

# Final Report

Course: MAE 159 - Aircraft Performance

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Winter 2025 specifications:

Number of passengers (2-class, domestic rules)	210
Weight of cargo (10 pounds/ft <sup>3</sup> ) Maximum Payload Weight 55,000 lbs	8000 pounds
Range (still air)	3500 nautical miles
Takeoff field length (sea-level, hot day 84° f)	6900 feet
Landing approach speed	135 knots
Cruise Mach number	0.80
Initial cruise altitude	35,000 feet
Maximum wingspan	125 feet
Maximum landing weight with 45% fuel	

**Engine Configuration:** 2 JT9D-class engines, wing-mounted

**Seating Layout:** 6 abreast

**Wing Design:** Taper ratio = 0.35

Date: March 1<sup>st</sup>, 2025

## 1. Approach

In this study, commercial transport conventional aircraft design and advanced technology aircraft design are compared for economic performance. Both designs have to satisfy all the specifications requirements and safety requirements while keeping Direct Operating Cost (DOC) as low as possible.

### 1.1 Design Specifications

Specification	Value
Number of Passengers	210 (2-class, domestic rules)
Cargo Weight	8,000 lbs (10 lbs/ft <sup>3</sup> )
Maximum Payload Weight	55,000 lbs
Range (still air)	3,500 nautical miles
Takeoff Field Length	6,900 feet (sea-level, hot day 84°F)
Landing Approach Speed	135 knots
Cruise Mach Number	0.8
Initial Cruise Altitude	35,000 feet
Maximum Wingspan	125 feet
Maximum Percent Fuel Weight at Landing	45%

Table 1: Aircraft Design Specifications

Table 1 shows the specifications that the two aircrafts are required to meet. These design parameters define the aircraft's operational capabilities, including passenger and cargo capacity, cruise range, takeoff field length, landing performance, and other aerodynamic constraints. Besides these explicit specifications, the two aircrafts also have to meet all safety requirements such as minimum 1.3 stall velocity operation and passing safety gradients in all flight segments. Optimization is performed by parallelly clearing all requirements and iterating aspect ratio (AR) and swept angle ( $\Lambda$ ) for minimum DOC. Other properties of the aircraft are then extracted and calculated from the MATLAB code for further sizing procedure and final design in Solidworks. This process is done twice for the conventional aircraft design and the advanced technology design.

## 1.2 Wing Sizing Results

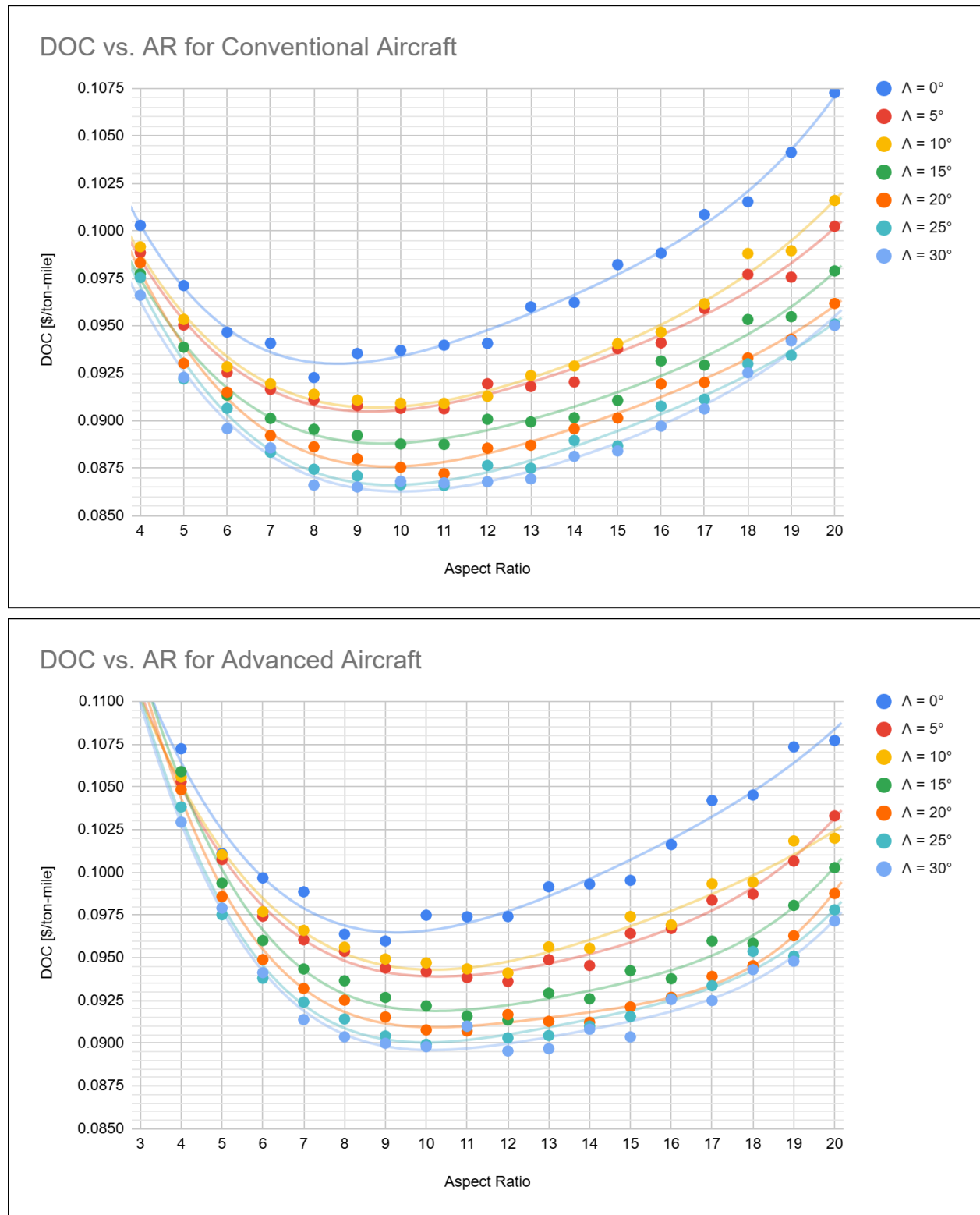


Figure 1: DOC vs. AR for All Aluminum (top) and for All Composite (bottom)

