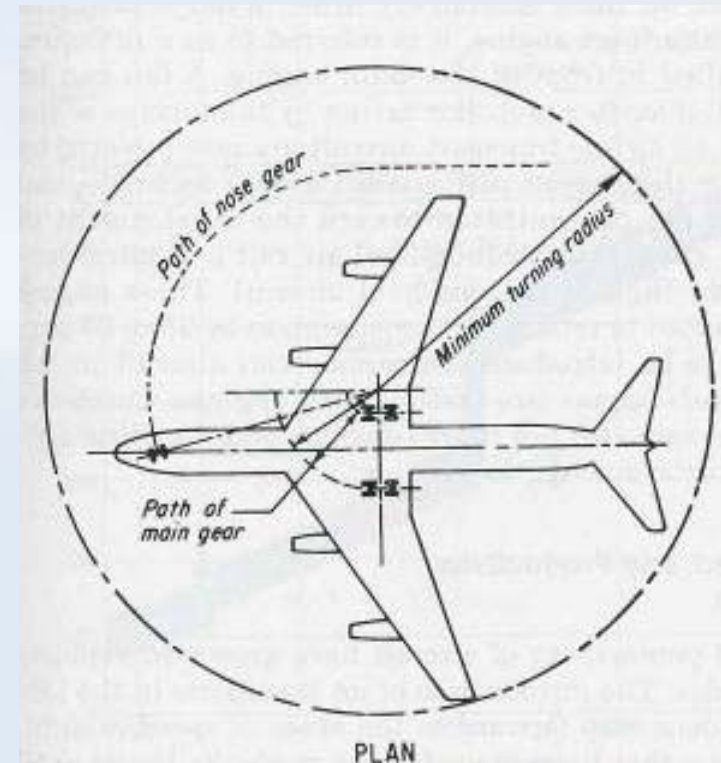
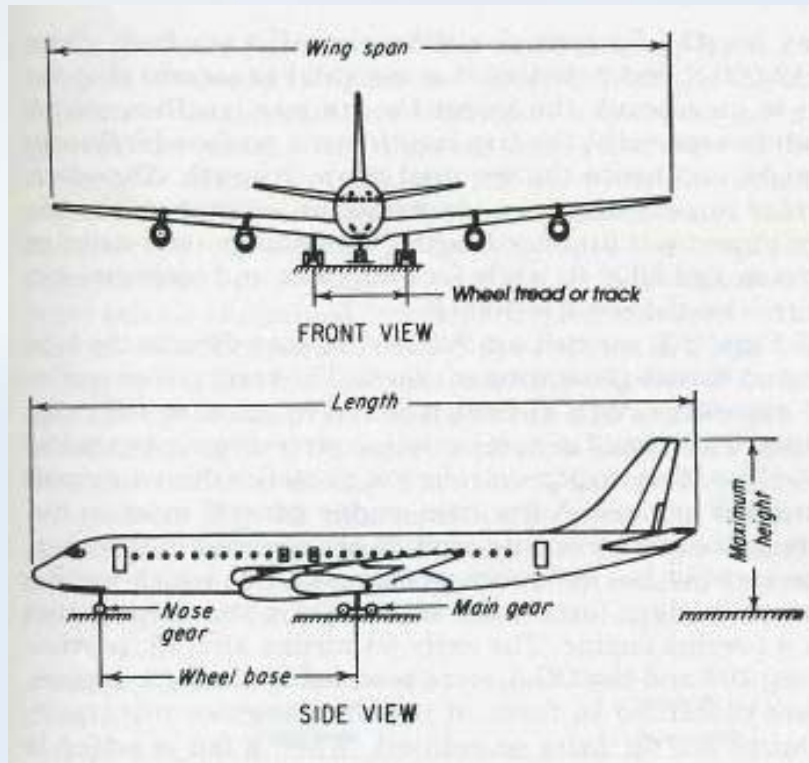


