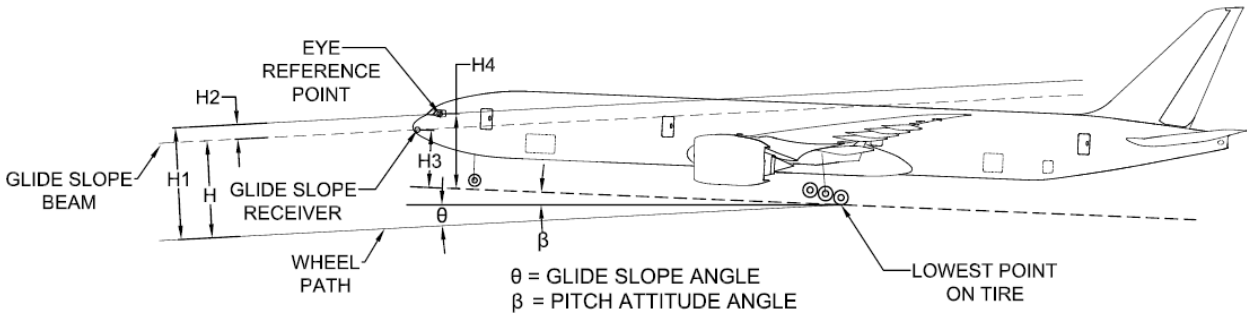


Visual Landing Aids Data



This FAQ provides aircraft data used by airports to calibrate visual aids based on 2.5° and 3.0° glide path angles.

1. Vertical distances between critical points on aircraft at maximum pitch attitude (VREF) (ILS)
2. Vertical distances between critical points on aircraft at minimum pitch attitude (VREF+5) (ILS)

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Revision Record

Revision	Description	Date
New	Initial release	August 2014
A	Additional of new aircraft models. Updated heights for service aircraft only.	June 2026



Attachment 1

Table A6-1. Vertical distances between critical points on aircraft at maximum pitch attitude (VREF) (ILS)

