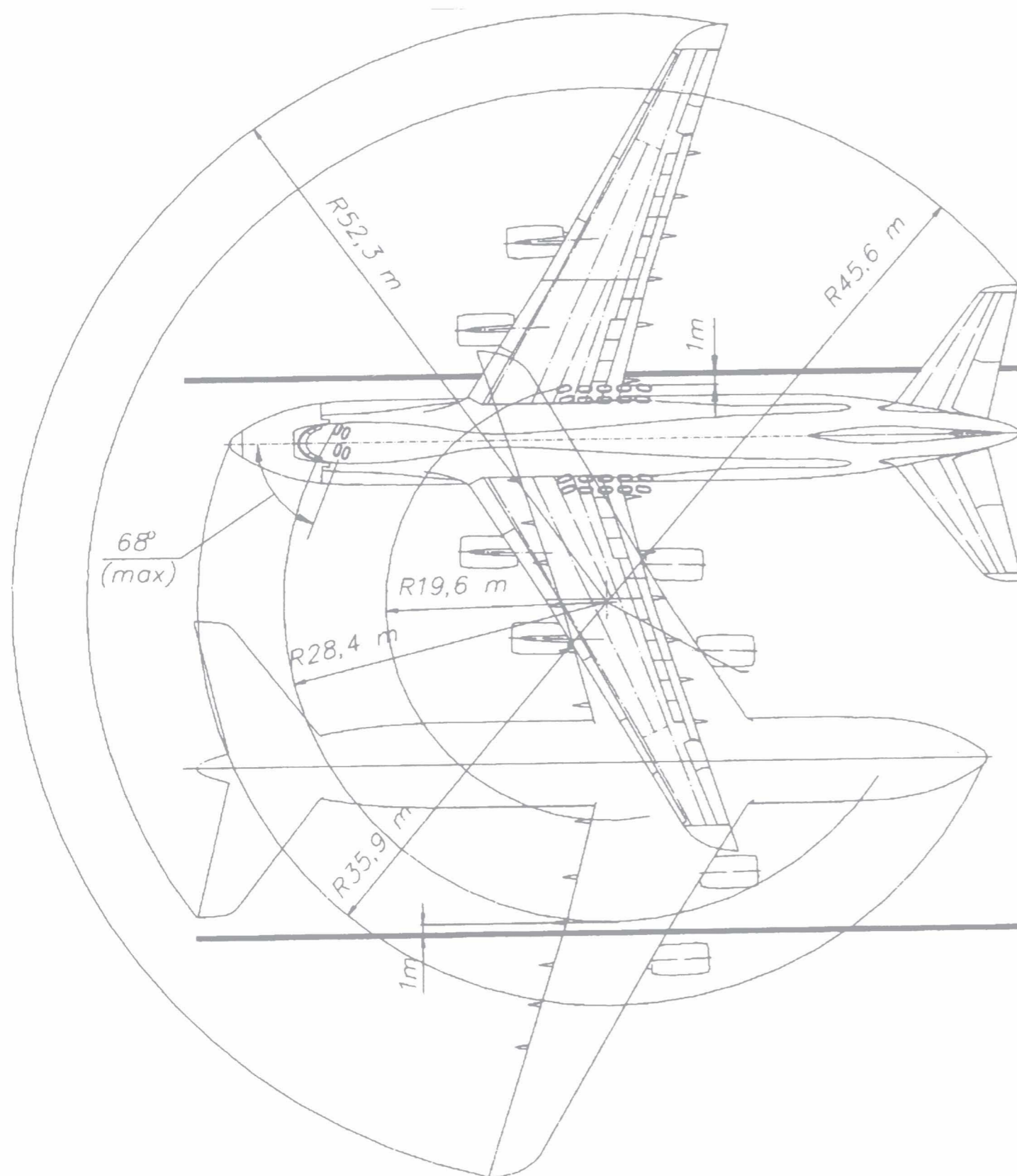


AIRCRAFT CHARACTERISTICS



Weight

Max. Take-Off Weight (MTOW): 392 Tons
 Max. Payload (2.5g): 120 Tons
 Zero Fuel Aircraft Weight: 184 Tons
 Max Fuel Reserve: 214 Tons

Engines

Type: D-18T
 Number x Thrust: 4x23,400kg
 Four Lotarev D-18T turbofans each producing 225.5kN (51.590lb) of thrust. An auxiliary power unit is carried in the aft section of the main loading gear sponson to provide electrical and hydraulic systems requirements on the ground and to enable self-starting of main engines. "Polet" AN-124-100s comply with the requirements specified in Chapter 3 of the International Standards and Recommended Practices Environmental Protection, annex 16 to the Convention on International Civil Aviation.

