

Table 3. Performance characteristics for selected aircraft.<sup>1</sup>

	Cessna Conquest <sup>2</sup>	Dash 8 Series 300	Canadair Challenger	Lockheed C-130
Max. Gross Weight (lbs.)	10,800	39,000	41,100	155,000
Max. Payload (lbs.)	2,450	11,800	7,830	50,760
Payload with Max. Fuel (lbs.) <sup>3</sup>	1,500	9,122	5,375	33,000
Maximum Ceiling (feet) <sup>4</sup>	35,000	25,000	41,000	23,000
Maximum Cruise (knots) <sup>5</sup>	287	266	443	327
Maximum Range (nautical miles) <sup>6</sup>	2,100	2,500	3,040	3,300
Maximum Endurance (hours) <sup>6</sup>	7.3	9.4	6.8	12.0
Max. Range @ 5,000 ft. (n. mi.)	866	1,273	1,490	1,664
Take-off dist. @ Sea Level (ft.)	2,465	3,700	5,750	6,000

<sup>1</sup> Intera Technologies Ltd. "A comparison of the capabilities and costs of aircraft for an iceberg radar surveillance role." IN: CANPOLAR Consultants Ltd. Iceberg detection by airborne radar: Technology review and proposed field program. Environmental Studies Revolving Funds Report No. 045. September, 1986. p. 231.

<sup>2</sup> Single-pilot, one operator. All others assume two pilots, one operator.

<sup>3</sup> Payload refers to the equipment payload available plus three or two man crew as required.

<sup>4</sup> Maximum ceiling is close to the optimum performance ceiling except for jets which have approximately 39,000 ft ceiling for optimum performance.

<sup>5</sup> Referred to optimum altitude. Will be slower at lower altitude.

<sup>6</sup> Assumes maximum fuel load at takeoff, VFR conditions. Reserve not included.