

BOEING 727-100C Convertible

USA

Aircraft variants

727-100C/100F	
727-100QC	Quick change with palletised seats
727-200F	Dedicated freighter

Noise levels (EPNdb) JT8D-9 engines

Take off	94.9
Sideline	97.1
Approach	98.3

General dimensions

Wingspan	32.92 m (108')
Length	40.59 m (133' 2")
Height	10.44 m (34' 3")

Freight deck/cabin dimensions

Length	22 m (72')
Max width	3 m (10')
Width at floor	N/A
Height	2.19 m (7' 2")
Volume	99.7 m ³ (3 520 ft ³)

Freight door dimensions

Nose	2.18 m x 3.4 m (12' 6" x 8' 2")
Forward	1.22 m x 0.89 m (8' 8" x 5' 6")
Aft	1.22 m x 0.89 m (8' 8" x 5' 6")
Bulk A	N/A
Bulk B	N/A
Nose	N/A

Weights

EOW	41 400 kg (91 100 lb)
MZF	59 900 kg (132 000 lb)
MTOW	76 700 kg (169 000 lb)
MLW	64 700 kg (142 500 lb)



Operating data

Max cruise speed	520 kts (599 mph) 964 kph
Fuel capacity	29 069 litres (6 394 gal) 7 680 US gal
Fuel burn p/h	5 500 kg (12 125 lb)
Runway required T/O	2 500 m (8 202 ft) MTOW @ sea level
Runway required Ldg	1 600 m (5 249 ft) MLW @ sea level

Short/medium range freighter

3 turbojets/turbofans • First flight 1963



Payload

18 600 kg (40 900 lb)

Main deck can carry up to 4 pallets with 52 pax or 8 pallets in all-freight configuration

Lower deck cargo volume of 25 m³ (890 ft³) giving a total cargo volume of 118 m³ (4 168 ft³)

Additional information

- All 727s operating in the USA and Western Europe have been upgraded to comply with Chapter 3 noise regulations
- 727-200F is essentially a 727-100 stretched by 6.1 m (20 ft) and converted to a dedicated freighter. It has a cargo door of the same size as its predecessor with useable main deck volume increased to 137m³ (4 820 ft³)
- The FAA insisted that payloads per container be reduced to 1 360 kg (3 000 lb) until the floors of aircraft suspected of failing to meet airworthiness requirements were modified
- Conversion kits are manufactured to raise the allowable weight per container position to 2 700 kg (5 952 lb)