

CHANGE

TAD-444.7
AC NO: AC 150/5325-5B CHG 1

DATE: June 25, 1976



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: CHANGE 1 to AC 150/5325-5B, AIRCRAFT DATA

1. PURPOSE. This change transmits revised pages to the subject advisory circular.
2. EXPLANATION OF CHANGES.
 - a. The text of paragraph 2c has been revised to stress that the published turn radius dimension is a maximum effort maneuver not normally used in the real world. A cautionary note has been added to warn persons not to use the published dimension for facility design purposes.
 - b. Aircraft weight and dimensional data have been updated.
 - c. Weight and dimensional data have been added for the A-300, Concorde, and KC-135A.
 - d. Asterisks in margins identify text changes.
3. HOW TO OBTAIN THIS CHANGE. Obtain additional free copies of Change 1 to AC 150/5325-5B, Aircraft Data, from the Department of Transportation, Publications Section, TAD-443.1, Washington, D.C. 20590.
4. PAGE CONTROL CHART.

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initiated by: AAS-560

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1 and 2	7/30/75	1	6/25/76
		2	7/30/75
Appendix 2			
1 and 2	7/30/75	1	6/25/76
		2	7/30/75

William V. Vitale
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 Director, Airports Service

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APPENDIX 1. INDEX OF CIVIL AND COMMERCIAL AIRCRAFT TYPES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>NAME</u>	<u>PAGE</u>
@ AEROSPATIALE (FRANCE)	SE-210	CARAVELLE	55
	N-262A	NORD 262	27
*		CONCORDE	58-2 *
AEROSTAR AVIATION (Ted Smith)+	600/601	AEROSTAR	9
(Air Products)+	415	ERCOUPE	7
(Mooney)+	M-20	CHAPARRAL, EXECUTIVE,	7
		MUSTANG, RANGER,	
		STATESMAN	
	M-22	MARK 22	7
* AIRBUS INDUSTRIES	A300B	AIRBUS	58-1 *
AIR PRODUCTS	(SEE AEROSTAR AVIATION)		
AMERICAN AVIATION	(SEE GRUMMAN)		
@AVIONS MARCEL DASSAULT(FRANCE)	MYSTERE 20	FAN JET FALCON	41
@B.A.C. (UNITED KINGDOM)	111-200, 400, 500	----	56
*		CONCORDE	58-2 *
(Vickers)+	VC-10-1100	----	57
	VC-10-1150	SUPER VC-10	57
	VISCOUNT 745, 810	VISCOUNT	35
BEDE AIRCRAFT	BD-4	----	6
BEECHCRAFT	18	----	12
	B-55, E-55	BARON	9
	V-35B, F-33	BONANZA	7
	F-33A	DEBONAIR	7
	A-60	DUKE	9
	A-90, A-100	KING AIR	14
	23	MUSKETEER	7
	A-65, B-80	QUEEN AIR	13
	99A	99 AIRLINER	15
BELLANCA (Champion)+	7	CITABRIA	4
BELLANCA	260/300	VIKING	7
BOEING	707-120, 120B	----	46
	707-320, 320B, 320C	----	46

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

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

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Appendix 2APPENDIX 2. INDEX OF MILITARY AIRCRAFT TYPES

<u>MILITARY DESIGNATION AND COMMON NAME</u>	<u>MANUFACTURER</u>	<u>CIVIL DESIGNATION IF ANY [©]</u>	<u>PAGE[©]</u>
B-52D,G,H STRATOFORTRESS	BOEING	----	65
C-5A GALAXY	LOCKHEED	----	66
C-7 CARIBOU	DE HAVILAND CANADA	----	60
C-9A,B NIGHTINGALE	MCDONNELL-DOUGLAS	DC-9-30	53
C-47 SKYTRAIN	DOUGLAS	DC-3	23
C-54 SKYMASTER	DOUGLAS	DC-4	31
C-97, KC-97L	BOEING	----	61
C-118 LIFTMASTER	DOUGLAS	DC-6	31
C-119 FLYING BOXCAR	FAIRCHILD	----	62
C-121A,C	LOCKHEED	L-749, L-1049 CONSTELLATION	34
C-123K PROVIDER	FAIRCHILD	----	63
C-124 GLOBEMASTER	DOUGLAS	----	64
C-130 HERCULES	LOCKHEED	L-382 (L-100-20)	33
C-131A,B,D,E,G	CONVAIR	CONVAIR 340, 440, 580	22
* KC-135A	BOEING	----	68 *
C-137, VC-137B,C	BOEING	707-320B,C	46
C-140	LOCKHEED	L-1329 JETSTAR	39
C-141 STARLIFTER	LOCKHEED	----	67
E-4	BOEING	747B	49
P-3A,B,C ORION	LOCKHEED	L-188 ELECTRA II	32
R-4D	(SEE C-54)		

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

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

CHAPTER 2. CIVIL AND COMMERCIAL AIRCRAFT

SECTION 1. PISTON AND TURBOPROP AIRCRAFT

3. 8,000 LB. (3,628 KG.) OR LESS. Aircraft are single or light twin engine types usually capable of operating from airports developed to "Basic Utility" design criteria. The number of seats is for the standard model. The five principal configurations are:
 - a. Single engine, high wing, tailwheel. (Figure 2-1)
 - b. Single engine, high wing, tricycle gear. (Figure 2-2)
 - c. Single engine, low wing, tricycle gear. (Figure 2-3)
 - d. Twin engine, low or mid wing, tricycle gear. (Figure 2-4)
 - e. Twin engine, high wing, tricycle gear. (Figures 2-5 and 2-6)
4. MORE THAN 8,000 to 12,500 LB. (3,628 TO 5,670 KG.). Aircraft are principally twin engine types capable of operating from airports developed to "General Utility" design criteria. The number of seats is for standard model. (Figure 2-7 to 2-16).
5. MORE THAN 12,500 LB. (5,670 KG.). Aircraft are twin and four engine types. Some are capable of operating from airports developed to "Basic Transport" design criteria. Others are principally operated from airports developed to "Air Carrier" design criteria. (Figures 2-17 to 2-30).

SECTION 2. TURBOJET AND TURBOFAN AIRCRAFT.

6. 60,000 LB. (27,216 KG.) OR LESS. Aircraft are twin or four engine types capable of operating from airports developed to "Basic Transport" design criteria. Most are employed as business or corporate aircraft. (Figures 2-31 to 2-40).
7. MORE THAN 60,000 LB. (27,216 KG.). Aircraft are twin, three, and four engine types principally operated from airports developed to support
* "Air Carrier" operations. (Figures 2-41 to 2-55). *

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

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

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

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

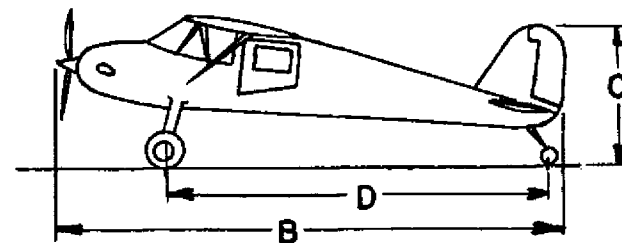
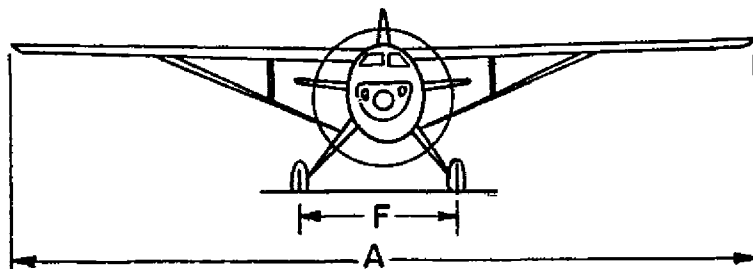


FIGURE 2-1. SINGLE ENGINE, HIGH WING, TAILWHEEL AIRCRAFT 8,000 LB. (3,628 KG.) or less.

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

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

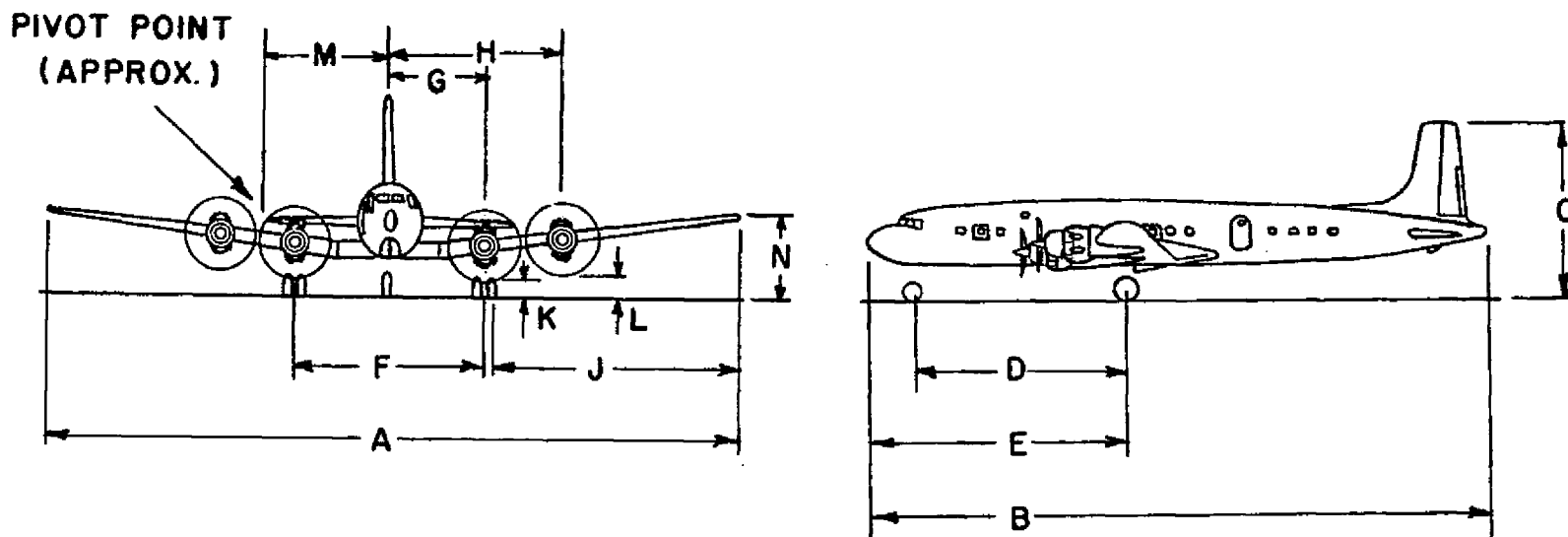


FIGURE 2-26. DOUGLAS DC-4/6/7

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

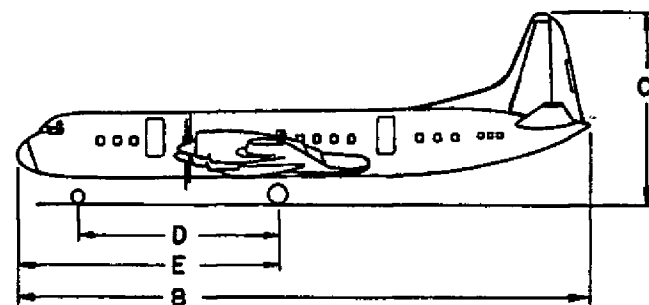
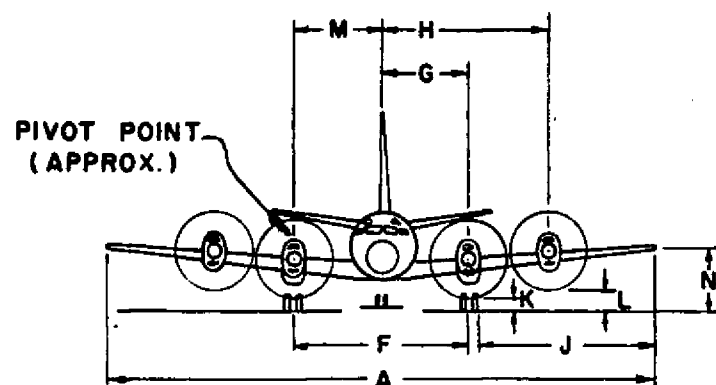


FIGURE 2-27. LOCKHEED L-188 ELECTRA

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

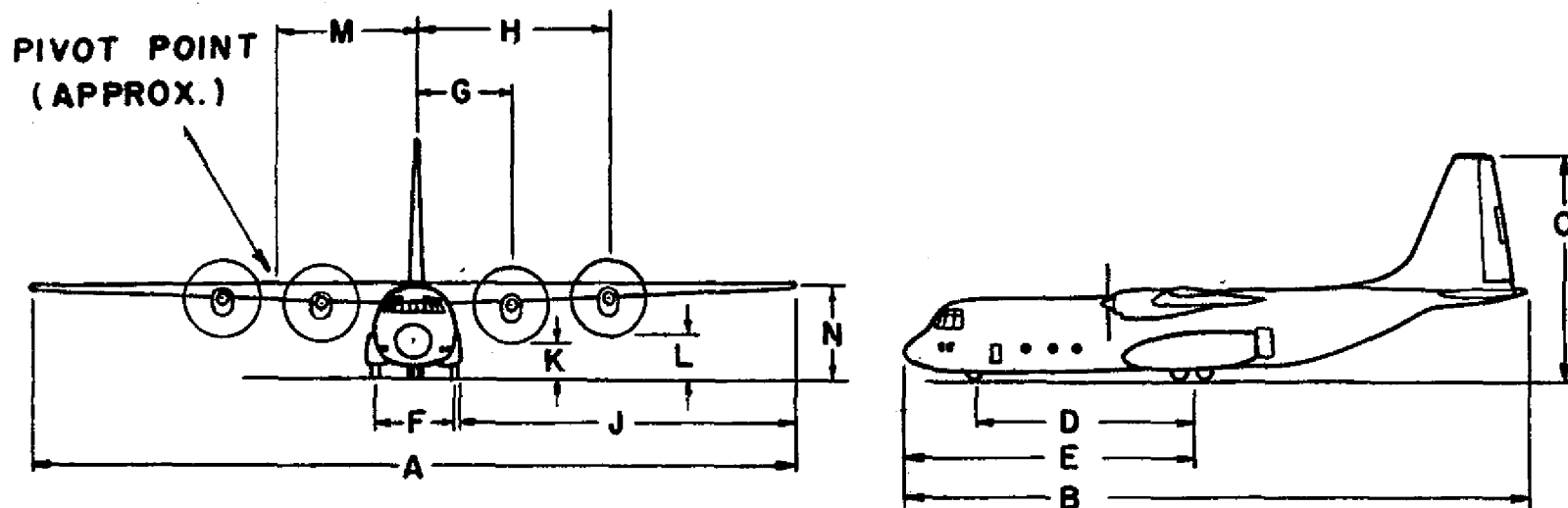


FIGURE 2-28. LOCKHEED L-382 HERCULES

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

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

PIVOT POINT
(APPROX.)

