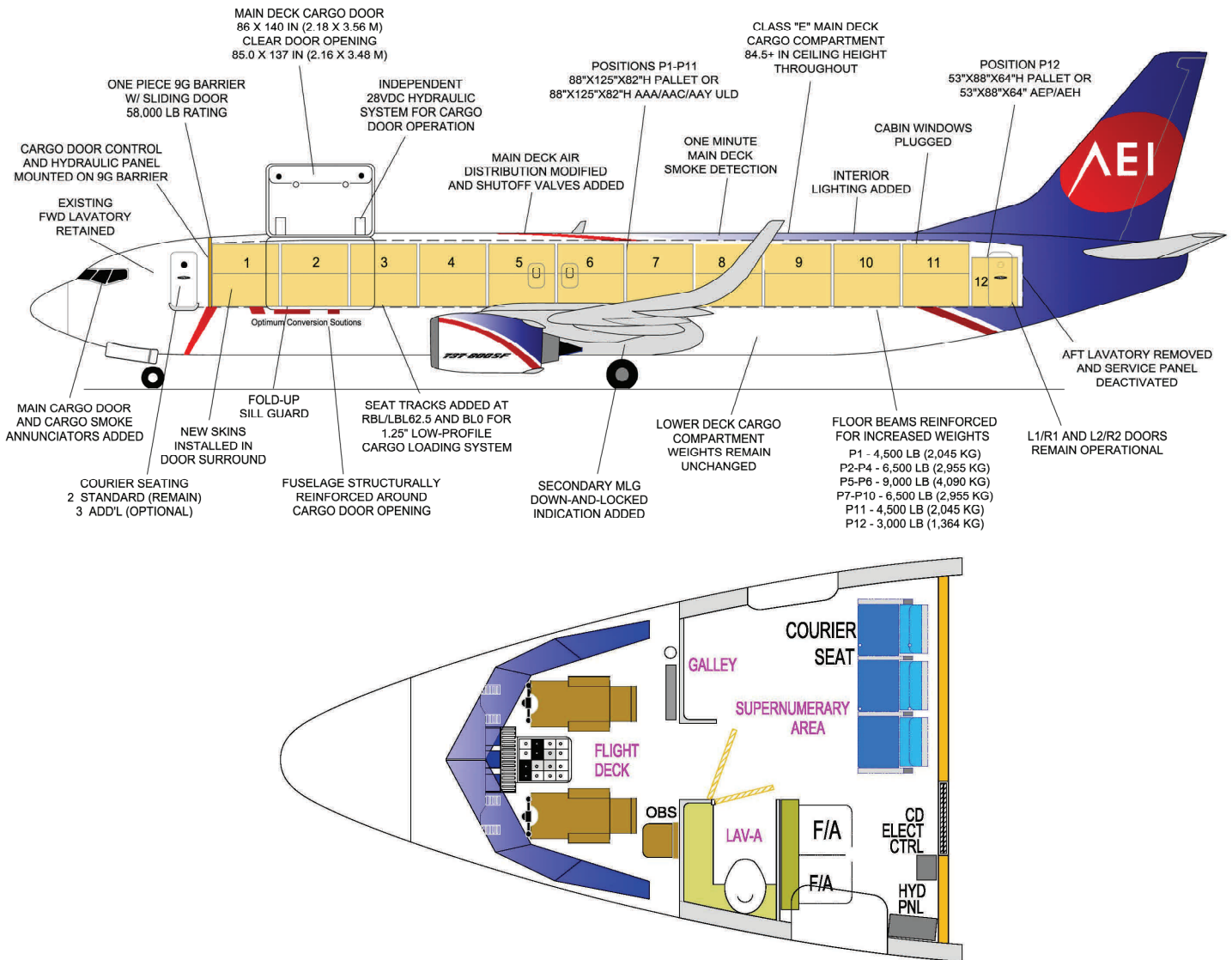




Freighter Conversion Data Sheet (Preliminary - Subject to Change)

The Aeronautical Engineers Inc. (AEI) B737-800SF Cargo Conversion 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 eleven 88"x125" AAA full height containers or pallets plus one AEP/AEH, with pallet weights up to 9,000 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.



Planned Approvals

United States FAA

European EASA

Chinese CAAC

Brazilian ANAC

Russian & CIS

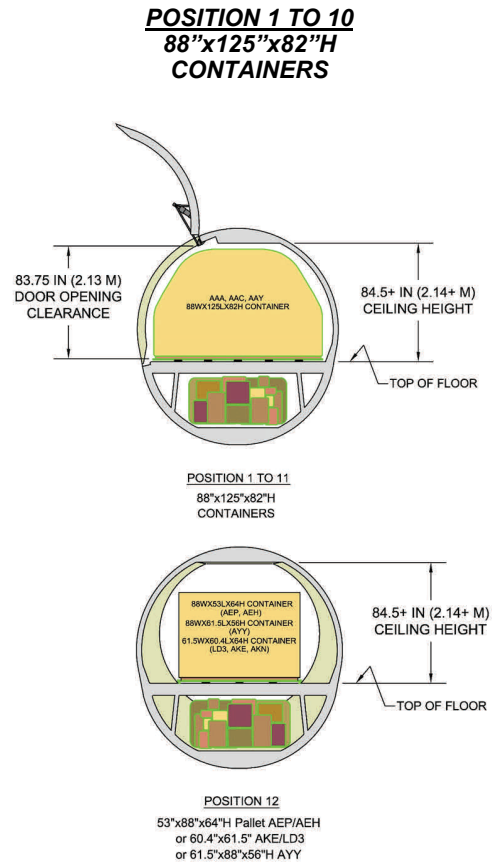


Freighter Weights and Volumes (Preliminary - Subject to Change)

Heavy Gross Weight	
MTW*	Up to 174,900 LB Max (79,333 kg)
MTOW*	Up to 174,200 LB Max (79,016 kg)
MZFW*	Up to 138,300 LB Max (62,732 kg)
MLW*	Up to 146,300 LB Max (66,361 kg)
BEW**	86,300 LB Est (39,145 kg)
Total Aircraft Payload***	Up to 52,000 LB Max (23,587 kg)
Fuel Capacity	6,875 USG (26,022 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	
11 ULD's - 88"x125"x82"H 1 ULD - 53"x88"x64"H	5,012 Ft³ (142 m ³)
11 Netted Pallets 1 ULD - 53"x88"x64"H	4,840 FT³ (137.0 m ³)



Main Attributes (Preliminary - Subject to Change)

- Can accommodate eleven 88"x125" AAA full height containers or pallets plus one AEP/AEH
- Up to 52,000 LB (23,587 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
- Single 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 5 Supernumerary Seats



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