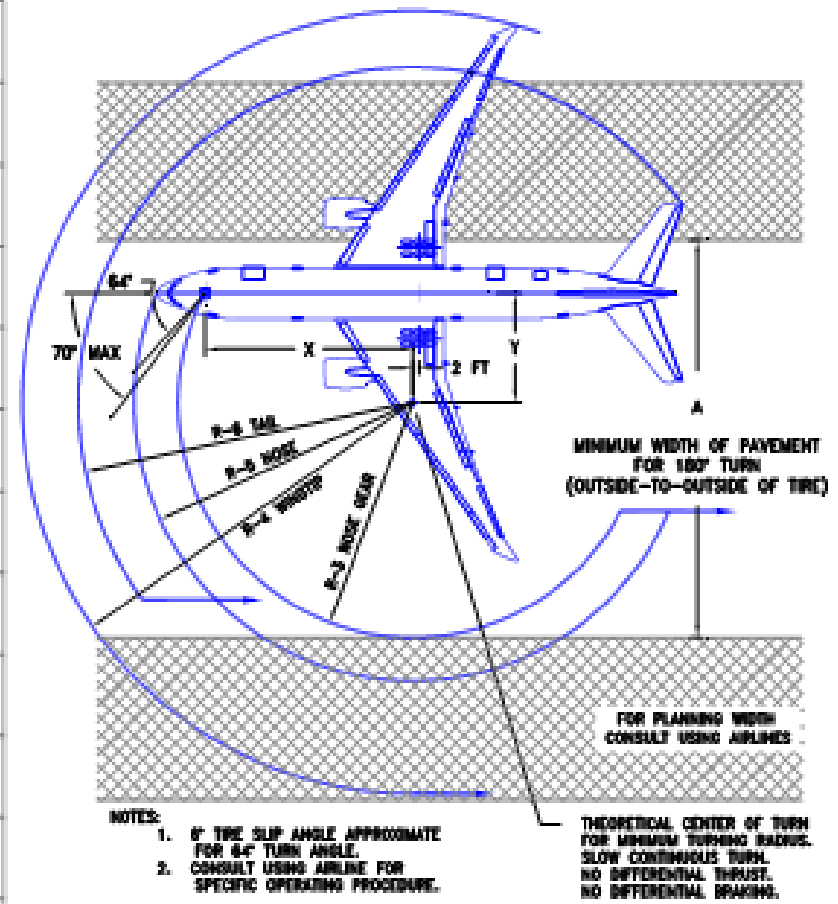
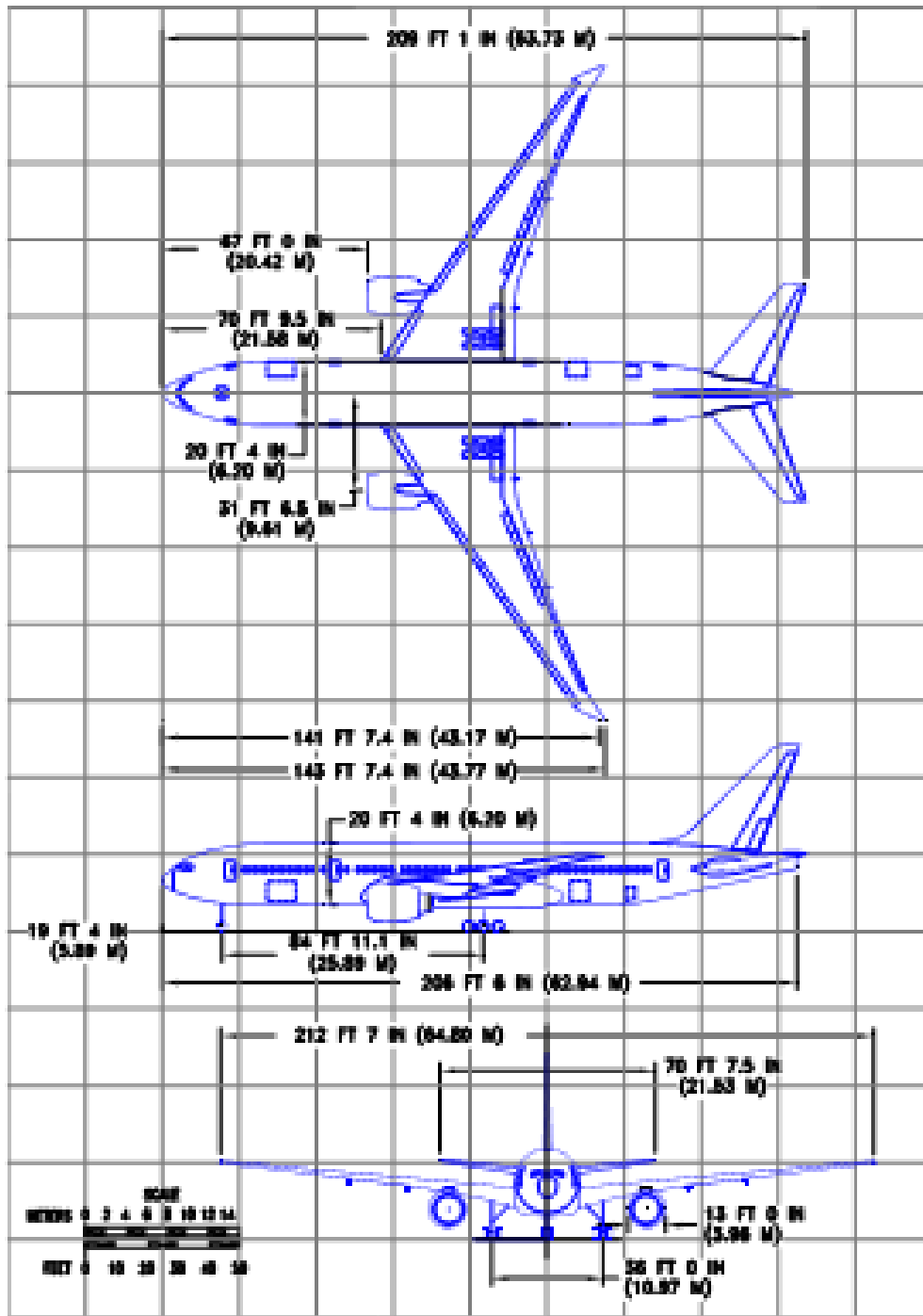
Dimensi Pesawat



