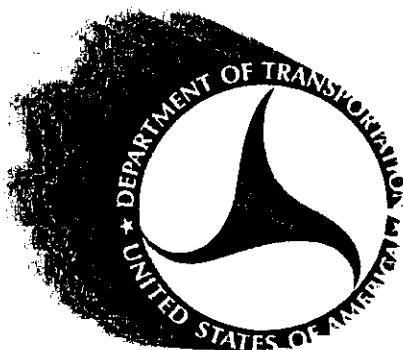


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AC 150/5325-5A

AIRCRAFT DATA



January 12, 1968

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

Federal Aviation Agency



AC NO : AC 150/5325-5A

AIRPORTS

EFFECTIVE :

1/12/68

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.
 2. CANCELLATION. Advisory Circular 150/5325-5, Aircraft Data, is cancelled.
 3. EXPLANATION OF REVISION. This revision increases the number of airplanes for which aircraft data are presented from 94 to 121.
 4. HOW TO GET THIS PUBLICATION. Obtain copies of this circular from the Department of Transportation, Distribution Unit, TAD-484.3, Washington, D.C. 20590.

A handwritten signature in dark ink, reading "William M. Flener". The signature is fluid and cursive, with a large, stylized 'W' and 'F'.

William M. Flener
Acting Director
Airports Service

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1. INTRODUCTION.

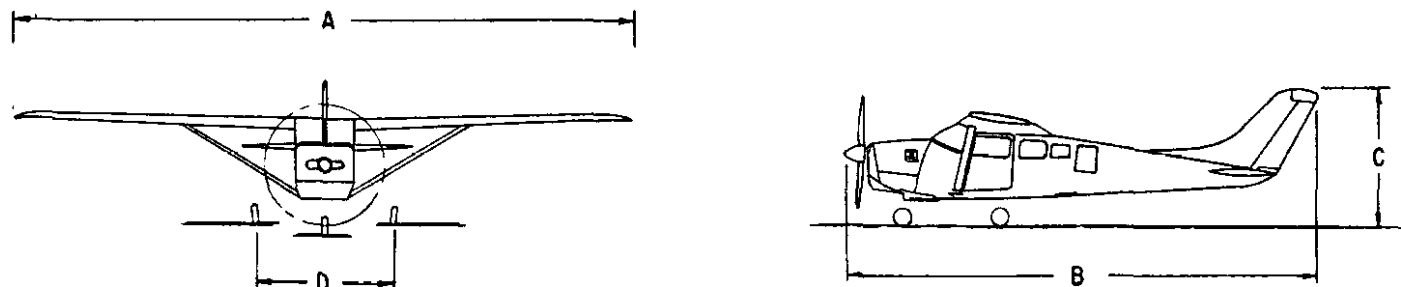
- a. Airplane physical characteristics have operational and economic significance that could materially affect airport development, use, firefighting, and rescue services requirements. To insure maximum possible safety and utilization consistent with anticipated demand, engineers must consider these characteristics when planning new airports or improving existing airports.
- b. To handle anticipated airplane increases in traffic, for example, the airport designer must 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. Engineering personnel must weigh such considerations in establishing the design and utility of landing areas, taxiways, ramps, aprons, fueling facilities, and gate positions.

2. EXPLANATORY INSTRUCTIONS. Unless otherwise noted, the aircraft data presented in Appendices 1 through 6 are for specific airplane models. These data are subdivided in accordance with airplane size and power plant type as follows:

- a. Appendix 1 - Reciprocating Engine Powered Small Airplanes.
- b. Appendix 2 - Reciprocating Engine Powered Large Airplanes.
- c. Appendix 3 - Turbopropeller Powered Large Airplanes.
- d. Appendix 4 - Turbojet Powered Large Airplanes.
- e. Appendix 5 - Turbofan and Aftfan Powered Large Airplanes.
- f. Appendix 6 - Turbopropeller Powered Small Airplanes.

APPENDIX 1. RECIPROCATING ENGINE 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 assist in the proper interpretation of certain column headings in this appendix, the following explanations are provided:
 - 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.

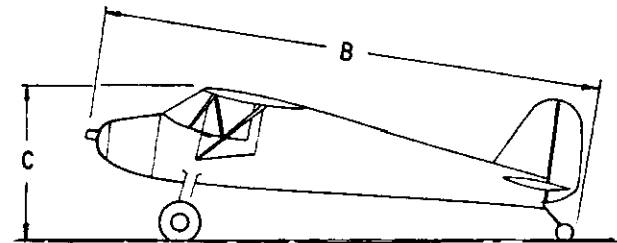
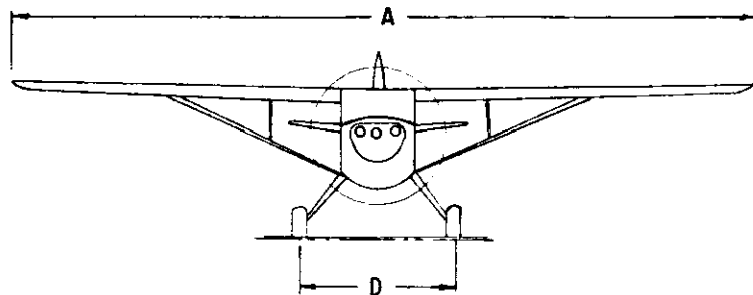


AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Air Products	415 D,E,G	Ercoupe	2	75	1400	30'-0"	20'-9"	5'-11"	7'-5"	18'-9"
Beech	A 35,B,R	Bonanza	4	185	2650	32'-10"	25'-2"	6'-6"	9'-7"	21'-3"
Beech	N-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, TRICYCLE 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, TRICYCLE LANDING GEAR AIRPLANES (CONTINUED)

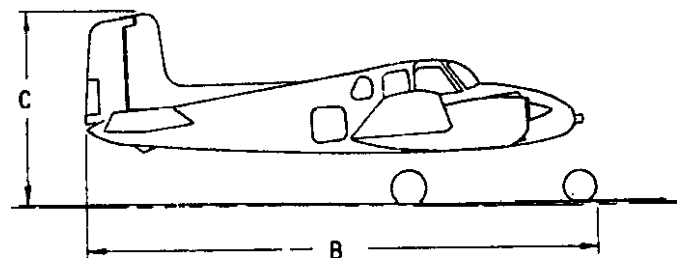
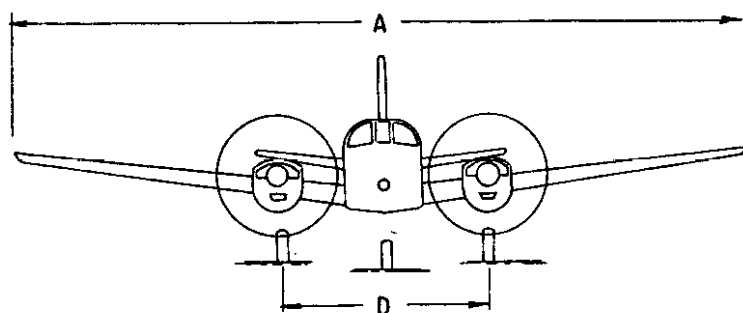


AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Aeronca	15 AC	Sedan	4	145	2050	37'-6"	25'-3"	7'-0"	-	-
Cessna	140A	140A	2	85	1500	32'-10"	22'-0"	6'-3"	6'-5"	19'-7"
Cessna	170, A, B	170	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)

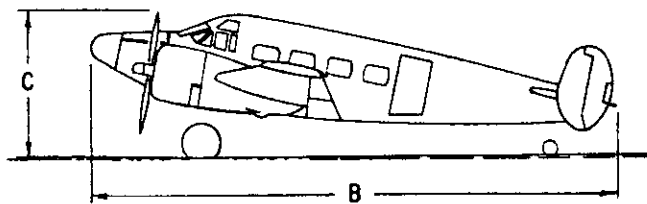
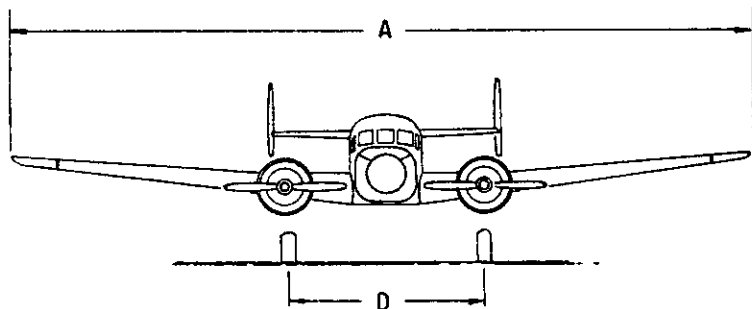


AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Aero	500 A	Commander	7	260	6250	49'-6"	35'-1"	14'-6"	12'-11"	31'-2"
Aero	500 B	Commander	7	290	6750	49'-6"	35'-1"	14'-6"	12'-11"	31'-2"
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	380	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, TRICYCLE 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, TRICYCLE LANDING GEAR AIRPLANES (CONTINUED)



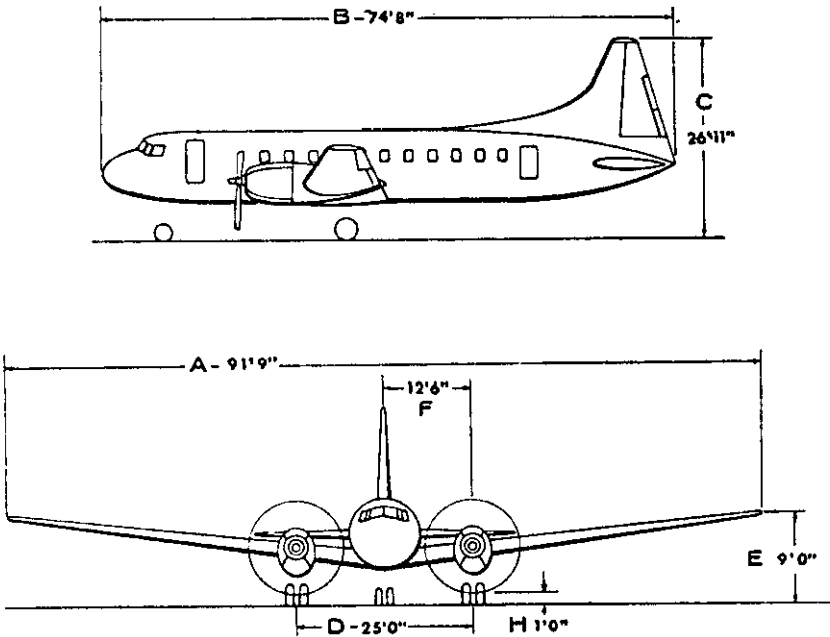
AIRCRAFT DATA										
TYPE CERTIFICATE HOLDER	MODEL	POPULAR NAME	NO. SEATS	HORSE- POWER	MAX. GROSS WEIGHT	A WING SPAN	B LENGTH	C HEIGHT	D TREAD	MIN. TURNING RADIUS
Beech	C 18S	Twin-Beech	7-10	450	8240	47'-8"	34'-3"	9'-9"	12'-11"	30'-3"
Beech	C 45 G,H	Twin-Beech	7-10	450	9000	47'-7"	33'-11"	9'-2"	12'-11"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

APPENDIX 2. RECIPROCATING ENGINE 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 assist in the proper interpretation of certain column headings in this appendix, the following explanations are provided:
 - 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 Figure 16.
 - 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 on 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 farthest 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

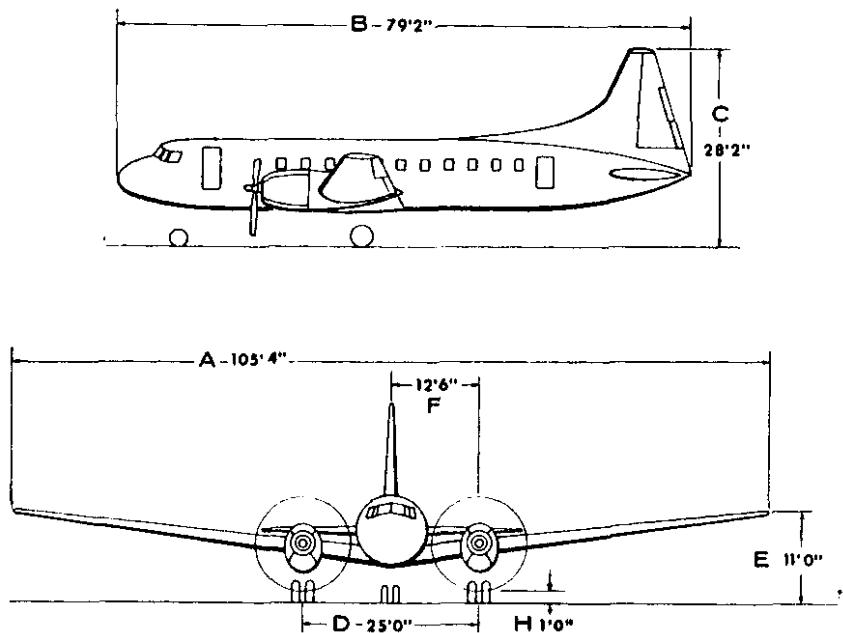


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
42,400#	39,800#	32'-2"	24'-10"	32'-9"	14'-8"	60'-6"

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

CONVAIR 340

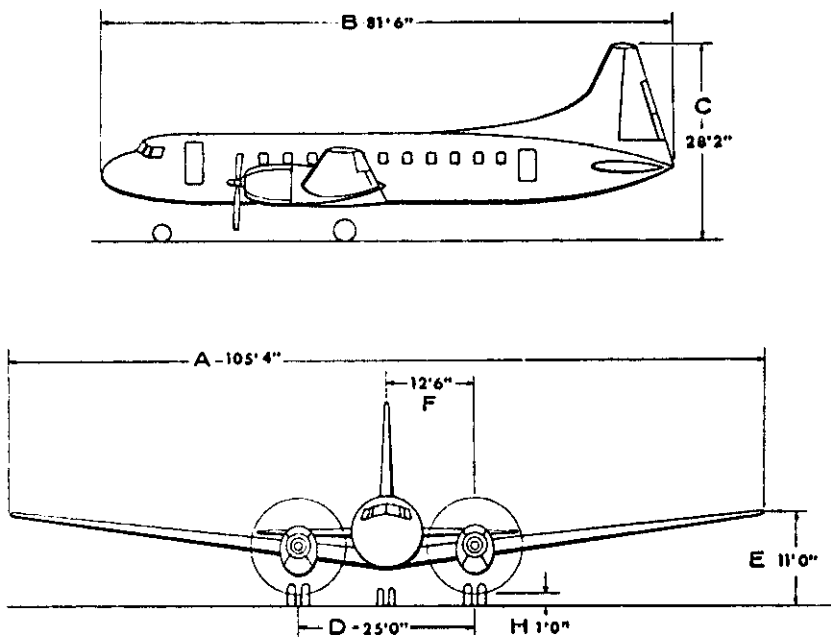


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
47,000#	46,500#	38'-7"	26'-2"	34'-1"	14'-8"	67'-4"

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

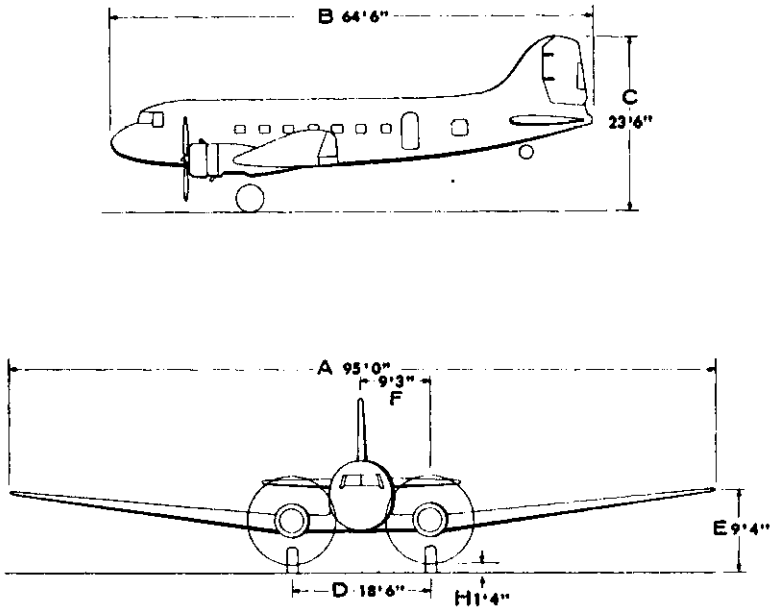


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ö MAIN GEAR	PIVOT POINT TO ö AIRCRAFT	TURN RADIUS
49,200#	47,650#	38'-7"	26'-2"	36'-5"	14'-8"	67'-4"

