

COMMERCIAL AIRLINERS OF THE WORLD

Type Powerplant	Dimensions (m)		Landing gear Track Wheelbase Turn radius (m)	Accommodation		Weights (kg) Max seating: Ramp Take-off Landing Zero-fuel Ops empty	Fuel (litres) Standard Optional	FAR field lengths at gross weight (m)		Speeds (kt/Mach) V ₂ V _{AT} V _{NO} /M _{MO} V _{NE} /M _{ME}	Cruise performance		Payload range Max payload (1) (kg) Range (2) (km) Payload (3) (kg) Range (4) (km)
	Span	Length		No/pitch (mm)/abreast	Hold (m ²)/No Press diff bars			ISA s.l. ISA +20°C s.l. ISA 5,000ft ISA at 20°C 5,000ft	Take-off		Landing	Speed (kt) Altitude (ft)	
DC-8-71													
4 x 97.9kN CFM56-2-C5													
	43.4		6.3	269/760/6	148,800	88,549	2,710	1,981	162	477	—	27,080	
	57.1		23.6	70.8/2	147,400	—	2,743	1,981	142	39,000	—	6,296	
	13.1		32.6	0.57	108,900	—	3,581	2,286	352/0.88	5,012	—	1,678	
	267.9				102,100	—	3,627	2,286	406/0.95			13,426	
	30.6				75,000	—							
DC-8-73													
4 x 97.9kN CFM56-2-C5													
	45.2		6.3	269/760/6	162,400	91,890	3,048	1,981	165	479	—	29,257	
	57.1		23.6	70.8/2	161,000	—	3,139	1,981	141	39,000	—	7,759	
	13.1		34.4	0.57	117,000	—	3,962	2,286	352/0.88	4,881	—	12,075	
	271.9				104,800	—	4,023	2,286	406/0.95			11,204	
	30.6				75,500	—							
DEE HOWARD													
Boeing 727-100QF													
3 x R-R Tay 651-54; *=-main deck 123m³													
	32.92		5.72	na/-/-	77,100	29,107	—	—	125	470	—	20,865	
	40.59		16.23	25+*/3	76,658	—	—	—	—	—	—	4,206	
	10.36		—	—	64,638	—	—	—	—	—	—	—	
	158		—	—	59,875	—	—	—	—	—	—	—	
	—		—	—	39,000	—	—	—	—	—	—	—	
DEUTSCHE AEROSPACE - AEROSPATIALE - ALENIA													
DAA 92													
P&W/MTU RTF-180; BMW R-R BR715; Snecma M123, Allison GMA 3014													
	30.36		6.75	104/730/5	42,390	10,700	1,525	1,525	—	—	—	—	
	28.53		11.22	21.83/2	42,290	16,050	—	—	130	—	—	—	
	10.28		—	0.55	40,180	—	—	—	340	—	—	—	
	96.0		—	—	36,030	—	—	—	370	—	—	—	
	23.5		—	—	25,800	—	—	—	—	—	—	—	
DAA 122													
P&W/MTU RTF-180; BMW R-R BR715; Snecma M123, Allison GMA 3014													
	30.36		6.75	134/730/5	49,840	16,050	1,600	1,600	—	—	—	14,800	
	34.63		14.27	34.93/2	49,740	—	—	—	135	—	—	1,500	
	10.28		—	0.55	47,250	—	—	—	340	—	—	8,400	
	96.0		—	—	43,730	—	—	—	370	—	—	4,670	
	23.5		—	—	28,960	—	—	—	—	—	—	—	
FOKKER													
Fokker Executive Jet 70													
2 x 61.6kN R-R Tay Mk620-15 turbofans													
	28.08		5.04	20/-/-	38,325	13,365	1,469	1,251	126	461	401	9,555	
	30.91		11.54	12.78/2	38,100	—	1,622	1,251	119	26,000	35,000	4,300	
	8.51		17.78	0.51	35,830	—	1,823	1,387	320	2,391	1,475	—	
	93.5		—	—	32,655	—	2,211	1,387	380	—	—	—	
	17.4		—	—	23,100	—	—	—	—	—	—	—	
Fokker Executive Jet 70ER													
2 x 61.6kN R-R Tay Mk 620-15 turbofans													
	28.08		5.04	20/-/-	40,140	17,611	1,573	1,274	126	461	401	9,565	
	30.91		11.54	-/2	39,915	—	1,739	1,274	119	26,000	35,000	5,720	
	8.51		17.78	0.51	36,740	—	1,963	1,911	320	2,391	1,475	—	
	93.5		—	—	33,565	—	2,510	1,411	380	—	—	—	
	17.4		—	—	23,800	—	—	—	—	—	—	—	
Fokker Executive Jet 100													
2 x 67.2kN R-R Tay Mk 650-15 turbofans													
	28.08		5.04	20/-/-	44,680	13,365	1,715	1,348	138	461	401	11,340	
	35.53		14.01	16.72/2	44,450	—	1,891	1,348	130	26,000	35,000	4,470	
	8.50		20.07	0.51	39,915	—	2,652	1,497	320/M0.77	2,650	1,683	—	
	93.50		—	—	36,740	—	2,970	1,497	380/M0.84	—	—	—	
	17.4		—	—	25,400	—	—	—	—	—	—	—	
Fokker Executive Jet 100ER													
2 x 67.2kN R-R Tay Mk 650-15 turbofans													
	28.08		5.04	20/-/-	46,040	21,150	1,821	1,348	138	461	401	10,140	
	35.53		14.01	-/2	45,810	—	2,012	1,348	130	26,000	35,000	6,318	
	8.50		20.07	0.51	39,915	—	2,830	1,497	320/M0.77	2,650	1,678	—	
	93.50		—	—	36,740	—	3,433	1,497	380/M0.84	—	—	—	
	17.4		—	—	26,600	—	—	—	—	—	—	—	
Fokker 70													
2 x 61.6kN R-R Tay Mk 620-15 turbofans													
	28.08		5.04	79/810/5	36,965	9,640	1,391	1,208	126	461	401	9,302	
	30.91		11.54	12.78/2	36,740	—	1,536	1,208	119	26,000	35,000	1,902	
	8.51		17.78	0.51	34,015	—	1,735	1,337	320	2,391	1,475	6,426	
	93.5		—	—	31,975	—	1,996	1,337	380	—	—	3,487	
	17.4		—	—	22,673	—	—	—	—	—	—	—	