

Passenger-to-freighter conversion programmes have been announced for the A320 family and 767-300s in the last few months. Some initial details of the P-to-F proposals are included here.

New A320/321 & 767-300 P-to-F conversion programmes

The latter half of 2014 has seen the launch of new freight conversion programmes. In September PACAVI Group announced that it is developing a passenger-to-freighter (P-to-F) conversion for A320s and A321s. In October Wagner Aeronautical Inc announced plans to develop a conversion for 767-300s.

PACAVI A320/321 Freighter Lite

PACAVI is collaborating with the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) to determine the technical requirements necessary to achieve a supplemental type certificate (STC) for A320 and A321 P-to-F conversions.

AerCap subsidiary Aeroturbine will perform the physical conversion work at its facility in Goodyear, Arizona.

An A320 Freighter Lite will accommodate up to 10 88-inch x 125-

inch x 82-inch unit load devices (ULDs) on its main deck plus an additional half-size ULD.

This will provide a containerised main deck volume of 3,860 cubic feet (cu ft).

An A320 Freighter Lite could have a gross structural payload of up to about 46,300lbs (21t).

An A321 Freighter Lite will accommodate up to 13 88-inch x 125-inch x 82-inch ULDs on its main deck plus an additional half-size ULD.

This will provide a main deck containerised volume of 5,044 cu ft.

An A321 Freighter Lite could have a gross structural payload of up to about 55,100lbs (25t).

PACAVI will acquire aircraft, convert them and then offer them for sale or lease.

The AdviseAer arm of Aeroturbine will source passenger-configured A320s and A321s that will become the future feedstock for the conversion programme.

The first A320/321 Freighter Lites are

expected to be delivered by 2017 or earlier.

It is currently the only conversion programme for A320 family aircraft.

An OEM conversion programme was cancelled several years ago.

The A320 Freighter Lite is likely to compete with 737 classic conversions offered by Aeronautical Engineers Inc (AEI), IAI Bedek and Pemco.

The main competition for the A321 Freighter Lite is likely to be AEI's 737-800 conversion programme, and the 757 conversions offered by Precision Aircraft Solutions and ST Aerospace.

Wagner Aeronautical 767-300

Wagner Aeronautical has come to a licensing agreement with Boeing that will allow it to develop an STC for 767-300 P-to-F conversions. The agreement also covers the 767-300ER.

Wagner Aeronautical believes there is solid demand for converted 767-300s. It faces competition from IAI Bedek, which also markets a conversion programme for non-ER 767-300s.

Should Wagner Aeronautical also convert 767-300ERs, it will be in competition with IAI Bedek and Boeing.

There are now only 72 767-300s in service. It is considered that the 767-300 freighter would provide an economic replacement to the A300B4F. [AC](#)

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A passenger-to-freighter programme for the A320/321 has become available again. Following the cancellation of an OEM programme, PACAVI has announced its intention to develop a STC for the A320/321.