

Appendix 12. AIRPLANE DATA**1. BACKGROUND.**

a. Airplane physical characteristics have operational and economic significance which materially affect an airport's design, development, and operation. Their consideration when planning a new airport or improving existing airport facilities maximizes their possible utilization and safety within expected demands. For example, they influence the design aspects of runways, taxiways, ramps, aprons, servicing facilities, gates, and life safety facilities. In addition, airport designers should consider anticipated growth in air traffic and the effects of near future model airplane operating weights and physical dimensions on ground operating areas.

b. Military airplanes frequently operate at civil airports. Joint-use airports should also meet the physical characteristics of military airplanes. Hence, during airport facility design, consider routine military operations such as medical evacuation, strategic deployment and dispersal, and Reserve and National Guard training missions.

c. Civil airplane versions of military counterparts are shown below.

MILITARY DESIGNATION	CIVIL DESIGNATION
C-7	DeHavilland Caribou
C-9A	McDonnell Douglas DC-9-30
C-12	Beech Huron
C-45	Twin Beech 18
C-46	Curtis-Wright Commando
C-47/R-5D	Douglas DC-3, Skytrain
C-54/R-4D	Douglas DC-4, Skymaster
C-97	Boeing Stratocruiser
C-118/R-6D	Douglas DC-6, Liftmaster
C-119	Fairchild/Republic Flying Box Car
C-121/R-7	Lockheed 749, 1049 Constellation
C-123	Fairchild/Republic Provider
C-130	Lockheed L-382 Hercules
C-131, T-29	Convair 240/340/580
C-135	Boeing 707-120B, Starlifter
C-137, VC-137B, C	Boeing 707-320B
C-140	Lockheed 1329 JetStar
C-141	Lockheed StarLifter
E-4	Boeing 747-200B
KC-10A	McDonnell Douglas, DC-10-30CF, Extender
KC-135A	Boeing 707, Stratotanker
P-3	Lockheed L-188 Electra, 185/285 Orion
T-34	Beech Mentor
T-37	Cessna 318
T-39	Rockwell International NA-265-40 Sabreliner
T-42	Beech Cochise
T-43A	Boeing 737-200
T-47A	Cessna 552
U-3	Cessna 310/T310
U-9	Aero Commander 560
U-18	DeHavilland Twin Otter

2. EXPLANATORY INFORMATION.

a. Presentation of data is in three forms:

(1) Figures A12-1 to A12-8 are representatives of general types of airplanes and not a specific model.

(2) Most figures illustrate a particular model with its specific data.

(3) Some figures present data for several similar models or series of airplanes by a single representative drawing (e.g., General Dynamics/Convair 880 and 990).

b. The alpha-symbols in the data tables and drawings use the following list of airplane physical characteristics:

Alpha-Symbol Airplane Physical Characteristics

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

c. Measurement of turn radius is either at maximum nosewheel steering angle or with locked wheels, whichever produces the larger radius. It is a horizontal measurement from the pivot point to the farthest point of the airplane during execution of a turn. This dimension represents a maximum effort maneuver not normally used by the airlines due to excessive tire wear. THIS DIMENSION IS NOT FOR AIRPORT FACILITY DESIGN PURPOSES. Contact the airline(s) involved for the turn radius to use for design purposes.

d. The abbreviation "SRS" denotes "series."

e. The abbreviation "NA" denotes "datum is not available."

f. The weight and dimensional information for transport type airplanes are from aircraft manufacturer publications titled "Airplane Characteristics, Airport Planning." Each airplane model has a publication that is available from its manufacturer. Since each publication has considerably more information of interest to an airport designer than assembled in this advisory circular, revisions are frequent. For example, weight and dimensional data is subject to change as a result of modifications and improvements to the airplane that differs from this advisory circular. Hence, it is advisable during airport facility planning and design to contact manufacturers of applicable airplanes.

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
BELLANCA	7	CITABRIA	1,650 LB 748 KG	1,650 LB 748 KG	33'5" 10.19M	22'8" 6.91M	6'8" 2.03M	16'1" 4.90M	6'4" 1.93M	2	
CESSNA	120		1,450 LB	1,450 LB	32'10"	21'0"	6'3"		6'5"	2	
	140		658 KG	658 KG	10.00M	6.40M	1.91M		1.96M		
	170		2,200 LB 998 KG	2,200 LB 998 KG	36'0" 10.97M	25'0" 7.60M	6'7" 2.00M			4	
	180	SKYWAGON	2,800 LB	2,800 LB	36'2"	25'9"	7'9"		7'8"	4	21'10"
	185		1 270 KG	1,270 KG	11.04M	7.85M	2.34M		2.31M		6.65M
HELIO AIRCRAFT	190		3,350 LB	3,350 LB	36'2"	27'1"	7'2"			4	
	195		1 520 KG	1,520 KG	11.04M	8.26M	2.16M				
	H-250	HELIO	3,400 LB	3,400 LB	39'0"	31'6"	8'10"	23'5"	9'0"	6	
	H-295	COURIER	1,542 KG	1,542 KG	10.87M	9.59M	2.70M	7.22M	2.75M		
	HST-550	HELIO STALLION	5,000 LB 2 268 KG	5,100 LB 2,313 KG	41'0" 12.49M	39'7" 11.04M	9'3" 2.83M		9'8" 2.96M	11	

MODEL 185 HAS MAXIMUM WEIGHTS OF 3,350 LB (1 520 KG) AND 6 SEATS.
MODEL 195 HAS LENGTH OF 27'4" (8.33M).

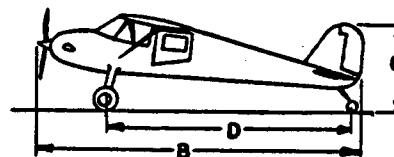
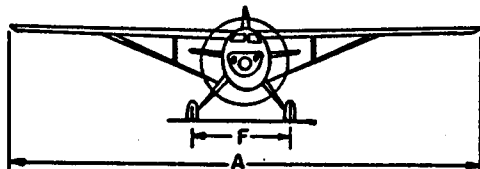


Figure A12-1. Single engine, high wing, tailwheel airplanes 8,000 lb. (3,628 Kg) or less

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
PIPER	PA-12, 14, 15	SUPER CRUISER	1,750 LB 794 KG	1,750 LB 794 KG	35'6" 10.80M	22'6" 6.85M	6'10" 2.08M		6'3" 1.91M	3	20'8" 6.29M
	PA-18	SUPER CUB	1,500 LB 680 KG	1,500 LB 680 KG	35'3" 10.72M	22'5" 6.83M	6'8" 2.03M			2	20'7" 2.26M
	PA-20	PACER	1,650 LB 748 KG	1,650 LB 748 KG	29'4" 8.90M	20'5" 6.20M	6'3" 1.91M			4	
SILVAIRE	8		1,400 LB 635 KG	1,400 LB 635 KG	35'0" 10.67M	20'0" 6.10M	6'3" 1.91M		6'4" 1.93M	2	
TAYLOR- CRAFT	BC-12		1,150 LB 522 KG	1,150 LB 522 KG	36'0" 10.97M	22'0" 6.72M	6'8" 2.03M		6'0" 1.83M	2	
UNIVAIR AIRCRAFT	108	VOYAGER	2,150 LB 975 KG	2,150 LB 975 KG	33'11" 10.34M	24'6" 7.46M	6'10" 2.08M	18'7" 5.66M	7'1" 2.16M	4	20'6" 2.24M

NOTE: MODEL PA-20 MAY HAVE MAXIMUM WEIGHTS OF 1,800 LB (816 KG).

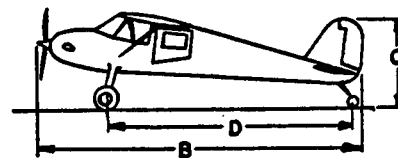
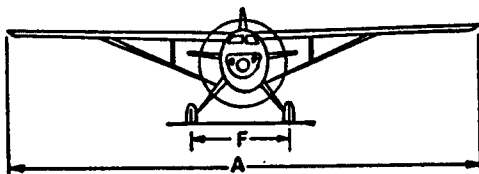


Figure A12-2. Single engine, high wing, tailwheel airplanes 8,000 lb. (3,628 Kg) or less (cont'd)

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
BEDE AIRCRAFT	BD-4		1,400 LB 635 KG	1,400 LB 635 KG	25'6" 7.77M	21'11" 6.68M	6'3" 1.91M		8'3" 2.51M	4	
	150		1,600 LB 726 KG	1,600 LB 726 KG	32'9" 9.98M	23'10" 7.26M	8'0" 2.44M	4'10" 1.48M	6'7" 2.01M	2	19'10" 6.05M
CESSNA	172	SKYHAWK	2,300 LB 1 043 KG	2,300 LB 1 043 KG	35'10" 10.93M	26'11" 8.20M	8'10" 2.84M	5'4" 1.63M	7'2" 2.23M	4	19'8" 6.00M
	177	CARDINAL	2,500 LB 1 134 KG	2,500 LB 1 134 KG	35'6" 10.82M	27'2" 8.28M	8'6" 2.59M	6'5" 1.96M	8'4" 2.54M	4	
	182	SKYLANE	2,950 LB 1 338 KG	2,950 LB 1 338 KG	35'10" 10.93M	28'1" 8.56M	8'11" 2.72M	5'7" 1.70M	8'0" 2.44M	4	21'4" 6.50M
	206	STATIONAIR	3,600 LB 1 633 KG	3,600 LB 1 633 KG	35'10" 10.93M	28'0" 8.53M	9'8" 2.95M	6'11" 2.11M	8'2" 2.49M	6	
	207	SUPER SKYWAGON	3,800 LB 1 724 KG	3,800 LB 1 724 KG	35'10" 10.93M	31'9" 9.68M	9'7" 2.92M		10'0" 3.04M	6	
	210	CENTURION	3,800 LB 1 724 KG	3,800 LB 1 724 KG	36'9" 11.20M	28'3" 8.61M	9'8" 2.95M	5'9" 1.76M	8'6" 2.59M	6	22'5" 6.84M
PIPER	PA-22	TRI-PACER	1,800 LB 816 KG	1,800 LB 816 KG	29'4" 8.97M	20'4" 6.20M	6'3" 1.91M			3	19'11" 6.07M

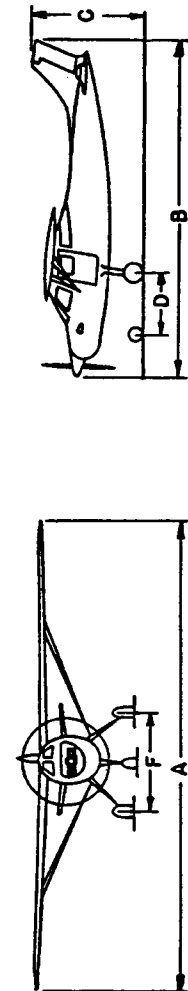


Figure A12-3. Single engine, high wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
AEROSTAR AVIATION	415	ERCOUPE	1,450 LB 658 KG	1,450 LB 658 KG	30'0" 9.14M	20'7" 6.27M	6'3" 1.91M	5'4" 1.63M	7'9" 2.36M	2	18'9" 5.71M
	H-20		2,525 LB 1,145 KG	2,525 LB 1,145 KG	35'0" 10.67M	23'7" 7.06M	8'4" 2.54M	5'7" 1.70M	9'1" 2.77M	4	22'1" 6.72M
	H-22	HARK 22	3,680 LB 1,669 KG	3,680 LB 1,669 KG	35'0" 10.67M	27'0" 8.23M	9'10" 3.00M	8'3" 2.51M	11'0" 3.35M	5	
BEECH- CRAFT	23	MUSKETEER	2,450 LB 1,111 KG	2,200 LB 998 KG	32'9" 9.98M	25'0" 7.62M	8'3" 2.51M	6'4" 1.91M	11'10" 3.61M	4	
	V-35B	BONANZA	3,400 LB 1,542 KG	3,400 LB 1,542 KG	33'6" 10.21M	26'5" 8.05M	6'7" 2.01M	7'0" 2.13M	9'7" 2.92M	4	21'6" 6.55M
	F-33	BONANZA	3,050 LB 1,383 KG	3,050 LB 1,383 KG	32'10" 10.00M	25'6" 7.77M	8'3" 2.51M	7'5" 2.26M	9'7" 2.92M	5	21'3" 6.48M
	F-33A	BONANZA	3,400 LB 1,542 KG	3,400 LB 1,542 KG	33'6" 10.21M	26'8" 8.13M	8'3" 2.51M	7'5" 2.26M	9'7" 2.92M	5	21'3" 6.48M
DELLANCA	260	VIKING	3,000 LB	3,000 LB	24'2"	23'6"	7'4"	6'8"	9'0"	4	
	300		1,361 KG	1,361 KG	10.41M	7.15M	2.23M	2.03M	2.75M		

NOTE: MODEL H-20 MAY BE KNOWN AS: CHAPARRAL, EXECUTIVE, MUSTANG, RANGER, STATESMAN.

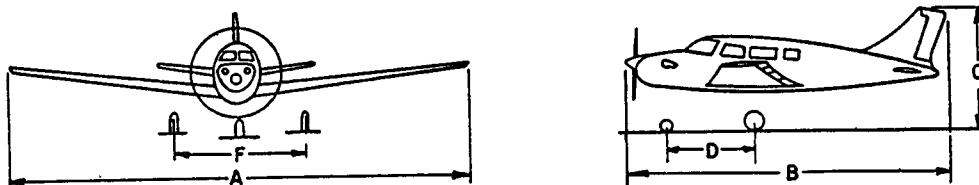


Figure A12-4. Single engine, low wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
GRUMMAN	AA-1	YANKEE	1,500 LB 680 KG	1,500 LB 680 KG	24'6" 7.47M	19'3" 5.87M	6'10" 2.08M	4'5" 1.35M	8'3" 2.51M	2	
NAVION	G-1	RANGE- MASTER	3,315 LB 1 504 KG	3,150 LB 1 489 KG	34'9" 10.59M	27'6" 8.38M	8'4" 2.54M	5'8" 1.74M	8'9" 2.67M	4	
PIPER	PA-24	COMMANCHE	2,550 LB 1 157 KG	2,550 LB 1 157 KG	36'0" 10.97M	24'9" 7.54M	7'5" 2.25M	6'7" 2.01M	9'8" 2.94M	4	22'10" 6.96M
	PA-28-180	CHEROKEE	2,400 LB 1 089 KG	2,400 LB 1 089 KG	30'0" 9.14M	23'6" 7.16M	7'4" 2.22M	6'3" 1.89M	10'0" 3.04M	4	20'0" 6.08M
	PA-28-200	CHEROKEE ARROW	2,600 LB 1 179 KG	2,600 LB 1 179 KG	30'0" 9.14M	24'2" 7.37M	8'0" 2.44M	7'5" 2.26M	10'6" 3.20M	5	20'3" 6.17M
	PA-32	CHEROKEE SIX	3,400 LB 1 542 KG	3,400 LB 1 542 KG	32'10" 10.00M	27'9" 8.45M	7'11" 2.41M	7'10" 2.39M	10'7" 3.22M	6	21'9" 6.63M
ROCKWELL INTERNAT.	112		2,475 LB 1 127 KG	2,475 LB 1 127 KG	35'0" 10.67M	27'2" 8.28M	10'1" 3.07M		7'2" 2.18M	4	

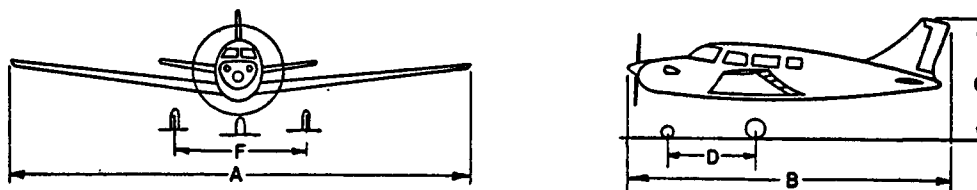


Figure A12-5. Single engine, low wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less (cont'd)

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
AEROSTAR AVIATION	600 601	AEROSTAR	5,500 LB 2 495 KG	5,500 LB 2 495 KG	34'3" 10.44M	34'10" 10.62M	12'2" 3.71M		10'3" 3.12M	5	
BEECH- CRAFT	B-55	BARRON	5,100 LB 2 313 KG	5,100 LB 2 313 KG	37'10" 11.53M	28'0" 8.53M	9'2" 2.79M	7'0" 2.13M	7'0" 2.13M	4	23'8" 7.21M
	E-55	BARRON	5,300 LB 2 404 KG	5,300 LB 2 404 KG	37'10" 11.53M	29'0" 8.88M	9'2" 2.79M	8'0" 2.44M	8'0" 2.44M	4	23'8" 7.21M
	B-60	DUKE	6,775 LB 3 073 KG	6,775 LB 3 073 KG	39'3" 11.96M	33'10" 10.32M	12'4" 3.76M	9'3" 2.82M	11'0" 3.35M	6	
CSSNA	310		5,100 LB 2 313 KG	5,100 LB 2 313 KG	37'6" 11.43M	29'7" 9.02M	9'11" 3.03M	9'6" 2.90M	12'0" 3.66M	6	24'0" 7.31M

NOTE: E-55 TURBO HAS MAXIMUM WEIGHTS OF 5,900 LB (2 676 KG).
310 TURBO HAS MAXIMUM WEIGHTS OF 5,500 LB (2 495 KG).

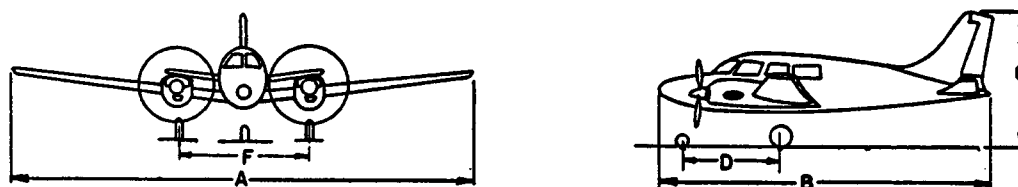


Figure A12-6. Twin engine, low or mid wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
CESSNA	401, 402, 421	TWIN CESSNA	6,300 LB 2 858 KG	6,200 LB 2 812 KG	39'10" 12.27M	36'2" 11.02M	11'8" 3.56M	10'6" 3.20M	14'8" 4.47M	6	
PIPER	PA-23-160	APACHE	3,800 LB 1 724 KG	3,800 LB 1 724 KG	37'2" 11.32M	27'5" 8.34M	9'6" 2.87M	7'6" 2.28M	11'0" 3.35M	5	24'0" 7.31M
	PA-23-250	AZTEC	4,800 LB 2 177 KG	4,800 LB 2 177 KG	37'0" 11.27M	27'7" 8.42M	10'4" 3.15M	7'6" 2.28M	11'4" 3.45M	6	24'0" 7.31M
	PA-30	TWIN CONQUANCHO	3,600 LB 1 633 KG	3,600 LB 1 633 KG	36'0" 10.97M	25'2" 7.67M	8'3" 2.51M	7'4" 2.23M	9'10" 2.98M	4	22'8" 6.90M
	PA-31	NAVAJO	6,200 LB 2 812 KG	6,200 LB 2 812 KG	40'8" 12.40M	32'8" 9.94M	13'0" 3.96M	8'8" 2.64M	13'9" 4.19M	7	27'3" 8.32M

NOTE: MODEL (421) HAS OPTIONAL TAKEOFF WEIGHT OF 6,350 LB (2 880 KG).
(421B) 7,450 LB (3 379 KG).

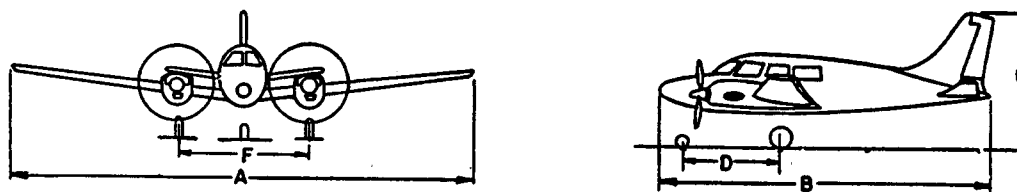
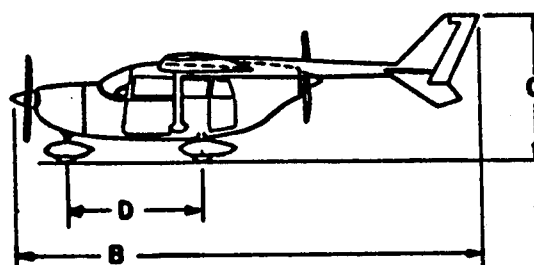
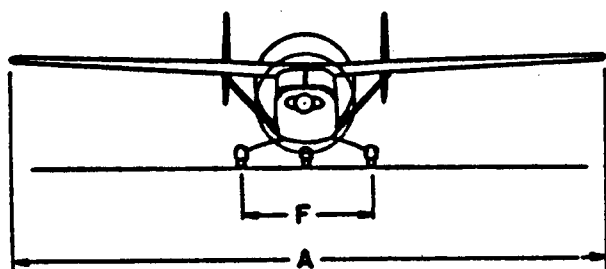


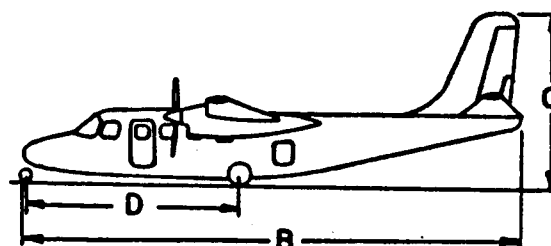
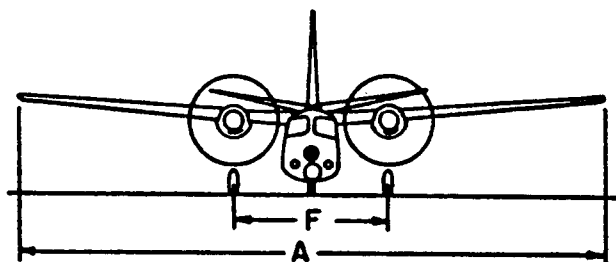
Figure A12-7. Twin engine, low or mid wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less (cont,d)

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
CESSNA	336	SUPER	4,630 LB	4,400 LB	38'2"	29'10"	9'4"	7'10"	8'2"	4	
	337	SKYMASTER	2,100 KG	1,996 KG	11.85M	9.10M	2.85M	2.39M	2.48M		
ROCKWELL INTERNAT.	500	AERO COMMANDER	6,500 LB	6,500 LB	49'6"	35'1"	14'6"		12'11"	7	31'2"
			2,948 KG	2,948 KG	15.09M	10.69M	4.42M		3.94M		9.50M
	560, 680	GRAND	7,700 LB	7,700 LB	49'1"	36'7"	14'6"	14'0"	12'11"	7	
	SHRIKE	SHRIKE CDR	3,493 KG	3,493 KG	14.96M	11.15M	4.42M	4.28M	3.94M		

NOTE: SHRIKE COMMANDER HAS MAXIMUM WEIGHTS OF 6,750 LB (3,062 KG).
MODEL 681, TURBO II, HAWK COMMANDER HAS WINGSPAN OF 44'0" (13.41M) AND
MAXIMUM WEIGHTS OF 9,400 LB (4,264 KG); OTHERWISE AS MODEL 560.



CESSNA SUPER SKYMASTER.



ROCKWELL INTERNATIONAL AERO COMMANDER SERIES.

Figure A12-8. Twin engine, high or mid wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	TURN RADIUS
MOHAWK	23,480 LB	22,710 LB	71'11"	63'4"	20'5"	23'9"	29'9"	10'3"	9'8"	30'5"	5'5"	5.2°	41'1"
298	10 653 KG	10 301 KG	21.92M	19.30M	6.22M	7.24M	9.07M	3.12M	2.95M	9.27M	1.65M	1.60M	12.52M

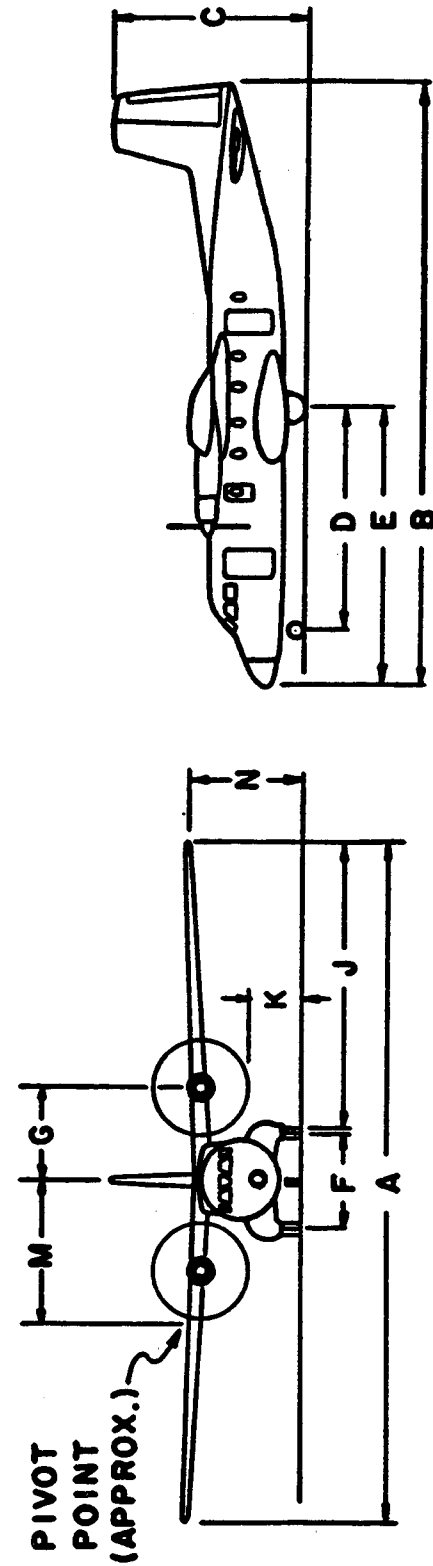


Figure A12-9. Aérospatiale Nord 262

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	TURN RADIUS
CARAVELLE	114,640 LB	104,990 LB	112'6"	105'0"	28'7"	38'6"	55'6"	17'1"	7'10"	46'7"	7'2"	33'2"	90'3"
	52 000 KG	47 623 KG	34.29M	32.00M	8.72M	11.74M	16.92M	5.21M	2.39M	14.20M	2.18M	10.11M	27.51M

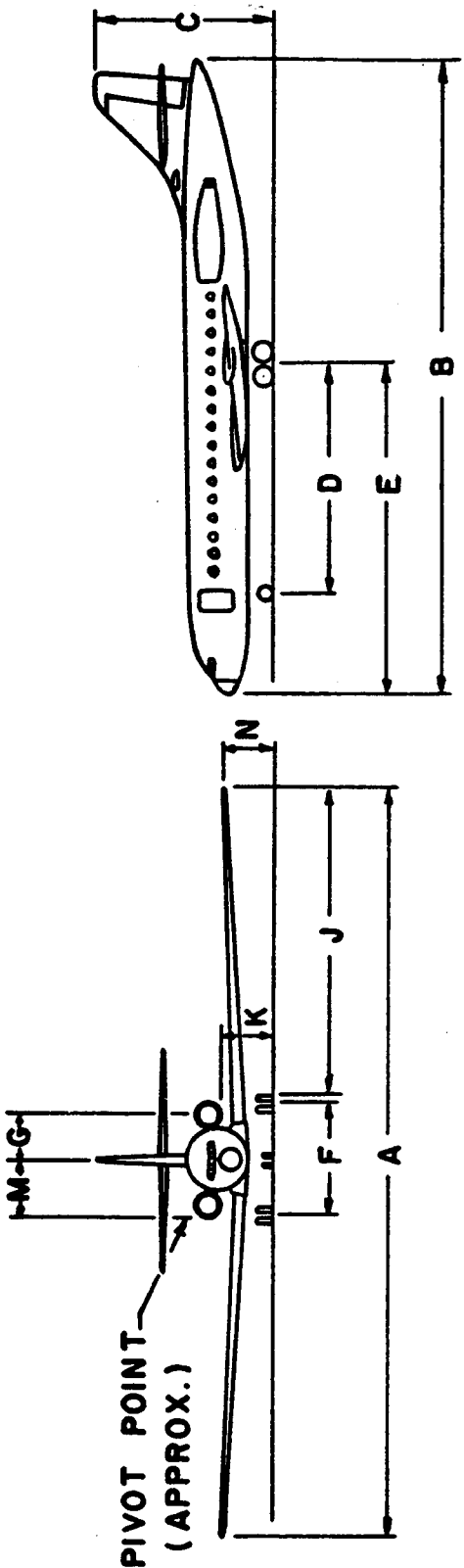


Figure A12-10. Aérospatiale/Sud SE-210 Caravelle

MODEL	MAXIMUM TAXI WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
A-300 -82	302,000 LB 136 985 KG	281,000 LB 127 459 KG	147'1" 44.83M	175'6" 53.49M	55'6" 16.92M	60'10" 18.54M	82'8" 25.20M	31'6" 9.60M	26'0" 7.92M	55'10" 17.02M	2'7" 0.79M	37'3" 11.35M	19'4" 5.89M	113'6" 34.59M
A-300 -84	330,700 LB 150 003 KG	293,200 LB 132 993 KG	147'1" 44.83M	175'6" 53.49M	55'6" 16.92M	60'10" 18.54M	82'8" 25.20M	31'6" 9.60M	26'0" 7.92M	55'5" 16.89M	2'7" 0.79M	37'3" 11.35M	19'4" 5.89M	113'6" 34.59M
A-300 -600	363,763 LB 165 000 KG	304,238 LB 138 000 KG	147'1" 44.83M	177'6" 54.08M	54'8" 16.66M	61'1" 18.26M	82'11" 25.27M	31'6" 9.60M	26'0" 7.92M	55'5" 16.89M	3'3" 0.98M	37'11" 11.35M	18'9" 5.70M	109'3" 33.31M
A-310 -300	330,693 LB 150 000 KG	271,169 LB 123 000 KG	144'1" 43.90M	153'2" 46.67M	52'4" 15.95M	49'11" 15.21M	71'9" 21.87M	31'6" 9.60M	25'3" 7.70M	54'2" 16.51M	2'2" 0.65M	34'2" 10.41M	16'11" 5.17M	108'2" 32.97M
A-320 -100	145,505 LB 66 000 KG	124,482 LB 56 000 KG	111'3" 33.91M	123'3" 37.57M	39'1" 11.91M	41'6" 12.64M	58'1" 17.70M	24'11" 7.59M	18'10" 5.74M	40'10" 12.45M	1'10" 0.33M	15'1" 4.61M	13'5" 4.08M	72'3" 21.99M

NOTE: A-310-200 HAS OPTIONAL (TAXI) WEIGHT OF 305,560 LB (138 610 KG) AND 313,055 LB (141 999 KG).
268,963 LB (122 000 KG).

