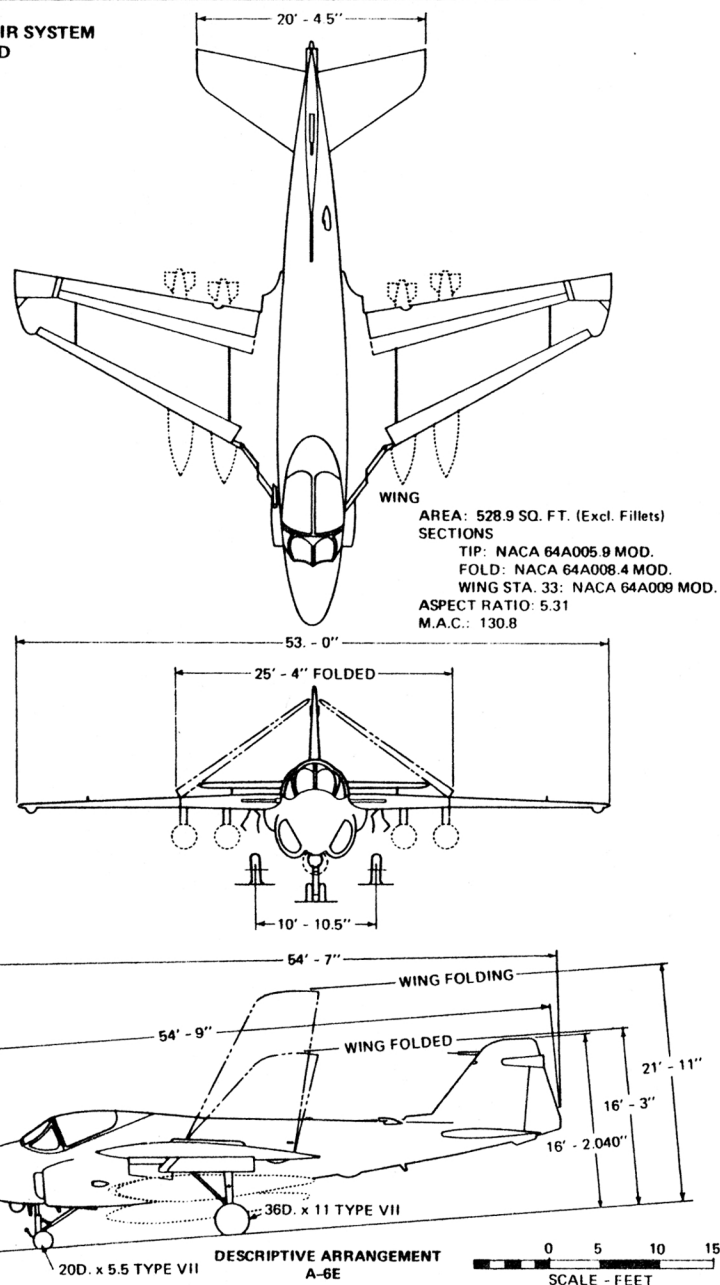
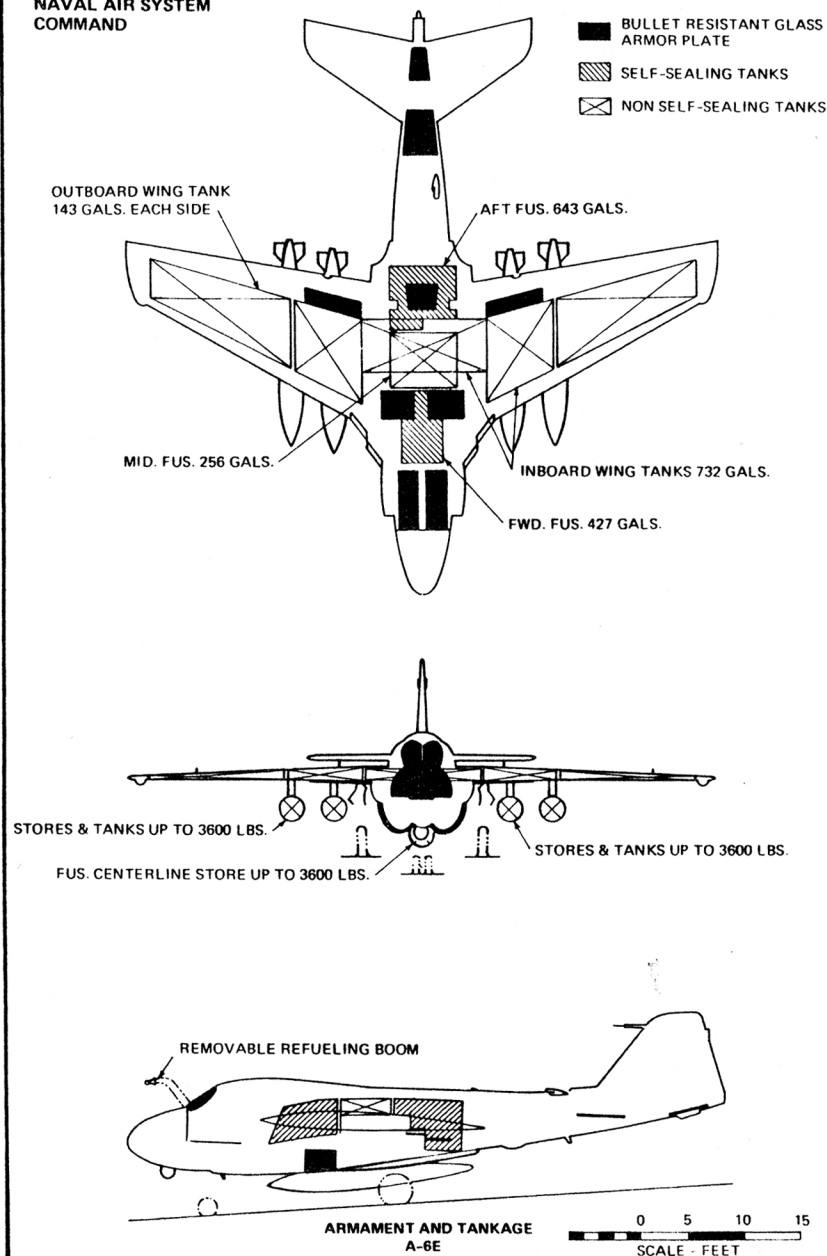