Aircraft Model	Flap Setting	2.5 degree glide slope						3.0 degree glide slope					
		FD Pitch (deg)	Eye path to	ILS beam to	Eye path to	ILS antenna	Pilots Eye	FD Pitch (deg)	Eye path to	ILS beam to	Eye path to	ILS antenna	Pilots Eye
			ILS beam (feet) H2	wheel path (feet) H	wheel path (feet) H1	above wheels (feet) H3	above wheels (feet) H4		ILS beam (feet) H2	wheel path (feet) H	wheel path (feet) H1	above wheels (feet) H3	above wheels (feet) H4
B717-200	40.0	4.0	5.9	13.7	19.6	10.9	17.2	3.5	5.9	13.7	19.6	10.4	16.7
B737-300	30.0	5.1	0.8	17.7	18.6	15.6	16.6	4.6	0.8	17.7	18.6	15.2	16.2
B737-400	30.0	4.9	0.8	18.3	19.2	16.0	17.0	4.4	0.8	18.4	19.2	15.5	16.5
B737-500	30.0	5.2	0.8	17.2	18.0	15.3	16.3	4.7	0.8	17.2	18.0	14.9	15.9
737-600	30.0	5.5	4.5	13.8	18.3	11.8	16.6	5.0	4.5	13.8	18.3	11.4	16.2
737-600 w/Winglets	30.0	5.2	4.5	13.6	18.1	11.6	16.3	4.7	4.5	13.6	18.1	11.2	16.0
737-700	30.0	5.5	4.5	14.5	19.0	12.2	17.0	5.0	4.5	14.5	19.0	11.8	16.6
737-700 w/Winglets	30.0	5.2	4.5	14.2	18.7	12.0	16.8	4.7	4.5	14.2	18.7	11.5	16.4
737-800	30.0	3.9	4.7	14.2	18.8	11.5	16.4	3.4	4.7	14.2	18.8	11.0	15.9
737-800 w/Winglets	30.0	3.7	4.7	13.9	18.6	11.3	16.2	3.2	4.7	13.9	18.6	10.8	15.7
737-900	30.0	3.0	4.7	13.7	18.4	10.8	15.8	2.5	4.7	13.7	18.5	10.2	15.3
737-900 w/Winglets	30.0	2.7	4.8	13.4	18.1	10.5	15.5	2.2	4.8	13.4	18.1	9.9	14.9
737 MAX 7*	30.0	3.7	5.3	13.2	18.5	10.8	16.4	3.2	5.3	13.2	18.5	10.4	16.0
737 MAX 8 Tail Skid 1	30.0	3.6	5.3	13.9	19.2	11.2	16.7	3.1	5.3	13.9	19.2	10.7	16.3
737 MAX 9	30.0	4.0	5.2	14.9	20.1	12.0	17.5	3.5	5.2	14.9	20.1	11.4	16.9
737 MAX 10*	30.0	3.6	5.2	14.8	20.0	11.7	17.1	3.2	5.1	14.9	20.1	11.3	16.7
737 MAX 8 Tail Skid 2	30.0	4.2	5.2	14.5	19.7	11.9	17.3	3.8	5.2	14.6	19.8	11.4	16.9
747-400	25.0	5.0	11.4	30.7	42.1	25.9	38.1	4.5	11.4	30.7	42.2	24.9	37.2
747-8	25.0	4.6	11.6	31.6	43.1	26.1	38.4	4.1	11.6	31.6	43.1	25.0	37.5
747-8F	25.0	4.4	12.2	30.6	42.8	25.1	38.1	3.9	12.2	30.6	42.8	24.0	37.1
777-200LR	25.0	3.7	6.1	28.8	34.9	24.2	30.7	3.2	6.1	28.8	34.9	23.3	29.9
777F	25.0	3.2	6.2	27.9	34.1	23.3	29.9	2.8	6.2	28.1	34.2	22.6	29.2
777-300ER	25.0	3.4	6.2	30.1	36.3	24.8	31.4	2.9	6.2	30.2	36.3	23.7	30.4
777-9*	25.0	2.9	6.3	29.4	35.7	23.9	30.6	2.4	6.3	29.4	35.7	22.8	29.5
787-8	25.0	4.7	7.8	24.1	31.9	20.2	28.3	4.2	7.8	24.1	31.9	19.4	27.6
787-9	25.0	2.9	8.1	22.4	30.4	18.0	26.4	2.4	8.1	22.4	30.4	17.1	25.6
787-10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
757-200	25.0	5.9	7.4	22.0	29.5	18.7	26.4	5.4	7.4	22.0	29.5	18.0	25.8
757-300	25.0	4.2	7.6	21.3	29.0	17.4	25.3	3.7	7.6	21.3	29.0	16.6	24.6
767-200/200ER	25.0	5.6	6.6	22.2	28.9	18.9	25.8	5.1	6.6	22.3	28.9	18.2	25.2
767-300/300ER	25.0	3.7	6.9	20.8	27.7	17.0	24.1	3.2	6.9	20.8	27.7	16.2	23.4
767-400	25.0	3.7	6.6	22.2	28.9	17.8	24.8	3.2	6.9	22.0	28.9	16.8	24.0
DC-8-62	35.0	2.4	6.6	16.4	23.0	13.1	20.0	1.9	6.6	16.4	23.0	12.4	19.4
DC-8-63	35.0	1.4	6.7	16.2	22.9	12.2	19.2	0.9	6.7	16.2	22.9	11.4	18.5
DC-8-61/71	25.0	2.6	6.6	18.1	24.7	14.1	21.0	2.1	6.6	18.1	24.7	13.3	20.3
DC-8-72	35.0	2.5	6.6	16.5	23.1	13.2	20.1	2.0	6.6	16.5	23.1	12.6	19.5
DC-8-73	35.0	1.6	6.7	16.5	23.2	12.5	19.5	1.1	6.7	16.5	23.2	11.7	18.8
DC-9-10	20.0	3.6	6.0	11.5	17.4	9.3	15.6	3.1	6.0	11.5	17.4	15.3	38.5
DC-9-20	25.0	7.5	5.4	14.7	20.1	12.6	18.4	7.0	5.4	14.7	20.1	12.2	18.1
DC-9-30	25.0	7.4	5.5	16.3	21.7	13.8	19.6	6.9	5.5	16.3	21.7	13.3	19.1
DC-9-33	25.0	6.2	5.6	15.3	20.9	12.8	18.7	5.7	5.6	15.3	20.9	12.3	18.3
DC-9-40	25.0	6.4	5.6	16.0	21.6	13.4	19.3	5.9	5.6	16.0	21.6	12.9	18.9
DC-9-50	25.0	7.2	5.5	17.6	23.1	14.8	20.6	6.7	5.5	17.7	23.1	14.3	20.2
DC-10-30	35.0	6.7	20.3	17.2	37.5	14.0	33.5	6.2	20.3	17.2	37.5	13.3	32.6
DC-10-40	35.0	7.5	20.5	18.3	38.8	15.0	34.7	7.0	20.5	18.3	38.8	14.4	33.9
MD-11	35.0	6.1	20.1	17.9	38.0	14.3	33.5	5.6	20.1	17.9	38.0	13.5	32.6
MD-80/81/82/83/88	28.0	6.9	5.5	20.1	25.6	16.8	22.7	6.4	5.5	20.1	25.6	16.1	22.1
MD-87	28.0	7.0	5.5	18.7	24.2	15.8	21.6	6.5	5.5	18.7	24.2	15.2	21.1
MD-90	28.0	6.1	5.6	19.8	25.4	16.2	22.2	5.6	5.6	19.8	25.4	15.5	21.6

