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AIR MOBILITY COMMAND**

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VOLUME 3, ADDENDUM B**



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**CIVIL RESERVE AIR FLEET LOAD  
PLANNING – BOEING B737 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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**SUMMARY OF CHANGES**

**This document is substantially revised and must be completely reviewed.**  
Series has been renumbered, reorganized, and data added.

**TABLE OF CONTENTS**

Volume 1      CRAF GENERAL  
Volume 2      AIRBUS  
**Volume 3      BOEING**

Addendum A – B 727    SERIES  
**Addendum B – B 737    SERIES**

<b>Chapter 1 – <u>GENERAL INFORMATION</u></b> .....	6
1.1. <u>Purpose.</u> .....	6
1.2. <u>Scope.</u> .....	6
1.3. <u>Arrangement.</u> .....	6
1.4. <u>Supplements.</u> .....	6
1.5. <u>Acronyms.</u> .....	6
1.6. <u>Copyrights.</u> .....	7
1.7. <u>Description. Addendum B. Boeing B737 Series.</u> .....	7
<b>Chapter 2 – <u>QUICK REFERENCE TABLES</u></b> .....	9
2.1. <u>Ranges.</u> .....	9
2.2. <u>Pallets.</u> .....	9
2.3. <u>Table Legends.</u> .....	9
2.4. <u>After-Market Conversions.</u> .....	9
2.5. <u>Tables.</u> .....	9
2.6. <u>Tables. Addendum B. Boeing B737 Series.</u> .....	10
Table 2.1. <u>Cargo Planning.</u>	
Table 2.2. <u>Passenger Planning.</u>	
Table 2.3. <u>Door Clearances/Sizes.</u>	
Table 2.4. <u>Compartment Dimensions.</u>	
Table 2.5. <u>Weight Information.</u>	
Table 2.6. <u>Airfield Suitability Information.</u>	
<b>Chapter 3 – <u>B737-300</u></b> .....	16
3.1. <u>DIMENSIONS.</u> .....	16
Figure 3.1. <u>General Dimensions B737-300.</u>	
Figure 3.2. <u>Ground Clearance B737-300.</u>	
3.2. <u>COMPARTMENT CONFIGURATIONS.</u> .....	18
Figure 3.3. <u>Pax/Crew Door B737-300.</u>	
Figure 3.4. <u>Typical Passenger Configurations B737-300.</u>	
Figure 3.5. <u>Forward Compartment Door B737-300.</u>	
Figure 3.6. <u>Forward Compartment Dimensions B737-300.</u>	
Figure 3.7. <u>Aft Compartment Door B737-300.</u>	

Figure 3.8. <u>Aft Compartment Dimensions B737-300.</u>	
3.3. <u>SERVICING DIAGRAMS.</u>	22
Figure 3.9. <u>Typical Servicing Arrangement B737-300.</u>	
Figure 3.10. <u>Ground Service Connections B737-300.</u>	
Figure 3.11. <u>Forward Air Stairs B737-300.</u>	
3.4. <u>AIRFIELD SUITABILITY.</u>	25
Figure 3.12. <u>Landing Gear Footprint B737-300.</u>	
Figure 3.13. <u>Minimum Turning Radii B737-300.</u>	
<b>Chapter 4 – B737-400</b>	27
4.1. <u>DIMENSIONS.</u>	27
Figure 4.1. <u>General Dimensions B737-400.</u>	
4.2. <u>COMPARTMENT CONFIGURATIONS.</u>	28
Figure 4.2. <u>Typical Passenger Configurations B737-400.</u>	
4.3. <u>SERVICING DIAGRAMS.</u>	30
Figure 4.3. <u>Typical Servicing Arrangement B737-400.</u>	
Figure 4.4. <u>Ground Service Connections B737-400.</u>	
4.4. <u>AIRFIELD SUITABILITY.</u>	32
Figure 4.5. <u>Landing Gear Footprint B737-400.</u>	
Figure 4.6. <u>Minimum Turning Radii B737-400.</u>	
<b>Chapter 5 – B737- 400C/F</b>	34
5.1. <u>DIMENSIONS.</u>	34
5.2. <u>COMPARTMENT CONFIGURATIONS.</u>	34
Figure 5.1. <u>Main Compartment Dimensions B737-400C/F.</u>	
Figure 5.2. <u>Main Compartment Cargo Configurations B737-400C/F.</u>	
5.3. <u>SERVICING DIAGRAMS.</u>	36
5.4. <u>AIRFIELD SUITABILITY.</u>	36
<b>Chapter 6 – B737- 500</b>	37
6.1. <u>DIMENSIONS.</u>	37
Figure 6.1. <u>General Dimensions B737-500.</u>	
6.2. <u>COMPARTMENT CONFIGURATIONS.</u>	38
Figure 6.2. <u>Typical Passenger Configurations B737-500.</u>	
6.3. <u>SERVICING DIAGRAMS.</u>	40
Figure 6.3. <u>Typical Servicing Arrangement B737-500.</u>	
Figure 6.4. <u>Ground Service Connections B737-500.</u>	
6.4. <u>AIRFIELD SUITABILITY.</u>	42
Figure 6.5. <u>Landing Gear Footprint B737-500.</u>	
Figure 6.6. <u>Minimum Turning Radii B737-500.</u>	
<b>Chapter 7 – B737- 600</b>	44
7.1. <u>DIMENSIONS.</u>	44
Figure 7.1. <u>General Dimensions B737-600.</u>	
Figure 7.2. <u>Ground Clearance B737-600.</u>	
7.2. <u>COMPARTMENT CONFIGURATIONS.</u>	45

Figure 7.3. Typical Passenger Configurations B737-600.  
7.3. SERVICING DIAGRAMS...... 48  
Figure 7.4. Typical Servicing Arrangement B737-600.  
Figure 7.5. Ground Service Connections B737-600.  
7.4. AIRFIELD SUITABILITY...... 50  
Figure 7.6. Landing Gear Footprint B737-600.  
Figure 7.7. Minimum Turning Radii B737-600.

**Chapter 8 – B737-700**..... 52  
8.1. DIMENSIONS...... 52  
Figure 8.1. General Dimensions B737-700.  
Figure 8.2. Ground Clearance B737-700.  
8.2. COMPARTMENT CONFIGURATIONS...... 53  
Figure 8.3. Typical Passenger Configurations B737-700.  
8.3. SERVICING DIAGRAMS...... 56  
Figure 8.4. Typical Servicing Arrangement B737-700.  
Figure 8.5. Ground Service Connections B737-700.  
8.4. AIRFIELD SUITABILITY...... 58  
Figure 8.6. Landing Gear Footprint B737-700.  
Figure 8.7. Minimum Turning Radii B737-700.

**Chapter 9 – B737-700C**..... 60  
9.1. DIMENSIONS...... 60  
Figure 9.1. General Dimensions B737-700C.  
Figure 9.2. Ground Clearance B737-700C.  
9.2. COMPARTMENT CONFIGURATIONS...... 61  
Figure 9.3. Main Compartment Door B737-700C.  
Figure 9.4. Typical 1-Class Passenger Configurations B737-700C.  
Figure 9.5. Main Compartment Cargo Configurations B737-700C.  
9.3. SERVICING DIAGRAMS...... 65  
Figure 9.6. Ground Service Connections B737-700C.  
9.4. AIRFIELD SUITABILITY...... 66  
Figure 9.7. Minimum Turning Radii B737-700C.

**Chapter 10 – B737- 800**..... 67  
10.1. DIMENSIONS...... 67  
Figure 10.1. General Dimensions B737-800.  
Figure 10.2. Ground Clearance B737-800.  
10.2. COMPARTMENT CONFIGURATIONS...... 68  
Figure 10.3. Typical Passenger Configurations B737-800.  
10.3. SERVICING DIAGRAMS...... 71  
Figure 10.4. Typical Servicing Arrangement B737-800.  
Figure 10.5. Ground Service Connections B737-800.  
10.4. AIRFIELD SUITABILITY...... 73  
Figure 10.6. Landing Gear Footprint B737-800.  
Figure 10.7. Minimum Turning Radii B737-800.

<b>Chapter 11 – B737-900</b> .....	75
11.1. <u>DIMENSIONS.</u> .....	75
Figure 11.1. <u>General Dimensions B737-900.</u>	
Figure 11.2. <u>Ground Clearance B737-900.</u>	
11.2. <u>COMPARTMENT CONFIGURATIONS.</u> .....	76
Figure 11.3. <u>Typical Passenger Configurations B737-900.</u>	
11.3. <u>SERVICING DIAGRAMS.</u> .....	79
Figure 11.4. <u>Typical Servicing Arrangement B737-900.</u>	
Figure 11.5. <u>Ground Service Connections B737-900.</u>	
11.4. <u>AIRFIELD SUITABILITY.</u> .....	81
Figure 11.6. <u>Landing Gear Footprint B737-900.</u>	
Figure 11.7. <u>Minimum Turning Radii B737-900.</u>	
<b>Chapter 12 – B737-900ER</b> .....	83
12.1. <u>DIMENSIONS.</u> .....	83
12.2. <u>COMPARTMENT CONFIGURATIONS.</u> .....	83
Figure 12.1. <u>Typical Passenger Configurations B737-900ER.</u>	
12.3. <u>SERVICING DIAGRAMS.</u> .....	84
12.4. <u>AIRFIELD SUITABILITY.</u> .....	85
Figure 12.2. <u>Landing Gear Footprint B737-900ER.</u>	
<b>Attachment 1 – GLOSSARY OF REFERENCES</b> .....	87
<b>Attachment 2 – MAIN COMPT CONTOUR CHART B737C</b> .....	87
Addendum C – B 747 SERIES	
Addendum D – B 757 SERIES	
Addendum E – B 767 SERIES	
Addendum F – B 777 SERIES	
Addendum G – B 787 SERIES (Reserved for future use)	
Volume 4 BOEING (formerly McDONNELL-DOUGLAS)	
Volume 5 MISCELLANEOUS AIRCRAFT (Reserved for future use)	

## 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 B. Boeing B737 Series.**

The B737 Series aircraft is actually comprised of several models of narrow bodies (which are described in more detail below). All models are twin engine, and are designed for short- to medium-range use. As of the date of this publication, 6,226 aircraft of the B737 Series have been delivered, making it the most produced jet airliner to date. There are several thousand older models still in service. The B737 also has Business Jet and military versions (the C-40A/B/C "Clippers", P-8A "Poseidon", and T-43's). Furthermore, there are over 2,000 pending orders of its Next Generation models, indicating that this Series will be around for the foreseeable future.

The B737 Series is best described in three phases: the Originals (-100 and -200 variants), the Classics (-300, -400, and -500 variants), and the Next Generations (-600, -700, -800, and -900 variants). The Next Generation models are the only ones currently still in production.

#### **Original B737 Models**

**The B737-100** made its initial flight in April 1967, and was type-certified in December of the same year. This was the first in the series, and the smallest. There were only 30 manufactured, with the last delivery to NASA in July of 1973. None are in service today.

**The B737-200** model was developed alongside the -100. Its first flight was in August 1967 and its type certification came a week after the B737-100. It was a stretch version of the -100 and later offered the **B737-200C**, a convertible feature for passengers, cargo, or a mix. Although 1,114 were built up to 1988, most B737-200 and B737-200C's are no longer in service, so only Quick Reference Table data will be presented in this volume.

#### **Classic B737 Models**

**The B737-300** began the Classic generation when it flew in February 1984, getting type rated in November 1984. Improvements in aerodynamics and engines, as well as stretching the fuselage further than the -200's, aided in increased payload and range. By the time the last B737-300 was delivered in 1999, 1,113 were made.

**The B737-400** first flew in February 1988, getting type rated in September 1988. Approximately 10 feet longer than the -300, 486 were produced until February 2000. Although Boeing did not

make a freighter version, after-market modifications produced a few **B737-400C/F's** ("C" for Convertible, "F" for Freighter).

**The B737-500** first flew in June 1989, getting type rated in February 1990. The B737-500 was a shortened version of the -300, with 389 produced until July 1999.

### **Next Generation B737 Models**

**The B737-600** first flew in January 1998, getting type rated in July 1998. This Next Generation has the same fuselage as the -500, but better range, due to new wings, stabilizer, and tail sections. 69 manufactured to date.

**The B737-700** first flew in February 1997, getting type rated in November 1997. The first of the 737 Next Generation aircraft, it has the same fuselage as the -300, also with better range, due to new wings, stabilizer, and tail sections. Over 1,000 produced to date.

**The B737-700C** earned its type rating in August 2000. The "C" means convertible and can carry passengers, cargo, or a mixture of both. Currently, 12 have been made.

**The B737-800** first flew in July 1997, getting type rated in March 1998. This Next Generation aircraft has new wings, stabilizer, and tail sections, but its fuselage is just slightly longer than the -400. Over 1,750 manufactured as of this publication.

**The B737-900** first flew in August 2000, getting type rated in March 2001. A derivative of the -800 model, it has a 96 inch longer fuselage and more than 50 have been made currently.

**The B737-900ER** first flew in 2006 and was type rated in April 2007. More than 60 produced so far, this model has increased, weight, range, and passenger capacities than the -900 basic model.

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

**B737-200** (Note: Only Quick reference table data for the B737-200, NO separate chapter for it.)

**B737-200C** (Note: Only Quick reference table data for the B737-200C, NO chapter for it.)

**B737-300**

**B737-400**

**B737-400 C/F**

**B737-500**

**B737-600**

**B737-700**

**B737-700C**

**B737-800**

**B737-900**

**B737-900ER**

## 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 B. Boeing B737 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	
<b>B737-200</b>	M= X, F= 0, A= 0, B= X	1,200–2,710	7.75–15.3	0–11.2	X	X	2,400–2,800
<b>B737-200C</b>	M=7, F= 0, A= 0, B= X	1,400	7.6–13.75	0–7.6	X	X	2,200–2,800
<b>B737-300</b>	M= X, F= 0, A= 0, B= X	1,900–2,100	16.73	13.73–15.3	7.48–9.05	X	3,400
<b>B737-400</b>	M= X, F= 0, A= 0, B= X	1,700–2,000	19.92	16.42–16.92	5.42–5.92	X	3,250
<b>B737-400C/F</b>	M=9!, F= 0, A= 0, B= X	?	?	?	?	?	?
<b>B737-500</b>	M= X, F= 0, A= 0, B= X	1,800	15.99	12.99	8.99	X	3,400
<b>B737-600</b>	M= X, F= 0, A= 0, B= X	2,100	16.65–17.15	14.9	12.4	9.9	4,200
<b>B737-700</b>	M= X, F= 0, A= 0, B= X	2,100	18.75	17	14.25	10.5	4,000
<b>B737-700C</b>	M=8, F= 0, A= 0, B= X	2,800	?	?	?	?	?
<b>B737-800</b>	M= X, F= 0, A= 0, B= X	2,050–2,250	22.35–23.5	20.35	14.35	3.85	3,650
<b>B737-900</b>	M= X, F= 0, A= 0, B= X	950–2,000	21.75	18.21–18.96	11.46–14.96	0.71–3.46	3,550–3,700
<b>B737-900ER</b>	M= X, F= 0, A= 0, B= X	1,750–2,900	19.65–24.5	19.65–22	19	8.75	3,900

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
<b>B737-200</b>	97-102	136	1,200-1,900	67-133	0-97	X	X
<b>B737-200C</b>	102-110	136	1,400-1,500	83-119	0-83	X	X
<b>B737-300</b>	128	149	1,900	145	119-133	65-78	X
<b>B737-400</b>	146	168	2,000	168	142-147	47-51	X
<b>B737-400C/F</b>	?	?	?	?	?	?	?
<b>B737-500</b>	108	132	2,150	132	112	78	X
<b>B737-600</b>	108	130	2,700	130	130	113	94
<b>B737-700</b>	128	148	2,300	148	145	126	91
<b>B737-700C</b>	128	148	3,205	?	?	?	?
<b>B737-800</b>	160	184	2,500	184	184	124	33
<b>B737-900</b>	177	189	2,000	189	158-164	99-130	15
<b>B737-900ER</b>	177	215	2,200	215	170-191	165	76

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
<b>B737-200</b>	97 to 103	X	46 to 51	57	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-200C</b>	97 to 103	97 to 103	46 to 52	57	X	134 × 86	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-300</b>	103 to 109	X	50 to 55	54	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-400</b>	103 to 109	X	50 to 55	54	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-400C/F</b>	103 to 109	?	50 to 55	54	X	81.3 × 139.5 !	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-500</b>	103 to 109	X	50 to 55	54	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-600</b>	102 to 108	X	51 to 57	64 to 70	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-700</b>	102 to 108	X	51 to 57	64 to 70	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-700C</b>	102 to 108	?	51 to 57	64 to 70	X	134 × 86	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-800</b>	102 to 108	X	51 to 57	64 to 70	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-900</b>	102 to 108	X	51 to 57	64 to 70	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X
<b>B737-900ER</b>	102 to 108	X	51 to 57	64 to 70	X	X	48 × 51 (35 clear)	48 × 48 (33 clear)	X

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
<b>B737-200</b>	X	175 × (48 @fl)120 × 44.2	257 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-200C</b>	?	175 × (48 @fl)120 × 44.2	257 × (48 @fl)115-82 × 46.8-23.2	X	?	?	?	X
<b>B737-300</b>	X	200 × (48 @fl)120 × 44.2	317 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-400</b>	X	272 × (48 @fl)120 × 44.2	365 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-400C/F</b>	?	272 × (48 @fl)120 × 44.2	365 × (48 @fl)115-82 × 46.8-23.2	X	?	?	?	?
<b>B737-500</b>	X	146 × (48 @fl)120 × 44.2	277 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-500</b>	X	130 × (48 @fl)120 × 44.2	276 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-700</b>	X	184 × (48 @fl)120 × 44.2	316 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-700C</b>		184 × (48 @fl)120 × 44.2	316 × (48 @fl)115-82 × 46.8-23.2	X	?	?	?	X
<b>B737-800</b>	X	302 × (48 @fl)120 × 44.2	428 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-900</b>	X	364 × (48 @fl)120 × 44.2	470 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X
<b>B737-900ER</b>	X	364 × (48 @fl)120 × 44.2	470 × (48 @fl)115-82 × 46.8-23.2	X	X	?	?	X

Table 2.5. Weight Information.

Aircraft Type	Maximum Design Weight (lbs)						
	Ramp/Taxi (MTW)	T/O (MTW)	Land (MLW)	Zero Fuel (MZFW)	Oper Empty (OEW)	Max Payload	Max Cargo Vol. (FT <sup>3</sup> )
<b>B737-200</b>	100,800–128,600	100,000–128,100	95,000–107,000	85,000–95,000	59,800–65,300	24,100–35,200	640–875
<b>B737-200C</b>	110,000–128,600	109,000–128,100	98,000–107,000	88,000–99,000	61,100–69,800	25,300–33,300	3,635
<b>B737-300</b>	125,000–140,000	124,500–139,500	114,000–115,800	105,000–106,500	69,400–72,540	33,130–35,600	792–1,068
<b>B737-400</b>	139,000–150,500	138,500–150,000	121,000–124,000	113,000–117,000	73,170–74,170	39,830–43,830	1,097–1,373
<b>B737-400C/F</b>	?	?	?	?	?	?	?
<b>B737-500</b>	116,000–134,000	115,500–150,000	110,000	102,500	69,030	33,470	546–822
<b>B737-600</b>	124,500–145,000	124,000–144,500	120,500–121,500	113,500–114,500	80,200	33,300–34,300	756
<b>B737-700</b>	133,500–155,000	133,000–154,500	128,000–129,200	120,500–121,700	83,000	37,500	1,002
<b>B737-700C</b>	133,500–155,000	133,000–154,500	128,000–129,200	120,500–121,700	83,000	37,500	3,800
<b>B737-800</b>	156,000–174,700	155,500–174,200	144,000–146,300	136,000–138,300	91,300	44,700–47,000	1,591
<b>B737-900</b>	164,500–174,700	164,000–174,200	146,300	138,300–140,300	94,580	43,720–45,720	1,835
<b>B737-900ER</b>	164,500–188,200	164,000–187,700	146,300–157,300	138,300–149,300	98,495	39,308–50,805	1,585–1,824

Table 2.6. Airfield Suitability Information.

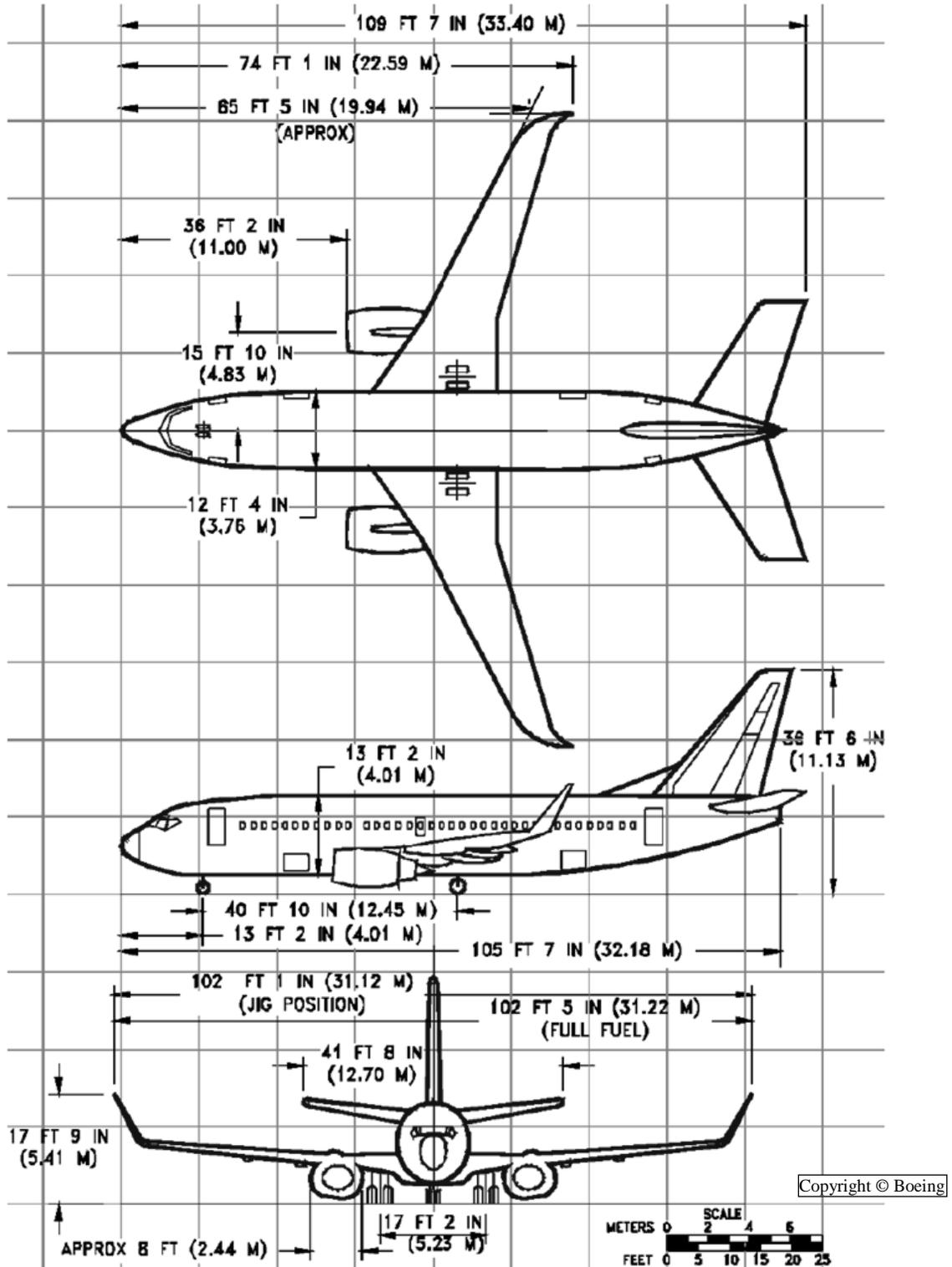
Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
<b>B737-200</b>	3,460–5,970	5,100–9,150	3,800–4,600	100' 2" × 93'	115/200 3-ph, 400 Hz 60 KVA	3" Min-47 PSIA Max-60PSIA 232° C	D/DW / TD
<b>B737-200C</b>	3,500–5,160	5,100–9,150	3,900–4,600	100' 2" × 93'	same as above	same as above	D/DW / TD
<b>B737-300</b>	5,311–6,295	5,200–9,800	4,600	109' 7" × 102' 5"	same as above	same as above	D/DW / TD
<b>B737-400</b>	5,311–6,295	6,300–9,500	4,950–5,150	119' 7" × 94' 9"	same as above	same as above	D/DW / TD
<b>B737-400C/F</b>	?	?	?	119' 7" × 94' 9"	same as above	same as above	D/DW / TD
<b>B737-500</b>	5,311–6,295	5,100–10,800	4,500	101' 9" × 97' 9"	same as above	same as above	D/DW / TD
<b>B737-500</b>	6,875	5,400–8,800	4,400	102' 6" × 112' 7"	same as above	same as above	D/DW / TD
<b>B737-700</b>	6,875	4,250–9,650	4,650	110' 4" × 117' 5"	same as above	same as above	D/DW / TD
<b>B737-700C</b>	6,875	4,250–9,100	4,650	110' 4" × 117' 5"	same as above	same as above	D/DW / TD
<b>B737-800</b>	6,875	5,550–8,500	5,400	129' 6" × 117' 5"	same as above	same as above	D/DW / TD
<b>B737-900</b>	6,875	6,500–9,550	5,400–5,600	138' 2" × 117' 5"	same as above	same as above	D/DW / TD
<b>B737-900ER</b>	6,875–7,837	6,100–9,500	5,100–5,350	138' 2" × 117' 5"	same as above	same as above	D/DW / TD

Chapter 3  
B737-300

3.1. DIMENSIONS.

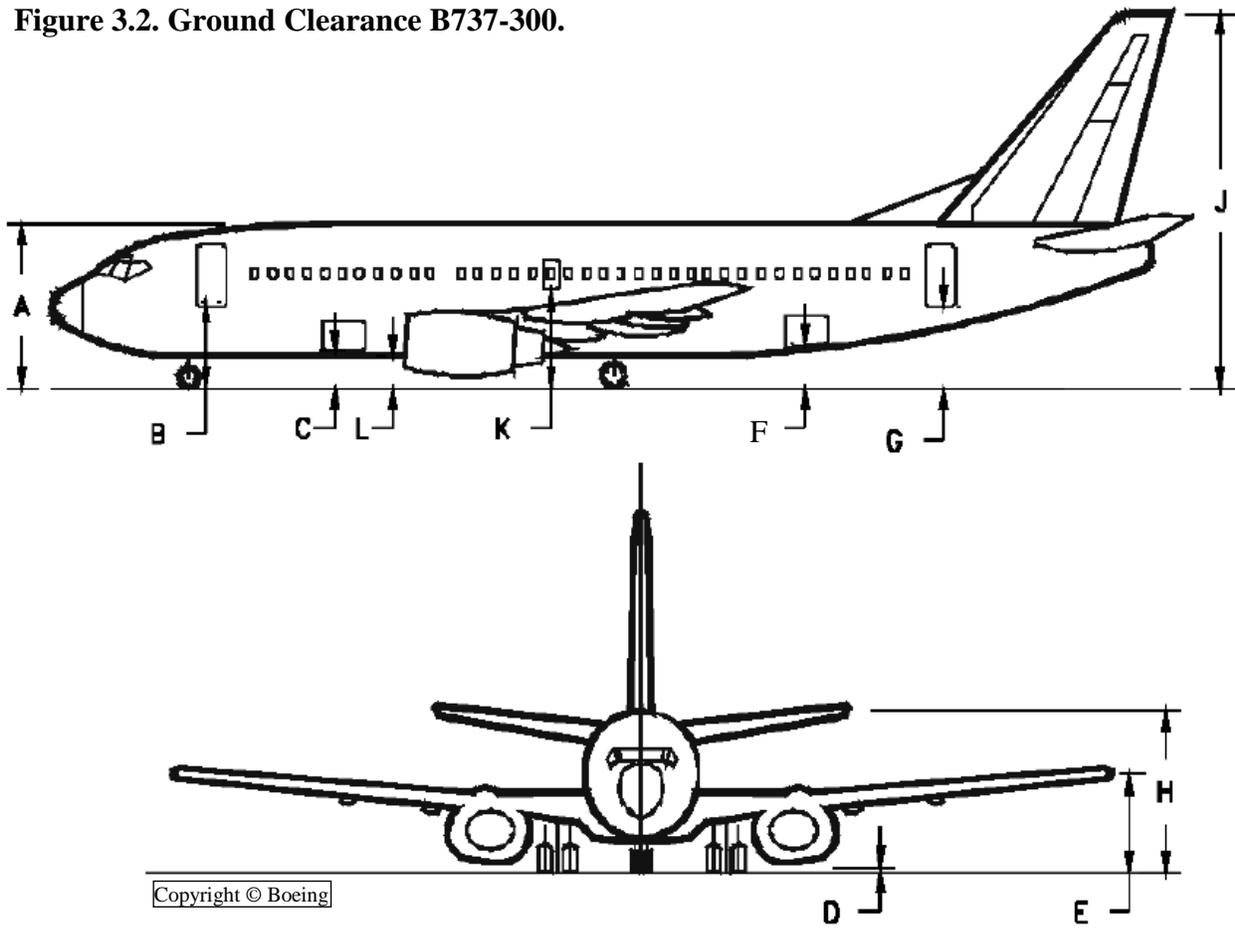
3.1.1. General Dimensions.

