

COMMERCIAL AIRCRAFT

GENERAL DATA			DIMENSIONS				WEIGHTS				POWERPLANT		PERFORMANCE					REMARKS/STATUS/OUTLOOK
MODEL/DESIGNATION	NO. IN FLT. CREW	NO. OF PASS.	WING SPAN (FT.)	WING AREA (SQ. FT.)	MAX. LENGTH (FT.)	MAX. HEIGHT (FT.)	EMPTY WT. (LB.)	GROSS WT. (LB.)	MAX. LANDING WT. (LB.)	CARGO CAPACITY (LB.)	(NO., MAKE & MODEL)	MAX. SPEED (MACH or MPH)	BEST CRUISE SPEED (MACH OR MPH.)	FAA TAKEOFF FIELD LENGTH (FT.)	FAA LANDING FIELD LENGTH (FT.)	STILL AIR RANGE (MI.)		
NARROW BODY TURBOFANS																		
<i>AIRBUS, Blagnac, France</i>																		
A318	2	107	111.8	1,320	103.2	41.2	86,000	149,910	126,800	12,700	2 CFM56-5B or PW PW6000	M 0.82	M 0.78	4,200	—	3,700	In service 2003.	
A319-100	2	124	111.8	1,320	111	38.6	89,000	166,500	137,800	15,100	1 CFM56-5B4 or IAE V2524-A5	M 0.82	M 0.78	4,800	4,700	4,200	In service 1996, 453 delivered.	
A320-200	2	150	111.8	1,320	123.3	38.6	92,800	169,800	145,500	14,900	2 CFM56-5B4 or IAE V2527-A5	M 0.82	M 0.78	5,900	4,800	3,500	In service 1998, 1,077 delivered.	
A321-100	2	185	111.8	1,320	146	38.6	106,300	187,400	164,000	12,300	2 CFM56-5B2 or IAE V2530-A5	M 0.82	M 0.78	6,300	5,000	2,700	In service 1994.	
A321-200	2	185	111.8	1,320	146	38.6	106,500	205,000	171,500	19,600	2 CFM56-5B3 or IAE V2533-A5	M 0.82	M 0.78	7,100	5,200	3,500	In service 1997.	
<i>BAE SYSTEMS, Regional Aircraft, Hatfield, England, UK</i>																		
Avro RJ70	2	70-85	86.4	832	85.8	28.3	52,700	95,000	83,500	5,000	4 ASE LF507-1F	500	M 0.70	3,610	3,550	1,800	Production terminated.	
Avro RJ85	2	80-100	86.4	832	93.7	28.3	54,500	97,000	85,000	6,670	4 ASE LF507-1F	500	M 0.70	3,840	3,730	1,600	Production terminated.	
Avro RJ100	2	95-112	86.4	832	101.7	28.2	56,500	101,500	88,500	8,370	4 ASE LF507-1F	500	M 0.70	4,330	3,970	1,500	Production terminated.	
BAe 146-100	2	70-85	86.4	832	85.8	28.3	51,500	84,000	77,500	5,000	4 ASE ALF502R-5	500	M 0.70	3,650	3,500	1,200	Production terminated.	
BAe 146-200	2	80-100	86.4	832	93.7	28.3	52,600	93,000	81,000	6,670	4 ASE ALF502R-5	500	M 0.70	3,880	3,700	1,300	Production terminated.	
BAe 146-300	2	95-112	86.4	832	101.7	28.2	54,500	97,500	84,500	8,370	4 ASE ALF502R-5	500	M 0.70	4,670	3,950	1,300	Production terminated.	
<i>THE BOEING CO., Boeing Commercial Airplanes Group, Renton, WA, USA</i>																		
707-320B	3	165	145.8	2,892	152.9	42.4	148,500	333,600	215,000	10,500	4 PW JT3D-7	600	M 0.80-83	10,400	5,500	4,900	Production terminated.	
707-320C	3	147	145.9	2,892	152.9	42.4	146,400	333,600	215,000	54,200	4 PW JT3D-7	600	M 0.80-83	10,400	6,250	4,900	Production terminated.	
717-200	2	106	93.3	1,001	124	29.1	68,500	121,000	110,000	10,800	2 RR BR715	M 0.82	M 0.76	5,750	5,000	2,060	Statistics for high gross weight version.	
727-100	3	106	108	1,560	133.2	34	87,600	169,000	142,500	14,604	3 PW JT8D-1, 7 or 9	600+	M 0.80-84	7,950	5,200	2,250	Production terminated.	
727-200 Advanced	3	134	108	1,560	153.2	34	97,770	190,000	154,500	15,430	3 PW JT8D-15A	600+	M 0.80-84	10,000	5,300	2,240	Production terminated.	
727-200F	3	0	108	1,560	153.2	34	89,985	203,100	166,000	58,300	3 PW JT8D-17A	600+	M 0.78	9,300	5,000	1,950	Production terminated.	
737-100	2	103	93	980	94	37	60,440	100,000	98,000	8,160	2 PW JT8D-7 or 9	586	M 0.73-78	4,300	4,000	1,090	Production terminated.	
737-200 Advanced	2	120	93	980	100.2	37	60,620	115,500	103,000	10,380	2 PW JT8D-15A	586	M 0.73-78	6,300	4,260	1,745	Production terminated.	
737-200 Advanced	2	120	93	980	100.2	37	62,445	128,100	107,000	8,400	2 PW JT8D-17A	586	M 0.73-78	8,970	4,580	2,840	High gross weight structure. Production terminated.	
737-200C	2	115	93	980	100.2	37	81,700	115,500	103,000	8,400	2 PW JT8D-15A	586	M 0.73	8,250	4,260	1,590	Production terminated.	