* PRELIMINARY INFORMATION

N/A - NOT AVAILABLE

NOTE: DO NOT USE FOR DISPATCH – CONSULT AIRLINES FOR SPECIFIC OPERATING PROCEDURES PRIOR TO FACILITY DESIGN



Attachment 1

Table A6-1. Vertical distances between critical points on aircraft at maximum pitch attitude (VREF) (ILS)

Aircraft Model	Flap Setting	2.5 degree glide slope						3.0 degree glide slope					
		FD Pitch (deg)	Eye path to	ILS beam to	Eye path to	ILS antenna	Pilots Eye	FD Pitch (deg)	Eye path to	ILS beam to	Eye path to	ILS antenna	Pilots Eye
			ILS beam	wheel path	wheel path	above wheels	above wheels		ILS beam	wheel path	wheel path	above wheels	above wheels
			(meters) H2	(meters) H	(meters) H1	(meters) H3	(meters) H4		(meters) H2	(meters) H	(meters) H1	(meters) H3	(meters) H4
B717-200	40.0	4.0	1.8	4.2	6.0	3.3	5.2	3.5	1.8	4.2	6.0	3.2	5.1
B737-300	30.0	5.1	0.2	5.4	5.7	4.8	5.1	4.6	0.2	5.4	5.7	4.6	4.9
B737-400	30.0	4.9	0.2	5.6	5.9	4.9	5.2	4.4	0.2	5.6	5.9	4.7	5.0
B737-500	30.0	5.2	0.2	5.2	5.5	4.7	5.0	4.7	0.2	5.2	5.5	4.5	4.8
737-600	30.0	5.5	1.4	4.2	5.6	3.6	5.0	5.0	1.4	4.2	5.6	3.5	4.9
737-600 w/Winglets	30.0	5.2	1.4	4.1	5.5	3.5	5.0	4.7	1.4	4.1	5.5	3.4	4.9
737-700	30.0	5.5	1.4	4.4	5.8	3.7	5.2	5.0	1.4	4.4	5.8	3.6	5.1
737-700 w/Winglets	30.0	5.2	1.4	4.3	5.7	3.7	5.1	4.7	1.4	4.3	5.7	3.5	5.0
737-800	30.0	3.9	1.4	4.3	5.7	3.5	5.0	3.4	1.4	4.3	5.7	3.3	4.8
737-800 w/Winglets	30.0	3.7	1.4	4.2	5.7	3.4	4.9	3.2	1.4	4.3	5.7	3.3	4.8
737-900	30.0	3.0	1.4	4.2	5.6	3.3	4.8	2.5	1.4	4.2	5.6	3.1	4.7
737-900 w/Winglets	30.0	2.7	1.5	4.1	5.5	3.2	4.7	2.2	1.5	4.1	5.5	3.0	4.6
737 MAX 7*	30.0	3.7	1.6	4.0	5.6	3.3	5.0	3.2	1.6	4.0	5.6	3.2	4.9
737 MAX 8 Tail Skid 1	30.0	3.6	1.6	4.2	5.8	3.4	5.1	3.1	1.6	4.2	5.8	3.3	5.0
737 MAX 9	30.0	4.0	1.6	4.5	6.1	3.6	5.3	3.5	1.6	4.5	6.1	3.5	5.2
737 MAX 10*	30.0	3.6	1.6	4.5	6.1	3.6	5.2	3.2	1.6	4.6	6.1	3.4	5.1
737 MAX 8 Tail Skid 2	30.0	4.2	1.6	4.4	6.0	3.6	5.3	3.8	1.6	4.5	6.0	3.5	5.2
747-400	25.0	5.0	3.5	9.4	12.8	7.9	11.6	4.5	3.5	9.4	12.9	7.6	11.3
