airline (s) involved for the turn radius to use for design purposes.

d. The abbreviation "SRS" is used to denote "Series."

e. An entry of "NA" indicates data are not available.

f. The weight and dimensional information for transport type aircraft have been extracted from aircraft manufacturer publications titled "Airplane Characteristics, Airport Planning." These publications, which are available from the manufacturers, contain considerably more information of interest to an airport designer than is assembled in this document. Publications are developed for each aircraft model (B-737, DC-9, L-1011) and are revised as necessary to incorporate model developments. Weight and dimensional data is subject to change as a result of modifications and improvements to the aircraft. The manufacturer of a particular aircraft should be contacted for data resulting from these modifications or improvements which may not yet be reflected in this circular.

Chapter 2. CIVIL AND COMMERCIAL AIRCRAFT

Section 1. PISTON AND TURBOPROP AIRCRAFT

3. 8,000 LB. (3,628 KG) OR LESS. Aircraft are single or light twin engine types capable of operating from airports developed to utility airport design criteria. The number of seats is for the standard model. The five principal configurations are:

- a. Single engine, high wing, tailwheel. (Figure 2-1)
- b. Single engine, high wing, tricycle gear. (Figure 2-2)
- c. Single engine, low wing, tricycle gear. (Figure 2-3)
- d. Twin engine, low or mid wing, tricycle gear. (Figure 2-4)
- e. Twin engine, high wing, tricycle gear. (Figures 2-5 and 2-6)

4. MORE THAN 8,000 to 12,500 LB. (3,628 TO 5,670 KG). Aircraft are principally twin engine types capable of operating from airports developed to utility airport design criteria. The number of seats is for standard model. (Figure 2-7 to 2-16).

5. MORE THAN 12,500 LB. (5,670 KG). Aircraft are twin and four engine types. Some are capable of operating from airports developed to utility airport design criteria. Others are principally operated from airports developed to transport airport design criteria. (Figures 2-16 to 2-30).

Section 2. TURBOJET AND TURBOFAN AIRCRAFT

6. 60,000 LB. (27,216 KG) OR LESS. Aircraft are twin or four engine types capable of operating from airports developed to transport airport design criteria. Most are employed as business or corporate aircraft. (Figures 2-31 to 2-40).

7. MORE THAN 60,000 LB. (27,216 KG). Aircraft are twin, three, and four engine types capable of operating from airports developed to transport airport design criteria. (Figure 2-41 to 2-68).

NOTE: All weights given above are maximum takeoff weights, as used in airport design.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
BELLANCA	7	CITABRIA	2	1,650 LB 751 KG	1,650 LB 751 KG	33'5" 10.19M	22'8" 6.91M	6'8" 2.03M	16'1" 4.90M	6'4" 1.93M	NA
CESSNA	120/ 140	----	2	1,450 LB 658 KG	1,450 LB 658 KG	32'10" 10.00M	21'0" 6.40M	6'3" 1.91M	NA	6'5" 1.96M	NA
	170	----	4	2,200 LB 1,000 KG	2,200 LB 1,000 KG	36'0" 10.97M	25'0" 7.60M	6'7" 2.00M	NA	NA	NA
	180/ 185*	SKYWAGON	4	2,800 LB 1,274 KG	2,800 LB 1,274 KG	36'2" 11.04M	25'9" 7.85M	7'9" 2.34M	NA	7'8" 2.31M	21'10" 6.65M
	190 195**	----	4	3,350 LB 1,521 KG	3,350 LB 1,521 KG	36'2" 11.04M	27'1" 8.26M	7'2" 2.16M	NA	NA	NA
HELIO AIRCRAFT	H-250/ H-295	HELIO COURIER	6	3,400 LB 1,547 KG	3,400 LB 1,547 KG	39'0" 10.87M	31'6" 9.59M	8'10" 2.70M	23'5" 7.22M	9'0" 2.75M	NA
	HST-550	HELIO STALLION	11	5,000 LB 2,321 KG	5,100 LB 2,321 KG	41'0" 12.49M	39'7" 11.04M	9'3" 2.83M	NA	9'8" 2.96M	NA

*SRS 185 HAS MAXIMUM WEIGHTS OF 3,350 LB (1,525 KG) AND 6 SEATS.

**SRS 195 HAS LENGTH OF 27'4" (8.33M).

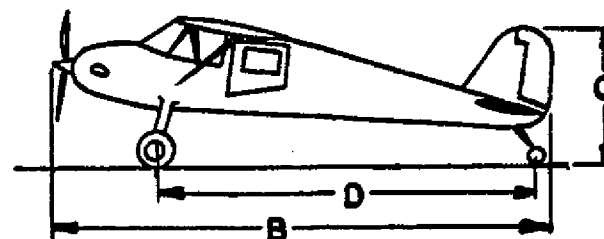
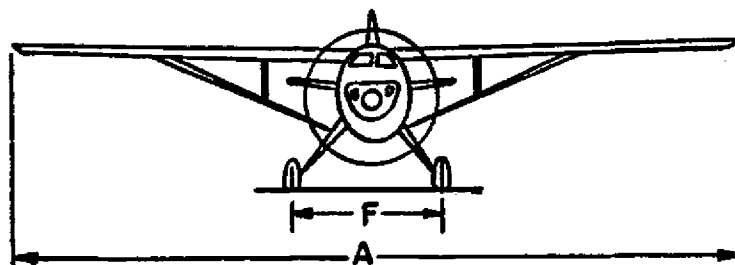


FIGURE 2-1. SINGLE ENGINE, HIGH WING, TAILWHEEL AIRCRAFT 8,000 LB. (3,628 KG) OR LESS

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
PIPER	PA-12/ 14/15	SUPER CRUISER	3	1,750 LB 793 KG	1,750 LB 793 KG	35'6" 10.80M	22'6" 6.85M	6'10" 2.08M	NA	6'3" 1.91M	20'8" 6.29M
	PA-18	SUPER CUB	2	1,500 LB 681 KG	1,500 LB 681 KG	35'3" 10.72M	22'5" 6.83M	6'8" 2.03M	NA	NA	20'7" 6.26M
	PA-20*	PACER	4	1,650 LB 749 KG	1,650 LB 749 KG	29'4" 8.90M	20'5" 6.20M	6'3" 1.91M	NA	NA	NA
SILVAIRE	8	----	2	1,400 LB 635 KG	1,400 LB 635 KG	35'0" 10.67M	20'0" 6.10M	6'3" 1.91M	NA	6'4" 1.93M	NA
TAYLORCRAFT	BC-12	----	2	1,150 LB 522 KG	1,150 LB 522 KG	36'0" 10.97M	22'0" 6.72M	6'8" 2.03M	NA	6'0" 1.83M	NA
UNIVAIR AIRCRAFT	108	VOYAGER	4	2,150 LB 979 KG	2,150 LB 979 KG	33'11" 10.34M	24'6" 7.47M	6'10" 2.08M	18'7" 5.66M	7'1" 2.16M	20'6" 6.24M

* SOME VARIANTS OF MODEL PA-20 HAVE MAXIMUM WEIGHTS OF 1,800 LB (817 KG).

FIGURE 2-1. SINGLE ENGINE, HIGH WING, TAILWHEEL AIRCRAFT . 8,000 LB. (3,628 KG.) or less (Cont'd).

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
BEDE AIRCRAFT	BD-4	----	4	1,400 LB 637 KG	1,400 LB 637 KG	25'6" 7.77M	21'11" 6.68M	6'3" 1.91M	NA	8'3" 2.51M	NA
CESSNA	150	----	2	1,600 LB 728 KG	1,600 LB 728 KG	32'9" 9.98M	23'0" 7.15M	8'8" 2.74M	4'10" 1.48M	6'7" 2.01M	19'10" 6.05M
	172	SKYHAWK	4	2,300 LB 1,046 KG	2,300 LB 1,046 KG	35'10" 10.93M	26'11" 8.20M	8'10" 2.84M	5'4" 1.63M	7'2" 2.23M	19'8" 6.00M
	177	CARDINAL	4	2,500 LB 1,138 KG	2,500 LB 1,138 KG	35'6" 10.82M	27'0" 8.23M	9'1" 2.76M	6'5" 1.96M	8'4" 2.54M	NA
	182	SKYLANE	4	2,950 LB 1,343 KG	2,950 LB 1,343 KG	35'10" 10.93M	28'1" 8.56M	8'11" 2.72M	5'7" 1.70M	8'0" 2.44M	21'4" 6.50M
	206	STATIONAIR	6	3,600 LB 1,638 KG	3,600 LB 1,638 KG	35'10" 10.93M	28'0" 8.53M	9'8" 2.95M	6'11" 2.11M	8'2" 2.49M	NA
	207	SUPER SKYWAGON	6	3,800 LB 1,729 KG	3,800 LB 1,729 KG	35'10" 10.93M	31'9" 9.68M	9'7" 2.92M	NA	10'0" 3.04M	NA
	210	CENTURION	6	3,800 LB 1,729 KG	3,800 LB 1,729 KG	36'9" 11.20M	28'3" 8.61M	9'8" 2.95M	5'9" 1.76M	8'6" 2.59M	22'5" 6.84M
PIPER	PA-22	TRI-PACER	3	1,800 LB 817 KG	1,800 LB 817 KG	29'4" 8.97M	20'4" 6.20M	6'3" 1.91M	NA	NA	19'11" 6.07M

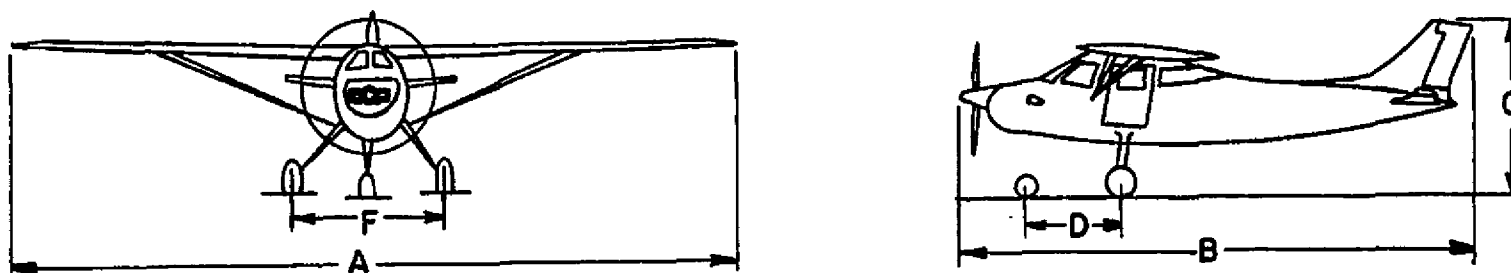


FIGURE 2-2. SINGLE ENGINE, HIGH WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
AEROSTAR AVIATION	415	ERCOUPE	2	1,450 LB 660 KG	1,450 LB 660 KG	30'0" 9.14M	20'7" 6.27M	6'3" 1.91M	5'4" 1.63M	7'9" 2.36M	18'9" 5.71M
	M-20 *		4	2,525 LB 1,149 KG	2,525 LB 1,149 KG	35'0" 10.67M	23'7" 7.06M	8'4" 2.54M	5'7" 1.70M	9'1" 2.77M	22'1" 6.72M
	M-22	MARK 22	5	3,680 LB 1,675 KG	3,680 LB 1,675 KG	35'0" 10.67M	27'0" 8.23M	9'10" 3.00M	8'3" 2.51M	11'0" 3.35M	NA
BEECHCRAFT	23	MUSKETEER	4	2,450 LB 1,115 KG	2,200 LB 1,000 KG	32'9" 9.98M	25'0" 7.62M	8'3" 2.51M	6'4" 1.91M	11'10" 3.61M	NA
	V-35B	BONANZA	4	3,400 LB 1,547 KG	3,400 LB 1,547 KG	33'6" 10.21M	26'5" 8.05M	6'7" 2.01M	7'0" 2.13M	9'7" 2.92M	21'6" 6.55M
	F-33	BONANZA	5	3,050 LB 1,388 KG	3,050 LB 1,388 KG	32'10" 10.00M	25'6" 7.77M	8'3" 2.51M	7'5" 2.26M	9'7" 2.92M	21'3" 6.48M
	F-33A	DEBONAIR	5	3,400 LB 1,547 KG	3,400 LB 1,547 KG	32'10" 10.00M	25'6" 7.77M	8'3" 2.51M	7'5" 2.26M	9'7" 2.92M	21'3" 6.48M
BELLANCA	260/ 300	VIKING	4	3,000 LB 1,365 KG	3,000 LB 1,365 KG	24'2" 10.41M	23'6" 7.15M	7'4" 2.23M	6'8" 2.03M	9'0" 2.75M	NA

* VARIOUS MODELS OF SRS M-20 KNOWN AS: CHAPARRAL, EXECUTIVE, MUSTANG, RANGER, STATESMAN.

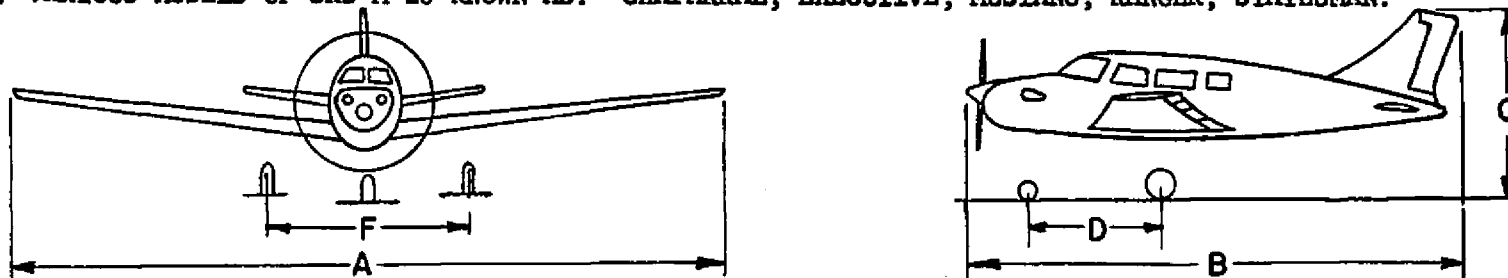


FIGURE 2-3. SINGLE ENGINE, LOW WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
GRUMMAN	AA-1	YANKEE	2	1,500 LB 683 KG	1,500 LB 683 KG	24'6" 7.47M	19'3" 5.87M	6'10" 2.08M	4'5" 1.35M	8'3" 2.51M	NA
NAVION	G-1	RANGEMASTER	4	3,315 LB 1,509 KG	3,150 LB 1,434 KG	34'9" 10.59M	27'6" 8.38M	8'4" 2.54M	5'8" 1.74M	8'9" 2.67M	NA
PIPER	PA-24	COMMANCHE	4	2,550 LB 1,157 KG	2,550 LB 1,157 KG	36'0" 10.97M	24'9" 7.54M	7'5" 2.25M	6'7" 2.01M	9'8" 2.94M	22'10" 6.95M
	PA-28-180	CHEROKEE	4	2,400 LB 1,089 KG	2,400 LB 1,089 KG	30'0" 9.14M	23'6" 7.16M	7'4" 2.22M	6'3" 1.89M	10'0" 3.04M	20'0" 6.08M
	-200	CHEROKEE ARROW	5	2,600 LB 1,179 KG	2,600 LB 1,179 KG	30'0" 9.14M	24'2" 7.37M	8'0" 2.44M	7'5" 2.26M	10'6" 3.20M	20'3" 6.17M
	PA-32	CHEROKEE SIX	6	3,400 LB 1,542 KG	3,400 LB 1,542 KG	32'10" 10.00M	27'9" 8.45M	7'11" 2.41M	7'10" 2.39M	10'7" 3.22M	21'9" 6.63M
ROCKWELL INTER- NATIONAL	112	----	4	2,475 LB 1,127 KG	2,475 LB 1,127 KG	35'0" 10.67M	27'2" 8.28M	10'1" 3.07M	NA	7'2" 2.18M	NA

FIGURE 2-3. SINGLE ENGINE, LOW WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less (Cont'd).

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
AEROSTAR AVIATION	600/601	AEROSTAR	5	5,500 LB 2,503 KG	5,500 LB 2,503 KG	34'3" 10.44M	34'10" 10.62M	12'2" 3.71M	NA	10'3" 3.12M	NA
BEECHCRAFT	B-55	BARON	4	5,100 LB 2,321 KG	5,100 LB 2,321 KG	37'10" 11.53M	27'0" 8.25M	9'7" 2.92M	7'0" 2.13M	7'0" 2.13M	23'8" 7.21M
	E-55*	BARON	4	5,300 LB 2,412 KG	5,300 LB 2,412 KG	37'10" 11.53M	29'0" 8.88M	9'2" 2.79M	8'0" 2.44M	8'0" 2.44M	23'8" 7.21M
	A-60	DUKE	6	6,775 LB 3,083 KG	6,775 LB 3,083 KG	39'3" 11.96M	33'10" 10.32M	12'4" 3.76M	9'3" 2.82M	11'0" 3.35M	NA
CESSNA	310**		6	5,100 LB 2,321 KG	5,100 LB 2,321 KG	37'6" 11.43M	29'7" 9.02M	9'11" 3.03M	9'6" 2.90M	12'0" 3.66M	24'0" 7.31M

* TURBO BARON SRS E-55 HAS MAXIMUM WEIGHTS OF 5,900 LB (2,685 KG).

** TURBO 310 HAS MAXIMUM WEIGHTS OF 5,500 LB (2,500 KG).

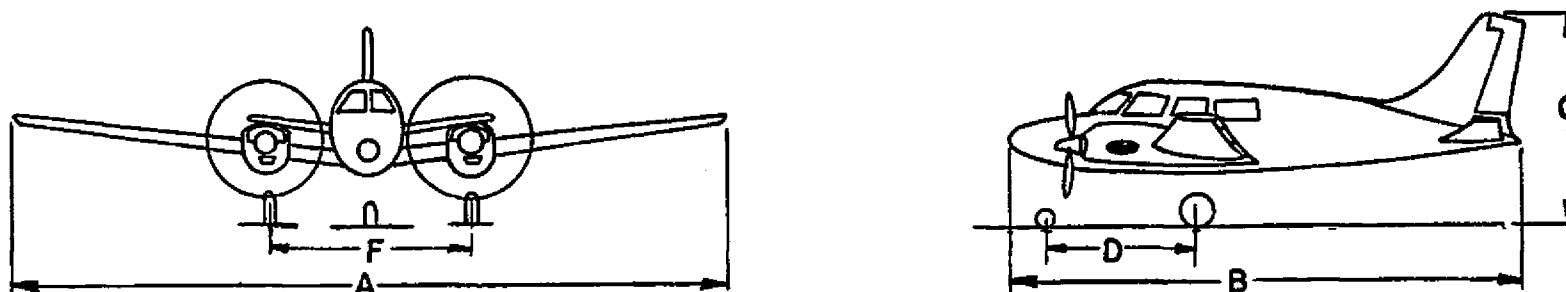


FIGURE 2-4. TWIN ENGINE, LOW OR MID WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
CESSNA	401/402/ 421*	TWIN CESSNA	6	6,300 LB 2,858 KG	6,200 LB 2,812 KG	39'10" 12.27M	33'9" 10.29M	11'10" 3.61M	10'6" 3.20M	14'8" 4.47M	NA
PIPER	P/-23-160	APACHE	5	3,800 LB 1,725 KG	3,800 LB 1,725 KG	37'2" 11.32M	27'5" 8.34M	9'6" 2.87M	7'6" 2.28M	11'0" 3.35M	24'0" 7.31M
	-250	AZTEC	6	4,800 LB 2,180 KG	4,800 LB 2,180 KG	37'0" 11.27M	27'7" 8.42M	10'4" 3.15M	7'6" 2.28M	11'4" 3.45M	24'0" 7.31M
	PA-30	TWIN COMMANCHE	4	3,600 LB 1,633 KG	3,600 LB 1,633 KG	36'0" 10.97M	25'2" 7.67M	8'3" 2.51M	7'4" 2.23M	9'10" 2.98M	22'8" 6.90M
	PA-31	NAVAJO	7	6,200 LB 2,812 KG	6,200 LB 2,812 KG	40'8" 12.40M	32'8" 9.94M	13'0" 3.96M	8'8" 2.64M	13'9" 4.19M	27'3" 8.32M

* SRS (421) HAS MAXIMUM TAKEOFF WEIGHT OF (6,350 LB (2,890 KG)).
(421B) (7,450 LB (3,386 KG)).

FIGURE 2-4. TWIN ENGINE, LOW OR MID WING, TRICYCLE
GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less (Cont'd).

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
CESSNA	336/337	SUPER SKYMASTER	4	4,630 LB 2,107 KG	4,400 LB 2,000 KG	38'2" 11.85M	29'10" 9.10M	9'4" 2.85M	7'10" 2.39M	8'2" 2.48M	NA
ROCKWELL INTER- NATIONAL	500	AERO COMMANDER	7	6,500 LB 2,958 KG	6,500 LB 2,958 KG	49'6" 15.09M	35'1" 10.69M	14'6" 4.42M	NA	12'11" 3.94M	31'2" 9.50M
	560/680/ SHRIKE*	GRAND/ SHRIKE COMMANDER	7	7,700 LB 3,500 KG	7,700 LB 3,500 KG	49'1" 14.96M	36'7" 11.15M	14'6" 4.42M	14'0" 4.28	12'11" 3.94M	NA

*SHRIKE COMMANDER HAS MAXIMUM WEIGHTS OF 6,750 LB (3,072 KG).

SRS 681 (TURBO II, HAWK COMMANDER) HAS WINGSPAN ("A") OF 44'0" (13.41M) AND MAXIMUM WEIGHTS OF 9,400 LB (4,277 KG); ELSE AS SRS 560.

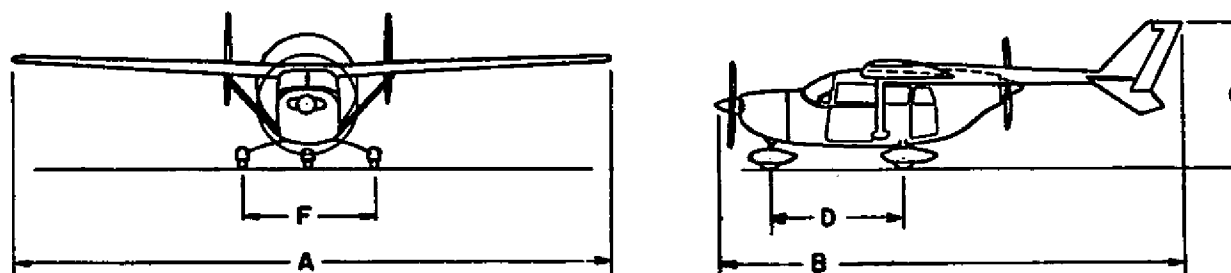


FIGURE 2-5. CESSNA SUPER SKYMASTER.

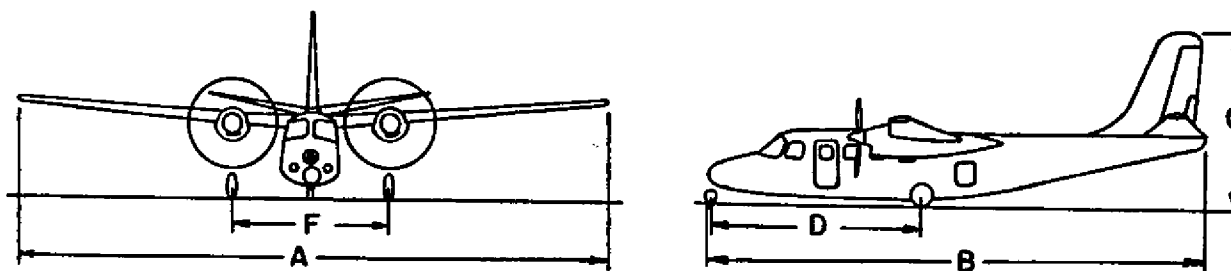


FIGURE 2-6. ROCKWELL INTERNATIONAL AERO COMMANDER SERIES.

FIGURES 2-5 AND 2-6. TWIN ENGINE, HIGH WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
18	10	9,900 LB 4,500 KG	9,500 LB 4,323 KG	49'8" 15.14M	35'3" 10.74M	9'4" 2.87M	23'9" 7.24M	12'11" 3.94M	30'3" 9.53M
TURBO 18	12	10,280 LB 4,673 KG	9,775 LB 4,444 KG	46'0" 14.03M	37'5" 11.40M	9'7" 2.95M	NA	NA	NA
VOLPAR TURBOLINER	15	11,500 LB 5,324 KG	11,000 LB 5,000 KG	46'0" 14.03M	44'3" 13.49M	9'7" 2.95M	NA	NA	NA

NOTES: MODEL 18 HAS RECIPROCATING ENGINES.
TURBOPROP CONVERSIONS HAVE TRICYCLE LANDING GEAR.