Figure 3.1. General Dimensions B737-300.



3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance B737-300.



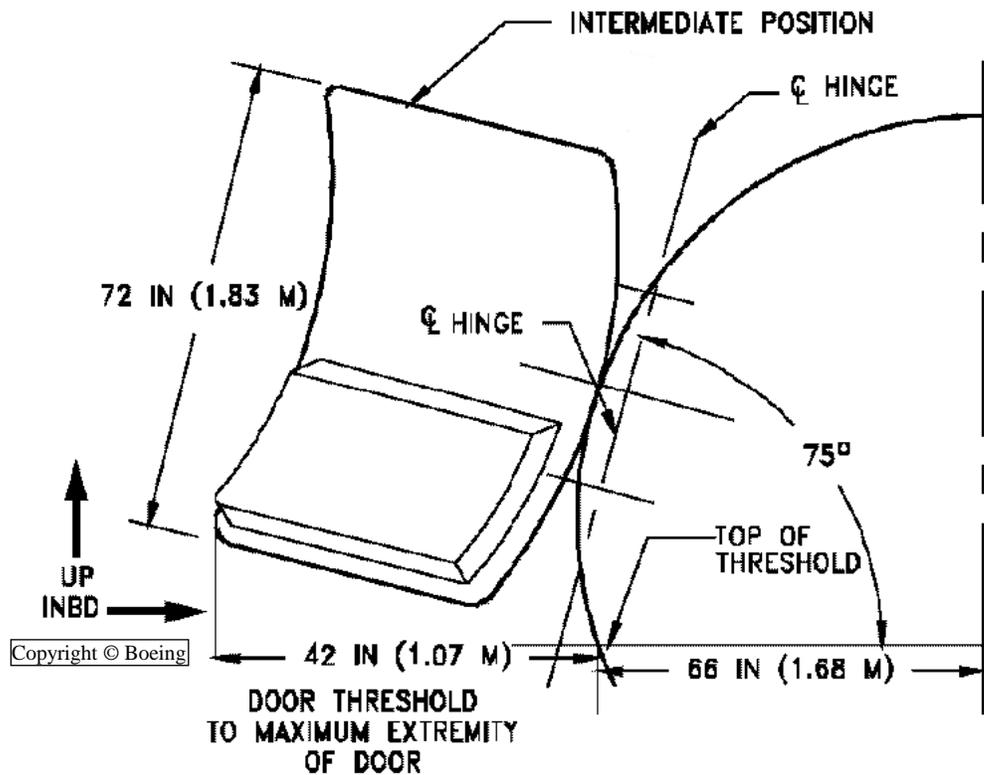
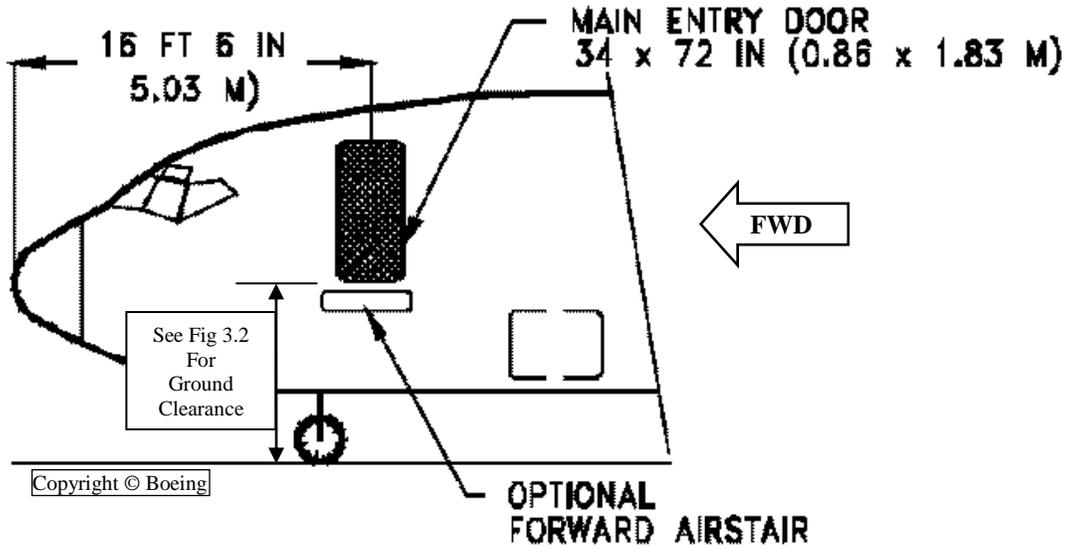
Vertical Clearances			
DOOR		Min (at MTW)	Max (at OEW)
	A	16' 10"	17' 3"
Pax/Crew	B	8' 7"	9' 1"
FWD	C	4' 2"	4' 7"
	D	1' 6"	1' 9"
	E	10' 0"	10' 2"
AFT	F	4' 6"	4' 6"
	G	8' 9"	8' 7"
	H	16' 8"	16' 3"
	J	36' 7"	36' 4"
	K	10' 4"	10' 6"
	L	3' 4"	3' 10"

3.2. COMPARTMENT CONFIGURATIONS.

3.2.1. MAIN/PASSENGER COMPARTMENT.

3.2.1.1. Pax/Crew Door.

Figure 3.3. Pax/Crew Door B737-300.

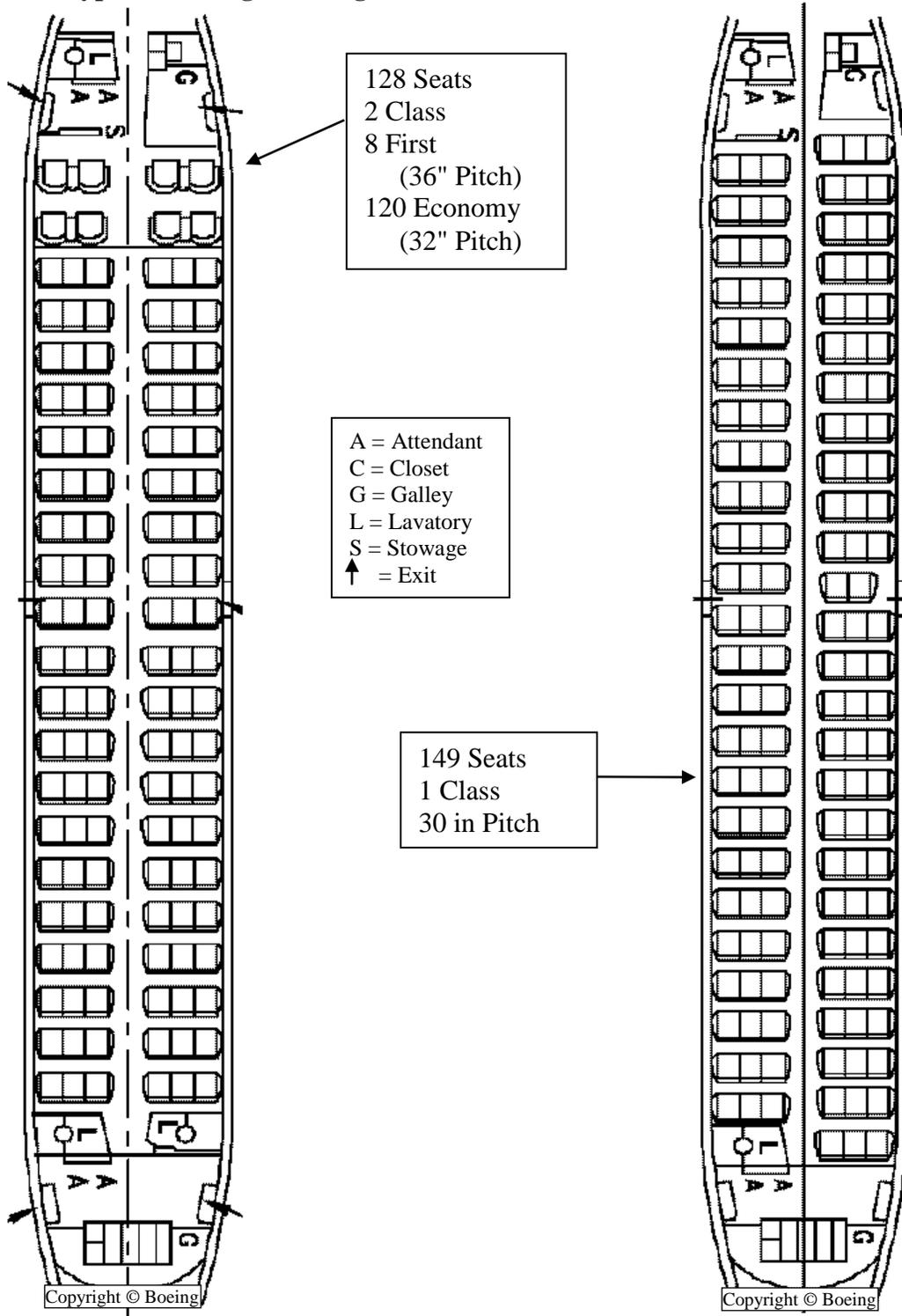


3.2.1.2. Main Door.

N/A this model

3.2.1.3. Compartment Dimensions.

Figure 3.4. Typical Passenger Configurations B737-300.



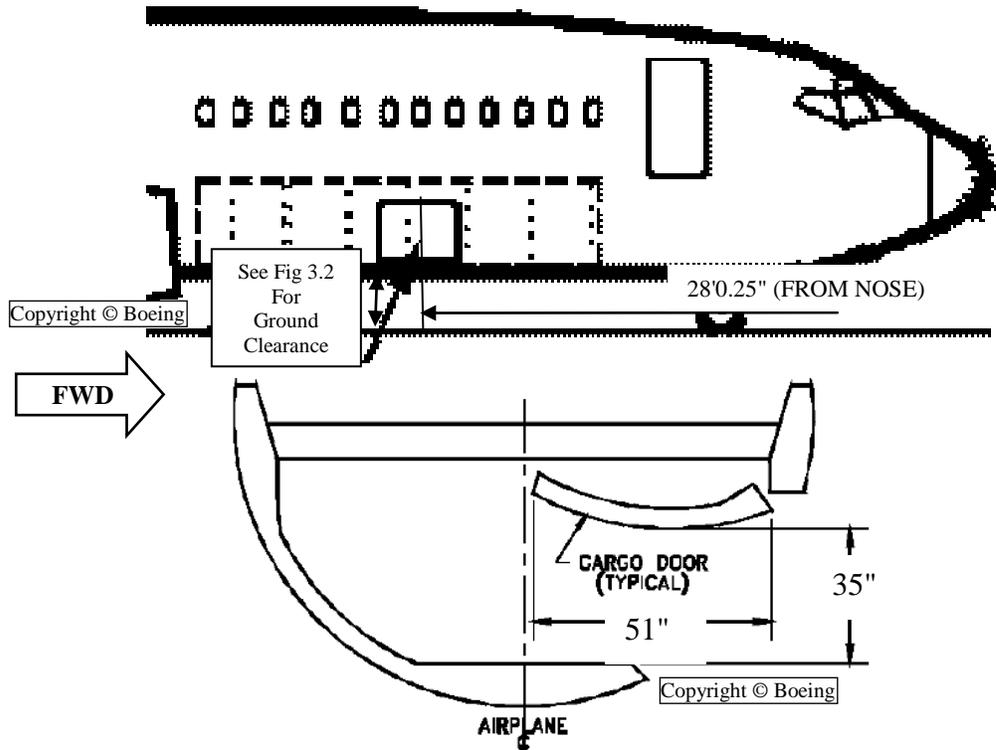
3.2.1.4. Pallets.

N/A this model

**3.2.2. FORWARD COMPARTMENT.**

**3.2.2.1. Door.**

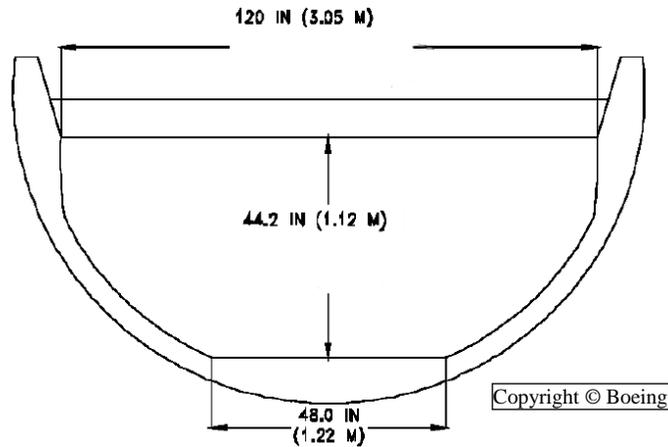
**Figure 3.5. Forward Compartment Door B737-300.**



**3.2.2.2. Compartment Dimensions.**

**Figure .3.6. Forward Compartment Dimensions B737-300.**

(Note: Length is 200" for B737-300)



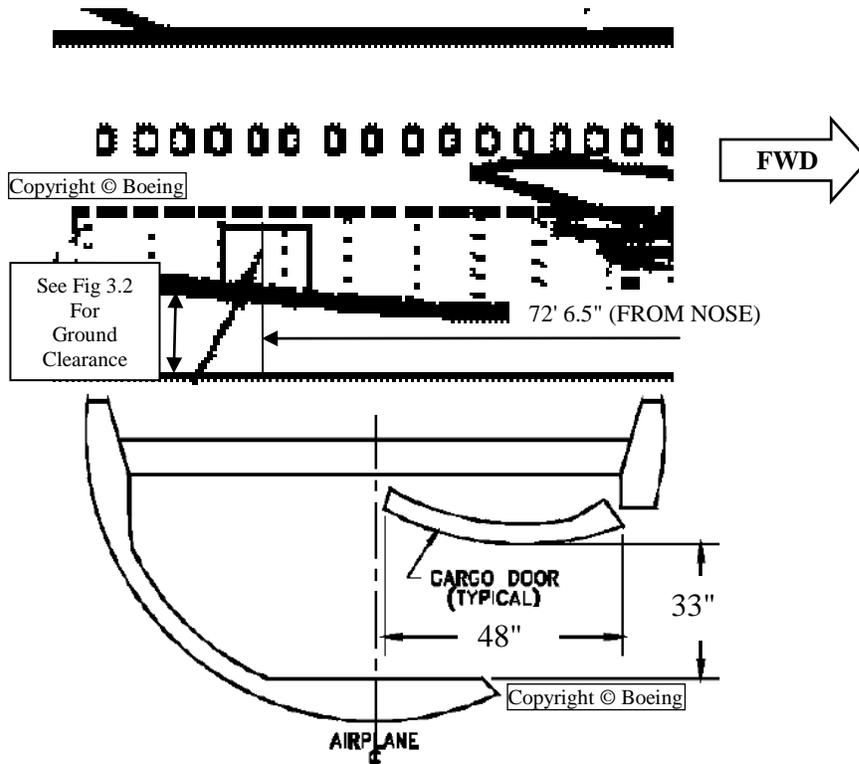
**3.2.2.3. Pallets.**

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

**3.2.3. AFT COMPARTMENT.**

**3.2.3.1. Door.**

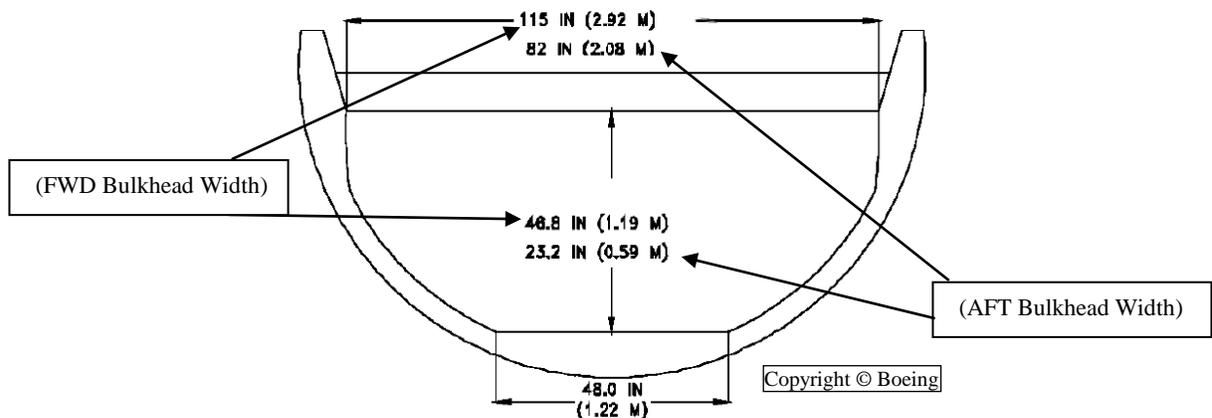
**Figure 3.7. Aft Compartment Door B737-300.**



**3.2.3.2. Compartment Dimensions.**

**Figure 3.8. Aft Compartment Dimensions B737-300.**

(Note: Length is 317\" for B737-300)



**3.2.3.3. Pallets.**

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

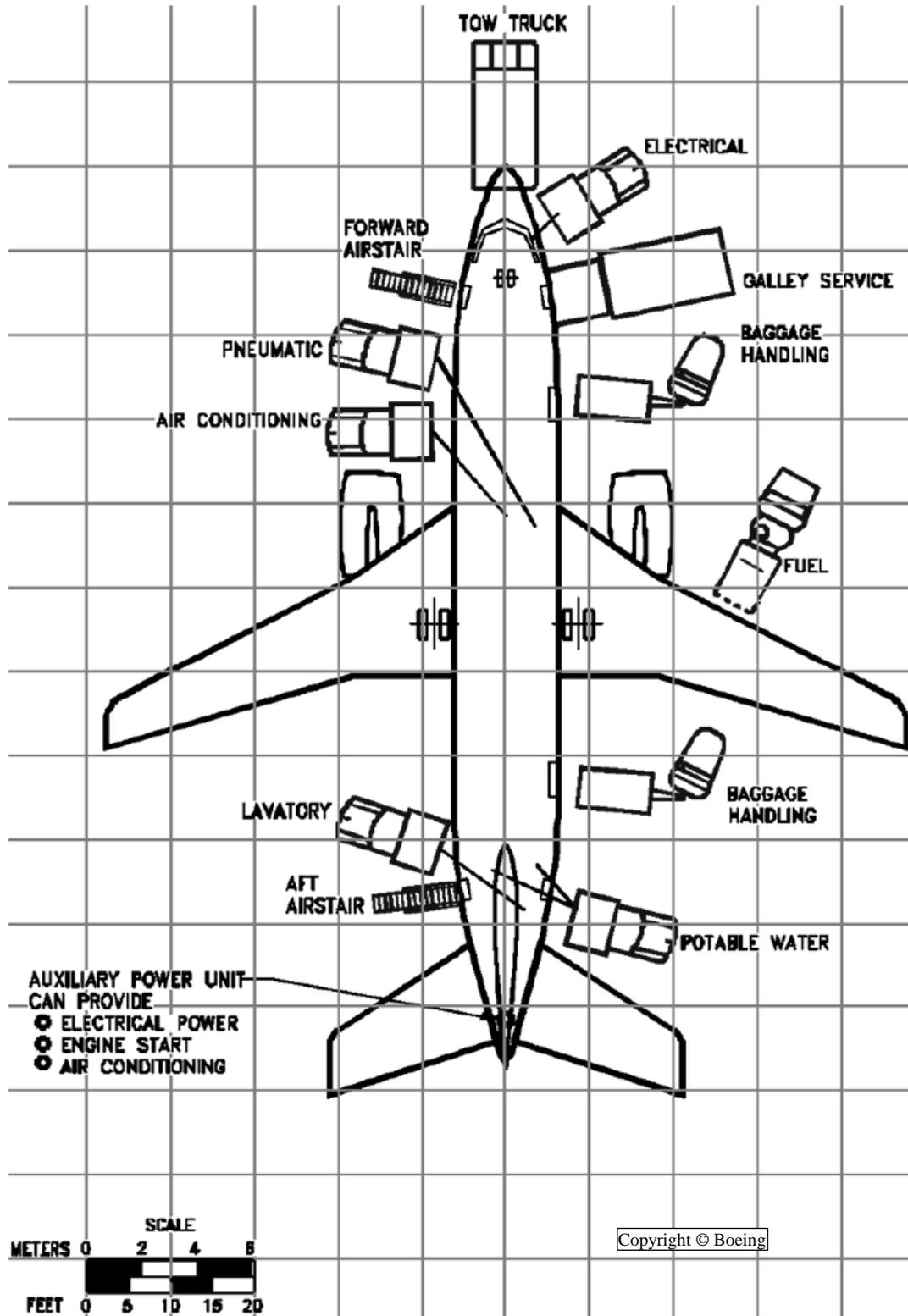
**3.2.4. BULK COMPARTMENT.**

N/A this model

### 3.3. SERVICING DIAGRAMS.

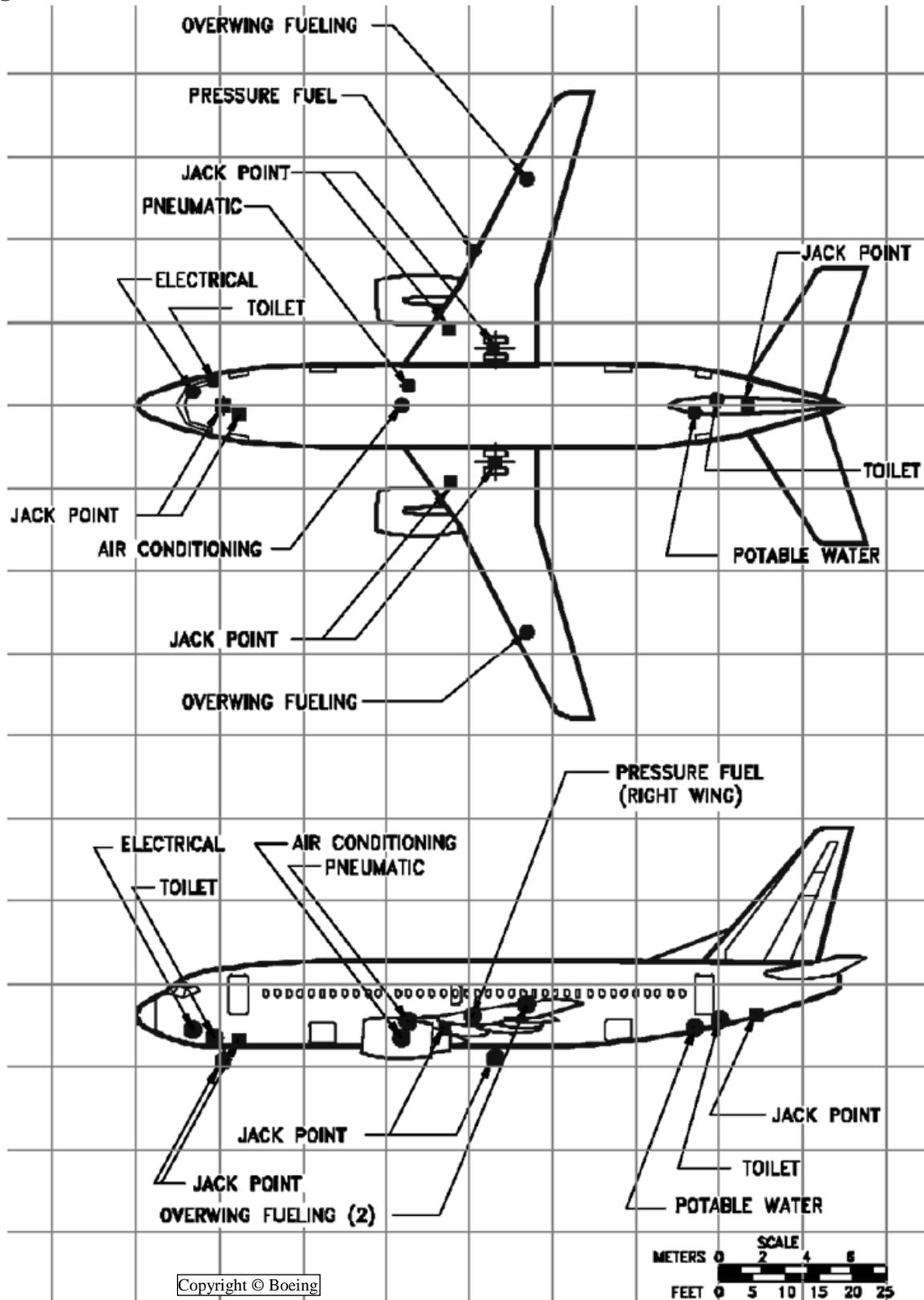
#### 3.3.1. Servicing.