747-8	25.0	4.6	3.5	9.6	13.1	8.0	11.7	4.1	3.5	9.6	13.1	7.6	11.4
747-8F	25.0	4.4	3.7	9.3	13.0	7.7	11.6	3.9	3.7	9.3	13.0	7.3	11.3
777-200LR	25.0	3.7	1.9	8.8	10.6	7.4	9.4	3.2	1.9	8.8	10.6	7.1	9.1
777F	25.0	3.2	1.9	8.5	10.4	7.1	9.1	2.8	1.9	8.6	10.4	6.9	8.9
777-300ER	25.0	3.4	1.9	9.2	11.1	7.6	9.6	2.9	1.9	9.2	11.1	7.2	9.3
777-9*	25.0	2.9	1.9	9.0	10.9	7.3	9.3	2.4	1.9	9.0	10.9	6.9	9.0
787-8	25.0	4.7	2.4	7.3	9.7	6.1	8.6	4.2	2.4	7.3	9.7	5.9	8.4
787-9	25.0	2.9	2.5	6.8	9.3	5.5	8.1	2.4	2.5	6.8	9.3	5.2	7.8
787-10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
757-200	25.0	5.9	2.3	6.7	9.0	5.7	8.0	5.4	2.3	6.7	9.0	5.5	7.9
757-300	25.0	4.2	2.3	6.5	8.8	5.3	7.7	3.7	2.3	6.5	8.8	5.1	7.5
767-200/200ER	25.0	5.6	2.0	6.8	8.8	5.8	7.9	5.1	2.0	6.8	8.8	5.5	7.7
767-300/300ER	25.0	3.7	2.1	6.3	8.4	5.2	7.4	3.2	2.1	6.3	8.4	4.9	7.1
767-400	25.0	3.7	2.0	6.8	8.8	5.4	7.6	3.2	2.1	6.7	8.8	5.1	7.3
DC-8-62	35.0	2.4	2.0	5.0	7.0	4.0	6.1	1.9	2.0	5.0	7.0	3.8	5.9
DC-8-63	35.0	1.4	2.0	4.9	7.0	3.7	5.9	0.9	2.0	4.9	7.0	3.5	5.6
DC-8-61/71	25.0	2.6	2.0	5.5	7.5	4.3	6.4	2.1	2.0	5.5	7.5	4.1	6.2
DC-8-72	35.0	2.5	2.0	5.0	7.0	4.0	6.1	2.0	2.0	5.0	7.0	3.8	5.9
DC-8-73	35.0	1.6	2.0	5.0	7.1	3.8	5.9	1.1	2.0	5.0	7.1	3.6	5.7
DC-9-10	20.0	3.6	1.8	3.5	5.3	2.8	4.8	3.1	1.8	3.5	5.3	4.7	11.7
DC-9-20	25.0	7.5	1.6	4.5	6.1	3.8	5.6	7.0	1.6	4.5	6.1	3.7	5.5
DC-9-30	25.0	7.4	1.7	5.0	6.6	4.2	6.0	6.9	1.7	5.0	6.6	4.1	5.8
DC-9-33	25.0	6.2	1.7	4.7	6.4	3.9	5.7	5.7	1.7	4.7	6.4	3.7	5.6
DC-9-40	25.0	6.4	1.7	4.9	6.6	4.1	5.9	5.9	1.7	4.9	6.6	3.9	5.8
DC-9-50	25.0	7.2	1.7	5.4	7.0	4.5	6.3	6.7	1.7	5.4	7.0	4.4	6.2
DC-10-30	35.0	6.7	6.2	5.2	11.4	4.3	10.2	6.2	6.2	5.2	11.4	4.1	9.9
DC-10-40	35.0	7.5	6.2	5.6	11.8	4.6	10.6	7.0	6.2	5.6	11.8	4.4	10.3
MD-11	35.0	6.1	6.1	5.5	11.6	4.4	10.2	5.6	6.1	5.5	11.6	4.1	9.9
MD-80/81/82/83/88	28.0	6.9	1.7	6.1	7.8	5.1	6.9	6.4	1.7	6.1	7.8	4.9	6.7
MD-87	28.0	7.0	1.7	5.7	7.4	4.8	6.6	6.5	1.7	5.7	7.4	4.6	6.4
MD-90	28.0	6.1	1.7	6.0	7.7	4.9	6.8	5.6	1.7	6.0	7.7	4.7	6.6