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

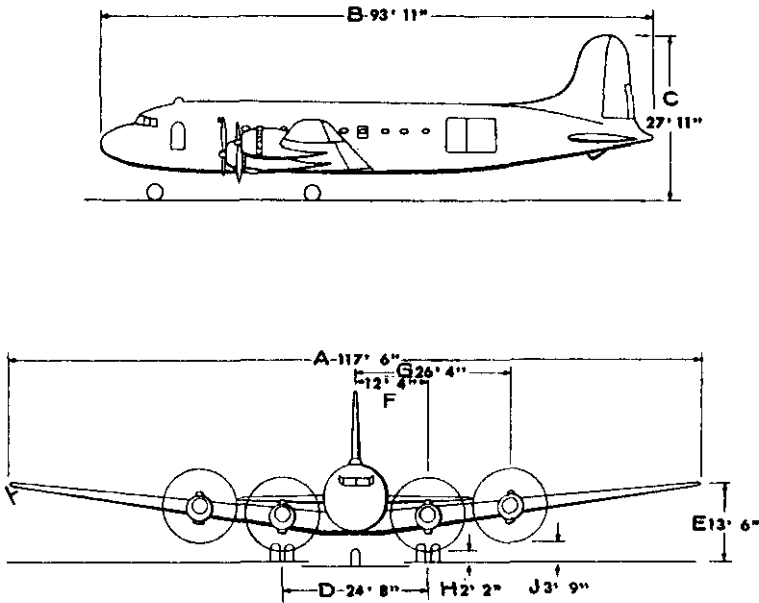


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
25,200#	25,200#	37'-7"	37'-11"	18'-6"	9'-3"	57'-3"

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

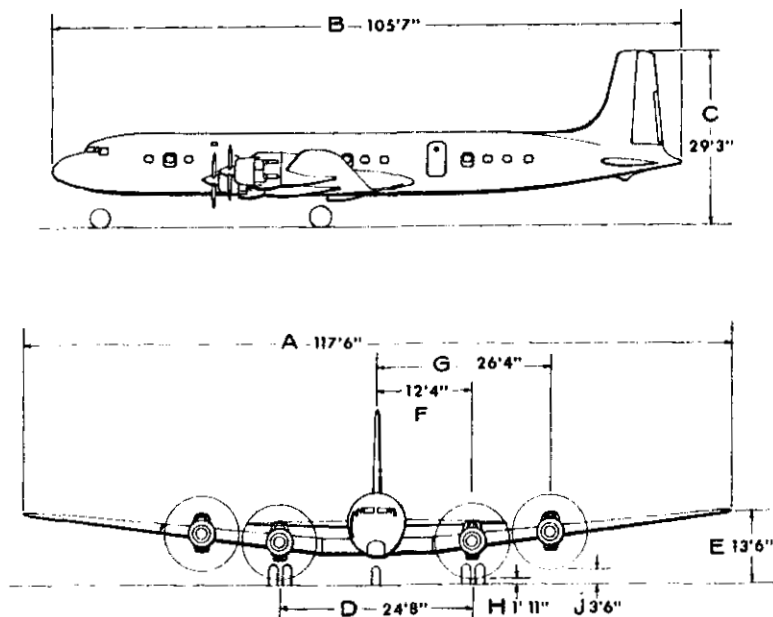


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
73,000#	63,500#	44'-6"	27'-5"	36'-0"	27'-5"	86'-2"

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

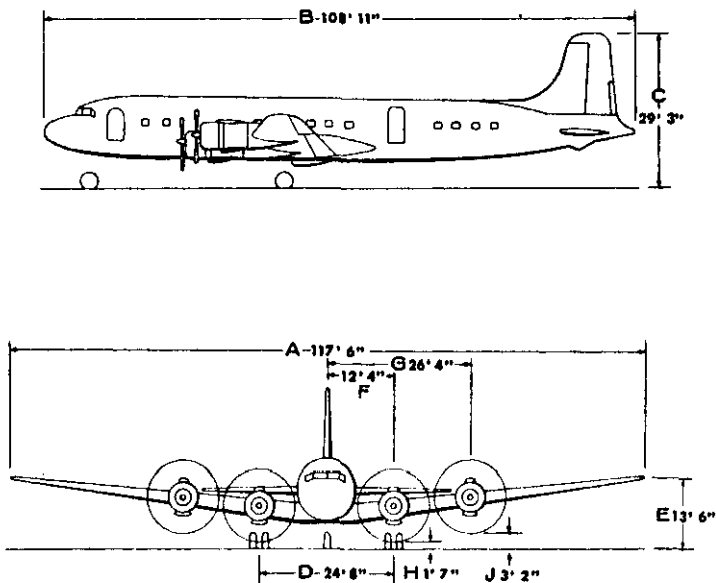


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
104,000#	86,200#	44'-7"	36'-2"	44'-9"	13'-11"	72'-8"

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

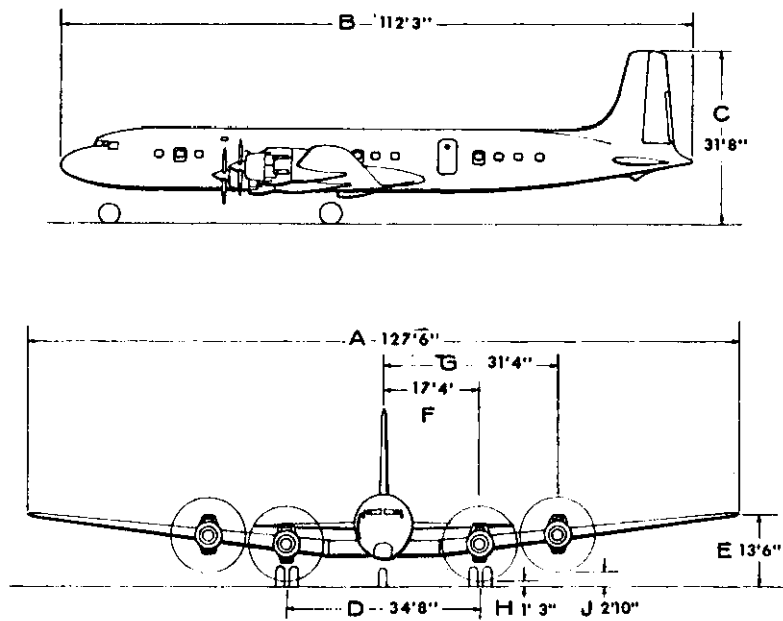


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO MAIN GEAR	PIVOT POINT TO AIRCRAFT	TURN RADIUS
*126,000#	*102,000#	44' -6"	36' -2"	44' -9"	12' -6"	71' -3"

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

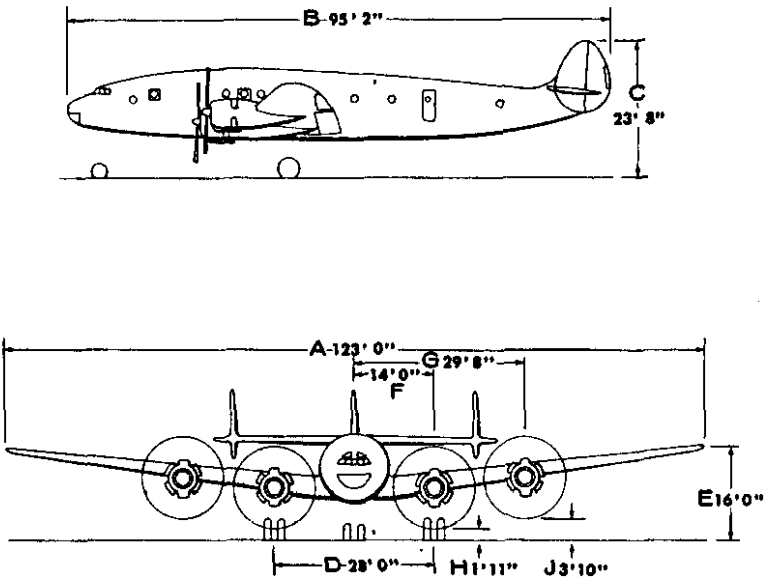


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
143,000#	111,000#	44'-7"	39'-6"	48'-1"	17'-4"	81'-1"

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

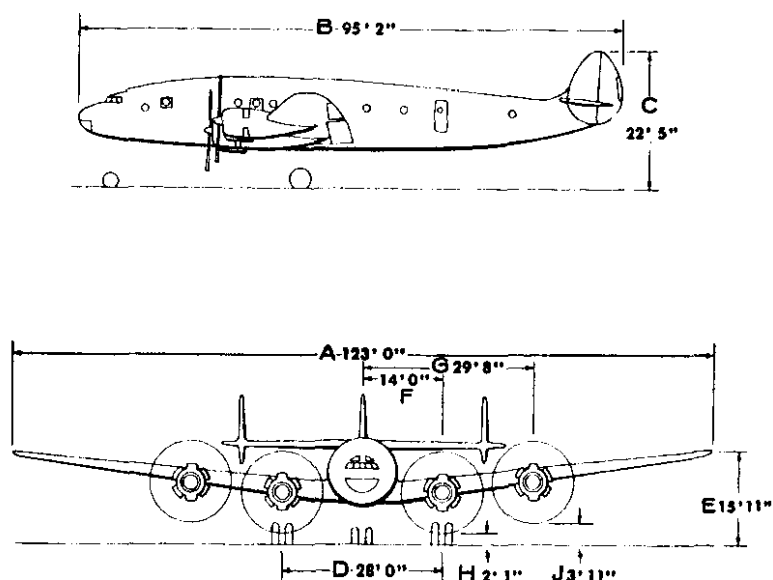


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*100,000#	*84,500#	45'-7"	33'-3"	39'-5"	31'-1"	92'-7"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J 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

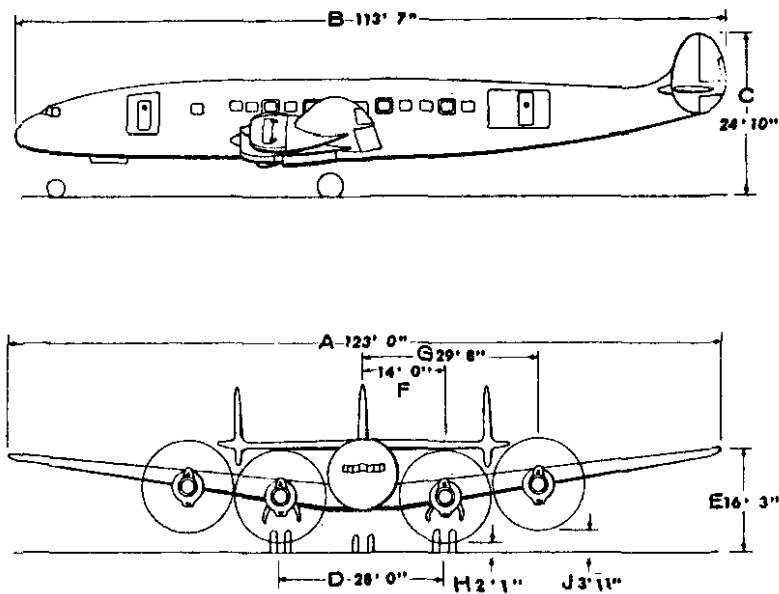


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*107,000#	*89,500#	45'-7"	33'-0"	39'-3"	31'-1"	92'-7"

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

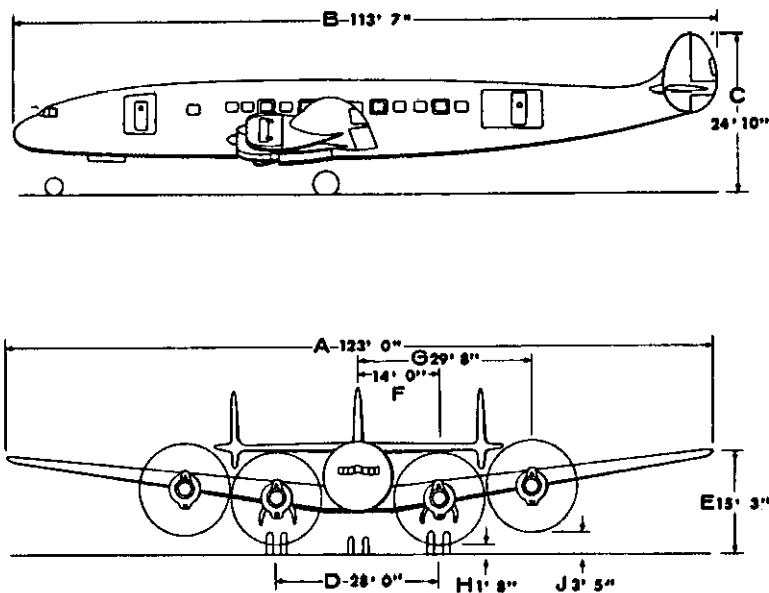


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
*137,500#	*113,000#	45'-11"	43'-7"	49'-11"	26'-0"	87'-6"

A	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"	16'-3"	14'-0"	29'-8"	2'-1"	3'-11"

FIGURE 11. LOCKHEED 1049 & 1049G

LOCKHEED 1049H

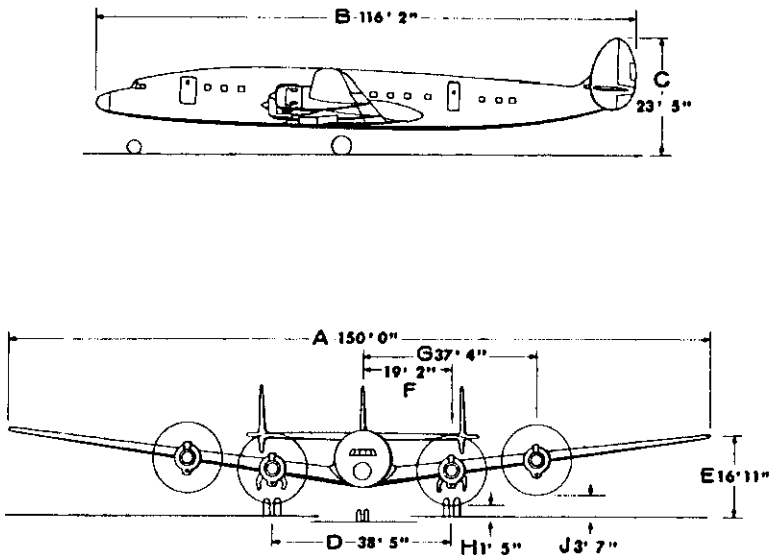


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
142,000#	114,500#	45'-11"	43'-7"	49'-11"	26'-0"	87'-6"