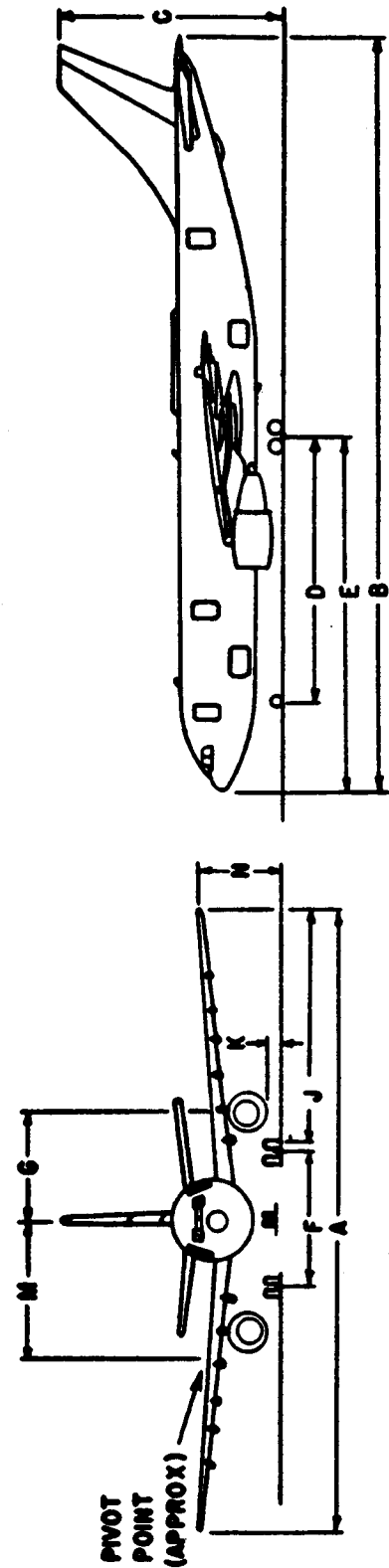
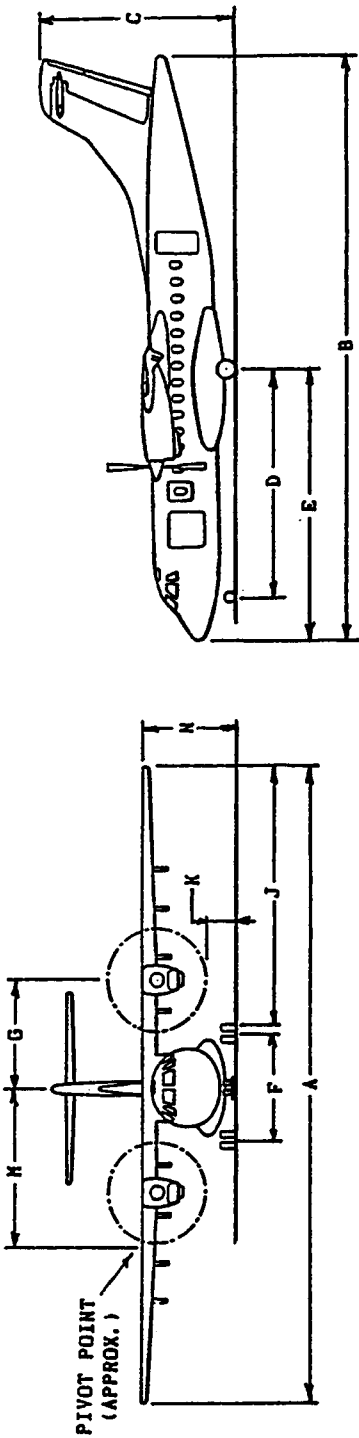
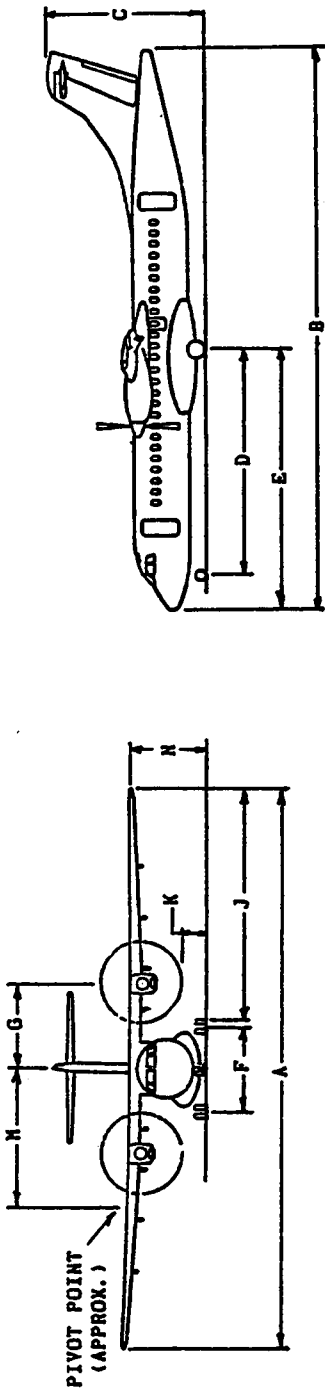


Figure A12-11. Airbus Industries A300, 310, and 320

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	TURN RADIUS
ATR-42	34,725 LB	34,170 LB	80'7"	74'5"	25'5"	28'10"	34'4"	13'5"	13'3"	32'5"	3'6"	16'8"	12'1"	57'1"
200	15 751 KG	15 499 KG	24.56M	22.68M	7.75M	8.75M	10.46M	4.09"	4.04M	9.88M	1.07M	5.08M	3.68M	17.40M
ATR-42	35,605 LB	35,275 LB	80'7"	74'5"	25'5"	28'10"	34'4"	13'5"	13'3"	32'5"	3'6"	16'8"	12'1"	57'1"
300	16 150 KG	16 000 KG	24.56M	22.68M	7.75M	8.75M	10.46M	4.09M	4.04M	9.88M	1.07M	5.08M	3.68M	17.40M
ATR-72	44,070 LB	43,870 LB	88'9"	89'2"	25'1"	35'1"	40'11"	13'5"	13'3"	36'6"	3'6"	20'5"	12'3"	64'10"
	19 990 KG	19 899 KG	27.05M	27.18M	7.65M	10.69M	12.47M	4.09M	4.04M	11.13M	1.07M	6.22M	3.73M	19.76M



ATR - 42



ATR - 72

Figure A12-12. Avions de Transport Regional ATR-42 & -72

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
10	16,740 LB 8 500 KG	17,640 LB 8 001 KG	42'11" 13.08M	45'6" 13.87M	15'1" 4.60M									
20	28,660 LB 13 000 KG	27,320 LB 12 392 KG	53'6" 16.31M	56'3" 17.14M	17'5" 5.31M	18'10" 5.74M	12'2" 3.71M	5'6" 1.68M	18'11" 5.77M	5'8" 1.72M	15'3" 4.65M	4'10" 1.47M	42'0" 12.80M	
50	37,480 LB 17 001 KG	35,715 LB 16 200 KG	61'11" 18.87M	60'9" 18.52M	22'11" 6.98M	23'9" 7.24M	13'1" 3.99M							
200	30,650 LB 13 903 KG	28,800 LB 13 063 KG	53'6" 16.31M	56'3" 17.14M	17'5" 5.31M									
900	45,500 LB 20 638 KG	42,000 LB 19 051 KG	63'5" 19.33M	66'3" 20.19M	24'10" 7.57M									

NOTE: MODEL 50 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 40,760 LB (18,497 KG).

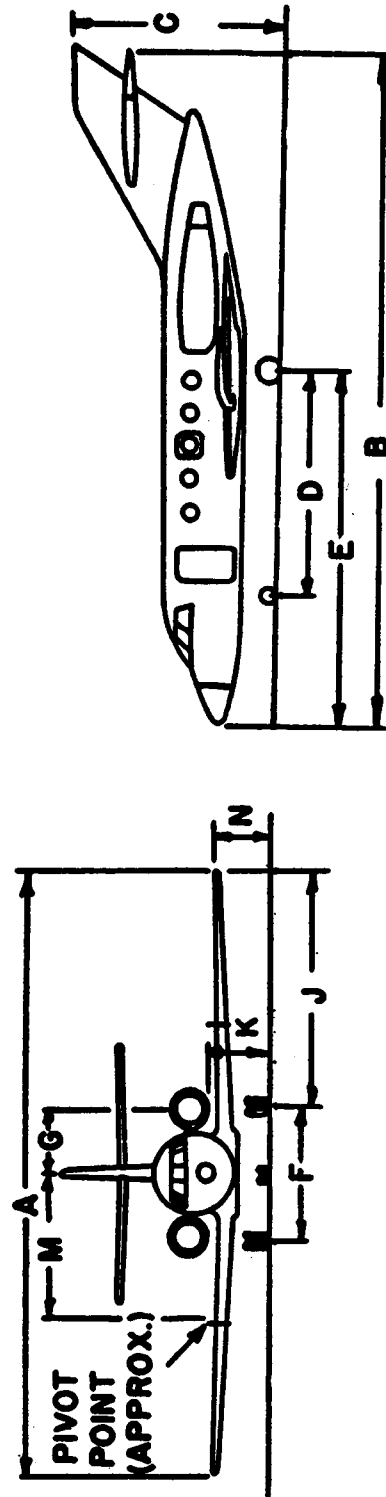


Figure A12-13. Avions Marcel Dassault Mystère 20 (Fan Jet Facon)

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
200	79,000 LB	69,000 LB	88'6"	93'6"	24'6"	33'1"	48'5"	14'3"	8'2"	35'9"	6'7"	7'8"	7'4"	52'6"
400	35 834 KG	31 298 LB	26.97M	28.48M	7.46M	10.15M	14.49M	4.34M	2.49M	10.90M	2.01M	2.34M	2.24M	15.95M
500	104,500 LB	86,000 LB	93'6"	107'0"	24'6"	41'5"	56'9"	14'3"	8'2"	42'8"	6'7"	7'8"	7'4"	
	47 400 KG	39 009 KG	28.49M	32.61M	7.46M	12.35M	17.30M	4.34M	2.49M	13.00M	2.01M	2.34M	2.24M	

SRS 400 HAS MAXIMUM (TAKEOFF) WEIGHT OF 87,000 LB (39 463 KG).
78,000 LB (35 380 KG).

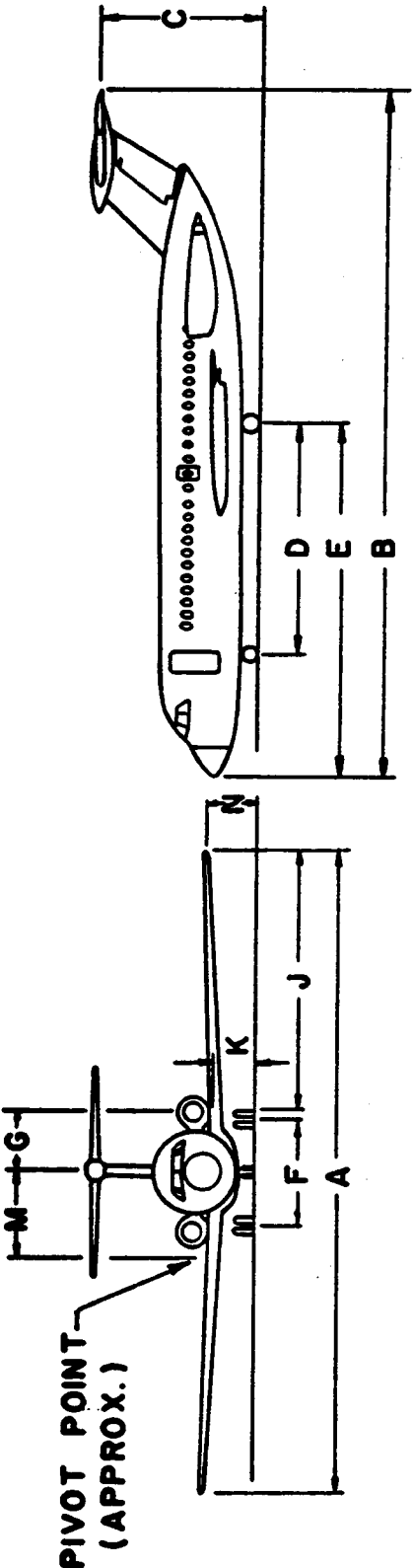


Figure A12-14. BAe 1-11

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

*TIP OF PROBE, NOSE FULLY LOWERED 8'6" (2.59M).

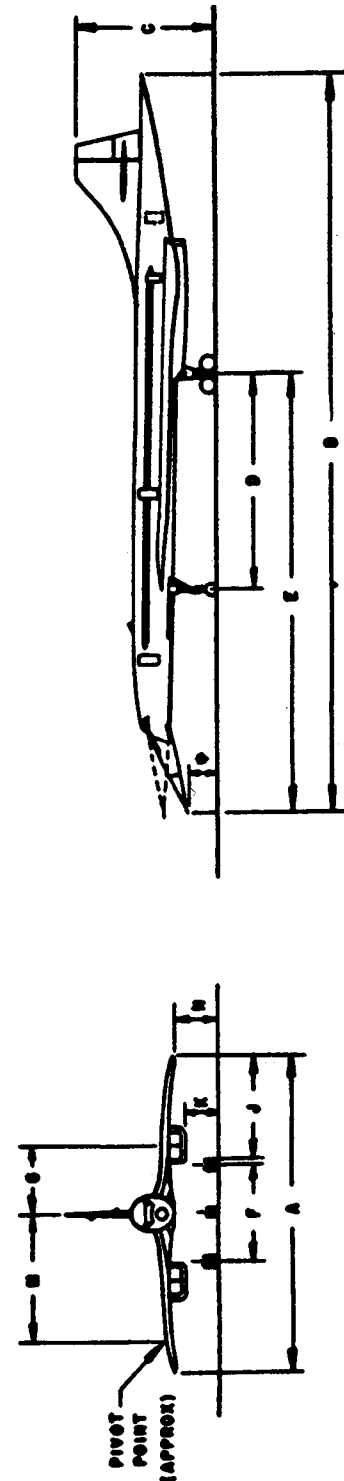


Figure A12-15. B.A.C./SNIAS Concorde

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
VC-10	312,000 LB	216,000 LB	146'2"	156'9"	39'6"	65'10"		21'5"						
-1100	141 521 KG	97 976 KG	44.60M	48.39M	12.04M	20.06M		6.53M						
VC-10	335,100 LB	237,000 LB	146'2"	171'8"	39'6"	72'1"		21'5"						
-1150	151 999 KG	107 501 KG	44.60M	52.32M	12.04M	21.97M		6.53M						

SRS 1150 KNOWN AS VC-10 SUPER.

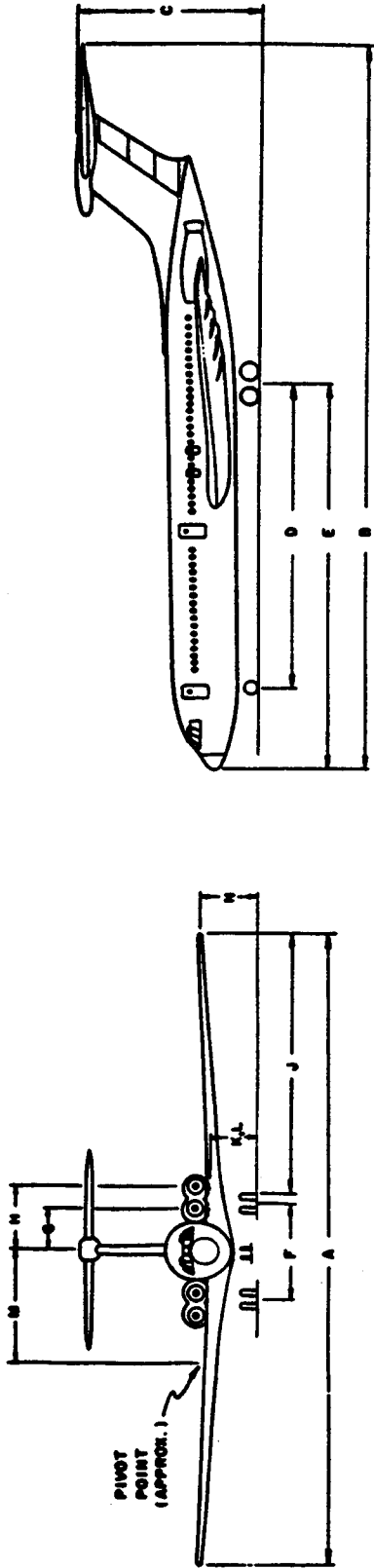


Figure A12-16. B.A.C./Vickers VC-10

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
745	64,500 LB	57,500 LB	93'9"	81'10"	26'9"	25'3"	35'8"	23'10"	12'9"		33'9"	1'1"		20'10"	8'7"	67'8"
	29 257 KG	26 082 KG	28.57M	24.94M	8.15M	7.70M	10.87M	7.32M	3.88M		10.29M	0.33M		6.56M	2.62M	20.62M
810	72,500 LB	62,000 LB	94'0"	85'8"	26'10"	29'1"	39'6"	23'10"	12'9"		33'9"	1'1"		24'5"	8'7"	71'3"
	32 865 KG	28 123 KG	28.65M	25.83M	8.18M	8.86M	12.04M	7.32M	3.88M		10.29M	0.33M		7.39M	2.62M	21.72M

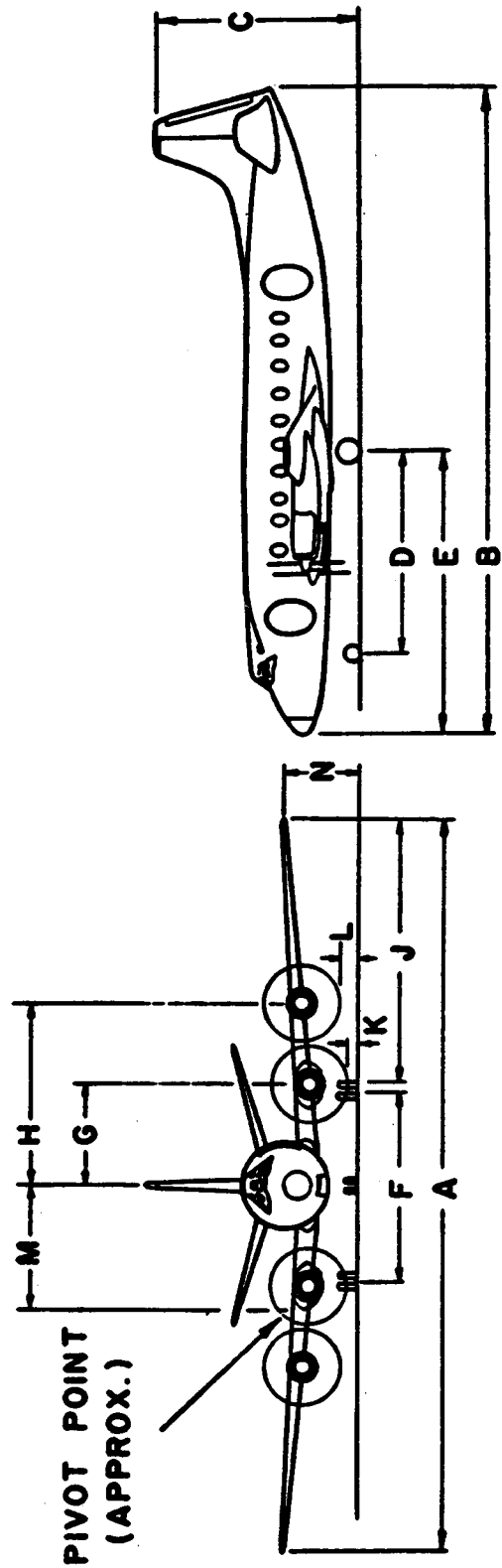


Figure A12-17. B.A.C./Vickers Viscount

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	TURN RADIUS
1	14,000 LB 6 350 KG	13,300 LB 6 033 KG	54'5" 16.59M	46'1" 14.05M	12'11" 3.94M	22'6" 6.86M	28'8" 8.74M	16'10" 5.13M	4'10" 1.47M	18.1° 5.51M	2'11° 0.89M			4'6" 1.37M

NOTE: FORWARD WING SPAN:
AFT POSITION 20'11" (6.38M).
FORWARD POSITION 24'11" (7.59M).

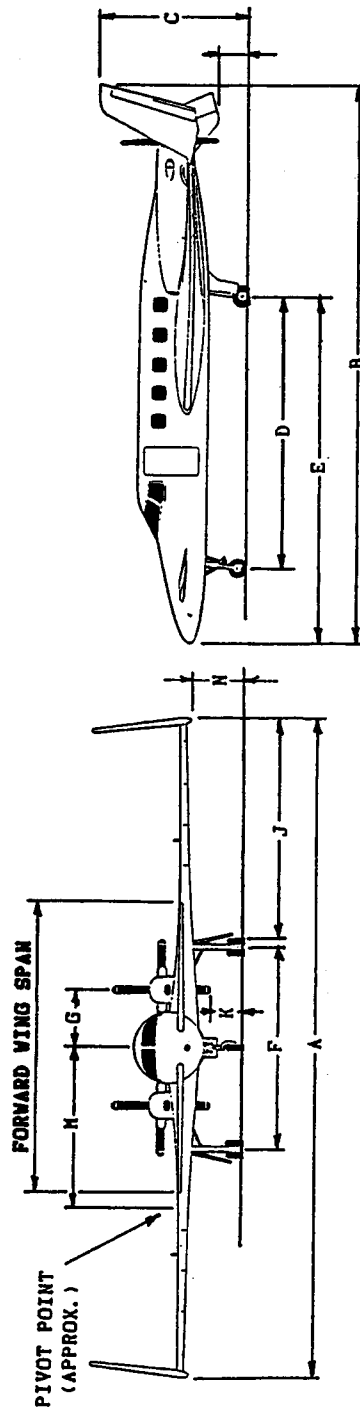
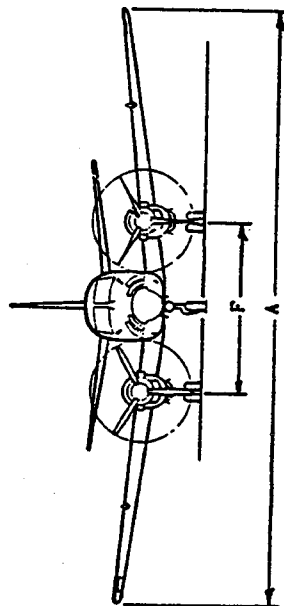
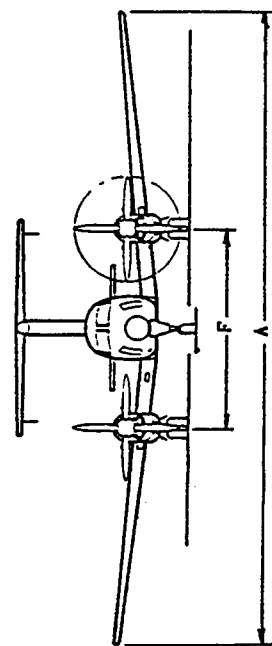
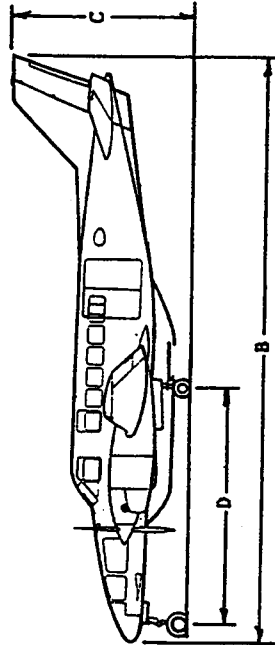


Figure A12-18. Beech Starship

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
C99	11,300 LB 5 126 KG	11,300 LB 5 126 KG	45'11" 14.00M	44'7" 13.59M	14'5" 4.39M	18'0" 5.49M	13'0" 3.97M	17	40'0" 12.19M
1900	16,600 LB 7 530 KG	16,100 LB 7 303 KG	54'6" 16.61M	57'10" 17.63M	14'11" 4.55M	23'10" 7.26M	17'2" 5.23M	19	39'4" 11.99M



C 99 AIRLINER



1900 AIRLINER

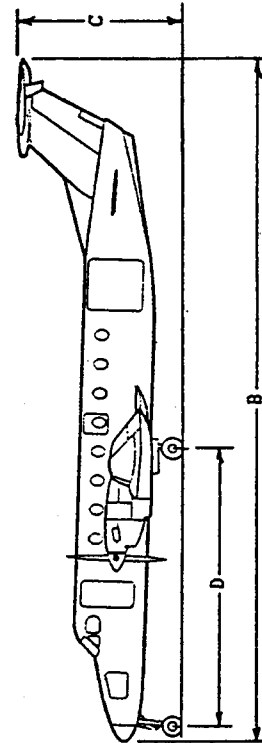


Figure A12-19. Beechcraft Airliner

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

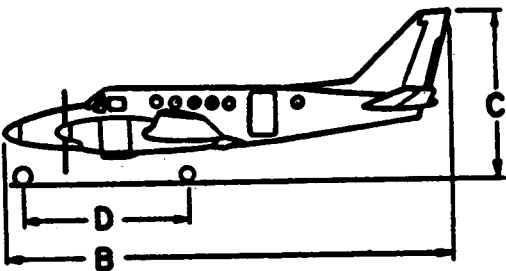
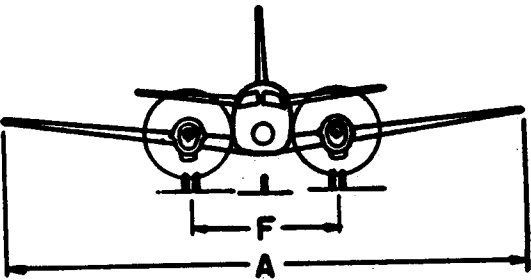


Figure A12-20. Beechcraft King Air

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

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

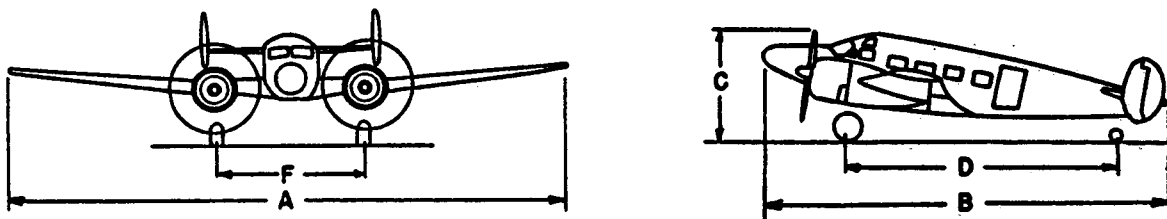


Figure A12-21. Beechcraft Model 18 and Conversions

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
A-65	7,700 LB 3 493 KG	7,350 LB 3 334 KG	45°11' 14.00M	35°6' 10.83M	14°3' 4.34M	12°4' 3.76M	12°9' 3.89M	6	29°4' 8.94M
B-80	8,800 LB 3 992 KG	8,800 LB 3 992 KG	50°3' 15.31M	35°6' 10.83M	14°3' 4.34M	12°4' 3.76M	12°9' 3.89M	8	29°4' 8.94M

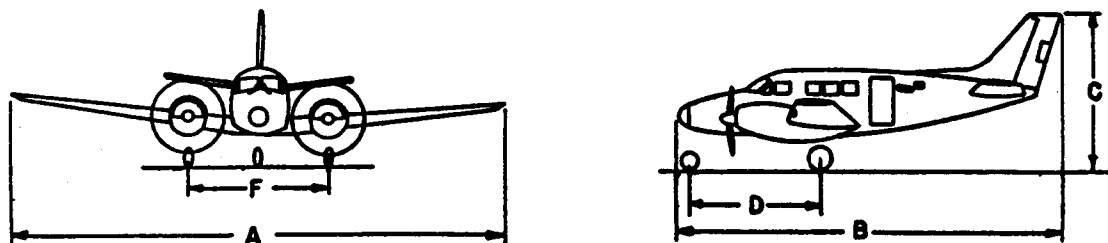


Figure A12-22. Beechcraft Queen Air

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
STRATO- FORTRESS	489,000 LB 221,353 KG	430,000 LB 204,117 KG	185'0" 56.39M	156'7" 47.73M	40'10" 12.45M	49'9" 15.16M	89'10" 27.16M	11'4" 3.45M	32'2" 9.80M	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

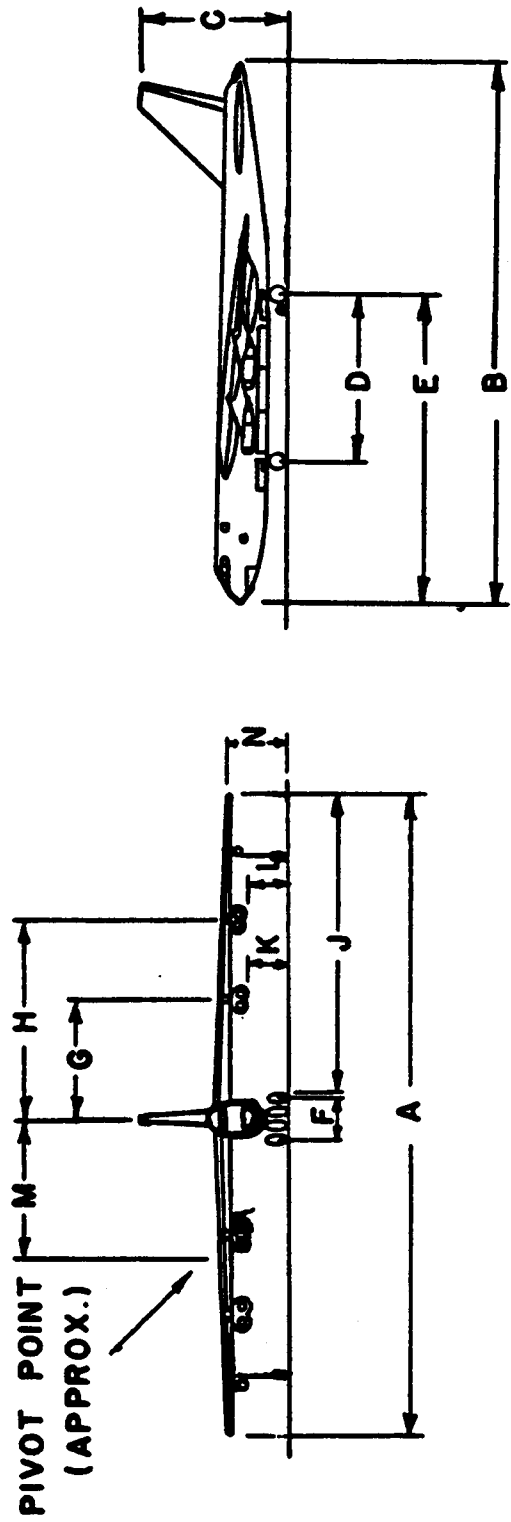


Figure A12-23. Boeing B-52 Stratofortress

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
STRATO- CRUISER	145,800 LB 66 134 KG	121,700 LB 55 202 KG	141'3" 43.05M	110'4" 33.63M	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		84'10" 25.86M

NOTE: OPTIONAL TAKEOFF WEIGHTS: 153,000 LB (69 400 KG) AND 175,000 LB (79 379 KG).

