

Federal Aviation Agency

ADVISORY CIRCULAR

AC NO: AC 150/5325-5

AIRPORTS

EFFECTIVE :

4/12/65

SUBJECT : AIRCRAFT DATA

1. PURPOSE. This circular presents a listing of principal dimensions of aircraft affecting airport design for guidance in airport development. Data assembled here are for the airplanes in common use in the civil fleet. The use of these data is acceptable for project activity under the Federal-aid Airport Program.
2. CANCELLATIONS. This circular consolidates and replaces the following material:
 - a. Aircraft data on Pages 24 through 54 and paragraphs under "Aircraft Data" on Page 23 of the Federal Aviation Agency publication titled Airport Design, 1961, including Supplement No. 1 dated 1962.
 - b. Pages 13 through 20 of Appendix 2 of AC 150/5300-1, VFR Airports, March 1963, with Changes 1 and 2.
3. NEW MATERIAL. Aircraft data for the following aircraft are added to the replaced material:
 - a. Boeing 707-300B Series.
 - b. Boeing 727-00 Series.
 - c. Convair 240.
 - d. Convair 990A.
 - e. Fairchild F-27A.
4. HOW TO GET THIS PUBLICATION. Obtain additional copies of this circular AC 150/5325-5, Aircraft Data, from the Federal Aviation Agency, Distribution Section, HQ-438, Washington, D.C. 20553.



Cole Morrow, Director
Airports Service

1. INTRODUCTION.

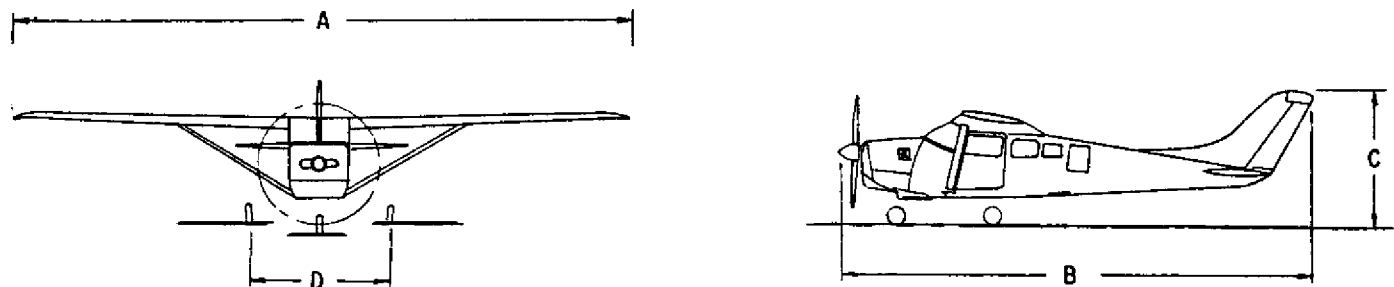
- a. In planning new airports or improvements to existing airports, consideration should be given to the many physical characteristics of airplanes to insure maximum possible utilization consistent with anticipated demand. To handle anticipated increases in traffic, for example, the airport designer should consider the influences of the physical characteristics of the airplanes on ground operating areas since a low acceptance rate of a particular ground area may govern the acceptance rate of the entire airport. Such considerations should be weighed in establishing the design and utility of landing areas, taxiways, ramps, aprons, fueling facilities, and gate positions.
- b. It is important that the physical characteristics of both transport and nontransport airplanes be considered in developing requirements for airports to ensure maximum potential use of ground operating areas. These characteristics have operational and economic significance that could materially affect airport development.

2. SCOPE. All the aircraft data presented are those of specific models, unless otherwise noted. These data are shown in Appendices 1 through 5 and are subdivided in accordance to aircraft size and aircraft power plant type, as follows:

- a. Appendix 1 - Piston Powered Small Airplanes.
- b. Appendix 2 - Piston Powered Large Airplanes.
- c. Appendix 3 - Turboprop Powered Large Airplanes.
- d. Appendix 4 - Turbojet Powered Large Airplanes.
- e. Appendix 5 - Turbofan and Aftfan Large Airplanes.

APPENDIX 1. PISTON POWERED SMALL AIRPLANES

1. AIRCRAFT DATA. The aircraft data contained in this appendix are for airplanes with the following items in common:
 - a. Single or twin engine (one or two engines).
 - b. Propeller driven.
 - c. Equipped with reciprocating engines.
 - d. Certificated with a maximum takeoff weight of 12,500 pounds or less.
 - e. Other than transport category.
2. EXPLANATORY INSTRUCTIONS. To insure proper interpretation of certain column headings in this appendix, the following explanations are given:
 - a. The horsepower shown is obtained from the aircraft specifications and in all cases the maximum rated horsepower is shown.
 - b. The maximum gross weight is the certificated maximum takeoff weight of the specific aircraft model listed.
 - c. The minimum turning radius, as presented, is a function of the wingspan and the tread dimension. The aircraft is assumed to turn on one locked wheel with no forward roll.

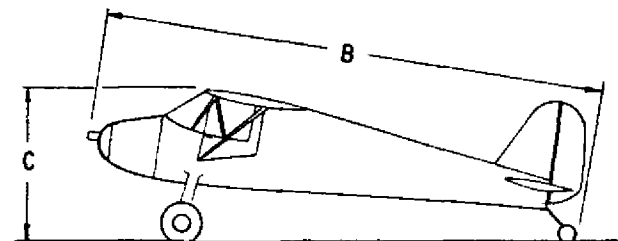
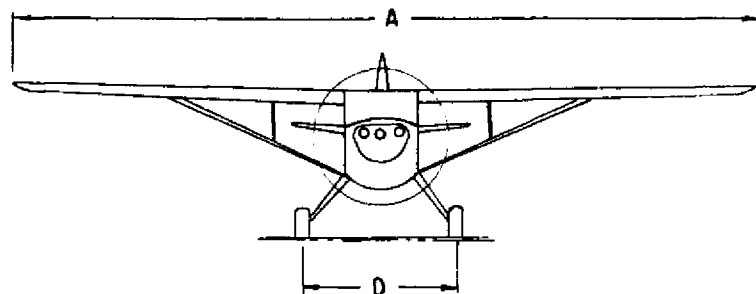


AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Air Products	415 D,E,G	Ercoupe	2	75	1400	30'-0"	20'-9"	5'-11"	7'-5"	18'-9"
Beech	A 35,B,R	Bonanza	4	105	2650	32'-10"	25'-2"	6'-6"	9'-7"	21'-3"
Beech	A-35	Bonanza	5	260	3125	33'-5"	25'-2"	7'-7"	9'-7"	21'-6"
Beech	35-A33	Debonair	4	225	3000	32'-10"	25'-6"	8'-3"	9'-7"	21'-3"
Cessna	150	150	2	100	1500	33'-4"	21'-11"	6'-11"	6'-5"	19'-10"
Cessna	210	210	4	260	2900	36'-7"	27'-9"	8'-8"	8'-2"	22'-5"
Mooney	M-18C	Mite	1	65	850	26'-10"	17'-7"	6'-2"	5'-9"	16'-4"
Mooney	M-20	Mark 20	4	150	2450	35'-0"	23'-3"	8'-3"	9'-2"	22'-1"
Navion	A	Navion	4	205	2750	33'-5"	27'-8"	8'-8"	8'-2"	20'-10"
Piper	PA-22-108	Colt	2	108	1650	30'-0"	20'-0"	6'-3"	9'-11"	19'-11"

FIGURE 1. Single Engine, Tri-cycle Landing Gear Airplanes

AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Piper	PA-22-135	Tri-Pacer	4	135	1850	29'-3"	20'-6"	8'-4"	9'-11"	19'-7"
Piper	PA-24-180	Comanche	4	180	2550	36'-0"	24'-8"	7'-3"	9'-9"	22'-10"
Piper	PA-24-250	Comanche	4	250	2900	36'-0"	24'-11"	7'-3"	9'-9"	22'-10"
Cessna	172	172	4	145	2200	36'-0"	26'-6"	8'-11"	7'-2"	19'-8"
Cessna	175	175	4	175	2350	36'-0"	26'-6"	8'-11"	7'-2"	21'-9"
Cessna	182	182	4	230	2550	36'-0"	27'-4"	7'-4½"	7'-8"	21'-4"

FIGURE 1. Single Engine, Tri-cycle Landing Gear Airplanes (Continued)

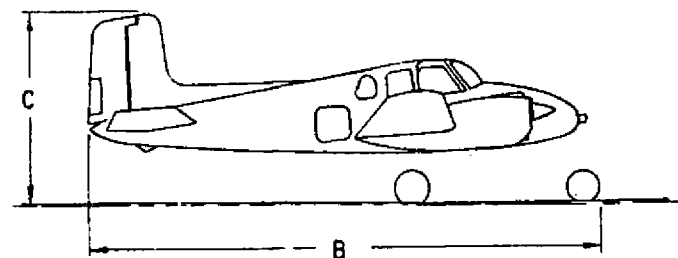
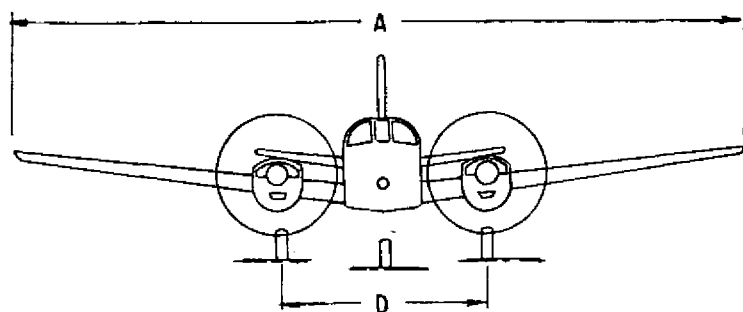


AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Aeronca	15 AC	Sedan	4	145	2050	37'-6"	25'-3"	7'-0"	-	-
Cessna	140A	140A	2	85	1500	32'-10"	22'-0"	6'-3"	6'-5"	19'-7"
Cessna	170,A,B	170	4	145	2200	36'-0"	25'-0"	6'-7"	7'-6"	21'-9"
Cessna	180	180	4	230	2650	36'-0"	25'-6"	7'-6"	7'-8"	21'-10"
Cessna	185	Skywagon	6	260	3200	36'-0"	25'-6"	7'-6"	7'-8"	21'-10"
Cessna	190,195A	190, 195A	5	245	3350	36'-2"	27'-1"	7'-2"	7'-8"	21'-11"
Downer	14-19	Cruisemaster	4	190	2600	34'-2"	23'-0"	6'-2"	8'-10"	21'-6"
Piper	PA-12	Super Cruiser	3	100	1750	35'-5"	22'-10"	6'-10"	5'-11"	20'-8"
Piper	PA-18	Super Cub "95"	2	90	1500	35'-2"	22'-4"	6'-8"	5'-11"	20'-7"
Piper	PA-20	Pacer	4	125	1800	29'-4"	20'-5"	6'-2"	5'-11"	17'-7"

FIGURE 2. Single Engine, Tail Wheel Landing Gear Airplanes

AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Universal	108-1	Voyager	4	150	2230	33'-11"	24'-6"	6'-10"	7'-1"	20'-6"
Universal	108-3	Voyager	4	165	2230	33'-11"	25'-2"	7'-6"	7'-1"	20'-6"
Universal	108-2	Voyager	4	165	2230	33'-11"	25'-2"	7'-6"	7'-1"	20'-6"

FIGURE 2. Single Engine, Tail Wheel Landing Gear Airplanes (Continued)

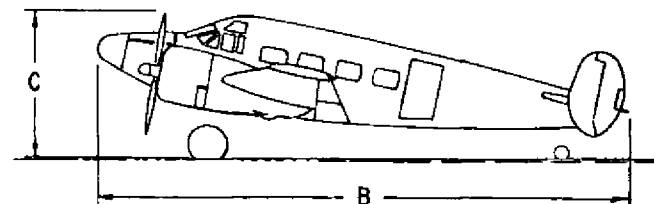
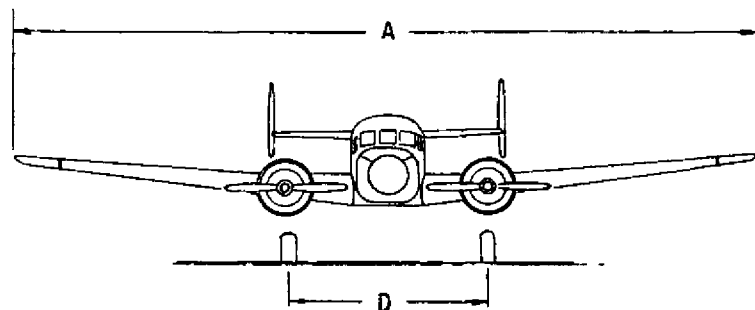


AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Aero	500 A	Commander	7	260	6250	49'-6"	35'-1"	14'-6"	12'-11"	31'-2"
Aero	500 B	Commander	7	290	6750	49'-6"	35'-1"	14'-6"	12'-11"	31'-2"
Aero	560 E	Commander	7	255	6500	49'-6"	35'-1"	14'-6"	12'-11"	31'-2"
Aero	680 E	Commander	7	340	7500	49'-6"	35'-1"	14'-6"	12'-11"	31'-2"
Aero	680 F	Commander	7	360	8000	49'-0"	35'-1"	14'-6"	12'-11"	30'-11"
Beech	G 50	Twin-Bonanza	7	340	7150	45'-3"	31'-6"	11'-6"	12'-9"	29'-0"
Beech	A 55	Baron	4-6	260	4880	37'-10"	26'-8"	9'-7"	9'-7"	23'-8"
Beech	65	Queen Air	7-8	340	7700	45'-10"	33'-4"	14'-2"	12'-9"	29'-4"
Beech	95 A	Travel Air	4-5	180	4200	37'-10"	25'-4"	9'-6"	9'-7"	23'-8"
Cessna	310 C,D	310 C, D	5	260	4830	36'-0"	29'-7"	9'-11"	12'-0"	24'-0"

FIGURE 3. Twin Engine, Tri-cycle Landing Gear Airplanes

AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Piper	PA-23-160	Apache G	4-5	160	3800	37'-0"	27'-1"	9'-6"	11'-0"	24'-0"
Piper	PA-23-250	Aztec	5	250	4800	37'-0"	27'-7"	10'-3"	11'-0"	24'-0"
de Havilland	104 Series 1	Dove	10-11- 13	<u>340</u> 315	8500	57'-0"	39'-3"	13'-4"	13'-8"	35'-4"