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

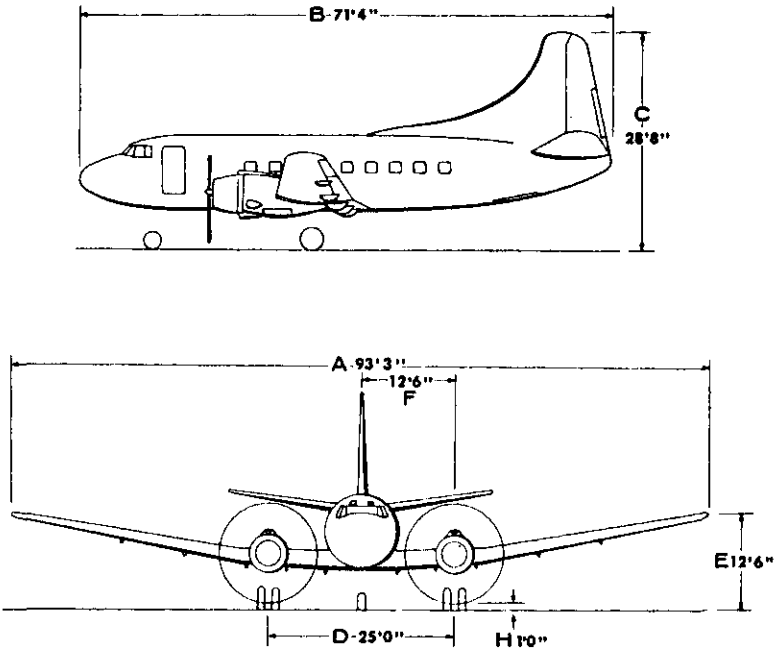


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
160,000#	123,000#	53'-10"	45'-7"	54'-4"	28'-4"	103'-5"

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

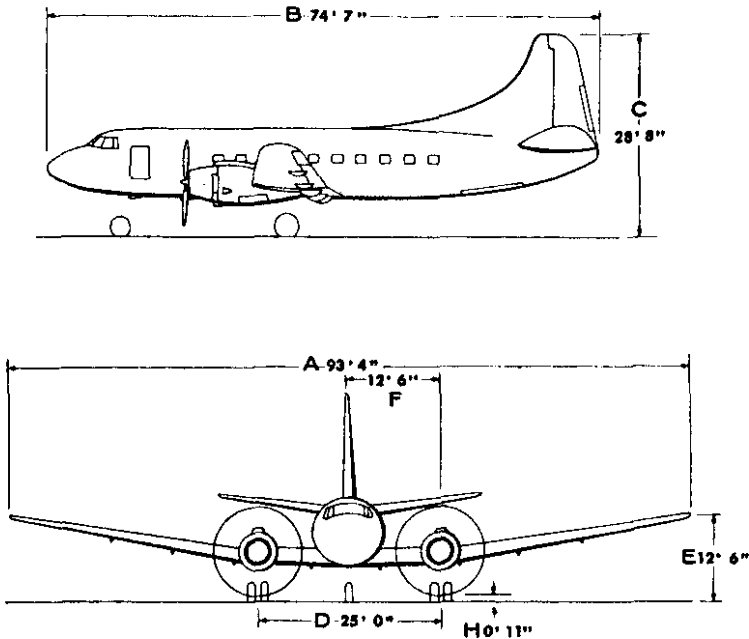


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
39,900#	38,000#	32'-8"	21'-4"	31'-2"	12'-6"	59'-2"

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

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

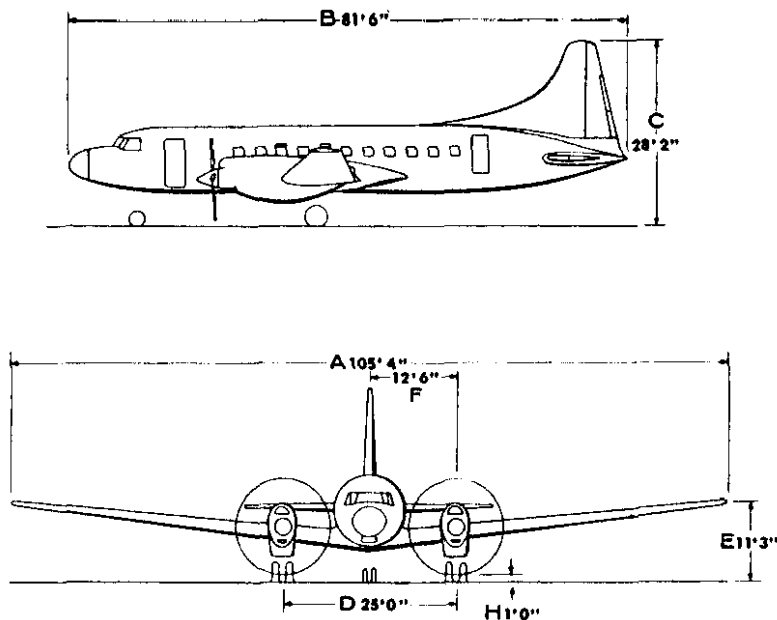
FIGURE 16. MAXIMUM TAKEOFF AND LANDING WEIGHTS OF
PISTON POWERED LARGE AIRPLANES

APPENDIX 3. TURBOPROPELLER 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. Combination 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 assist in the proper interpretation of certain column headings in this appendix, the following explanations are provided:
 - 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 Figure 9.
 - 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 on 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 farthest 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 340/440

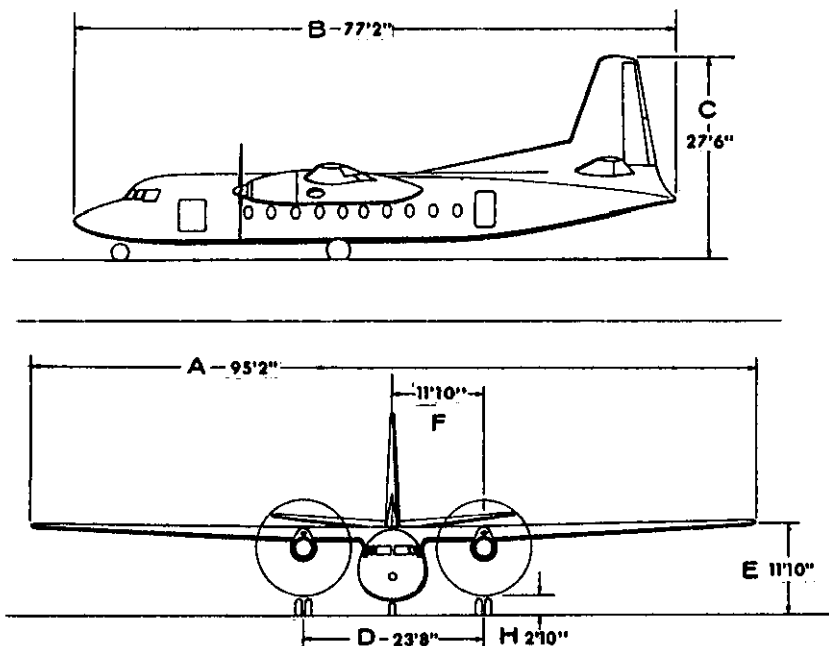


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
53,200#	50,700#	38'-7"	26'-2"	36'-5"	14'-8"	67'-4"

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

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

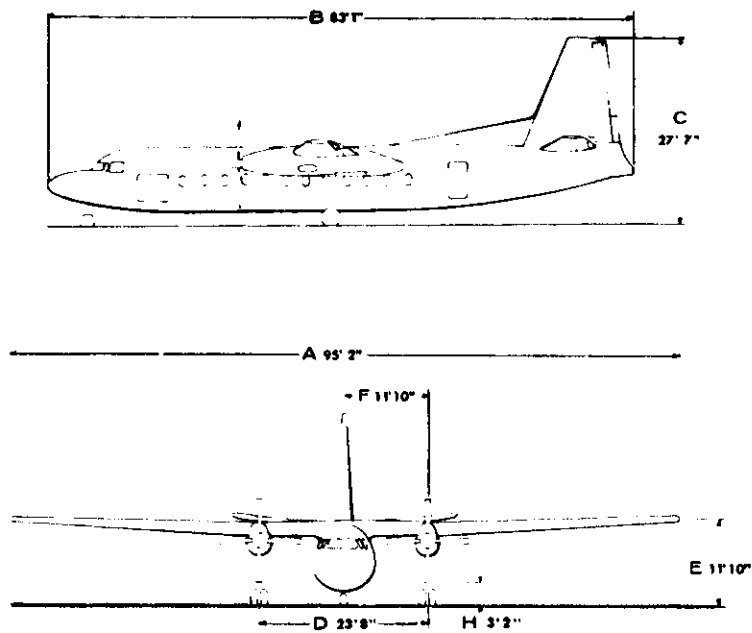


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
*42,000#	*37,500#	34'-6"	28'-8"	34'-6"	16'-6"	64'-0"

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

FAIRCHILD FH-227, FH-227B, & FH-227C

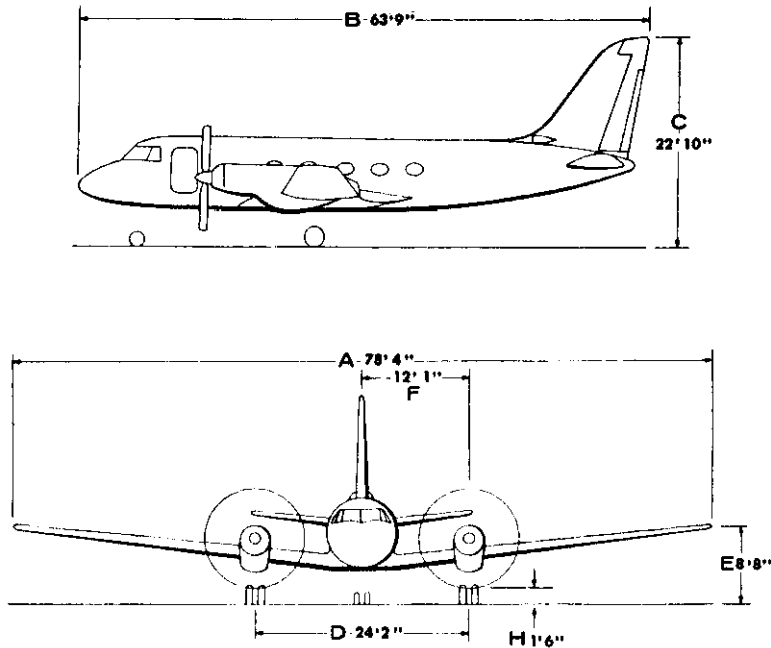


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
43,500#	43,000#	34'9"	34'7"	40'3"	12'4"	59'7"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
95'2"	83'1"	27'7"	23'8"	11'10"	11'10"	-	3'2"	-

FIGURE 3. FAIRCHILD FH-227, FH-227B, & FH-227C

GRUMMAN G-159

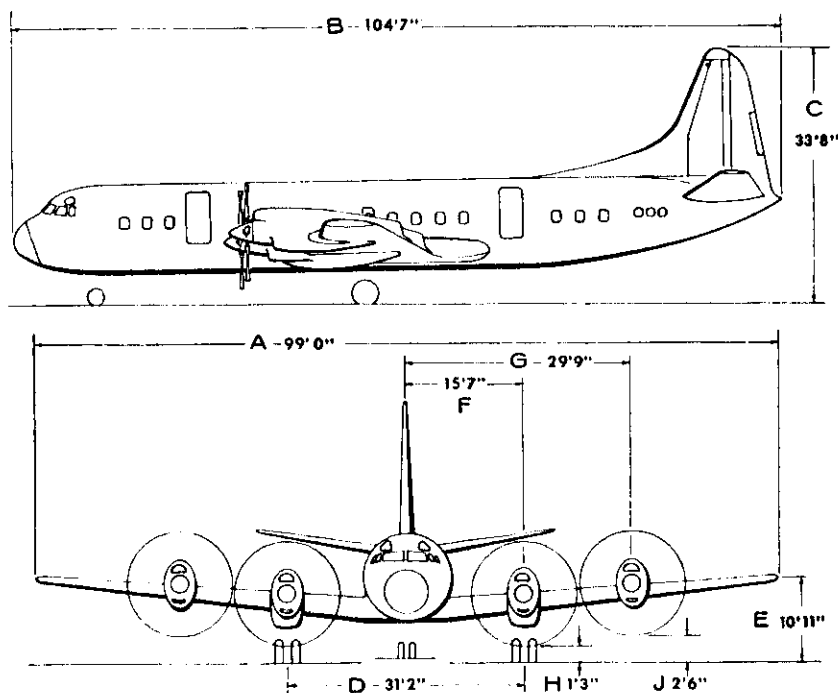


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
35,100#	33,600#	25'-6"	19'-10"	26'-8"	12'-1"	51'-7"

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 4. GRUMMAN G-159

LOCKHEED 188A & 188C

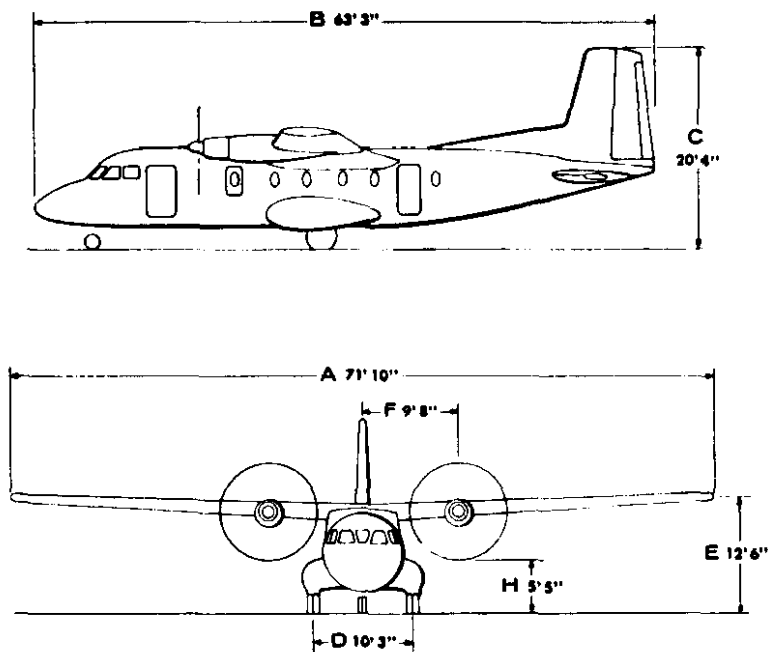


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
*116,000#	95,650#	32'-3"	37'-0"	48'-3"	15'-7"	65'-1"

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 5. LOCKHEED 188A & 188C

NORD 262

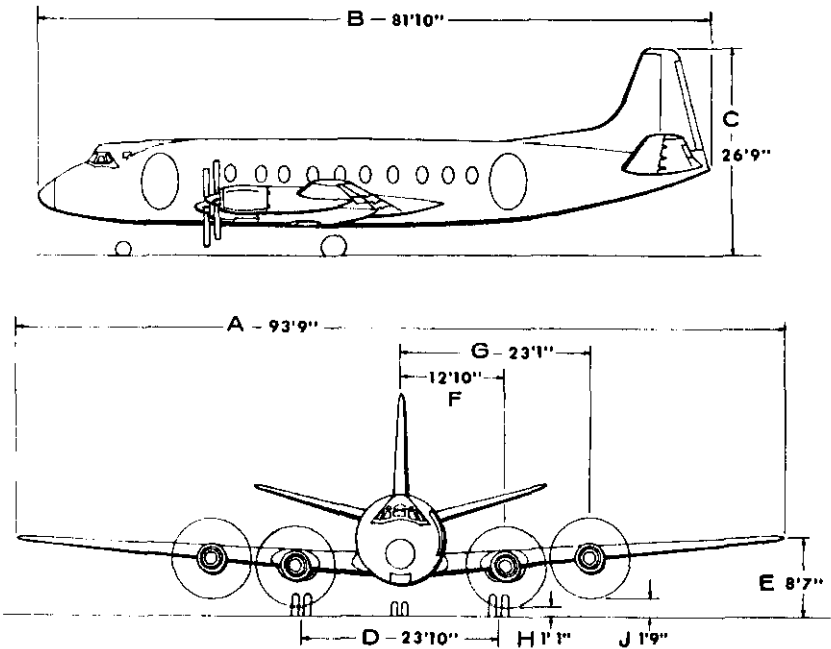


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
22,700#	22,700#	30' -5"	23' -9"	29' -9"	5' -2"	41' -1"