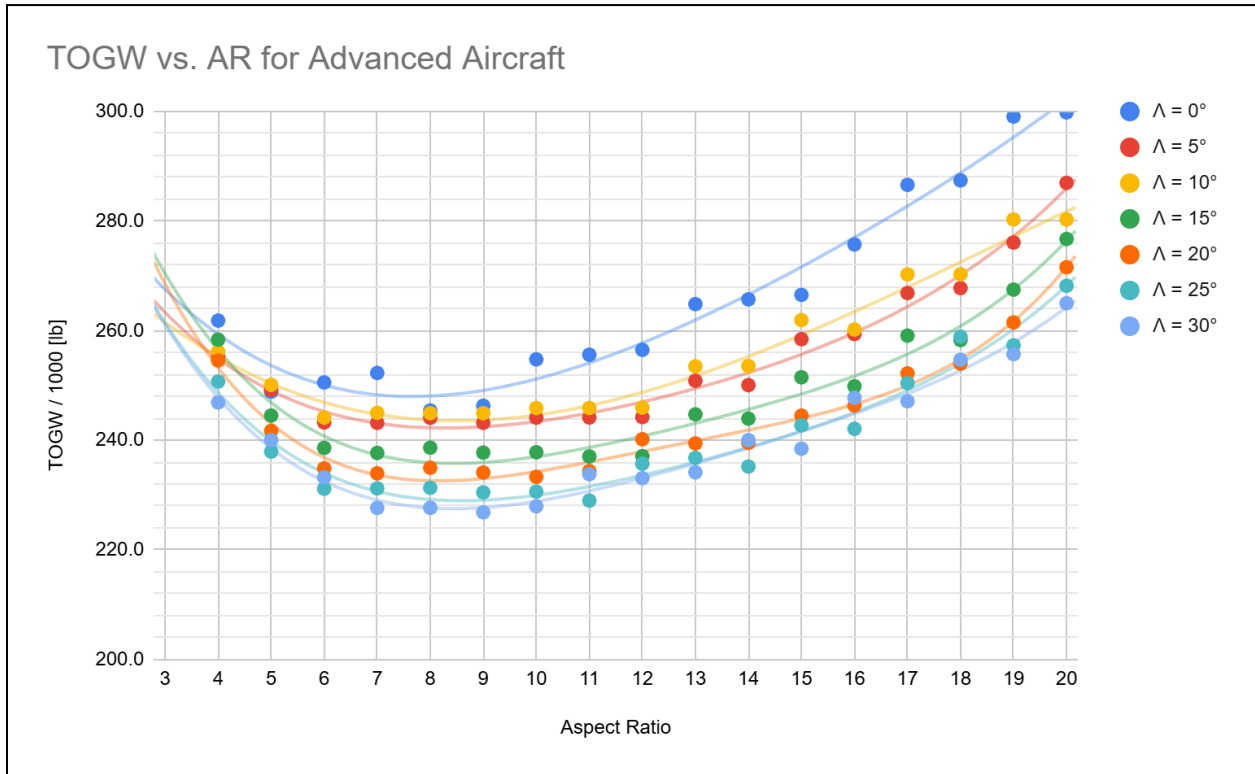
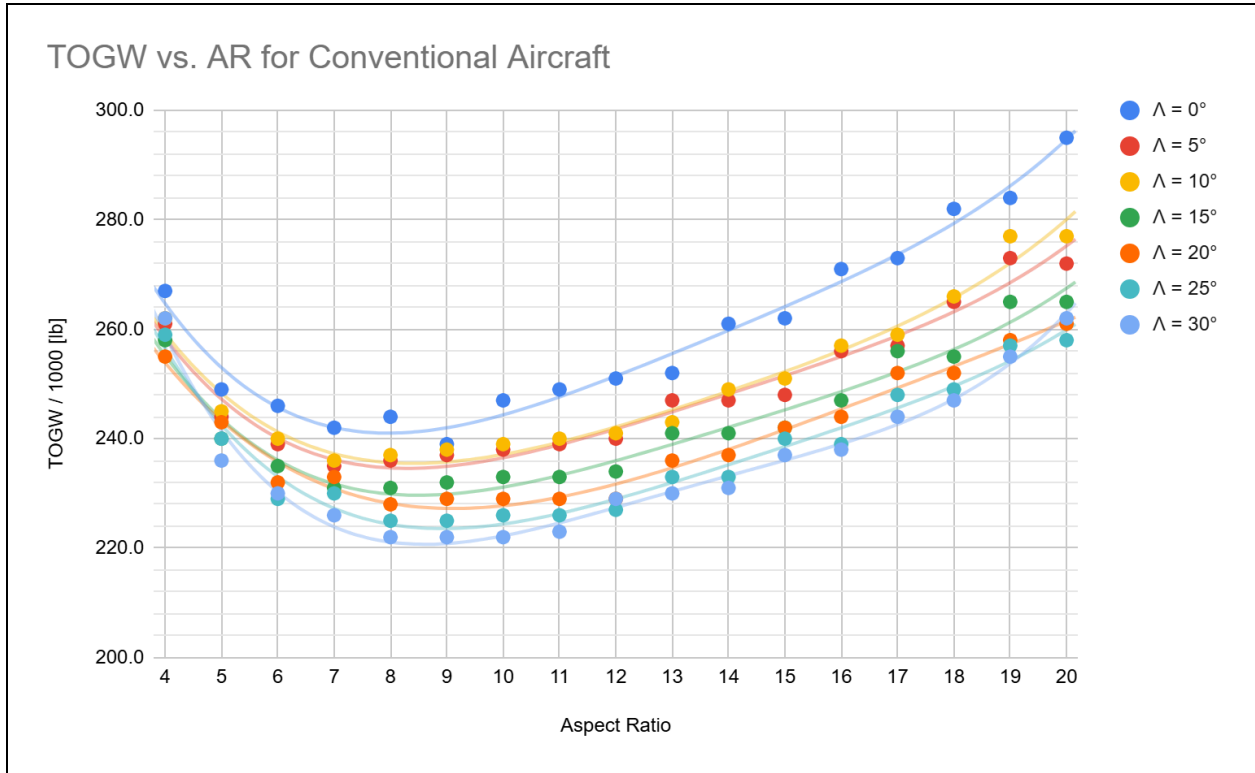


Figure 2: TOGW vs. AR for All Aluminum (top) and for All Composite (bottom)

It's worth noting that both DOC vs. AR graphs and TOGW vs. AR graphs converge at the same AR and  $\Lambda$ . Therefore, minimizing DOC is the same as minimizing Takeoff Gross Weight (TOGW). This makes sense because TOGW and DOC have a linear relationship. As TOGW increases, DOC increases and as TOGW decreases, DOC also decreases.

Aspect ratio trend is in U shape. At extreme low AR, 4, and extreme high AR, 20, the DOC is significantly higher than mid range AR, 7-11. The AR that gives the lowest DOC is around 9, which is expected for most current commercial aircrafts [1]. However, due to the Maximum Wingspan requirement in Table 1, AR is chosen to be 8. At AR value at 9 and above, the wingspan is greater than 125 [ft], thus disqualifying them from design consideration.

Swept angle trend is opposite to DOC. As  $\Lambda$  increases, DOC decreases. Therefore,  $\Lambda$  should be as high as possible to minimize DOC. However, when  $\Lambda$  is too high, the designs cannot pass all specifications and safety requirements. This leads to  $\Lambda$  stops at  $30^\circ$  for both designs because higher  $\Lambda$  values aren't able to pass safety gradients.

### 1.3 Primary Analysis: Detailed Composite vs Aluminum

WEIGHT [lb]	Conventional	Advanced
Wing	22,077.63	22,559.16
Fuselage	2,542.66	2,557.72
Nacelle + Pylon	4,661.90	4,842.47
Tail	4,342.67	4,437.39
Power Plant	23,463.19	25,809.51
Fixed Equipment	37,630.00	37,827.83
Fuel	64,994.09	72,136.82

Table 2: Components Weight Comparison Between Conventional and Advanced Designs

Specific fuel consumption (SFC) for conventional aircraft design is 0.68 while SFC for advanced aircraft design is 0.61 because advanced engines provide a 10% decrease in SFC.

