

**BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND**

**AIR MOBILITY COMMAND PAMPHLET 24-2
VOLUME 3, ADDENDUM A**



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Transportation

**CIVIL RESERVE AIR FLEET LOAD
PLANNING – BOEING B727 SERIES**

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This pamphlet series is intended as a load planning guide and provides the basic information, data, and technical specifications needed in order for planners (both long range and individual movement) to load plan aircraft in the Civil Reserve Air Fleet (CRAF). Equipment and methods listed are compatible with all CRAF aircraft and cargo areas discussed. **It must be noted that, unlike military cargo aircraft, civilian airframes are not standardized, and can vary widely, even within each carrier's fleet. Final approval, therefore, ultimately rests with the individual contractor providing airlift services to the DOD.** This pamphlet series enables application of DTR 4500.9-R, Defense Transportation Regulation – Part III Mobility, Appendix V, Aircraft Load Planning and Documentation; as well as AMCI 10-402, Civil Reserve Air Fleet (CRAF). The guidance contained herein is applicable to all USAF, AFRC, ANG and DOD agencies whenever they are charged with using the CRAF assets contained herein, in accordance with DOD, inter-service, and/or MAJCOM agreements.

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Chapter 1

GENERAL INFORMATION

1.1. Purpose. This pamphlet series is non-directive in nature. It provides the basic information, data, and technical specifications needed in order for planners to more efficiently and effectively load plan aircraft in the CRAF.

1.2. Scope. CRAF aircraft specifications listed herein are current as of the date of this printing. Equipment and methods listed are compatible with all CRAF aircraft and cargo areas discussed. **It must be noted that, unlike military cargo aircraft, civilian airframes are not standardized, and can vary widely, even within each carrier's fleet. Final approval, therefore, ultimately rests with the individual contractor providing airlift services to the DOD.**

1.2.1. Volume 3, Boeing. AMCPAM 24-2 Volume 3 deals specifically with aircraft manufactured by the Boeing Company. Boeing was first formed in 1916 as Pacific Aero Products Co, changing its name about a year later to the Boeing Airplane Co. Through several mergers over the years (the last being with McDonnell Douglas Corp in 1997), the Boeing Company has melded the companies founded by aerospace pioneers William Boeing, Donald Douglas, James McDonnell, James "Dutch" Kindelberger, and Howard Hughes Jr. As of the date of this publication, the Boeing Company has produced almost 17,000 commercial jet aircraft alone, with over 12,100 still in service.

1.3. Arrangement. This pamphlet series is designed for easy reference and access to the most commonly needed information for planning purposes. Essentially, Volume 1 will contain all information common to the entire CRAF program and most, if not all, carriers. Volumes 2 through 5 will contain information specific to a particular manufacturer's airframes, with each sub-volume addendum addressing a different series or type. Each can be referenced separately from another; however, each addendum needs to be used in conjunction with Volume 1.

1.3.1. Volume 3, Boeing Addenda. Volume 3 is not separated from each subsequent addendum, but is published as a "cover" document along with and as an introduction for each addendum. The same information for Volume 3 essentially gets republished--unchanged with each Boeing model's addendum.

1.3.2. Volume 3, Boeing Quick Reference Tables. All chapter descriptions for various models are designed to be used in conjunction with Chapter 2 Quick Reference Tables. The information in the Quick Reference Tables will generally not be restated in the expanded chapters as they are meant primarily for pictorial figures.

1.4. Supplements. Changes or supplements to this pamphlet by agencies, other than AMC, are prohibited. This does not preclude its use as a reference document for preparation of intra-agency instructional directives.

1.5. Acronyms. An explanation of the acronyms used in this pamphlet is in AMCPAM 24-2, Volume 1, Attachment 1.

1.6. Copyrights. All drawings and diagrams, unless otherwise noted, are derived from copyright © or copyrightable material of The Boeing Company. Used by permission. All rights reserved. Material used in contour charts are © 2010-2011 International Air Transport Association. All rights reserved. Reproduced under license by USAF. (NOTE: The information contained in the IATA ULD Technical Manual is subject to constant review in light of changing government requirements and regulations. Although every effort has been made to ensure accuracy, neither IATA nor USAF shall be held responsible for loss or damages caused by errors, omissions, misprints or misinterpretation of the contents hereof. Furthermore, IATA and USAF expressly disclaim any and all liability to any person or entity in respect of anything done or omitted, by any such person or entity in reliance on the contents of that publication or of extracts reproduced herein.

1.7. Description. Addendum A. Boeing B727 Series.

The B727 series aircraft is a narrow-body, short-to-medium range aircraft. Originally designed to accommodate smaller airports with less developed facilities and shorter runways, the B727 incorporated several unique (for that time) designs. The major designs to note, for load planning purposes, is the inclusion of an auxiliary power unit (APU), allowing independent electrical and air-conditioning system support, the ability to back itself up, and one of the 727's most distinctive features: the built-in airstair that opens from the rear underbelly of the fuselage. (Many airlines sealed their airstairs entirely, after Dan "D.B." Cooper and Richard McCoy Jr., used the airstair inflight to escape by parachute after two separate hijackings in 1971-2).

The B727 series was produced for over 22 years, with the last aircraft, a B727-200F, delivered in September of 1984. Although Boeing only expected to make 250, by the end of its run, 1,832 were built. As of 2008, an estimated 853 B727's (various models) are still in service. According to Boeing, over 300 aircraft originally built as passenger plane have been converted into freighter versions.

The B727-100 was the first in the B727 series. It first flew in February of 1963, and was type-certified in December of the same year. It had the same fuselage width as the B707 (and the later B737 and B757), it provided jet luxury on shorter routes. A total of 407 B727-100's were made.

The B727-100C was the next in the series, being type-certified in January of 1966. The "C" designator stood for convertible, and featured a main-deck side cargo door, giving it the ability to carry cargo pallets or passengers (or a combination of both) in the main compartment. Boeing built 164 B727-100C's.

The B727-200 was introduced and type-certified in December 1967. It increased the length of the fuselage 20 feet by the installation of two 10 foot plugs forward and aft of the wing. The B727-200 also increased the overall gross weight and passenger capability. This was the most popular model in the series, with 1,245 B-727-200's manufactured.

The B727-200F was the last variant in the series, and was approved for type-certification on June 1983. The "F" or freighter version had an increased payload capacity, a main-deck side cargo door, enabling the loading of cargo pallets in the main compartment. Fifteen of the B727-200F's were originally built for Federal Express.

AMCPAM 24-2 Volume 3, Addendum A will focus primarily on the:

B727-100C

B727-200

B727-200F

Chapter 2

QUICK REFERENCE TABLES

2.1. Ranges. Most numbers are shown as a range, due to representing all-passenger to all-freight versions OR due to different modifications within a series/type. Also, within a series, several different engines/weight classes may exist.

2.2. Pallets. Unless otherwise noted, pallet information is based on the civilian pallet IATA code PAG- / P1P- type LD7 which measures 88" × 125".

2.3. Table Legends.

2.3.1. Compartments. Unless otherwise noted, compartments are: M=Main/Upper; F=Forward/Lower Lobe; A=Aft/Lower Lobe; B=Bulk/Lower Lobe.

2.3.2. "X". An "X" represents the information does NOT apply for that series/type (ex: an all-passenger version would have an "X" by Main Compartment Door)

2.3.3. Question Mark "?". A "?" represents that the information should apply, but no information exists in the manufacturer's technical manuals.

2.3.4. Exclamation Point "!". An "!" represents information that should apply, but has been derived from a reliable, but non-manufacturer source.

2.4. After-Market Conversions. As a reminder, individual airlines may have converted an airframe apart from the manufacturer's original specifications. These tables and the charts in the following chapters do not account for this.

2.5. Tables. The following tables (Tables 2.1 through 2.6) will vary with each AMCPAM 24-2, Volume 3 Addendum.

2.6. Tables. Addendum A. Boeing B727 Series.

Table 2.1. Cargo Planning.

Aircraft Type	Pallets (88"×125") Max Ht	Range w/ Max ACL (NM)	Maximum ACL (ST) per Leg Length (NM)				Ferry Range w/ No Cargo (NM)
			2000	2500	3000	3500	
B727-100C	M=8, F= 0, A= 0, B= X	1,370– 1,900	15.5	3.75	X	X	2,630
B727-200	M= X, F= 0, A= 0, B= X	1,020– 2,130	11.5– 19.18	0– 14.25	0–2.5	X	2,440– 3,100
B727-200F	M= 11!, F= 0, A= 0, B= X	?	?	?	?	?	?

Table 2.2. Passenger Planning.

Aircraft Type	Standard Seating	Max Seats (One Class)	Range w/ Max Troops (NM)	Maximum Troops per Leg Length (NM)			
				2,000	2,500	3,000	3,500
B727-100C	106	125	2,120	125	10	X	X
B727-200	134	155	1,920–2,530	120–134	0–134	0–20	X
B727-200F	?	?	?	?	?	?	?

Table 2.3. Door Clearances/Sizes.

Aircraft Type	Door Height from ground (in inches)					Door Size (W×H) (in inches)			
	Front/Side Pax	Main/Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe	Main Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe
B727-100C	98 to 116	102 to 114	51 to 64	51 to 65	X	134 × 86	48 × 35	48 × 35	X
B727-200	96 to 121	X	50 to 66	46 to 65	47 to 72	X	54 × 42	54 × 44	48 × 32
B727-200F	?	108!	?	?	?	140!	?	?	?

Table 2.4. Compartment Dimensions.

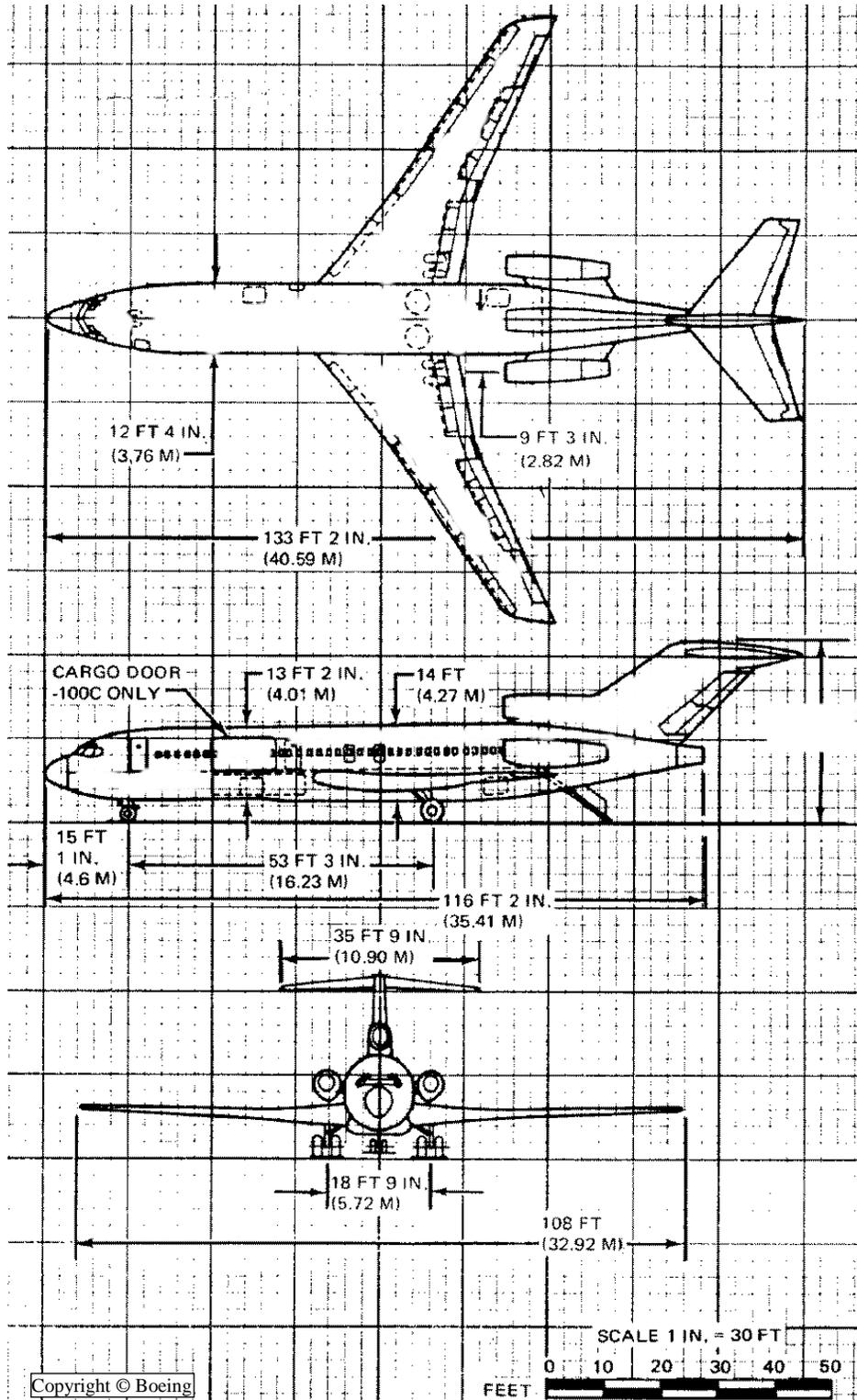
Aircraft Type	Compartment Dimensions (L×W×H) (in inches)				Compartment Weight limit (lbs)			
	Main/Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe	Main/Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe
B727-100C	? × 140 × 86	199 × ? × 44	214 × ? × 54	X	?	5,850	6,980	X
B727-200	X	320 × ? × 44	316 × ? × 54	?	X	9,000	10,000	X
B727-200F	1040.5 × ? × 79!	?	?	?	?	?	?	?

Chapter 3
B727-100C

3.1. DIMENSIONS.

3.1.1. General Dimensions.

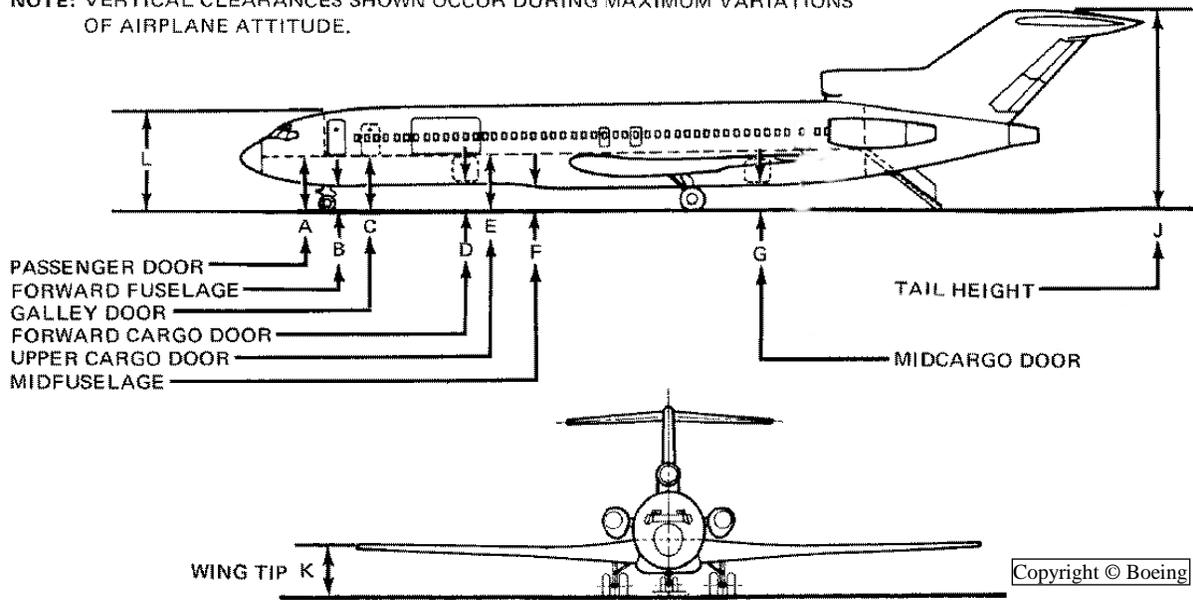
Figure 3.1. General Dimensions B727-100C.



