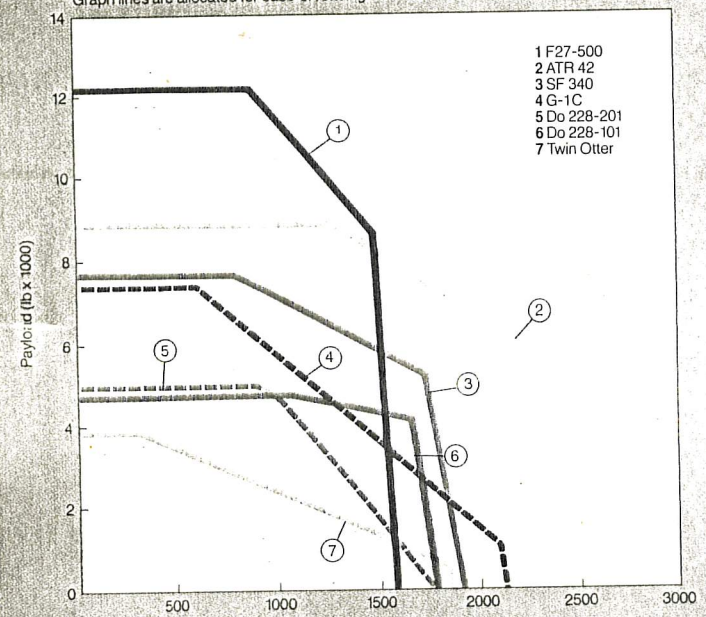
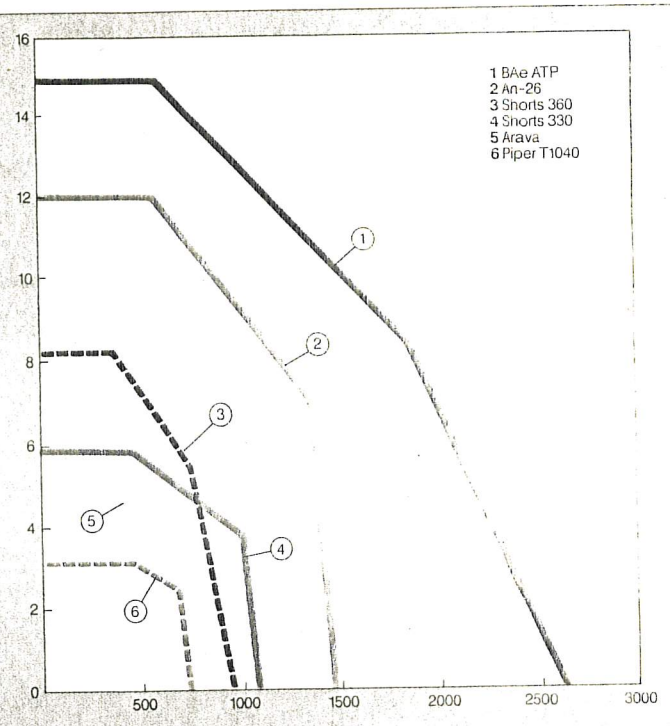
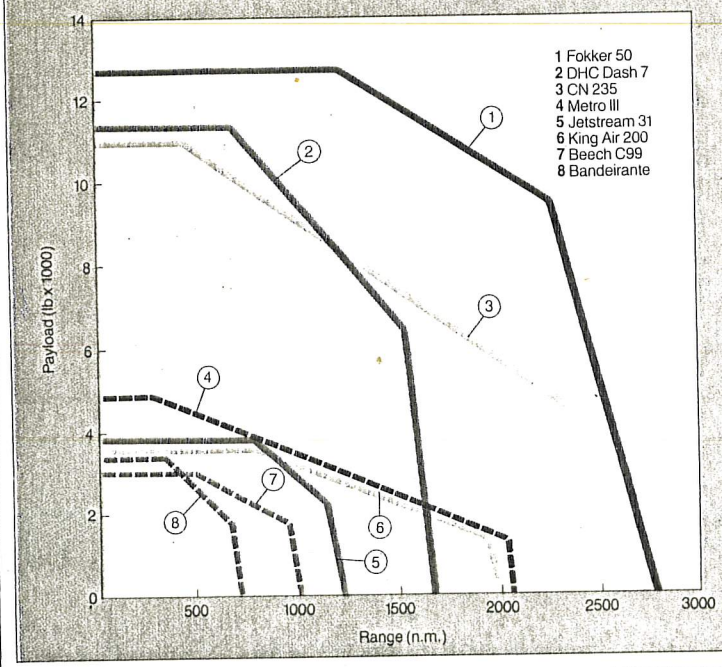
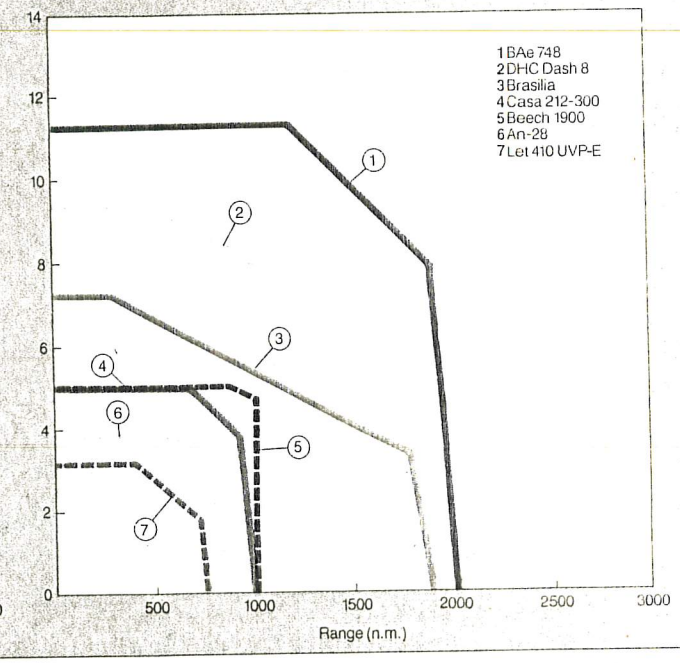
TURBOPROP PAYLOAD RANGES