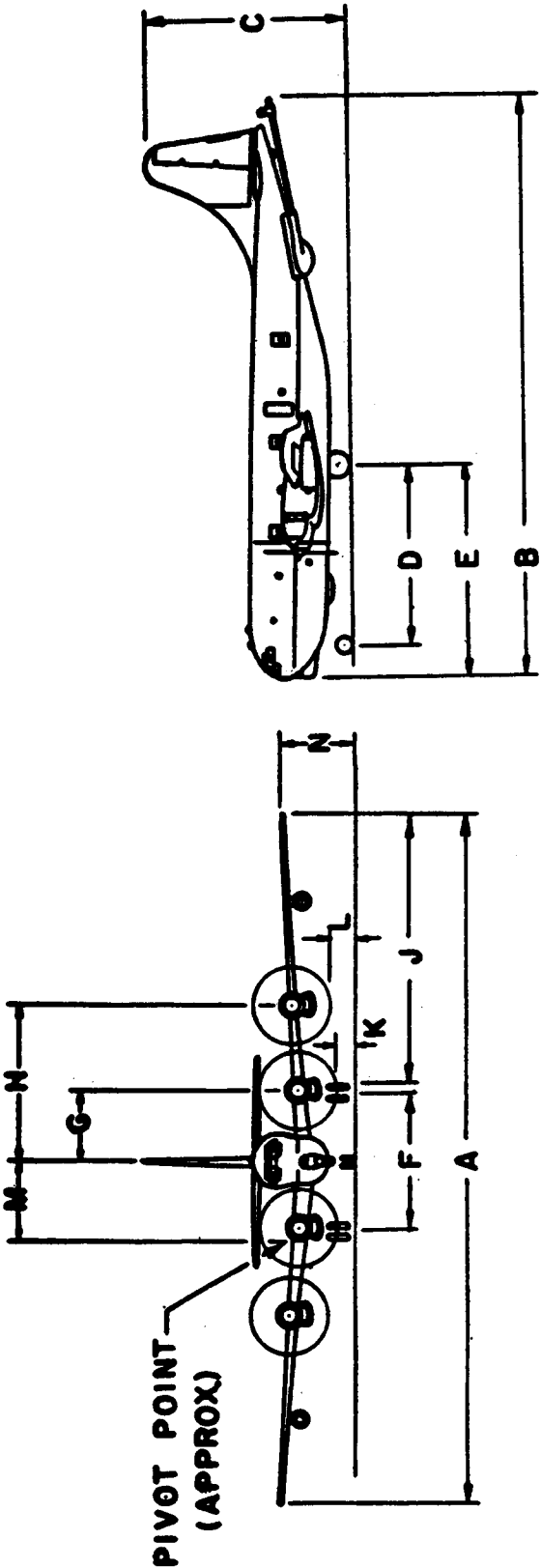


Figure A12-24. Boeing KC-97L

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
	301,600 LB	185,000 LB	130'10"	136'3"	38'5"	45'8"	63'1"	22'1"	27'2"	46'1"	51'11"	2'4"	4'8"	12'4"	107'0"	
	136,803 KG	83,915 KG	39.88M	41.53M	11.71M	13.92M	19.23M	6.73M	8.28M	14.25M	15.98M	0.71M	1.42M	3.76M	32.60M	

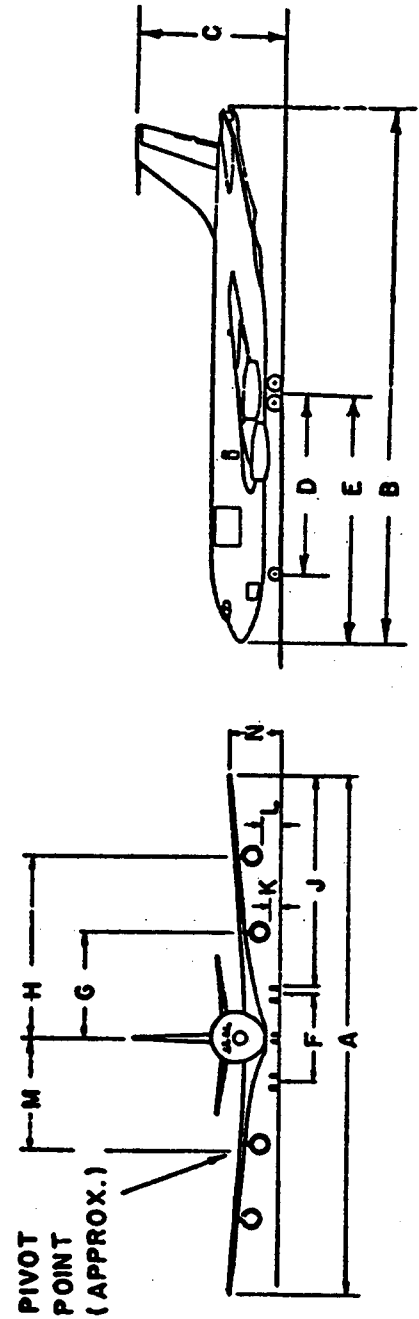


Figure A12-25. Boeing KC-135A

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
720	229,300 LB 104 009 KG	175,000 LB 79 379 KG	130'10" 39.88M	136'2" 41.50M	41'5" 12.62M	50'8" 15.44M	68'1" 20.75M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'6" 16.00M	2'7" 0.79M	4'3" 1.30M	32'9" 9.98M	10'10" 3.30M	102'5" 31.22M
720B	234,300 LB 106 277 KG	175,000 LB 79 379 KG	130'10" 39.88M	136'9" 41.68M	41'2" 12.55M	50'8" 15.44M	68'1" 20.75M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'6" 16.00M	2'1" 0.64M	3'9" 1.14M	32'9" 9.98M	10'10" 3.30M	102'5" 31.22M
707- 120B	257,340 LB 116 727 KG	190,000 LB 86 183 KG	130'10" 39.88M	145'1" 44.22M	41'8" 12.70M	52'4" 15.95M	69'9" 21.25M	22'1" 6.73M	27'2" 8.28M	46'1" 14.05M	52'3" 15.93M	2'4" 0.71M	4'2" 1.27M	36'7" 11.15M	11'7" 3.53M	107'0" 32.61M
707- 320/420	312,000 LB 141 521 LB	207,000 LB 93 894 KG	142'5" 43.41M	152'11" 46.61M	42'2" 12.85M	59'0" 17.98M	76'5" 23.28M	22'1" 6.73M	32'6" 9.91M	51'5" 15.67M	59'1" 17.70M	2'9" 0.84M	4'7" 1.40M	38'4" 11.68M	12'1" 3.68M	114'0" 34.75M
707- 320B,C	327,000 LB 148 325 KG	207,000 LB 93 894 KG	145'9" 44.42M	152'11" 46.61M	42'1" 12.83M	59'0" 17.98M	76'5" 23.28M	22'1" 6.73M	32'6" 9.91M	51'5" 15.67M	59'9" 18.21M	2'9" 0.84M	4'7" 1.40M	38'4" 11.68M	12'1" 3.68M	116'0" 35.36M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

- 707 332,600 LB (151 316 KG) MAXIMUM TAKEOFF WEIGHT.
- 320B 215,000 LB (97 522 KG) MAXIMUM LANDING WEIGHT.
- 707 333,600 LB (151.316 KG) MAXIMUM TAKEOFF WEIGHT.
- 320C 247,000 LB (112 037 KG) MAXIMUM LANDING WEIGHT.

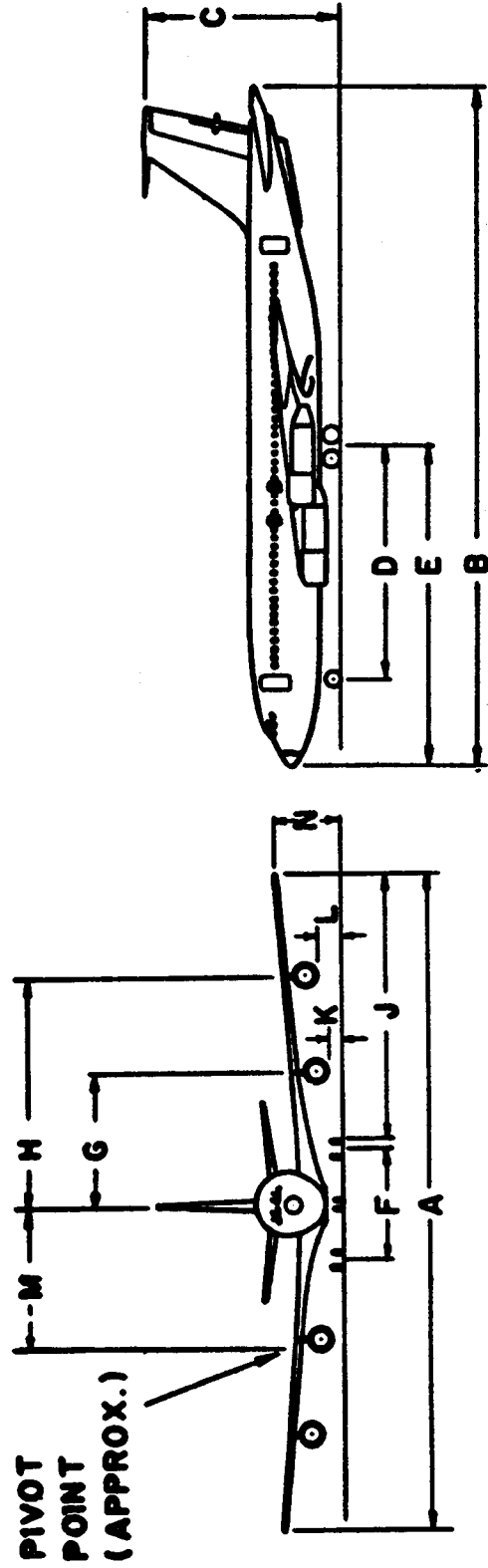


Figure A12-26. Boeing 707-720

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
100	160,000 LB	137,500 LB	108'0"	133'2"	34'3"	53'3"	68'4"	18'9"	9'3"	42'6"	10'4"	14'4"	5'8"	12'0"	72'0"
	72 575 KG	62 369 KG	32.92M	40.59M	10.44M	16.23M	20.83M	5.72M	2.82M	12.95M	3.15M	4.37M	1.72M	3.66M	21.95M
100-C	160,000 LB	137,500 LB	108'0"	133'2"	34'3"	53'3"	68'4"	18'9"	9'3"	42'6"	10'4"	14'4"	5'8"	12'0"	72'0"
	72 575 KG	62 369 KG	32.92M	40.59M	10.44M	16.23M	20.83M	5.72M	2.82M	12.95M	3.15M	4.37M	1.72M	3.66M	21.95M
200	172,000 LB	150,000 LB	108'0"	153'2"	24'11"	63'3"	78'4"	18'9"	9'3"	42'4"	10'4"	16'11"	4'9"	12'0"	82'0"
	78 018 KG	68 039 KG	32.92M	46.68M	10.65M	19.28M	23.88M	5.72M	2.82M	12.90M	3.15M	5.16M	1.44M	3.66M	24.99M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

100	160,000 LB (72 575 KG)	169,000 LB (76 657 KG)	MAXIMUM TAKEOFF WEIGHT.
	142,500 LB (64 637 KG)	142,500 LB (64 637 KG)	MAXIMUM LANDING WEIGHT.
100C	160,000 LB (72 575 KG)	169,000 LB (76 657 KG)	MAXIMUM TAKEOFF WEIGHT.
	140,000 LB (63 503 KG)	142,500 LB (64 637 KG)	MAXIMUM LANDING WEIGHT.
200	184,800 LB (83 824 KG)	190,500 LB (86 409 KG)	MAXIMUM TAKEOFF WEIGHT.
	154,500 LB (70 080 KG)	154,500 LB (70 080 KG)	MAXIMUM LANDING WEIGHT.

209,500 LB (95 028 KG)	MAXIMUM TAKEOFF WEIGHT.
161,000 LB (73 028 KG)	MAXIMUM LANDING WEIGHT.

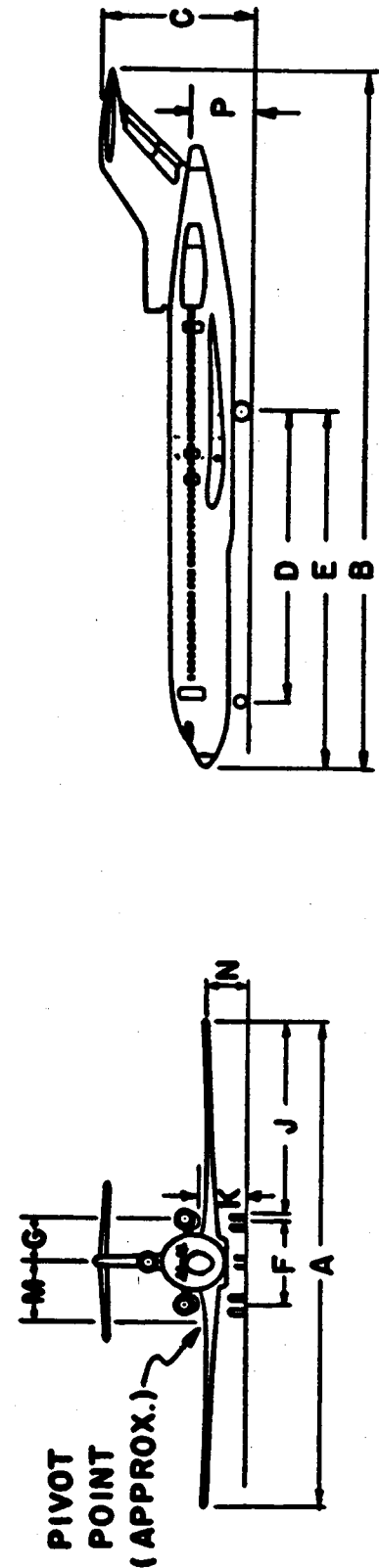


Figure A12-27. Boeing 727

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
100	97,000 LB 43 998 KG	89,700 LB 40 687 KG	93'0"	94'0"	37'2"	34'4"	47'4"	17'2"	15'10"	36'1"	1'8"	9'2"	10'0"	57'2"
			28.35M	28.65M	11.33M	10.46M	14.42M	5.23M	4.83M	11.00M	0.51M	2.80M	3.05M	17.42M
200	100,000 LB 45 359 KG	95,000 LB 43 091 KG	93'0"	100'2"	37'3"	37'4"	50'4"	17'2"	15'10"	36'1"	1'8"	10'0"	10'0"	58'2"
			28.35M	30.53M	11.35M	11.38M	15.34M	5.23M	4.83M	11.00M	0.51M	3.05M	3.05M	17.73M
300	124,500 LB 56 472 KG	114,000 LB 51 710 KG	94'9"	109'7"	36'7"	40'10"	54'0"	17'2"	15'10"	36'11"	1'6"	11'0"	10'0"	64'0"
			28.88M	33.40M	11.15M	12.45M	16.46M	5.23M	4.83M	11.25M	0.46M	3.35M	3.05M	19.51M
400	138,500 LB 68 823 KG	121,000 LB 54 885 KG	94'9"	119'7"	36'7"	46'10"	60'0"	17'2"	15'10"	36'11"	1'6"	12'6"	10'0"	69'4"
			28.88M	36.45M	11.15M	14.27M	18.29M	5.23M	4.83M	11.25M	0.46M	3.81M	3.05M	20.83M
500	115,500 LB 52 390 KG	110,000 LB 49 895 KG	94'9"	101'9"	36'7"	36'4"	49'6"	17'2"	15'10"	36'11"	1'6"	9'8"	10'0"	60'7"
			28.88M	30.01M	11.15M	11.07M	15.09M	5.23M	4.83M	11.25M	0.46M	2.95M	3.05M	18.47M
NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS.														
100	103,000 LB (46 720 KG)	110,000 LB (49 895 KG)	MAXIMUM TAKEOFF WEIGHT.											
	98,000 LB (44 452 KG)	99,000 LB (44 906 KG)	MAXIMUM LANDING WEIGHT.											
200	103,000 LB (46 720 KG)	109,000 LB (49 442 KG)	110,000 LB (49 895 KG)											
	95,000 LB (43 091 KG)	98,000 LB (44 452 KG)	99,000 LB (44 906 KG)											
200	109,000 LB (49 442 KG)	110,000 LB (49 895 KG)	110,000 LB (49 895 KG)											
CONV	98,000 LB (44 452 KG)	99,000 LB (44 906 KG)	103,000 LB (46 720 KG)											
200 ADV	115,500 LB (52 390 KG)	117,000 LB (53 070 KG)	119,500 LB (54 204 KG)											
C, DC	103,000 LB (46 720 KG)	105,000 LB (47 627 KG)	105,000 LB (47 627 KG)											
300	130,000 LB (58 967 KG)	135,000 LB (61 235 KG)	137,000 LB (62 142 KG)											
	114,000 LB (51 710 KG)	114,000 LB (51 710 KG)	114,000 LB (51 710 KG)											
400	142,500 LB (64 637 KG)	150,000 LB (68 039 KG)	142,500 LB (64 637 KG)											
	121,000 LB (54 885 KG)	124,000 LB (56 245 KG)	124,000 LB (56 245 KG)											
500	124,500 LB (56 472 KG)	133,500 LB (60 555 KG)	124,500 LB (56 472 KG)											
	110,000 LB (49 895 KG)	110,000 LB (49 895 KG)	110,000 LB (49 895 KG)											

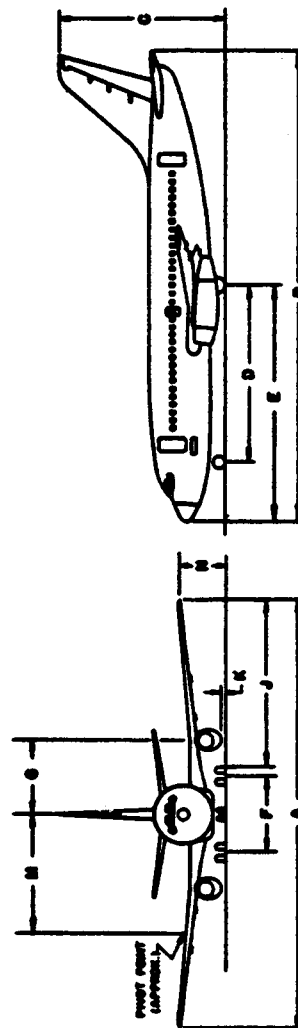
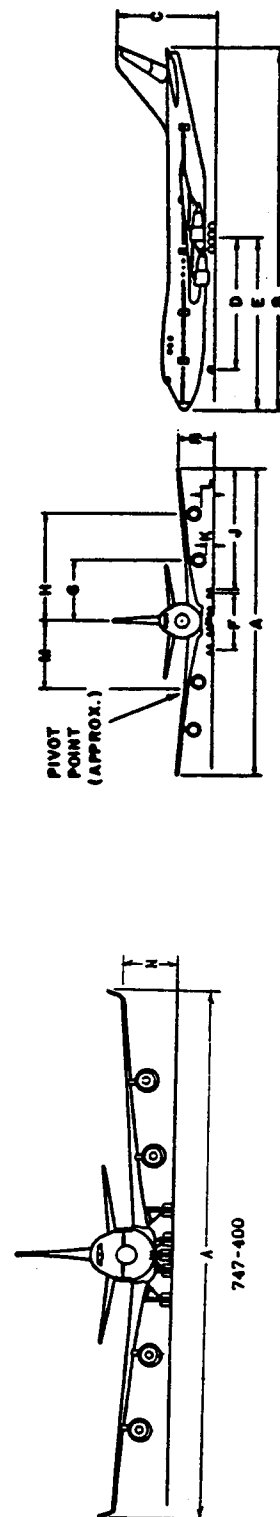


Figure A12-28. Boeing 737

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100B	SEE	SEE	195'8"	231'10"	64'3"	84'0"	109'5"	36'1"	39'9"	69'10"	77'3"	3'9"	4'11"	40'0"	17'7"	151'0"
200B, C	NOTE	NOTE	59.64M	70.66M	19.58M	25.60M	33.35M	11.00M	12.12M	21.29M	23.55M	1.14M	1.50M	12.19M	5.36M	46.02M
300PASS																
200C	SEE	SEE	195'8"	231'10"	64'8"	84'0"	109'5"	36'1"	39'9"	69'10"	77'3"	3'9"	6'0"	40'0"	17'7"	151'0"
200F CARGO	NOTE	NOTE	59.64M	70.66M	19.71M	25.60M	33.35M	11.00M	12.12M	21.29M	23.55M	1.14M	1.83M	12.19M	5.36M	46.02M
SP	SEE	SEE	195'8"	184'9"	65'10"	67'4"	92'9"	36'1"	39'2"	69'6"	77'4"	3'7"	5'7"	40'0"	17'2"	151'0"
	NOTE	NOTE	59.64M	56.31M	20.07M	20.52M	28.27M	11.00M	11.94M	21.18M	23.57M	1.09M	1.70M	12.19M	5.23M	46.02M
400	SEE	SEE	213'0"	231'10"	64'3"	84'0"	109'5"	36'1"	39'2"	69'6"	85'10"	3'9"	6'0"	40'0"	16'9"	159'0"
	NOTE	NOTE	64.92M	70.66M	19.58M	25.60M	33.35M	11.00M	11.94M	21.18M	26.16M	1.14M	1.83M	12.19M	5.11M	48.46M
NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS. 564-585 DENOTES STANDARD AND OPTIONAL WEIGHT IN THOUSANDS OF POUNDS.																
100/100B	710,000 LB	750,000 LB	735,000 LB	871,000 LB	860,000 LB	860,000 LB	MAXIMUM TAKEOFF WEIGHT.									
*100SF	564,000 LB	585,000 LB	564,000 LB	571,000 LB	564,000 LB	564,000 LB	MAXIMUM LANDING WEIGHT.									
#100B SR																
200B	775,000 LB	785,000 LB	800,000 LB	823,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
	564,000 LB	564,000 LB	585,000 LB	630,000 LB	630,000 LB	630,000 LB	MAXIMUM LANDING WEIGHT.									
200B	775,000 LB	785,000 LB	800,000 LB	820,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
CONBI	585-630 LB	630,000 LB	630,000 LB	630,000 LB	630,000 LB	630,000 LB	MAXIMUM LANDING WEIGHT.									
200C P	775,000 LB	800,000 LB	785,000 LB	820,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
*200C C	630,000 LB	630,000 LB	630,000 LB	630,000 LB	630,000 LB	630,000 LB	MAXIMUM LANDING WEIGHT.									
200F	775,000 LB	785,000 LB	800,000 LB	823,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
CARGO	630,000 LB	630,000 LB	630,000 LB	630,000 LB	630,000 LB	630,000 LB	MAXIMUM LANDING WEIGHT.									
300	710,000 LB	735,000 LB	750,000 LB	820,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
*300 SR	564,000 LB	564,000 LB	564,000 LB	515,000 LB	535,000 LB	535,000 LB	MAXIMUM LANDING WEIGHT.									
300/200B	775,000 LB	785,000 LB	800,000 LB	820,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
	574-630 LB	574-630 LB	574-630 LB	574-630 LB	574-640 LB	574-640 LB	MAXIMUM LANDING WEIGHT.									
300	775,000 LB	785,000 LB	800,000 LB	820,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
CONBI	605-630 LB	605-630 LB	605-630 LB	605-630 LB	605-630 LB	605-630 LB	MAXIMUM LANDING WEIGHT.									
SP	630,000 LB	660,000 LB	670,000 LB	690,000 LB	696,000 LB	696,000 LB	MAXIMUM TAKEOFF WEIGHT.									
	450-465 LB	450-465 LB	450-465 LB	450-465 LB	450-465 LB	450-465 LB	MAXIMUM LANDING WEIGHT.									
400	800,000 LB	800,000 LB	833,000 LB	833,000 LB	850-870 LB	850-870 LB	MAXIMUM TAKEOFF WEIGHT.									
	574-585 LB	630,000 LB	574-585 LB	630,000 LB	630,000 LB	630,000 LB	MAXIMUM LANDING WEIGHT.									

Figure A12-29. Boeing 747



MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
737-200	SEE	SEE	124'10"	155'3"	45'1"	60'0"	79'4"	24'0"	21'3"	48'2"	2'5"	35'0"	15'4"	90'0"
-200PF	NOTE	NOTE	38.05M	47.32M	13.74M	18.29M	24.18M	7.32M	6.48M	14.68M	0.74M	10.67M	4.67M	29.87M
NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS.														
737-300	220,000 LB (99 790 KG)	230,000 LB (104 326 KG)												
737-400	255,000 LB (115 666 KG)	265,000 LB (119 753 KG)												
737-500	270,000 LB (122 468 KG)	280,000 LB (126 983 KG)												
737-600	285,000 LB (129 263 KG)	295,000 LB (133 785 KG)												
737-700	300,000 LB (136 077 KG)	310,000 LB (140 593 KG)												
737-800	315,000 LB (142 881 KG)	325,000 LB (147 396 KG)												
737-900	330,000 LB (149 688 KG)	340,000 LB (154 215 KG)												
737-1000	345,000 LB (156 493 KG)	355,000 LB (160 930 KG)												
737-1100	360,000 LB (163 298 KG)	370,000 LB (167 750 KG)												
737-1200	375,000 LB (170 103 KG)	385,000 LB (174 605 KG)												
737-1300	390,000 LB (176 908 KG)	400,000 LB (181 363 KG)												
737-1400	405,000 LB (183 613 KG)	415,000 LB (187 818 KG)												
737-1500	420,000 LB (190 518 KG)	430,000 LB (194 273 KG)												
737-1600	435,000 LB (197 423 KG)	445,000 LB (201 728 KG)												
737-1700	450,000 LB (204 328 KG)	460,000 LB (208 183 KG)												
737-1800	465,000 LB (211 233 KG)	475,000 LB (215 638 KG)												
737-1900	480,000 LB (218 138 KG)	490,000 LB (222 093 KG)												
737-2000	495,000 LB (225 043 KG)	505,000 LB (228 548 KG)												
737-2100	510,000 LB (231 948 KG)	520,000 LB (235 003 KG)												
737-2200	525,000 LB (238 853 KG)	535,000 LB (241 508 KG)												
737-2300	540,000 LB (245 758 KG)	550,000 LB (248 563 KG)												
737-2400	555,000 LB (252 663 KG)	565,000 LB (255 618 KG)												
737-2500	570,000 LB (259 568 KG)	580,000 LB (262 573 KG)												
737-2600	585,000 LB (266 473 KG)	595,000 LB (269 528 KG)												
737-2700	600,000 LB (273 378 KG)	610,000 LB (276 483 KG)												
737-2800	615,000 LB (280 283 KG)	625,000 LB (282 938 KG)												
737-2900	630,000 LB (287 188 KG)	640,000 LB (289 943 KG)												
737-3000	645,000 LB (294 093 KG)	655,000 LB (300 000 KG)												
737-3100	660,000 LB (300 998 KG)	670,000 LB (306 003 KG)												
737-3200	675,000 LB (307 903 KG)	685,000 LB (311 008 KG)												
737-3300	690,000 LB (314 808 KG)	700,000 LB (316 013 KG)												
737-3400	705,000 LB (321 713 KG)	715,000 LB (323 018 KG)												
737-3500	720,000 LB (328 618 KG)	730,000 LB (330 023 KG)												
737-3600	735,000 LB (335 523 KG)	745,000 LB (337 028 KG)												
737-3700	750,000 LB (342 428 KG)	760,000 LB (343 033 KG)												
737-3800	765,000 LB (349 333 KG)	775,000 LB (350 038 KG)												
737-3900	780,000 LB (356 238 KG)	790,000 LB (357 043 KG)												
737-4000	795,000 LB (363 143 KG)	805,000 LB (365 048 KG)												
737-4100	810,000 LB (370 048 KG)	820,000 LB (371 053 KG)												
737-4200	825,000 LB (376 953 KG)	835,000 LB (378 058 KG)												
737-4300	840,000 LB (383 858 KG)	850,000 LB (385 063 KG)												
737-4400	855,000 LB (390 763 KG)	865,000 LB (392 068 KG)												
737-4500	870,000 LB (397 668 KG)	880,000 LB (398 073 KG)												
737-4600	885,000 LB (404 573 KG)	895,000 LB (405 078 KG)												
737-4700	900,000 LB (411 478 KG)	910,000 LB (412 083 KG)												
737-4800	915,000 LB (418 383 KG)	925,000 LB (419 088 KG)												
737-4900	930,000 LB (425 288 KG)	940,000 LB (425 093 KG)												
737-5000	945,000 LB (432 193 KG)	955,000 LB (432 098 KG)												
737-5100	960,000 LB (439 098 KG)	970,000 LB (439 103 KG)												
737-5200	975,000 LB (446 003 KG)	985,000 LB (446 108 KG)												
737-5300	990,000 LB (452 908 KG)	1000,000 LB (453 113 KG)												
737-5400	1005,000 LB (459 813 KG)	1015,000 LB (460 118 KG)												
737-5500	1020,000 LB (466 718 KG)	1030,000 LB (467 123 KG)												
737-5600	1035,000 LB (473 623 KG)	1045,000 LB (474 128 KG)												
737-5700	1050,000 LB (480 528 KG)	1060,000 LB (481 133 KG)												
737-5800	1065,000 LB (487 433 KG)	1075,000 LB (488 138 KG)												
737-5900	1080,000 LB (494 338 KG)	1090,000 LB (495 143 KG)												
737-6000	1095,000 LB (501 243 KG)	1105,000 LB (500 148 KG)												
737-6100	1110,000 LB (508 148 KG)	1120,000 LB (507 153 KG)												
737-6200	1125,000 LB (515 053 KG)	1135,000 LB (514 158 KG)												
737-6300	1140,000 LB (521 958 KG)	1150,000 LB (520 163 KG)												
737-6400	1155,000 LB (528 863 KG)	1165,000 LB (527 168 KG)												
737-6500	1170,000 LB (535 768 KG)	1180,000 LB (534 173 KG)												
737-6600	1185,000 LB (542 673 KG)	1195,000 LB (541 178 KG)												
737-6700	1200,000 LB (549 578 KG)	1210,000 LB (550 183 KG)												
737-6800	1215,000 LB (556 483 KG)	1225,000 LB (557 188 KG)												
737-6900	1230,000 LB (563 388 KG)	1240,000 LB (562 193 KG)												
737-7000	1245,000 LB (570 293 KG)	1255,000 LB (569 198 KG)												
737-7100	1260,000 LB (577 198 KG)	1270,000 LB (576 203 KG)												
737-7200	1275,000 LB (584 103 KG)	1285,000 LB (583 208 KG)												
737-7300	1290,000 LB (591 008 KG)	1300,000 LB (592 213 KG)												
737-7400	1305,000 LB (597 913 KG)	1315,000 LB (599 218 KG)												
737-7500	1320,000 LB (604 818 KG)	1330,000 LB (606 223 KG)												
737-7600	1335,000 LB (611 723 KG)	1345,000 LB (613 228 KG)												
737-7700	1350,000 LB (618 628 KG)	1360,000 LB (620 233 KG)												
737-7800	1365,000 LB (625 533 KG)	1375,000 LB (625 238 KG)												
737-7900	1380,000 LB (632 438 KG)	1390,000 LB (632 243 KG)												
737-8000	1395,000 LB (639 343 KG)	1405,000 LB (639 248 KG)												
737-8100	1410,000 LB (646 248 KG)	1420,000 LB (646 253 KG)												
737-8200	1425,000 LB (653 153 KG)	1435,000 LB (653 258 KG)												
737-8300	1440,000 LB (660 058 KG)	1450,000 LB (660 263 KG)												
737-8400	1455,000 LB (666 963 KG)	1465,000 LB (667 268 KG)												
737-8500	1470,000 LB (673 868 KG)	1480,000 LB (673 273 KG)												
737-8600	1485,000 LB (680 773 KG)	1495,000 LB (680 278 KG)												
737-8700	1500,000 LB (687 678 KG)	1510,000 LB (687 283 KG)												
737-8800	1515,000 LB (694 583 KG)	1525,000 LB (694 288 KG)												
737-8900	1530,000 LB (701 488 KG)	1540,000 LB (701 293 KG)												
737-9000	1545,000 LB (708 393 KG)	1555,000 LB (708 298 KG)												
737-9100	1560,000 LB (715 298 KG)	1570,000 LB (715 303 KG)												
737-9200	1575,000 LB (722 203 KG)	1585,000 LB (722 308 KG)												
737-9300	1590,000 LB (729 108 KG)	1600,000 LB (729 313 KG)												
737-9400	1605,000 LB (736 013 KG)	1615,000 LB (736 318 KG)												
737-9500	1620,000 LB (742 918 KG)	1630,000 LB (742 323 KG)												
737-9600	1635,000 LB (749 823 KG)	1645,000 LB (749 328 KG)												
737-9700	1650,000 LB (756 728 KG)	1660,000 LB (756 333 KG)												
737-9800	1665,000 LB (763 633 KG)	1675,000 LB (763 338 KG)												
737-9900	1680,000 LB (770 538 KG)	1690,000 LB (770 343 KG)												
737-10000	1695,000 LB (777 443 KG)	1705,000 LB (777 348 KG)												
737-10100	1710,000 LB (784 348 KG)	1720,000 LB (784 353 KG)												
737-10200	1725,000 LB (791 253 KG)	1735,000 LB (791 358 KG)												
737-10300	1740,000 LB (798 158 KG)	1750,000 LB (798 363 KG)												
737-10400	1755,000 LB (805 063 KG)	1765,000 LB (805 368 KG)												
737-10500	1770,000 LB (811 968 KG)	1780,000 LB (811 373 KG)												
737-10600	1785,000 LB (818 873 KG)	1795,000 LB (818 378 KG)												
737-10700	1800,000 LB (825 778 KG)	1810,000 LB (825 383 KG)												
737-10800	1815,000 LB (832 683 KG)	1825,000 LB (832 388 KG)												
737-10900	1830,000 LB (839 588 KG)	1840,000 LB (839 393 KG												