3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance B727-100C.

NOTE: VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE.



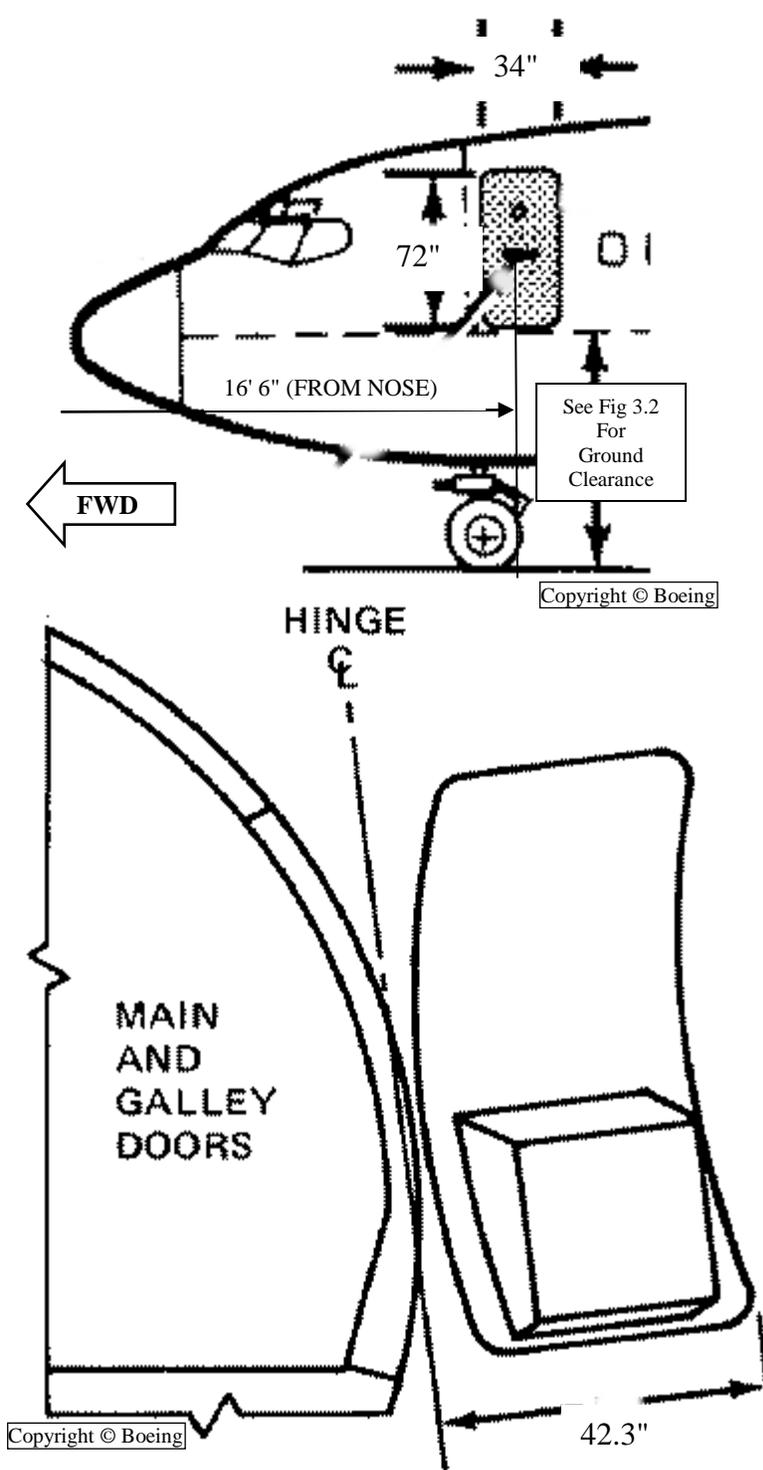
Vertical Clearances			
DOOR		Min	Max
Pax/Crew	A	8' 2"	9' 8"
	B	3' 4"	4' 7"
	C	8' 9"	9' 10"
FWD	D	4' 3"	5' 4"
MAIN	E	8' 6"	9' 6"
	F	3' 3"	4' 1"
AFT	G	4' 3"	5' 5"
	J	31' 9"	34' 3"
	K	5' 8"	10' 3"
	L	16' 7"	17' 9"

3.2. COMPARTMENT CONFIGURATIONS.

3.2.1. MAIN/PASSENGER COMPARTMENT.

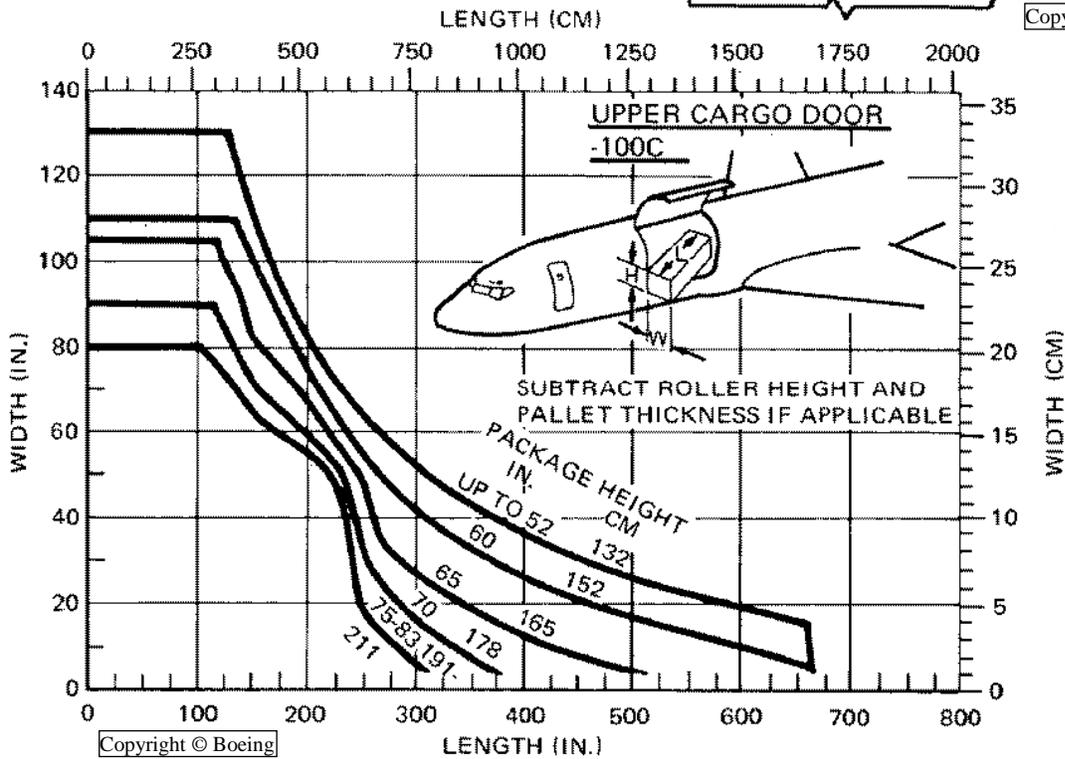
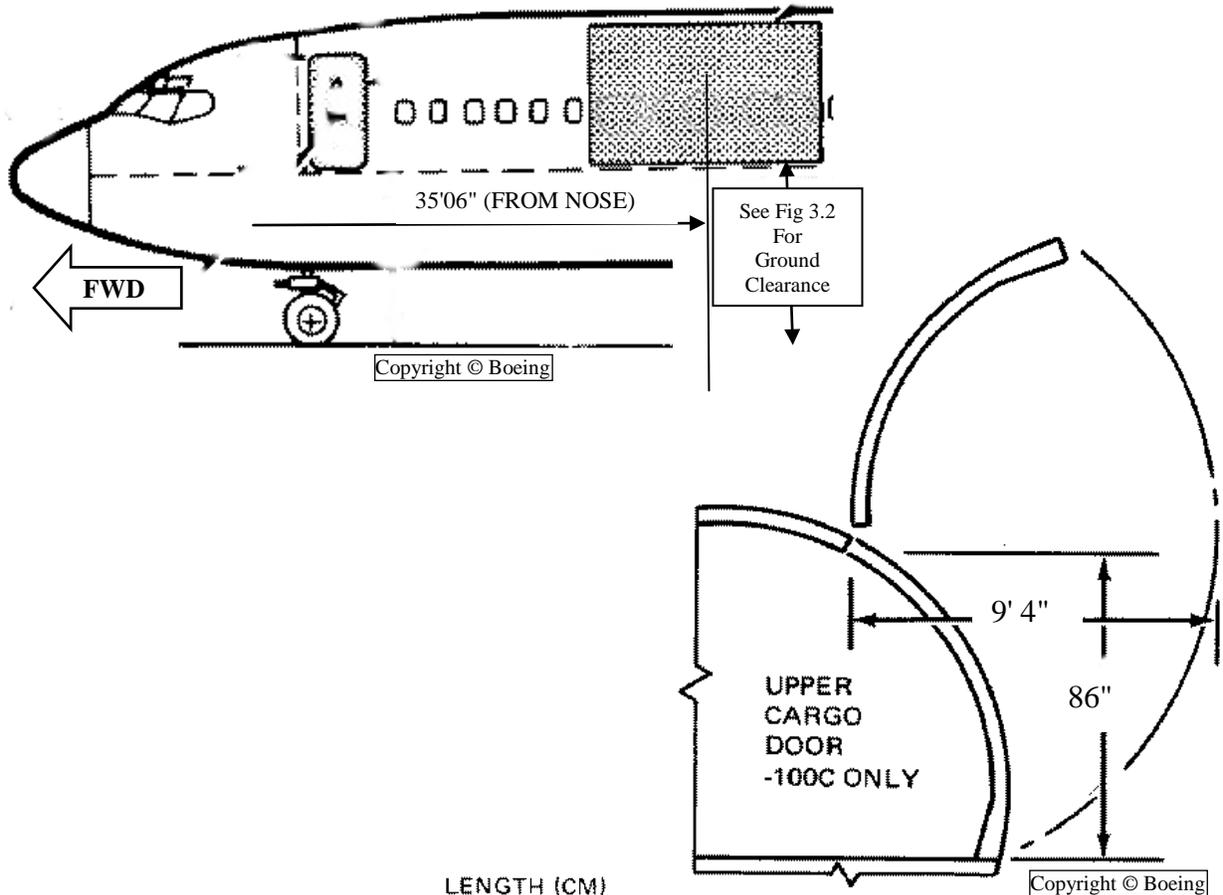
3.2.1.1. Pax/Crew Door.

Figure 3.3. Pax/Crew Door B727-100C.



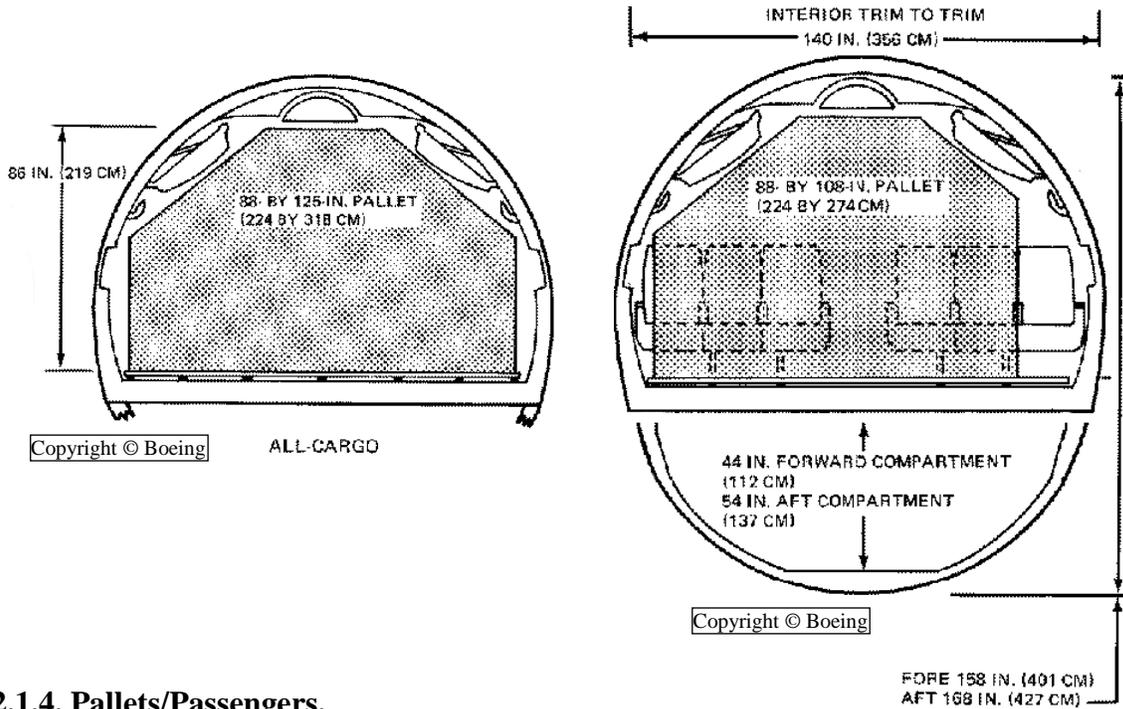
3.2.1.2. Main Door.

Figure 3.4. Main Compartment Door B727-100C.



3.2.1.3. Compartment Dimensions.

Figure 3.5. Main Compartment Dimensions B727-100C.



3.2.1.4. Pallets/Passengers.

NOTE: See Attachment 1 for contour guide for the build-up of cargo.

Figure 3.6. Typical Passenger Configurations B727-100C.