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 6. NORD 262

VICKERS VISCOUNT 745D

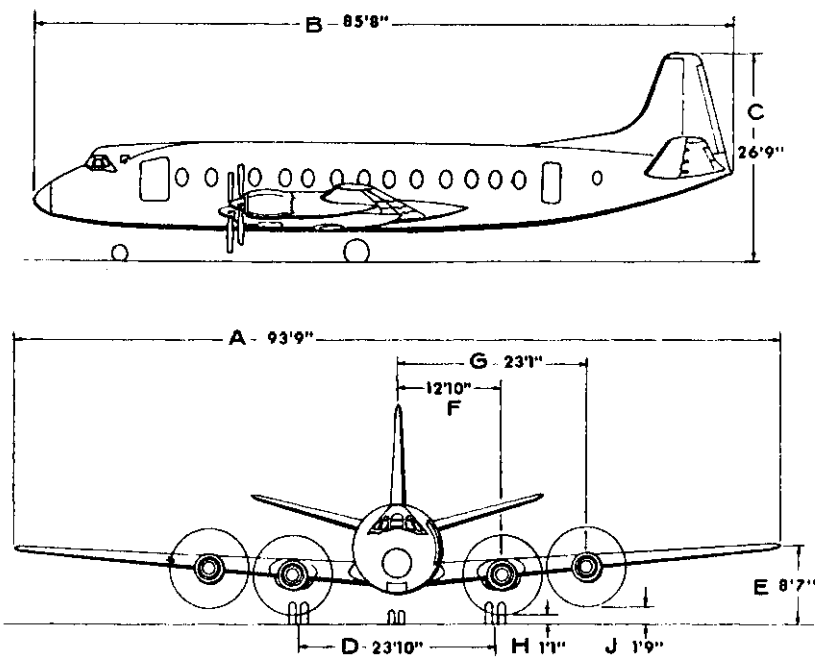


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
64,500#	57,500#	33'-9"	25'-3"	35'-8"	20'-10"	67'-8"

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 7. VICKERS VISCOUNT 745D

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 8. VICKERS VISCOUNT 810

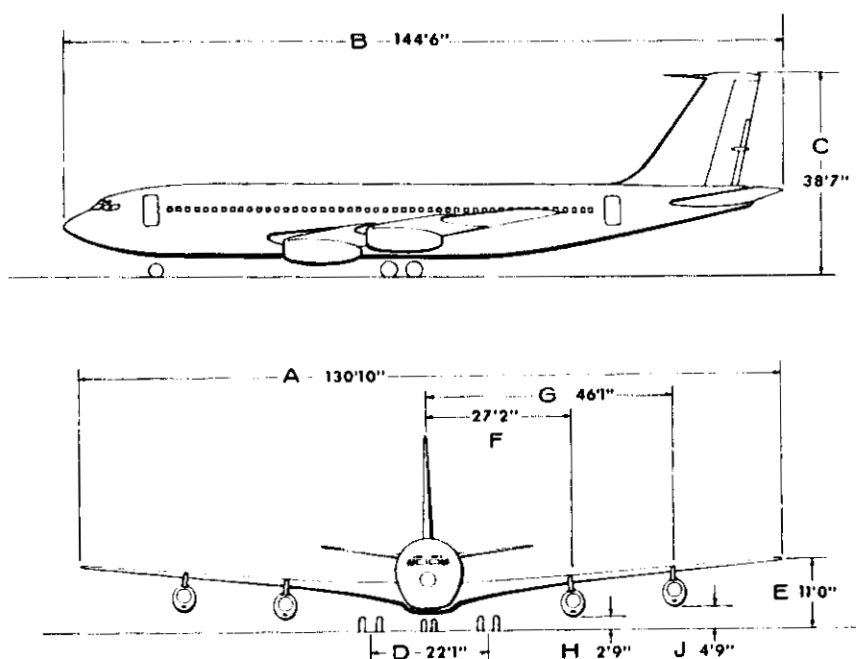
AIRPLANE	MAXIMUM TAKEOFF WEIGHTS	MAXIMUM LANDING WEIGHTS
Fairchild F-27 & F-27B	38,500 Pounds	36,700 Pounds
Fairchild F-27A	42,000	37,500
Fairchild FH-227 & 227C	43,500	43,000
Fairchild FH-227B	45,500	45,000
Lockheed 188A	113,000	95,650
Lockheed 188C	116,000	95,650

FIGURE 9. MAXIMUM TAKEOFF AND LANDING WEIGHTS OF
TURBOPROPELLER POWERED LARGE AIRPLANES

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 assist in the proper interpretation of certain column headings in this appendix, the following explanations are provided:
 - 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 Figure 19.
 - 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 on 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 farthest 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.

BOEING 707-100 SERIES

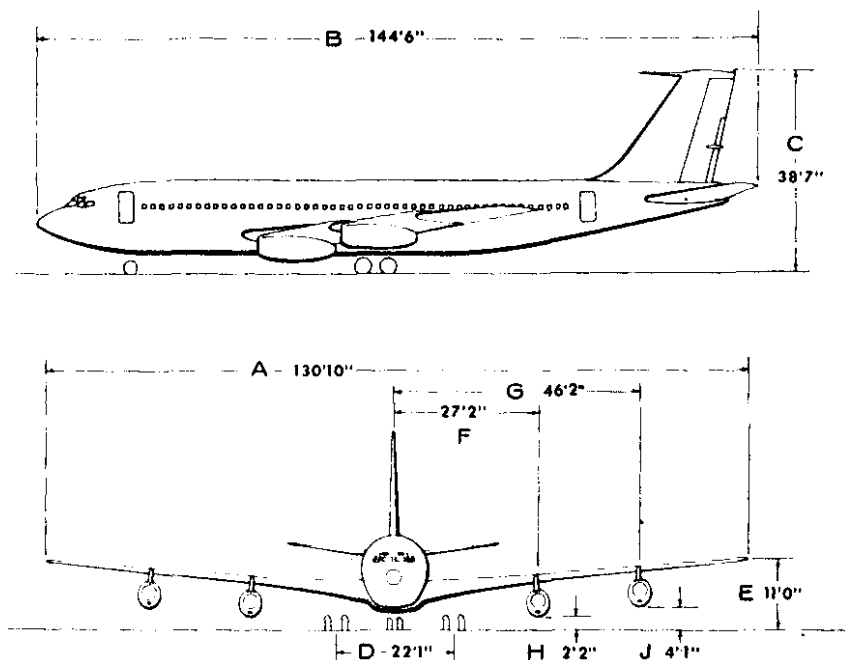


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
248,000#	175,000#	52'-6"	52'-4"	69'-9"	32'-6"	101'-2"

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

BOEING 707-200 SERIES

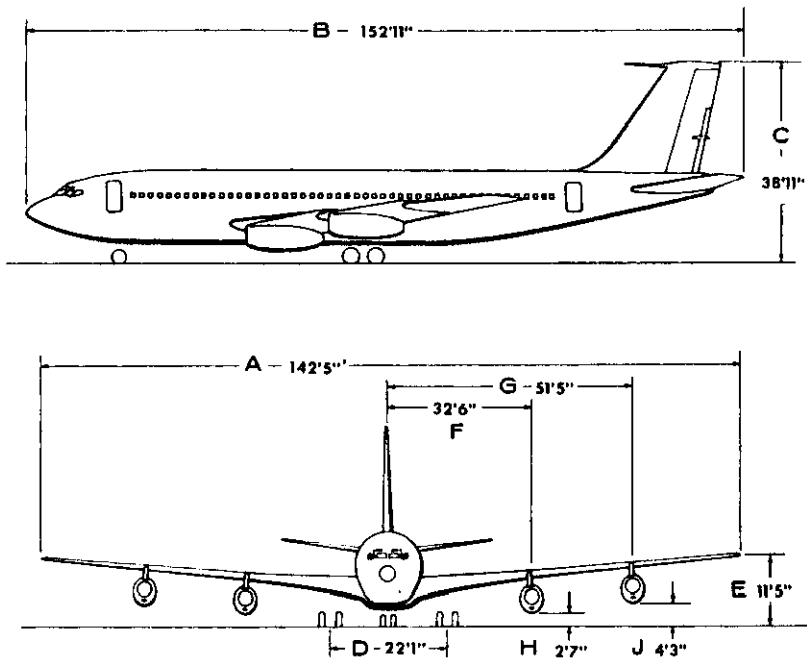


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☿ MAIN GEAR	PIVOT POINT TO ☿ AIRCRAFT	TURN RADIUS
248,000#	185,000#	52'-6"	52'-4"	69'-9"	32'-6"	101'-2"

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

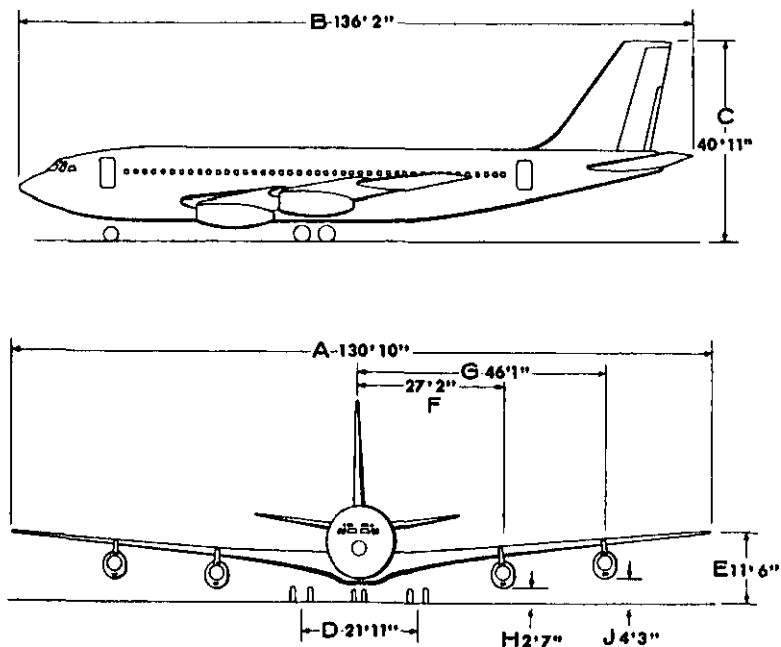


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
312,000#	207,000#	58'-3"	59'-0"	76'-5"	34'-6"	109'-10"

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

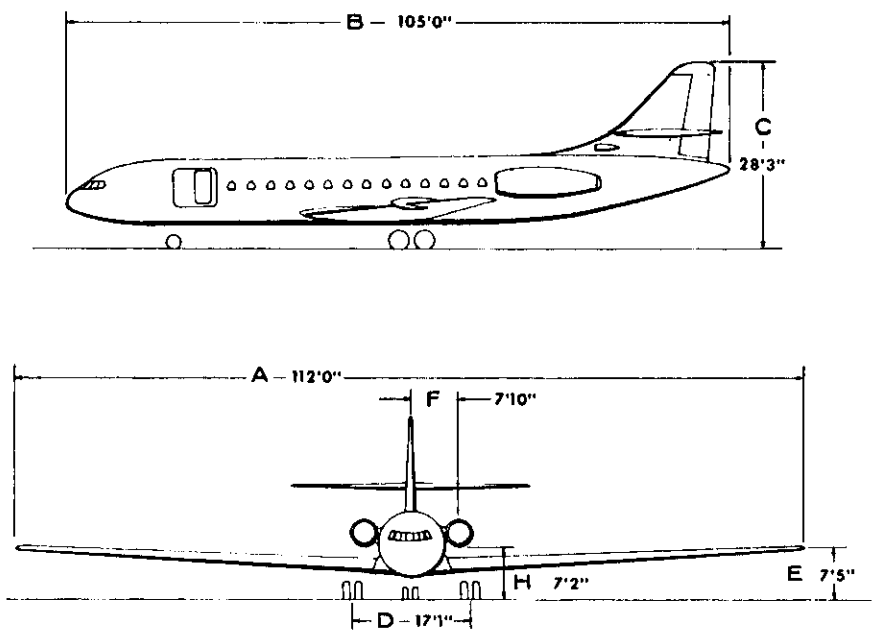


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO € MAIN GEAR	PIVOT POINT TO € AIRCRAFT	TURN RADIUS
225,000#	175,000#	52'-7"	50'-8"	68'-1"	29'-3"	98'-2"

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

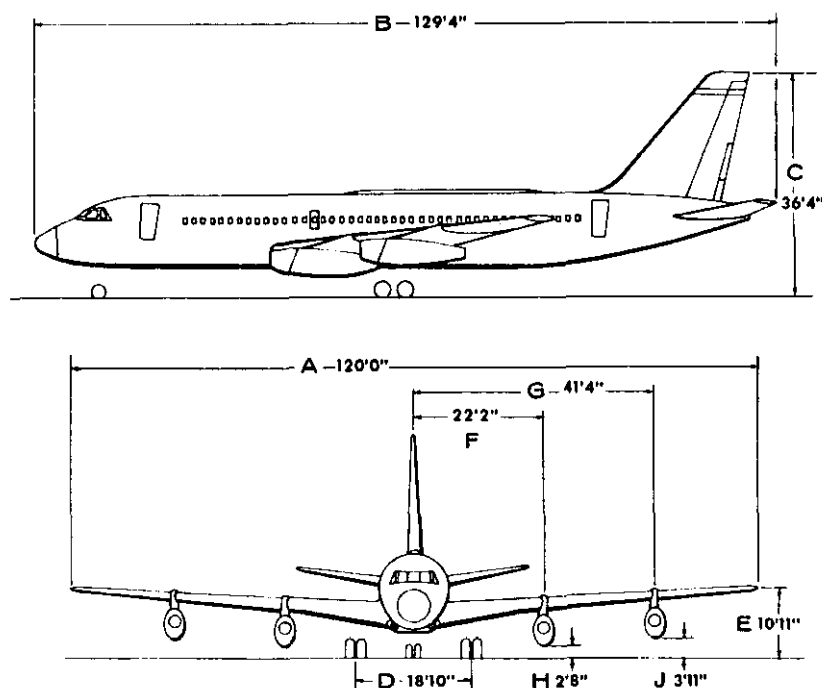


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*110,200#	*105,000#	46'-7"	38'-6"	55'-6"	33'-2"	90'-3"

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

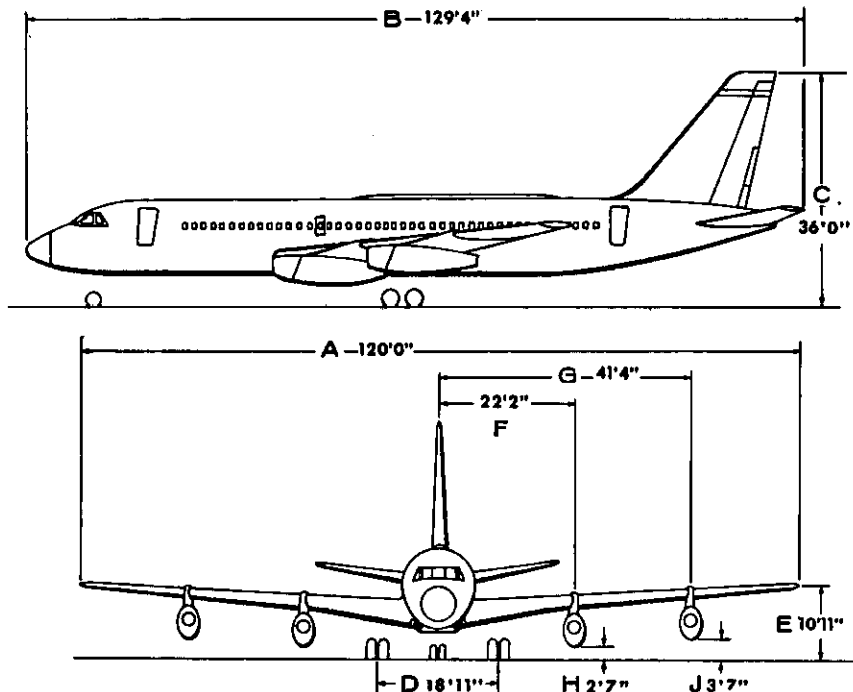


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
184,500#	133,000#	49'-3"	53'-1"	64'-10"	19'-5"	84'-0"

