

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
BSLLANCA	7	CITABRIA	1,650 LB	1,650 LB	33'5"	22'8"	6'8"	16'1"	6'4"	2	
			748 KG	748 KG	10.19M	6.91M	2.03M	4.90M	1.93M		
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	2,200 LB	36'0"	25'0"	6'7"			4	
			998 KG	998 KG	10.97M	7.60M	2.00M				
	180		2,800 LB	2,800 LB	36'2"	25'9"	7'9"		7'8"		
185	1 270 KG	1,270 KG	11.04M	7.85M	2.34M		2.31M				
	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					
HELIO AIRCRAFT	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		
	RST-550	HELIO STALLION	5,000 LB	5,100 LB	41'0"	39'7"	9'3"		9'8"		
		2 268 KG	2,313 KG	12.49M	11.04M	2.83M		2.96M			

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

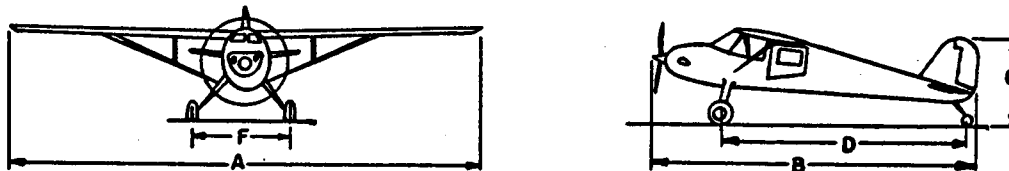


Figure A12-1. Single engine, high wing, tailwheel airplanes 8,000 lb. (3,628 Kg) or less

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	1,750 LB	35'6"	22'6"	6'10"		6'3"	3	20'8"
			794 KG	794 KG	10.80M	6.85M	2.08M	1.91M			
	PA-18	SUPER CUB	1,500 LB	1,500 LB	35'3"	22'5"	6'8"			2	20'7"
	PA-20	PACER	1,650 LB	1,650 LB	29'4"	20'5"	6'3"			4	
			748 KG	748 KG	8.90M	6.20M	1.91M				
SILVAIRE	8		1,400 LB	1,400 LB	35'0"	20'0"	6'3"		6'4"	2	
			635 KG	635 KG	10.67M	6.10M	1.91M		1.93M		
TAYLOR-CRAFT	BC-12		1,150 LB	1,150 LB	36'0"	22'0"	6'8"		6'0"	2	
			522 KG	522 KG	10.97M	6.72M	2.03M		1.83M		
UNIVAIR AIRCRAFT	108	VOYAGER	2,150 LB	2,150 LB	33'11"	24'6"	6'10"	18'7"	7'1"	4	20'6"
			975 KG	975 KG	10.34M	7.46M	2.08M	5.66M	2.16M		2.24M

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

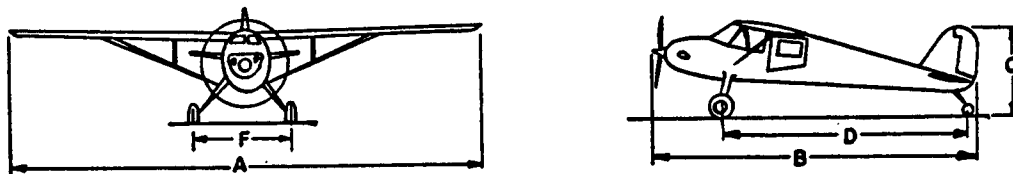


Figure A12-2. Single engine, high wing, tailwheel airplanes 8,000 lb. (3,628 Kg) or less (cont'd)

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	
PIPER	162	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	
PIPER	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

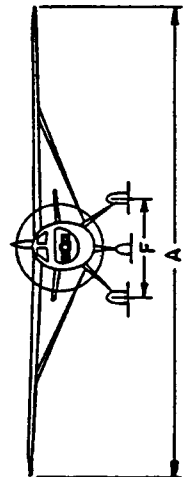
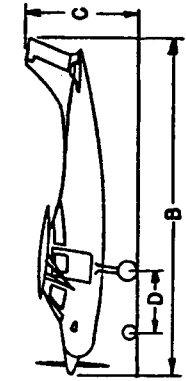


Figure A12-3. Single engine, high wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

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	MARK 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
BELLANCA	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.

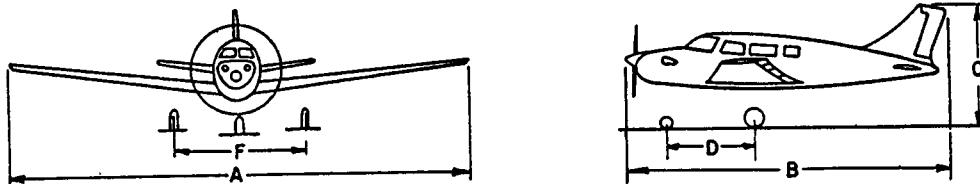


Figure A12-4. Single engine, low wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

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	

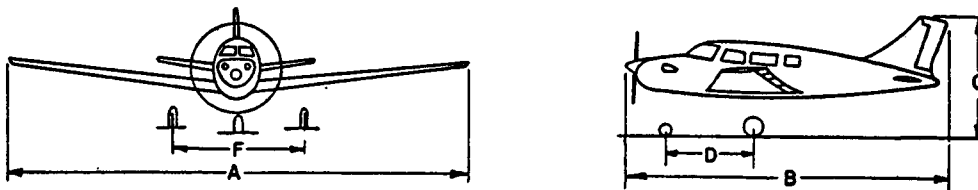


Figure A12-5. Single engine, low wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less (cont'd)

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 3 313 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).

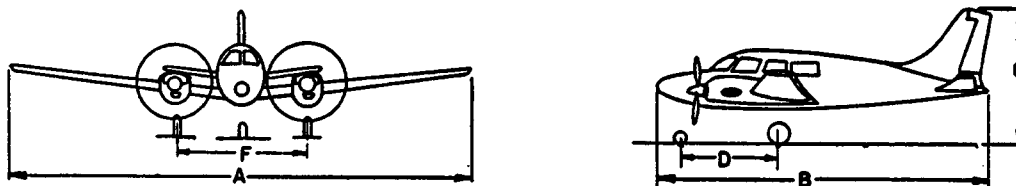


Figure A12-6. Twin engine, low or mid wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less

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	6,200 LB	39'10"	36'2"	11'8"	10'6"	14'8"	6	
			2,858 KG	2,812 KG	12.27M	11.02M	3.56M	3.20M	4.47M		
PIPER	PA-23-160	APACHE	3,800 LB	3,800 LB	37'2"	27'5"	9'6"	7'6"	11'0"	5	24'0" 7.31M
			1,724 KG	1,724 KG	11.32M	8.34M	2.87M	2.28M	3.35M		
	PA-23-250	AZTEC	4,800 LB	4,800 LB	37'0"	27'7"	10'4"	7'6"	11'4"	6	24'0" 7.31M
			2,177 KG	2,177 KG	11.27M	8.42M	3.15M	2.28M	3.45M		
	PA-30	TWIN CONNANACHE	3,600 LB	3,600 LB	36'0"	25'2"	8'3"	7'4"	9'10"	4	22'8" 6.90M
			1,633 KG	1,633 KG	10.97M	7.67M	2.51M	2.23M	2.98M		
	PA-31	NAVAJO	6,200 LB	6,200 LB	40'8"	32'8"	13'0"	8'8"	13'9"	7	27'3" 8.32M
			2,812 KG	2,812 KG	12.40M	9.94M	3.96M	2.64M	4.19M		

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

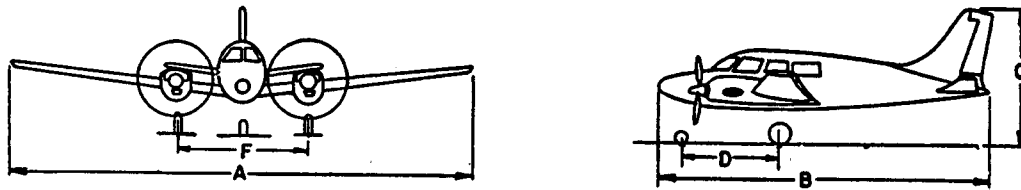
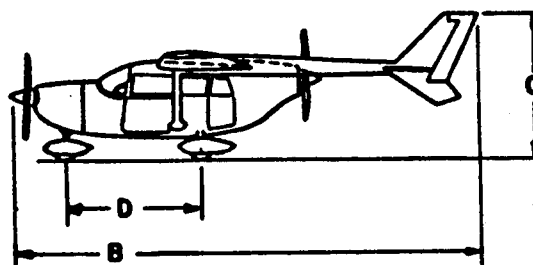
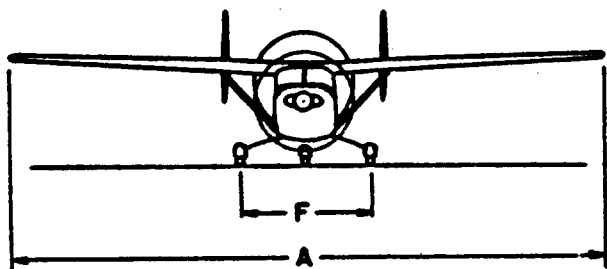


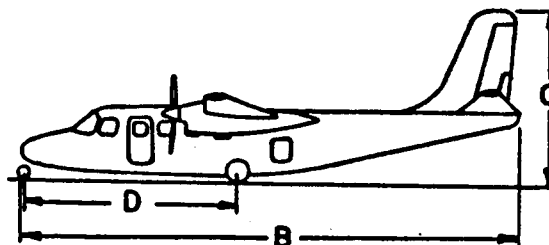
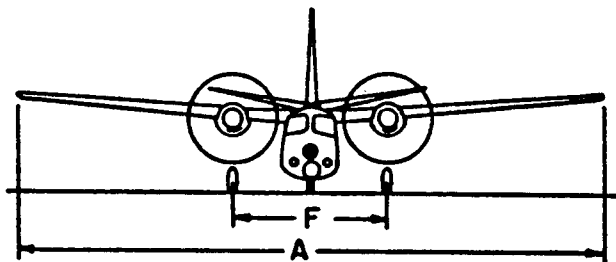
Figure A12-7. Twin engine, low or mid wing, tricycle gear airplanes 8,000 lb. (3,628 Kg) or less (cont,d)

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	6,500 LB	6,500 LB	49'6"	35'1"	14'6"		12'11"	7	31'2" 9.50M
		COMMANDER	2,948 KG	2,948 KG	15.09M	10.69M	4.42M		3.94M		
	560, 680	GRAND SHRIKE	7,700 LB 3,493 KG	7,700 LB 3,493 KG	49'1" 14.96M	36'7" 11.15M	14'6" 4.42M	14'0" 4.28M	12'11" 3.94M	7	

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	M	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°	12'6"	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	3.84M	12.52M

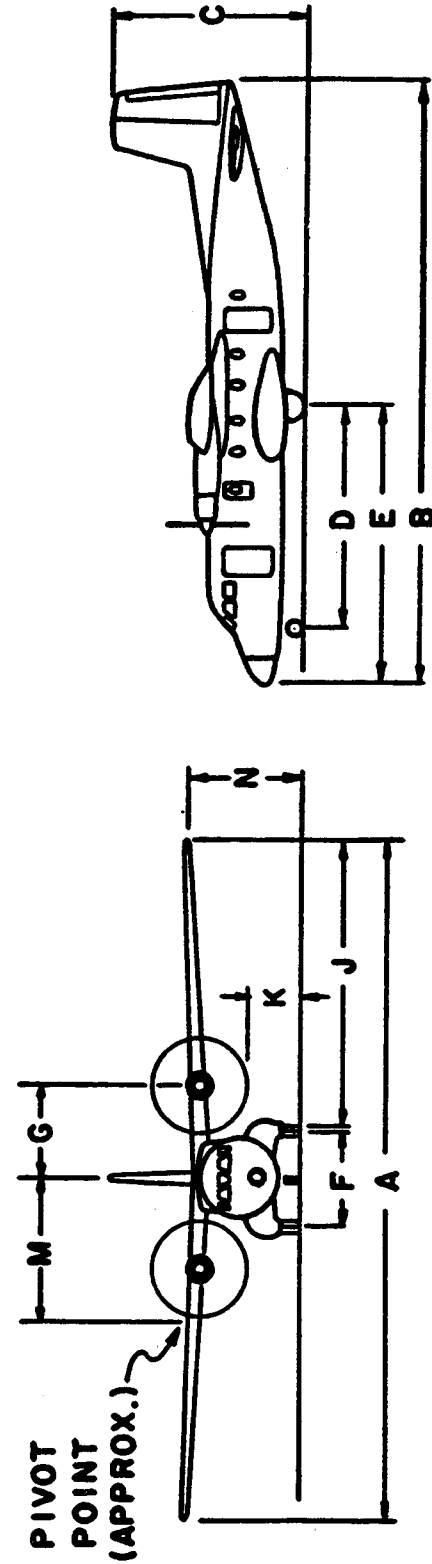


Figure A12-9. Aérospatiale Nord 262

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
CARAVELLE	114,640 LB 52 000 KG	104,990 LB 47 623 KG	112'6" 34.29M	105'0" 32.00M	28'7" 8.72M	38'6" 11.74M	55'6" 16.92M	17'1" 5.21M	7'10" 2.39M	46'7" 14.20M	7'2" 2.18M	33'2" 10.11M	7'5" 2.26M	90'3" 27.51M

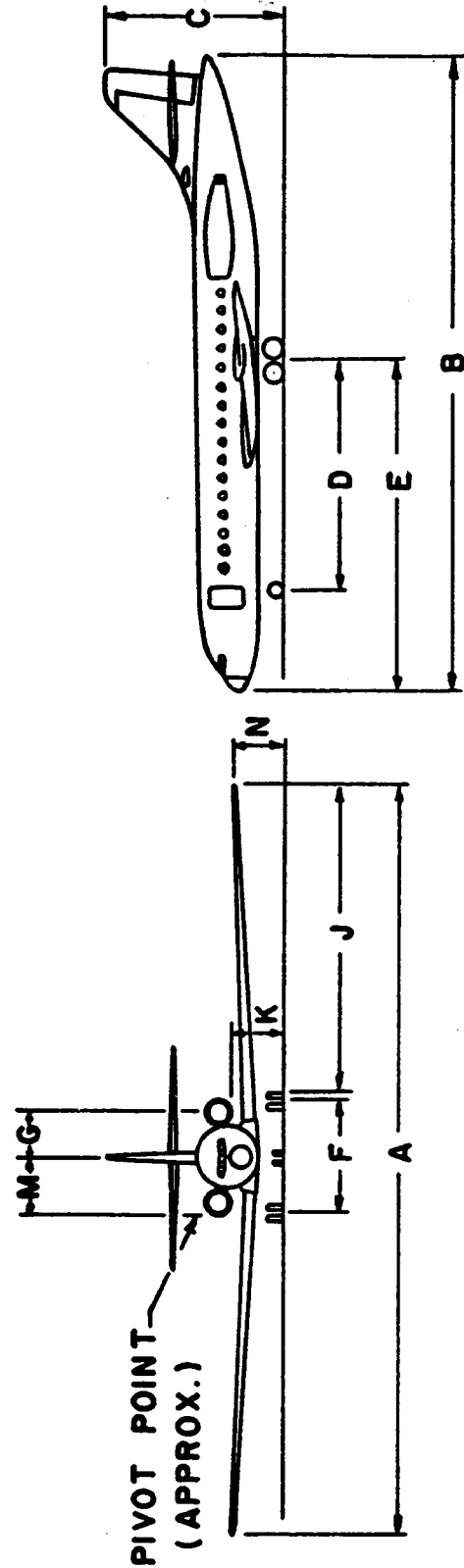


Figure A12-10. Aérospatiale/Sud SE-210 Caravelle

MODEL	MAXIMUM TANDOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	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 (TANDOFF) WEIGHT OF 305,560 LB (138 610 KG) AND 313,055 LB (141 999 KG).
269,963 LB (122 000 KG).

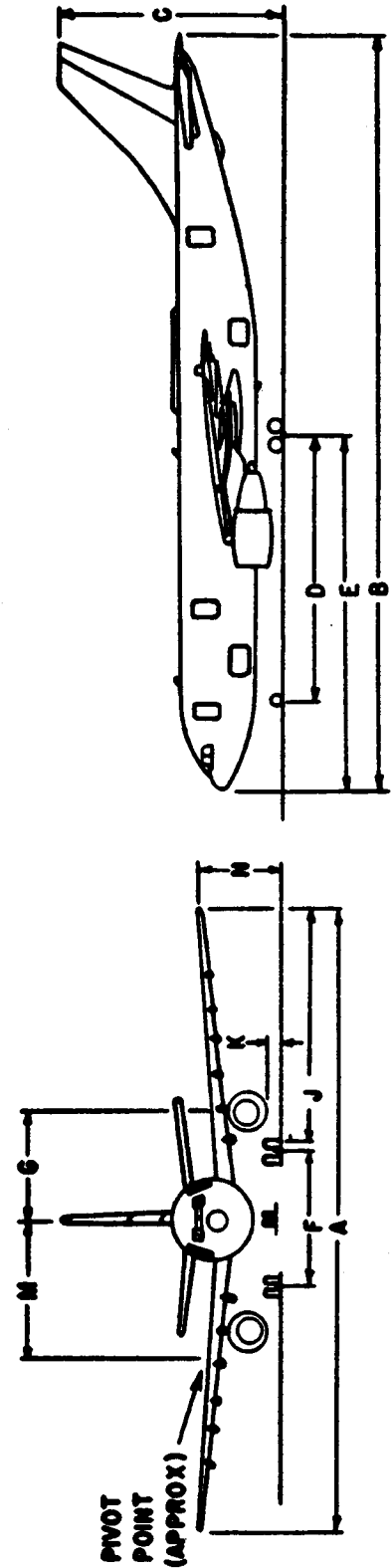
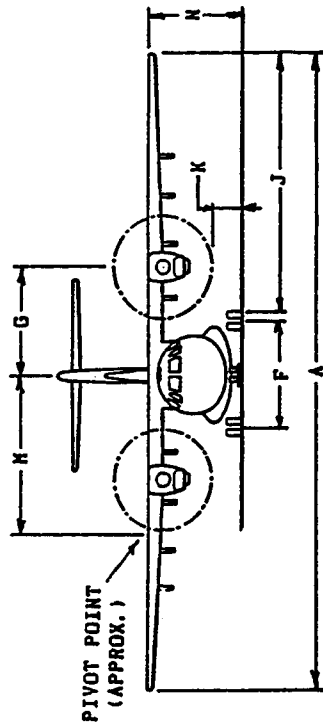
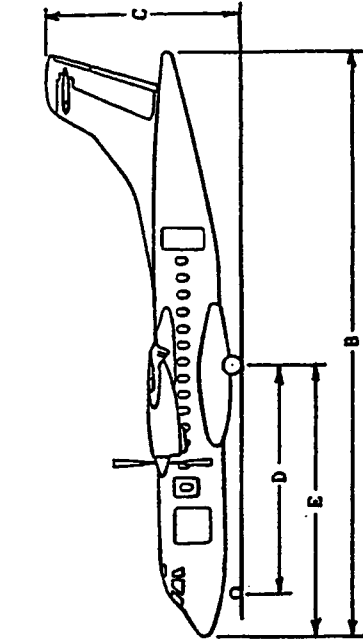
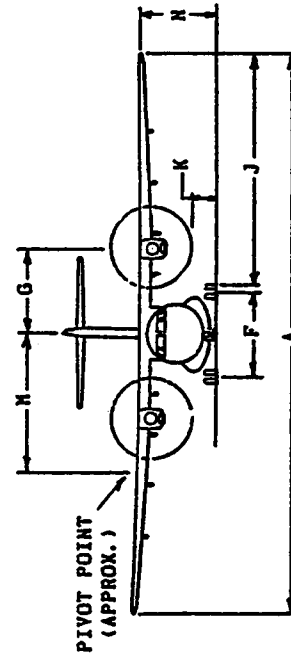
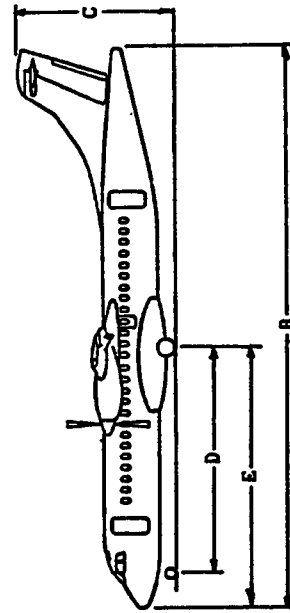


Figure A12-11. Airbus Industries A300, 310, and 320

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	H	H	TURN RADIUS
10	16,740 LB 8,500 KG	17,640 LB 8,001 KG	42°11' 13.08N	45°6' 13.87N	15°1' 4.60N									
20	26,660 LB 13,000 KG	27,320 LB 12,392 KG	53°6' 16.31N	56°3' 17.14N	17°5' 5.31N	18°10' 5.74N	12°2' 3.71N	5'6" 1.68M	18°11' 5.77N	5'6" 1.72M	15°3' 4.65M	4°10' 1.47N	42°0'	12.60M
50	37,480 LB 17,001 KG	35,715 LB 16,200 KG	61°11' 18.87N	60°9' 18.52N	22°11' 6.98N	23°9' 7.24N	13°1' 3.99M							
200	30,650 LB 13,903 KG	28,800 LB 13,063 KG	53°6' 16.31N	56°3' 17.14N	17°5' 5.31N									
900	45,500 LB 20,638 KG	42,000 LB 19,051 KG	63°5' 19.33N	66°3' 20.19N	24°10' 7.57N									

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

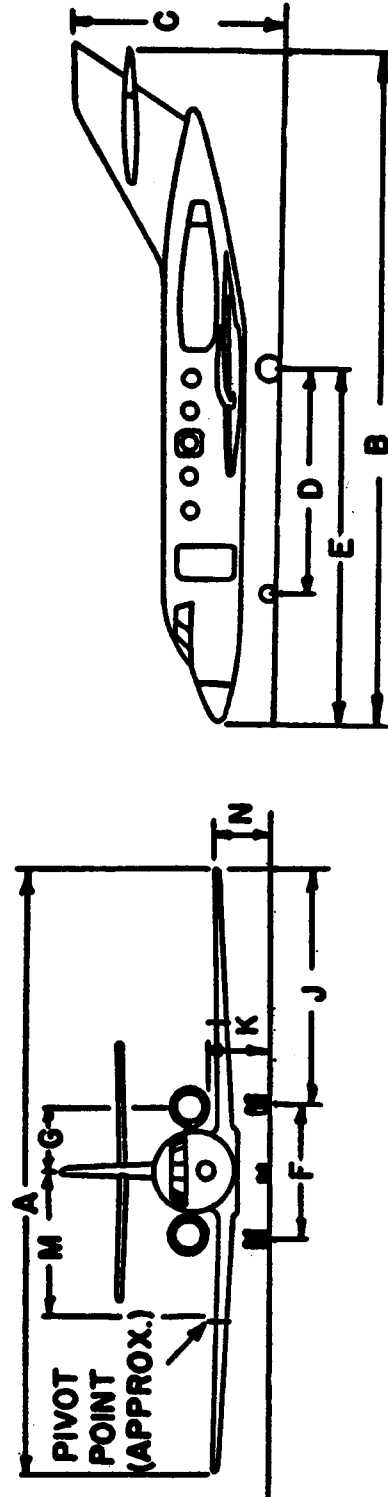


Figure A12-13. Avions Marcel Dassault Mystère 20 (Fan Jet Facon)

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).
76,000 LB (35 360 KG).