STANDARD AIRCRAFT CHARACTERISTICS

A-6E (TRAM) INTRUDER

GRUMMAN

NAVAL AIR SYSTEM
COMMANDNAVAL AIR SYSTEM
COMMAND

A-6E (TRAM)

POWER PLANT	MISSION AND DESCRIPTION	WEIGHTS																																																						
Number and Model _____ (2) J52-P-8B Manufacturer _____ Pratt & Whitney Engine Specification No. _____ N-1844B Type _____ Twin-Spool Axial-Flow Augmentation _____ None Length _____ 117 in. Ejector Diameter _____ 20.44 in. Diameter of Nacelle Base _____ 21.00 in. Nacelle Base Area (Each) _____ 0.127 sq. ft. Dry Weight _____ 2118 lb	<p>The A-6E/TRAM is a medium-size, high subsonic, low-altitude, two place attack aircraft, capable of providing accurate weapon delivery in all weather, in day or night. It contains all weather multi-mode radar, infrared-television type imagery, laser guided weapon delivery, and self-contained inertial navigation.</p> <p>The combination of long range, high endurance and heavy payload capability allows strikes against heavily-defended fixed targets. At light gross weights the A-6E can operate from short, unprepared fields, in close support of ground troops.</p> <p>An integrated attack-navigation system coupled with a two man, side-by-side crew allow the A-6E to find, track, and destroy small moving targets in all weather conditions. Pilot and B/N displays provide terrain avoidance, radar and FLIR* information, AMTI* and landing assistance in all conditions.</p> <p>Irreversible hydraulic flight controls are provided. Longitudinal control is effected by an all-movable stabilizer. Lateral control is provided by flaperons, while a conventional rudder is used for directional control.</p> <p>High lift devices are slotted flaps and leading edge slats. Anti-skid brakes on main wheels are provided. Nose wheel tow catapulting is used. Speed brakes are located on each wing tip. Side-by-side zero/zero ejection seats are provided for the pilot and bombardier/navigator.</p> <p>Power wing-folding is provided. The engines may be removed and serviced by removal of fuselage fairing panels.</p> <p>*Forward Looking Infrared Receiver +Airborne Moving Target Indicator</p>	<table border="1"> <thead> <tr> <th>LOADINGS</th> <th>LBS</th> <th>L.F.</th> </tr> </thead> <tbody> <tr> <td>Empty</td> <td>26,456*</td> <td></td> </tr> <tr> <td>Basic Hi-Lo-Lo-Hi</td> <td>27,888**</td> <td></td> </tr> <tr> <td>Design</td> <td>36,526</td> <td>6.5/6.0***</td> </tr> <tr> <td>Combat Hi-Lo-Lo-Hi</td> <td>45,907</td> <td></td> </tr> <tr> <td>Max. Take-Off</td> <td></td> <td></td> </tr> <tr> <td>Field</td> <td>60,400</td> <td></td> </tr> <tr> <td>Catapult</td> <td>58,600[‡]</td> <td></td> </tr> <tr> <td>Max. Landing</td> <td></td> <td></td> </tr> <tr> <td>Field</td> <td>45,000[†]</td> <td></td> </tr> <tr> <td>Arrested</td> <td>36,000</td> <td></td> </tr> </tbody> </table> <p>All weights are based on SD 534-5-7 Detail Specification. *Weight based on actual weighing of No. 96 A-6E/TRAM aircraft configured as above (A-6E/TRAM Actual Weight and Balance Report No. WT-128R-1518) **Base Weight includes Chaff for ALE-39 ***Wing tip brakes extended [†] Minimum rate of descent</p>	LOADINGS	LBS	L.F.	Empty	26,456*		Basic Hi-Lo-Lo-Hi	27,888**		Design	36,526	6.5/6.0***	Combat Hi-Lo-Lo-Hi	45,907		Max. Take-Off			Field	60,400		Catapult	58,600 [‡]		Max. Landing			Field	45,000 [†]		Arrested	36,000																						
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PERFORMANCE SUMMARY