* PRELIMINARY INFORMATION

N/A - NOT AVAILABLE

NOTE: DO NOT USE FOR DISPATCH – CONSULT AIRLINES FOR SPECIFIC OPERATING PROCEDURES PRIOR TO FACILITY DESIGN



Attachment 2
Table A6-1. Vertical distances between critical points on aircraft at maximum pitch attitude (VREF+5) (ILS)

Aircraft Model	Flap Setting	2.5 degree glide slope						3.0 degree glide slope					
		FD Pitch (deg)	Eye path to ILS beam (feet) H2	ILS beam to wheel path (feet) H	Eye path to wheel path (feet) H1	ILS antenna above wheels (feet) H3	Pilots Eye above wheels (feet) H4	FD Pitch (deg)	Eye path to ILS beam (feet) H2	ILS beam to wheel path (feet) H	Eye path to wheel path (feet) H1	ILS antenna above wheels (feet) H3	Pilots Eye above wheels (feet) H4
B717-200	40.0	1.8	6.2	11.3	17.5	8.5	15.1	1.3	6.2	11.3	17.5	8.0	14.6
B737-300	40.0	2.1	1.0	15.2	16.2	13.0	14.3	1.6	1.0	15.2	16.2	12.6	13.9
B737-400	40.0	2.0	1.0	15.6	16.6	13.1	14.4	1.5	1.0	15.6	16.6	12.6	13.9
B737-500	40.0	2.3	1.0	15.0	16.0	13.0	14.2	1.8	1.0	15.0	16.0	12.6	13.9
737-600	40.0	2.5	4.8	11.4	16.2	9.4	14.4	2.0	4.8	11.4	16.2	9.0	14.0
737-600 w/Winglets	40.0	2.2	4.8	11.2	16.0	9.2	14.2	1.7	4.8	11.2	16.0	8.7	13.8
737-700	40.0	2.5	4.8	11.8	16.6	9.6	14.6	2.0	4.8	11.8	16.6	9.1	14.2
737-700 w/Winglets	40.0	2.1	4.8	11.5	16.3	9.2	14.3	1.6	4.8	11.5	16.3	8.8	13.9
737-800	40.0	1.8	4.9	11.9	16.8	9.3	14.3	1.3	4.9	11.9	16.8	8.7	13.9
737-800 w/Winglets	40.0	1.4	4.9	11.5	16.4	8.9	14.0	0.9	4.9	11.5	16.4	8.3	13.5
737-900	40.0	1.3	4.9	11.8	16.7	8.9	14.0	0.8	4.9	11.8	16.7	8.3	13.4
737-900 w/Winglets	40.0	1.0	4.9	11.4	16.3	8.5	13.7	0.5	4.9	11.4	16.3	7.9	13.1
737 MAX 7*	40.0	1.6	5.5	11.2	16.7	8.9	14.6	1.1	5.5	11.2	16.7	8.4	14.2
737 MAX 8 Tail Skid 1	40.0	2.0	5.4	12.2	17.6	9.5	15.2	1.5	5.4	12.2	17.6	9.0	14.7
737 MAX 9	40.0	2.3	5.4	12.9	18.3	10.0	15.7	1.8	5.4	12.9	18.3	9.4	15.1
737 MAX 10*	40.0	2.2	5.3	13.1	18.4	10.0	15.6	1.4	5.3	12.7	18.1	9.0	14.7
737 MAX 8 Tail Skid 2	40.0	2.1	5.4	12.3	17.7	9.6	15.3	1.7	5.4	12.4	17.8	9.2	14.9
747-400	30.0	2.5	12.2	25.9	38.1	21.0	33.9	2.0	12.2	25.9	38.1	20.0	33.1