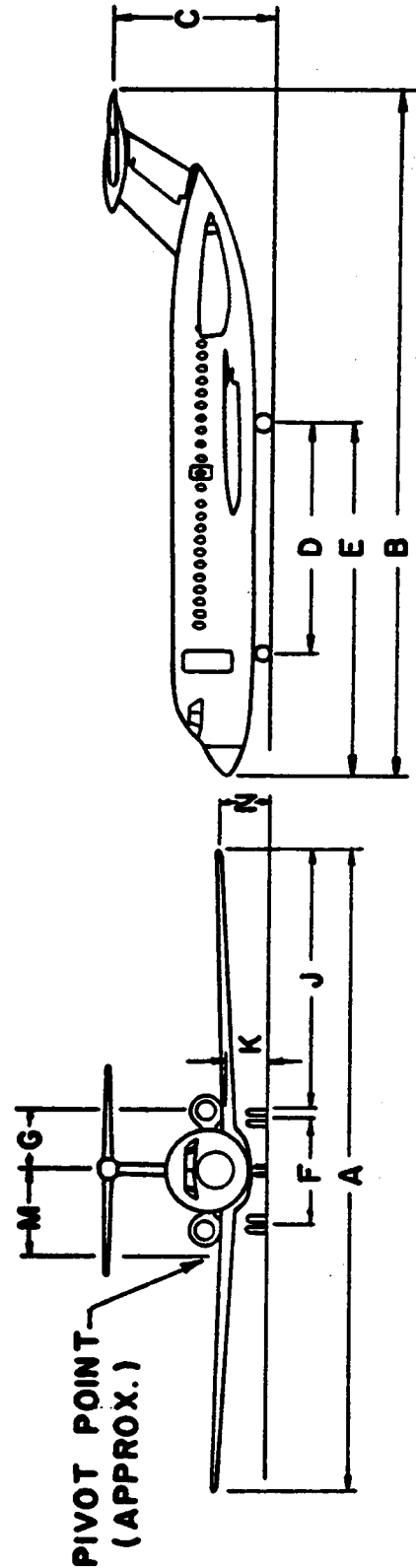


Figure A12-14. BAe 1-11

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
CONCORDE	408,000 LB 185,066 KG	245,000 LB 111,130 KG	83'10" 25.55M	205'5" 62.61M	37'5" 11.40M	59'8" 18.19M	122'10" 37.44M	25'4" 7.72M	18'1" 5.51M	27'3" 8.31M	6'1" 1.85M	32'5" 9.89M	8'6" 2.59M	127'0" 38.71M

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

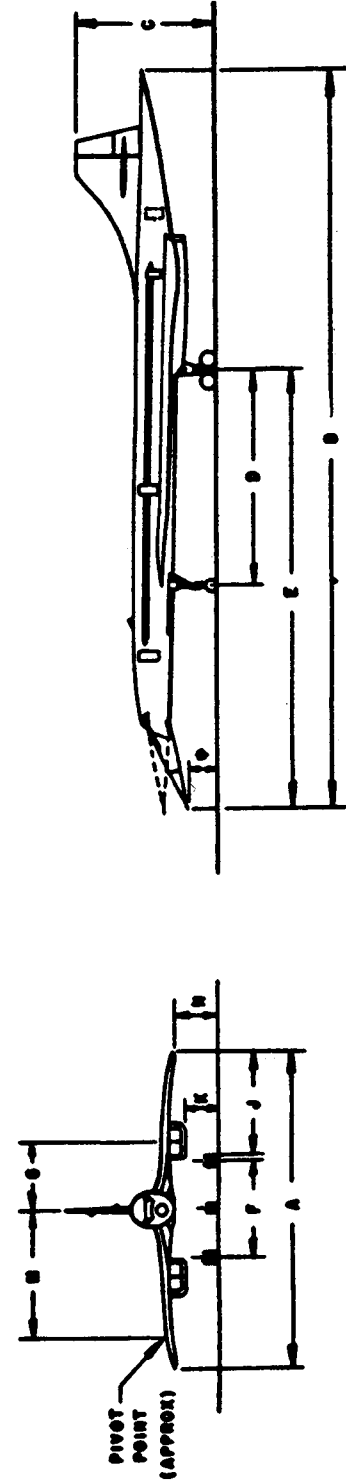


Figure A12-15. B.A.C./SNIAS Concorde

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
VC-10 -1100	312,000 LB 141,521 KG	216,000 LB 97,976 KG	146'2" 44.60M	156'9" 48.39M	39'6" 12.04M	65'10" 20.08M		21'5" 6.53M						
VC-10 -1150	335,100 LB 151,999 KG	237,000 LB 107,501 KG	146'2" 44.60M	171'8" 52.32M	39'6" 12.04M	72'1" 21.97M		21'5" 6.53M						

SRS 1150 KNOWN AS VC-10 SUPER.

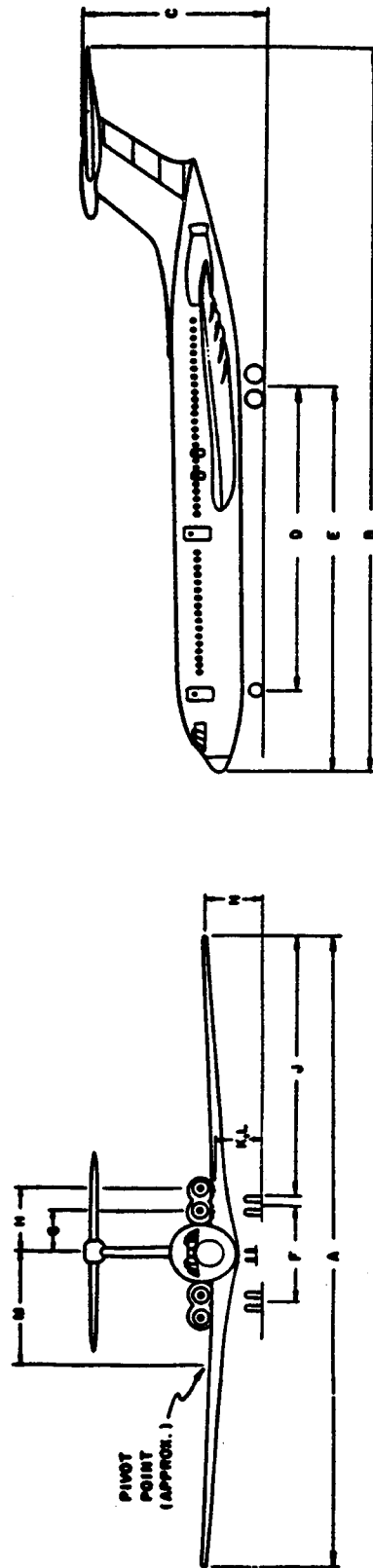


Figure A12-16. B.A.C./Vickers VC-10

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 29,257 KG	57,500 LB 26,082 KG	93'9" 28.57M	81'10" 24.94M	26'9" 8.15M	25'3" 7.70M	35'8" 10.87M	23'10" 7.32M	12'9" 3.88M		33'9" 10.29M	1'1" 0.33M	20'10" 6.56M	8'7" 2.62M	8'7" 2.62M	67'8" 20.62M
810	72,500 LB 32,865 KG	62,000 LB 28,123 KG	94'0" 28.65M	85'8" 25.83M	26'10" 8.18M	29'1" 8.86M	39'6" 12.04M	23'10" 7.32M	12'9" 3.88M		33'9" 10.29M	1'1" 0.33M	24'5" 7.39M	8'7" 2.62M	8'7" 2.62M	71'3" 21.72M

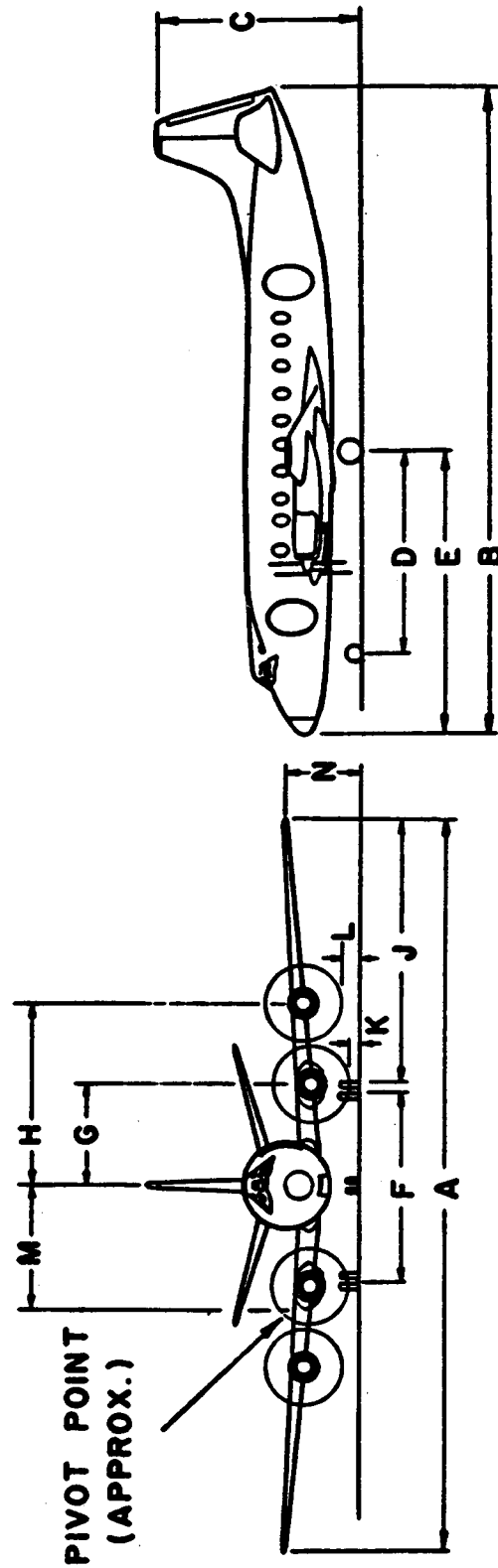


Figure A12-17. B.A.C./Vickers Viscount

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).

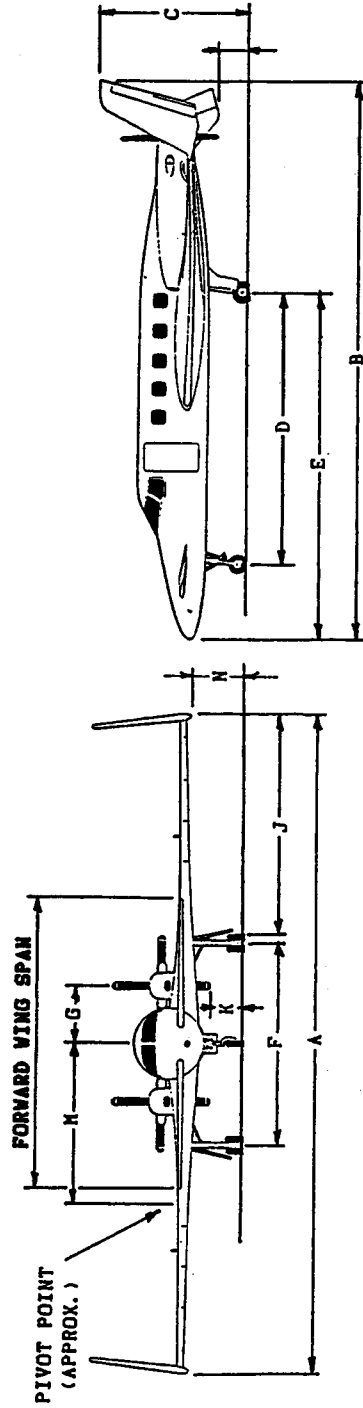
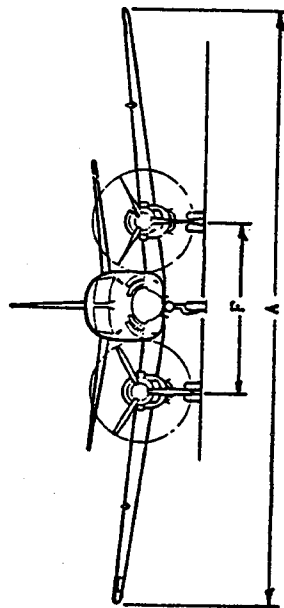
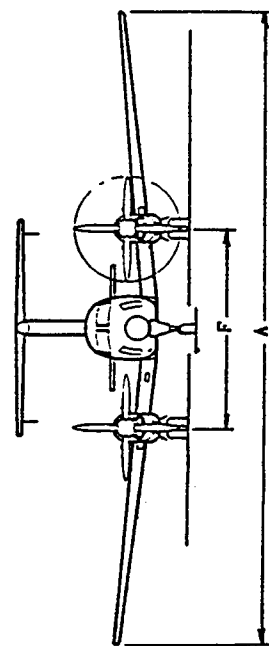
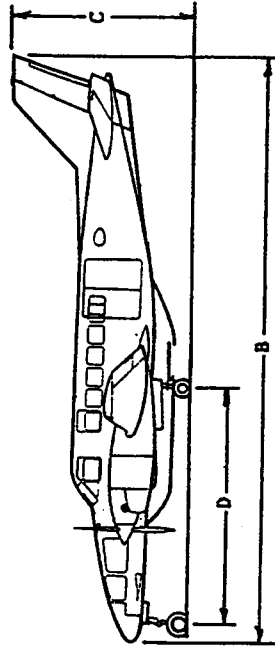


Figure A12-18. Beech Starship

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

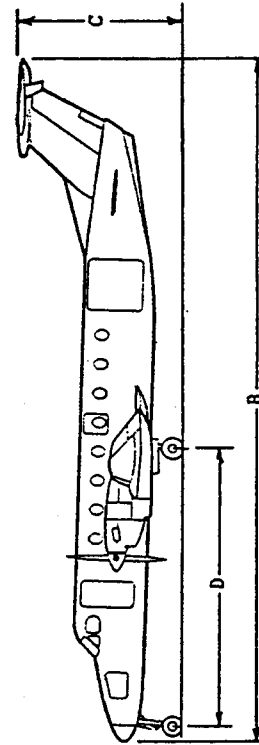


Figure A12-19. Beechcraft Airliner

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	

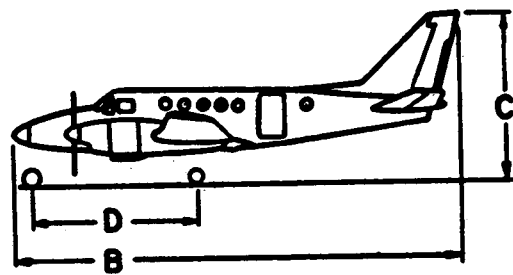
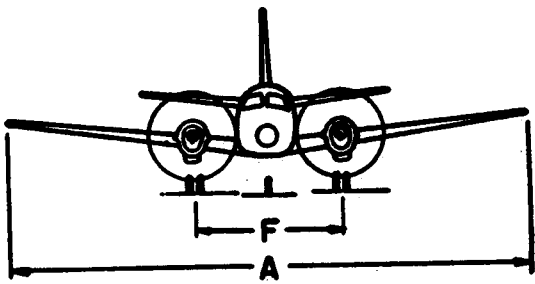


Figure A12-20. Beechcraft King Air

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.

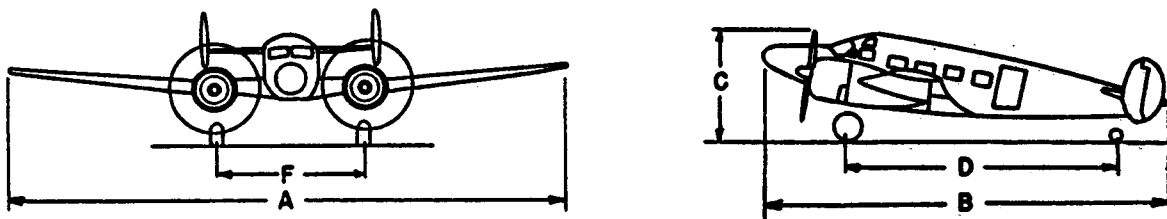


Figure A12-21. Beechcraft Model 18 and Conversions

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

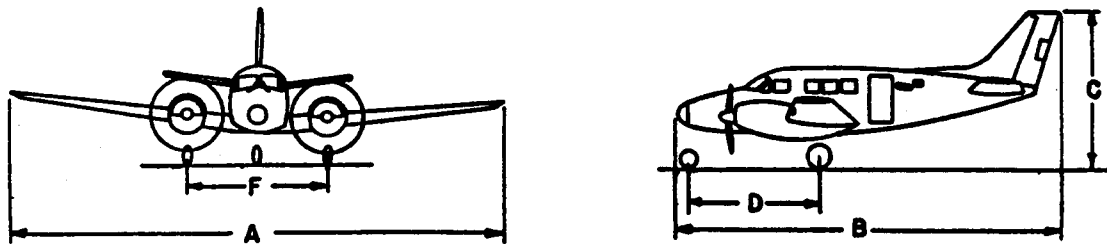


Figure A12-22. Beechcraft Queen Air

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
STRATO-	489,000 LB	450,000 LB	185'0"	156'7"	40'10"	49'9"	89'10"	11'4"	32'2"	60'0"	86'2"	6'4"	4'8"	39'0"	5'6"	132'0"
FORTRESS	221,353 KG	204,117 KG	56.39H	47.73H	12.45H	15.16H	17.16H	3.45H	9.80H	18.29H	26.26H	1.93H	1.42H	11.89H	1.68H	40.23H

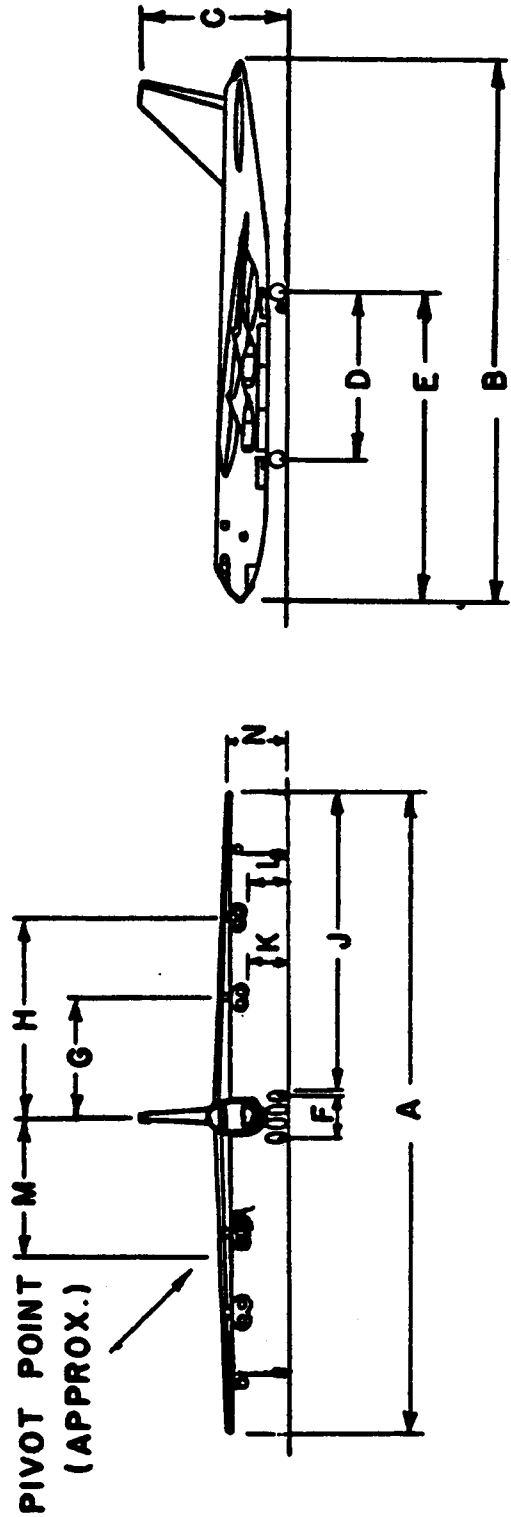


Figure A12-23. Boeing B-52 Stratofortress

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
STRATO-	145,800 LB	121,700 LB	141'3"	110'4"	38'3"	39'2"	42'10"	28'6"	14'1"	31'2"	55'4"	1'5"	2'7"	14'3"		84'10"
CRUISER	66,134 KG	55,202 KG	43.05M	33.63M	11.65M	11.93M	13.06M	8.70M	4.29M	9.50M	16.87M	0.43M	0.79M	4.34M		25.86M

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

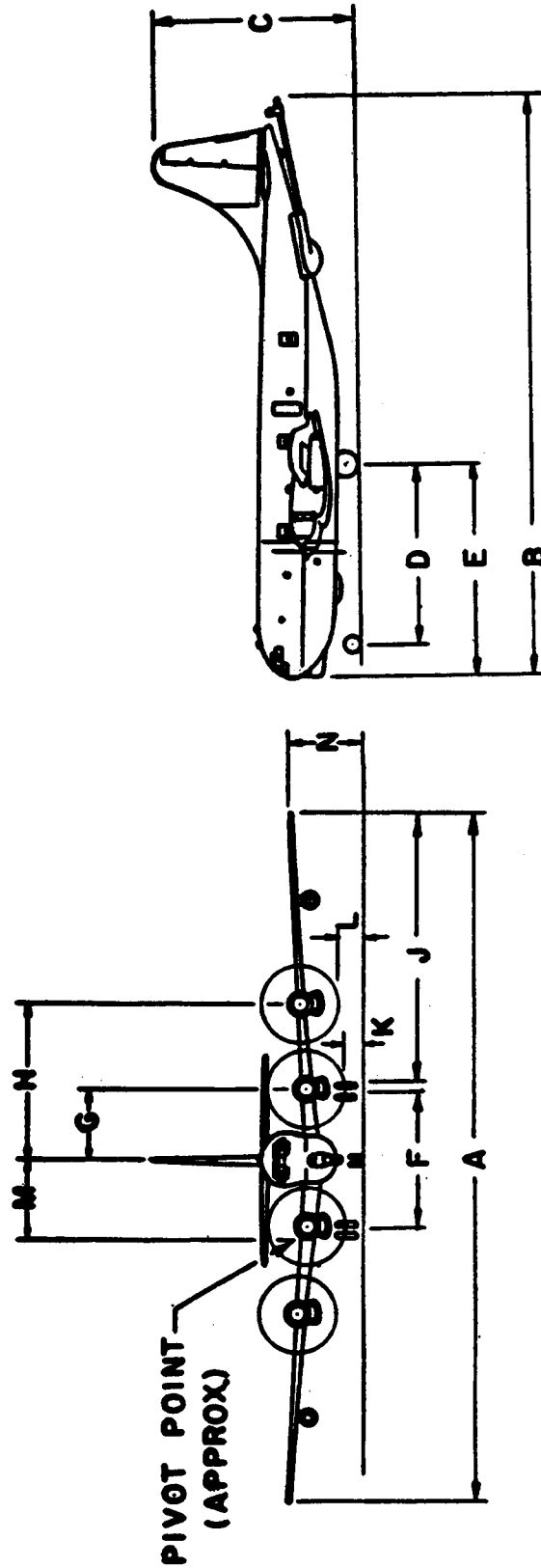


Figure A12-24. Boeing KC-97L

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"	36'7"	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	11.15M	3.76M	32.60M

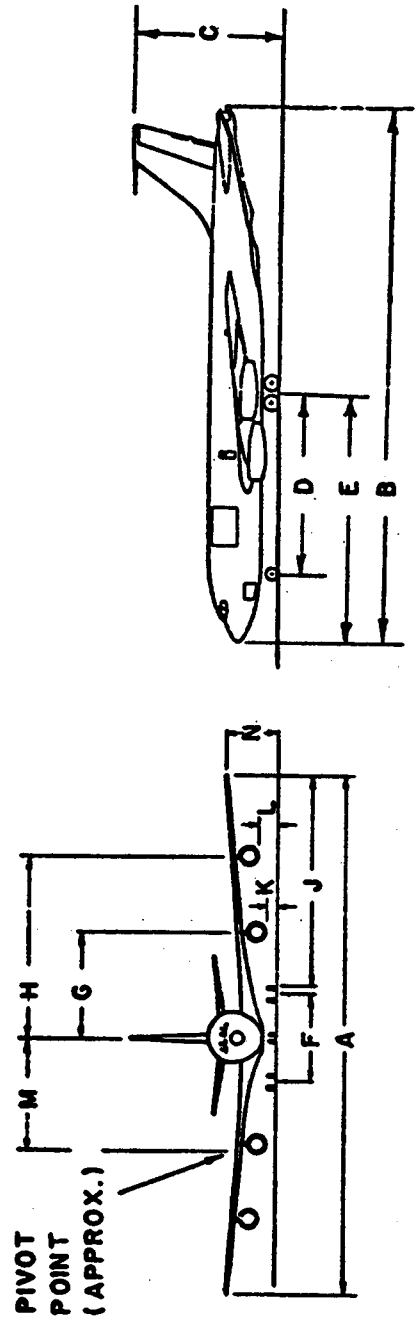


Figure A12-25. Boeing KC-135A

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	58'1" 17.70M	2'9" 0.84M	4'7" 1.40M	38'4" 11.68M	12'1" 3.68M	114'0" 34.75M
707-320B,C	327,000 LB 148,325 KG	207,000 LB 93,894 KG	145'9" 44.42M	152'11" 46.61M	42'1" 12.83M	59'0" 17.98M	76'5" 23.28M	22'1" 6.73M	32'6" 9.91M	51'5" 15.67M	59'9" 18.21M	2'9" 0.84M	4'7" 1.40M	38'4" 11.68M	12'1" 3.68M	116'0" 35.36M

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.