TAKE-OFF LOADING CONDITION	① HI-HI-HI (4) Pylons + Tram System Removed	③ HI-HI-HI (4) Pylons Removed	⑤ HI-LO-LO-HI (1) B-43 + (4) 300 Gal. Drop Tanks	⑦ HI-LO-LO-HI (4) MK-55 Mines (Faired)	⑨ LO-LO-LO (18) MK-82 Snakeyes + (2) 300 Gal. Drop Tanks*	⑪ FERRY RANGE (5) 300 Gal. Drop Tanks
TAKE-OFF WEIGHT lb.	42,797	43,266	54,719	52,003	59,129	54,842
Fuel internal/external (JP-5) lb./lb.	15,939/0	15,939/0	15,939/8020	15,939/0	15,939/4010	15,939/10,025
Payload lb.	0	0	2080	8176	10,296	0
Wing loading lb./sq. ft.	80.9	81.8	103.5	98.3	111.8	103.7
Stall speed—power-off/take-off power kn.	107/93	107/94	125/114	122/110	130/119	125/114
Max. effort Take-off run at S.L.—calm/25 kn. wind ft.	1650/1130	1710/1180	3890/2850	3350/2460	4820/3630	3920/2890
Max. effort Take-off to clear 50 ft.—calm/25 kn. wind ft.	2270/1750	2340/1800	4530/3525	3970/3080	5520/4330	4560/3550
Max. speed/altitude (A) kn./ft.	571/S.L.	568/S.L.	526/S.L.	492/5000	483/S.L.	525/S.L.
Rate of climb at S.L. (A) fpm.	10020	8950	5330	4650	3850	5300
Time: S.L. to 20,000 ft. (A) min.	2.4	2.7	5.0	5.9	7.5	6.1
Time: S.L. to 30,000 ft. (A) min.	4.2	4.7	10.0	12.5	18.0	10.1
Service ceiling (100 fpm) (A) ft.	44,800	44,200	37,200	35,500	31,800	37,200
Combat range (B) n.mi.	2138	1989	2450	1003	1312	2823 (F)
Average cruising speed kn.	415	417	412	405	405	412
Cruising altitude(s) ft.	37,500 - 44,250	37,500 - 44,250	33,500 - 41,000	33,500 - 37,250	27,250 - 35,500	33,500 - 42,750
Combat radius/mission time (B) n.mi./hr.	1019/4.97	949/4.64	763/4.47 (D)	454/2.53 (E)	383/2.98	2380/5.83 (G)
Average cruising speed kn.	416	416	342	366	264	408
A-6E Buddy receiver radius/mission time n.mi./hr.	1541/7.69	1454/7.29	1230/6.95	946/5.19	575/4.66	3191/8.06
Tanker (C) refueling distance/fuel transferred n.mi./hr.	775/7292	752/7585	619/9800	578/10,460	309/10,130	616/9823
COMBAT LOADING CONDITION	② (4) PYLONS + TRAM SYSTEM REMOVED	④ (4) PYLONS REMOVED	⑥ (1) B-43	⑧ (4) MK-55 MINES (Faired)	⑩ (18) MK-82 SNAKEYES*	⑫ TANKS OFF
COMBAT WEIGHT lb.	36421	36,890	45,907	45,627	50,753	43,827
Engine power	MILITARY	MILITARY	MILITARY	MILITARY	MILITARY	MILITARY
Fuel lb.	9563	9563	15,939	9563	11,969	15,939
Combat speed/combat altitude kn./ft.	498/40,500	500/40,100	560/S.L.	490/S.L.	500/S.L.	N/A
Rate of climb/combat altitude fpm/ft.	2200/40,500	2060/40,100	7670/S.L.	5460/S.L.	5280/S.L.	N/A
Combat ceiling (500 fpm) ft.	48,200	45,600	40,700	35,800	35,000	42,000
Rate of climb at S.L. fpm.	11,890	10,600	7670	5460	5280	8400
Max. speed at S.L. kn.	571	568	560	490	500	563
Max. Speed/altitude kn./ft.	571/S.L.	568/S.L.	560/S.L.	492/10,000	501/5000	563 S.L.
LANDING WEIGHT lb.	28,595	29,094	30,116	29,715	30,556	30,216
Fuel (B) lb.	1737	1767	2228	1827	2068	2328
Stall speed—power-off/approach power kn./kn.	87/83	88/83	90/84	89/84	90/85	90/84
Landing distance-groundroll/over 50 ft. obst. ft./ft.	1640/2460	1660/2480	1710/2530	1840/2660	1890/2710	1720/2540

NOTES

*Bombs loaded on M.E.R.

(A) Military Rated Power

(B) All missions are based on reserves using 5% of initial fuel plus fuel for 20 minutes maximum endurance at sea level.

(C) Inflight refueling rendezvous point was selected as that point in the mission where the receiver aircraft has sufficient fuel, plus standard reserves, to return to base if inflight refueling is not accomplished.

(D) 300 n.mi. Low leg at sea level and speed for best range

(E) 75 n.mi. Low leg at sea level and speed for best range

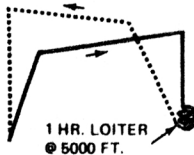
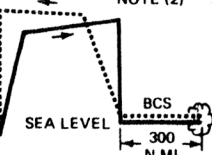
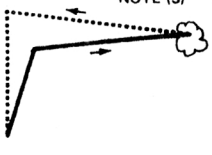
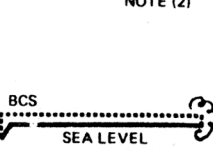
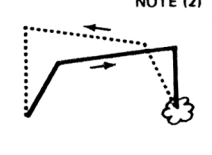
(F) Tanks dropped when empty

(G) Tanks retained

PERFORMANCE BASIS: NATC and contractor flight tests and estimated installed J52-P-8B engine performance.

SPOTTING: A total of 83 airplanes can be accommodated in the safe parking area on the flight and hangar decks of a CVA-19 class angled deck carrier.