In conventional aircraft design, all components are in aluminum while in advanced aircraft design, all components are in composite material. In particular, wing and tail components weight decrease 30%, fuselage weight decreases 15%, fixed equipment weight decreases by 10%, nacelles and pylons decrease by 20%.

FOR COMPOSITE STRUCTURE -

$$(WING + TAIL) \times .70$$

$$(FUSELAGE) \times .85$$

$$(FIXED EQUIP - CREW) \times .9$$

$$(NACELLES \& PYLONS) \times .8$$

Figure 3: Course Manual Advanced Technology Weight Change

The only exception is the power plant because for advanced technology, the power plant weight is 10% higher to trade off for the 10% decrease of the SFC. Composite material is lighter than aluminum, so theoretically advanced aircraft design should have lower weight compared to conventional aircraft design. However, because of the increase in power plant weight and decreases in SFC, the design optimization loop changed the configuration into a different optimal TOGW thus changing the weight of all components.

#### 1.4 Aircraft Comparison Specs

	Conventional	Advanced
<b>WING</b>		
Wingspan [ft]	123.02	122.40
MAC [ft]	16.57	16.48
Planform Area [ft <sup>2</sup> ]	1,891.67	1,872.76

Airfoil Type	Supercritical	Supercritical
Aspect Ratio (AR)	8	8
Swept Angle (°)	30	30
<b>FUSELAGE</b>		
Length [ft]	165.78	165.78
Diameter [ft]	14	14
Seats Abreast	6	6
<b>MATERIAL</b>		
Wing	Aluminum	Composite
Fuselage	Aluminum	Composite
Nacelle + Pylon	Aluminum	Composite
Tail	Aluminum	Composite
Fixed Equipment	Aluminum	Composite
<b>WEIGHT [lb]</b>	<b>Conventional</b>	<b>Advanced</b>
Wing	22,077.63	22,559.16
Fuselage	2,542.66	2,557.72
Nacelle + Pylon	4,661.90	4,842.47
Tail	4,342.67	4,437.39
Power Plant	23,463.19	25,809.51
Fixed Equipment	37,630.00	37,827.83
Fuel	64,994.09	72,136.82
<b>ENGINES</b>		
Flat Plate Drag Area [ft^2]	30.77	30.60
Engine Type	JT9D	JT9D
Number of Engines	2	2
Max Thrust per Engine [lb]	43,857.47	44,154.67
Takeoff Gross Weight [lb]	222,000.00	227,652.24
All-out Range NM	4,045.84	4,045.84

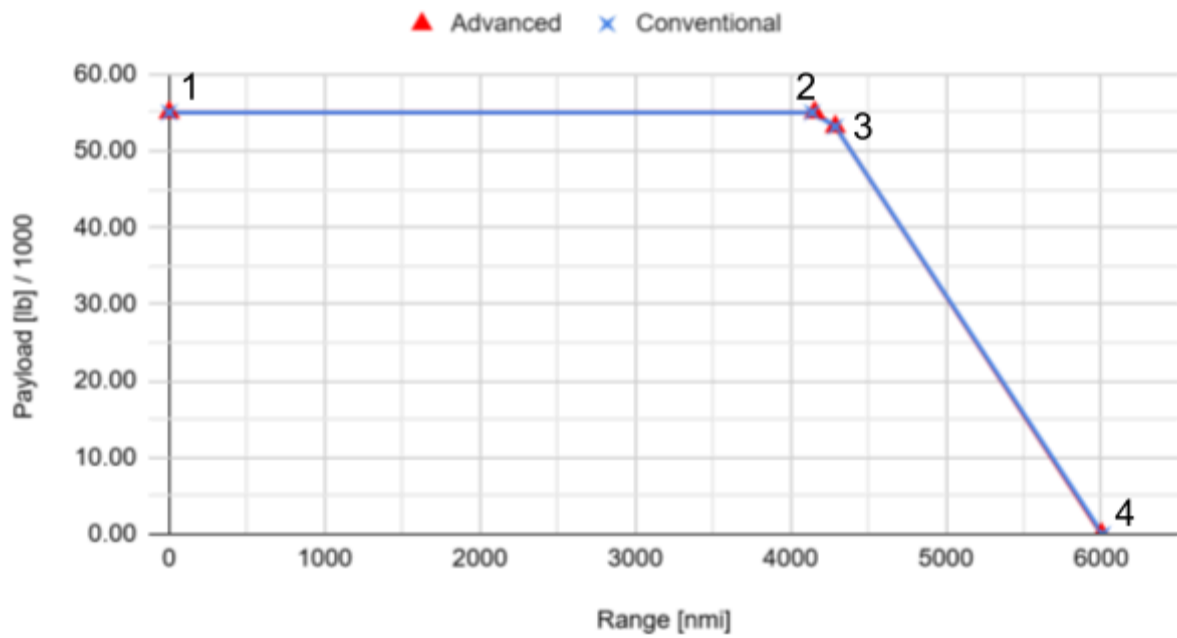
DOC [\$/ton-mile]	0.0865	0.0900
SFC	0.68	0.61
Powerplant Weight [lb]	24,501.38	26,951.52

