

# Mini Specification Sheet

Boeing B737- 4Z9

## Aircraft Identification

|                                       |                                  |
|---------------------------------------|----------------------------------|
| <b>Registration Number</b>            | <b>Time Since New:</b> 74,465:57 |
| <b>Manufacturers Serial Number:</b>   | <b>Cycles Since New:</b> 35,189  |
| <b>Effective Date:</b> 31 August 2024 | <b>Certification:</b>            |

## Aircraft Details

|                         |             |                                |           |
|-------------------------|-------------|--------------------------------|-----------|
| <b>Aircraft Model</b>   | B737-4Z9    | <b>Current Operator</b>        |           |
| <b>Line Number</b>      |             | <b>Previous Operator</b>       |           |
| <b>Variable Number</b>  |             | <b>Availability Date</b>       | June 2024 |
| <b>Manufacture Date</b> | 07 May 1991 | <b>Country of Registration</b> |           |

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## Operating Limitations

|                                 | US          | European  |
|---------------------------------|-------------|-----------|
| Maximum Taxi Weight (MTW)       | 150,412 lbs | 68,225 kg |
| Maximum Take Off Weight (MTOW)  | 149,912 lbs | 67,999 kg |
| Maximum Landing Weight (MLW)    | 124,000 lbs | 56,245 kg |
| Maximum Zero Fuel Weight (MZFW) | 117,000 lbs | 53,070 kg |
| BASIC Empty Weight (BEW)        | 71,842 lbs  | 32,587kg  |

### Engine / APU Status

|                              | Engine No.1 | Engine No.2 | APU              |
|------------------------------|-------------|-------------|------------------|
| Serial Number                |             |             | P-60287C         |
| Thrust Rating                | 22,000lbs   | 22,000lbs   | N/A              |
| Total Time Since New         |             |             | 31,802:05 APU Hr |
| Total Cycles Since New       |             |             |                  |
| Hours Since Last Shop Visit  |             |             | Unknown APU H    |
| Cycles Since Last Shop Visit |             |             |                  |
| LSV Facility                 |             |             |                  |
| LSV Date                     |             |             | 25 Sep 2019      |
| Cycles to LLP Limiter        |             |             | N/A              |

### Landing Gear Status

|                          | NLG         | LH MLG       | RH MLG       |
|--------------------------|-------------|--------------|--------------|
| Serial Number            | T3253P2043  | MCO4019P2043 | MCO4020P2043 |
| Total Time Since New     | -           | -            | -            |
| Total Cycles Since New   | 34,791      | 34,791       | 34,791       |
| Cycles Between Overhauls | 21,000      | 21,000       | 21,000       |
| Months Between Overhauls | 120         | 120          | 120          |
| Cycles Since Overhaul    | 3,152       | 3,152        | 3,152        |
| Last Overhaul Date       | 23 May 2019 | 23 May 2019  | 23 May 2019  |
| Cycles To Next Overhaul  | 17,848      | 17,848       | 17,848       |
| Months To Next Overhaul  | 61          | 61           | 61           |

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## Wheels and Brakes

|                  |                                 |                                  |
|------------------|---------------------------------|----------------------------------|
| <b>Tire Size</b> | <b>Nose Gear 27 x 7.75 - 15</b> | <b>Main Gear H42 x 16-1926PR</b> |
| Wheel Manuf.     | Goodrich – P/N: 2607825-2       | Good Year – P/N: 2609801-1       |
| Brake Manuf.     | -----                           | Goodrich – P/N: 2606672-4        |
|                  |                                 |                                  |