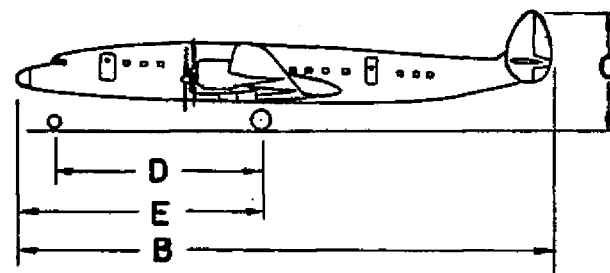
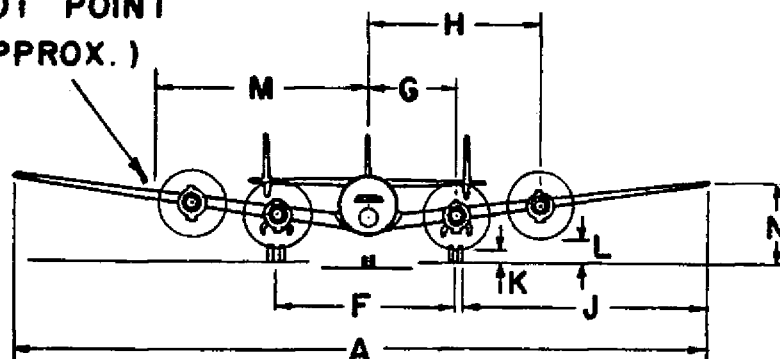


FIGURE 2-29. LOCKHEED CONSTELLATION AND SUPER CONSTELLATION

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

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

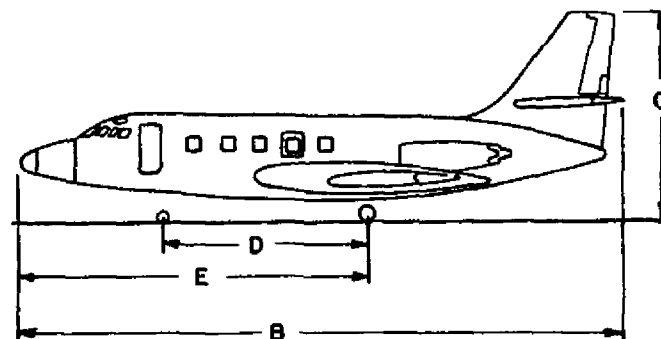
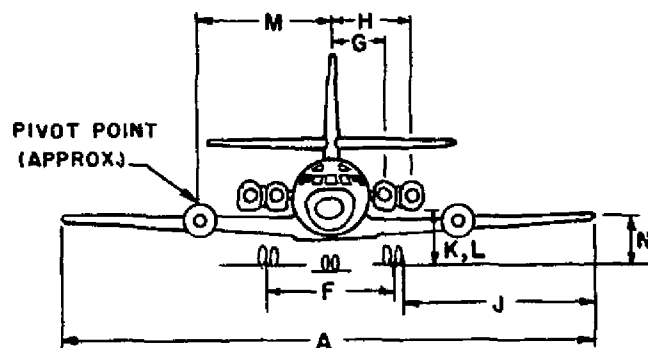


FIGURE 2-34. LOCKHEED 1329 JETSTAR

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

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

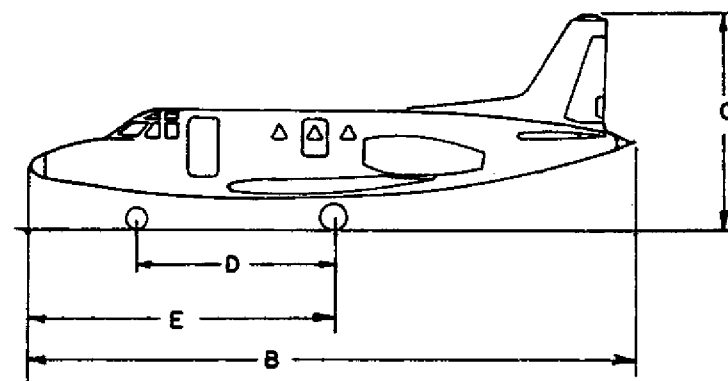
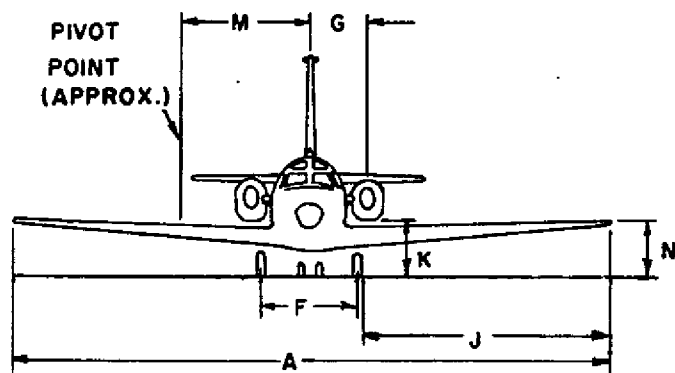


FIGURE 2-35. ROCKWELL INTERNATIONAL NA-265 SABRELINER

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

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

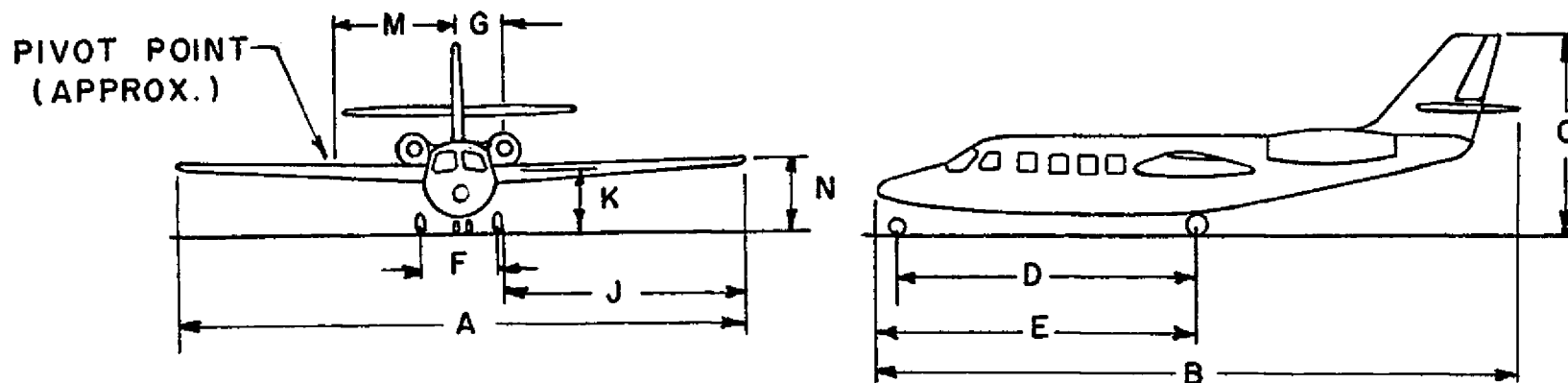


FIGURE 2-40. ISRAEL AIRCRAFT INDUSTRIES COMMODORE JET

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
707- 120	257,000 LB 116,700 KG	185,000 LB 84,000 KG	130'10" 39.88M	145'1" 44.22M	41'8" 12.70M	52'4" 15.95M	69'9" 21.26M	22'1" 6.73M	27'2" 8.28M	46'9" 14.25M	52'5" 15.98M	2'4" 0.71M	4'8" 1.42M	36'7" 11.15M	12'4" 3.76M	107' 32.6M
707- 120B	257,000 LB 116,700 KG	190,000 LB 86,300 KG	130'10" 39.88M	145'1" 44.22M	41'8" 12.70M	52'4" 15.95M	69'9" 21.26M	22'1" 6.73M	27'2" 8.28M	46'9" 14.25M	52'5" 15.98M	2'6" 0.76M	4'9" 1.45M	36'7" 11.15M	12'4" 3.76M	107' 32.6M
707- 320	312,000 LB 141,600 KG	207,000 LB 94,000 KG	142'5" 43.41M	152'11" 46.61M	42'2" 12.85M	59'0" 17.98M	76'5" 23.29M	22'1" 6.73M	33'0" 10.1M	51'11" 15.82M	58'3" 17.75M	3'3" 0.99M	5'3" 1.60M	38'4" 11.68M	13'0" 3.96M	114' 34.7M
707- 320B,C	327,000 LB 148,500 KG	207,000 LB 94,000 KG	145'9" 44.42M	152'11" 46.61M	42'1" 12.83M	59'0" 17.98M	76'5" 23.29M	22'1" 6.73M	33'0" 10.1M	51'11" 15.82M	60'3" 18.36M	3'4" 1.02M	5'4" 1.63M	38'4" 11.68M	13'1" 3.99M	114' 34.7M
720	229,000 LB 104,000 KG	175,000 LB 79,500 KG	130'10" 39.88M	136'2" 41.50M	41'5" 12.62M	50'8" 15.44M	67'11" 20.70M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'8" 16.05M	2'10" 0.86M	4'11" 1.59M	32'9" 10.0M	12'2" 3.71M	102'5" 31.2M
720B	234,000 LB 106,200 KG	175,000 LB 79,500 KG	130'10" 39.88M	136'9" 41.68M	41'2" 12.55M	50'8" 15.44M	62'11" 19.17M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'8" 16.05M	2'6" 0.76M	4'6" 1.32M	32'9" 10.0M	12'1" 3.68M	102'5" 31.2M

NOTES: SRS -120,-320,720 HAVE TURBOJET ENGINES. ALL OTHERS HAVE TURBOPAN ENGINES.

SRS -320B HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 333,600 LB. (151,500 KG) AND LANDING WEIGHT OF 215,000 LB. (95,500 KG).

SRS -320C HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 333,600 LB. (151,500 KG) AND LANDING WEIGHT OF 247,000 LB. (112,100 KG).

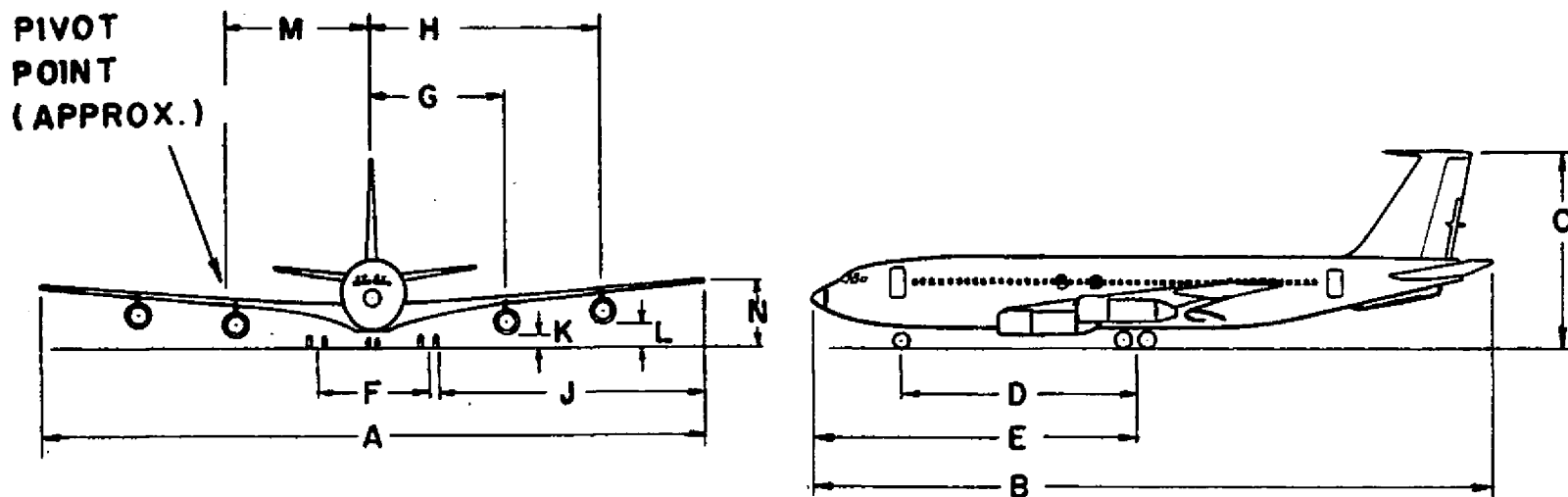


FIGURE 2-41. BOEING 707/720 (ALL SERIES)

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
100	160,000 LB 72,600 KG	142,500 LB 64,700 KG	108'0" 32.92M	133'2" 40.59M	34'0" 10.36M	53'3" 16.23M	68'4" 20.83M	18'9" 5.72M	9'4" 2.84M	42'9" 13.07M	10'4" 3.14M	14'4" 4.37M	8'3" 2.51M	12'0" 3.66M	72'0" 21.9M
200	190,500 LB 86,500 KG	154,500 LB 70,100 KG	108'0" 32.92M	153'2" 46.68M	34'0" 10.36M	63'3" 19.28M	78'4" 23.88M	18'9" 5.72M	9'4" 2.84M	42'9" 13.07M	10'4" 3.14M	16'11" 5.16M	8'0" 2.44M	12'0" 3.66M	82'0" 25.0M

NOTE: 727-200 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 207,500 LB (94,200 KG),
LANDING 160,000 LB (72,600 KG).

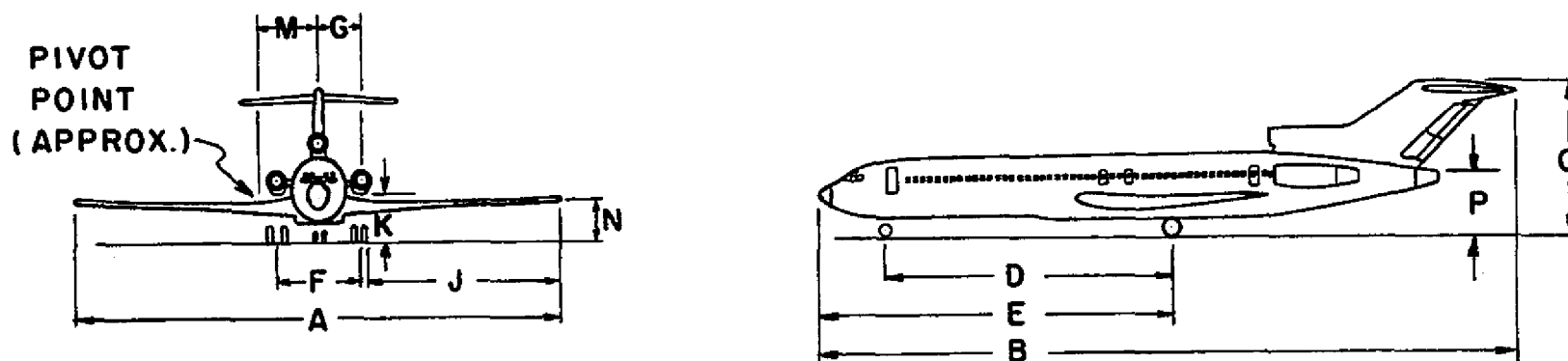


FIGURE 2-42. BOEING 727

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
100	100,000 LB 45,400 KG	98,000 LB 44,490 KG	93'0" 28.35M	94'0" 28.65M	37'2" 11.33M	34'4" 10.46M	47'4" 14.42M	17'2" 5.23M	15'10" 4.83M	36'2" 11.02M	1'8" 0.51M	9'1" 2.8M	10'0" 3.05M	56'11" 17.3M
200	115,500 LB 52,440 KG	103,000 LB 46,760 KG	93'0" 28.35M	100'0" 30.58M	37'3" 11.35M	37'4" 11.38M	50'4" 15.34M	17'2" 5.23M	15'10" 4.83M	36'2" 11.02M	1'8" 0.51M	9'9" 3.0M	10'0" 3.05M	57'8" 17.6M

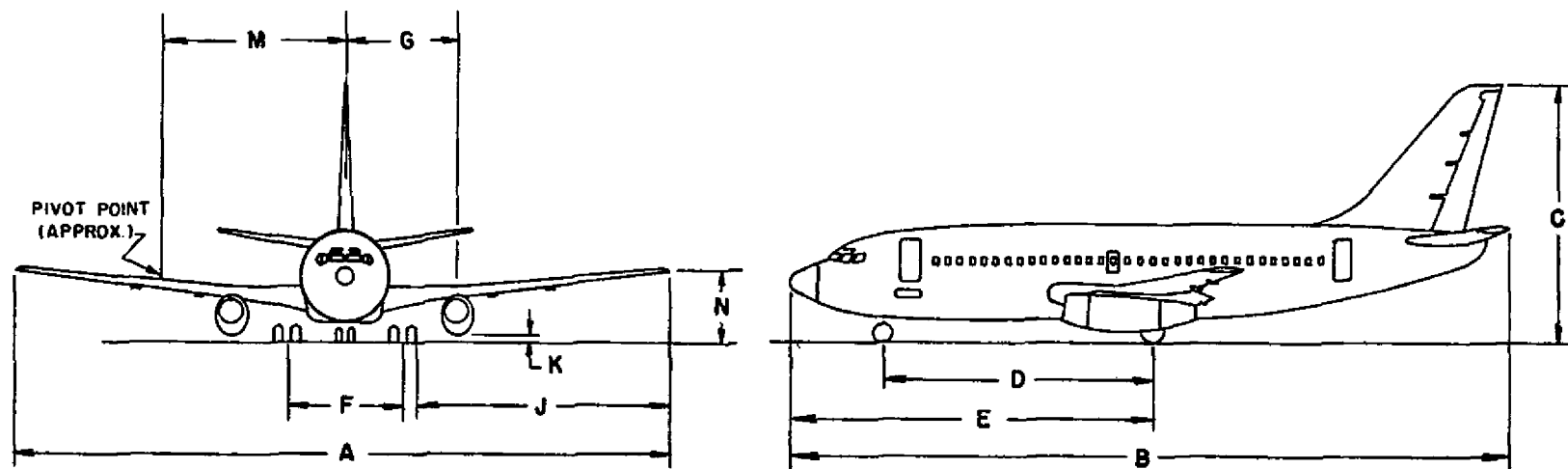


FIGURE 2-43. BOEING 737

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100	710,000 LB 322,300 KG	564,000 LB 256,000 KG	195'8" 59.64M	231'10" 70.40M	64'3" 19.58M	84'0" 25.60M	109'5" 33.37M	36'1" 11.00M	39'9" 12.10M	69'10" 21.28M	77'6" 23.60M	3'9" 1.14M	6'0" 1.82M	50'0" 15.24M	17'7" 5.36M	168'0" 51.21M
SP	560,000 LB 299,600 KG	450,000 LB 204,300 KG	195'8" 59.64M	184'9" 56.31M	65'10" 20.06M	67'4" 20.52M	92'9" 28.27M	36'1" 11.00M	39'2" 11.94M	69'6" 21.18M	77'6" 23.60M	3'7" 1.10M	5'7" 1.71M	40'0" 12.19M	17'2" 5.23M	138'0" 42.06M

NOTES: 747-100 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 735,000 LB. (333,700 KG).

-200 " " " " 820,000 LB. (372,300 KG).

-200 " " " LANDING " " 630,000 LB. (286,000 KG).

ALL OTHER 747-200 PARAMETERS SAME AS SHOWN FOR 747-100 ABOVE.