Assumptions: ISA, still air conditions, zero reserves, standard fuel capacity
Graph lines are allocated for ease of reading and not in aircraft categories









Fairchild's Metro III has been enjoying a recent sales revival

COMMUTER AIRCRAFT DIRECTORY

Type	Powerplant	Overall Dimensions Span, ft (m) Length, ft (m) Height, ft (m) Wing area, ft² (m²) Wing sweep (°)	Landing Gear Track, ft (m) Wheelbase, ft (m) Turning radius LCN @ Max TOW	Accommodation Max seating/ Pitch, ins (cm) No. abreast Hold volume Press diff, p.s.i.	Weights lb (kg) Ramp Take-off Landing Zero-fuel Ops empty	FUEL IG, (Lit) Standard Optional	Airfield Performance @ gross weight, ft (m) ISA sl., ISA + 20°C, s.l. ISA, 5,000ft (1,524m) ISA + 20°C, 5,000ft (1,524m) Take-off	Landing
CESSNA								
402C Utiliner	2 × 325 b.h.p. TDC TSIO520-VB piston engines	44·12 (13·45) 36·37 (11·09) 11·42 (3·49) 226 (20·98) Nil	17·96 (5·48) 10·43 (3·18) — —	9 28 (71) 2 — Nil	6,885 (3,123) 6,850 (3,107) 6,850 (3,107) 6,515 (2,955) 4,106 (1,862)	178 (808) —	2,195 (669) — — —	2,485 (757) — — —
PILATUS BRITTEN-NORMAN								
BN2B-26 Islander	2 × 260 b.h.p. Lycoming 0540-E4C5 piston engines	49·0 (14·92) 35·64 (10·9) 12,92 (3·94) 325 (30·3) Nil	11·83 (3·6) 13·1 (4·0) 31·0 (9·4) —	9 29 (74) 2 43 Nil	6,600 (2,993) 6,600 (2,993) 6,600 (2·993) 6,300 (2,857) 4,114 (1,866)	108 (491) 157 (713)	1,160 (354) 1,264 (385) 1,704 (519) 1,800 (549)	980 (299) 1,036 (316) 1,158 (353) 1,232 (376)
BN2T Turbine Islander	2 × 320 s.h.p. Allison 250 B17C turboprop	49·0 (14·92) 35·64 (10·9) 12·92 (3·94) 325 (30·3) Nil	11·83 (3·6) 13·1 (4·0) 31·0 (9·4) —	9 29 (74) 2 43 Nil	7,000 (3,175) 7,000 (3,175) 6,800 (3,090) 6,600 (2,993) 4,040 (1,832)	179 (814) —	1,250 (381) 1,340 (408) 1,790 (546) 1,900 (579)	1,130 (344) 1,180 (360) 1,325 (404) 1,395 (425)
PIPER								
T-1020	2 × 350 b.h.p. Lycoming TIO540-J2B piston engines	40·67 (12·4) 34·63 (10·55) 13·0 (4·0) 229 (21·3) Nil	13·75 (4·19) 10·67 (3·25) 49·6 (15·12) —	10 29 (74) 2 50 Nil	7,050 (3,198) 7,000 (3,175) 7,000 (3,175) 7,000 (3,175) 4,450 (2,018)	90 (409) 152 (689)	2,780 (847) — — —	1,045 (319) — — —
T-1040	2 × 500 s.h.p. PWAC PT6A-11 turboprops	41·08 (12·52) 36·67 (11·18) 13·0 (4·0) 229 (21·3) Nil	13·75 (4·19) 10·67 (3·25) 49·6 (15·12) —	10 29 (74) 2 50 Nil	9,050 (4,105) 9,000 (4,082) 9,000 (4,082) 7,600 (3,447) 4,624 (2,097)	250 (1,136) 316 (1,438)	2,650 (805) — — —	1,900 (579) — — —
BEECH								
King Air B200	2 × 850 s.h.p. PWAC PT6A-42 turboprops	54·57 (16·61) 43·75 (13·34) 15·0 (4·57) 303 (28·15) Nil	17,17 (5·23) 14·96 (4·568) — —	10 28 (71) 2 — 6·5	12,590 (5,710) 12,500 (5,670) 12,500 (5,670) 11,000 (4,990) 7,538 (3,419)	453 (2,059) 541 (2,460)	2,579 (786) — — —	2,845 (867) — — —
DORNIER								
Do228-101	2 × 715 s.h.p. Garrett TPE331-5 turboprops	55·7 (16·97) 49·3 (15·04) 15·75 (4·86) 344 (32·0) Nil	10·8 (3·3) 18·2 (5·53) 46 (14) —	15 30 (76) 2 71 Nil	13,250 (6,010) 13,183 (5,980) 12,566 (5,700) 12,213 (5,540) 7,546 (3,423)	525 (2,386) —	2,150 (655) 2,500 (762) 2,700 (823) 3,200 (975)	1,700 (518) 1,800 (548) 1,900 (579) 2,000 (610)
LET/OMNIPOL								
Let 410 UVP-E Turbolet	2 × 810 s.h.p. Walter M601 turboprops	63·92 (19·49) 47·5 (14·47) 19·10 (5·83) 379 (35·18) Nil	11·94 (3·65) 12·0 (3·67) 44·0 (13·4) —	19 30 (76) 3 20 Nil	14,153 (6,420) 14,109 (6,400) 13,668 (6,200) 12,621 (5,725) 9,000 (4,110)	284 (1,290) 372 (1,690)	3,009 (917) 3,281 (1,000) 3,658 (1,115) 4,124 (1,257)	2,408 (734) 2,543 (775) 2,720 (829) 2,887 (880)
BEECH								
Commuter C99	2 × 715 s.h.p. PWAC PT6A-36 turboprops	45·9 (13·98) 44·6 (13·58) 14·35 (4·37) 280 (26·0) Nil	13·0 (3·96) 17·98 (5·48) 40·0 (12·19) —	15 30 (76) 2 65 Nil	11,380 (5,162) 11,300 (5,126) 11,300 (5,126) 11,300 (5,126) 7,040 (3,198)	373 (1,695) —	3,250 (991) 3,700 (1,128) 3,900 (1,189) 3,600 (*1,097)	3,130 (954) 3,250 (991) 3,400 (1,036) 3,450 (1,052)
GOVERNMENT AIRCRAFT FACTORIES								
Nomad N24A*	2 × 420 s.h.p. Allison 250 B17C turboprops	54·19 (16·52) 47·10 (14·36) 18·1 (5·25) 320 (29·7) Nil	9·5 (2·9) 14·58 (4·41) 39·0 (11·9) —	16 29 (74) 2 70 Nil	9,450 (4,286) 9,400 (4,265) 9,200 (4,174) 9,150 (4,150) 5,436 (2,466)	224 (1,018) 296 (1,350)	1,706 (520) 2,125 (640) 2,400 (732) 3,150 (960)	2,280 (695) 2,380 (725) 2,590 (789) 2,720 (829)