## Maintenance Status

| Check Per AMP         | TTSN       | TCSN       | Date       | Next Due FH | Next Due FC | Next Due Date | Remaining FH | Remaining FC |
|-----------------------|------------|------------|------------|-------------|-------------|---------------|--------------|--------------|
| 3 Months / 250 FH     | 74115 TFH  | 34,930 TFC | 04/12/2023 | N/A         | N/A         | 04/03/2024    | N/A          | N/A          |
| 24 Months / 4000 FH   | 73,103 TFH | 33,070 TFC | 18/09/2022 | N/A         | N/A         | 17/09/2024    | N/A          | N/A          |
| 120 months / 25000 FH | 67,133 TFH | 29,939 TFC | 20/02/2016 | 91,133      | N/A         | 20/02/2026    | 17,230       | N/A          |
| 3 Years               | 72,890 TFH | 34,051 TFC | 01/07/2022 | N/A         | N/A         | 01/07/2025    | N/A          | N/A          |
| 6 Years               | 70,944 TFH | 32,509 TFC | 12/05/2020 | N/A         | N/A         | 20/02/2028    | N/A          | N/A          |
| 10 Years              | 67,133 TFH | 29,939 TFC | 20/02/2016 | N/A         | N/A         | 20/02/2026    | N/A          | N/A          |
| 12000 FC / 54 Mo      | 70,944 TFH | 32,509 TFC | 12/05/2020 | N/A         | 42312 TFC   | 12/05/2024    | N/A          | 9,496 FC     |
| 36000 FC / 8 Years    | 70,944 TFH | 32,509 TFC | 12/05/2020 | N/A         | 66312 TFC   | 12/05/2028    | N/A          | 33,496 FC    |
| 36000 FC / 10 Years   | 67,133 TFH | 29,939 TFC | 20/02/2016 | N/A         | 61872 TFC   | 20/02/2026    | N/A          | 31626 FC     |
| 36000 FC / 12 Years   | 67,133 TFH | 29,939 TFC | 20/02/2016 | N/A         | 61872 TFC   | 20/02/2028    | N/A          | 31626 FC     |

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## Operational/ Regulatory Approvals:

|                                   |             |
|-----------------------------------|-------------|
| 8.33 Spacing                      | Yes         |
| EGPWS                             | Yes         |
| FDR parameters                    | Yes         |
| Enhanced Flight Deck Door         | Yes         |
| FM Immunity                       | Yes         |
| ADS-B DO-260B                     | Yes DO-260B |
| TCAS Version 7.1                  | Yes         |
| Lower cargo hold Fire Suppression | Yes,        |

## Fuel System

|          |                       |  |
|----------|-----------------------|--|
| Capacity | 5311 USG / 20103 ltr. |  |
| FQIS     | Smiths Industries     |  |
| Aux tank | No                    |  |

## Avionics Equipment:

| System Description              | QTY | Manufacturer/Model       | Part Number  |
|---------------------------------|-----|--------------------------|--------------|
| AFCS ACCESSORY UNIT             | 1   | Base System Aircraft     | 65-52817-9   |
| PANEL ASSY-MODE CONT            | 1   | Honeywell Aerospace      | 4051601-937  |
| FLIGHT CONTROL COMPUTER         | 2   | Honeywell Aerospace      | 4051600-914  |
| AFDS MODE ANNUNCIATOR           | 1   | GoodRich Lighting System | D434-56-001  |
| AUTOTHROTTLE COMPUTER           | 1   | GE Aviation              | 755SUE9-12   |
| REMOTE ELECTRONICS UNIT         | 1   | Avtech Corp              | 5140-1-1     |
| AUDIO SELECTOR PANEL            | 3   | Avtech Corp              | 5145-1-60    |
| PUBLIC ADDRESS AMPLIFIER        | 1   | Collins Aerospace        | 622-4096-001 |
| HF CONTROL PANEL                | 1   | Collins Aerospace        | 622-6827-022 |
| HF ANTENNA COUPLER              | 1   | Collins Aerospace        | 792-6140-001 |
| HF TRANSCEIVER                  | 1   | Collins Aerospace        | 622-5272-001 |
| VHF TRANSCEIVER                 | 2   | Collins Aerospace        | 822-1044-004 |
| SELCAL CONTROL PANEL            | 1   | Gables Engineering       | G2581-03     |
| RADIO TUNING PANEL              | 3   | Gables Engineering       | G7406-04     |
| SELCAL DECODER                  | 1   | MOTOROLA                 | N1401C       |
| COCKPIT VOICE RECORDER          | 1   | Honeywell Aerospace      | 980-6022-001 |
| EMERGENCY LOCATOR TRANSMITTER   | 1   | ARTEX                    | 453-5002     |
| ELT - PROGRAMMING DONGLE        | 1   | ARTEX                    | 455-4010     |
| UNIT-CONT DISPLAY MULTIPURPOSE- | 2   | GE Aviation              | 167550-02-01 |
| FLIGHT DATA RECORDER            | 1   | Honeywell Aerospace      | 980-4700-003 |
| EADI ELECTRONIC DISPLAY UNIT    | 2   | Collins Aerospace        | 622-7998-013 |
| EHSI/EICAS - INDICATOR          | 2   | Honeywell Aerospace      | 622-7999-003 |
| EFIS CONTROL PANEL              | 2   | Honeywell Aerospace      | 622-8001-370 |
| RDDMI INDICATOR                 | 2   | SPERRY                   | 4034559-901  |
| PANEL ASSY-WXR                  | 1   | Collins Aerospace        | 622-5129-105 |