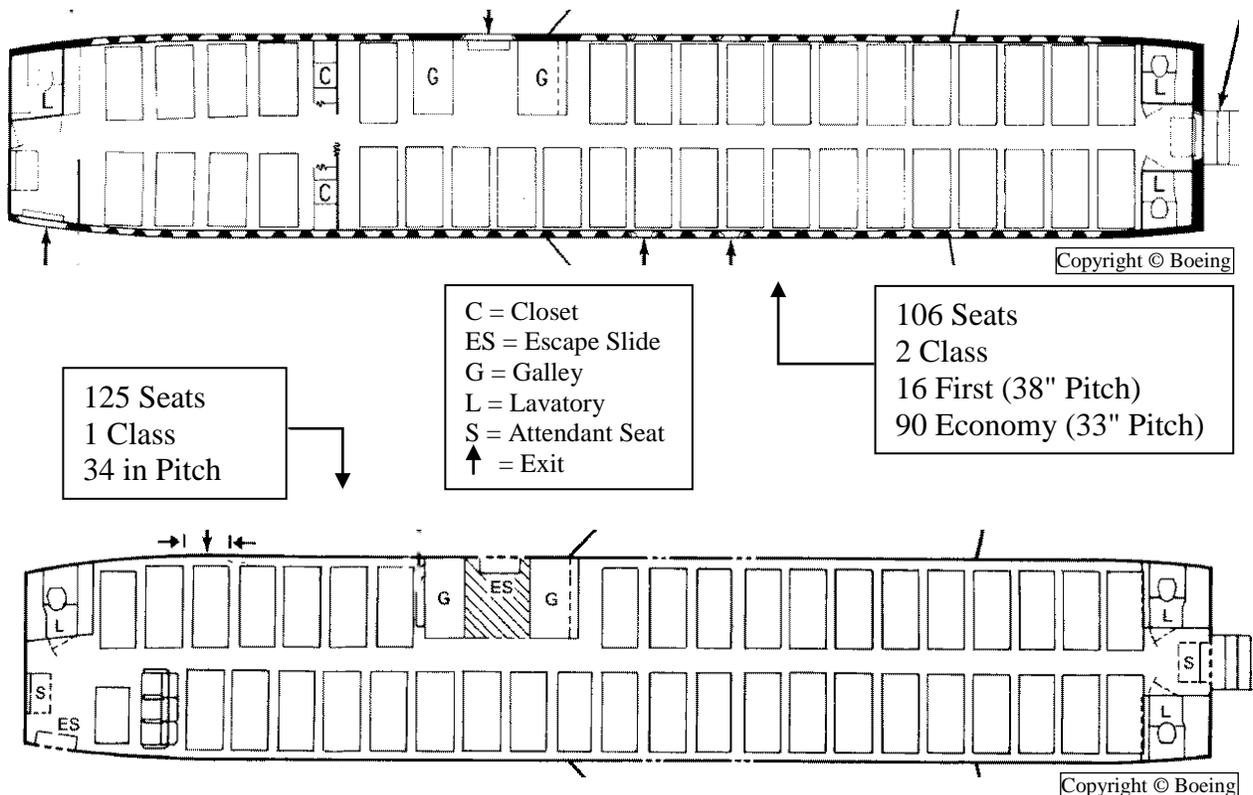
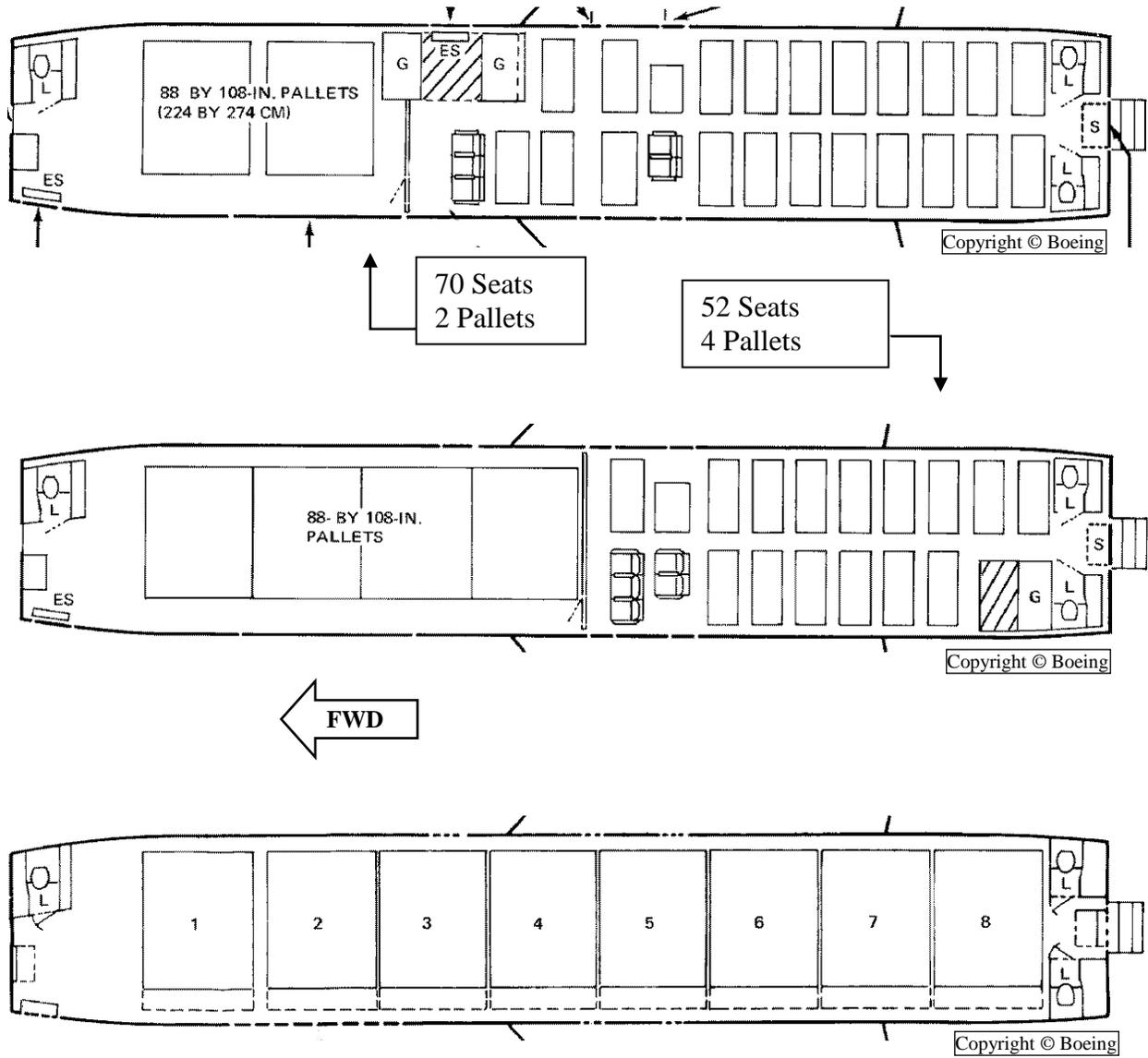


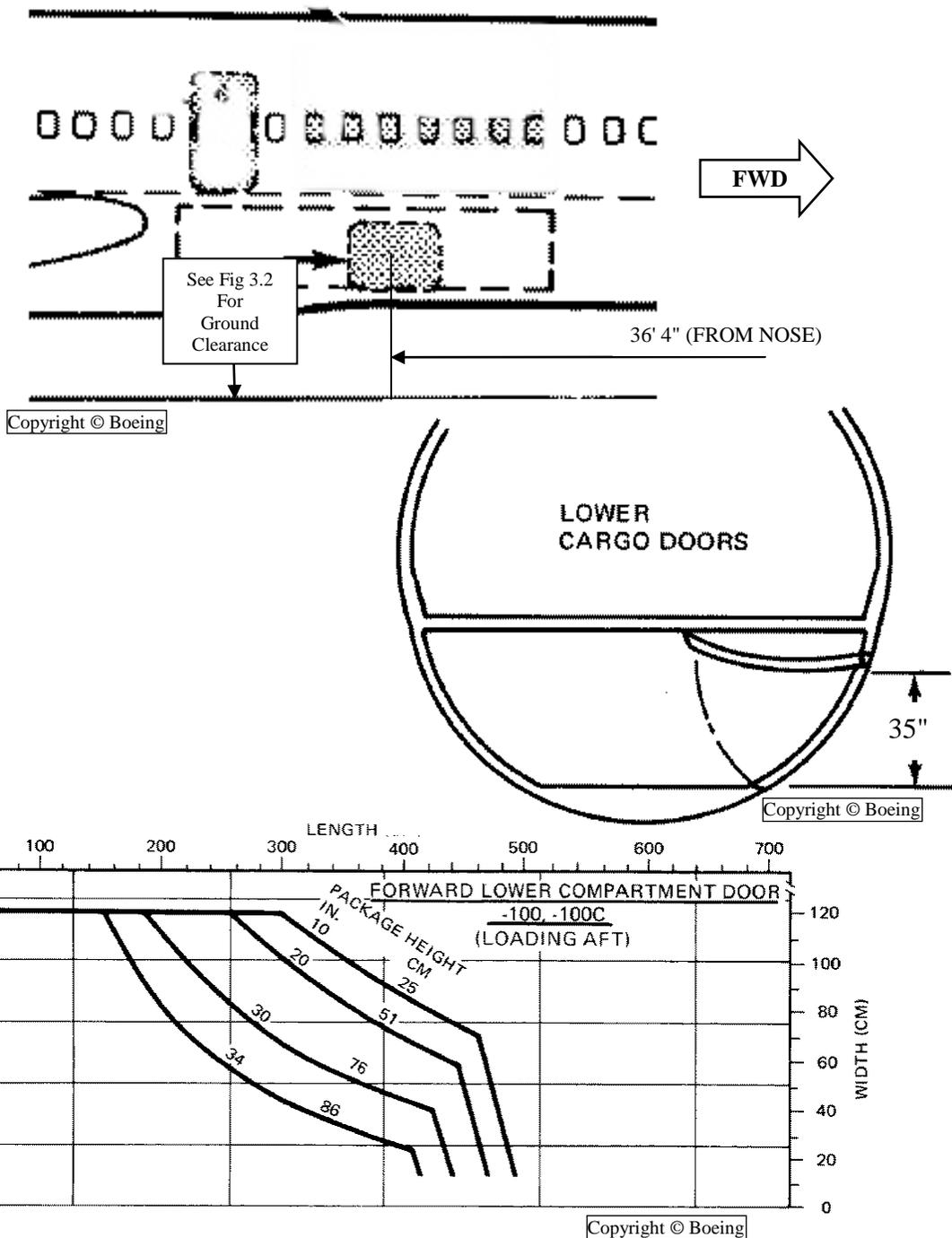
Figure 3.7. Main Compartment Cargo Configurations B727-100C.



3.2.2. FORWARD COMPARTMENT.

3.2.2.1. Door.

Figure 3.8. Forward Compartment Door B727-100C.



3.2.2.2. Compartment Dimensions.

No manufacturer diagrams available.

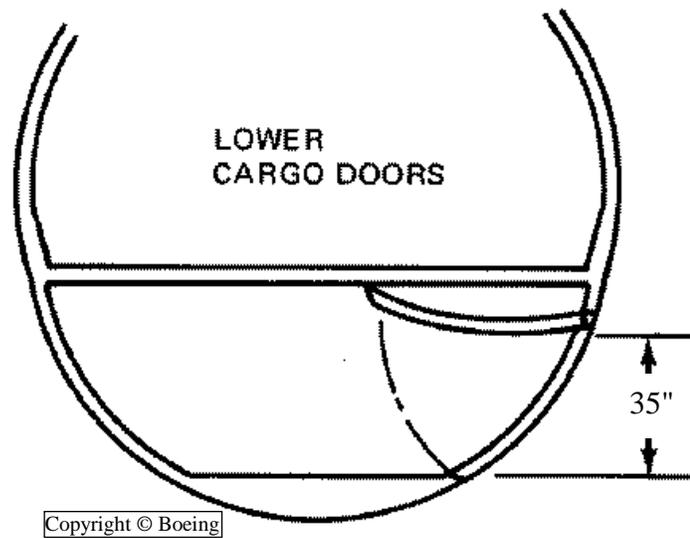
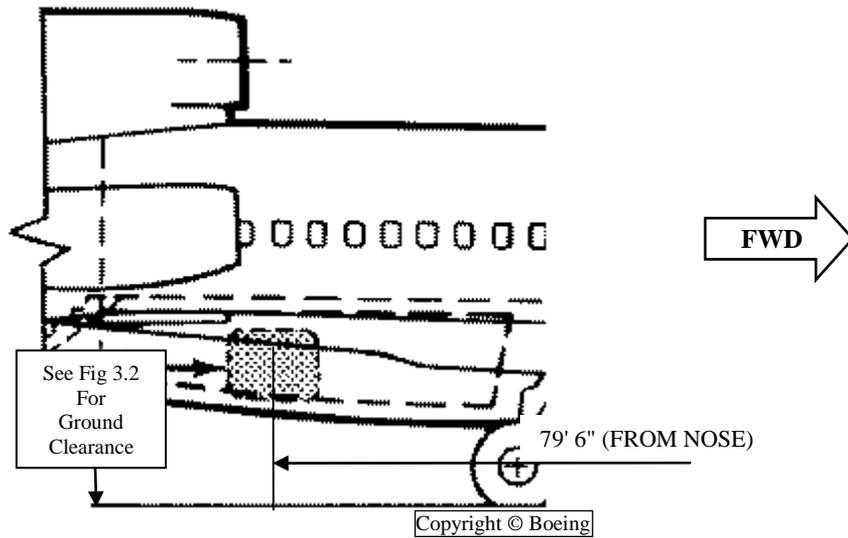
3.2.2.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

3.2.3. AFT COMPARTMENT.

3.2.3.1. Door.

Figure 3.9. Aft Compartment Door B727-100C.



3.2.3.2. Compartment Dimensions.

No manufacturer diagrams available.

3.2.3.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

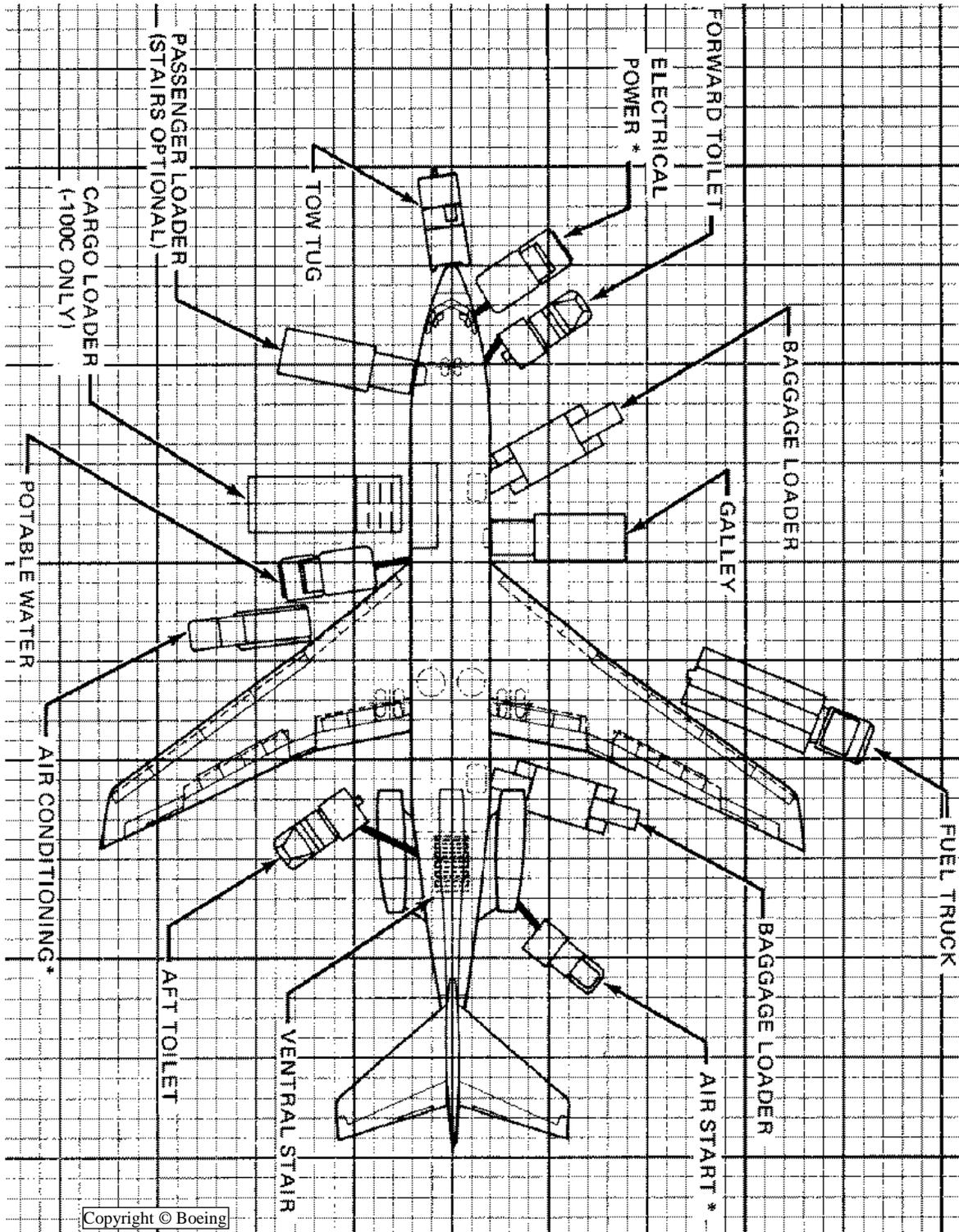
3.2.4. BULK COMPARTMENT.