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	TURN RADIUS
200	282,000 LB 127 913 KG	257,000 LB 116 573 KG	156'11" 47.57M	159'2" 48.51M	52'11" 16.13M	64'7" 19.69M	79'6" 24.23M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'8" 0.81M	36'0" 10.97M	16'3" 4.95M 117'0° 35.66M
200ER	335,000 LB 151 953 KG	278,000 LB 126 099 KG	156'11" 47.57M	159'2" 48.51M	52'11" 16.13M	64'7" 19.69M	79'6" 24.23M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'8" 0.81M	36'0" 10.97M	16'3" 4.95M 117'0° 35.66M
300	345,000 LB 156 489 KG	300,000 LB 136 078 KG	156'11" 47.57M	180'3" 54.94M	52'7" 16.03M	74'8" 22.76M	89'7" 27.31M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'10" 0.66M	41'0" 12.50M	16'1" 4.90M 123'0° 37.49M
300ER	380,000 LB 172 365 KG	300,000 LB 136 078 KG	156'11" 47.57M	180'3" 54.94M	52'7" 16.03M	74'8" 22.76M	89'7" 27.31M	30'6" 9.30M	26'0" 7.92M	60'1" 18.31M	2'10" 0.66M	41'0" 12.50M	16'1" 4.90M 123'0° 37.49M
NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:													
200	300,000 LB (136 078 KG)	310,000 LB (140 614 KG)				315,000 LB (142 882 KG)							
270,000 LB (122 470 KG)		270,000 LB (122 470 KG)				272,000 LB (123 377 KG)							
200ER	345,000 LB (156 489 KG)	351,000 LB (159 211 KG)				380,000 LB (172 365 KG)							
278,000 LB (126 099 KG)		278,000 LB (126 099 KG)				285,000 LB (129 274 KG)							
300	350,000 LB (158 757 KG)												
300,000 LB (136 078 KG)													
300ER	387,000 LB (175 540 KG)	400,000 LB (181 437 KG)				407,000 LB (184 612 KG)							
300,000 LB (136 078 KG)		320,000 LB (145 150 KG)				320,000 LB (145 150 KG)							
MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.													

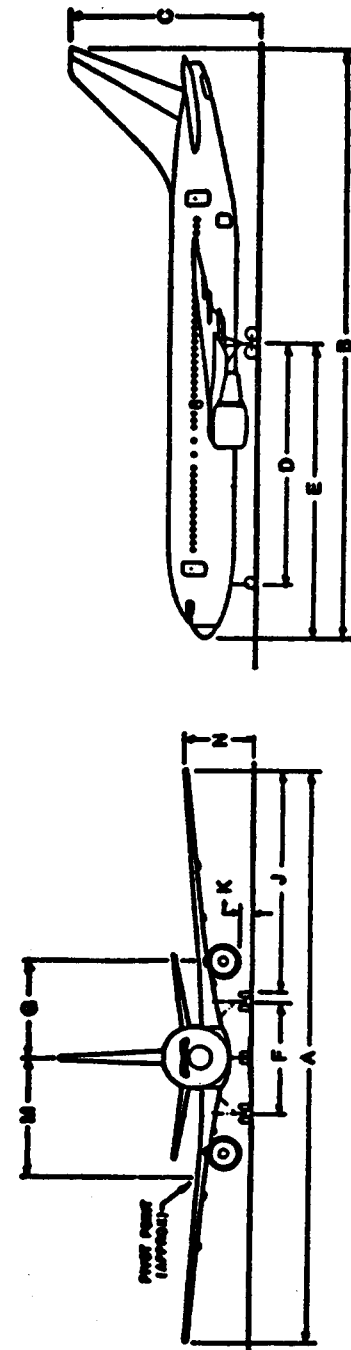


Figure A12-31. Boeing 767

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	N	N	TURN RADIUS
100	74,600 LB 33,838 KG	71,800 LB 32,591 KG	86'5" 26.34M	85'10" 26.16M	28'3" 8.61M	33'1" 10.08M	40'7" 12.37M	15'6" 4.72M	13'7" 4.14M	22'4" 6.81M	33'8" 10.26M	5'0" 1.52M	4'8" 1.42M	15'6" 4.72M	13'11" 4.24M	37'10" 11.53M
200	88,250 LB 40,030 KG	77,000 LB 34,927 KG	86'5" 26.34M	93'8" 28.55M	28'3" 8.61M	36'9" 11.20M	44'2" 13.46M	15'6" 4.72M	13'7" 4.14M	22'4" 6.81M	33'8" 10.26M	5'0" 1.52M	4'7" 1.40M	15'6" 4.72M	13'11" 4.24M	41'2" 12.55M
300	104,000 LB 47,174 KG	90,000 LB 40,823 KG	86'5" 26.34M	104'2" 31.75M	28'1" 8.56M	36'9" 11.20M	48'10" 14.68M	15'6" 4.72M	13'7" 4.14M	22'4" 6.81M	33'8" 10.26M	5'0" 1.52M	4'7" 1.40M	15'6" 4.72M	13'11" 4.24M	46'8" 14.22M

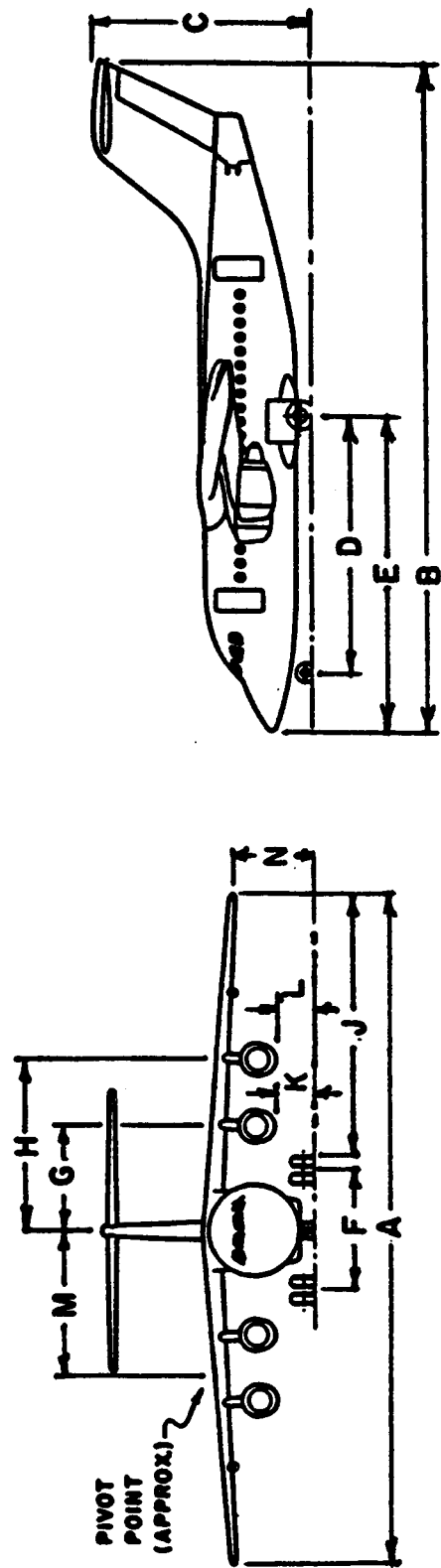


Figure A12-32. British Aerospace 146

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
44D4	210,000 LB 95 254 KG	165,000 LB 74 843 KG	142'4" 43.38M	136'10" 41.71M	38'5" 11.71M	49'11" 15.21M	62'8" 19.10M	31'0" 9.43M	15'6" 4.72M	31'8" 9.63M	53'11" 16.43M	1'2" 0.36M	1'8" 0.51M	10'3" 3.12M	10'3" 3.12M	113'0" 34.44M
44-6	205,000 LB 92 986 KG	165,000 LB 74 843 KG	142'4" 43.38M	136'10" 41.71M	38'5" 11.71M	49'11" 15.21M	62'8" 19.10M	31'0" 9.43M	15'6" 4.72M	31'8" 9.63M	53'11" 16.43M	1'2" 0.36M	1'8" 0.51M	10'3" 3.12M	10'3" 3.12M	113'0" 34.44M
44-J	210,000 LB 95 254 KG	175,000 LB 79 379 KG	142'4" 43.38M	152'0" 46.33M	38'5" 11.71M	60'0" 18.29M	72'9" 22.17M	31'0" 9.43M	15'6" 4.72M	31'8" 9.63M	53'11" 16.43M	1'2" 0.36M	1'8" 0.51M	10'3" 3.12M	10'3" 3.12M	113'0" 34.44M

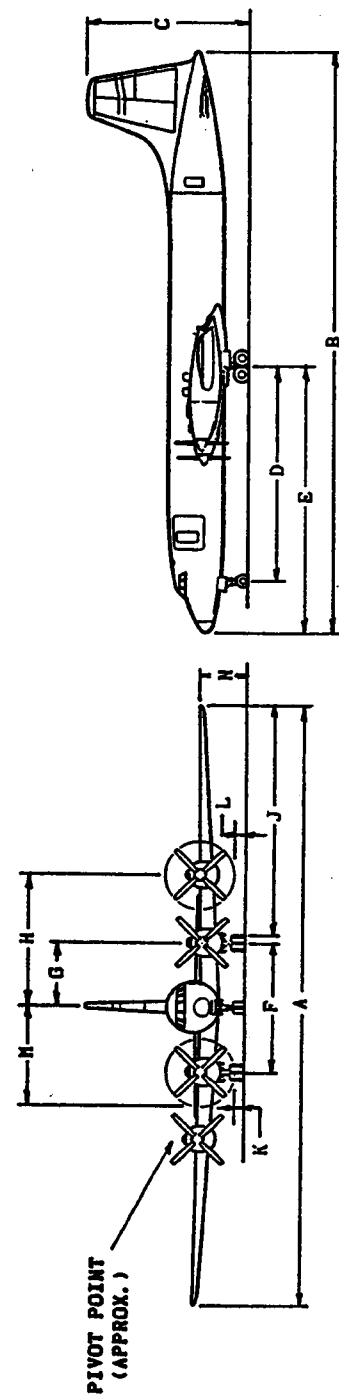


Figure A12-33. Canadiar CL-44

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
66	58,156 LB	53,000 LB	105'4"	81'6"	29'2"	26'2"	35'3"	25'0"	12'6"	39'0"	1'0"	13'0"	65'0"	
	26 379 KG	24 040 KG	32.11M	24.84M	8.89M	7.98M	10.74M	7.62M	3.81M	11.89M	0.30M	3.96M	19.81M	

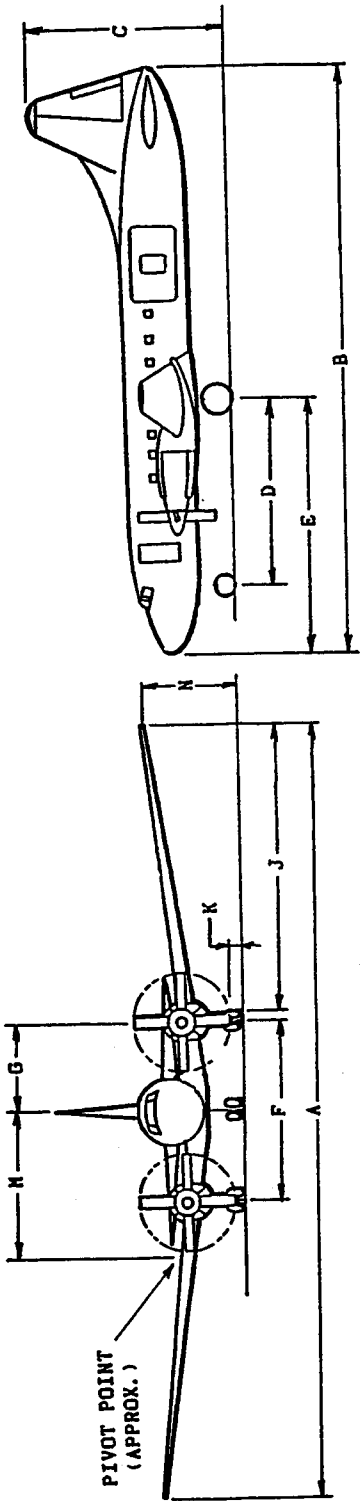


Figure A12-34. Canadiar CL-66

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
I	11,850 LB 5 375 KG	11,350 LB 5 146 KG	47'1" 14.35M	43'6" 13.26M	14'4" 4.37M	15'2" 4.62M		12'7" 3.84M		14'11" 4.55M				
II	13,300 LB 6 033 KG	12,700 LB 5 761 KG	51'8" 15.75M	47'2" 14.38M	15'0" 4.57M									
S/II	15,100 LB 6 849 KG	14,400 LB 6 532 KG	52'2" 15.90M	47'2" 14.38M	15'0" 4.57M									
III	22,000 LB 9 979 KG	20,000 LB 9 072 KG	53'6" 16.31M	55'6" 16.92M	16'10" 5.13M									
V	16,100 LB 7 303 KG		52'2" 15.90M	49'11" 14.91M	15'0" 4.57M									

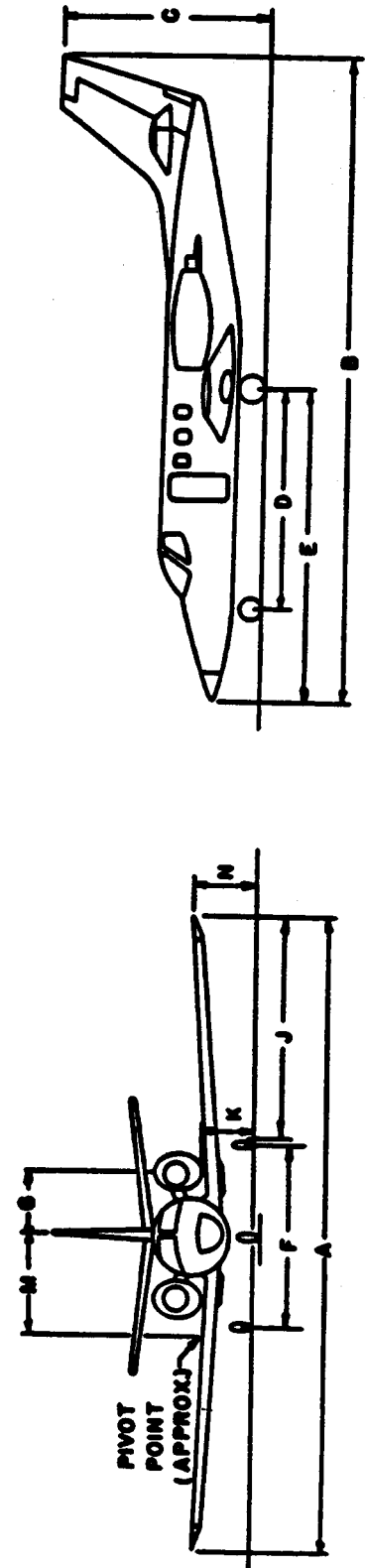


Figure A12-35. Cessna Citation

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	TURN RADIUS
C-212	16,976 LB	16,424 LB	62'3"	49'10"	20'8"	17'10"		10'2"	8'8"	26'1"	4'2"	9'2"	49'2"
200	7 700 KG	7 450 KG	18.97M	15.19M	6.30M	5.44M		3.10M	2.64M	7.95M	1.27M	2.79M	14.95M
235	31,752 LB	31,311 LB	84'8"	70'3"	26'10"	22'8"		12'10"	11'6"	35'11"	5'2"		
	14 402 KG	14 202 KG	25.61M	21.41M	8.18M	6.91M		3.91M	3.51M	10.95M	1.57M		

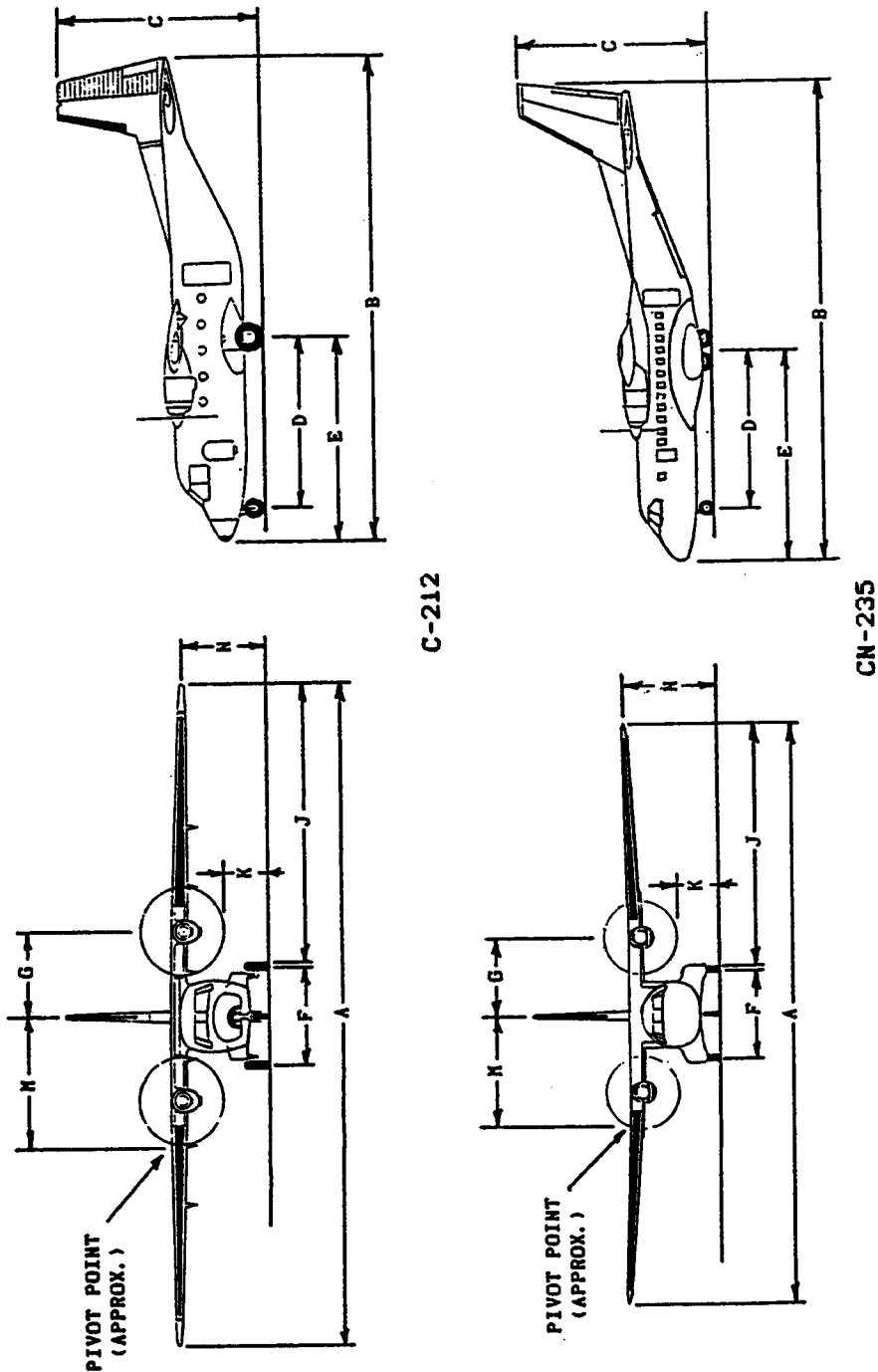


Figure A12-36. Construcciones Aeronauticas CASA C-212 and 235

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
240	41,790 LB 18,956 KG	39,800 LB 18,053 KG	91'9" 27.97M	74'8" 22.76M	26'11" 8.20M	24'10" 7.57M	32'9" 9.98M	25'0" 7.62M	12'6" 3.81M	32'2" 9.80M	1'0" 0.31M	14'8" 4.47M	9'0" 2.74M	60'6" 18.44M
340	49,100 LB 22,271 KG	46,500 LB 21,092 KG	105'4" 32.16M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	34'1" 10.39M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
440	49,100 LB 22,271 KG	47,650 LB 21,614 KG	105'4" 32.16M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
580	54,600 LB 24,766 KG	52,000 LB 23,587 KG	105'4" 32.16M	81'6" 24.84M	29'2" 8.89M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
600	46,200 LB 20,956 KG	44,000 LB 19,958 KG	91'9" 27.97M	74'8" 22.76M	26'11" 8.20M	24'10" 7.57M	32'9" 9.98M	25'0" 7.62M	12'6" 3.81M	32'2" 9.80M	1'3" 0.38M	14'8" 4.47M	9'0" 2.74M	60'6" 18.44M
640	55,000 LB 24,948 KG	52,500 LB 23,814 KG	105'4" 32.16M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'1" 0.33M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M

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

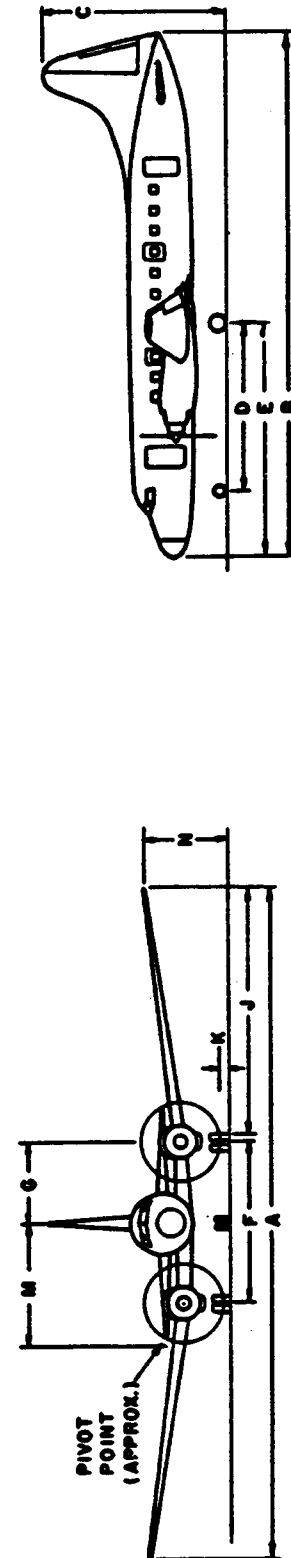


Figure A12-37. Convair-liner and Turboprop Conversions

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
CARIBOU	28,500 LB 12 927 KG	28,500 LB 12 927 KG	95'7" 29.13M	72'7" 22.12M	31°10' 9.70R			23°1" 7.04M		35°3" 10.74M				

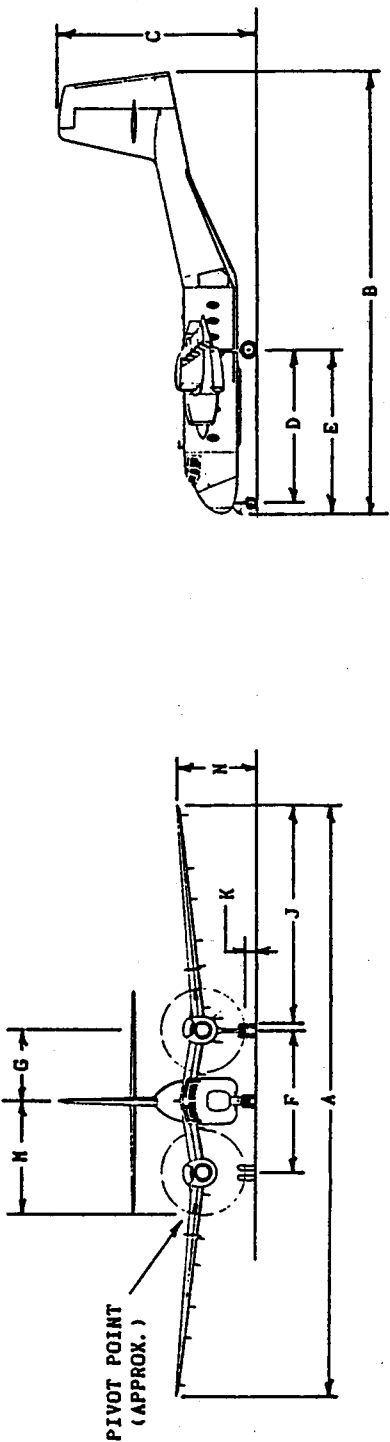
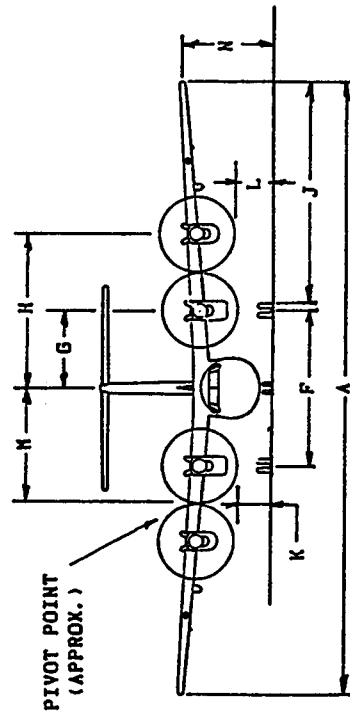
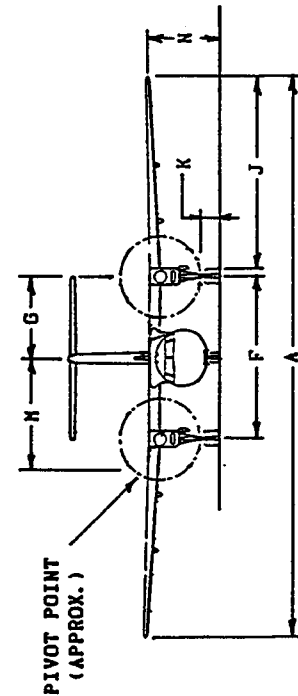


Figure A12-38. De Havilland Canada C-7 Caribou

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
DASH 7	43,000 LB 19,504 KG	41,000 LB 18,597 KG	93'0" 28.35M	80'8" 24.59M	26'2" 7.98M	27'6" 8.38M		23'6" 7.16M		33'8" 10.26M	5'3" 1.60M			14'2" 4.32M
DASH 8 100	34,500 LB 15,649 KG	33,900 LB 15,377 KG	90'0" 27.43M	84'3" 25.68M	24'7" 7.49M	32'2" 9.80M		25'10" 7.87M	12'11" 3.94M		3'1" 0.94M			11'11" 3.63M
DASH 8 300	41,100 LB 18,643 KG	40,000 LB 18,144 KG	90'0" 27.43M	84'3" 25.68M	24'7" 7.49M	32'2" 9.80M		25'10" 7.87M	12'11" 3.94M		3'1" 0.94M			11'11" 3.63M



DASH 7



DASH 8

Figure A12-39. De Havilland Canada DASH 7 & DASH 8

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
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GOLBE-	175,000 LB	110,000 LB	174'2"	130'5"	48'4"	37'3"		34'2"	17'1"			3'0"				
MASTER	79,379 KG	49,895 KG	53.10M	39.77M	14.72M	11.35M		10.41M	5.21M			0.91M				