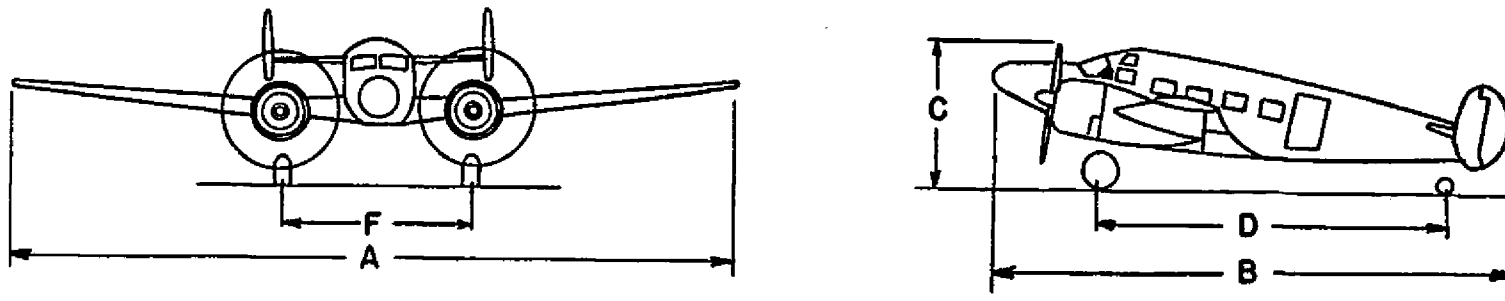


FIGURE 2-7. BEECHCRAFT MODEL 18 AND CONVERSIONS

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
A-65	6	7,700 LB 3,500 KG	7,350 LB 3,345 KG	45'11" 14.00M	35'6" 10.83M	14'3" 4.34M	12'4" 3.76M	12'9" 3.89M	29'4" 8.94M
B-80	8	8,800 LB 4,000 KG	8,800 LB 4,000 KG	50'3" 15.31M	35'6" 10.83M	14'3" 4.34M	12'4" 3.76M	12'9" 3.89M	29'4" NA

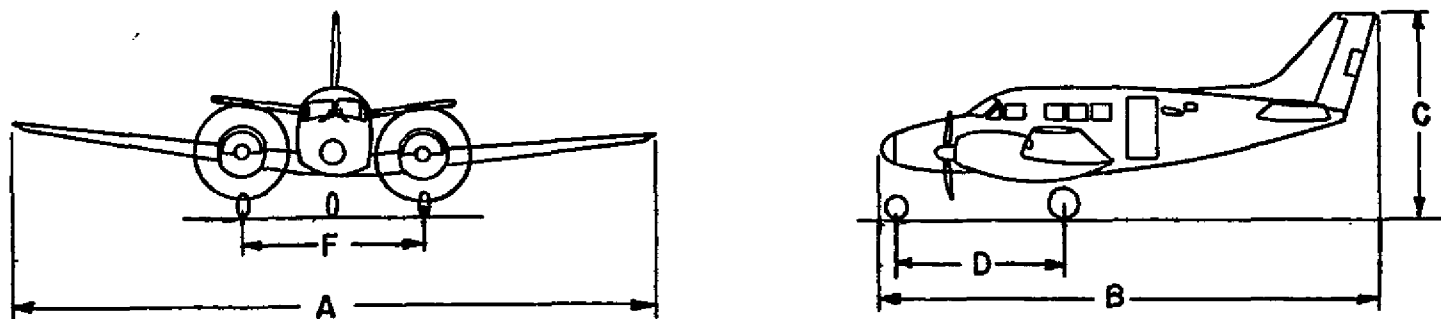


FIGURE 2-8. BEECHCRAFT QUEEN AIR

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
A-90	8	9,650 LB 4,391 KG	9,500 LB 4,323 KG	50'3" 15.32M	36'6" 11.14M	14'8" 4.47M	12'4" 3.76M	12'9" 3.89M	NA
A-100	10	10,600 LB 4,823 KG	10,500 LB 4,778 KG	45'11" 14.00M	39'11" 12.18M	15'4" 4.67M	14'11" 4.55M	13'0" 3.97M	NA

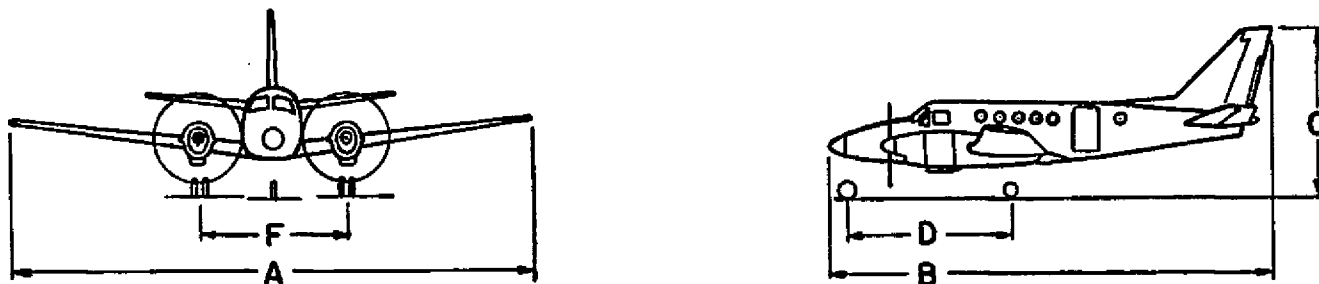


FIGURE 2-9. BEECHCRAFT KING AIR

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
17	10,400 LB 4,732 KG	10,000 LB 4,549 KG	45'11" 14.00M	44'7" 13.59M	14'4" 4.36M	18'0" 5.49M	13'0" 3.97M	NA

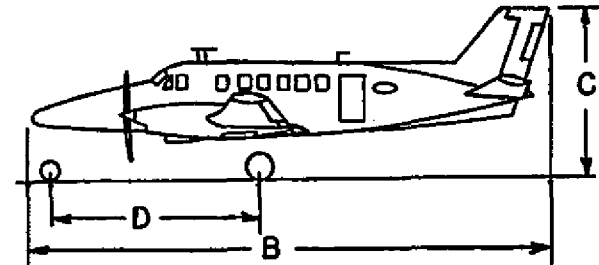
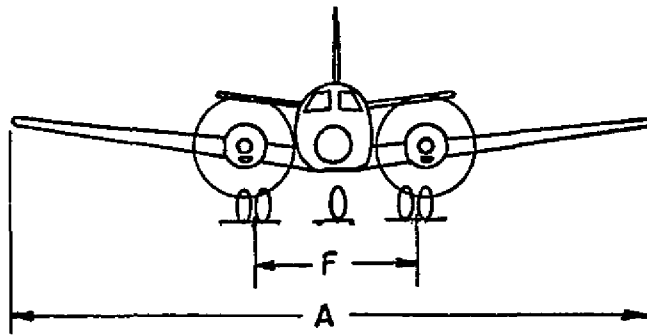


FIGURE 2-10. BEECHCRAFT 99A

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
IIB	8	10,000 LB 4,549 KG	9,300 LB 4,232 KG	45'11" 14.00M	40'1" 12.22M	14'4" 4.36M	NA	15'0" 4.57M	NA
III	8	12,500 LB 5,688 KG	11,500 LB 5,233 KG	46'3" 14.10M	42'2" 12.85M	16'8" 5.08M	NA	15'0" 4.57M	NA

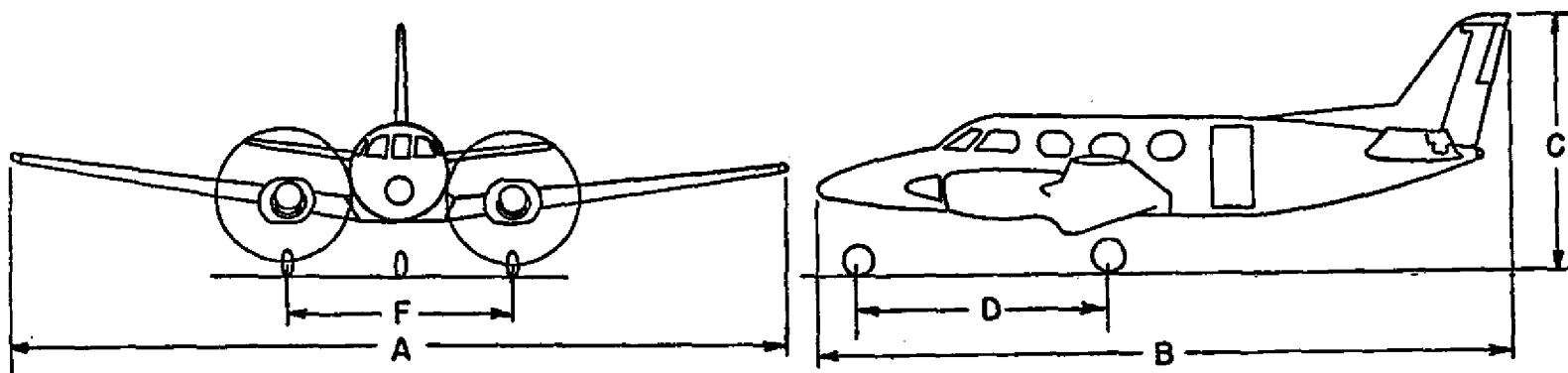


FIGURE 2-11. SWEARINGEN MERLIN II,III

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
IV	12	12,500 LB 5,688 KG	11,500 LB 5,233 KG	46'3" 14.10M	59'5" 18.11M	16'8" 5.08M	19'2" 5.84M	15'0" 4.57M	NA
3A-226TC "METRO"	22	12,500 LB 5,688 KG	12,500 LB 5,688 KG	46'3" 14.10M	59'5" 18.11M	16'8" 5.08M	19'2" 5.84M	15'0" 4.57M	NA

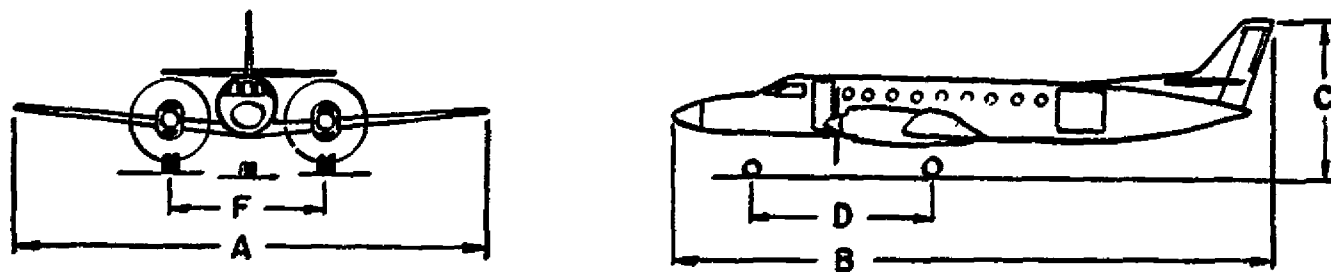


FIGURE 2-12. SWEARINGEN MERLIN IV, METRO

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
21	12,500 LB 5,688 KG	12,500 LB 5,688 KG	65'0" 19.81M	51'9" 15.77M	18'7" 5.71M	14'9" 4.50M	12'6" 3.81M	NA

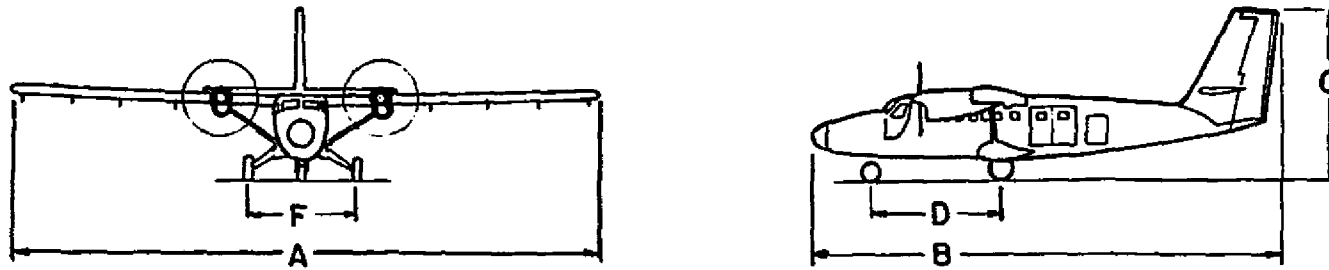


FIGURE 2-13. DE HAVILLAND CANADA DHC-6 TWIN OTTER

NUMBER SLATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
9	8,950 LB 4,073 KG	8,500 LB 3,868 KG	57'0" 17.61M	39'3" 11.97M	13'4" 4.07M	NA	13'8" 4.17M	35'4" 10.83M

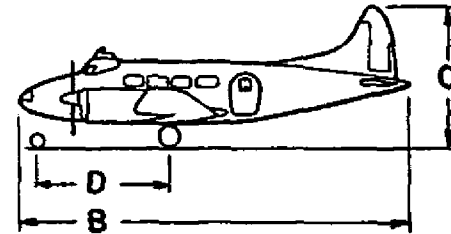
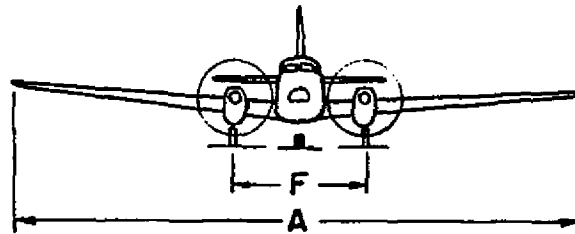


FIGURE 2-14. HAWKER SIDDELEY DOVE

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
7	10,800 LB 4,914 KG	10,260 LB 4,669 KG	39'2" 11.94M	39'6" 12.04M	13'8" 4.17M	14'5" 4.39M	7'11" 2.41M	NA

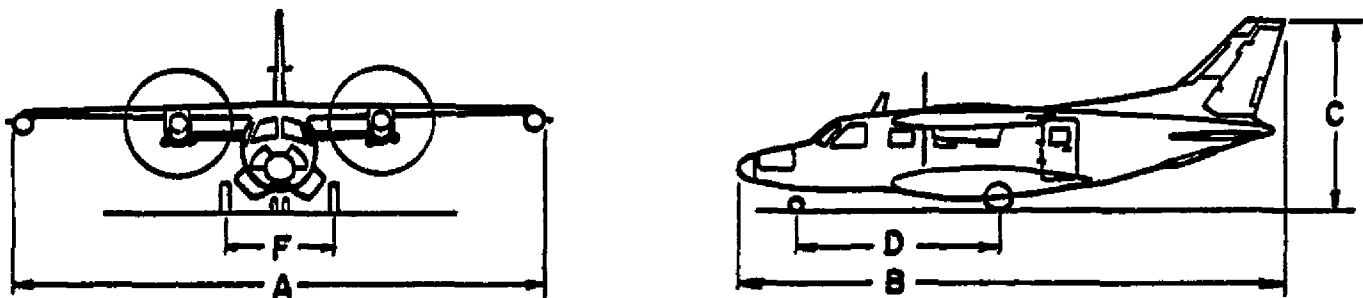
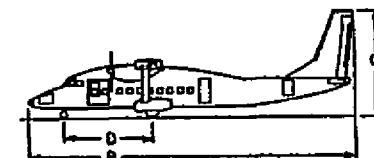
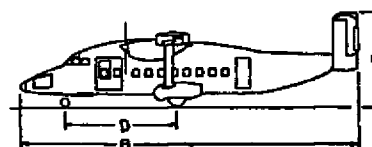
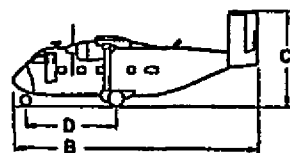
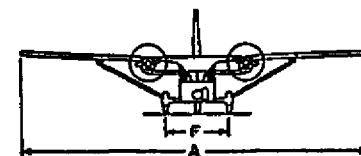
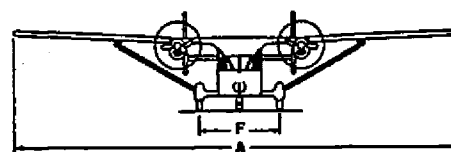
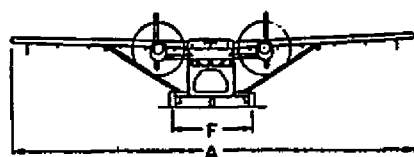


FIGURE 2-15. MITSUBISHI MU-2

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	NUMBER OF SEATS	A	B	C	D	F	TURN RADIUS
SC.7	12,500 LB 5,688 KG	12,500 LB 5,688 KG	21	64'11" 19.79M	40'1" 12.22M	15'0" 4.57M	14'10" 4.52M	13'10" 4.22M	NA
SC.7- 3M	13,700 LB 6 214 KG	13,500 LB 6 123 KG	22	64'11" 19.79M	40'1" 12.22M	15'0" 4.57M	14'10" 4.52M	13'10" 4.22M	NA
SC.7- 3M	14,500 LB 6 577 KG	13,500 LB 6 123 KG	22	64'11" 19.79M	40'1" 12.22M	15'0" 4.57M	14'10" 4.52M	13'10" 4.22M	NA
330	22,600 LB 10 251 KG	22,300 LB 10 115 KG	30	74'8" 22.76M	58'0" 17.68M	16'3" 4.95M	20'2" 6.15M	13'11" 4.24M	53'10" 16.41M
330- 200	22,900 LB 10 387 KG	22,600 LB 10 251 KG	30	74'8" 22.76M	58'0" 17.68M	16'3" 4.95M	20'2" 6.15M	13'11" 4.24M	53'10" 16.41M
360	26,453 LB 11 999 KG	26,100 LB 11 839 KG	36	74'10" 22.81M	70'10" 21.59M	23'8" 7.21M	23'2" 7.06M	13'11" 4.24M	53'10" 16.41M



SC.7-3M

330

360

FIGURE 2-16. SHORT BROTHERS VARIANTS

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
240	42,400 LB 19,292 KG	39,800 LB 18,109 KG	91'9" 27.97M	74'8" 22.76M	26'11" 8.20M	24'10" 7.57M	32'9" 9.98M	25'0" 7.62M	12'6" 3.81M	32'2" 9.80M	1'0" 0.31M	14'8" 4.47M	9'0" 2.74M	60'6" 18.44M
340	47,000 LB 21,385 KG	46,500 LB 21,158 KG	105'4" 32.18M	79'2" 24.13M	28'2" 8.59M	26'2" 7.98M	34'1" 10.39M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
440	49,200 LB 22,386 KG	47,650 LB 21,681 KG	105'4" 32.18M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
580	54,600 LB 24,843 KG	52,000 LB 23,660 KG	105'4" 32.18M	81'6" 24.84M	29'2" 8.89M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
600	46,200 LB 21,021 KG	44,000 LB 20,020 KG	91'9" 27.97M	74'8" 22.76M	26'11" 8.20M	24'10" 7.57M	32'9" 9.98M	25'0" 7.62M	12'6" 3.81M	32'2" 9.80M	1'3" 0.38M	14'8" 4.47M	9'0" 2.74M	60'6" 18.44M
640	55,000 LB 25,025 KG	52,500 LB 23,888 KG	105'4" 32.18M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'1" 0.33M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M

NOTE: MODELS 240, 340, 440 HAVE RECIPROCATING ENGINES.
ALL OTHERS HAVE TURBOPROP ENGINES.

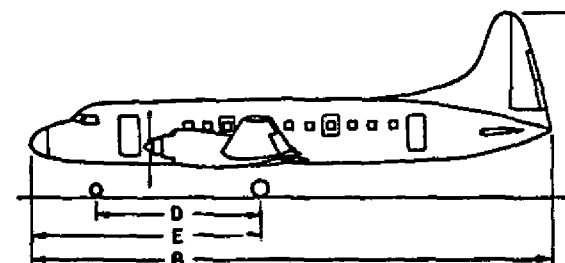
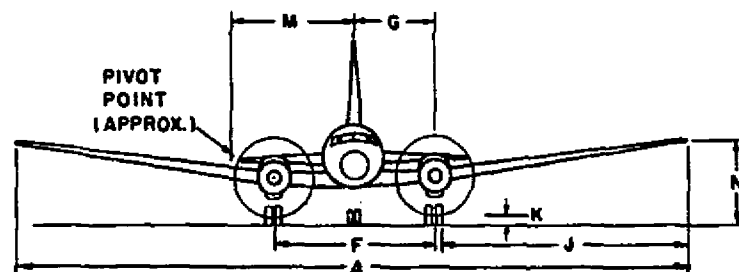


FIGURE 2-17. CONVAIR-LINER AND TURBOPROP CONVERSIONS

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
25,200 LB 11,466 KG	25,200 LB 11,466 KG	95'0" 28.96M	64'6" 19.66M	23'6" 7.16M	37'11" 11.56M	18'6" 5.64M	18'6" 5.64M	9'3" 2.82M	37'7" 11.46M	1'4" 0.41M	9'3" 2.82M	9'4" 2.84M	57'3" 17.45M

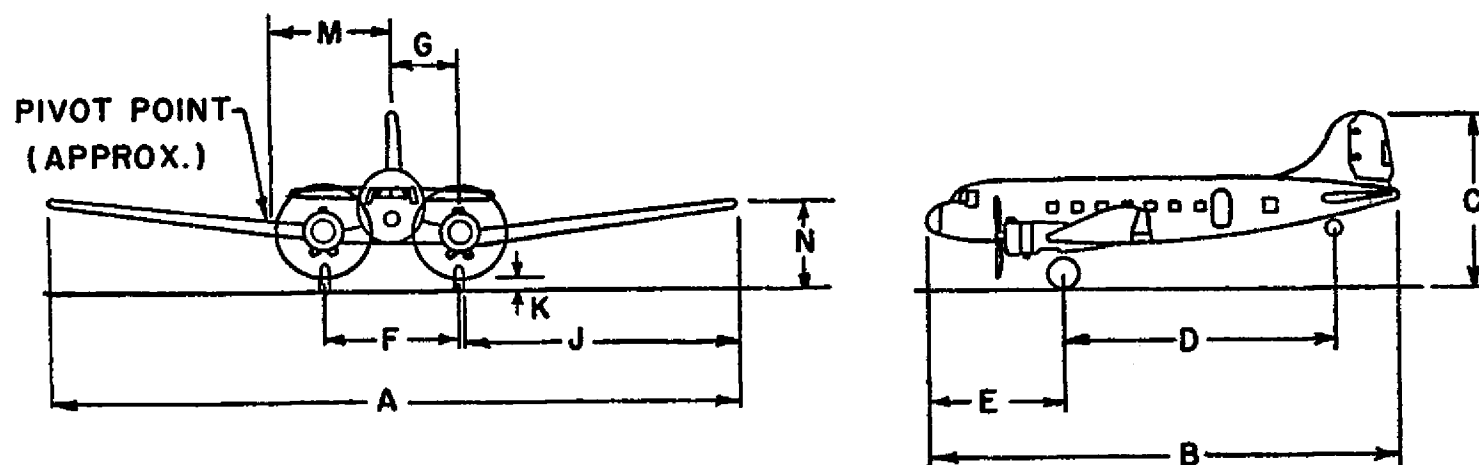


FIGURE 2-18. DOUGLAS DC-3

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	N	TURN RADIUS
F-27 *	40,500 LB 18,428 KG	40,000 LB 18,200 KG	95'2" 29.52M	77'2" 23.52M	27'6" 8.38M	28'8" 8.73M	34'6" 10.52M	23'8" 7.22M	11'10" 3.61M	34'6" 10.52M	2'10" 0.87M	16'6" 5.03M	11'10" 3.61M	64'0" 19.51M
FH-227 **	43,500 LB 19,793 KG	43,000 LB 19,565 KG	95'2" 29.01M	83'8" 25.50M	27'7" 8.40M	34'7" 10.55M	40'3" 12.27M	23'8" 7.22M	11'10" 3.61M	34'9" 10.59M	3'2" 0.97M	12'4" 3.76M	11'10" 3.61M	59'7" 18.16M

* F-27A,J HAVE MAXIMUM TAKEOFF WEIGHT OF 42,000 LB (19,110 KG).