Full technical and **performance data** on most of the aircraft in this survey begins on this page. To allow easier comparisons between competing types, the aircraft are now listed in ascending order of seating capacity. The data have been collated from a number of sources, although principally from the various manufacturers, and while much care has been taken over their preparation they are intended only as a guide to each type's main characteristics.

Accommodation This section gives typical passenger numbers in commuter-type layout. The aircraft vary widely in cross-section, and the seat pitch and the number abreast give only a rough indication of comfort standards. Actual interior configurations in commuter service can also vary widely, but in general only the larger types of about 18 seats and above offer a toilet or galley as standard, and fitting these luxuries may involve the removal of one or more seats in some of the smaller types.

Powerplant data comprises the number and power of the engines, the manufacturer's designation, and the type of power source.

Overall dimensions and **landing gear dimensions** are given in Imperial units, followed by the metric equivalents in brackets. LCN (Load Classification Number), where given, is for a rigid runway pavement with a radius of relative stiffness of 2·5ft (76cm).

Weights and **fuel capacity**. The weights shown are the maximum permitted for ramp departure, take-off, landing, and with zero fuel. Operating weight empty is a typical value for a passenger commuter configuration including crew and normal operators' items, except in the case of some of the smaller general aviation types, where equipped empty weight (EEW) is given. Fuel figures, in Imperial gallons and litres, are for standard internal fuel and for optional extra capacity where this is available.

Speeds kt (IAS) (km/hr) V_2 / V_{AT} / V_{MO} / V_{NE}	Cruise Performance: Speed, kt (IAS) (km/hr) Altitude, ft (m) Fuel consumption, lb/hr (kg/hr) — Max cruise	Cost economical	Long-range	Payload Range Performance: ISA, still air, no reserves — Max payload in lb (kg) range, n.m. (km) at cost economical cruise	Full-tanks payload lb (kg) range, n.m. (km) at long-range cruise	Remarks
— — — 231 (428)	194 (359) 1,000 (3,048) 222 (101)	— — —	142 (263) 10,000 (3,048) 117 (53)	2,410 (1,093) 160 (295)	1,340 (607) 1,460 (2,708)	
56 (104) 59 (109) 141 (261) 184 (341)	137 (254) 8,000 (2,438) 168 (76)	132 (245) 8,000 (2,438) 147 (66)	127 (235) 8,000 (2,438) 133 (60)	2,043 (929) 209 (387)	1,526 (692) 675 (1,250)	BN2B-21/-27 has 53 ft (16·5m) span and optional fuel. BN2B-20/-21 has 300 b.h.p. 10540-K1B5 engines.
59 (109) 63 (117) 152 (285) 196 (363)	170 (315) 10,000 (3,048) 396 (180)	150 (278) 10,000 (3,048) 304 (138)	131 (243) 10,000 (3,048) 230 (104)	2,454 (1,113) 141 (261)	1,340 (608) 747 (1,385)	
85 (158) — 185 (343) 236 (438)	212 (389) 10,000 (3,048) 262 (119)	210 (371) 10,000 (3,048) —	162 (300) 10,000 (3,048) 156 (71)	2,550 (1,157) Nil	1,860 (843) 695 (1,290)	
89 (165) — 227 (421) 288 (353)	236 (438) 10,000 (3,048) 580 (263)	200 (371) 10,000 (3,048) —	178 (330) 10,000 (3,048) 398 (181)	2,976 (1,350) 450 (834)	2,426 (1,100) 670 (1,241)	
— — — 260 (482)	289 (536) 25,000 (7,620) 575 (261)	282 (523) 25,000 (7,620) 530 (240)	— — —	3,463 (1,571) 765 (1,418)	1,383 (625) 1,925 (3,570)	King Air 300 also available.
80 (148) 140 (259) 200 (370) 255 (472)	231 (424) 10,000 (3,048) 690 (313)	— — —	180 (333) 10,000 (3,048) 470 (213)	4,667 (2,117) 1,091 (2,021)	4,156 (1,885) 1,638 (3,034)	
84 (155) 84 (155) — 216 (400)	206 (382) 13,780 (4,200) 728 (330)	199 (369) 13,780 (4,200) 686 (311)	160 (296) 13,780 (4,280) 511 (232)	3,560 (1,615) 407 (755)	2,921 (1,325) 627 (1,162)	
116 (215) 107 (198) 224 (415) 224 (415)	238 (441) 10,000 (3,048) 712 (323)	— — —	197 (365) 10,000 (3,048) 514 (233)	3,000 (1,363) 4,475 (881)	1,795 (815) 932 (1,728)	• Climb limited TOW
90 (167) 79 (139) 169 (313) 200 (370)	165 (306) 10,000 (3,048) 370 (168)	160 (297) 10,000 (3,048) 345 (156)	140 (260) 10,000 (3,048) 286 (130)	3,714 (1,685) 115 (213)	2,222 (1,005) 875 (1,626)	• Aircraft out of production. Will be deleted from next year's data tables.