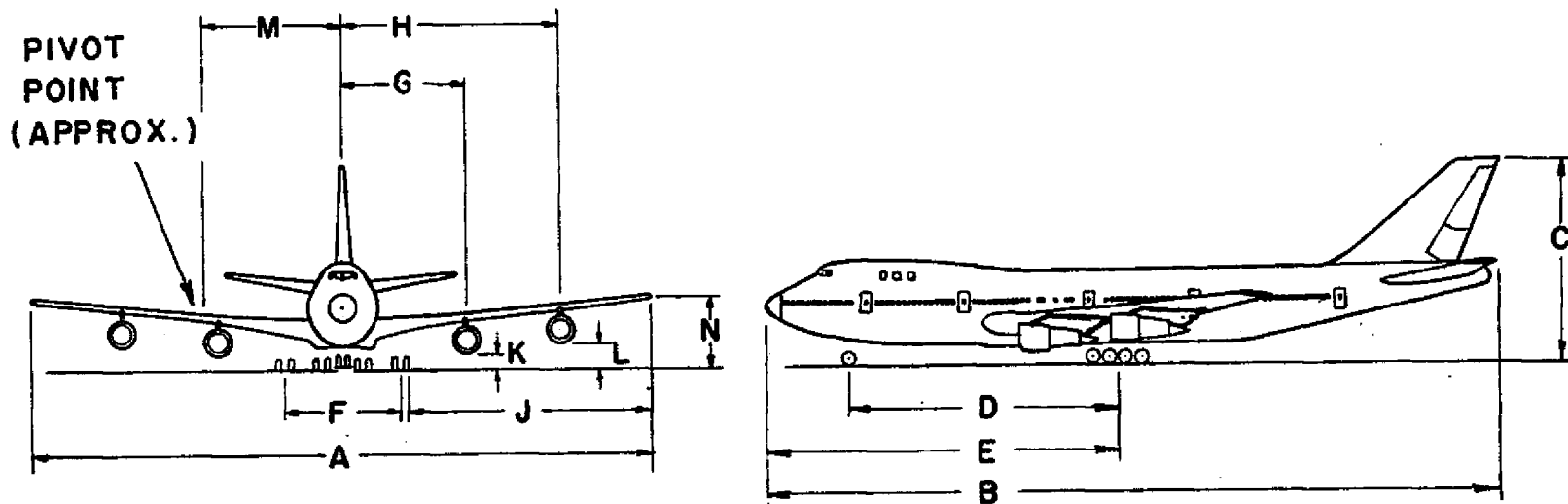


FIGURE 2-44. BOEING 747

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
22 (CONVAIR 880)	184,500 LB 83,948 KG	137,000 LB 62,335 KG	120'0" 36.58M	129'4" 39.42M	36'4" 11.07M	53'1" 16.18M	64'10" 19.76M	18'10" 5.74M	22'2" 6.76M	41'4" 12.60M	49'3" 15.01M	2'8" 0.81M	3'11" 1.19M	19'5" 5.52M	10'11" 3.33M	84'0" 25.60M
30A (CONVAIR 990)	246,200 LB 112,021 KG	202,000 LB 91,819 KG	120'0" 36.58M	139'9" 42.60M	39'6" 12.04M	57'3" 17.45M	68'11" 21.01M	19'11" 6.07M	22'2" 6.76M	41'4" 12.60M	48'10" 14.88M	2'9" 0.84M	4'0" 1.22M	29'3" 8.92M	12'9" 3.89M	93'8" 28.55M

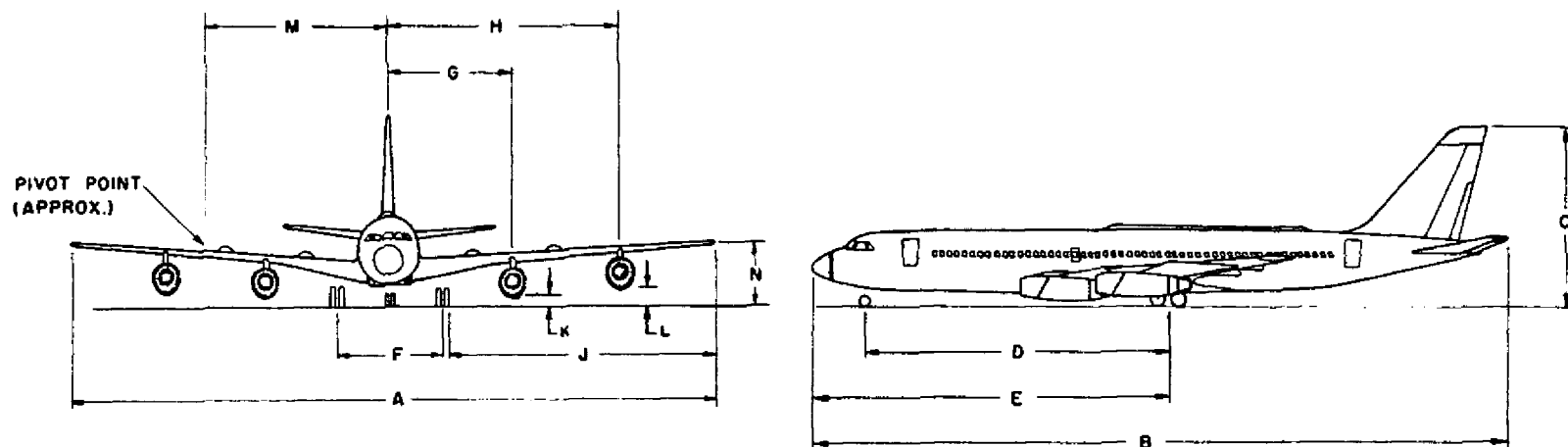


FIGURE 2-45. GENERAL DYNAMICS/CONVAIR 880/990

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
430,000 LB 195,048 KG	358,000 LB 162,174 KG	155'4" 47.35M	177'8" 54.15M	55'4" 16.87M	70'0" 21.34M	99'9" 30.40M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.90M	38'10" 11.83M	16'1" 4.90M	16'4" 5.00M	121'3" 36.97M

MODEL 100 HAS MAXIMUM TAKEOFF WEIGHT OF 450,000 LB. (204,120 KG) AND LANDING WEIGHT OF 368,000 LB. (166,925 KG).

MODEL 200 HAS MAXIMUM LANDING WEIGHT OF 466,000 LB. (211,378 KG) AND LANDING WEIGHT OF 368,000 LB. (166,925 KG).

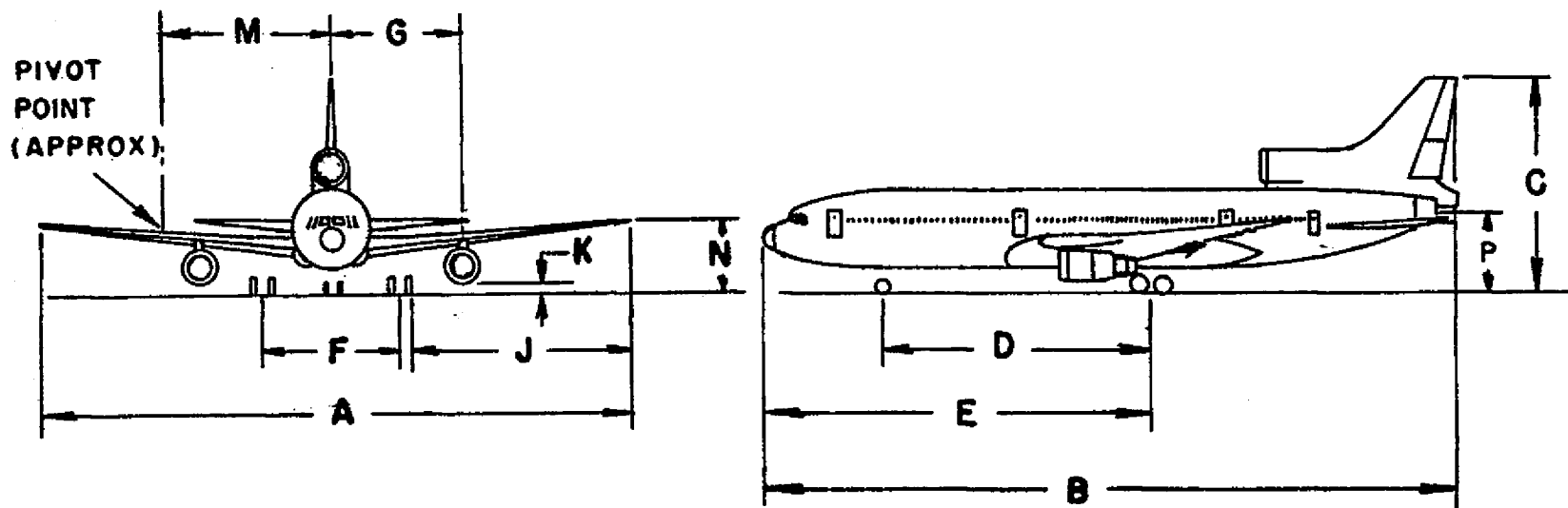


FIGURE 2-46. LOCKHEED L-1011 TRISTAR

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
20, 30, 40	315,000 LB 142,884 KG	207,000 LB 93,895 KG	142'5" 43.41M	150'9" 45.95M	42'3" 12.88M	57'6" 17.53M	73'3" 22.33M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	4'0" 1.22M	5'5" 1.65M	22'1" 6.73M	15'3" 4.65M	96'10" 29.51M
50	325,000 LB 147,420 KG	240,000 LB 108,000 KG	142'5" 43.41M	150'9" 45.95M	42'3" 12.88M	57'6" 17.53M	73'3" 22.33M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	22'1" 6.73M	15'3" 4.65M	96'10" 29.51M
61	328,000 LB 147,600 KG	258,000 LB 116,100 KG	142'5" 43.41M	187'5" 57.12M	41'10" 12.75M	77'6" 23.65M	93'3" 28.42M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
62	350,000 LB 158,760 KG	250,000 LB 112,500 KG	148'5" 45.24M	157'6" 48.00M	42'0" 12.80M	60'10" 18.54M	76'7" 23.34M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'10" 18.85M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
63	355,000 LB 161,028 KG	275,000 LB 124,740 KG	148'5" 45.24M	187'5" 57.12M	41'10" 12.75M	77'6" 23.65M	93'3" 28.42M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'10" 18.85M	2'7" 0.79M	4'2" 1.27M	38'10" 11.84M	15'4" 4.67M	116'1" 35.38M

- NOTES: 1. SRS 50, 60 HAVE TURBOPAN ENGINES. ALL OTHERS HAVE TURBOJET ENGINES.
2. MODEL 21 MAXIMUM TAKEOFF WEIGHT 276,000 LB. (125,194 KG).
LANDING 193,000 LB. (87,545 KG).
3. MODEL 33 HAS MAXIMUM TAKEOFF WEIGHT OF 315,000 LB. (142,884 KG).
LANDING 93,895 LB. (93,895 KG).
4. ALL SERIES 10 HAVE BEEN MODIFIED TO MODEL 21 OR 51.

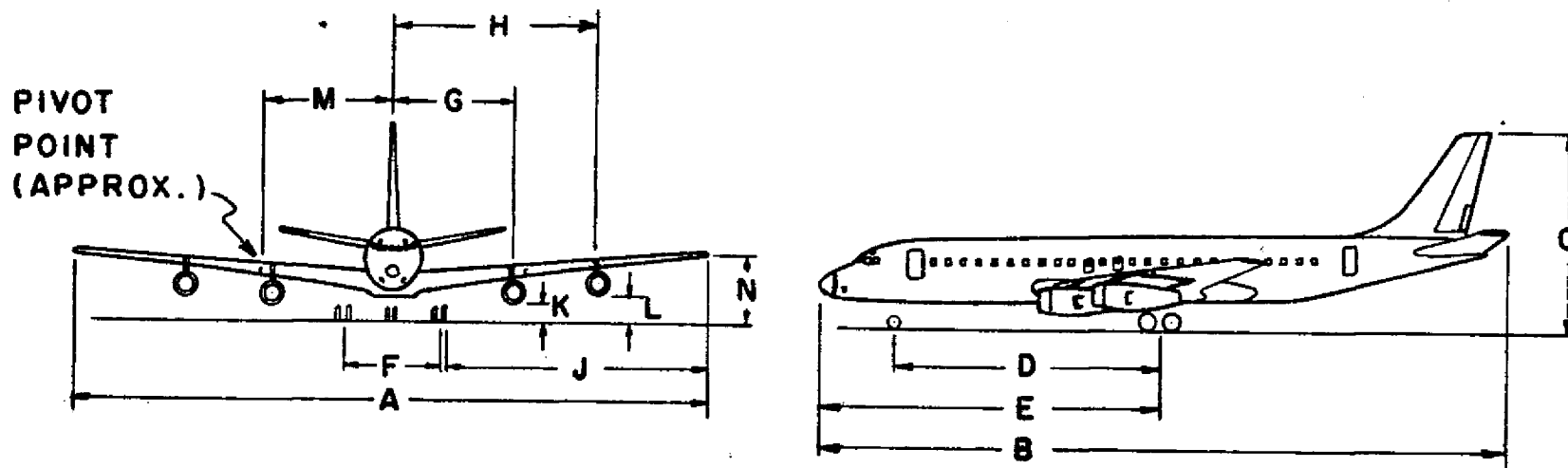


FIGURE 2-47. McDONNELL-DOUGLAS DC-8 (ALL SERIES)

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
10	90,700 LB 41,142 KG	81,700 LB 37,059 KG	89'5" 27.25M	104'5" 31.82M	27'6" 8.38M	43'8" 13.31M	51'3" 15.62M	16'4" 4.96M	8'11" 2.72M	35'0" 10.67M	6'6" 1.98M	8'6" 2.59M	7'2" 2.18M	59'7" 18.16M
20	100,000 LB 45,360 KG	95,300 LB 43,228 KG	93'4" 28.45M	104'5" 31.82M	27'6" 8.38M	43'8" 13.31M	51'3" 15.62M	16'4" 4.96M	8'11" 2.72M	36'11" 11.25M	6'6" 1.98M	8'6" 2.59M	7'4" 2.24M	59'6" 18.14M
30	108,000 LB 48,989 KG	99,000 LB 44,906 KG	93'4" 28.45M	119'4" 36.36M	27'6" 8.38M	53'2" 16.02M	60'9" 18.52M	16'4" 4.96M	8'11" 2.72M	36'11" 11.25M	6'6" 1.98M	10'4" 3.15M	7'4" 2.24M	65'2" 19.86M
40	114,000 LB 51,710 KG	102,000 LB 46,267 KG	93'4" 28.45M	125'7" 38.28M	28'0" 8.53M	56'2" 17.10M	63'9" 19.43M	16'0" 4.89M	8'11" 2.72M	37'0" 11.28M	7'0" 2.13M	10'11" 3.33M	7'2" 2.18M	68'6" 20.88M
50	121,000 LB 54,886 KG	110,000 LB 49,896 KG	93'4" 28.45M	133'7" 40.72M	28'3" 8.61M	60'11" 18.57M	68'6" 20.88M	16'0" 4.89M	8'11" 2.72M	37'0" 11.28M	6'11" 2.11M	11'10" 3.61M	7'2" 2.18M	71'10" 21.89M

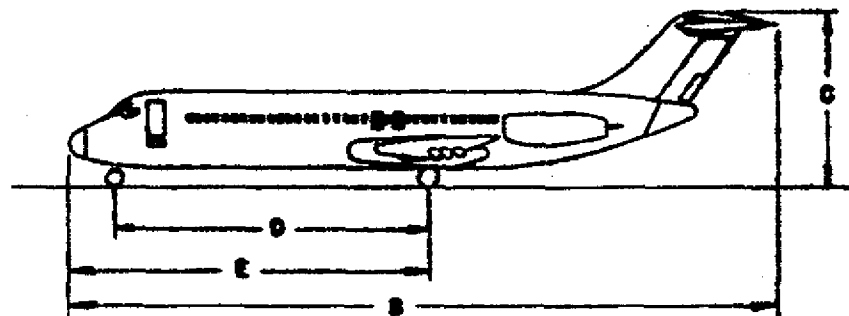
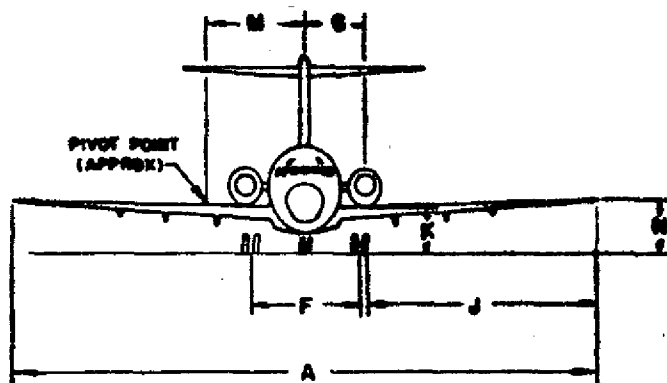


FIGURE 2-48. McDONNELL-DOUGLAS DC-9 (ALL SERIES)

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
10	430,000 LB 195,048 KG	363,500 LB 164,884 KG	155'4" 47.35M	182'3" 55.55M	57'6" 17.53M	72'4.6" 22.06M	100'4" 30.56M	35'0" 10.67M	30'11" 9.42M	57'4" 17.45M	2'10" 0.86M	39'0" 11.9M	14'6" 4.42M	29'9" 9.07M	121'8" 37.1M
30,40	555,000 LB 251,748 KG	403,000 LB 182,801 KG	165'4" 50.39M	181'7" 55.35M	57'7" 17.55M	72'4.6" 22.06M	100'4" 30.56M	35'0" 10.67M	30'11" 9.42M	62'4" 18.97M	2'11" 0.89M	37'2.4" 11.3M	14'6" 4.42M	29'11" 9.12M	125'4" 38.2M

- NOTES: 1. CENTERLINE MAIN LANDING GEAR ON SERIES 30, 40 ONLY.
2. SERIES 40 HAS LENGTH (B) OF 182'3" (55.55M).
3. ALL VERTICAL DIMENSIONS SHOWN ARE NOMINAL CLEARANCE, MAXIMUM RAMP WEIGHT AND NOMINAL CENTER OF GRAVITY.