Figure 3.9. Typical Servicing Arrangement B737-300.



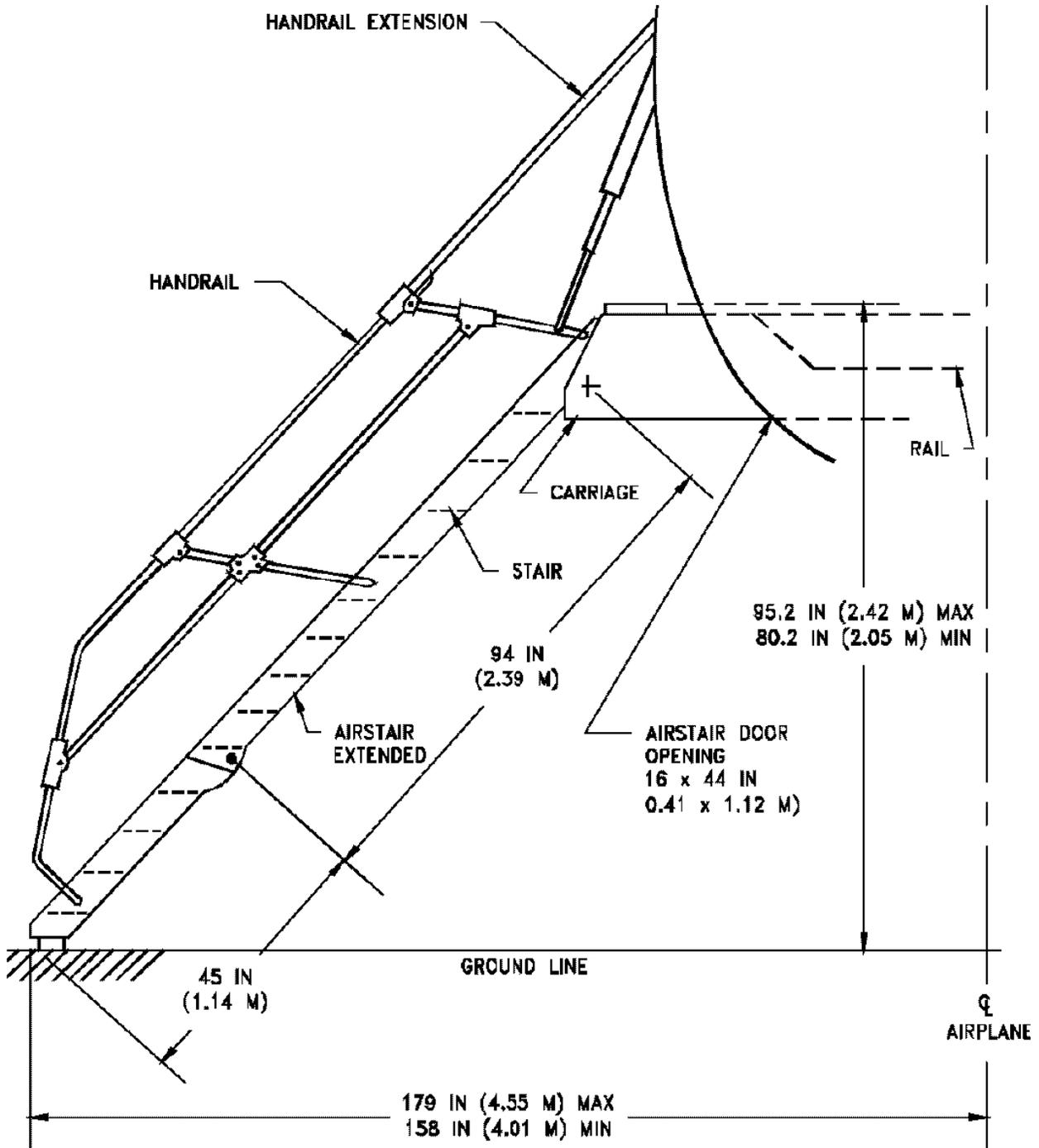
3.3.2. Ground Connections.

Figure 3.10. Ground Service Connections B737-300.



3.3.3. Forward Air Stairs (optional).

Figure 3.11. Forward Air Stairs B737-300.

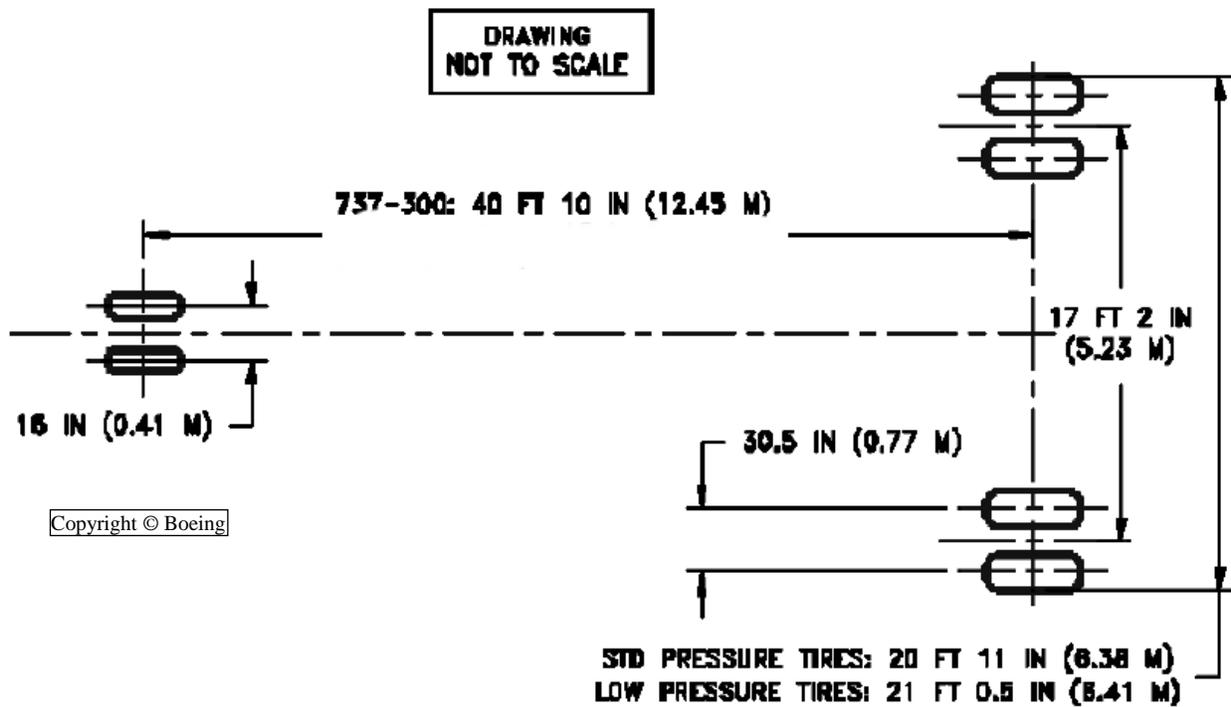


**3.4. AIRFIELD SUITABILITY.**

**3.4.1. Landing Gear Footprint.**

**Figure 3.12. Landing Gear Footprint B737-300.**

Max Taxi Wt.	125,000 to 140,000 lb (59,699 to 63,503 kg)	
	Standard Tires/Brakes	Low Pressure Tires
Nose Gear Tire Size	140	24 x 7.75 - 15 10 PR
Nose Gear Tire Press.	166 psi (11.67 kg/cm <sup>2</sup> )	
Main Gear Tire Size	H40 x 14.57 - 19 24 PR	H42 x 16 - 19 24 PR
Main Gear Tire Press. (Loaded)	180 to 201 psi (12.65 to 14.13 kg/cm <sup>2</sup> )	152 to 170 psi (10.69 to 11.95 kg/cm <sup>2</sup> )

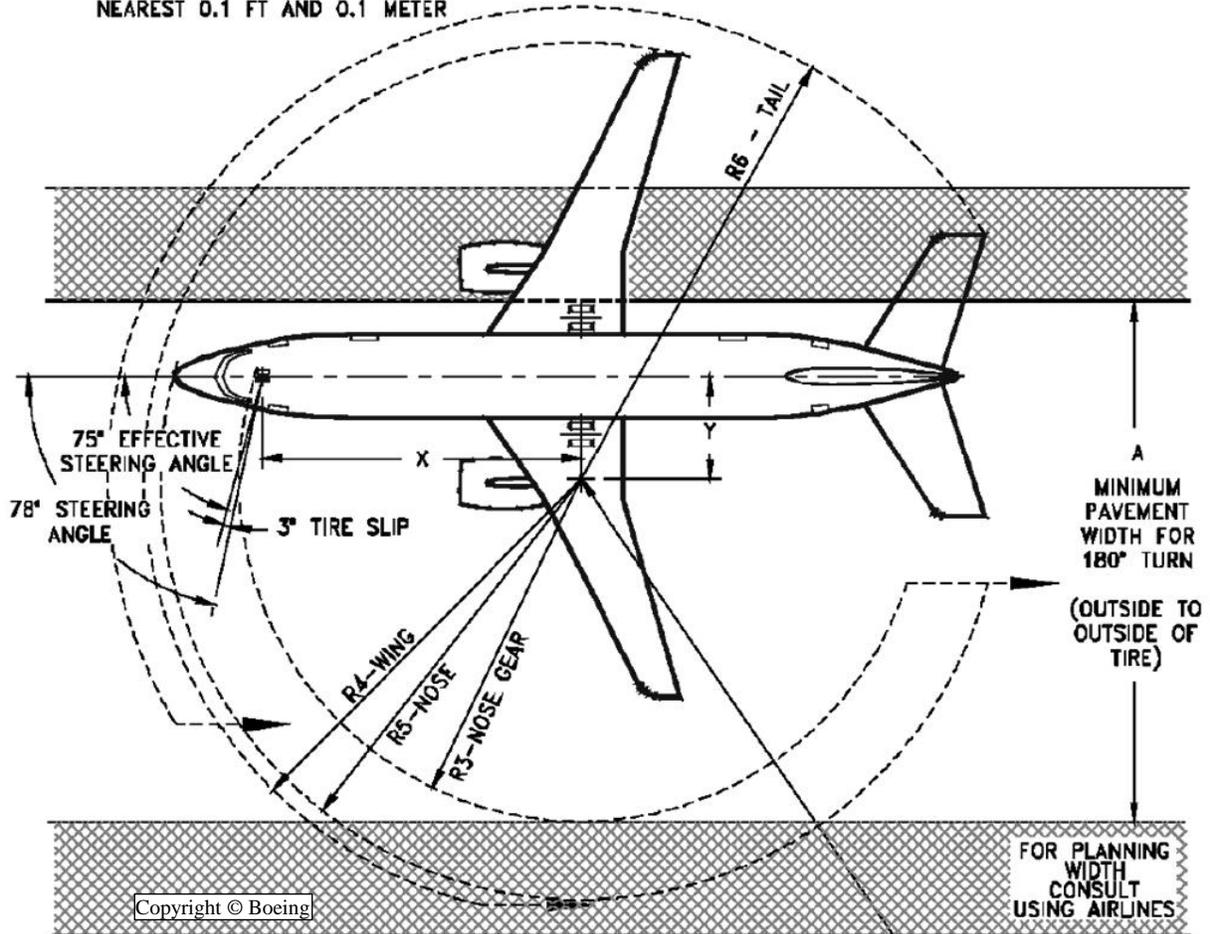


3.4.2. Minimum Turning Radii.

Figure 3.13. Minimum Turning Radii B737-300.

NOTES:

- 3° TIRE SLIP ANGLE APPROXIMATE ONLY FOR 78° STEERING ANGLE
- CONSULT WITH AIRLINE FOR ACTUAL OPERATING DATA
- DIMENSIONS ROUNDED TO NEAREST 0.1 FT AND 0.1 METER



THEORETICAL CENTER OF TURN FOR MINIMUM TURNING RADIUS. SLOW CONTINUOUS TURNING AT MINIMUM THRUST ON ALL ENGINES. NO DIFFERENTIAL BRAKING.

For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	40.8' (12.4m)	10.9' (3.3m)	64.6' (19.7m)	43.2' (13.2m)	65.4' (19.9m)	55.1' (16.8m)	64.0' (19.5m)

3.4.3. Parking Footprint.

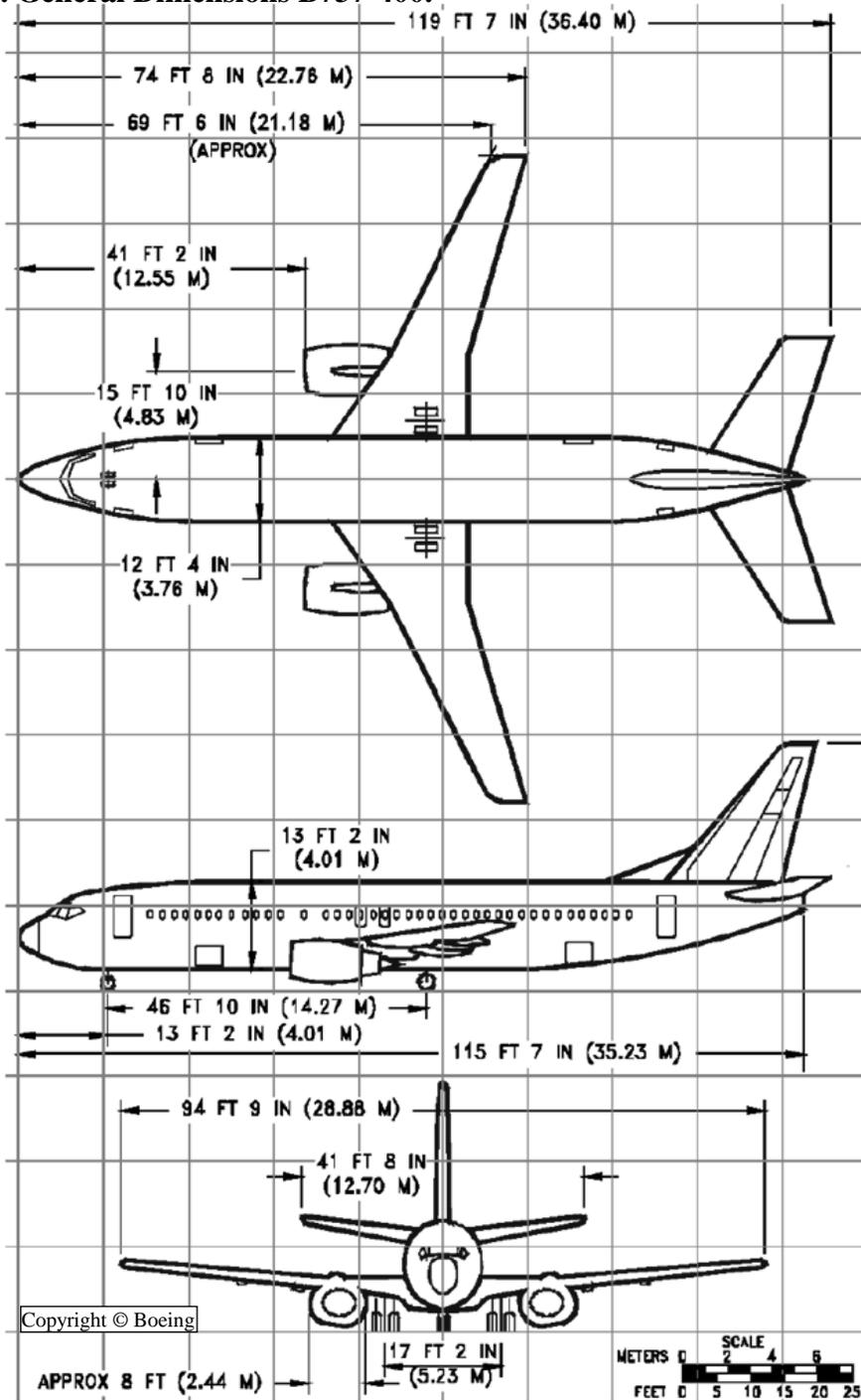
No manufacturer diagrams available.

Chapter 4  
B737-400

4.1. DIMENSIONS.

4.1.1. General Dimensions.

Figure 4.1. General Dimensions B737-400.



4.1.2. Ground Clearance.

Same as for B737-300. See: [Figure 3.2. Ground Clearance B737-300.](#)

**4.2. COMPARTMENT CONFIGURATIONS.**

**4.2.1. MAIN/PASSENGER COMPARTMENT.**

**4.2.1.1. Pax/Crew Door.**

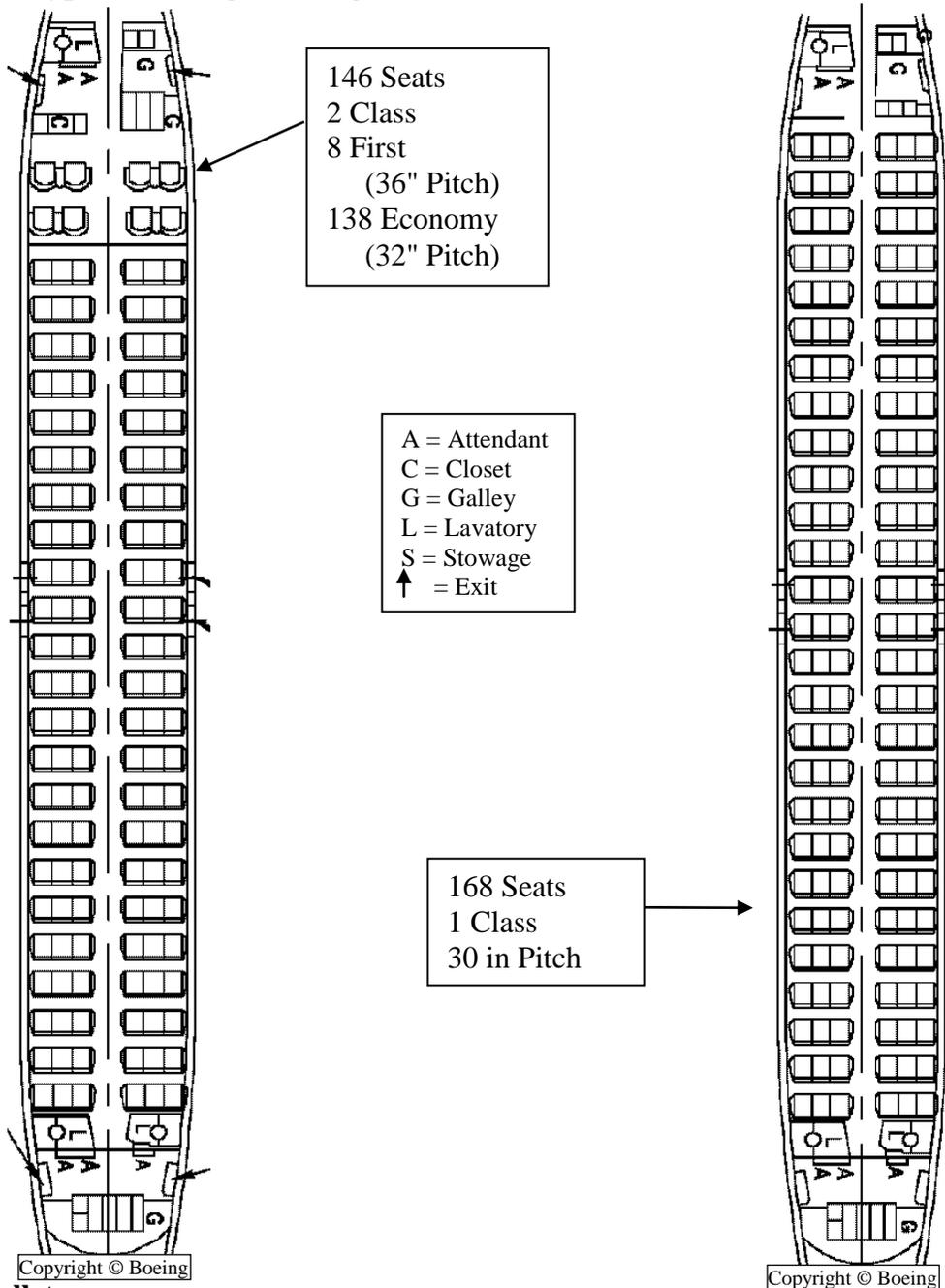
Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

**4.2.1.2. Main Door.**

N/A this model

**4.2.1.3. Compartment Dimensions.**

**Figure 4.2. Typical Passenger Configurations B737-400.**



**4.2.1.4. Pallets.**

N/A this model

**4.2.2. FORWARD COMPARTMENT.****4.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

**4.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 272" for B737-400)

**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.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 82' 6.5" for B737-400)

**Figure 4.4. Aft Compartment Door B737-400.****4.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 365" for B737-400)

**4.2.3.3. Pallets.**

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

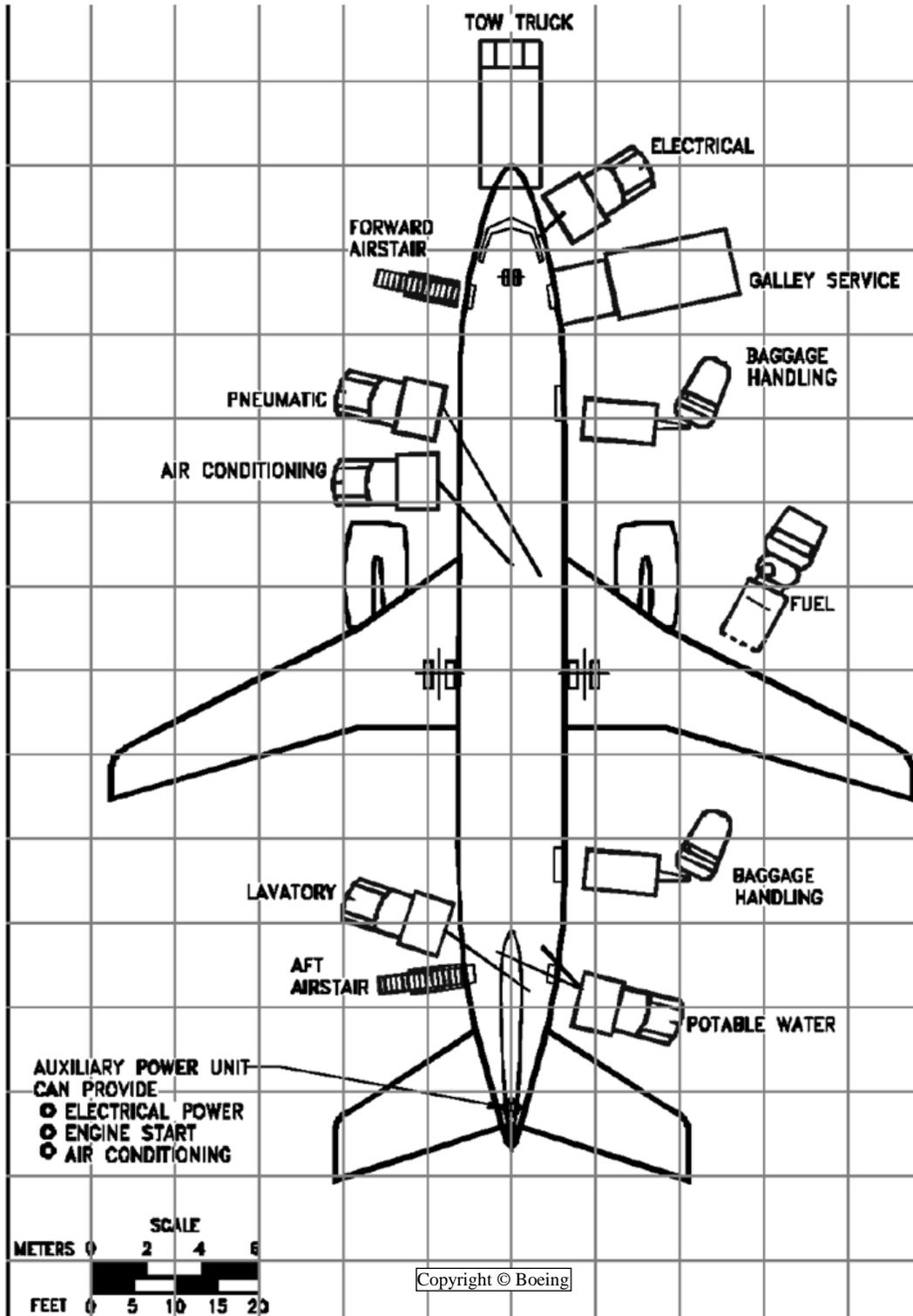
**4.2.4. BULK COMPARTMENT.**

N/A this model

### 4.3. SERVICING DIAGRAMS.

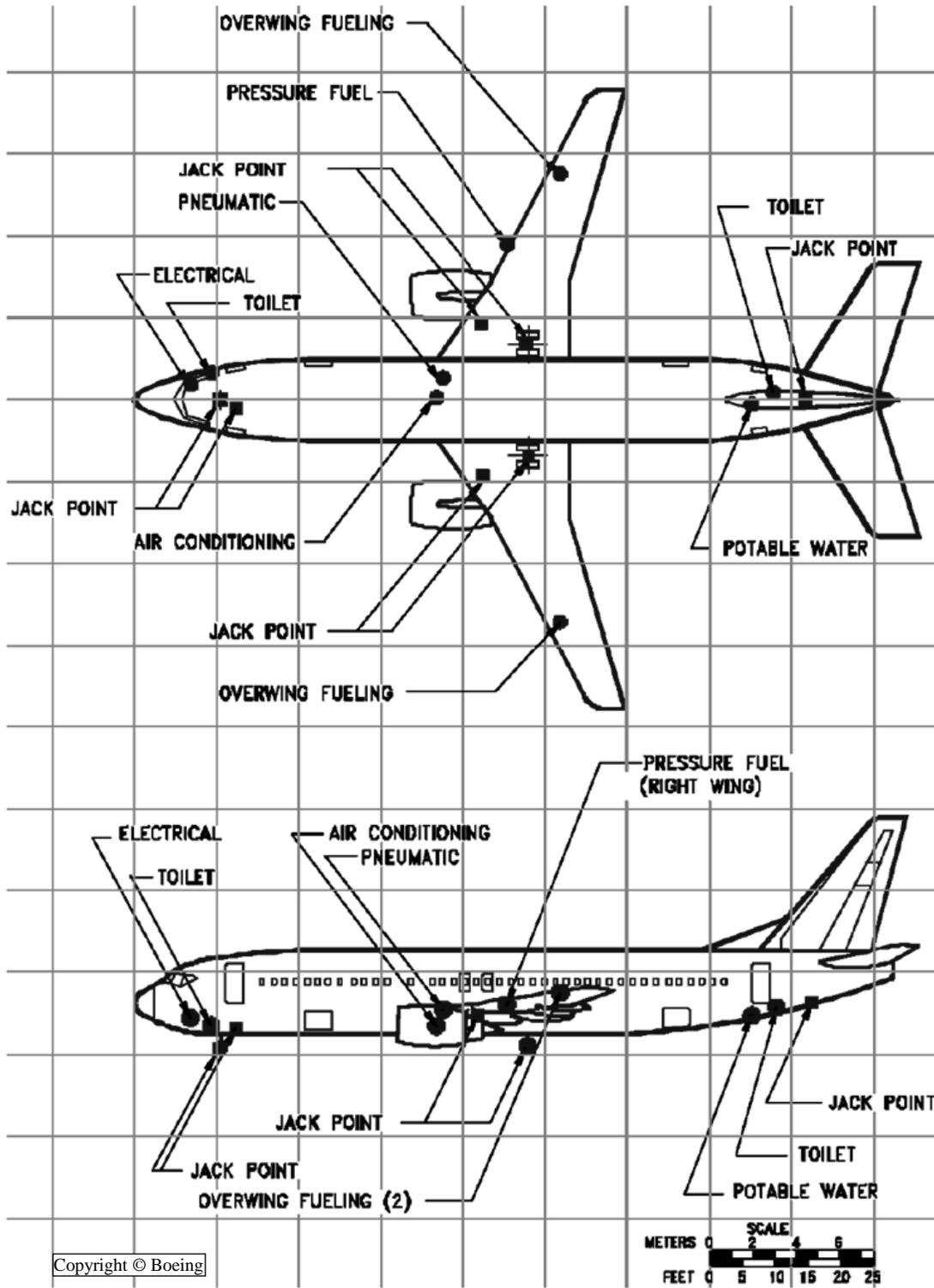
#### 4.3.1. Servicing.