Opening Capabilities

Cruising Speed (Max Range): 405–460kts
 Cruising Altitude (Max Range): 35,000ft

Practical Range with:

Reserves: 200nm + 30' + 5%
 Payload of 120 Tons: 1890nm
 Payload of 80 Tons: 3131nm
 Payload of 50 Tons: 4400nm
 Payload of 40 Tons: 6857nm
 With Max. Fuel Reserve: 6857nm

Required RW Length at MTOW

ISA (International Standard Atmosphere), SL: 2,300m
 ISA + 15OC @ SL (sea level): 2,500 m

Flight Crew

Two pilots
 Two flight engineers
 Navigator
 Radio operator

Landing Gear

Main landing gear: 8m
 Landing gear base: 22.9m
 Wheels: 5 bogies each side, 2 tyres each
 Steering: via main nose gear
 Radius of turn: 25m
 Min. runway width of landing: 35m
 Max. angle of glide path roll 4 30'

Environmental Conditions

Outside air temperature: -50OC to +50OC
 Outside relative Humidity: <98% at 35OC
 Max. operational Mach number 0.78
 Max. airfield altitude 2500m

Cargo Cabin Dimensions (See figure 1)

Ruslan Weights and Measures

Wingspan: 73.3m/240 ft 5in
 Length: 69.1m/226ft 8in
 Height: 20.8m/68ft 2in
 Wing Area: 628m²/6,757ft²
 Max. payload: 120,000kg/264,600 lb
 Max. fuel weight: 213,000kg/469,665lb
 Max. cruising speed: 467kt 865km/hr
 537mph

Normal cruising speed: 432–459kt
 750–850km/hr 497–528mph
 Approach speed: 124–140kt 240–290km/hr
 143–162mph
 Take-off distance at max. take-off weight: 3,000m/9,850ft
 Landing run at max. landing weight: 1,800m/5,900ft
 Range with max. payload: 4,500km/2,796 miles

CAPABILITIES

"Kneeling"

The AN-124 is capable of kneeling on the nose or main undercarriage in order to bring the sill height within 1.4m of the ground, with a shallow 3O angle from the sill down to the ground. The kneeling process takes 3 minutes to lower and 6.5 minutes to raise the aircraft.

Airborne Handling Cranes

Two overhead traveling cranes are fitted, allowing non wheeled loads of up to 20 tons to be brought on board without any external lifting equipment. Two winches are fitted for towing wheeled vehicles onto the aircraft. These winches allow a max tension of 29.4kN on the rope. Ramp Loading Capacity
 The rear ramp can carry 5 tons during flight.

Ground Maneuverability (See figure 2)

Cargo Cabin

Length: 36.5 m/118ft 8in
 Width: 6.4m/21ft
 Height: 4.4/14ft 5in
 Volume: 1,027.8m³/35,931ft³

SYSTEMS

Flight Control System

Manual control system includes

- automatic control systems
- actuators of control surface
- control system mechanical linkage
- control trimming system

Automatic control system includes:

- automatic control loading for elevator and ailerons
- stability augmentation system for elevator and rudder
- trim and balance system for elevator
- gear ratio system for elevator and rudder
- flight limit control restriction system for elevator

Communications

- Two HF radios with an Automatic Link Establishment (ALE controlled by an Automatic Radio Control System (ARCS) with protective measures
- An EPIRB/PLB locator/homer
- A crew communications control and management system capable of providing full speak/listen facilities
- Two IFF transponders will be fitted to IFF Modes 1, 2, 3, A/C 4, Mode C level 2 Two

VHF radio stations 8.33 Khz

• "Polet" was the first operator to equip its AN-124-100s with a unique "AERO MINI-M" satellite communication system. The system provides data, fax and voice communication capabilities in flight conditions allowing stable contact of flight crew with the company offices.

Navigation

- ARINC 429 databus integrated by Aviapribor
- Long Range Navigation System (LRNS)
- Three HG 2050 Inertial Navigation Systems (INSs), each which may be integrated with a Global Positioning System

Short Range and Other Navigation Aids

- Twin Air to Air and Air to Ground TACAN (X and Y channels)
- Twin VOR/DME to comply with ICAO FM broadcast interference immunity standards – Primus II
- A dual multi-mode precision approach with ILS
- Twin ADF and V/UHF DF
- Two sets of independent Radar Altimeters (systems)
- Two digital, 3-axis autopilot with altitude, climb/descend and speed holds capable of Cat I ILS
- Altitude Alerting System
- Enhanced Ground Proximity Warning System (TCAS II) – TCAS 2000
- An ELT 96 Emergency Locator Transmitter
- A low power, anti-collision and whether color radar with a ground mapping facility

Electrical System (MIL-STD-704D)

- Primary three-phase 115/200V 400Hz AC electric power system
- Secondary three-phase 36 V 400Hz AC electric power system
- Secondary 27V DC electric power system
- Emergency AC and DC electric power systems.