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

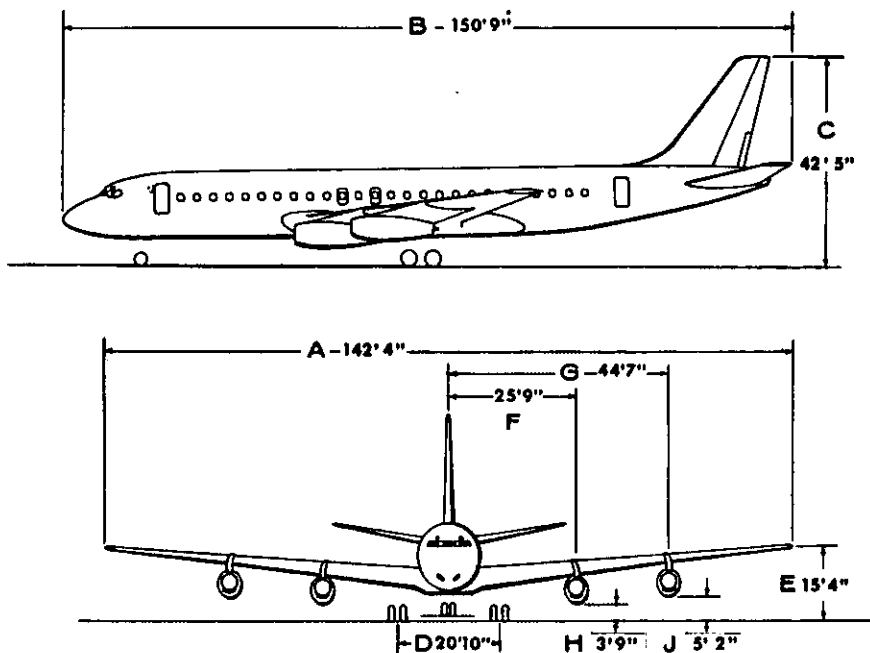


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
193,000#	155,000#	49'-1"	53'-1"	64'-10"	19'-5"	84'-0"

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

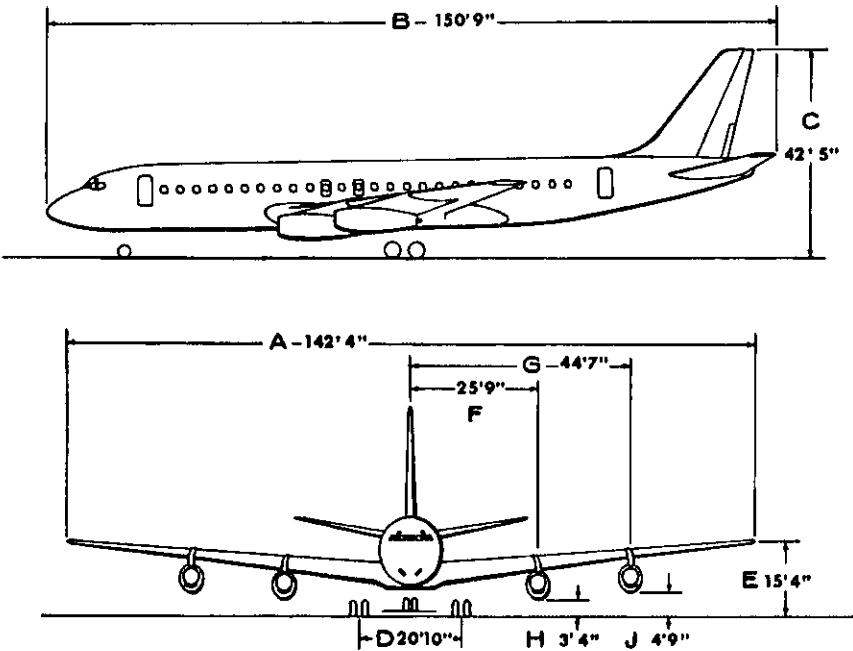


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
273,000#	193,000#	58'-10"	57'-8"	73'-5"	15'-5"	91'-1"

A 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'-9"	5'-2"

FIGURE 8. DOUGLAS DC-8-10 SERIES

DOUGLAS DC-8-20 & 30 SERIES

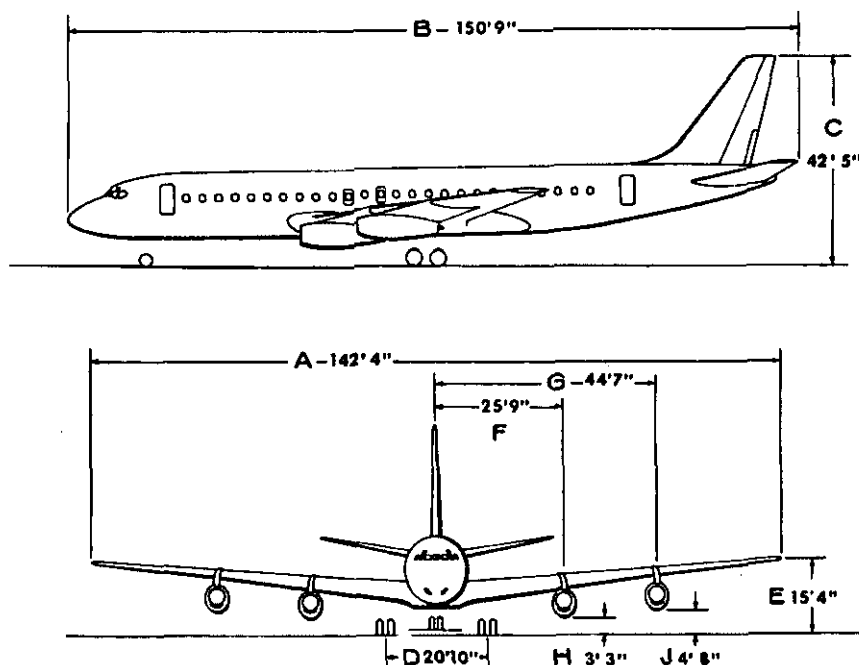


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
*315,000#	*207,000#	58'-10"	57'-8"	73'-5"	15'-5"	91'-1"

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

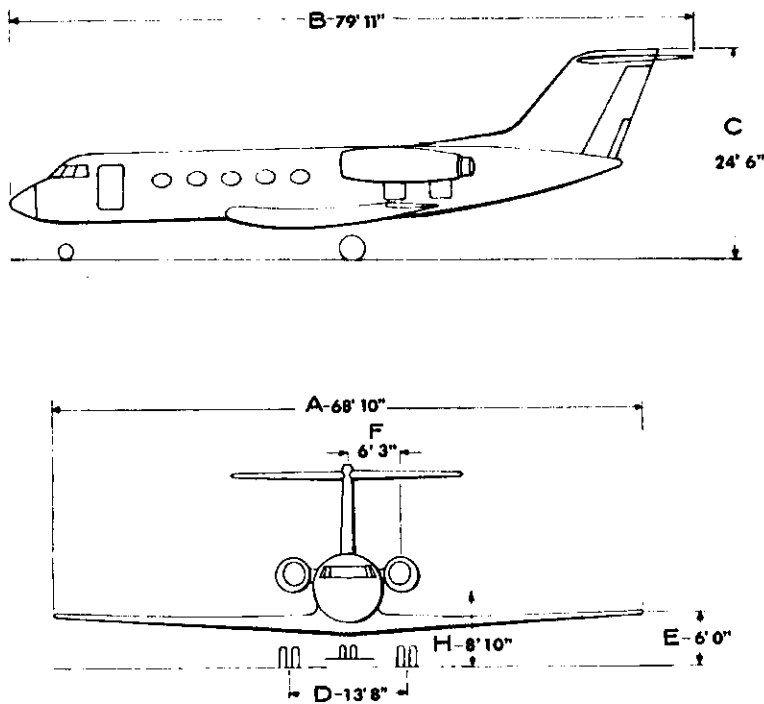


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
315,000#	207,000#	58' -10"	57' -8"	73' -5"	15' -5"	91' -1"

A	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' -3"	4' -8"

FIGURE 10. DOUGLAS DC-8-40 SERIES

GRUMMAN GULFSTREAM II

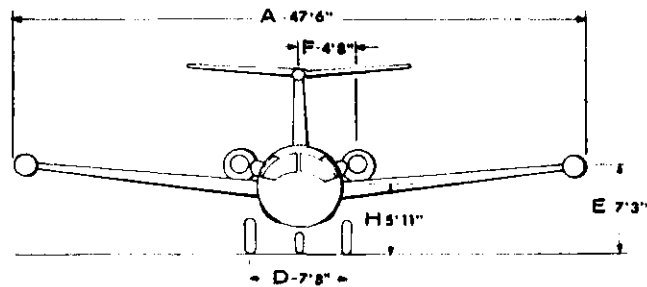
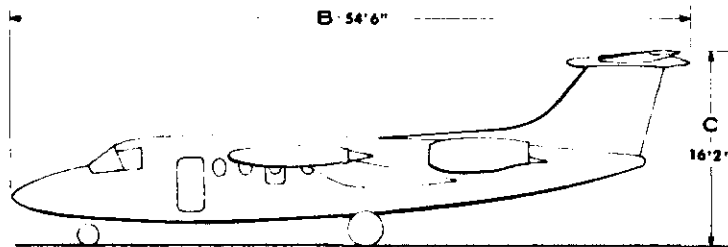


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
54,000#	51,430#	26'8"	33'4"	40'5"	6'9"	45'0"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
68'10"	79'11"	24'6"	13'8"	6'0"	6'3"	-	8'10"	-

FIGURE 11. GRUMMAN GULFSTREAM II

HANSA HFB-320

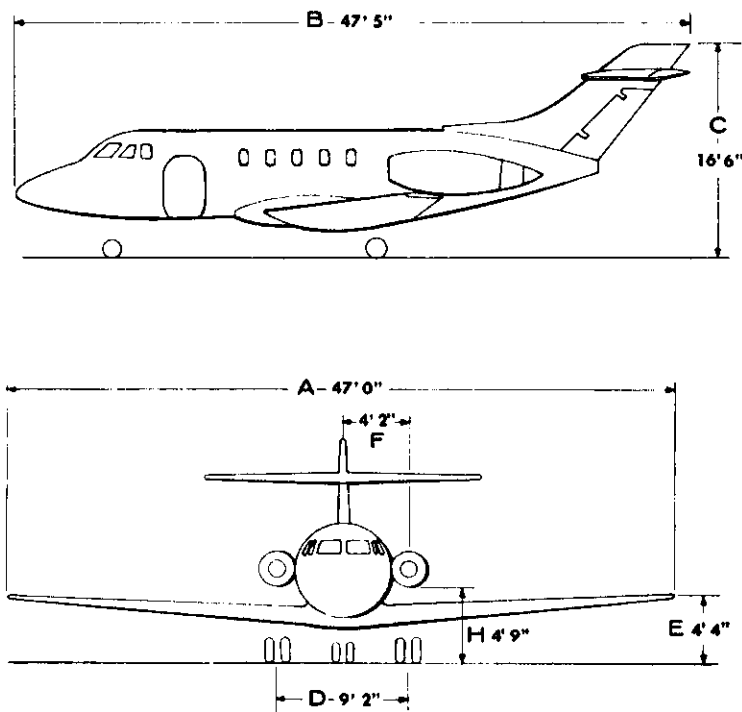


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
19,400#	18,520#	19'5"	22'11"	28'2"	5'8"	29'5"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
47'6"	54'6"	16'2"	7'8"	7'3"	4'8"	-	5'11"	-

FIGURE 12. HANSA HFB-320

HAWKER SIDDELEY DH-125

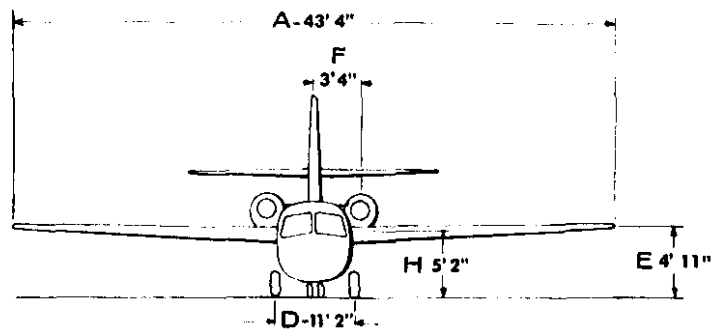
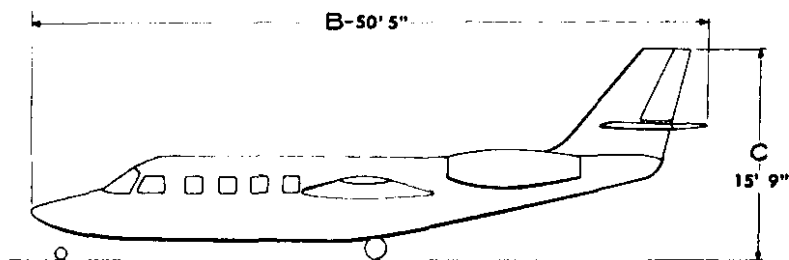


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO & MAIN GEAR	PIVOT POINT TO & AIRCRAFT	TURN RADIUS
20,500#	19,550#	18' 7"	18' 9"	26' 3"	19' 0"	43' 0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
47' 0"	47' 5"	16' 6"	9' 2"	4' 4"	4' 2"	-	4' 9"	-

FIGURE 13. HAWKER SIDDELEY DH-125

JET COMMANDER 1121

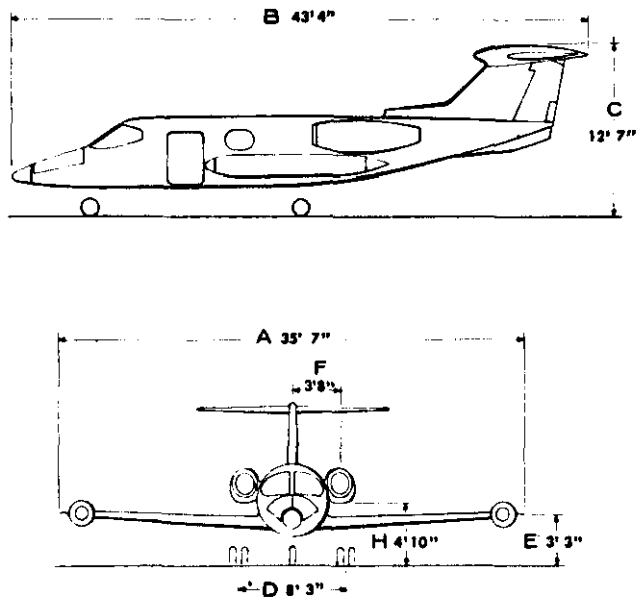


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ☺ MAIN GEAR	PIVOT POINT TO ☺ AIRCRAFT	TURN RADIUS
16,800#	16,000#	15' 9"	23' 9"	2' 8"	23' 8"	45' 5"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
43' 4"	50' 5"	15' 9"	11' 2"	4' 11"	3' 4"	-	5' 2"	-

FIGURE 14. JET COMMANDER 1121

LEAR JET 24

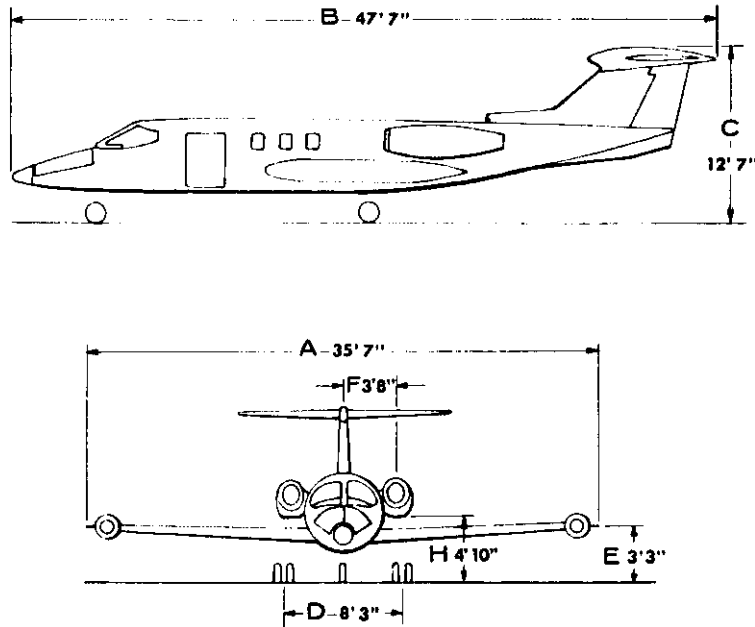


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
13,000#	11,880#	12'-9"	16'-2"	21'-9"	16'-0"	34'-0"