Table 3: Specification Comparison Between Conventional and Advanced Designs

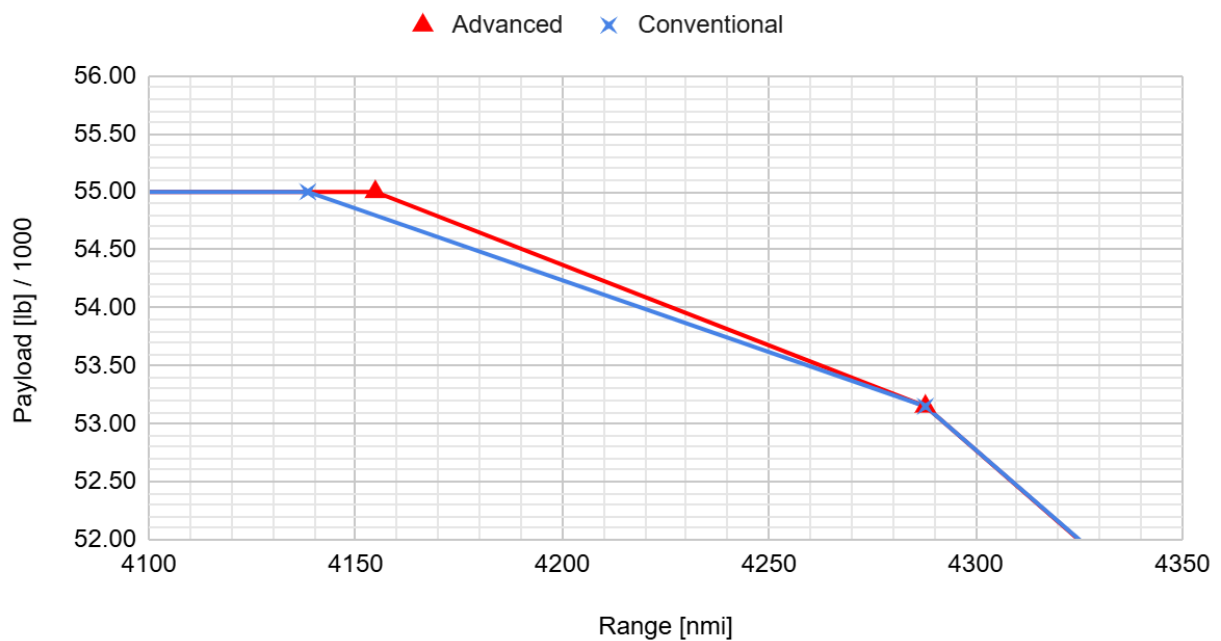
The comparison between the conventional (full aluminum) and advanced (full composite) aircraft designs reveals a nuanced balance of performance, efficiency, and economic considerations. Both configurations use a supercritical airfoil with similar wing dimensions, maintaining an aspect ratio (AR) of 8 and a swept angle of 30 degrees. This consistency ensures aerodynamic efficiency is primarily determined by structural materials rather than geometric differences. The full composite wing, though slightly heavier (22,559.16 lb) than the aluminum wing (22,077.63 lb), may offer better durability and reduced life-cycle maintenance. The small increase in weight might reflect enhanced structural integrity offered by composites. Both configurations employ JT9D engines, but the advanced design achieves slightly higher thrust per engine (44,154.67 lb vs. 43,857.47 lb). This reflects the ability of composite materials to endure greater stress, possibly enhancing propulsion efficiency. The composite design, with its sophisticated material technology, results in higher fuel capacity (72,136.82 lb vs. 64,994.09 lb) to potentially expand operational range under heavier payloads. However, this benefit comes with an increased Direct Operating Cost (DOC) of \$0.0900/ton-mile compared to the aluminum design's \$0.0865/ton-mile. This suggests that while composites offer performance improvements, they might slightly elevate operational expenses without significant cost-offsetting measures.



## Range vs. Payload



## Range vs. Payload Zoom in Point 2 and 3



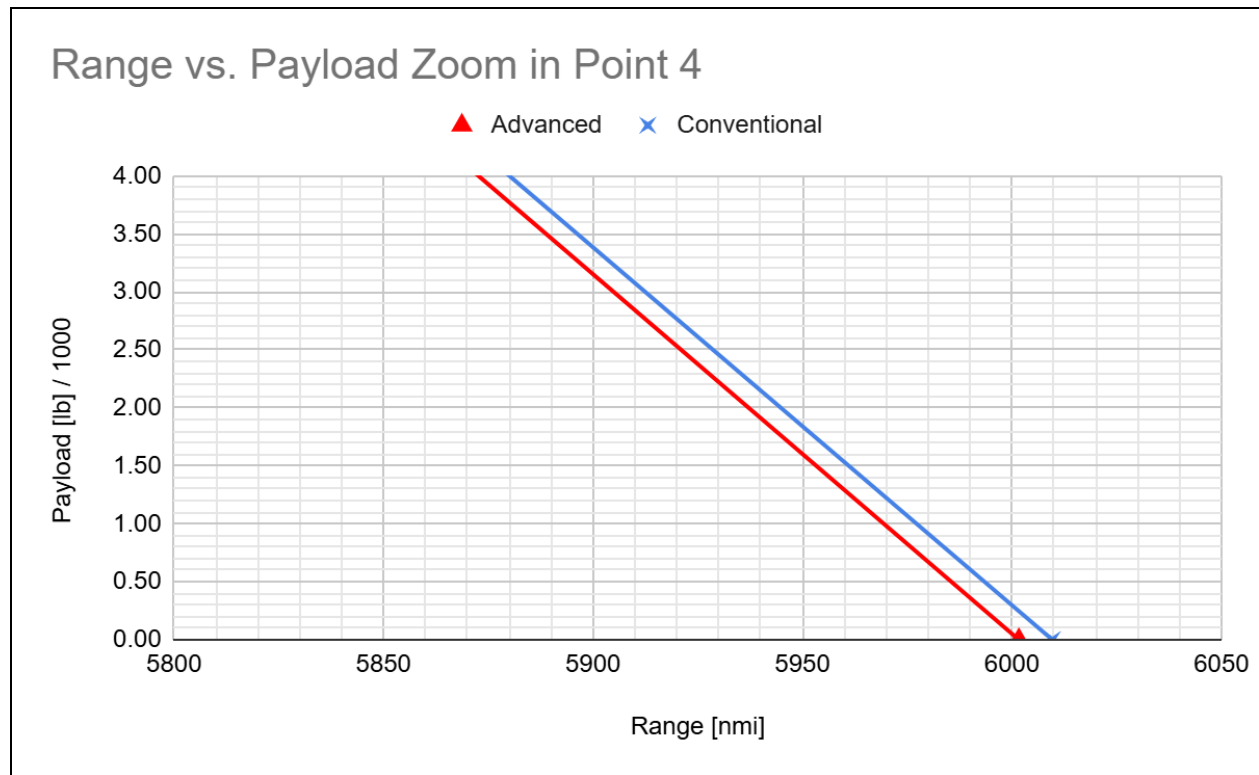


Figure 4: Payload Range Chart

## 2. Results and Conclusions

After a thorough analysis and comparison of the conventional aluminum and advanced composite configurations, the decision is made in favor of the full aluminum configuration. This choice is based on a combination of efficiency, cost-effectiveness, and familiarity that aligns well with operational and strategic goals.

Aluminum has a long history in the aerospace industry, providing proven reliability and durability. The material's known performance characteristics reduce the risk associated with adopting new technologies and support consistent operational outcomes. The production and material costs for aluminum are markedly lower than those for advanced composites. This results in substantial savings upfront, allowing airlines to allocate resources to other critical areas such as training, maintenance, and expansion. Aluminum's extensive use means simplified maintenance procedures and a wide availability of repair expertise and parts. This leads to reduced maintenance downtimes and costs throughout the aircraft's lifecycle, enhancing overall operational efficiency.

DOC for conventional aircraft is lower compared to advanced aircraft. Therefore, by continuing with aluminum, airlines capitalize on a well-understood material while remaining competitive in markets dominated by cost-sensitive decisions. This choice also supports a conservative risk profile, appealing to stakeholders prioritizing stability and predictability.

### 3. Description of the Configuration

#### 3.1 Wing and Tails

Wing AR,  $\Lambda$ , and reference area ( $S_{ref}$ ) is taken from MATLAB code and analysis above. In AR vs. DOC Figure 1 and Figure 2, the lowest points are chosen for the two aircrafts. Then using equations in Schaufele textbook, the rest of the information of the wing can be calculated.