737-200C	2	115	93	980	100.2	37	84,410	124,500	107,000	11,777	2 PW JT8D-17A	586	M 0.73	8,970	4,580	2,200	High gross weight structure. Production terminated.	
737-300	2	126	94.8	980	109.6	36.5	72,360	124,500	114,000	7,440	2 CFM56-3C-1	566	M 0.745	6,500	4,580	1,635	—	
737-400	2	147	94.8	980	119.6	36.5	76,180	138,500	121,000	7,420	2 CFM56-3C-1	566	M 0.745	7,350	4,880	1,907	—	
737-400HGW	2	147	94.8	980	119.6	36.5	76,760	150,000	124,000	10,840	2 CFM56-3C-1	566	M 0.745	8,690	5,050	2,060	—	
737-500	2	110	94.8	980	101.8	36.5	70,440	115,500	110,000	10,060	2 CFM56-3C-1	566	M 0.745	5,880	4,450	1,415	—	
737-600	2	110	112.7	1,341	102.5	41.3	81,700	143,500	120,500	10,300	2 CFM56-7B	M 0.82	M 0.782	5,900	4,400	3,050	First delivery 1998.	
737-700	2	126	117.5	1,341	110.3	41.3	84,410	154,500	129,200	12,090	2 CFM56-7B	M 0.82	M 0.776	5,500	4,700	3,365	First delivery 1997. Optional winglets.	
737-800	2	162	117.5	1,341	129.5	41.2	91,660	174,200	146,300	14,240	2 CFM56-7B	M 0.82	M 0.788	7,350	5,450	3,060	First delivery 1998. Optional winglets.	
737-900	2	177	117.5	1,341	138.2	41.2	94,740	174,200	146,300	10,160	2 CFM56-7B27	M 0.82	M 0.79	7,900	5,450	2,745	First flight August, 2000. Optional winglets.	
757-200	2	200	124.0	1,951	155.3	44.5	130,440	255,000	210,000	15,560	2 RR RB.211-535E4 or E4B or PW2037/PW2040	M 0.86	M 0.80	7,700	5,100	3,900	—	
757-200F	2	0	124.8	1,951	155.3	44.5	115,580	255,000	210,000	72,210	Same as 757-200	M 0.86	M 0.80	7,700	5,100	3,150	—	
757-300	2	243	124.8	1,951	178.6	44.5	141,690	273,000	224,000	19,710	Same as 757-200	M 0.86	M 0.80	8,650	5,750	3,395	First delivery 1999.	
<i>THE BOEING CO., Long Beach, CA, USA</i>																		
DC-8 Series 30	3	124	142.3	2,758	150.5	43.3	139,000	315,000	207,000	15,200	4 PW JT4A-9 or 11	600	544	9,050	6,450	3,800	Production ended.	
DC-8 Series 40	3	124	142.3	2,758	150.5	43.3	139,000	315,000	207,000	14,400	4 RR Conway 12	600	544	9,050	6,450	4,600	Production ended.	
DC-8 Series 50	3	150	142.3	2,884	150.5	43.3	140,000	325,000	217,000	20,000	4 PW JR3D-3B	600	544	10,000	5,400	5,110	Production ended.	
DC-8 Series 61	3	226	142.3	2,884	187.4	43	159,000	325,000	240,000	19,800	4 PW JT3D-3B	600	580	10,000	6,150	3,250	Production ended.	
DC-8 Series 62	3	168	148.4	2,927	157.4	43.3	149,000	325,000	240,000	12,400	4 PW JT3D-7	600	586	10,150	5,800	5,005	Production ended.	
DC-8 Series 63	3	226	148	2,927	187.4	42.3	162,000	355,000	258,000	22,800	4 PW JT3D-7	600	583	10,450	6,600	4,290	Production ended.	
DC-8 Series 63F	3-5	0	148.4	2,927	187.4	42.4	145,000	355,000	275,000	102,810	4 PW JT3D-7	600	555	10,450	6,600	2,280	—	
DC-9 Series 10	2	72	89.4	934	104.4	27.5	53,000	90,700	81,700	6,600	2 PW JT8D-1 or 7	576	M 0.75-80	6,500	4,470	1,370	Production ended.	
DC-9 Series 20	2	72	93.3	1,001	104.4	27.5	56,000	98,000	93,400	12,900	2 PW JT8D-9 or 11	576	M 0.76-80	5,080	3,800	1,490	Production ended.	
DC-9 Series 30	2	97	93.3	1,001	119.3	27.5	64,500	121,000	110,000	14,600	2 PW JT8D-9	586	M 0.76-80	7,410	4,070	1,380	Production ended.	
DC-9 Series 30F	2	0	93.4	1,001	119.3	27.4	60,860	110,000	102,000	31,140	2 PW JT8D-11	576	M 0.76-80	7,520	4,120	710	—	
DC-9 Series 40	2	107	93.3	1,001	125.6	27.5	65,200	114,000	102,000	6,400	2 PW JT8D-11 or 15	586	M 0.76-80	7,410	4,070	1,380	Production ended.	
DC-9 Series 50	2	122	93.3	1,001	133.5	27.5	69,450	121,000	110,000	6,650	2 PW JT8D-15 or 17	586	M 0.76-80	8,300	4,230	1,150	Production ended.	
MD-81	2	143	107.8	1,209	147.9	29.6	80,960	140,000	128,000	8,430	2 PW JT8D-209 or 217A	576	M 0.76-80	6,150	5,080	1,540	Production terminated.	
MD-82	2	143	107.8	1,209	147.9	29.6	80,960	149,500	130,000	12,430	2 PW JT8D-217C	576	M 0.76-80	7,550	5,300	2,080	Production terminated.	