MISSION SUMMARY — ALTERNATE LOADINGS

		CLOSE SUPPORT		HI-LO-LO-HI		HI-HI-HI		LO-LO-LO		HI-LO-HI		
												
EXTERNAL STORE LOADING		T.O.G.W.	COMBAT RADIUS n. mi.	MISSION TIME hr.	COMBAT RADIUS n. mi.	MISSION TIME hr.	COMBAT RADIUS n. mi.	MISSION TIME hr.	COMBAT RADIUS n. mi.	MISSION TIME hr.	COMBAT RADIUS n. mi.	MISSION TIME hr.
13	(28) MK-82 LDGP*	60,507	273	2.37	—	—	525	2.68	278	2.22	448	2.31
14	(22) MK-82 LDGP*	56,947	328	2.63	—	—	581	2.97	293	2.30	495	2.55
15	(8) MK-83 LDGP + (1) 300 Gal. Tank*	54,910	537	3.62	—	—	793	3.94	374	2.82	693	3.47
16	(12) MK-20 Rockeye II + (3) 300 Gal. Tanks*	56,476	716	4.56	528	3.41	967	4.85	461	3.50	869	4.39
17	(4) Harpoon + (1) 300 Gal. Tank**	50,666	585	3.84	374	2.69	845	4.19	384	2.95	738	3.66
18	(4) MK-84 LDGP + (1) 300 Gal. Tank	54,030	604	3.92	403	2.73	865	4.27	398	2.94	762	3.76
19	(12) MK-82 Snakeyes + (4) MK-20 Rockeye II + (1) 300 Gal. Tank*	56,574	421	3.11	—	—	671	3.42	334	2.64	583	2.99
20	(6) MK-83 LDGP + (3) 300 Gal. Tanks*	57,196	752	4.74	563	3.60	1001	5.05	477	3.57	902	4.53
21	(18) MK-82 LDGP + (2) 300 Gal. Tanks*	58,913	561	3.76	399	2.81	813	4.07	401	3.06	722	3.62
22	(4) MK-83 LGB	48,207	503	3.44	—	—	766	3.80	338	2.61	654	3.24

NOTES

* Bombs Loaded on M.E.R.

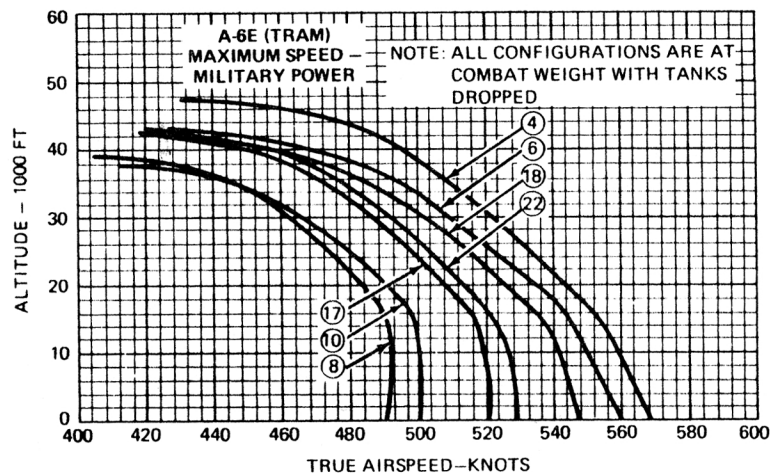
** Future Store Load

1. All missions are based on reserves using 5% of total initial fuel plus fuel for 20 minutes maximum endurance at sea level.
2. Mission includes 5 minute military power combat at sea level with stores on.
3. Mission includes 5 minutes military power combat at best cruise altitude with stores on.