Name	Value / Equation
<input type="checkbox"/> Global Variables	
"Root Chord W"	$= 2 * "S_{ref}" / ( "Span W" * ( 1 + "Taper Ratio W" ) )$
"Tip Chord W"	$= "Root Chord W" * "Taper Ratio W"$
"Swept Angle W"	$= 30$
"Span W"	$= \text{sqr} ( "S_{ref}" * "AR W" )$
"AR W"	$= 8$
"S_ref"	$= 1872.75746643$
"Taper Ratio W"	$= 0.35$
"MAC W"	$= ( 2 / 3 ) * "Root Chord W" * ( 1 + "Taper Ratio W" - ( "Taper Ratio W" / ( 1 + "Taper Ratio W" ) ) )$
"Y W"	$= ( "Span W" / 6 ) * ( ( 1 + 2 * "Taper Ratio W" ) / ( 1 + "Taper Ratio W" ) )$

Table 4: Equations for Wing in Solidworks

Here the calculation was computed inside Solidworks Equations so that they can be directly implemented in the 3D design as variables. In later design and sizing processes, when these parameters need to be changed, they can be changed easily and updated systematically in Solidworks to smooth out the design process.

For tail sizing, Schaufele is heavily utilized. Tail Volume was determined from the graphs in Fig. 6-9 and 6-15 of Schaufele. This value is then double checked in Tables of Fig. 6-10 and 6-16. Schaufele Fig. 6-17 and 6-18 are used to determine the AR and Taper Ratio ( $\lambda$ ) for the tails. These values are a good first estimation of tails. For actually accurate values, however, course MAE 175 offers a more detailed analysis for flight dynamics stability and sizing procedure for tails to keep the aircraft stable during flight.

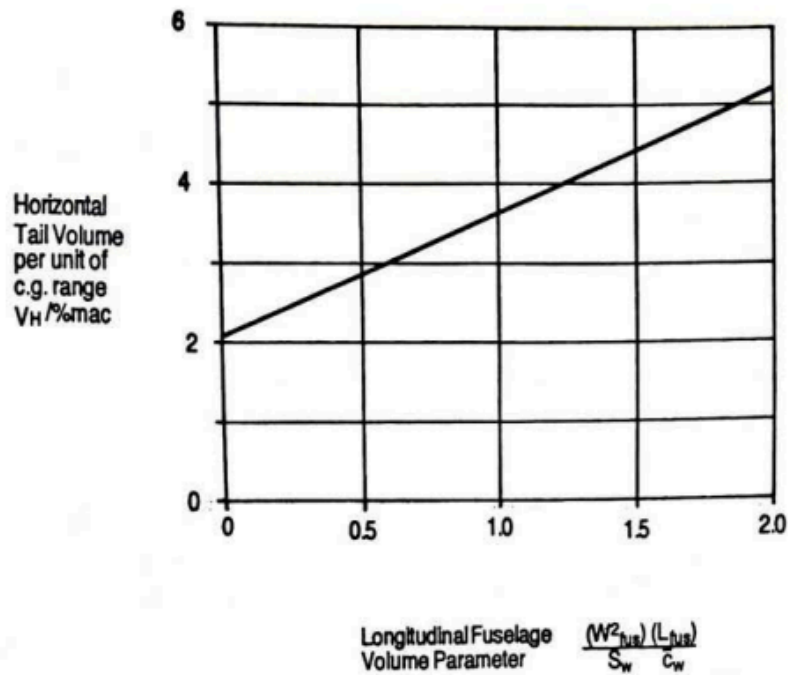


Fig. 6-9 Preliminary Design Chart ~ Horizontal Tail Volume Determination

Aircraft Type	$V_H$ Range
Personal/Utility	.48- .92
Commuters	.46-1.07
Regional Turboprops	.83-1.47
Business Jets	.51 - .99
Jet Transports	.54-1.48
Military Fighter/Attack	.20 - .75

Fig. 6-10 Representative Horizontal Tail Volume Ranges

Figure 5: Fig. 6-9 and 6-10 from Schaufele for Horizontal Tail Volume

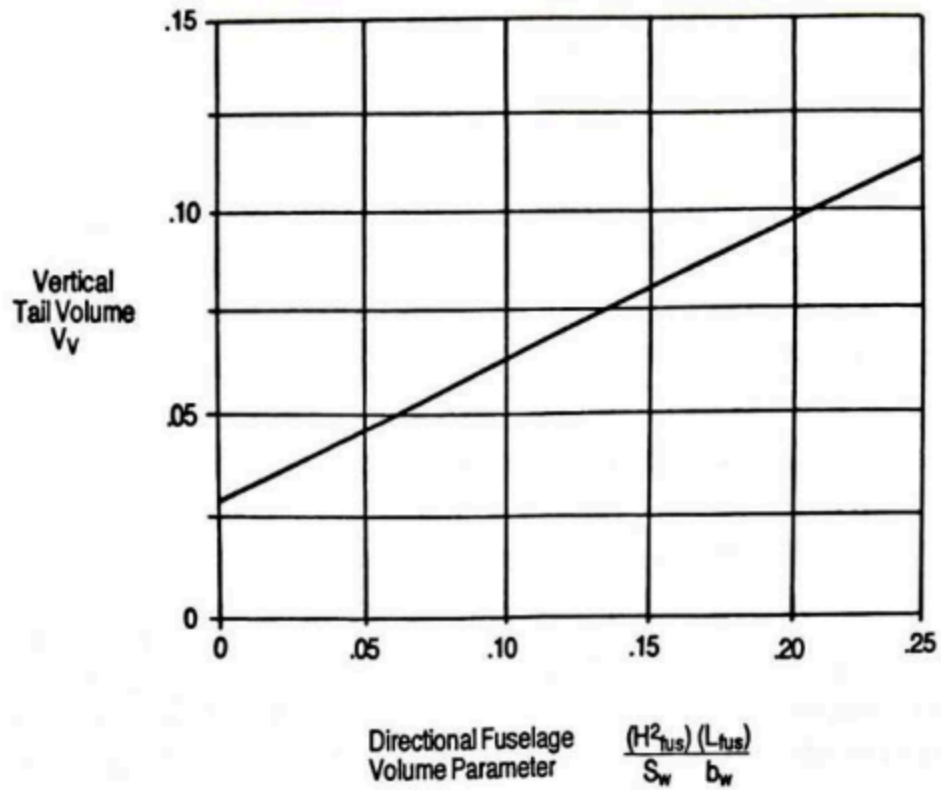


Fig. 6-15 Preliminary Design Chart ~ Vertical Tail Volume Determination

Aircraft Type	$V_v$ Range
Personal/Utility	.024 - .086
Commuters	.041 - .097
Regional Turboprops	.065 - .121
Business Jets	.061 - .093
Jet Transports	.038 - .120
Military Fighter/attack	.041 - .130

Fig. 6-16 Representative Vertical Tail Volume Ranges

Figure 6: Fig. 6-15 and 6-16 from Schaufele for Vertical Tail Volume

Aircraft Type	AR	$\lambda$	$c_g/c$	$t/c$
Personal/Utility	3.5-5.0	.50-1.0	.35-.45	.06-.09
Commuters	3.5-5.0	.50-.80	.35-.45	.06-.09
Regional Turboprops	3.5-5.0	.50-.80	.30-.45	.06-.09
Business Jets	3.5-5.0	.35-.50	.30-.40	.06-.09
Jet Transports	3.5-5.0	.25-.45	.30-.35	.06-.09
Military Fighter/Attack	3.0-4.0	.25-.40	.30-1.0	.03-.04