MD-83	2	143	107.8	1,209	147.9	29.6	82,800	163,000	139,500	10,600	2 PW JT8D-219	576	M 0.76-80	8,100	5,800	2,520	Production terminated.	
MD-87	2	117	107.8	1,209	130.4	30.5	76,660	149,500	130,000	11,930	2 PW JT8D-217C	576	M 0.76-80	6,100	5,080	2,850	Production terminated.	
MD-88	2	143	107.8	1,209	147.9	29.6	83,170	160,000	139,000	10,220	2 PW JT8D-217C	576	M 0.76-80	6,650	5,400	2,510	Production terminated.	
MD-90-30	2	139	107.8	1,209	130.4	30.8	88,170	156,000	142,000	11,220	2 IAE V2500-D5	576	M 0.76-80	6,500	4,565	2,175	Production terminated.	
MD-90-30ER	2	153	107.8	1,001	124	29.3	89,960	166,000	142,000	11,440	2 IAE V2500-D5	576	M 0.76-80	6,400	1,445	2,680	Production ended.	
MD-90-50	2	153	107.8	1,209	171.7	30.9	92,020	172,500	150,000	12,370	2 IAE V2500-D5	576	M 0.76-80	7,200	5,545	2,925	Production ended.	

COMMERCIAL AIRCRAFT

GENERAL DATA			DIMENSIONS				WEIGHTS				POWERPLANT		PERFORMANCE					REMARKS/STATUS/OUTLOOK
MODEL/DESIGNATION	NO. IN FLT. CREW	NO. OF PASS.	WING SPAN (FT.)	WING AREA (SQ. FT.)	MAX. LENGTH (FT.)	MAX. HEIGHT (FT.)	EMPTY WT. (LB.)	GROSS WT. (LB.)	MAX. LANDING WT. (LB.)	CARGO CAPACITY (LB.)	(NO., MAKE & MODEL)	MAX. SPEED (MACH or MPH)	BEST CRUISE SPEED (MACH OR MPH)	FAA TAKEOFF FIELD LENGTH (FT.)	FAA LANDING FIELD LENGTH (FT.)	STILL AIR RANGE (MI.)		
NARROW BODY TURBOFANS																		
BOMBARDIER AEROSPACE (Canadair), Montreal, Quebec, Canada																		
Bombardier CRJ200 Series	2+1	50	69.7	520.4	87.1	20.5	30,500	47,450	44,700	13,500	2 GE CF34-3B1	M 0.81	M 0.74	5,010	4,670	1,134	—	
Bombardier CRJ200 Series (ER)	2+1	50	69.7	520.4	87.1	20.5	30,500	51,000	47,000	13,500	2 GE CF34-3B1	M 0.81	M 0.74	5,800	4,850	1,895	—	
Bombardier CRJ200 Series (LR)	2+1	50	69.7	520.4	87.1	20.5	30,500	53,000	47,000	13,500	2 GE CF34-3B1	M 0.81	M 0.74	6,290	4,850	2,307	—	
Bombardier CRJ700 Series 701	2	70	76.3	738.7	106.8	24.1	43,500	72,750	67,000	18,800	2 GE CF34-8C1	M 0.83	M 0.78	5,130	5,090	1,939	First flight May, 1999. Service entry 2001.	
Bombardier CRJ700 Series 705	2	75	76.3	738.7	119.4	24.7	47,100	79,500	73,500	22,900	2 GE CF34-8C5	M 0.83	M 0.80	6,010	5,445	—	—	
Bombardier CRJ900 Series	2	90	76.3	738.7	119.4	24.7	47,500	80,500	73,500	22,500	2 GE CF34-8C5	M 0.81	M 0.78	6,160	5,136	1,724	First delivery expected in 2003.	
Bombardier CRJ900 Series (ER)	2	90	76.3	738.7	119.4	24.7	47,500	82,500	73,500	22,500	2 GE CF34-8C5	M 0.81	M 0.78	6,462	5,136	1,993	First delivery expected in 2003.	
EMPRESA BRASILEIRA DE AERONAUTICA SA. (EMBRAER), Sao Jose dos Campos, Brazil																		
ERJ 135 ER	2	37	65.8	551	86.5	22.1	25,124	41,887	40,785	2,205	2 All. AE3007-A3 or A1/3	M 0.78	M 0.76	5,380	4,460	1,540	In service.	
ERJ 135 LR	2	37	65.8	551	86.5	22.1	25,342	44,092	40,785	2,205	2 All. AE3007-A1/3	M 0.78	M 0.76	5,810	4,460	2,030	In service.	
ERJ 140 ER	2	44	65.8	551	93.3	22.1	26,037	44,313	41,226	2,646	2 All. AE3007-A1/3	M 0.78	M 0.76	5,220	4,530	1,440	In service.	
ERJ 140 LR	2	44	65.8	551	93.3	22.1	26,019	44,517	41,226	2,646	2 All. AE3007-A1/3	M 0.78	M 0.76	6,070	4,530	1,920	In service.	
ERJ 145 ER	2	50	65.8	551	98	22.1	26,426	46,275	42,549	2,646	2 All. AE3007-A 1/1 or -A1	M 0.78	M 0.76	6,660	4,590	1,380	In service.	
ERJ 145 LR	2	50	65.8	551	98	22.1	26,694	46,275	42,549	2,646	2 All. AE3007-A1 or -A1P	M 0.78	M 0.76	7,450	4,590	1,830	In service.	
ERJ 145 XR	2	50	68.9	551	98	22.1	27,745	53,131	44,092	2,646	2 All. AE3007-A1E	M 0.80	M 0.78	6,860	4,690	2,300	In service.	