N/A this model

3.3. SERVICING DIAGRAMS.

3.3.1. Servicing.

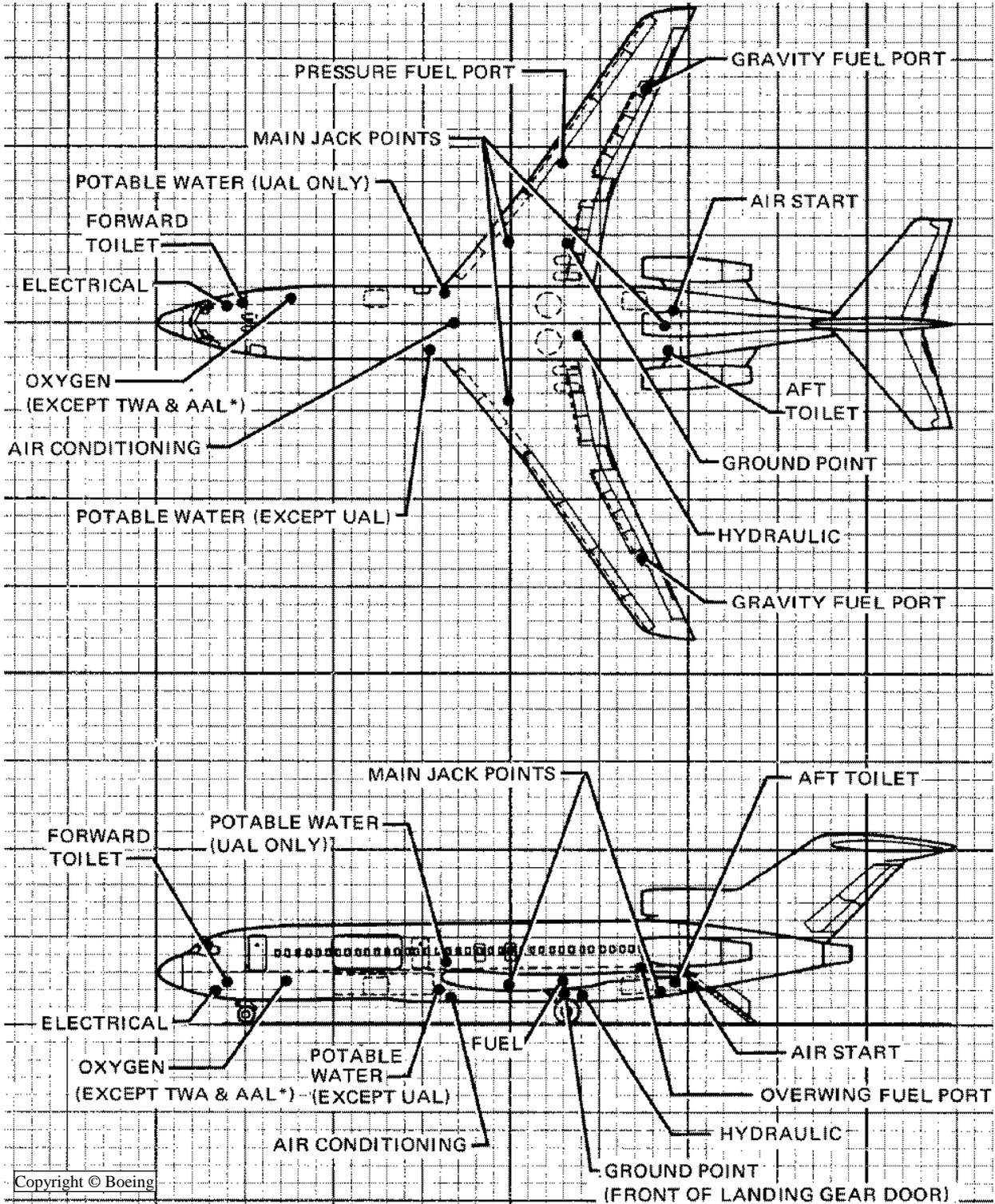
Figure 3.10. Typical Servicing Arrangement B727-100C.



*Not required if Auxiliary Power Unit is in use.

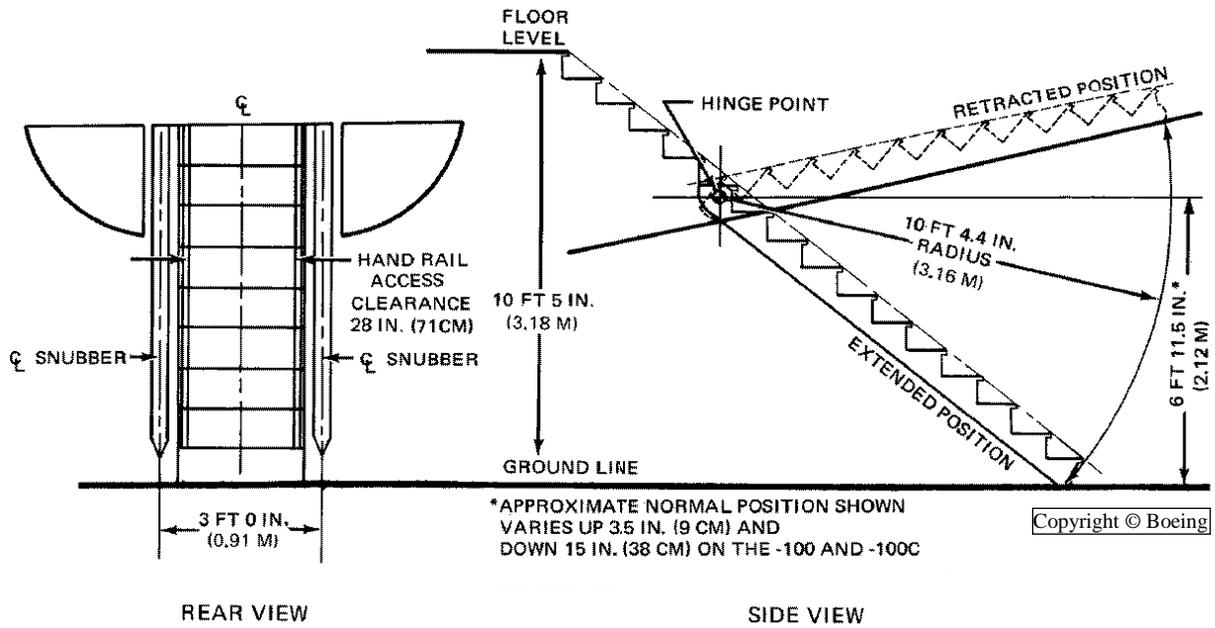
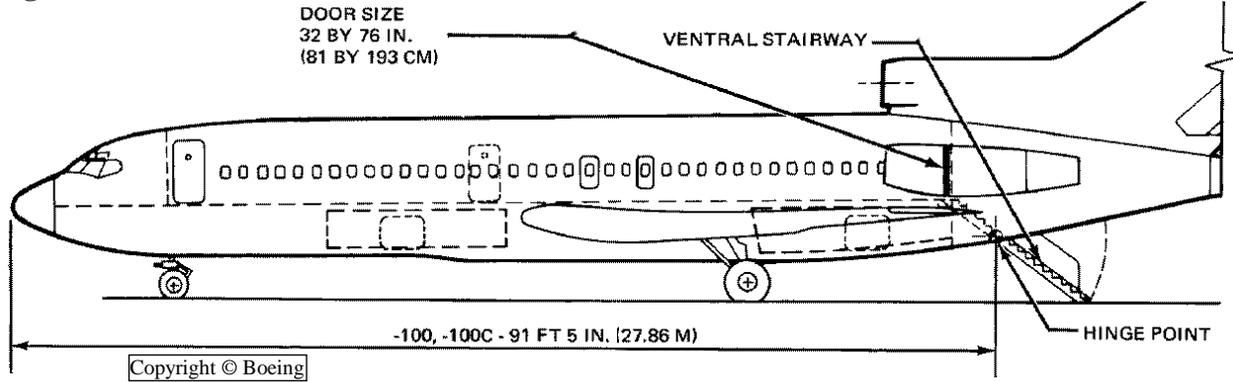
3.3.2. Ground Connections.

Figure 3.11. Ground Service Connections B727-100C.



3.3.3. Aft Stairs.

Figure 3.12. Aft Stairs B727-100C.

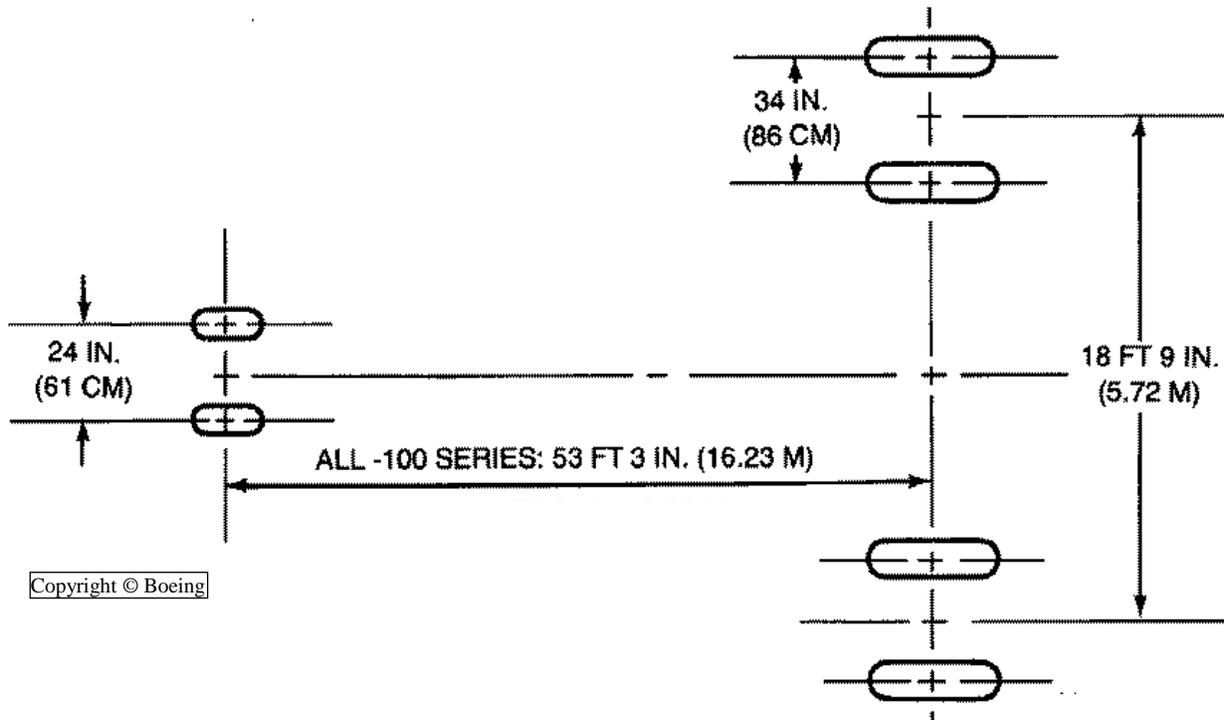


3.4. AIRFIELD SUITABILITY.

3.4.1. Landing Gear Footprint.

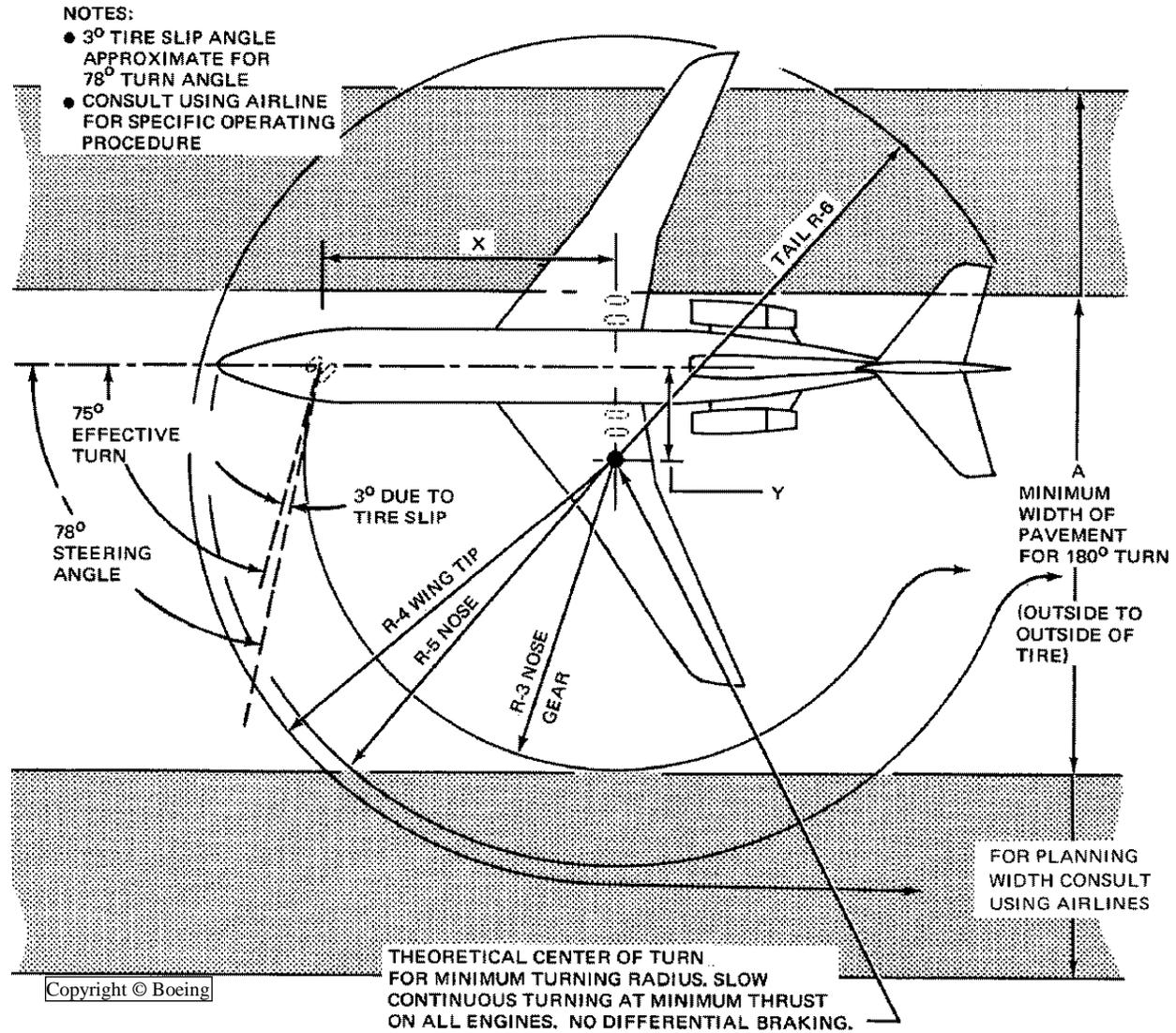
Figure 3.13. Landing Gear Footprint B727-100C.