Airfield performance is listed for four different temperature and altitude cases covering ISA standard day and plus 20° C, and sea-level and 5,000ft (1,524m) in turn. For Transport Category aircraft of over 12,500lb max TOW (in the USA—over 5,700kg elsewhere), take-off and landing distances correspond to fully-factored requirements for much of the world. For the lighter types the performance data is unfactored gross performance which may or may not need adjustment for Public Transport operations.

Speeds V_2 is the take-off safety speed at maximum TOW; V_{AT} the target threshold speed at maximum landing weight; V_{MO}, (V_{NO} in the United States) is the maximum and the normal operating speed; while V_{NE} is the "never exceed" speed. Speeds generally are given in knots and km per hour, indicated, although some values may be in either calibrated or equivalent airspeed.

Cruise performance shows the speed, the altitude and, where available, the fuel consumption for up to three sets of cruise conditions corresponding in turn to a maximum speed cruise, a cost-economical one, and a long-range condition. Those aircraft without pressurisation have been limited to a maximum cruise altitude of 10,000ft (3,048m).

Payload range is under-ISA still-air en-route conditions with NO reserve fuel provisions. Obviously this is not a practicable operating procedure, and the figures are only shown in this way to try and ensure true comparability. In service these maximum ranges would be reduced considerably, the precise extent of the reduction depending on the reserve fuel policy adopted by the airline or required by the regulatory authority. The figures quoted also relate to the assumed operating weight and to the standard fuel capacity.