Figure 4.3. Typical Servicing Arrangement B737-400.



4.3.2. Ground Connections.

Figure 4.4. Ground Service Connections B737-400.



4.3.3. Forward Air Stairs (optional).

Same as for B737-300. See: [Figure 3.11. Forward Air Stairs B737-300.](#)

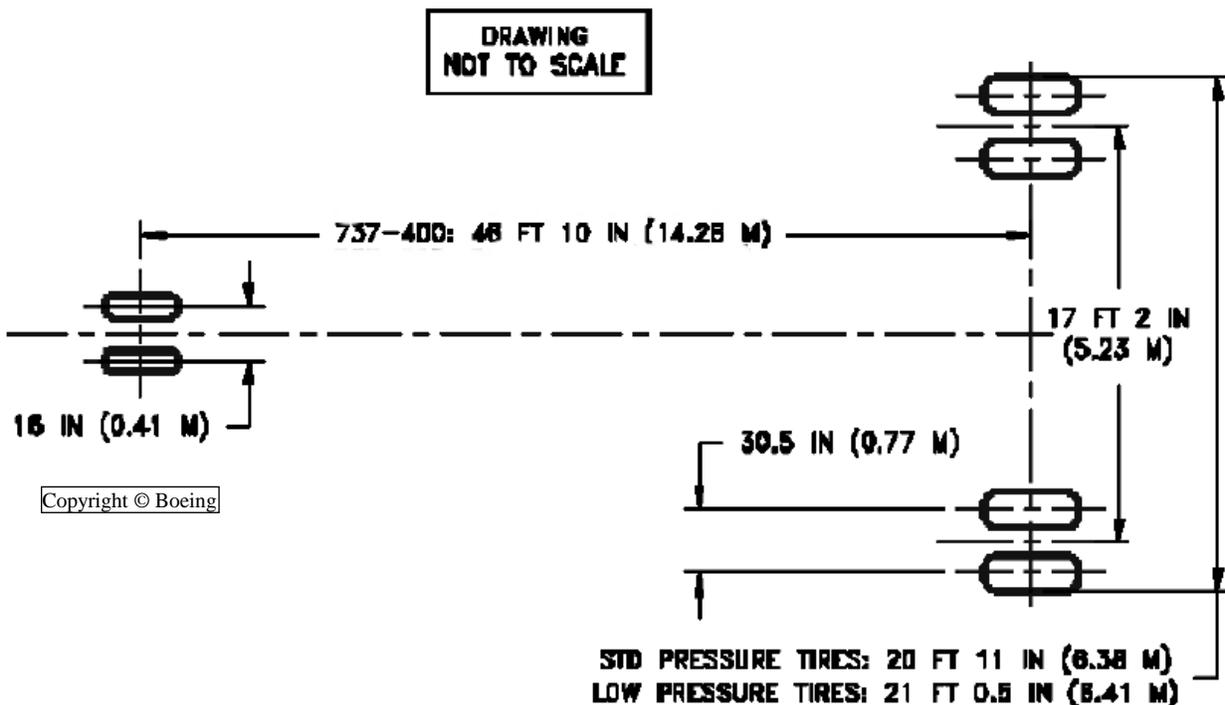
4.4. AIRFIELD SUITABILITY.

4.4.1. Landing Gear Footprint.

Figure 4.5. Landing Gear Footprint B737-400.

Standard Tires/Brakes				
Max Taxi Wt.	139,000 lb (63,049 kg)	143,000 lb (64,864 kg)	144,000 lb (65,317 kg)	150,500 lb (68,266 kg)
Nose Gear Tire Size	40 x 14-16 24 PR			
Nose Gear Tire Press.	171 psi (12.02 kg/cm <sup>2</sup> )	172 psi (12.09 kg/cm <sup>2</sup> )	173 psi (12.16 kg/cm <sup>2</sup> )	177 psi (12.44 kg/cm <sup>2</sup> )
Main Gear Tire Size	H40 x 14.5-19 24 PR	H40 x 14.5-19 26 PR		H42 x 16-19 26 PR
Main Gear Tire Press. (Loaded)	203 psi (14.27 kg/cm <sup>2</sup> )	209 psi (14.69 kg/cm <sup>2</sup> )	211 psi (14.83 kg/cm <sup>2</sup> )	185 psi (13.0 kg/cm <sup>2</sup> )

Low Pressure Tires				
Max Taxi Wt.	139,000 lb (63,049 kg)	143,000 lb (64,864 kg)	144,000 lb (65,317 kg)	150,500 lb (68,266 kg)
Nose Gear Tire Size	24 x 7.75-15 12 PR			
Nose Gear Tire Press.	171 psi (12.02 kg/cm <sup>2</sup> )	172 psi (12.09 kg/cm <sup>2</sup> )	173 psi (12.16 kg/cm <sup>2</sup> )	N/A
Main Gear Tire Size	H42 x 16-19 24 PR			N/A
Main Gear Tire Press. (Loaded)	171 psi (12.02 kg/cm <sup>2</sup> )	176 psi (12.37 kg/cm <sup>2</sup> )	177 psi (12.44 kg/cm <sup>2</sup> )	N/A

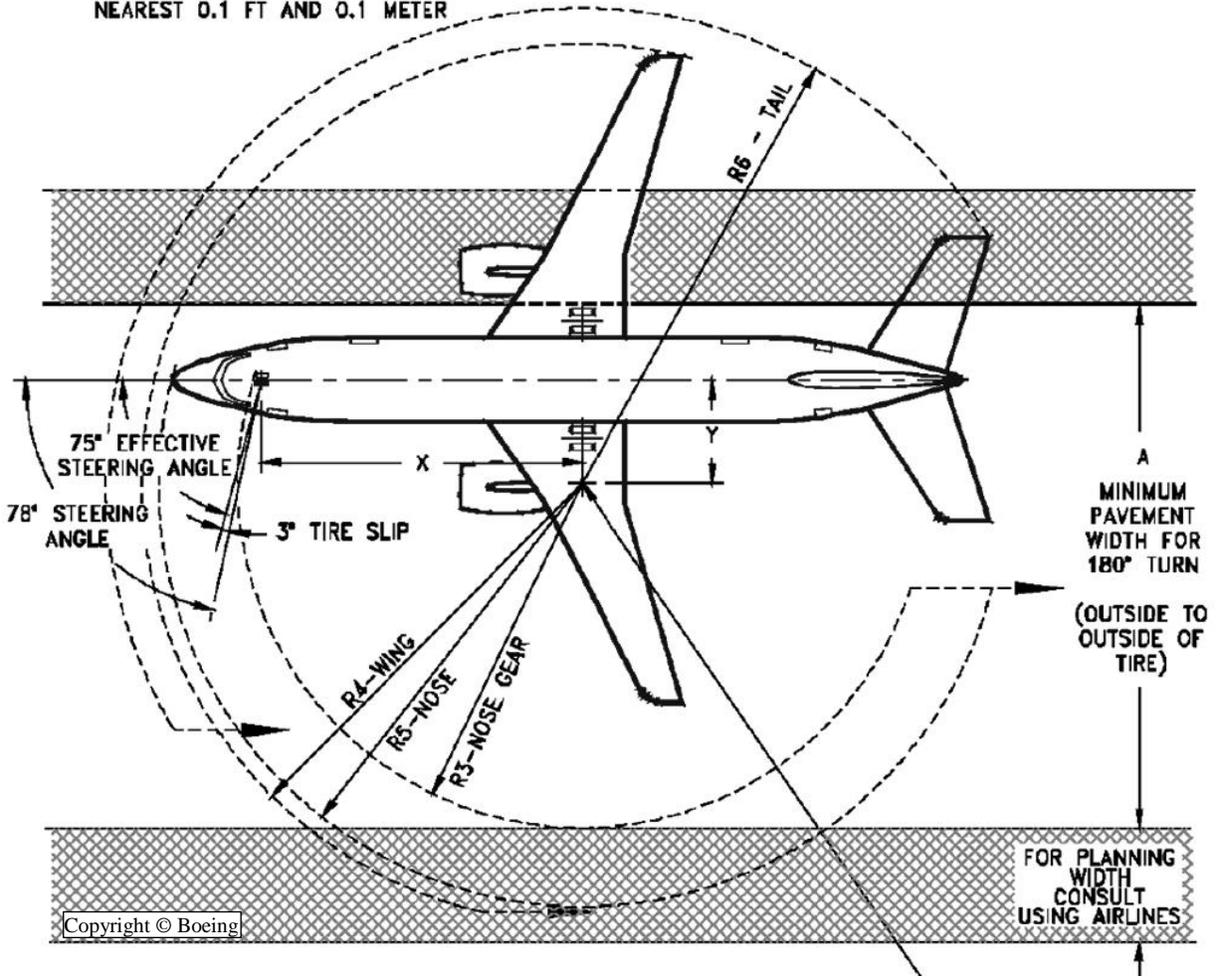


4.4.2. Minimum Turning Radii.

Figure 4.6. Minimum Turning Radii B737-400.

NOTES:

- 3° TIRE SLIP ANGLE APPROXIMATE ONLY FOR 78° STEERING ANGLE
- CONSULT WITH AIRLINE FOR ACTUAL OPERATING DATA
- DIMENSIONS ROUNDED TO NEAREST 0.1 FT AND 0.1 METER



THEORETICAL CENTER OF TURN FOR MINIMUM TURNING RADIUS.  
SLOW CONTINUOUS TURNING AT MINIMUM THRUST ON ALL ENGINES.  
NO DIFFERENTIAL BRAKING.

For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	46.8' (14.3m)	12.5' (3.8m)	72.4' (22.1m)	49.4' (15.1m)	61.8' (18.8m)	61.3' (18.7m)	68.3' (20.8m)

4.4.3. Parking Footprint.

No manufacturer diagrams available.

## Chapter 5 B737- 400C/F

### 5.1. DIMENSIONS.

#### 5.1.1. General Dimensions.

Same as for B737-400. See: [Figure 4.1. General Dimensions B737-400.](#)

#### 5.1.2. Ground Clearance.

Same as for B737-300. See: [Figure 3.2. Ground Clearance B737-300.](#)

### 5.2. COMPARTMENT CONFIGURATIONS.

#### 5.2.1. MAIN/PASSENGER COMPARTMENT.

##### 5.2.1.1. Pax/Crew Door.

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

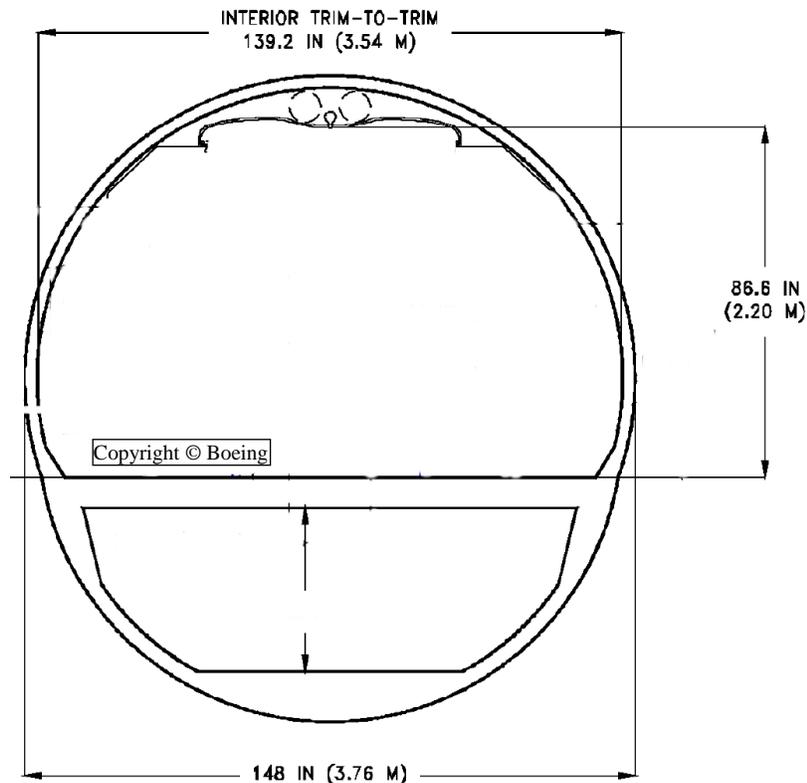
##### 5.2.1.2. Main Door.

#### Figure 5.5. Main Compartment Door B737-400C/F.

No manufacturer diagrams available.

##### 5.2.1.3. Compartment Dimensions.

#### Figure 5.1. Main Compartment Dimensions B737-400C/F.



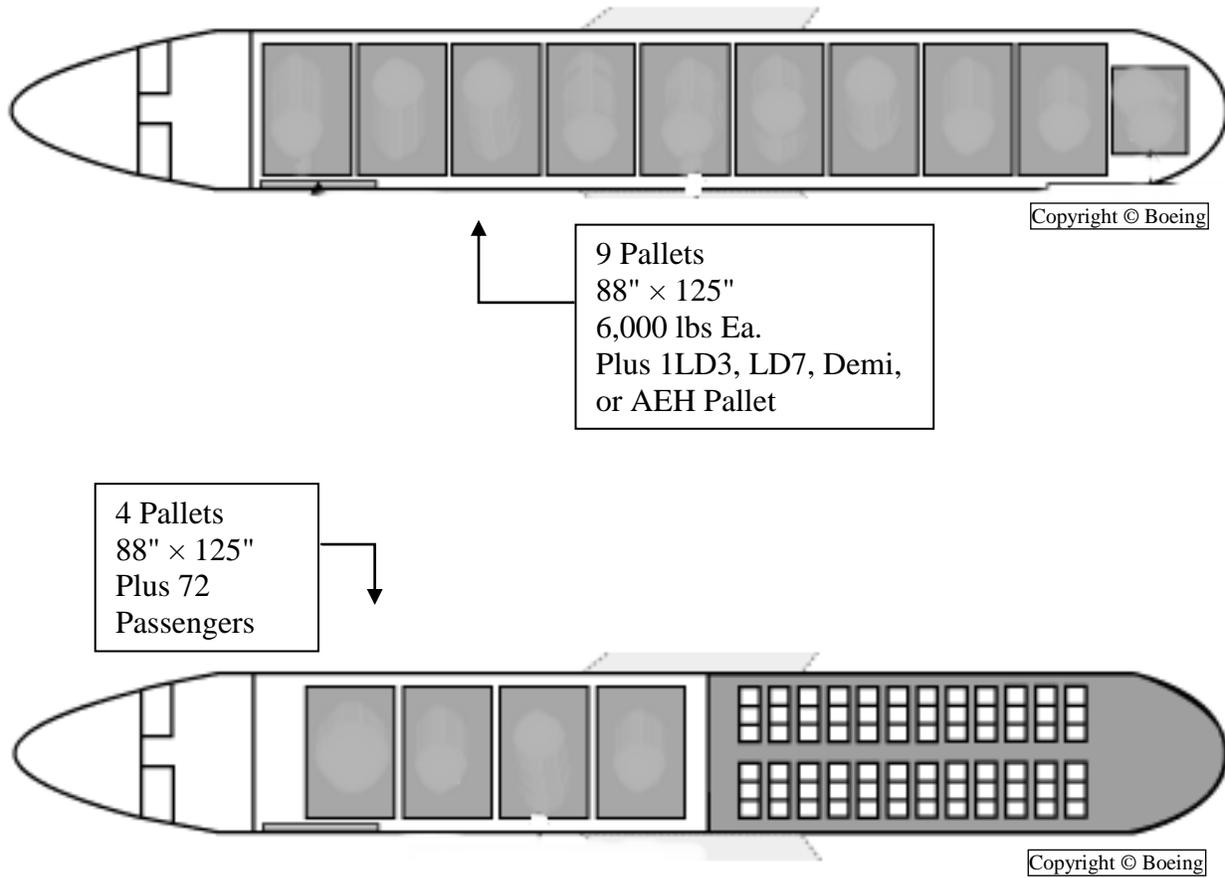
**5.2.1.4. Pallets/Passengers.**

All Passenger configurations are the same as for B737-400.

See: [Figure 4.2. Typical Passenger Configurations B737-400.](#)

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

**Figure 5.2. Main Compartment Cargo Configurations B737-400C/F.**



## **5.2.2. FORWARD COMPARTMENT.**

### **5.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

### **5.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 272" for B737-400C/F)

### **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 B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 82' 6.5" for B737-400C/F)

### **5.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 365" for B737-400C/F)

### **5.2.3.3. Pallets.**

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

## **5.2.4. BULK COMPARTMENT.**

N/A this model

## **5.3. SERVICING DIAGRAMS.**

### **5.3.1. Servicing.**

Similar to B737-400. See: [Fig. 4.3. Typical Servicing Arrangement B737-400.](#)

### **5.3.2. Ground Connections.**

Same as for B737-400. See: [Figure 4.4. Ground Service Connections B737-400.](#)

### **5.3.3. Forward Air Stairs (optional).**

Same as for B737-300. See: [Figure 3.11. Forward Air Stairs B737-300.](#)

## **5.4. AIRFIELD SUITABILITY.**

### **5.4.1. Landing Gear Footprint.**

Same as for B737-400. See: [Figure 4.5. Landing Gear Footprint B737-400.](#)

### **5.4.2. Minimum Turning Radii.**

Same as for B737-400. See: [Figure 4.6. Minimum Turning Radii B737-400.](#)

### **5.4.3. Parking Footprint.**

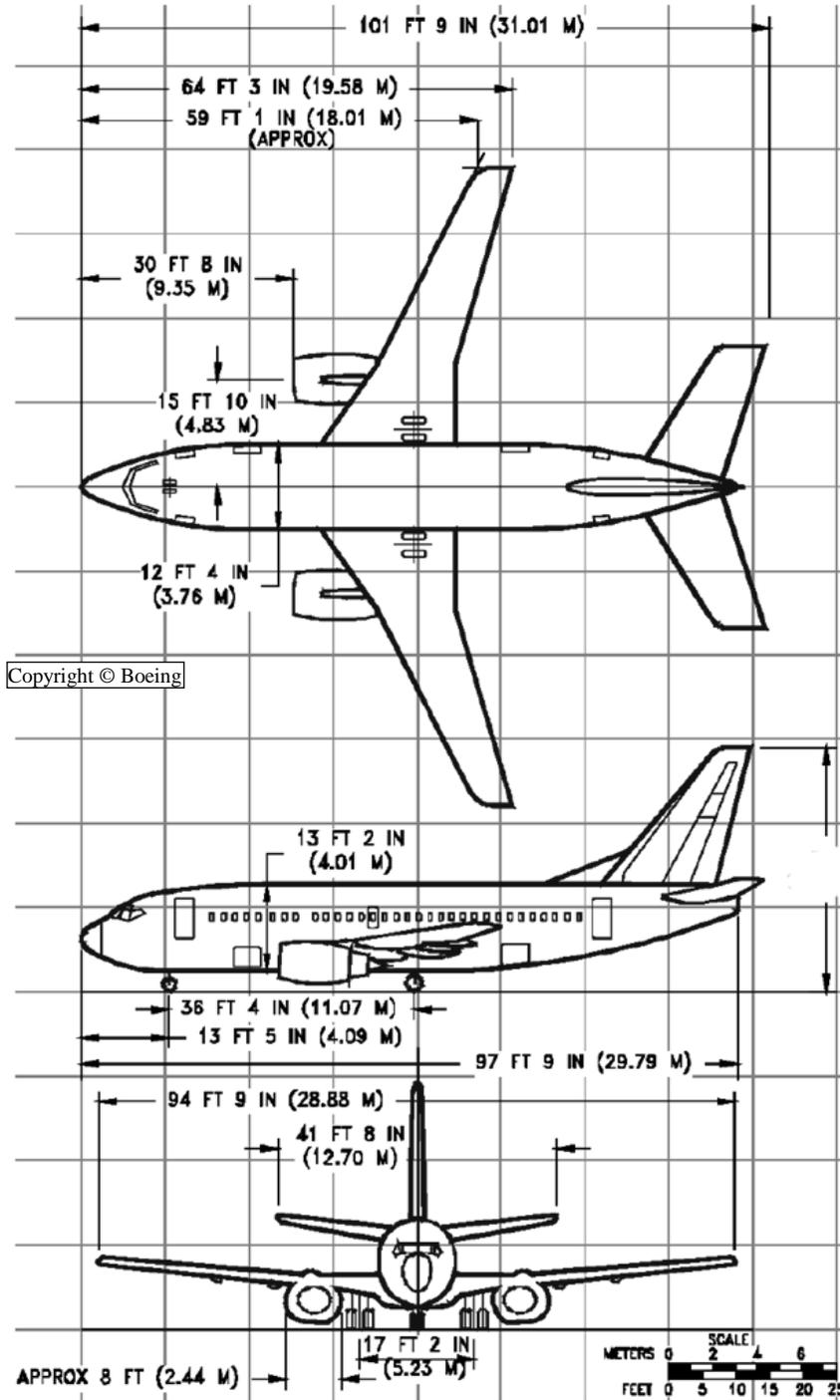
No manufacturer diagrams available.

Chapter 6  
B737- 500

6.1. DIMENSIONS.

6.1.1. General Dimensions.

Figure 6.1. General Dimensions B737-500.



6.1.2. Ground Clearance.

Same as for B737-300. See: [Figure 3.2. Ground Clearance B737-300.](#)

**6.2. COMPARTMENT CONFIGURATIONS.**

**6.2.1. MAIN/PASSENGER COMPARTMENT.**

**6.2.1.1. Pax/Crew Door.**

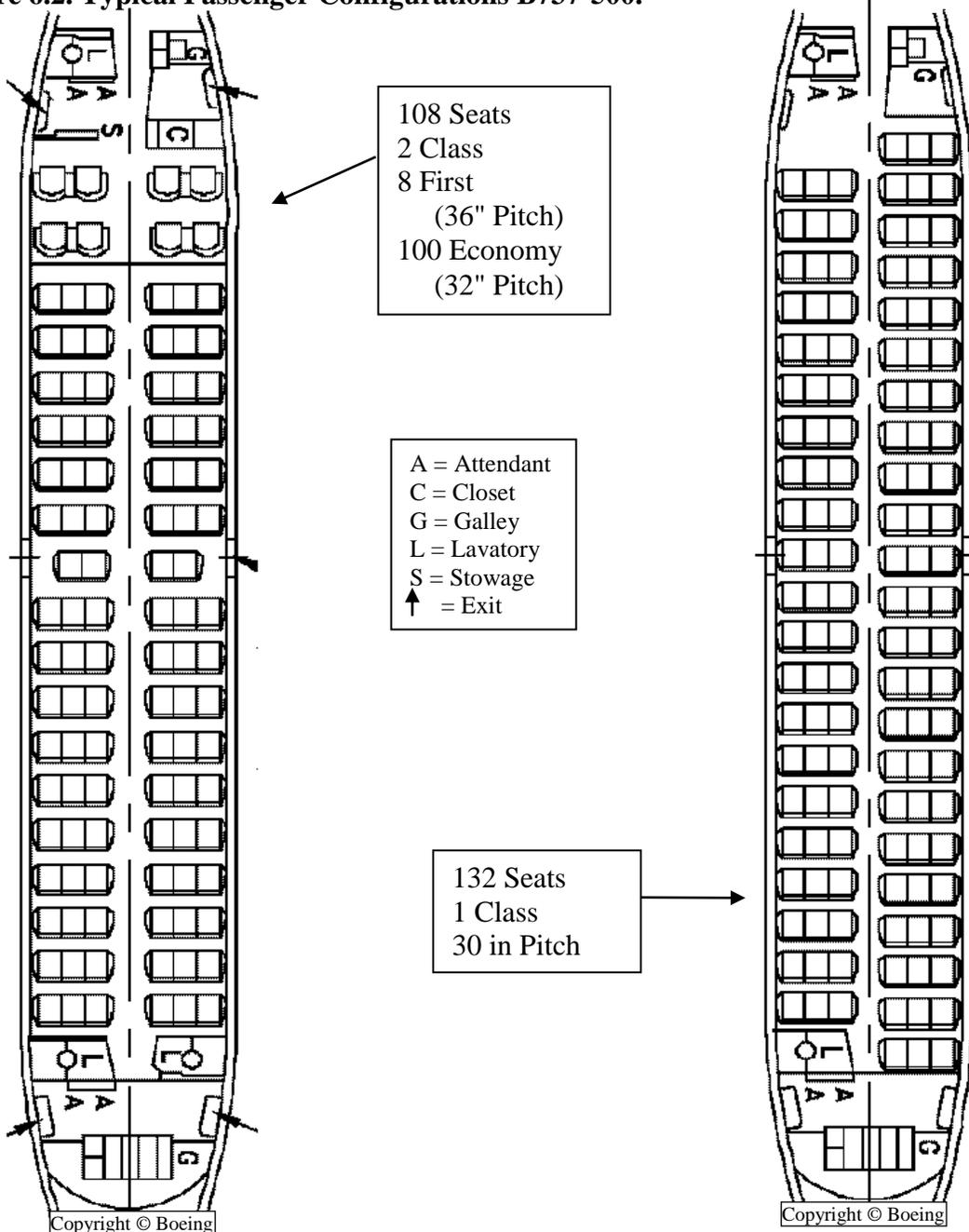
Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

**6.2.1.2. Main Door.**

N/A this model

**6.2.1.3. Compartment Dimensions.**

**Figure 6.2. Typical Passenger Configurations B737-500.**



**6.2.1.4. Pallets.**

N/A this model

**6.2.2. FORWARD COMPARTMENT.****6.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Distance from nose is 24' 8.25" for B737-500)