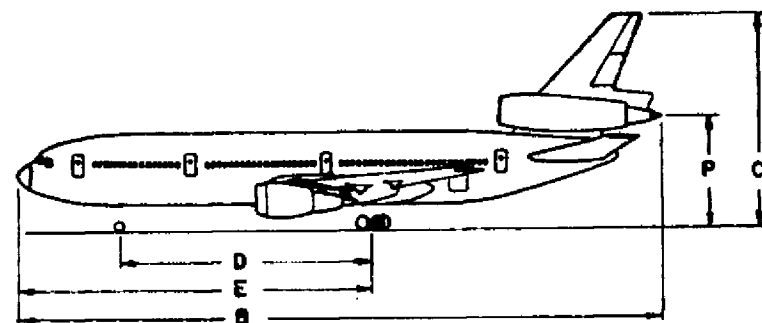
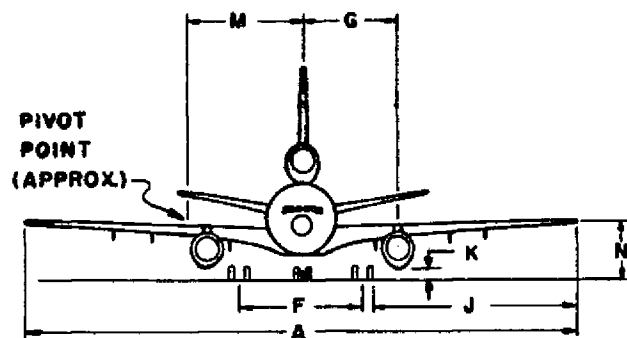


FIGURE 2-49. McDONNELL-DOUGLAS DC-10

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
B2	302,000 LB 137,000 KG	281,000 LB 127,500 KG	147'1" 44.83M	175'6" 53.61M	55'6" 16.90M	60'10" 18.60M	82'8" 25.27M	31'6" 9.60M	26'0" 7.93M	55'10" 17.0M	2'7" 0.78M	37'3" 11.35M	19'4" 5.90M	113'6" 34.58M

MODEL B4 HAS MAXIMUM TAKEOFF WEIGHT OF 330,700 LB. (150,000 KG).

LANDING WEIGHT OF 293,200 LB. (133,000 KG).

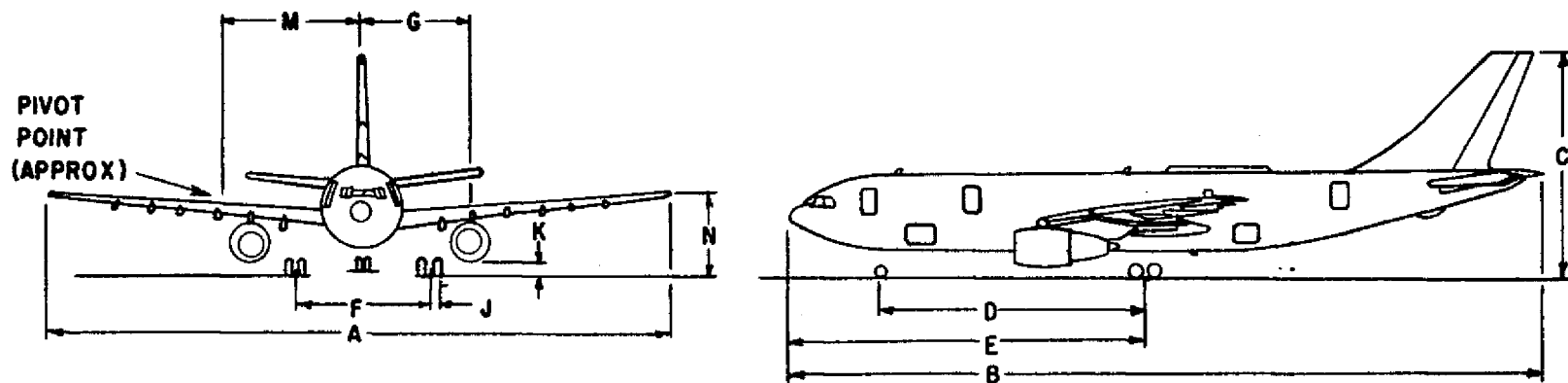


FIGURE 2-54. AIRBUS INDUSTRIES A300B

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	*	TURN RADIUS
400,000 LB 181,400 KG	245,000 LB 111,108 KG	83'10" 25.56M	204'1" 62.26M	37'1" 11.32M	59'8" 18.19M	121'2" 36.9M	25'4" 7.72M	18'1" 5.5M	27'3" 8.34M	5'11" 1.8M	34'5" 10.45M	7'11" 2.42M	8'4" 2.54M	126'0" 38.4M

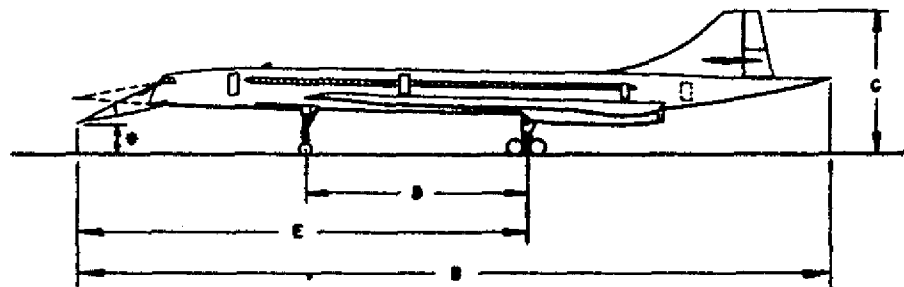
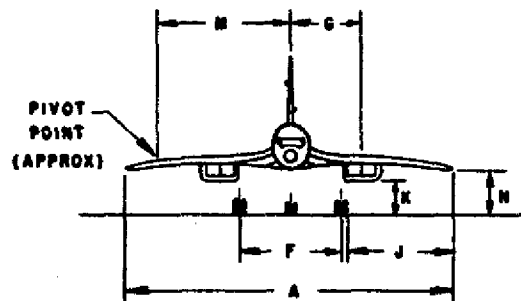


FIGURE 2-55. BAC/SNIAS CONCORDE

CHAPTER 3. MILITARY AIRCRAFT

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

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

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

<u>MILITARY DESIGNATION</u>	<u>CIVIL DESIGNATION</u>	<u>FIGURE</u>	<u>PAGE</u>
C-9	McDonnell-Douglas DC-9-30	2-48	53
* C-135	Boeing 707-120B	2-41	46 *
C-137, VC-137B, C	Boeing 707-320B	2-41	46
C-140	Lockheed 1329 JetStar	2-34	39
E-4	Boeing 747B	2-44	49
T-39	Rockwell International NA-265-40 Sabreliner	2-35	40
T-43	Boeing 737	2-43	48

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

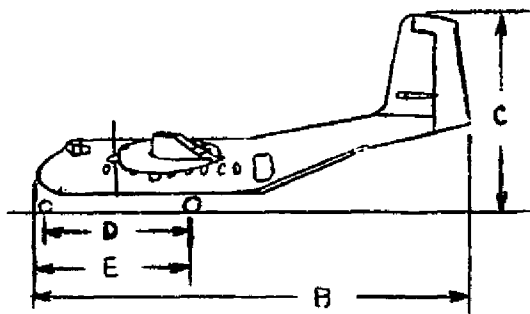
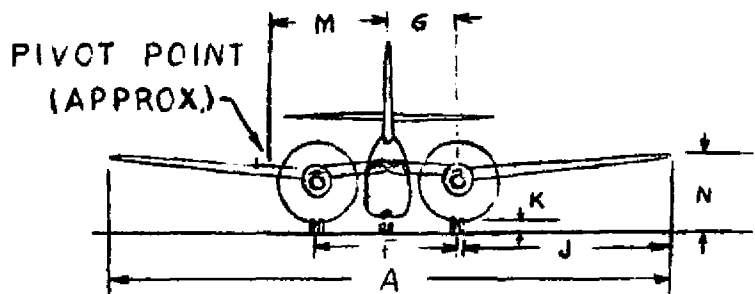


FIGURE 3-1. DE HAVILAND CANADA C-7 CARIBOU

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

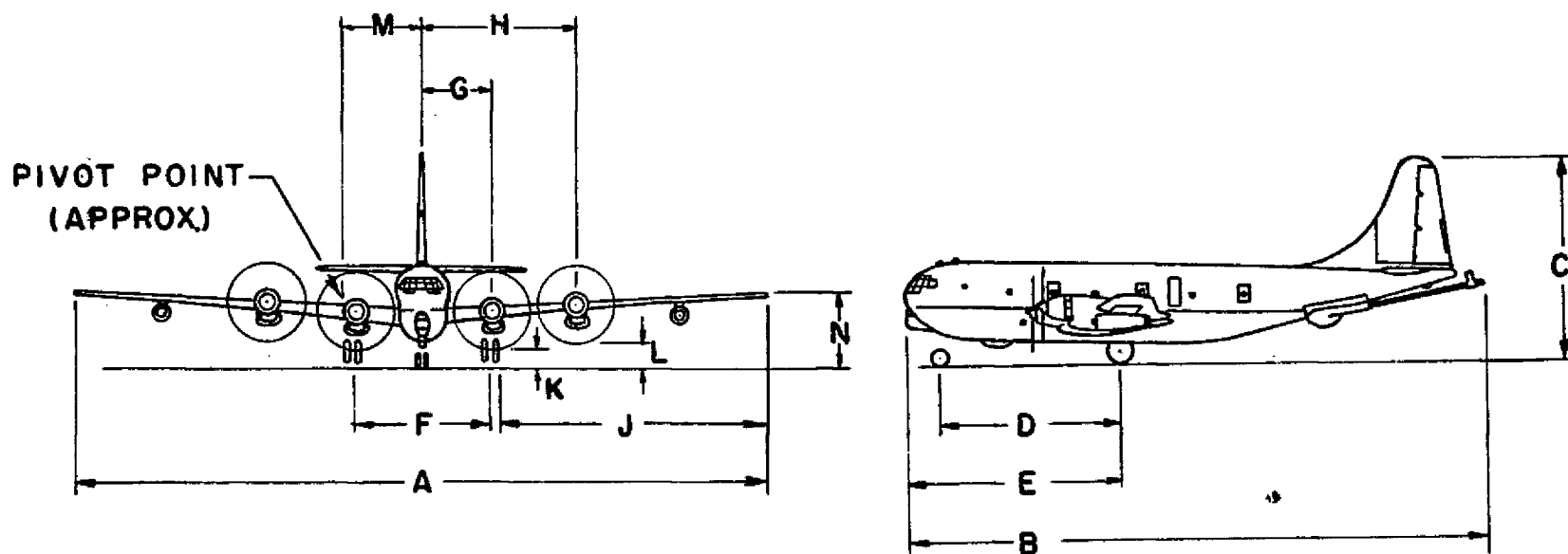


FIGURE 3-2. BOEING KC-97L

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

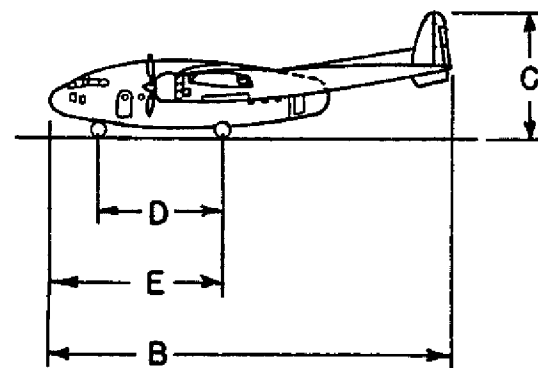
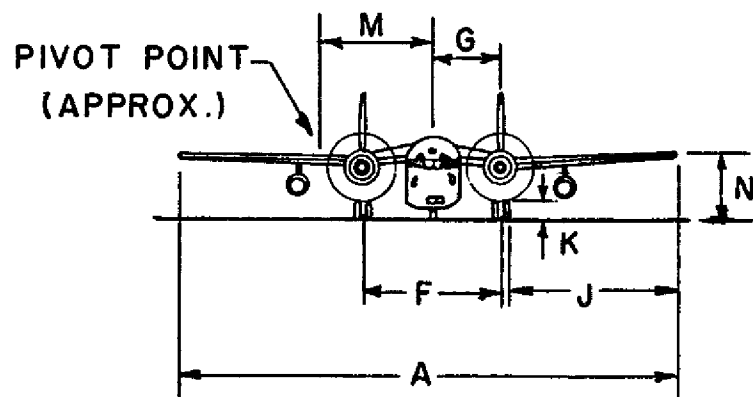


FIGURE 3-3. FAIRCHILD C-119K FLYING BOXCAR

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

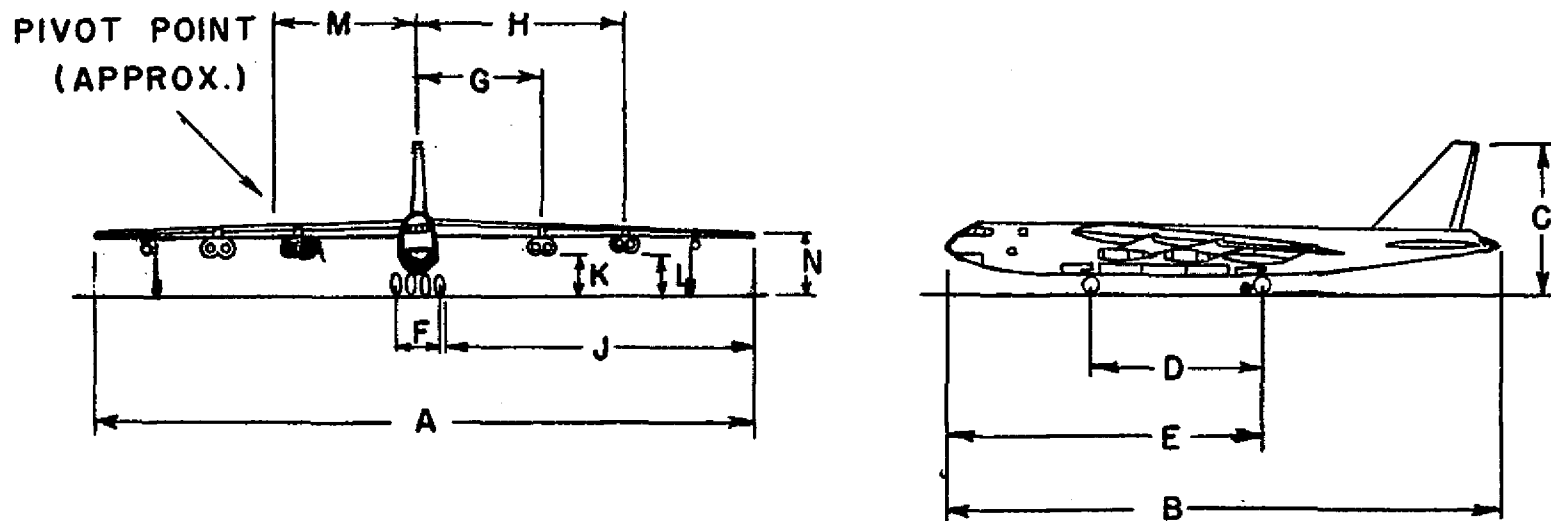


FIGURE 3-6. BOEING B-52 STRATOFORTRESS

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

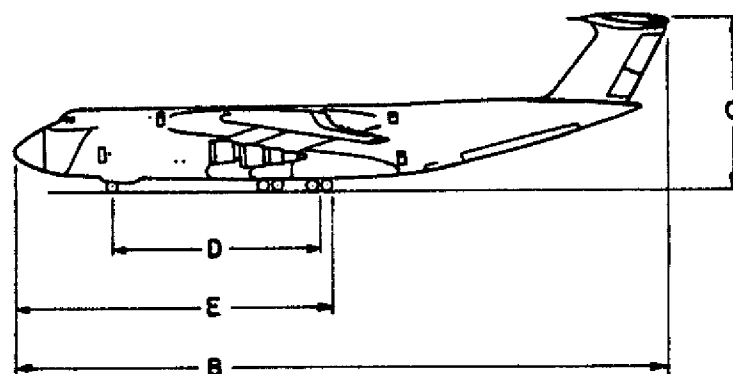
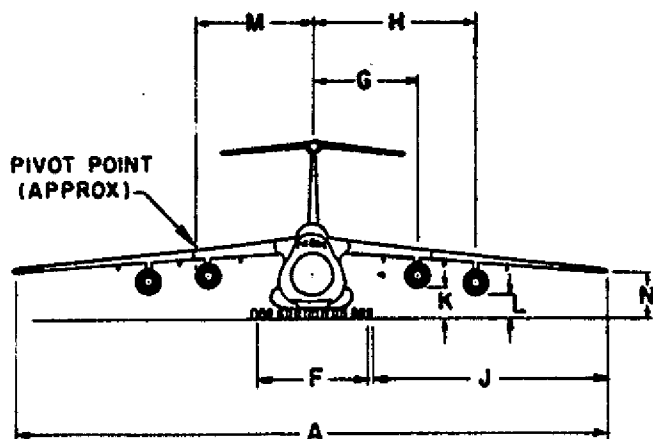