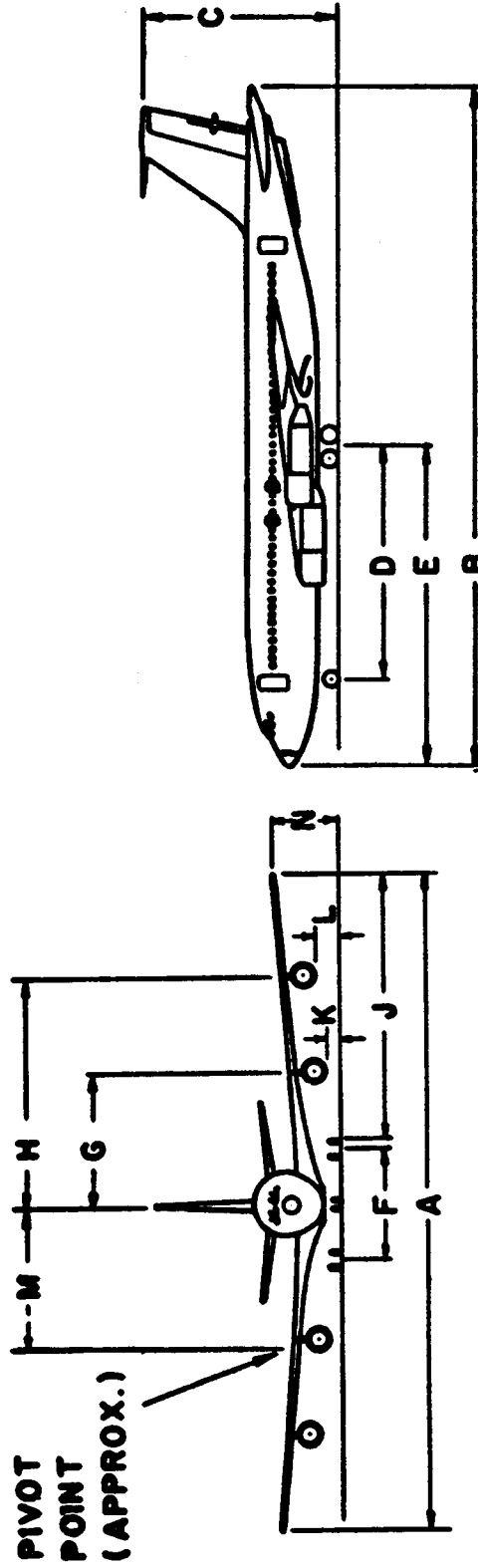
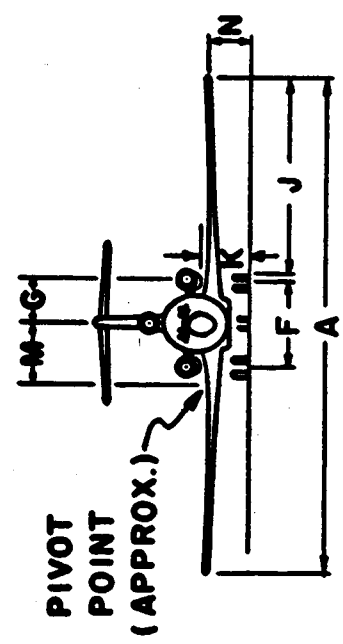


Figure A12-26. Boeing 707-720

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"	34'11"	63'3"	78'4"	18'9"	9'3"	42'4"	10'4"	16'11"	4'9"	12'0"	82'0"
	78,016 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) 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.
- 200 164,800 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.



PIVOT POINT (APPROX.)

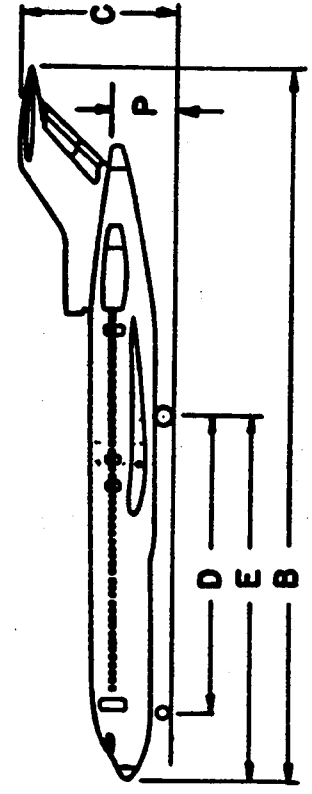


Figure A12-27. Boeing 727

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	M	TURN RADIUS
100	97,000 LB 43 998 KG	89,700 LB 40 687 KG	93'0" 28.35M	94'0" 28.65M	37'2" 11.33M	34'4" 10.46M	47'4" 14.42M	17'2" 5.23M	15'10" 4.83M	36'1" 11.00M	1'8" 0.51M	9'2" 2.80M	10'0" 3.05M	57'2" 17.42M
200	100,000 LB 45 359 KG	95,000 LB 43 091 KG	93'0" 28.35M	100'2" 30.53M	37'3" 11.35M	37'4" 11.38M	50'4" 15.34M	17'2" 5.23M	15'10" 4.83M	36'1" 11.00M	1'8" 0.51M	10'0" 3.05M	10'0" 3.05M	58'2" 17.73M
300	124,500 LB 56 472 KG	114,000 LB 51 710 KG	94'9" 28.88M	109'7" 33.40M	36'7" 11.15M	40'10" 12.45M	54'0" 16.46M	17'2" 5.23M	15'10" 4.83M	36'11" 11.25M	1'6" 0.46M	11'0" 3.35M	10'0" 3.05M	64'0" 19.51M
400	138,500 LB 68 823 KG	121,000 LB 54 885 KG	94'9" 28.88M	119'7" 36.45M	36'7" 11.15M	46'10" 14.27M	60'0" 18.29M	17'2" 5.23M	15'10" 4.83M	36'11" 11.25M	1'6" 0.46M	12'6" 3.81M	10'0" 3.05M	69'4" 20.83M
500	115,500 LB 52 390 KG	110,000 LB 49 895 KG	94'9" 28.88M	101'9" 30.01M	36'7" 11.15M	36'4" 11.07M	49'6" 15.09M	17'2" 5.23M	15'10" 4.83M	36'11" 11.25M	1'6" 0.46M	9'8" 2.95M	10'0" 3.05M	60'7" 18.47M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS.

100	103,000 LB (46 720 KG) 96,000 LB (44 452 KG)	110,000 LB (49 895 KG) 99,000 LB (44 906 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.
200	103,000 LB (46 720 KG) 95,000 LB (43 091 KG)	109,000 LB (49 442 KG) 98,000 LB (44 452 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.
200 CONV	109,000 LB (49 442 KG) 98,000 LB (44 452 KG)	110,000 LB (49 895 KG) 99,000 LB (44 906 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.
200 C, OC	115,500 LB (52 390 KG) 103,000 LB (46 720 KG)	117,000 LB (53 070 KG) 105,000 LB (47 627 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.
300	130,000 LB (58 967 KG) 114,000 LB (51 710 KG)	135,000 LB (61 235 KG) 114,000 LB (51 710 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.
400	142,500 LB (64 637 KG) 121,000 LB (54 885 KG)	150,000 LB (68 039 KG) 124,000 LB (56 245 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.
500	124,500 LB (56 472 KG) 110,000 LB (49 895 KG)	133,500 LB (60 555 KG) 110,000 LB (49 895 KG)	MAXIMUM TAKEOFF WEIGHT. MAXIMUM LANDING WEIGHT.

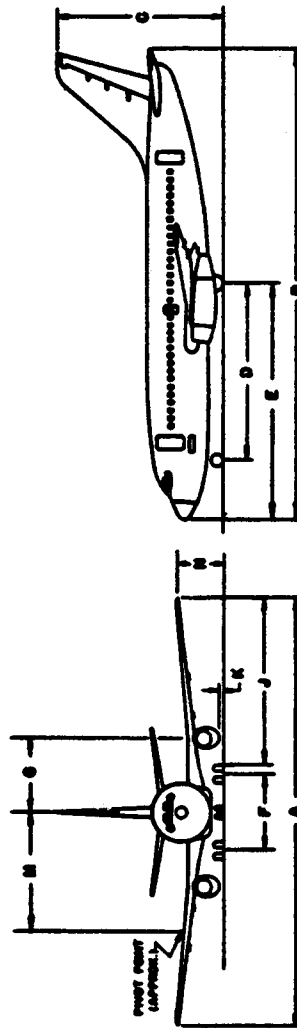


Figure A12-28. Boeing 737

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	TURN RADIUS	
100B	SEE NOTE	SEE NOTE	195'8"	231'10"	64'3"	84'0"	109'5"	36'1"	39'9"	69'10"	77'3"	3'9"	4'11"	40'0"	17'7"	151'0"
200B, C	SEE NOTE	SEE 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 NOTE	SEE NOTE	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	SEE NOTE	SEE 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
CARGO																
SP	SEE NOTE	SEE NOTE	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"
400	SEE NOTE	SEE 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
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	#571,000 LB	#600,000 LB	#600,000 LB	MAXIMUM TAKEOFF WEIGHT.									
*100SF	564,000 LB	585,000 LB	564,000 LB	#564,000 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.									
CONBI	564,000 LB	564,000 LB	585,000 LB	630,000 LB	630,000 LB	630,000 LB	MAXIMUM LANDING WEIGHT.									
200C P	775,000 LB	785,000 LB	800,000 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	520,000 LB	515,000 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.									
300	574-630 LB	574-630 LB	574-630 LB	574-630 LB	574-640 LB	574-640 LB	MAXIMUM LANDING WEIGHT.									
CONBI	775,000 LB	785,000 LB	800,000 LB	820,000 LB	833,000 LB	833,000 LB	MAXIMUM TAKEOFF WEIGHT.									
SP	605-630 LB	605-630 LB	605-630 LB	605-630 LB	605-630 LB	605-630 LB	MAXIMUM LANDING WEIGHT.									
400	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.									
	800,000 LB	800,000 LB	833,000 LB	833,000 LB	833,000 LB	833,000 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.									

METRIC CONVERSION TABLE

POUNDS	KILOGRAMS	POUNDS	KILOGRAMS
450,000	204 117	690,000	312 979
465,000	210 920	696,000	315 700
515,000	233 600	710,000	322 051
520,000	235 868	735,000	333 390
535,000	242 672	750,000	340 194
564,000	255 826	775,000	351 534
571,000	250 001	785,000	356 070
574,000	260 362	800,000	362 874
585,000	265 352	820,000	371 946
600,000	272 155	823,000	373 307
605,000	274 423	833,000	377 842
630,000	285 763	850,000	385 554
660,000	299 371	870,000	394 625
670,000	303 907		

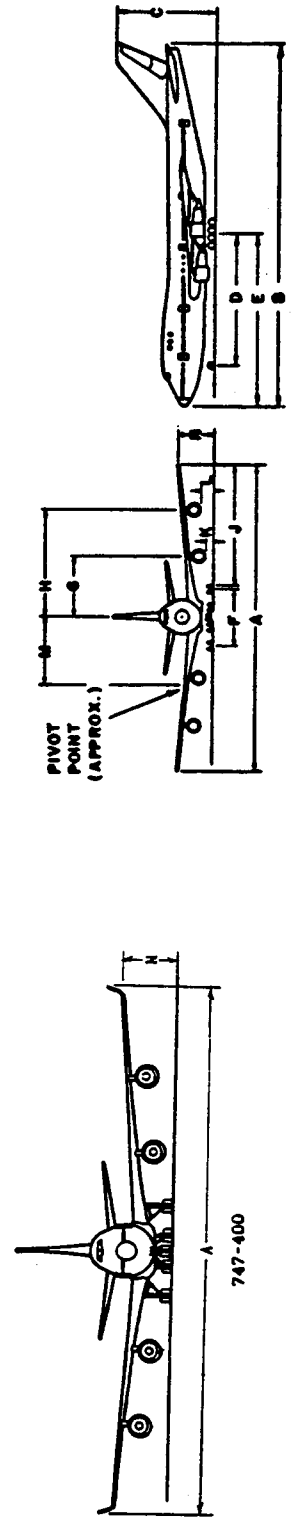


Figure A12-29. Boeing 747

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	N	TURN RADIUS
757-200	SEE NOTE	SEE NOTE	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	16.29M	24.18M	7.32M	6.46M	14.68M	0.74M	10.67M	4.67M	29.87M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS.

757-300	220,000 LB (99 790 KG)	230,000 LB (104 326 KG)	240,000 LB (108 862 KG)	250,000 LB (113 398 KG)	255,000 LB (115 666 KG)	MAXIMUM TAKEOFF WEIGHT.
82211	198,000 LB (89 811 KG)	198,000 LB (89 811 KG)	198,000 LB (89 811 KG)	198,000 LB (89 811 KG)	210,000 LB (95 254 KG)	MAXIMUM LANDING WEIGHT.

-335C
-335E4
-335E4B
PW2007
PW2040

757 250,000 LB (113 399 KG) 255,000 LB (115 666 KG) MAXIMUM TAKEOFF WEIGHT.
-200PF 210,000 LB (95 254 KG) 210,000 LB (95 254 KG) MAXIMUM LANDING WEIGHT.

• 255,500 LB (115 893 KG) FOR AIRPORT ALTITUDES BELOW 1,500 FT.

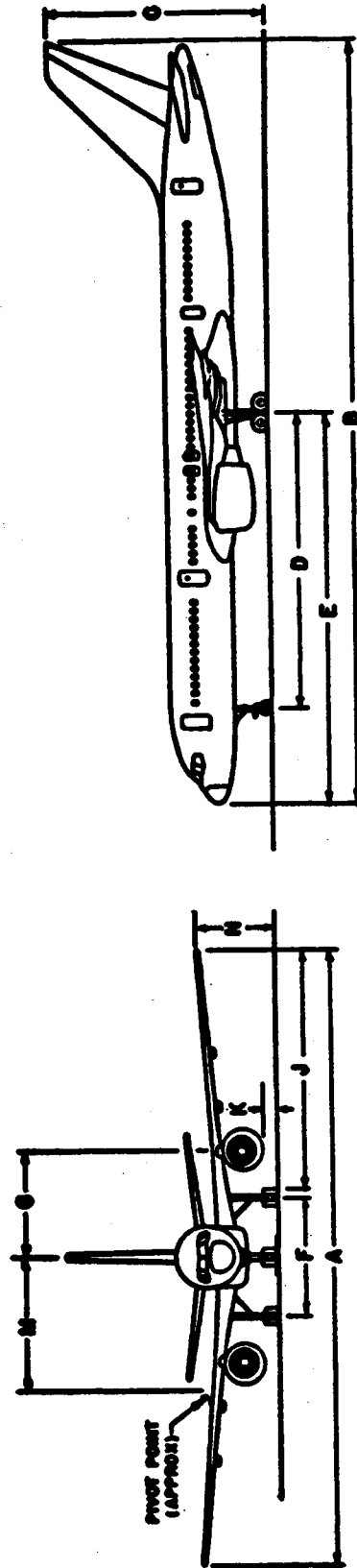


Figure A12-30. Boeing 757

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
200	282,000 LB (127 913 KG)	257,000 LB (116 573 KG)	156'11"	159'2"	52'11"	64'7"	79'6"	30'6"	26'0"	60'1"	2'8"	36'0"	16'3"	117'0"
			47.57M	48.51M	16.13M	19.69M	24.23M	9.30M	7.92M	18.31M	0.81M	10.97M	4.95M	35.66M
200ER	335,000 LB (151 953 KG)	278,000 LB (126 099 KG)	156'11"	159'2"	52'11"	64'7"	79'6"	30'6"	26'0"	60'1"	2'8"	36'0"	16'3"	117'0"
			47.57M	48.51M	16.13M	19.69M	24.23M	9.30M	7.92M	18.31M	0.81M	10.97M	4.95M	35.66M
300	345,000 LB (156 489 KG)	300,000 LB (136 078 KG)	156'11"	180'3"	52'7"	74'8"	89'7"	30'6"	26'0"	60'1"	2'10"	41'0"	16'1"	123'0"
			47.57M	54.94M	16.03M	22.76M	27.31M	9.30M	7.92M	18.31M	0.86M	12.50M	4.90M	37.49M
300ER	380,000 LB (172 365 KG)	300,000 LB (136 078 KG)	156'11"	180'3"	52'7"	74'8"	89'7"	30'6"	26'0"	60'1"	2'10"	41'0"	16'1"	123'0"
			47.57M	54.94M	16.03M	22.76M	27.31M	9.30M	7.92M	18.31M	0.86M	12.50M	4.90M	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)	MAXIMUM TAKEOFF WEIGHT.
	270,000 LB (122 470 KG)	270,000 LB (122 470 KG)	272,000 LB (123 377 KG)	MAXIMUM LANDING WEIGHT.
200ER	345,000 LB (156 489 KG)	351,000 LB (159 211 KG)	380,000 LB (172 365 KG)	MAXIMUM TAKEOFF WEIGHT.
	278,000 LB (126 099 KG)	278,000 LB (126 099 KG)	285,000 LB (129 274 KG)	MAXIMUM LANDING WEIGHT.
300	350,000 LB (158 757 KG)	MAXIMUM TAKEOFF WEIGHT.	MAXIMUM TAKEOFF WEIGHT.	MAXIMUM TAKEOFF WEIGHT.
	300,000 LB (136 078 KG)	MAXIMUM LANDING WEIGHT.	MAXIMUM LANDING WEIGHT.	MAXIMUM LANDING WEIGHT.
300ER	387,000 LB (175 540 KG)	400,000 LB (181 437 KG)	407,000 LB (184 612 KG)	MAXIMUM TAKEOFF WEIGHT.
	300,000 LB (136 078 KG)	320,000 LB (145 150 KG)	320,000 LB (145 150 KG)	MAXIMUM LANDING WEIGHT.