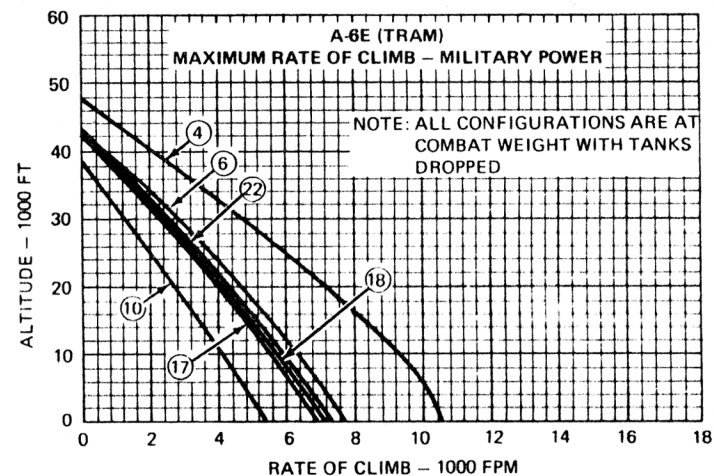
4. BCS — Best Cruise Speed

5. External Fuel Tanks dropped when empty.

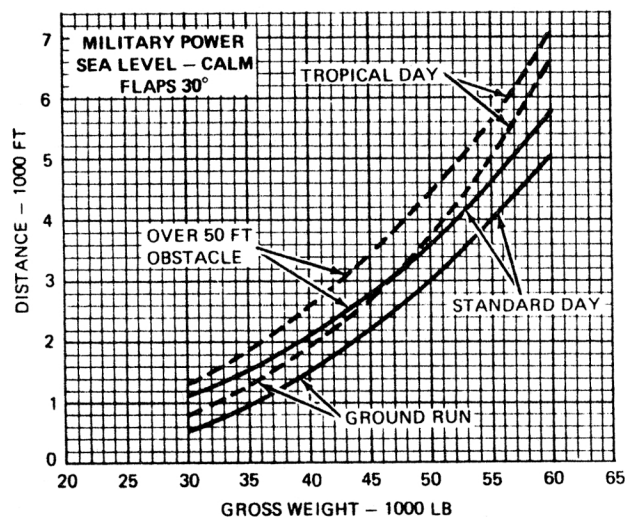
SPEED



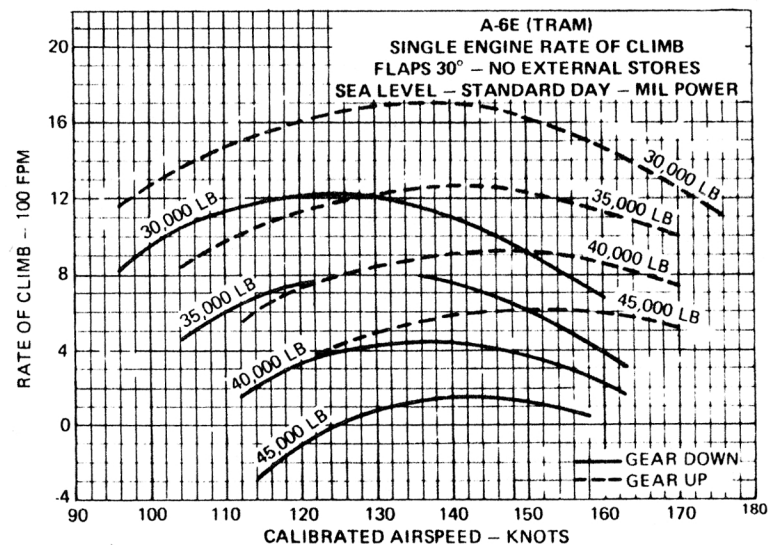
CLIMB



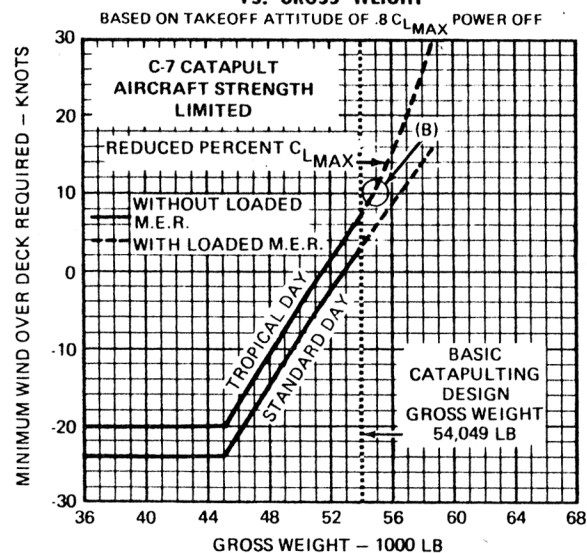
TAKE-OFF



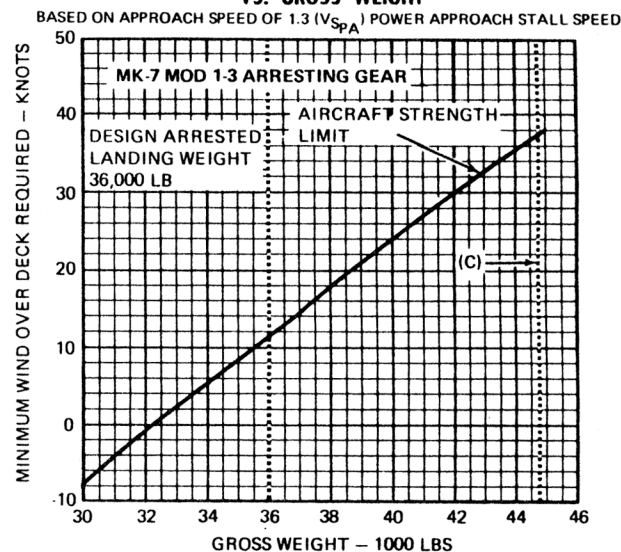
CLIMB



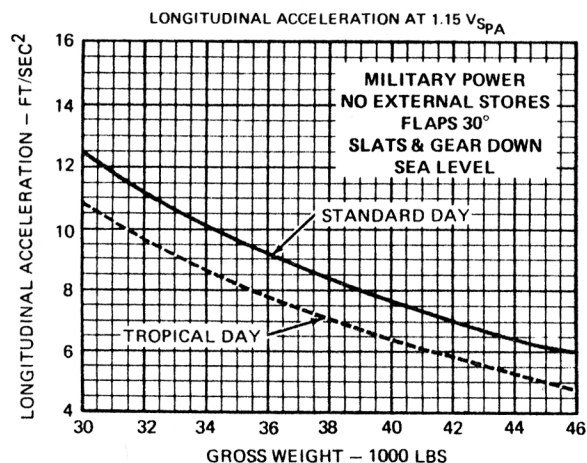
MINIMUM WIND OVER DECK REQUIRED FOR CATAPULTING VS. GROSS WEIGHT



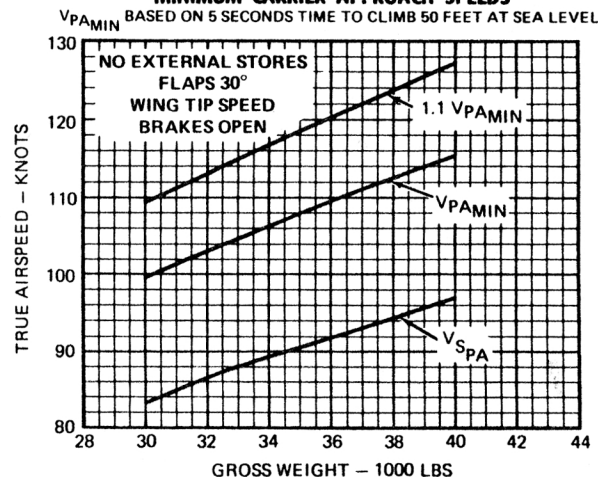
MINIMUM WIND OVER DECK REQUIRED FOR ARRESTING VS. GROSS WEIGHT



WAVE-OFF ACCELERATION



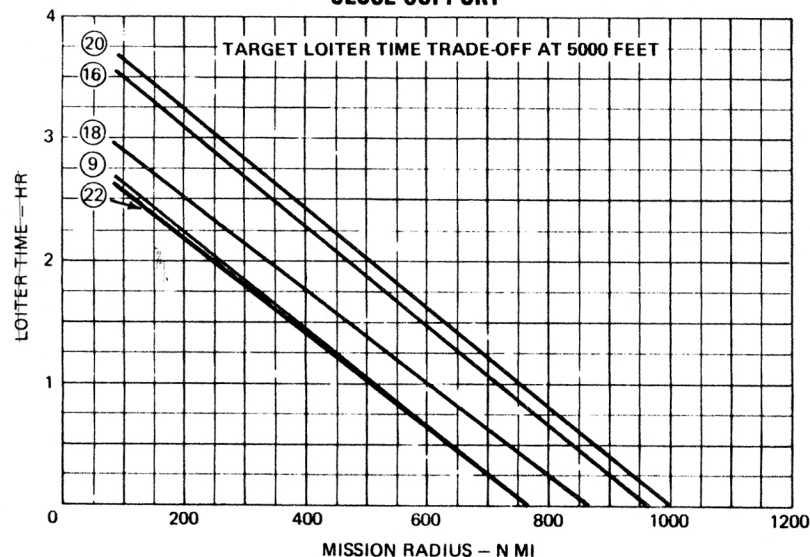
MINIMUM CARRIER APPROACH SPEEDS



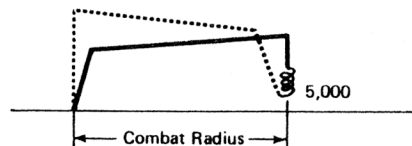
NOTES

- (A) These curves should be used for planning purposes only. Actual catapulting and arresting gear operation should be in accordance with applicable Aircraft Technical Orders, and Catapult and Arresting Gear Bulletins.
- (B) Maximum weight for tropical day at .8 CL_{MAX}. Above this weight, percent CL_{MAX} is reduced to maintain constant 2.1 ft/sec² longitudinal acceleration.
