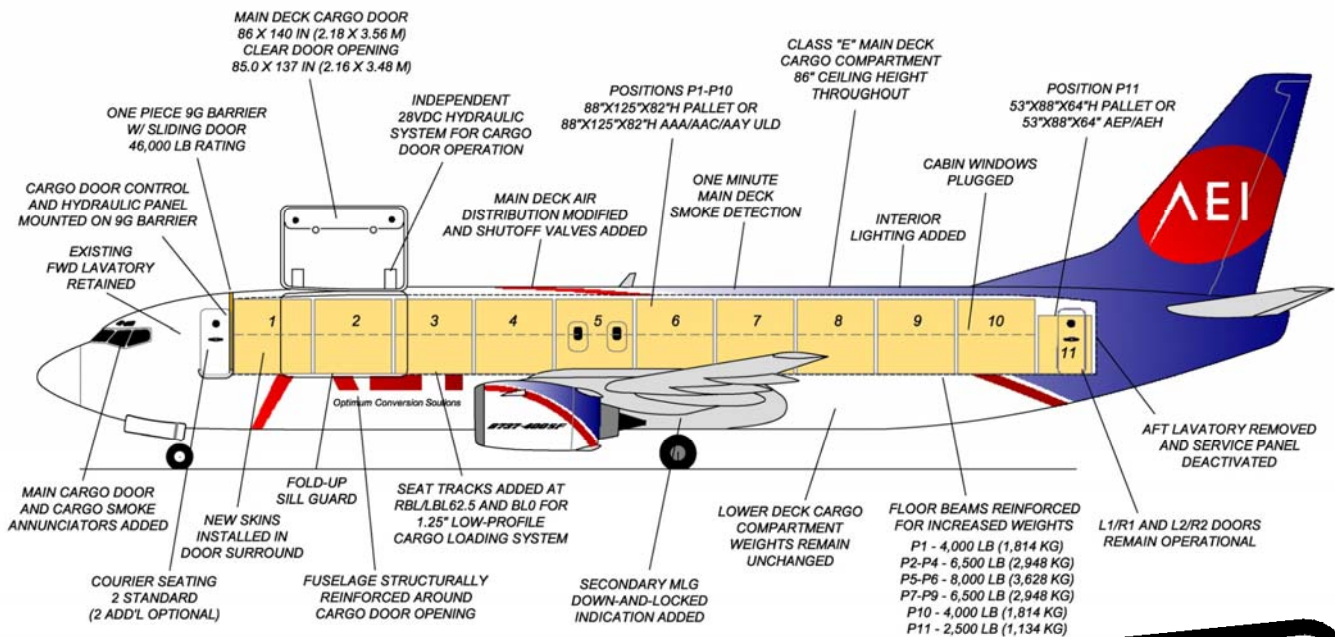




**Freighter Conversion Data Sheet**

The Aeronautical Engineers Inc. (AEI) B737-400SF Cargo Conversion per FAA STC ST01827LA, consists of the installation of a 86"x140" 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 ten 88"x125" AAA full height containers or pallets plus one AEP/AEH, with pallet weights of 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.



**Approvals**

United States FAA  
STC ST01827LA

European EASA  
EASA.IM.A.S.01754

Chinese CAAC  
VSTC-201

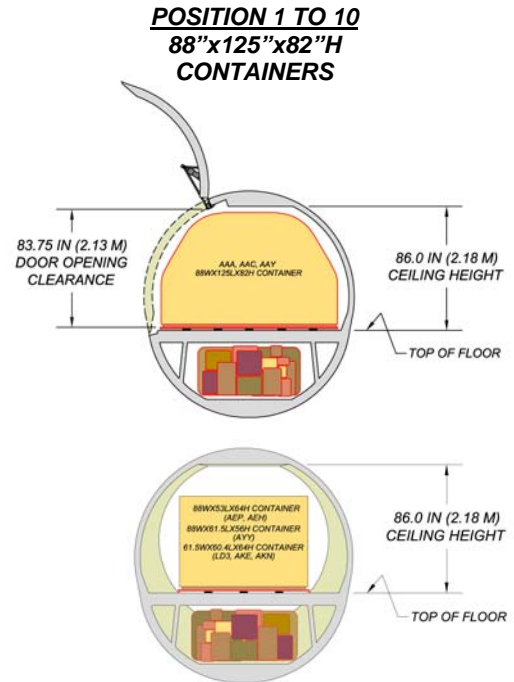
Brazilian ANAC  
CHST 2008S09-09



**Freighter Weights and Volumes**

	Standard Gross Weight	Heavy Gross Weight
<b>MTW*</b>	<b>Up to 144,000 LB Max</b> ( 65,317 kg )	<b>Up to 150,500 LB Max</b> ( 68,265 kg )
<b>MTOW*</b>	<b>Up to 143,500 LB Max</b> ( 65,090 kg )	<b>Up to 150,000 LB Max</b> ( 68,038 kg )
<b>MZFW*</b>	<b>Up to 114,000 LB Max</b> ( 51,710 kg )	<b>Up to 117,000 LB Max</b> ( 53,070 kg )
<b>MLW*</b>	<b>Up to 121,600 LB Max</b> ( 54,884 kg )	<b>Up to 124,000 LB Max</b> ( 56,245 kg )
<b>BEW**</b>	<b>69,900 LB</b> ( 31,706 kg )	<b>69,900 LB</b> ( 31,706 kg )
<b>Total Aircraft Payload***</b>	<b>Up to 44,100 LB Max</b> ( 20,003 kg )	<b>Up to 47,100 LB Max</b> ( 21,364 kg )
<b>Fuel Capacity</b>	<b>5,311 USG</b> ( 20,103 L )	<b>5,311 USG</b> ( 20,103 L )

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



**POSITION 11**  
**53"x88"x64"H Pallet AEP/AEH**  
**or 60.4"x61.5" AEK/LD3**  
**or 61.5"x88"x56"H AYY**

Main Deck Usage Volume	
<b>10 ULD's - 88" x 125"</b> ( 10 x 82" H + 1 x 64" H )	<b>4,289 Ft<sup>3</sup></b> ( 121.5 m <sup>3</sup> )
<b>10 Netted Pallets</b> ( 10 x 80" H + 1 x 64" H )	<b>4,416 Ft<sup>3</sup></b> ( 125.0 m <sup>3</sup> )

**Main Attributes**

- Ten 88"x125" Pallet Positions
- Can accommodate AAA containers in P1-P10 and a AEP/AEH in P11
- Up to 46,000 LB (20,865 KG) Main Deck Payload (depending on Model & Aircraft Weight Limits)
- Reinforced Floor structure for highest average position weights in industry
- 86" x 140" cargo door
- Dual Vent Door System
- High reliability, 28VDC, independent cargo door hydraulic system
- Cabin windows replaced with lightweight aluminum window plugs
- 9g rigid cargo / smoke barrier with sliding door
- Relocated DFDR for 86" ceiling height through out cargo compartment, including last position
- Stretch Formed fuselage skins
- Up to 4 Supernumerary Seats



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