Max Taxi Wt.	161,000 lb (69,400 kg)	170,000 lb (77,100 kg)
Nose Gear Tire Size	32 x 11.5 Type VIII	
Nose Gear Tire Press.	100 psi (7.03 kg/cm ²)	
Main Gear Tire Size	49 x 17, 26 PR Type VII (optional 50 x 20, 24 PR)	49 x 17, 28 PR Type VII (optional 50 x 20, 26 PR)
Main Gear Tire Press. (Loaded)	158 psi (11.11 kg/cm ²)	165 psi (11.60 kg/cm ²)



3.4.2. Minimum Turning Radii.

Figure 3.14. Minimum Turning Radii B727-100C.



For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	53' 3" (16.2m)	14' 4" (4.4m)	82' 6" (25.2m)	55' 0" (16.8m)	72' 0" (21.9m)	70' 0" (21.3m)	72' 0" (21.9m)

3.4.3. Parking Footprint.

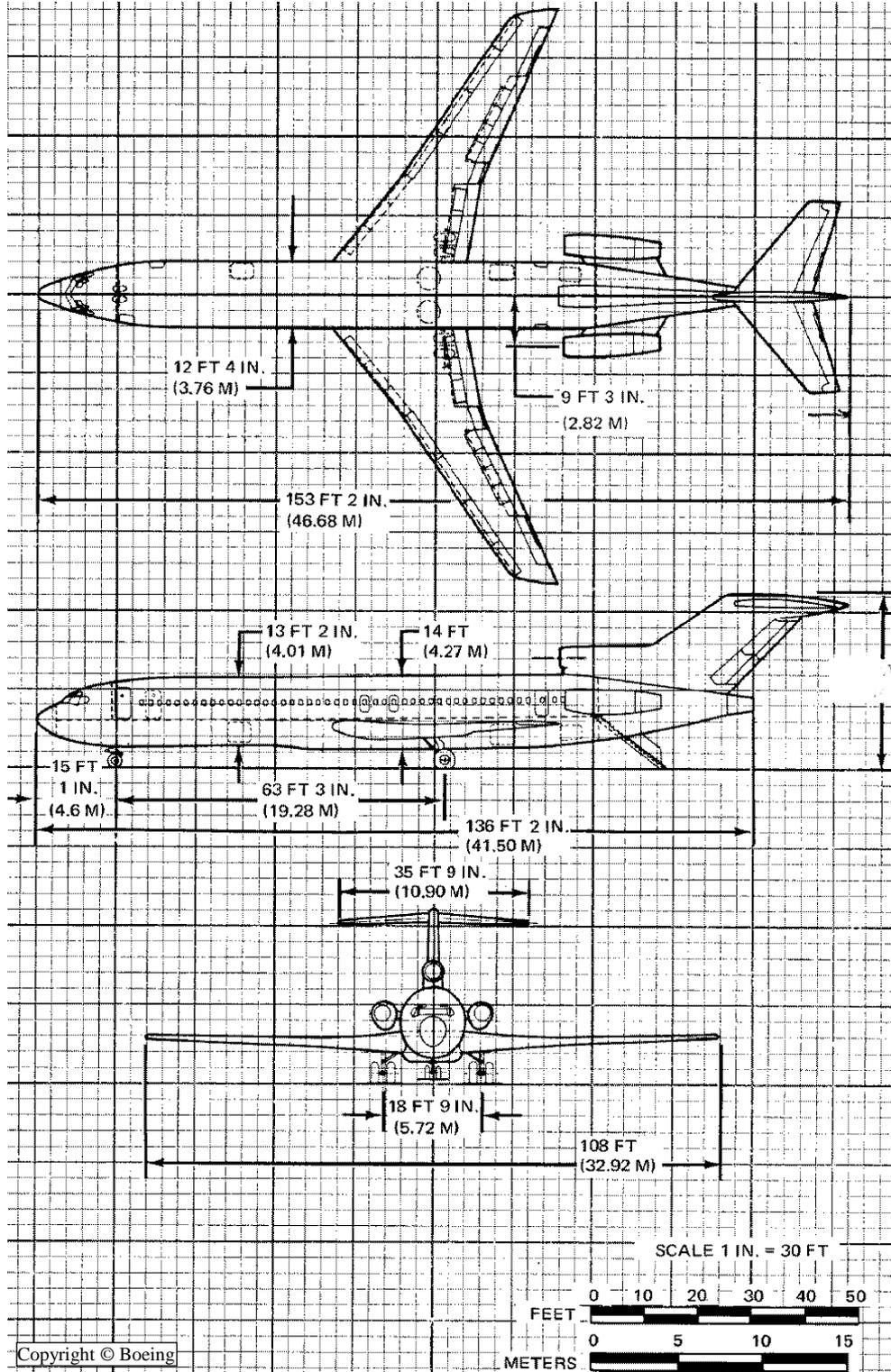
No manufacturer diagrams available.

Chapter 4 B727-200

4.1. DIMENSIONS.

4.1.1. General Dimensions.

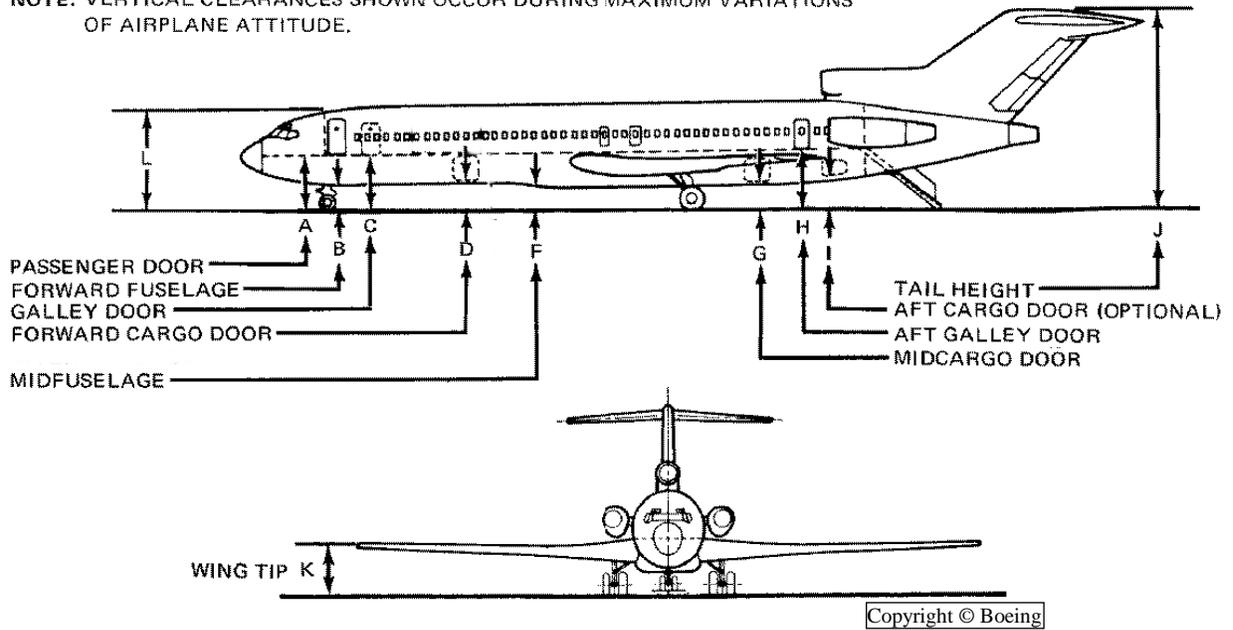
Figure 4.1. General Dimensions B727-200.



4.1.2. Ground Clearance.

Figure 4.2. Ground Clearance B727-200.

NOTE: VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE.



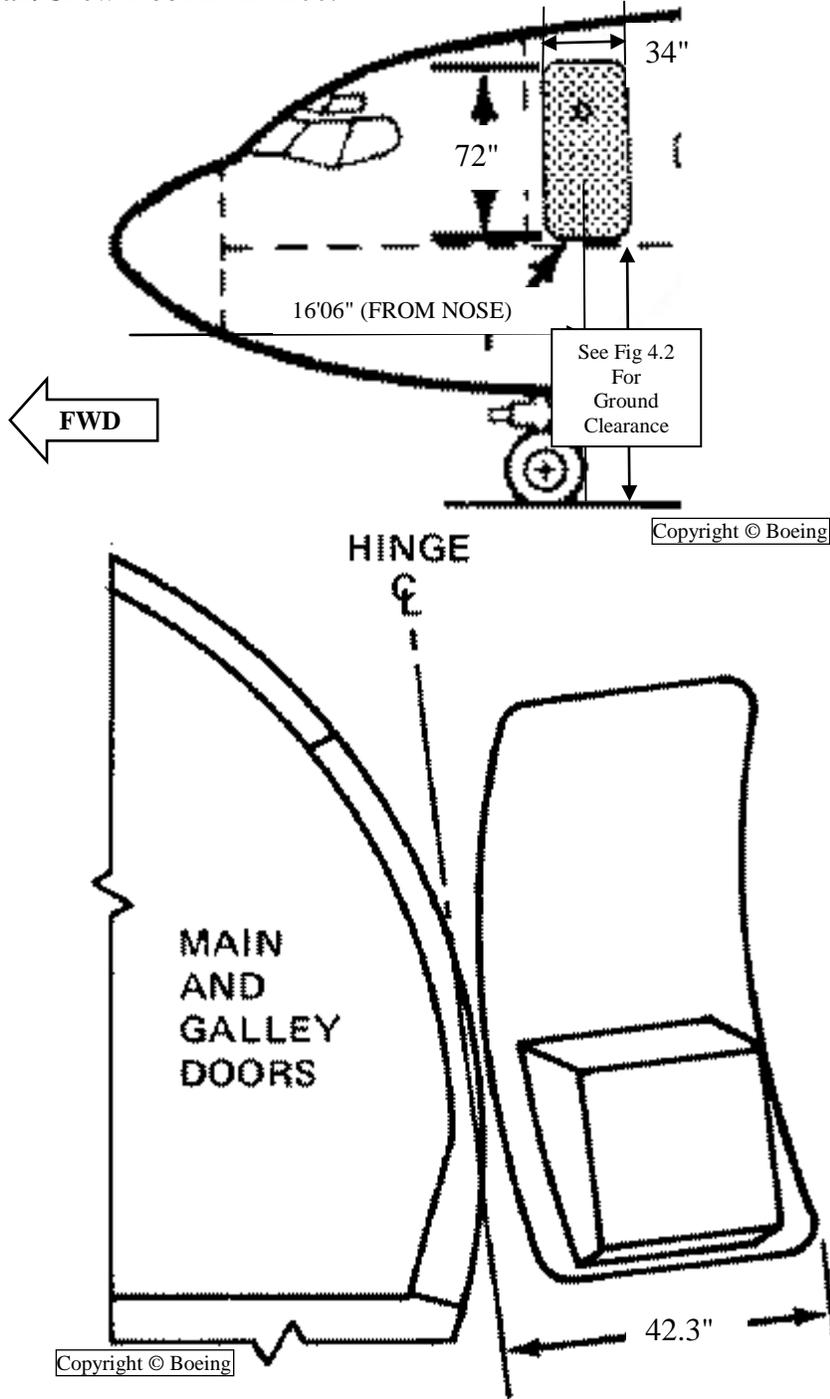
Vertical Clearances			
DOOR		Min	Max
Pax/Crew	A	8' 0"	10' 1"
	B	3' 4"	4' 8"
	C	8' 2"	10' 1"
FWD	D	4' 2"	5' 6"
	F	3' 1"	4' 9"
AFT	G	3' 10"	5' 5"
	H	9' 0"	10' 10"
	I	3' 11"	6' 0"
	J	31' 7"	34' 11"
	K	4' 9"	11' 5"
	L	16' 7"	17' 11"

4.2. COMPARTMENT CONFIGURATIONS.

4.2.1. MAIN/PASSENGER COMPARTMENT.

4.2.1.1. Pax/Crew Door.

Figure 4.3. Pax/Crew Door B727-200.

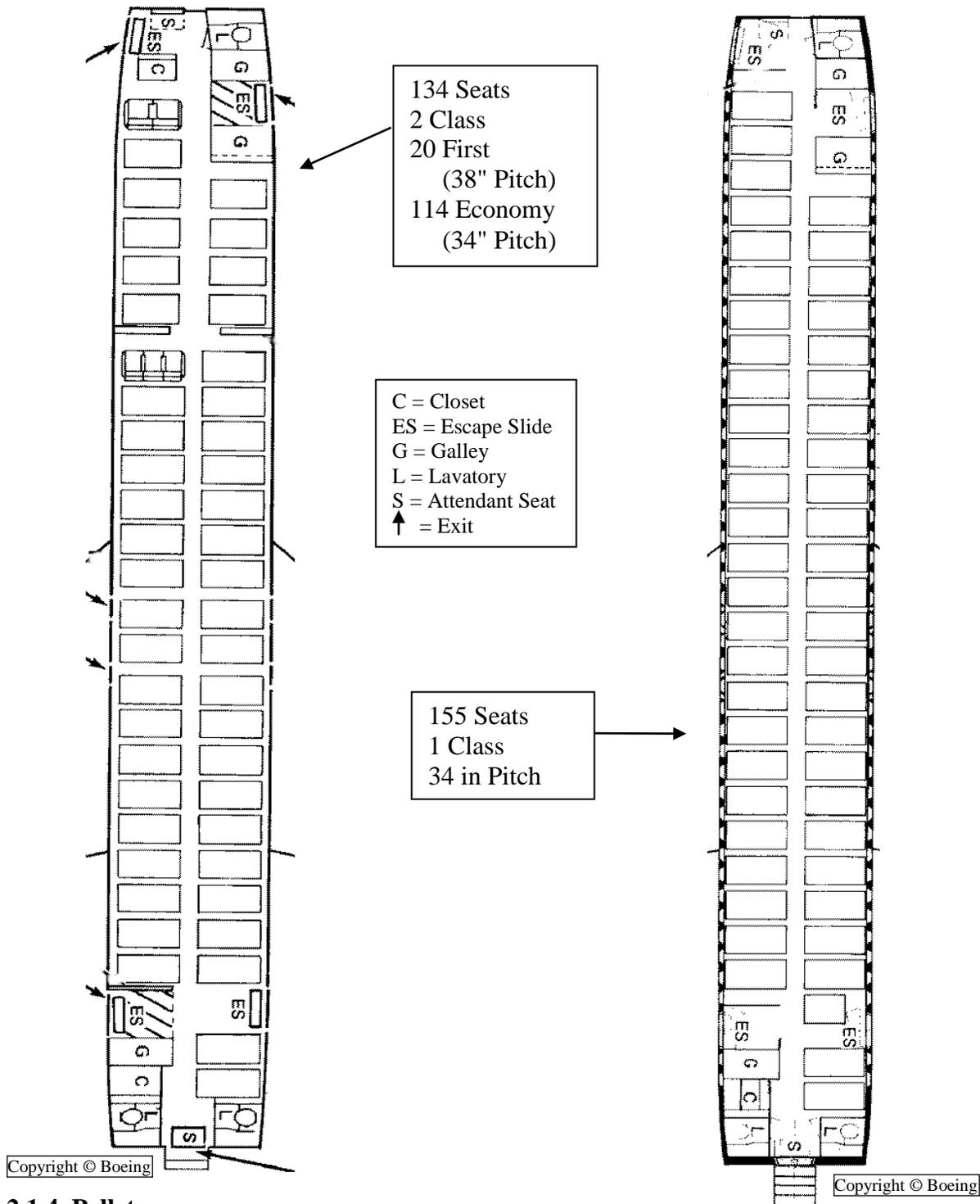


4.2.1.2. Main Door.

N/A this model

4.2.1.3. Compartment Dimensions.

Figure 4.4. Typical Passenger Configurations B727-200.