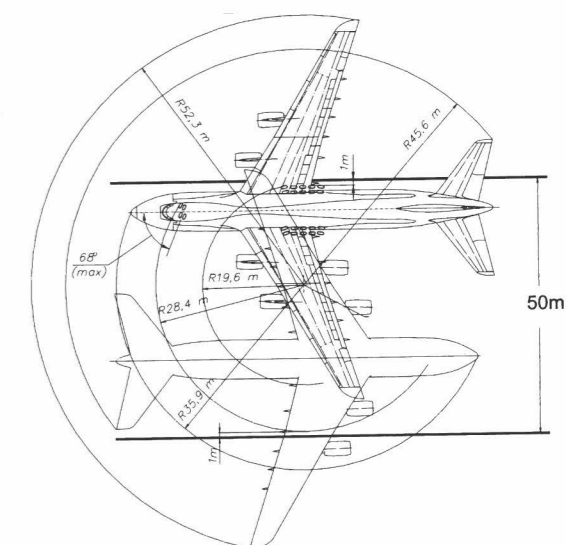


Fig.2 Ground Maneuverability

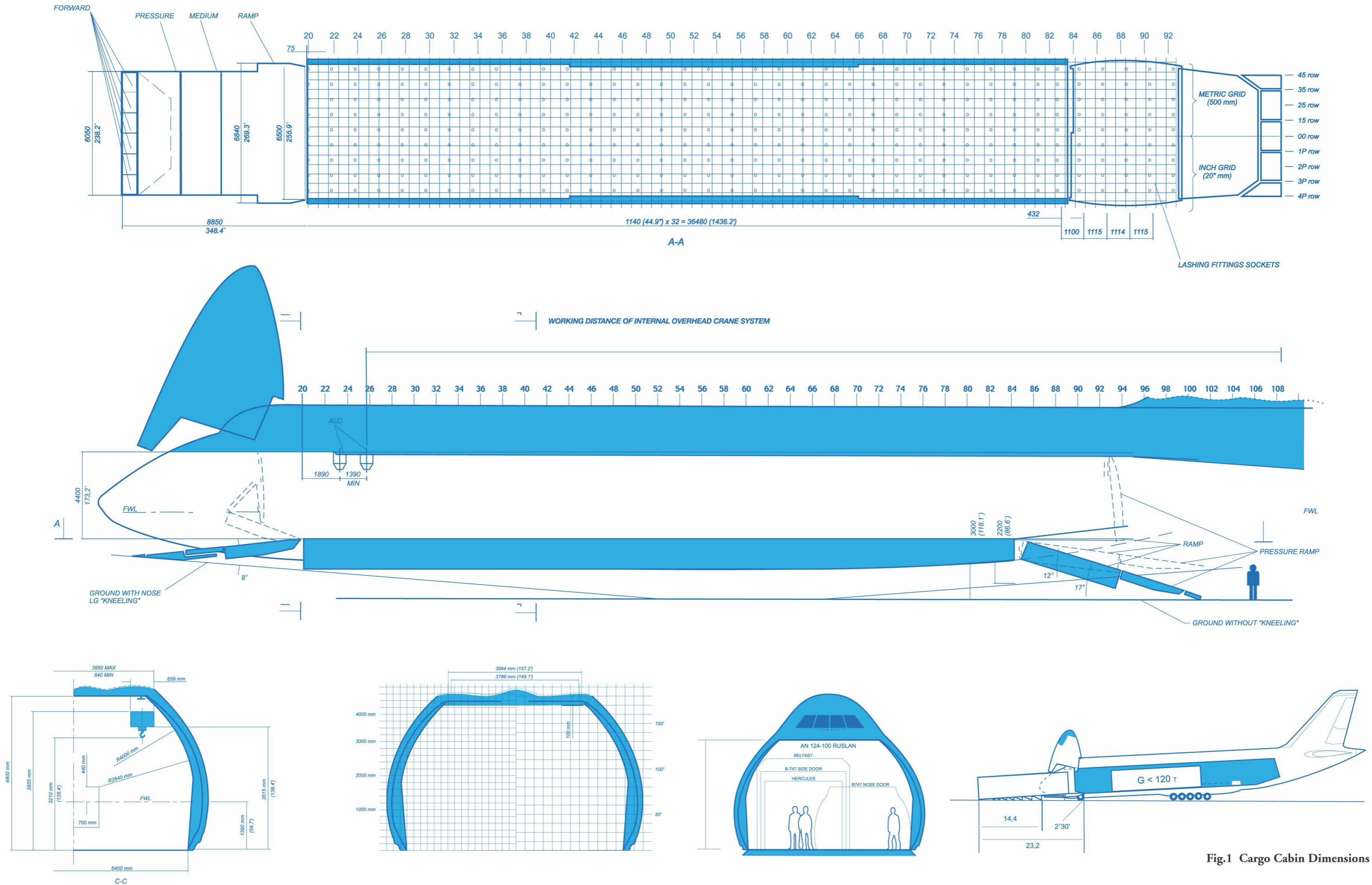


Fig.1 Cargo Cabin Dimensions