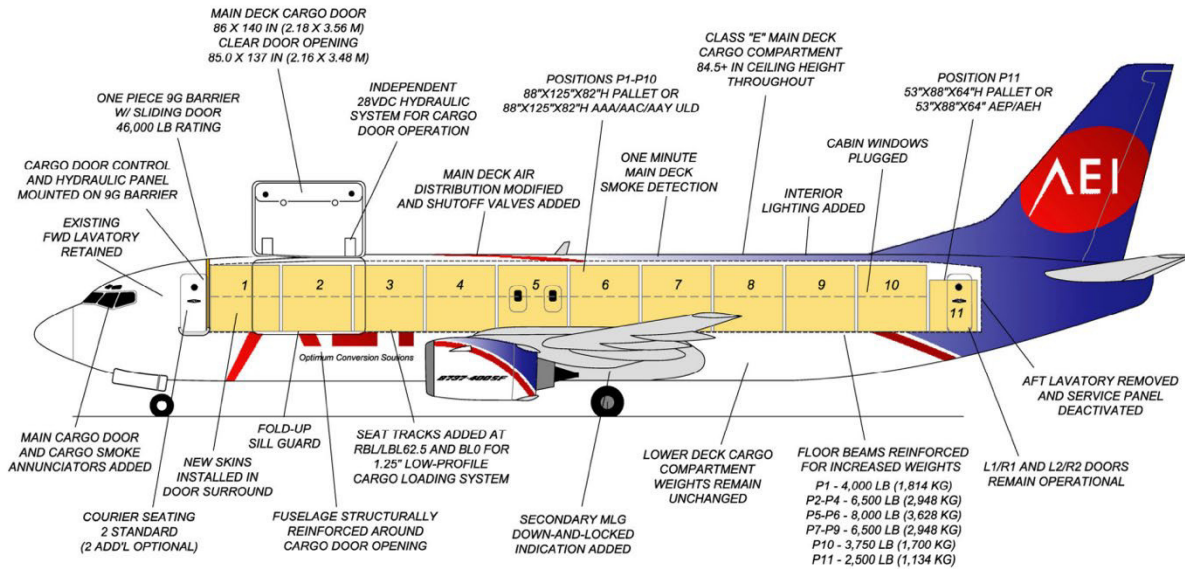
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|                                      |   |                          |                    |
|--------------------------------------|---|--------------------------|--------------------|
| DIGITAL FLIGHT DATA ACQUISITION UNIT | 1 | Teledyne                 | 2233000-3B         |
| CONTROL PANEL-ATC/TCAS               | 1 | Gables Engineering       | G7490-40           |
| ADF PANEL                            | 1 | Collins Aerospace        | 792-6275-005       |
| VHF NAV CONTROL PANEL                | 2 | Gables Engineering       | G6773-04           |
| FMC                                  | 2 | GE Aviation              | 171497-05-01       |
| VHF NAV RCVR                         | 2 | Collins Aerospace        | 822-0761-001       |
| ADF RCVR                             | 2 | Collins Aerospace        | 777-1492-005       |
| DME INTERROGATOR                     | 2 | Collins Aerospace        | 622-2921-006       |
| RADIO ALT XCVR                       | 2 | Collins Aerospace        | 622-3890-021       |
| TCAS COMPUTER                        | 1 | ACSS                     | 7517900-10020      |
| ATC XPDR TRA-100B                    | 2 | Honeywell Aerospace      | 066-01212-0301     |
| TRANSCEIVER ASSY WEATHER RADAR       | 1 | Collins Aerospace        | 622-5132-106       |
| GNSS Receiver                        | 2 | CMC Electronics          | 100-601967-150     |
| EGPWS COMPUTER                       | 1 | Honeywell Aerospace      | 965-0976-060218218 |
| ADIRU                                | 2 | Honeywell Aerospace      | HG1050AD15         |
| EFIS CONTROL PANEL                   | 1 | Base System Aircraft     | 65-52817-9         |
| RDDMI INDICATOR                      | 1 | Honeywell Aerospace      | 4051601-937        |
| PANEL ASSY-WXR                       | 2 | Honeywell Aerospace      | 4051600-914        |
| DIGITAL FLIGHT DATA ACQUISITION UNIT | 1 | GoodRich Lighting System | D434-56-001        |
| CONTROL PANEL-ATC/TCAS               | 1 | GE Aviation              | 755SUE9-12         |