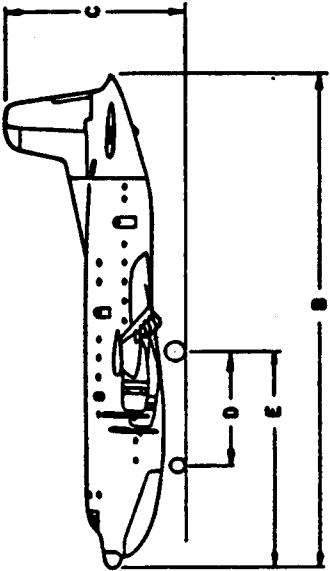
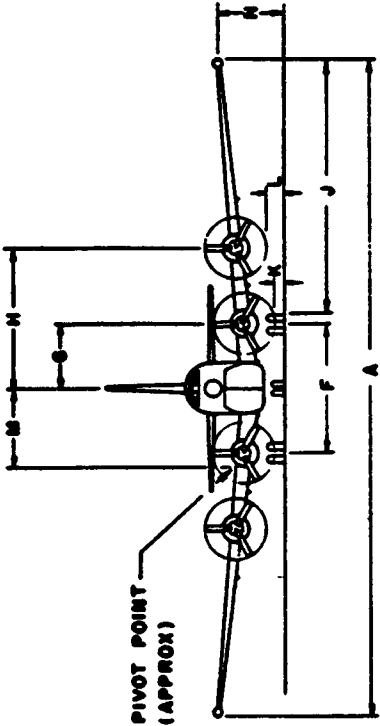


Figure A12-40. Douglas C-124 Globemaster

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
TWIN OTTER	12,500 LB 5 670 KG	12,300 LB 5 579 KG	65'0" 19.81M	51'8" 15.75M	19'6" 5.94M	14'9" 4.50M	12'6" 3.81M	21	48'0" 14.63M

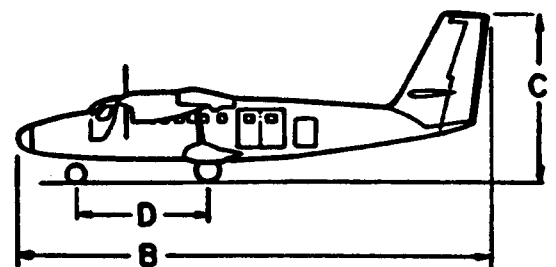
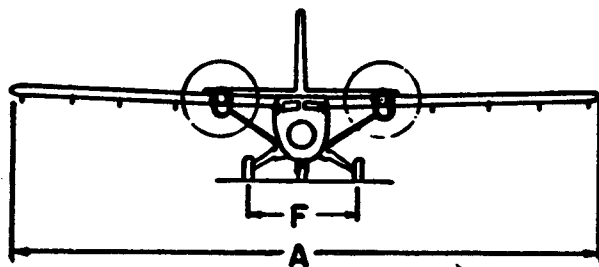


Figure A12-41. De Havilland Canada DHC-6 Twin Otter

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
228- 201	13,183 LB 5 990 KG	13,007 LB 5 900 KG	55'8" 16.97M	54'4" 16.56M	15'11" 4.85M	20'8" 6.30M	25'5" 7.75M	10'10" 3.30M	7'10" 2.39M	21'11" 6.68M	3'6" 1.07M	21'4" 6.50M	6'3" 1.91M	48'6" 14.78M
228- 202	13,669 LB 6 200 KG	13,007 LB 5 900 KG	55'8" 16.97M	54'4" 16.56M	15'11" 4.85M	20'8" 6.30M	25'5" 7.75M	10'10" 3.30M	7'10" 2.39M	21'11" 6.68M	3'6" 1.07M	21'4" 6.50M	6'3" 1.91M	48'6" 14.78M

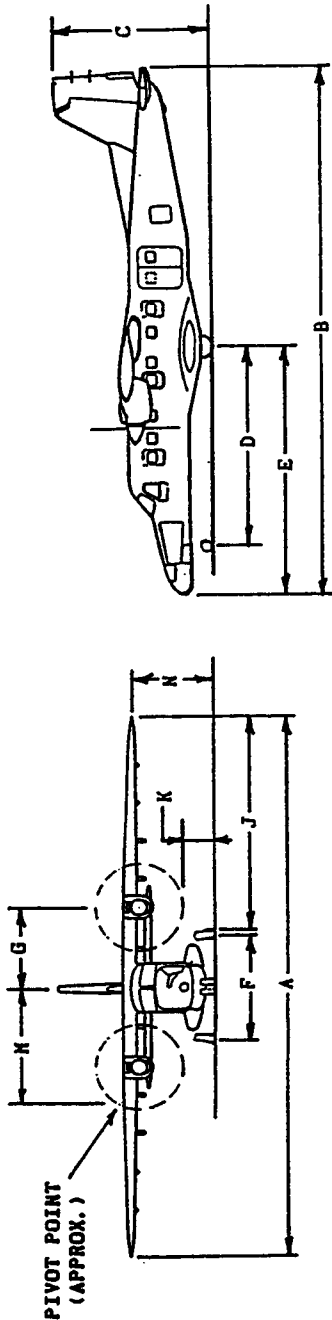


Figure A12-42. Dornier Gmb H

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
DC-3	25,200 LB	25,200 LB	95'0"	64'6"	23'6"	37'11"	18'6"	18'6"	9'3"	37'7"	1'4"	9'3"	9'4"	57'3"
	11 431 KG	11 431 KG	28.96M	19.66M	7.16M	11.56M	5.64M	5.64M	2.82M	11.46M	0.41M	2.82M	2.84M	17.45M

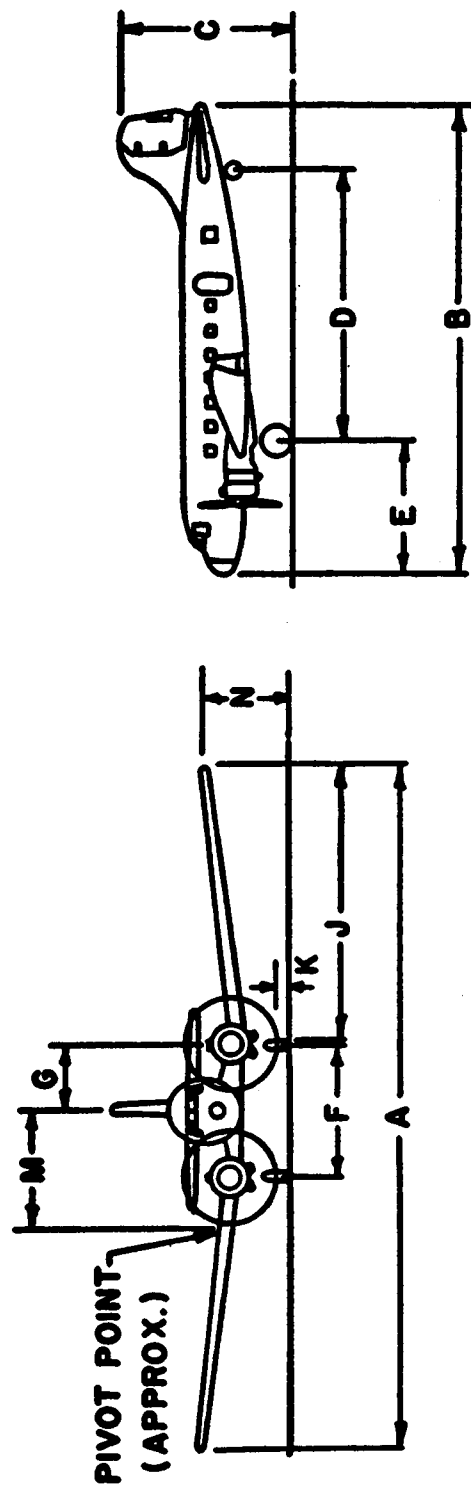


Figure A12-43. Douglas DC-3

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 33 112 KG	63,500 LB 28 803 KG	117'6"	93'11"	27'11"	27'5"	36'0"	24'8"	12'4"	26'4"	44'7"	2'2"	3'9"	13'9"	13'6"	86'2"
																26.26M
DC-6	104,000 LB 47 174 KG	86,200 LB 39 100 KG	117'6"	105'7"	29'3"	36'2"	44'9"	24'8"	12'4"	26'4"	44'7"	1'11"	3'6"	13'11"	13'6"	72'8"
																22.15M
DC-7	143,000 LB 64 864 KG	111,000 LB 50 349 KG	127'6"	112'3"	31'8"	39'6"	48'1"	34'8"	17'4"	31'4"	44'7"	1'3"	3'10"	17'4"	13'6"	81'1"
																24.71M

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

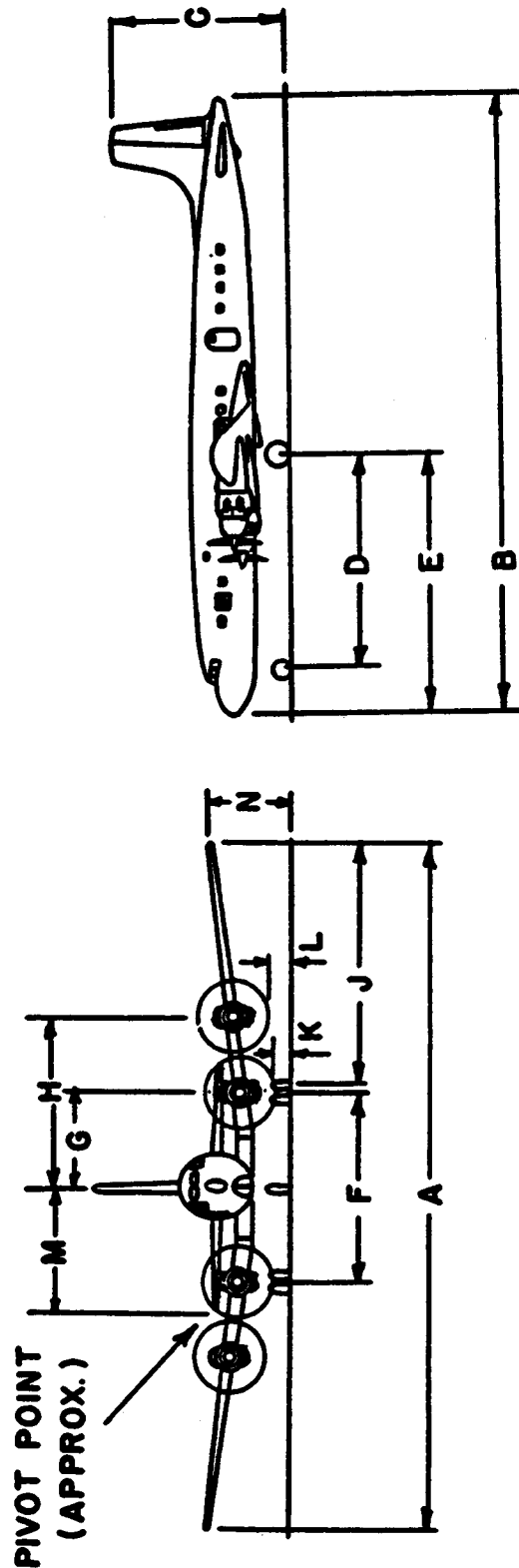


Figure A12-44. Douglas DC-4/6/7

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	TURN RADIUS
EMB- 110P1	12,500 LB 5 670 KG	12,500 LB 5 670 KG	30'3" 15.32M	49'6" 15.09M	16'6" 5.03M	16'2" 4.93M	23'8" 7.21M	16'3" 4.95M	7'11" 2.41M	16'9" 5.11M	0'10" 0.25M	16'6" 5.03M	6'7" 2.01M
EMB- 110P1/41	13,007 LB 5 900 KG	12,566 LB 5 700 KG											
EMB- 110P2	12,500 LB 5 670 KG	12,500 LB 5 670 KG											
EMB- 110P2/41	13,007 LB 5 900 KG	12,599 LB 5 700 KG											

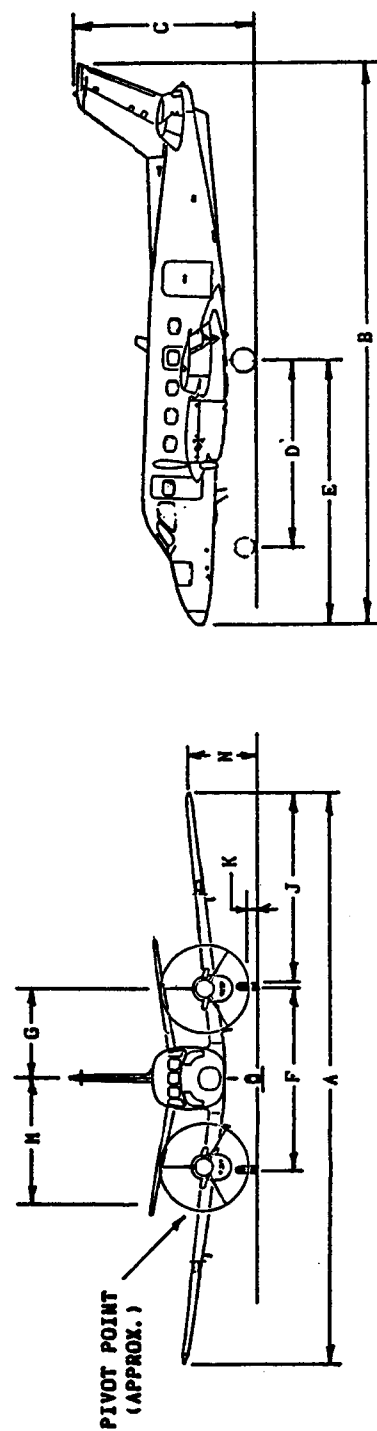


Figure A12-45. Embraer EmB 110

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
EMB														
120	11,500 LB 5 216 KG	11,250 LB 5 103 KG	64'11" 19.79M	65'7" 19.99M	20'10" 6.35M	22'11" 6.99M	21'7" 21.58M	10'10" 3.30M	20'6" 6.25M	1'9" 0.53M	21'8" 6.60M			51'8" 15.75M

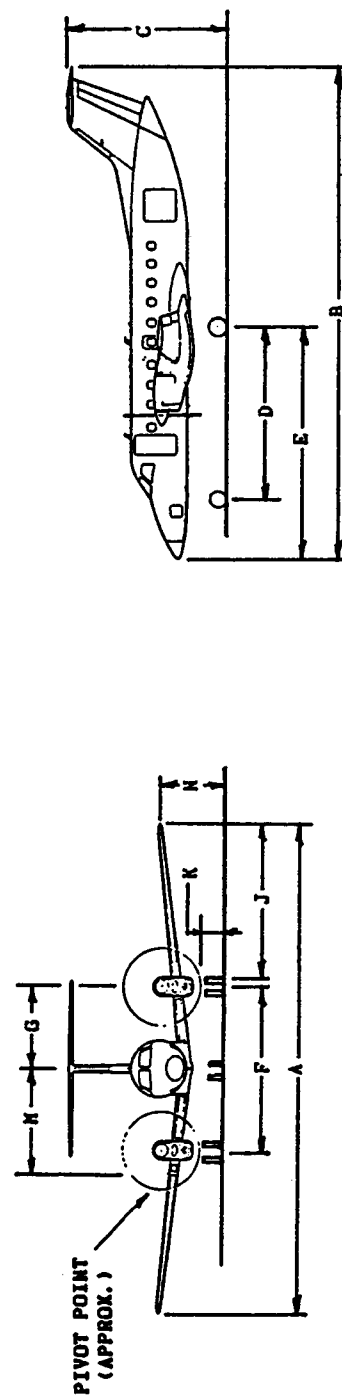


Figure A12-46. Embraer Emb 120

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
FLYING	77,000 LB	72,700 LB	109'3"	86'6"	27'6"			29'2"		38'4"	3'0"	15'0"	70'0"	
BOXCAR	34 927 KG	32 976 KG	33.32M	26.38M	8.38M			8.69M		11.68M	0.91M	4.56M	21.34M	

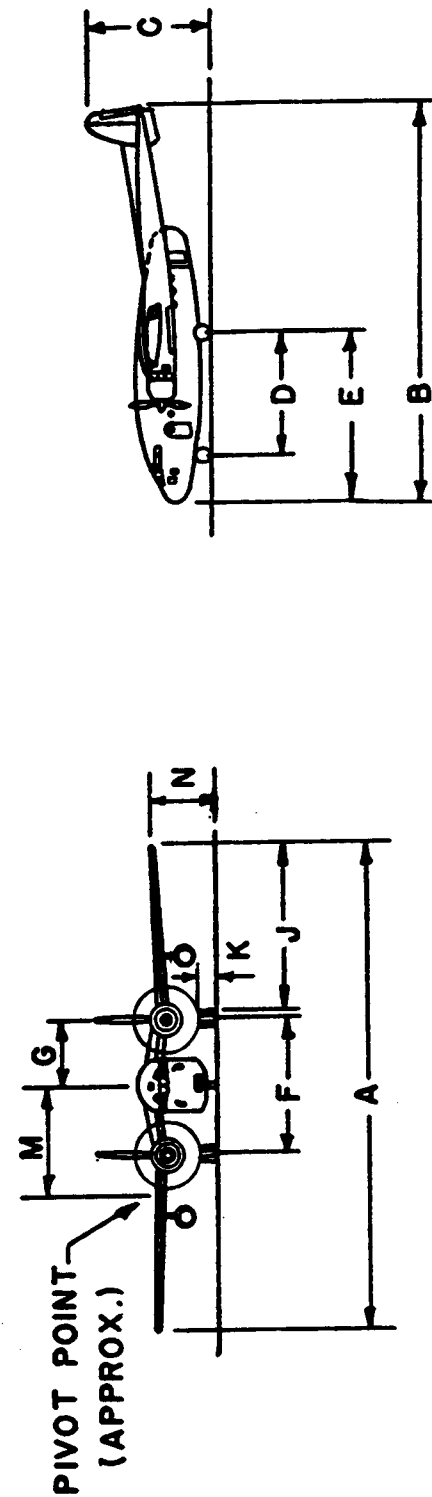


Figure A12-47. Fairchild C-119K Flying Boxcar

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	H	TURN RADIUS
PROVIDER	60,000 LB 27 216 KG	34,000 LB 24 494 KG	110'0" 33.52M	76'3" 23.24M	34'6" 10.52M			12'1" 3.68M	14'10" 4.52M	48'0" 14.63M	3'8" 1.12M	14'10" 4.52M	14'0" 4.27M	70'0" 21.34M

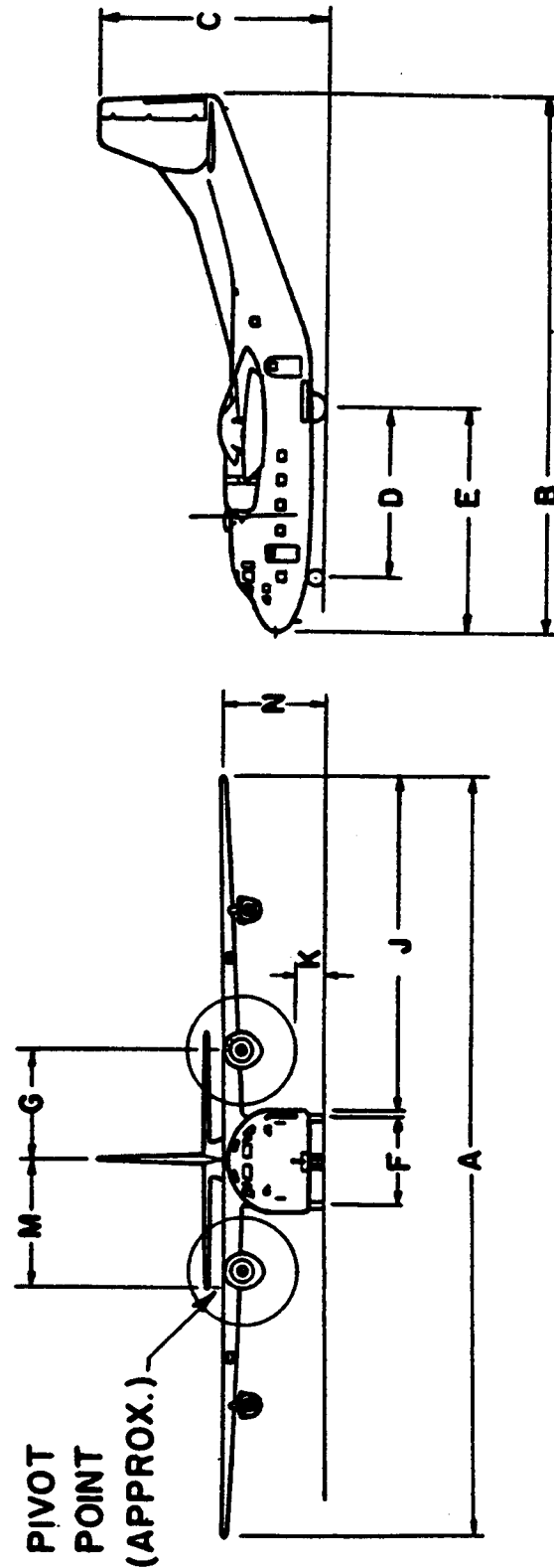


Figure A12-48. Fairchild C-123K Provider

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
F-27, B	40,500 LB 18,370 KG	38,500 LB 17,463 KG	95'2" 29.52M	77'2" 23.52M	27'6" 8.38M	28'8" 8.73M	34'6" 10.52M	23'8" 7.22M	11'10" 3.61M	34'6" 10.52M	2'10" 0.87M	16'6" 5.03M	11'10" 3.61M	64'0" 19.51M
FH-227, C, E	43,500 LB 19,731 KG	43,000 LB 19,504 KG	95'2" 29.01M	83'1" 25.32M	27'6" 8.38M	34'7" 10.55M	40'3" 12.27M	23'8" 7.22M	11'10" 3.61M	34'9" 10.59M	3'2" 0.97M	12'4" 3.76M	11'10" 3.61M	59'7" 18.16M

NOTE: F-27A, J HAVE MAXIMUM (TAKEOFF) WEIGHT OF 42,000 LB (19,051 KG).
(LANDING) 40,000 LB (18,144 KG).

FH-227B, D HAVE MAXIMUM (TAKEOFF) WEIGHT OF 45,500 LB (20,638 KG).
(LANDING) 45,000 LB (20,412 KG).

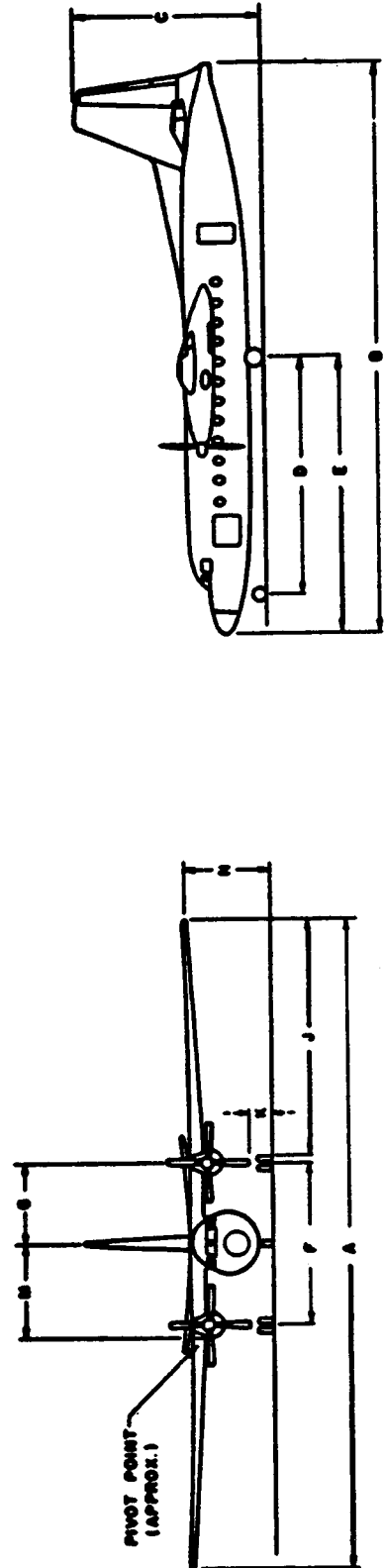


Figure A12-49. Fairchild F-27

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	NOTE	TURN RADIUS
100	40,300 LB 18,370 KG	40,000 LB 18,144 KG	95'2" 29.01M	77'2" 23.52M	27'11" 8.51M	28'8" 8.74M	23'8" 7.21M								
200, 400, 600	45,000 LB 20,412 KG	41,000 LB 18,597 KG	95'2" 29.01M	77'4" 23.57M	28'8" 8.74M	28'8" 8.74M	34'6" 10.52M	23'8" 7.21M	11'10" 3.61M	34'7" 10.54M		11'11" 3.63M	12'2" 3.71M	28'2" 8.59M	58'1" 17.70M
500	45,000 LB 20,412 KG	42,000 LB 19,051 KG	95'2" 29.01M	82'3" 25.07M	29'3" 8.92M	31'11" 9.73M	37'9" 11.51M	23'8" 7.21M	11'10" 3.61M	34'7" 10.54M		12'2" 3.71M	13'7" 4.14M	28'2" 8.59M	59'5" 18.11M

NOTE: CENTERLINE OF FUSELAGE TO CENTERLINE OF PYLON TANKS IF INSTALLED.

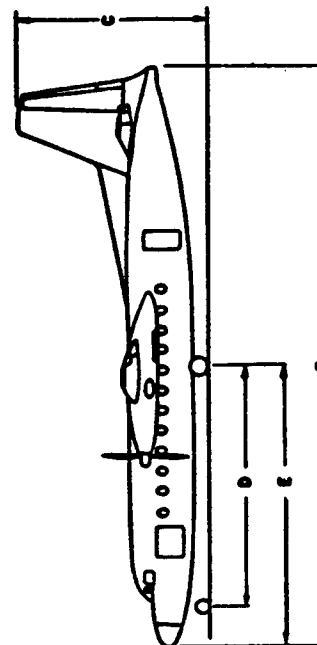
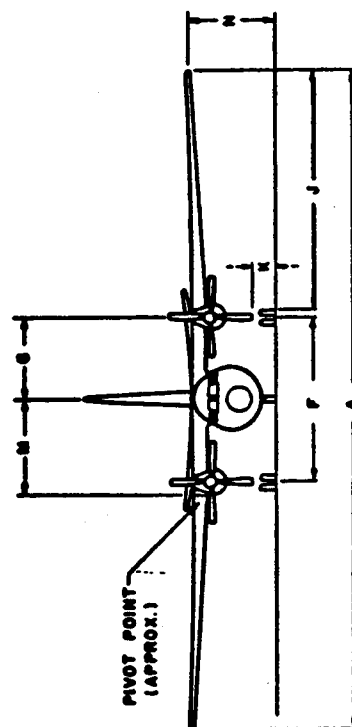


Figure A12-50. Fokker F-27

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
1000	65,000 LB 29 484 KG	59,000 LB 26 762 KG	77'4" 23.37M	89'11" 27.42M	27'10" 8.48M	29'3" 8.89M	16'7" 5.11M	16'7" 5.11M	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8.3° 2.51N	7.9° 2.37N	50'0" 15.24M
2000	65,000 LB 29 484 KG	59,000 LB 26 762 KG	77'4" 23.37M	97'2" 29.62M	27'10" 8.48M	33'11" 10.34M	16'7" 5.11M	16'7" 5.11M						
3000	73,000 LB 33 112 KG	64,000 LB 29 030 KG	82'3" 25.07M	89'11" 27.41M	27'10" 8.48M	29'3" 8.89M	16'7" 5.11M	16'7" 5.11M						
4000	73,000 LB 33 112 KG	66,500 LB 30 164 KG	82'3" 25.07M	97'2" 29.62M	27'10" 8.48M	33'11" 10.34M	16'7" 5.11M	16'7" 5.11M						
5000	70,800 LB 32 114 KG	64,000 LB 29 030 KG	82'3" 25.07M	89'11" 27.41M	27'10" 8.48M	29'3" 8.89M	16'7" 5.11M	16'7" 5.11M						
6000	73,000 LB 33 112 KG	66,500 LB 30 164 KG	82'3" 25.07M	97'2" 29.62M	27'10" 8.48M	33'11" 10.34M	46'4" 14.12M	16'7" 5.11M						

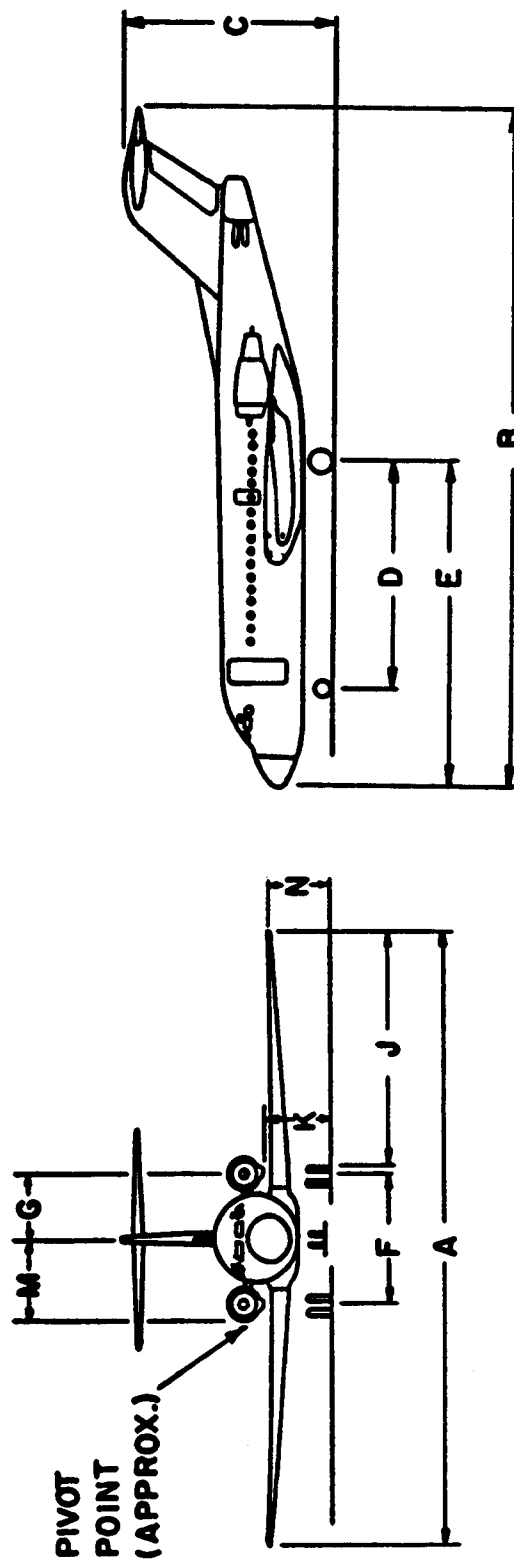


Figure A12-51. Fokker F-28

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
24	13,000 LB	11,880 LB	35'7"	43'3"	12'7"	16'2"	21'9"	8'3"	3'8"	12'9"	4'10"	16'0"	3'3"	34'0"
240, F	5 897 KG	5 389 KG	10.85M	13.18M	3.84M	4.98M	6.63M	2.51M	1.12M	3.89M	1.49M	4.88M	0.99M	10.36M
25	15,000 LB	13,300 LB	35'7"	47'7"	12'7"	16'2"	26'0"	8'3"	3'8"	13'1"	4'10"	16'0"	3'3"	34'0"
258, C, D	6 804 KG	6 033 KG	10.85M	14.50M	3.84M	4.98M	7.92M	2.51M	1.12M	3.99M	1.49M	4.88M	0.99M	10.36M
256	16,300 LB	13,700 LB	35'7"	47'7"	12'4"	17'3"	27'1"	8'3"	3'8"	14'4"	4'10"	14'6"	3'6"	1.07M
	7 394 KG	6 214 KG	10.85M	14.50M	3.76M	5.26M	8.25M	2.51M	1.12M	4.26M	1.49M			
28/29	15,000 LB		43'9"	47'7"	12'4"									
	6 804 KG		13.34M	14.50M	3.76M									
35/36	17,000 LB	13,300 LB	38'1"	48'8"	12'4"									
	7 711 KG	6 033 KG	11.61M	14.83M	3.76M									
35A/36A	18,300 LB	15,300 LB	39'6"	48'8"	12'4"									
	8 301 KG	6 940 KG	12.07M	14.83M	3.76M									
55/56	21,500 LB	18,000 LB	43'9"	55'1"	14'8"									
SSC, ER, LR	9 752 KG	8 165 KG	13.34M	16.79M	4.47M									

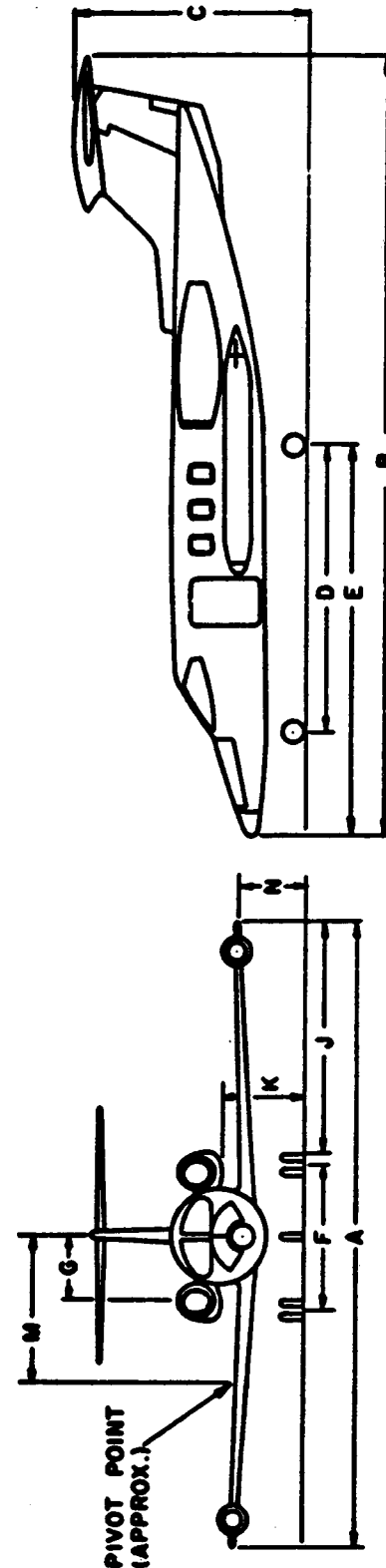


Figure A12-52. Gates Learjet

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	N	M	TURN RADIUS
880	184,500 LB 83 688 KG	137,000 LB 62 142 KG	120'0" 36.58M	129'4" 39.42M	36'0" 10.97M	53'1" 16.18M	64'10" 19.76M	18'10" 5.74M	22'2" 6.76M	41'4" 12.60M	49'3" 15.01M	2'8" 0.81M	3'11" 1.19M	19'5" 5.92M	10'11" 3.33M	84'0" 25.60M
990	246,200 LB 111 674 KG	202,000 LB 91 626 KG	120'0" 36.58M	139'2" 42.42M	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" 28.53M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS.