- **Wing Span (Jarak atau Bentang Sayap)** Digunakan untuk menentukan: lebar taxiway, jarak antar taxiway, besar apron, besar hanggar.
- **Length (panjang badan pesawat)** Digunakan untuk menentukan: pelebaran taxiway (tikungan), lebar exit R/W, T/W, besar apron, besar hanggar.
- **Hight (tinggi pesawat)** Digunakan untuk menentukan: tinggi pintu hanggar, instalasi dalam hanggar.
- **Wheel/Gear Tread (jarak antar roda utama)** Digunakan untuk menentukan radius putar pesawat.
- **Wheel Base (jarak antar roda utama dan depan)** Digunakan untuk menentukan radius exit T/W.
- **Tail Width (lebar sayap belakang)** Digunakan untuk menentukan luas apron

Dimensi Pesawat





WING TIP TO FUSelage	EFFECTIVE TURNING ANGLE (DEG)	X		Y		A		R1		R4		R2		R3	
		FT	M	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
84	84	82.8	25.3	40.4	12.3	127.4	38.8	95.0	29.3	121.6	37.3	111.8	34.1	128.4	39.4
84	100.4	100.4	30.6	46.0	14.0	133.3	40.5	103.3	31.2	130.2	40.0	131.2	40.0	147.1	44.8

NOTE: DIMENSIONS ARE ROUNDED TO THE NEAREST 0.1 FOOT AND 0.1 METER.