- (C) Maximum weight, 44,800 LB, for tropical day longitudinal acceleration of 5.0 ft/sec² at 1.15 V_{SPA} (speed brakes retracted).
- (D) Flap deflection, for catapulting $\delta_F = 30^\circ$, for arresting $\delta_F = 30^\circ$ (wing tip speed brakes extended).

CLOSE SUPPORT

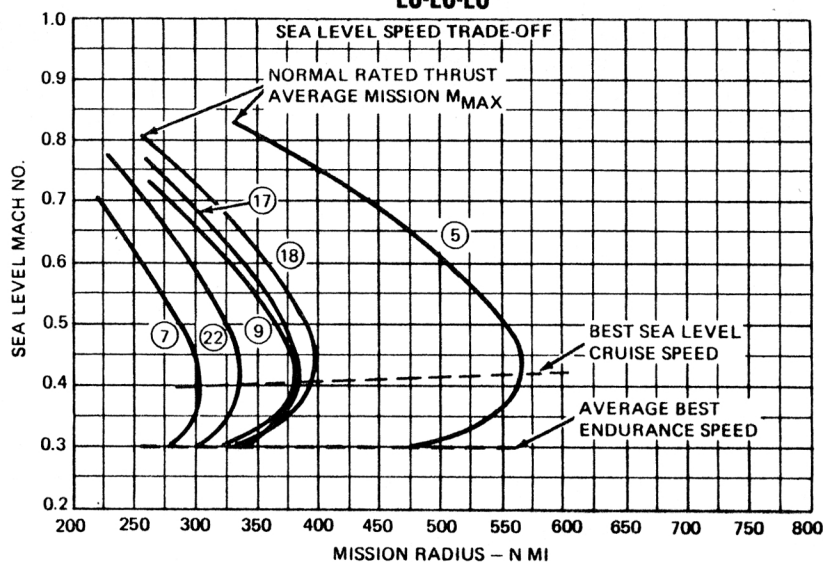


CLOSE SUPPORT

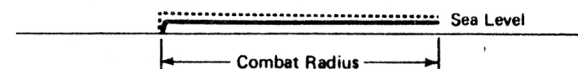


- Start up, taxi, takeoff: 5 minutes with normal rated power (static) at sea level.
- Climb on course with military power to best cruise altitude.
- Cruise-out at speed for maximum range at best cruise altitude (drop external fuel tanks when empty).
- Descend to 5,000 feet altitude; no time, fuel or distance gained.
- Loiter at 5,000 feet at speed for maximum endurance over target.
- Drop stores on target.
- Climb on course with military power to best cruise altitude
- Cruise-back at speed for maximum range at best cruise altitude.
- Fuel allowance for reserve is 5% of initial fuel plus fuel required for 20 minutes at speed for maximum endurance at sea level, (both engines operating).