FIGURE 3-7. LOCKHEED C-5A GALAXY

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

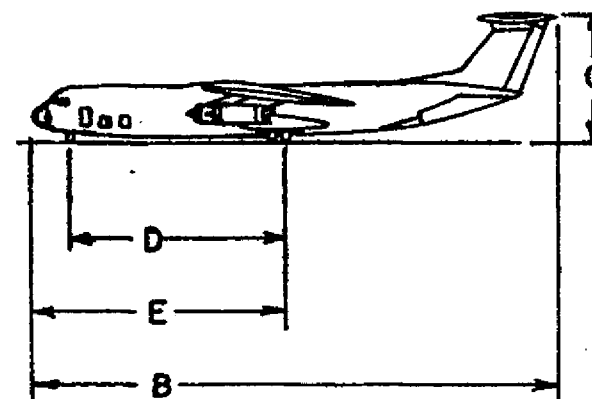
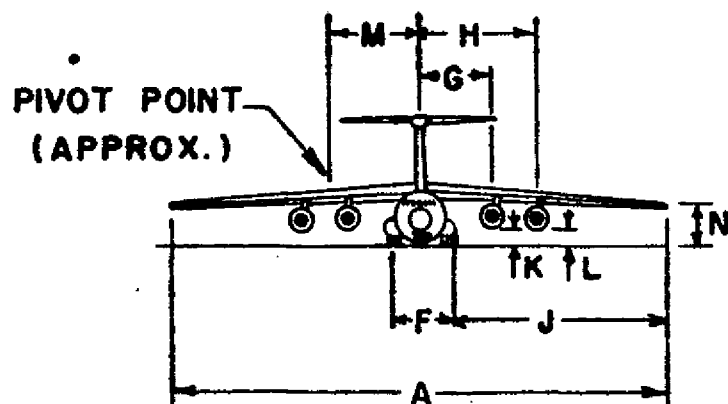


FIGURE 3-8. LOCKHEED C-141 STARLIFTER

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

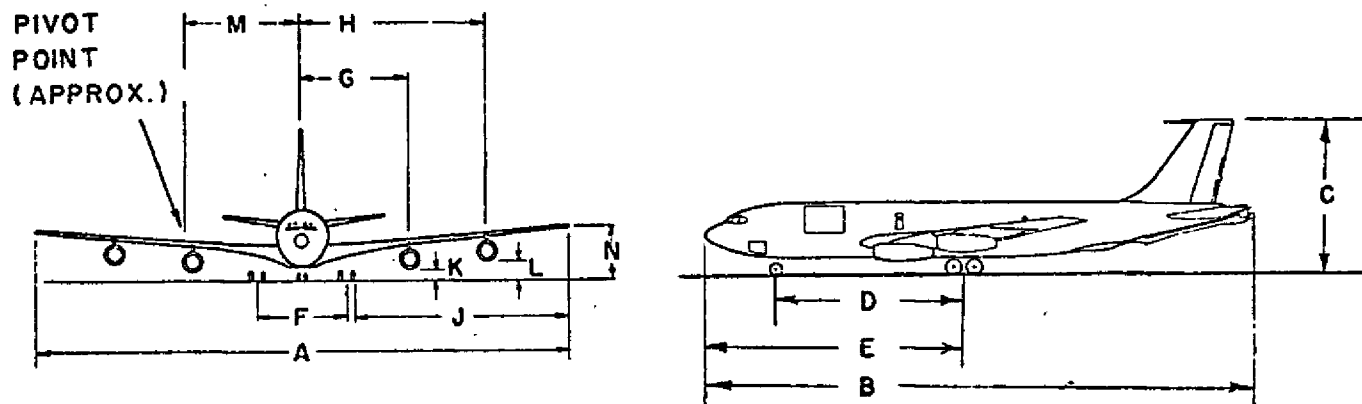


FIGURE 3-9. BOEING KC-135A

APPENDIX 1. INDEX OF CIVIL AND COMMERCIAL AIRCRAFT TYPES

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>NAME</u>	<u>PAGE</u>
@ AEROSPATIALE (FRANCE)	SE-210	CARAVELLE	55
	N-262A	NORD 262	27
*		CONCORDE	58-2 *
AEROSTAR AVIATION (Ted Smith)+	600/601	AEROSTAR	9
(Air Products)+	415	ERCOUPE	7
(Mooney)+	M-20	CHAPARRAL, EXECUTIVE, 7	
		MUSTANG, RANGER,	
		STATESMAN	
	M-22	MARK 22	7
* AIRBUS INDUSTRIES	A300B	AIRBUS	58-1 *
AIR PRODUCTS	(SEE AEROSTAR AVIATION)		
AMERICAN AVIATION	(SEE GRUMMAN)		
@AVIONS MARCEL DASSAULT(FRANCE)	MYSTERE 20	FAN JET FALCON	41
@B.A.C. (UNITED KINGDOM)	111-200,400,500	----	56
*		CONCORDE	58-2 *
(Vickers)+	VC-10-1100	----	57
	VC-10-1150	SUPER VC-10	57
	VISCOUNT 745,810	VISCOUNT	35
BEDE AIRCRAFT	BD-4	----	6
BEECHCRAFT	18	----	12
	B-55, E-55	BARON	9
	V-35B, F-33	BONANZA	7
	F-33A	DEBONAIR	7
	A-60	DUKE	9
	A-90, A-100	KING AIR	14
	23	MUSKETEER	7
	A-65, B-80	QUEEN AIR	13
	99A	99 AIRLINER	15
BELLANCA (Champion)+	7	CITABRIA	4
BELLANCA	260/300	VIKING	7
BOEING	707-120,120B	----	46
	707-320,320B,320C	----	46

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

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

APPENDIX 2. INDEX OF MILITARY AIRCRAFT TYPES

<u>MILITARY DESIGNATION AND COMMON NAME</u>	<u>MANUFACTURER</u>	<u>CIVIL DESIGNATION IF ANY [@]</u>	<u>PAGE[@]</u>
B-52D,G,H STRATOFORTRESS	BOEING	----	65
C-5A GALAXY	LOCKHEED	----	66
C-7 CARIBOU	DE HAVILAND CANADA	----	60
C-9A,B NIGHTINGALE	MCDONNELL-DOUGLAS	DC-9-30	53
C-47 SKYTRAIN	DOUGLAS	DC-3	23
C-54 SKYMASTER	DOUGLAS	DC-4	31
C-97, KC-97L	BOEING	----	61
C-118 LIFTMASTER	DOUGLAS	DC-6	31
C-119 FLYING BOXCAR	FAIRCHILD	----	62
C-121A,C	LOCKHEED	L-749, L-1049 CONSTELLATION	34
C-123K PROVIDER	FAIRCHILD	----	63
C-124 GLOBEMASTER	DOUGLAS	----	64
C-130 HERCULES	LOCKHEED	L-382 (L-100-20)	33
C-131A,B,D,E,G	CONVAIR	CONVAIR 340, 440, 580	22
* KC-135A	BOEING	----	68 *
C-137, VC-137B,C	BOEING	707-320B,C	46
C-140	LOCKHEED	L-1329 JETSTAR	39
C-141 STARLIFTER	LOCKHEED	----	67
E-4	BOEING	747B	49
P-3A,B,C ORION	LOCKHEED	L-188 ELECTRA II	32
R-4D	(SEE C-54)		

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

7/30/75

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

*U.S. GOVERNMENT PRINTING OFFICE : 1986 O-491-810/20662

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4. More than 8,000 to 12,500 LB. (3,628 to 5,670 KG.) Figures 2-7 to 2-16	3
5. More than 12,500 LB. (5,670 KG.) Figures 2-17 to 2-30	3
SECTION 2. TURBOJET AND TURBOFAN AIRCRAFT	3
6. 60,000 LB. (27,216 KG.) or less Figures 2-31 to 2-40	3
7. More than 60,000 LB. (27,216 KG.) Figures 2-41 to 2-55	3
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8. Piston and Turboprop Aircraft, Including Jet-Augmented Types Figures 3-1 to 3-5	59
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2-2.	Single Engine, High Wing, Tricycle Gear Aircraft	6
	8,000 LB. (3,628 KG.) or less.	
2-3.	Single Engine, Low Wing, Tricycle Gear Aircraft	7
	8,000 LB. (3,628 KG.) or less.	
2-4.	Twin Engine, Low or Mid Wing, Tricycle Gear Aircraft	9
	8,000 LB. (3,628 KG.) or less.	

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CHAPTER 2. CIVIL AND COMMERCIAL AIRCRAFT

SECTION 1. PISTON AND TURBOPROP AIRCRAFT

3. 8,000 LB. (3,628 KG.) OR LESS. Aircraft are single or light twin engine types usually capable of operating from airports developed to "Basic Utility" design criteria. The number of seats is for the standard model. The five principal configurations are:
 - a. Single engine, high wing, tailwheel. (Figure 2-1)
 - b. Single engine, high wing, tricycle gear. (Figure 2-2)
 - c. Single engine, low wing, tricycle gear. (Figure 2-3)
 - d. Twin engine, low or mid wing, tricycle gear. (Figure 2-4)
 - e. Twin engine, high wing, tricycle gear. (Figures 2-5 and 2-6)
4. MORE THAN 8,000 to 12,500 LB. (3,628 TO 5,670 KG.). Aircraft are principally twin engine types capable of operating from airports developed to "General Utility" design criteria. The number of seats is for standard model. (Figure 2-7 to 2-16).
5. MORE THAN 12,500 LB. (5,670 KG.). Aircraft are twin and four engine types. Some are capable of operating from airports developed to "Basic Transport" design criteria. Others are principally operated from airports developed to "Air Carrier" design criteria. (Figures 2-17 to 2-30).

SECTION 2. TURBOJET AND TURBOFAN AIRCRAFT.

6. 60,000 LB. (27,216 KG.) OR LESS. Aircraft are twin or four engine types capable of operating from airports developed to "Basic Transport" design criteria. Most are employed as business or corporate aircraft. (Figures 2-31 to 2-40).
7. MORE THAN 60,000 LB. (27,216 KG.). Aircraft are twin, three, and four engine types principally operated from airports developed to support
- * "Air Carrier" operations. (Figures 2-41 to 2-55). *

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

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

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

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

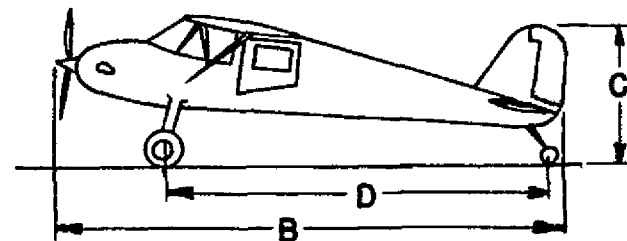
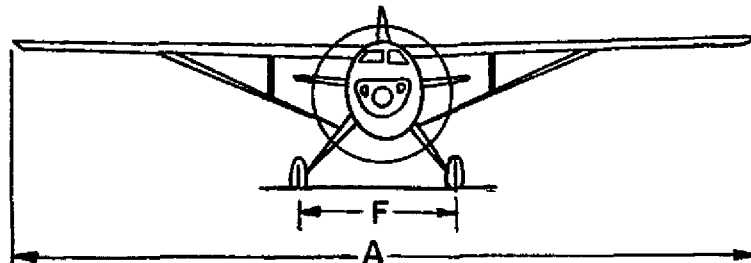


FIGURE 2-1. SINGLE ENGINE, HIGH WING, TAILWHEEL AIRCRAFT 8,000 LB. (3,628 KG.) or less.

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

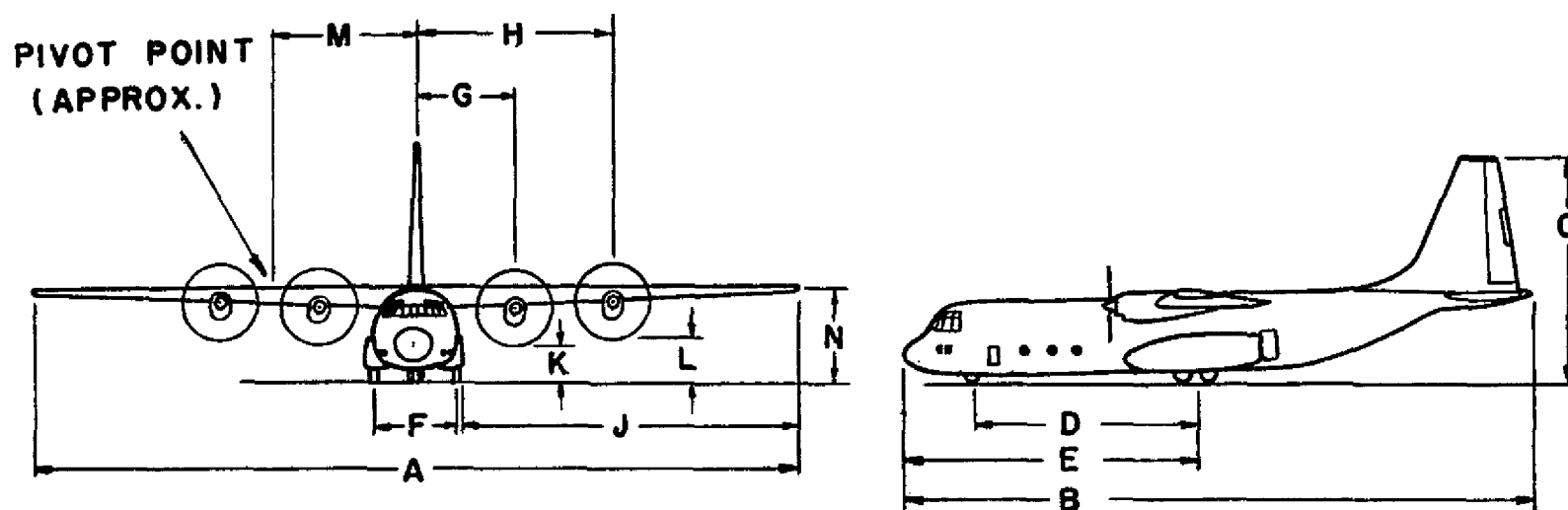


FIGURE 2-28. LOCKHEED L-382 HERCULES

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

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

PIVOT POINT
(APPROX.)

