



| Aircraft Model | DC8-73 | DC8-71 | DC8-62 Combi | 767 200SF |
|--------------------------------------|------------------------|-----------------------|-----------------------|---|
| Engines | 4 X CFM56 | 4 X CFM56 | 4 X JT3-7B | 2 x CF680 |
| Upper Deck - Cargo | 18 Pallets @ 88 X 125 | 18 Pallets @ 88 X 125 | 10 Pallets @ 88 X 108 | 19 Pallets @ 88 x 125 / 21 Pallets @ 88 x 108 / 12 Pallets @ 96 x 125 |
| Upper Deck - Passengers | N/A | N/A | 32 Coach | N / A |
| Lower Deck - Forward | Bulk | Bulk | Bulk | (LD8) |
| Lower Deck - Aft | Bulk | Bulk | Bulk | (LD8) |
| Upper Deck (volume) | 7,920 CU/FT | 7,920 CU/FT | 3,500 CU/FT | 11, 900 CU/FT |
| Lower Deck - Forward (volume) | 1,290 CU/FT | 1,290 CU/FT | 800 CU/FT | 1,945 CU/FT |
| Lower Deck - Aft (volume) | 1,210 CU/FT | 1,210 CU/FT | 815 CU/FT | 1,623 CU/FT PLUS 430 CU/FT BULK |
| TOTAL VOLUME | 10,420 CU/FT | 10,420 CU/FT | 5,115 CU/FT | 15,898 CU/FT |
| Maximum Takeoff Weight | 355,000 | 328,000 | 335,000 | 351,000 |
| Maximum Landing Weight | 275,000 | 258,000 | 240,000 | 283,000 |
| Maximum Zero Fuel Weight | 261,000 | 245,000 | 217,000 | 266,000 |
| Basic Operating Weight | 153,000 | 148,000 | 148,000 | 167,000 |
| Structural Payload | 108,000 | 97,000 | 69,000 | 98,000 |
| Maximum Fuel Capacity | 165,000 | 128,000 | 165,000 | 110,220 |
| Main Cargo Door Dimensions | 140" x 85" | 140" x 85" | 140" x 85" | 134" x 96" |
| Maximum Payload-Range (1) | 105,000 LBS - 3,000 SM | 92,000 LBS - 2,600 SM | 69,000 LBS - 3,500 SM | 98,000 LBS - 3,000 SM |
| Maximum Range-Payload (1) | 37,000 LBS - 5,900 SM | 59,000 LBS - 4,400 SM | 20,000 LBS - 5,100 SM | 40,000 LBS - 5,000 SM |
| Fuel Burn (2) | 1,650 GAL/HR | 1,550 GAL/HR | 1,850 GAL/HR | 1,400 GAL/HR |

Note 1. Still air, IFR reserves, normal alternate, no runway limitations.

Note 2. Fuel burn will vary with payload & actual operational parameters