Fig. 6-17 Summary of Horizontal Tail Geometric Characteristics

Aircraft Type	AR	$\lambda$	$c_r/c$	$t/c$
Personal/Utility	1.2-1.8	.30-.50	.25-.45	.06-.09
Commuters	1.2-1.8	.30-.80	.35-.45	.06-.09
Regional Turboprops	1.4-1.8	.30-.70	.25-.45	.06-.09
Business Jets	0.8-1.6	.30-.60	.25-.35	.06-.09
Jet Transports	1.4-1.8	.30-.80	.25-.40	.08-.10
Military Fighter/Attack	1.2-1.6	.25-.40	.20-.35	.03-.09

Fig. 6-18 Summary of Vertical Tail Geometric Characteristics

Figure 6: Fig. 6-16 and 6-17 from Schaubele for Tail AR and Taper Ratio  $\lambda$

Instead of approximate fuel tanks as rectangles, the fuel tanks for the aircrafts are sized inside Solidworks, the shape is a smaller scaled version airfoil shape of the wing so that it can fully take advantage of the available space and affect CG location as small as possible. In fact, in aircraft stability, fuel tank is a component that changes weight the most, therefore, to ensure stability, fuel tank CG needs to be as close to quarter chord MAC as possible.

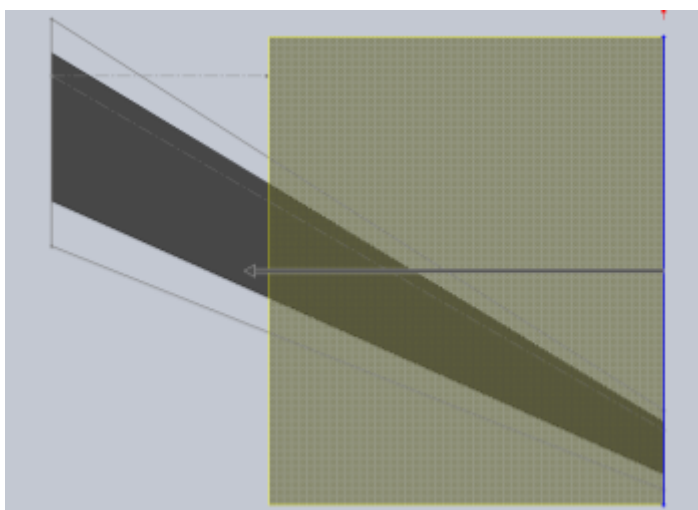


Figure 7: Sizing Fuel Tank

Front and rear wing spar locations are sized as recommended in Schaubele to be 15% to 75% of the chord. This is extruded all the way from root chord to tip chord. After that, the fuse tank is iteratively cut back from tip airfoil side until the desired fuel tank volume is reached

### 3.2 Fuselage and Exterior Configuration

Fuselage nose and tail was traced from the B737 aircraft drawing and scaled up to the required dimension of the diameter and length for the aircrafts. For the fuselage, the first cut is taken from the MATLAB code for a maximum fuselage length. After doing the interior layout in Section 3.4, a second cut is made for the minimum fuselage length. The fuselage length is then iterated in Center of Gravity (CG) sizing, increasing from minimum fuselage length to maximum fuselage length to make sure stability is satisfied while keeping the length as short as possible to avoid unnecessary weight and material cost.

Nacelles were sized to accommodate the scaled version of the JT9D engine. Sizing procedure follows Schaufele Figure 8-15. The size and shape of the nacelles are dictated by engine dimensions and performance requirements such as Bypass Ratio (BPR) and Sea Level Static Rated Thrust (SLSRT).

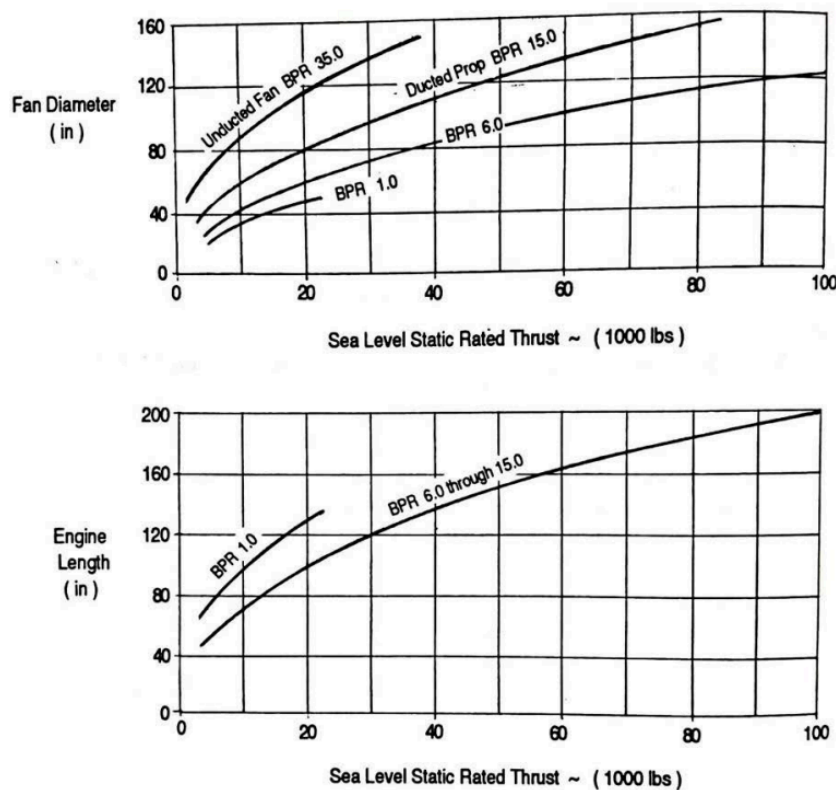


Figure 8: Fig. 8-15 from Schaufele for Nacelle Sizing

Landing Gear Sizing has two parts: one is tire selection and one is angle check. For tire selection, the main gear has to be able to take 100% of the TOGW while the nose gear is 15%

TOGW. With this requirement, in Course Manual Page 87, Figure 4.11, main gear is selected to have 8 tires, 4 tires each side, with rated load of 35,500 lb and dimension 44x16 inch while nose gear is selected to be 2 tires, 25,000 lb, and dimension 40x14 inch.

Tire Size	Ply Rating	Max Width inches	Max Diam. inches	Loaded Radius inches	Tire and tube wt. lbs.	Commercial		Military	
						Press lbs/sq.in.	Rated Load lbs	Press lbs/sq.in.	Rated Load lbs.
24 x 7.25	10	7.3	24.0	10.3	29.7	120	6,600		
29 x 7.7	12-16	7.6	28.0	12.2	36-44	160	9,800	220	13,800
34 x 11	18	11.0	33.0	13.9	84.1	125	15,500		
36 x 11	24	11.1	35.0	15.0	86.2			220	25,600
40 x 14	22	13.5	39.2	11.8	112	145	25,000		
44 x 13	26	13.4	43.2	18.4	141.5			200	35,000
44 x 16	26	15.6	43.1	18.0	151.6	165	35,500		
56 x 16	24	16.0	55.8	24.1	258.7			178	45,000
56 x 16	32	16.1	55.8	24.1	296.3			240	60,000
56 x 16	36	16.1	55.8	24.1	297.0			280	71,000

Fig. 4:11. Tire Ratings. Ref. U.S. Rubber Co.