Embraer 170 LR	2	70-78	85.3	782.8	98.1	31.7	46,165	82,012	72,312	5,291	2 GE CF34-8E	M 0.80	M 0.78	5,540	4,320	2,300	First flight 2002. Entry into service 2003.	
Embraer 170 STD	2	70-78	85.3	782.8	98.1	31.7	46,165	79,344	72,312	5,291	2 GE CF34-8E	M 0.80	M 0.78	5,140	4,320	1,960	First flight 2002. Entry into service 2003.	
Embraer 175 LR	2	78-86	85.4	782.8	103.9	31.9	48,083	85,517	74,957	5,842	2 GE CF34-8E	M 0.80	M 0.78	6,270	4,400	2,070	First flight 2003.	
Embraer 175 STD	2	78-86	85.4	782.8	103.9	31.9	48,083	82,673	74,957	5,842	2 GE CF34-8E	M 0.80	M 0.78	5,680	4,400	1,840	First flight 2003.	
Embraer 190 LR	2	98-108	94.2	995.7	118.9	34.6	61,906	110,893	94,799	7,496	2 GE CF34-10E	M 0.80	M 0.78	6,330	4,520	2,530	First flight planned 2004.	
Embraer 190 STD	2	98-108	94.2	995.7	118.9	34.6	61,906	105,359	94,799	7,496	2 GE CF34-10E	M 0.80	M 0.78	5,600	4,520	1,960	First flight planned 2004.	
Embraer 195 LR	2	108-118	94.2	995.7	126.8	34.6	63,829	111,973	99,208	8,157	2 GE CF34-10E	M 0.80	M 0.78	7,150	4,690	2,070	First flight planned 2004.	
Embraer 195 STD	2	108-118	94.2	995.7	126.8	34.6	63,829	107,564	99,208	8,157	2 GE CF34-10E	M 0.80	M 0.78	6,340	4,690	1,730	First flight planned 2004.	
FOKKER AIRCRAFT BV (Fokker Services), Schiphol, Netherlands																		
Fokker 70	2	70-80	92.1	1,006	101.4	27.9	50,230	92,000	81,000	4,510	2 RR Tay 620	M 0.77	—	3,545	3,855	2,300	Production terminated.	
Fokker 100	2	100-109	92.1	1,006	116.6	27.9	54,558	101,000	88,000	5,910	2 RR Tay 650	M 0.77	—	4,280	4,180	2,100	Production terminated.	
WIDE BODY TURBOFANS																		
AIRBUS, Blagnac, France																		
A300-600	2	266-361	147.1	2,800	177.5	54.3	199,000	363,760	304,200	—	2 GE CF6-80C2 or PW4000	M 0.82	—	—	—	—	—	
A300-600C	2	—	147.1	2,800	177.5	54.3	—	375,900	308,600	—	2 GE CF6-80C2 or PW4000	M 0.82	—	—	—	—	—	
A300-600F	2	—	147.1	2,800	177.5	54.3	180,000	375,900	310,000	120,800	2 GE CF6-80C2A5 or PW4158	M 0.82	M 0.79	7,400	4,900	1,925	—	
A300-600R	2	266	147.1	2,800	177.5	54.3	199,000	378,500	308,600	34,750	2 GE CF6-80C2 or PW4000	M 0.82	M 0.79	7,600	4,700	4,800	—	
A300-B2-100	3	251	147.1	2,800	175.9	54.1	—	302,000	281,100	—	2 GE CF6 or PW JT9D	M 0.86	—	—	—	—	51 A300-B2-100/200 delivered.	
A300-B2-200	3	251	147.1	2,800	175.9	54.1	169,890	313,000	286,600	—	2 GE CF6 or PW JT9D	M 0.86	—	—	—	—	—	
A300-B4-100	3	251	147.1	2,800	175.9	54.1	—	347,200	295,400	—	2 GE CF6 or PW JT9D	M 0.82	—	—	—	2,450	189 A300-B4-100/200 delivered.	
A300-B4-200	3	251	147.1	2,800	175.9	54.1	173,404	363,800	295,400	—	2 GE CF6 or PW JT9D	M 0.82	—	—	—	2,300	—	
A300-C4-200	3	251	147.1	2,800	175.9	54.1	177,262	363,800	295,400	—	2 GE CF6 or PW JT9D	M 0.82	—	—	—	—	—	
A300-F4-200	3	—	147.1	2,800	175.9	54.1	177,262	363,800	295,400	—	2 GE CF6 or PW JT9D	M 0.82	—	—	—	—	—	
A310-200	2	220-280	144	2,360	153.1	51.1	174,700	313,100	—	—	2 GE CF6 or PW4000	M 0.84	—	—	—	—	—	
A310-200C	2	220-280	144	2,360	153.1	51.1	179,700	313,100	—	—	Same as A310-200	M 0.84	—	—	—	—	—	
A310-300	2	220	144	2,360	153.1	51.1	178,700	361,600	273,400	28,650	Same as A310-200	M 0.84	M 0.80	7,400	4,950	6,000	Extended range A310.	
A330-200	2	253-406	197.8	3,890	193.5	57.1	265,730	513,670	401,240	56,200	2 GE CF6-80E or PW4000 or Trent 700	M 0.86	M 0.82	8,700	5,723	7,650	First flight August, 1997.	
A330-300	2	295-440	197.8	3,890	209	55.3	274,650	513,670	412,200	58,150	2 GE CF6-80E or PW4000 or Trent 700	M 0.86	M 0.82	8,700	5,873	6,450	478,400 lb. gross wt. version production ended.	