COMMUTER AIRCRAFT DIRECTORY

Type	Powerplant	Overall Dimensions Span, ft (m) Length, ft (m) Height, ft (m) Wing area, ft² (m²) Wing sweep (°)	Landing Gear Track, ft (m) Wheelbase, ft (m) Turning radius LCN @ Max TOW	Accommodation Max seating/ Pitch, ins (cm) No. abreast Hold volume Press diff, p.s.i.	Weights lb (kg) Ramp Take-off Landing Zero-fuel Ops empty	FUEL IG, (Lit) Standard Optional	Airfield Performance @ gross weight, ft (m) ISA sl., ISA + 20°C, s.l. ISA, 5,000ft (1,524m) ISA + 20°C, 5,000ft (1,524m) Take-off	Landing
ANTONOV								
PZL Mielac An-28	2 × 960 s.h.p. Glushenkov TVD10V turboprops	72·41 (22·07) 42·98 (13·18) 16·08 (4·9) 428 (39·7) Nil	11·17 (3·41) 11·15 (3·40) — —	17 28 (72) 3 — Nil	14,330 (6,500) 14,330 (6,500) 14,330 (6,500) — 7,720 (3,500)	426 (1,940) —	1,180 (360) — — —	— — — —
BRITISH AEROSPACE								
Jetstream 31	2 × 940 s.h.p. Garrett TPE331-10 turboprops	52·0 (15·85) 47·17 (14·36) 17·45 (5·32) 271 (25·2) Nil	19·5 (5·94) 15·08 (4·6) 41·17 (12·55) 4-6	18 32 (81) 3 96 5·5	15,432 (7,000) 15,322 (6,950) 14,550 (6,600) 13,889 (6,300) 9,613 (4,360)	378 (1,718) —	4,724 (1,440) ‡5,413 (1,650) ‡6,006* (1,830) ‡5,741* (1,750)	4,035 (1,230) 4,035 (1,230) 4,430 (1,350) 4,364 (1,330)
BEECH								
1900C	2 × 1,100 s.h.p. PWAC PT6A-65B turboprops	54·5 (16·61) 57·9 (17.65) 14·9 (4·54) 303 (28·16) Nil	17·2 (5·24) 23·83 (7·24) 39·33 (12·02) —	19 30 (76) 2 182 4·8	16,710 (7,590) 16,600 (7,540) 16,100 (7,313) 14,000 (6,350) 9,115 (4,134)	425 (1,932) —	3,250 (991) 3,700 (1,128) 4,300 (1,311) 4,700 (1,433)	2,540 (774) 2,650 (808) 2,820 (860) 2,930 (893)
DORNIER								
Do228—201	2 × 715 s.h.p. Garrett 7PE 331-5 turboprops	55·7 (16·97) 54·3 (16·56) 15·75 (4·86) 344 (32·0) Nil	10·8 (3·3) 20·7 (6·29) 48·5 (14·8) — —	19 30 (76) 2 123 Nil	13,250 (6,010) 13,183 (5,980) 12,676 (5,700) 12,324 (5,590) 7,842 (3,557)	525 (2,386) —	2,150 (655) 2,500 (762) 2,700 (823) 3,200 (975)	1,700 (518) 1,800 (548) 1,900 (579) 2,000 (610)
ISRAEL AIRCRAFT INDUSTRIES								
Arava 101B	2 × 750 s.h.p. PWAC PT6A-36 turboprops	68·75 (21·0) 42·75 (13·05) 17·08 (5·2) 470 (43·7) Nil	13·17 (4·0) 15·17 (4·6) — —	20 30 (76) 4 92 Nil	15,260 (6,936) 15,000 (6,804) 15,000 (6,804) 14,000 (6,350) 8,818 (4,000)	366 (1,663) 816 (3,707) (ferry tanks)	2,450 (747) 2,500 (762) 2,600 (792) 2,650 (800)	2,150 (656) 2,150 (656) 2,390 (728) 2,390 (728)
FAIRCHILD								
Metro III	2 × 1,000 s.h.p. dry/ 1,100 s.h.p. wet Garrett TPE 331-11U turboprops	57·0 (17·37) 59·35 (18·09) 16·67 (5·08) 309 (28·7) Nil	15·0 (4.57) 19·1 (5·84) 38·5 (11·73) —	20 30 (76) 2 181 7·0	14,600 (6,622) 14,500 (6,577) 14,000 (6,350) 13,900 (6,304) 9,020 (4,094)	540 (2,453) —	3,250 (991) 3,700 (1,128) 4,200 (1,280) 5,000 (1,524)	2,806 (855) 2,806 (855) 3,184 (971) 3,184 (971)
DE HAVILLAND CANADA								
Twin Otter 300	2 × 652 e.s.h.p. PWAC PT6A-27 turboprops	65·0 (19·8) 51·75 (15·77) 19·5 (5·94) 420 (39·0) Nil	12·17 (3·7) 14·87 (4·53) 48·0 (14.63) 5·7	20 30 (76) 3 126 Nil	12,508 (5,674) 12,500 (5,670) 12,300 (5,579) 12,300 (5,579) 7,441 (3,375)	318 (1,445) 392 (1,782)	1,500 (457) 1,700 (518) 1,820 (555) 2,250 (656)	1,500 (457) 1,500 (482) 1,700 (518) 1,800 (549)
EMBRAER								
EMB110 P1/41 Bandeirante	2 × 750 s.h.p. PWAC PT6A-34 turboprops	50·26 (15·32) 49·54 (15·1) 16·54 (5·04) 313 (29·1) 14·8	16·21 (4·94) 16·70 (5·09) 39·4 (15·5) —	18 31 (79) 3 113 Nil	13,073 (5,930) 13,007 (5,900) 12,566 (5,700) 12,015 (5,450) 8,565 (3,855)	366 (1,666) —	4,000 (1,219) — — —	4,400 (1,341) — — —
CASA								
C212—300	2×900 s.h.p.* Garrett TPE331-10R turboprops	66·93 (20·4) 53·00 (16·15) 20·67 (6·3) 431 (40) Nil	10·17 (3·1) — 24·59 (7·71) —	25 29·5 (75) 4 125 Nil	17,086 (7,750) 16,975 (7,700) 16,424 (7,450) 15,653 (7,100) 10,692 (4,850)	440 (2,000) —	3,264 (995) 3,740 (1,140) 4,068 (1,240) 4,790 (1,460)	1,909 (582) 1,991 (607) 2,080 (634) 2,169 (661)
SHORTS								
330-200	2 × 1,198 s.h.p. PWAC PT6A-45R turboprops	74·68 (22·76) 58·04 (17·69) 16·25 (4·95) 453 (42·09) Nil	13·91 (4·24) 20·18 (6·15) 53·83 (16·41) 10·7	30 30 (76) 3 145 Nil	23,000 (10,433) 22,900 (10,387) 22,600 (10,251) — 14,727 (6,680)	560 (2,546) — — —	3,420 (1,047) 4,400* (1340) 4,540 (1,325) 4,600* (1,405)	3,650 (1,115) 3,630† (1,105) 4,000† (1,220) 3,750† (1,145)
EMBRAER								
EMB120 Brasilia	2×1590 s.h.p. PWAC PW115 turboprops	64·9 (19·78) 65·62 (20·00) 20·84 (6·35) 409 (38·03) Nil	21·59 (6·58) 22·90 (6·98) — —	30 31 (79) 3 226 7·0	23,810 (10,800) 23,810 (10,800) 23,258 (10,550) 22,266 (10,100) 15,068 (6,835)	742 (3,366) —	4,528 (1,380) — — —	4,462 (1,360) — — —
SAAB								
SF340	2×1735 s.h.p. GE CT7-5A1 turboprops	70·33 (21·44) 64·75 (19·72) 22·5 (6·87) 450 (41·81) Nil	22·0 (6·71) 23·42 (7·14) 52·0 10	35 30 (76) 3 225 7·0	27,300 (12,383) 27,275 (12,372) 26,500 (12,020) 25,000 (11,340) 17,415 (7,899)	708 (3,219) —	3,880 (1,183) 4,275 (1,303) 4,850 (1,478) 6,200* (1,890)	3,650 (1,113) 3,650 (1,113) 4,050 (1,234) 4,350 (1,326)