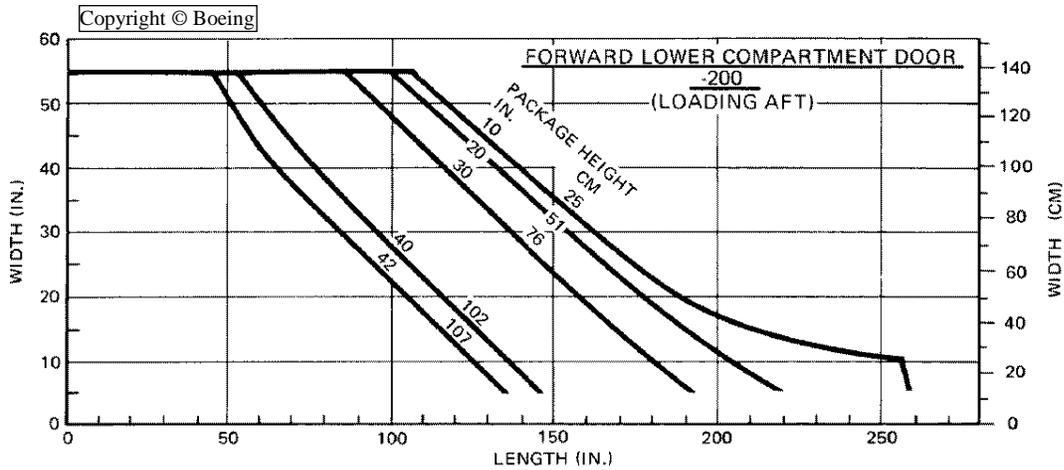
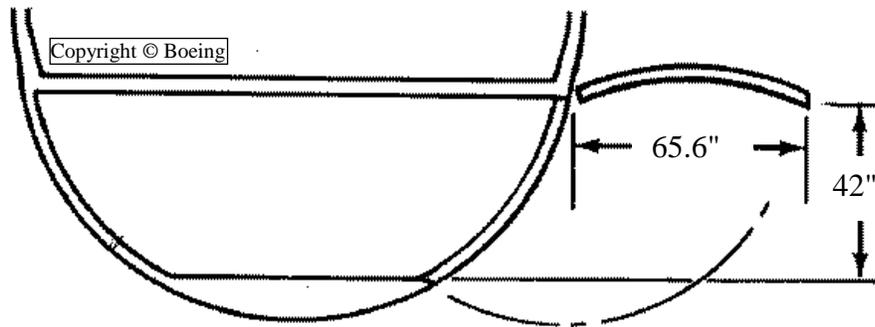
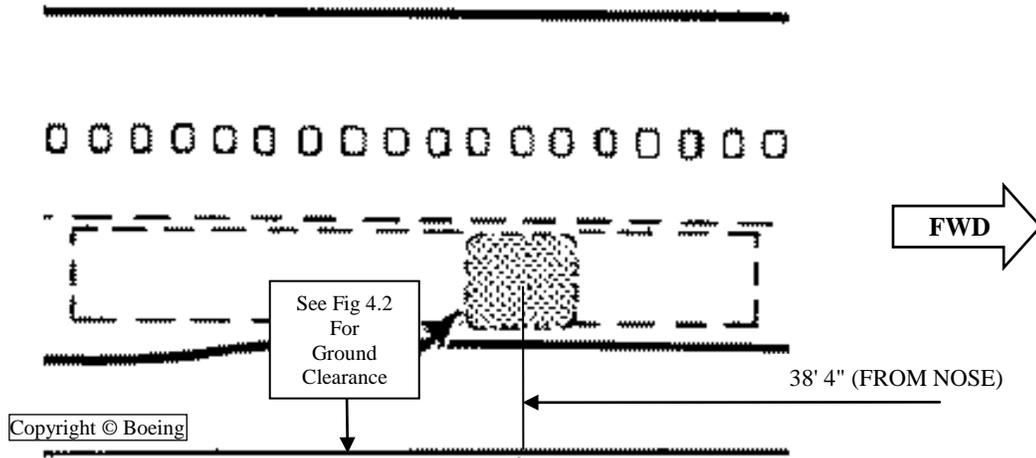
4.2.1.4. Pallets.

N/A this model

4.2.2. FORWARD COMPARTMENT.

4.2.2.1. Door.

Figure 4.5. Forward Compartment Door B727-200.



4.2.2.2. Compartment Dimensions.

No manufacturer diagrams available.

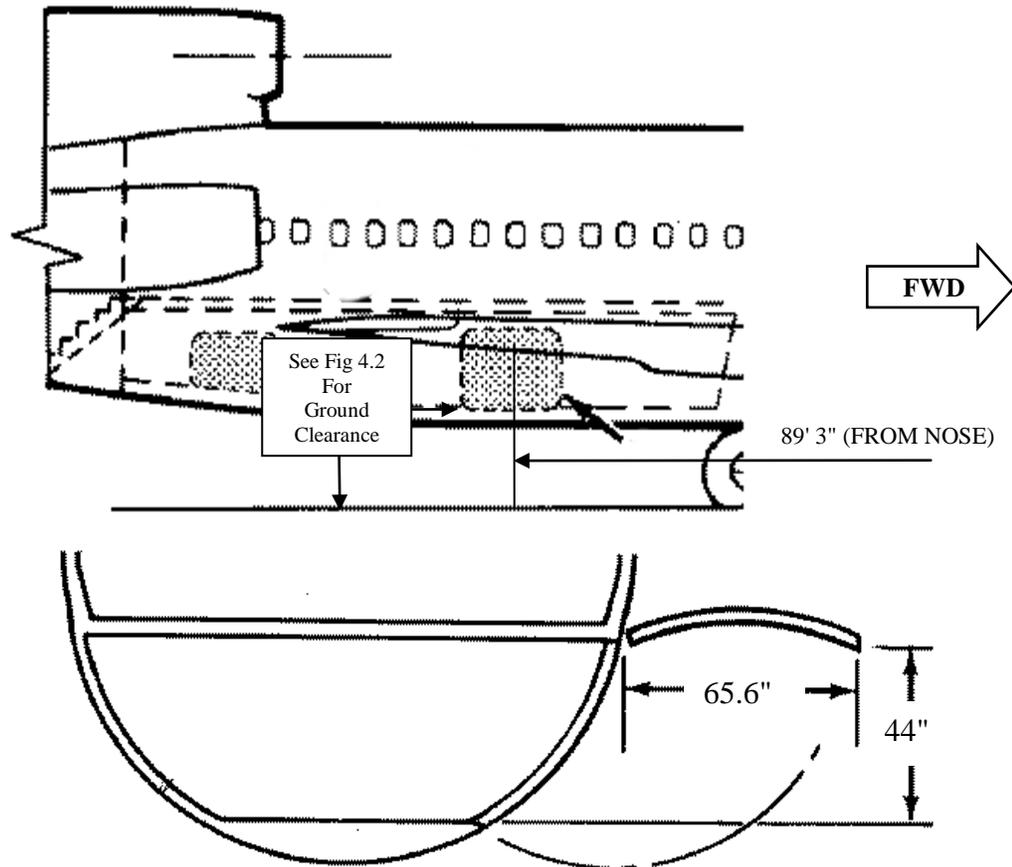
4.2.2.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

4.2.3. AFT COMPARTMENT.

4.2.3.1. Door.

Figure 4.6. Aft Compartment Door B727-200.



4.2.3.2. Compartment Dimensions.

No manufacturer diagrams available.

4.2.3.3. Pallets.

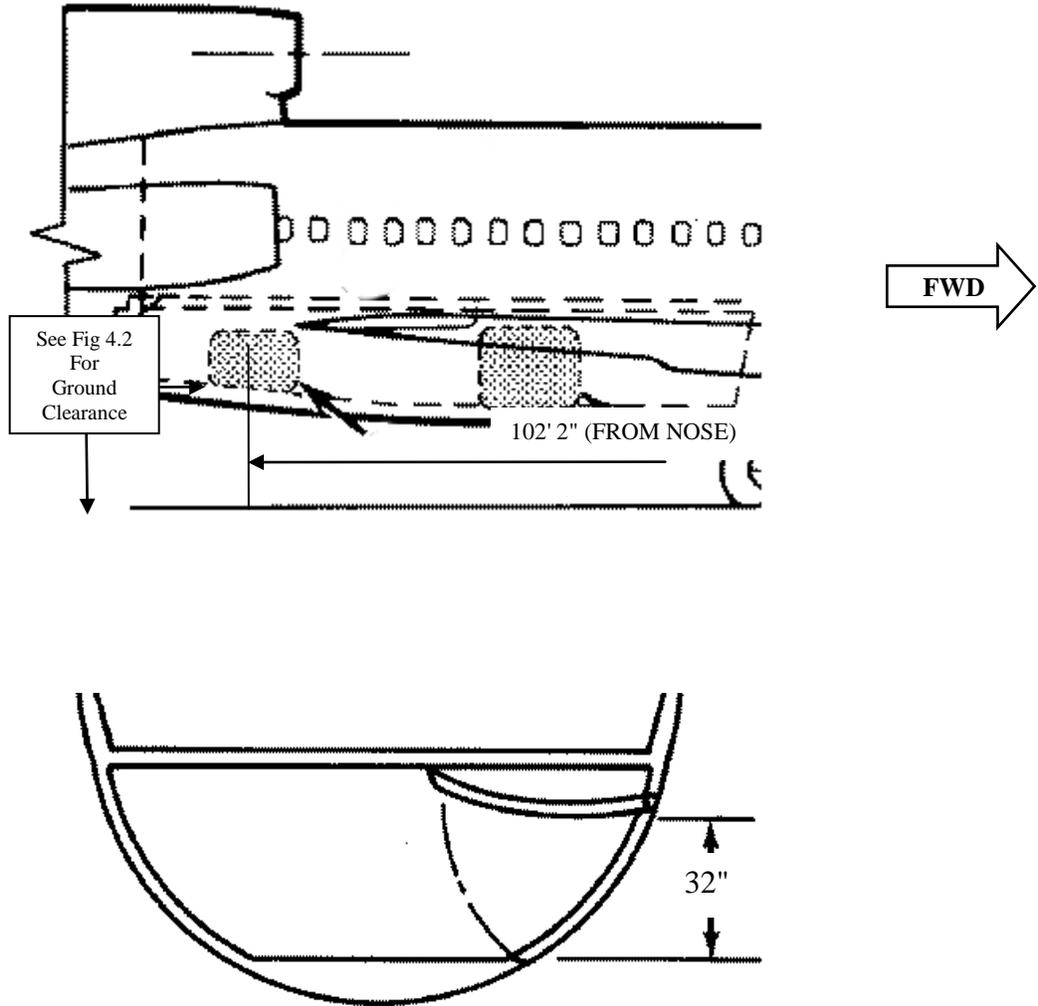
88" x 125" pallets cannot be loaded in this compartment.

4.2.4. BULK COMPARTMENT.

4.2.4.1. Door.

Figure 4.7. Bulk Compartment Door B727-200.

(NOTE: This is an option on the B727-200 model)



4.2.4.2. Compartment Dimensions.

No manufacturer diagrams available.

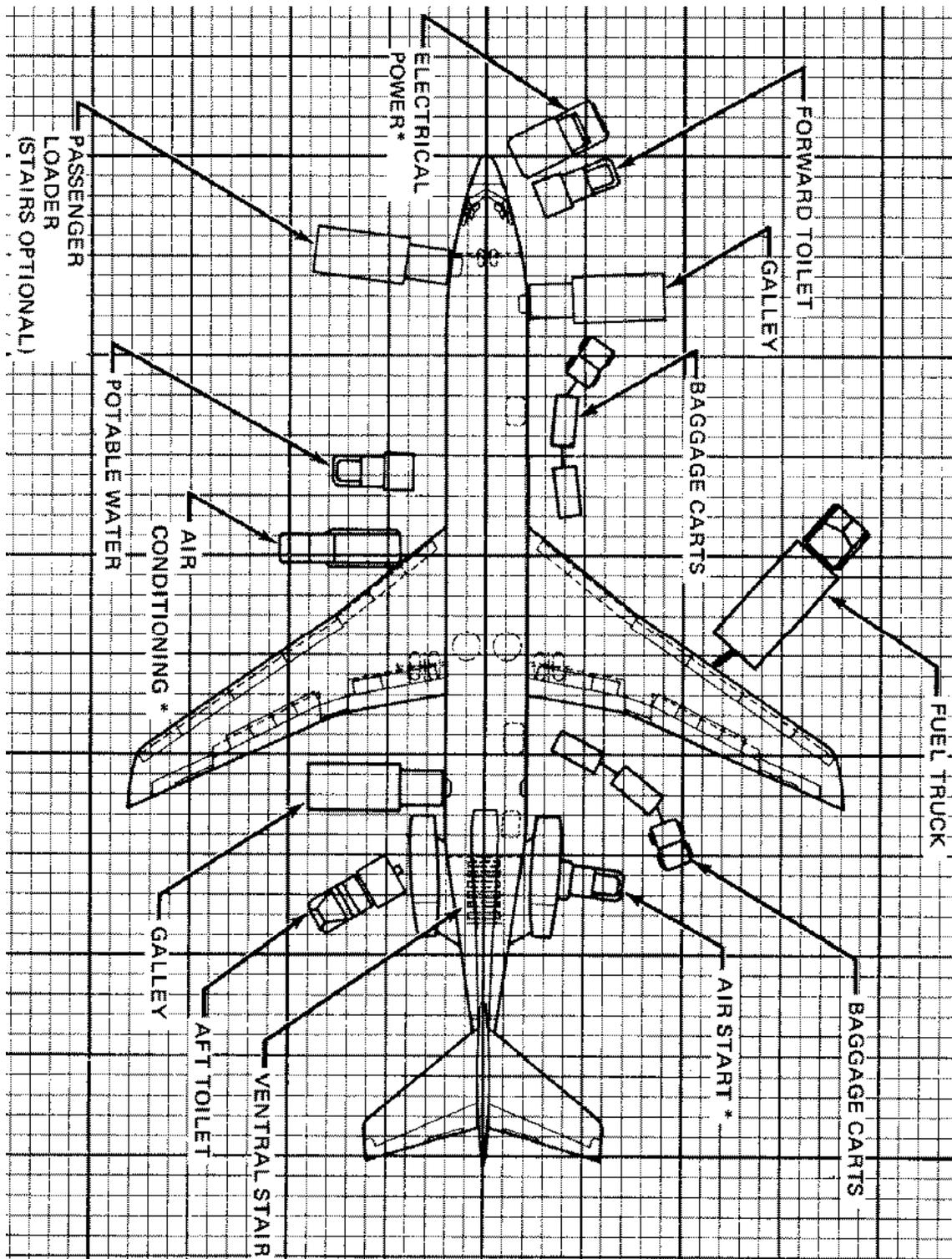
4.2.4.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

4.3. SERVICING DIAGRAMS.

4.3.1. Servicing.

Figure 4.8. Typical Servicing Arrangement B727-200.



