

PRESENTED BY HOWARTH AVIATION

1996

Boeing 737-300F

PEMCO full-freighter with nine main-deck pallet positions · APB blended winglets

TOTAL TIME	TOTAL CYCLES	MAX PAYLOAD	ENGINES
66,331 h	51,560	43,100 lb	2 × CFM56-3B2

OVERVIEW

1996 Boeing 737-3H4, MSN 27713, converted to a PEMCO full freighter with a forward main-deck cargo door, reinforced cargo floor and nine main-deck pallet positions for a maximum structural payload of 43,100 lb. Two CFM56-3B2 engines at 22K thrust, APB blended winglets and CAT IIIA landing capability.

- PEMCO freighter, nine main-deck positions
- 43,100 lb maximum structural payload
- APB blended winglets
- CFM56-3B2 engines at 22K thrust
- CAT IIIA, ICAO Stage 3
- ADS-B Out, TCAS 7.1, 8.33 kHz VHF

AIRFRAME

Type: Boeing 737-3H4 (737-300F)

MSN: 27713

Line number: 2840

Total time: 66,331:45 h

Total cycles: 51,560

Date of manufacture: December 1996

Country of registration: United States

Previous operator: Air Falcon

Landing category: CAT IIIA

Times as of: 16 April 2023

MAINTENANCE STATUS

ITEM	STATUS
Maintenance programme	Boeing MSG-3 (MRB), D6-82981-MRBR
Last heavy maintenance visit	**October 2019** — at 65,252:05 h / 50,960 cycles
Next heavy maintenance visit	TBC
Nose gear 10-year CPCP	**5 April 2029**

WEIGHTS & CAPACITY

Max taxi weight: 139,000 lb (63,049 kg)

Max take-off weight: 138,500 lb (62,822 kg)

Max landing weight: 115,000 lb (52,163 kg)

Max zero fuel weight: 107,500 lb (48,761 kg)

Fuel capacity: 35,583 lb (16,140 kg)

Max structural payload: 43,100 lb (19,549 kg)

Weights are as stated in the specification compiled from the seller's documentation and are provided for information purposes only. The Aircraft Flight Manual and current weight-and-balance report govern.

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ENGINES

Two CFM56-3B2 engines at 22K thrust — times and cycles since new as of 16 April 2023. Both engines are limited at CAT B by the HPT front air seal; cycles remaining are to that first life-limited part.

ENGINE 1	ENGINE 2	ENGINE 1 LIMITER	ENGINE 2 LIMITER
90,715 h	**63,383 h**	**4,871**	**5,546**
79,437 cycles	49,377 cycles	cycles to HPT front air seal	cycles to HPT front air seal

	ENGINE 1	ENGINE 2
Engine type	CFM56-3B2 (22K)	CFM56-3B2 (22K)
Serial number	720244	858459
Total time	90,715:03 h	63,383:36 h
Total cycles	79,437	49,377
Cycles remaining to CAT B limiter	**4,871**	**5,546**
CAT B life limiter	HPT front air seal	HPT front air seal

APU

APU: Honeywell GTCP85-129H

Part number: 380428-10-1

Serial number: P-100448

Hours since HSI: 5,399:11 (estimated)

Cycles since HSI: 3,570 (estimated)

LANDING GEAR

POSITION	PART NUMBER	SERIAL NUMBER	SINCE OH	REMAINING	10-YR CPCP DUE
Nose	65-73762-20	T5451P2740	600 cyc	**20,400 cyc**	**5 Apr 2029**
Main left	65-73761-127	MCO5571P2789	9,551 cyc	**11,449 cyc**	**25 Apr 2023**
Main right	65-73761-127	MCO5594P2799	9,551 cyc	**11,449 cyc**	**Apr 2023**

Figures as of 16 April 2023; LH and RH main gear 10-year CPCP shown as due in April 2023.

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AVIONICS

FLIGHT DECK

Flight Dynamics 2300 head-up display

CAT IIIA landing capability with dual Honeywell digital flight control computers, Honeywell Mark V EGPWS, TCAS 7.1 and ADS-B Out.

CAT IIIA

- Dual Smiths FMC (171497-05-01)
- Dual Honeywell DFCC (4051600-923)
- Smiths auto-throttle computer (755SUE2-4)
- Dual Honeywell air data computers (HG480B43)
- Dual Collins GPS-4000S
- Dual Honeywell KTR 9100A VHF
- Triple Collins VHF NAV / HUD (822-0761-201)
- Dual Collins DME (622-2921-006)
- Dual Collins TRA-100B ATC transponders
- Honeywell TPA-100B TCAS
- Honeywell Mark V windshear / EGPWS
- Honeywell RDR-4B weather radar
- Dual Collins 86F-4 radio altimeters
- Collins marker beacon (522-2996-011)
- Honeywell ACARS VHF data radio and PM
- Honeywell DFDAU, SSFDR and SSCVR

CARGO CONFIGURATION

Conversion: PEMCO full freighter

Main-deck cargo door: Forward LH, PEMCO STC

Main-deck positions: 9 pallets (8 full-size, 1 smaller)

Max structural payload: 43,100 lb (19,549 kg)

Restraint: Retractable sill plate, over-rideable side restraints

Smoke and fire detection: PEMCO system

Cargo floor: PEMCO reinforced

Galley / lavatory: B/E Aerospace G1 / forward flush

MODIFICATIONS

- APB blended winglets (STC ST01219SE)
- Honeywell ACARS (STC ST01096SE)
- 13 fuselage crown skins replaced, SB 737-53-1306 R3 (January 2014)
- Flap carriages 1, 2, 7 and 8 overhauled (AD 2014-05-12)
- Fixed ELT, 8.33 kHz VHF and FM immunity
- ATC transponder ELS mod, TCAS 7.1, ADS-B Out

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