Contoh
Dimensi Pesawat Boeing 777

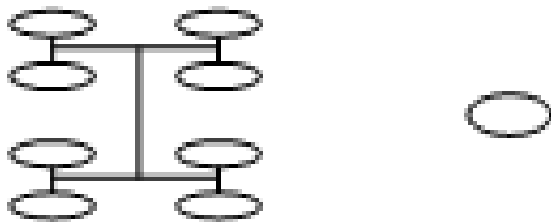
Konfigurasi Roda Pesawat



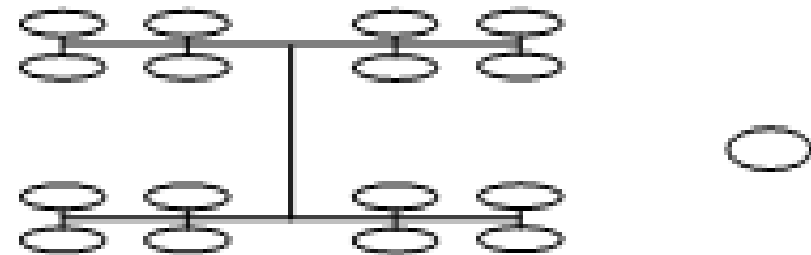
Single Wheel



Dual Wheel

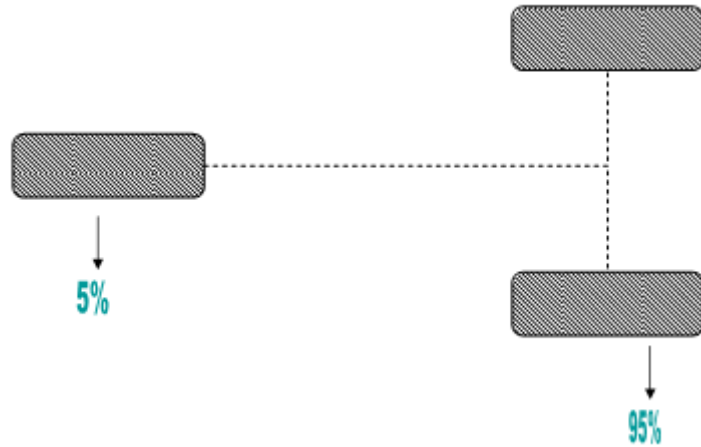


Dual Tandem

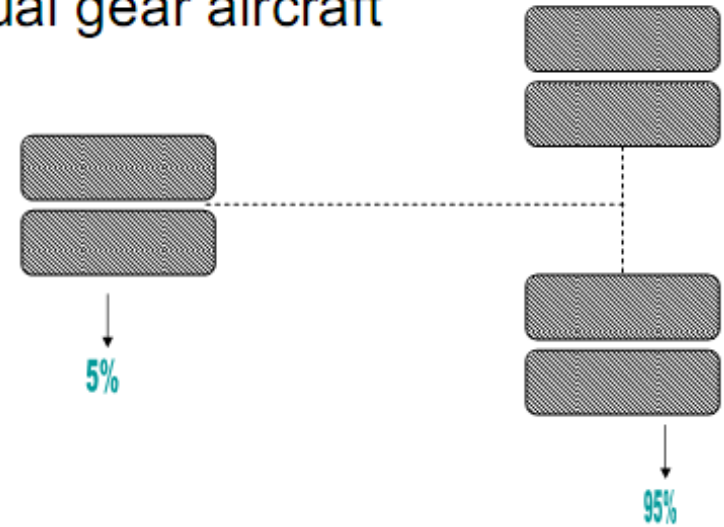


Double Dual Tandem

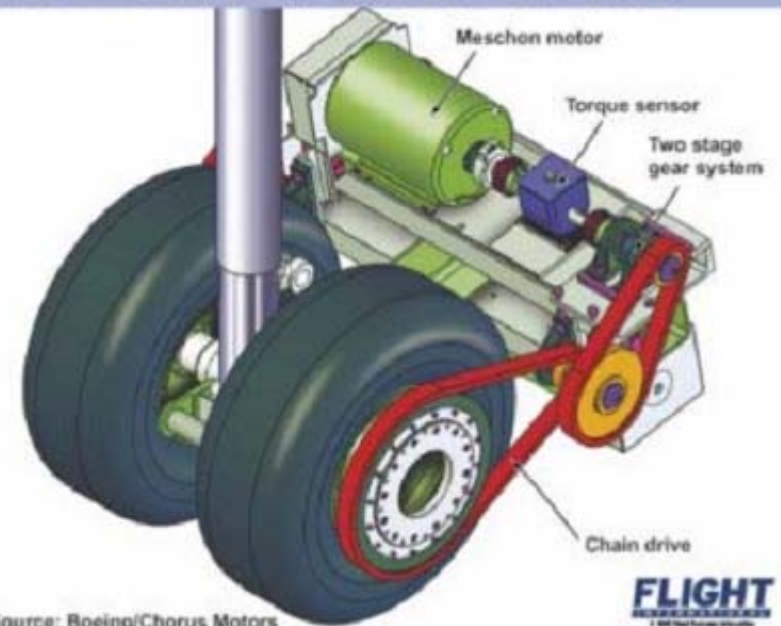
Single Wheel



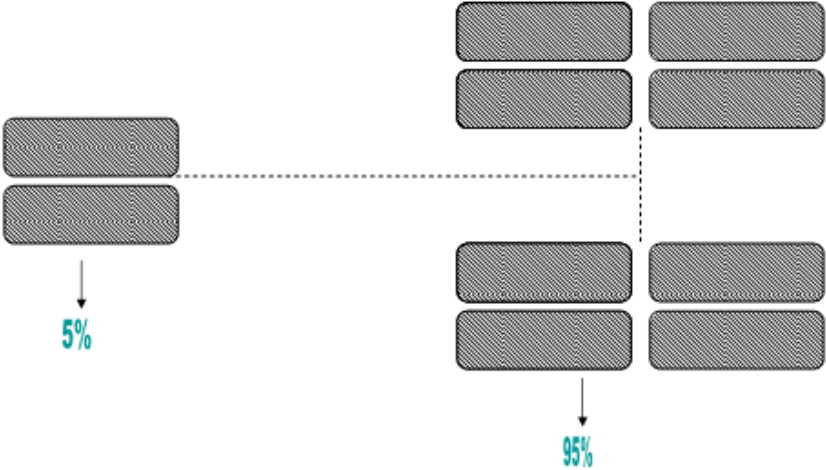
Dual gear aircraft



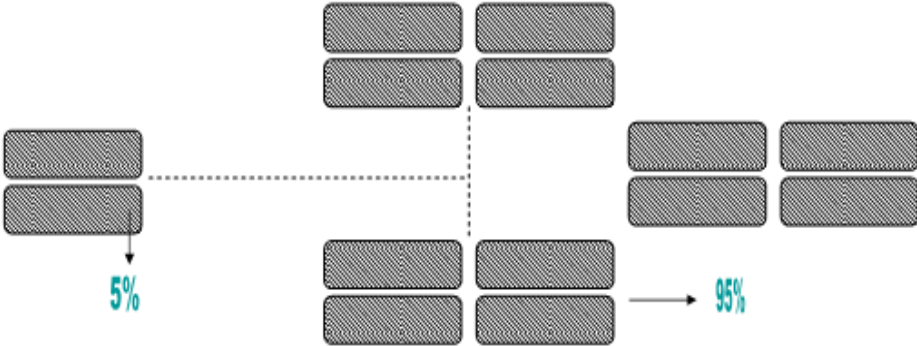
PROOF-OF-CONCEPT ELECTRIC DRIVE UNIT CONFIGURATION

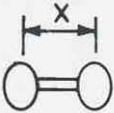
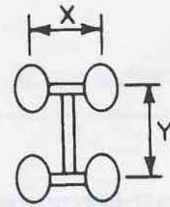
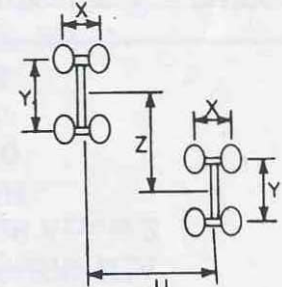
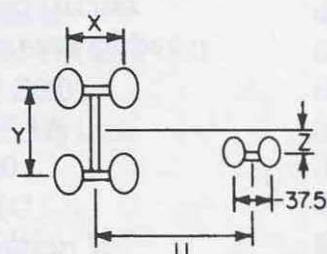


Dual tandem gear aircraft



Complex Dual Tandem aircraft