LO-LO-LO



LO-LO-LO



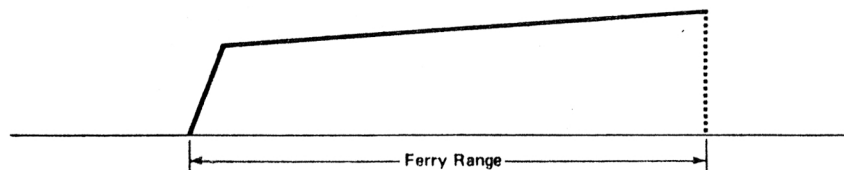
- Start up, taxi, takeoff: 5 minutes with normal rated power (static) at sea level.
- Cruise-out at speed for maximum range at sea level (drop external fuel tanks when empty).
- Military power operation with stores on for 5 minutes at target; no distance gained.
- Drop stores on target.
- Cruise-back at speed for maximum range at sea level.
- Fuel allowance for reserve is 5% of initial fuel plus fuel required for 20 minutes at speed for maximum endurance at sea level, (both engines operating).

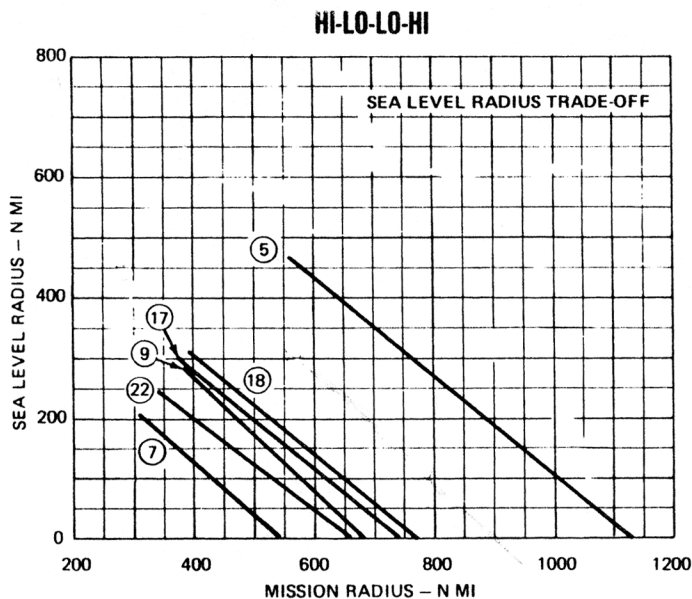
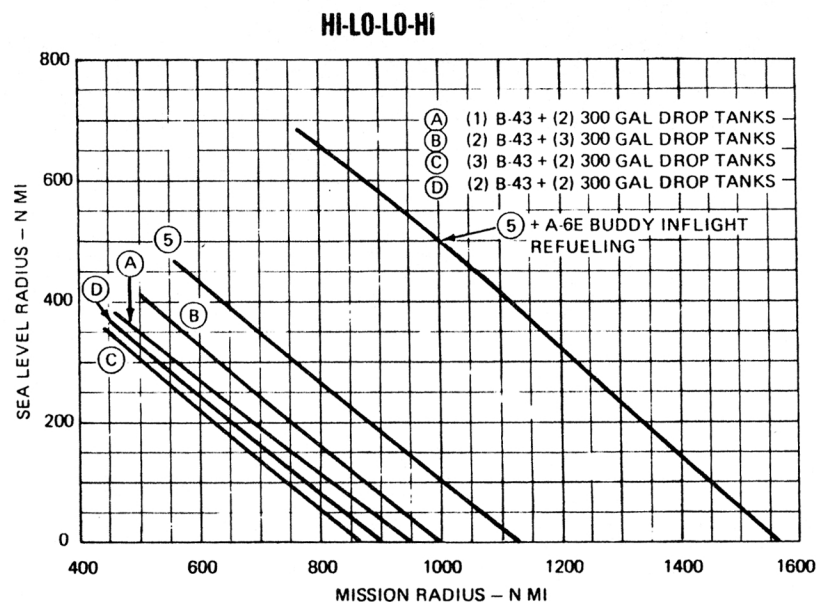
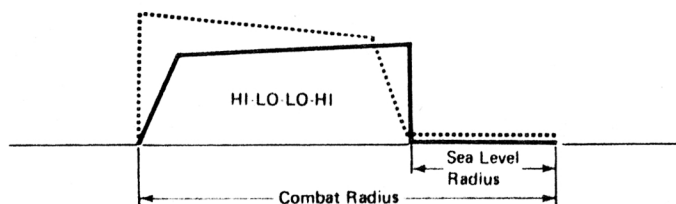
FERRY RANGE

			TANKS RETAINED		TANKS DROPPED WHEN EMPTY	
	T.O.G.W. (LBS)	FUEL (LBS)	RANGE (N MI)	TIME (HRS)	RANGE (N MI)	TIME (HRS)
No External Stores	43,827	15,939	1854	4.48	1854	4.48
(1) 300 Gal. Tank	46,030	17,944	2002	4.85	2084	5.04
(2) 300 Gal. Tanks	48,233	19,949	2162	5.30	2295	5.57
(3) 300 Gal. Tanks	50,436	21,954	2262	5.55	2487	6.02
(4) 300 Gal. Tanks	52,639	23,959	2303	5.65	2656	6.44
(5) 300 Gal. Tanks	54,842	25,964	2380	5.83	2823	6.85
(5) 300 Gal. Tanks + Buddy Inflight Refueling*	54,842	25,964	3191	8.06	3632	9.05