747-8	30.0	2.6	12.2	27.2	39.4	21.7	34.7	2.1	12.2	27.2	39.4	20.6	33.7
747-8F	30.0	2.8	12.7	27.1	39.8	21.6	35.1	2.3	12.7	27.1	39.8	20.5	34.1
777-200LR	30.0	1.3	6.5	24.4	30.9	19.8	26.7	0.9	6.5	24.6	31.1	19.1	26.0
777F	30.0	1.5	6.5	24.8	31.3	20.2	27.1	1.0	6.5	24.8	31.3	19.2	26.2
777-300ER	30.0	2.1	6.4	27.4	33.8	22.0	28.8	1.6	6.4	27.4	33.8	21.0	27.8
777-9*	30.0	1.5	6.5	26.3	32.8	20.8	27.7	1.0	6.5	26.3	32.8	19.7	26.7
787-8	30.0	1.4	8.3	18.9	27.2	14.9	23.6	0.9	8.3	18.9	27.2	14.2	22.9
787-9	30.0	2.2	8.2	21.2	29.3	16.8	25.3	1.7	8.2	21.2	29.3	15.9	24.5
787-10	25.0	1.6	11.5	20.8	32.4	16.0	27.9	1.1	11.5	20.8	32.4	15.0	27.0
757-200	30.0	2.5	7.8	17.5	25.3	14.1	22.2	2.0	7.8	17.5	25.3	13.5	21.6
757-300	30.0	2.2	7.8	18.2	26.0	14.2	22.4	1.7	7.8	18.2	26.1	13.5	21.6
767-200/200ER	30.0	2.8	7.0	18.5	25.5	15.1	22.4	2.3	7.0	18.5	25.5	14.4	21.7
767-300/300ER	30.0	2.7	7.0	19.3	26.3	15.4	22.7	2.2	7.0	19.3	26.3	14.7	22.0
767-400	30.0	2.5	6.8	20.1	26.9	15.7	22.9	2.0	7.0	19.9	27.0	14.7	22.1
DC-8-63	50.0	-0.5	7.0	13.2	20.1	9.1	16.4	-1.0	7.0	13.2	20.1	8.3	15.6
DC-8-61/71	50.0	-2.5	7.2	9.9	17.1	5.9	13.4	-3.0	7.2	9.9	17.1	5.0	12.6
DC-8-72	50.0	0.5	6.8	13.9	20.7	10.6	17.7	0.0	6.8	13.9	20.7	9.9	17.1
DC-8-73	50.0	-0.3	6.9	13.5	20.4	9.4	16.7	-0.8	7.0	13.5	20.4	8.6	15.9
DC-9-10	50.0	-2.7	6.8	6.1	12.9	4.0	11.1	-3.2	6.8	6.1	12.9	3.5	10.7
DC-9-20	50.0	2.8	6.1	10.8	16.9	8.7	15.1	2.3	6.1	10.8	16.9	8.2	14.7
DC-9-30	50.0	2.4	6.1	11.3	17.4	8.7	15.2	1.9	6.1	11.3	17.4	8.2	14.7
DC-9-33	50.0	1.4	6.3	10.5	16.8	8.0	14.5	0.9	6.3	10.5	16.8	7.4	14.1
DC-9-40	50.0	1.1	6.3	10.4	16.8	7.8	14.4	0.6	6.3	10.4	16.8	7.2	13.9
DC-9-50	50.0	2.7	6.1	12.6	18.7	9.7	16.1	2.2	6.1	12.6	18.7	9.1	15.6
DC-10-30	50.0	3.6	19.3	13.2	32.5	9.9	28.4	3.1	19.3	13.2	32.5	9.3	27.6
DC-10-40	50.0	4.0	19.4	13.7	33.2	10.5	29.0	3.5	19.4	13.7	33.2	9.8	28.2
MD-11	50.0	2.2	18.8	12.2	31.1	8.6	26.6	1.7	18.8	12.3	31.1	7.9	25.7
MD-80/81/82/83/88	40.0	2.6	6.1	14.4	20.5	11.0	17.5	2.1	6.1	14.4	20.5	10.4	16.9
MD-87	40.0	2.9	6.1	13.9	20.0	11.0	17.4	2.4	6.1	13.9	20.0	10.4	16.8
MD-90	40.0	2.2	6.2	14.3	20.4	10.7	17.2	1.7	6.2	14.3	20.4	10.0	16.5

