



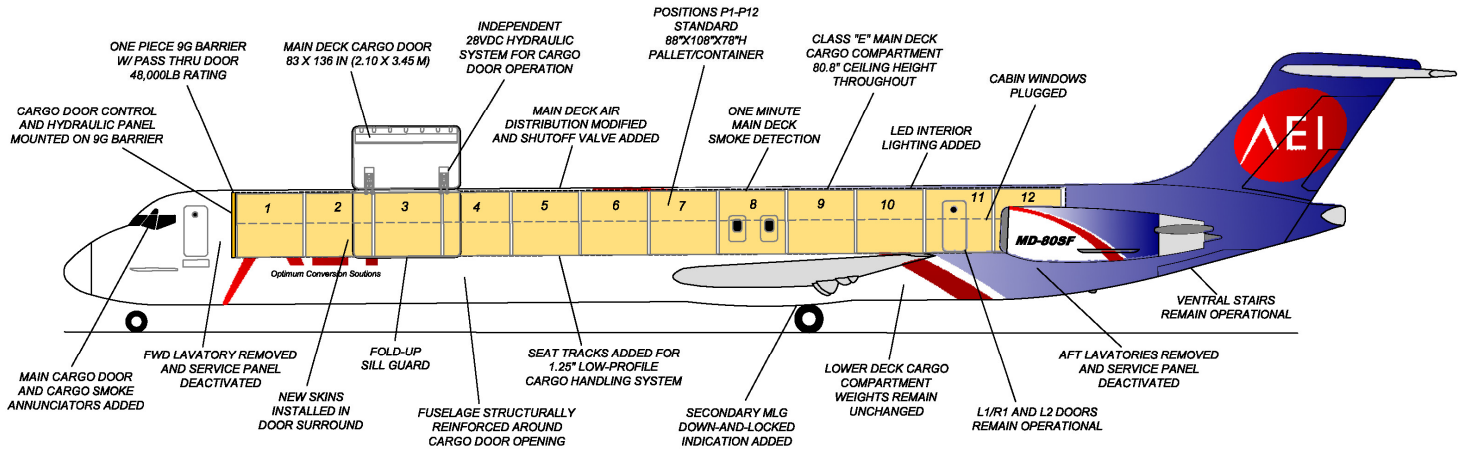
Aeronautical Engineers, Inc.  
Optimum Conversion Solutions

## AEI MD-80SF Freighter Conversion 12 Pallet Configuration Data Sheet

### Freighter Conversion Data Sheet

The Aeronautical Engineers Inc. (AEI) MD-80SF Cargo Conversion consists of the installation of a 85"x136" 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 twelve 88"x108" or eight 125"x88" ULDs or eight 125"x96" ULDs. This is the world's only MD-80 passenger to freighter conversion.

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; an 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  
ST02434LA

European EASA  
10055029



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### Freighter Weights and Volumes

|                      | MD-81SF, MD-82SF, MD-88SF                    | MD-83SF                                      |
|----------------------|--|--|
| <b>MTW*</b>          | <b>Up to 150,000 LB Max</b><br>( 68,038 kg ) | <b>Up to 160,500 LB Max</b><br>( 72,802 kg ) |
| <b>MTOW*</b>         | <b>Up to 149,500 LB Max</b><br>( 67,812 kg ) | <b>Up to 160,000 LB Max</b><br>( 72,575 kg ) |
| <b>MZFW*</b>         | <b>Up to 122,000 LB Max</b><br>( 55,338 kg ) | <b>Up to 122,000 LB Max</b><br>( 55,338 kg ) |
| <b>MLW*</b>          | <b>Up to 130,000 LB Max</b><br>( 58,967 kg ) | <b>Up to 139,500 LB Max</b><br>( 63,276 kg ) |
| <b>BEW**</b>         | <b>75,400 LB</b><br>( 34,201 kg )            | <b>76,900 LB</b><br>( 34,881 kg )            |
| <b>Payload***</b>    | <b>Up to 46,600 LB Max</b><br>( 21,137 kg )  | <b>Up to 45,100 LB Max</b><br>( 20,457 kg )  |
| <b>Fuel Capacity</b> | <b>5,846 USG</b><br>( 22,129 L )             | <b>5,846 USG</b><br>( 22,129 L )             |

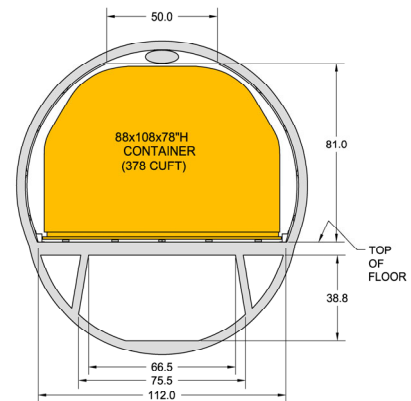
\*Aircraft as-delivered weights  
\*\*Typical BEW after conversion, depends on original aircraft configuration  
\*\*\*Typical Max Payload, depends on aircraft OEW and MZFW

| Main Deck Usage Volume                |   |
|---------------------------------------|---|
| <b>12 ULD's - 88"L X 108"W X 78"H</b> | <b>4,416 Ft<sup>3</sup></b><br>( 125 m <sup>3</sup> ) |
| <b>8 ULD's - 125"L X 88"W X 78"H</b>  | <b>3,564 Ft<sup>3</sup></b><br>( 101 m <sup>3</sup> ) |

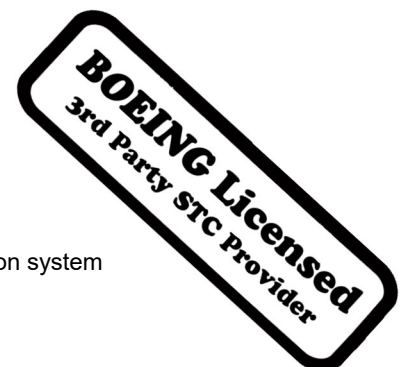
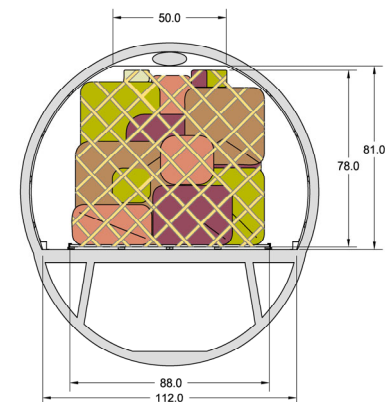
### Main Attributes\*

- 12 position 88"x108" Container or Netted Pallet
- 8 position 125" x 88" ULD's longitudinally oriented
- 8 position 125" x 96" ULD's longitudinally oriented
- 4,500+ lb 88"x108" average position weights
- 6,250+ lb 125"x88"x96" average position weights
- Up to 46,600 lbs useful main deck payload
- 85"x136" Main Deck Cargo door
- 9g rigid cargo / smoke barrier with door, Ventura Aerospace
- Low profile, 1.25" Ancra Cargo Loading System
- Main deck converted to Class "E" Cargo Compartment, with independent smoke detection system
- Cabin windows replaced with lightweight aluminum window plugs
- High reliability, independent hydraulic system
- Up to 5 Supernumerary Seats

#### 12 POSITION 88"L X 108"W X 78"H CONTAINER/PALLETS



#### 8 POSITION 125"L X 88"W X 78"H NETTED PALLETS



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