** FH-227B HAS MAXIMUM (TAKEOFF) WEIGHT OF (45,500 LB (20,704 KG)).
(LANDING) (45,000 LB (20,475 KG)).

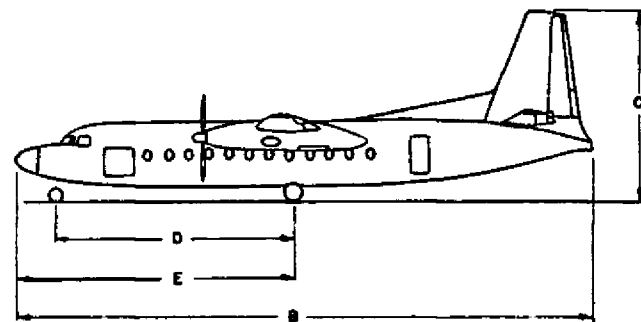
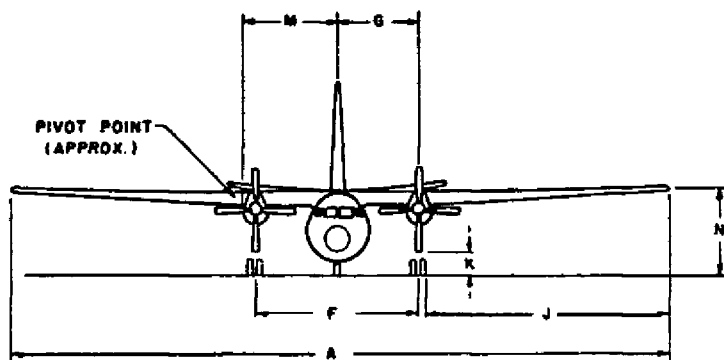


FIGURE 2-19. FAIRCHILD F-27 AND VARIANTS

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
33,600 LB 15,288 KG	30,400 LB 13,832 KG	78'4" 23.88M	63'9" 19.43M	22'10" 6.98M	19'10" 6.04M	26'8" 8.11M	24'7" 7.47M	12'1" 3.68M	25'6" 7.77M	1'6" 0.45M	12'1" 3.68M	8'8" 2.65M	51'7" 15.67M

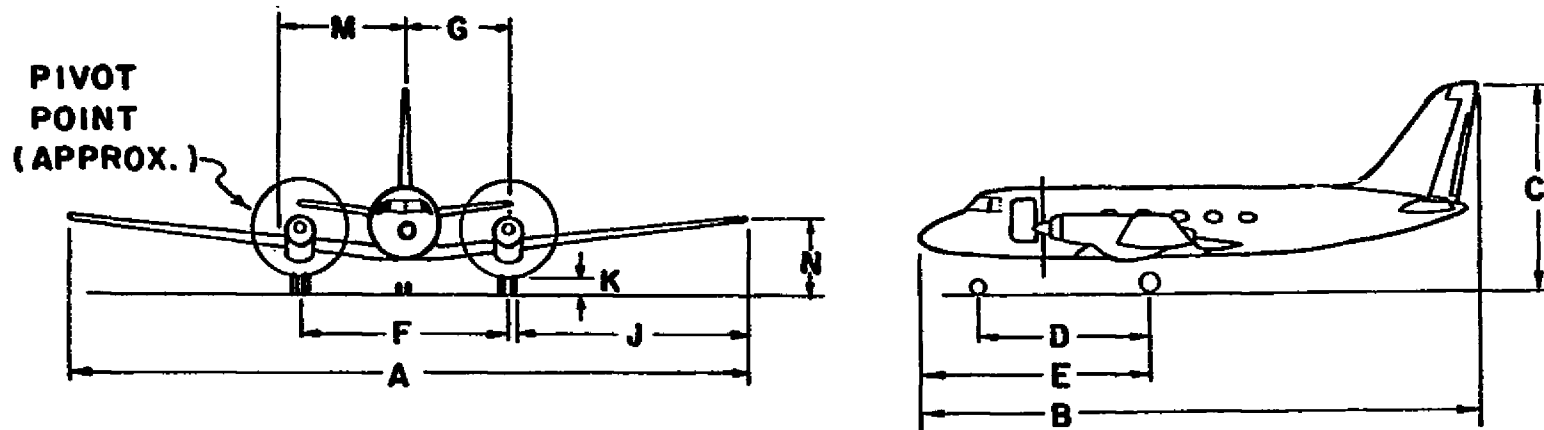


FIGURE 2-20. GRUMMAN GULFSTREAM I

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
44,900 LB 20,430 KG	43,000 LB 19,565 KG	93'4" 28.45M	74'7" 22.73M	28'8" 8.24M	22'5" 6.83M	32'3" 9.83M	25'0" 7.62M	12'6" 3.81M	32'8" 9.96M	0'11" 0.28M	12'6" 3.81M	12'6" 3.81M	59'2" 18.03M

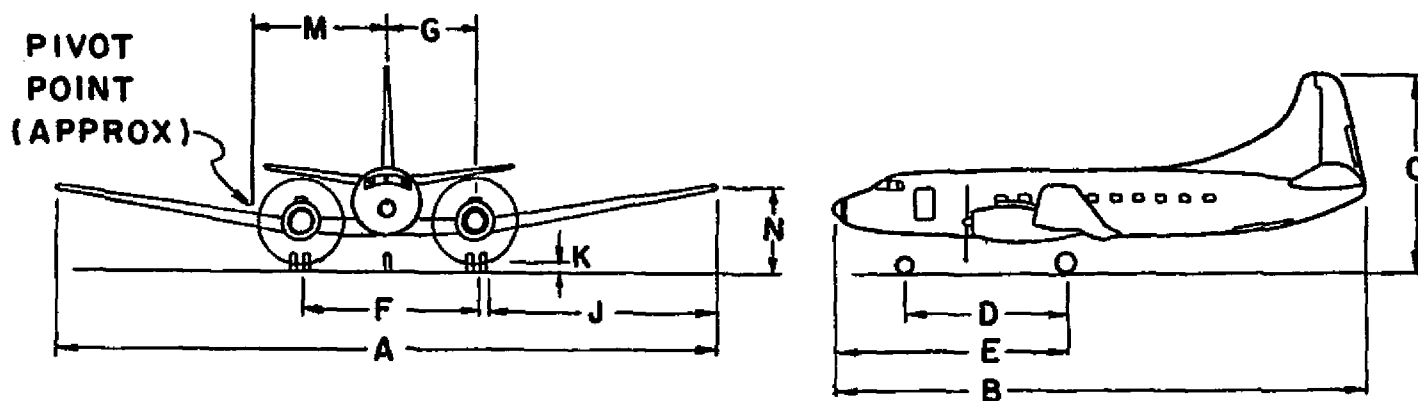


FIGURE 2-21. MARTIN 404

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
23,370 LB 10,634 KG	22,710 LB 10,334 KG	71'10" 21.89M	63'3" 19.28M	20'4" 6.18M	23'9" 7.24M	29'9" 9.07M	10'3" 3.12M	9'8" 2.95M	30'5" 9.27M	5'5" 1.65M	5'2" 1.60M	12'6" 3.84M	41'1" 12.52M

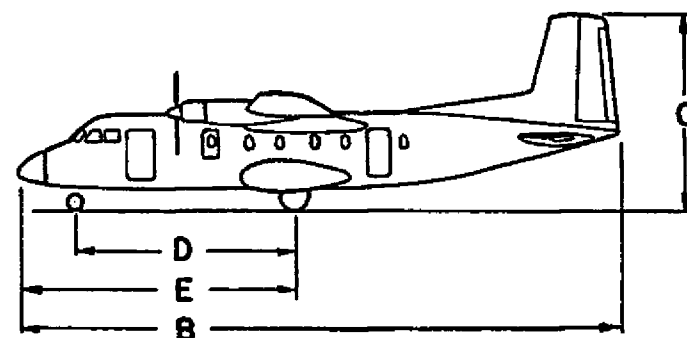
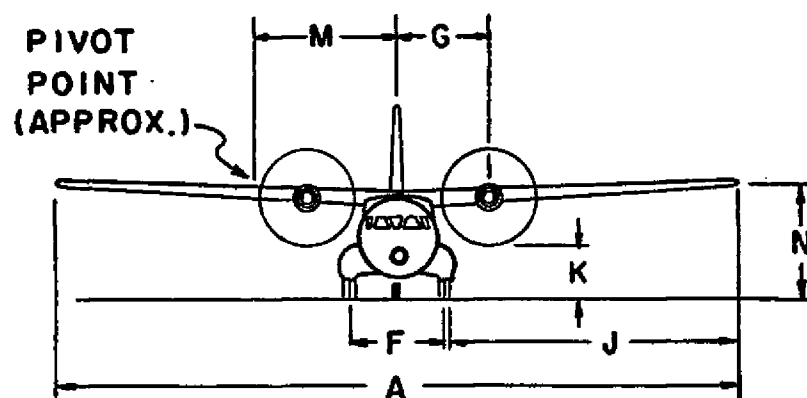


FIGURE 2-22. AÉROSPATIALE NORD 262

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
13,500 LB 6,143 KG	13,150 LB 5,984 KG	71'6" 21.75M	48'6" 14.78M	15'7" 4.75M	14'5" 4.39M	NA	16'8" 5.14M	NA	NA	15'0" 4.57M	NA	NA	NA	NA	NA

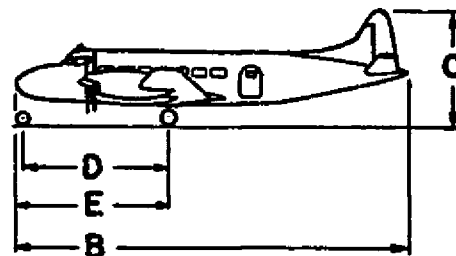
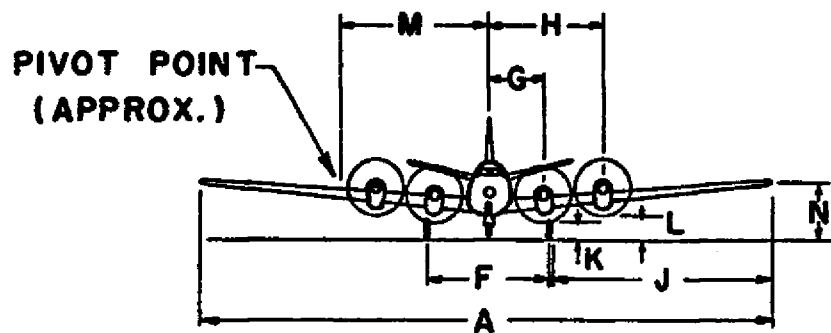


FIGURE 2-23. HAWKER SIDDELEY HERON

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
44,490 LB 20,243 KG	42,100 LB 19,156 KG	98'6" 30.02M	67'0" 20.49M	24'10" 7.63M	20'8" 6.32M	NA	24'9" 7.60M	NA	35'11" 10.95M	2'0" 0.61M	NA	NA	59'0" 17.98M

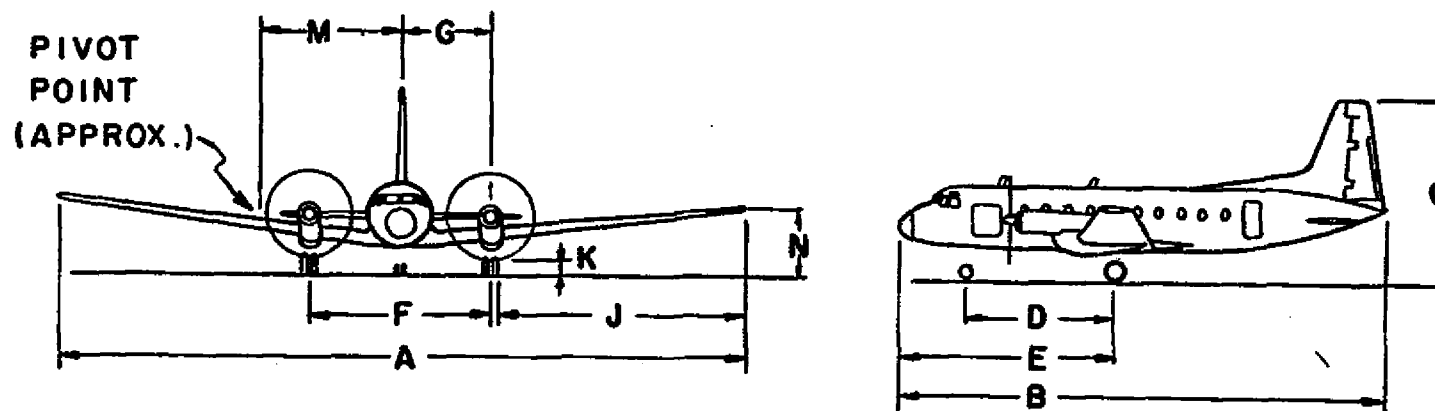


FIGURE 2-24. HAWKER SIDDELEY HS-748

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
54,010 LB 24,575 KC	52,910 LB 24,075 KC	105'0" 32.00M	86'4" 26.31M	29'6" 8.99M	31'3" 9.53M	NA	28'3" 8.61M	NA	37'8" 11.38M	NA	NA	NA	NA

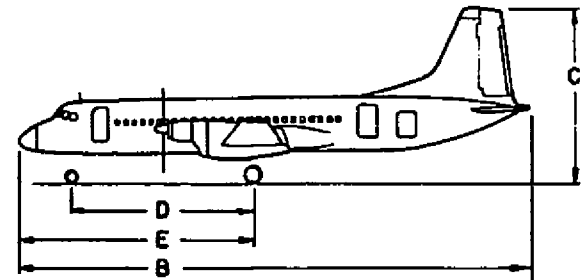
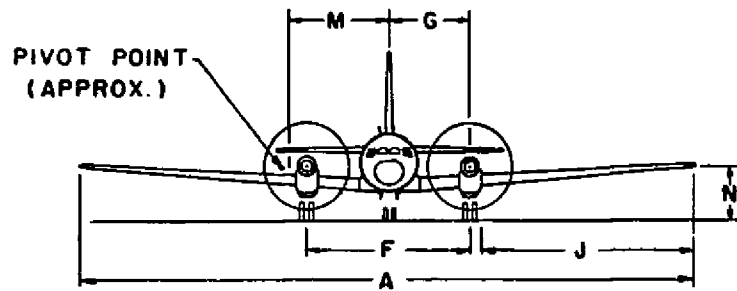


FIGURE 2-25. NIHON/N.A.M.C. YS-11A

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
DC-4	73,000 LB 33,215 KG	63,500 LB 28,893 KG	117'6" 35.81M	93'11" 28.63M	27'11" 8.51M	27'5" 8.36M	36'0" 10.98M	24'8" 7.52M	12'4" 3.76M	26'4" 8.03M	44'7" 13.59M	2'2" 0.66M	3'9" 1.14M	13'9" 4.19M	13'6" 4.11M	86'2" 26.26M
DC-6	104,000 LB 47,320 KG	86,200 LB 39,221 KG	117'6" 35.81M	105'7" 32.18M	29'3" 8.92M	36'2" 11.02M	44'9" 13.64M	24'8" 7.52M	12'4" 3.76M	26'4" 8.03M	44'7" 13.59M	1'11" 0.58M	3'6" 1.07M	13'11" 4.24M	13'6" 4.11M	72'8" 22.15M
DC-7	143,000 LB 65,065 KG	111,000 LB 50,455 KG	127'6" 38.86M	112'3" 34.21M	31'8" 9.65M	39'6" 12.04M	48'1" 14.66M	34'8" 10.57M	17'4" 5.28M	31'4" 9.55M	44'7" 13.59M	1'3" 0.38M	3'10" 0.87M	17'4" 5.28M	13'6" 4.11M	81'1" 24.71M

NOTE: MODEL DC-4 HAS ROUNDED VERTICAL STABILIZER AND CIRCULAR CABIN WINDOWS.

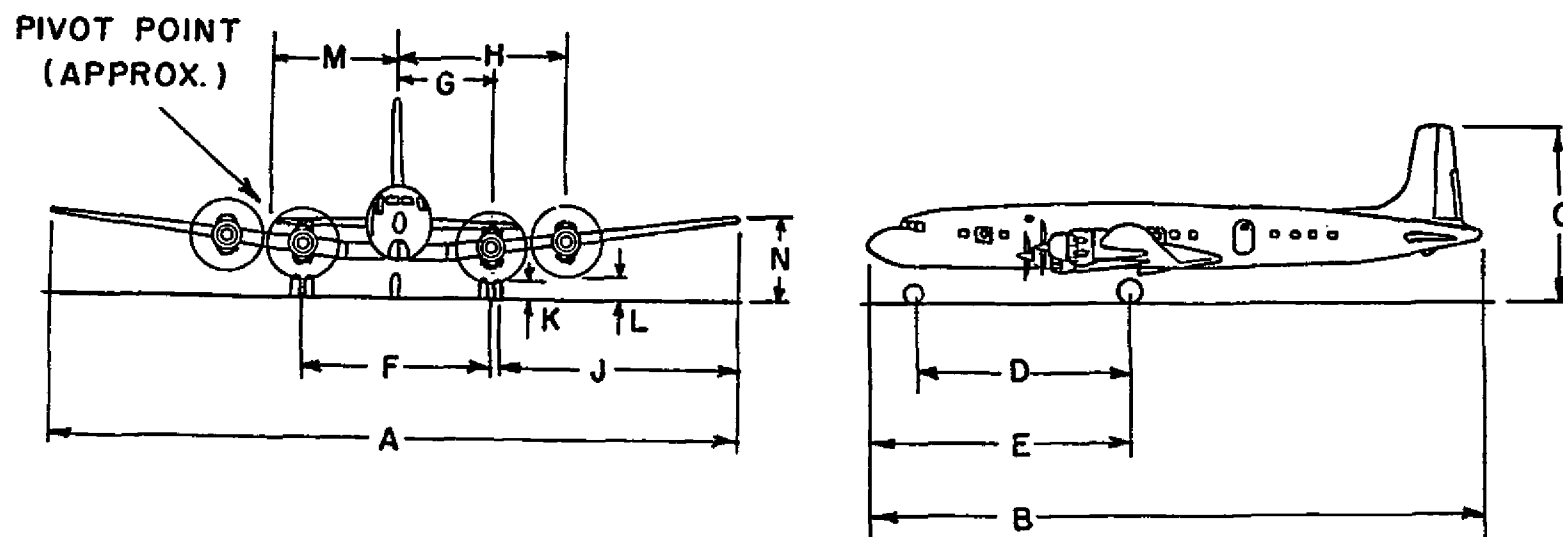


FIGURE 2-26. DOUGLAS DC-4/6/7

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
116,000 LB 52,618 KG	95,650 LB 43,521 KG	99'0" 29.91M	104'7" 31.88M	33'8" 10.26M	37'0" 11.27M	48'3" 14.71M	31'2" 9.50M	15'7" 4.75M	29'9" 9.07M	37'9" 9.98M	1'3" 0.33M	2'6" 0.76M	15'7" 4.75M	10'11" 3.33M	65'1" 19.84M

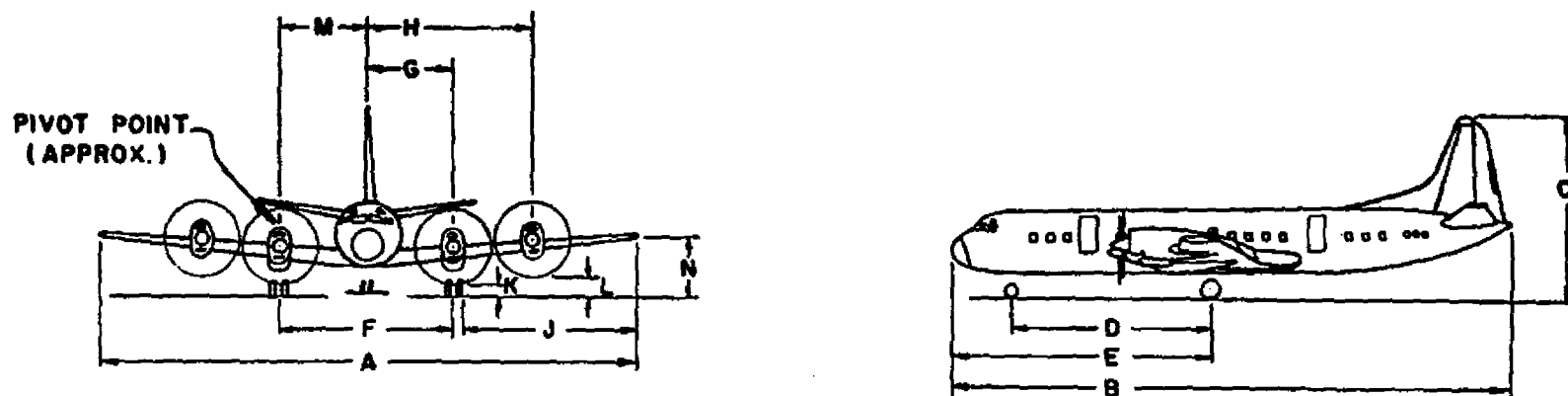


FIGURE 2-27. LOCKHEED L-188 ELECTRA II

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
L-100-20	155,000 LB 70,300 KG	130,000 LB 58,960 KG	132'7" 40.41M	106'1" 32.33M	39'4" 11.98M	37'1" 11.30M	48'7" 14.80M	14'3" 4.34M	16'9" 5.08M	33'4" 10.16M	57'5" 17.50M	5'11" 1.80M	6'11" 2.11M	12'0" 3.65M	15'4" 4.67M	88'0" 26.8M
L-100-30	155,000 LB 70,300 KG	135,000 LB 61,220 KG	132'7" 40.41M	112'9" 34.36M	39'2" 11.93M	40'5" 12.31M	51'11" 15.81M	14'3" 4.34M	16'9" 5.08M	33'4" 10.16M	55'5" 17.50M	5'11" 1.80M	6'11" 2.11M	14'0" 4.27M	15'3" 4.64M	90'0" 27.4M

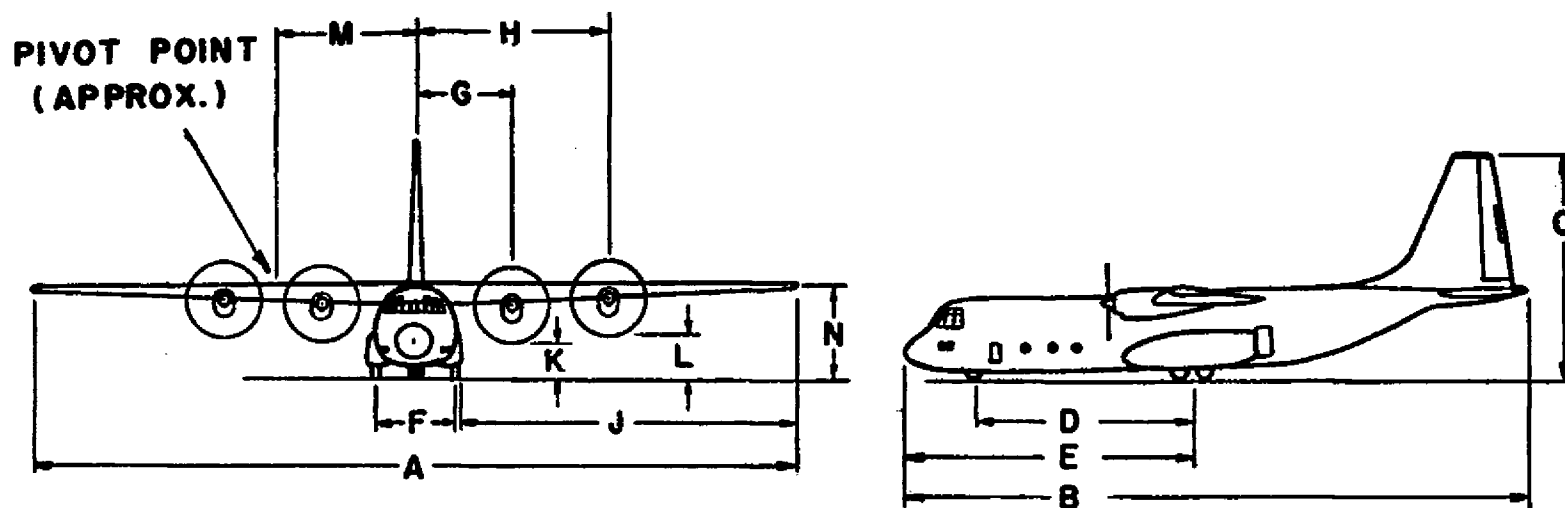


FIGURE 2-28. LOCKHEED L-382 HERCULES

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
749A	107,000 LB 48,685 KG	89,500 LB 40,723 KG	123'0" 37.49M	95'2" 29.01M	22'5" 6.83M	33'0" 10.06M	39'3" 11.96M	28'0" 8.53M	14'0" 4.27M	29'10" 9.09M	45'5" 13.84M	1'9" 0.53M	3'11" 1.19M	31'1" 9.47M	15'11" 4.85M	92'7" 28.22M
1049*	120,000 LB 54,600 KG	101,500 LB 46,183 KG	123'0" 37.49M	113'7" 34.62M	24'10" 7.57M	43'7" 13.28M	49'11" 15.21M	28'0" 8.53M	14'0" 4.27M	29'10" 9.09M	45'5" 13.84M	1'9" 0.53M	3'11" 1.19M	26'0" 7.92M	16'3" 4.95M	87'6" 20.07M
1649A	160,000 LB 72,800 KG	123,000 LB 55,965 KG	150'0" 45.72M	116'2" 35.41M	23'5" 7.14M	45'7" 13.89M	54'4" 16.56M	38'5" 11.71M	19'2" 5.84M	37'4" 11.38M	53'10" 16.41M	1'5" 0.44M	3'7" 1.09M	28'4" 8.64M	16'11" 5.16M	103'5" 32.13M

* MODEL 1049C HAS MAXIMUM TAKEOFF WEIGHT OF 137,500 LB. (62,561 KG).
LANDING 113,000 LB. (51,364 KG).

PIVOT POINT
(APPROX.)