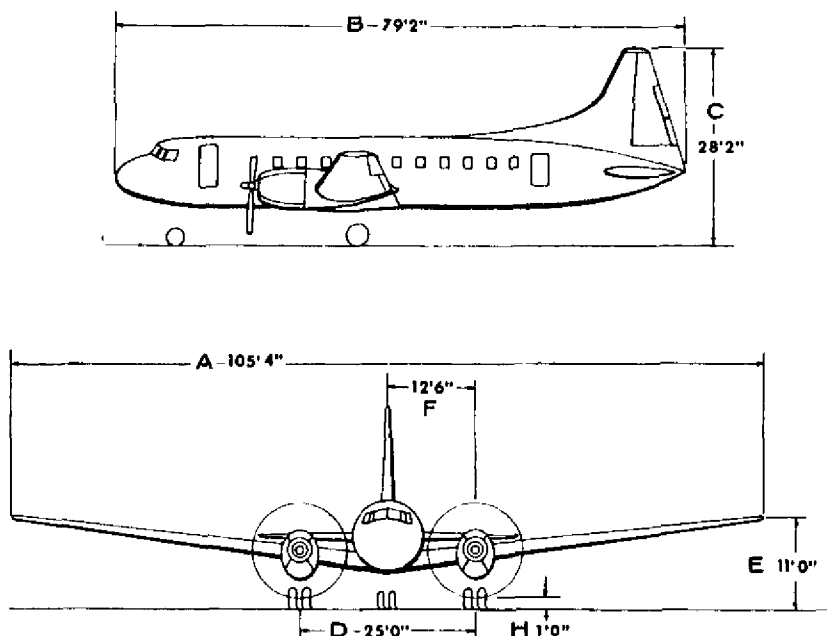
FIGURE 3. Twin Engine, Tri-cycle Landing Gear Airplanes (Continued)



AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Beech	C 18S	Twin-Beech	7-10	450	8240	47'-8"	34'-3"	9'-9"	12'-11"	30'-3"
Beech	C 45 G,H	Twin-Beech	7-10	450	9000	47'-7"	33'-11"	9'-2"	12'-11"	30'-3"
Beech	D 18S	Twin-Beech	7-10	450	9000	47'-7"	33'-11"	9'-2"	12'-11"	30'-3"
Beech	E 18S	Super 18	7-10	450	9300	49'-8"	35'-2"	9'-6"	12'-11"	31'-3"

FIGURE 4. Twin Engine, Tail Wheel Landing Gear Airplanes

CONVAIR 340

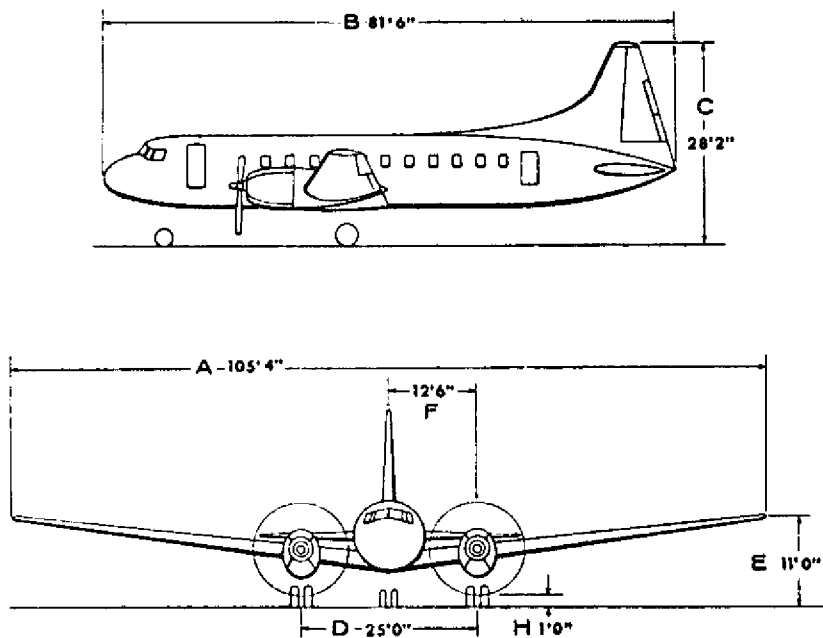


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
47,000#	46,500#	38'-7"	26'-2"	34'-1"	14'-8"	67'-4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
105'-4"	79'-2"	28'-2"	25'-0"	11'-0"	12'-6"	—	1'-0"	—

FIGURE 2. Convair 340

CONVAIR 440

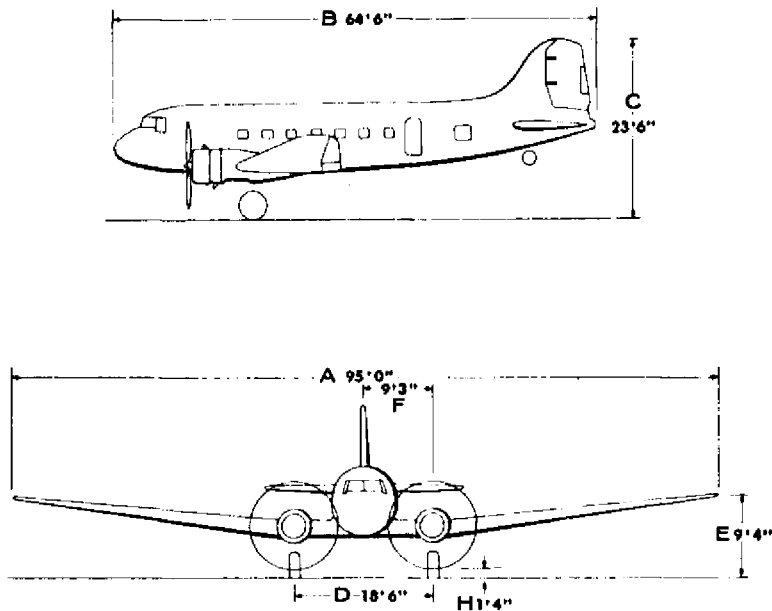


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
49,200#	47,650#	38'-7"	26'-2"	36'-5"	14'-8"	67'-4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
105'-4"	81'-6"	28'-2"	25'-0"	11'-0"	12'-6"	—	1'-0"	—

FIGURE 3. Convair 440

DOUGLAS DC-3

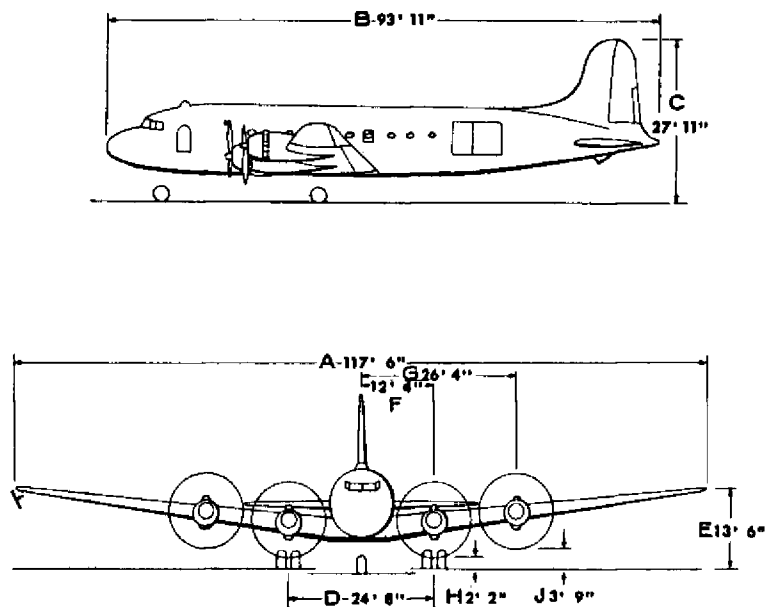


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
25,200#	25,200#	37'-7"	37'-11"	18'-6"	9'-3"	57'-3"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
95'-0"	64'-6"	23'-6"	18'-6"	9'-4"	9'-3"	—	1'-4"	—

FIGURE 4. Douglas DC-3

DOUGLAS DC-4

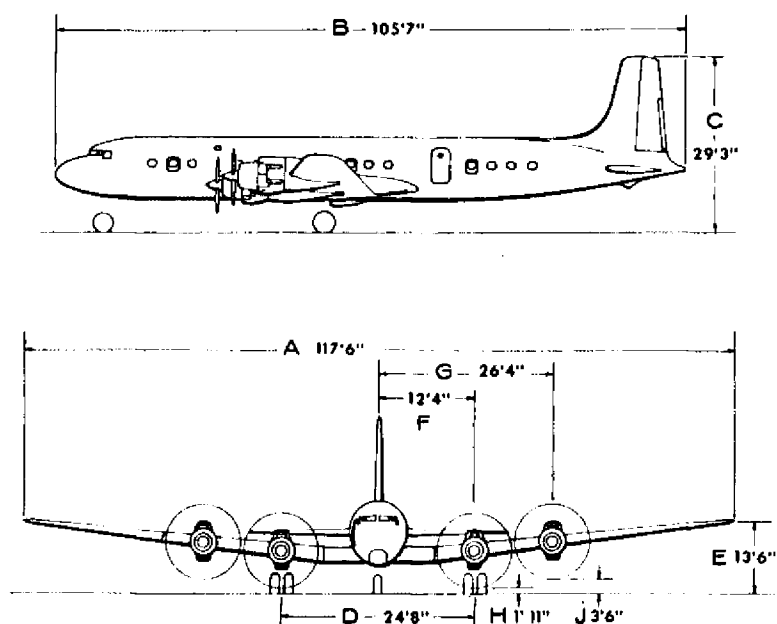


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
73,000#	63,500#	44'-6"	27'-5"	36'-0"	27'-5"	86'-2"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
117'-6"	93'-11"	27'-11"	24'-8"	13'-6"	12'-4"	26'-4"	2'-2"	3'-9"

FIGURE 5. Douglas DC-4

DOUGLAS DC-6A & 6B

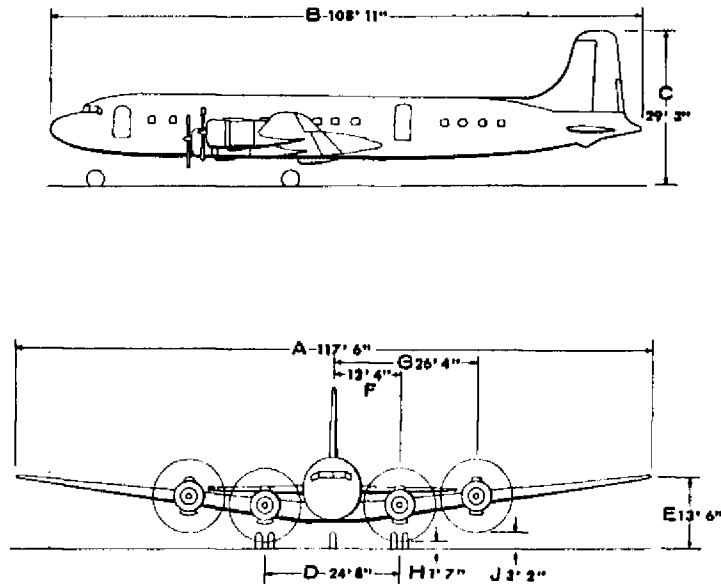


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CL MAIN GEAR	PIVOT POINT TO CL AIRCRAFT	TURN RADIUS
104,000#	86,200#	44'-7"	36'-2"	44'-9"	13'-11"	72'-8"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
117'-6"	105'-7"	29'-3"	24'-8"	13'-6"	12'-4"	26'-4"	1'-11"	3'-6"

FIGURE 6. Douglas DC-6A & 6B

DOUGLAS DC-7 & 7B

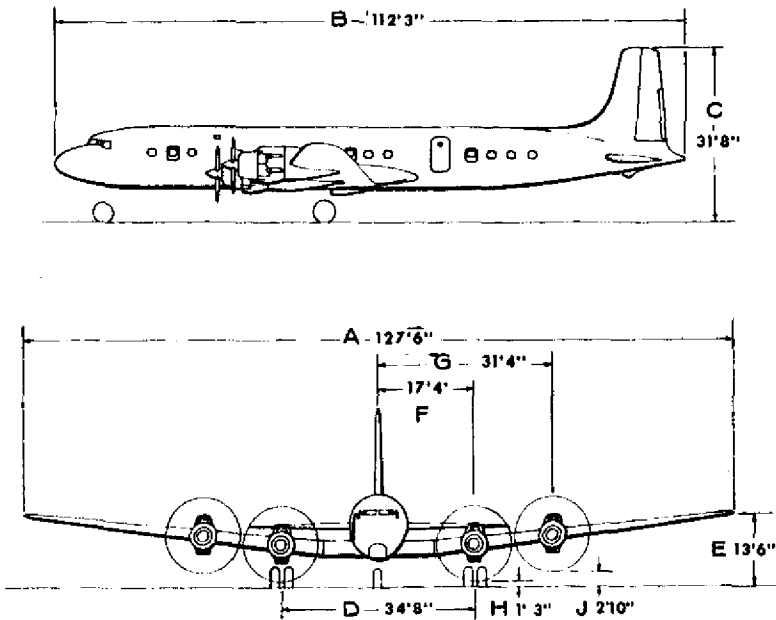


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☉ MAIN GEAR	PIVOT POINT TO ☉ AIRCRAFT	TURN RADIUS
*126,000#	*102,000#	44'-6"	36'-2"	44'-9"	12'-6"	71'-3"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
117'-6"	108'-11"	29'-3"	24'-8"	13'-6"	12'-4"	26'-4"	1'-7"	3'-2"

FIGURE 7. Douglas DC-7 & 7B

DOUGLAS DC-7C

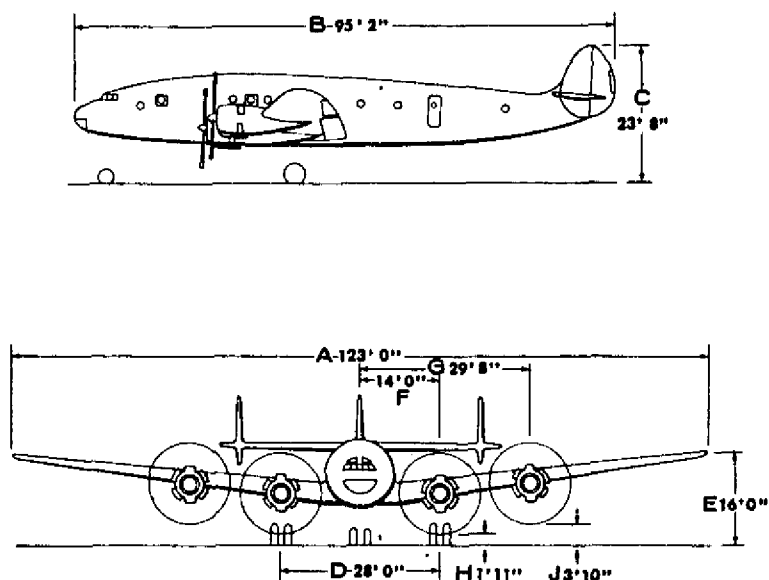


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO & MAIN GEAR	PIVOT POINT TO & AIRCRAFT	TURN RADIUS
143,000#	111,000#	44'-7"	39'-6"	48'-1"	17'-4"	81'-1"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
127'-6"	112'-3"	31'-8"	34'-8"	13'-6"	17'-4"	31'-4"	1'-3"	2'-10"