AERODYNAMIC DESIGN

4:3

Figure 9: Fig. 5.22 from Course Manual for Landing Gear Tire Selection

Landing gear has to satisfy aft CG angle at least  $20^\circ$ , tip back angle lengthwise minimum  $14^\circ$ , tip back angle spanwise minimum  $5^\circ$ , and tipover criteria needs  $\Psi$  minimum  $55^\circ$ .

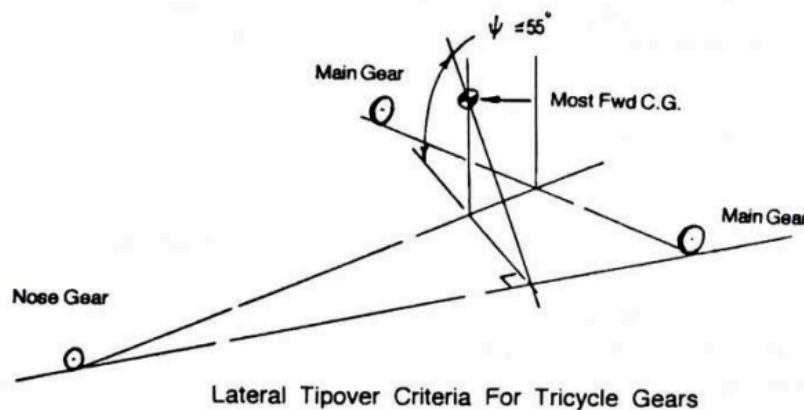


Fig. 7-2 Tipover Criteria for Landing Gears

Figure 10: Figure 7-2 from Schaefele for Landing Gear Sizing



Cargo Containers are decided based on the Interior Layout in Section 3.4. The cargo cannot be too big because there's no space for passengers. On the other hand, cargo cannot be too small because its length would need to exceed fuselage length to satisfy payload and also it requires extra materials to hold the aircraft structure integrity.

### 3.3 C.G Design

This follows Center of Gravity (CG) sizing procedure to make sure the aircraft CG location is always around MAC quarter chord for a tolerance of 10%. There are four extreme conditions the aircrafts can be in: design, empty, ferry, and landing. In design, all cargo, fuel and passengers are taken into calculation. In empty, none of them are considered. In ferry, only fuel is considered. And finally in landing, only cargo and passengers are considered. If all these extreme four conditions are satisfied, then all the combinations in between are also satisfied.

Component	Design			Empty		
	Weight	Length	Moment	Weight	Length	Moment
Wing	2.21E+04	1.80E+02	3.97E+06	2.21E+04	1.80E+02	3.97E+06
Fuselage	2.54E+03	2.66E+02	6.76E+05	2.54E+03	2.66E+02	6.76E+05
Landing Gear	7.44E+03	1.80E+02	1.34E+06	7.44E+03	1.80E+02	1.34E+06
Nose Tires	2.24E+02	1.40E+02	3.13E+04	2.24E+02	1.40E+02	3.13E+04
Main Tires	1.21E+03	1.85E+02	2.24E+05	1.21E+03	1.85E+02	2.24E+05
Nacelle + Pylon	4.66E+03	1.68E+02	7.83E+05	4.66E+03	1.68E+02	7.83E+05
Tail	4.34E+03	2.56E+02	1.11E+06	4.34E+03	2.56E+02	1.11E+06
PP	2.35E+04	1.68E+02	3.94E+06	2.35E+04	1.68E+02	3.94E+06
Fixed Equipment	3.76E+04	1.80E+02	6.77E+06	3.76E+04	1.80E+02	6.77E+06
Fuel	6.50E+04	1.75E+02	1.14E+07	0.00E+00	1.75E+02	0.00E+00
PAX	4.52E+04	1.80E+02	8.12E+06	0.00E+00	1.80E+02	0.00E+00
Cargo	8.00E+03	1.80E+02	1.44E+06	0.00E+00	1.80E+02	0.00E+00
Sum	2.22E+05		3.98E+07	1.04E+05		1.88E+07

Ferry			Landing		
Weight	Length	Moment	Weight	Length	Moment
2.21E+04	1.80E+02	3.97E+06	2.21E+04	1.80E+02	3.97E+06
2.54E+03	2.66E+02	6.76E+05	2.54E+03	2.66E+02	6.76E+05
7.44E+03	1.80E+02	1.34E+06	7.44E+03	1.80E+02	1.34E+06
2.24E+02	1.40E+02	3.13E+04	2.24E+02	1.40E+02	3.13E+04
1.21E+03	1.85E+02	2.24E+05	1.21E+03	1.85E+02	2.24E+05
4.66E+03	1.68E+02	7.83E+05	4.66E+03	1.68E+02	7.83E+05
4.34E+03	2.56E+02	1.11E+06	4.34E+03	2.56E+02	1.11E+06
2.35E+04	1.68E+02	3.94E+06	2.35E+04	1.68E+02	3.94E+06
3.76E+04	1.80E+02	6.77E+06	3.76E+04	1.80E+02	6.77E+06
6.50E+04	1.75E+02	1.14E+07	0.00E+00	1.75E+02	0.00E+00
0.00E+00	1.80E+02	0.00E+00	4.52E+04	1.80E+02	8.12E+06
0.00E+00	1.80E+02	0.00E+00	8.00E+03	1.80E+02	1.44E+06
1.69E+05		3.02E+07	1.57E+05		2.84E+07

	CG	Delta CG	Delta CG
Design	1.79E+02	0.4372198236	2.64%
Empty	1.82E+02	2.069263294	12.49%
Ferry	1.79E+02	0.5750568254	3.47%
Landing	1.81E+02	1.367619159	8.26%

Table 4: CG Sizing for Conventional Aircraft

Component	Design			Empty		
	Weight	Length	Moment	Weight	Length	Moment
Wing	2.26E+04	1.84E+02	4.15E+06	2.26E+04	1.84E+02	4.15E+06
Fuselage	2.56E+03	2.66E+02	6.80E+05	2.56E+03	2.66E+02	6.80E+05

Landing Gear	7.67E+03	1.84E+02	1.41E+06	7.67E+03	1.84E+02	1.41E+06
Nose Tires	2.24E+02	1.44E+02	3.22E+04	2.24E+02	1.44E+02	3.22E+04
Main Tires	1.21E+03	1.89E+02	2.29E+05	1.21E+03	1.89E+02	2.29E+05
Nacelle + Pylon	4.84E+03	1.72E+02	8.33E+05	4.84E+03	1.72E+02	8.33E+05
Tail	4.44E+03	2.56E+02	1.13E+06	4.44E+03	2.56E+02	1.13E+06
PP	2.44E+04	1.72E+02	4.19E+06	2.44E+04	1.72E+02	4.19E+06
Fixed Equipment	3.78E+04	1.84E+02	6.95E+06	3.78E+04	1.84E+02	6.95E+06
Fuel	7.21E+04	1.81E+02	1.30E+07	0.00E+00	1.81E+02	0.00E+00
PAX	4.52E+04	1.84E+02	8.30E+06	0.00E+00	1.84E+02	0.00E+00
Cargo	8.00E+03	1.84E+02	1.47E+06	0.00E+00	1.84E+02	0.00E+00
Sum	2.31E+05		4.24E+07	1.06E+05		1.96E+07