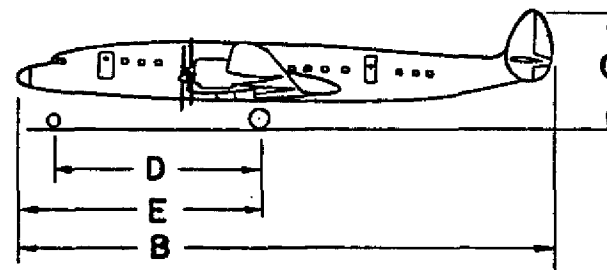
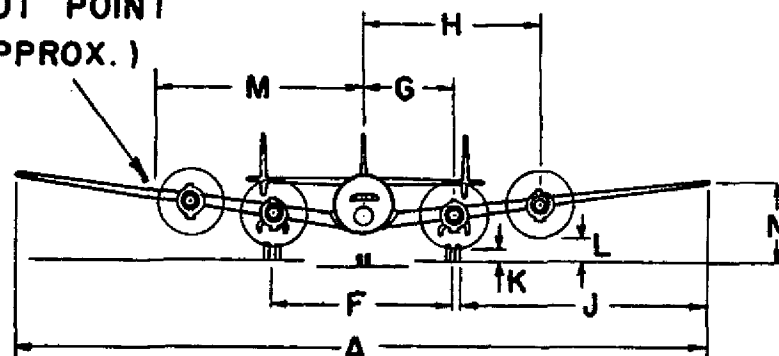


FIGURE 2-29. LOCKHEED CONSTELLATION AND SUPER CONSTELLATION

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

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

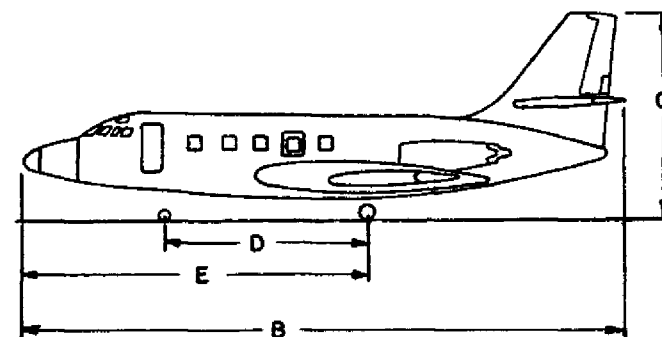
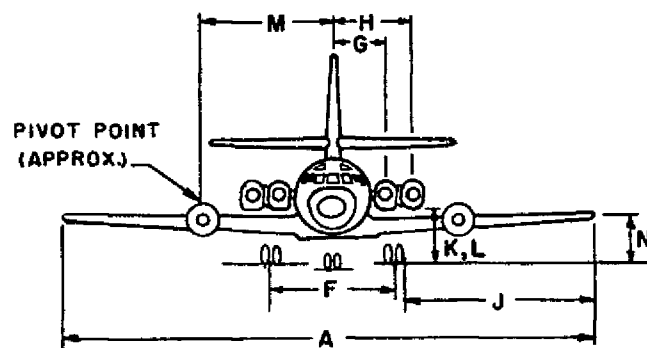


FIGURE 2-34. LOCKHEED 1329 JETSTAR

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

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

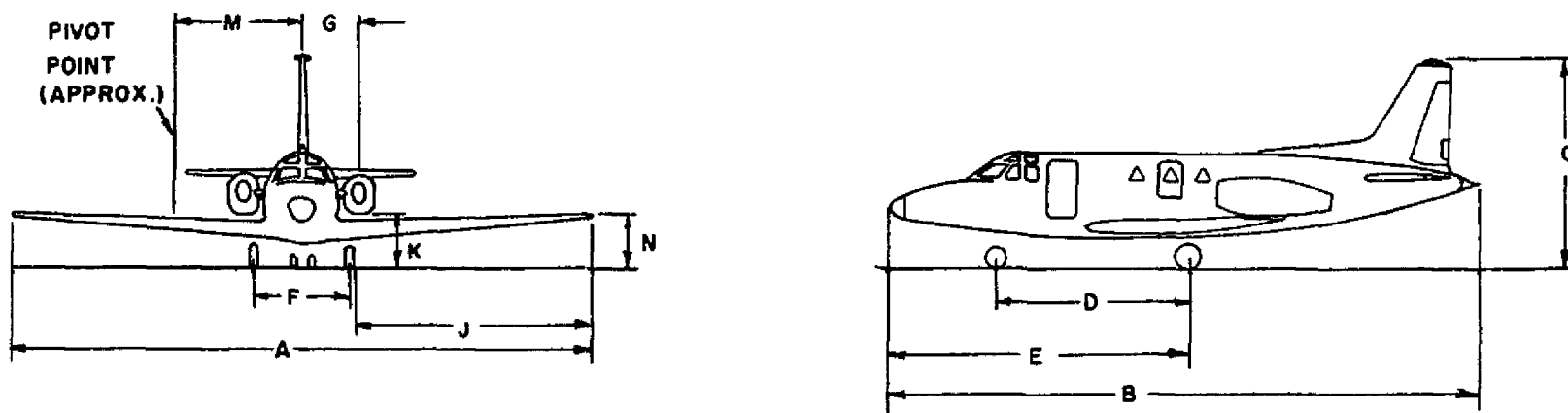


FIGURE 2-35. ROCKWELL INTERNATIONAL NA-265 SABRELINER

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
100	160,000 LB 72,600 KG	142,500 LB 64,700 KG	108'0" 32.92M	133'2" 40.59M	34'0" 10.36M	53'3" 16.23M	68'4" 20.83M	18'9" 5.72M	9'4" 2.84M	42'9" 13.07M	10'4" 3.14M	14'4" 4.37M	8'3" 2.51M	12'0" 3.66M	72'0" 21.9M
200	190,500 LB 86,500 KG	154,500 LB 70,100 KG	108'0" 32.92M	153'2" 46.68M	34'0" 10.36M	63'3" 19.28M	78'4" 23.88M	18'9" 5.72M	9'4" 2.84M	42'9" 13.07M	10'4" 3.14M	16'11" 5.16M	8'0" 2.44M	12'0" 3.66M	82'0" 25.0M

NOTE: 727-200 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 207,500 LB (94,200 KG),
LANDING 160,000 LB (72,600 KG).

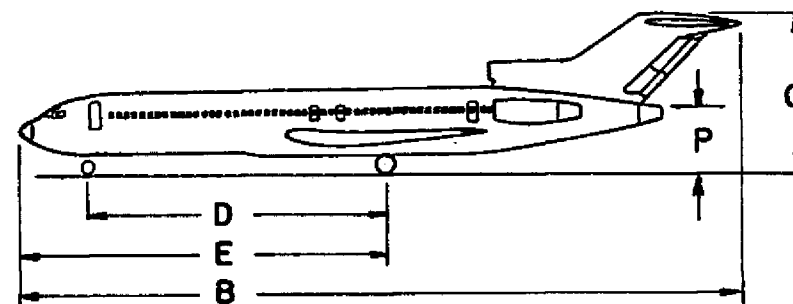
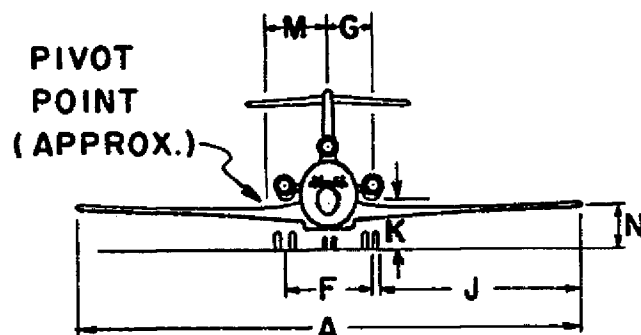


FIGURE 2-42. BOEING 727

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
100	100,000 LB 45,400 KG	93,000 LB 44,490 KG	93'0" 28.35M	94'0" 28.65M	37'2" 11.33M	34'4" 10.46M	47'4" 14.42M	17'2" 5.23M	15'10" 4.83M	36'2" 11.02M	1'8" 0.51M	9'1" 2.8M	10'0" 3.05M	56'11" 17.3M
200	115,500 LB 52,440 KG	103,000 LB 46,760 KG	93'0" 28.35M	100'0" 30.58M	37'3" 11.35M	37'4" 11.38M	50'4" 15.34M	17'2" 5.23M	15'10" 4.83M	36'2" 11.02M	1'8" 0.51M	9'9" 3.0M	10'0" 3.05M	57'8" 17.6M

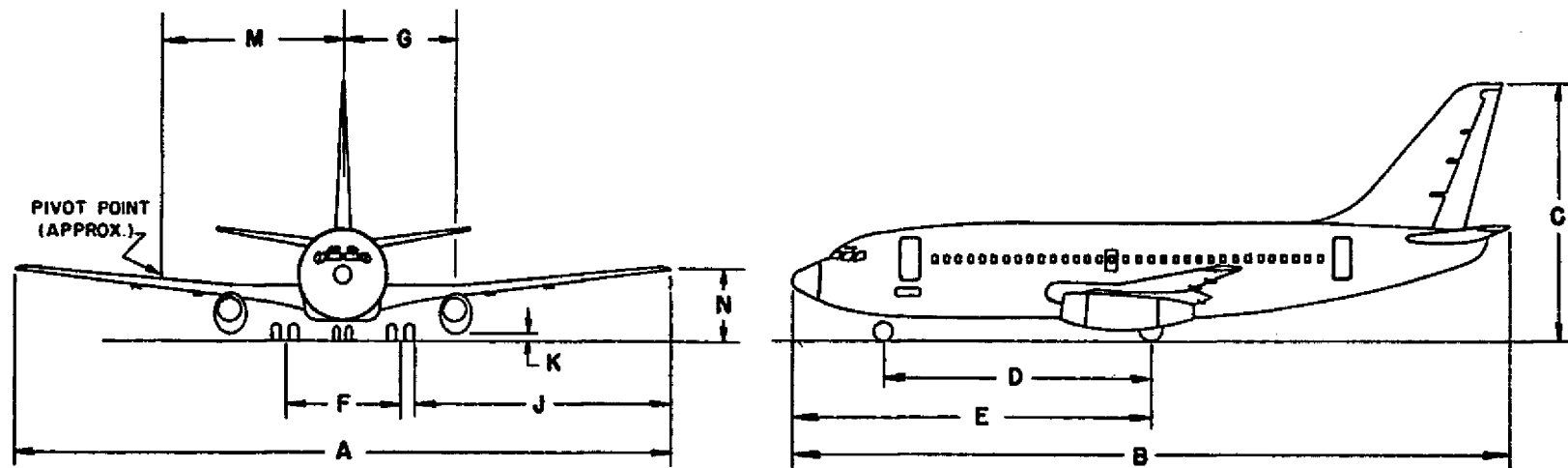


FIGURE 2-43. BOEING 737

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100	710,000 LB 322,300 KG	564,000 LB 256,000 KG	195'8" 59.64M	231'10" 70.40M	64'3" 19.58M	84'0" 25.60M	109'5" 33.37M	36'1" 11.00M	39'9" 12.10M	69'10" 21.28M	77'6" 23.60M	3'9" 1.14M	6'0" 1.82M	50'0" 15.24M	17'7" 5.36M	168'0" 51.21M
SP	560,000 LB 299,600 KG	450,000 LB 204,300 KG	195'8" 59.64M	184'9" 56.31M	65'10" 20.06M	67'4" 20.52M	92'9" 28.27M	36'1" 11.00M	39'2" 11.94M	69'6" 21.18M	77'6" 23.60M	3'7" 1.10M	5'7" 1.71M	40'0" 12.19M	17'2" 5.23M	138'0" 42.06M

NOTES: 747-100 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 735,000 LB. (333,700 KG).
 -200 " " " " " " 820,000 LB. (372,300 KG).
 -200 " " " " LANDING " " 630,000 LB. (286,000 KG).
 ALL OTHER 747-200 PARAMETERS SAME AS SHOWN FOR 747-100 ABOVE.

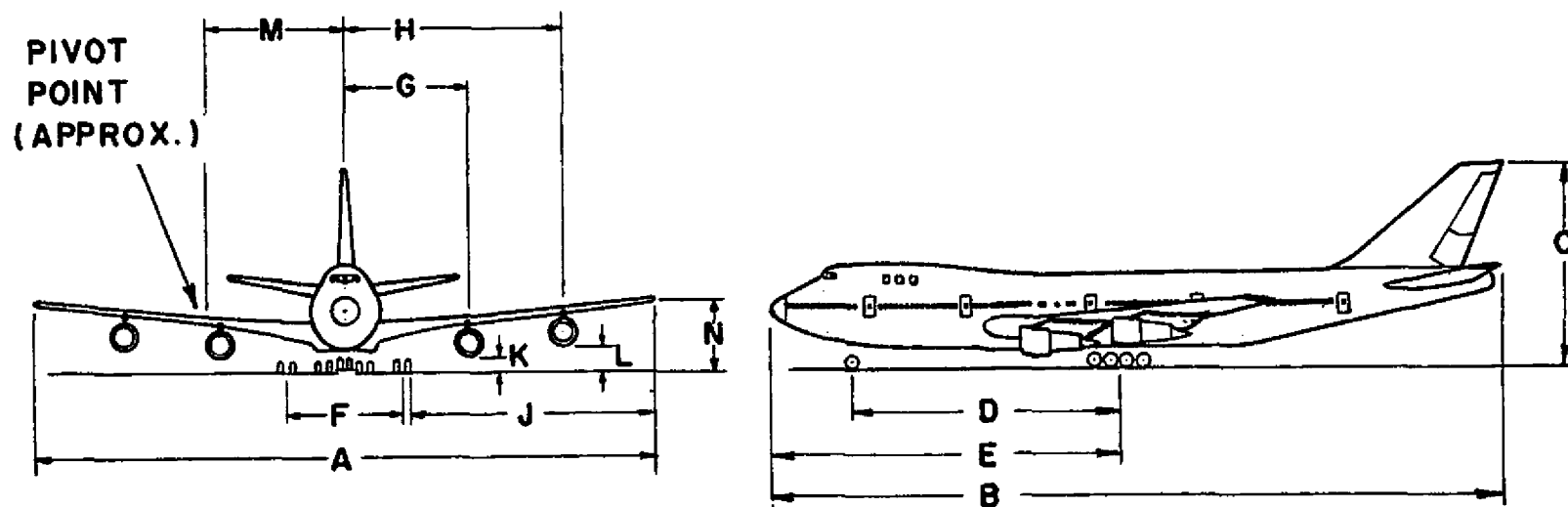


FIGURE 2-44. BOEING 747

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
22 (CONVAIR 880)	184,500 LB 83,948 KG	137,000 LB 62,335 KG	120'0" 36.58M	129'4" 39.42M	36'4" 11.07M	53'1" 16.18M	64'10" 19.76M	18'10" 5.74M	22'2" 6.76M	41'4" 12.60M	49'3" 15.01M	2'8" 0.81M	3'11" 1.19M	19'5" 5.52M	10'11" 3.33M	84'0" 25.60M
30A (CONVAIR 990)	246,200 LB 112,021 KG	202,000 LB 91,819 KG	120'0" 36.58M	139'9" 42.60M	39'6" 12.04M	57'3" 17.45M	68'11" 21.01M	19'11" 6.07M	22'2" 6.76M	41'4" 12.60M	48'10" 14.88M	2'9" 0.84M	4'0" 1.22M	29'3" 8.92M	12'9" 3.89M	93'8" 28.55M

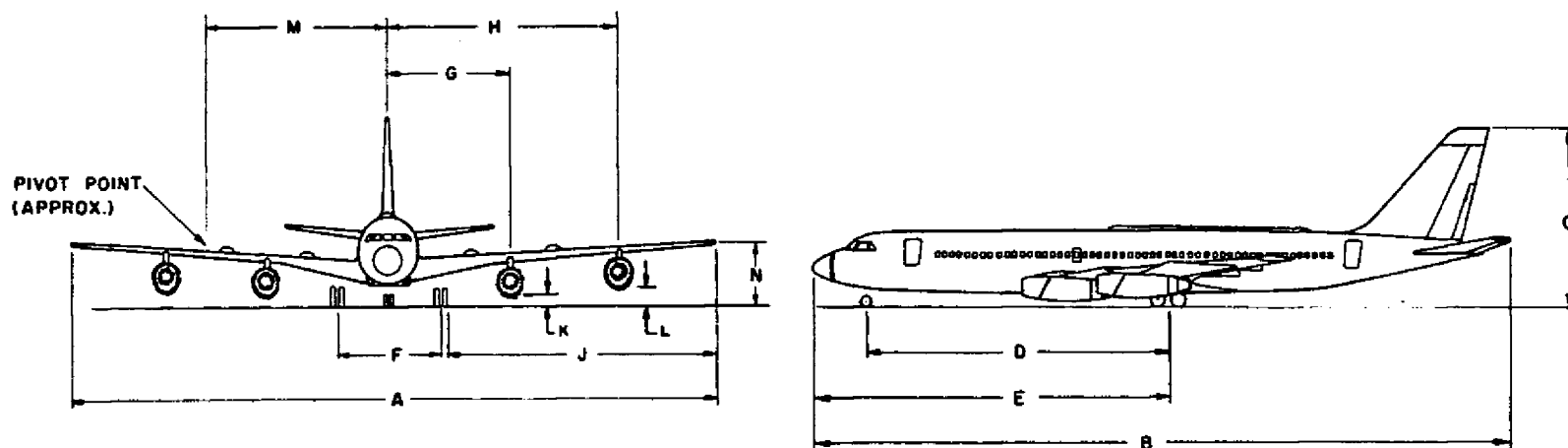


FIGURE 2-45. GENERAL DYNAMICS/CONVAIR 880/990

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
430,000 LB 195,048 KG	358,000 LB 162,174 KG	155'4" 47.35M	177'8" 54.15M	55'4" 16.87M	70'0" 21.34M	99'9" 30.40M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.90M	38'10" 11.83M	16'1" 4.90M	16'4" 5.00M	121'3" 36.97M

MODEL 100 HAS MAXIMUM TAKEOFF WEIGHT OF 450,000 LB. (204,120 KG) AND LANDING WEIGHT OF 368,000 LB. (166,925 KG).

MODEL 200 HAS MAXIMUM LANDING WEIGHT OF 466,000 LB. (211,378 KG) AND LANDING WEIGHT OF 368,000 LB. (166,925 KG).