Speeds kt (IAS) (km/hr) V_2 V_{AT} V_{MO} V_{NE}	Cruise Performance Speed, kt (IAS) (km/hr) Altitude, ft (m) Fuel consumption, lb/hr (kg/hr) Max cruise	Cost economical	Long-range	Payload Range Performance ISA, still air, no reserves Max payload in lb (kg) range of n.m. (km) at cost economical cruise	Full-tanks payload lb (kg) range, n.m. (km) Long-range cruise	Remarks
78 (145) 70 (130) — —	182 (337) 9,850 (3,000) —	— — —	— — —	*3,860 (1,750) 600 (1,112)	3,200 (1,450) 750 (1,390)	* Nominal payload.
113 (210) 107 (197) 223 (413) —	263 (486) 15,000 (4,572) 705 (320)	260 (482) 20,000 (6,104) 606 (275)	235 (435) 25,000 (7,620) 486 (220)	3,800 (1,724) 820 (1,519)	2,709 (1,229) 1,209 (2,240)	* Climb limited TOW. † Climb limited LW. ‡ With water methanol
114 (211) 113 (209) 247 (458) 247 (458)	— — —	255 (473) 14,000 (4,267) 882 (401)	226 (419) 25,000 (7,620) 580 (263)	4,885 (2,216) 906 (1,680)	4,747 (2,153) 1,005 (1,863)	
80 (148) 140 (259) 200 (370) 255 (472)	231 (424) 10,000 (3,048) 690 (313)	— — —	180 (333) 10,000 (3,048) 470 (213)	4,482 (2,033) 672 (1,245)	4,156 (1,885) 1,638 (3,034)	
88 (163) 87 (161) 170 (315) —	172 (308) 10,000 (3,048) 728 (330)	168 (311) 10,000 (3,048) 694 (315)	140 (259) 10,000 (3,048) 550 (250)	5,182 (2,350) 237 (440)	3,304 (1,500) 740 (1,370)	
116 (215) 113 (210) 248 (459) 311 (576)	278 (515) 12,500 (3,811) 750 (340)	266 (493) 23,000 (7,012) 550 (249)	256 (475) 25,000 (7,620) 500 (227)	4,880 (2,214) 240 (445)	1,238 (562) 2,010 (3,726)	Metro MB with PT6A engines under development
78 (144) 64 (119) 170 (315) —	182 (337) 10,000 (3,048) 659 (299)	— — —	145 (269) 10,000 (3,048) 452 (205)	4,860 (2,204) 50 (93)	2,500 (1,134) 870 (1,611)	
85 (157) 100 (185) 230 (426) —	221 (410) 10,000 (3,048) 684 ( )	— — —	181 (356) 10,000 (3,048) 434 (197)	3,450 (1,565) 310 (575)	1,624 (737) 665 (1,233)	EMB 110P2/41 with cargo door also available.
98 (181) 91 (161) 200 (371) —	198 (367) 10,000 (3,048) 773 (351)	— — —	166 (308) 10,000 (3,048) 562 (254)	4,960 (2,250) 330 (612)	2,756 (1,250) 1,025 (1,900)	* 925 s.h.p. APR on.
101 (187) 96 (178) 195 (361) —	190 (352) 10,000 (3,048) 920 (417)	190 (352) 10,000 (3,048) 920 (417)	159 (294) 10,000 (3,048) 700 (318)	5,850 (2,655) 473 (761)	3,718 (1,686) 1,006 (1,864)	* Limited TOW. † Limited LW.
108 (200) 107 (198) 270 (500) —	294 (545) 20,000 (6,096) 1,098 (500)	— — —	257 (476) 20,000 (6,096) 881 (400)	7,198 (3,531) 315 (584)	3,307 (1,500) 1,760 (3,263)	
111 (206) 111 (206) 250 (463) 311 (575)	270 (500) 15,000 (4,572) 1,090 (494)	252 (467) 25,000 (7,620) 803 (363)	233 (432) 25,000 (7,620) 730 (331)	7,585 (3,441) 643 (1,191)	4,192 (1,901) 1,798 (3,332)	* Limited TOW.