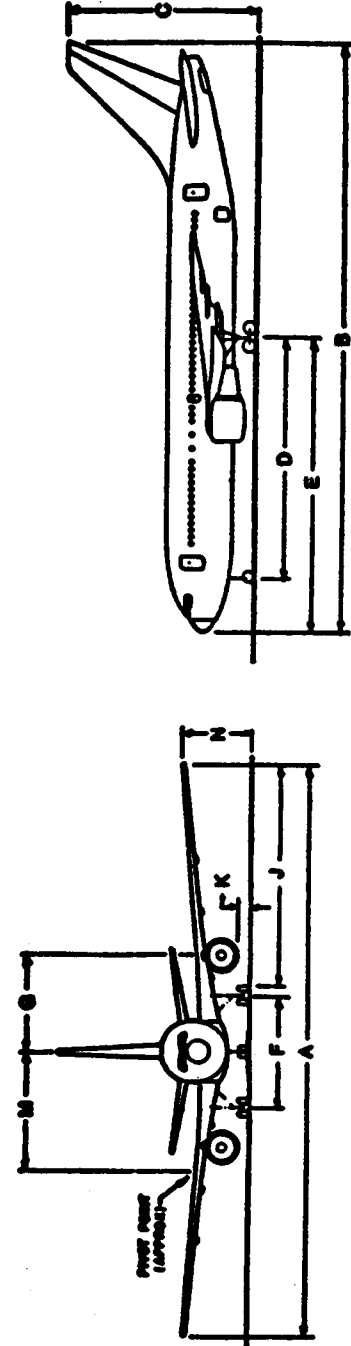


Figure A12-31. Boeing 767

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

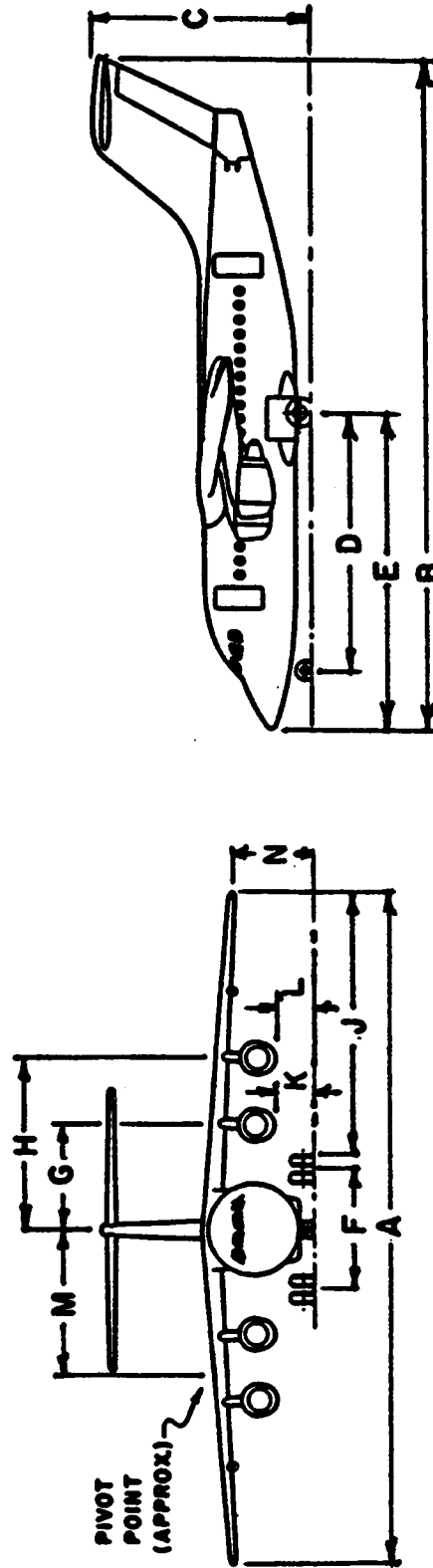


Figure A12-32. British Aerospace 146

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" 9.65M	53'11" 16.43M	1'2" 0.36M	1'8" 0.51M	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" 9.65M	53'11" 16.43M	1'2" 0.36M	1'8" 0.51M	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" 9.65M	53'11" 16.43M	1'2" 0.36M	1'8" 0.51M	10'3" 3.12M	113'0" 34.44M	

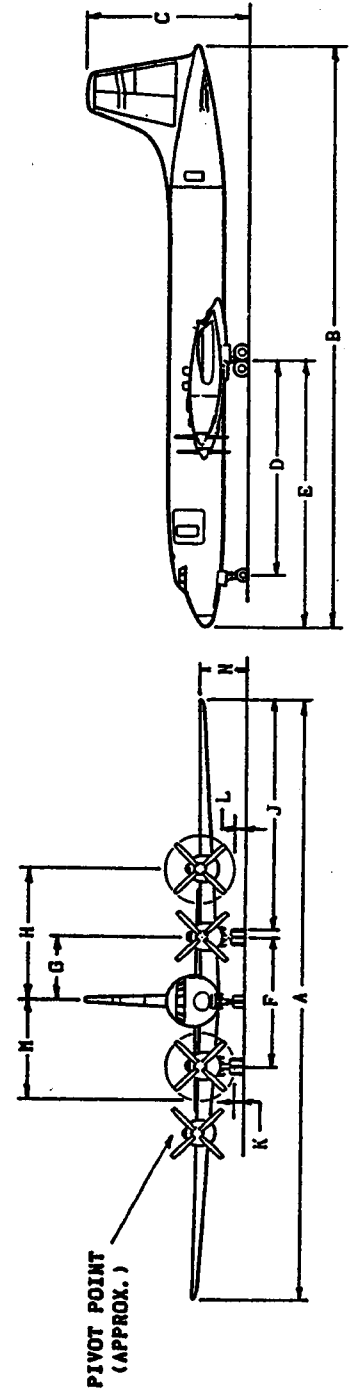


Figure A12-33. Canadiar CL-44

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

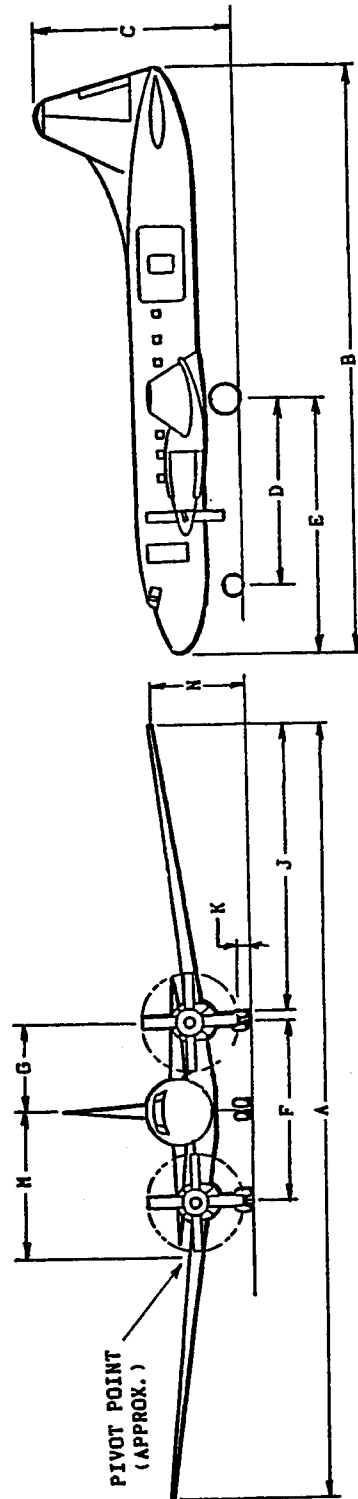


Figure A12-34. Canadiar CL-66

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	M	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									
8/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									

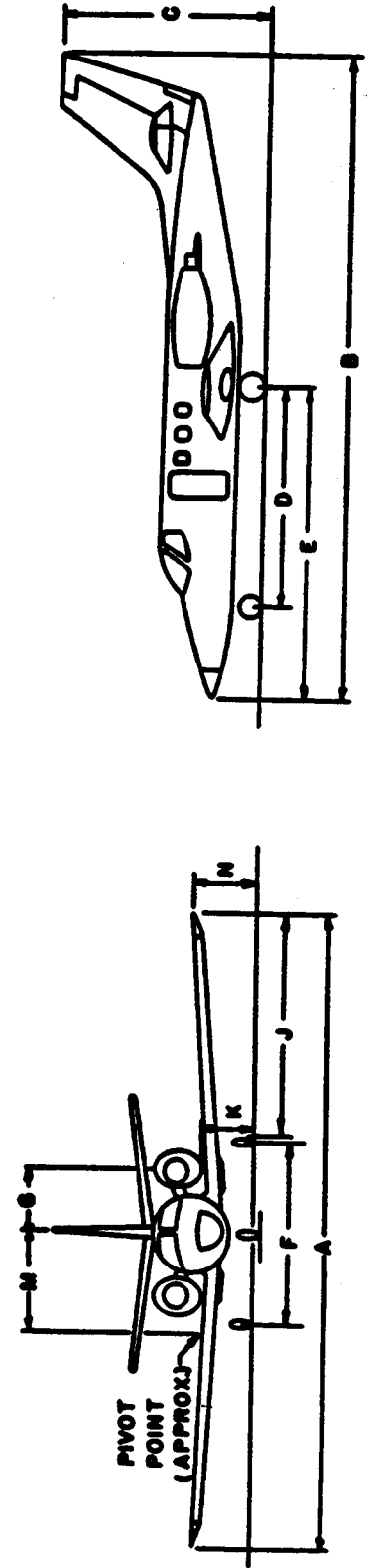
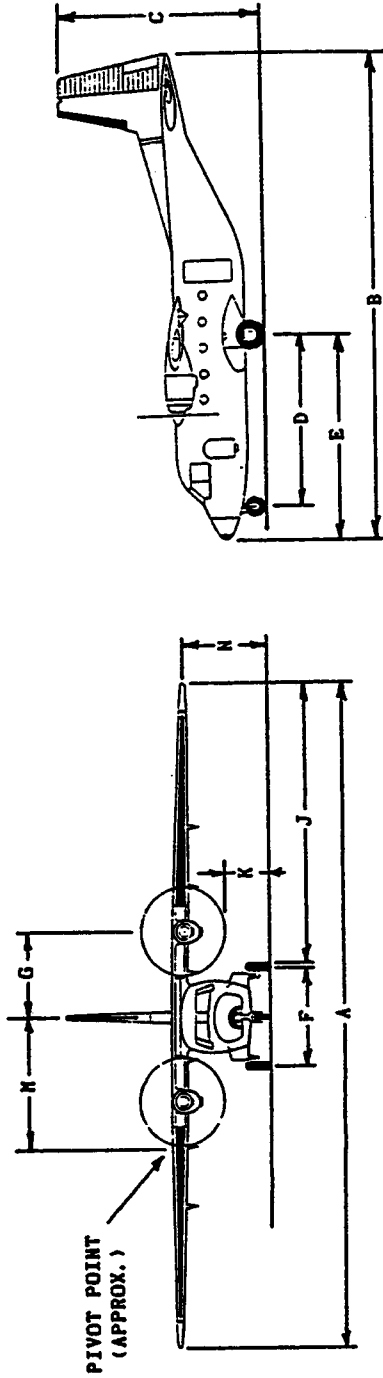
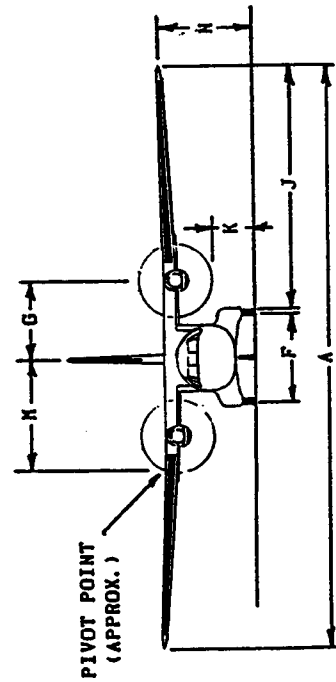


Figure A12-35. Cessna Citation

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
C-212	16,976 LB	16,424 LB	62'3"	49'10"	20'8"	17'10"	10'2"	3.10M	8'8"	26'1"	4'2"	9'2"	2.79M	49'2"
200	7 700 KG	7 450 KG	18.97M	15.19M	6.30M	5.44M	3.10M	2.64M	2.64M	7.95M	1.27M	2.79M	2.79M	14.95M
235	31,752 LB	31,311 LB	84'8"	70'3"	26'10"	22'8"	12'10"	3.91M	11'6"	35'11"	5'2"	3'51M	10.95M	1.57M
	14 402 KG	14 202 KG	25.61M	21.41M	8.18M	6.91M	3.91M	3.51M	3.51M	10.95M	1.57M	3.51M	10.95M	1.57M



C-212



CN-235

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	H	N	TURN RADIUS
240	41,790 LB	39,800 LB	91'9"	74'8"	26'11"	24'10"	32'9"	25'0"	12'6"	32'2"	1'0"	14'8"	9'0"	60'6"
	18,956 KG	18,053 KG	27.97M	22.76M	8.20M	7.57M	9.98M	7.62M	3.81M	9.80M	0.31M	4.47M	2.74M	18.44M
340	49,100 LB	46,500 LB	105'4"	81'6"	28'2"	26'2"	34'1"	25'0"	12'6"	38'7"	1'0"	14'8"	11'0"	67'4"
	22,271 KG	21,092 KG	32.18M	24.84M	8.59M	7.98M	10.39M	7.62M	3.81M	11.76M	0.31M	4.47M	3.35M	20.52M
440	49,100 LB	47,650 LB	105'4"	81'6"	28'2"	26'2"	36'5"	25'0"	12'6"	38'7"	1'0"	14'8"	11'0"	67'4"
	22,271 KG	21,614 KG	32.18M	24.84M	8.59M	7.98M	11.10M	7.62M	3.81M	11.76M	0.31M	4.47M	3.35M	20.52M
580	54,600 LB	52,000 LB	105'4"	81'6"	29'2"	26'2"	36'5"	25'0"	12'6"	38'7"	1'0"	14'8"	11'0"	67'4"
	24,766 KG	23,587 KG	32.18M	24.84M	8.89M	7.98M	11.10M	7.62M	3.81M	11.76M	0.31M	4.47M	3.35M	20.52M
600	46,200 LB	44,000 LB	91'9"	74'8"	26'11"	24'10"	32'9"	25'0"	12'6"	32'2"	1'3"	14'8"	9'0"	60'6"
	20,956 KG	19,958 KG	27.97M	22.76M	8.20M	7.57M	9.98M	7.62M	3.81M	9.80M	0.38M	4.47M	2.74M	18.44M
640	55,000 LB	52,500 LB	105'4"	81'6"	28'2"	26'2"	36'5"	25'0"	12'6"	38'7"	1'1"	14'8"	11'0"	67'4"
	24,948 KG	23,814 KG	32.18M	24.84M	8.59M	7.98M	11.10M	7.62M	3.81M	11.76M	0.33M	4.47M	3.35M	20.52M

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

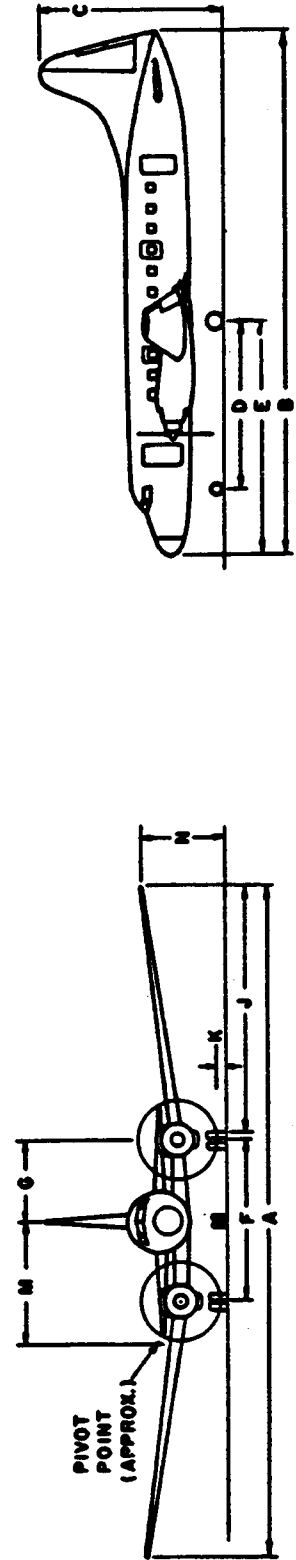


Figure A12-37. Convair-liner and Turboprop Conversions

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" 9.70M			23'1" 7.04M		35'3" 10.74M				

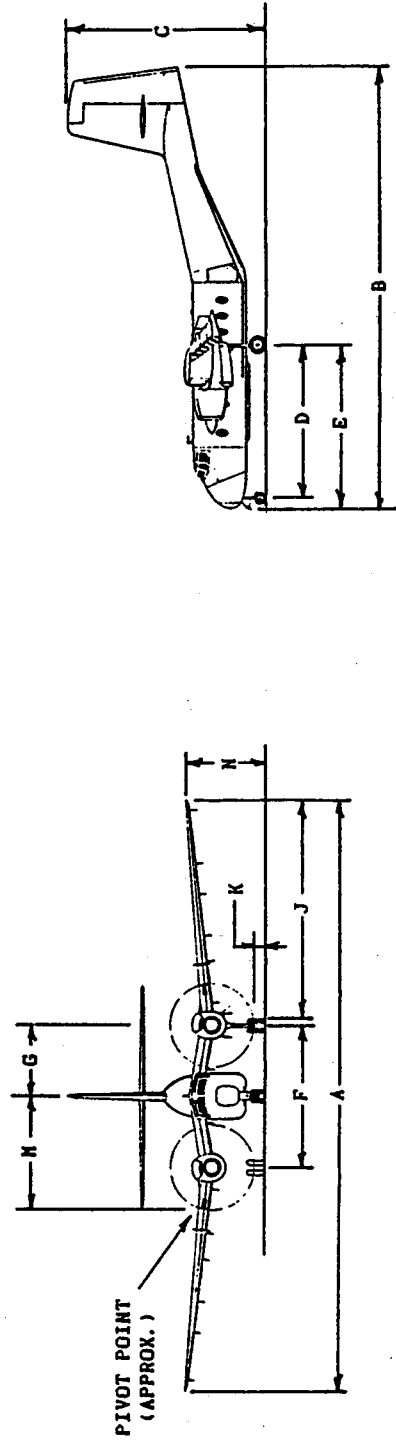
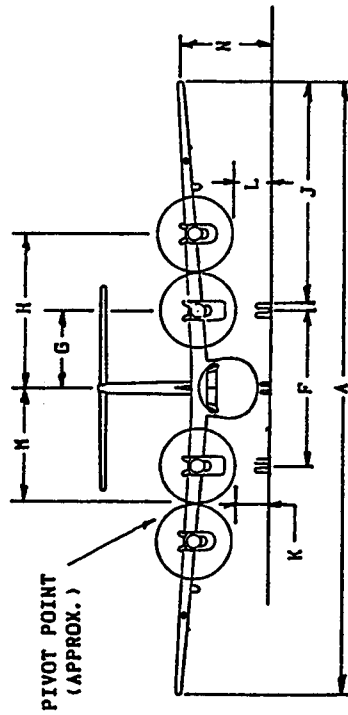
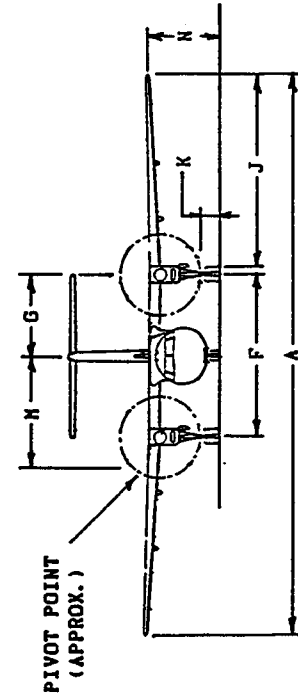


Figure A12-38. De Havilland Canada C-7 Caribou

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

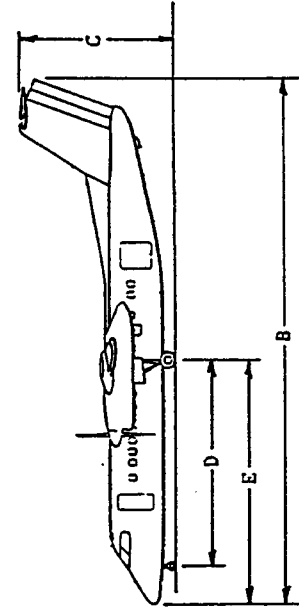
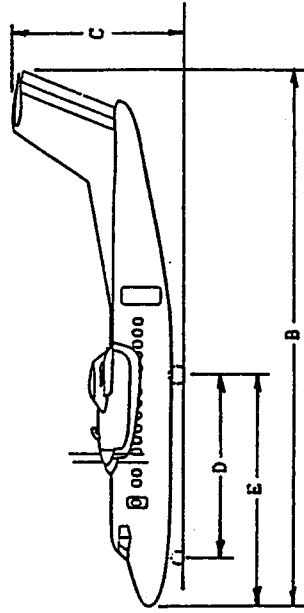


Figure A12-39. De Havilland Canada DASH 7 & DASH 8

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
COLISE-	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				

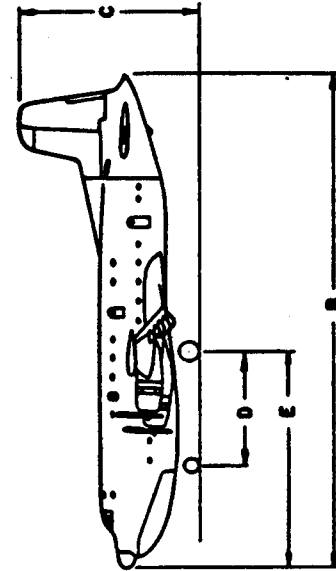
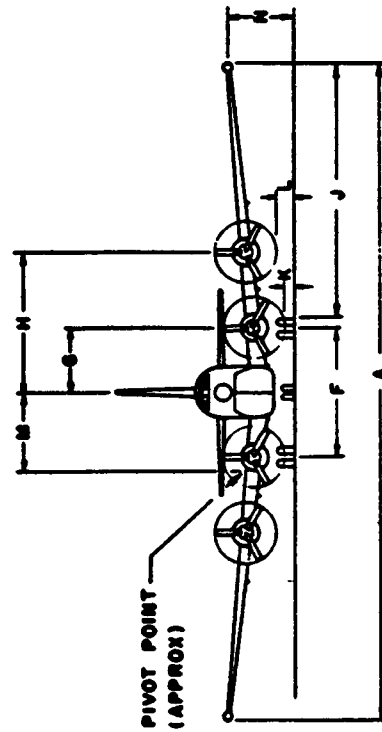


Figure A12-40. Douglas C-124 Globemaster

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

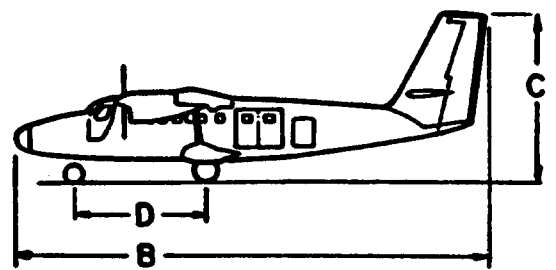
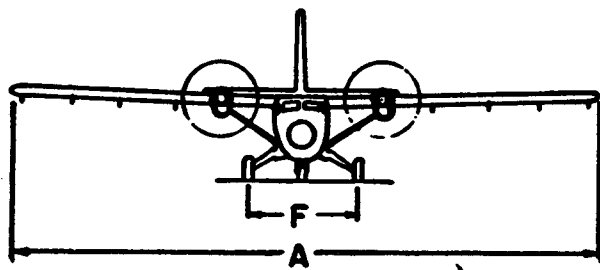


Figure A12-41. De Havilland Canada DHC-6 Twin Otter

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

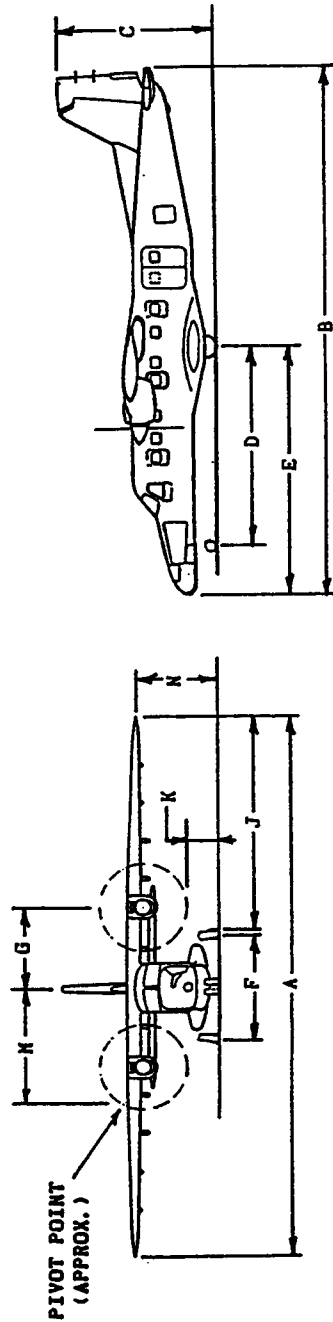


Figure A12-42. Dornier Gmb H

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	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

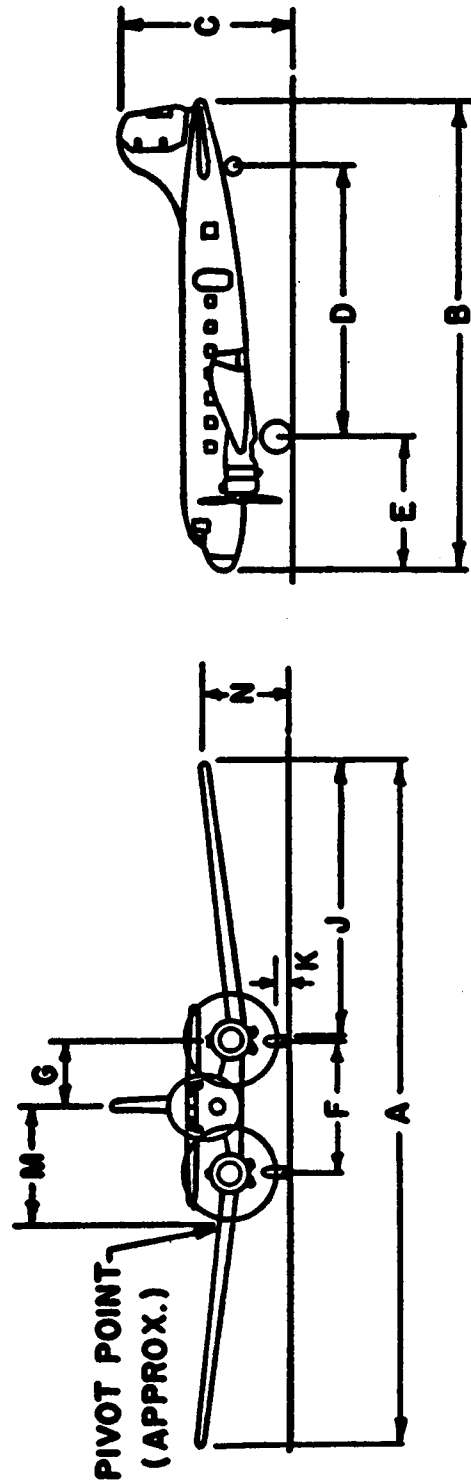


Figure A12-43. Douglas DC-3

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" 35.81M	93'11" 28.63M	27'11" 8.51M	27'5" 8.36M	36'0" 10.99M	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 47 174 KG	86,200 LB 39 100 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 64 864 KG	111,000 LB 50 349 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.