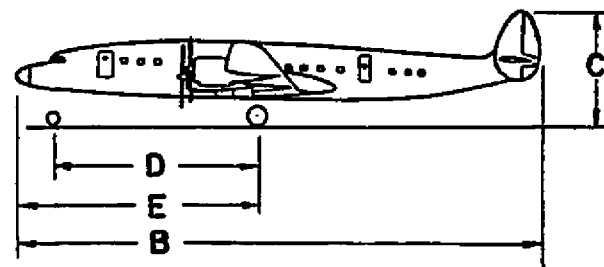
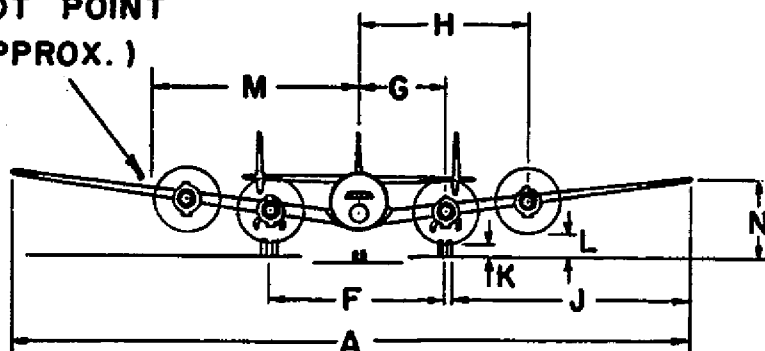


FIGURE 2-29. LOCKHEED CONSTELLATION AND SUPER CONSTELLATION

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
745	64,500 LB 29,319 KG	57,500 LB 26,137 KG	93'9" 28.57M	81'10" 24.94M	26'9" 8.15M	25'3" 7.70M	35'8" 10.87M	23'10" 7.32M	12'9" 3.88M	23'1" 7.07M	33'9" 10.29M	1'1" 0.33M	1'9" 0.53M	20'10" 6.56M	8'7" 2.62M	67'8" 20.62M
810	72,500 LB 32,988 KG	62,000 LB 28,210 KG	93'9" 28.57M	85'8" 25.83M	26'9" 8.15M	29'1" 8.86M	39'6" 12.04M	23'10" 7.32M	12'9" 3.88M	23'1" 7.07M	33'9" 10.29M	1'1" 0.33M	1'9" 0.53M	24'5" 7.39M	8'7" 2.62M	71'3" 21.72M

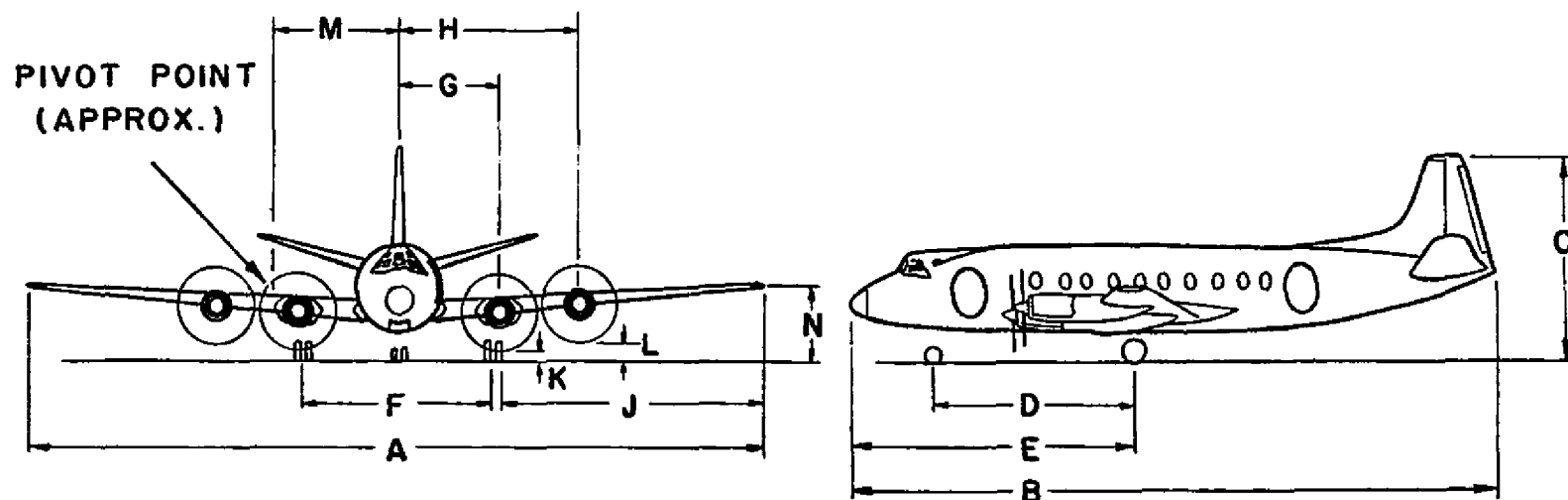


FIGURE 2-30. B.A.C./VICKERS VISCOUNT

	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
	11,000 LB 4,989 KG	43'9" 13.34M	44'1" 13.44M	14'4" 4.37M	15'2" 4.62M	NA	12'7" 3.84M	NA	14'11" 4.55M	NA	NA	NA	NA

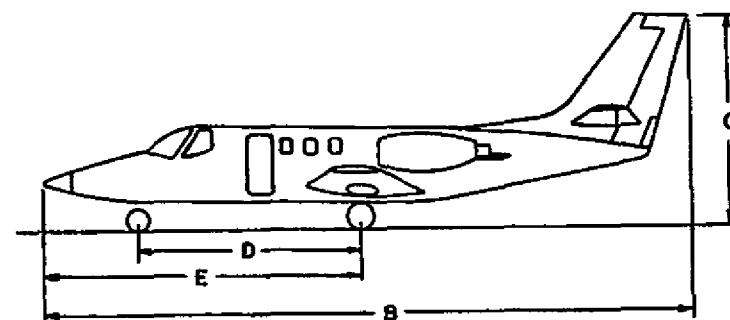
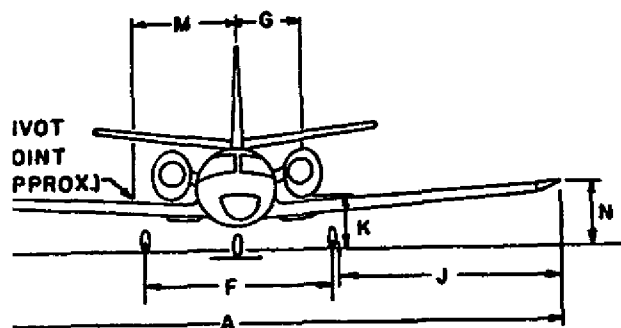


FIGURE 2-31. CESSNA CITATION

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
24	13,000 LB 5,915 KG	11,880 LB 5,406 KG	35'7" 10.85M	43'3" 13.18M	12'7" 3.84M	16'2" 4.98M	21'9" 6.63M	8'3" 2.51M	3'8" 1.12M	12'9" 3.89M	4'10" 1.49M	16'0" 4.88M	3'3" 0.99M	34'0" 10.36M
25	15,000 LB 6,825 KG	13,300 LB 6,052 KG	35'7" 10.85M	47'7" 14.51M	12'7" 3.84M	16'2" 4.98M	26'0" 7.92M	8'3" 2.51M	3'8" 1.12M	13'1" 3.99M	4'10" 1.49M	16'0" 4.88M	3'3" 0.99M	34'0" 10.36M
35, 36	17,500 LB 7,955 KG	14,300 LB 6,500 KG	38'1" 11.61M	48'8" 14.84M	12'4" 3.76M	17'3" 5.26M	27'1" 8.25M	8'3" 2.51M	3'8" 1.12M	14'4" 4.26M	4'10" 1.49M	NA	3'6" 1.07M	NA

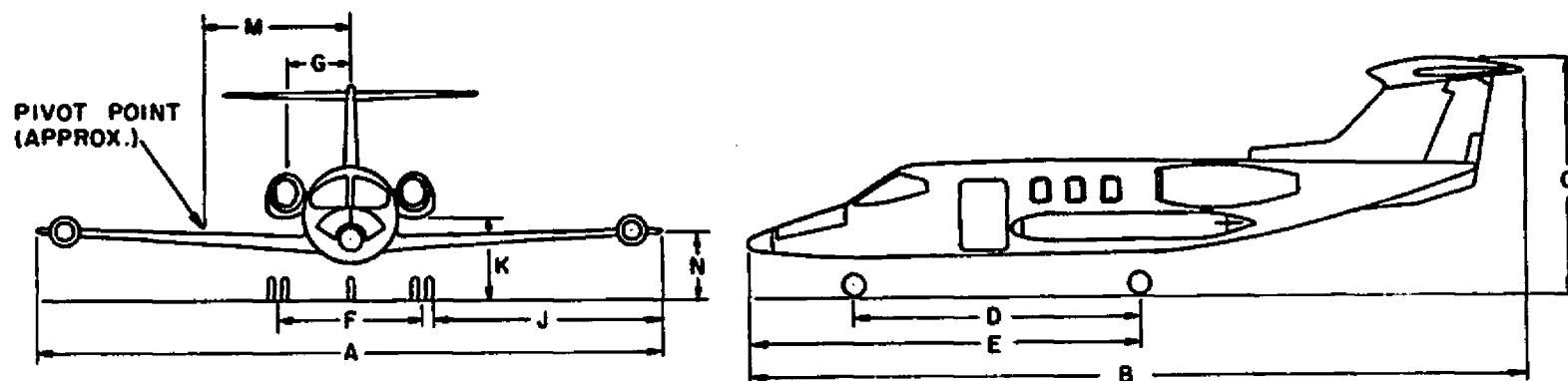


FIGURE 2-32. GATES LEARJET

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
62,000 LB 28,123 KG	58,500 LB 26,536 KG	68'10" 20.98M	79'11" 24.36M	24'6" 7.46M	33'4" 10.16M	40'5" 12.32M	13'8" 4.15M	6'3" 1.91M	26'8" 8.11M	8'10" 2.69M	6'9" 2.07M	6'0" 1.83M	45'0" 13.72M

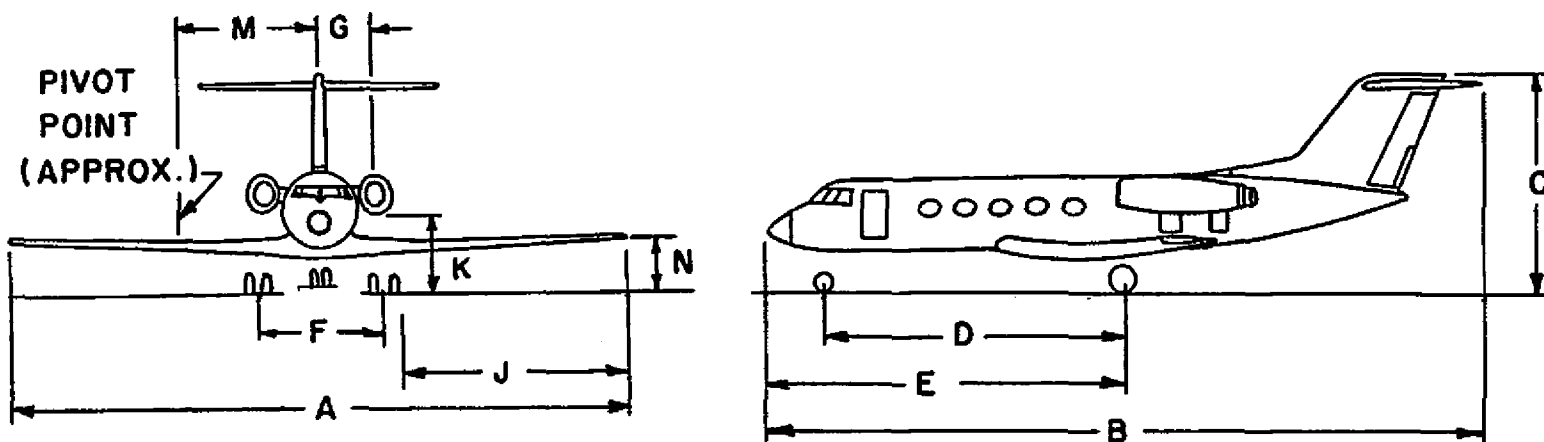


FIGURE 2-33. GRUMMAN GULFSTREAM II

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN
42,000 LB 19,050 KG	35,000 LB 15,880 KG	54'5" 16.29M	60'5" 18.42M	20'5" 6.22M	20'7" 6.28M	34'11" 10.65M	12'4" 3.76M	5'7" 1.71M	7'11" 2.42M	19'4" 5.90M	5'2" 1.60M	5'2" 1.60M	7'2" 2.19M	4'5" 1.34M	43'4" 13.2M

JETSTAR II SAME AS DASH 8 JETSTAR EXCEPT THAT MAXIMUM TAKEOFF WEIGHT IS 43,750 LB. (19,850 KG).
LANDING WEIGHT IS 36,000 LB. (16,330 KG).

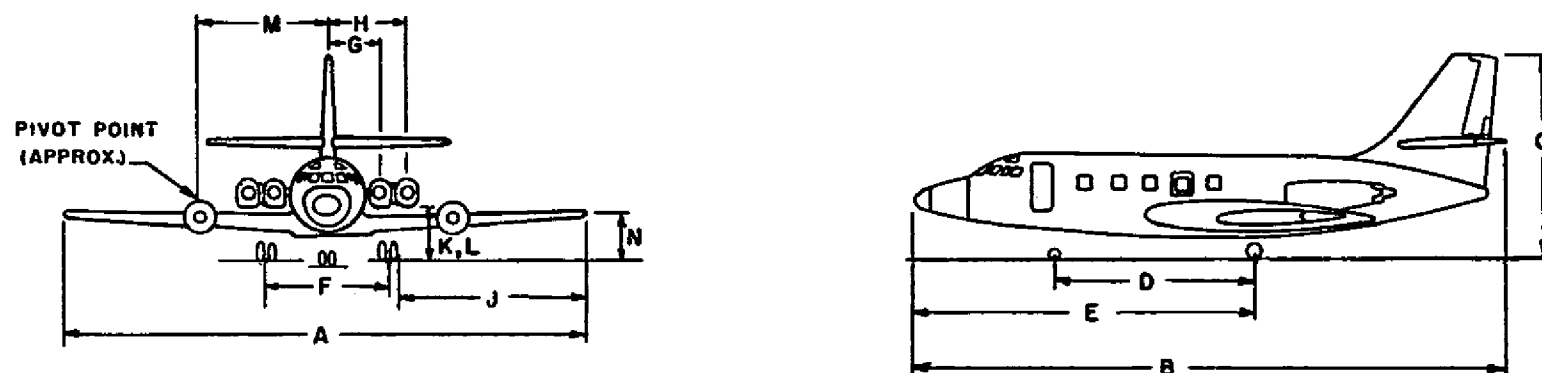


FIGURE 2-34. LOCKHEED 1329 JETSTAR

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
40	18,650 LB 8,486 KG	17,500 LB 7,963 KG	44'5" 13.54M	43'9" 13.34M	16'0" 4.88M	14'6" 4.42M	22'9" 6.93M	7'3" 2.21M	4'6" 1.37M	18'4" 5.59M	3'10" 1.16M	17'8" 5.38M	3'8" 1.12M	43'6" 13.26M
60	20,000 LB 9,098 KG	17,500 LB 7,963 KG	44'5" 13.54M	48'4" 14.73M	16'0" 4.88M	15'11" 4.85M	24'1" 7.34M	7'3" 2.21M	4'6" 1.37M	18'4" 5.59M	3'10" 1.16M	NA	3'8" 1.12 M	NA
70,75A	21,000 LB 9,546 KG	18,500 LB 8,410 KG	44'6" 13.57M	47'2" 14.40M	17'3" 5.24M	15'10" 4.81M	NA	8'4" 2.54M	4'6" 1.37M	NA	3'6" 1.05M	NA	3'7" 1.08M	NA

SRS 75A HAS MAXIMUM (TAKEOFF) WEIGHT OF (23,300 LB (10,591 KG)).
(LANDING) (22,000 LB (10,000 KG)).

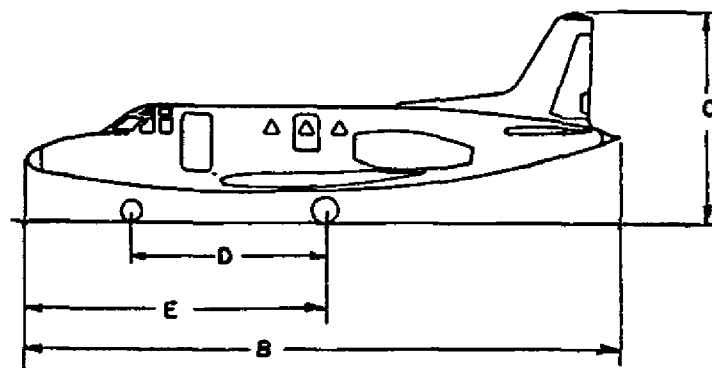
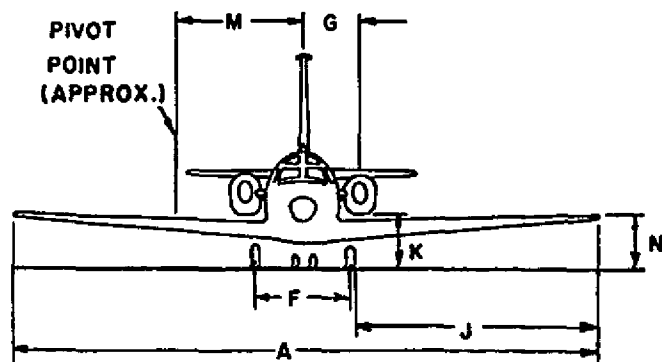


FIGURE 2-35. ROCKWELL INTERNATIONAL NA-265 SABRELINER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
28,660 LB 13,000 KG	27,320 LB 12,392 KG	53'6" 16.31M	56'3" 17.14M	17'5" 5.31M	18'10" 5.74M	NA	12'2" 3.71M	5'6" 1.68M	18'11" 5.77M	5'8" 1.72M	15'3" 4.65M	4'10" 1.47M	42'0" 12.80M

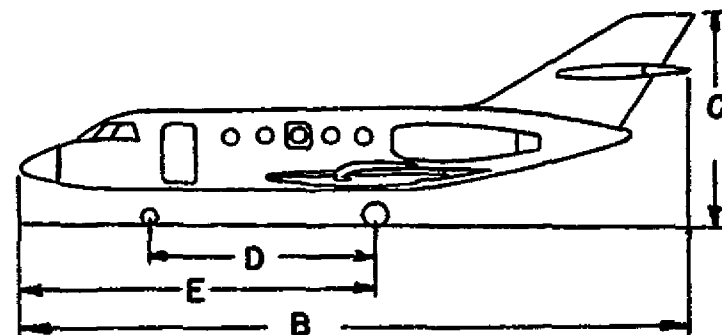
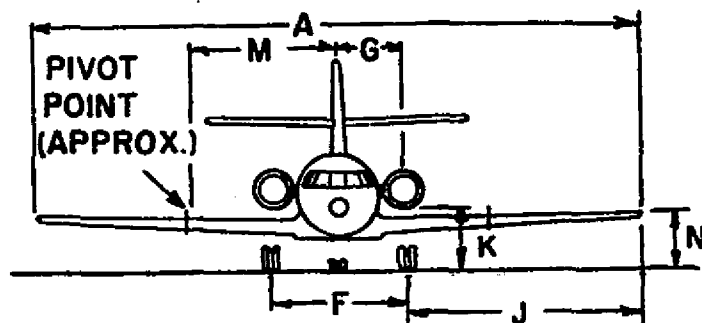


FIGURE 2-36. AVIONS MARCEL DASSAULT MYSTÈRE 20 (FAN JET FALCON)

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
63,000 LB 28,665 KC	54,000 LB 24,570 KC	77'4" 23.57M	80'7" 24.56M	27'10" 8.48M	29'3" 8.89M	28'2" 8.58M	16'7" 5.11M	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8'3" 2.51M	7'9" 2.37M	50'0" 15.24M

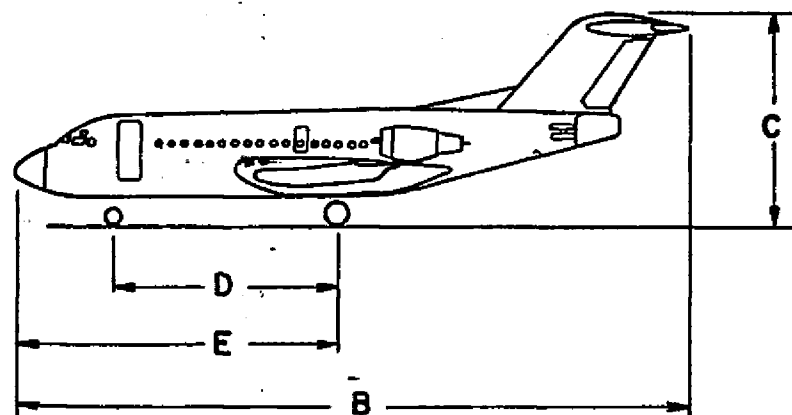
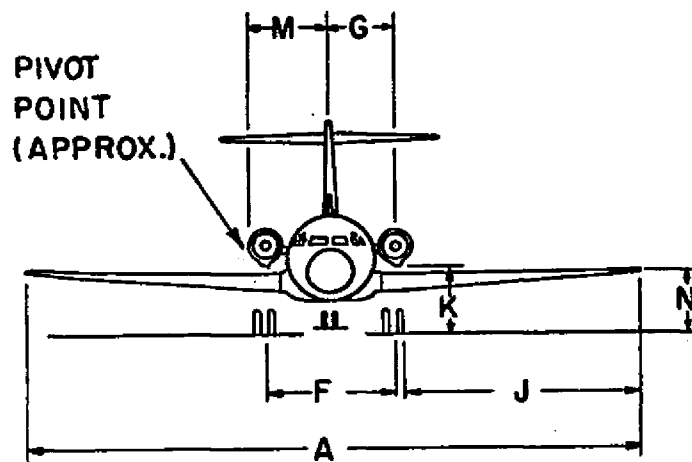


FIGURE 2-37. FOKKER F-28

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
20,280 LB 9,228 KG	19,400 LB 8,827 KG	47'6" 14.48M	54'6" 16.61M	16'2" 4.93M	22'1" 6.73M	28'2" 8.58M	7'9" 2.39M	4'8" 1.42M	19'7" 5.97M	5'11" 1.80M	8'3" 2.51M	7'3" 2.21M	29'5" 8.94M

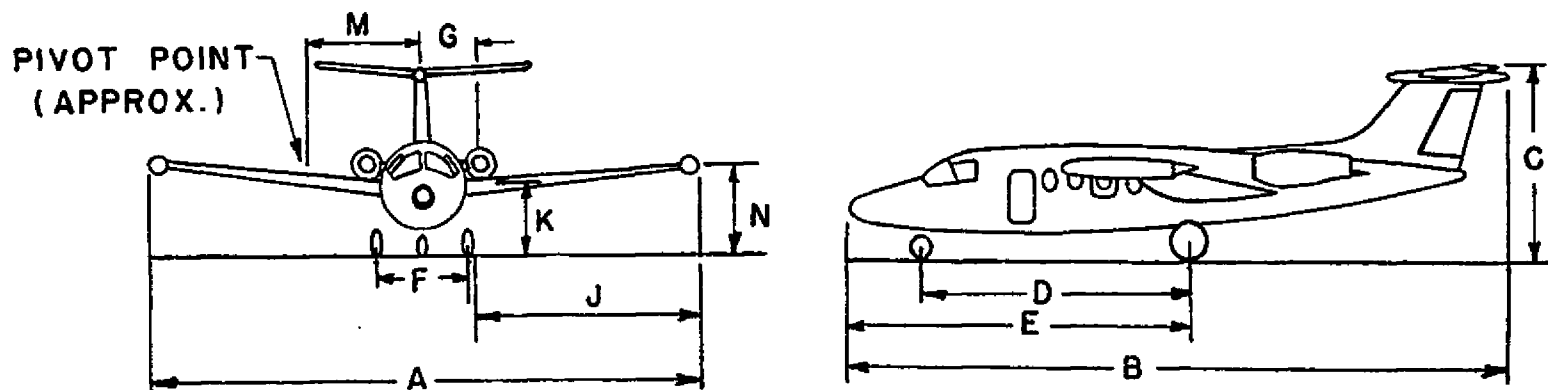


FIGURE 2-38. HAMBURGER-FLUGZEUBAU HFB-320 HANSA

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
23,300 LB 10,569 KG	20,000 LB 9,072 KG	47'0" 14.33M	47'5" 14.45M	16'6" 5.08M	18'9" 5.72M	26'3" 8.00M	9'2" 2.79M	4'2" 1.27M	18'7" 5.66M	4'9" 1.45M	19'0" 5.79M	4'4" 1.32M	43'0" 13.11M

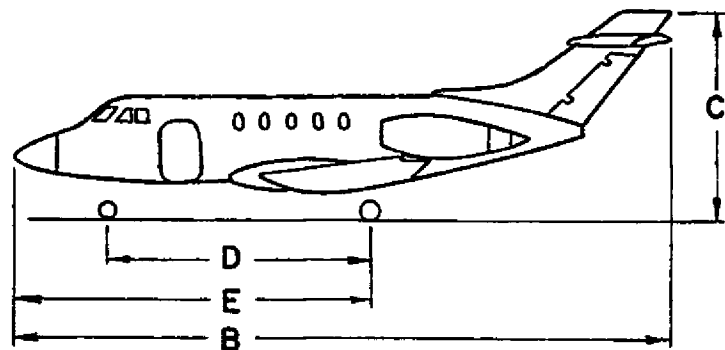
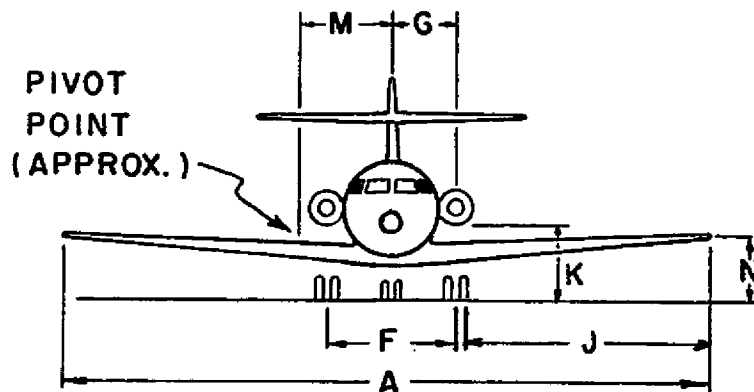


FIGURE 2-39. HAWKER SIDDELEY HS-125

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
1121	16,800 LB 7,644 KG	16,000 LB 7,280 KG	43'4" 13.23M	50'5" 15.37M	15'9" 4.80M	23'9" 7.24M	NA	11'2" 3.40M	3'4" 1.02M	15'9" 4.80M	5'2" 1.60M	23'8" 7.21M	4'11" 1.50M	45'5" 13.84M
1123	20,500 LB 9,328 KG	19,000 LB 8,645 KG	43'4" 13.23M	52'3" 15.93M	15'9" 4.80M	23'9" 7.24M	NA	12'0" 3.66M	3'4" 1.02M	15'9" 4.80M	5'2" 1.60M	NA	NA	NA

NOTE: MODEL 1121 FORMERLY PRODUCED BY NORTH AMERICAN ROCKWELL AS "JET COMMANDER".