COMMUTER AIRCRAFT DIRECTORY

Type	Powerplant	Overall Dimensions Span, ft (m) Length, ft (m) Height, ft (m) Wing area, ft² (m²) Wing sweep (°)	Landing Gear Track, ft (m) Wheelbase, ft (m) Turning radius LCN @ Max TOW	Accommodation Max seating/ Pitch, ins (cm) No. abreast Hold volume Press diff, p.s.i.	Weights lb (kg) Ramp Take-off Landing Zero-fuel Ops empty	FUEL IG, (Lit) Standard Optional	Airfield Performance @ gross weight, ft (m) ISA sl., ISA + 20°C, s.l. ISA, 5,000ft (1,524m) ISA + 20°C, 5,000ft (1,524m) Take-off Landing
SHORTS							
360	2×1424 s.h.p. PWAC PT6A-65AR turboprops	74·8 (22·77) 70·8 (21·58) 23·67 (7·21) 454 (42·09) Nil	13·91 (4·24) 23·17 (7·06) 53·83 (16·41) 13·6	36 30 (76) 3 215 —	26,553 (12,044) 26,453 (11,999) 26,100 (11,839) 16,950 (7,688)	480 (2,182) —	4,200 (1,280) 4,870 (1,484) 4,800 (1,463) 4,840* (1,475) 4,020 (1,225) 4,020 (1,225) 4,400† (1,341) 4,200† (1,280)
GULFSTREAM AEROSPACE							
GIC	2×1,990 e.s.h.p. R-R RDa7 Mk 529-8X turboprops	78·33 (23·88) 75·33 (22·97) 23·0 (7·01) 610 (56·7) 4·25	24·17 (7·37) 25·83 (7·88) 54·17 (16·51) —	37 30 (76) 3 251 6·55	36,200 (16,420) 36,000 (16,330) 34,285 (15,552) 32,250 (14,629) 24,850 (11,272)	1,290 (5,867) —	4,850 (1,478) 5,300 (1,615) 5,150 (1,560) 5,350 (1,631) 4,540 (1,385) 4,540 (1,385) 5,250 (1,600) 5,250 (1,600)
DE HAVILLAND CANADA							
DASH 8-100	2×2000 s.h.p. PWAC PW 120 turboprops	85·0 (25·91) 73·0 (22·25) 25·0 (7·62) 585 (54·4) 3·030	25·83 (7·87) 26·08 (7·95) 58·0 (17·7) —	39 31 (79) 4 300 5·5	34,700 (15,740) 34,500 (15,649) 33,900 (14,923) 31,000 (14,062)	704 (3,210) 1,253 (5,697)	3,100 (945) 4,100 (1,250) 4,200 (1,280) 6,750 (2,057) 3,000 (914) 3,000 (914) 3,350 (1,021) 3,600 (1,097)
DASH 8-300	2×2,380 s.h.p. PWAC PW 123 turboprops	90 (27·4) 84·28 (25·68) 25·0 (7·62) 605 (56·25) 3·030	25·8 (7·88) 32·1 (9·81) — —	56 29/32 (74/81) 4 — 5·5	39,800 (18,053) 39,600 (17,962) 39,000 (17,690) 36,000 (16,420) 24,200 (10,977)	704 (3,210) 1,253 (5,697)	3,580(1,091) — 6,400 (1,951) — 3,500 (1,067) 3,500 (1,067) 4,450 (1,356) 4,450 (1,356)
AIRTECH (CASA-NUSANTARA)							
CN235	2×1,700 s.h.p. GE CT7-7A turboprops	84·6 (25·8) 70·0 (21·35) 26·8 (8·17) 636 (59·1) Nil	12·8 (3·9) 22·6 (6·9) 62·3 (18·9) —	44 30 (76) 4 212 3·6	31,857 (14,450) 31,747 (14,400) 31,306 (14,200) 29,983 (13,600) 20,723 (9,400)	1,128 (5,128) —	3,238 (987) 3,720 (1,143) 4,068 (1,240) 4,938 (1,505) 1,919 (585) 1,981 (604) 2,073 (632) 2,132 (650)
AEROSPATIALE-AERITALIA							
ATR42-200	2×1800 s.h.p. PWAC PW 120 turboprops —	80·6 (24·57) 74·5 (22·7) 24·9 (7·59) 586 (54·5) Nil	13·4 (4·1) 28·8 (8·78) 56·0 (17·08) 11·5-14	46 30 (76) 4 300 —	34,767 (15,770) 34,723 (15,750) 34,175 (15,500) 31,967 (14,500) 21,184 (9,609)	1,255 (5,700) —	3,543 (1,080) 4,070 (1,240) 4,400 (1,340) — 3,150 (960) — 3,500 (1,065) —
BRITISH AEROSPACE							
Super 748	2×2,280 e.h.p. R-R RDa7 Mk 552-2 turboprops	102·5 (31·24) 67·0 (20·42) 24·83 (7·57) 829 (77·0) Nil	24·75 (7·54) 20·66 39·0 (11·82) 9-18	48 30 (76) 4 316 5·5	46,500 (21,092) 46,500 (21,092) 43,000 (19,504) 38,500 (17,463) 27,250 (12,361)	1,440 (6,550) —	4,520 (1,378) 5,930 (1,807) 6,060* (1,847) 6,450* (1,966) 3,360 (1,024) 3,360 (1,024) 4,885 (1,489) 4,800† (1,463)
ANTONOV							
An-26	2×2,820 e.h.p. Ivchenko AI-24VT turboprops, plus 1×1765lb RU19-300 turbojet	95·75 (29·2) 78·08 (23·8) 28·08 (8·58) 807 (74·98) 6·83'	25·08 (7·65) 25·83 (7·9) 73·17 (22·3) —	50 — 4 — —	52,910 (24,000) 52,910 (24,000) 52,910 (24,000) 45,238 (20,520) 33,119 (15,020)	1,510 (6,875) —	4,100 (1,250) 4,500 (1,370) 4,500 (1,370) 4,600 (1,400) 5,700 (1,740) 7,220 (2,200) 8,050 (2,450) 8,630 (2,630)
DE HAVILLAND CANADA							
Dash 7	4×1,174 e.s.h.p. PWAC PT6A-50 turboprops	93·0 (28·35) 80·83 (15·77) 26·17 (8·0) 860 (79·9) 3·2°	23·5 (7·16) 27·5 (8·4) 62·0 (18·1) 16·5	50 31 (79) 4 300 4·26	44,100 (20,003) 44,000 (19,958) 44,000 (19,958) 39,000 (17,690) 27,620 (12,528)	1,232 (5,602) —	2,260 (689) 2,650 (808) 3,150 (960) 3,400 (1,036) 1,950 (594) 1,950 (594) 2,230 (710) 2,230 (710)
FOKKER							
50	2×2,160 s.h.p. PWAC PW124 turboprops	95·15 (29·0) 82·83 (25·25) 28·60 (8·60) 754 (70·0) Nil	23·63 (7·2) 31·82 (9·7) 34·1 (10·41) 16	50 32 (81) 4 384 5·45	45,900 (20,820) *45,900 (20,820) 41,865 (18,990) 40,350 (18,303) 27,850 (12,633)	1,133 (5,153) —	5,771 (1,759) 6,427 (1,959) 7,127 (2,171) †7,349 (2,240) 3,491 (1,064) 3,491 (1,064) 4,002 (1,220) 3,766† (1,148)
F27-500	2×2,210 s.h.p. R-R RDa7 Mk 552-7R turboprops	95·15 (29·0) 82·2 (25·06) 28·6 (8·71) 754 (70·0) Nil	23·6 (7·2) 31·95 (9·74) 65·83 (20·0) 14-18	52 30 (76) 4 300 4·16	— 45,900 (20,820) 42,000 (19,051) 40,200 (18,234) 27,982 (12,692)	1,130 (5,155) 1,645 (7,500)	5,470 (1,667) 6,240 (1,902) 6,350* (1,936) 6,730* (2,051) 3,730 (1,137) 3,730 (1,137) 3,680† (1,122) 3,640† (1,109)
BRITISH AEROSPACE							
BAe ATP	2×2,520 e.h.p. PWAC PW124/125 turboprops	100·5 (30·63) 85·3 (26·01) 23·4 (7·14) 843 (78·3) Nil	27·75 (8·46) 31·5 (9·6) 45·0 (13·72)	64 31 (79) 4 390 5·5	49,800 (22,589) 49,500 (22,453) 48,000 (21,773) 44,800 (20,321) 29,970 (13,595)	1,400 (6,365) —	5,050 (1,539) 6,300 (1,920) 6,900* (2,103) 7,125* (2,172) 3,600 (1,097) 3,600 (1,097) 4,850 (1,478) 4,475† (1,364)