FIGURE 8. Douglas DC-7C

LOCKHEED 49 SERIES & 149

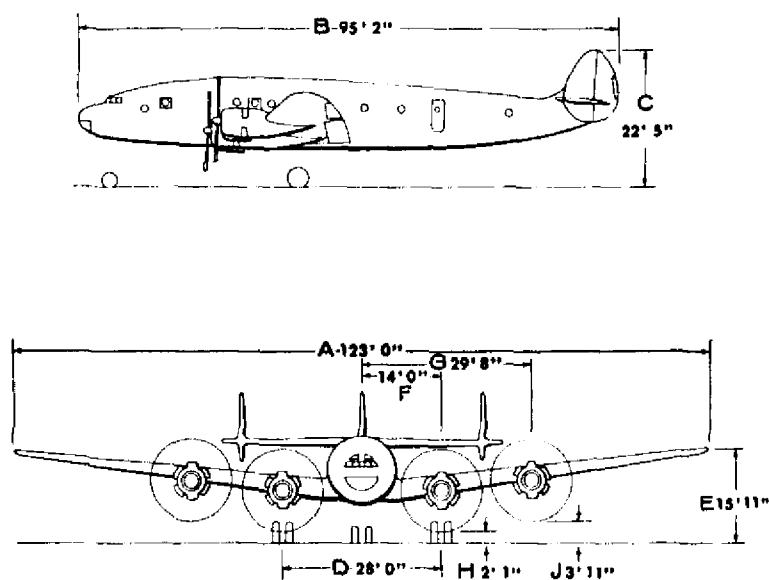


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
*100,000#	*84,500#	45'-7"	33'-3"	39'-5"	31'-1"	92'-7"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
123'-0"	95'-2"	23'-8"	28'-0"	16'-0"	14'-0"	29'-8"	1'-11"	3'-10"

FIGURE 9. Lockheed 49 Series & 149

LOCKHEED 649, 649A, 749, & 749A

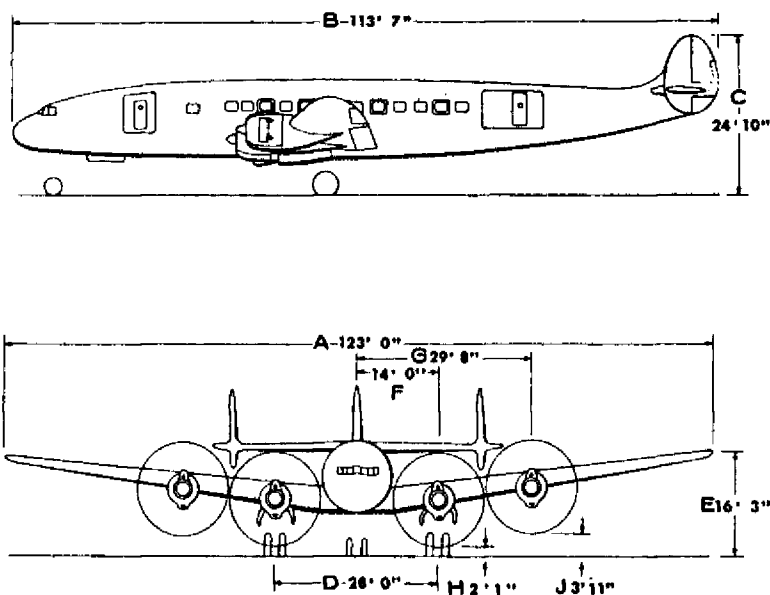


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
*107,000#	*89,500#	45'-7"	33'-0"	39'-3"	31'-1"	92'-7"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
123'-0"	95'-2"	22'-5"	28'-0"	15'-11"	14'-0"	29'-8"	2'-1"	3'-11"

FIGURE 10. Lockheed 649, 649A, 749, & 749A

LOCKHEED 1049 & 1049G

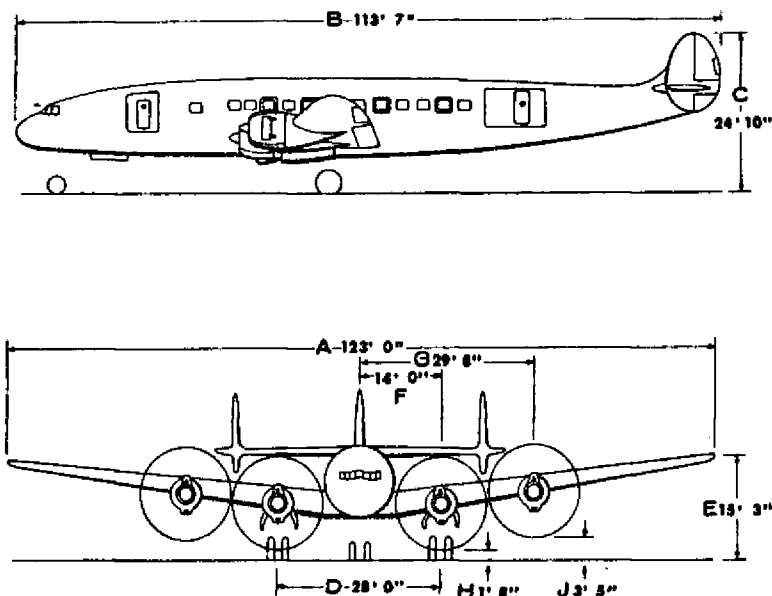


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*137,500#	*113,000#	45'-11"	43'-7"	49'-11"	26'-0"	87'-6"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
123'-0"	113'-7"	24'-10"	28'-0"	16'-3"	14'-0"	29'-8"	2'-1"	3'-11"

FIGURE 11. Lockheed 1049 & 1049G

LOCKHEED 1049H

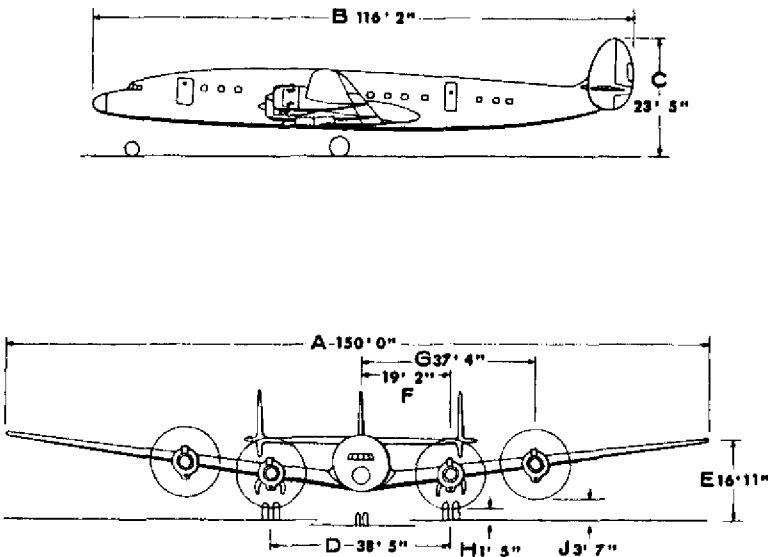


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
142,000#	114,500#	45'-11"	43'-7"	49'-11"	26'-0"	87'-6"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
123'-0"	113'-7"	24'-10"	28'-0"	15'-3"	14'-0"	29'-8"	1'-8"	3'-5"

FIGURE 12. Lockheed 1049H

LOCKHEED 1649A

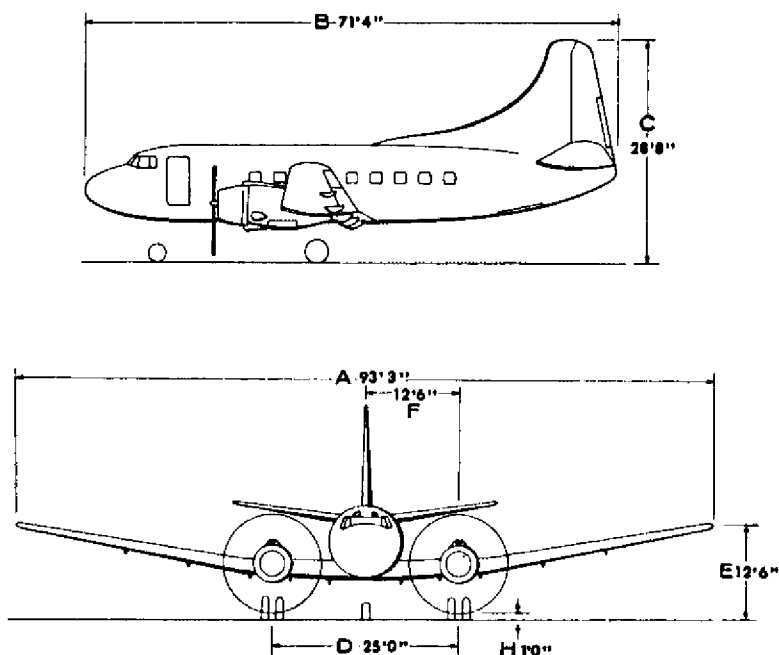


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☉ MAIN GEAR	PIVOT POINT TO ☉ AIRCRAFT	TURN RADIUS
160,000#	123,000#	53'-10"	45'-7"	54'-4"	28'-4"	103'-5"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
150'-0"	116'-2"	23'-5"	38'-5"	16'-11"	19'-2"	37'-4"	1'-5"	3'-7"

FIGURE 13. Lockheed 1649A

MARTIN 202

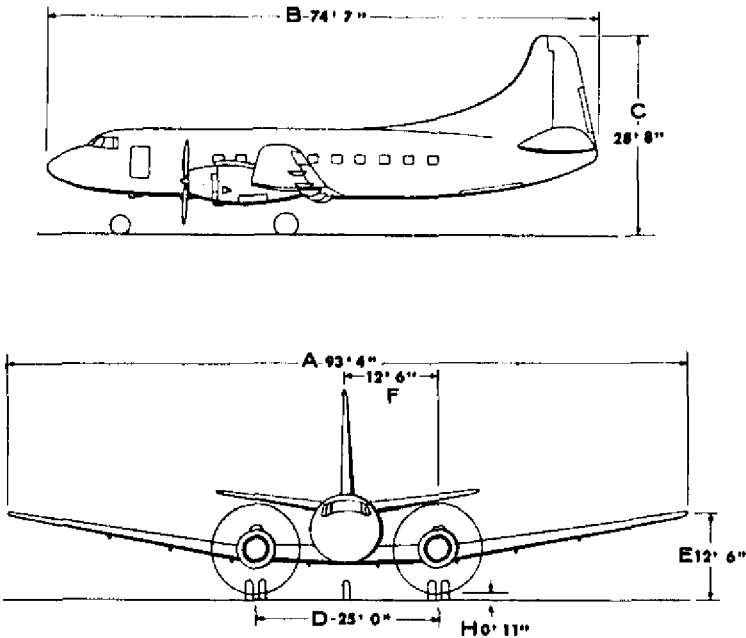


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
39,900#	38,000#	32'-8"	21'-4"	31'-2"	12'-6"	59'-2"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'-3"	71'-4"	28'-8"	25'-0"	12'-6"	12'-6"	—	1'-0"	—

FIGURE 14. Martin 202

MARTIN 404



MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
44,900#	43,000#	32'-8"	22'-5"	32'-3"	12'-6"	59'-2"

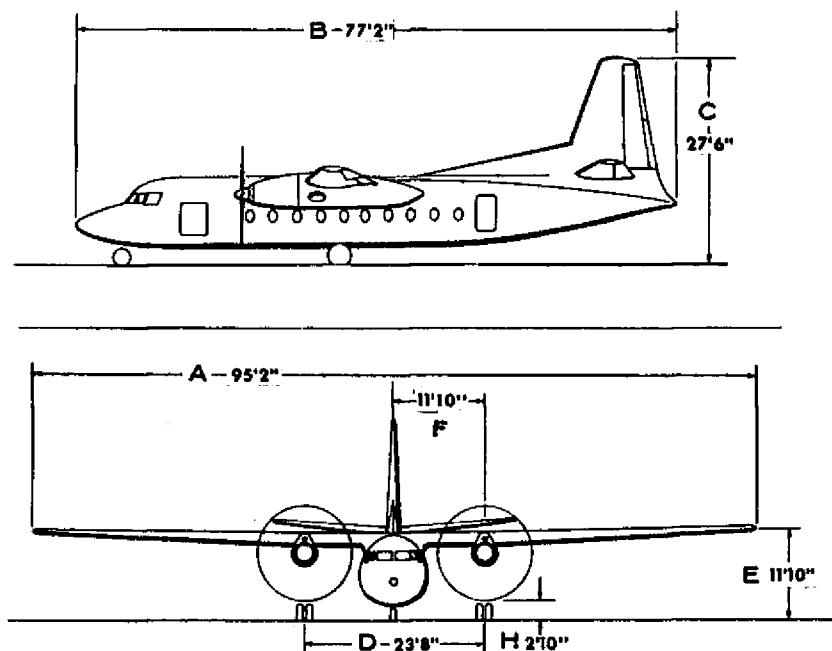
A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'-4"	74'-7"	28'-8"	25'-0"	12'-6"	12'-6"	—	0'-11"	—

FIGURE 15. Martin 404

TABLE 1. MAXIMUM TAKEOFF AND LANDING WEIGHTS OF
PISTON POWERED LARGE AIRPLANES

AIRPLANE	MAXIMUM TAKEOFF WEIGHTS	MAXIMUM LANDING WEIGHTS
Douglas DC-7	122,200 Pounds	97,000 Pounds
Douglas DC-7B	126,000	102,000
Lockheed 49	86,300	75,000
Lockheed 49A	90,000	77,800
Lockheed 49B	93,000	77,800
Lockheed 49C	93,000	83,000
Lockheed 49D	96,000	83,000
Lockheed 49E	98,000	84,500
Lockheed 149	100,000	83,000
Lockheed 649	94,000	84,500
Lockheed 649A	98,000	89,500
Lockheed 749	102,000	84,500
Lockheed 749A	107,000	89,500
Lockheed 1049	120,000	101,500
Lockheed 1049G	137,500	113,000