A340-200	2	240	197.8	3,890	194.9	55.3	287,160	606,270	407,855	44,180	4 CFM56-5C	M 0.86	M 0.82	10,043	6,115	9,210	—	
A340-300	2	295-440	197.8	3,890	208.9	55.3	288,500	609,580	423,280	50,500	4 CFM56-5C	M 0.86	M 0.82	10,450	6,432	8,640	Deliveries began 1993.	
A340-500	2	313-440	208.2	4,707	222.4	56.1	376,800	811,300	529,100	53,660	4 RR Trent 500	M 0.86	M 0.83	10,450	6,601	9,960	First flight in 2002.	
A340-600	2	380-475	208.2	4,707	245.4	56.1	392,000	811,300	571,000	68,550	4 RR Trent 500	M 0.86	M 0.83	10,450	6,905	8,810	First flight in 2001.	
A380-800	2	555	261.8	9,095	239.5	79.1	611,000	1,234,600	851,000	—	4 GE/PW GP7270 or RR Trent 970	M 0.89	M 0.85	9,350	6,200	9,200	Entry into service expected 2006.	
A380-800F	2	—	261.8	9,095	239.5	79.1	556,000	1,285,300	941,000	296,000	4 GE/PW GP7277 or RR Trent 977	M 0.89	M 0.85	9,350	6,700	6,500	Entry into service expected 2008.	
THE BOEING CO., Boeing Commercial Airplanes, Renton, WA, USA																		
747-100B	3	366	195.8	5,500	231.9	63.2	379,500	735,000	564,000	70,140	4 GE CF6-45A2	640	M 0.84	8,750	6,150	4,620	Production ended.	
747-200B	3	366	195.8	5,500	231.9	64.2	375,100	833,000	564,000	74,540	4 PW JT9D-7R4G2	640	M 0.84	10,900	6,150	6,560	Production ended.	
747-200B Combi	3	452	195.8	5,500	231.9	64.2	389,900	833,000	564,000	41,680	4 PW JT9D-7R4G2	640	M 0.84	10,900	6,200	6,876	Production terminated.	
747-200C	3	452	195.8	5,500	231.9	64.2	397,425	800,000	630,000	97,655	4 PW JT9D-7F	640	M 0.84	14,050	6,850	4,875	Nose door loading. Production ended.	
747-200F	3	0	195.8	5,500	231.9	64.7	347,200	833,000	630,000	242,800	4 PW JT9D-7R4G2	640	M 0.84	10,900	6,930	3,615	Production ended.	
747-300	3	400	195.8	5,500	231.9	64.2	384,000	833,000	574,000	67,000	4 PW JT9D-7R4G2	640	M 0.84	10,900	6,250	6,330	Production ended.	

COMMERCIAL AIRCRAFT

GENERAL DATA			DIMENSIONS				WEIGHTS				POWERPLANT		PERFORMANCE					REMARKS/STATUS/OUTLOOK
MODEL/DESIGNATION	NO. IN FLT. CREW	NO. OF PASS.	WING SPAN (FT.)	WING AREA (SQ. FT.)	MAX. LENGTH (FT.)	MAX. HEIGHT (FT.)	EMPTY WT. (LB.)	GROSS WT. (LB.)	MAX. LANDING WT. (LB.)	CARGO CAPACITY (LB.)	(NO., MAKE & MODEL)	MAX. SPEED (MACH or MPH)	BEST CRUISE SPEED (MACH OR MPH)	FAA TAKEOFF FIELD LENGTH (FT.)	FAA LANDING FIELD LENGTH (FT.)	STILL AIR RANGE (MI.)		
WIDE BODY TURBOFANS																		
THE BOEING CO., Boeing Commercial Airplanes, Renton, WA, USA																		
747-300 Combi	3	496	195.8	5,500	231.9	64.2	398,200	833,000	574,000	32,640	4 PW JT9D-7R4G2	640	M 0.84	10,900	6,300	5,515	Production ended.	
747-400	2	416	211.4	5,650	231.8	63.7	398,800	875,000	652,000	68,840	4 GE CF6-80C2, PW4056 or RR RB.211-524	M 0.92	M 0.85	9,950	7,150	7,260	First flight April, 1988.	
747-400 Combi	2	266	211.4	5,650	231.8	63.7	404,100	875,000	630,000	108,360	Same as 747-400	M 0.92	M 0.85	9,900	6,800	6,695	Seven pallet configuration. All values for Combi.	
747-400D	3	568	195.7	5,500	231.8	63.7	384,100	833,000	652,000	39,120	4 GE CF6-80C2B1F or PW4056	M 0.92	M 0.85	5,850	6,350	6,195	High capacity domestic version.	
747-400ER	2	416	211.4	5,650	231.8	63.7	406,900	910,000	652,000	60,740	4 GE CF6-80C2, PW4062 or RR RB.211-524	M 0.92	M 0.85	10,900	7,150	7,670	—	
747-400ERF	2	0	211.4	5,650	231.8	63.7	362,400	910,000	653,000	248,600	Same as 747-400	M 0.92	M 0.84	10,850	7,150	4,870	First flight September, 2002.	
747-400F	2	0	211.4	5,650	231.8	63.7	361,700	875,000	652,000	248,300	Same as 747-400	M 0.92	M 0.84	10,150	7,150	4,445	First flight May, 1993.	
767-200	2	181	156.1	3,050	154.2	52	182,400	335,000	270,000	25,790	2 GE CF6-80C2	M 0.86	M 0.80	5,500	4,850	4,845	Production ended.	
767-200ER	2	181	156.1	3,050	159.2	52	187,300	395,000	300,000	34,690	2 GE CF6-80C2 or PW4062	M 0.86	M 0.80	8,150	5,300	6,600	First flight March, 1984.	