Speeds kt (IAS) (km/hr) V_2 V_{AT} V_{MO} V_{NE}	Cruise Performance Speed, kt (TAS) (km/hr) Altitude, ft (m) Fuel consumption, lb/hr (kg/hr) Max cruise	Cruise Performance Cost economical	Cruise Performance Long-range	Payload Range Performance ISA, still air, no reserves Max payload in lb (kg) range of n.m. (km) at cost economical cruise	Payload Range Performance Full-tanks payload lb (kg) range, n.m. (km) Long-range cruise	Remarks
105 (195) 106 (196) 214 (400) —	212 (393) 10,000 (3,048) 992 (450)	212 (393) 10,000 (3,048) 992 (450)	180 (333) 10,000 (3,048) 762 (346)	8,300 (3,764) 225 (417)	5,663 (12,569) 861 (1,596)	* Limited TOW. † Limited LW.
114 (211) 113 (209) 300 (556) 342 (634)	300 (554) 25,000 (7,620) 1,430 (649)	— — —	252 (467) 25,000 (7,620) 1,170 (531)	7,400 (3,357) 600 (1,112)	925 (420) 2,100 (3,891)	
96 (178) 245 (454) — —	265 (554) 25,000 (7,620) 1,233 (559)	— — —	237 (439) 25,000 (1,620) 832 (377)	9,100 (4,128) 550 (1,019)	6,922 (3,140) 1,180 (2,185)	
99·8 — — —	186·2* 16,000	— —	244·7** 25,000	12,000 (5,443) —	9,722 (4,410) 940 (1,741)	* 0·1828 nautical air miles per gal ** 0·2515 nautical air miles per gal
94 (174) — 230 (426) —	241 (446) 18,000 (5,486) 969 (439)	— — —	206 (382) 18,000 (5,486) 752 (341)	11,023 (5,000) 954 (842)	3,748 (1,700) 2,603 (4,824)	* Casa/Nurtanio.
— — 250 (463) —	275 (509) 20,000 (6,100) 1,108 (503)	255 (472) 25,000 (7,620) 877 (398)	255 (472) 25,000 (7,620) 877 (398)	8,924 (4,048) 1,307 (2,420)	3,622 (1,661) 3,000 (5,566)	
107 (198) 95 (175) 225 (417) —	243 (450) 10,000 (3,048) 1,805 (819)	241 (447) 15,000 (4,572) 1,572 (713)	234 (434) 20,000 (6,096) 1,341 (608)	11,250 (5,102) 1,264 (2,341)	7,730 (3,506) 1,969 (3,647)	* Limited TOW. † Limited LW.
— — — —	237 (440) 19,700 (6,000) —	— — —	215 (400) 19,700 (6,000) —	12,130 (5,500) 595 (1,100)	6,800 (3,100) 1,375 (2,550)	
84 (155) 82 (152) 231 (427) —	230 (427) 10,000 (3,048) 1,840 (834)	220 (406) 18,000 (5,486) 1,435 (651)	215 (399) 20,000 (6,096) 1,335 (606)	11,380 (5,162) 420 (778)	6,380 (2,894) 1,275 (2,361)	Optional MTOW 47,000lb (21,319kg) Optional MLW 45,000lb (20,412kg)
— 99 (153) 227 (419) 259 (488)	278 (515) 21,000 (6,400) 1,242 (563)	— — —	245 (454) 25,000 (7,620) 937 (425)	12,500 (5,670) 1,129 (2,091)	9,008 (4,086) 2,224 (4,119)	* Optional TOW: 43,500lb (19,731kg) † Limited TOW.
118 (218) 99 (183) 227 (419) 259 (488)	261 (484) 20,000 (6,096) 1,459 (662)	— — —	242 (449) 20,000 (6,096) 1,314 (596)	12,218 (5,542) 850 (1,576)	8,830 (4,205) 1,450 (2,668)	* Limited TOW. † Limited LW. ‡ Optional LW with rough field gear 43,500lb (19,732kg).
— — 225 (417) —	266 (492) 15,000 (4,672) 1,478 (670)	262 (485) 18,000 (5,486) 1,350 (612)	240 (444) 23,000 (7,010) 1,091 (495)	14,830 (6,726) 851 (1,576)	8,330 (3,778) 2,368 (4,386)	* Limited TOW † Limited LW