Main landing gear configuration	Aircraft type	Dimensions, in					Typical inflation pressures, lb/in ²	
		X	Y	Z	U	V		
(a) 	B-727	34.0					168	
	(a) B-737	30.5					148	
	MD-81	28.1					170	
(b) 	A-300	36.5	55.0				181	
	A-310	36.5	55.0				172	
	A-320	30.7	39.5				149	
	B-707-120B	34.0	56.0				170	
	B-707-320B	34.6	56.0				180	
	B-720B	32.0	49.0				145	
	(b) B-757	34.0	45.0				161	
	B-767	45.0	56.0				183	
	Concorde	26.4	65.7				184	
	DC-8-61	30.0	55.0				188	
(c) 	DC-8-62	32.0	55.0				187	
	DC-8-63	32.0	55.0				196	
	DC-10-10	54.0	64.0				173	
	L1011-500	52.0	70.0				184	
	B-747-100	44.0	58.0	121.1	141.0		192	
	(c) B-747-200	44.0	58.0	121.1	141.0		204	
	B-747-400	44.0	58.0	121.1	141.0		195	
	B-747-SP	43.3	54.0	121.1	141.0		205	
	(d) 	A-340	55.0	78.0	39.0	211.0	38.0	
		(d) DC-10-30	54.0	64.0	30.0	216.0	37.5	157 *
DC-10-40		54.0	64.0	30.0	216.0	37.5	165 †	

SOURCE: Manufacturers' data.

*Tire pressure of 134 lb/in² supports 16 percent of total weight.

†Tire pressure of 140 lb/in² supports 16 percent of total weight.

Boeing 747-100



Jenis Penggerak Pesawat (TYPE PROPULSION)



- Piston Engine
 - Pesawat digerakakn oleh perputaran baling-baling dengan tenaga mesin piston
- Turbo Pan (Turbo Prop)
 - Pesawat digerakan dengan baling-baling tenaga mesin turbin
- Turbo Jet
 - Pesawat digerakan dengan daya dorong dari tenaga semburan jet (Boros Bahan Bakar)
- Turbo fan
 - Pesawat digerakakn dengan mesin jet berbaling-baling
- Rocket
 - Pesawat digerakakn dengan mesin roket