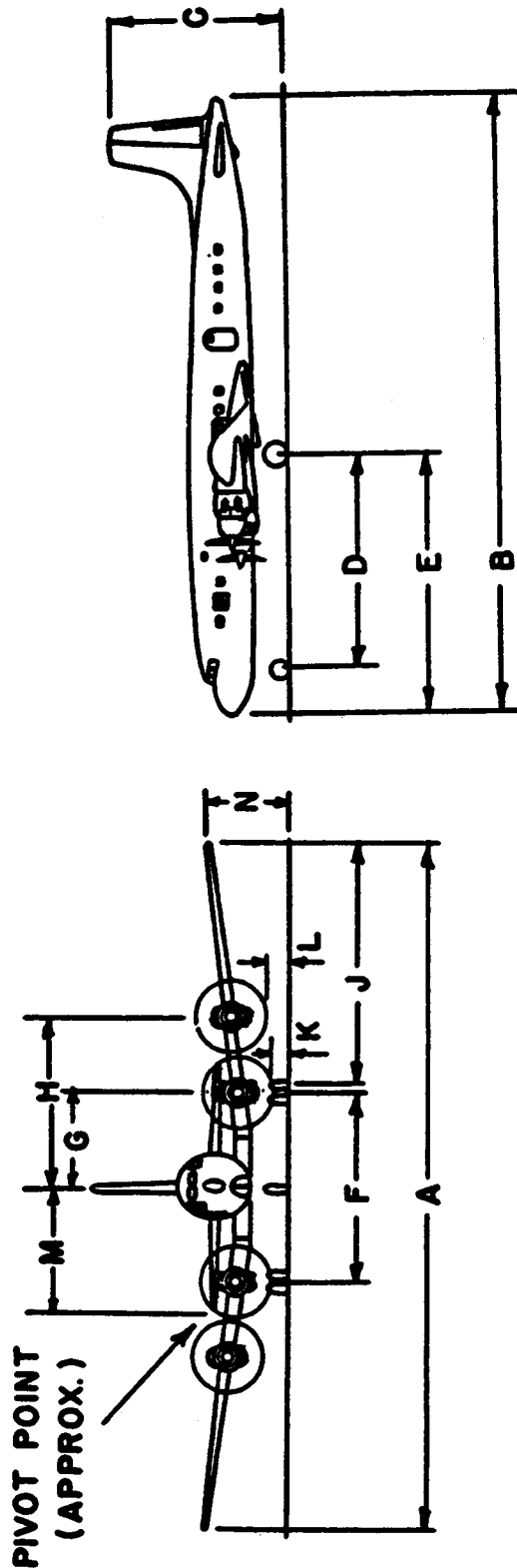


Figure A12-44. Douglas DC-4/6/7

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	M	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	47'7" 14.50M
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												

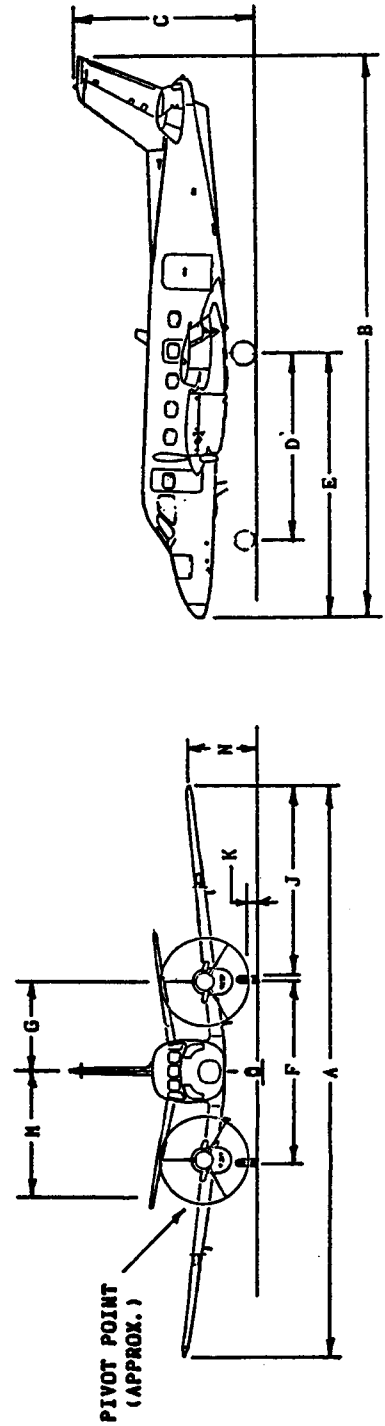


Figure A12-45. Embraer Emb 110

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" 21.56M	10'10" 3.30M	20'6" 6.25M	1'9" 0.53M	21'8" 6.60M	51'8" 15.75M		

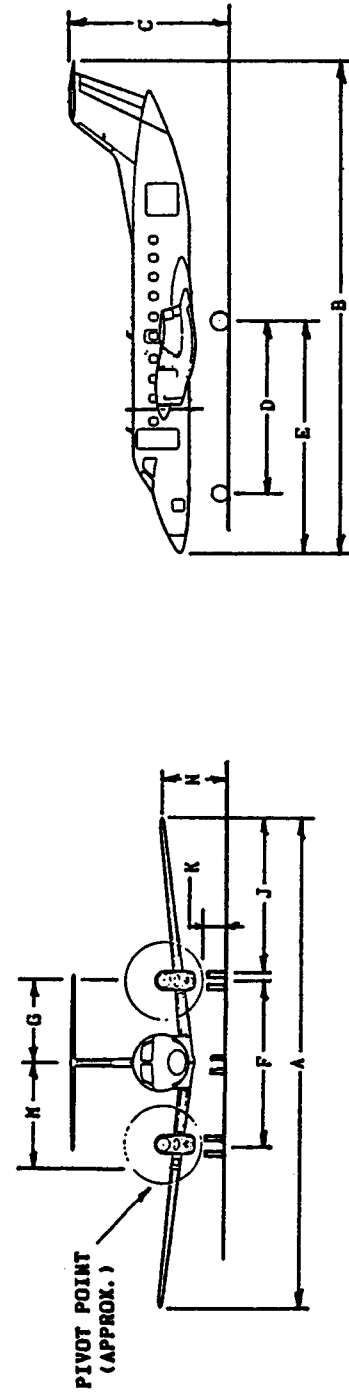


Figure A12-46. Embraer Emb 120

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	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			8.89M		11.68M	0.91M	4.56M	21.34M

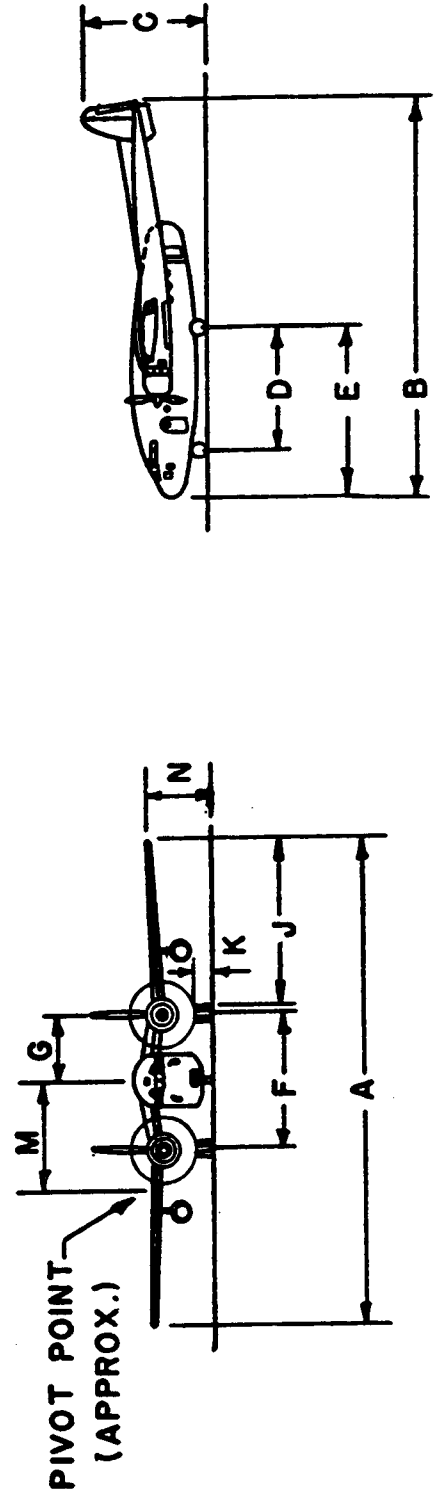


Figure A12-47. Fairchild C-119K Flying Boxcar

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	54,000 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	3'6" 1.12M	14'10" 4.52M	14'0" 4.27M	70'0" 21.34M

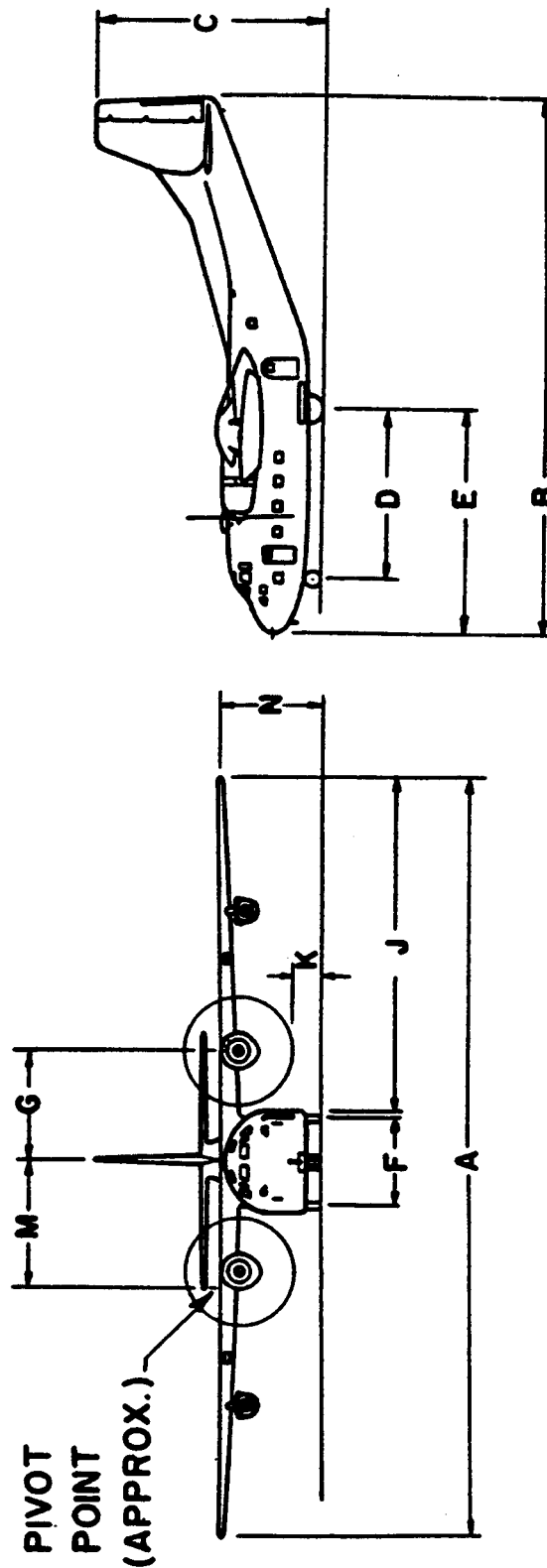


Figure A12-48. Fairchild C-123K Provider

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	TURN RADIUS	
F-27, B	40,500 LB 18,370 KG	38,500 LB 17,463 KG	95'2"	77'2"	27'6"	28'8"	34'6"	23'8"	11'10"	34'6"	2'10"	16'6"	11'10"	64'0"
FH-227, C, E	43,500 LB 19,731 KG	43,000 LB 19,504 KG	95'2"	83'1"	27'6"	34'7"	40'3"	23'8"	11'10"	34'9"	3'2"	12'4"	11'10"	59'7"

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).

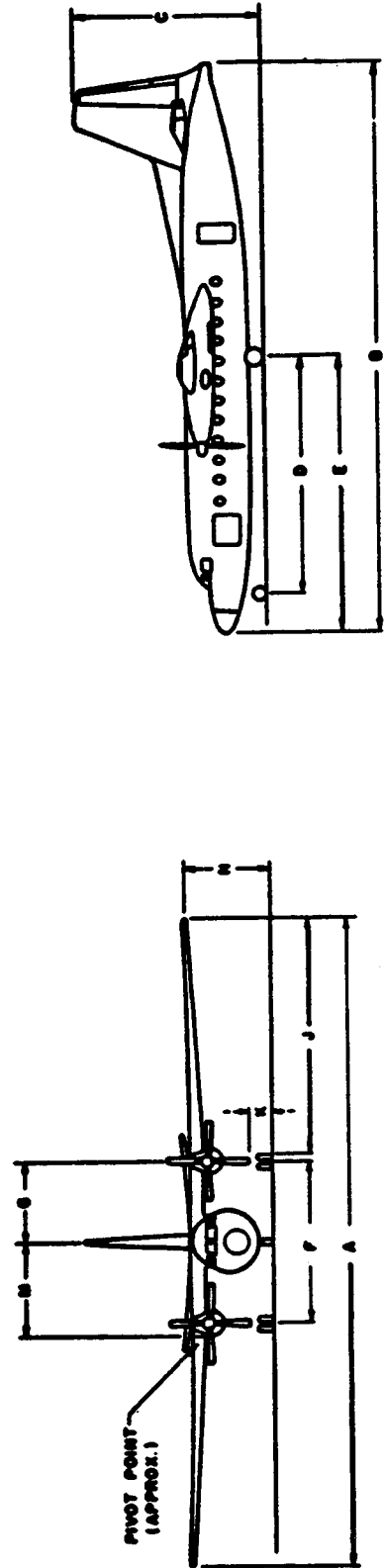


Figure A12-49. Fairchild F-27

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

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

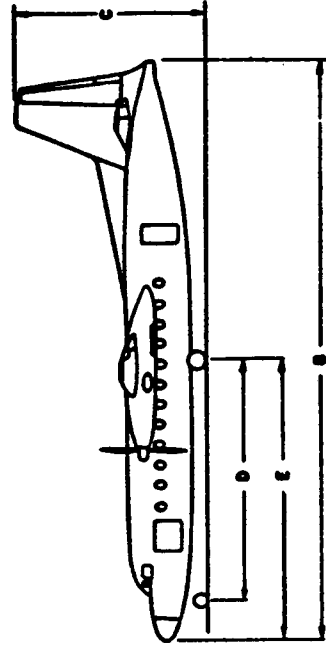
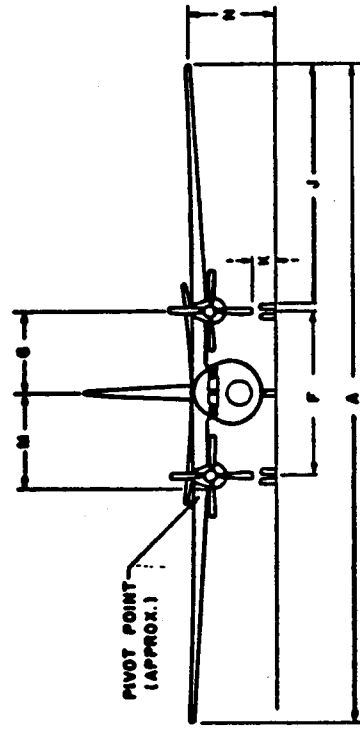


Figure A12-50. Fokker F-27

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" 23.57M	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" 2.37M	50'0" 15.24M
2000	65,000 LB 29 484 KG	59,000 LB 26 762 KG	77'4" 23.57M	97'2" 29.62M	27'10" 8.48M	33'11" 10.34M	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" 2.37M	50'0" 15.24M
3000	72,000 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	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8.3° 2.51N	7'9" 2.37M	50'0" 15.24M
4000	72,000 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	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8.3° 2.51N	7'9" 2.37M	50'0" 15.24M
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	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8.3° 2.51N	7'9" 2.37M	50'0" 15.24M
6000	72,000 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	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8.3° 2.51N	7'9" 2.37M	50'0" 15.24M

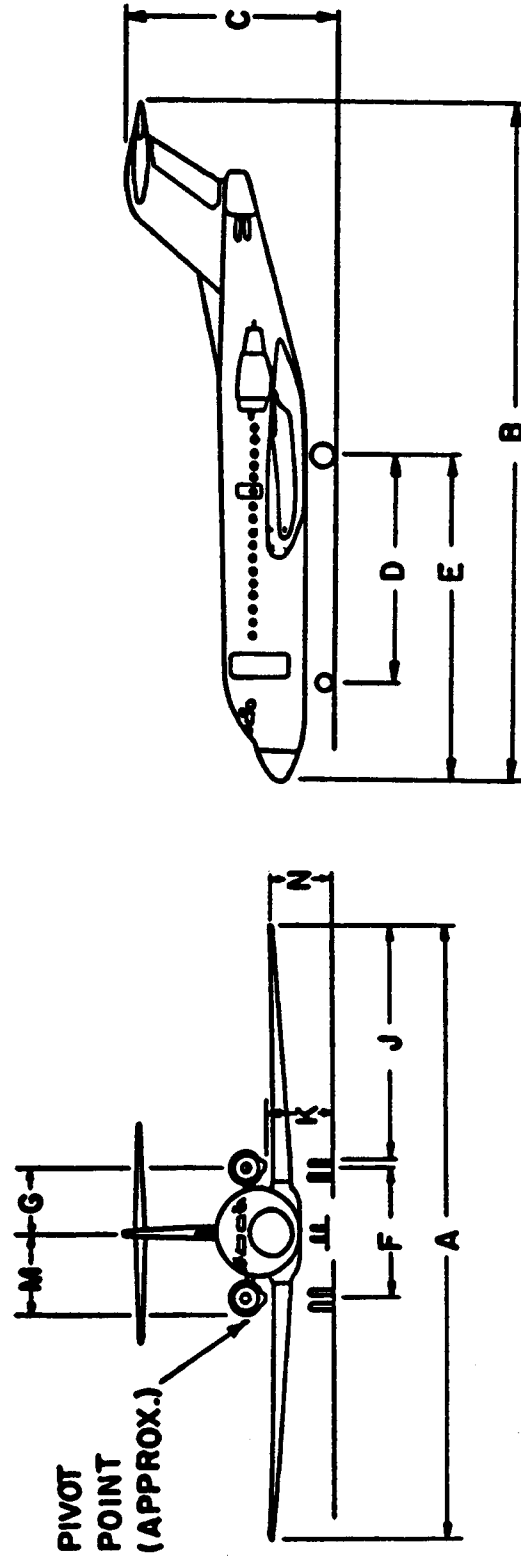


Figure A12-51. Fokker F-28

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	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"
24D, 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"
25B, 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	4'10"	3'6"	1.07M
28/29	15,000 LB	6 804 KG	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"									
55C, 56, LR	9 752 KG	8 165 KG	13.34M	16.79M	4.47M									

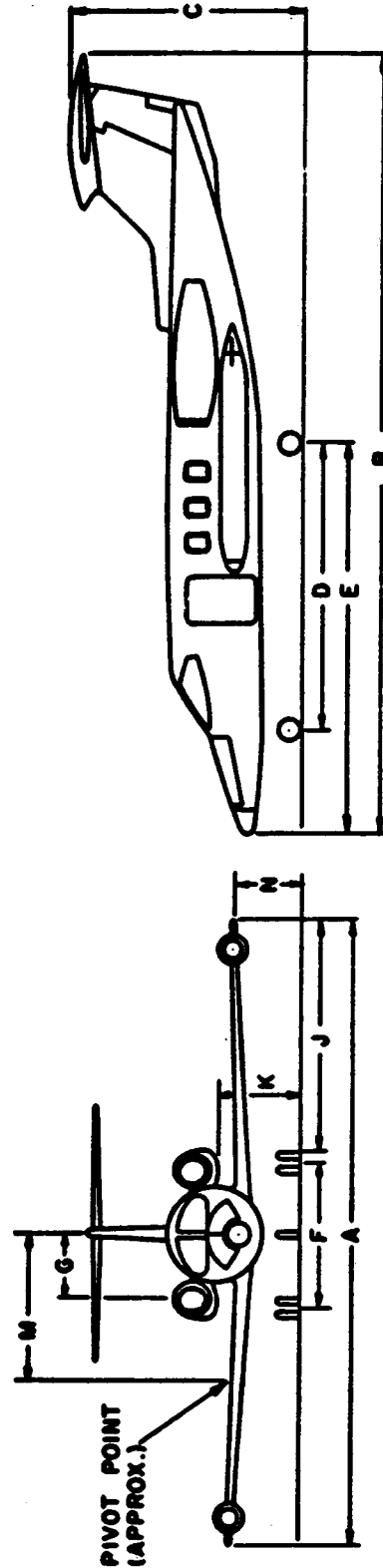


Figure A12-52. Gates Learjet

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	TURN RADIUS	
880	184,500 LB	137,000 LB	120'0"	129'4"	36'0"	53'1"	64'10"	18'10"	22'2"	41'4"	49'3"	2'8"	3'11"	19'5"	10'11"	84'0"
	83,688 KG	62,142 KG	36.58M	39.42M	10.97M	16.18M	19.76M	5.74M	6.76M	12.60M	15.01M	0.81M	1.19M	5.52M	3.33M	25.60M
990	246,200 LB	202,000 LB	120'0"	139'2"	39'6"	57'3"	68'11"	19'11"	22'2"	41'4"	48'10"	2'9"	4'0"	29'3"	12'9"	93'8"
	111,674 KG	91,626 KG	36.58M	42.42M	12.04M	17.45M	21.01M	6.07M	6.76M	12.60M	14.88M	0.84M	1.22M	8.92M	3.89M	28.55M

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.