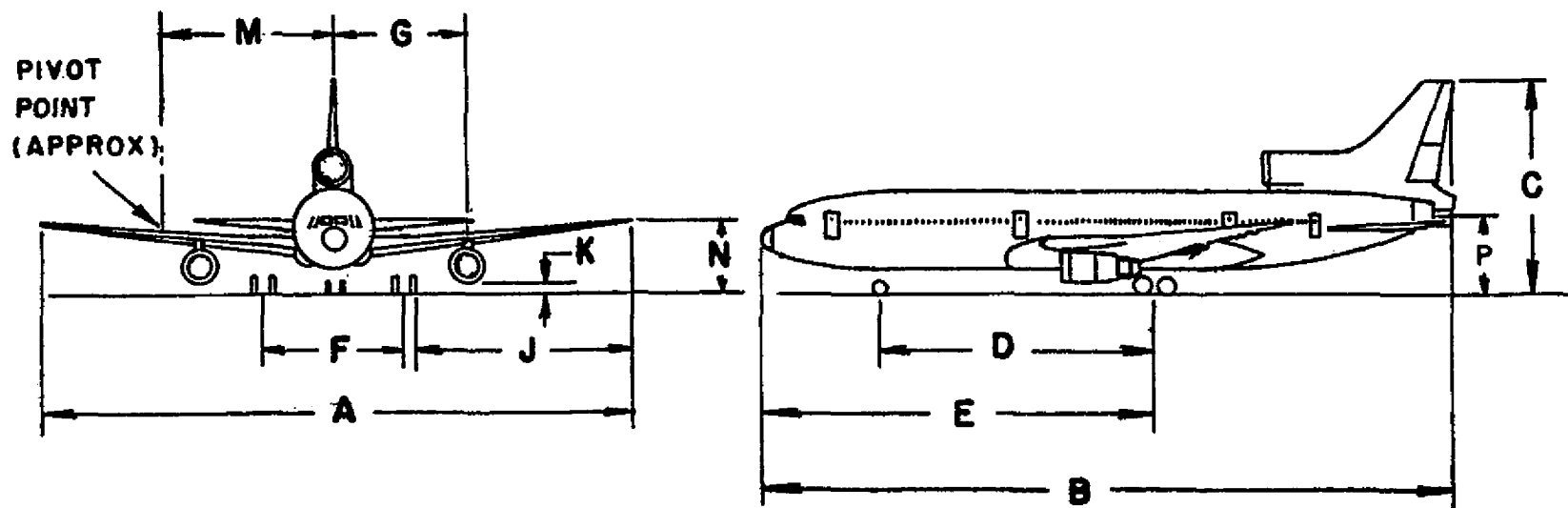


FIGURE 2-46. LOCKHEED L-1011 TRISTAR

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
20, 30, 40	315,000 LB 142,884 KG	207,000 LB 93,895 KG	142'5" 43.41M	150'9" 45.95M	42'3" 12.88M	57'6" 17.53M	73'3" 22.33M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	4'0" 1.22M	5'5" 1.65M	22'1" 6.73M	15'3" 4.65M	96'10" 29.51M
50	325,000 LB 147,420 KG	240,000 LB 108,000 KG	142'5" 43.41M	150'9" 45.95M	42'3" 12.88M	57'6" 17.53M	73'3" 22.33M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	22'1" 6.73M	15'3" 4.65M	96'10" 29.51M
61	328,000 LB 147,600 KG	258,000 LB 116,100 KG	142'5" 43.41M	187'5" 57.12M	41'10" 12.75M	77'6" 23.65M	93'3" 28.42M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
62	350,000 LB 158,760 KG	250,000 LB 112,500 KG	148'5" 45.24M	157'6" 48.00M	42'0" 12.80M	60'10" 18.54M	76'7" 23.34M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'10" 18.85M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
63	355,000 LB 161,028 KG	275,000 LB 124,740 KG	148'5" 45.24M	187'5" 57.12M	41'10" 12.75M	77'6" 23.65M	93'3" 28.42M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'10" 18.85M	2'7" 0.79M	4'2" 1.27M	38'10" 11.84M	15'4" 4.67M	116'1" 35.38M

- NOTES: 1. SRS 50, 60 HAVE TURBOFAN ENGINES. ALL OTHERS HAVE TURBOJET ENGINES.
2. MODEL 21 MAXIMUM TAKEOFF WEIGHT 276,000 LB. (125,194 KG).
LANDING 193,000 LB. (87,545 KG).
3. MODEL 33 HAS MAXIMUM TAKEOFF WEIGHT OF 315,000 LB. (142,884 KG).
LANDING 93,895 LB. (93,895 KG).
4. ALL SERIES 10 HAVE BEEN MODIFIED TO MODEL 21 OR 51.

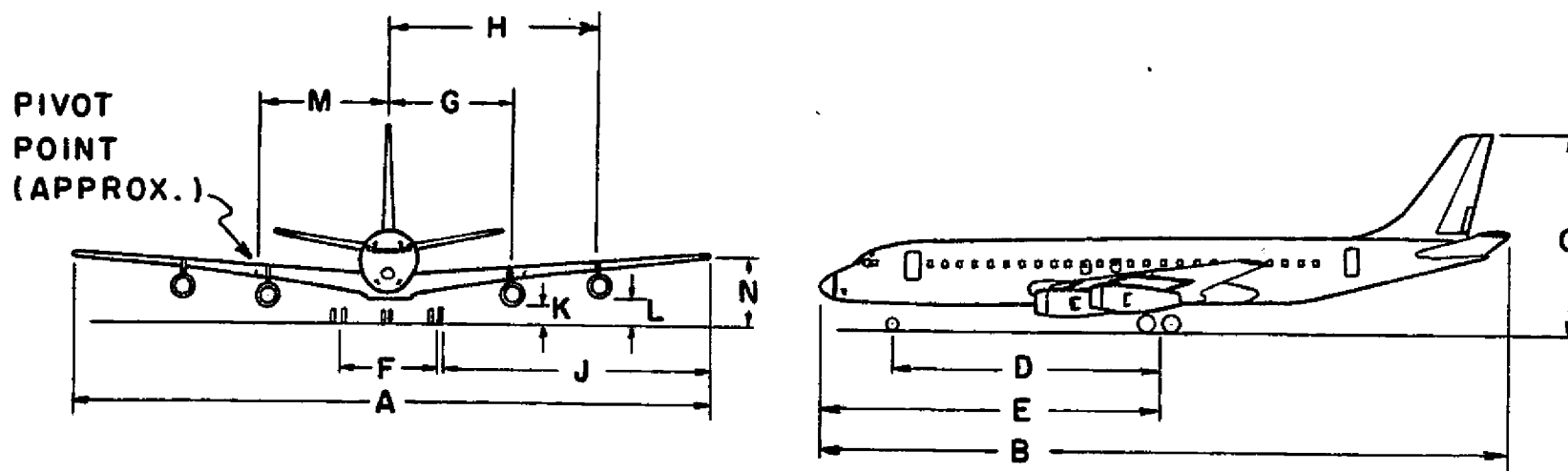


FIGURE 2-47. McDONNELL-DOUGLAS DC-8 (ALL SERIES)

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
10	90,700 LB 41,142 KG	81,700 LB 37,059 KG	89'5" 27.25M	104'5" 31.82M	27'6" 8.38 M	43'8" 13.31M	51'3" 15.62M	16'4" 4.96M	8'11" 2.72M	35'0" 10.67M	6'6" 1.98M	8'6" 2.59M	7'2" 2.18M	59'7" 18.16M
20	100,000 LB 45,360 KG	95,300 LB 43,228 KG	93'4" 28.45M	104'5" 31.82M	27'6" 8.38M	43'8" 13.31M	51'3" 15.62M	16'4" 4.96M	8'11" 2.72M	36'11" 11.25M	6'6" 1.98M	8'6" 2.59M	7'4" 2.24M	59'6" 18.14M
30	108,000 LB 48,989 KG	99,000 LB 44,906 KG	93'4" 28.45M	119'4" 36.36M	27'6" 8.38M	53'2" 16.02M	60'9" 18.52M	16'4" 4.96M	8'11" 2.72M	36'11" 11.25M	6'6" 1.98M	10'4" 3.15M	7'4" 2.24M	65'2" 19.86M
40	114,000 LB 51,710 KG	102,000 LB 46,267 KG	93'4" 28.45M	125'7" 38.28M	28'0" 8.53M	56'2" 17.10M	63'9" 19.43M	16'0" 4.89M	8'11" 2.72M	37'0" 11.28M	7'0" 2.13M	10'11" 3.33M	7'2" 2.18M	68'6" 20.88M
50	121,000 LB 54,886 KG	110,000 LB 49,896 KG	93'4" 28.45M	133'7" 40.72M	28'3" 8.61M	60'11" 18.57M	68'6" 20.88M	16'0" 4.89M	8'11" 2.72M	37'0" 11.28M	6'11" 2.11M	11'10" 3.61M	7'2" 2.18M	71'10" 21.89M

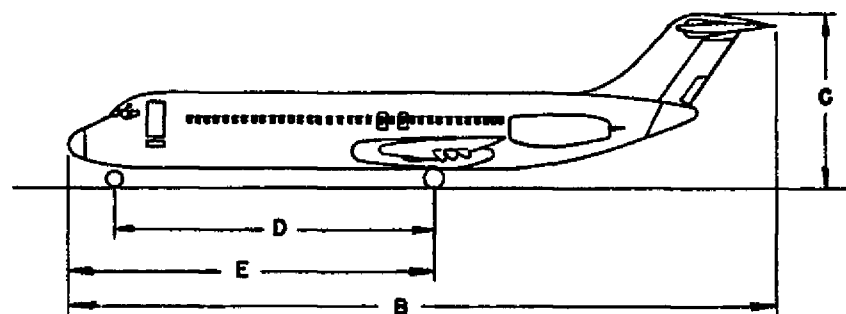
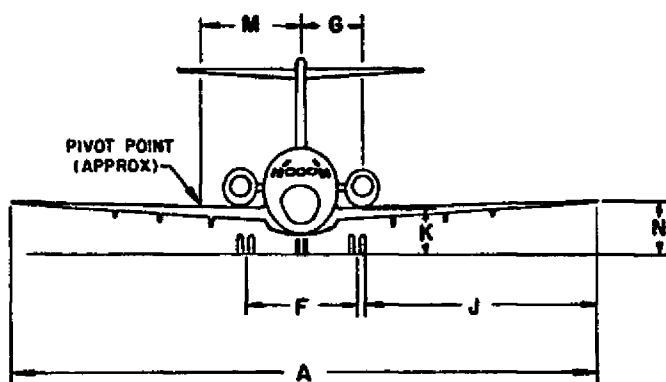


FIGURE 2-48. McDONNELL-DOUGLAS DC-9 (ALL SERIES)

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
10	430,000 LB 195,048 KG	363,500 LB 164,884 KG	155'4" 47.35M	182'3" 55.55M	57'6" 17.53M	72'4.6" 22.06M	100'4" 30.56M	35'0" 10.67M	30'11" 9.42M	57'4" 17.45M	2'10" 0.86M	39'0" 11.9M	14'6" 4.42M	29'9" 9.07M	121'8" 37.1M
30,40	555,000 LB 251,748 KG	403,000 LB 182,801 KG	165'4" 50.39M	181'7" 55.35M	57'7" 17.55M	72'4.6" 22.06M	100'4" 30.56M	35'0" 10.67M	30'11" 9.42M	62'4" 18.97M	2'11" 0.89M	37'2.4" 11.3M	14'6" 4.42M	29'11" 9.12M	125'4" 38.2M

- NOTES: 1. CENTERLINE MAIN LANDING GEAR ON SERIES 30, 40 ONLY.
2. SERIES 40 HAS LENGTH (B) OF 182'3" (55.55M).
3. ALL VERTICAL DIMENSIONS SHOWN ARE NOMINAL CLEARANCE, MAXIMUM RAMP WEIGHT AND NOMINAL CENTER OF GRAVITY.

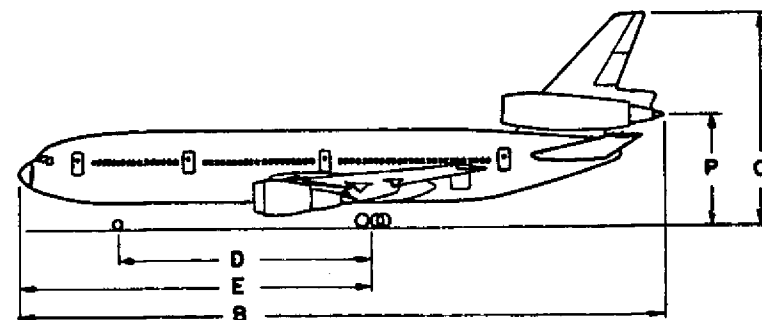
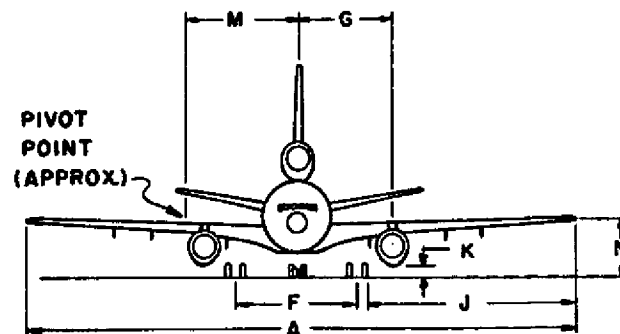


FIGURE 2-49. McDONNELL-DOUGLAS DC-10

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
B2	302,000 LB 137,000 KG	281,000 LB 127,500 KG	147'1" 44.83M	175'6" 53.61M	55'6" 16.90M	60'10" 18.60M	82'8" 25.27M	31'6" 9.60M	26'0" 7.93M	55'10" 17.0M	2'7" 0.78M	37'3" 11.35M	19'4" 5.90M	113'6" 34.58M

MODEL B4 HAS MAXIMUM TAKEOFF WEIGHT OF 330,700 LB. (150,000 KG).

LANDING WEIGHT OF 293,200 LB. (133,000 KG).

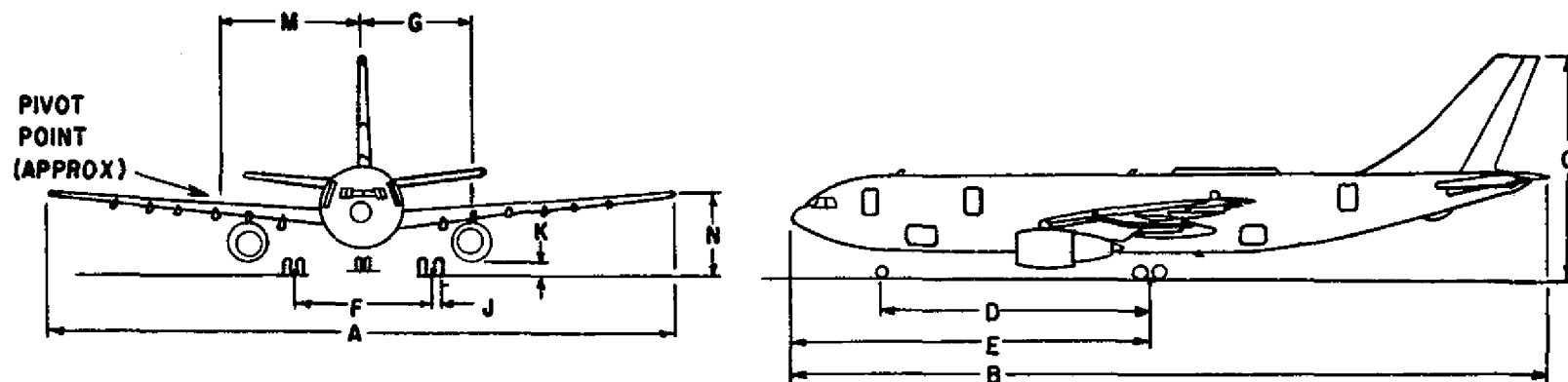


FIGURE 2-54. AIRBUS INDUSTRIES A300B

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	*	TURN RADIUS
400,000 LB 181,400 KG	245,000 LB 111,108 KG	83'10" 25.56M	204'1" 62.26M	37'1" 11.32M	59'8" 18.19M	121'2" 36.9M	25'4" 7.72M	18'1" 5.5M	27'3" 8.34M	5'11" 1.8M	34'5" 10.45M	7'11" 2.42M	8'4" 2.54M	126'0" 38.4M

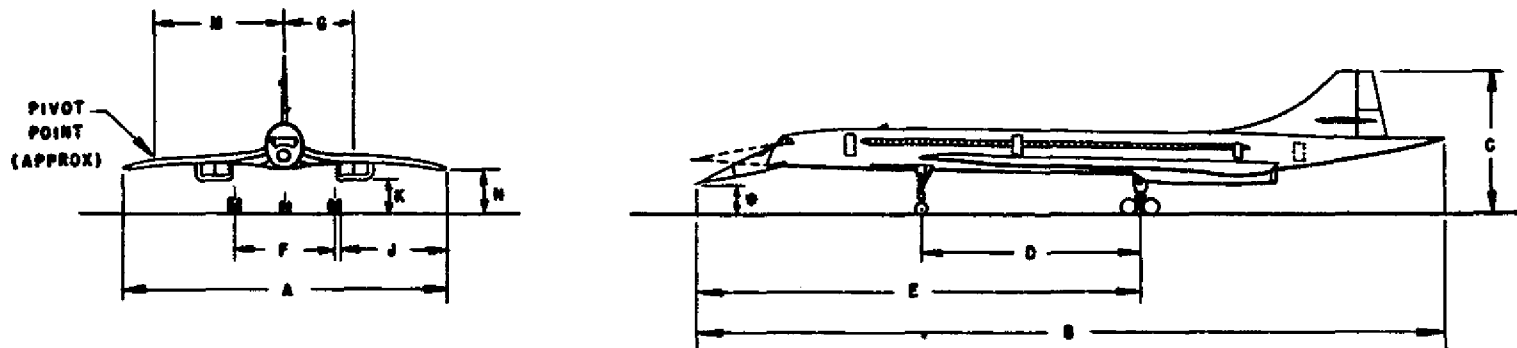


FIGURE 2-55. BAC/SNIAS CONCORDE

CHAPTER 3. MILITARY AIRCRAFT

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

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

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

<u>MILITARY DESIGNATION</u>	<u>CIVIL DESIGNATION</u>	<u>FIGURE</u>	<u>PAGE</u>
C-9	McDonnell-Douglas DC-9-30	2-48	53
* C-135	Boeing 707-120B	2-41	46 *
C-137, VC-137B, C	Boeing 707-320B	2-41	46
C-140	Lockheed 1329 JetStar	2-34	39
E-4	Boeing 747B	2-44	49
T-39	Rockwell International NA-265-40 Sabreliner	2-35	40
T-43	Boeing 737	2-43	48