*Fuel Transferred = 9823 lbs; Transfer Radius = 616 n mi

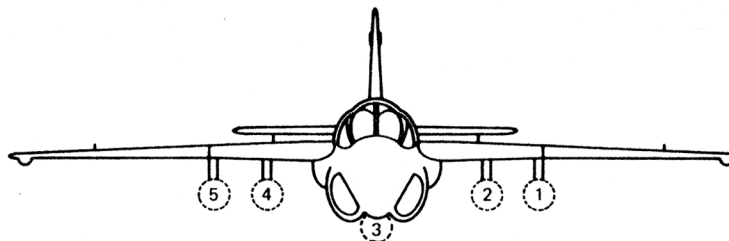
- Start up, taxi, takeoff; 5 minutes with normal rated power (static) at sea level.
- Climb on course with military power to best cruise altitude.
- Cruise-out at speed for maximum range at best cruise altitude.
- Fuel allowance for reserve is 5% of initial fuel plus fuel required for 20 minutes at speed for maximum endurance at sea level (both engines operating).





- Start up, taxi, takeoff: 5 minutes with normal rated power (static) at sea level.
- Climb on course with military power to best cruise altitude.
- Cruise-out at speed for maximum range at best cruise altitude (drop external fuel tanks when empty).
- Descent to sea level: no time, fuel or distance gained.
- Cruise-out at sea level to target at speed for maximum range.
- Military power operation with stores on for 5 minutes at target, no distance gained.
- Drop stores on target.
- Cruise-back at sea level from target at speed for maximum range.
- Climb on course with military power to best cruise altitude.
- Cruise-back at speed for maximum range at best cruise altitude.
- Fuel allowance for reserve is 5% of initial fuel plus fuel required for 20 minutes at speed for maximum endurance at sea level, (both engines operating).

STORE LOADING



STORE	DESIGNATION	QTY/STATION				
		1	2	3	4	5
BOMBS	MK 81, MK 82 LDGP/OR SEFF	6	5	6	5	6
	MK 36 DESTRUCTOR	6	5	6	5	6
	MK 83 LDGP OR SEFF	3	2	3	2	3
	MK 40 DESTRUCTOR	3	2	3	2	3
	MK 84 LDGP	1	1	1	1	1
	MK 82, GBU-12 OR KMU-388/B LGB	1	1	1	1	1
	MK 83, GBU-16 OR KMU-431/B LGB	1	1	1	1	1
	MK 84, GBU-10 OR KMU-351/B LGB	1	1	1	1	1
	MK 77 FIREBOMB	2	2	2	2	2
	MK 20 ROCKEYE II CLUSTER	6	5	6	5	6
	CBU-59/B APAM CLUSTER (on MER)	1	1	1	1	1
	CBU-72/B FAE CLUSTER	1	1	1	1	1
	B43, B57 OR B61 SPECIAL WEAPONS	0	1	1	1	0
	MK 76, MK 106 OR BDU 33 PB	6	6	6	6	6
	MK 86, MK 87 OR MK 124 PB	6	5	6	5	6
PRACTICE BOMBS	MK 88 PB	3	2	3	2	3
	BDU-6E, BDU-8/B OR BDU-11E PB	0	1	1	1	0
	BDU-12/B, BDU-20/C OR BDU-24 PB	0	1	1	1	0
	BDU-36/C OR MK 104 PB	0	1	1	1	0
ROCKET PODS	LAU-10/A ZUNI 4 RD 5.0 FFAR	3	3	0	3	3
	LAU-68 7 RD 2.75 FFAR	3	3	0	3	3
	LAU-61/A OR LAU-69/A 19 RD 2.75 FFAR	3	3	0	3	3
*FUTURE STORE LOAD						
STORE	DESIGNATION	QTY/STATION				
		1	2	3	4	5
MISSILES	AIM-9 D/G/H/L SIDEWINDER	1	1	0	1	1
	AGM-45A SHRIKE	1	1	0	1	1
	AGM-84 HARPOON*	1	1	0	1	1
MINES	MK 25, MK 36 OR MK 52	1	1	1	1	1
	MK 53, MK 55 OR MK 56	1	1	1	1	1
PYROTECHNICS	MK 24 OR MK 45 PARACHUTE FLARE	6	6	6	6	6
	MK 58 MARINE MARKER	6	6	6	6	6
DISPENSERS	SUU-44/A SONOBUOYS OR FLARES	2	0	0	0	2
	M129E OR MJU-5/B CHAFF	2	2	2	2	2
	ALE-37A CHAFF OR DECOY FLARES	4	3	0	3	4
	SUU-53A CHAFF OR DECOY FLARES	1	1	0	1	1
EXTERNAL TANKS	AERO ID 300 GAL FUEL	1	1	1	1	1
	D-704 REFUELING POD	0	0	1	0	0
MISC STORES	ADSID III SEISMIC SENSORS	6	6	6	6	6
	CTU-2A DELIVERY CONTAINER	1	0	1	0	1
	CNU-188/A BAGGAGE CONTAINER	1	1	1	1	1
	LB-31A STRIKE CAMERA POD	1	0	1	0	0
BOMB RACKS & MISSILE LAUNCHER	AERO 7A-3 EJECTOR (PARENT RACK)	1	1	0	1	1
	AERO 7B-3 EJECTOR (PARENT RACK)	0	0	1	0	0
	A/A37B-5 TER AUX RACK	1	1	1	1	1
	A/A37B-6 MER AUX RACK	1	1	1	1	1
	AERO 5A OR 5B MIS LCHR	1	1	0	1	1
	LAU-7A MIS LCHR W/ADU-299E ADAPTER	1	1	0	1	1
	128P11128-1 FUEL TANK ADAPTER	1	1	0	1	1