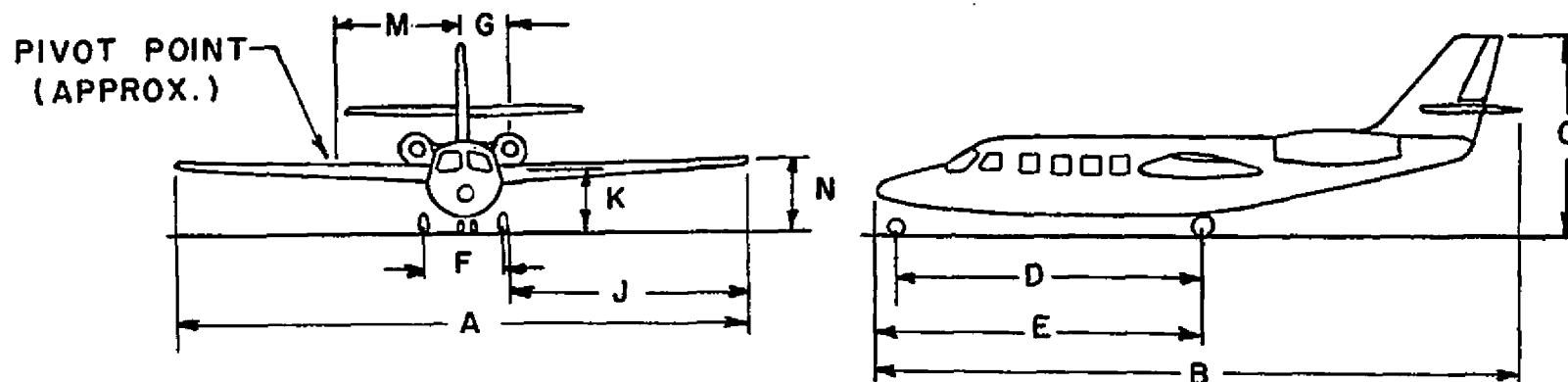


FIGURE 2-40. ISRAEL AIRCRAFT INDUSTRIES COMMODORE JET

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
707- 120B	257,340 LB 116 727 KG	190,000 LB 86 183 KG	130'10" 39.68M	145'1" 44.22M	41'8" 12.70M	52'4" 15.95M	69'9" 21.25M	22'1" 6.73M	27'2" 8.28M	46'1" 14.05M	52'3" 15.93M	2'4" 0.71M	4'2" 1.27M	36'7" 11.15M	11'7" 3.53M	107'0" 32.61M
707- 320/420	312,000 LB 141 521 KG	207,000 LB 93 894 KG	142'5" 43.41M	152'11" 46.61M	42'2" 12.85M	59'0" 17.98M	76'5" 23.28M	22'1" 6.73M	32'6" 9.91M	51'5" 15.67M	58'1" 17.70M	2'9" 0.84M	4'7" 1.40M	38'4" 11.68M	12'1" 3.68M	114'0" 34.75M
707- 320B,C	327,000 LB 148 325 KG	207,000 LB 93 894 KG	145'9" 44.42M	152'11" 46.61M	42'1" 12.83M	59'0" 17.98M	76'5" 23.28M	22'1" 6.73M	32'6" 9.91M	51'5" 15.67M	59'9" 18.21M	2'9" 0.84M	4'7" 1.40M	38'4" 11.68M	12'1" 3.68M	116'0" 35.36M
720	229,300 LB 104 009 KG	175,000 LB 79 379 KG	130'10" 39.68M	136'2" 41.50M	41'5" 12.62M	50'8" 15.44M	68'1" 20.75M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'6" 16.00M	2'7" 0.79M	4'3" 1.30M	32'9" 9.98M	10'10" 3.30M	102'5" 31.22M
720B	234,300 LB 106 277 KG	175,000 LB 79 379 KG	130'10" 39.68M	136'9" 41.68M	41'2" 12.55M	50'8" 15.44M	68'1" 20.75M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'6" 16.00M	2'1" 0.64M	3'9" 1.14M	32'9" 9.98M	10'10" 3.30M	102'5" 31.22M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

707- 333,600 LB (151,318 KG) MAXIMUM TAKEOFF WEIGHT
320B 215,000 LB (97 522 KG) MAXIMUM LANDING WEIGHT

707- 333,600 LB (151,318 KG) MAXIMUM TAKEOFF WEIGHT
320C 247,000 LB (112 037 KG) MAXIMUM LANDING WEIGHT

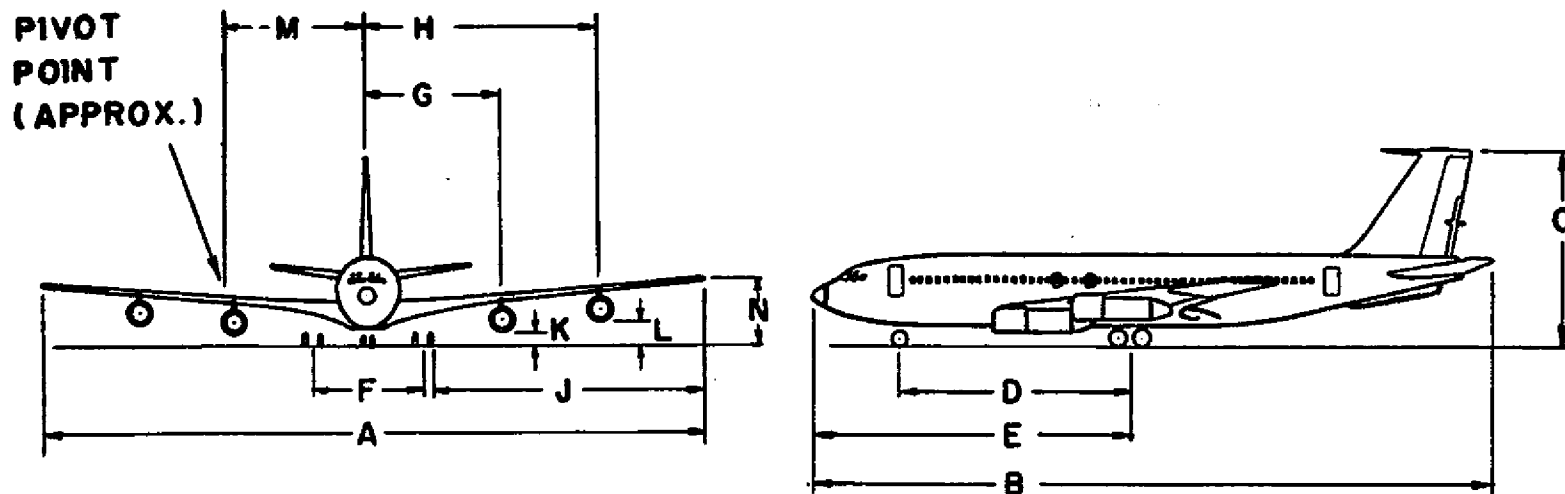


FIGURE 2-41. BOEING 707-720

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
100	160,000 LB 72 575 KG	137,500 LB 62 369 KG	108'0" 32.92M	133'2" 40.59M	34'3" 10.44M	53'3" 16.23M	68'4" 20.83M	18'9" 5.72M	9'3" 2.82M	42'6" 12.95M	10'4" 3.15M	14'4" 4.37M	5'8" 1.72M	12'0" 3.66M	72'0" 21.95M
100-C	160,000 LB 72 575 KG	137,500 LB 62 369 KG	108'0" 32.92M	133'2" 40.59M	34'3" 10.44M	53'3" 16.23M	68'4" 20.83M	18'9" 5.72M	9'3" 2.82M	42'6" 12.95M	10'4" 3.15M	14'4" 4.37M	5'8" 1.72M	12'0" 3.66M	72'0" 21.95M
200	172,000 LB 78 018 KG	150,000 LB 68 039 KG	108'0" 32.92M	153'2" 46.68M	34'11" 10.65M	63'3" 19.28M	78'4" 23.88M	18'9" 5.72M	9'3" 2.82M	42'4" 12.90M	10'4" 3.15M	16'11" 5.16M	4'9" 1.44M	12'0" 3.66M	82'0" 24.99M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

727- 169,000 LB (76 657 KG) MAXIMUM TAKEOFF WEIGHT
100 142,500 LB (64 637 KG) MAXIMUM LANDING WEIGHT

727- 169,000 LB (76 657 KG) MAXIMUM TAKEOFF WEIGHT
100C 140,000 LB (63 503 KG) MAXIMUM LANDING WEIGHT

727- 184,800 LB (83 824 KG) 190,500 LB (86 409 KG) 197,000 LB (89 358 KG) 209,500 LB (95 028 KG) MAXIMUM TAKEOFF WEIGHT
200 154,500 LB (70 080 KG) 154,500 LB (70 080 KG) 154,500 LB (70 080 KG) 161,000 LB (73 028 KG) MAXIMUM LANDING WEIGHT

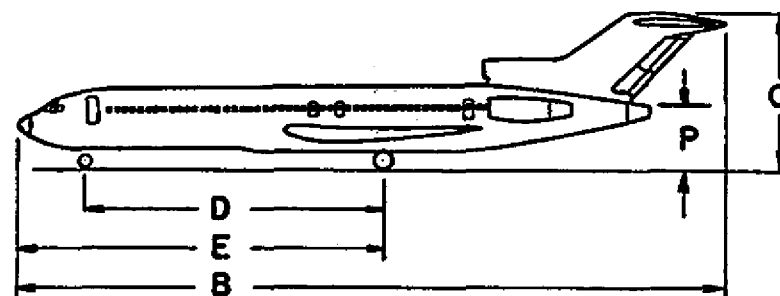
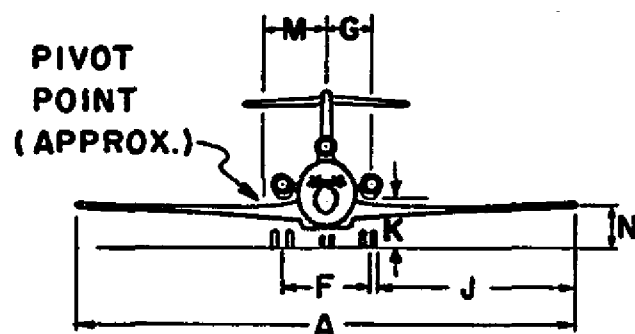


FIGURE 2-42. BOEING 727

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
100	97,000 LB 43 998 KG	89,700 LB 40 687 KG	93'0" 28.35M	94'0" 28.65M	37'2" 11.33M	34'4" 10.46M	47'4" 14.42M	17'2" 5.23M	15'10" 4.83M	36'1" 11.00M	1'8" 0.51M	9'2" 2.80M	10'0" 3.05M	57'2" 17.42M
200	100,000 LB 45 359 KG	95,000 LB 43 091 KG	93'0" 28.35M	100'2" 30.53M	37'3" 11.35M	37'4" 11.38M	50'4" 15.34M	17'2" 5.23M	15'10" 4.83M	36'1" 11.00M	1'8" 0.51M	10'0" 3.05M	10'0" 3.05M	58'2" 17.73M
300	124,500 LB 56 472 KG	114,000 LB 51 710 KG	94'9" 28.68M	109'7" 33.40M	36'7" 11.15M	40'10" 12.45M	54'0" 16.46M	17'2" 5.23M	15'10" 4.83M	36'11" 11.10M	1'6" 0.46M	11'0" 3.30M	10'0" 3.05M	64'0" 19.51M
400	138,500 LB 68 823 KG	121,000 LB 54 885 KG	94'9" 28.68M	119'7" 36.45M	36'6" 11.13M	46'10" 14.27M	60'0" 18.29M	17'2" 5.23M	15'10" 4.83M	36'11" 11.10M	1'6" 0.46M	12'5" 3.78M	10'0" 3.05M	68'4" 20.83M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

100	103,000 LB (46 720 KG) 98,000 LB (44 452 KG)	110,000 LB (49 895 KG) 99,000 LB (44 906 KG)	MAXIMUM TAKEOFF WEIGHT MAXIMUM LANDING WEIGHT		
200	103,000 LB (46 720 KG) 95,000 LB (43 091 KG)	109,000 LB (49 442 KG) 98,000 LB (44 452 KG)	110,000 LB (49 895 KG) 99,000 LB (44 906 KG)	115,500 LB (52 390 KG) 103,000 LB (46 720 KG)	MAXIMUM TAKEOFF WEIGHT MAXIMUM LANDING WEIGHT
200 CONV	109,000 LB (49 442 KG) 98,000 LB (44 452 KG)	110,000 LB (49 895 KG) 99,000 LB (44 906 KG)	110,000 LB (49 895 KG) 103,000 LB (46 720 KG)	115,500 LB (52 390 KG) 103,000 LB (46 720 KG)	115,500 LB (52 390 KG) 103,000 LB (46 720 KG)
200 ADV C,QC	115,500 LB (52 390 KG) 103,000 LB (46 720 KG)	117,000 LB (53 070 KG) 105,000 LB (47 627 KG)	119,500 LB (54 204 KG) 105,000 LB (47 627 KG)	124,500 LB (56 472 KG) 107,000 LB (48 534 KG)	128,100 LB (58 105 KG) 107,000 LB (48 534 KG)
300	130,000 LB (58 967 KG) 114,000 LB (51 710 KG)	135,000 LB (61 235 KG) 114,000 LB (51 710 KG)	MAXIMUM TAKEOFF WEIGHT MAXIMUM LANDING WEIGHT		
400	142,500 LB (64 637 KG) 121,000 LB (54 885 KG)	150,000 LB (68 039 KG) 124,000 LB (56 245 KG)	MAXIMUM TAKEOFF WEIGHT MAXIMUM LANDING WEIGHT		

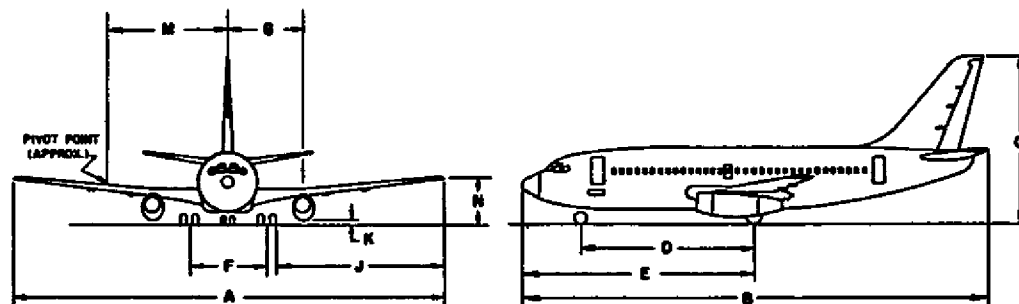


FIGURE 2-43. BOEING 737

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100B 200B, C 300PASS	SEE NOTE	SEE NOTE	195° 8'	231° 10'	64° 3'	84° 0'	109° 5'	36° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'
200C 200P CARGO	SEE NOTE	SEE NOTE	195° 8'	231° 10'	64° 8'	84° 0'	109° 5'	36° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'
200P CARGO	SEE NOTE	SEE NOTE	195° 8'	231° 10'	64° 8'	84° 0'	109° 5'	36° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'
400	SEE NOTE	SEE NOTE	211° 0'	231° 10'	64° 3'	84° 0'	109° 5'	36° 1'	39° 12'	69° 16'	77° 4'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100	710,000 LB	730,000 LB	735,000 LB	771,000 LB	600,000 LB	800,000 LB	1,000,000 LB	361° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'
200	775,000 LB	795,000 LB	800,000 LB	820,000 LB	630,000 LB	830,000 LB	1,030,000 LB	361° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'
300	840,000 LB	860,000 LB	875,000 LB	895,000 LB	660,000 LB	870,000 LB	1,060,000 LB	361° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'
400	900,000 LB	920,000 LB	935,000 LB	955,000 LB	690,000 LB	900,000 LB	1,090,000 LB	361° 1'	39° 9'	69° 10'	77° 3'	3° 9'	4° 11'	40° 0'	17° 7'	151° 0'

METRIC CONVERSION TABLE

POUNDS	KILOGRAMS	POUNDS	KILOGRAMS
100	45.36	1000	453.6
200	90.72	2000	907.2
300	136.08	3000	1360.8
400	181.44	4000	1814.4
500	226.80	5000	2268.0
600	272.16	6000	2721.6
700	317.52	7000	3175.2
800	362.88	8000	3628.8
900	408.24	9000	4082.4
1000	453.60	10000	4536.0

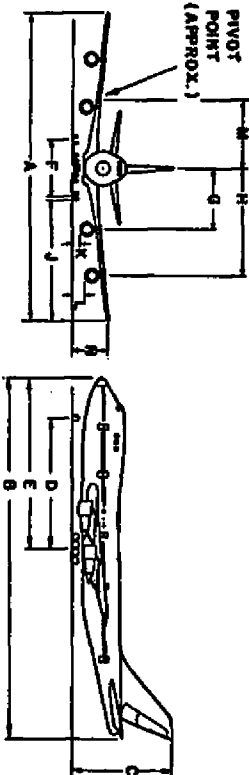


FIGURE 2-44. BOEING 747

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
RB211 535C	220,000 LB 99 790 KG	198,000 LB 89 811 KG	124'10" 38.05M	155'3" 47.32M	45'1" 13.74M	60'0" 18.29M	79'4" 24.18M	24'0" 7.32M	21'3" 6.48M	48'2" 14.68M	2'5" 0.74M	35'0" 10.67M	15'4" 4.67M	98'0" 29.87M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

RB211 220,000 LB (99 790 KG) MAXIMUM TAKEOFF WEIGHT
535EA 198,000 LB (89 811 KG) MAXIMUM LANDING WEIGHT

PW 230,000 LB (104 326 KG) MAXIMUM TAKEOFF WEIGHT
2037 198,000 LB (89 811 KG) MAXIMUM LANDING WEIGHT

RB211 240,000 LB (108 862 KG) MAXIMUM TAKEOFF WEIGHT
535C 198,000 LB (89 811 KG) MAXIMUM LANDING WEIGHT

RB211 240,000 LB (108 862 KG) MAXIMUM TAKEOFF WEIGHT
535EA 198,000 LB (89 811 KG) MAXIMUM LANDING WEIGHT

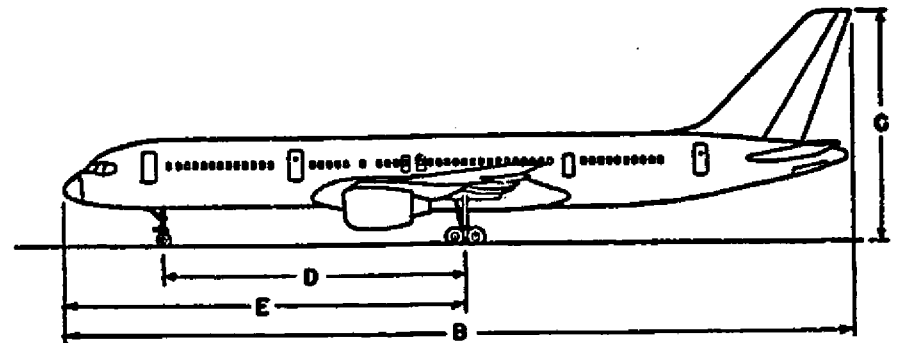
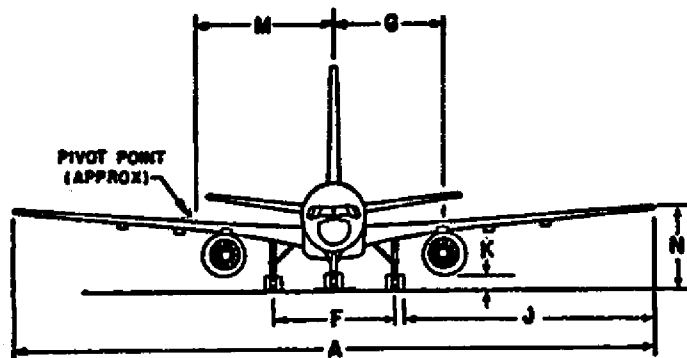


FIGURE 2-45. BOEING 757

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
200	282,000 LB 127 913 KG	257,000 LB 116 573 KG	156'1" 47.57M	159'2" 48.51M	52'11" 16.13M	64'7" 19.69M	79'6" 24.23M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'8" 0.81M	36'0" 10.97M	16'3" 4.95M	117'0" 35.66M
200ER	335,000 LB 151 953 KG	278,000 LB 126 099 KG	156'1" 47.57M	159'2" 48.51M	52'11" 16.13M	64'7" 19.69M	79'6" 24.23M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'8" 0.81M	36'0" 10.97M	16'3" 4.95M	117'0" 35.66M
300	315,200 LB 142 972 KG	300,000 LB 136 078 KG	156'1" 47.57M	180'3" 54.94M	52'7" 16.03M	78'4" 22.76M	89'7" 27.31M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'10" 0.86M	41'0" 12.50M	16'1" 4.90M	123'0" 37.49M
300ER	380,000 LB 172 365 KG	300,000 LB 136 078 KG	156'1" 47.57M	180'3" 54.94M	52'7" 16.03M	78'4" 22.76M	89'7" 27.31M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'10" 0.86M	41'0" 12.50M	16'1" 4.90M	123'0" 37.49M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

200	300,000 LB (136 078 KG)	310,000 LB (140 614 KG)	310,000 LB (140 614 KG)	315,000 LB (142 882 KG)	MAXIMUM TAKEOFF WEIGHT
	270,000 LB (122 470 KG)	270,000 LB (122 470 KG)	270,000 LB (122 470 KG)	272,000 LB (123 377 KG)	MAXIMUM LANDING WEIGHT
200ER	345,000 LB (156 489 KG)	345,000 LB (156 489 KG)	351,000 LB (159 211 KG)	351,000 LB (159 211 KG)	MAXIMUM TAKEOFF WEIGHT
	278,000 LB (126 099 KG)	278,000 LB (126 099 KG)	278,000 LB (126 099 KG)	278,000 LB (126 099 KG)	MAXIMUM LANDING WEIGHT
300	345,000 LB (156 489 KG)	345,000 LB (156 489 KG)	351,000 LB (159 211 KG)	351,000 LB (159 211 KG)	MAXIMUM TAKEOFF WEIGHT
	300,000 LB (136 078 KG)	300,000 LB (136 078 KG)	300,000 LB (136 078 KG)	300,000 LB (136 078 KG)	MAXIMUM LANDING WEIGHT
300ER	380,000 LB	MAXIMUM TAKEOFF WEIGHT (172 365 KG)			
	300,000 LB	MAXIMUM LANDING WEIGHT (136 078 KG)			