767-300	2	218	156.1	3,050	180.3	52	180,810	335,000	270,000	20,160	2 GE CF6-80C2	M 0.86	M 0.80	7,550	5,200	4,675	Production ended.	
767-300ER	2	218	156.1	3,050	180.3	52	200,200	412,000	320,000	49,020	2 GE CF6-80C2 or PW4062	M 0.86	M 0.80	8,900	5,500	6,105	First flight December 1986.	
767-300F	2	0	156.1	3,050	180.2	52	187,800	412,000	326,000	121,200	2 GE CF6-80C2B or PW4060 or RR RB.211-524H	M 0.86	M 0.80	9,300	5,600	3,270	First flight June, 1995.	
767-400ER	2	245	170.3	3,130	201.3	55.3	226,400	450,000	350,000	52,150	2 GE CF6-80C2B or PW4062	M 0.86	M 0.80	10,850	6,250	5,645	First flight October, 1999.	
777-200	2	305	199.9	4,605	209.1	60.8	302,400	545,000	445,000	53,550	2 GE90-77B or PW4077 or RR Trent 877	M 0.87	M 0.84	8,450	5,100	5,210	First flight June, 1994.	
777-200ER	2	301	199.9	4,605	209.1	60.8	319,700	656,000	470,000	57,090	2 GE90-94B or PW4098 or RR Trent 895	M 0.87	M 0.84	9,950	5,350	7,730	First flight October, 1996.	
777-200LR	2	301	212.6	4,702	209.1	61	343,500	766,000	492,000	54,190	2 GE90-115B	M 0.87	M 0.84	11,500	5,500	9,120	First flight expected June, 2003.	
777-300	2	368	199.9	4,605	242.3	60.7	342,900	660,000	524,000	74,820	2 PW4098 or RR Trent 892	M 0.87	M 0.84	12,250	6,050	5,955	First flight October, 1997.	
777-300ER	2	365	212.7	4,694	242.3	60.9	371,600	759,600	554,000	75,750	2 GE90-115B	M 0.87	M 0.84	10,700	6,300	8,258	First flight expected February, 2003.	
THE BOEING CO., Long Beach, CA, USA																		
DC-10 Series 10	3	247	155.3	3,550	182.3	58.1	245,460	430,000	363,500	37,660	3 GE CF6-6D	593	M 0.82	9,810	5,820	3,075	Production ended.	
DC-10 Series 15	3	247	155.3	3,550	180.6	58.1	247,250	455,000	363,500	35,870	3 GE CF6-50C2F	593	M 0.82	7,270	5,940	3,630	Production ended.	
DC-10 Series 30	3	247	165.3	3,647	181.6	58.1	268,000	565,000	411,000	48,130	3 GE CF6-50C2	593	M 0.82	10,340	5,970	5,440	Production ended.	
DC-10 Series 30CF	3	0	165.3	3,648	181.6	58.1	247,790	572,000	421,000	143,200	3 GE CF6-50C2	576	M 0.82	10,700	6,320	3,390	Production ended.	
DC-10 Series 30F	3	0	165.3	3,648	181.6	58.1	242,860	580,000	436,000	171,130	3 GE CF6-50C2	576	M 0.82	10,700	6,320	3,190	Production ended.	
DC-10 Series 40	3	247	165.3	3,647	180.6	58.1	271,840	555,000	411,000	44,280	3 PW JT9D-59A	593	M 0.82	10,250	5,840	4,830	Production ended.	
MD-11 Combi	2	298	169.8	3,688	202.2	57.9	290,380	630,500	458,000	77,030	Same as MD-11 Passenger	596	M 0.83	10,000	7,300	6,590	Production ended.	
MD-11 Convertible Freighter	2	298	169.8	3,688	202.2	57.9	288,290	630,500	471,500	100,420	Same as MD-11 Passenger	596	M 0.83	10,000	7,600	6,620	Production ended.	
MD-11 Freighter	2	0	169.8	3,688	202.2	57.9	259,260	630,500	481,500	192,030	Same as MD-11 Passenger	596	M 0.83	10,000	7,600	3,820	Production ended.	
MD-11 Passenger	2	298	169.8	3,688	202.2	57.9	287,650	630,500	440,000	59,760	3 PW4460 or PW4462 or GE CF6-80C2-DF1	596	M 0.83	10,000	7,100	7,070	Production ended.	
TURBOPROPS																		
AVIONS DE TRANSPORT REGIONAL (ATR), Blagnac, France																		
ATR 42-400	2	48	80.6	586	74.3	24.9	24,140	39,462	38,801	11,794	2 PWC PW121A	306	—	3,904	3,688	949	Out of production.	
ATR 42-500	2	48	80.6	586	74.3	24.9	24,800	41,005	40,344	12,015	2 PWC PW127E	345	300	3,822	3,694	966	—	
ATR 72-200	2	66	88.7	657	89.1	25.1	27,337	47,400	47,068	16,093	2 PWC PW124B	319	—	4,625	3,953	1,015	Out of production.	
ATR 72-210	2	66	88.7	657	89.1	25.1	27,447	47,400	47,068	15,983	2 PWC PW127	320	—	3,970	3,440	910	Out of production.	
ATR 72-500	2	68	88.7	657	89.1	25.1	28,549	48,500	48,170	15,542	2 PWC PW127F	316	280	4,012	3,438	821	—	
BAE SYSTEMS, Regional Aircraft, Hatfield, England, UK																		
ATP	2	64-72	100.5	842.8	85.3	24.2	33,000	52,200	51,000	6,555	2 PWC PW126A	301	265	4,430	3,700	530	Production ended.	
ATP Freighter	2	—	100.5	842.8	85.3	24.2	30,225	52,200	51,000	17,775	2 PWC PW126A	301	265	4,430	3,700	530	Total bulk vol. 2,615 ft ³ .	