FAIRCHILD F-27, F-27A, & F-27B

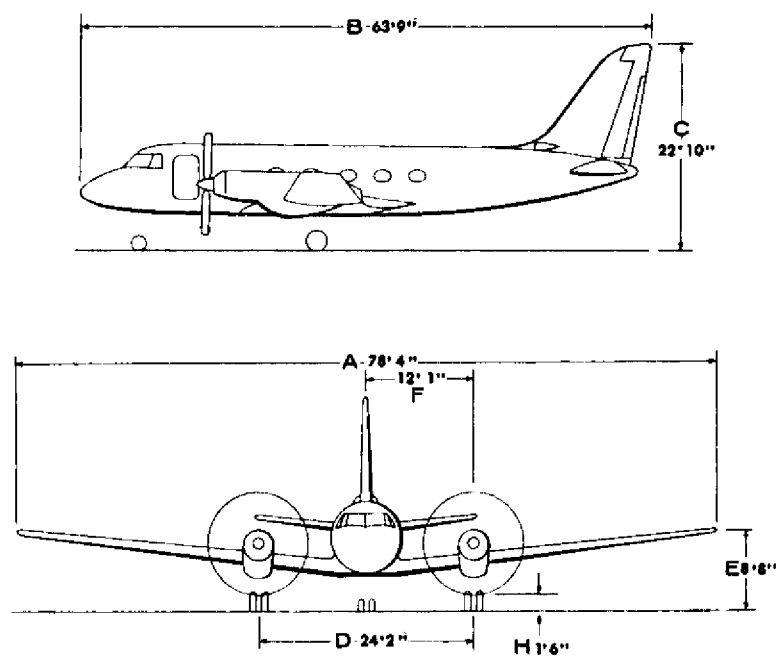


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*42,000#	*37,500#	34'-6"	28'-8"	34'-6"	16'-6"	64'-0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
95'-2"	77'-2"	27'-6"	23'-8"	11'-10"	11'-10"	—	2'-10"	—

FIGURE 2. Fairchild F-27, F-27A, & F-27B

GRUMMAN G-159

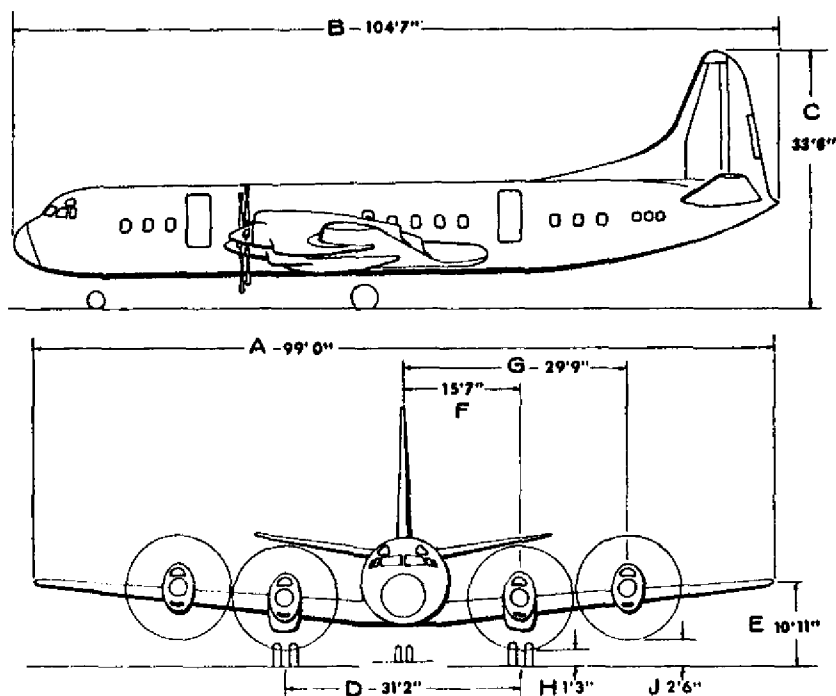


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
35,100#	33,600#	25'-6"	19'-10"	26'-8"	12'-1"	51'-7"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
78'-4"	63'-9"	22'-10"	24'-2"	8'-8"	12'-1"	—	1'-6"	—

FIGURE 3. Grumman G-159

LOCKHEED 188A & 188C

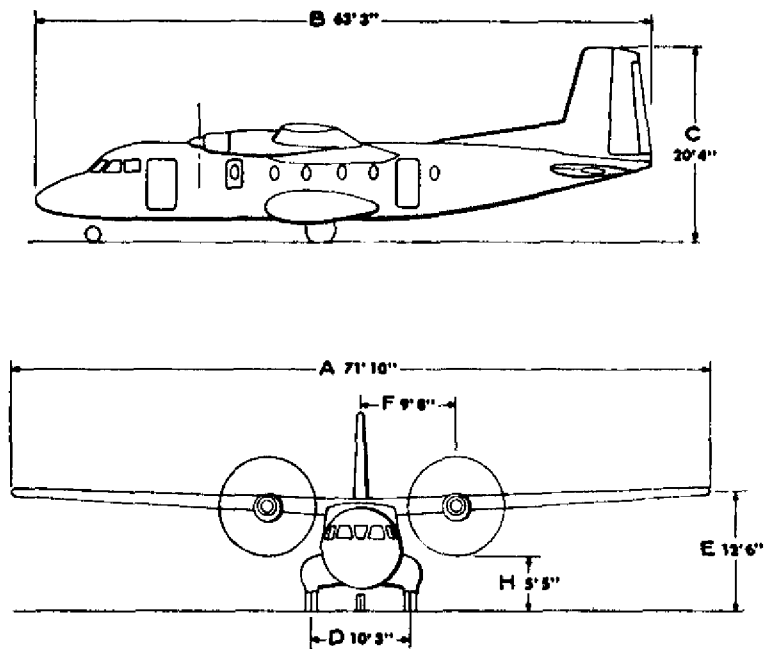


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*116,000#	95,650#	32'-3"	37'-0"	48'-3"	15'-7"	65'-1"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
99'-0"	104'-7"	33'-8"	31'-2"	10'-11"	15'-7"	29'-9"	1'-3"	2'-6"

FIGURE 4. Lockheed 188A & 188C

NORD 262

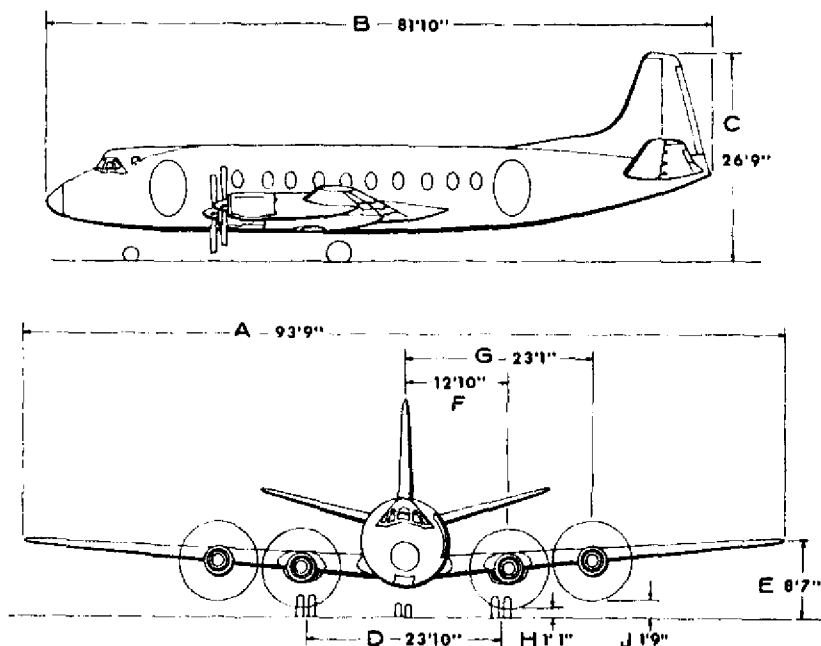


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
22,700#	22,700#	30'-5"	23'-9"	29'-9"	5'-2"	41'-1"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
71'-10"	63'-3"	20'-4"	10'-3"	12'-6"	9'-8"	-	5'-5"	-

FIGURE 5. Nord 262

VICKERS VISCOUNT 745D

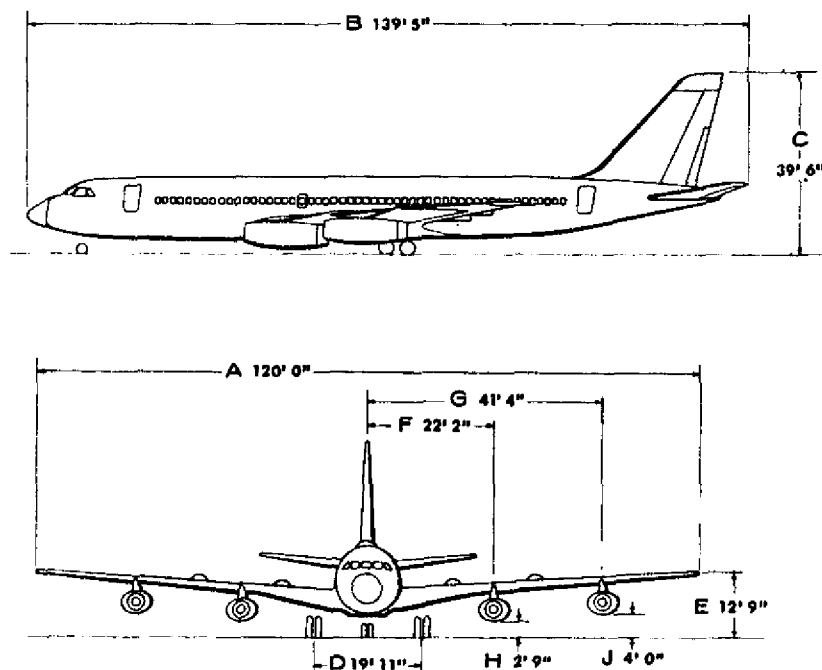


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
64,500#	57,500#	33'-9"	25'-3"	35'-8"	20'-10"	67'-8"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'-9"	81'-10"	26'-9"	23'-10"	8'-7"	12'-10"	23'-1"	1'-1"	1'-9"

FIGURE 6. Vickers Viscount 745D

CONVAIR 990A

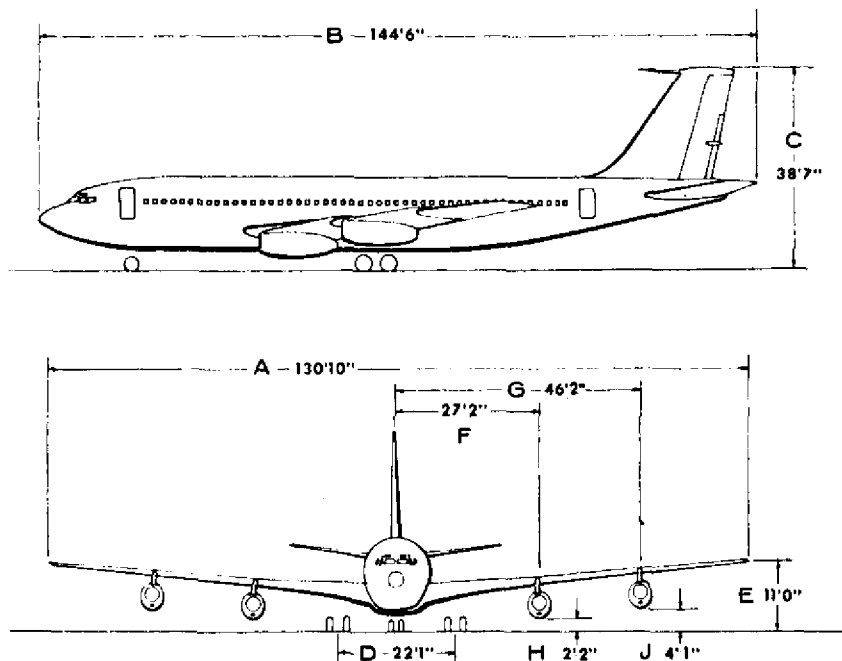


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
253,000#	202,000#	48'-10"	57'-3"	68'-11"	29'-3"	93'-8"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
120'-0"	139'-5"	39'-6"	19'-11"	12'-9"	22'-2"	41'-4"	2'-9"	4'-0"

FIGURE 7. Vickers Viscount 810

BOEING 707-200 SERIES

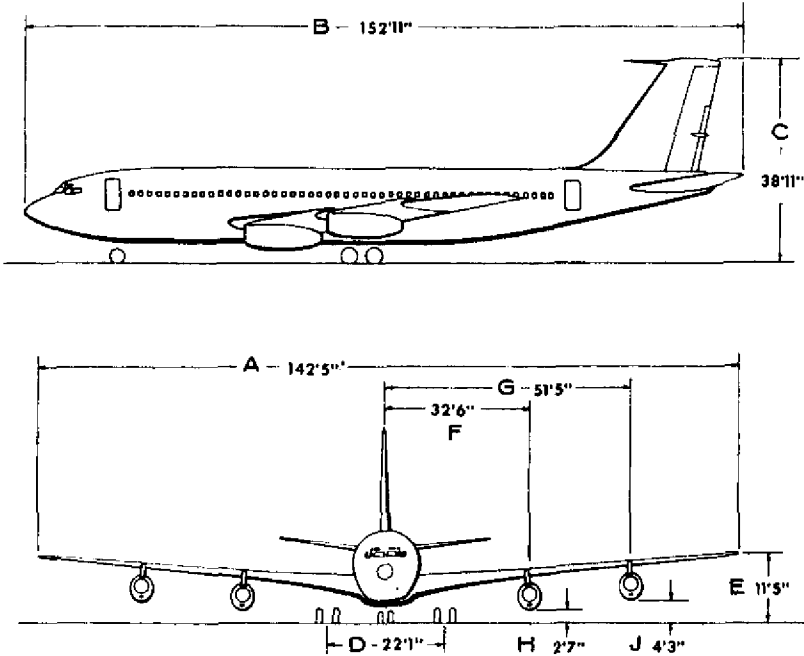


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
248,000#	185,000#	52'-6"	52'-4"	69'-9"	32'-6"	101'-2"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
130'-10"	144'-6"	38'-7"	22'-1"	11'-0"	27'-2"	46'-2"	2'-2"	4'-1"

FIGURE 2. Boeing 707-200 Series

BOEING 707-300 & 400 SERIES

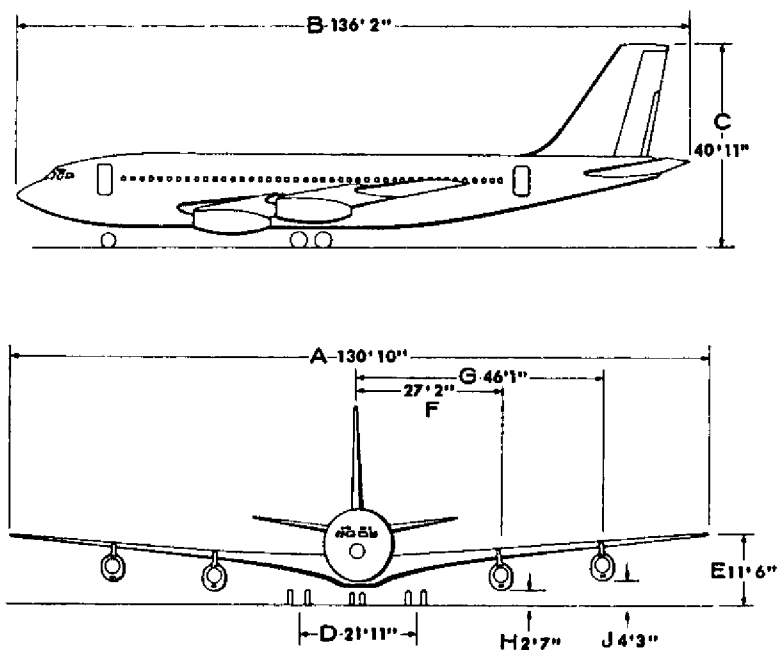


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☉ MAIN GEAR	PIVOT POINT TO ☉ AIRCRAFT	TURN RADIUS
312,000#	207,000#	58'-3"	59'-0"	76'-5"	34'-6"	109'-10"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
142'-5"	152'-11"	38'-11"	22'-1"	11'-5"	32'-6"	51'-5"	2'-7"	4'-3"