880 193,500 LB (88 770 KG) MAXIMUM TAKEOFF WEIGHT.

155,000 LB (70 307 KG) MAXIMUM LANDING WEIGHT.

990 255,000 LB (115 666 KG) MAXIMUM TAKEOFF WEIGHT.

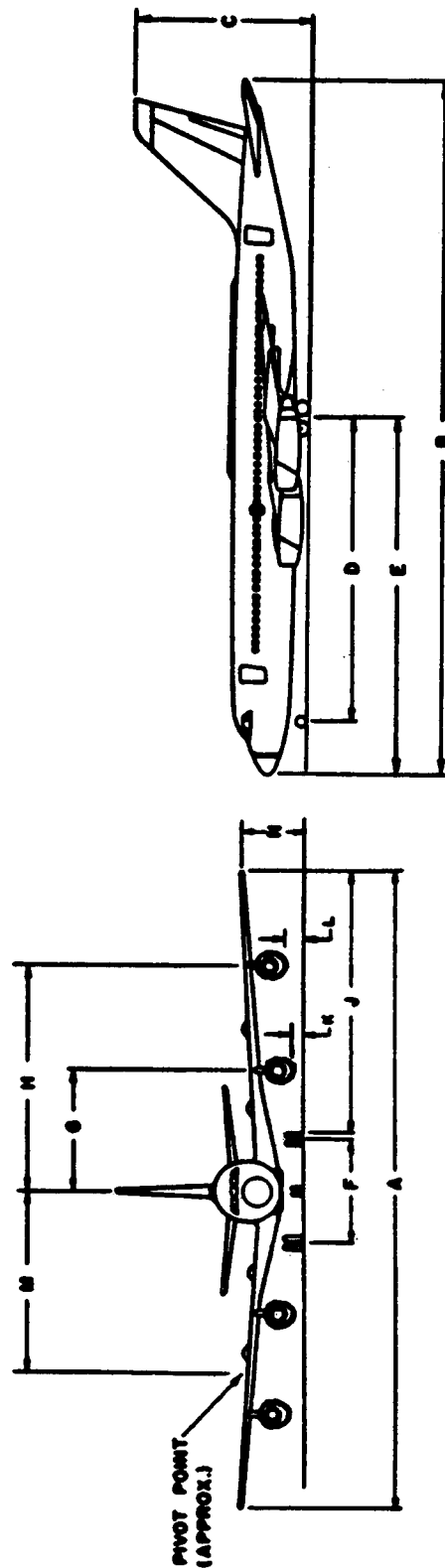


Figure A12-53. General Dynamics/Convair 880/990

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	TURN RADIUS
G-159C	33,600 LB 15,241 KG	30,400 LB 13,789 KG	78'4"	75'4"	23'0"	19'10"	26'8"	24'7"	12'1"	25'6"	1'6"	12'1"	8'8"	51'7"
			23.88M	22.96M	7.01M	6.04M	8.11M	7.47M	3.68M	7.77M	0.45M	3.68M	2.65M	15.67M

NOTE: OPTIONAL MAXIMUM (TAKEOFF) WEIGHT 36,000 LB (16,329 KG).
(LANDING) 34,285 LB (15,551 KG).

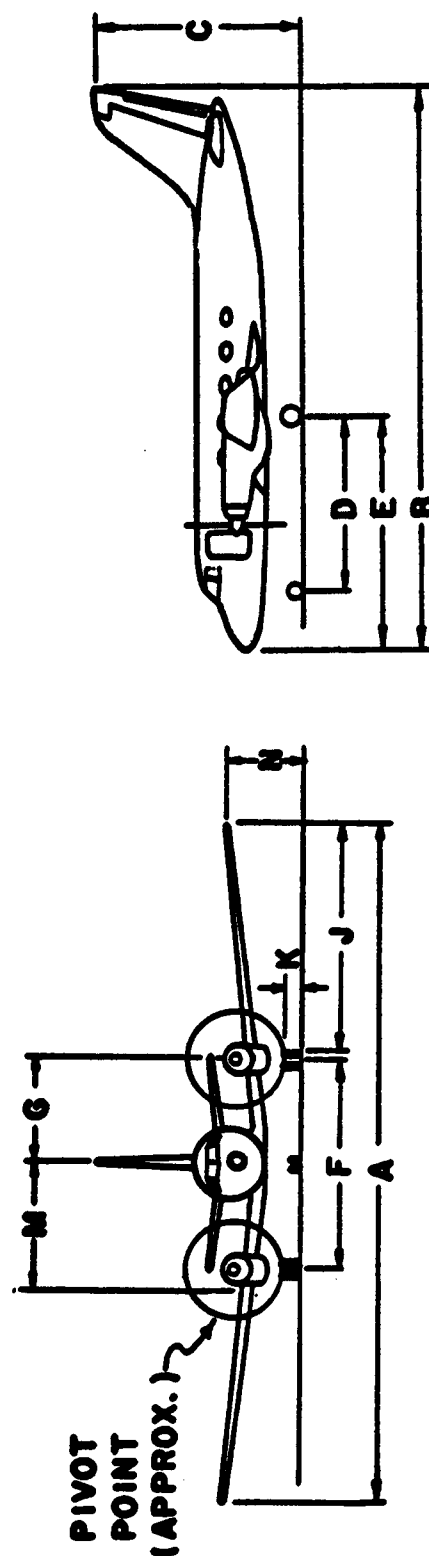


Figure A12-54. Grumman Gulfstream I

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	N	TURN RADIUS
II	65,300 LB	58,500 LB	68'10"	79'11"	24'6"	33'4"	40'5"	13'8"	6'3"	26'8"	8'10"	6'9"	6'0"	45'0"
	29 620 KG	26 535 KG	20.98M	24.36M	7.47M	10.16M	12.32M	4.15M	1.91M	8.11M	2.69M	2.07M	1.83M	13.72M
II-TT	65,300 LB		71'8"	79'11"	24'6"									
	29 620 KG		21.84M	24.36M	7.47M									
III	69,700 LB	58,500 LB	77'10"	83'1"	24'5"									47'6"
	31 615 KG	26 535 KG	23.72M	25.32M	7.44M									14.48M
IV	71,780 LB	58,500 LB	77'10"	87'10"	24'5"									48'2"
	32 559 KG	26 535 KG	23.72M	26.77M	7.44M									14.68M

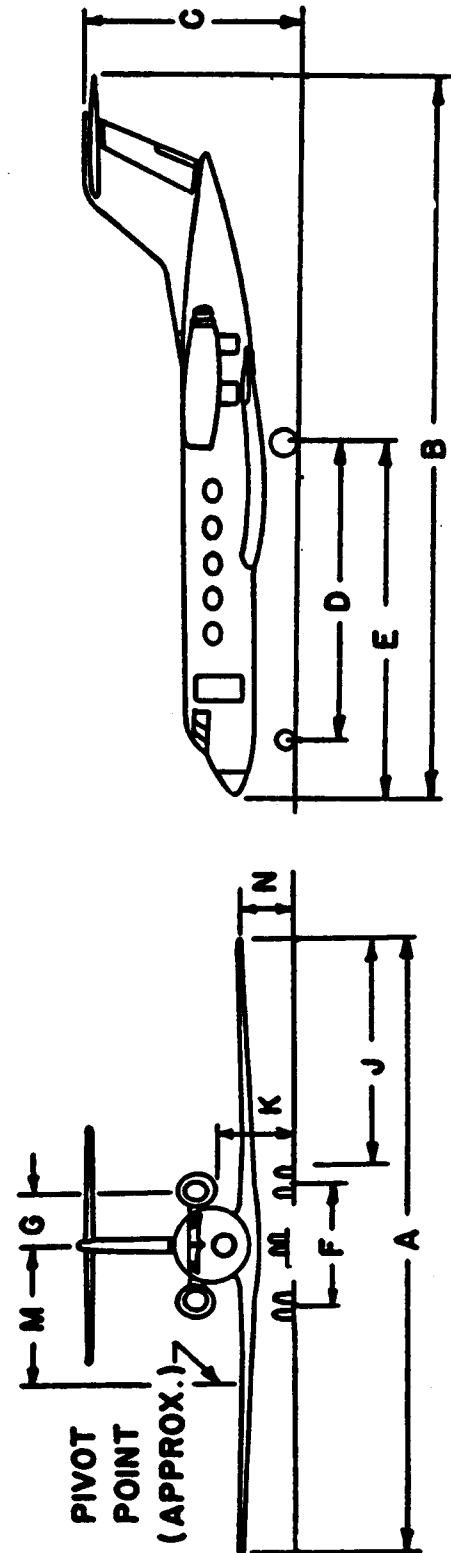


Figure A12-55. Grumman Gulfstream II

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	DRAFT	NUMBER SEATS	TURN RADIUS
GRUMMAN	G-64/	ALBATROSS	31,150 LB	31,150 LB	96'8"	62'10"	25'10"	17'6"	17'8"	3'6"	28	
	G-111		14 129 KG	14 129 KG	29.46M	19.15M	7.67M	5.33M	5.38M	1.07M		

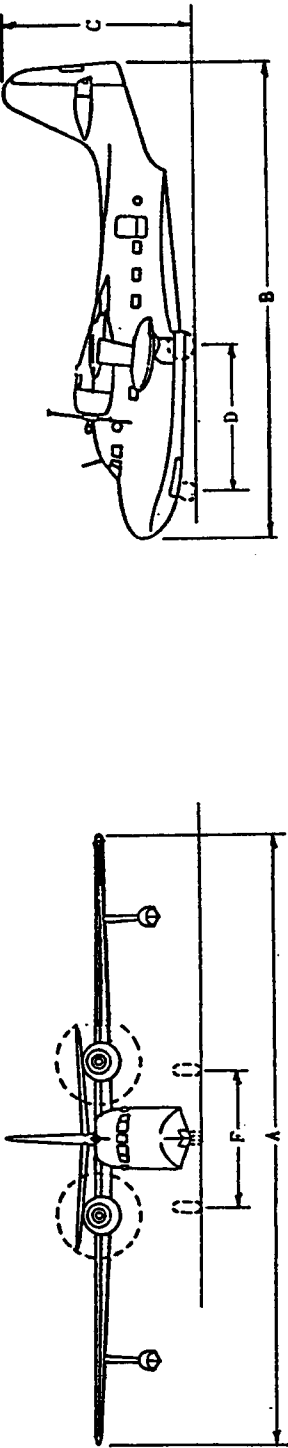


Figure A12-56. Grumman G-64/G-III

BUILDER	MODEL	NAME	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	DRAFT	NUMBER SEATS	TURN RADIUS
GRUMMAN	G-73	MALLARD	12,750 LB 5 783 KG	12,750 LB 5 783 KG	66'8" 20.32M	48'4" 14.73M	18'9" 5.72M	14'10" 4.52M	12'10" 3.91M		10	

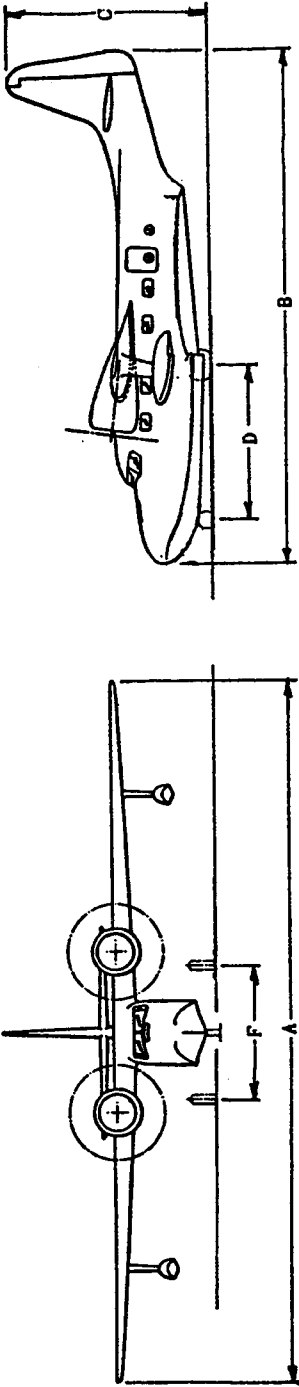


Figure A12-57. Grumman G-73

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	N	TURN RADIUS
HFB-320	20,280 LB	19,400 LB	47'6"	54'6"	16'2"	22'1"	28'2"	7'9"	4'8"	19'7"	5'11"	8'3"	7'3"	29'5"
	9 199 KG	8 800 KG	14.48M	16.61M	4.93M	6.73M	8.58M	2.39M	1.42M	5.97M	1.60M	2.51M	2.21M	8.94M

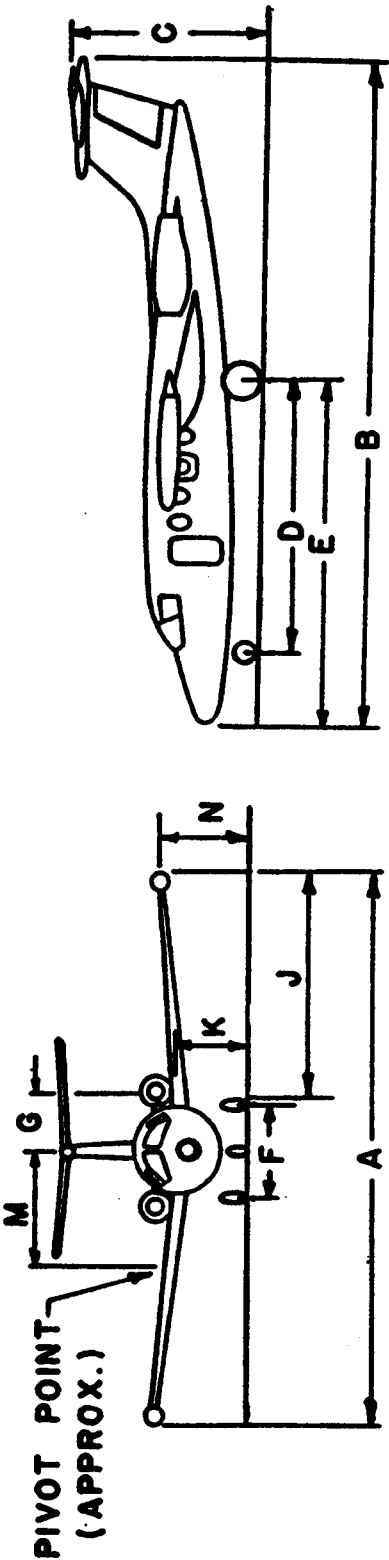


Figure A12-58. Hamburger-Flugzeubau HFB-320 Hansa

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
DH. 104	8,950 LB 4 060 KG	8,500 LB 3 856 KG	57'0" 17.61M	39'3" 11.97M	13'4" 4.07M		13'8" 4.17M	9	35'4" 10.83M

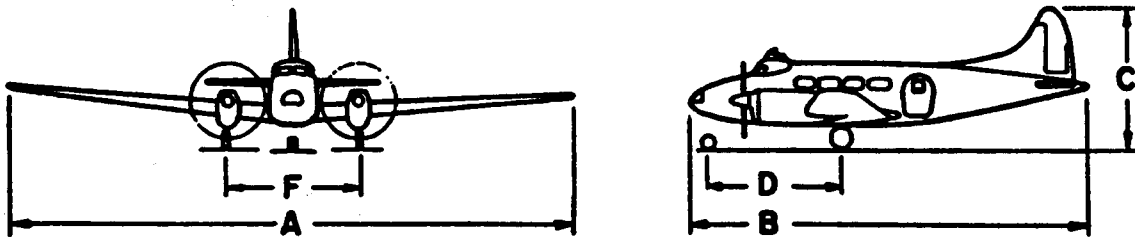


Figure A12-59. Hawker Siddeley DH. 104 Dove

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
DH.114	13,500 LB 6,123 KG	13,150 LB 5,965 KG	71'6" 21.79M	48'6" 14.78M	15'7" 4.75M	14'5" 4.39M	16'8" 5.14M	15'0" 4.57M								

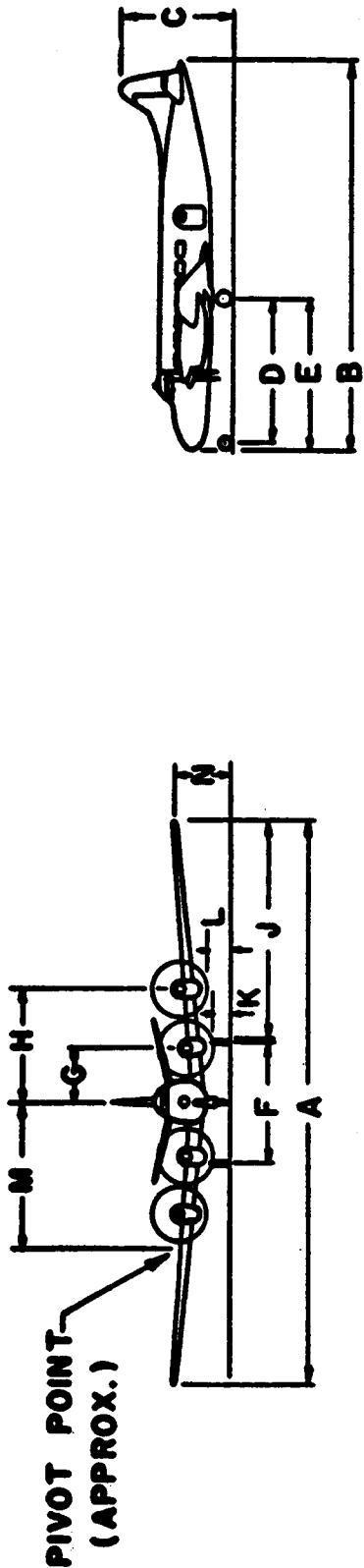


Figure A12-60. Hawker Siddeley DH. 114 Heron

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	TURN RADIUS
400A	23,300 LB 10 569 KG	20,000 LB 9 072 KG	47'0" 14.33M	47'5" 14.45M	16'6" 5.08M	18'9" 5.72M	26'3" 8.00M	9'2" 2.79M	4'2" 1.27M	18'7" 5.66M	4'9" 1.45M	19'0" 5.79M	4'4" 1.32M	43'0" 13.11M
600A	25,000 LB 11 340 KG	22,000 LB 9 979 KG	47'0" 14.33M	50'6" 15.39M	17'3" 5.26M									
700A	24,200 LB 10 977 KG	22,000 LB 9 979 KG	47'0" 14.33M	50'8" 15.44M	17'7" 5.36M									
800A	27,400 LB 12 428 KG	23,350 LB 10 591 KG	51'3" 15.67M	51'2" 15.60M	17'6" 5.33M									

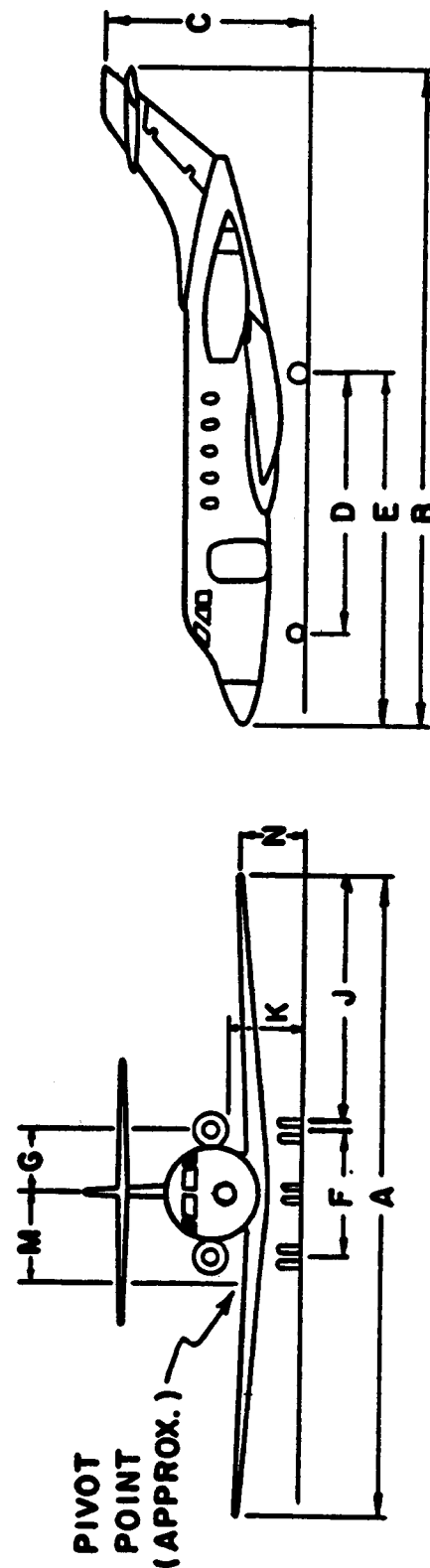


Figure A12-61. Hawker Siddeley HS-125

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
2A	44,490 LB	42,100 LB	98'6"	67'0"	24'10"	20'8"	24'9"	24'9"	24'9"	35'11"	2'0"	M	M	59'0"
	20 160 KG	19 096 KG	30.02M	20.49M	7.63M	6.32M	7.60M	7.60M	7.60M	10.95M	0.61M	M	M	17.99M
2B	46,500 LB		102'6"	67'0"	24'10"									
	21 092 KG		31.24M	20.49M	7.63M									

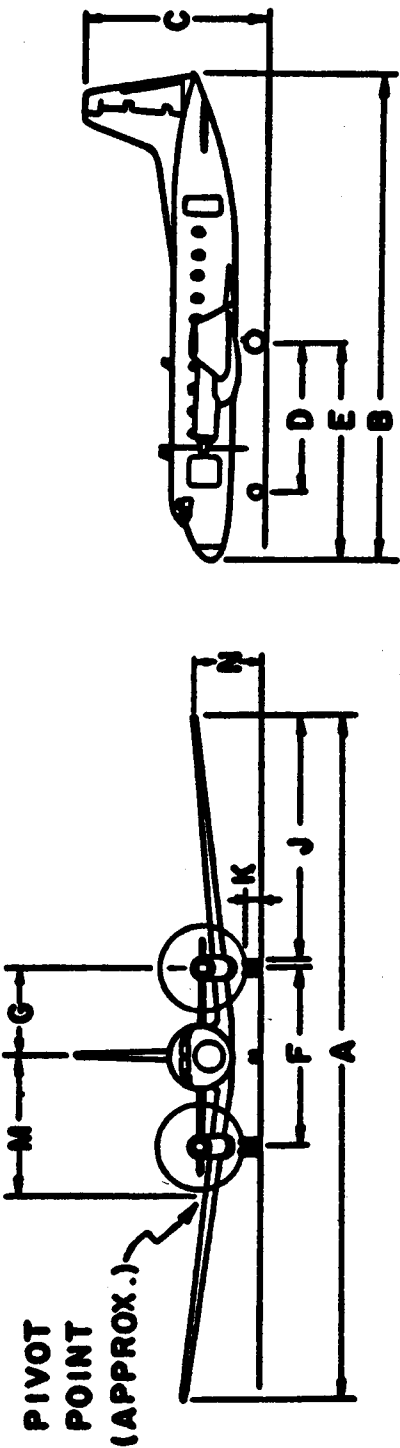


Figure A12-62. Hawker Siddeley HS-748

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
11-62	357,000 LB	252,000 LB	141'9"	174'4"	40'6"	80'5"		22'4"			58'0"					17.76M
	161,932 KG	114,305 KG	43.20M	53.13M	12.34M	24.57M		6.80M								

NOTE: OPTIONAL TAKEOFF WEIGHT 367,760 LB (166,813 KG).