**6.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 146" for B737-500)

**6.2.2.3. Pallets.**

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

**6.2.3. AFT COMPARTMENT.****6.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 64' 8.5" for B737-500)

**6.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 277" for B737-500)

**6.2.3.3. Pallets.**

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

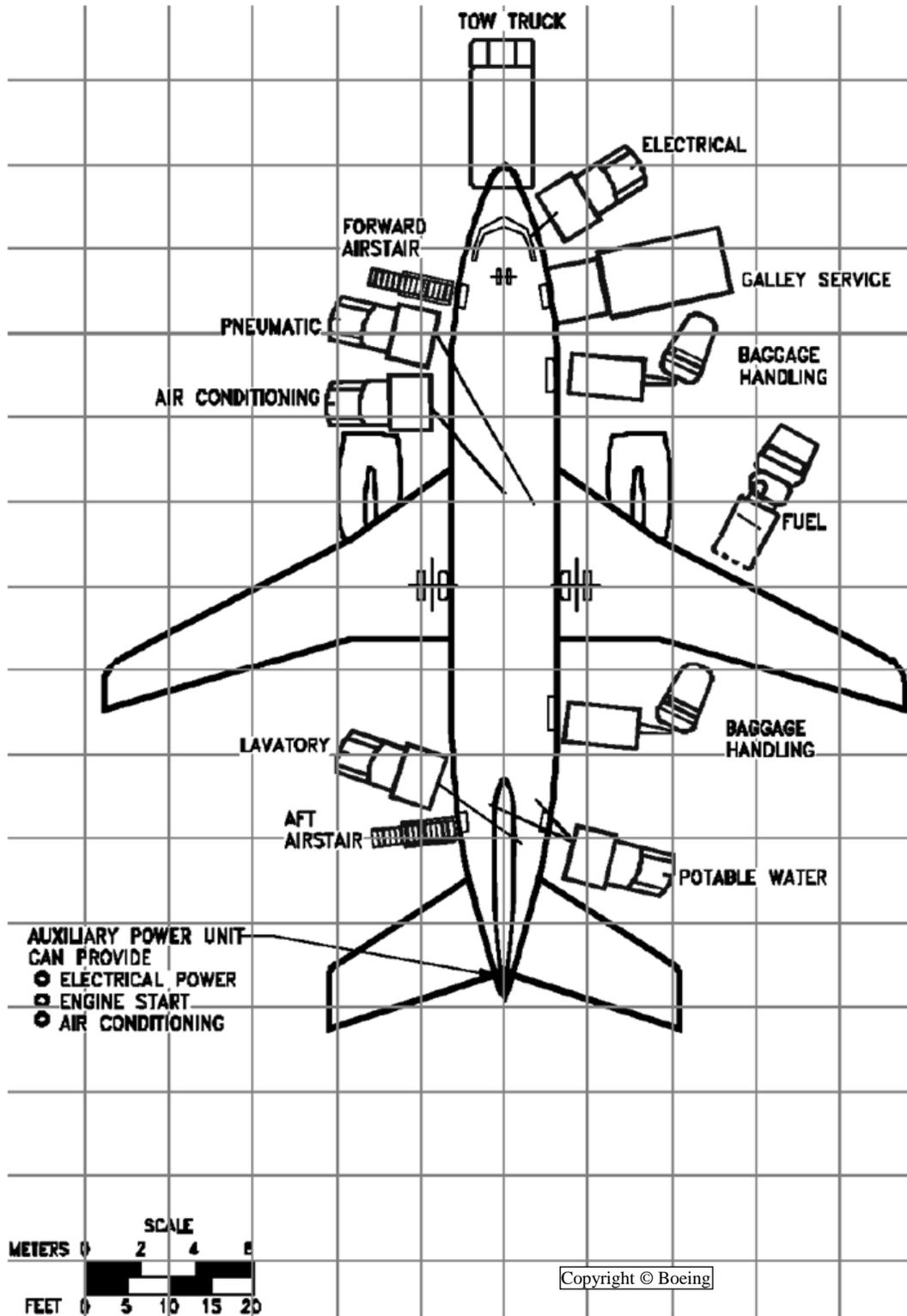
**6.2.4. BULK COMPARTMENT.**

N/A this model

### 6.3. SERVICING DIAGRAMS.

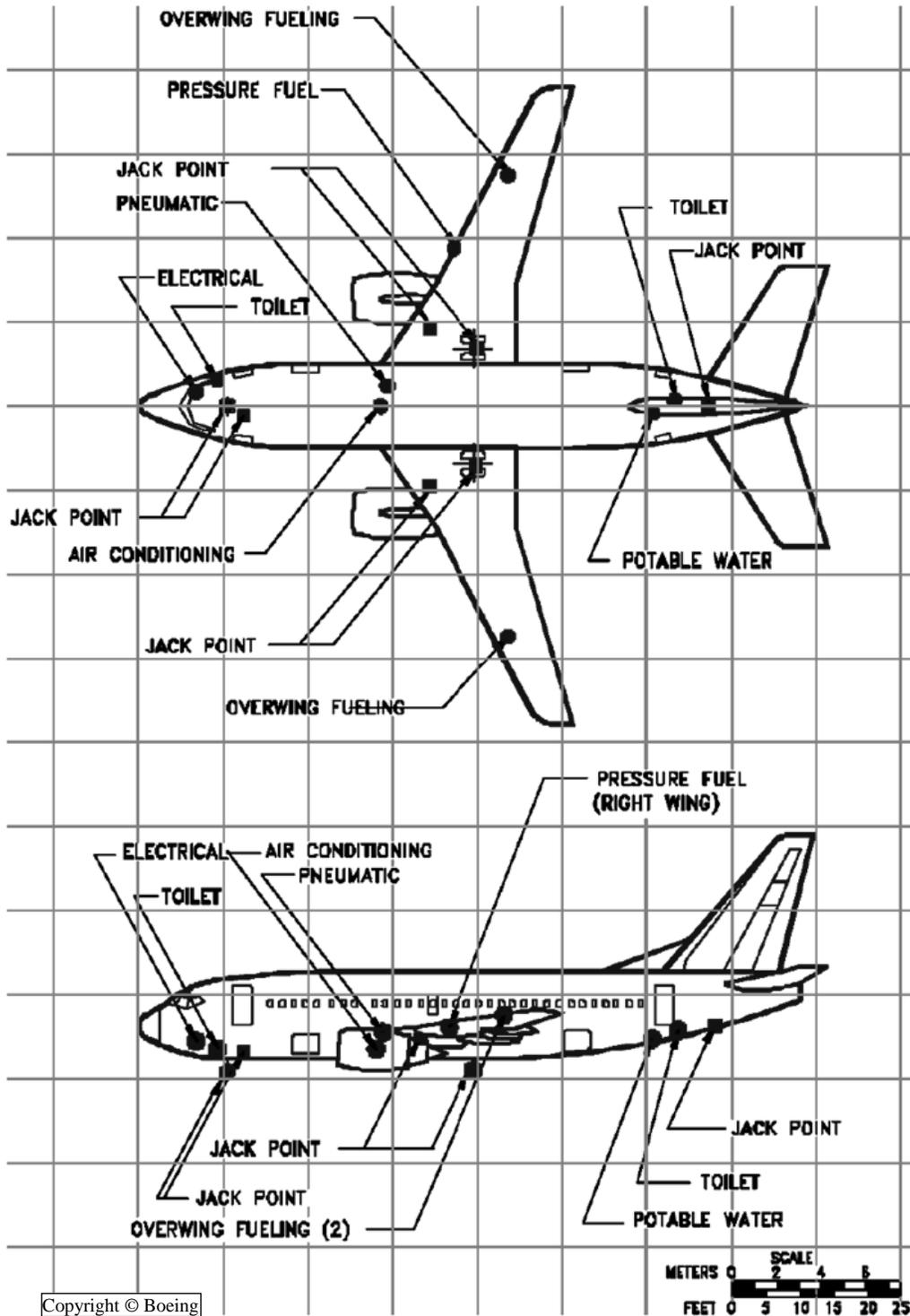
#### 6.3.1. Servicing.

Figure 6.3. Typical Servicing Arrangement B737-500.



6.3.2. Ground Connections.

Figure 6.4. Ground Service Connections B737-500.



6.3.3. Forward Air Stairs (optional).

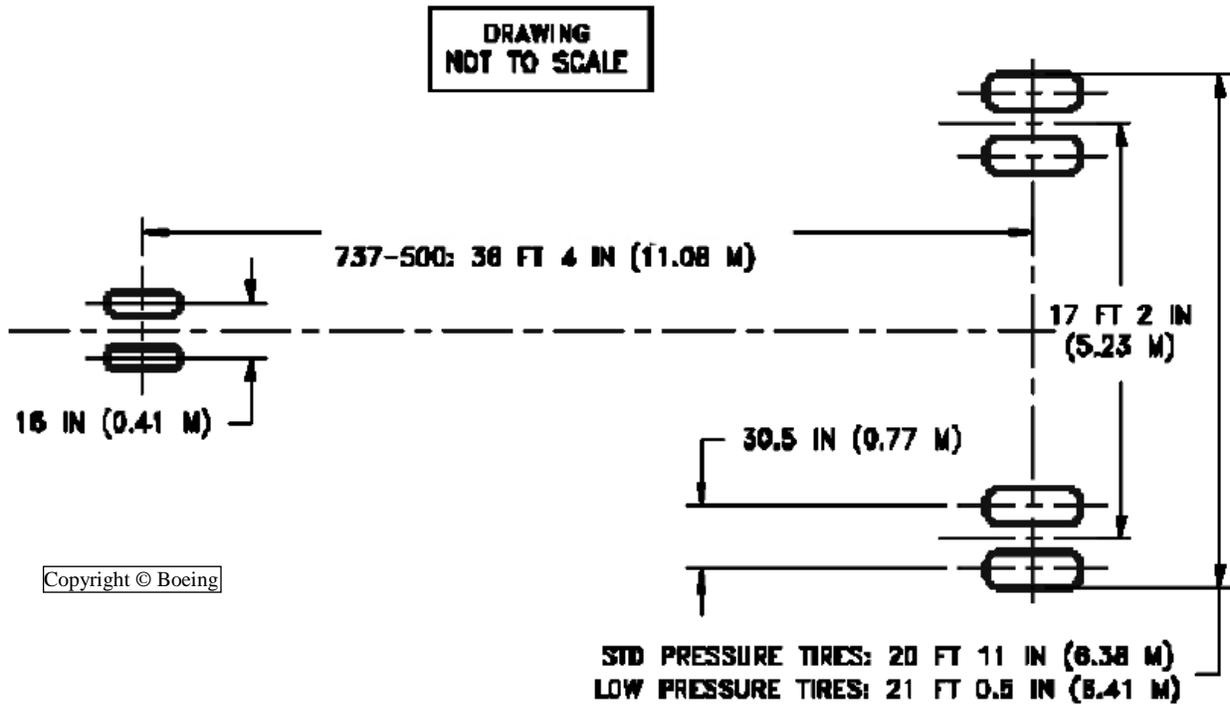
Same as for B737-300. See: [Figure 3.11. Forward Air Stairs B737-300.](#)

**6.4. AIRFIELD SUITABILITY.**

**6.4.1. Landing Gear Footprint.**

**Figure 6.5. Landing Gear Footprint B737-500.**

Max Taxi Wt.	116,000 to 134,000 lb (52,617 to 60,781 kg)	
	Standard Tires/Brakes	Low Pressure Tires
Nose Gear Tire Size	24 x 7.7 - 10 16 PR	24 x 7.75 - 15 12 PR
Nose Gear Tire Press.	186 psi (13.08 kg/cm <sup>2</sup> )	
Main Gear Tire Size	H40 x 14.5 - 19 24 PR	H42 x 16 - 19 24 PR
Main Gear Tire Press. (Loaded)	170 to 194 psi (11.95 to 13.64 kg/cm <sup>2</sup> )	144 to 164 psi (10.12 to 11.53 kg/cm <sup>2</sup> )

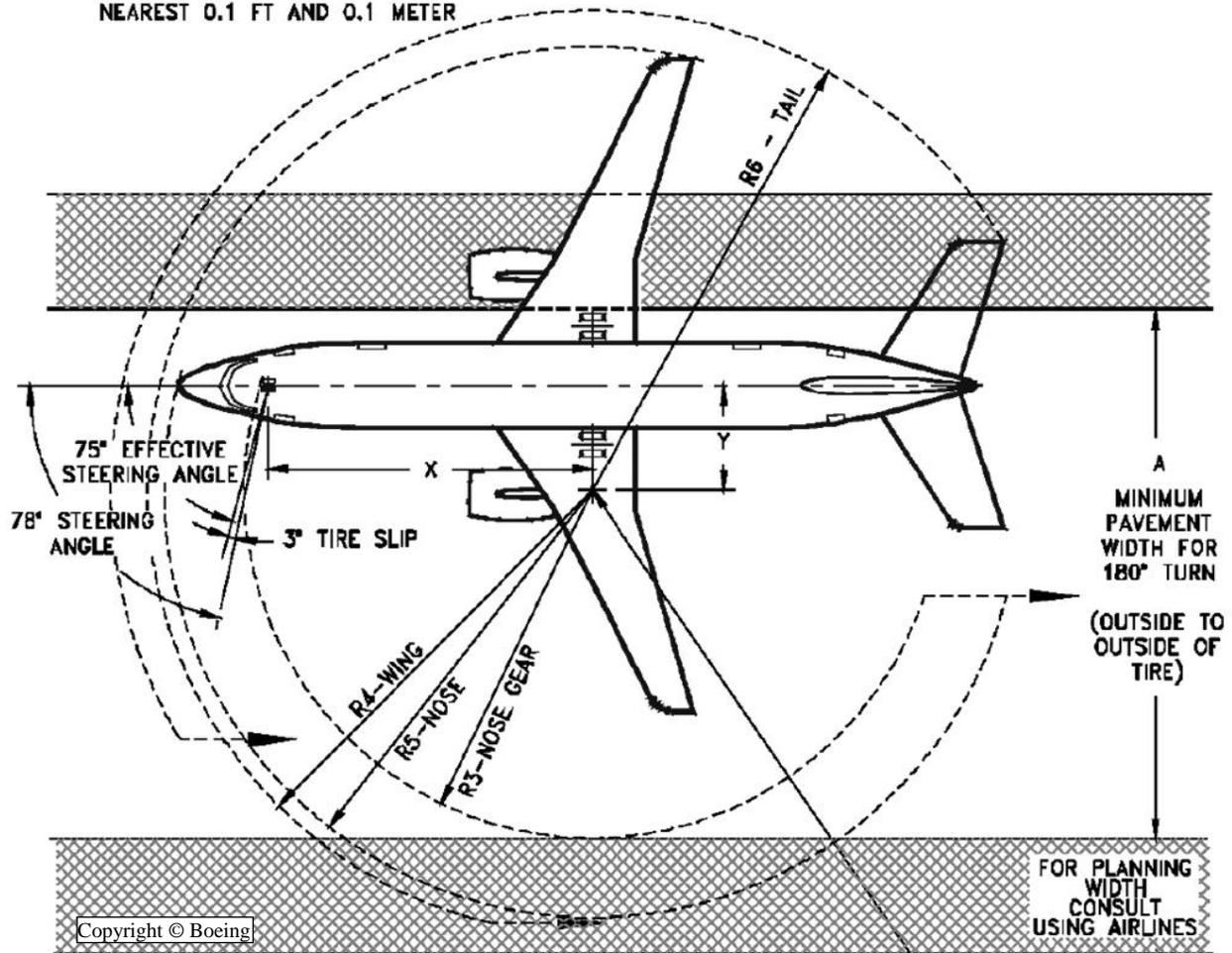


6.4.2. Minimum Turning Radii.

Figure 6.6. Minimum Turning Radii B737-500.

NOTES:

- 3° TIRE SLIP ANGLE APPROXIMATE ONLY FOR 78° STEERING ANGLE
- CONSULT WITH AIRLINE FOR ACTUAL OPERATING DATA
- DIMENSIONS ROUNDED TO NEAREST 0.1 FT AND 0.1 METER



THEORETICAL CENTER OF TURN FOR MINIMUM TURNING RADIUS. SLOW CONTINUOUS TURNING AT MINIMUM THRUST ON ALL ENGINES. NO DIFFERENTIAL BRAKING.

For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	36.3' (11.1m)	9.7' (3.0m)	58.7' (17.9m)	38.5' (11.7m)	59.1' (18.0m)	50.4' (15.4m)	60.6' (18.5m)

6.4.3. Parking Footprint.

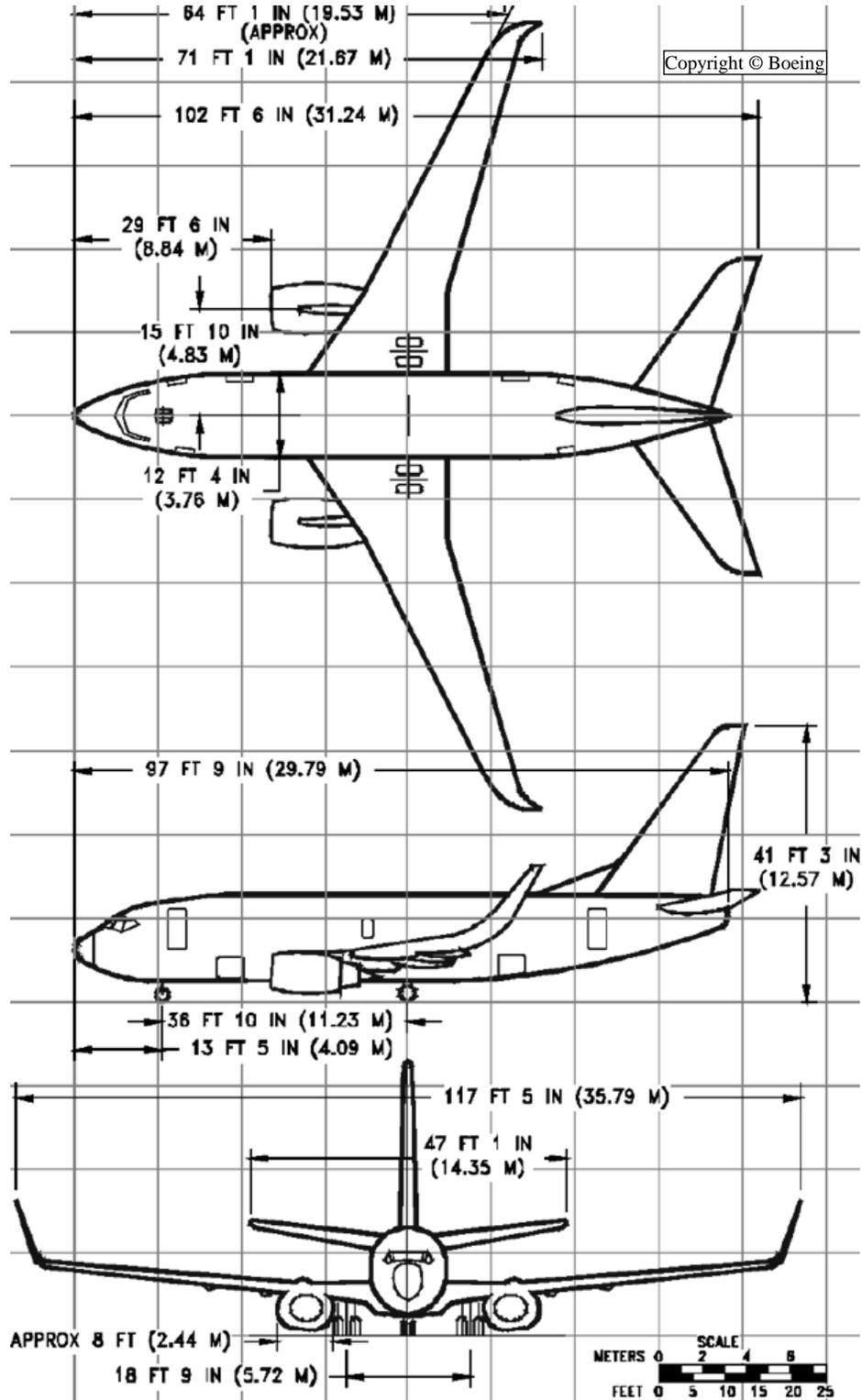
No manufacturer diagrams available.

### Chapter 7 B737- 600

#### 7.1. DIMENSIONS.

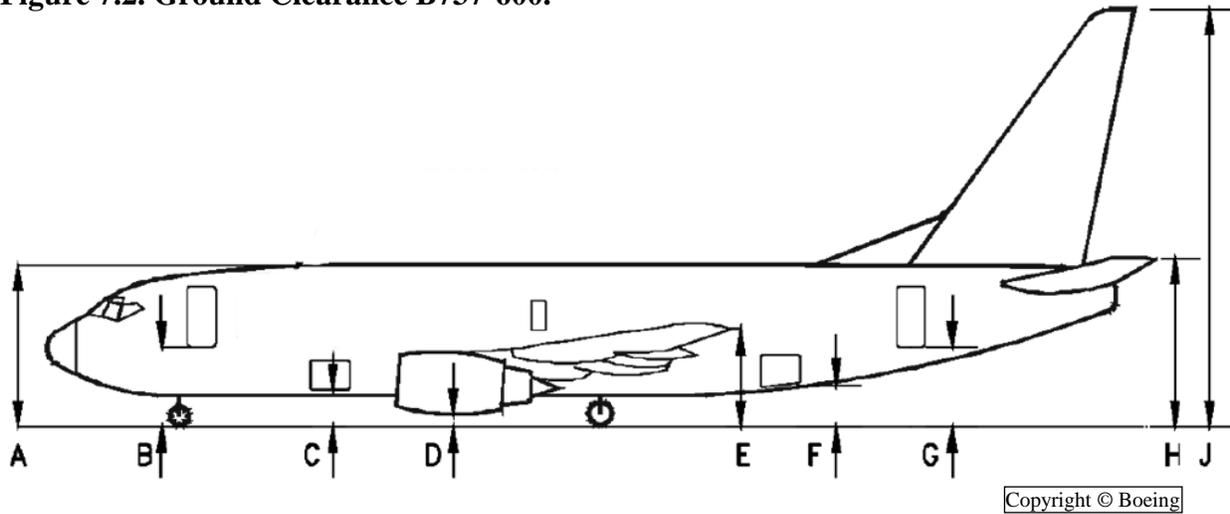
##### 7.1.1. General Dimensions.

Figure 7.1. General Dimensions B737-600.



**7.1.2. Ground Clearance.**

**Figure 7.2. Ground Clearance B737-600.**



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Vertical Clearances			
DOOR		Min (at MTW)	Max (at OEW)
	A	17' 8"	18' 2"
Pax/Crew	B	8' 6"	9' 0"
FWD	C	4' 3"	4' 9"
	D	1' 6"	2' 0"
	E	11' 11"	12' 9"
AFT	F	5' 4"	5' 10"
	G	9' 8"	10' 2"
	H	17' 11"	18' 5"
	J	40' 10"	41' 8"

**7.2. COMPARTMENT CONFIGURATIONS.**

**7.2.1. MAIN/PASSENGER COMPARTMENT.**

**7.2.1.1. Pax/Crew Door.**

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

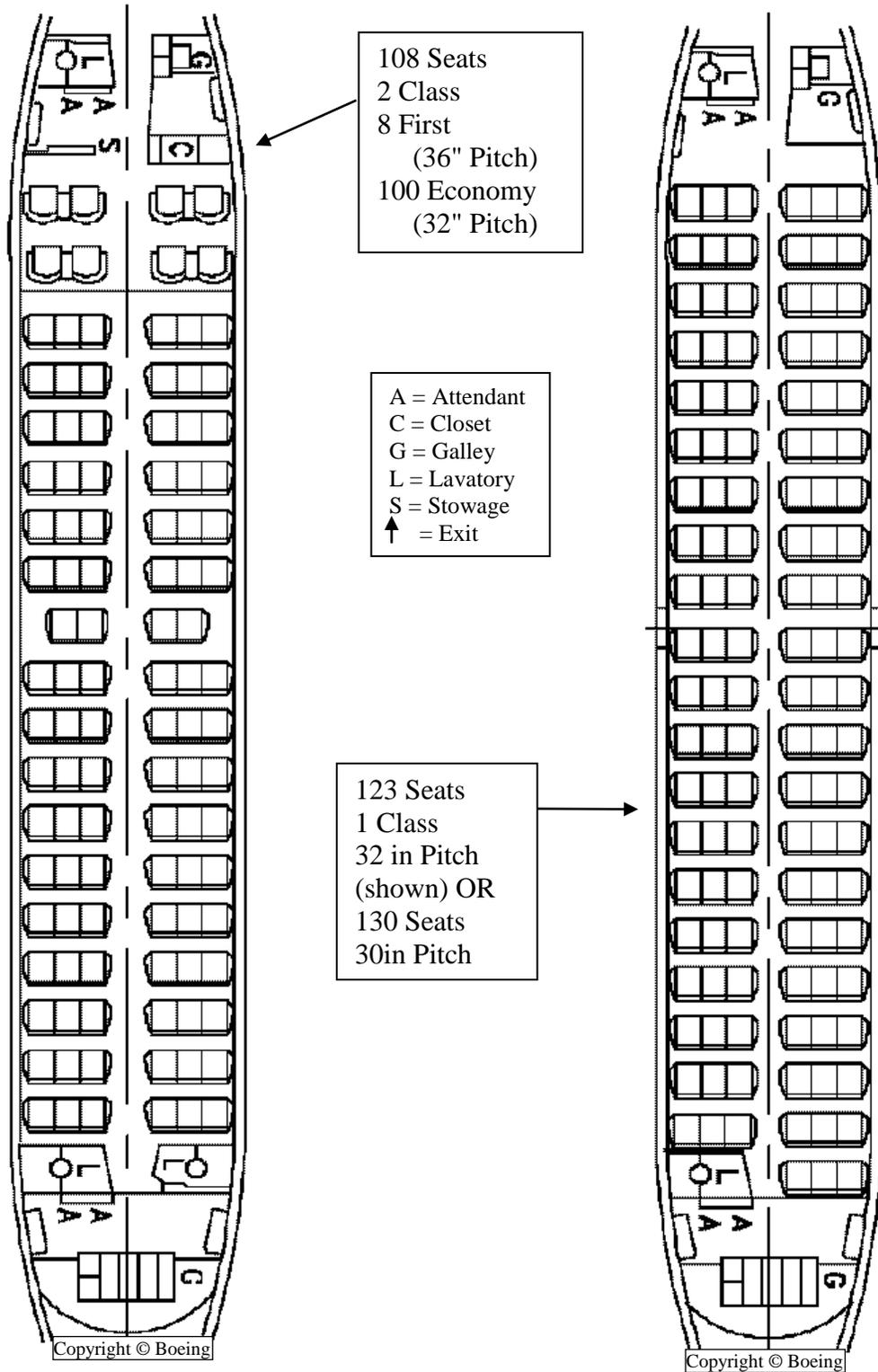
(Note: Refer to [Fig. 7.2](#) for Ground Clearance)

**7.2.1.2. Main Door.**

N/A this model

7.2.1.3. Compartment Dimensions.

Figure 7.3. Typical Passenger Configurations B737-600.



