









## APPENDIX A: AIRCRAFT CHARACTERISTICS STUDY CHART

Aircraft		Data					Image
<i>Designator</i>	<i>Aircraft Model</i>	<i>Weight Class</i>	<i>Number &amp; Type of Engines</i>	<i>Climb Rate (FPM)</i>	<i>Cruise Speed (KTAS)</i>	<i>Comment</i>	
BE36	Beech Bonanza	S	1/Prop	1000-1200	160-190	B36T = Turboprop	
C172	Cessna Skyhawk	S	1/Prop	600-800	120-150		
C182	Cessna Skylane	S	1/Prop	800-1000	120-150		
C210	Cessna Centurion	S	1/Prop	800-1000	160-190	P210 = Pressurized; C10T = Pressurized and Turboprop	





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PA24	Piper Comanche	S	1/Prop	1000-1200	120-150		
PA32	Piper Cherokee	S	1/Prop	800-1000	160-190		
PA46	Piper Malibu	S	1/Prop	1100-1400	160-200	P46T = Turboprop	
SR22	Cirrus SR-22	S	1/Prop	1000-1200	160-190		





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BE58	Beech Baron	S	2/Prop	1400-1700	160-200		
C421	Cessna Golden Eagle	S	2/Prop	1400-1700	200-240	C21T = Turboprop	
PA31	Piper Navajo	S	2/Prop	1400-1700	160-200		
PA34	Piper Seneca	S	2/Prop	1100-1400	160-200		




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C208	Cessna Caravan	S	1/Turboprop	1100-1400	160-200	Commonly used in skydiving operations		
PC12	Pilatus Eagle	S	1/Turboprop	1500-2000	200-240	Generally outperforms other single engine turboprops		
BE9T	Beech King Air	S	2/Turboprop	1800-2400	200-240	The BE10 and BE20 are also King Airs that perform from 20-30% better in climb rate and cruise speed.		
B190	Beech 1900	S	2/Turboprop	1800-2400	240-270			





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B350	Beech Super King Air	S	2/Turboprop	2700-3000	270-300		
C441	Cessna Conquest	S	2/Turboprop	2700-4200	240-270	Cessna 400 series aircraft consist of both twin props and turboprops.	
DH8A DH8B DH8C	Dehavilland-8	L	2/Turboprop	1400-1700	240-270	DH8s normally climb or descend at lower rates than most other twin turboprops; however, the DH8D performs much better than the other DH8s and climbs at almost twice the rate.	





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DH8D	Dehavilland Dash 8	L	2/Turboprop	2400-2600	270-300	DH8s normally climb or descend at lower rates than most other twin turboprops; however, the DH8D performs much better than the other DH8s and climbs at almost twice the rate.	
SF34	Saab 340	L	2/Turboprop	1800-2400	240-270		
SW4	Fairchild Metro	S	2/Turboprop	1800-2400	240-270		
C130	Lockheed Hercules C-130	L	4/Turboprop	1400-1700	300-340	Military Cargo; "C" stands for cargo; IT IS NOT A CESSNA	

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F16	General Dynamics Fighting Falcon	L	1/Jet	8000-10000	460+	Similar aircraft: F15, F18, and F117; Military Fighter; capable of high rates of climb/descent; notice that an F16 has one engine	
A320	Airbus 320	L	2/Jets	3000-3500	430-450	Similar aircraft: A319, and A321	
BE40	Beech Beechjet	S	2/Jets	3000-3500	430-450		
B712	Boeing 717 200 Series	L	2/Jets	2000-3000	430-450		

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B738	Boeing 737-800	L	2/Jets	3000-3500	430-450	Similar aircraft: B731 through B739; the most common are B737 and B738; B731 and B732 perform significantly worse than the others	
B753	Boeing 757-300	L	2/Jets	2000-3000	460+	Special wake turbulence procedures apply.	
B772	Boeing 777	H	2/Jets	2000-3000	460+	Similar aircraft: B773	
B763	Boeing 767-300	H	2/Jets	3000-3500	460+	Similar aircraft: B762, and B764	

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CRJ2	Canadair Jet - CRJ200	L	2/Jets	2000-2500	400-420	Similar aircraft: CRJ1	
CRJ9	Canadair Jet – CRJ-900	L	2/Jets	2000-3000	430-450	Similar aircraft: CRJ7; the CRJ7 and CRJ9 cruise about 20 knots faster than the CRJ1 and CRJ2	
C510	Cessna Citation Mustang	S	2/Jets	2000-3000	320-360	One of several aircraft termed "Very Light Jets" (VLJ); although these are jets, they significantly underperform airliners and most corporate jets	





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C750	Cessna 750 Citation 10	S	2/Jets	3500-4000	460+	There are many models of Citation jets starting with the 500 series up to the 750; the C500 is a low performing jet that may perform similar to a twin turboprop; the C560, 600 series, and the C750 are high performance corporate jets	
EA50	Eclipse 500	S	2/Jets	2000-3000	320-390	One of several aircraft termed "Very Light Jets"(VLJ); although these are jets, they significantly underperform airliners and most corporate jets	
E145	Embraer EMB-145	L	2/Jets	2000-3000	430-450	Similar aircraft: E135 and E140	
E190	Embraer EMB-190	L	2/Jets	2000-2500	430-450	Similar aircraft: E170	





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E3TF	Boeing E-3A Sentry	H	4/Jets	3000-3500	430-450	Military airborne reconnaissance aircraft based on a Boeing 707 platform	
GLF4	Gulfstream	L	2/Jets	4000-5000	460+	Similar aircraft: GLF5; they are high performance corporate jets	
LJ55	Gates Lear Jet 55	S	2/Jets	4000-5000	430-450	Similar aircraft: LJ23, LJ24, LJ35, LJ60, and others; they are high performance corporate jets	
MD82	McDonnell-Douglas MD-82	L	2/Jets	3000-3500	430-450	Similar aircraft: MD83, and MD88	





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T37	Cessna T-37	S	2/Jets	3000-3500	320-390	Military Trainer; performs similar to a Citation C500	
T38	Northrop Talon AT-38	S	2/Jets	8000-10000	460+	Military Trainer	
A343	Airbus 340	H	4/Jets	3000-3500	460+	Similar aircraft: A342, A345, and A346	
A388	Airbus 380	H	4/Jets	3000-3500	460+	Use the term "SUPER" when coordinating with a terminal facility, and when issuing traffic advisories. Note: ICAO does not have a super weight class.	



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B1	Rockwell INTL B1- Lancer	H	4/Jets	3000-3500	460+	Military Bomber			
B2	Northrop Grumman B2- Spirit	H	4/Jets	3000-3500	460+	Military Bomber			
B742	Boeing 747	H	4/Jets	3000-3500	460+	Similar aircraft: B741, B743, B74D, B744, B74R, B74S, and B748			
C5	Lockheed C-5 Galaxy	H	4/Jets	2000-3000	460+	Military Cargo			

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C17	Boeing C-17 Globemaster	H	4/Jets	2000-3000	430-450	Military Cargo	
K35R	Boeing KC-135 Stratotanker	H	4/Jets	4000-5000	430-450	Similar aircraft: K35E, Military Refueling Aircraft	
B52	Boeing B-52 Stratofortress	H	8/Jets	3000-3500	460+	Military Bomber	