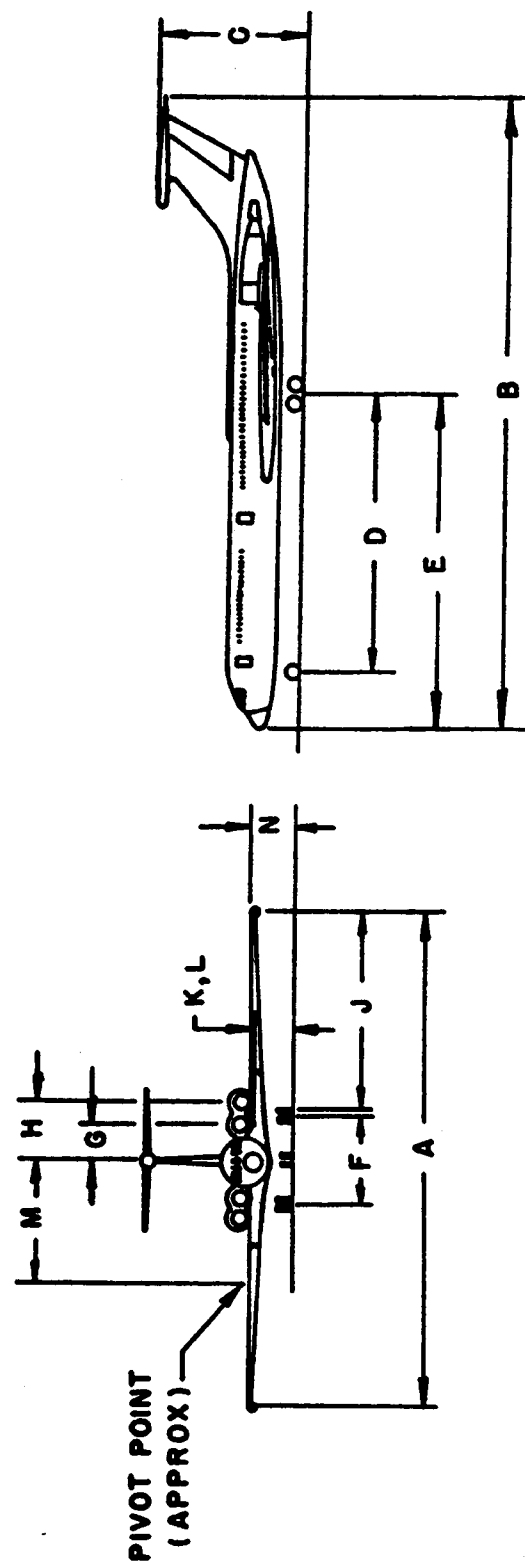


Figure A12-63. Ilyushin IL-62

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	TURN RADIUS
1121	16,800 LB 7 620 KG	16,000 LB 7 257 KG	43'4" 13.21M	50'5" 15.37M	15'9" 4.80M	23'9" 7.24M	11'2" 3.40M	3'4" 1.02M	3'4" 1.02M	15'9" 4.80M	5'2" 1.60M	23'8" 7.21M	4'11" 1.50M	45'5" 13.64M
1123	20,500 LB 9 299 KG	19,000 LB 8 618 KG	43'4" 13.21M	52'3" 15.93M	15'9" 4.80M	23'9" 7.24M	12'0" 3.66M	3'4" 1.02M	3'4" 1.02M	15'9" 4.80M	5'2" 1.60M			
1124	22,850 LB 10 365 KG	19,000 LB 8 618 KG	44'10" 13.67M	52'3" 15.93M	15'10" 4.83M	25'7" 7.80M	11'0" 3.35M	4'2" 1.27M	4'2" 1.27M	16'10" 5.13M	4'3" 1.30M	4'0" 1.22M	4'0" 1.22M	
1124A	23,500 LB 10 659 KG	19,000 LB 8 618 KG	44'10" 13.67M	52'3" 15.93M	15'10" 4.83M	25'7" 7.80M	11'0" 3.35M	4'2" 1.27M	4'2" 1.27M	16'10" 5.13M	4'3" 1.30M			
1125	23,500 LB 10 659 KG	20,700 LB 9 389 KG	52'8" 16.05M	55'7" 16.94M	18'2" 5.54M	24'1" 7.34M	30'9" 9.37M	9'1" 2.77M	4'4" 1.32M	21'1" 6.43M	7'0" 2.13M			

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

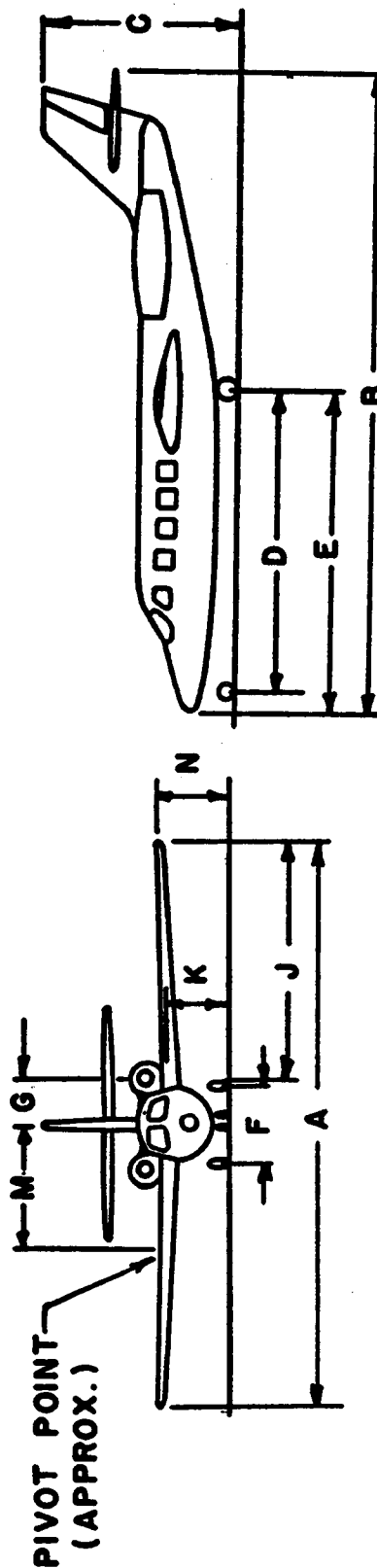


Figure A12-64. Israel Aircraft Industries Westwind

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	69,500 LB	123'0"	95'2"	22'5"	33'0"	39'3"	28'0"	14'0"	29'10"	45'5"	1'9"	3'11"	31'1"	15'11"	92'7"
	48 534 KG	40 597 KG	37.49M	29.01M	6.83M	10.06M	11.96M	8.53M	4.27M	9.09M	13.64M	0.53M	1.19M	9.47M	4.85M	28.22M
1049	120,000 LB	101,500 LB	123'0"	113'7"	24'10"	43'7"	49'11"	28'0"	14'0"	29'10"	45'5"	1'9"	3'11"	26'0"	16'3"	87'6"
	54 431 KG	46 040 KG	37.49M	34.62M	7.57M	13.28M	15.21M	8.53M	4.27M	9.09M	13.64M	0.53M	1.19M	7.92M	4.95M	20.07M
1649A	160,000 LB	123,000 LB	150'0"	116'2"	23'5"	45'7"	54'4"	38'5"	19'2"	37'4"	53'10"	1'5"	3'7"	28'4"	16'11"	103'5"
	72 575 KG	55 792 KG	45.72M	35.41M	7.14M	13.89M	16.56M	11.71M	5.84M	11.38M	16.41M	0.44M	1.09M	8.64M	5.16M	32.13M

NOTE: MODEL 1049C HAS MAXIMUM (TAKEOFF) WEIGHT OF 137,500 LB (62 369 KG).
113,000 LB (51 256 KG).

PIVOT POINT
(APPROX.)

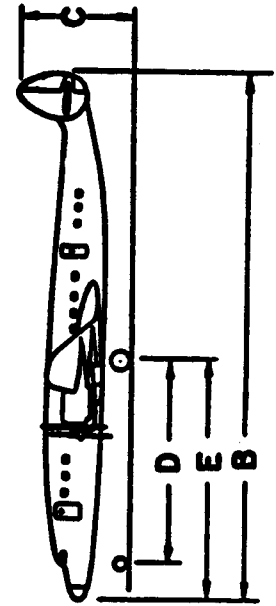
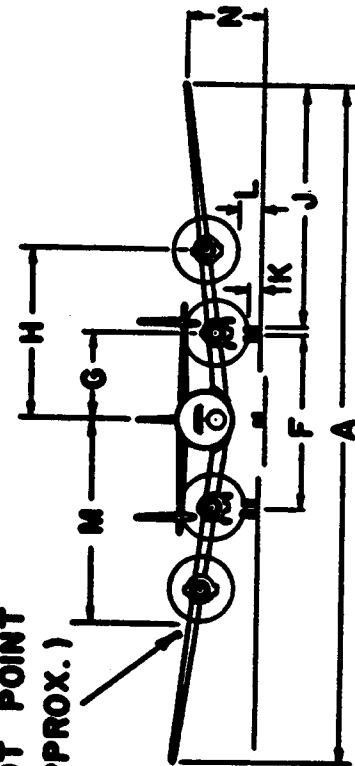


Figure A12-65. Lockheed Constellation and Super Constellation

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	TURN RADIUS
C-5B	769,000 LB 348 813 KG	635,850 LB 288 417 KG	222'8"	247'10"	65'1"	82'1"	116'11"	37'5"	39'8"	61'11"	92'8"	10'9"	7'11"	13'7"	162'6"
			67.87N	75.54N	19.84M	25.02M	35.64M	11.40M	12.09M	18.87N	28.25M	3.28M	2.41M	4.14M	49.53M

NOTE: OPTIONAL TAKEOFF WEIGHT 837,000 LB (379 637 KG).

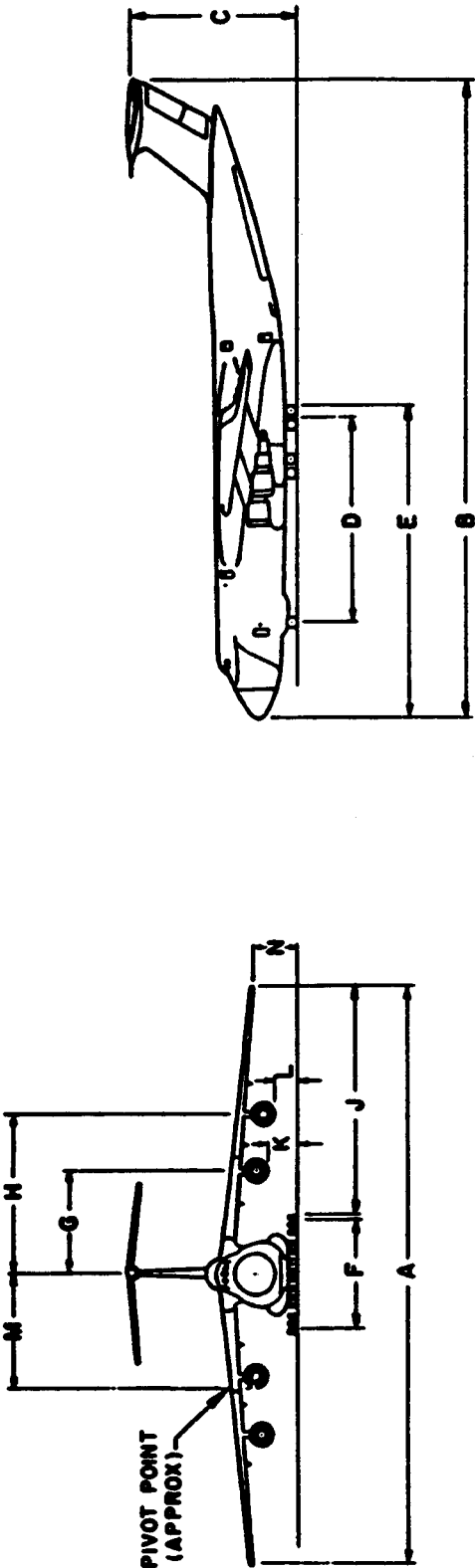


Figure A12-66. Lockheed C-5B Galaxy

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
C-141A	316,600 LB	316,100 LB	159'11"	145'0"	39'4"	55'0"	60'7"	17'6"	23'9"	38'4"	70'0"	3'11"	3'4"	10'0"	6'0"	92'0"
	143,607 KG	143,381 KG	48.74M	44.19M	11.99M	16.76M	18.46M	5.34M	7.24M	11.68M	21.34M	1.19M	1.01M	3.05M	1.83M	28.04M
C-141B	342,000 LB		159'11"	168'4"	39'4"											
	155,582 KG		48.74M	51.31M	11.99M											

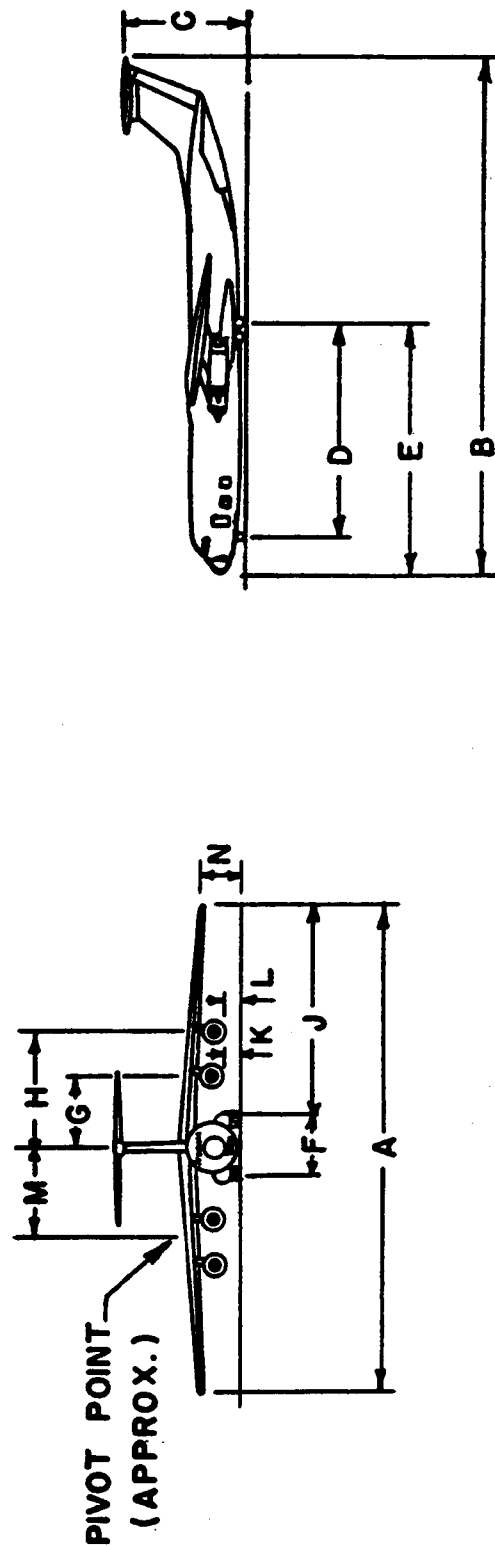


Figure A12-67. Lockheed C-141 Starlifter

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
L-188	116,000 LB 52,617 KG	95,650 LB 43,386 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

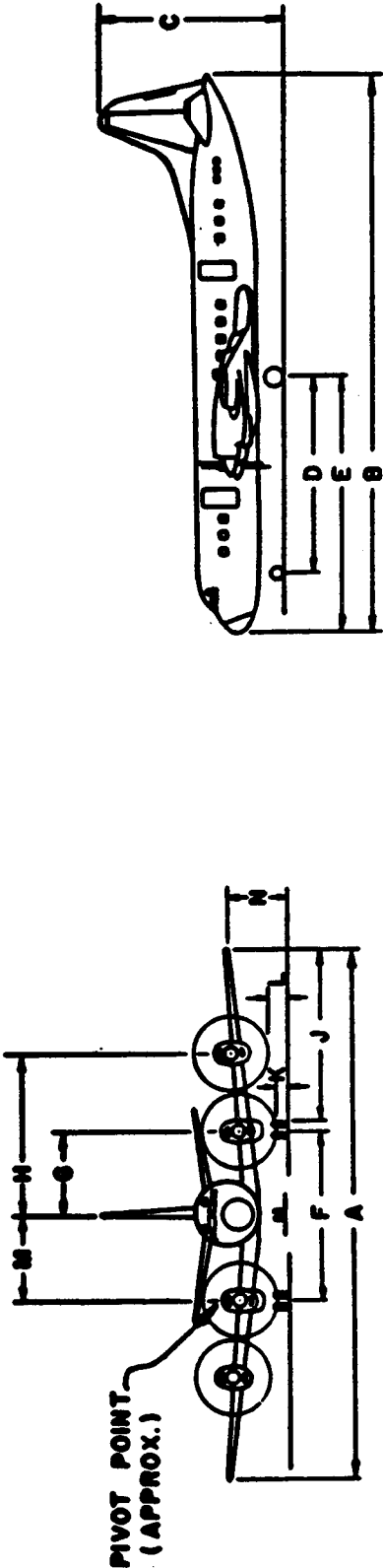


Figure A12-68. Lockheed L-188 Electra II

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
L-100-20	155,000 LB 70 307 KG	130,000 LB 58 967 KG	132'7"	106'1"	39'4"	37'1"	48'7"	14'3"	16'9"	33'4"	57'5"	5'11"	6'11"	12'0"	15'4"	88'0"
			40.41M	32.33M	11.94M	11.30M	14.80M	4.34M	5.11M	10.16M	17.50M	1.80M	2.11M	3.65M	4.67M	26.82M
L-100-30	155,000 LB 70 307 KG	135,000 LB 61 235 KG	132'7"	112'9"	39'2"	40'5"	51'11"	14'3"	16'9"	33'4"	57'5"	5'11"	6'11"	14'0"	15'3"	90'0"
			40.41M	34.36M	11.93M	12.31M	15.81M	4.34M	5.11M	10.16M	17.50M	1.80M	2.11M	4.27M	4.64M	27.43M
C-130H	175,000 LB 79 379 KG	155,000 LB 70 307 KG	132'7"	97'9"	39'5"	32'1"	43'7"	14'3"	16'9"	33'4"	58'4"	5'8"		13'8"	13'8"	85'0"
			40.41M	29.79M	12.01M	9.78M	13.28M	4.34M	5.11M	10.16M	17.78M	1.73M		4.17M	4.17M	25.91M

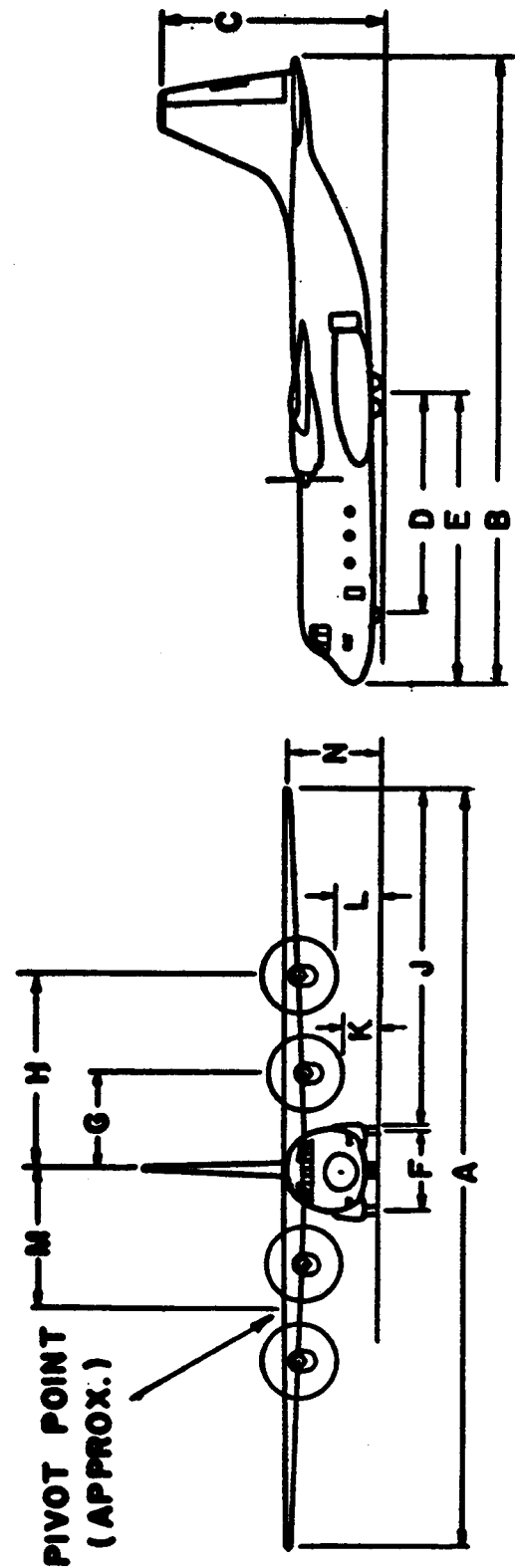


Figure A12-69. Lockheed L-100 Hercules

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

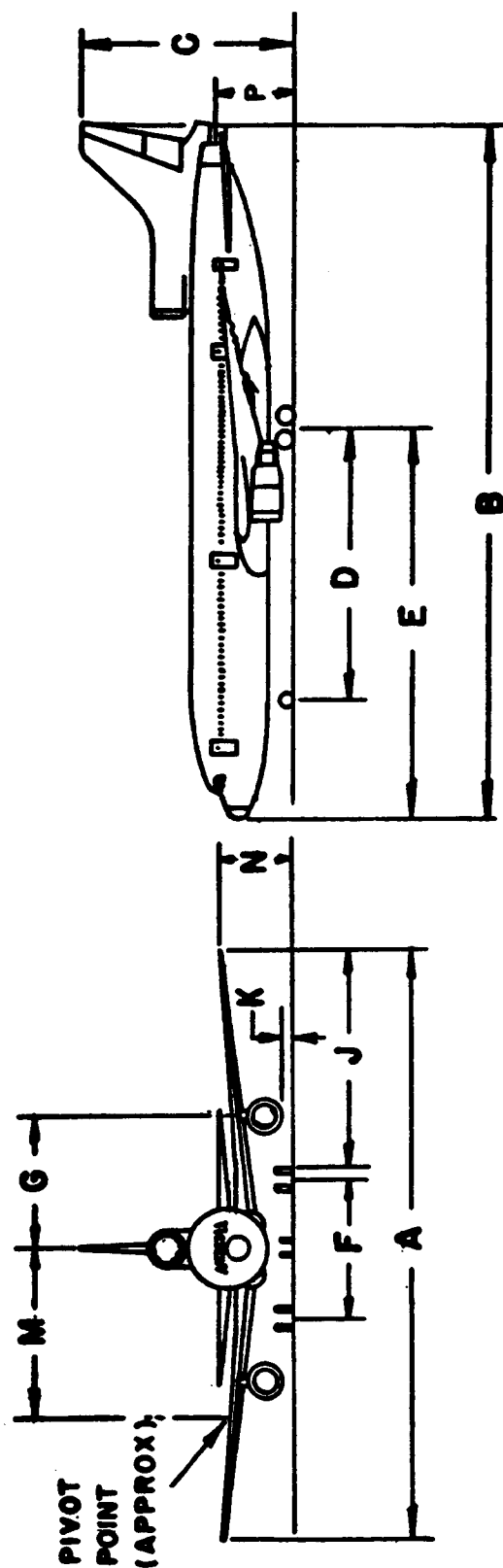


Figure A12-70. Lockheed L-1011 Tristar

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
1329	42,000 LB 19 501 KG	35,000 LB 15 876 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" 13.21M
JETSTAR II HAS OPTIONAL MAXIMUM (TAKEOFF) WEIGHT OF 43,750 LB (19 845 KG). (LANDING) 36,000 LB (16 329 KG).																

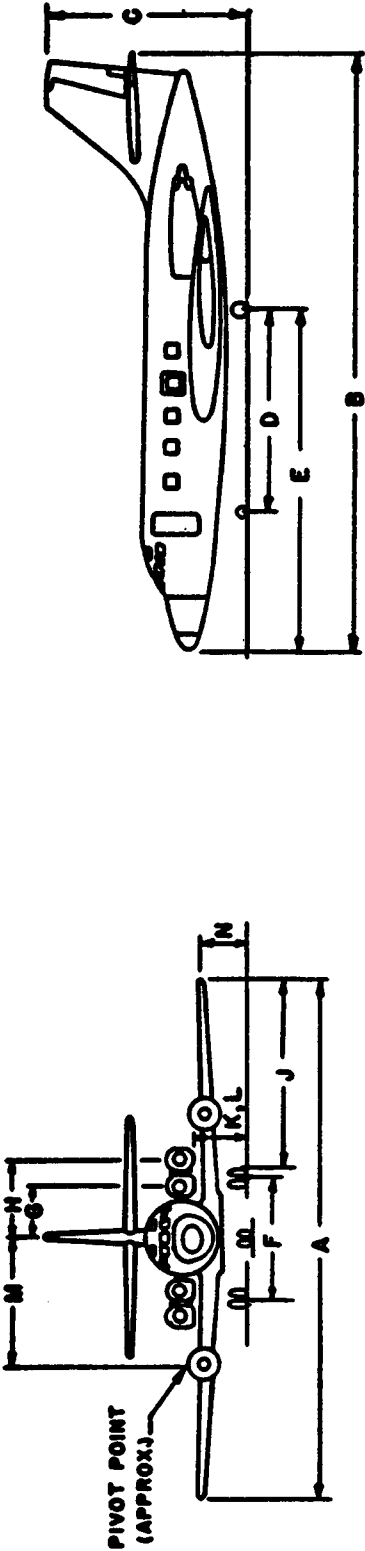


Figure A12-71. Lockheed L-1329 Jetstar

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
404	44,900 LB 20,366 KG	43,000 LB 19,504 KG	93'4" 28.45M	74'7" 22.73M	28'8" 8.24M	22'5" 6.83M	32'3" 9.83M	25'0" 7.62M	12'6" 3.81M	32'8" 9.96M	0'11" 0.28M	12'6" 3.81M	12'6" 3.81M	59'2" 18.03M

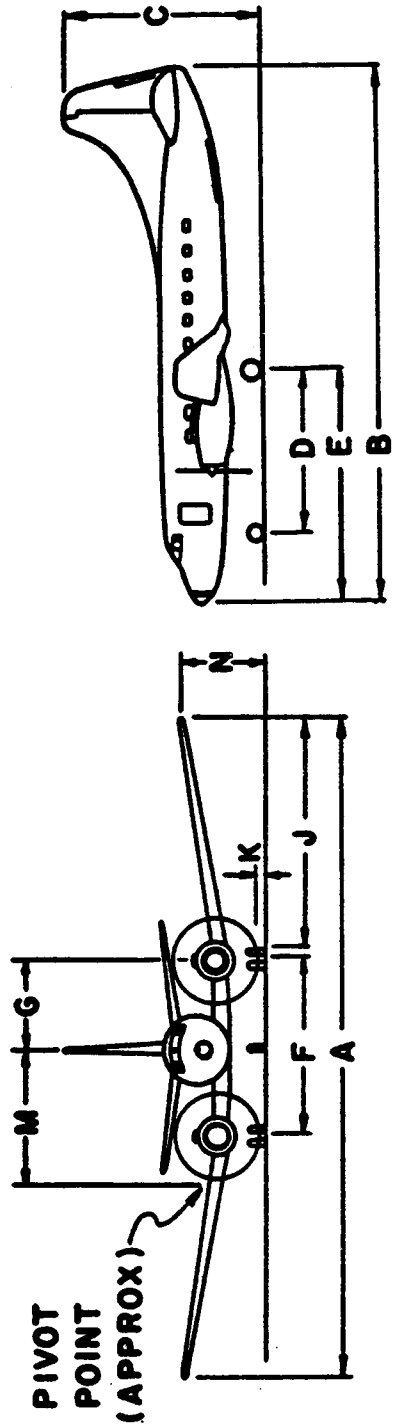


Figure A12-72. Martin 404

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
20, 30, 40	315,000 LB 142,884 KG	207,000 LB 93,895 KG	142'5"	150'9"	43'4"	57'6"	73'5"	20'10"	25'9"	44'7"	58'10"	4'0"	5'5"	21'1"	15'3"	96'10"
			43.41M	45.95M	13.21M	17.53M	22.38M	6.35M	7.85M	13.59M	17.93M	1.22M	1.63M	6.43M	4.65M	29.51M
55	325,000 LB 147,420 KG	217,000 LB 98,431 KG	142'5"	150'9"	43'4"	57'6"	73'5"	20'10"	25'9"	44'7"	58'10"	3'1"	4'7"	21'1"	15'3"	96'10"
			43.41M	45.95M	13.21M	17.53M	22.38M	6.35M	7.85M	13.59M	17.93M	0.94M	1.40M	6.43M	4.65M	29.51M
55F	325,000 LB 147,420 KG	240,000 LB 108,864 KG	142'5"	150'9"	43'4"	57'6"	73'5"	20'10"	25'9"	44'7"	58'10"	3'1"	4'7"	21'1"	15'3"	96'10"
			43.41M	45.95M	13.21M	17.53M	22.38M	6.35M	7.85M	13.59M	17.93M	0.94M	1.40M	6.43M	4.65M	29.51M
61	325,000 LB 147,420 KG	240,000 LB 108,864 KG	142'5"	187'5"	43'0"	77'6"	93'5"	20'10"	25'9"	44'7"	58'10"	3'3"	4'7"	27'0"	15'1"	106'11"
71			43.41M	57.12M	13.11M	23.62M	28.47M	6.35M	7.85M	13.59M	17.93M	0.99M	1.40M	8.23M	4.60M	32.59M
61F	328,000 LB 148,781 KG	258,000 LB 117,029 KG	142'5"	187'5"	43'0"	77'6"	93'5"	20'10"	25'9"	44'7"	58'10"	3'3"	4'7"	27'0"	15'1"	106'11"
71CF			43.41M	57.12M	13.11M	23.62M	28.47M	6.35M	7.85M	13.59M	17.93M	0.99M	1.40M	8.23M	4.60M	32.59M
62, 72, 72AF	350,000 LB 158,760 KG	240,000 LB 108,864 KG	148'5"	157'6"	43'5"	60'10"	76'9"	20'10"	25'9"	44'7"	61'8"	2'7"	4'2"	39'4"	15'6"	116'5"
			45.24M	48.00M	13.23M	18.54M	23.39M	6.35M	7.85M	13.59M	18.80M	0.79M	1.27M	11.99M	4.72M	35.48M
62F	350,000 LB 158,760 KG	250,000 LB 113,400 KG	148'5"	157'6"	43'5"	60'10"	76'9"	20'10"	25'9"	44'7"	61'8"	2'7"	4'2"	39'4"	15'6"	116'5"
72CF			45.24M	48.00M	13.23M	18.54M	23.39M	6.35M	7.85M	13.59M	18.80M	0.79M	1.27M	11.99M	4.72M	35.48M
63	355,000 LB 161,028 KG	258,000 LB 117,029 KG	148'5"	187'5"	43'0"	77'6"	93'5"	20'10"	25'9"	44'7"	61'8"	2'7"	4'2"	38'10"	15'4"	116'1"
73			45.24M	57.12M	13.11M	23.62M	28.47M	6.35M	7.85M	13.59M	18.80M	0.79M	1.27M	11.84M	4.67M	35.38M
63F, 73CF	355,000 LB 161,028 KG	275,000 LB 124,740 KG	148'5"	187'5"	43'0"	77'6"	93'5"	20'10"	25'9"	44'7"	61'8"	2'7"	4'2"	38'10"	15'4"	116'1"
73AF			45.24M	57.12M	13.11M	23.62M	28.47M	6.35M	7.85M	13.59M	18.80M	0.79M	1.27M	11.84M	4.67M	35.38M

NOTE: REDUCE MACELLE CLEARANCE DIMENSION (K AND L) BY 10 INCHES (0.25M)
FOR DC-8-70 SERIES AIRCRAFT.

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:

72 335,000 LB (151,953 KG) MAXIMUM TAKEOFF WEIGHT.
240,000 LB (108,864 KG) MAXIMUM LANDING WEIGHT.

72AF 335,000 LB (151,953 KG) MAXIMUM TAKEOFF WEIGHT.
250,000 LB (113,400 KG) MAXIMUM LANDING WEIGHT.