7.2.1.4. Pallets.

N/A this model

**7.2.2. FORWARD COMPARTMENT.****7.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Refer to [Fig. 7.2](#) for Ground Clearance)

(Note: Distance from nose is 24' 8.25" for B737-500)

**7.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 130" for B737-500)

**7.2.2.3. Pallets.**

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

**7.2.3. AFT COMPARTMENT.****7.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 64' 8.5" for B737-600)

**7.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 276" for B737-600)

**7.2.3.3. Pallets.**

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

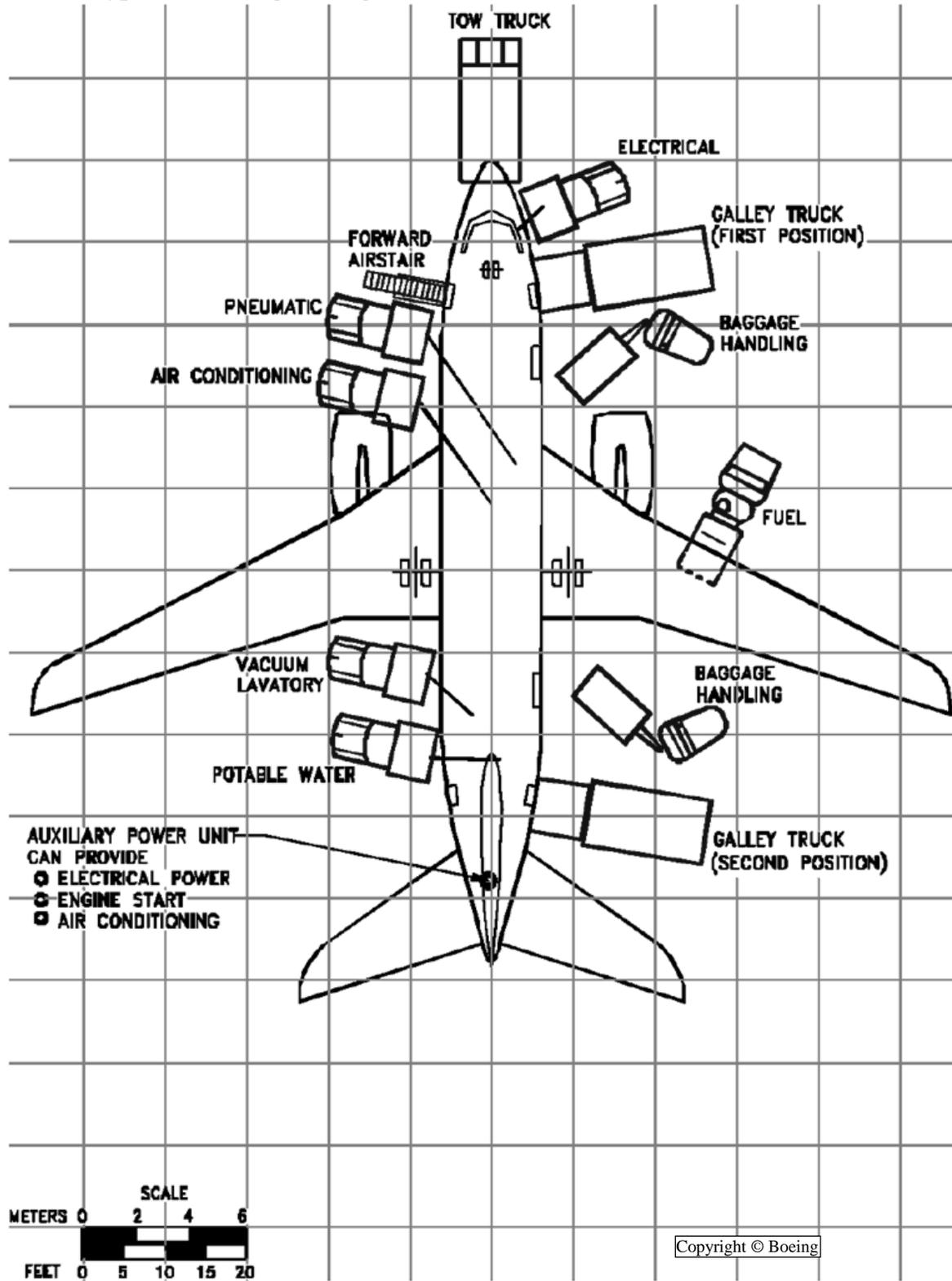
**7.2.4. BULK COMPARTMENT.**

N/A this model

### 7.3. SERVICING DIAGRAMS.

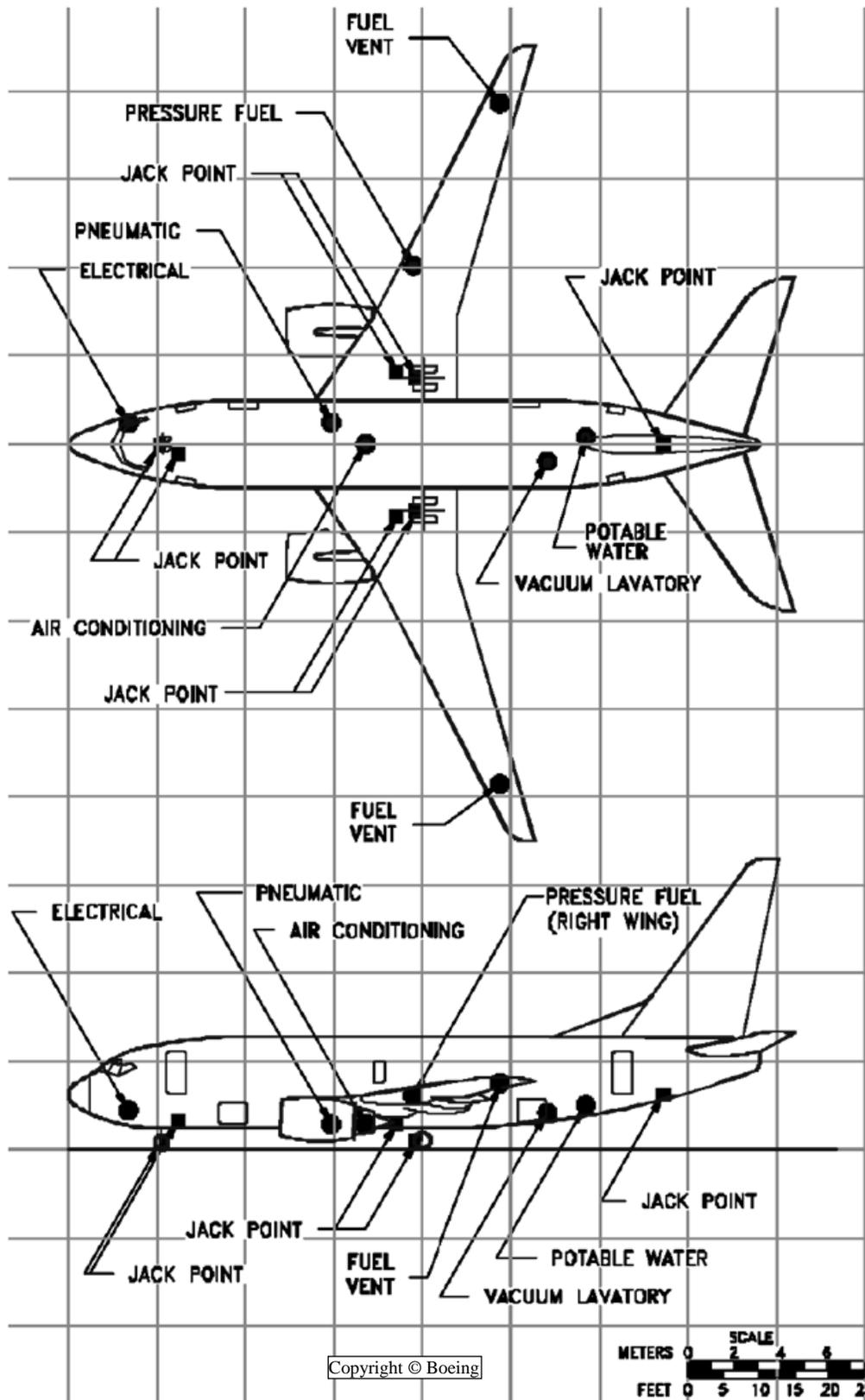
#### 7.3.1. Servicing.

Figure 7.4. Typical Servicing Arrangement B737-600.



7.3.2. Ground Connections.

Figure 7.5. Ground Service Connections B737-600.

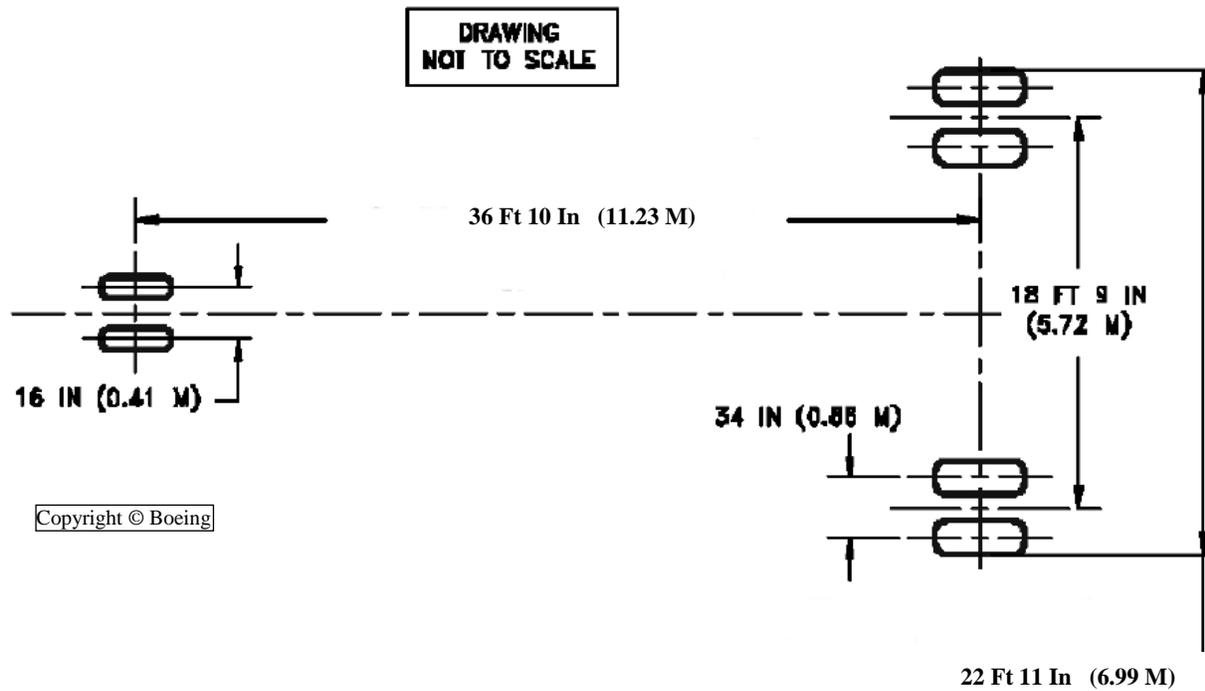


**7.4. AIRFIELD SUITABILITY.**

**7.4.1. Landing Gear Footprint.**

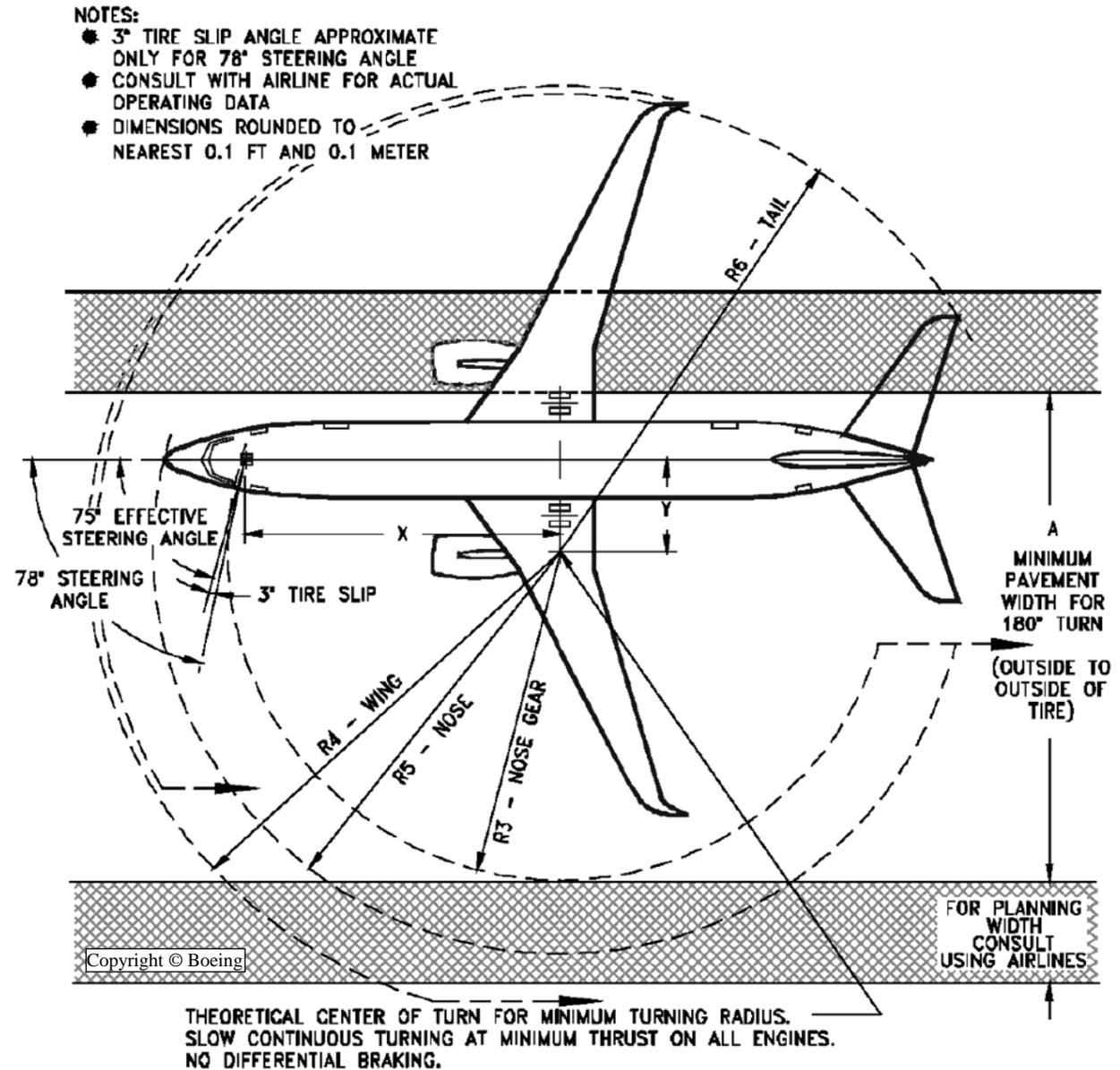
**Figure 7.6. Landing Gear Footprint B737-600.**

Max Taxi Wt.	124,500 to 145,000 lb (56,472 to 65,771 kg)	
	Standard Tires/Brakes	Optional Tires
Nose Gear Tire Size	27 x 7.7 - 15 12 PR	
Nose Gear Tire Press.	206 psi (14.5 kg/cm <sup>2</sup> )	
Main Gear Tire Size	H43.5 x 16.0 - 21 24 PR or 26 PR	H44.5 x 16.5 - 21 28 PR (cert up to 144,000 lb)
Main Gear Tire Press. (Loaded)	182 to 205 psi (12.8 to 14.41 kg/cm <sup>2</sup> )	168 to 205 psi (11.81 to 14.41 kg/cm <sup>2</sup> )



7.4.2. Minimum Turning Radii.

Figure 7.7. Minimum Turning Radii B737-600.



For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	37.1' (11.3m)	9.9' (3.0m)	60.8' (18.5m)	39.4' (12.0m)	71.6' (21.8m)	51.5' (15.7m)	61.9' (18.9m)

7.4.3. Parking Footprint.

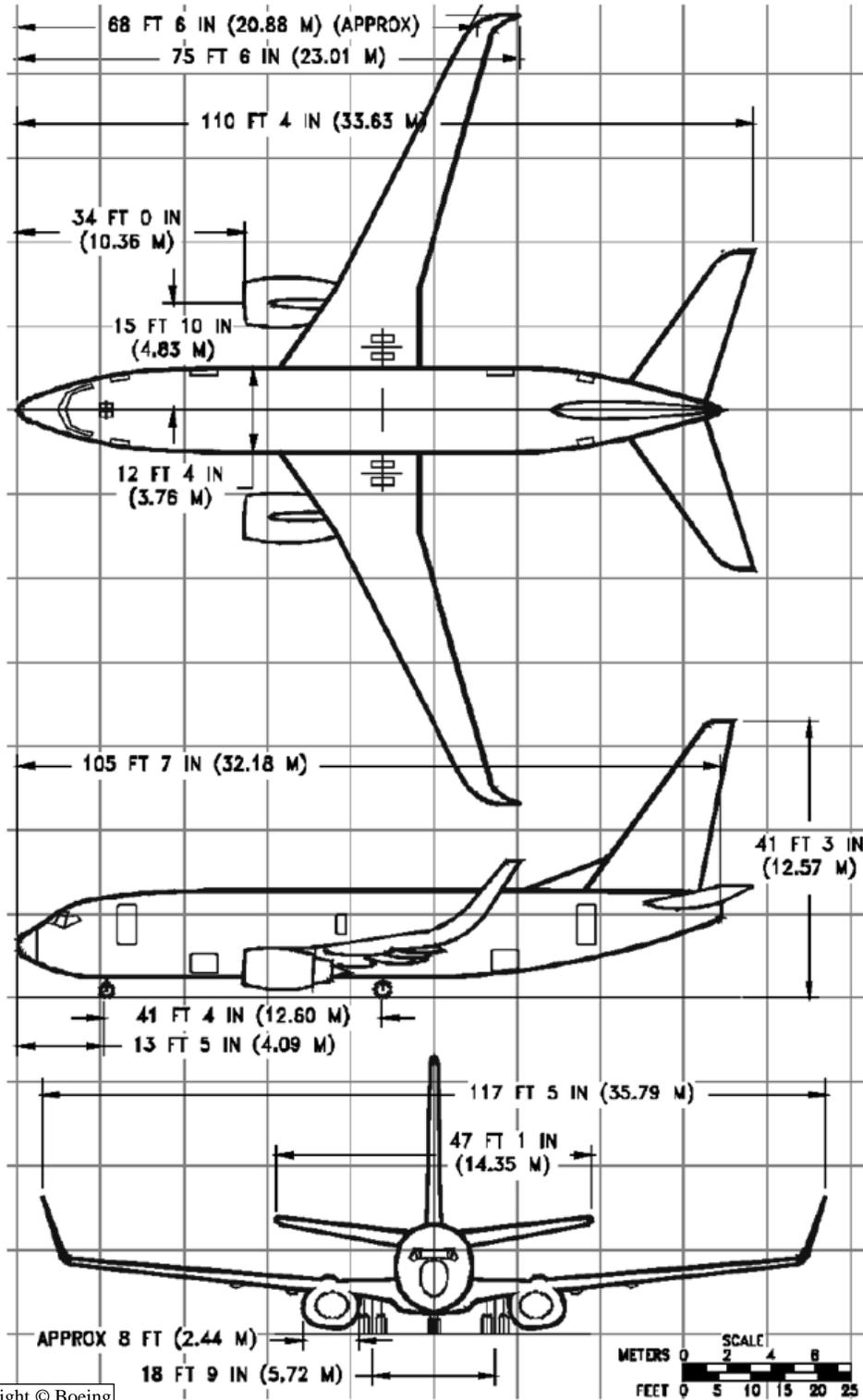
No manufacturer diagrams available.

### Chapter 8 B737-700

#### 8.1. DIMENSIONS.

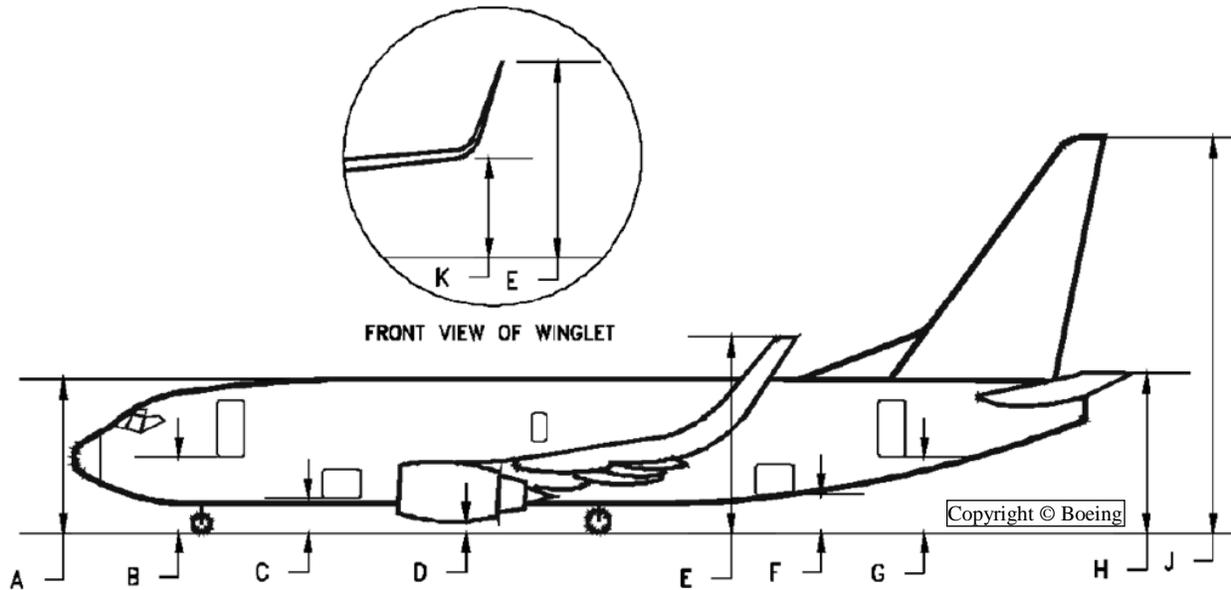
##### 8.1.1. General Dimensions.

Figure 8.1. General Dimensions B737-700.



8.1.2. Ground Clearance.

Figure 8.2. Ground Clearance B737-700.



Vertical Clearances			
DOOR		Min (at MTW)	Max (at OEW)
	A	17' 9"	18' 3"
Pax/Crew	B	8' 6"	9' 0"
FWD	C	4' 3"	4' 9"
	D	1' 6"	2' 0"
	E	21' 3"	21' 9"
AFT	F	5' 4"	5' 10"
	G	9' 8"	10' 2"
	H	17' 11"	18' 5"
	J	40' 10"	41' 7"
	K	13' 3"	13' 9"

8.2. COMPARTMENT CONFIGURATIONS.

8.2.1. MAIN/PASSENGER COMPARTMENT.

8.2.1.1. Pax/Crew Door.

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

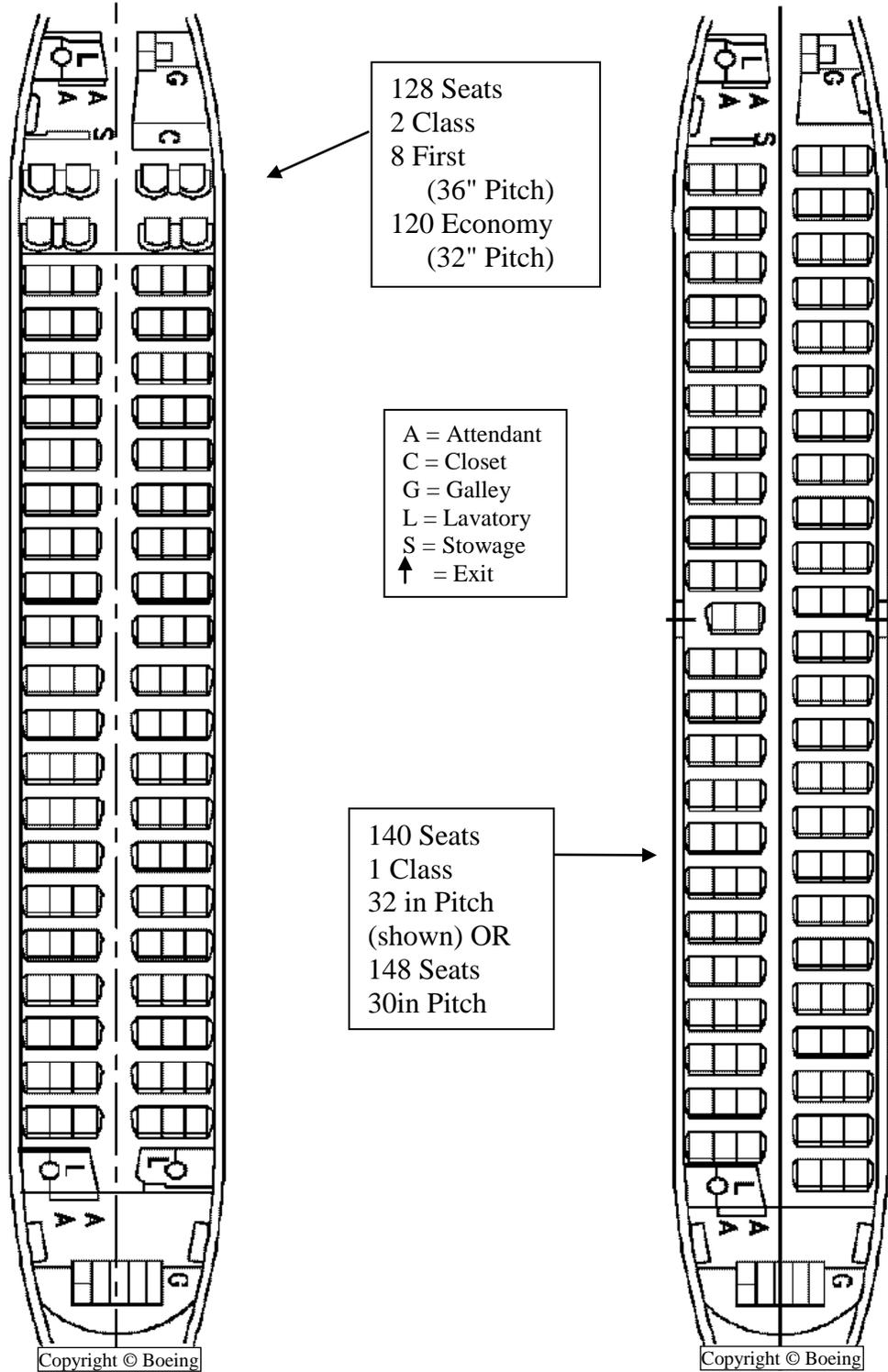
(Note: Refer to [Fig. 8.2](#) for Ground Clearance)

8.2.1.2. Main Door.

N/A this model

8.2.1.3. Compartment Dimensions.

Figure 8.3. Typical Passenger Configurations B737-700.