# Mini Specification 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 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, European EASA, Chinese CAAC, Brazilian ANAC, Russian & CIS, India Transport Canada, Guernsey, Malaysia CAAM

# Mini Specification Sheet

## Freighter Weights and Volumes

|                                  | Standard Gross Weight                        | Heavy Gross Weight                           |
|----------------------------------|--|--|
| <b>MTW*</b>                      | <b>Up to 144,000 LB Max</b><br>( 65,317 kg ) | <b>Up to 150,500 LB Max</b><br>( 68,265 kg ) |
| <b>MTOW*</b>                     | <b>Up to 143,500 LB Max</b><br>( 65,090 kg ) | <b>Up to 150,000 LB Max</b><br>( 68,038 kg ) |
| <b>MZFW*</b>                     | <b>Up to 113,000 LB Max</b><br>( 51,257 kg ) | <b>Up to 117,000 LB Max</b><br>( 53,070 kg ) |
| <b>MLW*</b>                      | <b>Up to 121,600 LB Max</b><br>( 54,884 kg ) | <b>Up to 124,000 LB Max</b><br>( 56,245 kg ) |
| <b>BEW**</b>                     | <b>69,900 LB</b><br>( 31,706 kg )            | <b>70,900 LB</b><br>( 32,160 kg )            |
| <b>Total Aircraft Payload***</b> | <b>Up to 43,100 LB Max</b><br>( 19,550 kg )  | <b>Up to 47,100 LB Max</b><br>( 21,364 kg )  |
| <b>Fuel Capacity</b>             | <b>5,311 USG</b><br>( 20,103 L )             | <b>5,311 USG</b><br>( 20,103 L )             |

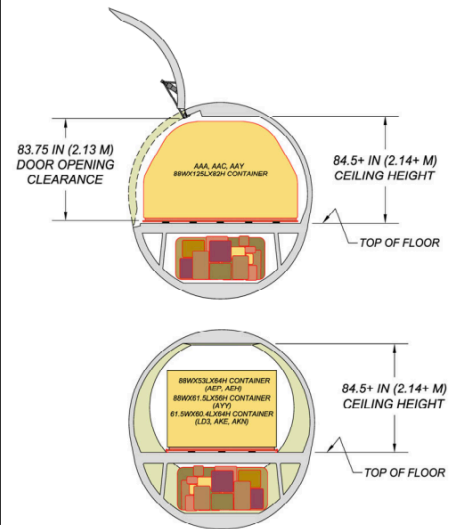
\*Aircraft as-delivered weights  
 \*\*Typical BEW after conversion, depends on original aircraft configuration  
 \*\*\*Typical Max Payload, depends on aircraft OEW and MZFW

| Main Deck Usage Volume   |   |
|--|---|
| <b>10 ULD's - 88"x125"x82"H</b><br><b>1 ULD - 53"x88"x64"H</b> | <b>4,572 Ft<sup>3</sup></b><br>( 129 m <sup>3</sup> )   |
| <b>10 Netted Pallets</b><br><b>1 ULD - 53"x88"x64"H</b>        | <b>4,416 FT<sup>3</sup></b><br>( 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 47,100 LB (21,364 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 84.5" + ceiling height through out cargo compartment, including last position
- Stretch Formed fuselage skins
- Up to 4 Supernumerary Seats

### POSITION 1 TO 10 88"x125"x82"H CONTAINERS



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