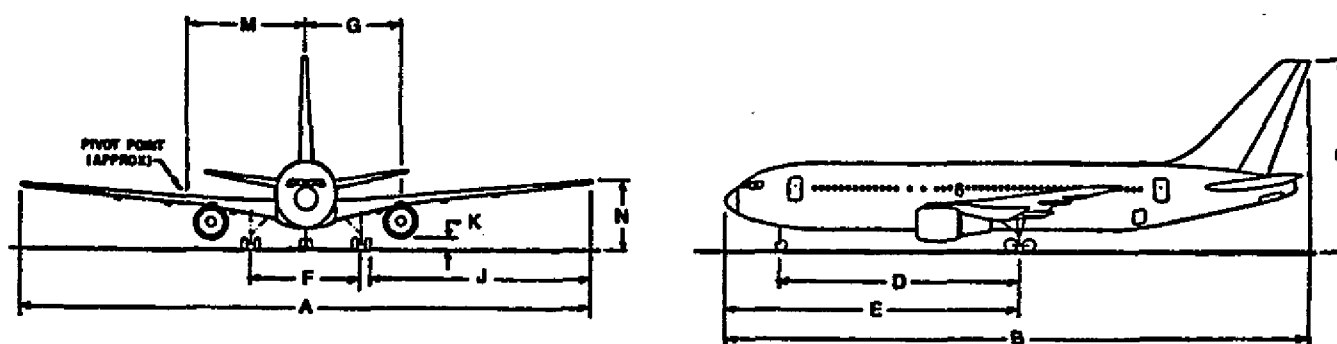


FIGURE 2-46. BOEING 767

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
22 (CONVAIR 880)	184,500 LB 83,948 KG	137,000 LB 62,335 KG	120'0" 36.58M	129'4" 39.42M	36'4" 11.07M	53'1" 16.18M	64'10" 19.76M	18'10" 5.74M	22'2" 6.76M	41'4" 12.60M	49'3" 15.01M	2'8" 0.81M	3'11" 1.19M	19'5" 5.92M	10'11" 3.33M	84'0" 25.60M
30A (CONVAIR 990)	246,200 LB 112,021 KG	202,000 LB 91,819 KG	120'0" 36.58M	139'9" 42.60M	39'6" 12.04M	57'3" 17.45M	68'11" 21.01M	19'11" 6.07M	22'2" 6.76M	41'4" 12.60M	48'10" 14.88M	2'9" 0.84M	4'0" 1.22M	29'3" 8.92M	12'9" 3.89M	93'8" 28.55M

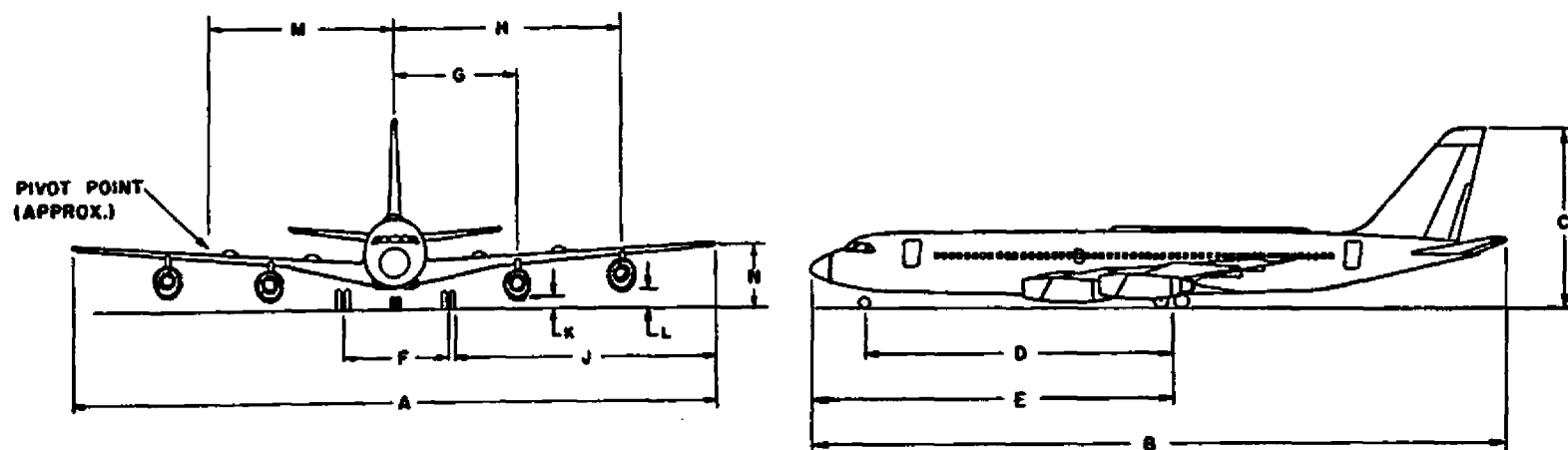


FIGURE 2-47. GENERAL DYNAMICS/CONVAIR 880/990

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
1	430,000 LB 195 045 KG	358,000 LB 162 386 KG	155'4" 47.35M	177'8" 54.15M	55'10" 17.02M	70'0" 21.34M	99'9" 30.40M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.89M	38'10" 11.84M	16'1" 4.90M	18'9" 5.72M	121'3" 36.96M
100	466,000 LB 211 374 KG	368,000 LB 166 922 KG	155'4" 47.35M	177'8" 54.15M	55'10" 17.02M	70'0" 21.34M	99'9" 30.40M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.89M	38'10" 11.84M	16'1" 4.90M	18'9" 5.72M	121'3" 36.96M
200	466,000 LB 211 374 KG	368,000 LB 166 922 KG	155'4" 47.35M	177'8" 54.15M	55'10" 17.02M	70'0" 21.34M	99'9" 30.40M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.89M	38'10" 11.84M	16'1" 4.90M	18'9" 5.72M	121'3" 36.96M
500	496,000 LB 224 982 KG	368,000 LB 166 922 KG	155'4" 47.35M	164'2" 50.04M	55'10" 17.02M	61'8" 18.80M	91'5" 27.86M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.89M	34'0" 10.36M	16'10" 5.13M	20'0" 6.10M	116'10" 35.61M
500 Ex.Wing	496,000 LB 224 982 KG	368,000 LB 166 922 KG	164'4" 50.09M	164'2" 50.04M	55'10" 17.02M	61'8" 18.80M	91'5" 27.86M	36'0" 10.97M	34'10" 10.62M	61'2" 18.64M	2'11" 0.89M	34'0" 10.36M	16'10" 5.13M	20'0" 6.10M	122'0" 37.19M

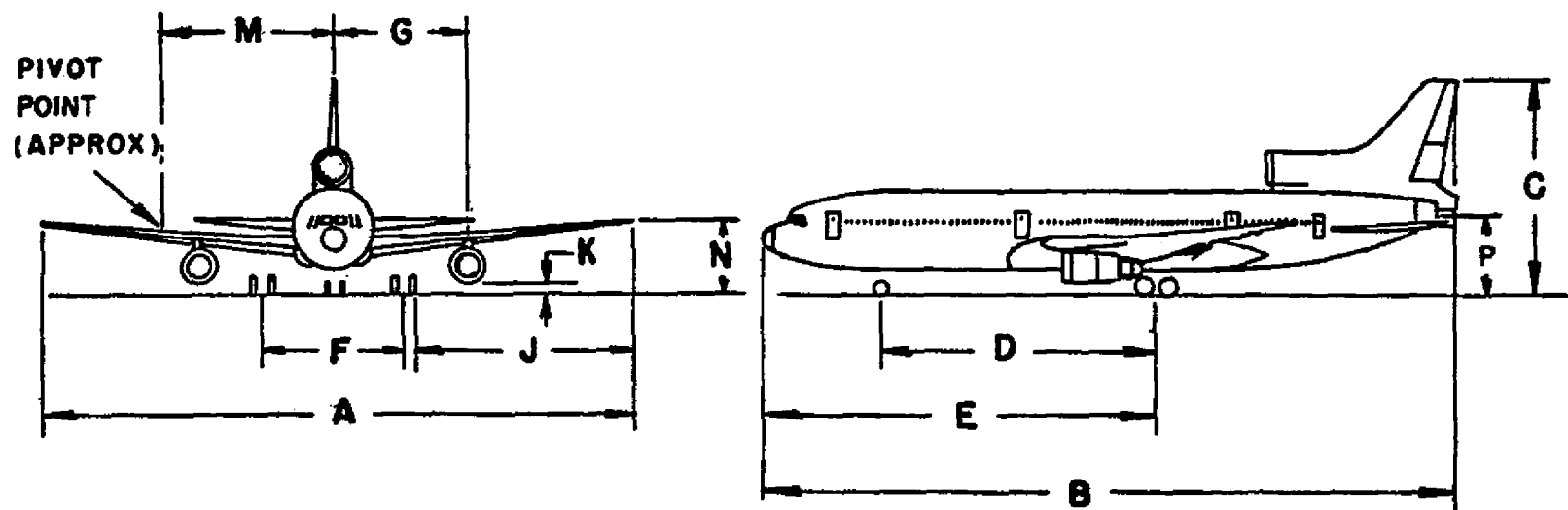


FIGURE 2-48. LOCKHEED L-1011 TRISTAR

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
-20 -30 -40	315,000 LB 142 884 KG	207,000 LB 93 895 KG	142'5" 43.41M	150'9" 45.95M	43'8" 13.21M	57'6" 17.53M	73'5" 22.38M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	4'0" 1.22M	5'5" 1.63M	21'1" 6.43M	15'3" 4.65M	96'10" 29.51M
-55	325,000 LB 147 420 KG	217,000 LB 98 431 KG	142'5" 43.41M	150'9" 45.95M	43'4" 13.21M	57'6" 17.53M	73'5" 22.38M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	21'1" 6.43M	15'3" 4.65M	96'10" 29.51M
-55P	325,000 LB 147 420 KG	240,000 LB 108 864 KG	142'5" 43.41M	150'9" 45.95M	43'8" 13.21M	57'6" 17.53M	73'5" 22.38M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	21'1" 6.43M	15'3" 4.65M	96'10" 29.51M
-61 -71	325,000 LB 147 420 KG	240,000 LB 108 864 KG	142'5" 43.41M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
-61P -71CP	328,000 LB 148 781 KG	258,000 LB 117 029 KG	142'5" 43.41M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
-62 * -72 * -72AP	350,000 LB 158 760 KG	240,000 LB 108 864 KG	148'5" 45.24M	157'6" 48.00M	43'5" 13.23M	60'10" 18.54M	76'9" 23.39M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
-62P -72CP	350,000 LB 158 760 KG	250,000 LB 113 400 KG	148'5" 45.24M	157'6" 48.00M	43'5" 13.23M	60'10" 18.54M	76'9" 23.39M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
-63 -73	355,000 LB 161 028 KG	258,000 LB 117 029 KG	148'5" 45.24M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	38'10" 11.64M	15'4" 4.67M	116'1" 35.38M
-63P -73CP -73AP	355,000 LB 161 028 KG	275,000 LB 124 740 KG	148'5" 45.24M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	38'10" 11.64M	15'4" 4.67M	116'1" 35.38M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

* -72 335,000 LB (151 953 KG) MAXIMUM TAKEOFF WEIGHT
240,000 LB (108 864 KG) MAXIMUM LANDING WEIGHT
* -72AP 335,000 LB (151 953 KG) MAXIMUM TAKEOFF WEIGHT
250,000 LB (113 400 KG) MAXIMUM LANDING WEIGHT

NOTE: REDUCE MAXIMUM CLEARANCE DIMENSION
(K AND L) BY 10 INCHES (.25M) FOR
DC-8-70 SERIES AIRCRAFT.

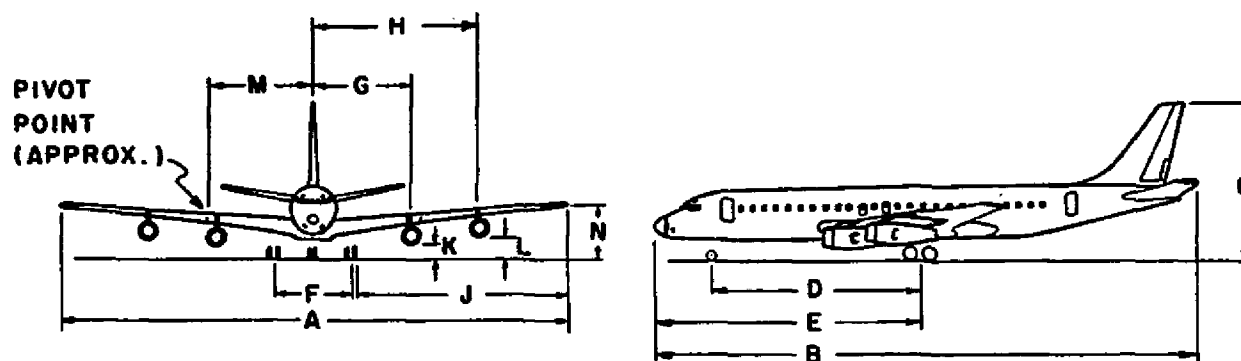


FIGURE 2-49. MCDONNELL-DOUGLAS DC-8

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	TURN RADIUS	
-15	90,700 LB 41 141 KG	81,700 LB 37 058 KG	89'5" 27.18M	104'5" 31.83M	27'7" 8.41M	43'8" 13.31M	51'4" 15.64M	16'5" 5.00M	8'11" 2.72M	35'0" 10.67M	6'5" 1.96M	8'6" 2.59M	7'2" 2.16M	59'7" 18.16M
-15P	90,700 LB 41 141 KG	81,700 LB 37 058 KG	89'5" 27.18M	104'5" 31.83M	27'7" 8.41M	43'8" 13.31M	51'4" 15.64M	16'5" 5.00M	8'11" 2.72M	35'0" 10.67M	6'5" 1.96M	8'6" 2.59M	7'2" 2.16M	59'7" 18.16M
-27	100,000 LB 45 359 KG	95,300 LB 43 227 KG	93'4" 28.45M	104'5" 31.83M	27'5" 8.36M	43'8" 13.31M	51'4" 15.64M	16'5" 5.00M	8'11" 2.72M	36'11" 11.25M	6'5" 1.96M	8'6" 2.59M	7'3" 2.21M	59'6" 18.14M
-32	108,000 LB 48 988 KG	99,000 LB 44 906 KG	93'4" 28.45M	119'4" 36.37M	27'9" 8.46M	53'2" 16.21M	60'9" 18.52M	16'5" 5.00M	8'11" 2.72M	36'11" 11.25M	6'5" 1.96M	10'4" 3.15M	7'3" 2.21M	62'2" 18.95M
-33P	108,000 LB 48 988 KG	99,000 LB 44 906 KG	93'4" 28.45M	119'4" 36.37M	27'9" 8.46M	53'2" 16.21M	60'9" 18.52M	16'5" 5.00M	8'11" 2.72M	36'11" 11.25M	6'5" 1.96M	10'4" 3.15M	7'3" 2.21M	62'2" 18.95M
-41	114,000 LB 51 710 KG	102,000 LB 46 266 KG	93'4" 28.45M	125'7" 38.28M	28'5" 8.66M	56'2" 17.12M	63'8" 19.41M	16'5" 5.00M	8'11" 2.72M	37'0" 11.28M	6'11" 2.11M	10'11" 3.33M	7'2" 2.16M	68'6" 20.88M
-51	121,000 LB 54 885 KG	110,000 LB 49 895 KG	93'4" 28.45M	133'7" 40.72M	28'9" 8.76M	60'11" 18.57M	68'6" 20.88M	16'0" 4.88M	8'13" 2.72M	37'0" 11.28M	6'10" 2.08M	11'10" 3.61M	7'1" 2.16M	71'10" 21.89M
-81,-82 -83,-88	SEE NOTE	SEE NOTE	107'10" 32.67M	147'10" 45.06M	30'3" 9.22M	72'5" 22.07M	80'0" 24.38M	16'8" 5.08M	8'11" 2.72M	43'7" 13.28M	7'6" 2.29M	14'0" 4.27M	8'7" 2.62M	82'4" 25.10M
-87	SEE NOTE	SEE NOTE	107'10" 32.67M	130'5" 39.75M	31'4" 9.55M	62'11" 19.18M	70'60" 21.49M	16'8" 5.08M	8'11" 2.72M	43'7" 13.28M	7'6" 2.29M	12'2" 3.71M	8'8" 2.64M	72'6" 22.10M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

-81 140,000 LB (63 503 KG) MAXIMUM TAKEOFF WEIGHT
 120,000 LB (54 431 KG) MAXIMUM LANDING WEIGHT
 -82 149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT
 130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT
 -83 160,000 LB (72 575 KG) MAXIMUM TAKEOFF WEIGHT
 139,500 LB (62 702 KG) MAXIMUM LANDING WEIGHT

-88 149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT
 130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT
 -87 149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT
 130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT
 -87 140,000 LB (63 503 KG) MAXIMUM TAKEOFF WEIGHT
 128,000 LB (58 060 KG) MAXIMUM LANDING WEIGHT

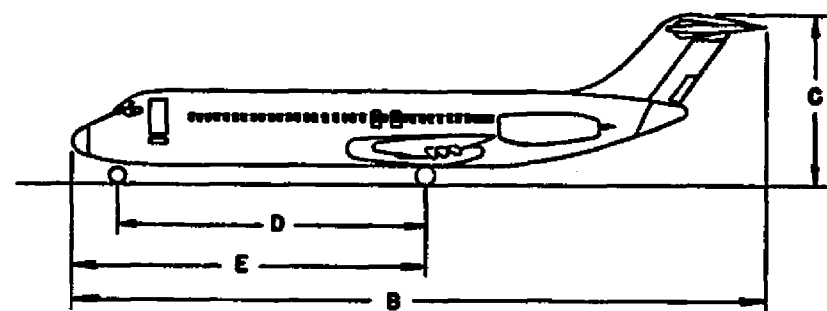
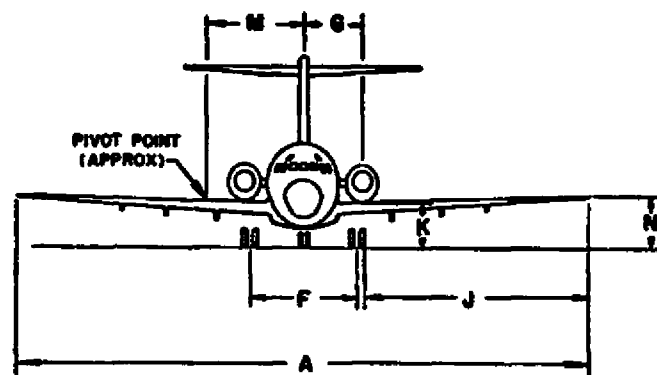


FIGURE 2-50. MCDONNELL DOUGLAS DC-9, and MD-80 SERIES.

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
10	430,000 LB 195 045 KG	363,500 LB 164 881 KG	155'4" 47.35M	182'3" 55.55M	58'5" 17.81M	72'5" 22.07M	100'4" 30.58M	35'0" 10.67M	26'10" 8.18M	57'1" 17.40M	2'9" 0.84M	27'0" 8.23M	14'5" 4.32M	29'7" 9.02M	112'5" 34.26M
30	555,000 LB 251 744 KG	403,000 LB 182 798 KG	165'4" 50.39M	181'7" 55.35M	58'7" 17.86M	72'5" 22.07M	100'4" 30.58M	35'0" 10.67M	26'10" 8.18M	62'1" 18.92M	2'10" 0.86M	27'7" 8.41M	14'4" 4.37M	29'6" 8.99M	118'1" 35.99M
40	555,000 LB 251 744 KG	403,000 LB 182 798 KG	165'4" 50.39M	182'3" 55.55M	58'7" 17.86M	72'5" 22.07M	100'4" 30.58M	35'0" 10.67M	26'10" 8.18M	62'1" 18.92M	2'10" 0.86M	27'7" 8.41M	14'4" 4.37M	29'6" 8.99M	118'1" 35.99M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

10CF 440,000 LB (199 581 KG) MAXIMUM TAKEOFF WEIGHT
363,500 LB (164 881 KG) MAXIMUM LANDING WEIGHT

30CF 555,000 LB (251 744 KG) MAXIMUM TAKEOFF WEIGHT
411,000 LB (186 426 KG) MAXIMUM LANDING WEIGHT

40CF 555,000 LB (251 744 KG) MAXIMUM TAKEOFF WEIGHT
411,000 LB (186 426 KG) MAXIMUM LANDING WEIGHT

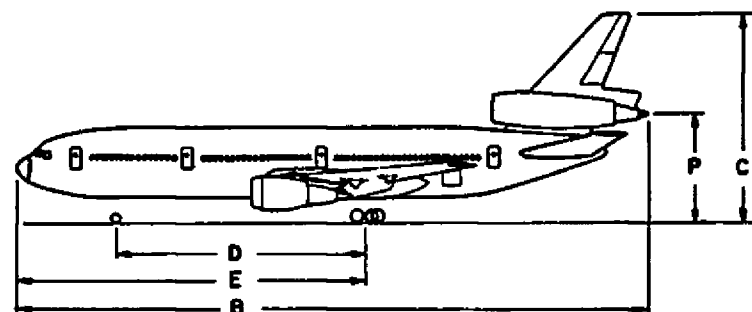
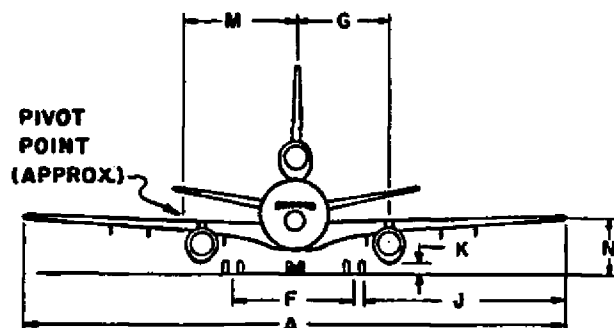


FIGURE 2-51. MCDONNELL DOUGLAS DC-10

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
110,200 LB 50,141 KG	104,990 LB 47,771 KG	112'6" 34.29M	105'0" 32.00M	28'3" 8.61M	38'6" 11.74M	55'6" 16.92M	17'1" 5.21M	7'10" 2.39M	46'7" 14.20M	7'2" 2.18M	33'2" 10.11M	7'5" 2.26M	90'3" 27.51M

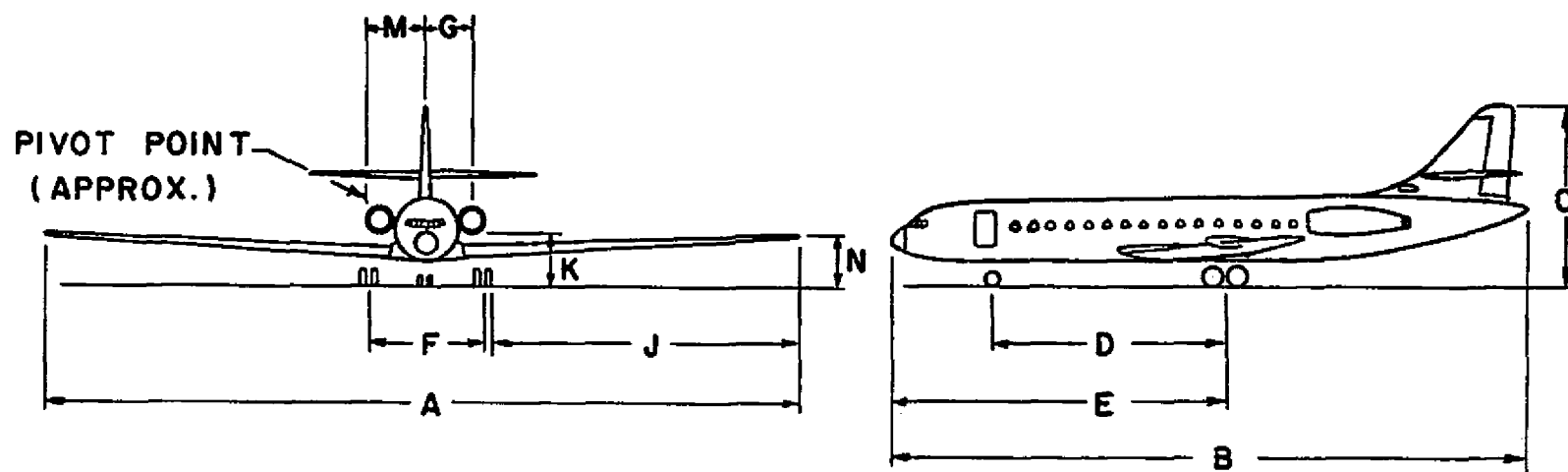


FIGURE 2-52. AÉROSPATIALE/SUD SE-210 CARAVELLE

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	N	TURN RADIUS
200, 400	79,000 LB 35,833 KG	69,000 LB 31,298 KG	88'6 26.97M	93'6" 28.48M	24'6" 7.46M	33'1" 10.15M	48'5" 14.49M	14'3" 4.34M	8'2" 2.49M	35'9" 10.90M	6'7" 2.01M	7'8" 2.34M	7'4" 2.24M	52'6" 15.95M
500	99,650 LB 45,200 KG	86,000 LB 39,009 KG	93'6" 28.49M	107'4" 32.71M	24'6" 7.46M	41'5" 12.35M	56'9" 17.30M	14'3" 4.34M	8'2" 2.49M	42'8" 13.00M	6'7" 2.01M	7'8" 2.34M	7'4" 2.24M	NA

SBS 400 HAS MAXIMUM (TAKEOFF) WEIGHT OF (87,000 LB (39,463 KG)).
(LANDING) (78,000 LB (35,381 KG)).