FIGURE 3. Boeing 707-300 & 400 Series

BOEING 720-000 SERIES

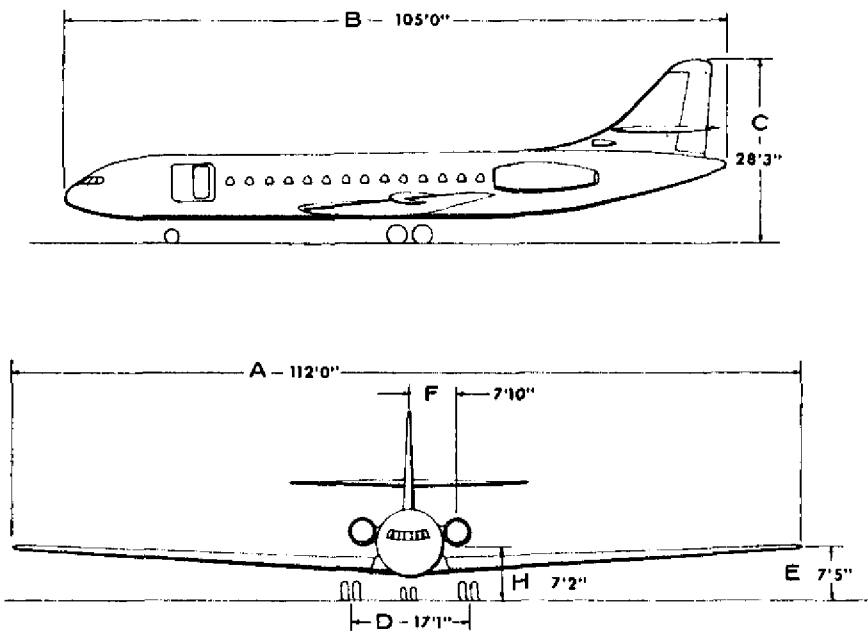


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
225,000#	175,000#	52' - 7"	50' - 8"	68' - 1"	29' - 3"	98' - 2"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
130' - 10"	136' - 2"	40' - 11"	21' - 11"	11' - 6"	27' - 2"	46' - 1"	2' - 7"	4' - 3"

FIGURE 4. Boeing 720-000 Series

CARAVELLE SE 210 SERIES

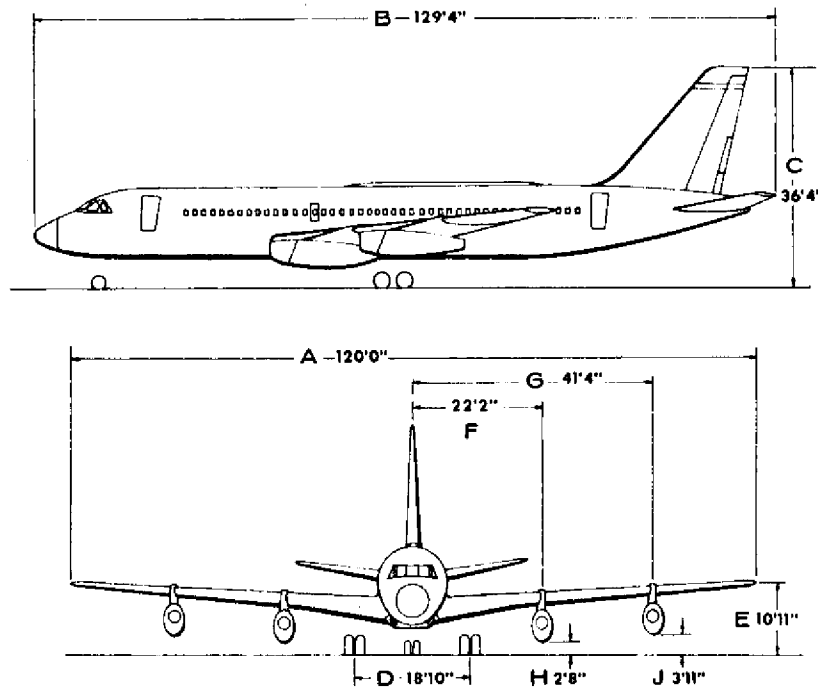


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*110,200#	*105,000#	46'-7"	38'-6"	55'-6"	33'-2"	90'-3"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
112'-0"	105'-0"	28'-3"	17'-1"	7'-5"	7'-10"	—	7'-2"	—

FIGURE 5. Caravelle SE 210 Series

CONVAIR 880

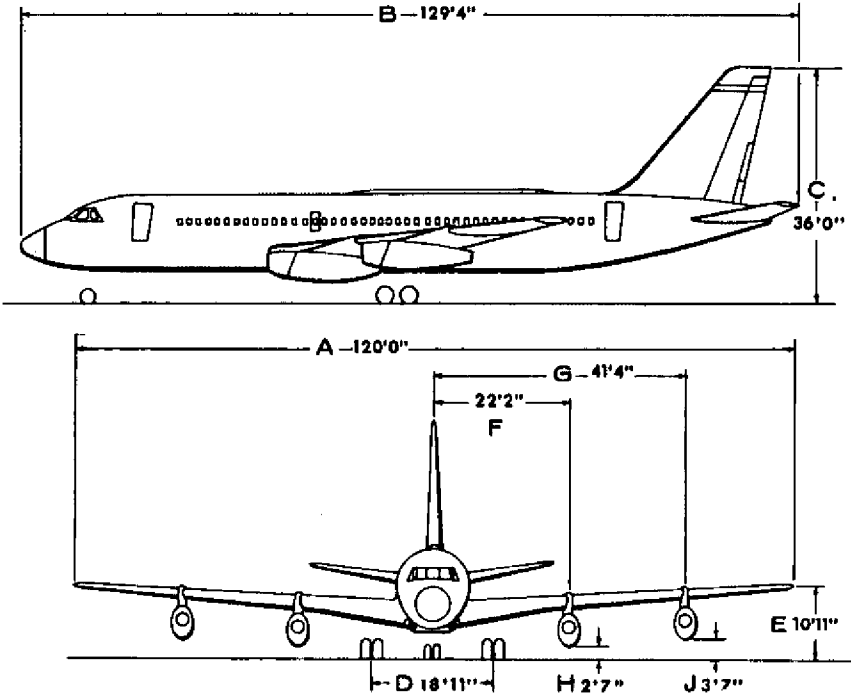


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
184,500#	133,000#	49'-3"	53'-1"	64'-10"	19'-5"	84'-0"

A	B	C	D	E	F	G	H	J
SPAN	ENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
120'-0"	129'-4"	36'-4"	18'-10"	10'-11"	22'-2"	41'-4"	2'-8"	3'-11"

FIGURE 6. Convair 880

CONVAIR 880M

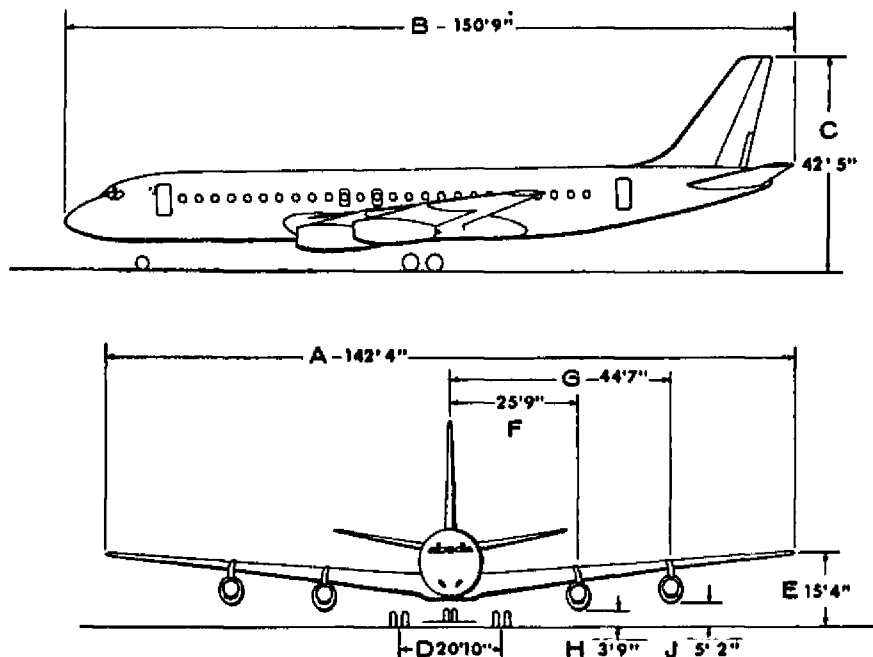


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
193,000#	155,000#	49'-1"	53'-1"	64'-10"	19'-5"	84'-0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
120'-0"	129'-4"	36'-0"	18'-11"	10'-11"	22'-2"	41'-4"	2'-7"	3'-7"

FIGURE 7. Convair 880M

DOUGLAS DC-8-10 SERIES

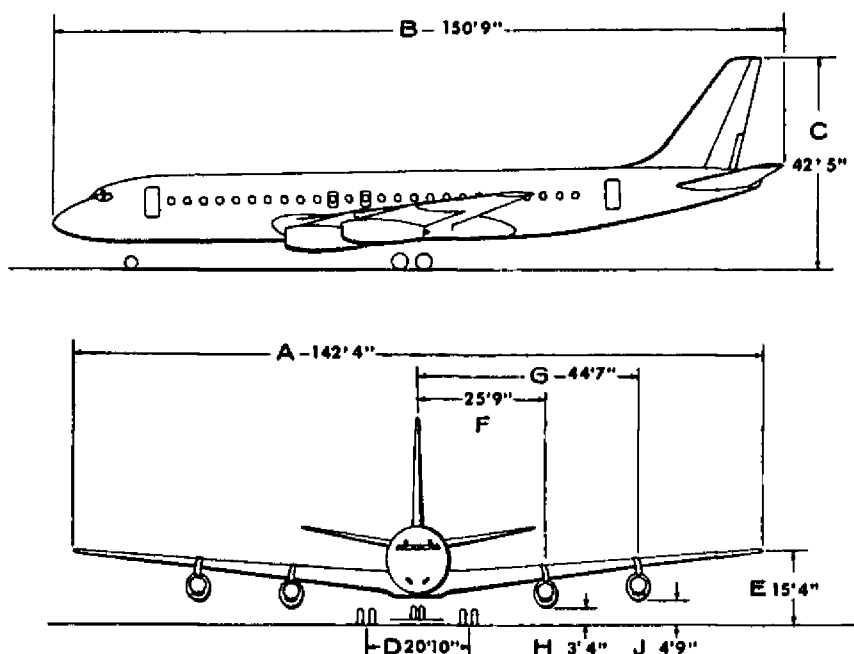


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO & MAIN GEAR	PIVOT POINT TO & AIRCRAFT	TURN RADIUS
273,000#	193,000#	58' - 10"	57' - 8"	73' - 5"	15' - 5"	91' - 1"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
142' - 4"	150' - 9"	42' - 5"	20' - 10"	15' - 4"	25' - 9"	44' - 7"	3' - 9"	5' - 2"

FIGURE 8. Douglas DC-8-10 Series

DOUGLAS DC-8-20 & 30 SERIES

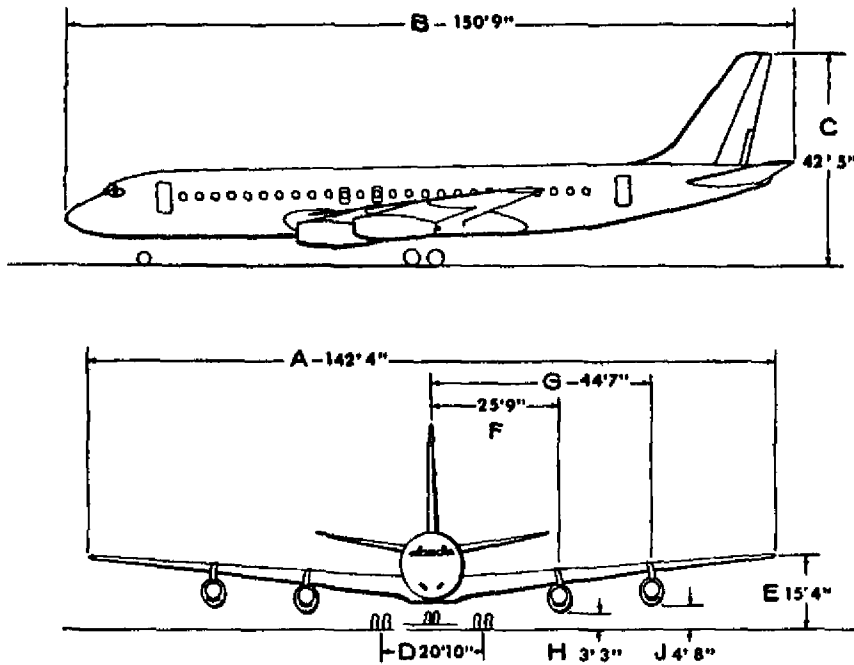


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*315,000#	*207,000#	58' - 10"	57' - 8"	73' - 5"	15' - 5"	91' - 1"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
142' - 4"	150' - 9"	42' - 5"	20' - 10"	15' - 4"	25' - 9"	44' - 7"	3' - 4"	4' - 9"

FIGURE 9. Douglas DC-8-20 & 30 Series

DOUGLAS DC-8-40 SERIES

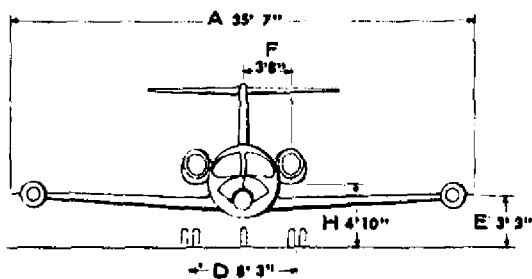
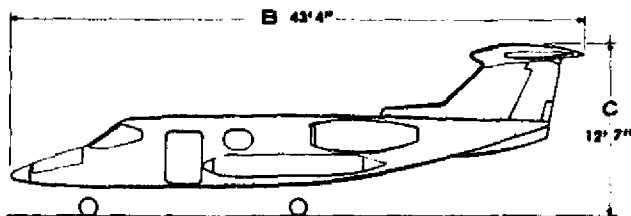