Ferry			Landing		
Weight	Length	Moment	Weight	Length	Moment
2.26E+04	1.84E+02	4.15E+06	2.26E+04	1.84E+02	4.15E+06
2.56E+03	2.66E+02	6.80E+05	2.56E+03	2.66E+02	6.80E+05
7.67E+03	1.84E+02	1.41E+06	7.67E+03	1.84E+02	1.41E+06
2.24E+02	1.44E+02	3.22E+04	2.24E+02	1.44E+02	3.22E+04
1.21E+03	1.89E+02	2.29E+05	1.21E+03	1.89E+02	2.29E+05
4.84E+03	1.72E+02	8.33E+05	4.84E+03	1.72E+02	8.33E+05
4.44E+03	2.56E+02	1.13E+06	4.44E+03	2.56E+02	1.13E+06
2.44E+04	1.72E+02	4.19E+06	2.44E+04	1.72E+02	4.19E+06
3.78E+04	1.84E+02	6.95E+06	3.78E+04	1.84E+02	6.95E+06
7.21E+04	1.81E+02	1.30E+07	0.00E+00	1.81E+02	0.00E+00
0.00E+00	1.84E+02	0.00E+00	4.52E+04	1.84E+02	8.30E+06
0.00E+00	1.84E+02	0.00E+00	8.00E+03	1.84E+02	1.47E+06
1.78E+05		3.27E+07	1.59E+05		2.94E+07



After the cross section is done, now the second part of the interior configuration is the seating layout where the aircraft is cut horizontally in side view at the floor in the first part. From the Course Manual page 92, Table 2, all the necessary variables can be obtained to design the seating layout of the aircrafts.

Category	Long Range 3 Class	Medium Range 2 Class	Short/Medium 2 Class
PASS MIX %			
1st Class	4-6	7-9	8-11
Business	19 (18-20)	X	X
LAVS			
1st Class	15/LAV (2 MIN)	20/LAV (2 MIN)	ONE REQ'D
Business	35/LAV (2 MIN)	X	X
Economy	50/LAV	50/LAV	50/LAV
Standard Lav Size	38" × 40"		
Galley—Carts / Pass			
1st Class	0.40 CART/PASS	0.30 CART/PASS	0.30 CART/PASS
Business	0.20 CART/PASS	X	X
Economy	0.095 CART/PASS	0.08 CART/PASS	0.075 CART/PASS
Cart Size	12 IN × 34 IN	12 IN × 34 IN	12 IN × 34 IN
Galley Size			
Height	Up to ceiling or as required		
Width	As required, 15" per cart including wall thickness and clearances		
Depth	38	38	36
Seat Pitch			
1st Class	60 IN MIN	40 IN MIN	38 IN MIN
Business	38 IN MIN	X	X
Economy	32 IN MIN	32 IN MIN	32 IN MIN

Depth/Recline			
1st Class	28 IN / 43 IN	28 IN / 36 IN	28 IN / 36 IN
Business	25 IN / 36 IN	X	X
Economy	25 IN / 32 IN	25 IN / 32 IN	25 IN / 32 IN
Bulkhead to Seat Nose			
1st Class	24	24	22
Business	20	X	X
Economy	18	18	20
Aisle Width			
1st Class	25 IN MIN	20 IN ASSUMED	20 IN ASSUMED
Business	20 IN MIN	X	X
Economy	18 IN MIN	18 IN ASSUMED	18 IN ASSUMED
Coat Room			
1st Class	2 IN/PASS	1.5 IN/PASS	1.5 IN/PASS
Business	1 IN/PASS	X	X
Economy	0 IN/PASS	0 IN/PASS	0 IN/PASS

Table 6: Course Manual page 92, Table 2 for Seating Layout Sizing

Because the range specification is at 3,500 nautical miles, the aircrafts are considered as Medium Range. Therefore, only the middle column “Medium Range 2 Class” needs to be considered.

First Class passengers are considered to take 7% of total PAX 210, so about 12 passengers. There must be at least 2 LAVs which are well over qualified for 20 passengers per LAV. There's a minimum 0.3 galley per passenger, so about 4 galley. Coat room is 1.5 inch / passenger, so about 18 inches. Seat pitches, aisle width, seat width, and seat length are 40, 20, 20, and 28 inches. Armrest is the same as economy but there's no shared armrest for first class.

Economy needs a minimum 50 passengers/LAV so with 198 passengers, it needs to have 4 LAVs. Galley requires 0.08 cart per passenger, so there'll be 16 of them. Seat pitches, aisle width, seat width, and seat length are 32, 18, 18, and 25 inches. Armrest is 2 inches.

	1st Class	Economy
PAX	12	198
#s of rows	2	33
#s of LAV (restroom)	1	4
#s of Galley	4	16
Coat room	18	0
Seat Pitch	40	32
Aisle Width	20	18
Seat width	20	18
Seat length	28	25
Armrest	2	no shared for 1st class
LAV length	38	
LAV width	40	
Galley length	15	
Galley width	38	
#s of EM Exit Type A	4	2 on each side
EM Exit Type A Length	42	
EM Exist Distance	720	

Table 7: Seating Layout Sizing

For Emergency Exit (EM) doors, Table 2A in Course Manual Page 93 is used to size it. There are a total 210 passengers. Double this amount is 420. All EM doors have to be able to evacuate 420 people. With these requirements, four EM door type A are chosen which yield 440 evacuation capacity.

TABLE 2 A

**EMERGENCY EXIT DOOR DATA**



	door type	minimum size	maximum evacuation capacity	crew assist	corner radii
entry door	x	60w x 76h	?	2	$\leq 1/6 w$
entry door	A	42w x 72h	110	2	$\leq 1/6 w$
entry door	B	32w x 72h	75	2	$\leq 6 \text{ inches}$
	C	30w x 48h	55	1	$\leq 1/3 w$
	I	24w x 48h	45	1	$\leq 1/3 w$
	II	20w x 44h	40	1	$\leq 1/3 w$
	III	36w x 20h	35	1	$\leq 1/3 w$
	IV	26w x 19h	9	1	$\leq 1/3 w$
overhead hatch	comm.	36 x 20	-	-	$\leq 1/3 w$
overhead hatch	military	24 x 24	-	-	6 inches

Figure 12: Course Manual Page 93, Table 2A: Emergency Exit Door Sizing


**3.5 Selected Aircraft Configuration****4. Configuration Drawings****5. Conclusion**

Blah blah blah

**6. Work Cited**

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- [2]  MAE 159 Appendix Hand Cal.pdf
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