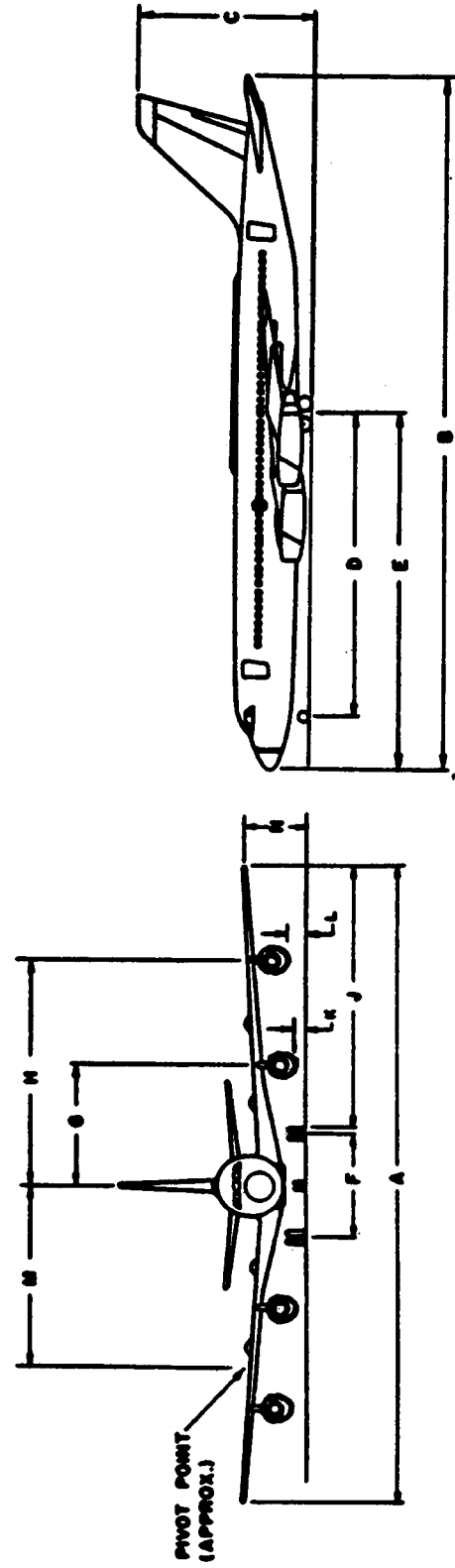


Figure A12-53. General Dynamics/Convair 880/990

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).

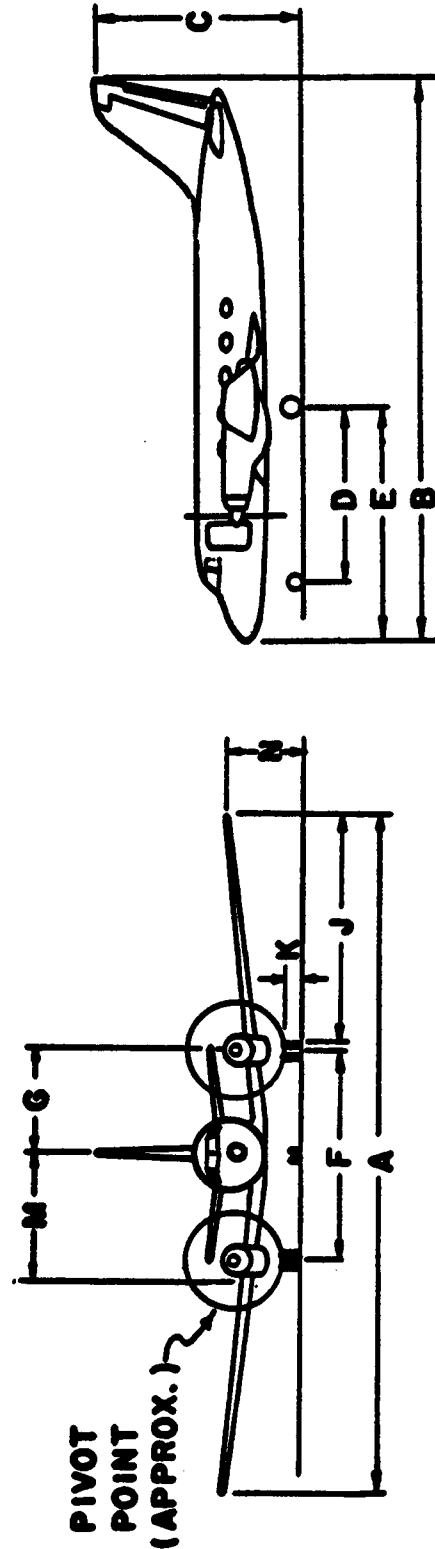


Figure A12-54. Grumman Gulfstream I

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	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

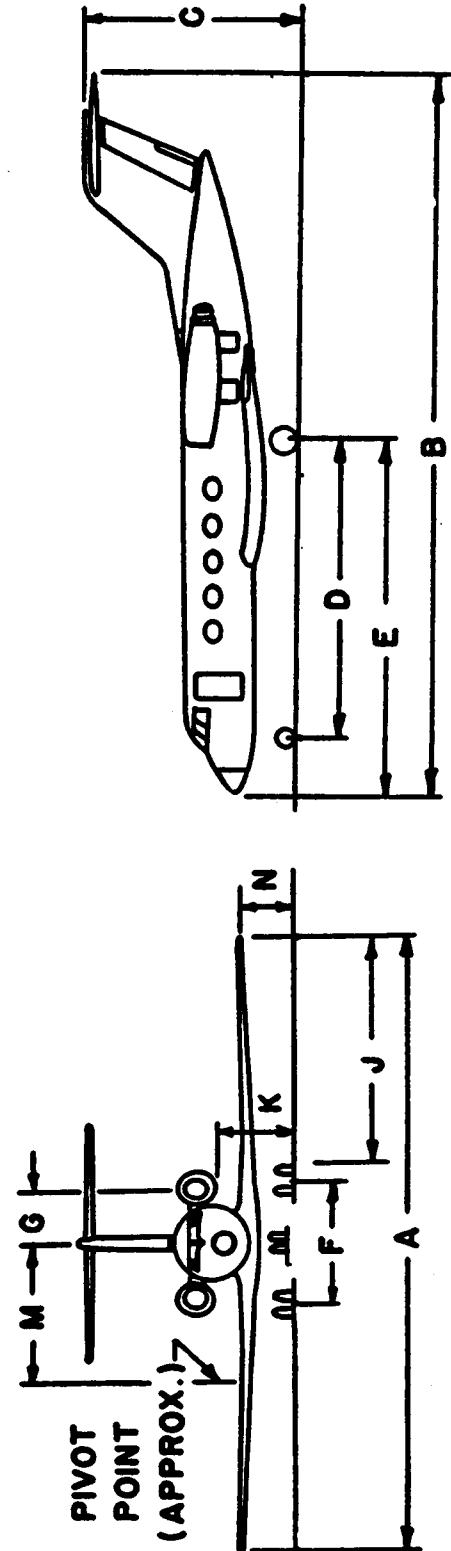


Figure A12-55. Grumman Gulfstream II

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

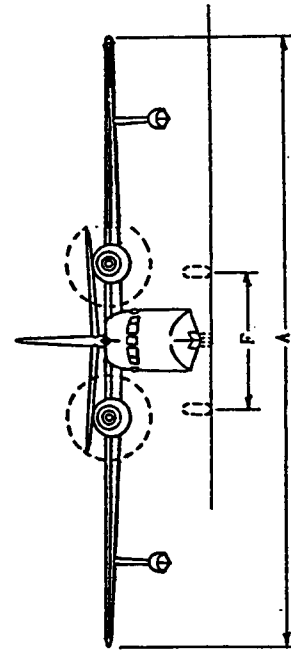
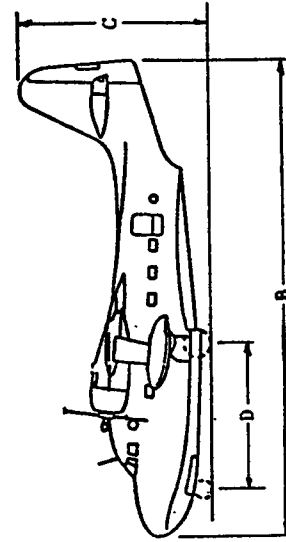


Figure A12-56. Grumman G-64/G-III

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	

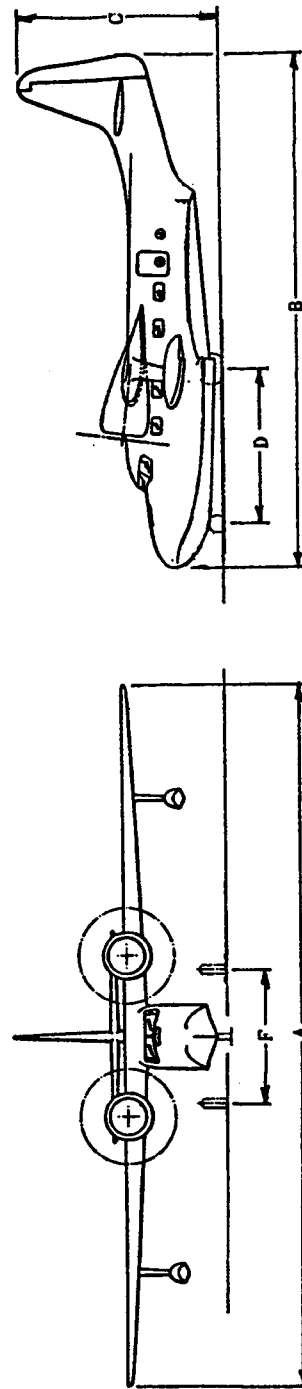


Figure A12-57. Grumman G-73

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	M	TURN RADIUS
HFB-320	20,280 LB 9,199 KG	19,400 LB 8,800 KG	47'6" 14.48M	54'6" 16.61M	16'2" 4.93M	22'1" 6.73M	28'2" 8.58M	7'9" 2.39M	4'8" 1.42M	19'7" 5.97M	5'11" 1.80M	8'3" 2.51M	7'3" 2.21M	29'5" 8.94M

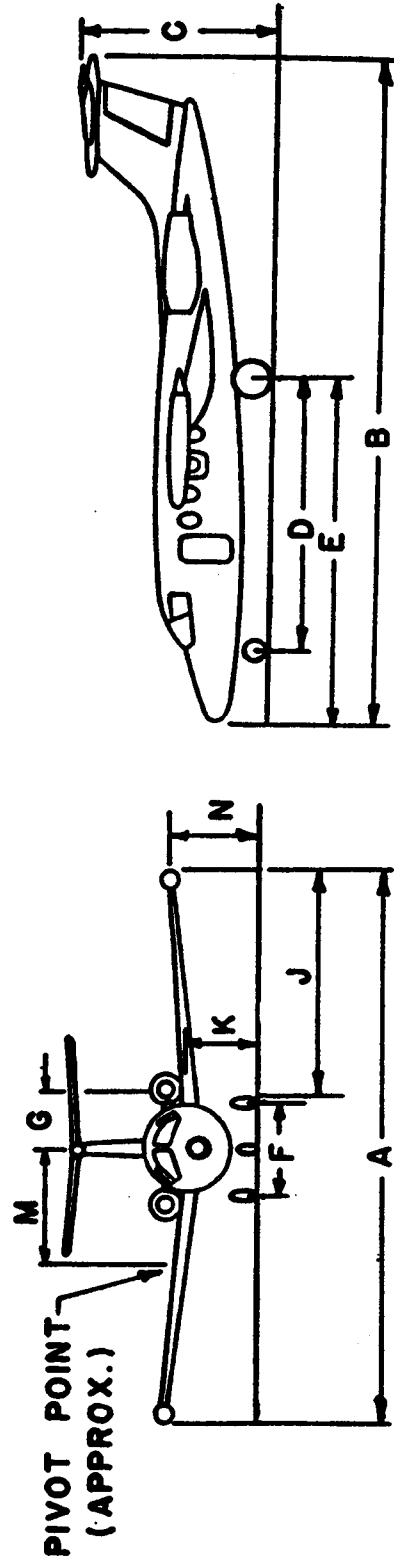


Figure A12-58. Hamburger-Flugzeubau HFB-320 Hansa

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

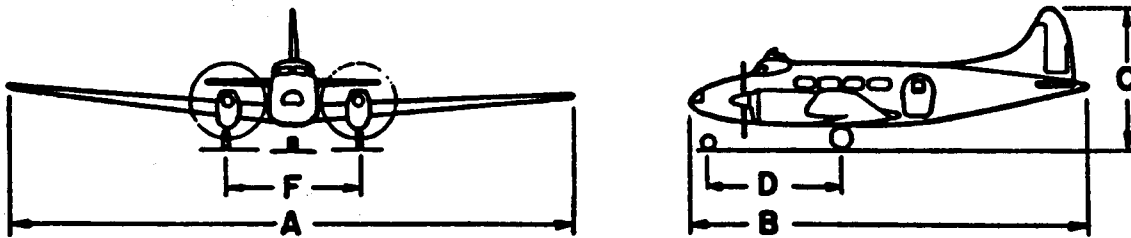


Figure A12-59. Hawker Siddeley DH. 104 Dove

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	12,150 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								

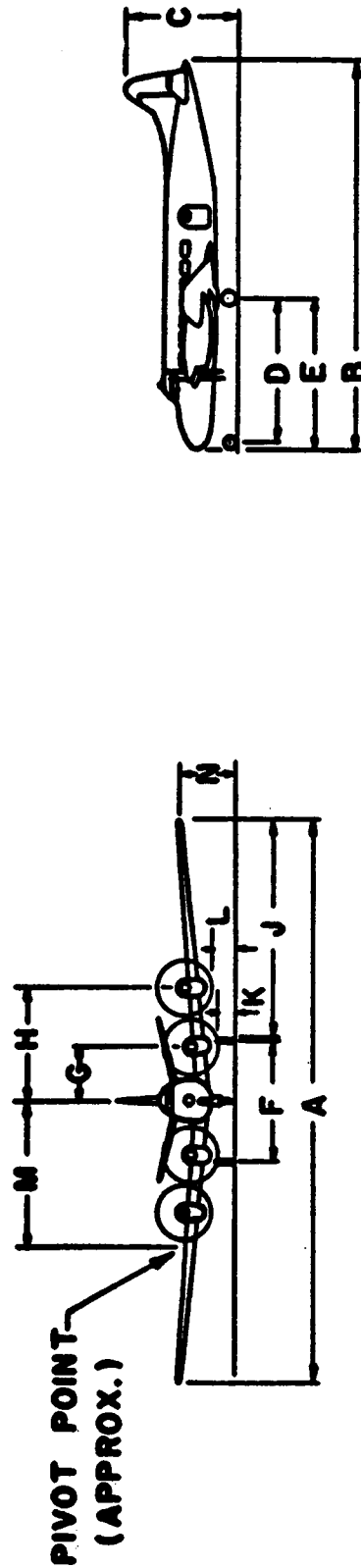


Figure A12-60. Hawker Siddeley DH. 114 Heron

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

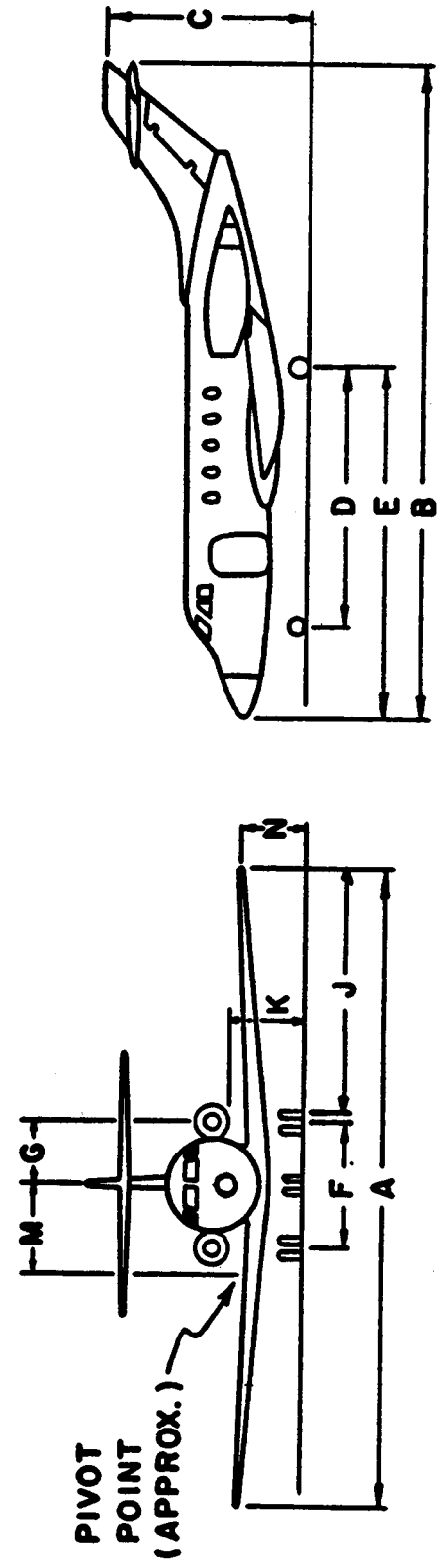


Figure A12-61. Hawker Siddeley HS-125

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	M	TURN RADIUS
2A	44,490 LB	42,100 LB	98'6"	67'0"	24'10"	20'8"	24'9"	24'9"	35'11"	2'0"	2'0"	59'0"		
	20,160 KG	19,096 KG	30.02M	20.49M	7.63M	6.32M	7.60M	7.60M	10.95M	0.61M	0.61M	17.98M		
2B	46,500 LB		102'6"	67'0"	24'10"									
	21,092 KG		31.24M	20.49M	7.63M									

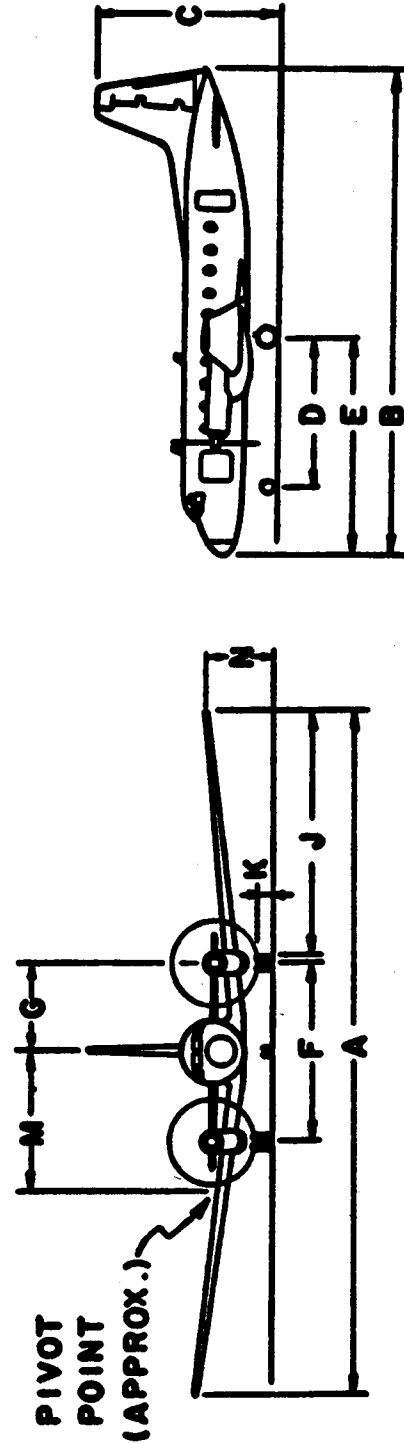


Figure A12-62. Hawker Siddeley HS-748

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 161,932 KG	252,000 LB 114,305 KG	141.9'	174.4'	40.6'	80.5'		22.4'			58.0° 17.76M					

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

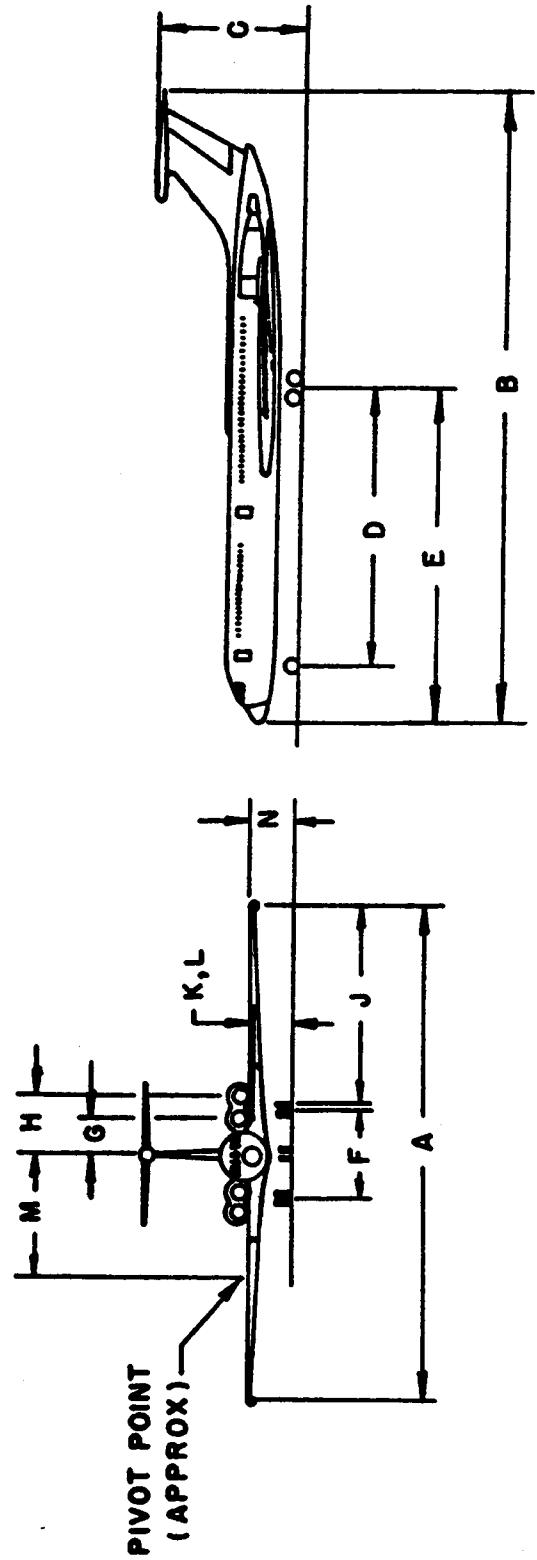


Figure A12-63. Ilyushin IL-62

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	22,650 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	
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		4'0" 1.22M	
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	9'1" 2.77M	4'4" 1.32M	4'4" 1.32M	21'1" 6.43M	7'0" 2.13M		3'10" 1.17M	