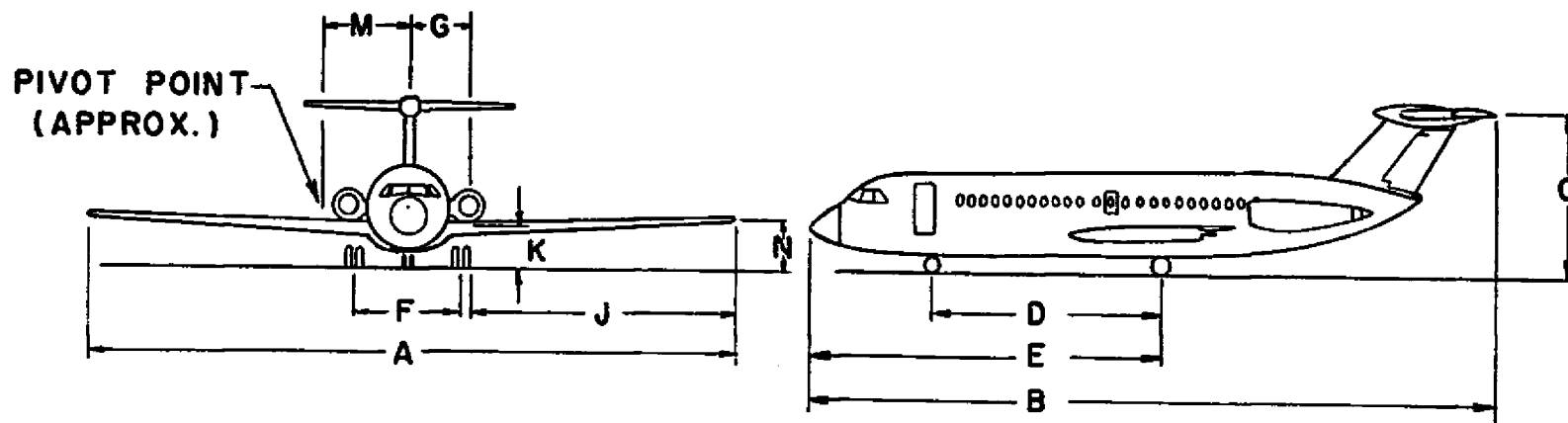


FIGURE 2-53. B.A.C. 1-11

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
1100	312,000 LB 141,960 KG	216,000 LB 98,280 KG	146'2" 44.60M	158'10" 48.41M	39'6" 12.04M	65'10" 20.06M	NA	21'5" 6.53M	NA	NA	NA	NA	NA	NA	NA	NA
1150	335,000 LB 152,425 KG	237,000 LB 107,835 KG	146'2" 44.60M	171'8" 52.32M	39'6" 12.04M	72'1" 21.97M	NA	21'5" 6.53M	NA	NA	NA	NA	NA	NA	NA	NA

NOTE: SRS 1150 KNOWN AS SUPER VC-10.

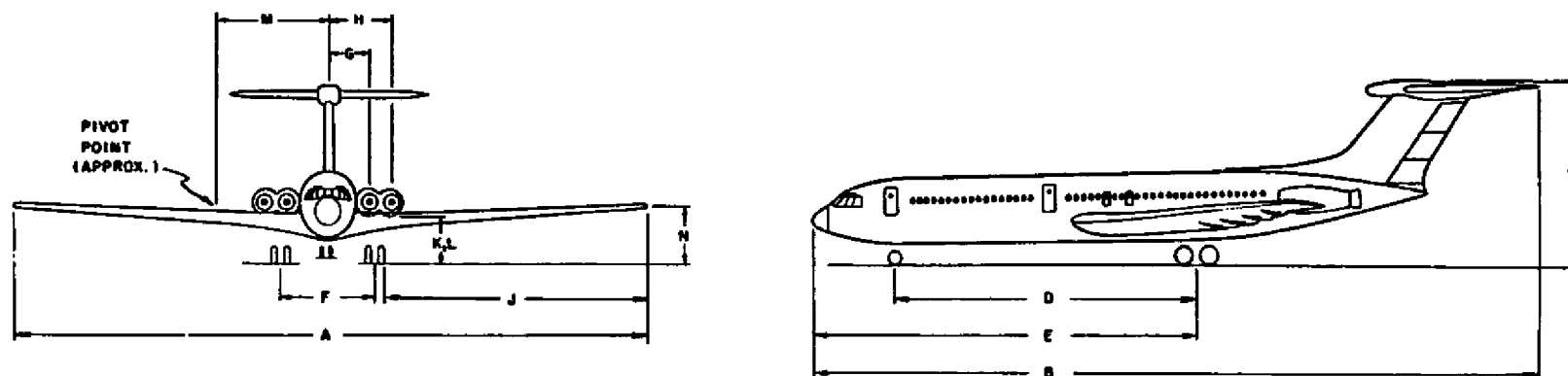


FIGURE 2-54. B.A.C./VICKERS VC-10

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
357,000 LB 162,435 KG	252,000 LB 105,960 KG	141'9" 43.20M	174'4" 53.13M	40'6" 12.34M	80'5" 24.57M	NA	22'4" 6.80M	NA	NA	58'0" 17.76M	NA	NA	NA	NA	NA

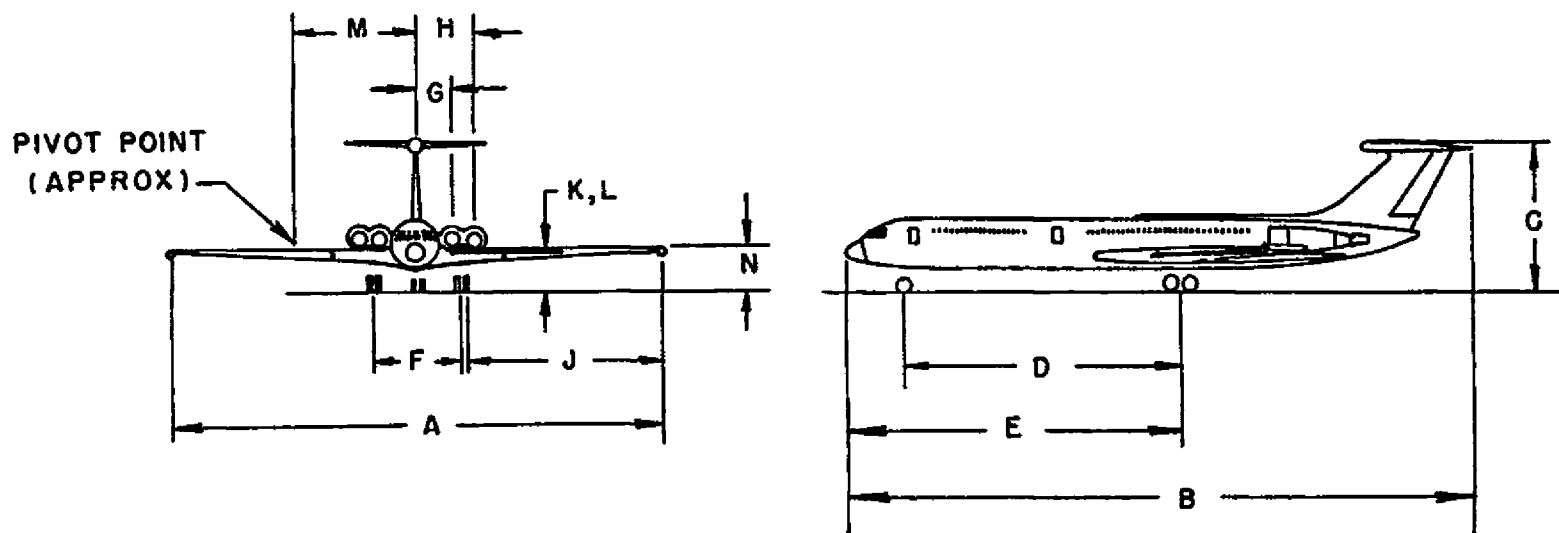


FIGURE 2-55. ILYUSHIN IL-62

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
B2	302,000 LB 136 985 KG	281,000 LB 127 459 KG	147'1" 44.83M	175'6" 53.49M	55'6" 16.92M	60'10" 18.54M	82'8" 25.20M	31'6" 9.60M	26'0" 7.92M	55'10" 17.02M	2'7" 0.79M	37'3 " 11.35M	19'4" 5.89M	113'6" 34.59M
B4	330,700 LB 150 003 KG	293,200 LB 132 993 KG	147'1" 44.83M	175'6" 53.49M	55'6" 16.92M	60'10" 18.54M	82'8" 25.20M	31'6" 9.60M	26'0" 7.92M	55'5" 16.89M	2'7" 0.79M	37'3 " 11.35M	19'4" 5.89M	113'6" 34.59M
-600	363,763 LB 165 000 KG	304,238 LB 138 000 KG	147'1" 44.83M	177'6" 54.08M	54'8" 16.66M	61'1" 18.62M	82'11" 25.27M	31'6" 9.60M	26'0" 7.92M	55'5" 16.89M	3'3" 0.98	37'11" 11.55	18'9" 5.70M	109'3" 33.31M
A310 -300	330,693 LB 150 000 KG	271,169 LB 123 000 KG	144'1" 43.90M	153'2" 46.67	52'4" 15.95M	49'11" 15.21M	71'9" 21.87M	31'6" 9.60M	25'3" 7.70M	54'2" 16.51M	2'2" 0.65M	34'2" 10.41	16'11" 5.17M	108'2" 32.97M
320	145,505 LB 66 000 KG	134,482 LB 61 000 KG	111'3" 33.91M	123'3" 37.57M	38'4" 11.68M	41'6" 12.64M	58'1" 17.70M	24'11" 7.59M	18'10" 5.74M	40'10" 12.45M	1'10" 0.55M	15'1" 4.61M	13'5" 4.08M	72'3" 21.99M

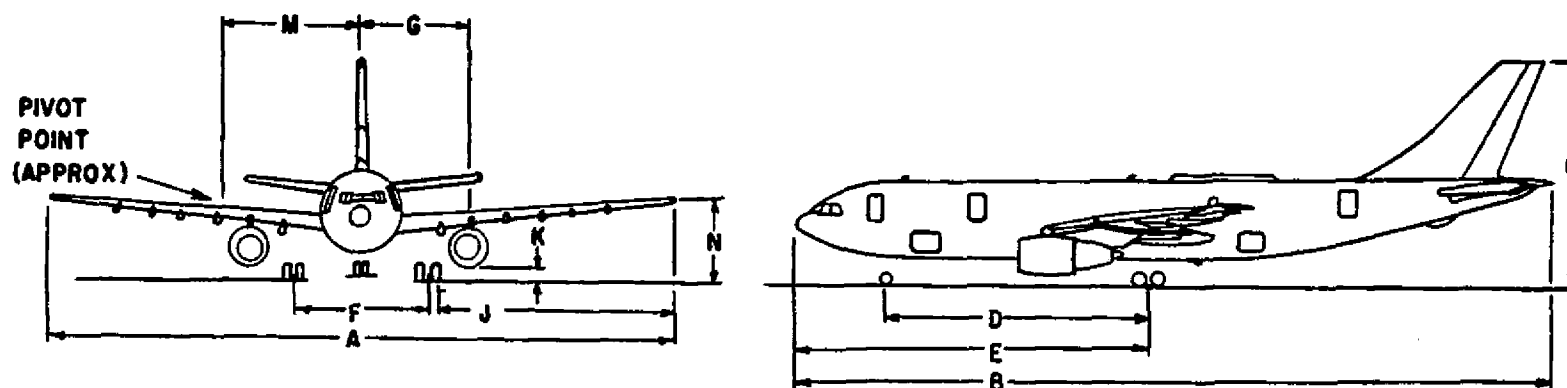


FIGURE 2-56. AIRBUS INDUSTRIES A300, 310, 320, 600

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	*TIP OF PROBE	TURN RADIUS
	408,000 LB 185 066 KG	245,000 LB 111 130 KG	83'10" 25.55M	205'5" 62.61M	37'5" 11.40M	59'8" 18.19M	122'10" 37.44M	25'4" 7.72M	18'1" 5.51M	27'3" 8.31M	6'1" 1.85M	32'5" 9.88M	8'6" 2.59M	8'6" 2.59M	127'0" 38.71M

*NOSE FULLY LOWERED

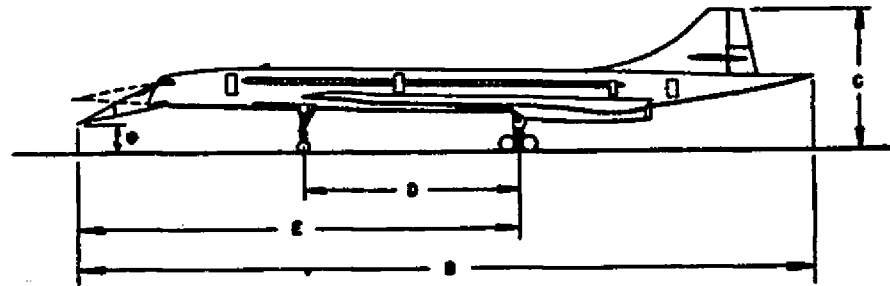
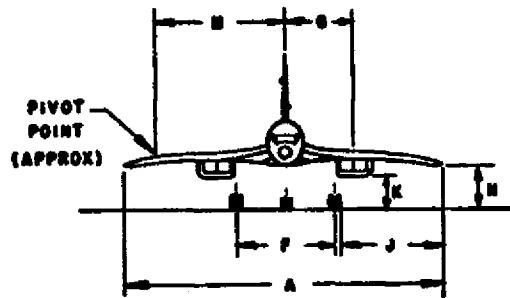


FIGURE 2-57. BAC/SNIAS CONCORDE

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100	74,600 LB 33 838 KG	71,800 LB 32 591 KG	86'5" 26.34M	85'10" 26.16M	28'3" 8.61M	33'1" 10.08M	40'7" 12.37M	15'6" 4.72M	13'7" 4.14M	22'4" 6.81M	33'8" 10.26M	5'0" 1.52M	4'8" 1.42M	15'6" 4.72M	13'11" 4.24M	37'10" 11.53M
200	88,250 LB 40 030 KG	77,000 LB 34 927 KG	86'5" 26.34M	93'8" 28.55M	28'3" 8.61M	36'9" 11.20M	44'2" 13.46M	15'6" 4.72M	13'7" 4.14M	22'4" 6.81M	33'8" 10.26M	5'0" 1.52M	4'7" 1.40M	15'6" 4.72M	13'11" 4.24M	41'2" 12.55M
300	104,000 LB 47 174 KG	90,000 LB 40 823 KG	86'5" 26.34M	104'2" 31.75M	28'1" 8.56M	36'9" 11.20M	48'10" 14.88M	15'6" 4.72M	13'7" 4.14M	22'4" 6.81M	33'8" 10.26M	5'0" 1.52M	4'7" 1.40M	15'6" 4.72M	13'11" 4.24M	46'8" 14.22M

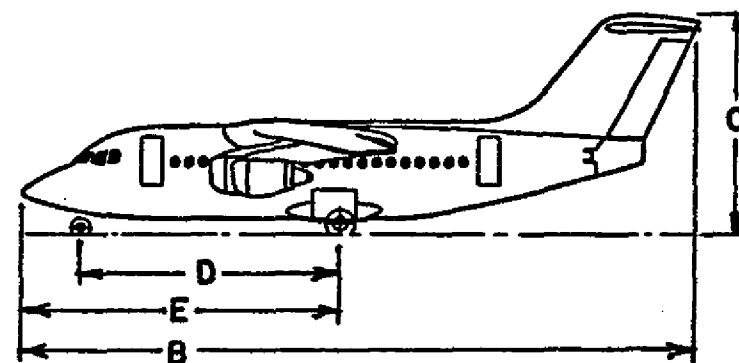
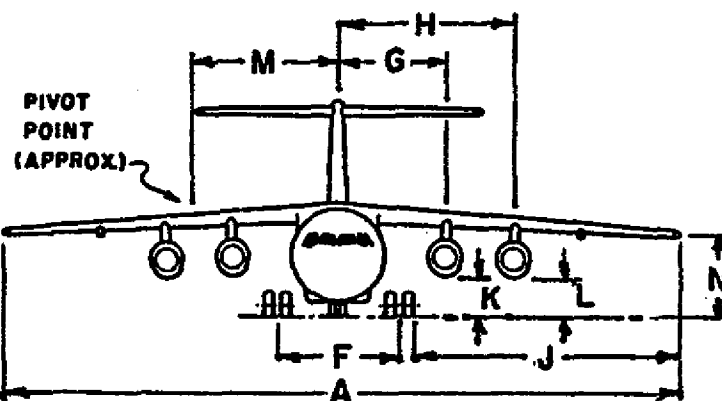


FIGURE 2-58. BRITISH AEROSPACE 146

CHAPTER 3. MILITARY AIRCRAFT

8. PISTON AND TURBOPROP AIRCRAFT, INCLUDING JET-AUGMENTED TYPES. See Figures 3-1 to 3-5. The following aircraft have civil variants:

<u>MILITARY DESIGNATION</u>	<u>CIVIL DESIGNATION</u>	<u>FIGURE</u>	<u>PAGE</u>
C-47/R-5D	Douglas DC-3	2-18	23
C-54/R-4D	Douglas DC-4	2-26	31
C-118/R-6D	Douglas DC-6	2-26	31
C-121/R-7	Lockheed 749, 1049 Constellation	2-29	34
C-130	Lockheed L-382 Hercules	2-28	33
C-131, T-29	Convair 240/340/580	2-17	22
P-3	Lockheed L-188 Electra	2-27	32

9. TURBOJET AND TURBOFAN AIRCRAFT. See Figures 3-6 to 3-9. The following aircraft have civil variants:

<u>MILITARY DESIGNATION</u>	<u>CIVIL DESIGNATION</u>	<u>FIGURE</u>	<u>PAGE</u>
C-9	McDonnell Douglas DC-9-30	2-50	55
C-135	Boeing 707-120B	2-41	46
C-137, VC-137B, C	Boeing 707-320B	2-41	46
C-140	Lockheed 1329 JetStar	2-34	39
E-4	Boeing 747B	2-44	49
T-39	Rockwell International NA-265-40 Sabreliner	2-35	40
T-43	Boeing 737	2-43	48

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	N	TURN RADIUS
28,500 LB 12,955 KG	28,500 LB 12,955 KG	95'7" 29.13M	72'7" 22.12M	31'10" 9.70M	NA	NA	23'1" 7.04M	NA	35'3" 10.74M	NA	NA	NA	NA

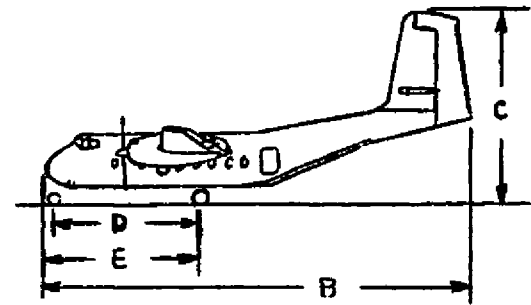
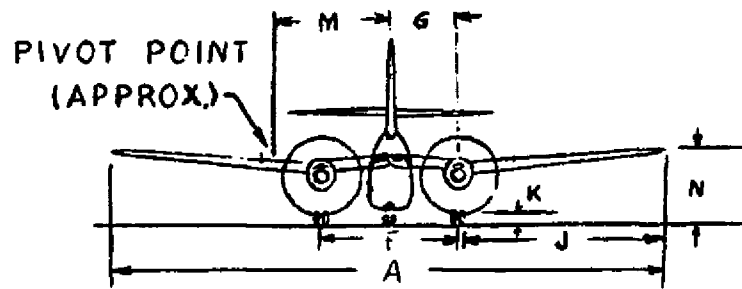


FIGURE 3-1. DE HAVILLAND CANADA C-7 CARIBOU

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
187,000 LB 84,898 KG	175,000 LB 79,450 KG	141'3" 43.05M	117'5" 35.79M	38'3" 11.65M	39'2" 11.93M	42'10" 13.06M	28'6" 8.70M	14'1" 4.29M	31'2" 9.50M	55'4" 16.87M	1'5" 0.43M	2'7" 0.79M	14'3" 4.34M	NA	84'10" 25.86M

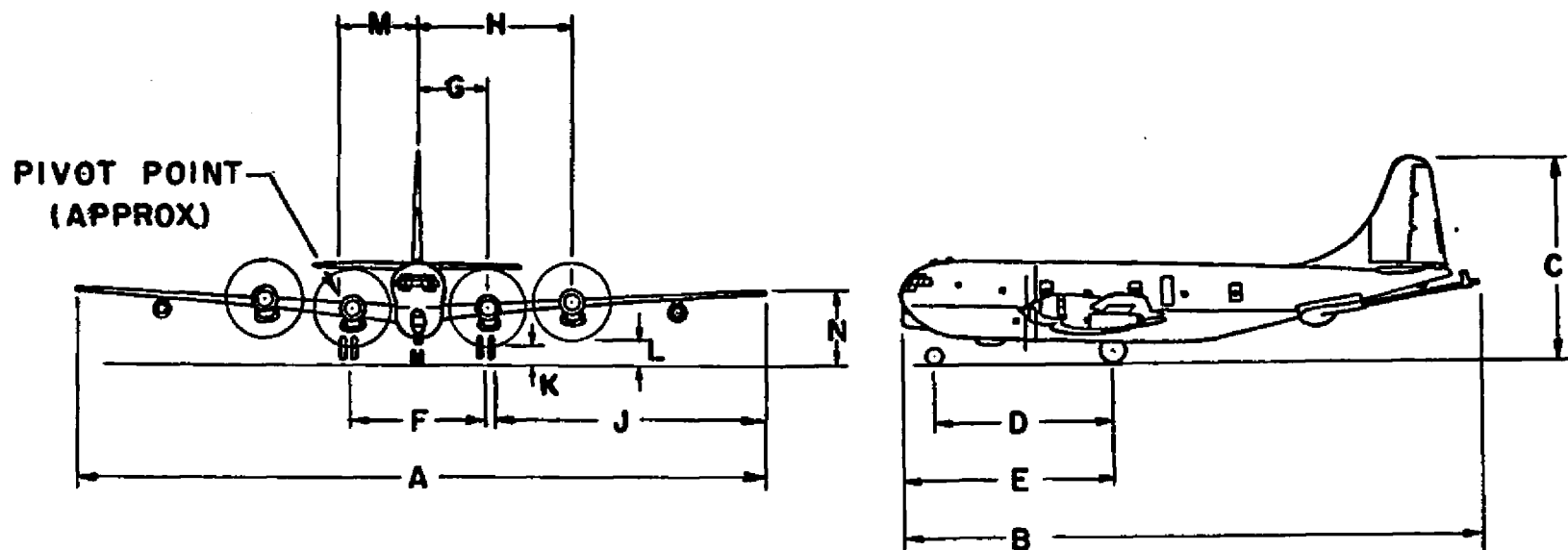


FIGURE 3-2. BOEING KC-97L

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
77,000 LB 35,000 KG	72,700 LB 33,046 KG	109'3" 33.32M	86'6" 26.38M	27'6" 8.38M	NA	NA	29'2" 8.89M	NA	38'4" 11.68M	3'0" 0.91M	NA	15'0" 4.56M	70'0" 21.34M

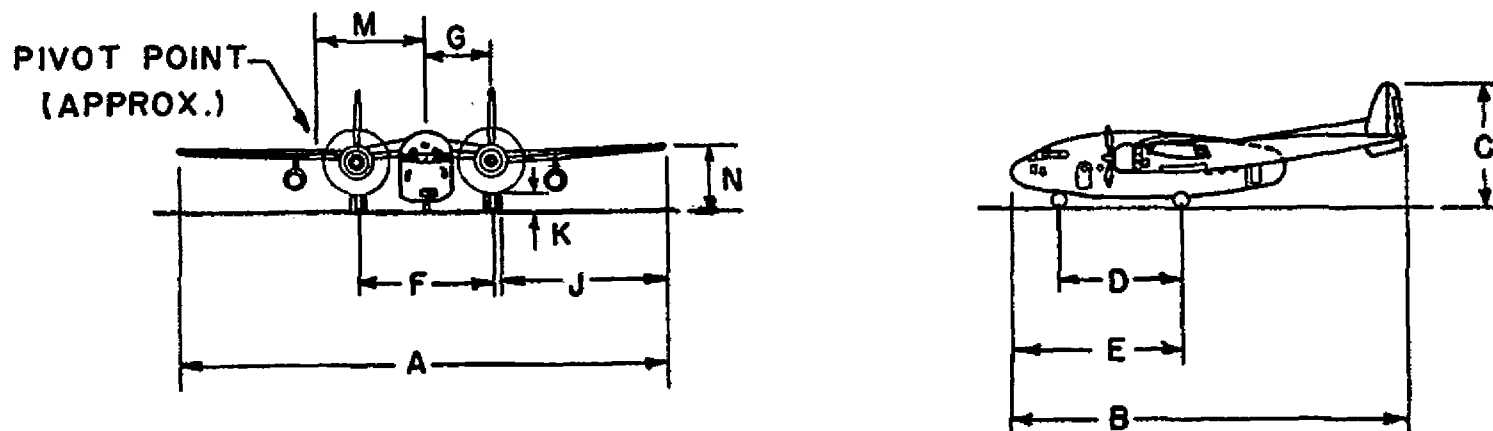


FIGURE 3-3. FAIRCHILD C-119K FLYING BOXCAR

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
60,000 LB 27,273 KG	54,000 LB 24,545 KG	110'0" 33.52M	76'3" 23.24M	34'6" 10.52M	NA	NA	12'1" 3.68M	14'10" 4.52M	48'0" 14.63M	3'8" 1.12M	14'10" 4.52M	14'0" 4.27M	70'0" 21.34M