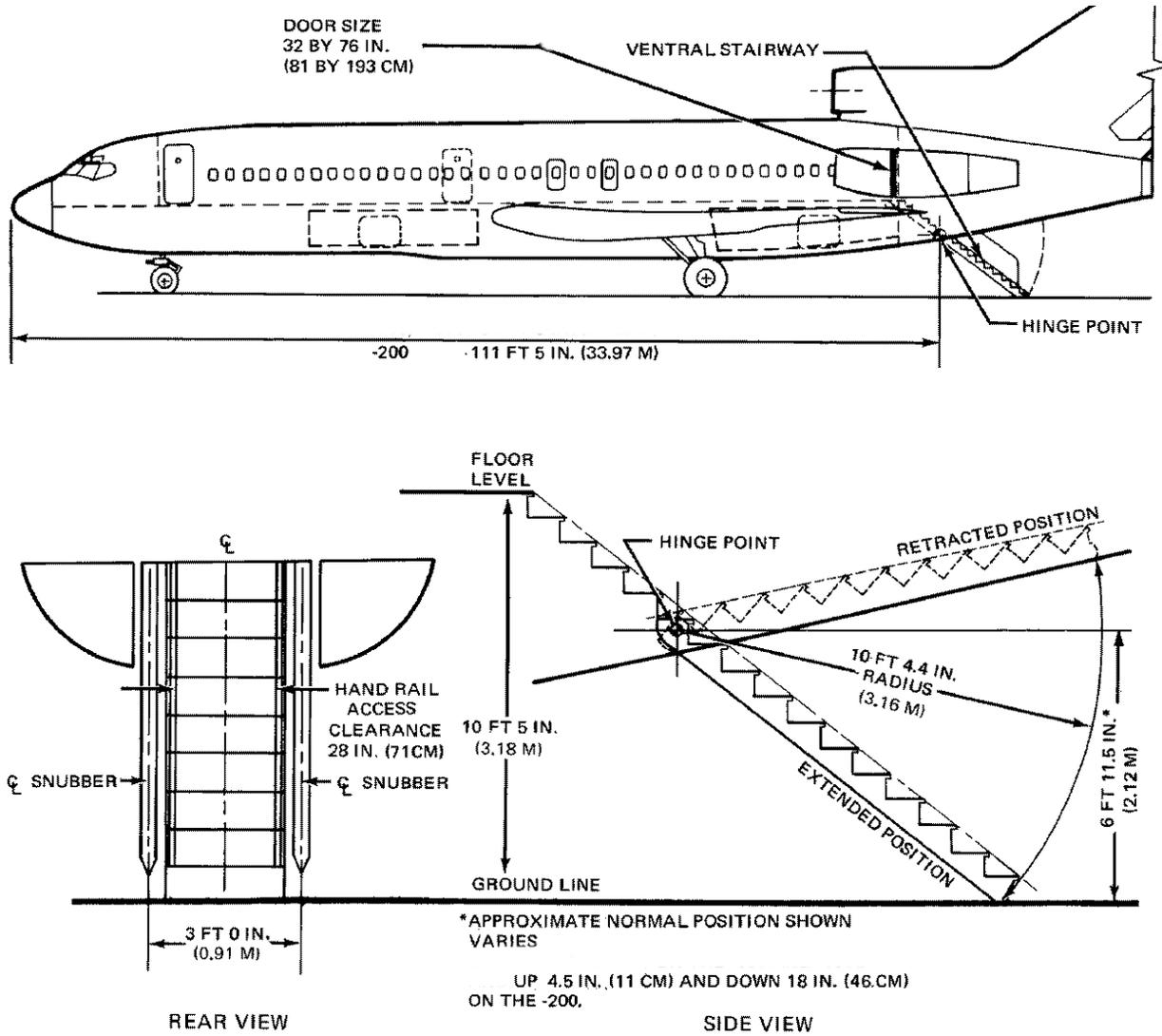
*Not required if Auxiliary Power Unit is in use.

4.3.2. Ground Connections.

Same as for B727-100C. See: [Fig 3.11. Ground Serv. Connections B727-100C.](#)

4.3.3. Aft Stairs.

Figure 4.9. Aft Stairs B727-200.



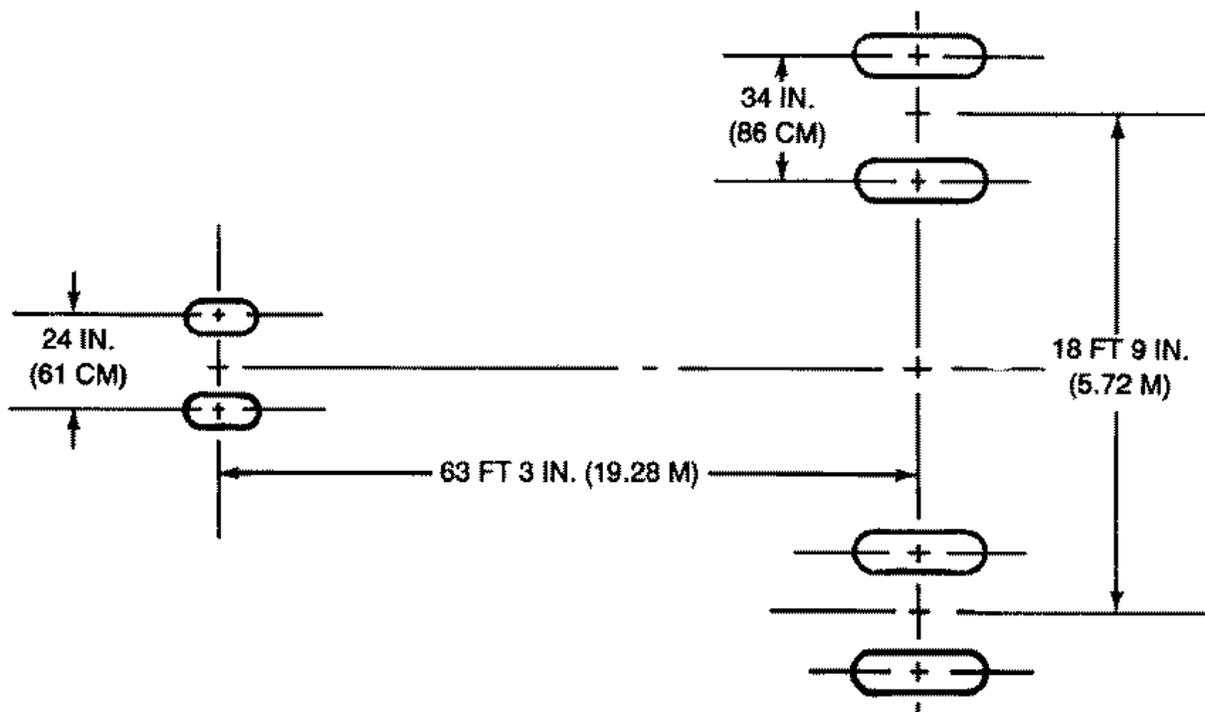
4.4. AIRFIELD SUITABILITY.

4.4.1. Landing Gear Footprint.

Figure 4.10. Landing Gear Footprint B727-200.

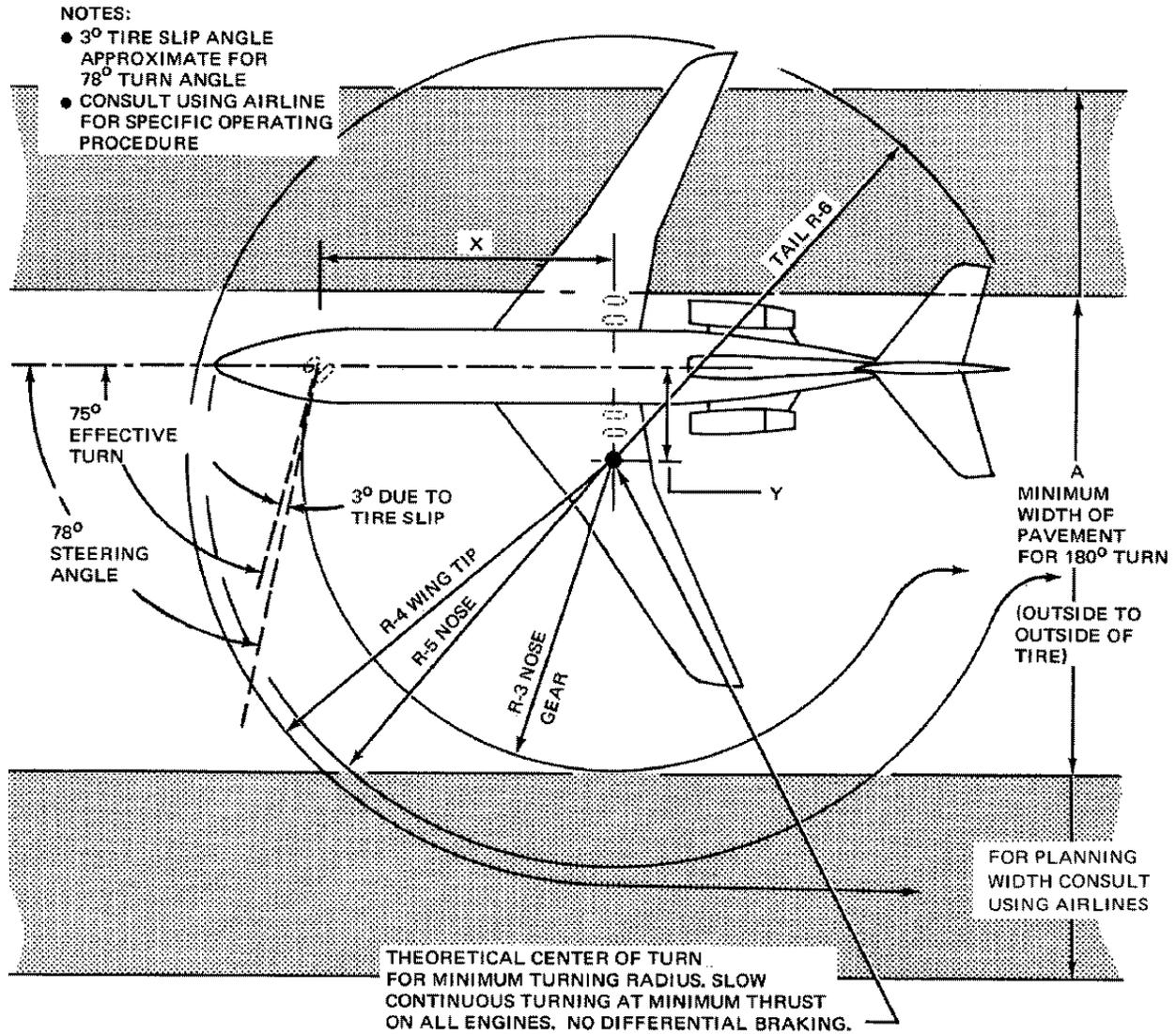
B727-200 Model		
Max Taxi Wt.	170,000 lb (77,100 kg)	173,000 lb (78,500 kg)
Nose Gear Tire Size	32 x 11.5 Type VIII	
Nose Gear Tire Press.	100 psi (7.03 kg/cm ²)	
Main Gear Tire Size	49 x 17, 28 PR Type VII (optional 50 x 20, 26 PR)	
Main Gear Tire Press. (Loaded)	165 psi (11.60 kg/cm ²)	167 psi (11.74 kg/cm ²)

B727-200 Advanced Model									
Max Taxi Wt.	lb (kg)	176,000 (79,800)	179,400 (81,400)	183,000 (83,000)	185,200 (84,000)	191,000 (86,600)	195,500 (88,700)	197,700 (89,700)	210,000 (95,200)
Nose Gear Tire Size		32 x 11.5 Type VIII							
Nose Gear Tire Press.	psi (kg/cm ²)	100 (7.03)							
Main Gear Tire Size		49 x 17 28 PR	50 x 21 30 PR	50 x 21, 30 PR (opt'l 49 x 17, 30 PR)		50 x 21, 30 PR (opt'l 50 x 20, 30 PR)		50 x 21 30 PR	
Main Gear Tire Press. (Loaded)	psi (kg/cm ²)	169 (11.88)	148 (10.41)	154 (10.83)		167 (11.74)		173 (12.16)	



4.4.2. Minimum Turning Radii.

Figure 4.11. Minimum Turning Radii B727-200.



		For an effective Turn Angle of 75°					
Dimension	X	Y	A	R3	R4	R5	R6
Distance	63' 3" (19.3m)	16' 11" (5.16m)	95' 8" (29.2m)	66' 0" (20.1m)	74' 0" (22.6m)	80' 0" (24.4m)	82' 0" (25.0m)

4.4.3. Parking Footprint.

No manufacturer diagrams available.

**Chapter 5
B727-200F**

5.1. DIMENSIONS.

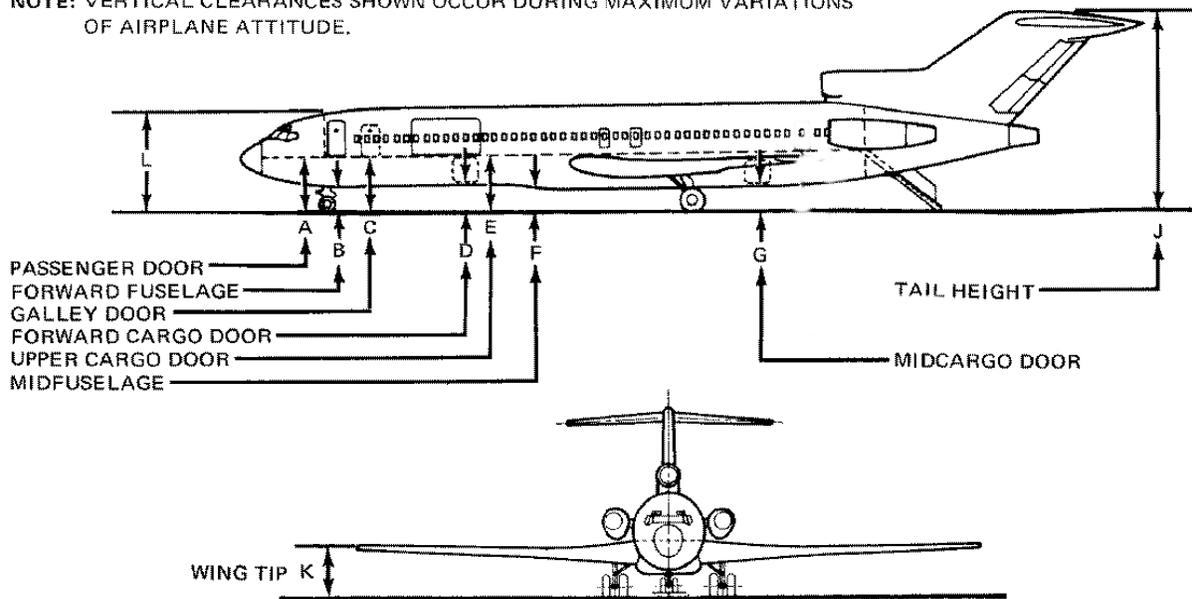
5.1.1. General Dimensions.

Same as for B727-200. See: [Figure 4.1. General Dimensions B727-200.](#)

5.1.2. Ground Clearance.

Figure 5.1. Ground Clearance B727-200F.

NOTE: VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE.



Vertical Clearances			
DOOR		Min	Max
Pax/Crew	A	8' 0"	10' 1"
	B	3' 4"	4' 8"
	C	8' 2"	10' 1"
FWD	D	4' 2"	5' 6"
MAIN	E	9' (avg)	
	F	3' 1"	4' 9"
AFT	G	3' 10"	5' 5"
	H	9' 0"	10' 10"
	I	3' 11"	6' 0"
	J	31' 7"	34' 11"
	K	4' 9"	11' 5"
	L	16' 7"	17' 11"

5.2. COMPARTMENT CONFIGURATIONS.

5.2.1. MAIN/PASSENGER COMPARTMENT.

5.2.1.1. Pax/Crew Door.

Same as for B727-200. See: [Figure 4.3. Pax/Crew Door B727-200.](#)

5.2.1.2. Main Door.

No manufacturer diagrams available.