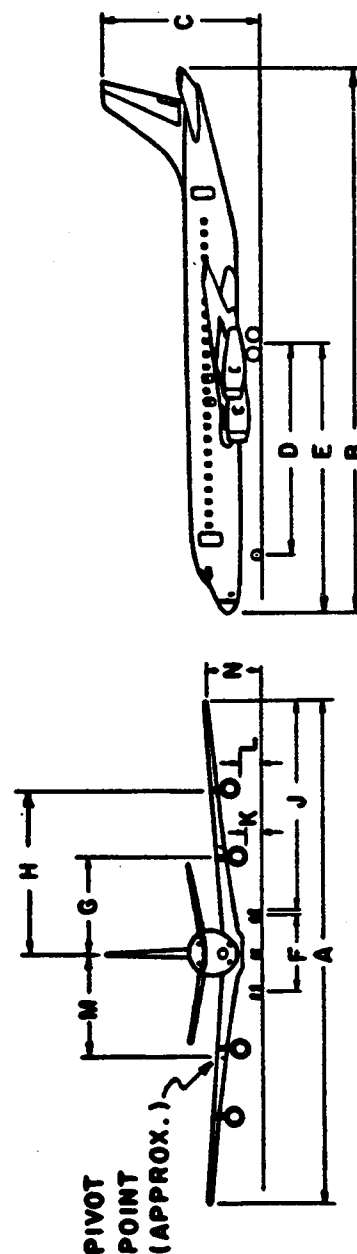


Figure A12-73. McDonnell-Douglas DC-8

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
15	90,700 LB 41 141 KG	81,700 LB 37 058 KG	89'5" 27.25M	104'5" 31.83M	27'7" 8.41M	43'8" 13.31M	51'4" 15.64M	16'4" 4.98M	8'11" 2.72M	35'0" 10.67M	6'5" 1.96M	8'6" 2.59M	7'2" 2.18M	59'7" 18.16M
15F	90,700 LB 41 141 KG	81,700 LB 37 058 KG	89'5" 27.25M	104'5" 31.83M	27'7" 8.41M	43'8" 13.31M	51'4" 15.64M	16'4" 4.98M	8'11" 2.72M	35'0" 10.67M	6'5" 1.96M	8'6" 2.59M	7'2" 2.18M	59'7" 18.16M
21	98,000 LB 44 452 KG	95,300 LB 43 227 KG	93'4" 28.45M	104'5" 31.83M	27'5" 8.36M	43'8" 13.31M	51'4" 15.64M	16'4" 4.98M	8'11" 2.72M	36'10" 11.23M	6'5" 1.96M	8'6" 2.59M	7'3" 2.21M	59'6" 18.14M
32	110,000 LB 49 895 KG	99,000 LB 44 906 KG	93'4" 28.45M	119'4" 36.37M	27'9" 8.46M	53'2" 16.21M	60'9" 18.52M	16'4" 4.98M	8'11" 2.72M	36'10" 11.23M	6'5" 1.96M	10'4" 3.15M	7'3" 2.21M	65'2" 19.86M
33F	110,000 LB 49 895 KG	99,000 LB 44 906 KG	93'4" 28.45M	119'4" 36.37M	27'9" 8.46M	53'2" 16.21M	60'9" 18.52M	16'4" 4.98M	8'11" 2.72M	36'10" 11.23M	6'5" 1.96M	10'4" 3.15M	7'3" 2.21M	65'2" 19.86M
41	114,000 LB 51 710 KG	102,000 LB 46 266 KG	93'4" 28.45M	125'7" 38.28M	28'5" 8.66M	56'2" 17.12M	63'8" 19.41M	16'0" 4.88M	8'11" 2.72M	37'0" 11.28M	6'11" 2.11M	10'11" 3.33M	7'2" 2.18M	68'6" 20.88M
51	121,000 LB 54 885 KG	110,000 LB 49 895 KG	93'4" 28.45M	133'7" 40.72M	28'9" 8.76M	60'11" 18.57M	68'6" 20.88M	16'0" 4.88M	8'11" 2.72M	37'0" 11.28M	6'10" 2.08M	11'10" 3.61M	7'1" 2.16M	71'10" 21.89M
81, 82, 83, 88	SEE NOTE	SEE NOTE	107'10" 32.87M	147'10" 45.06M	30'3" 9.22M	72'5" 22.07M	80'0" 24.38M	16'8" 5.08M	8'11" 2.72M	43'9" 13.34M	7'6" 2.29M	14'0" 4.27M	8'7" 2.62M	81'2" 24.74M
87	SEE NOTE	SEE NOTE	107'10" 32.87M	130'5" 39.75M	31'2" 9.50M	62'11" 19.18M	70'6" 21.49M	16'8" 5.08M	8'11" 2.72M	43'9" 13.34M	7'6" 2.29M	12'2" 3.71M	8'8" 2.64M	71'7" 21.82M

NOTE: TAKEOFF AND LANDING WEIGHTS:

81	140,000 LB (63 503 KG) MAXIMUM TAKEOFF WEIGHT. 128,000 LB (58 060 KG) MAXIMUM LANDING WEIGHT.	86	149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT. 130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT.
82	149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT. 130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT.	87	149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT. 130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT.
83	160,000 LB (72 575 KG) MAXIMUM TAKEOFF WEIGHT. 139,500 LB (63 276 KG) MAXIMUM LANDING WEIGHT.	87	140,000 LB (63 503 KG) MAXIMUM TAKEOFF WEIGHT. 128,000 LB (58 060 KG) MAXIMUM LANDING WEIGHT.

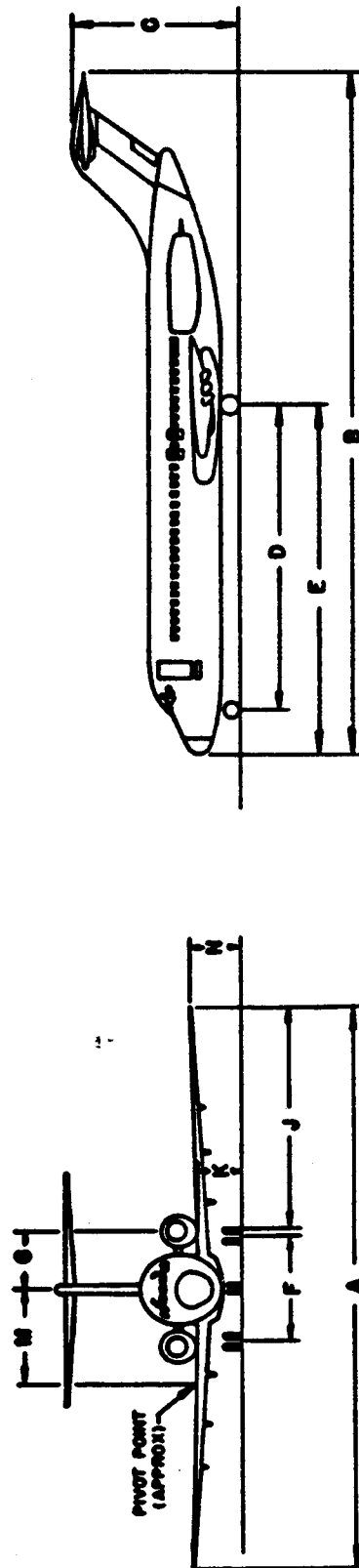


Figure A12-74. McDonnell-Douglas DC-9 and MD-80

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
10	443,000 LB	363,500 LB	155'4"	182'3"	58'5"	72'5"	100'4"	35'0"	26'10"	57'1"	2'9"	39'0"	14'5"	29'7"	121'8"
	200 941 KG	164 881 KG	47.35M	55.55M	17.81M	22.07M	30.58M	10.67M	8.18M	17.40M	0.84M	11.69M	4.32M	9.02M	37.08M
30	590,000 LB	411,000 LB	165'4"	181'7"	58'7"	72'5"	100'4"	35'0"	26'10"	62'1"	2'10"	37'2"	14'4"	29'6"	125'4"
	267 620 KG	186 426 KG	50.39M	55.35M	17.86M	22.07M	30.58M	10.67M	8.18M	18.92M	0.86M	11.33M	4.37M	8.99M	38.20M
40	535,000 LB	403,000 LB	165'4"	182'3"	58'7"	72'5"	100'4"	35'0"	26'10"	62'1"	2'10"	37'2"	14'4"	29'6"	125'4"
	251 744 KG	182 798 KG	50.39M	55.55M	17.86M	22.07M	30.58M	10.67M	8.18M	18.92M	0.86M	11.33M	4.37M	8.99M	38.20M
KC-10A	590,000 LB	426,000 LB	165'4"	181'7"	58'7"	72'5"	100'4"	35'0"	26'10"	62'1"	2'10"	37'2"	14'4"	29'6"	125'4"
	267 620 KG	197 766 KG	50.39M	55.35M	17.86M	22.07M	30.58M	10.67M	8.18M	18.92M	0.86M	11.33M	4.37M	8.99M	38.20M

NOTE: TAKEOFF AND LANDING WEIGHTS:

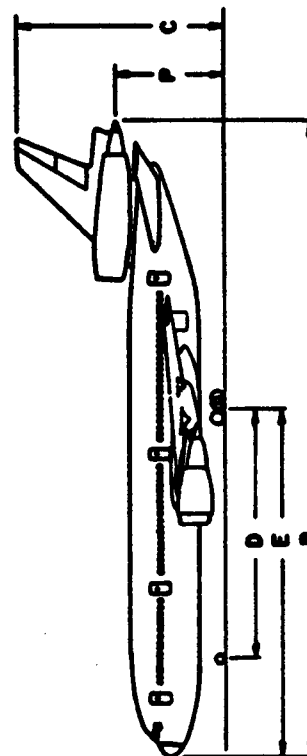
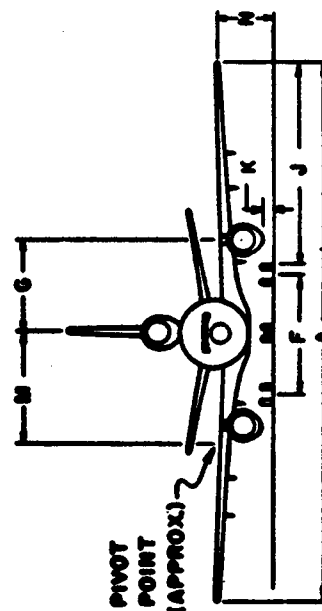
10CF 440,000 LB (199 581 KG) MAXIMUM TAKEOFF WEIGHT.
363,500 LB (164 881 KG) MAXIMUM LANDING WEIGHT.15 455,000 LB (206 384 KG) MAXIMUM TAKEOFF WEIGHT.
363,500 LB (164 881 KG) MAXIMUM LANDING WEIGHT.DC-10-10CF HAS SAME DIMENSIONS AS MODEL 10.
DC-10-15 HAS SAME DIMENSIONS AS MODEL 10.
DC-10-30CF HAS SAME DIMENSIONS AS MODEL 30.

Figure A12-75. McDonnell-Douglas DC-10

	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	M	P	TURN RADIUS
11	602,500 LB 273 289 KG	430,000 LB 195 045 KG	169'10" 51.77M	SEE NOTE	57'9" 17.60M	80'9" 24.61M	108'9" 33.15M	35'0" 10.67M	26'10" 8.18M	64'4" 19.61M	3'1" 0.94M	29'7" 9.02M	SEE NOTE	29'2" 8.89M	135'8" 41.35M
11	602,500 LB 273 289 KG	438,000 LB 207 745 KG	169'10" 51.77M	SEE NOTE	57'9" 17.60M	80'9" 24.61M	108'9" 33.15M	35'0" 10.67M	26'10" 8.18M	64'4" 19.61M	3'1" 0.94M	29'7" 9.02M	SEE NOTE	29'2" 8.89M	135'8" 41.35M
COMBI															
11F	602,500 LB 273 289 KG	471,500 LB 213 869 KG	169'10" 51.77M	SEE NOTE	57'9" 17.60M	80'9" 24.61M	108'9" 33.15M	35'0" 10.67M	26'10" 8.18M	64'4" 19.61M	3'1" 0.94M	29'7" 9.02M	SEE NOTE	29'2" 8.89M	135'8" 41.35M

NOTE: OPTIONAL MAXIMUM TAKEOFF WEIGHT: 605,500 LB (274 650 KG).

"B" 201' 4" (61.37M) WITH CF6-802CD1F ENGINES.

"B" 200' 11" (61.24M) WITH PW 4360 ENGINES.

"N" TOP OF WINGLET 23'5" (7.14M).

"M" BOTTOM OF WINGLET 13'9" (4.19M).

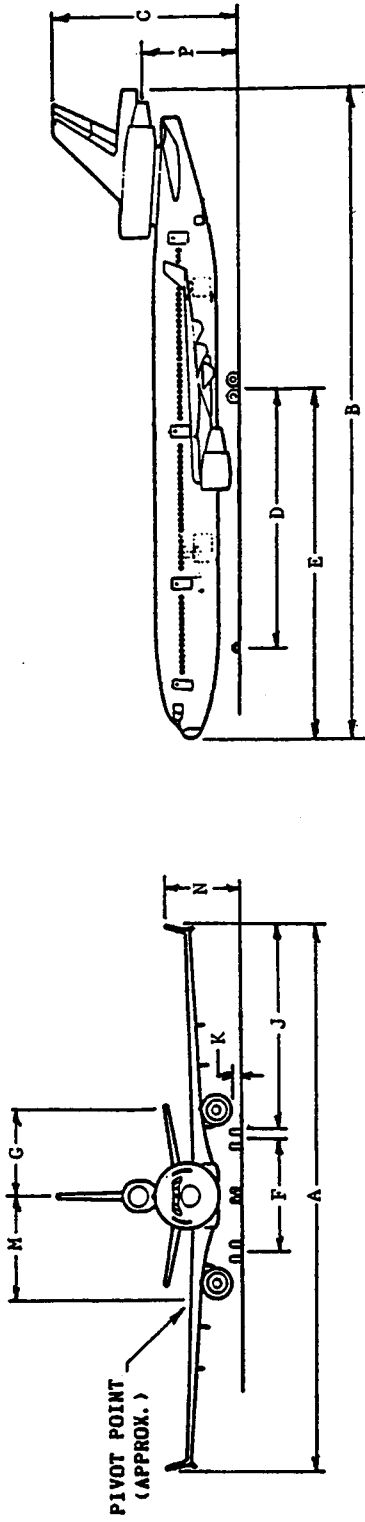


Figure A12-76. McDonnell-Douglas MD-11

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
MU-2N	11,575 LB	10,260 LB	39'2"	39'6"	13'8"	14'5"	7'11"	7	
MARQUISE	5 250 KG	4 654 KG	11.94M	12.04M	4.17M	4.39M	2.41M		
MU-2P	10,470 LB		39'2"	33'3"	12'11"			9	
SOLITAIRE	4 749 KG		11.94M	10.13M	3.94M				

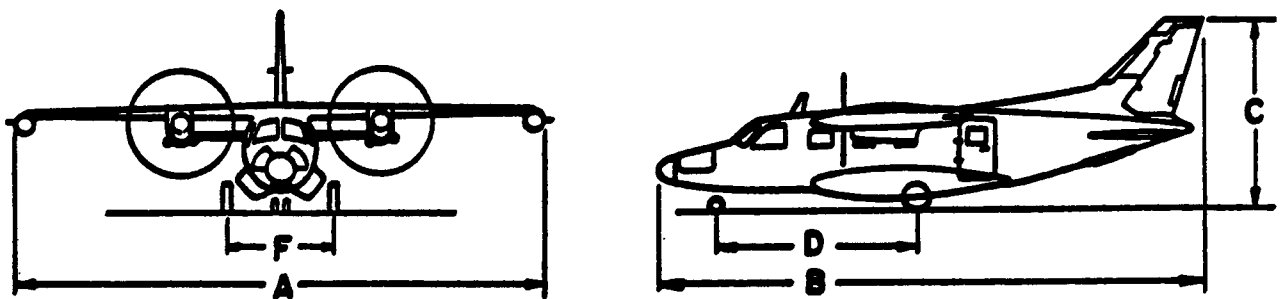


Figure A12-77. Mitsubishi MU-2

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	TURN RADIUS
YS-11A	54,010 LB 24 499KG	52,910 LB 24 000 KG	105'0" 32.00M	86'4" 26.31M	29'6" 8.99M	31'3" 9.53M		28'3" 8.61M		37'8" 11.38M			

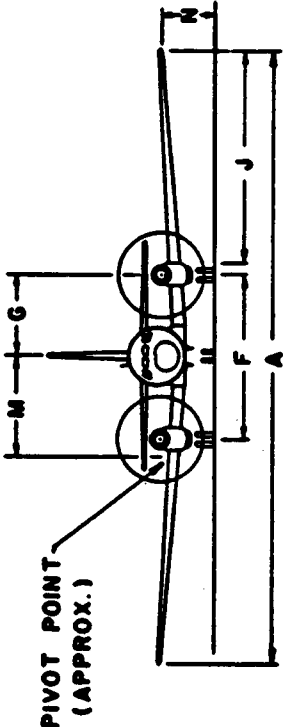
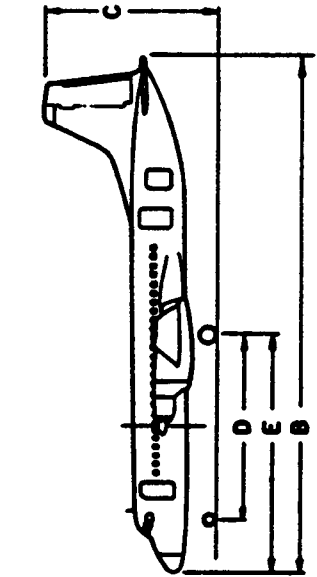


Figure A12-78. Nihon/N.A.M.C. YS-11A

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
40	18,650 LB	17,500 LB	44'6"	43'9"	16'0"	14'6"	22'9"	7'3"	4'6"	18'4"	3'10"	17'8"	3'8"	43'6"
	8 459 KG	7 938 KG	13.56M	13.34M	4.88M	4.42M	6.93M	2.21M	1.37M	5.59M	1.16M	5.38M	1.12M	13.26M
60	20,000 LB	17,500 LB	44'6"	48'4"	16'0"	15'11"	24'1"	7'3"	4'6"	18'4"	3'10"		3'8"	
	9 072 KG	7 938 KG	13.56M	14.73M	4.88M	4.85M	7.34M	2.21M	1.37M	5.59M	1.16M		1.12M	
70, 75A	21,000 LB	18,500 LB	44'6"	47'2"	17'3"	15'10"		8'4"	4'6"		3'6"	3'7"		
	9 525 KG	8 391 KG	13.56M	14.40M	5.24M	4.81M		2.54M	1.37M		1.05M	1.08M		

NOTE: MODEL 75A HAS MAXIMUM (TAKEOFF) WEIGHT OF 23,300 LB (10 569 KG).
22,000 LB (9 979 KG).
(LANDING)

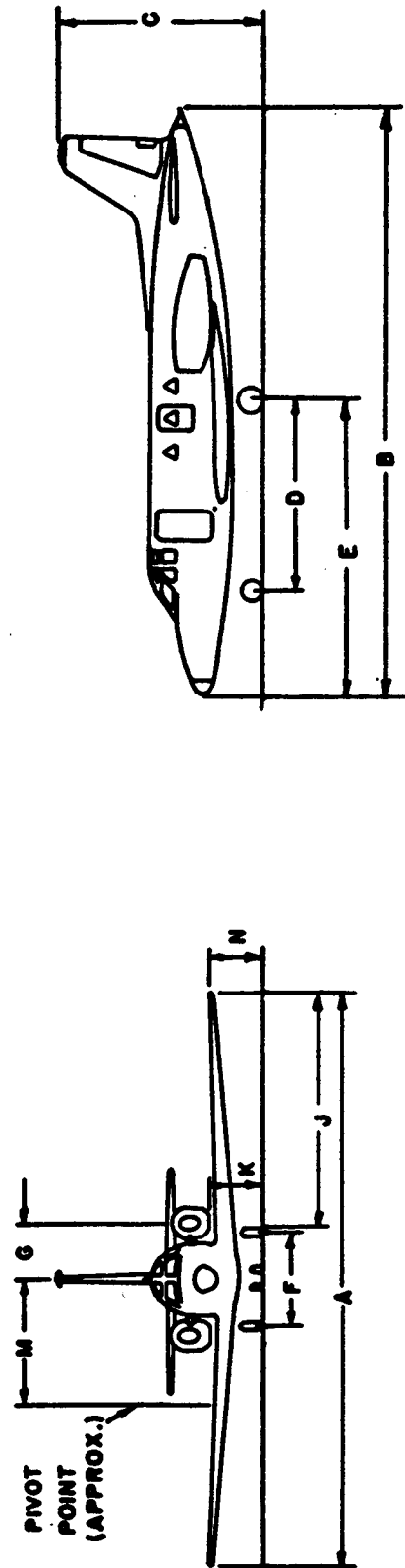


Figure A12-79. Rockwell International NA-265 Sabreliner

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
SF 340	27,275 LB 12,372 KG	26,500 LB 12,020 KG	70'4" 21.44M	64'8" 19.71M	22'6" 6.86M	23'5" 7.14M	30'0" 9.14M	22'0" 6.71M	10'10" 3.30M	23'3" 7.09M	1'11" 0.58M	18'8" 5.69M	8'4" 2.54M	

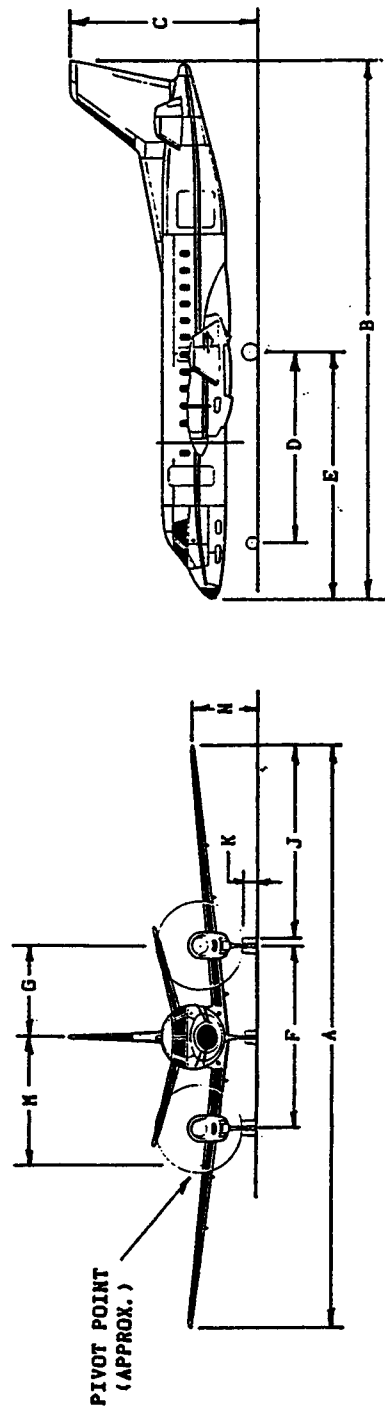


Figure A12-80. SAAB SF 340

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

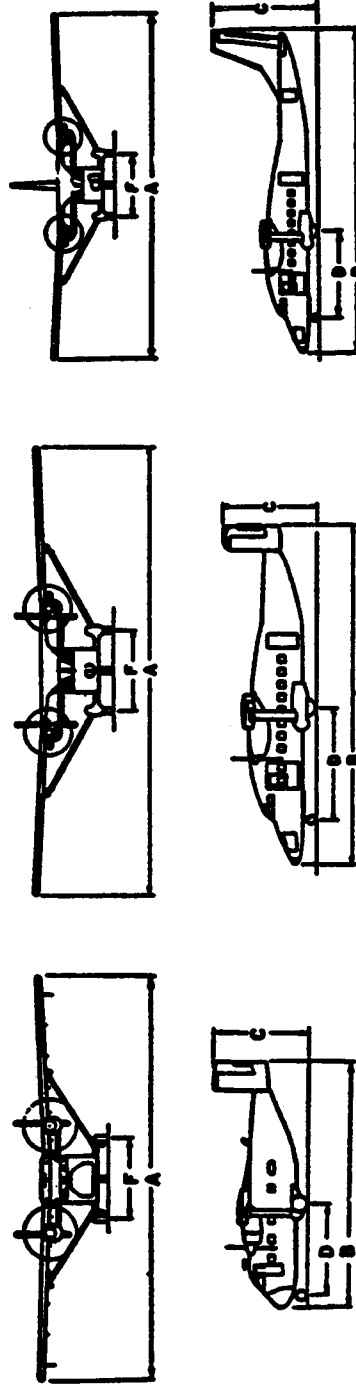


Figure A12-81. Short Brothers

SC.7-3M

330

360

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
BELFAST	230,000 LB 104 326 KG	215,000 LB 97 522 KG	158'10" 48.41M	136'5" 41.58M	47'0" 14.33M	48'11" 14.66M		19'4" 5.89M								

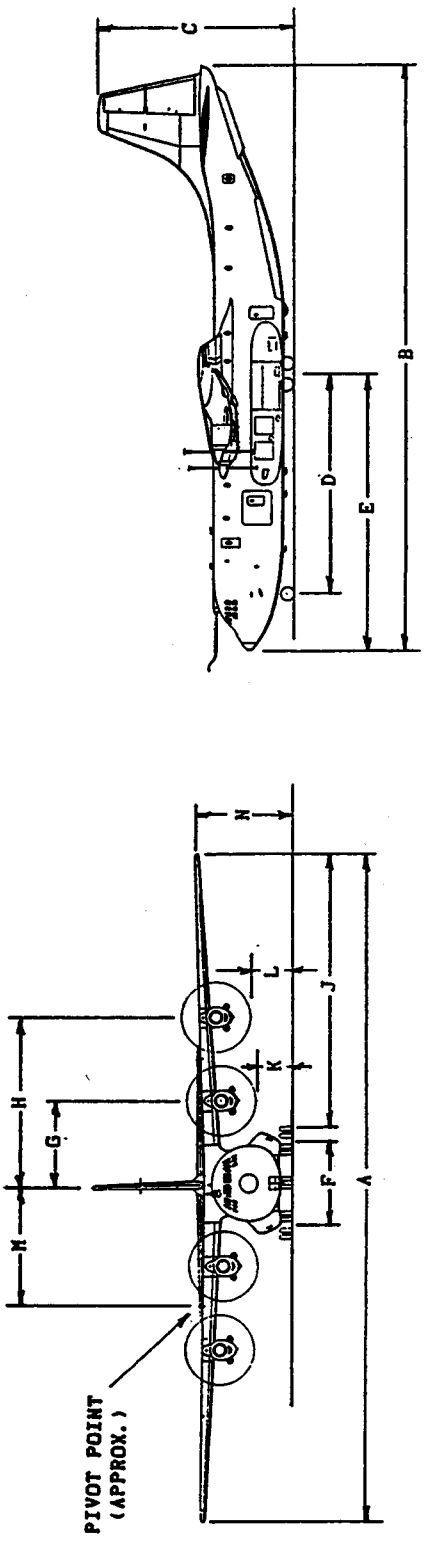


Figure A12-82. Shorts SC. 5/10 Belfast

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
IIB	10,000 LB	9,300 LB	45'11"	40'1"	14'4"		15'0"	8	4.57M
	4 536 KG	4 218 KG	14.00M	12.22M	4.36M		4.57M		
III	12,500 LB	11,500 LB	46'3"	42'2"	16'8"		15'0"	8	4.57M
	5 670 KG	5 216 KG	14.10M	12.85M	5.08M		4.57M		
IV	12,500 LB	11,500 LB	46'3"	59'5"	16'8"	19'2"	15'0"	12	4.57M
	5 670 KG	5 216 KG	14.10M	18.11M	5.08M	5.84M	4.57M		
IVC	14,500 LB	14,000 LB	57'0"	59'5"	16'8"			12	
	6 577 KG	6 350 KG	17.37M	18.11M	5.08M				

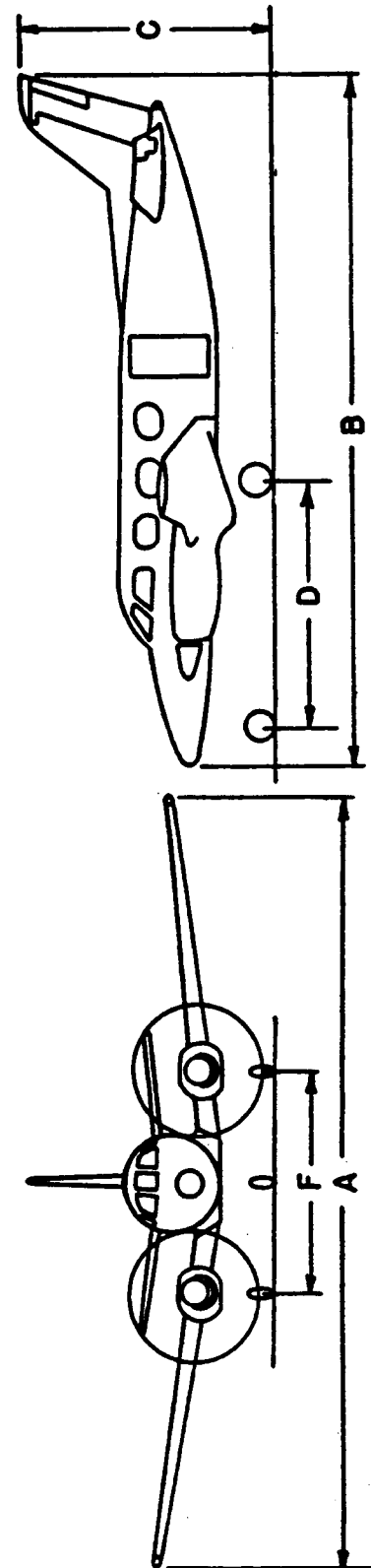


Figure A12-83. Swearingen Merlin

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	NUMBER SEATS	TURN RADIUS
II	12,500 LB 5 670 KG	12,500 LB 5 670 KG	46'3" 14.10M	59'5" 18.11M	16'8" 5.08M	19'2" 5.84M	15'0" 4.57M	22	
IIA	13,230 LB 6 001 KG	13,000 LB 5 897 KG	46'3" 14.10M	59'5" 18.11M	16'8" 5.08M				
III	14,500 LB 6 577 KG	14,000 LB 6 350 KG	57'0" 17.37M	59'5" 18.11M	16'8" 5.08M				
IIIH	16,000 LB 7 257 KG	15,500 LB 7 031 KG	57'0" 17.37M	59'5" 18.11M	16'8" 5.08M				
V	16,500 LB 7 484 KG	15,675 LB 7 110 KG							

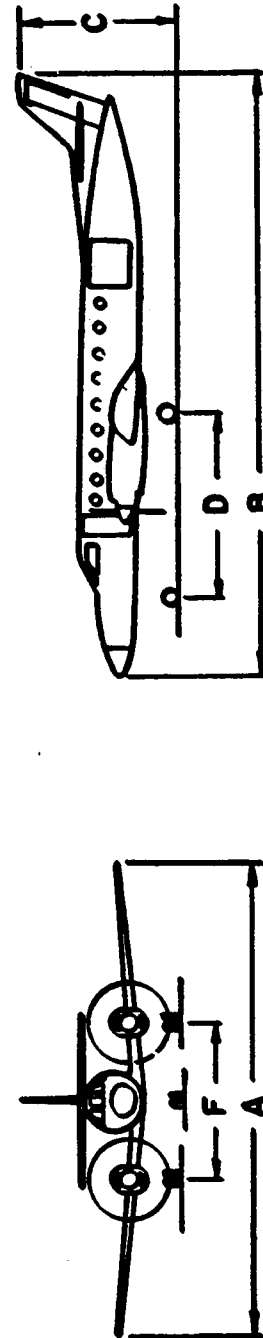


Figure A12-84. Swearingen Metro