

Aircraft Specs

- **Yom 1994**

- **Sn TBC**

- Total hrs : 57k

- Total cycles : 28k

- Engines CFM C1's fresh from shop visit

- Engine LH : 6,000 LLP Left

- Engine RH : 3,600 LLP Left

Ldg : Overhaul Due april 2021

- Next "C" Inspection due in 1,500 hrs

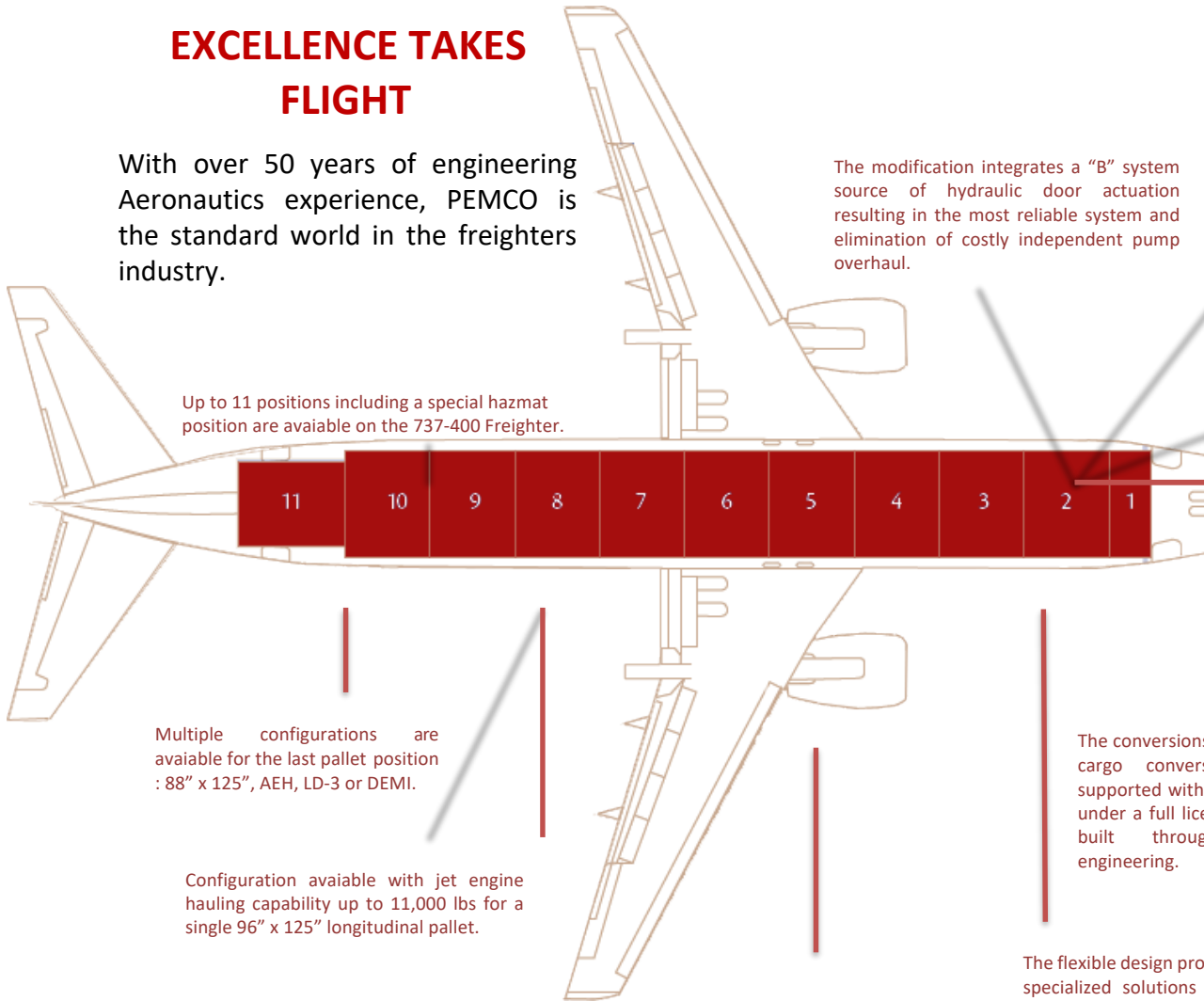
- Certified up to RNP 0.3 approach mod performed at Perm 10.4)

EXCELLENCE TAKES FLIGHT

With over 50 years of engineering Aeronautics experience, PEMCO is the standard world in the freighters industry.

The modification integrates a "B" system source of hydraulic door actuation resulting in the most reliable system and elimination of costly independent pump overhaul.

Up to 11 positions including a special hazmat position are available on the 737-400 Freighter.



Multiple configurations are available for the last pallet position : 88" x 125", AEH, LD-3 or DEMI.

Configuration available with jet engine hauling capability up to 11,000 lbs for a single 96" x 125" longitudinal pallet.

The conversion cargo conversion supported with under a full license built through engineering.