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 15. LEAR JET 24

LEAR JET 25

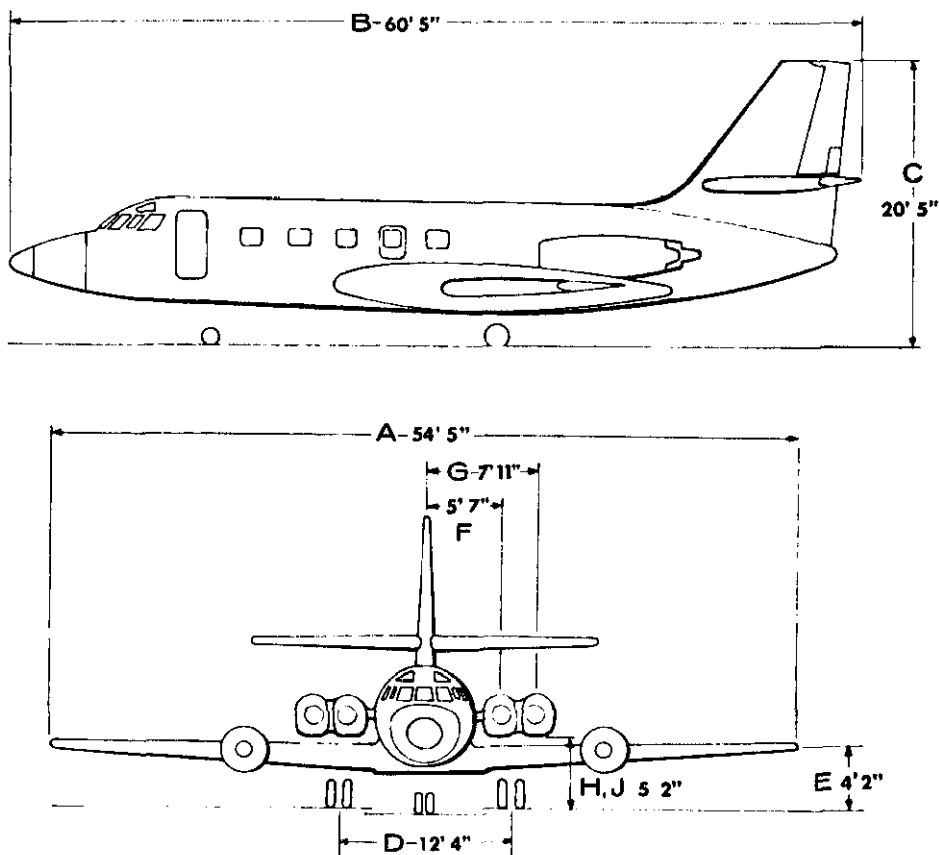


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
15,000#	13,300#	13' 1"	19' 2"	26' 0"	16' 0"	34' 0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
35' 7"	47' 7"	12' 7"	8' 3"	3' 3"	3' 8"	-	4' 10"	-

FIGURE 16. LEAR JET 25

LOCKHEED JETSTAR

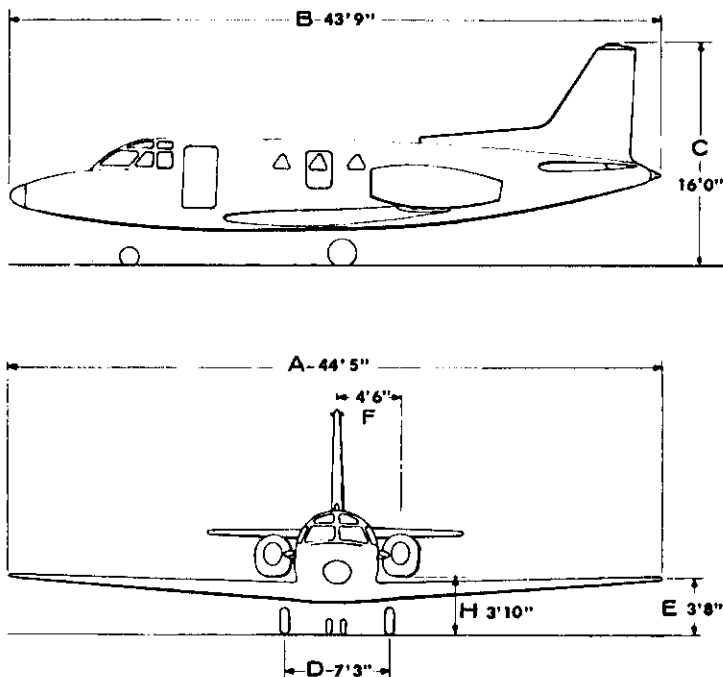


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
40,921#	35,000#	19' 4"	20' 7"	35' 0"	20' 3"	44' 0"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J OUTBD
54' 5"	60' 5"	20' 5"	12' 4"	4' 2"	5' 7"	7' 11"	5' 2"	5' 2"

FIGURE 17. LOCKHEED JETSTAR

NORTH AMERICAN SABRELINER



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
18,340#	17,500#	18'4"	14'6"	22'9"	17'8"	43'6"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
44'5"	43'9"	16'0"	7'3"	3'8"	4'6"	-	3'10"	-

FIGURE 18. NORTH AMERICAN SABRELINER

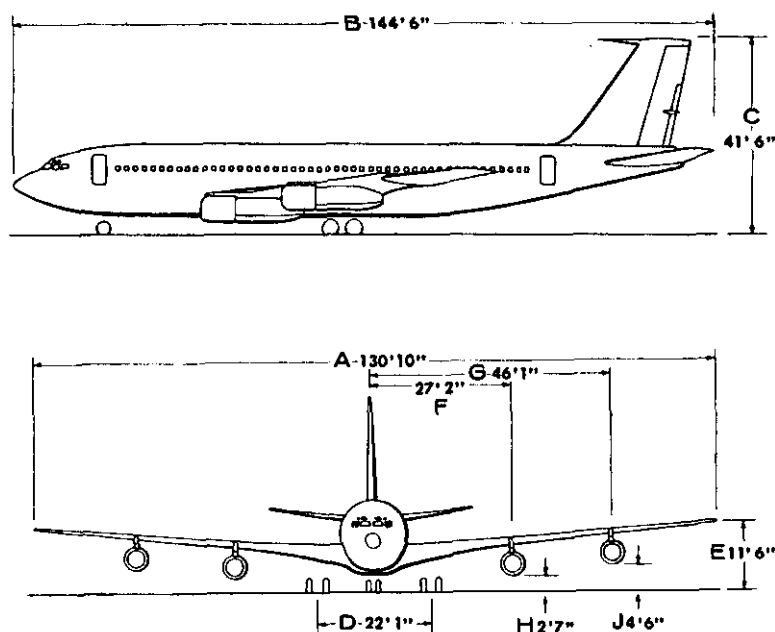
AIRPLANE	MAXIMUM TAKEOFF WEIGHTS	MAXIMUM LANDING WEIGHTS
Caravelle SE 210-1	95,900 Pounds	91,335 Pounds
SE 210-6R	110,200	105,000
Douglas DC-8-20 Series	276,000	193,000
DC-8-30 Series	315,000	207,000

FIGURE 19. MAXIMUM TAKEOFF AND LANDING WEIGHTS OF
TURBOJET POWERED LARGE AIRPLANES

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 assist in the proper interpretation of certain column headings in this appendix, the following explanations are provided:
 - 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 point on 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

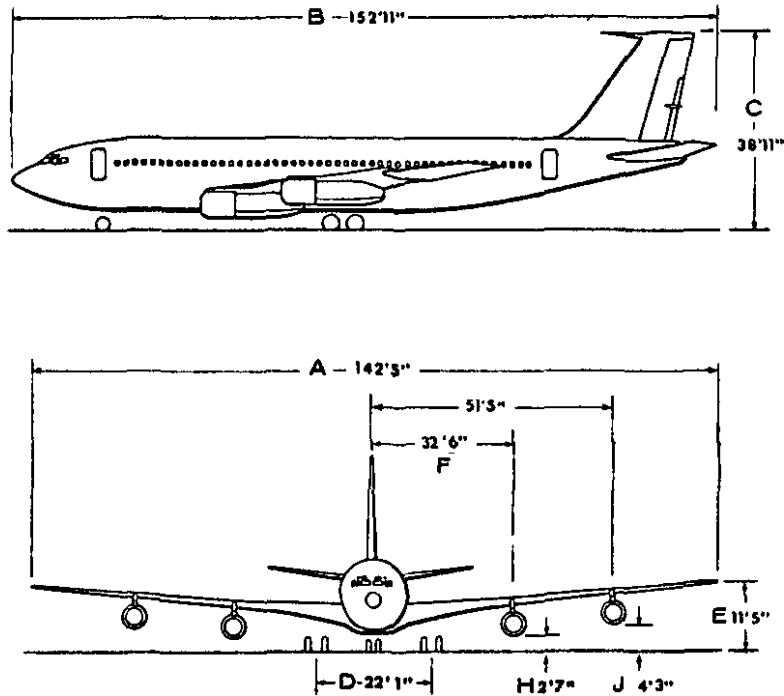


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CL MAIN GEAR	PIVOT POINT TO CL AIRCRAFT	TURN RADIUS
258,000#	185,000#	52'-4"	52'-4"	69'-9"	32'-6"	101'-0"

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

BOEING 707-300B SERIES

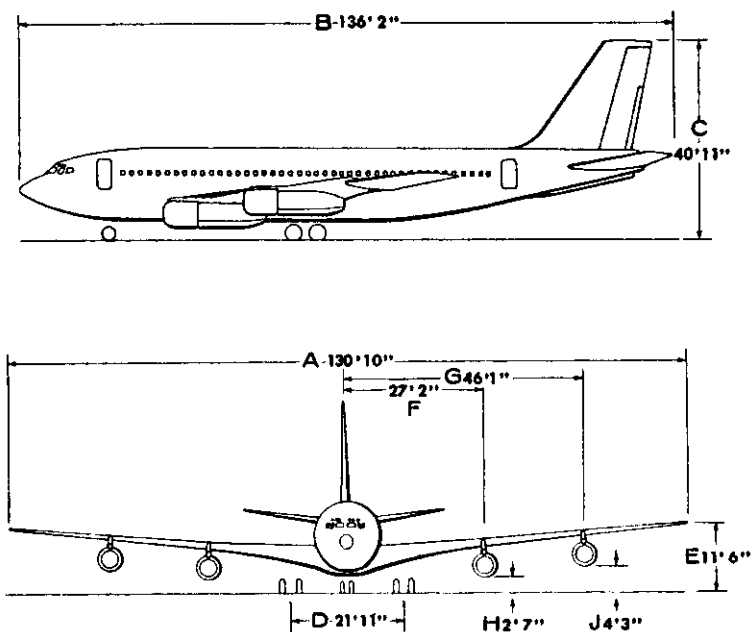


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
325,000#	207,000#	58'-3"	59'-0"	76'-5"	34'-6"	109'-10"

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

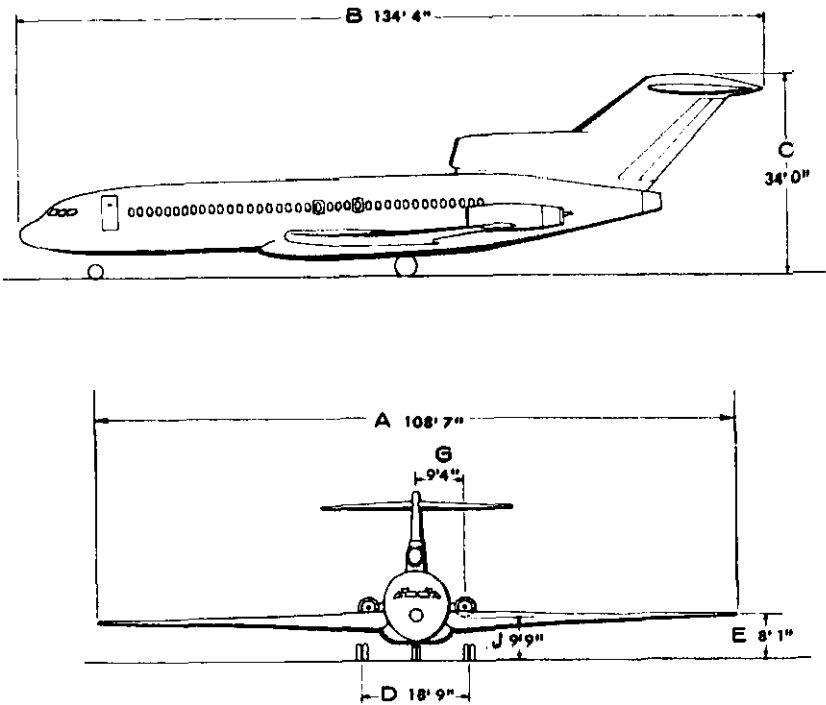


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CL MAIN GEAR	PIVOT POINT TO CL AIRCRAFT	TURN RADIUS
230,000#	175,000#	52'-7"	50'-8"	68'-1"	29'-3"	98'-2"

A SPAN	B LENGTH	C HEIGHT OVER-ALL	D TREAD	E WING TIP	F INBD	G OUTBD	H INBD	J 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

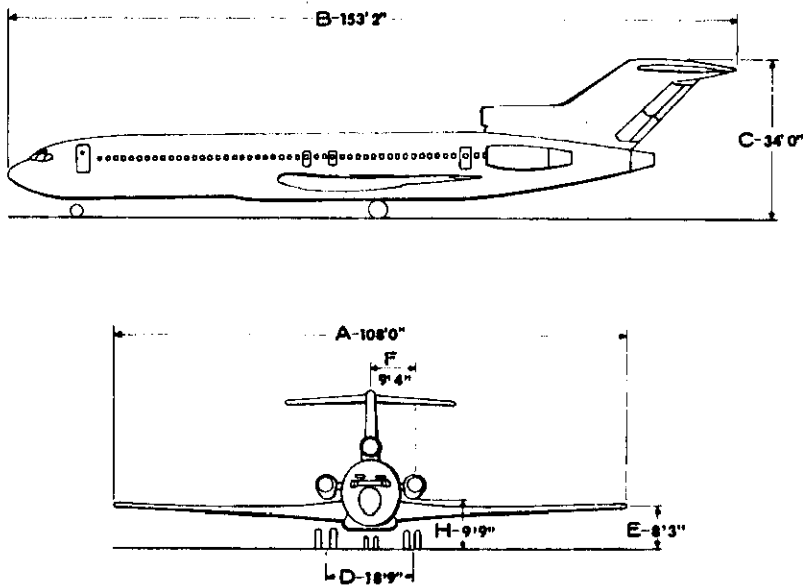


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
153,000#	135,000#	43'-8"	53'-3"	68'-3"	10'-8"	70'-4"