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
315,000#	207,000#	58' - 10"	57' - 8"	73' - 5"	15' - 5"	91' - 1"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
142' - 4"	150' - 9"	42' - 5"	20' - 10"	15' - 4"	25' - 9"	44' - 7"	3' - 3"	4' - 8"

FIGURE 10. Douglas DC-8-40 Series

LEAR JET 24

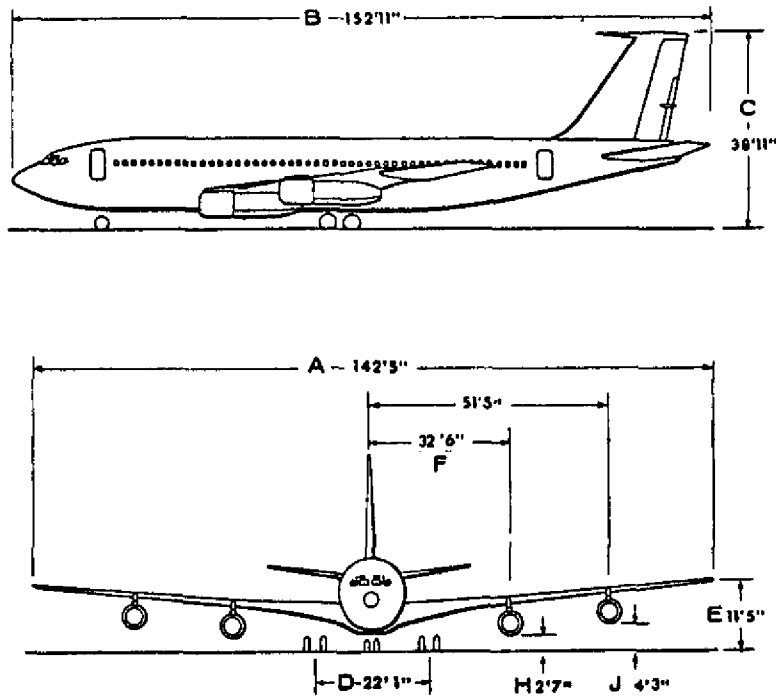


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CENTRE MAIN GEAR	PIVOT POINT TO CENTRE AIRCRAFT	TURN RADIUS
13,000#	11,880#	12' - 9"	16' - 2"	21' - 9"	16' - 0"	34' - 0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
35' - 7"	43' - 4"	12' - 7"	8' - 3"	3' - 3"	3' - 8"	-	4' - 10"	-

FIGURE 11. Lear Jet 24

BOEING 707-300B SERIES

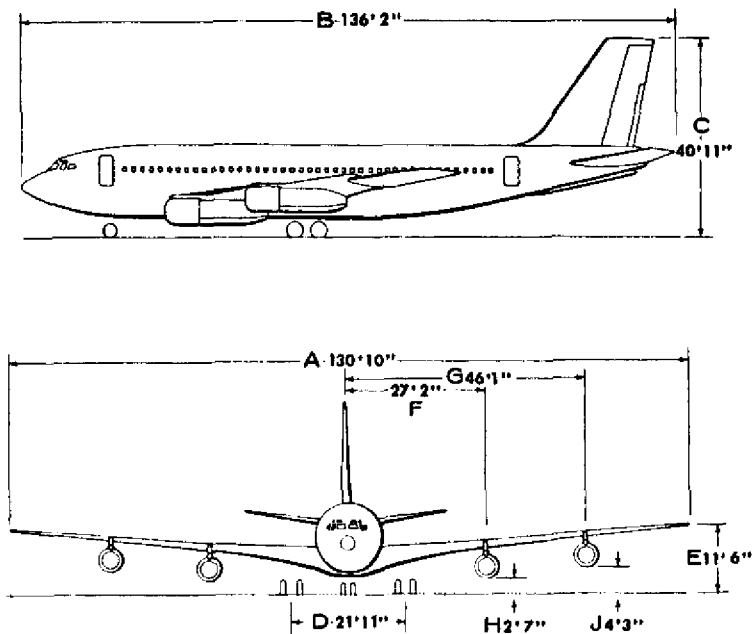


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
325,000#	207,000#	58'-3"	59'-0"	76'-5"	34'-6"	109'-10"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
142'-5"	152'-11"	38'-11"	22'-1"	11'-5"	32'-6"	51'-5"	2'-7"	4'-3"

FIGURE 2. Boeing 707-300B Series

BOEING 720-000B SERIES

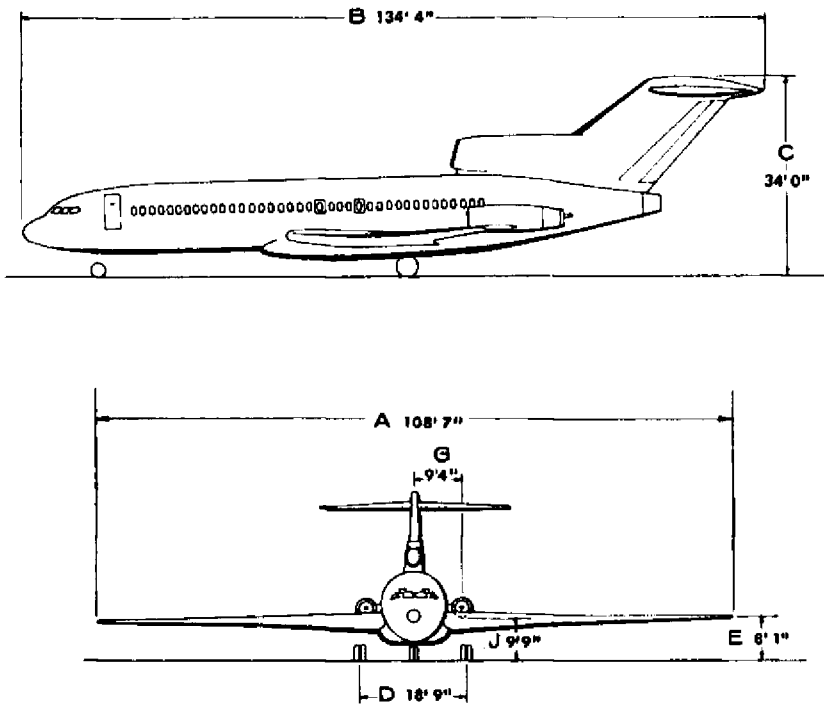


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
230,000#	175,000#	52'-7"	50'-8"	68'-1"	29'-3"	98'-2"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
130'-10"	136'-2"	40'-11"	21'-11"	11'-6"	27'-2"	46'-1"	2'-7"	4'-3"

FIGURE 3. Boeing 720-000B Series

BOEING 727-00 SERIES

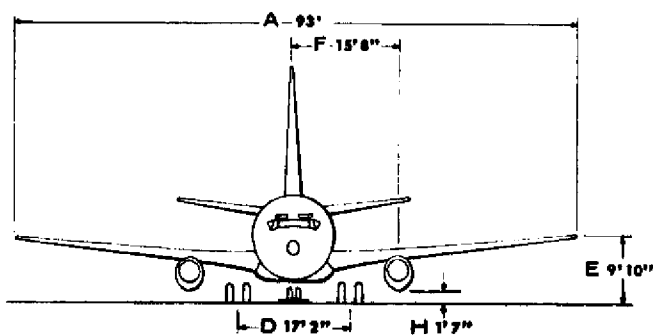
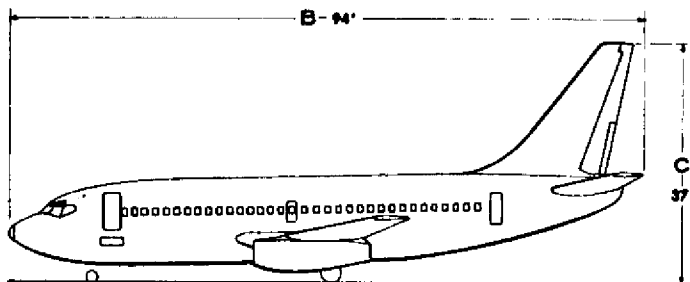


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
153,000#	135,000#	43'-8"	53'-3"	68'-3"	10'-8"	70'-4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
108'-7"	134'-4"	34'-0"	18'-9"	8'-1"	0'-0"	9'-4"	—	9'-9"

FIGURE 4. Boeing 727-00 Series

BOEING 737-100 SERIES

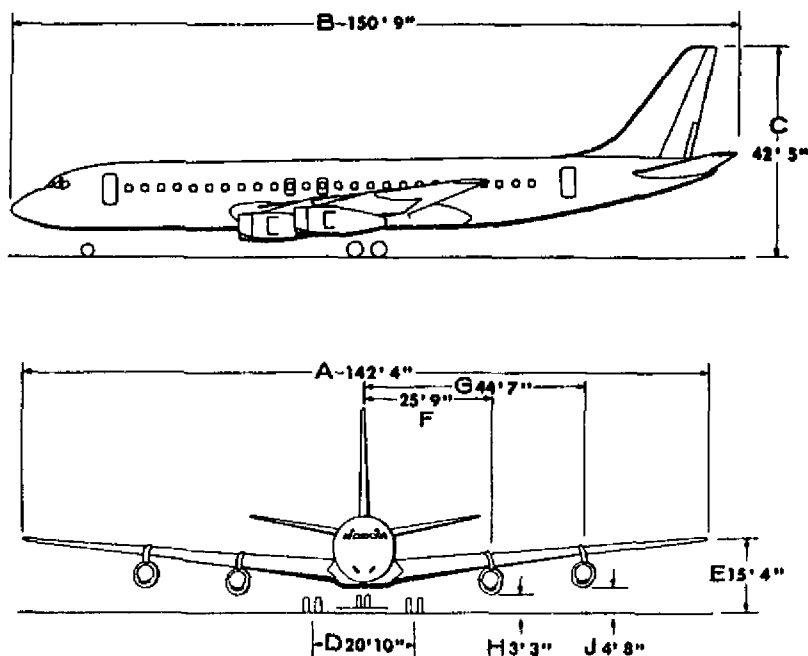


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
93,000#	89,000#	36'-8"	37'-7"	47'-4"	8'-10"	56'-5"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'	94'	37'	17'-2"	9'-10"	15'-8"	-	1'-7"	-

FIGURE 5. Boeing 737-100 Series

DOUGLAS DC-8-50 SERIES

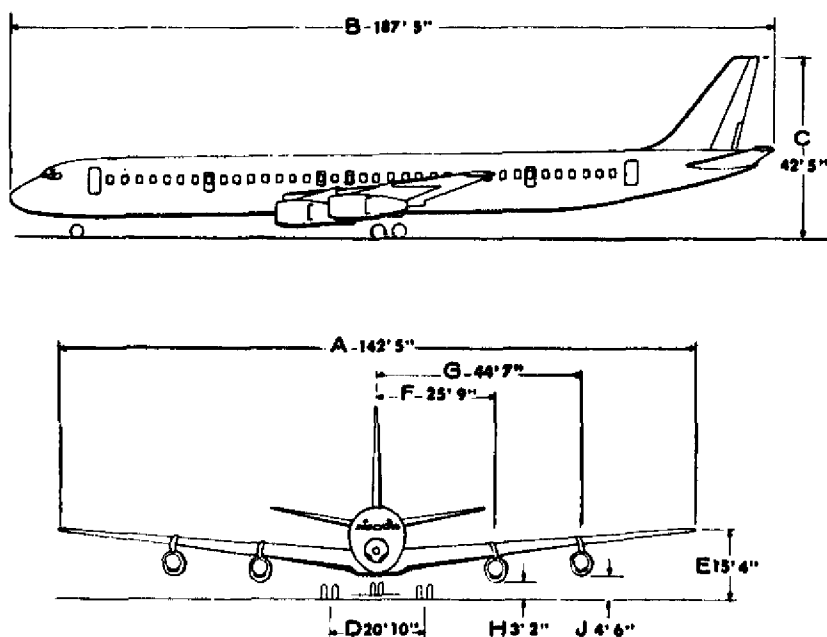


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☉ MAIN GEAR	PIVOT POINT TO ☉ AIRCRAFT	TURN RADIUS
315,000#	207,000#	58'-10"	57'-8"	73'-5"	15'-5"	91'-1"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
142'-4"	150'-9"	42'-5"	20'-10"	15'-4"	25'-9"	44'-7"	3'-3"	4'-8"

FIGURE 8. Douglas DC-8-50 Series

DOUGLAS DC-8-61

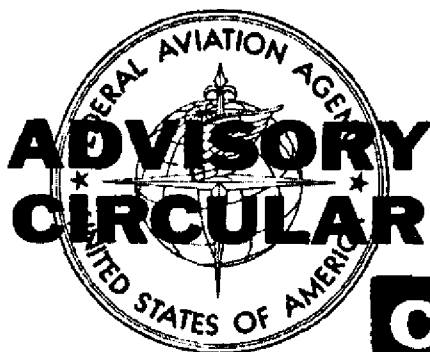


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
325,000#	240,000#	58'-10"	77'-6"	93'-4"	20'-10"	106'-6"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
142'-5"	187'-5"	42'-5"	20'-10"	15'-4"	25'-9"	44'-7"	3'-2"	4'-6"

FIGURE 9. Douglas DC-8-61

Federal Aviation Agency



CHANGE

AC NO 150/5325-5 CHG 1

AIRPORTS

EFFECTIVE :

4/25/67

SUBJECT : CHG 1 TO ADVISORY CIRCULAR NO. 150/5325-5,
SUBJ: AIRCRAFT DATA

1. PURPOSE. This change transmits aircraft dimensional data for eleven additional aircraft.
2. CHANGES.
 - a. Table of Contents has been simplified.
 - b. Subparagraphs have been added to Paragraph 2 of Appendices 2 through 5 to further explain dimensional data.
 - c. New pages have been inserted covering the data for the Boeing 737-100 Series, the BAC 1-11, Douglas DC-8-61, DC-8-62, DC-8-63, DC-9-10, 20, 30, and 40 Series, the Lear Jet 24, and the Nord 262. No changes to data for other airplanes have been made.
3. PAGE CONTROL CHART.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
1 and 11	4/12/65	1 thru v	4/25/67
APPENDIX 2		APPENDIX 2	
1 and 2	4/12/65	1	4/25/67
		2	4/12/65
APPENDIX 3		APPENDIX 3	
1 and 2	4/12/65	1	4/25/67
		2	4/12/65
5 thru 8	4/12/65	5	4/12/65
		6	4/25/67
		7 and 8	4/12/65