HS. 748 Series 2A	2	44-58	98.5	766	67	24.8	26,976	46,500	43,000	—	2 RR Dart 7 Mk. 535	278	—	—	—	—	Out of production.	
HS. 748 Series 2B	2	44-58	102.5	829	67	24.8	27,025	46,500	43,000	—	2 RR Dart Mk. 536-2	280	—	—	—	—	Out of production.	
Jetstream 31	2	19	52	271.3	47.1	17.8	10,200	15,562	14,900	1,063	2 ASE TPE331-10 UGA	293	293	4,800	4,000	242	Out of production.	
Jetstream 32EP	2	19	52	271.3	47.1	17.8	10,400	16,204	15,609	1,063	2 ASE TPE331-12 UAR	307	307	4,700	3,700	367	Production terminated.	
Jetstream 41	2	29	60.4	348.5	63.4	18.4	14,600	24,000	23,300	1,550	2 ASE TPE331-14GR/HR	340	340	4,400	4,400	611	Production terminated.	
B-N GROUP LTD., Isle of Wight, UK																		
BN2T Islander	1-4	9	49	32.5	35.7	14.5	4,040	7,000	—	6,800	2 All. 250-B17C	196	—	837	747	—	BN2B is recip. engine-powered version.	
BOMBARDIER AEROSPACE (de Havilland), Downsview, Ontario, Canada																		
Dash 7 Series 100	2	50-54	93	860	80.6	26.2	27,650	44,000	42,000	11,310	4 PWC PT6A-50	266	266	2,250	2,160	795	—	
Bombardier Q100	2	37-39	85	585	73	24.7	22,941	36,300	33,900	9,000	2 PWC PW121	308	308	3,250	2,560	1,269	—	
Bombardier Q200	2	37-39	85	585	73	24.7	23,111	36,300	34,500	9,230	2 PWC PW123D	334	334	3,280	2,560	1,155	—	
Bombardier Q300	2	50-56	90	605	84.3	24.7	25,995	43,000	42,000	13,425	2 PWC PW123B	330	330	3,865	3,415	1,063	—	
Bombardier Q400	2	68-78	93.3	679	107.9	27.3	37,717	64,500	61,750	19,283	2 PWC PW150A	414	414	4,265	4,221	1,565	Entered service 2000.	

COMMERCIAL AIRCRAFT

GENERAL DATA			DIMENSIONS				WEIGHTS				POWERPLANT		PERFORMANCE					REMARKS/STATUS/OUTLOOK
MODEL/DESIGNATION	NO. IN FLT. CREW	NO. OF PASS.	WING SPAN (FT.)	WING AREA (SQ. FT.)	MAX. LENGTH (FT.)	MAX. HEIGHT (FT.)	EMPTY WT. (LB.)	GROSS WT. (LB.)	MAX. LANDING WT. (LB.)	CARGO CAPACITY (LB.)	(NO., MAKE & MODEL)	MAX. SPEED (MACH or MPH)	BEST CRUISE SPEED (MACH OR MPH)	FAA TAKEOFF FIELD LENGTH (FT.)	FAA LANDING FIELD LENGTH (FT.)	STILL AIR RANGE (MI.)		
TURBOPROPS																		
BOMBARDIER AEROSPACE (Shorts), Belfast, Northern Ireland, UK																		
SD3-30	3	30	74.8	453	58	16.3	13,000	22,900	22,600	7,500	2 PWC PT6A-45R	222	182	3,800	3,950	1,053	Production ended.	
SD3-60 300	3	36-39	75	453.3	71	23.8	16,200	27,100	26,500	8,300	2 PWC PT6A-67R	248	208	4,280	4,220	978	Production ended.	
DORNIER, Germany																		
328-110	2	32/34	68.8	430.6	69.7	23.1	20,000	30,843	29,167	7,800	2 PWC PW119B	378	363	3,570	3,825	—	Production ended.	
Dornier 228-212	2	19	55.8	344.3	54.4	15.9	8,243	14,109	13,448	3,560	2 ASE TPE331-10	266	246	2,670	2,375	1,335	Production ended.	
EADS (Construcciones Aeronauticas-CASA), Madrid, Spain																		
C. 212-400	2	26	66.5	430.6	52.9	21.6	10,030	17,857	17,857	6,500	ASE TPE 331-12JR-701C	200	188	2,810	1,491	244	470 in service worldwide.	
CN-235-300	2	44	84.7	640	70.2	26.8	20,835	34,835	34,835	10,250	2 GE CT7-9C3 tp.	245	230	3,300	2,160	810	250 in service worldwide.	
EMPRESA BRASILEIRA DE AERONAUTICA SA. (EMBRAER), Sao Jose dos Campos, Brazil																		
EMB-110 P1 Bandeirante	2	19	50.3	313	49.6	16.5	7,857	12,500	12,500	705	2 PWC PT6A-34	230	176	1,414	1,854	1,025	Out of production.	
EMB-120 Brasilia Advanced	2	30	64.9	424	65.6	20.8	16,711	26,433	25,794	1,543	2 PWC PW118A/B	345	305	5,118	4,528	800	—	
EMB-120 FC	2	0	64.9	424	65.6	20.8	15,880	26,433	25,794	8,150	2 PWC PW118A/B	345	305	5,118	4,528	800	Retrofit kit available.	
FAIRCHILD, USA																		
Expediter 23	1-2	0	57	309	59.4	16.7	9,250	16,500	15,675	5,250	2 ASE TPE 331-124HR	339	339	5,400	2,605	657	Dedicated cargo/small package carrier.	