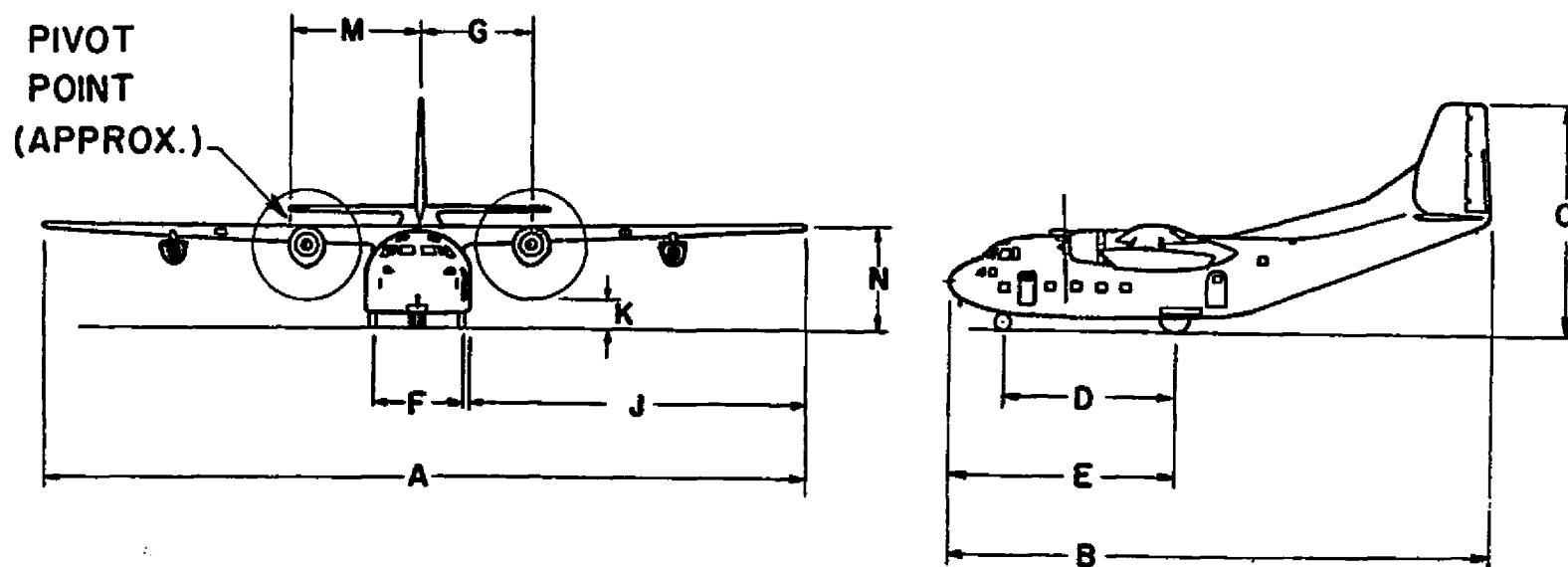


FIGURE 3-4. FAIRCHILD C-123K PROVIDER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
175,000 LB 79,450 KG	110,000 LB 50,000 KG	174'2" 53.10M	130'5" 39.77M	48'4" 14.72M	37'3" 11.35M	NA	34'2" 10.41M	17'1" 5.21M	NA	NA	3'0" 0.91M	NA	NA	NA	NA

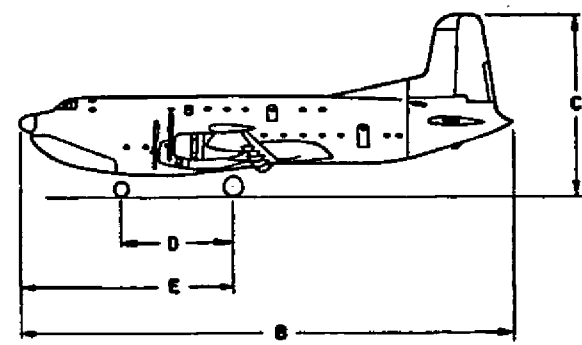
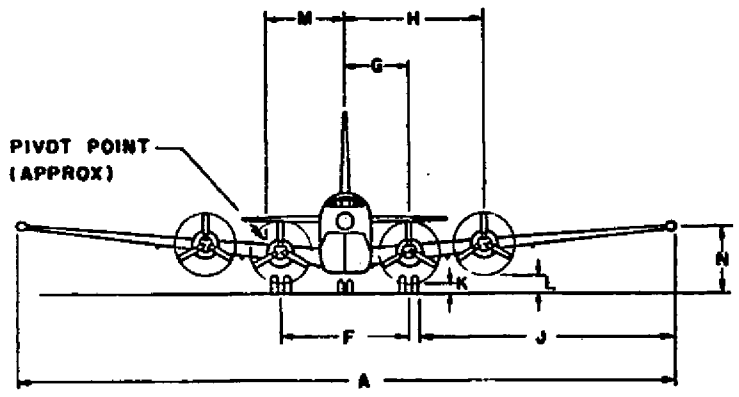


FIGURE 3-5. DOUGLAS C-124 GLOBEMASTER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
488,000 LB 221,600 KG	450,000 LB 204,300 KG	185'0" 56.39M	156'6" 47.7M	48'4" 14.73M	49'9" 15.16M	89'10" 17.16M	11'4" 3.45M	32'2" 9.8M	60'0" 18.29M	86'2" 26.26M	6'4" 1.93M	4'8" 1.42M	39'0" 11.89M	5'6" 1.68M	132'0" 40.23M

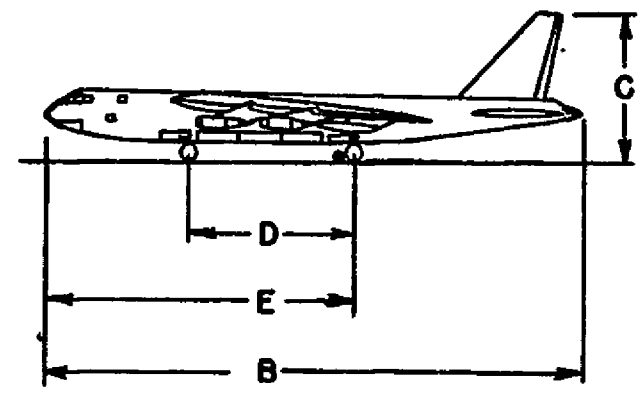
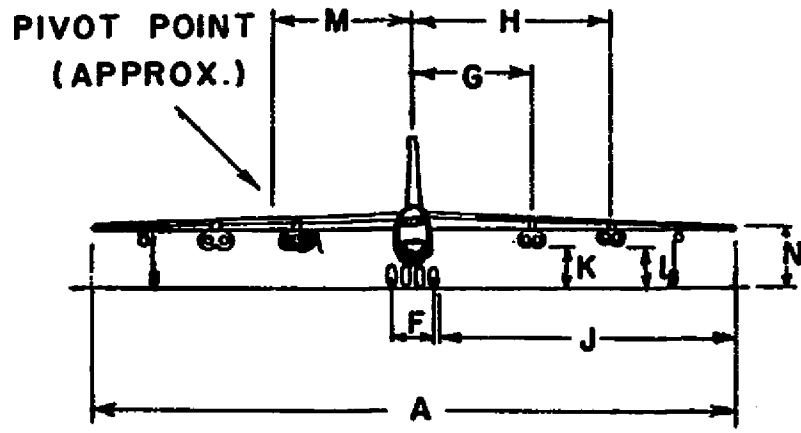


FIGURE 3-6. BOEING B-52 STRATOFORTRESS

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
769,000 LB 349,545 KG	635,850 LB 289,023 KG	222'8" 67.87M	247'10" 75.54M	65'1" 19.84M	82'1" 25.02M	116'11" 35.64M	37'5" 11.40M	39'8" 12.09M	61'11" 18.87M	92'8" 28.25M	10'9" 3.28M	7'11" 2.41M	38'4" 11.68M	13'7" 4.14M	162'6" 49.53M

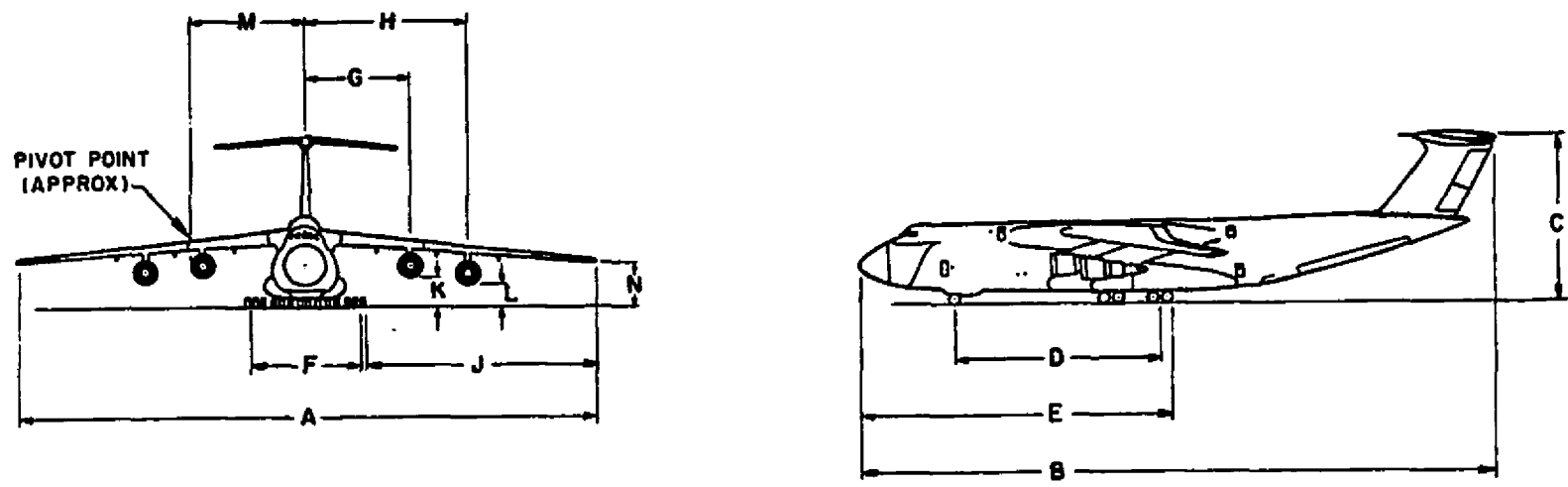


FIGURE 3-7. LOCKHEED C-5A GALAXY

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
316,600 LB 143,610 KG	316,100 LB 143,383 KG	159'11" 48.74M	145'0" 44.19M	39'4" 11.98M	55'0" 16.76M	60'7" 18.46M	17'6" 5.34M	23'9" 7.24M	38'4" 11.68M	70' 21.34M	3'11" 1.19M	3'4" 1.01M	10' 3.05M	6'0" 1.83M	92'0" 28.0M

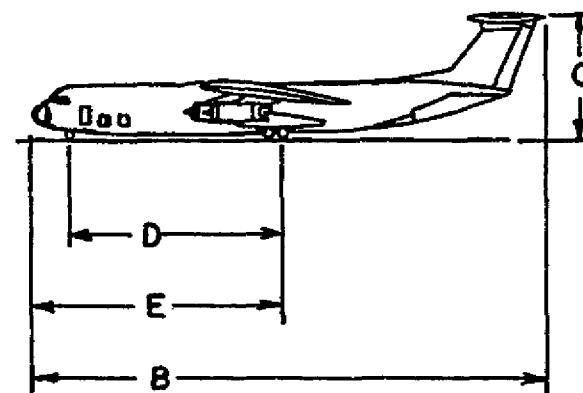
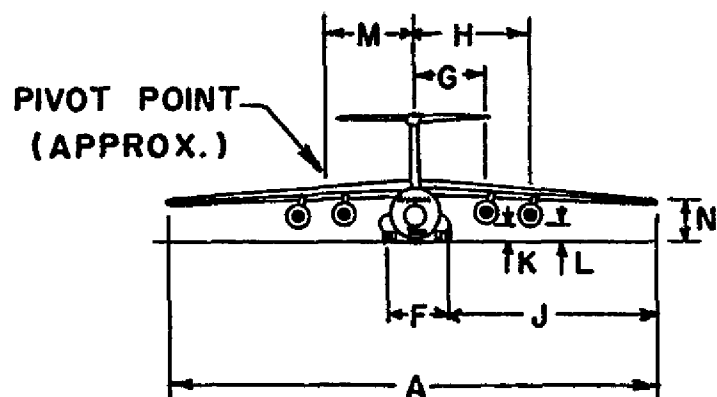


FIGURE 3-8. LOCKHEED C-141 STARLIFTER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
301,600 LB 136,900 KG	185,000 LB 83,990 KG	130'10" 39.88M	136'3" 41.53M	38'5" 11.71M	45'8" 13.92M	63'1" 19.23M	22'1" 6.73M	27'2" 8.28M	46'1" 14.25M	51'11" 15.98M	2'4" 0.71M	4'8" 1.42M	36'7" 11.15M	12'4" 3.76M	107' 32.6M

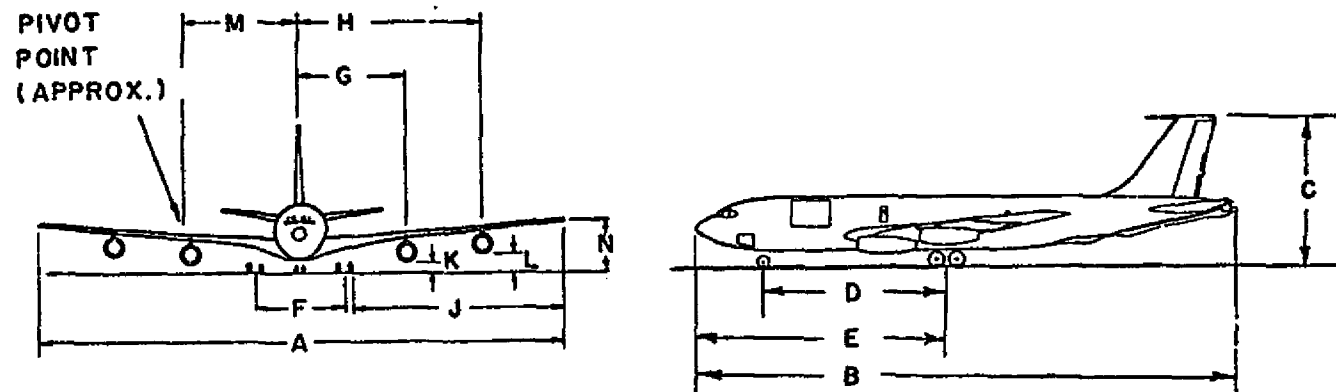


FIGURE 3-9. BOEING KC-135A

APPENDIX 1. INDEX OF CIVIL AND COMMERCIAL AIRCRAFT TYPES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>NAME</u>	<u>PAGE</u>
@ AEROSPATIALE (FRANCE)	SE-210	CARAVELLE	57
	N-262A	NORD 262	27
		CONCORDE	62
AEROSTAR AVIATION (Ted Smith)+	600/601	AEROSTAR	9
(Air Products)+	415	ERCOUPE	7
(Mooney)+	M-20	CHAPARRAL, EXECUTIVE	7
		MUSTANG, RANGER,	
		STATESMAN	
	M-22	MARK 22	7
AIRBUS INDUSTRIES	A300, 310, 320	AIRBUS	61
	600		
AIR PRODUCTS	(SEE AEROSTAR AVIATION)		
AMERICAN AVIATION	(SEE GRUMMAN)		
@AVIONS MARCEL DASSAULT (FRANCE)	MYSTERE 20	FAN JET FALCON	41
@B.A.C. (UNITED KINGDOM)	111-200, 400, 500	----	58
		CONCORDE	62
	146-100, 200, 300	----	63
(Vickers)+	VC-10-1100	----	59
	VC-10-1150	SUPER VC-10	59
	VISCOUNT 745, 810	VISCOUNT	35
BEDE AIRCRAFT	BD-4	----	6
BEECHCRAFT	18	----	12
	B-55, E-55	BARON	9
	V-35B, F-33	BONANZA	7
	F-33A	DEBONAIR	7
	A-60	DUKE	9
	A-90, A-100	KING AIR	14
	23	MUSKETEER	7
	A-65, B-80	QUEEN AIR	13
	99A	99 AIRLINER	15
BELLANCA (Champion)+	7	CITABRIA	4
BELLANCA	260/300	VIKING	7
BOEING	707-120, 120B	----	46
	707-320, 320B, 320C		46

NOTES: @ DENOTES FOREIGN MANUFACTURER. COUNTRY IS SHOWN IN PARENTHESES.
+ DENOTES PREVIOUS MANUFACTURERS OF THE INDICATED MODEL(S).

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>NAME</u>	<u>PAGE</u>
BOEING	720	----	46
	720B	----	46
	727,100,200	----	47
	737	----	48
	747	----	49
	757	----	50
	767	----	50
	120	----	4
CESSNA	140	----	4
	150	----	6
	170	----	4
	190	----	4
	195	----	4
	310	----	9
	177	CARDINAL	6
	210	CENTURION	6
	500	CITATION	36
	172	SKYHAWK	6
	182	SKYLANE	6
	180/185	SKYWAGON	4
	206	STATIONAIR	6
	336/337	SUPER SKYMASTER	11
	207	SUPER SKYWAGON	6
	401/402/421	TWIN CESSNA	10
CHAMPION AIRCRAFT	(SEE BELLANCA)		
CONVAIR	22 (880)	(SEE GENERAL DYNAMICS/CONVAIR)	
	30A (990)	(SEE GENERAL DYNAMICS/CONVAIR)	
	240	----	22
	340	----	22
	440	METROPOLITAN	22
	580	----	22
	600	----	22
	640	----	22
@DE HAVILLAND (U.K.)	(SEE HAWKER SIDDELEY)		
@DE HAVILLAND CANADA (CANADA)	DHC-6-300	TWIN OTTER	18
DOUGLAS	DC-3	----	23
	DC-4	----	31
	DC-6	----	31
	DC-7	----	31
	DC-8	(SEE MCDONNELL DOUGLAS)	
	DC-9	(SEE MCDONNELL DOUGLAS)	
	DC-10	(SEE MCDONNELL DOUGLAS)	

MANUFACTURER	MODEL	NAME	PAGE
FAIRCHILD HILLER (Fairchild)+	F-27	FRIENDSHIP	24
	F-27A, J	FRIENDSHIP	24
FAIRCHILD HILLER	FH-227, -B	----	24
@FOKKER (THE NETHERLANDS)	F.28 Mk 1000	FELLOWSHIP	42
GATES LEARJET	24	LEARJET 24	37
	25	LEARJET 25	37
	35, 36	LEARJET 35, 36	37
GENERAL DYNAMICS/CONVAIR	22	CONVAIR 880	52
	30A	CONVAIR 990	52
GRUMMAN (American Aviation)+	AA-1	YANKEE	8
GRUMMAN	G-159	GULFSTREAM I	25
	G-1159	GULFSTREAM II	38
@HAMBURGER FLUGZEUBAU G.M.B.H. (WEST GERMANY)	HFB-320	HANSA	43
@HAWKER SIDDELEY (U.K.)	125	----	44
	748	----	29
(DE HAVILLAND)+	104	DOVE	19
(DE HAVILLAND)+	114	HERON	28
HELIO AIRCRAFT	H-250, H-295	HELIO COURIER	4
	HST-550	HELIO STALLION	4
@ISRAEL AIRCRAFT INDUSTRIES (ISRAEL)	1121	COMMODORE JET	45
	1123	WESTWIND	45
@ILYUSHIN (U.S.S.R.)	IL-62	----	60
LOCKHEED	749	CONSTELLATION	34
	L-188-2A, -2C	ELECTRA II	32
	L-382, L-100-20	HERCULES	35
	1329	JETSTAR	39
	1649A	JETSTREAM	34
	1049	SUPER CONSTELLATION	34
	1011	TRISTAR	51
LUSCOMBE	(SEE SILVAIRE)		
MARTIN	404	----	26
MCDONNELL DOUGLAS	DC-8-20	----	54
	-30	----	54

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>NAME</u>	<u>PAGE</u>
MCDONNELL DOUGLAS - Continued	DC-8-40	----	54
	-50	----	54
	-61,-71	----	54
	-62,-72	----	54
	-63,-73	----	54
	DC-9-10	----	55
	-20	----	55
	-30	----	55
	-40	----	55
	-50	----	55
	MD -80	----	55
	DC-10-10	----	56
	-20	----	56
	-30	----	56
@MITSUBISHI (JAPAN)	MU-2	----	20
MOONEY	(SEE AEROSTAR AVIATION)		
NAVION	G-1	RANGEMASTER	8
@NIHON/N.A.M.C. (JAPAN)	YS-11A-200	----	30
NORTH AMERICAN ROCKWELL	(SEE ROCKWELL INT'L)		
PIPER	PS-23-160	APACHE	10
	-250	AZTEC	10
	PA-28-180	CHEROKEE	8
	-200	CHEROKEE ARROW	8
	PA-32	CHEROKEE SIX	8
	PA-24	COMMANCHE	8
	PA-31	NAVAJO	10
	PA-20	PACER	5
	PA-12/14/15	SUPER CRUISER	5
	PA-18	SUPER CUB	5
	PA-22	TRI-PACER	6
	PA-30	TWIN COMMANCHE	10
ROCKWELL INTERNATIONAL (NORTH AMERICAN ROCKWELL)+	112	----	8
	500	AERO COMMANDER 500	11
	560/680	GRAND/COURSER	11
		COMMANDER	
	1121	JET COMMANDER	45
	681	HAWK/TURBO II	11
		COMMANDER	
	----	SHRIKE COMMANDER	11
(NORTH AMERICAN)+	NA-265-40, -60	SABRELINER	40

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AC 150/5325-5C
Appendix 1

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>NAME</u>	<u>PAGE</u>
@SHORT BROS. AND HARLAND (U.K.)	SC.7 330,360	SKYVAN ----	21 21
SILVAIRE (LUSCOMBE)+	8	----	5
STINSON	(SEE UNIVAIR AIRCRAFT)		
SWEARINGEN	SA-26-AT ---- SA-226-TC	MERLIN II MERLIN III MERLIN IV/METRO	16 16 17
TAYLORCRAFT	BC-12	----	5
UNIVAIR AIRCRAFT (STINSON/UNIVERSAL)+	108	VOYAGER	5
UNIVERSAL AIRCRAFT	(SEE UNIVAIR AIRCRAFT)		
@VICKERS (U.K.)	(SEE B.A.C.)		

APPENDIX 2. INDEX OF MILITARY AIRCRAFT TYPES

<u>MILITARY DESIGNATION AND COMMON NAME</u>	<u>MANUFACTURER</u>	<u>CIVIL DESIGNATION IF ANY [®]</u>	<u>PAGE[®]</u>
B-52D,G,H STRATOFORTRESS	BOEING	----	71
C-5A GALAXY	LOCKHEED	----	72
C-7 CARIBOU	DE HAVILLAND CANADA	----	66
C-9A,B NIGHTINGALE	MCDONNELL DOUGLAS	DC-9-30	55
C-47 SKYTRAIN	DOUGLAS	DC-3	23
C-54 SKYMASTER	DOUGLAS	DC-4	31
C-97, KC-97L	BOEING	----	67
C-118 LIFTMASTER	DOUGLAS	DC-6	31
C-119 FLYING BOXCAR	FAIRCHILD	----	68
C-121A,C	LOCKHEED	L-749, L-1049 CONSTELLATION	34
C-123K PROVIDER	FAIRCHILD	----	69
C-124 GLOBEMASTER	DOUGLAS	----	70
C-130 HERCULES	LOCKHEED	L-382 (L-100-20)	33
C-131A,B,D,E,G	CONVAIR	CONVAIR 340, 440, 580	22
KC-135A	BOEING	----	74
C-137, VC-137B,C	BOEING	707-320B,C	46
C-140	LOCKHEED	L-1329 JETSTAR	39
C-141 STARLIFTER	LOCKHEED	----	73
E-4	BOEING	747B	49
P-3A,B,C ORION	LOCKHEED	L-188 ELECTRA II	32
R-4D	(SEE C-54)		

[®] REFERENCE IS TO DATA FOR THE CIVILIAN VARIANT IF DESIGNATION IS GIVEN

Appendix 2

<u>MILITARY DESIGNATION AND COMMON NAME</u>	<u>MANUFACTURER</u>	<u>CIVIL DESIGNATION IF ANY[®]</u>	<u>PAGE[®]</u>
R-5D	(SEE C-47)		
R-6D	(SEE C-121)		
T-29A,B,C,D	CONVAIR	CONVAIR 240	22
T-39	ROCKWELL INT'L.	NA-265-40	40
T-43	BOEING	737	48