4/25/67

Remove Pages	Dated	Insert Pages	Dated
APPENDIX 4		APPENDIX 4	
1 and 2	4/12/65	1	4/25/67
		2	4/12/65
11 and 12	4/12/65	11	4/12/65
		12	4/25/67
APPENDIX 5		APPENDIX 5	
1 and 2	4/12/65	1	4/25/67
		2	4/12/65
5 thru 7	4/12/65	5	4/12/65
		6	4/25/67
		7	4/25/67
		8	4/12/65
		9	4/12/65
		10 thru 16	4/25/67



Chester G. Bowers, Director
Airports Service

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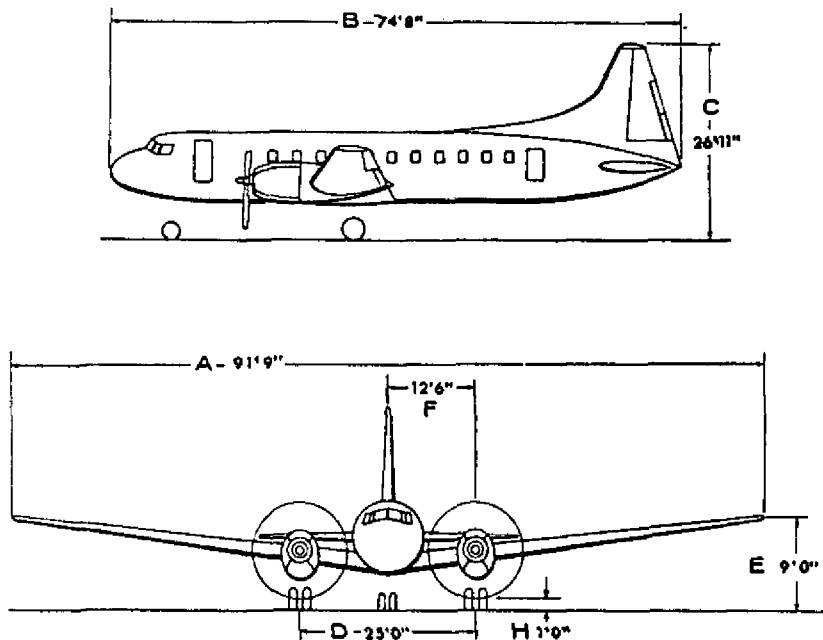
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APPENDIX 2. PISTON POWERED LARGE AIRPLANES

1. AIRCRAFT DATA. The aircraft data contained in this appendix are for airplanes with the following items in common:
 - a. Multiengine (two or more engines).
 - b. Propeller driven.
 - c. Equipped with reciprocating engines.
 - d. Certificated with a maximum takeoff weight of more than 12,500 pounds.
 - e. Transport category, with exception of the Douglas DC-3.
2. EXPLANATORY INSTRUCTIONS. To insure proper interpretation of certain column headings in this appendix, the following explanations are given:
 - a. The maximum takeoff weight and/or maximum landing weight in certain figures is preceded by an asterisk. These are cases where characteristics of two or more models are shown on one figure. The asterisk indicates that the weights given are those of the airplane(s) having the greatest maximum weights. The maximum takeoff and landing weights of all aircraft included in such figures are listed in Table 1.
 - b. The distance outside wheel to wing tip is measured from the outside of the outboard wheel to the wing tip.
 - c. The turning radius is based upon using full nose wheel steering angle or locked wheel turn whichever results in the larger radius, and is measured horizontally from the pivot point to the furthest point on the airplane.
 - d. The "H" inboard and "J" outboard dimensions are the distances from the ground to the lowest point of the propeller for a fully loaded aircraft.

*

CONVAIR 240



MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
42,400#	39,800#	32'-2"	24'-10"	32'-9"	14'-8"	60'-6"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
91'-9"	74'-8"	26'-11"	25'-0"	9'-0"	12'-6"	—	1'-0"	—

FIGURE 1. Convair 240

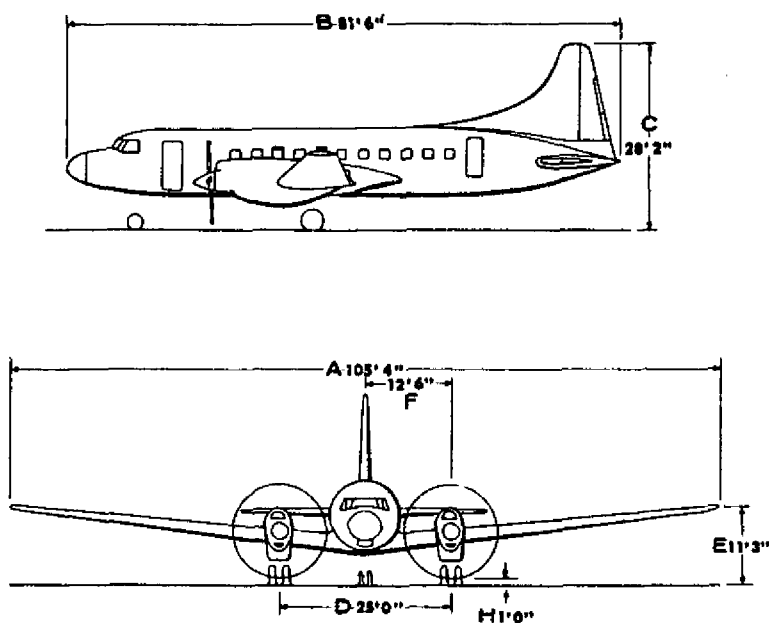
APPENDIX 3. TURBOPROP POWERED LARGE AIRPLANES

1. AIRCRAFT DATA. The aircraft data contained in this appendix are for airplanes with the following items in common:
 - a. Multiengine (two or more engines).
 - b. Propeller and jet driven.
 - c. Equipped with turbine engines.
 - d. Certificated with a maximum takeoff weight of more than 12,500 pounds.
 - e. Transport category.
2. EXPLANATORY INSTRUCTIONS. To insure proper interpretation of certain column headings in this appendix, the following explanations are given:
 - a. The maximum takeoff weight and/or maximum landing weight on certain figures is preceded by an asterisk. These are cases where characteristics of two or more models are shown on one figure. The asterisk indicates that the weights given are those of the airplane having the greatest maximum weights.
* The maximum takeoff and landing weights of all aircraft included in such figures are listed in Table 1.
 - b. The distance outside wheel to wing tip is measured from the outside of the outboard wheel to the wing tip.
 - c. The turning radius is based upon using full nose wheel steering angle or locked wheel turn whichever results in the larger radius, and is measured horizontally from the pivot point to the furthest point on the airplane.
 - d. The "H" inboard and "J" outboard dimensions are the distances from the ground to the lowest point of the propeller for a fully loaded aircraft.

TABLE 1. MAXIMUM TAKEOFF AND LANDING WEIGHTS OF
TURBOPROP POWERED LARGE AIRPLANES

AIRPLANE	MAXIMUM TAKEOFF WEIGHTS	MAXIMUM LANDING WEIGHTS
Fairchild F-27 & F-27B	38,500 Pounds	36,700 Pounds
Fairchild F-27A	42,000	37,500
Lockheed 188A	113,000	95,650
Lockheed 188C	116,000	95,650

CONVAIR 340/440



MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
53,200#	50,700#	38'-7"	26'-2"	36'-5"	14'-8"	67'-4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
105'-4"	81'-6"	28'-2"	25'-0"	11'-3"	12'-6"	—	1'-0"	—

FIGURE 1. Convair 340/440

APPENDIX 4. TURBOJET POWERED LARGE AIRPLANES

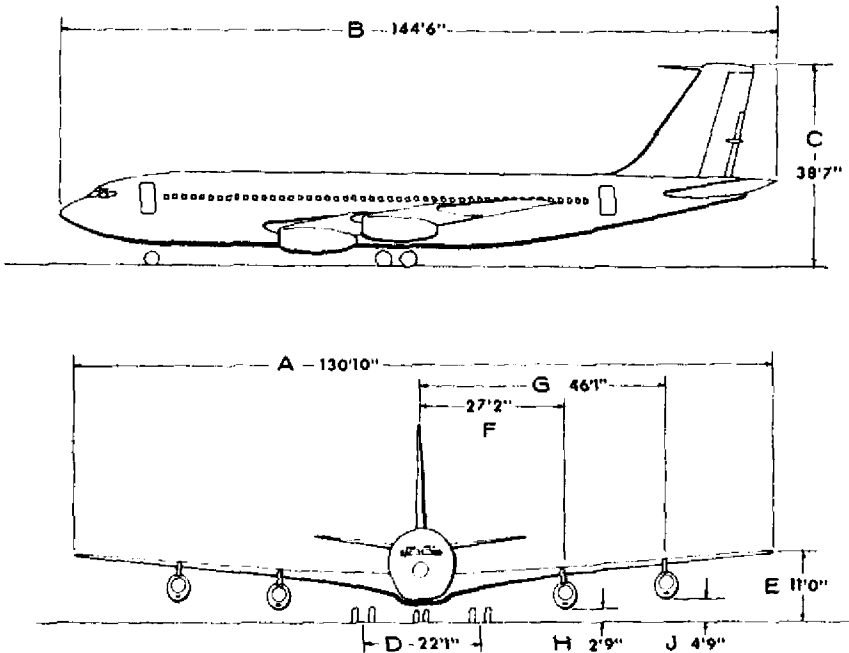
1. AIRCRAFT DATA. The aircraft data contained in this appendix are for airplanes with the following items in common:
 - a. Multiengine (two or more engines).
 - b. Jet driven.
 - c. Equipped with turbine engines.
 - d. Certificated with a maximum takeoff weight of more than 12,500 pounds.
 - e. Transport category.
2. EXPLANATORY INSTRUCTIONS. To insure proper interpretation of certain column headings in this appendix, the following explanations are given:
 - a. The maximum takeoff weight and/or maximum landing weight on certain figures is preceded by an asterisk. These are cases where characteristics of two or more models are shown on one figure. The asterisk indicates that the weights given are those of the airplane having the greatest maximum weights. The maximum takeoff and landing weights of all aircraft included in such figures are listed in Table 1.
 - b. The distance outside wheel to wing tip is measured from the outside of the outboard wheel to the wing tip.
 - c. The turning radius is based upon using full nose wheel steering angle or locked wheel turn whichever results in the larger radius, and is measured horizontally from the pivot point to the furthest point on the airplane.
 - d. The "H" inboard and "J" outboard dimensions are the distances from the ground to the lowest point of the jet-engine nacelle for a fully loaded aircraft.

TABLE 1. MAXIMUM TAKEOFF AND LANDING WEIGHTS OF
TURBOJET POWERED LARGE AIRPLANES

AIRPLANE	MAXIMUM TAKEOFF WEIGHTS	MAXIMUM LANDING WEIGHTS
Caravelle SE 210-1	95,900 Pounds	91,335 Pounds
SE 210-6R	110,200	105,000
Douglas DC-8-20 Series	276,000	193,000
DC-8-30 Series	315,000	207,000

*

BOEING 707-100 SERIES



MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
248,000#	175,000#	52'-6"	52'-4"	69'-9"	32'-6"	101'-2"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
130'-10"	144'-6"	38'-7"	22'-1"	11'-0"	27'-2"	46'-1"	2'-9"	4'-9"

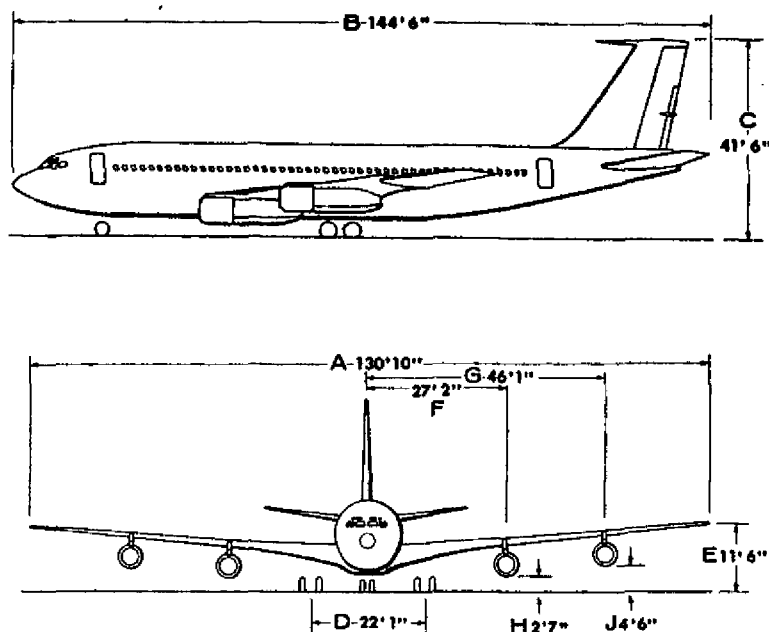
FIGURE 1. Boeing 707-100 Series

APPENDIX 5. TURBOFAN AND AFTFAN POWERED LARGE AIRPLANES

1. AIRCRAFT DATA. The aircraft data contained in this appendix are for airplanes with the following items in common:
 - a. Multiengine (two or more engines).
 - b. Jet driven.
 - c. Equipped with turbine engines incorporating a fan to supply air for cooling, for ventilating, or for combustion.
 - d. Certificated with a maximum takeoff weight of more than 12,500 pounds.
 - e. Transport category.
2. EXPLANATORY INSTRUCTIONS. To insure proper interpretation of certain column headings in this appendix, the following explanations are given:
 - * a. The distance outside wheel to wing tip is measured from the outside of the outboard main landing gear wheel to the wing tip.
 - b. The turning radius is based on using the full nose wheel steering angle or locked wheel turn whichever results in the larger radius and is measured from the pivot point to the farthest extremity of the airplane.
 - c. The "H" inboard and "J" outboard dimensions are the distances from the ground to the lowest point of the jet-engine nacelle for a fully loaded aircraft.