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

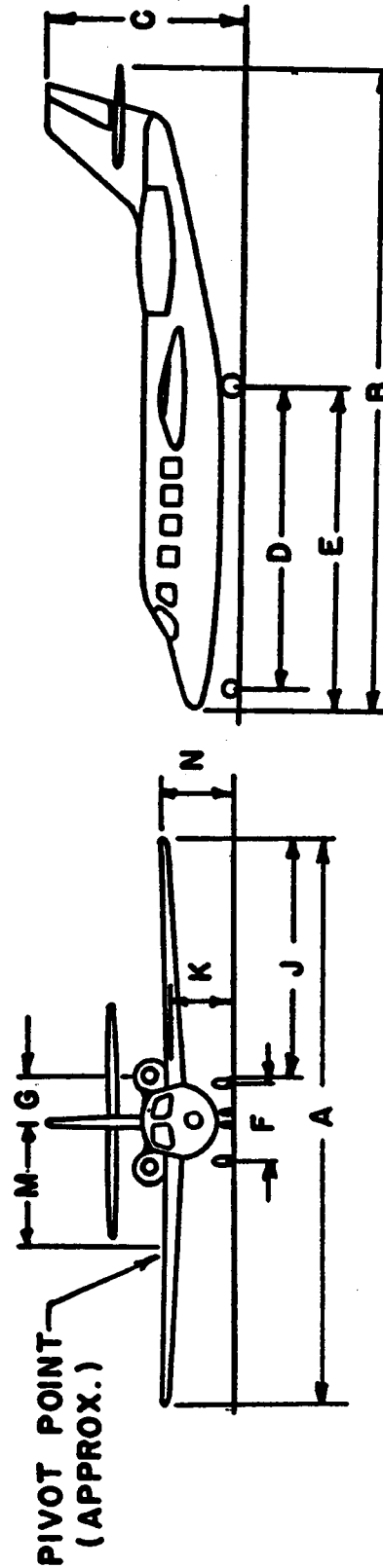


Figure A12-64. Israel Aircraft Industries Westwind

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 48 534 KG	69,500 LB 40 597 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" 13.64M	1'9" 0.53M	3'11" 1.19M	31'1" 9.47M	15'11" 4.83M	92'7" 28.22M
1049	120,000 LB 54 431 KG	101,500 LB 46 040 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" 13.64M	1'9" 0.53M	3'11" 1.19M	26'0" 7.92M	16'3" 4.95M	87'6" 20.07M
1649A	160,000 LB 72 575 KG	123,000 LB 55 792 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

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

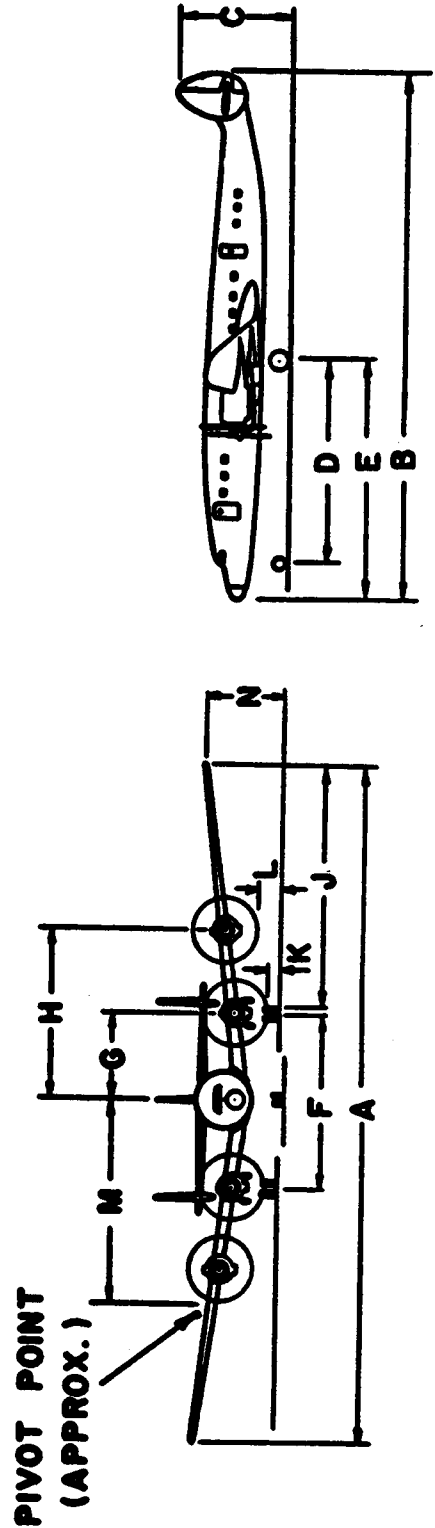


Figure A12-65. Lockheed Constellation and Super Constellation

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	H	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"	38'4"	162'6"
			67.87M	75.54M	19.84M	25.02M	35.64M	11.40M	12.09M	18.87M	28.25M	3.28M	2.41M	4.14M	11.68M	49.53M

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

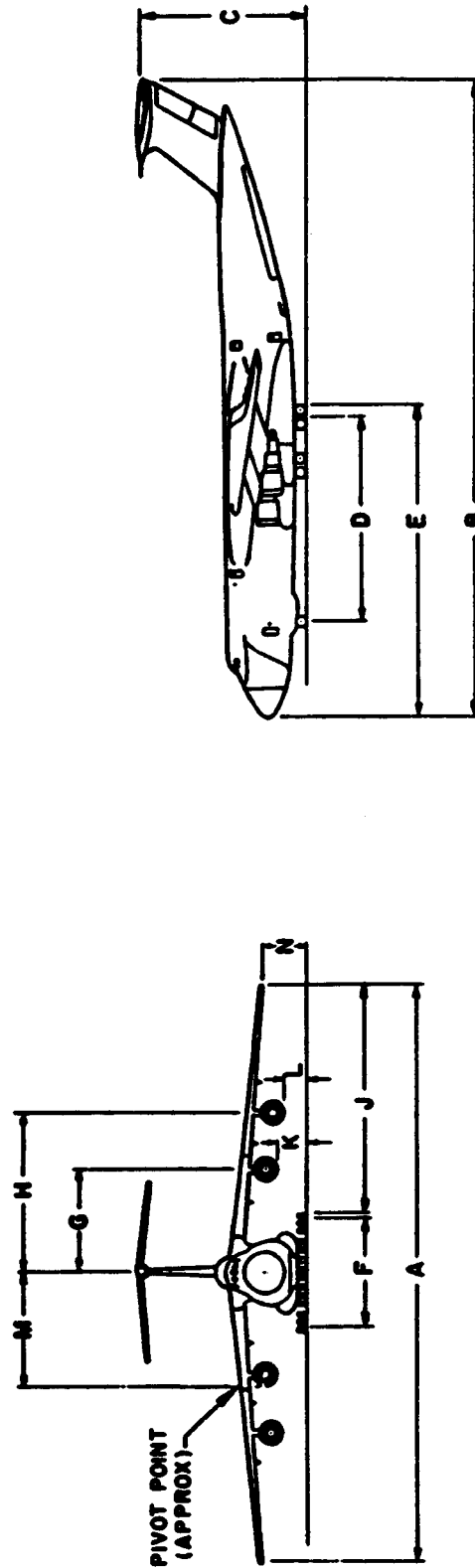


Figure A12-66. Lockheed C-5B Galaxy

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											

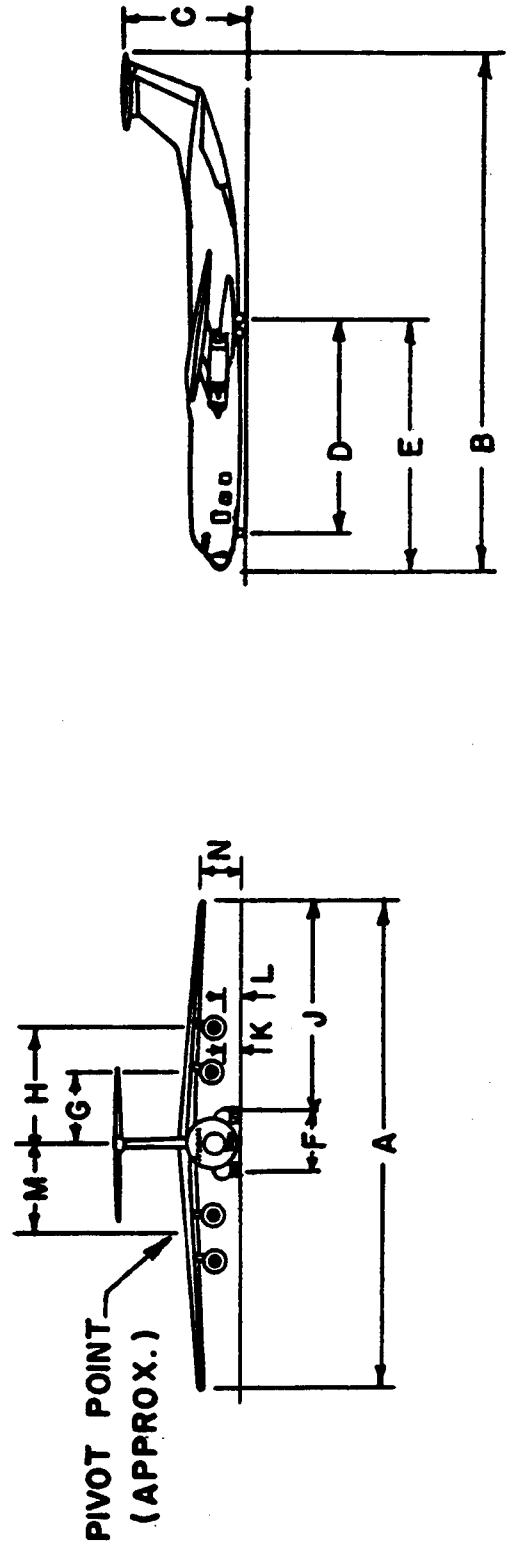


Figure A12-67. Lockheed C-141 Starlifter

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

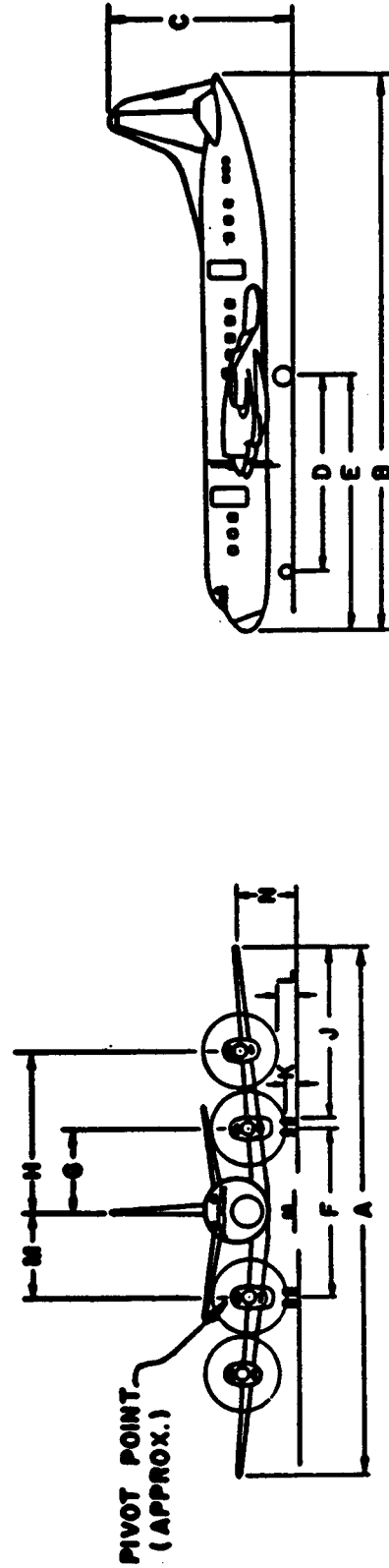


Figure A12-68. Lockheed L-188 Electra II

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	130,000 LB	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"	86'0"
	70 307 KG	58 967 KG	40.41M	32.33M	11.98M	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	135,000 LB	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"
	70 307 KG	61 235 KG	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	155,000 LB	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"
	79 379 KG	70 307 KG	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

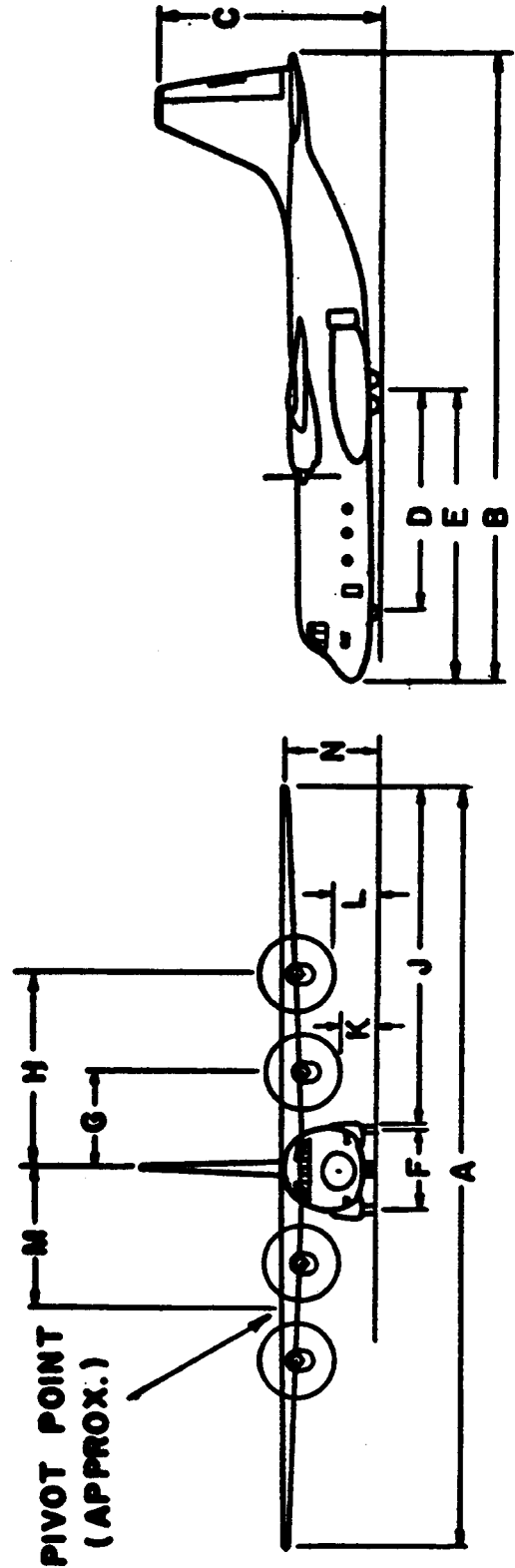


Figure A12-69. Lockheed L-100 Hercules

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

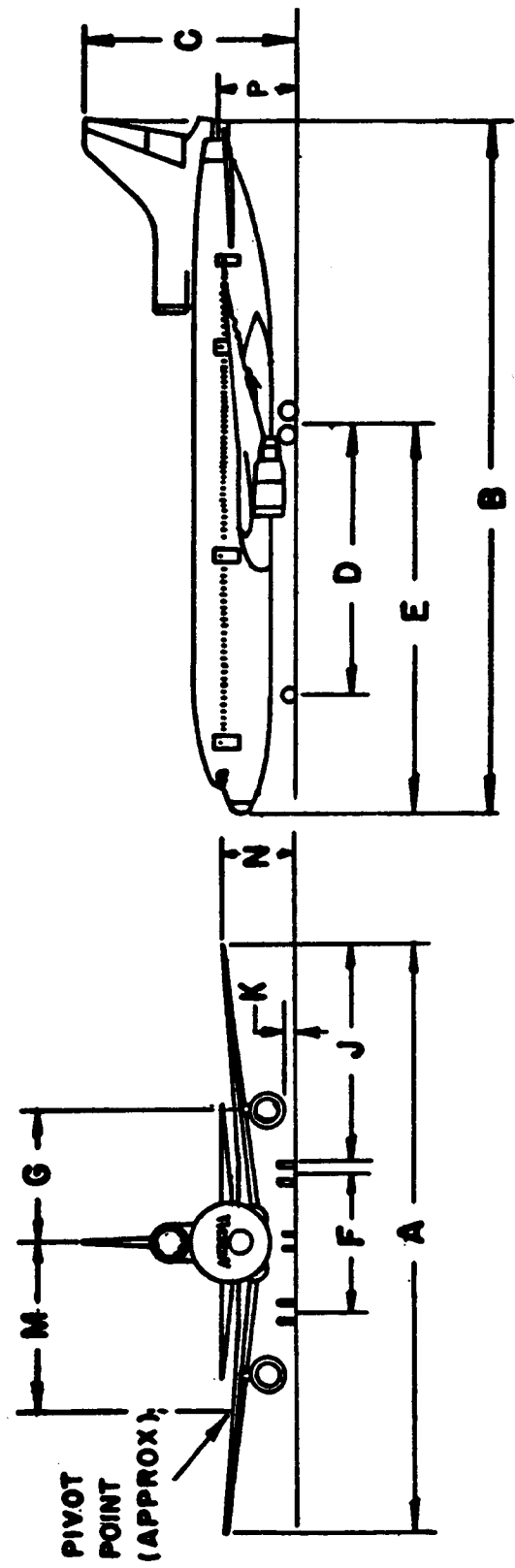


Figure A12-70. Lockheed L-1011 Tristar

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).
36,000 LB (16,329 KG).

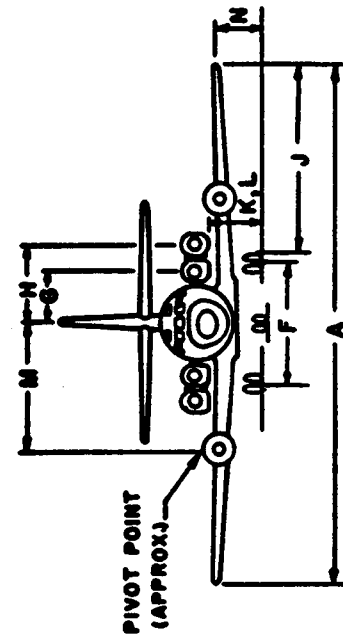
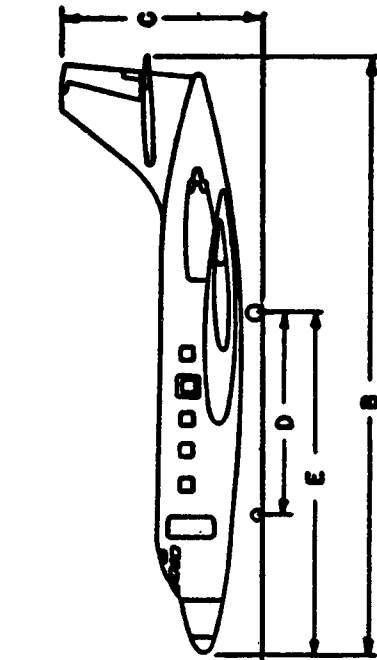


Figure A12-71. Lockheed L-1329 Jetstar

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

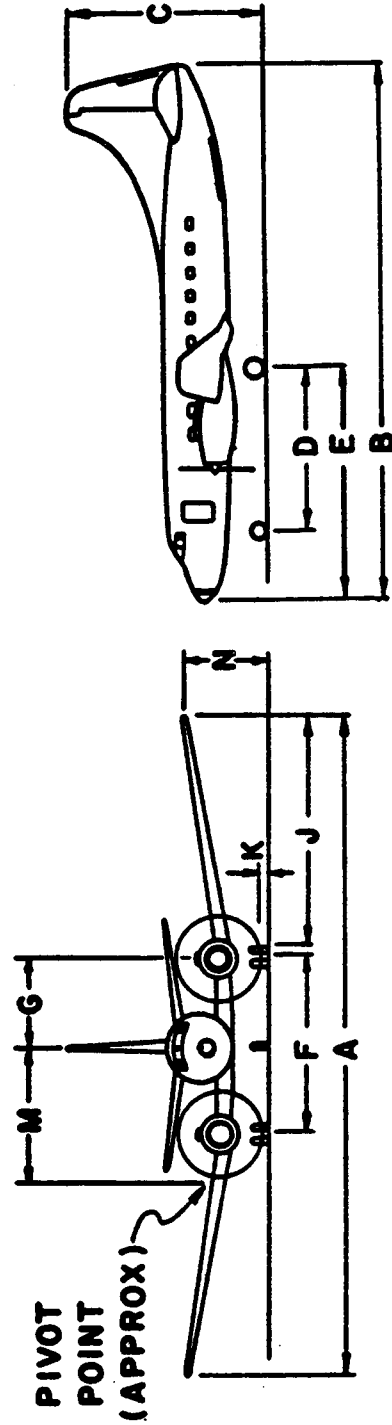


Figure A12-72. Martin 404

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" 43.41M	150'9" 45.95M	43'4" 13.21M	57'6" 17.53M	73'5" 22.38M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	4'0" 1.22M	5'5" 1.63M	21'1" 6.43M	15'3" 4.65M	96'10" 29.51M
55	325,000 LB 147,420 KG	217,000 LB 98,431 KG	142'5" 43.41M	150'9" 45.95M	43'4" 13.21M	57'6" 17.53M	73'5" 22.38M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	21'1" 6.43M	15'3" 4.65M	96'10" 29.51M
55F	325,000 LB 147,420 KG	240,000 LB 108,864 KG	142'5" 43.41M	150'9" 45.95M	43'4" 13.21M	57'6" 17.53M	73'5" 22.38M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	21'1" 6.43M	15'3" 4.65M	96'10" 29.51M
61	325,000 LB 147,420 KG	240,000 LB 108,864 KG	142'5" 43.41M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
71	325,000 LB 147,420 KG	240,000 LB 108,864 KG	142'5" 43.41M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
61F	328,000 LB 148,760 KG	258,000 LB 117,029 KG	142'5" 43.41M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
71CF	328,000 LB 148,760 KG	258,000 LB 117,029 KG	142'5" 43.41M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
62, 72, 72AF	350,000 LB 158,760 KG	240,000 LB 108,864 KG	148'5" 45.24M	157'6" 48.00M	43'5" 13.23M	60'10" 18.54M	76'9" 23.39M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
62F	350,000 LB 158,760 KG	250,000 LB 113,400 KG	148'5" 45.24M	157'6" 48.00M	43'5" 13.23M	60'10" 18.54M	76'9" 23.39M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
72CF	350,000 LB 158,760 KG	250,000 LB 113,400 KG	148'5" 45.24M	157'6" 48.00M	43'5" 13.23M	60'10" 18.54M	76'9" 23.39M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
63	355,000 LB 161,028 KG	256,000 LB 117,029 KG	148'5" 45.24M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	38'10" 11.64M	15'4" 4.67M	116'1" 35.38M
73	355,000 LB 161,028 KG	256,000 LB 117,029 KG	148'5" 45.24M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	38'10" 11.64M	15'4" 4.67M	116'1" 35.38M
63F, 73CF	355,000 LB 161,028 KG	275,000 LB 124,740 KG	148'5" 45.24M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	38'10" 11.64M	15'4" 4.67M	116'1" 35.38M
73AF	355,000 LB 161,028 KG	275,000 LB 124,740 KG	148'5" 45.24M	187'5" 57.12M	43'0" 13.11M	77'6" 23.62M	93'5" 28.47M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'8" 18.80M	2'7" 0.79M	4'2" 1.27M	38'10" 11.64M	15'4" 4.67M	116'1" 35.38M

NOTE: OPTIONAL TAKEOFF AND LANDING WEIGHTS:
 72 335,000 LB (151,953 KG) MAXIMUM TAKEOFF WEIGHT.
 240,000 LB (108,864 KG) MAXIMUM LANDING WEIGHT.
 72AF 335,000 LB (151,953 KG) MAXIMUM TAKEOFF WEIGHT.
 250,000 LB (113,400 KG) MAXIMUM LANDING WEIGHT.