8.2.1.4. Pallets.

N/A this model

**8.2.2. FORWARD COMPARTMENT.****8.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Refer to [Fig. 8.2](#) for Ground Clearance)

**8.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 184" for B737-700)

**8.2.2.3. Pallets.**

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

**8.2.3. AFT COMPARTMENT.****8.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 72' 6.5" for B737-700)

**8.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 316" for B737-700)

**8.2.3.3. Pallets.**

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

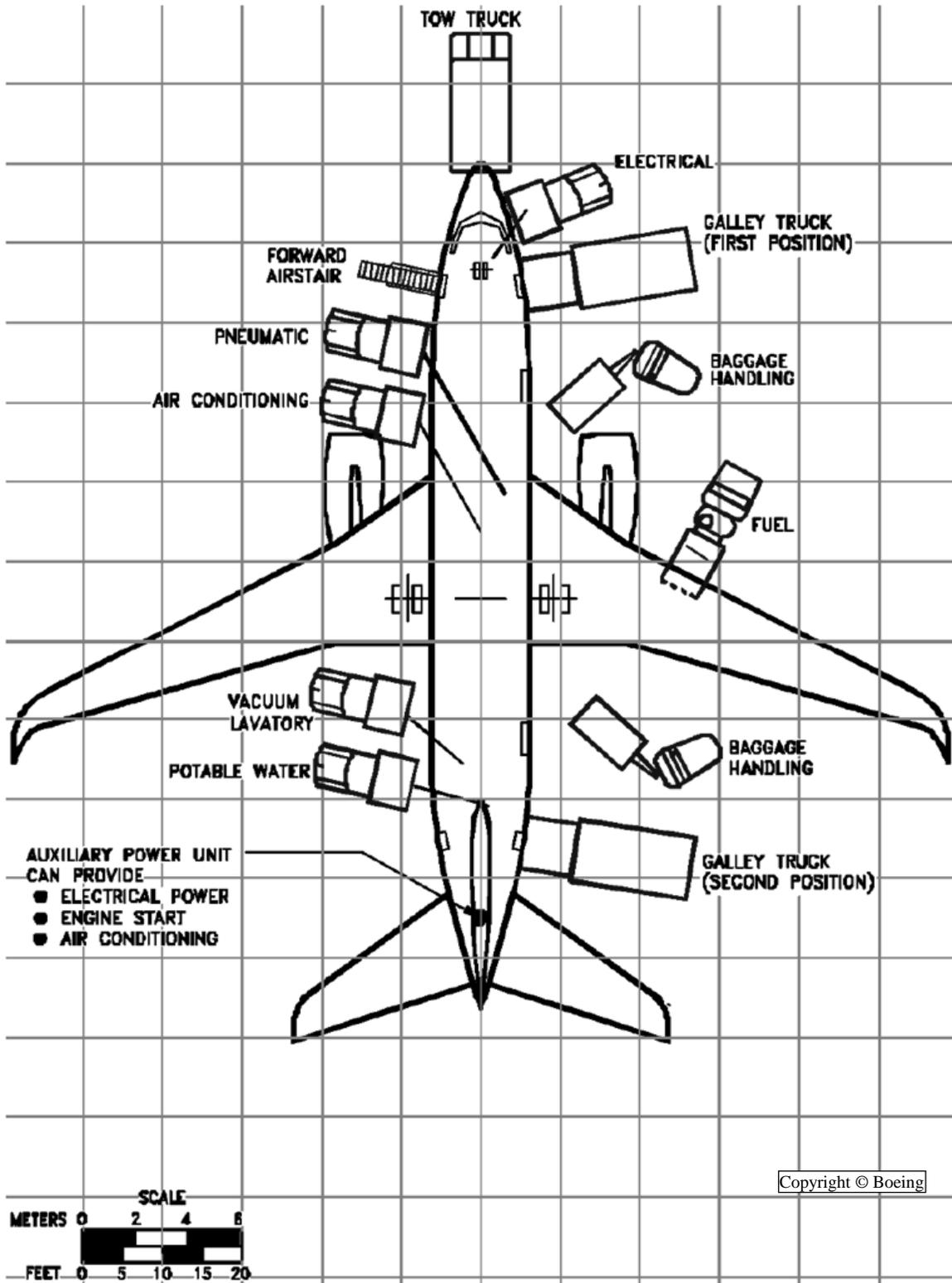
**8.2.4. BULK COMPARTMENT.**

N/A this model

### 8.3. SERVICING DIAGRAMS.

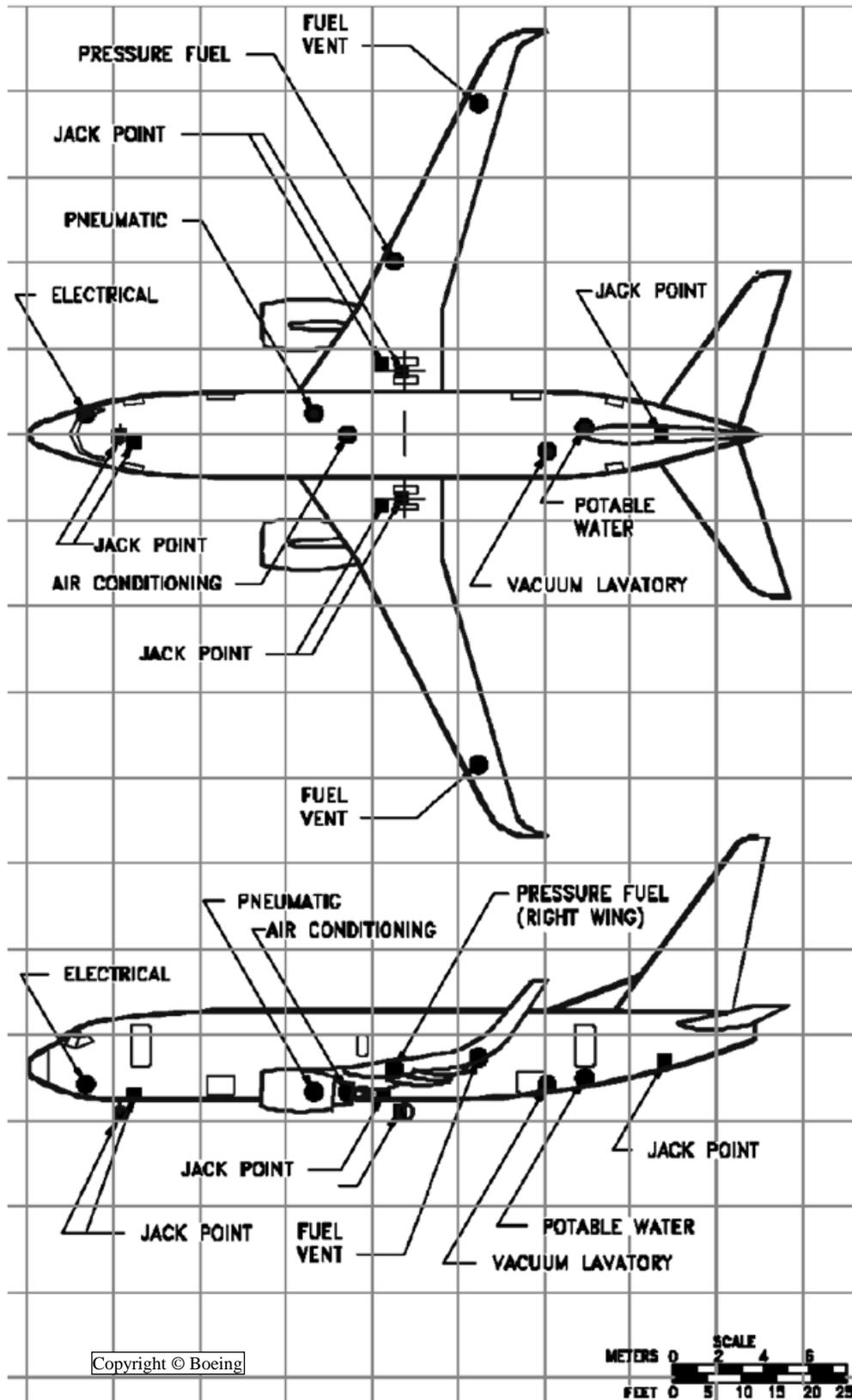
#### 8.3.1. Servicing.

Figure 8.4. Typical Servicing Arrangement B737-700.



8.3.2. Ground Connections.

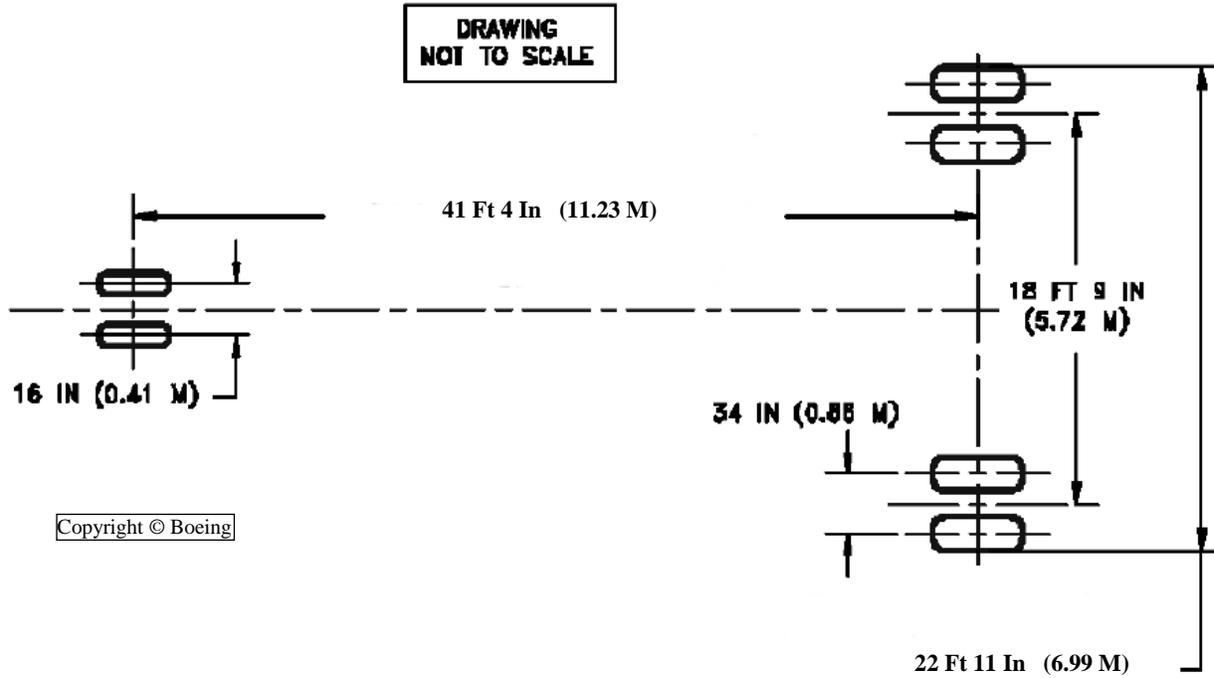
Figure 8.5. Ground Service Connections B737-700.



8.4. AIRFIELD SUITABILITY.

8.4.1. Landing Gear Footprint.

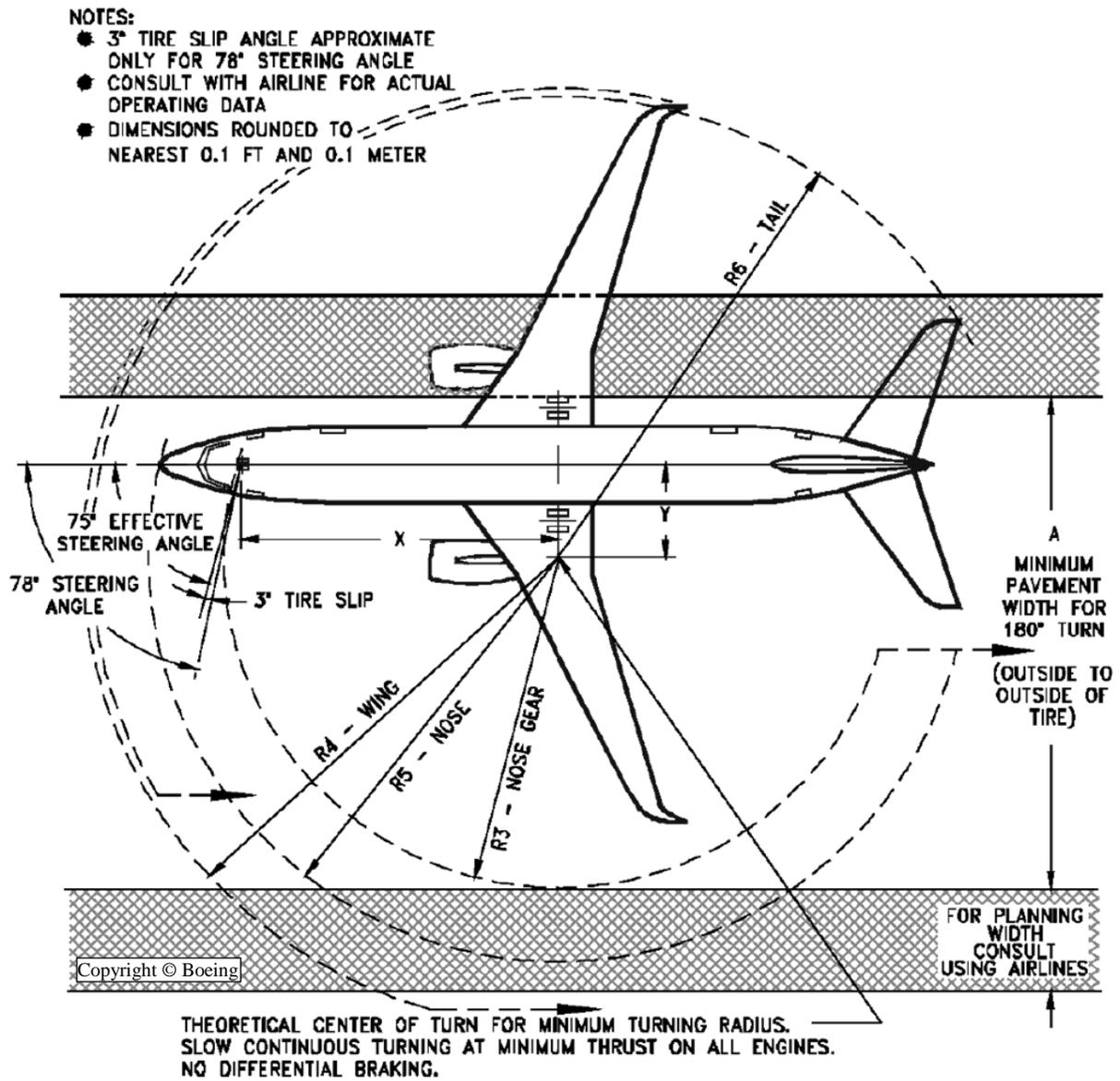
Figure 8.6. Landing Gear Footprint B737-700.



Max Taxi Wt.	133,500 to 155,000 lb (60,554 to 70,307 kg)	
	Standard Tires/Brakes	Optional Tires
Nose Gear Tire Size	27 x 7.7 - 15 12 PR	
Nose Gear Tire Press.	205 psi (14.44 kg/cm <sup>2</sup> )	
Main Gear Tire Size	H43.5 x 16.0 - 21 26 PR	H44.5 x 16.5 - 21 28 PR
Main Gear Tire Press. (Loaded)	197 to 205 psi (13.85 to 14.41 kg/cm <sup>2</sup> )	179 to 205 psi (12.59 to 14.41 kg/cm <sup>2</sup> )

8.4.2. Minimum Turning Radii.

Figure 8.7. Minimum Turning Radii B737-700.



For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	41.3' (12.6m)	11.1' (3.4m)	66.7' (20.3m)	44.1' (13.3m)	72.6' (22.1m)	55.9' (17.0m)	65.5' (20.0m)

8.4.3. Parking Footprint.

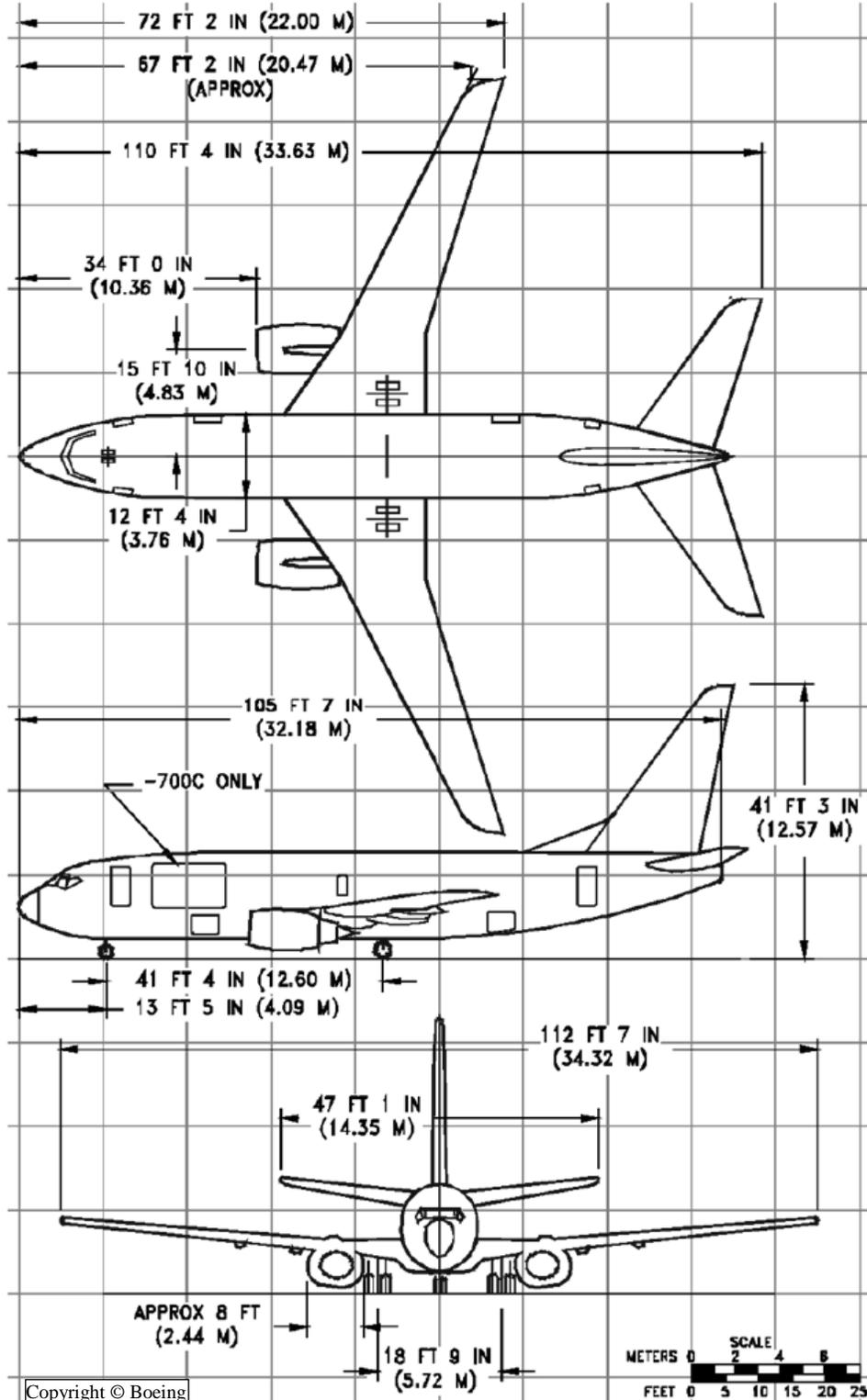
No manufacturer diagrams available.

### Chapter 9 B737-700C

#### 9.1. DIMENSIONS.

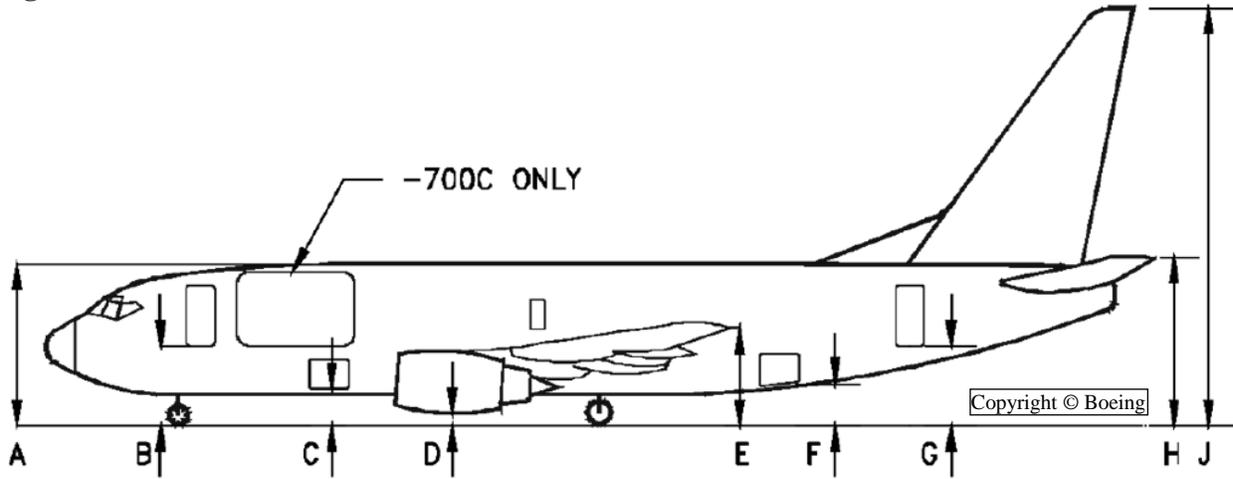
##### 9.1.1. General Dimensions.

Figure 9.1. General Dimensions B737-700C.



9.1.2. Ground Clearance.

Figure 9.2. Ground Clearance B737-700C.



Vertical Clearances			
DOOR		Min (at MTW)	Max (at OEW)
	A	17' 9"	18' 3"
Pax/Crew	B	8' 6"	9' 0"
FWD	C	4' 3"	4' 9"
	D	1' 6"	2' 0"
	E	11' 11"	12' 9"
AFT	F	5' 4"	5' 10"
	G	9' 8"	10' 2"
	H	17' 11"	18' 5"
	J	40' 10"	41' 7"

9.2. COMPARTMENT CONFIGURATIONS.

9.2.1. MAIN/PASSENGER COMPARTMENT.

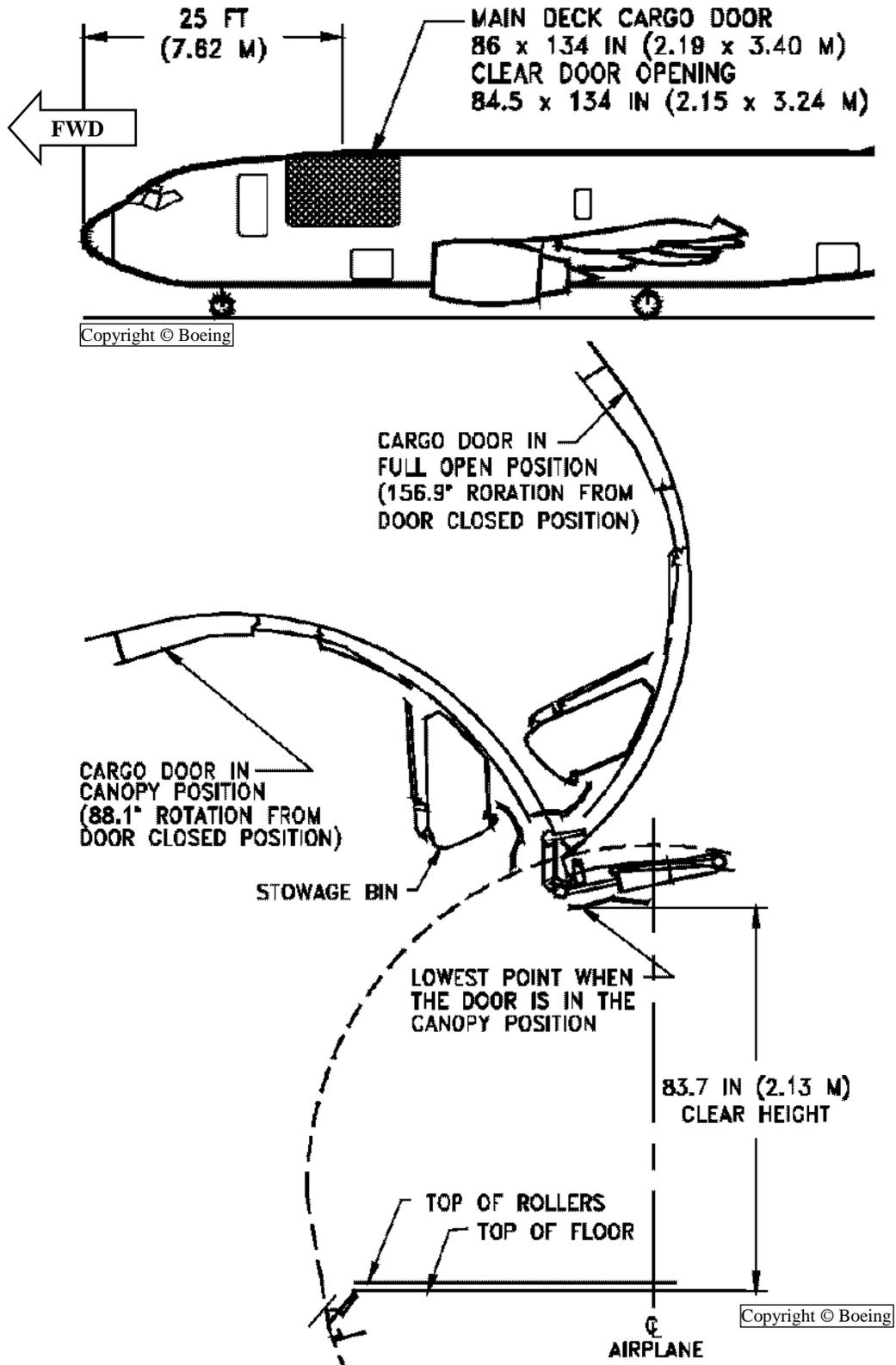
9.2.1.1. Pax/Crew Door.

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

(Note: Refer to [Fig. 9.2](#) for Ground Clearance)

9.2.1.2. Main Door.

Figure 9.3. Main Compartment Door B737-700C.