Tabel : Karakteristik Pesawat Terbang Komersial

Pesawat	Pabrik	Wingspan M Lebar	Penjang badan pesawat	Wheel base M	Wheel Track M	Max. Structural Take Off Wt (kg) kg	Max. Landing Wt (kg) kg	Operating Wt Empty (kg) kg a	Zero Fuel Wt (kg) kg	Jumlah dan Type Mesin b	Pay Load c	Panjang Landas Pacu d
DC-9-32	Douglas	28,45	36,37	16,22	5,00	48.988,8	44.906,4	25.789,43	39.463,2	2 TF	115 - 127	2.286
DC-9-50	Douglas	28,45	40,23	18,57	5,00	54.432	49.896	28.725,58	44.452,8	2 TF	130	2.164,08
DC-8-61	Douglas	45,24	57,12	23,62	6,35	147.420	108.864	68.993,01	101.606,4	4 TF	196 - 259	3.352,8
DC-8-62	Douglas	45,24	46,16	18,54	6,35	158.760	108.864	64.980,47	88.452	4 TF	189	3.505,2
DC-8-63	Douglas	45,24	57,12	23,62	6,35	161.028	117.028,8	72.003,56	104.328	4 TF	196 - 259	3.627,12
DC-10-10	Douglas	47,35	55,55	22,07	10,67	195.048	164.883,6	106.443,59	151.956	3 TF	270 - 345	2.743,2
DC-10-30	Douglas	49,17	55,34	22,07	10,67	251.748	182.800,8	118.432,23	166.924,8	3 TF	270 - 345	3.352,8
B-737-200	Boeing	28,35	30,48	11,30	5,23	45.586,8	44.452,8	22.196,95	38.556	2 TF	86 - 125	1.706,88
B-727-200	Boeing	32,92	46,69	19,28	5,72	76.658,4	68.040	44.180,64	62.596,8	2 TF	134 - 163	2.621,28
B-720 B	Boeing	39,88	41,68	15,44	6,43	106.278,48	79.380	52.164	70.761,6	4 TF	131 - 149	1.859,28
B-707-120B	Boeing	39,88	44,22	15,95	6,73	116.729,42	86.184	57.834	77.112	4 TF	137 - 174	2.286
B-707-320B	Boeing	43,41	46,61	17,98	6,73	151.320,96	97.524	67.495,68	88.452	4 TF	141 - 189	3.505,2
B-747 B	Boeing	59,66	69,85	25,60	11,00	351.540	255.830,4	165.926,88	238.593,6	4 TF	362 - 490	3.352,8
B-747 B	Boeing	59,66	53,82	20,52	11,00	294.840	204.120	139.890,24	185.976	4 TF	288 - 364	2.438,4
L - 1011	Lockheed	47,35	53,75	21,34	10,98	195.048	162.388,8	108.864	147.420	3 TF	256 - 330	2.286
Caravelle B	Aerospatiale	34,29	32,99	12,5	5,18	56.001,46	49.501,37	30.055,54	39.499,49	2 TF	86 - 104	2.087,88
Trident 2E	HawkerBiddleley	29,87	34,98	13,41	5,81	65.091,6	51.256,8	33.203,52	45.360	3 TF	82 - 115	2.286
BAC 111-200	BAC	26,97	28,19	10,08	4,34	35.834,4	31.298,4	21.049,31	29.030,4	2 TF	65 - 79	2.087,88
Super VC-10	BAC	42,67	52,32	21,99	6,53	151.956	107.503,2	66.679,2	97.524	4 TF	100 - 163	2.499,36
A - 300	Airbus Industri	44,83	53,62	18,62	9,60	136.987,2	127.506,96	84.737,01	116.498,01	2 TF	225 - 345	1.981,2
Concorde	Bac Aerospatiale	29,55	61,65	18,18	7,72	176.450,4	108.864	79.380	90.720	4 T	108 - 128	3.429
Mercurie	Dassault	30,53	33,99	11,91	6,20	52.000,7	49.002,41	25.865,18	44.997,12	2 TF	124 - 134	1.981,2
Ilyushin 62	U.S.S.R	43,21	53,11	24,49	6,78	161.935,2	105.235,2	69.400,8	93.441,6	4 TF	168 - 186	3.249,17
Tupolev 154	U.S.S.R	37,54	47,9	18,92	11,51	90.001,48	84.001,28	43.500,24	63.501,28	3 TF	128 - 158	2.100,07

a. Kira-kira tergantung konfigurasi kursi

b. T = Turbo Jet, TF = Turbo fan

c. Perkiraan, jumlah penumpang sesungguhnya tergantung konfigurasi kursi

d. Pada tinggi muka laut, Standard hari, tidak ada angin bertuip.