Merlin 23	1-2	6-14	57	309	59.4	16.7	9,800	16,500	15,675	2,300	2 ASE TPE331-124HR	339	339	5,400	2,605	1,900 (12 pass.)	—	
Metro 3	2	19	57	309	59.4	16.7	9,396	14,500	14,000	4,504	2 ASE TPE 331-11U-612G	315	315	4,400	4,092	—	19-passenger regional transport.	
Metro 23	2	19	57	309	59.4	16.7	9,500	16,500	15,675	5,000	2 ASE TPE 331-11/12	339	322	5,503	4,609	1,266	19-passenger regional transport.	
FOKKER AIRCRAFT BV (Fokker Services), Schiphol, Netherlands																		
Fokker 50	2	50-58	95.2	754	82.8	27.3	27,600	45,900	43,650	4,225	2 PWC PW125B	324	324	2,920	3,337	1,400	Production terminated.	
Fokker 50 High Performance	2	50-58	95.2	754	82.8	27.3	27,600	45,900	43,650	4,225	2 PWC PW127B	328	328	2,700	3,330	1,365	Production terminated.	
Fokker 60 Utility	2	50-60	95.2	754	88.2	27.3	29,385	50,600	47,950	17,230	2 PWC PW127B	322	322	3,450	3,660	1,365	Production terminated.	
HINDUSTAN AERONAUTICS LTD., Transport Aircraft Div., Kanpur, India																		
HAL Dornier 228-101	2	—	55.7	344.3	54.3	15.9	8,111.4	14,080	12,540	4,187	2 ASE TPE-331-5-252D	230	266	2,450	1,700	—	In production.	
HAL Dornier 228-201	2	—	55.7	344.3	49.3	15.9	8,111.4	14,080	12,540	4,187	2 ASE TPE-331-5-252D	230	266	2,450	1,700	—	In production.	
INDONESIAN AEROSPACE, Bandung, Indonesia																		
N-250	2	64-68	91.9	699.7	92.3	28.9	34,612	54,894	54,234	4,250	2 RR AE2100C	398	370	3,900	3,800	1,221	—	
LOCKHEED MARTIN AERONAUTICS CO., Marietta, GA, USA																		
L-100-30 Super Hercules	4	0	132.6	1,745	112.7	38.4	77,736	155,800	135,000	51,054	4 All. 501-D22A	387	363	6,000	4,850	5,240	Production ended.	
PEOPLE'S REPUBLIC OF CHINA																		
Xinzhou-60	—	50-60	95.8	807	81.0	29.0	30,864	48,060	—	—	2 PWC PW127J	—	316	—	—	—	Xi'an Aircraft Co., China.	
Yun-7 (Y-7)	3	52	96.1	810	77.7	28.2	31,317	48,050	46,740	—	2 WJ5A-1	314	264	—	—	1,239	Licensed An-24, Xi'an Aircraft Co., Shaanxi, China.	
Yun-8 (Y-8)	3	96	124.8	1,311	111.7	36.7	78,265	134,480	127,866	44,090	4 WJ6	411	344	4,166	3,445	3,512	Licensed An-12, Shaanxi Aircraft Co., Chengyu, China.	
Yun-12 (Y-12)	2	19	56.5	368.9	48.7	17.3	6,182	12,100	11,684	—	2 PWC PT6A-11	205	156	1,395	2,035	837	Harbin Aircraft Man. Corp., Heilongjiang, China.	
PILATUS AIRCRAFT LTD., Stans, Switzerland																		
PC-12	1-2	9	53.3	277.8	47.3	14	5,732	9,920	9,920	3,300	1 PWC PT6A-67B	310	270	2,300	1,830	2,600	In production.	
RAYTHEON AIRCRAFT CO. (Beech), Wichita, KS, USA																		
Beech 1900C	2	19	54.5	303	57.9	14.3	10,150	17,600	16,720	5,880	2 PWC PT6A-65B	302	302	3,800	2,413	1,498	—	
Beech 1900D	2	19	57.8	303	57.8	15	10,790	17,120	16,765	4,375	2 PWC PT6A-67D	319	319	3,813	2,790	1,382	—	
SAAB AB, Linköping, Sweden																		
Saab 340	2	30-37	70.3	450	64.8	23	18,600	29,000	28,500	2,100	2 GE CT7-9B2	328	328	3,830	3,258	857	Production terminated, 459 produced.	
Saab 2000	2	50-58	81.3	600	89.5	25.3	30,425	50,265	48,500	2,645	2 All. AE2100A	426	426	4,235	4,193	1,350	Production terminated, 63 produced.	
VULCANAIR SPA., Casoria (NA), Italy																		
AP68TP-300 Spartacus	1	8	39.4	200.2	32.5	12	3,197	5,787	5,545	2,103	2 All. 250-B17C	226	224	1,267	1,405	931	Commuter/cargo.	
AP68TP-600 Viator	1	10	39.4	200.2	37.7	11.9	3,472	6,669	2,850	2,149	2 All. 250-B17C+	230	230	2,034	2,297	931	Commuter/cargo.	
SF600A Canguro	1	10	49.2	258	40.1	14.1	4,670	7,991	7,495	2,715	2 All. 250-B17F1	190	188	2,030	2,390	813	Commuter/cargo.	
VF600W Mission	1	10	50.1	266.9	43.0	14.1	4,410	8,653	8,201	3,384	1 Walter M601F-11	175	161	2,020	1,700	1,050	Light transport.	

Abbreviations: All.—formerly Allison, now Rolls-Royce ASE—formerly AlliedSignal Engines, now Honeywell CFM—CFM International GE—General Electric IAE—International Aero Engines PW—Pratt & Whitney PWC—Pratt & Whitney, Canada RR—Rolls-Royce WJ—Liming

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