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

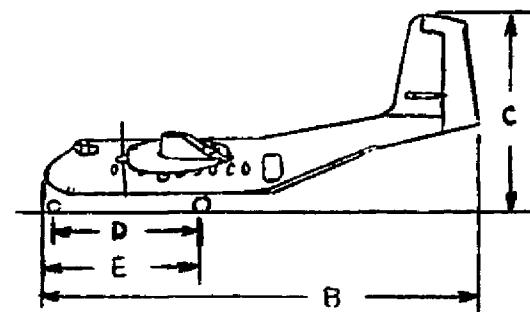
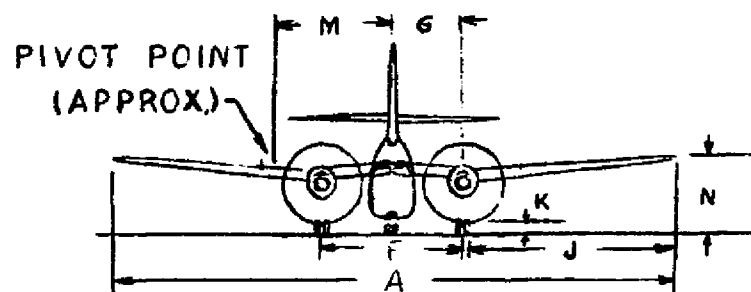


FIGURE 3-1. DE HAVILAND CANADA C-7 CARIBOU

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

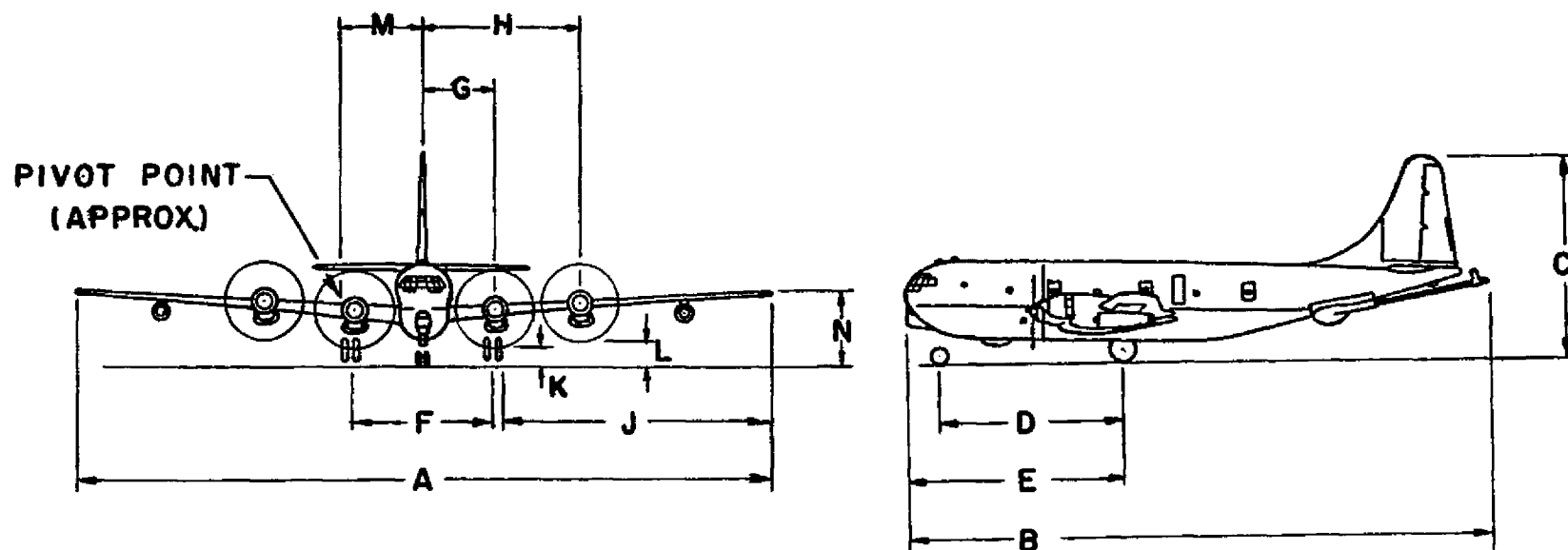


FIGURE 3-2. BOEING KC-97L

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

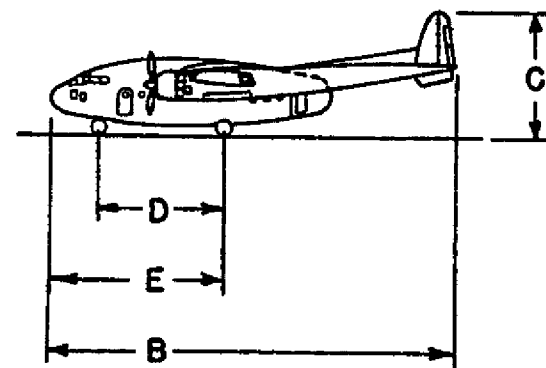
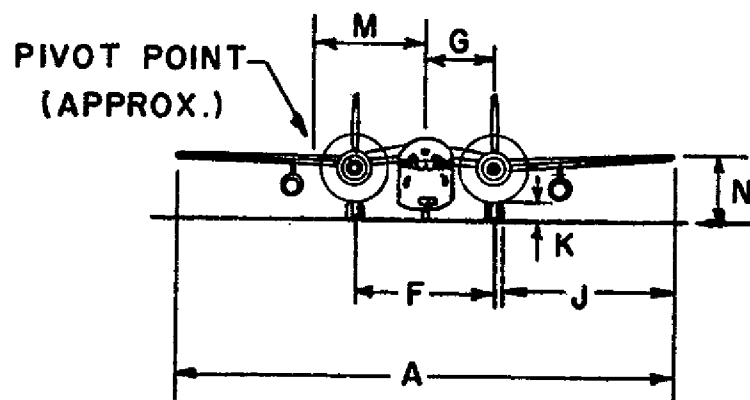


FIGURE 3-3. FAIRCHILD C-119K FLYING BOXCAR

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

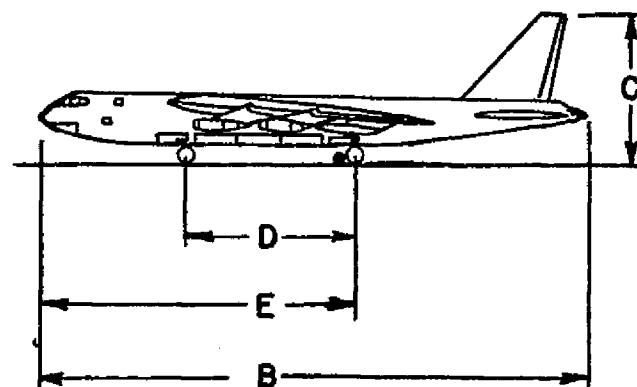
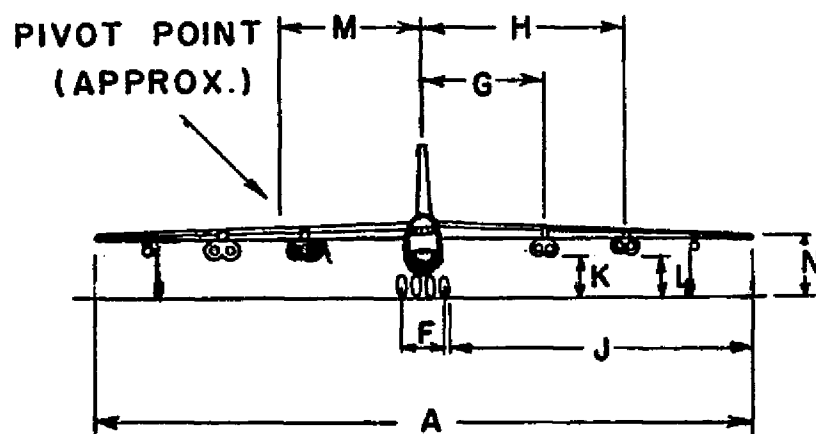


FIGURE 3-6. BOEING B-52 STRATOFORTRESS

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

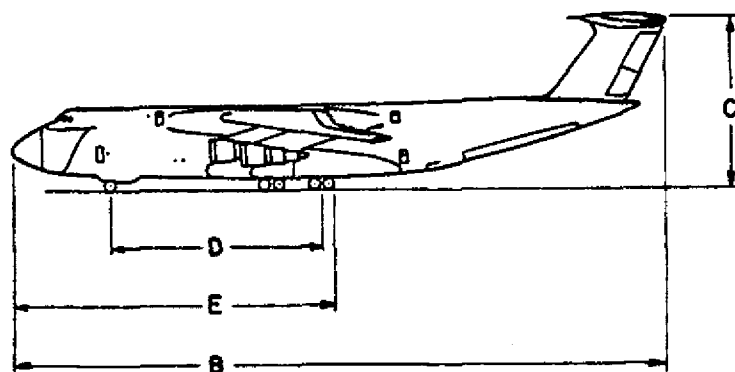
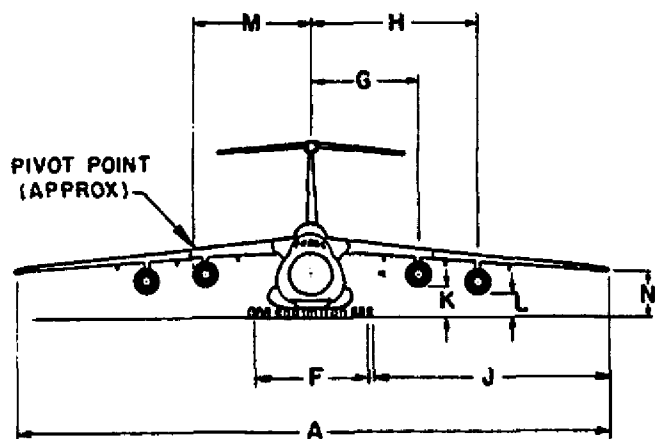


FIGURE 3-7. LOCKHEED C-5A GALAXY

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

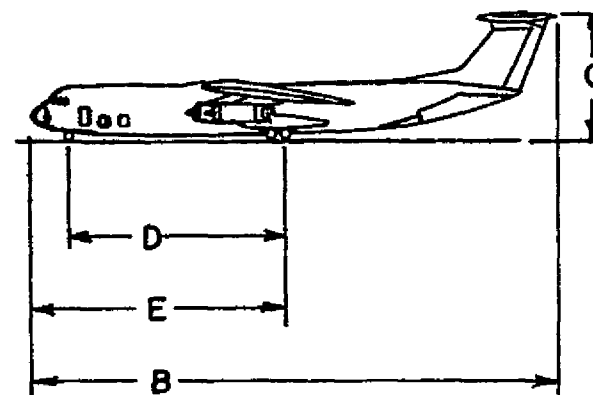
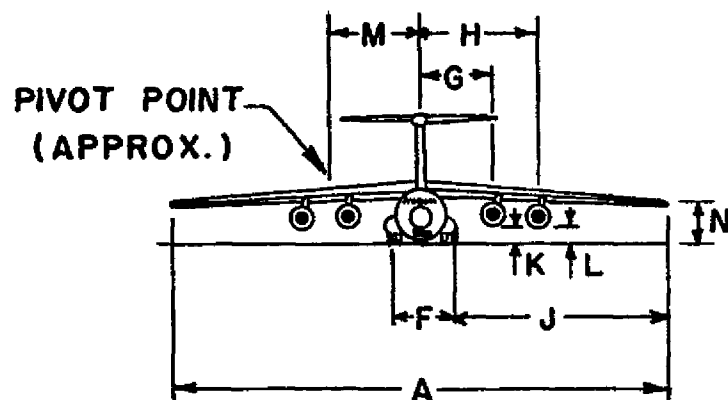


FIGURE 3-8. LOCKHEED C-141 STARLIFTER

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

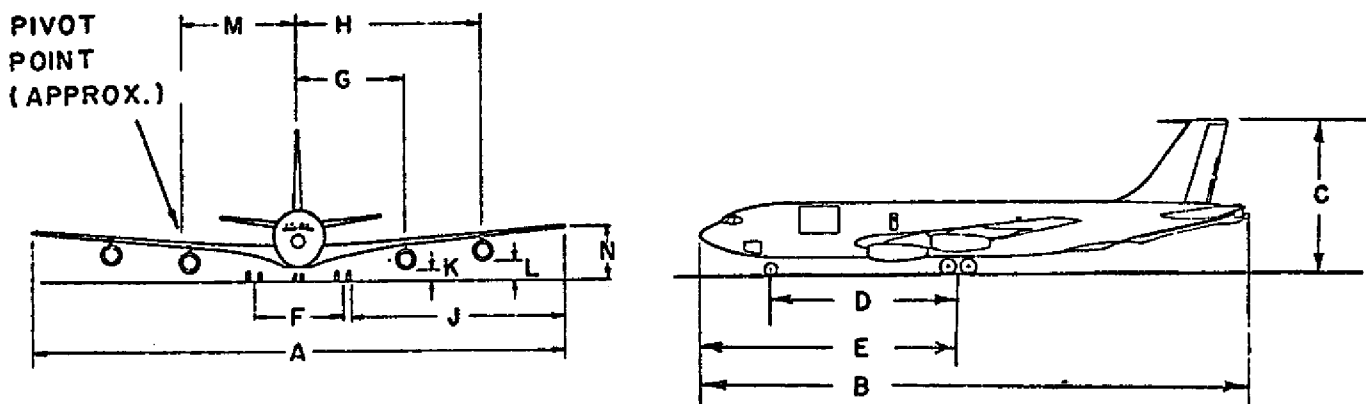


FIGURE 3-9. BOEING KC-135A

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Washington, D.C. 20591**

Official Business

PENALTY FOR PRIVATE USE, \$300

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ADMINISTRATION
DOT 515**



WEIGHTS OF ELIGIBLE U.S. REGISTERED GENERAL AVIATION AIRCRAFT

TYPE OF AIRCRAFT	Estimated Number of Eligible Aircraft as of 1/1/70	Average Maximum Certificated Gross Take-off Weight (pounds)	Estimated Total Weight as of 1/1/70	
			Piston	Turbine
Single Engine, 1-3 places, up to 100 h.p.	29,100	1,420	41,322,000	
Single Engine, 1-3 places, over 100 h.p.	14,800	2,389	35,357,200	
Single Engine, 4 place	53,300	2,422	129,107,600	
Sub-Total Single Engine, 4 place and under	<u>97,200</u>	<u>-----</u>	<u>205,786,800</u>	
Single Engine, 5 place and over	12,500	3,398	42,471,200	
Multi Engine, up to 800 h.p.	14,340	4,822	69,147,480	
Multi Engine, 801 to 2,000 h.p.	120	10,733	1,287,960	
Multi Engine, over 2,000 h.p. - Piston	1,140	39,591	45,133,740	
Turbo-Prop Aircraft	1,185	18,078		21,422,430
Pure Jet Aircraft	865	35,801		30,967,865
Rotorcraft - Piston	2,050	2,848	5,838,400	
Rotorcraft - Turbine	<u>350</u>	<u>3,379</u>		<u>1,182,650</u>
TOTAL	131,000*		369,665,580	53,572,945

* 1,250 gliders, balloons, and blimps
included in the total.

Prepared by: Federal Aviation Administration
4 February 1970

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Multi Engine, up to 800 h.p.	14,340	4,822	69,147,480	
Multi Engine, 801 to 2,000 h.p.	120	10,733	1,287,960	
Multi Engine, over 2,000 h.p. - Piston	1,140	39,591	45,133,740	
Turbo-Prop Aircraft	1,185	18,078		21,422,430
Pure Jet Aircraft	865	35,801		30,967,865
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Sub-Total Single Engine, 4 place and under	<u>97,200</u>	<u>-----</u>	<u>205,786,800</u>	
Single Engine, 5 place and over	12,500	3,398	42,471,200	
Multi Engine, up to 800 h.p. ¹⁰⁵	14,340	4,822	69,147,480	
	<i>1411</i>	<i>3,991</i>	<i>5,631,301</i>	
Multi Engine, 801 to 2,000 h.p. ⁰⁶	120	10,733	1,287,960	
	<i>8</i>			
Multi Engine, over 2,000 h.p. - Piston	<u>1,140</u>	<u>39,591</u>	<u>45,133,740</u>	
Turbo-Prop Aircraft	1,185 <i>37</i>	18,078		21,422,430
Pure Jet Aircraft	865	35,801		30,967,865
<i>Sub-Total M/E 14 Place</i>				
Rotorcraft - Piston	2,050	2,848	5,838,400	
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Multi Engine, 801 to 2,000 h.p.	120	10,733	1,287,960	
Multi Engine, over 2,000 h.p. - Piston	1,140	39,591	45,133,740	
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Multi Engine, up to 800 h.p.	14,340	4,822	69,147,480	
Multi Engine, 801 to 2,000 h.p.	120	10,733	1,287,960	
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