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 727-200

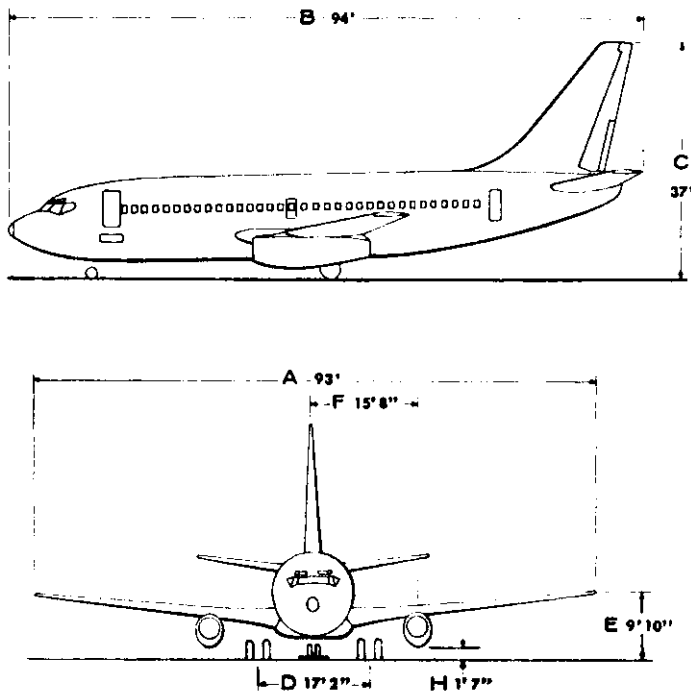


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
169,000#	148,000#	43'5"	63'3"	78'3"	10'8"	80'4"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INSD	OUTSD	INSD	OUTSD
108'0"	153'2"	34'0"	18'9"	8'3"	9'4"	-	9'9"	-

FIGURE 5. BOEING 727-200

BOEING 737-100 SERIES

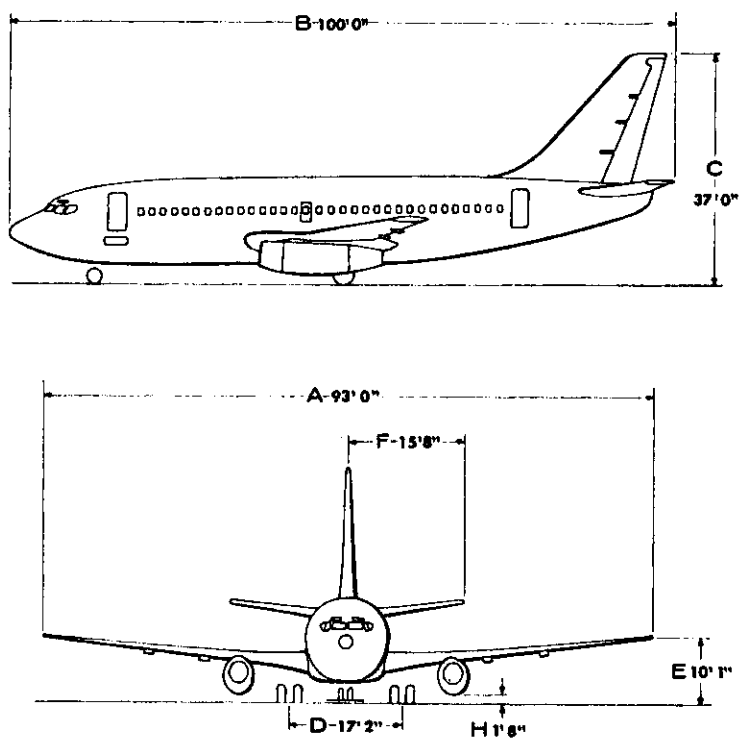


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
93,000#	89,000#	36'-8"	34'-7"	47'-4"	8'-10"	56'-5"

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 6. BOEING 737-100 SERIES

BOEING 737-200

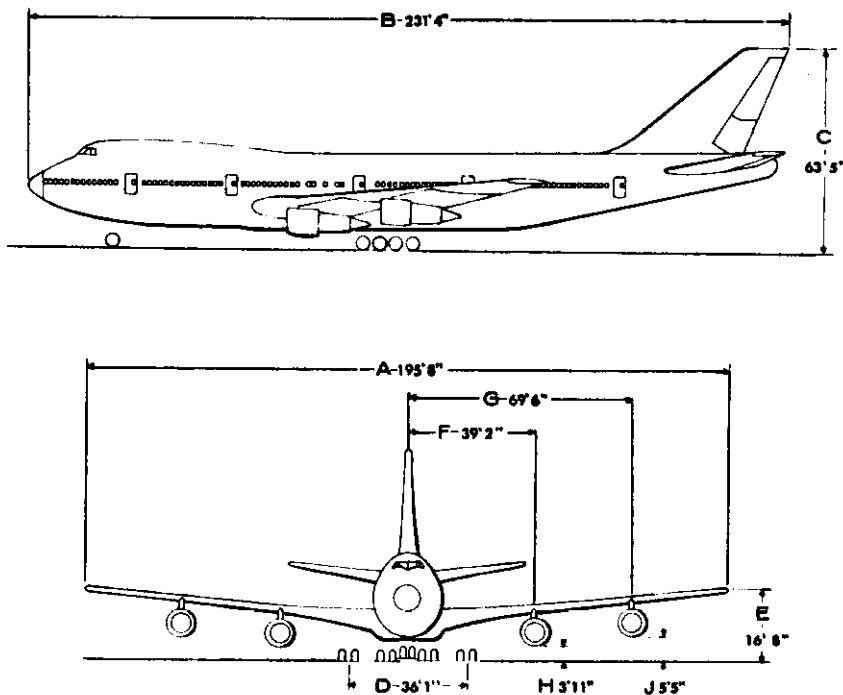


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
108,000#	97,000#	36'8"	37'4"	50'4"	9'10"	57'8"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
93'0"	100'0"	37'0"	17'2"	10'1"	15'8"	-	1'8"	-

FIGURE 7. BOEING 737-200

BOEING 747

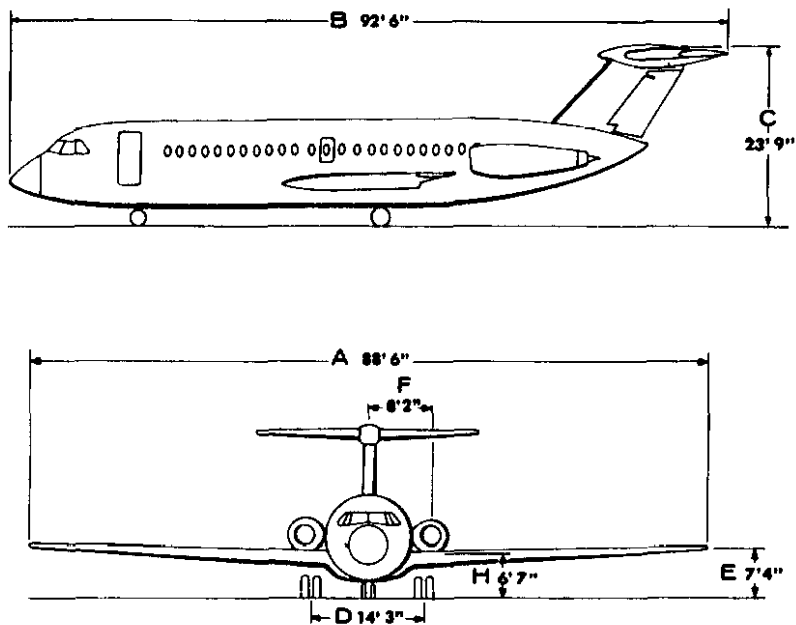


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
680,000#	564,000#	77'1"	78'11"	104'5"	47'0"	156'0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
195'8"	231'4"	63'5"	36'1"	16'8"	39'2"	69'6"	3'11"	5'5"

FIGURE 8. BOEING 747

BAC 1-II

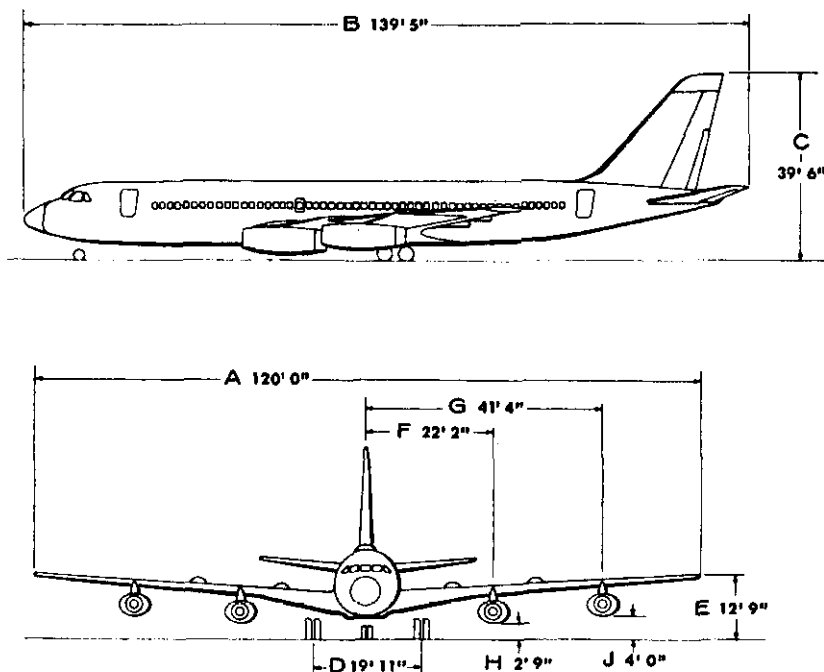


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
73,500#	65,000#	35'-9"	33'-1"	48'-5"	7'-8"	52'-6"

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 9. BAC 1-11

CONVAIR 990A

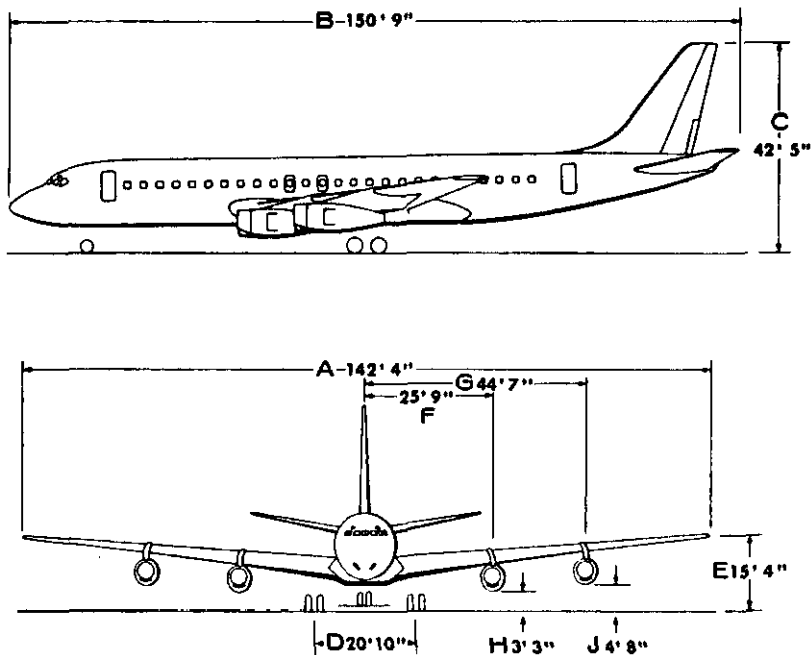


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
253,000#	202,000#	48'-10"	57'-3"	68'-11"	29'-3"	93'-8"

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 10. CONVAIR 990A

DOUGLAS DC-8-50 SERIES

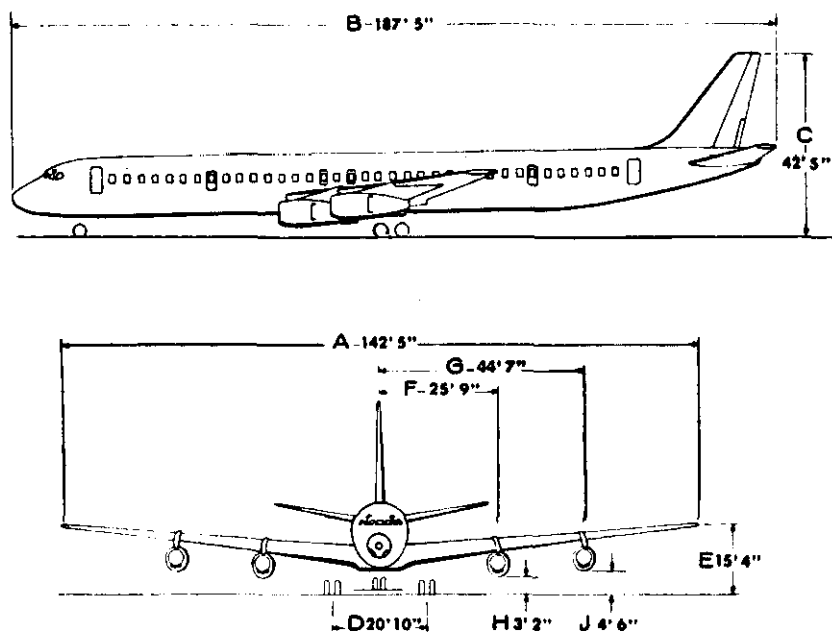


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
315,000#	207,000#	58'-10"	57'-8"	73'-5"	15'-5"	91'-1"

A	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'-3"	4'-8"

FIGURE 11. DOUGLAS DC-8-50 SERIES

DOUGLAS DC-8-61

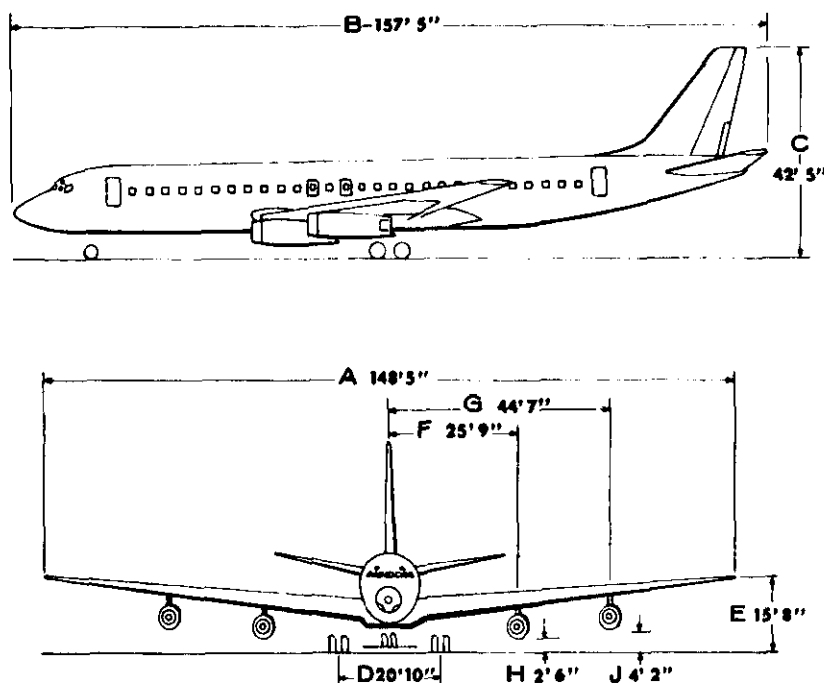


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
325,000#	240,000#	58'-10"	77'-6"	93'-4"	20'-10"	106'-6"

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 12. DOUGLAS DC-8-61

DOUGLAS DC-8-62

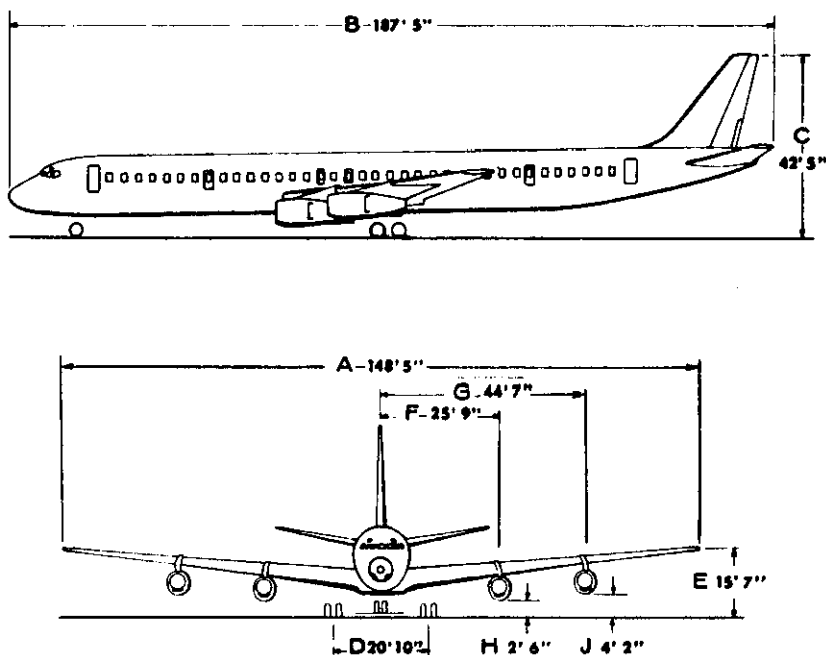


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO € MAIN GEAR	PIVOT POINT TO € AIRCRAFT	TURN RADIUS
335,000#	240,000#	61'-10"	60'-10"	76'-7"	33'-8"	111'-7"