*

BOEING 707-100B SERIES

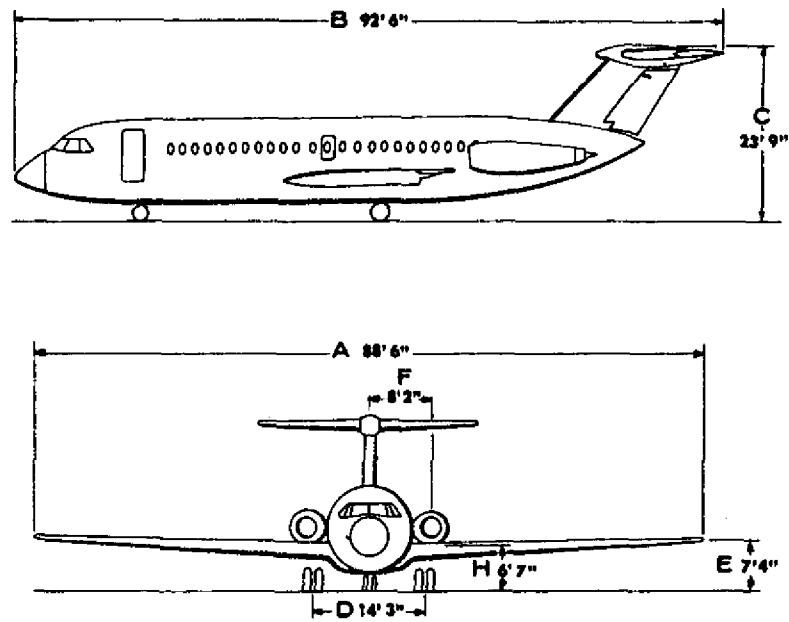


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CL MAIN GEAR	PIVOT POINT TO CL AIRCRAFT	TURN RADIUS
258,000#	185,000#	52'-4"	52'-4"	69'-9"	32'-6"	101'-0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
130'-10"	144'-6"	41'-6"	22'-1"	11'-6"	27'-2"	46'-1"	2'-7"	4'-6"

FIGURE 1. Boeing 707-100B Series

BAC I-II

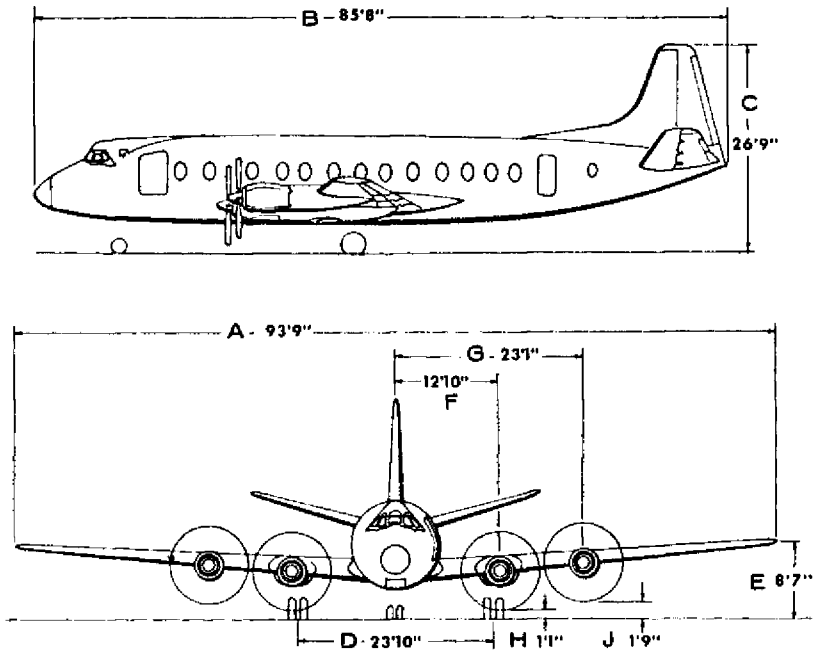


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO € MAIN GEAR	PIVOT POINT TO € AIRCRAFT	TURN RADIUS
73,500#	65,000#	35'-9"	33'-1"	48'-5"	7'-8"	52'-6"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
88'-6"	92'-6"	23'-9"	14'-3"	7'-4"	8'-2"	-	6'-7"	-

FIGURE 6. BAC 1-11

VICKERS VISCOUNT 810

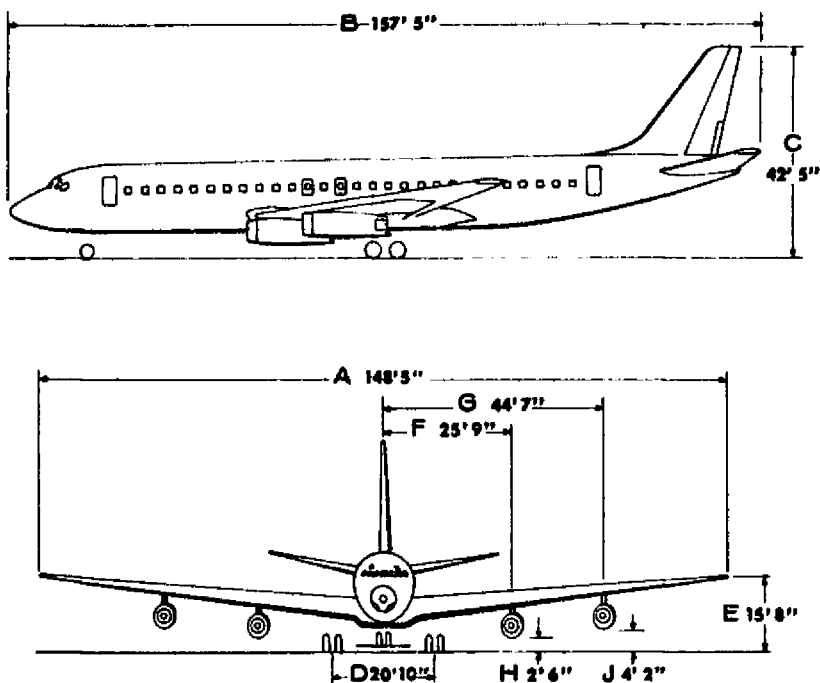


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
72,500#	62,000#	33'-9"	29'-1"	39'-6"	24'-5"	71'-3"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'-9"	85'-8"	26'-9"	23'-10"	8'-7"	12'-10"	23'-1"	1'-1"	1'-9"

FIGURE 7. Convair 990A

DOUGLAS DC-8-62

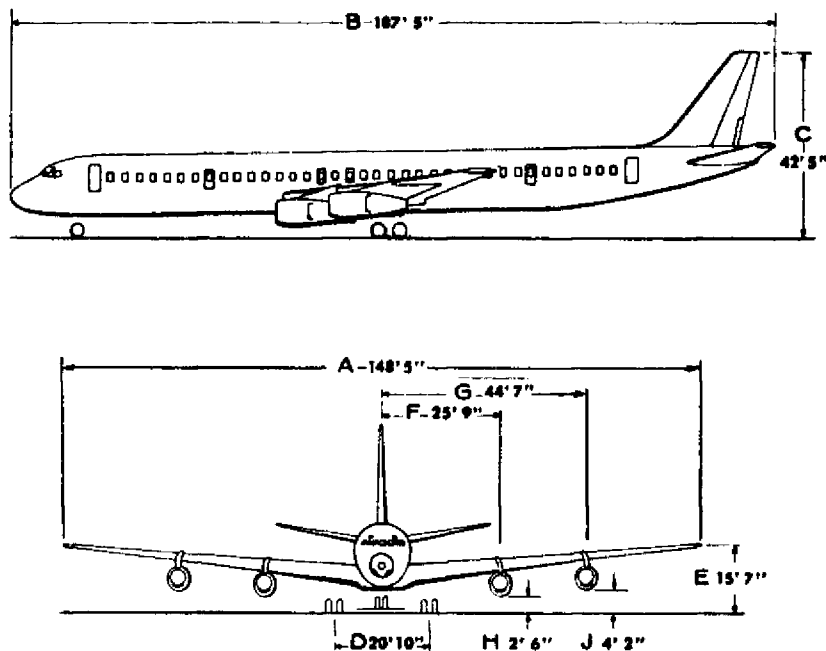


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
335,000#	240,000#	61'-10"	60'-10"	76'-7"	33'-8"	111'-7"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
148'-5"	157'-5"	42'-5"	20'-10"	15'-8"	25'-9"	44'-7"	2'-6"	4'-2"

FIGURE 10. Douglas DC-8-62

DOUGLAS DC-8-63

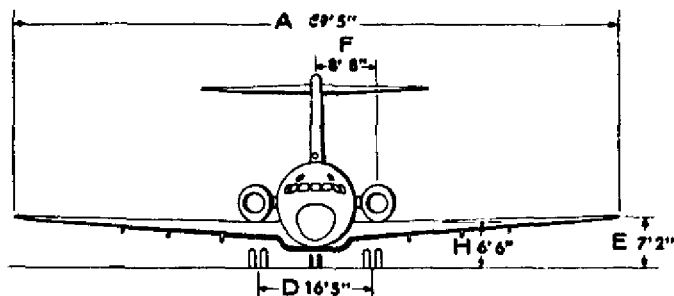
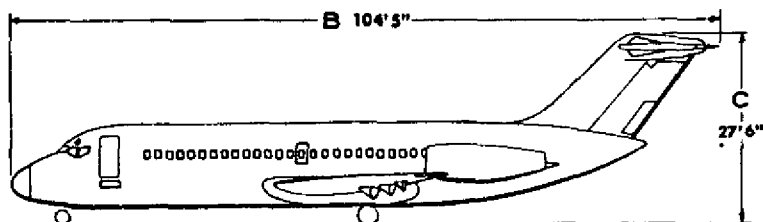


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
350,000#	245,000#	61'-9"	77'-6"	93'-4"	33'-0"	111'-4"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
148'-5"	187'-5"	42'-5"	20'-10"	15'-7"	25'-9"	44'-7"	2'-6"	4'-2"

FIGURE 11. Douglas DC-8-63

DOUGLAS DC-9-10 SERIES

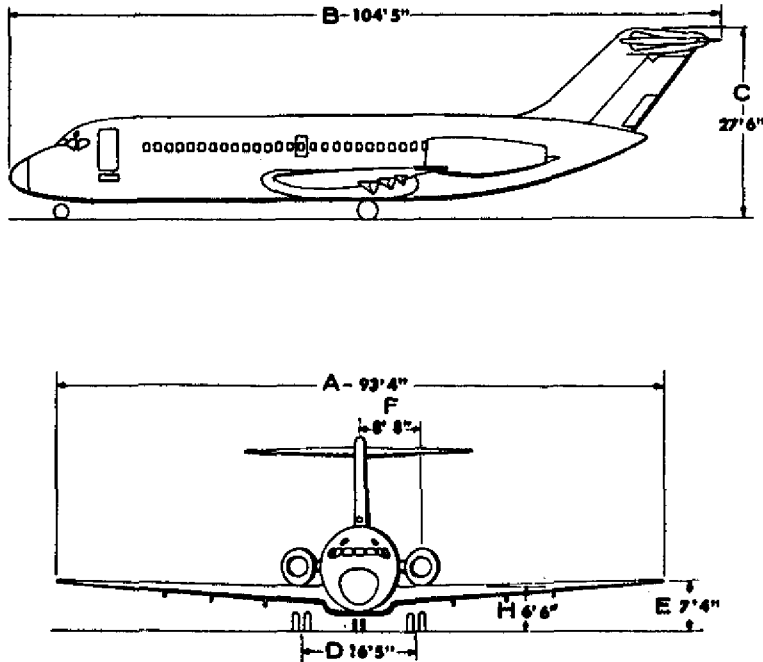


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
90,700#	81,700#	34'-9"	43'-8"	51'-4"	6'-2"	52'-4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
89'-5"	104'-5"	27'-6"	16'-5"	7'-2"	8'-8"	-	6'-6"	-

FIGURE 12. Douglas DC-9-10 Series

DOUGLAS DC-9-20 SERIES

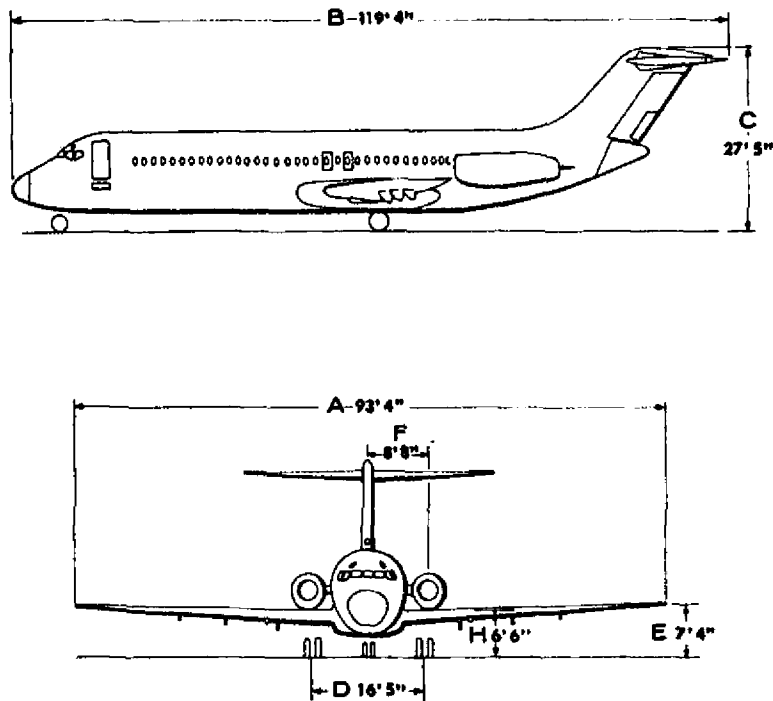


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
98,000#	93,400#	36'-9"	43'-8"	51'-4"	6'-2"	54'-4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'-4"	104'-5"	27'-6"	16'-5"	7'-4"	8'-8"	-	6'-6"	-

FIGURE 13. Douglas DC-9-20 Series

DOUGLAS DC-9-30 SERIES

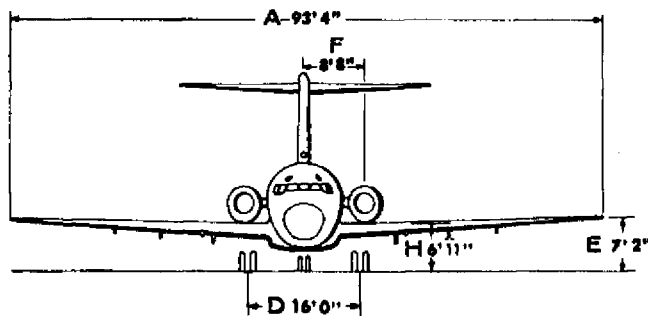
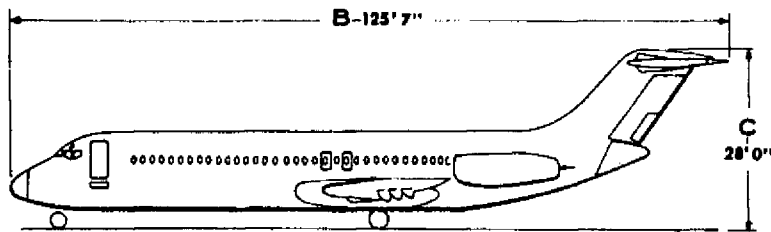


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
108,000#	95,300#	36'-9"	53'-2"	60'-10"	7'-6"	55'-7"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
93'-4"	119'-4"	27'-5"	16'-5"	7'-4"	8'-8"	-	6'-6"	-

FIGURE 14. Douglas DC-9-30 Series

DOUGLAS DC-9-40 SERIES



MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
114,000#	102,000#	36' -4"	56' -4"	63' -8"	7' -11"	56' -0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93' -4"	125' -7"	28' -0"	16' -0"	7' -2"	8' -8"	-	6' -11"	-

FIGURE 15. Douglas DC-9-40 Series