* PRELIMINARY INFORMATION
N/A - NOT AVAILABLE

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Attachment 2
Table A6-1. Vertical distances between critical points on aircraft at maximum pitch attitude (VREF+5) (ILS)

Aircraft Model	Flap Setting	2.5 degree glide slope						3.0 degree glide slope					
		FD Pitch (deg)	Eye path to ILS beam (meters) H2	ILS beam to wheel path (meters) H	Eye path to wheel path (meters) H1	ILS antenna above wheels (meters) H3	Pilots Eye above wheels (meters) H4	FD Pitch (deg)	Eye path to ILS beam (meters) H2	ILS beam to wheel path (meters) H	Eye path to wheel path (meters) H1	ILS antenna above wheels (meters) H3	Pilots Eye above wheels (meters) H4
B717-200	40.0	1.8	1.9	3.4	5.3	2.6	4.6	1.3	1.9	3.4	5.3	2.4	4.5
B737-300	40.0	2.1	0.3	4.6	4.9	4.0	4.4	1.6	0.3	4.6	4.9	3.8	4.2
B737-400	40.0	2.0	0.3	4.8	5.1	4.0	4.4	1.5	0.3	4.8	5.1	3.8	4.2
B737-500	40.0	2.3	0.3	4.6	4.9	4.0	4.3	1.8	0.3	4.6	4.9	3.8	4.2
737-600	40.0	2.5	1.5	3.5	4.9	2.9	4.4	2.0	1.5	3.5	4.9	2.7	4.3
737-600 w/Winglets	40.0	2.2	1.5	3.4	4.9	2.8	4.3	1.7	1.5	3.4	4.9	2.7	4.2
737-700	40.0	2.5	1.5	3.6	5.1	2.9	4.5	2.0	1.5	3.6	5.1	2.8	4.3
737-700 w/Winglets	40.0	2.1	1.5	3.5	5.0	2.8	4.4	1.6	1.5	3.5	5.0	2.7	4.2
737-800	40.0	1.8	1.5	3.6	5.1	2.8	4.4	1.3	1.5	3.6	5.1	2.7	4.2
737-800 w/Winglets	40.0	1.4	1.5	3.5	5.0	2.7	4.3	0.9	1.5	3.5	5.0	2.5	4.1
737-900	40.0	1.3	1.5	3.6	5.1	2.7	4.3	0.8	1.5	3.6	5.1	2.5	4.1
737-900 w/Winglets	40.0	1.0	1.5	3.5	5.0	2.6	4.2	0.5	1.5	3.5	5.0	2.4	4.0
737 MAX 7*	40.0	1.6	1.7	3.4	5.1	2.7	4.5	1.1	1.7	3.4	5.1	2.6	4.3
737 MAX 8 Tail Skid 1	40.0	2.0	1.7	3.7	5.4	2.9	4.6	1.5	1.7	3.7	5.4	2.7	4.5
737 MAX 9	40.0	2.3	1.6	3.9	5.6	3.0	4.8	1.8	1.7	3.9	5.6	2.9	4.6
737 MAX 10*	40.0	2.2	1.6	4.0	5.6	3.1	4.7	1.4	1.6	3.9	5.5	2.8	4.5
737 MAX 8 Tail Skid 2	40.0	2.1	1.7	3.7	5.4	2.9	4.7	1.7	1.7	3.8	5.4	2.8	4.5
747-400	30.0	2.5	3.7	7.9	11.6	6.4	10.3	2.0	3.7	7.9	11.6	6.1	10.1