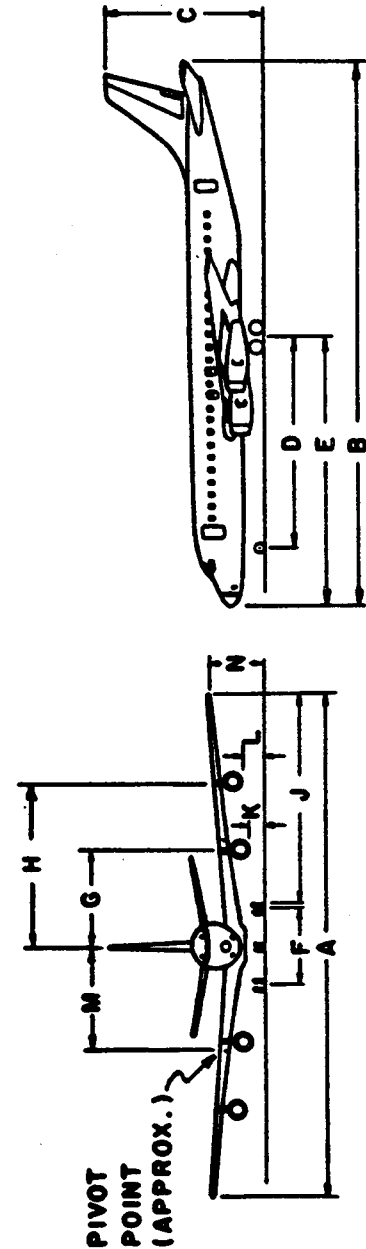


Figure A12-73. McDonnell-Douglas DC-8

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" 1.96M	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, 86	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.
- 82 149,500 LB (67 812 KG) MAXIMUM TAKEOFF WEIGHT.
130,000 LB (58 967 KG) MAXIMUM LANDING WEIGHT.
- 83 160,000 LB (72 575 KG) MAXIMUM TAKEOFF WEIGHT.
139,500 LB (63 276 KG) MAXIMUM LANDING WEIGHT.

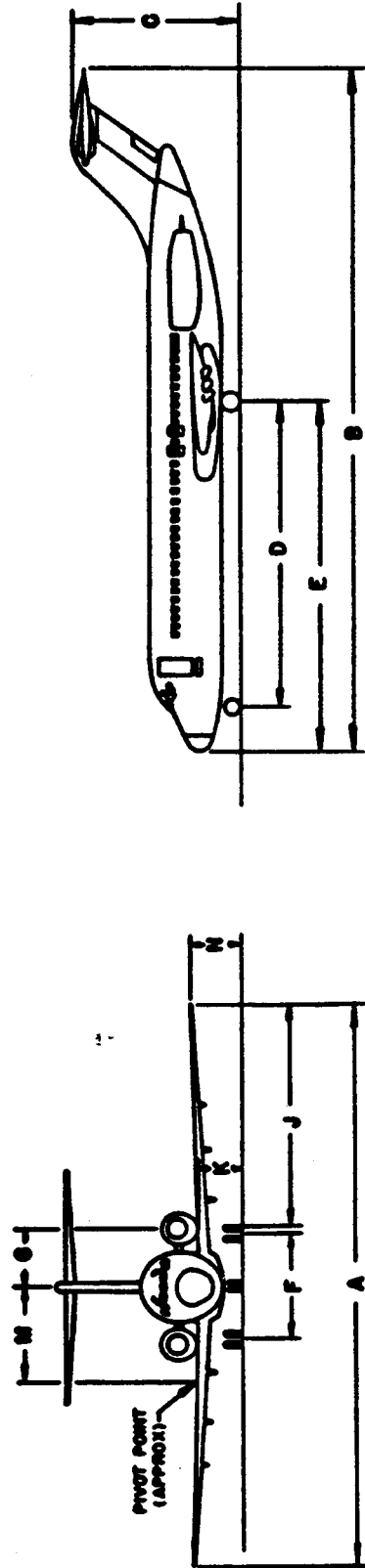


Figure A12-74. McDonnell-Douglas DC-9 and MD-80

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	555,000 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 (199 561 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.
- 30CF 580,000 LB (263 084 KG) MAXIMUM TAKEOFF WEIGHT.
436,000 LB (197 766 KG) MAXIMUM LANDING WEIGHT.
- 40CF 555,000 LB (251 744 KG) MAXIMUM TAKEOFF WEIGHT.
411,000 LB (186 426 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.

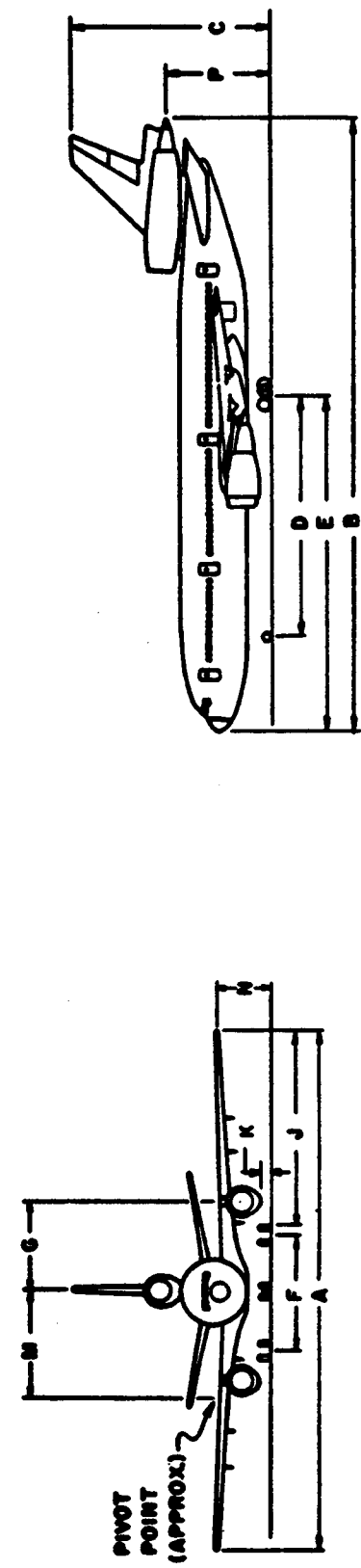


Figure A12-75. McDonnell-Douglas DC-10

	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	N	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	458,000 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
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 CFS-802CDIF ENGINES.

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

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

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

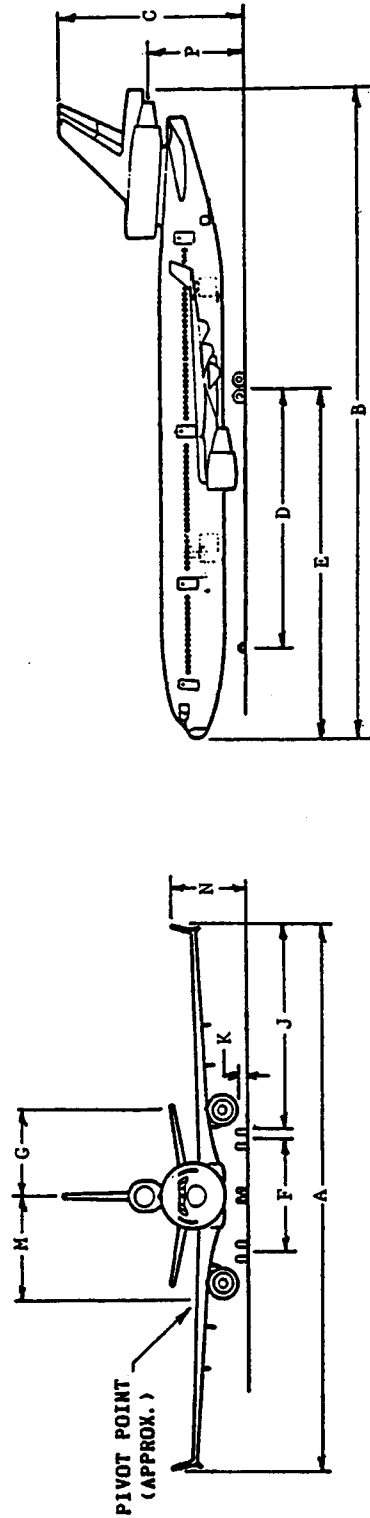


Figure A12-76. McDonnell-Douglas MD-11

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				

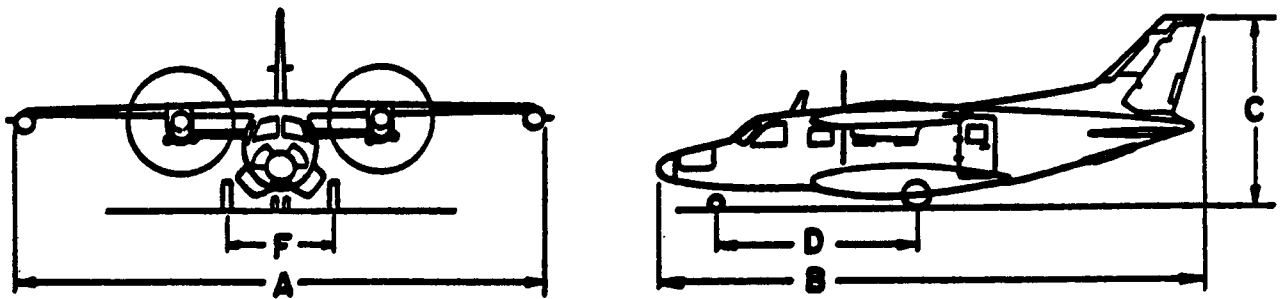


Figure A12-77. Mitsubishi MU-2

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	H	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						

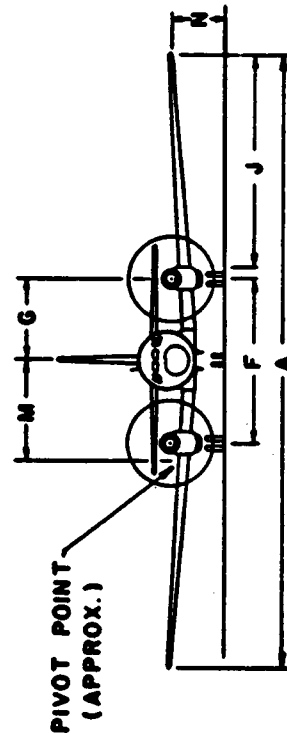
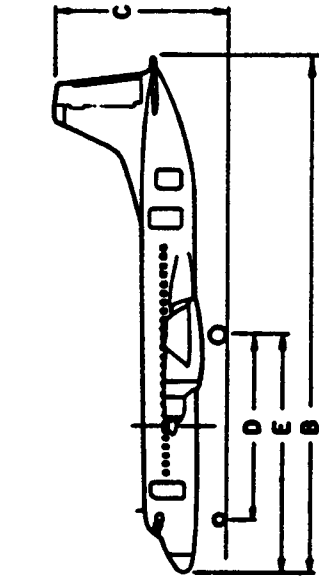


Figure A12-78. Nihon/N.A.M.C. YS-11A

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
40	18,650 LB 8 459 KG	17,500 LB 7 938 KG	44'6" 13.56M	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 9 072 KG	17,500 LB 7 938 KG	44'6" 13.56M	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	3'8" 1.12M	3'8" 1.12M	
70, 75A	21,000 LB 9 525 KG	18,500 LB 8 391 KG	44'6" 13.56M	47'2" 14.40M	17'3" 5.24M	15'10" 4.81M		8'4" 2.54M	4'6" 1.37M		3'6" 1.05M		3'7" 1.08M	

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

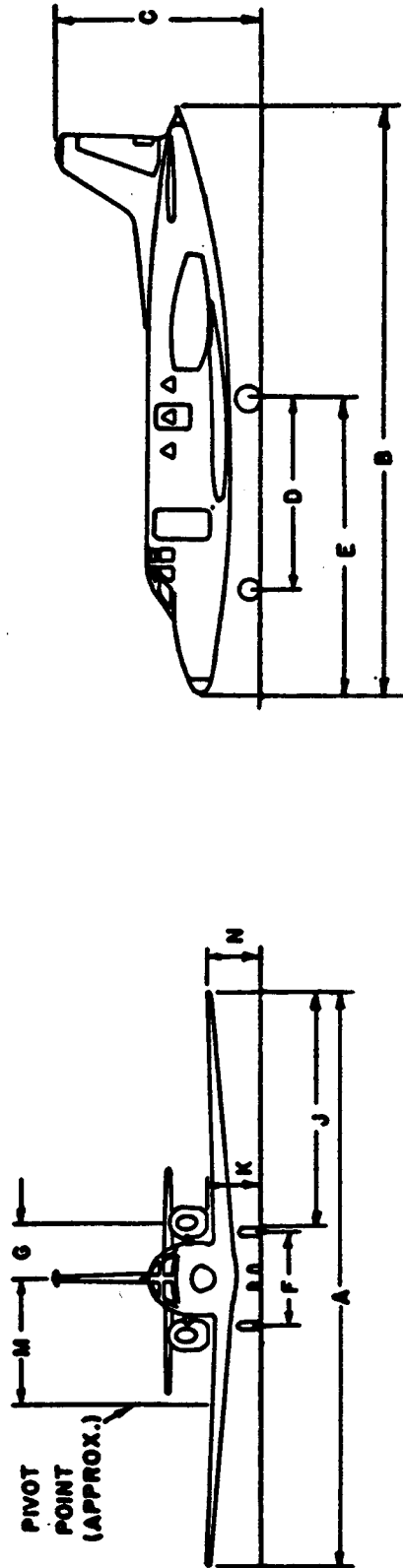


Figure A12-79. Rockwell International NA-265 Sabreliner

MODEL	MAXIMUM TAREOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	N	M	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	

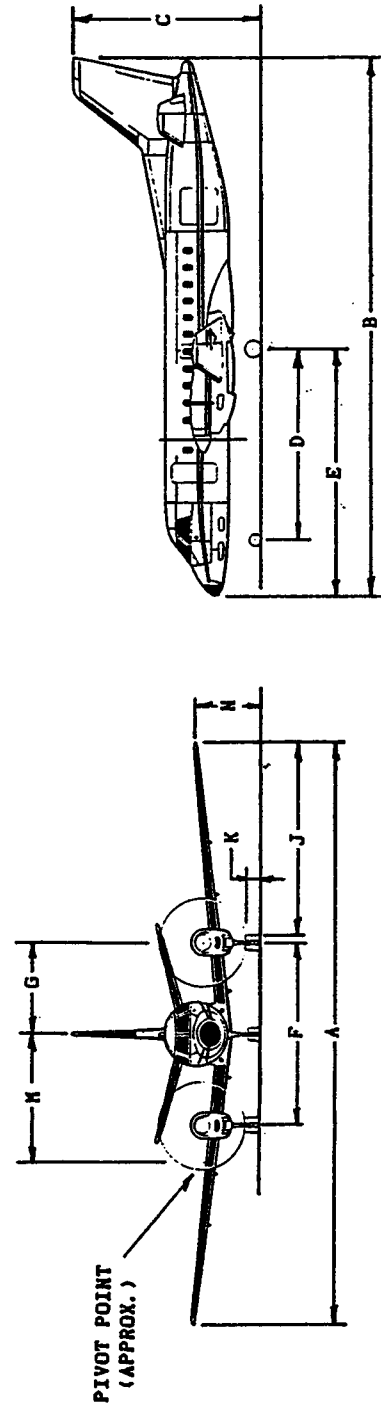
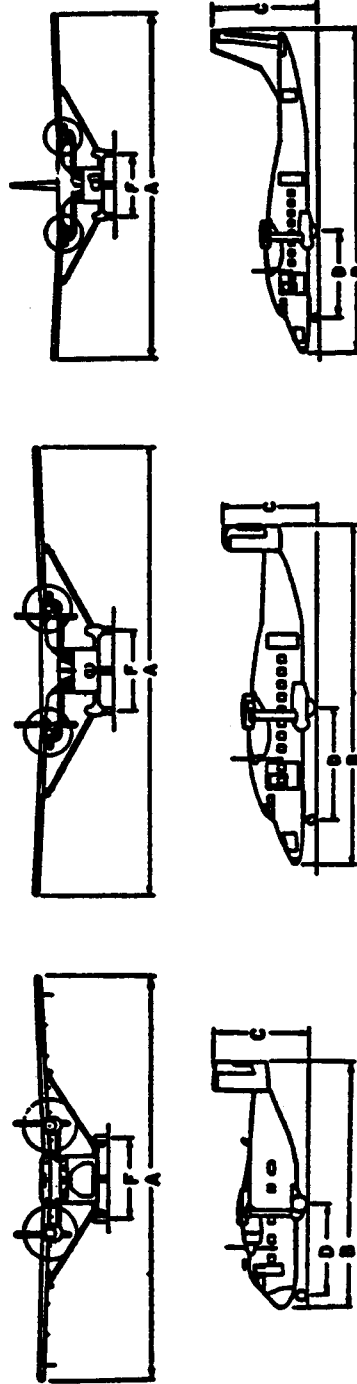


Figure A12-80. SAAB SF 340

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



SC.7-3M

330

360

Figure A12-81. Short Brothers

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								

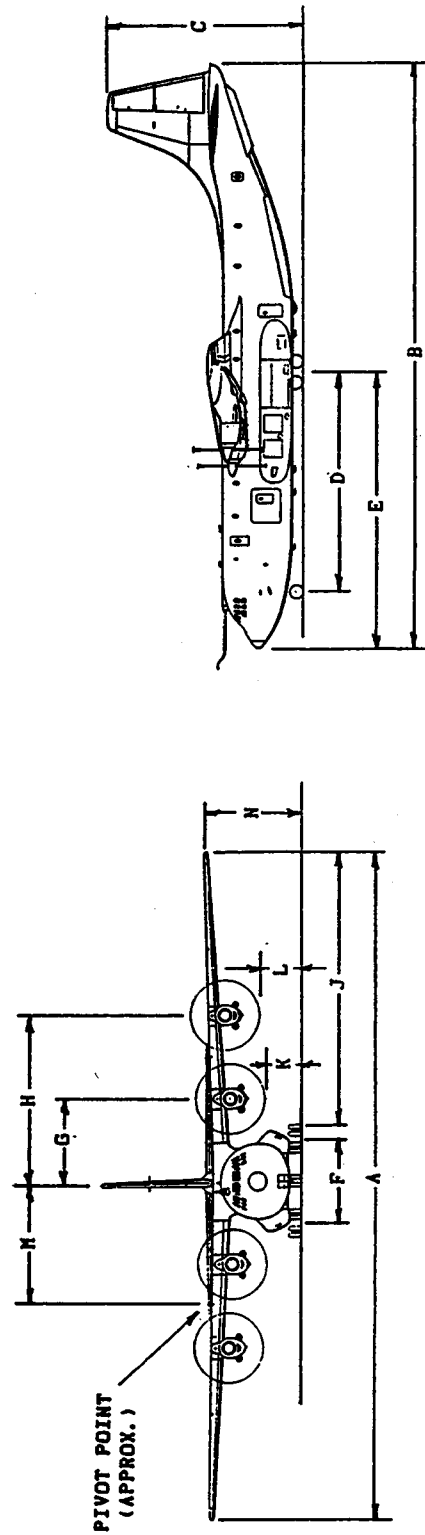


Figure A12-82. Shorts SC. 5/10 Belfast

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	
	4 536 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	
	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	
	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				

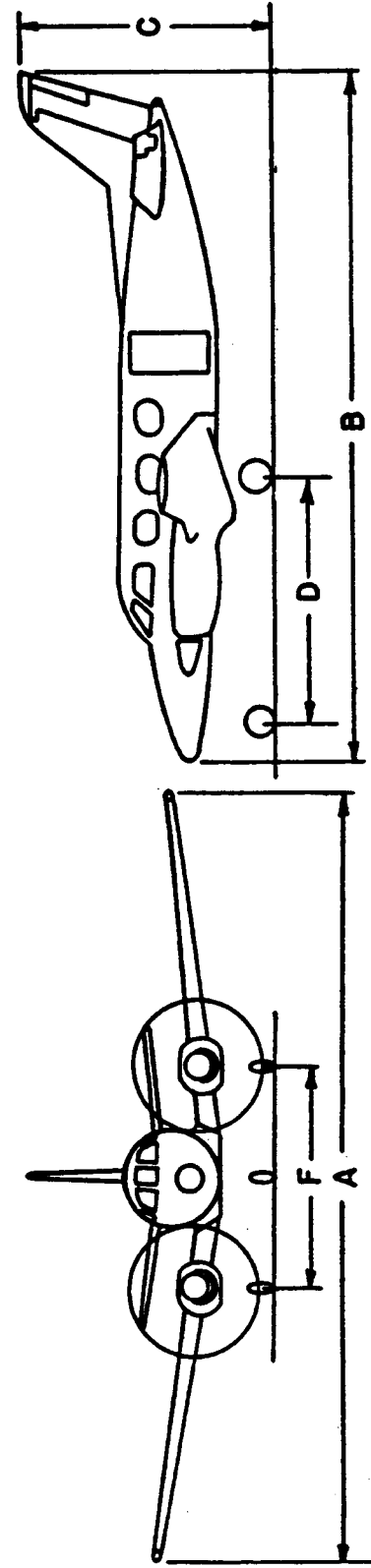


Figure A12-83. Swearingen Merlin

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							

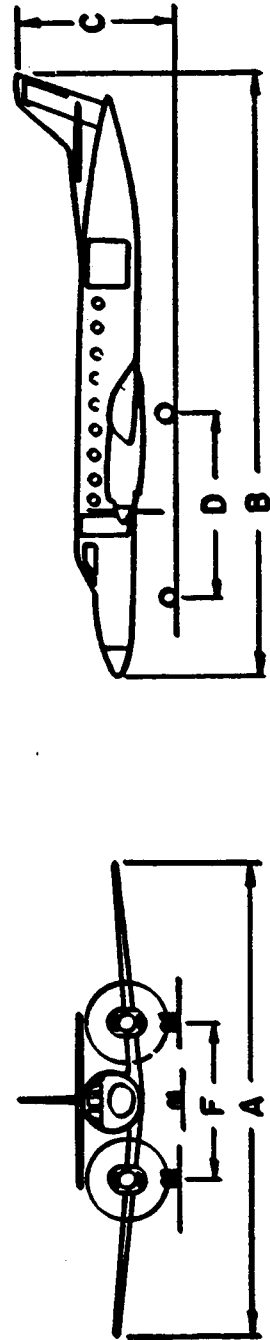


Figure A12-84. Swearingen Metro