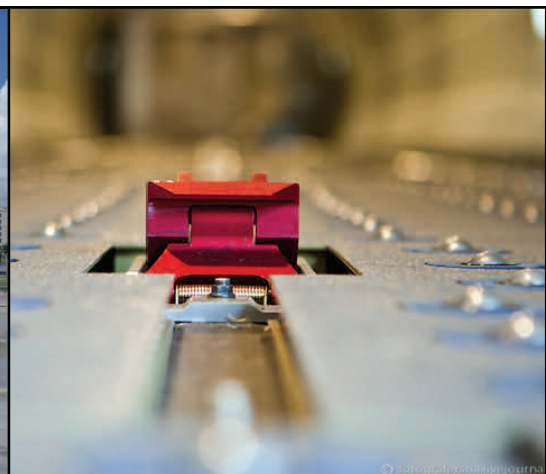
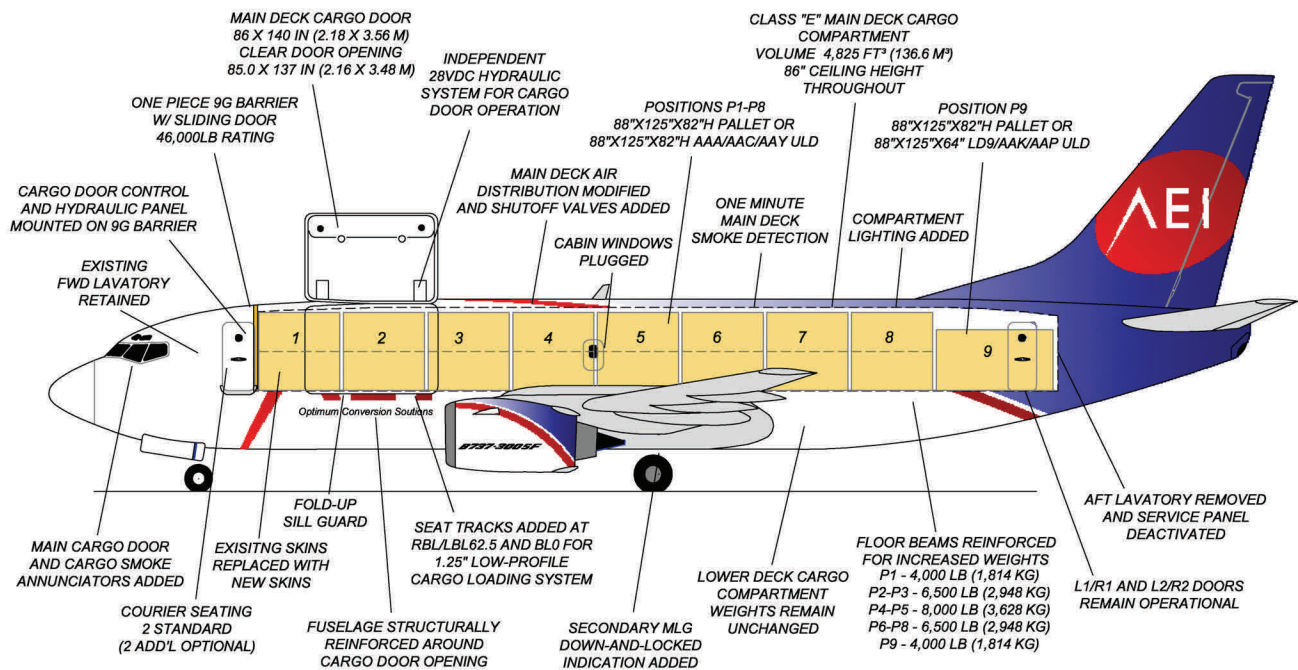




**Freighter Conversion Data Sheet**

The Aeronautical Engineers Inc. (AEI) B737-300SF 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 nine 88"x125" containers or pallets; the only B737-300SF Freighter with this capability.

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  
STC ST01827LA

European EASA  
EASA.IM.A.S.01754

Chinese CAAC  
VSTC-201

Brazilian ANAC  
CHST 2008S09-09

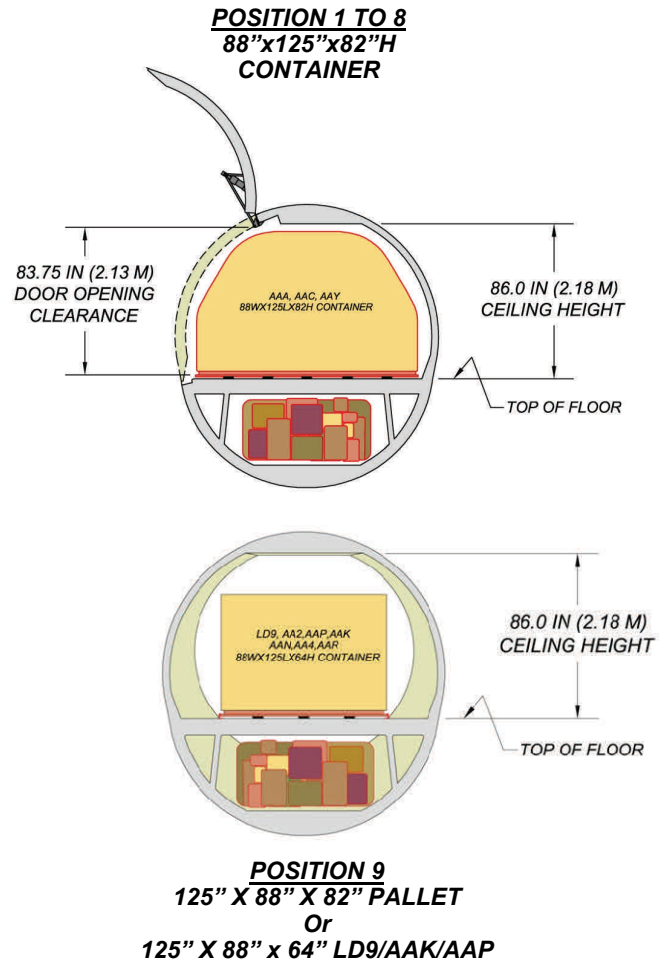
Russian & CIS  
No 19-737



**Freighter Weights and Volumes**

Standard Gross Weight Aircraft	
<b>MTW*</b>	<b>Up to 140,000 LB Max</b> ( 63,500 kg )
<b>MTOW*</b>	<b>Up to 139,500 LB Max</b> ( 63,276 kg )
<b>MZFW*</b>	<b>Up to 109,600 LB Max</b> ( 49,710 kg )
<b>MLW*</b>	<b>Up to 116,600 LB Max</b> ( 52,880 kg )
<b>BEW**</b>	<b>66,700 LB</b> ( 30,250 kg )
<b>Payload***</b>	<b>Up to 42,900 LB Max</b> ( 19,460 kg )
<b>Fuel Capacity</b>	<b>5,311 USG</b> ( 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>9 ULD's - 88" x 125"</b> ( 8 x 82" H + 1 x 64" H )	<b>3,853 Ft<sup>3</sup></b> ( 109.1 m <sup>3</sup> )
<b>9 Netted Pallets</b> ( 88" x 125" x 80" H )	<b>3,980 FT<sup>3</sup></b> ( 112.7 m <sup>3</sup> )



**Main Attributes**

- The only nine 88"x125" pallet B737-300SF Freighter Conversion!
- Up to 42,900 LB (19,460 KG) 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 86" ceiling height throughout cargo compartment, including last position
- Stretch Formed fuselage skins
- Up to 4 Supernumerary Seats



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