747-8	30.0	2.6	3.7	8.3	12.0	6.6	10.6	2.1	3.7	8.3	12.0	6.3	10.3
747-8F	30.0	2.8	3.9	8.3	12.1	6.6	10.7	2.3	3.9	8.3	12.1	6.3	10.4
777-200LR	30.0	1.3	2.0	7.4	9.4	6.0	8.1	0.9	2.0	7.5	9.5	5.8	7.9
777F	30.0	1.5	2.0	7.5	9.5	6.1	8.2	1.0	2.0	7.6	9.5	5.9	8.0
777-300ER	30.0	2.1	1.9	8.3	10.3	6.7	8.8	1.6	1.9	8.4	10.3	6.4	8.5
777-9*	30.0	1.5	2.0	8.0	10.0	6.3	8.4	1.0	2.0	8.0	10.0	6.0	8.1
787-8	30.0	1.4	2.5	5.8	8.3	4.6	7.2	0.9	2.5	5.8	8.3	4.3	7.0
787-9	30.0	2.2	2.5	6.4	8.9	5.1	7.7	1.7	2.5	6.5	8.9	4.8	7.5
787-10	25.0	1.6	3.5	6.3	9.9	4.9	8.5	1.1	3.5	6.4	9.9	4.6	8.2
757-200	30.0	2.5	2.4	5.3	7.7	4.3	6.8	2.0	2.4	5.3	7.7	4.1	6.6
757-300	30.0	2.2	2.4	5.5	7.9	4.3	6.8	1.7	2.4	5.6	7.9	4.1	6.6
767-200/200ER	30.0	2.8	2.1	5.6	7.8	4.6	6.8	2.3	2.1	5.6	7.8	4.4	6.6
767-300/300ER	30.0	2.7	2.1	5.9	8.0	4.7	6.9	2.2	2.1	5.9	8.0	4.5	6.7
767-400	30.0	2.5	2.1	6.1	8.2	4.8	7.0	2.0	2.1	6.1	8.2	4.5	6.7
DC-8-63	50.0	-0.5	2.1	4.0	6.1	2.8	5.0	-1.0	2.1	4.0	6.1	2.5	4.8
DC-8-61/71	50.0	-2.5	2.2	3.0	5.2	1.8	4.1	-3.0	2.2	3.0	5.2	1.5	3.8
DC-8-72	50.0	0.5	2.1	4.2	6.3	3.2	5.4	0.0	2.1	4.2	6.3	3.0	5.2
DC-8-73	50.0	-0.3	2.1	4.1	6.2	2.9	5.1	-0.8	2.1	4.1	6.2	2.6	4.8
DC-9-10	50.0	-2.7	2.1	1.9	3.9	1.2	3.4	-3.2	2.1	1.9	3.9	1.1	3.3
DC-9-20	50.0	2.8	1.9	3.3	5.2	2.7	4.6	2.3	1.9	3.3	5.2	2.5	4.5
DC-9-30	50.0	2.4	1.9	3.4	5.3	2.7	4.6	1.9	1.9	3.4	5.3	2.5	4.5
DC-9-33	50.0	1.4	1.9	3.2	5.1	2.4	4.4	0.9	1.9	3.2	5.1	2.3	4.3
DC-9-40	50.0	1.1	1.9	3.2	5.1	2.4	4.4	0.6	1.9	3.2	5.1	2.2	4.2
DC-9-50	50.0	2.7	1.9	3.8	5.7	3.0	4.9	2.2	1.9	3.8	5.7	2.8	4.8
DC-10-30	50.0	3.6	5.9	4.0	9.9	3.0	8.7	3.1	5.9	4.0	9.9	2.8	8.4
DC-10-40	50.0	4.0	5.9	4.2	10.1	3.2	8.8	3.5	5.9	4.2	10.1	3.0	8.6
MD-11	50.0	2.2	5.7	3.7	9.5	2.6	8.1	1.7	5.7	3.7	9.5	2.4	7.8
MD-80/81/82/83/88	40.0	2.6	1.9	4.4	6.2	3.4	5.3	2.1	1.9	4.4	6.2	3.2	5.2
MD-87	40.0	2.9	1.9	4.2	6.1	3.4	5.3	2.4	1.9	4.2	6.1	3.2	5.1
MD-90	40.0	2.2	1.9	4.4	6.2	3.3	5.2	1.7	1.9	4.4	6.2	3.0	5.0

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