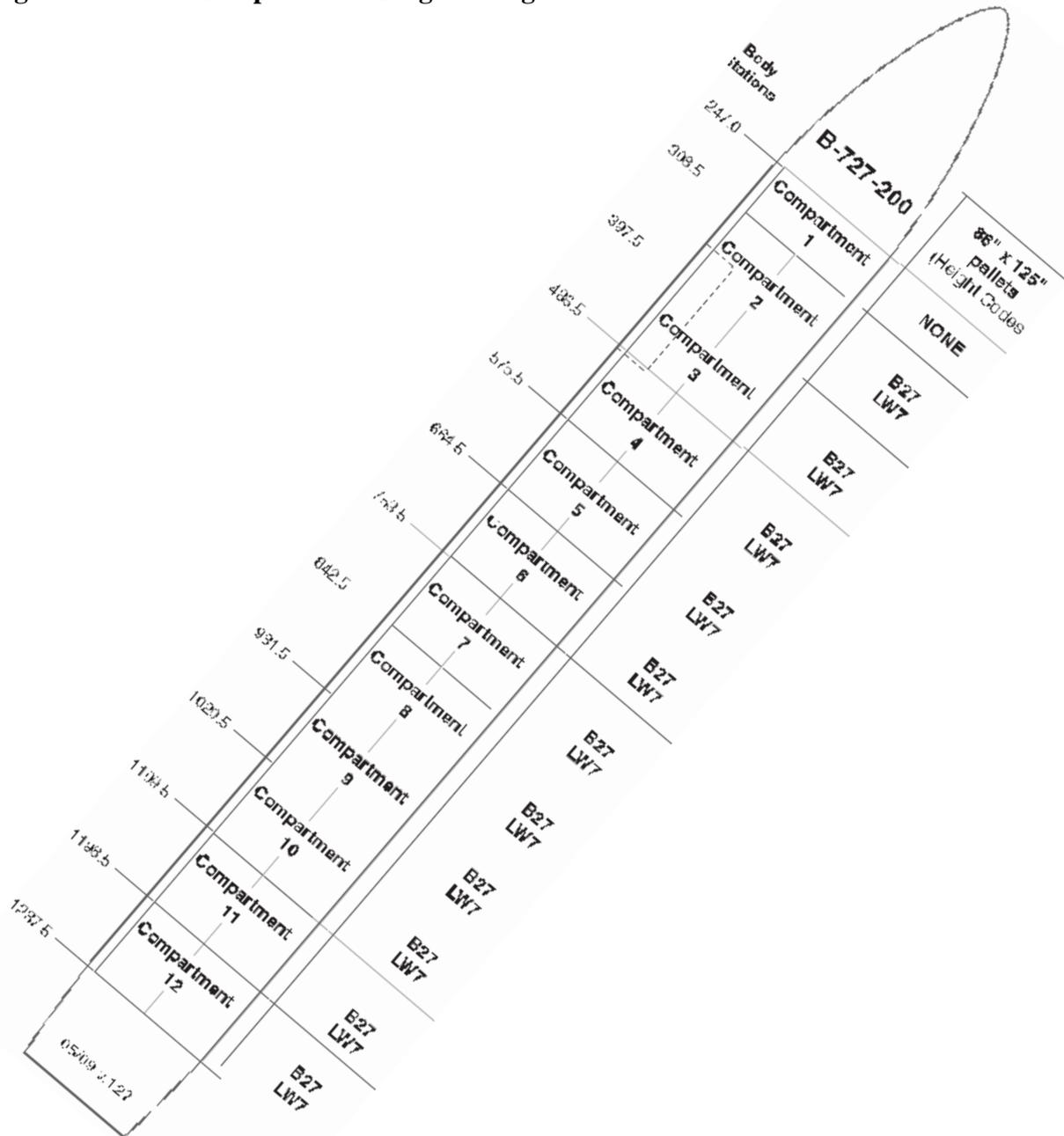
5.2.1.3. Compartment Dimensions.

No manufacturer diagrams available.

5.2.1.5. Pallets.

NOTE: See [Attachment 1](#) for contour guide for the build-up of cargo.

Figure 5.2. Main Compartment Cargo Configurations B727-200F.



5.2.2. FORWARD COMPARTMENT.**5.2.2.1. Door.**

Same as for B727-200. See: [Figure 4.5. Forward Compartment Door B727-200.](#)

5.2.2.2. Compartment Dimensions.

No manufacturer diagrams available.

5.2.2.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

5.2.3. AFT COMPARTMENT.**5.2.3.1. Door.**

Same as for B727-200. See: [Figure 4.6. Aft Compartment Door B727-200.](#)

5.2.3.2. Compartment Dimensions.

No manufacturer diagrams available.

5.2.3.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

5.2.5. BULK COMPARTMENT.**5.2.5.1. Door.**

Same as for B727-200. See: [Figure 4.7. Bulk Compartment Door B727-200.](#)

(NOTE: This is an option on the B727-200 model)

5.2.5.2. Compartment Dimensions.

No manufacturer diagrams available.

5.2.5.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

5.3. SERVICING DIAGRAMS.**5.3.1. Servicing.**

No manufacturer diagrams available.

(Expect similar to B727-100C. See: [Fig. 3.10. Typical Serv. Arrangement B727-100C.](#))

5.3.2. Ground Connections.

Same as for B727-100C. See: [Fig 3.11. Ground Serv. Connections B727-100C.](#)

5.3.3. Aft Stairs.

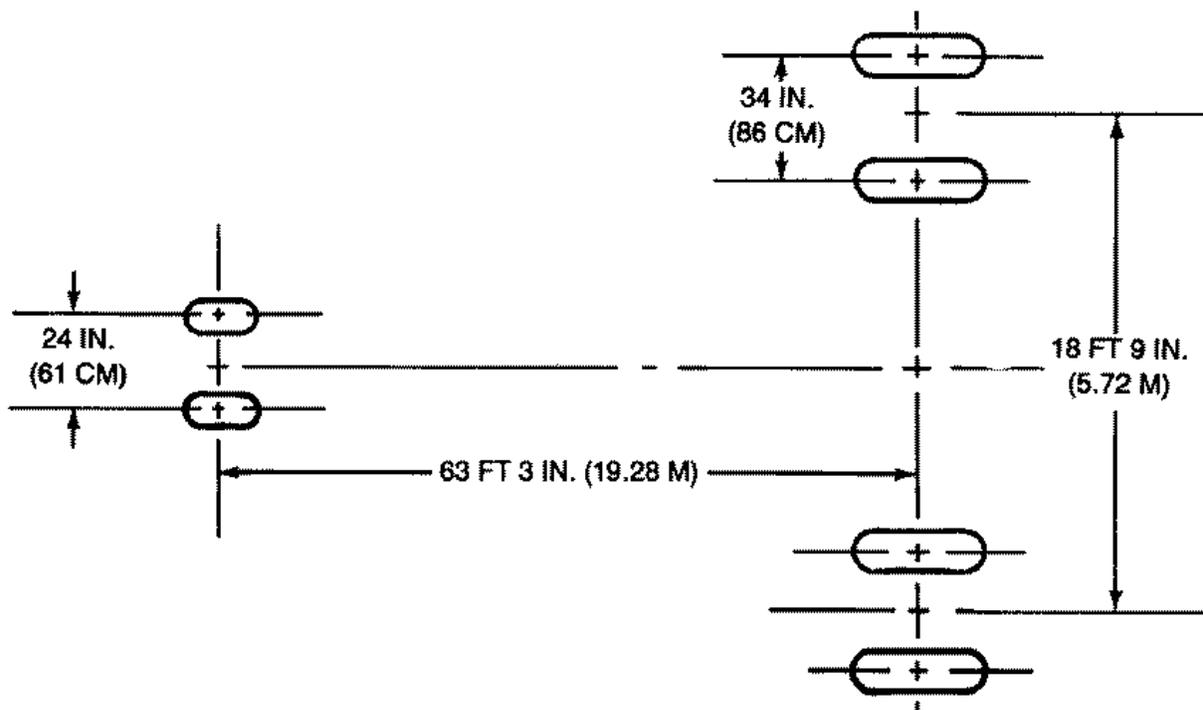
Same as for B727-200. See: [Figure 4.9. Aft Stairs B727-200.](#)

5.4. AIRFIELD SUITABILITY.

5.5.1. Landing Gear Footprint.

Figure 5.3. Landing Gear Footprint B727-200F.

Max Taxi Wt.	204,000 lb (92,500 kg)
Nose Gear Tire Size	32 x 11.5 Type VIII
Nose Gear Tire Press.	100 psi (7.03 kg/cm ²)
Main Gear Tire Size	50 x 21 30 PR
Main Gear Tire Press. (Loaded)	167 psi (11.74 kg/cm ²)



5.5.2. Minimum Turning Radii.

Same as for B727-200. See: [Figure 4.11. Minimum Turning Radii B727-200.](#)

5.5.3. Parking Footprint.

No manufacturer diagrams available.

FREDERICK H. MARTIN, Brig Gen, USAF
Director of Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References******Department of Defense / Unified Combatant Commands***

[DTR 4500.9-R](#), Defense Transportation Regulation – Part III Mobility

[Appendix J](#) – Hazardous Materials (HAZMAT) Certification and Mobility Procedures

[Appendix K](#) – Hazardous Materials (HAZMAT) Special Permits (SP)

[Appendix V](#) – Aircraft Load Planning and Documentation

[Appendix BB](#) – Procedures for Transporting Weapons, Ammunition and Hazardous Materials (HAZMAT) Aboard Commercial Aircraft in Scheduled Service and Department of Defense (DOD) – Owned or Controlled Aircraft

[DD Form 2130-5](#), DC 10-10/30CF Load Plan

[DD Form 2130-8](#), DC 8-50 Series F/CF Load Plan

[DD Form 2130-9](#), DC 8-61/71-63/73F/CF Load Plan

[DD Form 2130-10](#), DC 8-62CF Load Plan

[DD Form 2130-11](#), B707-300C Load Plan

[DD Form 2130-12](#), B747-100F/200C/200F Load Plan

[DD Form 2130C](#), Aircraft Load Plan Continuation

[JP 3-17](#), Joint Doctrine and Joint Tactics, Techniques, and Procedures for Air Mobility Operations

Air Force

[AFDD 2-6](#), Air Mobility Operations

[AFMAN24-204\(I\)](#), Preparing Hazardous Materials for Military Air Shipments

[AFPAM 10-1403](#), Air Mobility Planning Factors

Air Mobility Command

[AMCI 10-202V4, CL-1](#), Expeditionary Air Mobility Support Operations – Checklist

[AMCI 10-402](#), Civil Reserve Air Fleet (CRAF)

[AMCI 24-201](#), Commercial Airlift Management – Civil Air Carriers (**NOTE: Potential change**)

AMC Affiliation Workbook 36-101 Volume I, Equipment Preparation Course

AMC Affiliation Workbook 36-101 Volume II, Airlift Planner's Course

Other Agencies

ATTLA, MIL-HDBK-1791, Designing for Internal Aerial Delivery in Fixed Wing Aircraft

IATA, ULD Technical Manual (ULD)

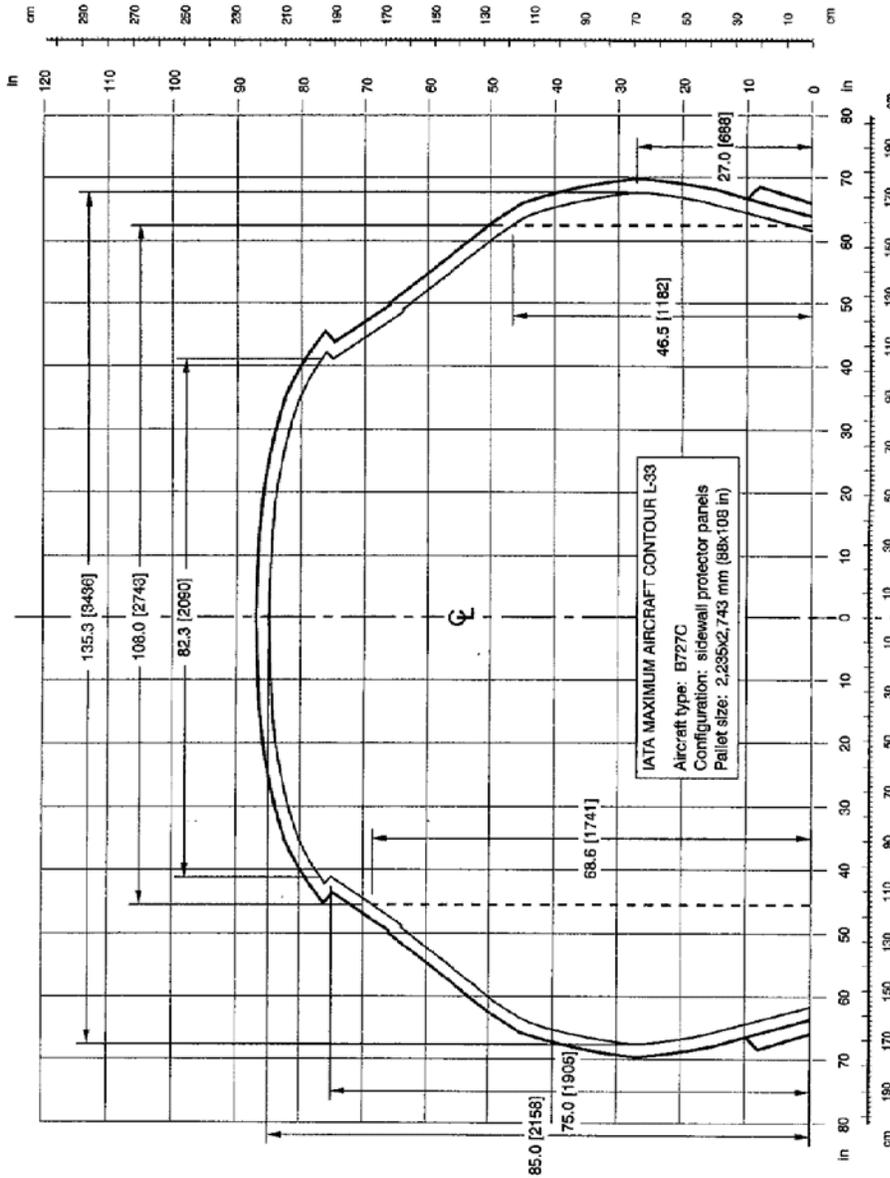
Airbus, 198 Van Buren Street Suite 300 Herndon, VA 20170

Boeing, P. O. Box 3707 Seattle, Washington 98124

Attachment 2

MAIN COMPARTMENT CONTOUR CHART B727-100C, 200F

Figure A2.1. Main Compartment Contour Chart



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Notes:

- 1) Shows inside dimensions where cargo compartment has a constant cross-section (internal contour measured perpendicular to the aircraft length - excludes any tapered section of the fuselage).
- 2) Minimum 2 inches of clearance must exist between aircraft contour and maximum payload contour (represented by inner solid line of the contour drawing).
- 3) All horizontal dimensions are measured left or right of aircraft centerline (CL).
- 4) All vertical dimensions are measured from the top of the conveyor plane.
- 5) Reference number of L33 for this contour assigned by IATA for easy identification.
- 6) The specifications of airframe manufacturer and/or carrier will ALWAYS take precedence over this chart.