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 13. DOUGLAS DC-8-62

DOUGLAS DC-8-63

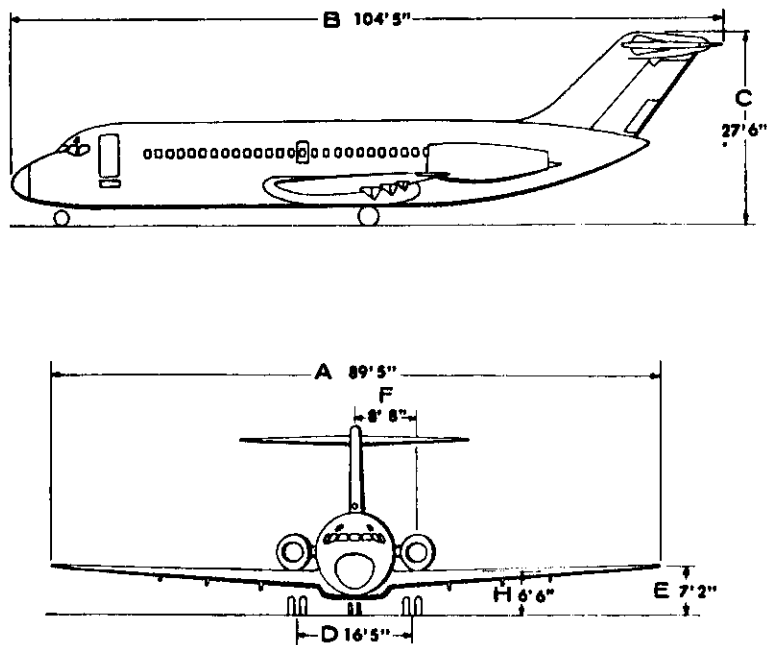


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ¢ MAIN GEAR	PIVOT POINT TO ¢ AIRCRAFT	TURN RADIUS
350,000#	245,000#	61' -9"	77' -6"	93' -4"	33' -0"	111' -4"

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

FIGURE 14. DOUGLAS DC-8-63

DOUGLAS DC-9-10 SERIES

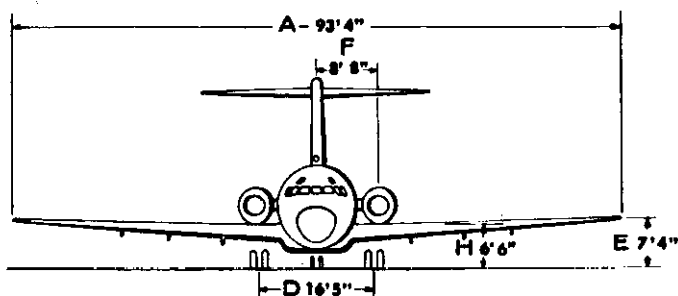
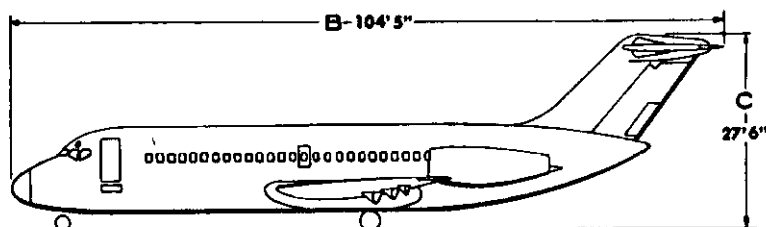


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
90,700#	81,700#	34'-9"	43'-8"	51'-4"	6'-2"	52'-4"

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

FIGURE 15. DOUGLAS DC-9-10 SERIES

DOUGLAS DC-9-20 SERIES

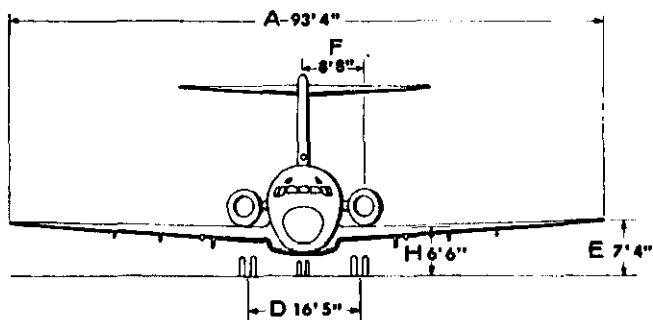
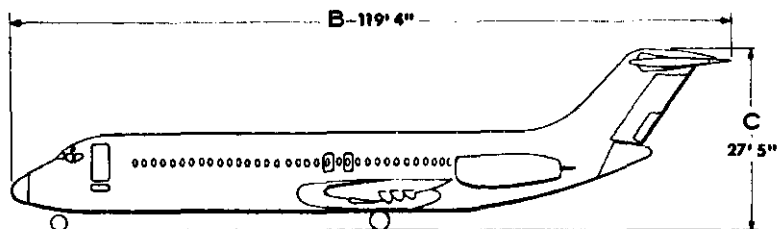


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO ℄ MAIN GEAR	PIVOT POINT TO ℄ AIRCRAFT	TURN RADIUS
98,000#	93,400#	36'-9"	43'-8"	51'-4"	6'-2"	54'-4"

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 16. DOUGLAS DC-9-20 SERIES

DOUGLAS DC-9-30 SERIES

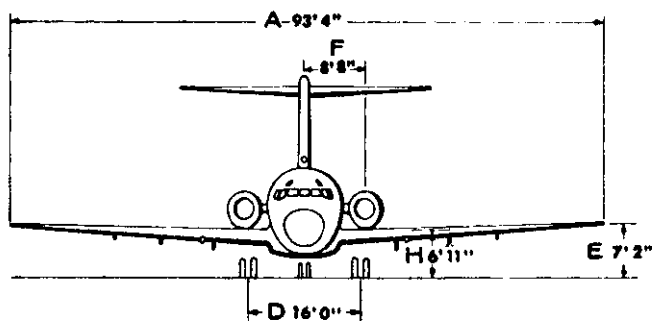
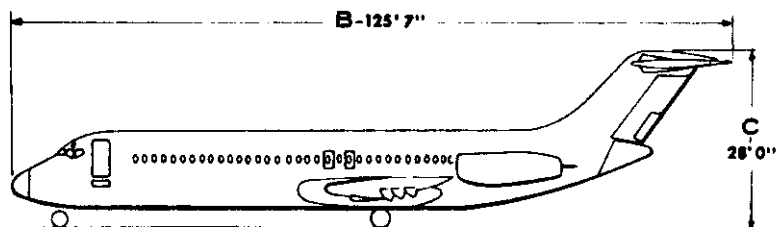


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CL MAIN GEAR	PIVOT POINT TO CL AIRCRAFT	TURN RADIUS
108,000#	95,300#	36'-9"	53'-2"	60'-10"	7'-6"	55'-7"

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

FIGURE 17. DOUGLAS DC-9-30 SERIES

DOUGLAS DC-9-40 SERIES

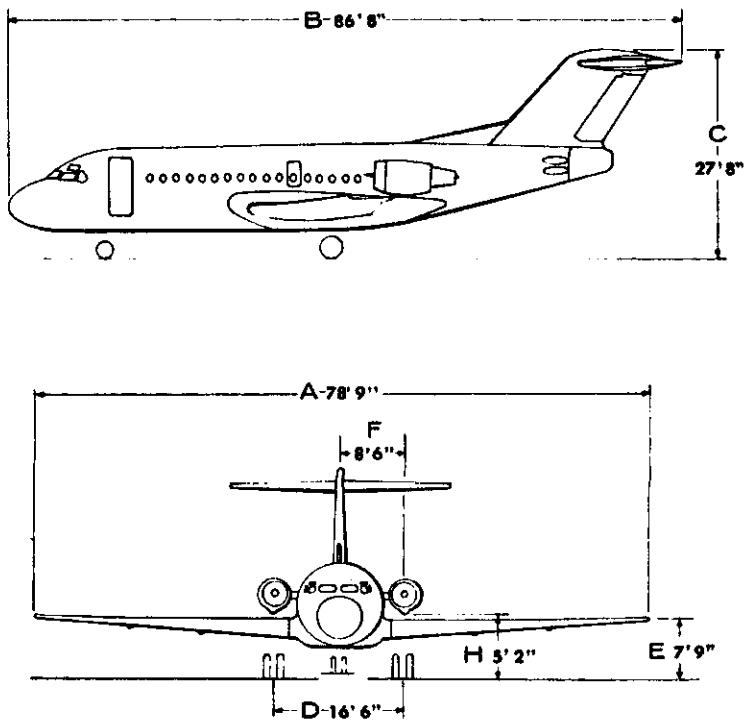


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO CL MAIN GEAR	PIVOT POINT TO CL AIRCRAFT	TURN RADIUS
114,000#	102,000#	36' -4"	56' -4"	63' -8"	7' -11"	56' -0"

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 18. DOUGLAS DC-9-40 SERIES

FAIRCHILD F-228

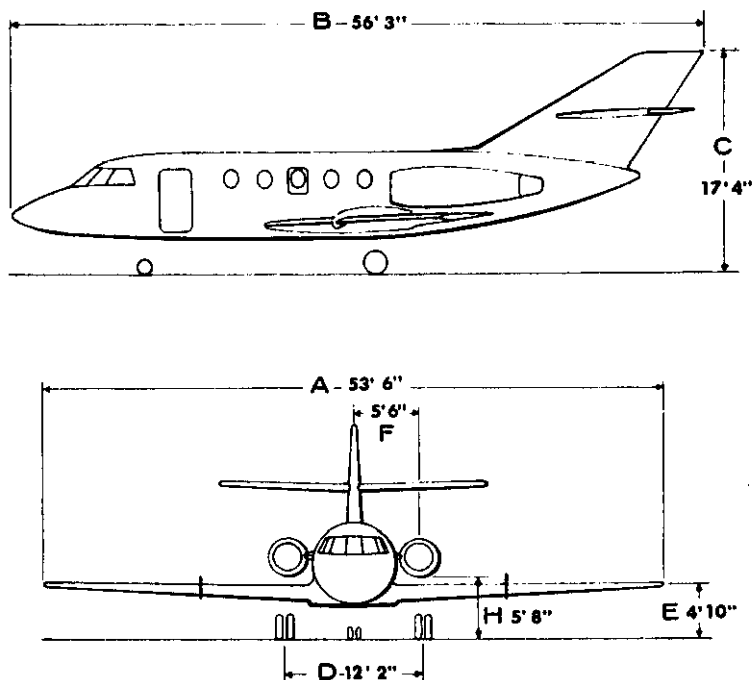


MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	DIST. OUTSIDE WHEEL TO WING TIP	WHEEL BASE	NOSE TO C MAIN GEAR	PIVOT POINT TO C AIRCRAFT	TURN RADIUS
54,500#	54,000#	30'2"	29'2"	-	8'3"	50'0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
78'9"	86'8"	27'8"	16'6"	7'9"	8'6"	-	5'2"	-

FIGURE 19. FAIRCHILD F-228

FAN JET FALCON



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
26,455#	25,200#	18' 11"	18' 10"	-	15' 3"	42' 0"

A	B	C	D	E	F	G	H	J
SPAN	LENGTH	HEIGHT OVER-ALL	TREAD	WING TIP	INBD	OUTBD	INBD	OUTBD
53' 6"	56' 3"	17' 4"	12' 2"	4' 10"	5' 6"	-	5' 8"	-

FIGURE 20. FAN JET FALCON

APPENDIX 6. TURBOPROPELLER POWERED SMALL AIRPLANES

1. AIRCRAFT DATA. The aircraft data contained in this appendix are for airplanes with the following in common:
 - a. Single or multiengine.
 - b. Combination propeller and jet driven.
 - c. Equipped with turbine engine.
 - d. Certificated with a maximum gross takeoff weight of 12,500 pounds or less.
 - e. Other than transport category.
2. EXPLANATORY INSTRUCTIONS. To assist in the proper interpretation of certain column headings in this appendix, the following explanations are provided.
 - a. ESHP is rated engine shaft horsepower per engine as obtained from the engine specifications.
 - b. The gross weight is the certificated maximum takeoff weight as obtained from the certification data.

MANUFACTURER	DESIGNATION	CONFIGURATION	POWERPLANT	MAXIMUM GROSS TAKEOFF WEIGHT (LBS)	LENGTH SPAN HEIGHT (FT)
Aero Commander Aircraft Divisions Rockwell-Standard Corp.	Turbo Commander	5-10-place, high wing	2 AiR TPE 331-43 605 eshp ea	9,000	41.3 l 44.0 s 14.7 h
Beech Aircraft	A90 King Air	7-10-place, low wing	2 P&WA PT6A-20 500 shp ea	9,300	35.5 l 45.8 s 14.8 h
	99	17-passenger, low wing	2 P&WA PT6A-20 550 shp ea	10,200	44.6 l 45.9 s 14.5 h
Carstedt Aviation	Jetliner 600	18-passenger, low wing	2 AiR TPE 331 605 eshp ea	9,150	46.5 l 57.0 s - h
deHavilland Aircraft	DHC-2 Mk 11 Turbo-Beaver	11-place, high wing, fixed gear	1 P&WA PT6A-6 578 eshp (or PT6A-20)	5,370	35.3 l 48.0 s 11.0 h
	DHC-6 Twin Otter	16-31-place, high wing	2 P&WA PT6A-20 578 eshp ea	11,529	49.5 l 65.0 s 18.6 h
Helio Aircraft	H-600 B Stallion	12-place, high wing, fixed gear, STOL	1 P&WA PT6A-24 750 shp, or AiR TPE 331-42 715 shp	6,100	39.5 l 44.8 s 9.0 h
	Twin Stallion H-1201	18-place, high wing, conv. fixed gear	2 P&WA PT6A-23 600 shp or 2 AiR TPE 331-25 575 shp ea	9,350	41.3 l 44.8 s 19.3 h

FIGURE 1. TURBOPROPELLER POWERED SMALL AIRPLANES

MANUFACTURER	DESIGNATION	CONFIGURATION	POWERPLANT	MAXIMUM GROSS TAKEOFF WEIGHT (LBS)	LENGTH SPAN HEIGHT (FT)
Hiller Aircraft Division Fairchild-Hiller	Heli-Porter PC-6/C-H2	8-place, high wing, fixed gear, STOL	1 AiR TPE 331 575 hp or P&WA PT6, 550 hp	4,850	35.7 l 49.8 s 10.5 h
Mitsubishi/Mooney	MU-2	7-place, high wing	2 AiR TPE 331 605 eshp ea	8,930	33.3 l 39.2 s 12.9 h
Pacific Airmotive Corp.	Turbo Tradewind	7-13-place, low wing	2 P&WA PT6A-20 578 eshp ea	10,200	37.9 l 47.3 s 13.8 h
Short Bros. & Harland	SC-7 Skyvan	19-passenger, high wing, fixed gear	2 Turbo Astazou XII 692 eshp ea	12,500	40.1 l 64.1 s 54.1 h
Swearingen Aircraft	Merlin 11A	8-10-place, low wing	2 P&WA PT6A-20 579 eshp ea	9,300	40.0 l 45.8 s 14.4 h
Volpar, Inc.	Super Turbo 18	7-11-place, low wing	2 AiR TPE 331 605 eshp ea	10,286	48.3 l 46.0 s 9.6 h

FIGURE 1. TURBOPROPELLER POWERED SMALL AIRPLANES (CONTINUED)