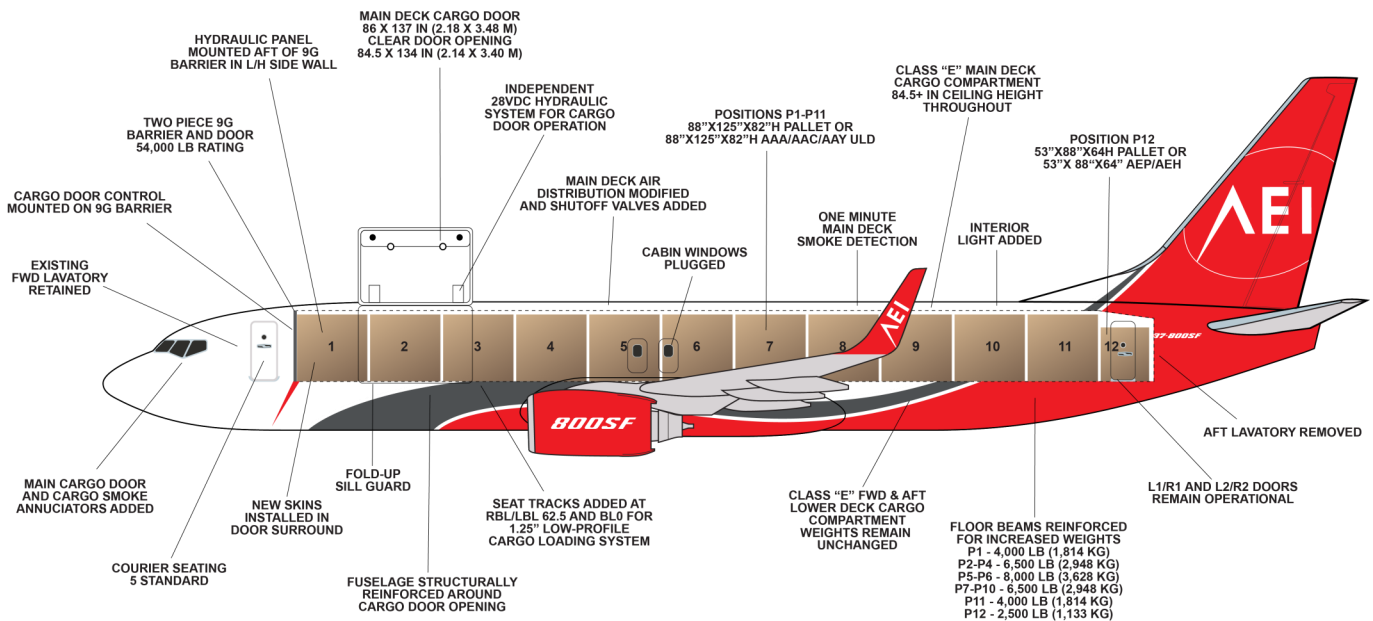




Freighter Conversion Data Sheet

The Aeronautical Engineers Inc. (AEI) B737-800SF Cargo Conversion consists of the installation of a 86"x137" cargo door on the left side of the fuselage, and modification of main deck to a Class E cargo compartment. After conversion the aircraft can carry eleven 88"x125" AAA full height containers or pallets plus one AEP/AEH , with pallet weights up to 8,000 lbs.

AEI's cargo door has earned a reputation of being the most robust and reliable in the conversion industry. The cargo door is hydraulically operated and actuated from the inside of the aircraft by an independent system. Hydraulic pressure is available from two sources; a 28VDC electrically operated hydraulic pump or a manual hand pump. The door control and manual pump are located on the 9g barrier, allowing a single person to operate the door manually. This P to F conversion is approved for installation on aircraft with blended winglets and for aircraft with split-scutar type winglets. This STC is not approved for non-wingleted aircraft.



Approvals

United States FAA, European EASA, Chinese CAAC, Canadian TCCA



Freighter Weights and Volumes

Heavy Gross Weight	
MTW*	Up to 174,900 LB Max (79,333 kg)
MTOW*	Up to 174,200 LB Max (79,016 kg)
MZFW*	Up to 138,300 LB Max (62,732 kg)
MLW*	Up to 146,300 LB Max (66,361 kg)
BEW**	85,600 LB Est (38,827 kg)
Total Aircraft Payload***	Up to 52,700 LB Max (23,904 kg)
Fuel Capacity	6,875 USG (26,022 L)

*Aircraft as-delivered weights
**Typical BEW after conversion, depends on original aircraft configuration
***Typical Max Payload, depends on aircraft OEW and MZFW

Main Deck Usage Volume	
11 ULD's - 88"x125"x82"H 1 ULD - 53"x88"x64"H	5,012 Ft³ (142 m ³)
11 Netted Pallets 1 ULD - 53"x88"x64"H	4,840 FT³ (137.0 m ³)

Main Attributes

- Twelve Main Deck Pallet Positions, Eleven 88"x125" full height AAA ULD's plus one 53"x88"x64" Pallet or AEP/AEH or 60.4"x61.5" AKE/LD3 or 61.5"x88"x56"H AYY
- Up to 52,700 LB (23,904 KG) Main Deck Payload (depending on Model & Aircraft Weight Limits)
- 86"x137" main deck cargo door
- Single Vent Door System
- Seat tracks added at BL0 and LBL/RBL62.5
- New floor beams installed aft of the wing box
- Low profile 1.25" Ankra International Cargo Loading System
- 9g rigid cargo / smoke barrier with sliding door
- Main deck and lower decks converted to Class "E" Cargo Compartment, with one minute smoke detection system, lower lobe fire suppression retained
- Cabin windows replaced with lightweight aluminum window plugs
- High reliability, 28VDC, independent hydraulic system
- Stretch Formed fuselage skins
- 5 Supernumerary Seats

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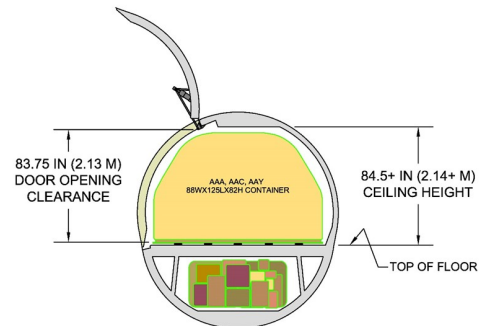
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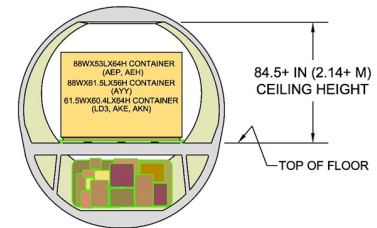
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POSITION 1 TO 11 88"x125"x82"H CONTAINERS



POSITION 1 TO 11 88"x125"x82"H CONTAINERS



POSITION 12

53"x88"x64"H Pallet AEP/AEH
or 60.4"x61.5" AKE/LD3
or 61.5"x88"x56"H AYY