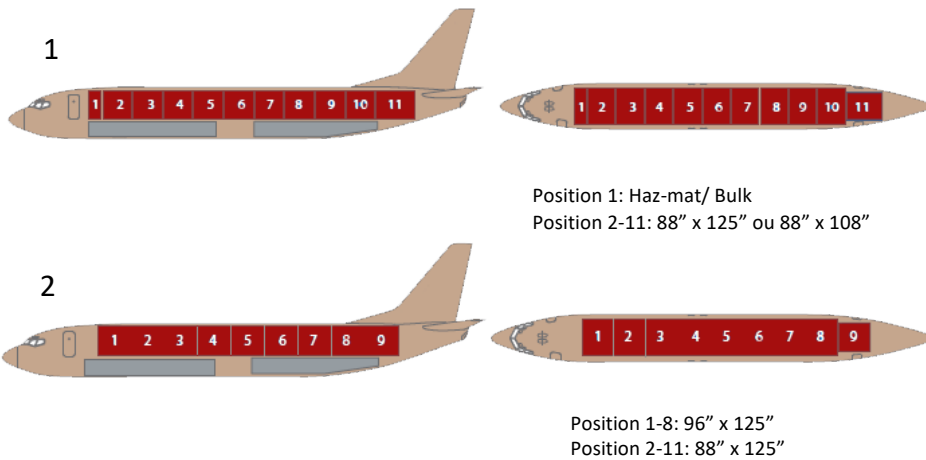
The flexible design provides specialized solutions for other non-standard freighters.

Only this freighters are ruggedized and weatherized for harsh climate operations.

With its increased payload and volume capabilities, the 400F may be the most desirable sub-30 ton freighter to increasing market demand, are two distinct options – A 11-position high yield freighter¹ and a full-freighter².

The 737-400F design includes all the latest design enhancements and upgrades plus increased high wind capability, and increased pallet position weights. And, for the first time ever in a converted freighter, the 400F comes with an unrivaled initial inspection threshold of 20,000 cycles following modification.

The 400F has an increased maximum Payload of 48,000lbs. without Boeing Weight upgrades.



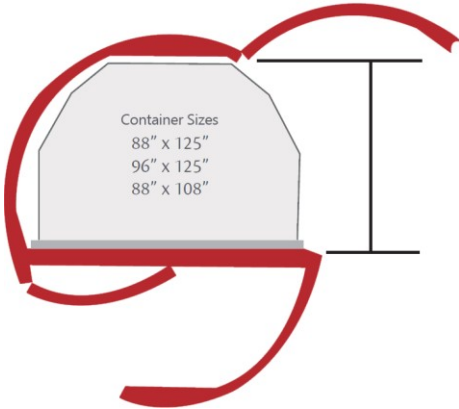
11 Positions - High Yield Freighter

The 400F High Yield can be loaded with one smaller Hazmat ULD with advanced functionality, enabling some of the highest position weights. Cargo handling system options are operator-configurable, including full-featured functionality, including 88" x 125" positions with over-rideable side restraints and a...

9 Positions - 96X125 Freighter

The 400F Alternate High Density can be loaded with 9 96" x 125" positions plus one 88" x 125" position, enabling some of the highest position weights in the industry. Cargo handling system options are operator-configurable.

Main Deck Cargo Door
 140" W x 86.5"H
 (3.56m W x 2.19m H)



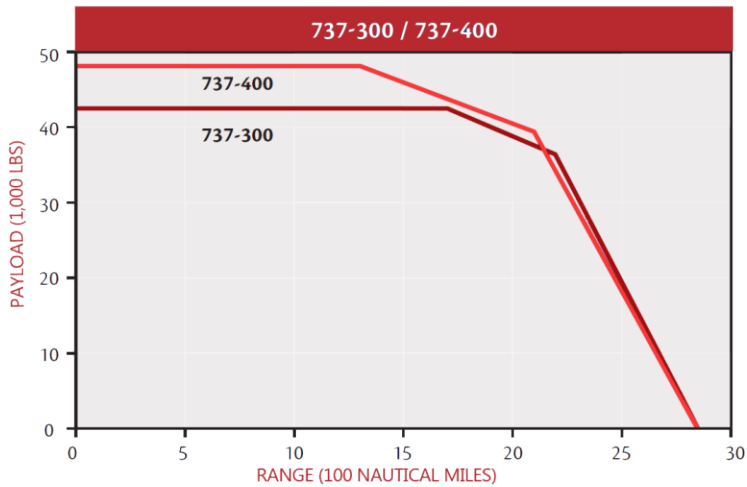
CONTAINER OPTIONS

Full Size Container/ Pallet	88" x 125", 96"
Reduced Size Container/ Pallet	88" x 125", 62" x 88",
Reduced Size Container Types	Pallet, Deck
Main Deck Container Volume (ft ³)	Up to 1,000
Lower Deck Bulk Volume (ft ³)	Up to 1,000

WEIGHT PER POSITION

737-400F HIGH YIELD FREIGHT	
Container/ Pallet Position	Allowable Weight
1	Up to 6,000
2	6,000
3	6,000
4	6,000
5	9,200
6	9,200
7	6,000
8	6,000
9	6,000
10	6,000
11	5,000

PAYLOAD / RANGE COMPARISON



SPECIFICATIONS

737-400F

MAX. GROSS WEIGHT (lbs)	
Taxi	150,000
Takeoff	143,000
Landing	124,000
Zero Fuel Weight (Up To)	117,000
ENGINES	CFM56-3B2
BASIC FUEL CAPACITY - US Gal. (No Aux. Tanks)	5,311
PASSENGER CAPACITY	
CONTAINERS, PALLETS & VOLUMES	
Full Size Containers/ Pallets	10
Demis/ Pallets/ Bulk	10
Main Deck Container Volume (ft³)	4,000
Lower Deck Bulk Volume (ft ³)	1,000
PAYLOAD CAPABILITIES	
Max. Structural Payload (lbs)	Up to 10,000
RANGE	
Max. Range (nm) (5,311 gal standard fuel)	2,800
Range at Structural Limit (nm) (5,311 gal standard fuel)	1,300
Range at Volumetric Limit (nm) @ 7.5 lbs/ft ³ (Main deck volume; 5,311 gal fuel)	2,200