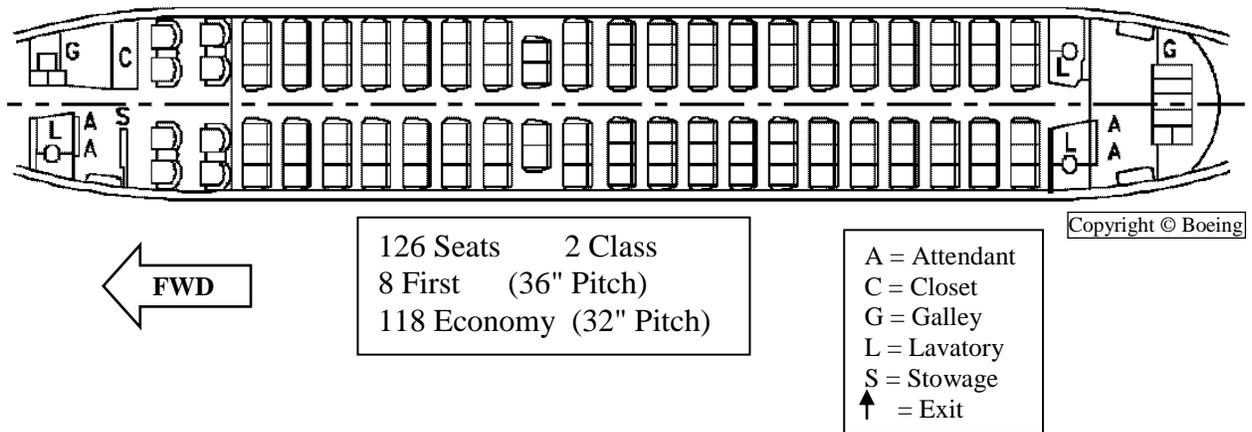
**9.2.1.3. Compartment Dimensions.**

Main compartment cross-section the same as for B737-400C/F.  
 See: [Figure 5.1. Main Compartment Dimensions B737-400C/F.](#)

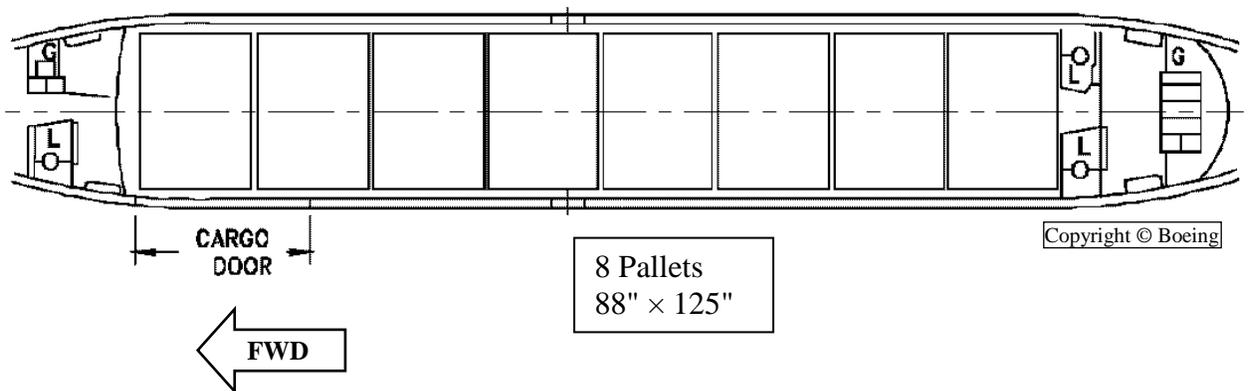
**9.2.1.4. Pallets/Passengers.**

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

**Figure 9.4. Typical 1-Class Passenger Configurations B737-700C.**



**Figure 9.5. Main Compartment Cargo Configurations B737-700C.**



**9.2.2. FORWARD COMPARTMENT.****9.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Refer to [Fig. 9.2](#) for Ground Clearance)

**9.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 184" for B737-700C)

**9.2.2.3. Pallets.**

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

**9.2.3. AFT COMPARTMENT.****9.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 72' 6.5" for B737-700C)

**9.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 316" for B737-700C)

**9.2.3.3. Pallets.**

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

**9.2.4. BULK COMPARTMENT.**

N/A this model

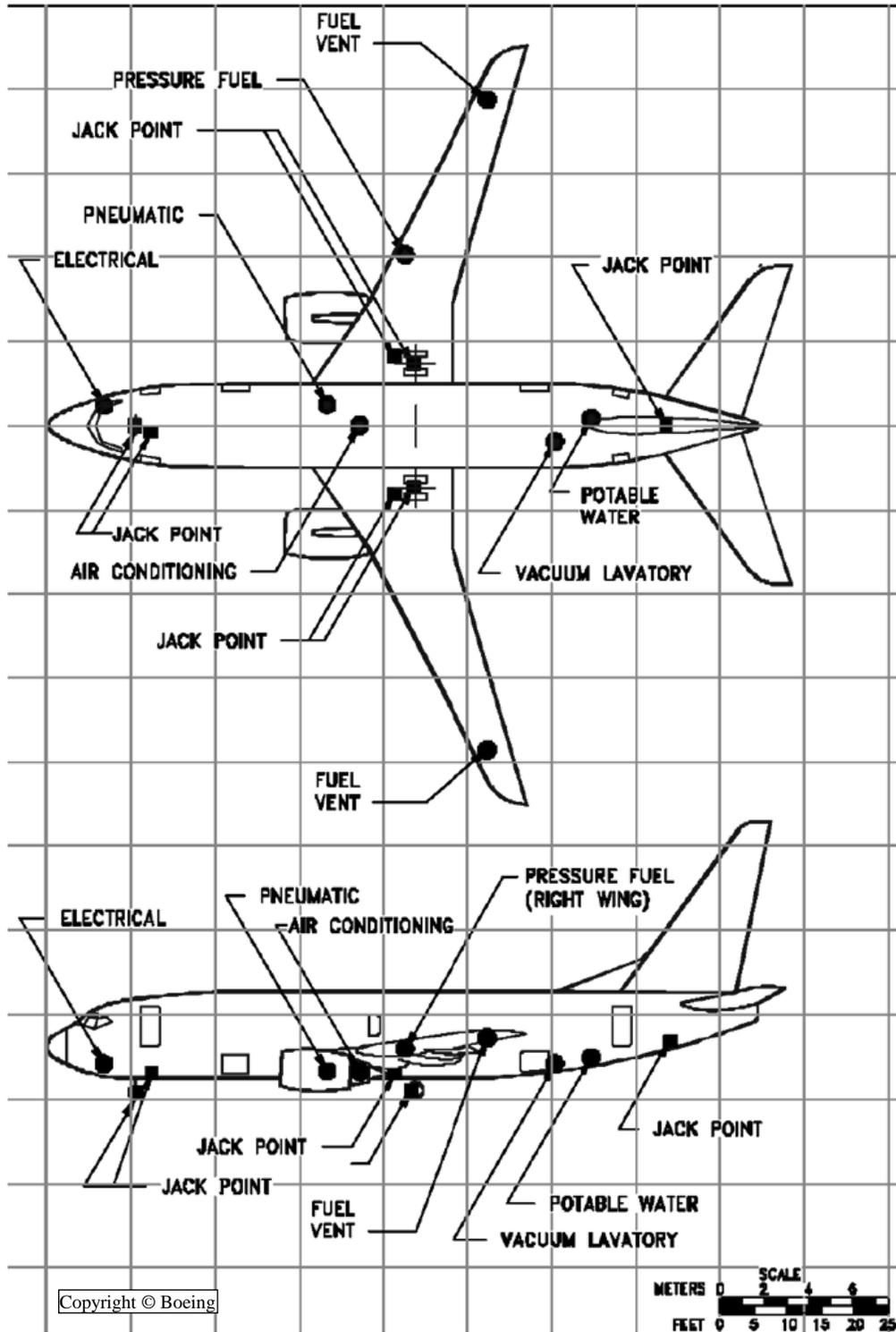
9.3. SERVICING DIAGRAMS.

9.3.1. Servicing.

Similar to B737-700. See: [Figure 8.4. Typical Servicing Arrangement B737-700.](#)

9.3.2. Ground Connections.

Figure 9.6. Ground Service Connections B737-700C.



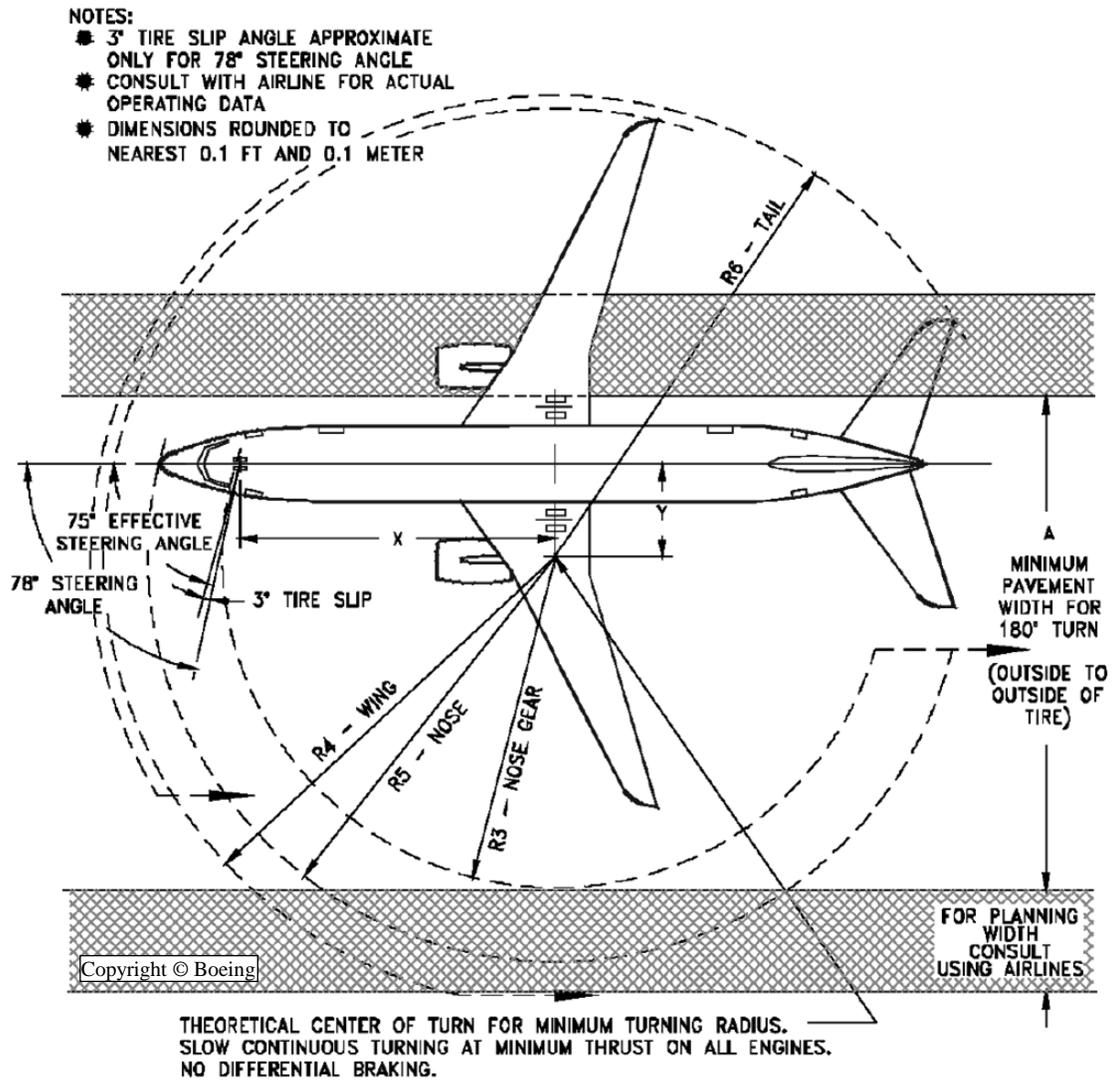
9.4. AIRFIELD SUITABILITY.

9.4.1. Landing Gear Footprint.

Same as for B737-700. See: [Figure 8.6. Landing Gear Footprint B737-700.](#)

9.4.2. Minimum Turning Radii.

Figure 9.7. Minimum Turning Radii B737-700C.



For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	41.3' (12.6m)	11.1' (3.4m)	66.4' (20.3m)	43.8' (13.3m)	69.6' (21.2m)	55.9' (17.0m)	65.5' (20.0m)

9.4.3. Parking Footprint.

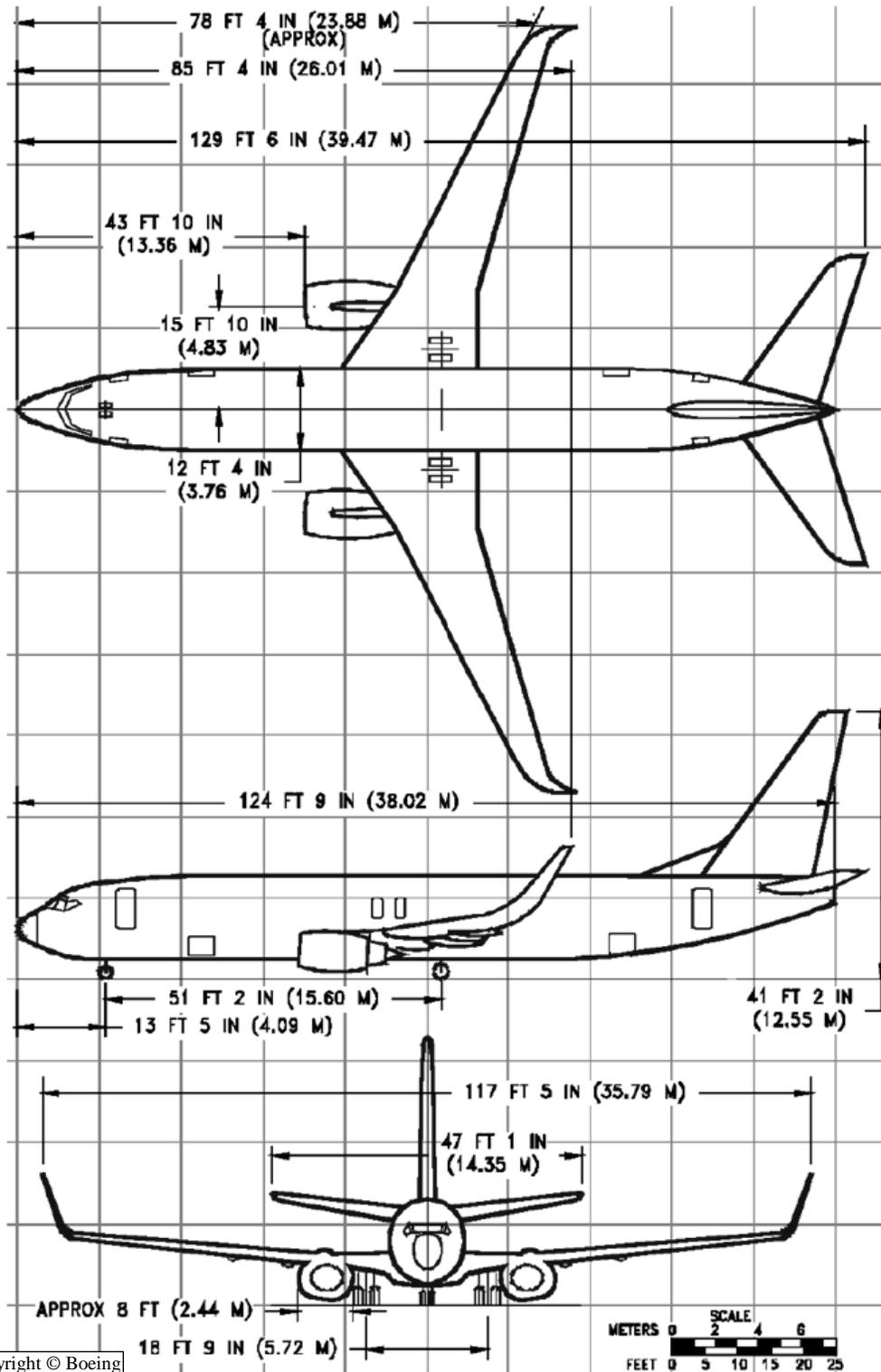
No manufacturer diagrams available.

Chapter 10  
B737- 800

10.1. DIMENSIONS.

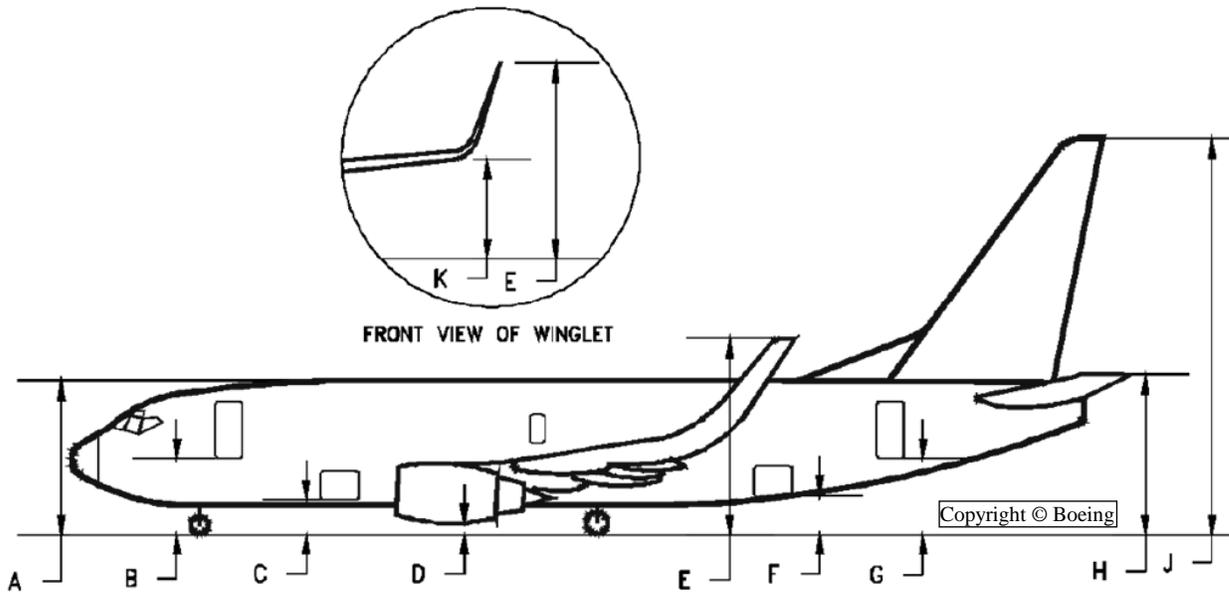
10.1.1. General Dimensions.

Figure 10.1. General Dimensions B737-800.



10.1.2. Ground Clearance.

Figure 10.2. Ground Clearance B737-800.



Vertical Clearances			
DOOR		Min (at MTW)	Max (at OEW)
	A	17' 9"	18' 3"
Pax/Crew	B	8' 6"	9' 0"
FWD	C	4' 3"	4' 9"
	D	1' 7"	2' 1"
	E	21' 4"	22' 2"
AFT	F	5' 5"	5' 11"
	G	9' 9"	10' 3"
	H	18' 0"	18' 6"
	J	40' 7"	41' 5"
	K	13' 4"	14' 2"

10.2. COMPARTMENT CONFIGURATIONS.

10.2.1. MAIN/PASSENGER COMPARTMENT.

10.2.1.1. Pax/Crew Door.

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

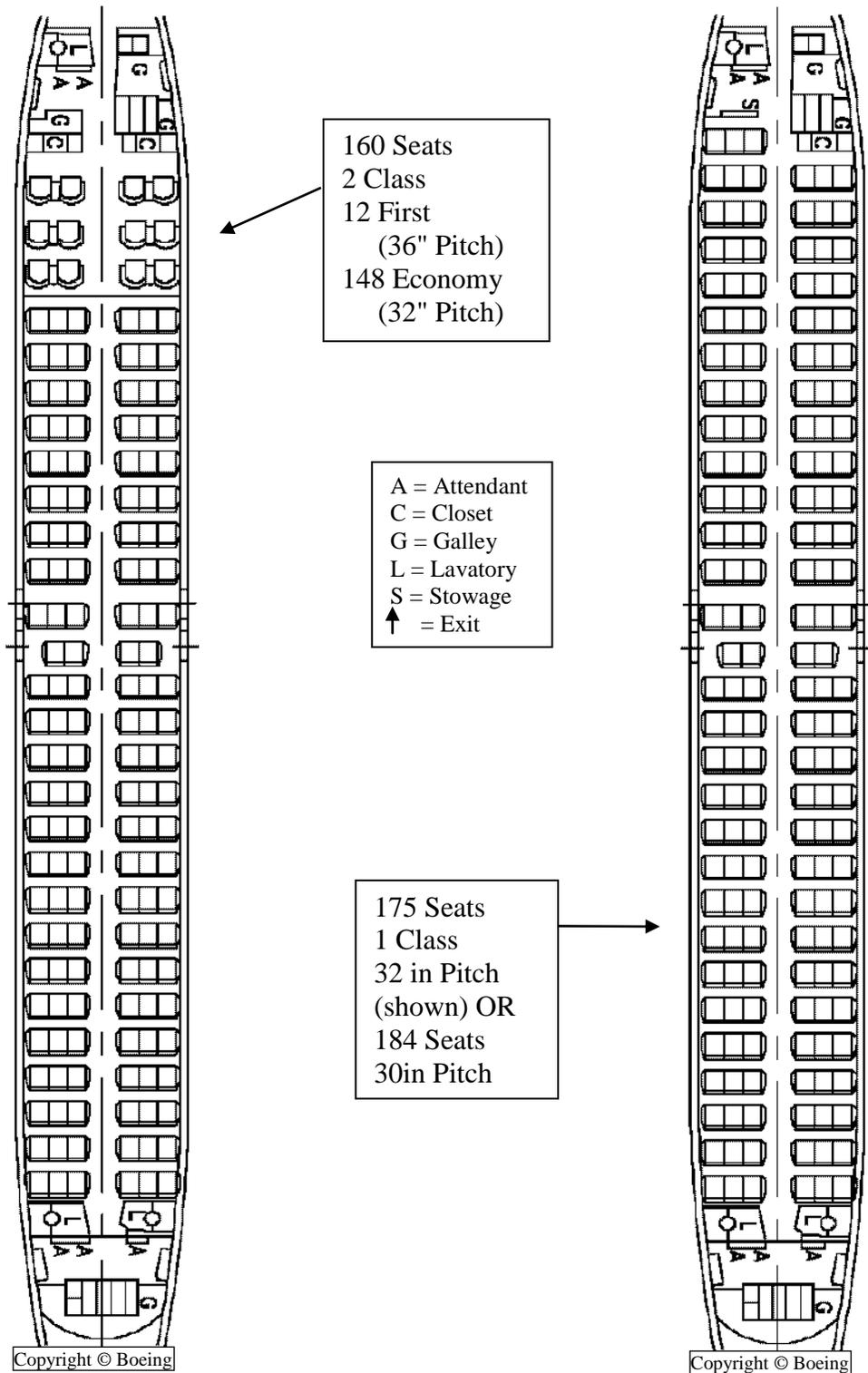
(Note: Refer to [Fig. 10.2](#) for Ground Clearance)

10.2.1.2. Main Door.

N/A this model

10.2.1.3. Compartment Dimensions.

Figure 10.3. Typical Passenger Configurations B737-800.



10.2.1.4. Pallets.

N/A this model

**10.2.2. FORWARD COMPARTMENT.****10.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Refer to [Fig. 10.2](#) for Ground Clearance)

**10.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 302" for B737-800)

**10.2.2.3. Pallets.**

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

**10.2.3. AFT COMPARTMENT.****10.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 91' 8.5" for B737-800)

**10.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 428" for B737-800)

**10.2.3.3. Pallets.**

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

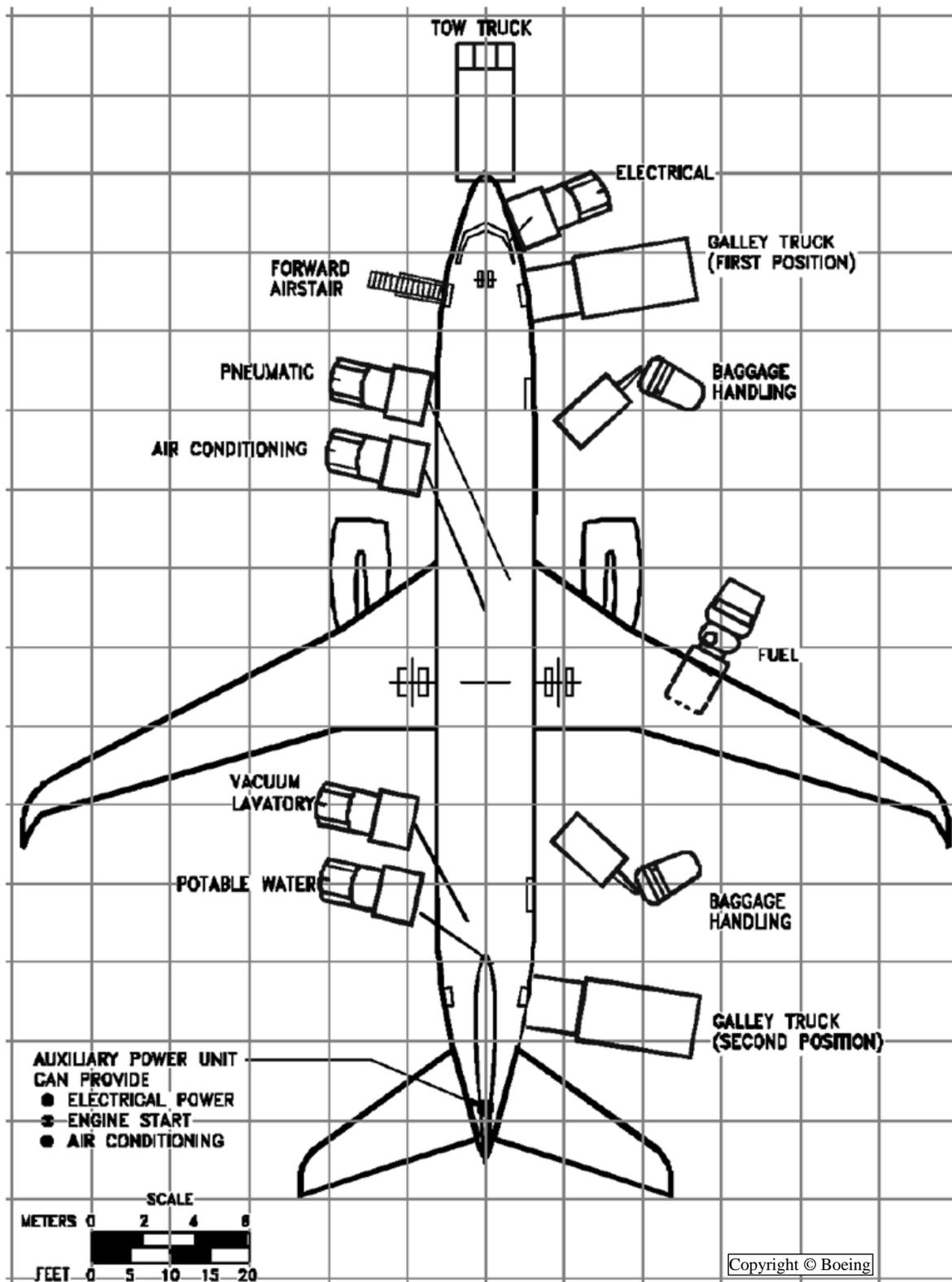
**10.2.4. BULK COMPARTMENT.**

N/A this model

10.3. SERVICING DIAGRAMS.

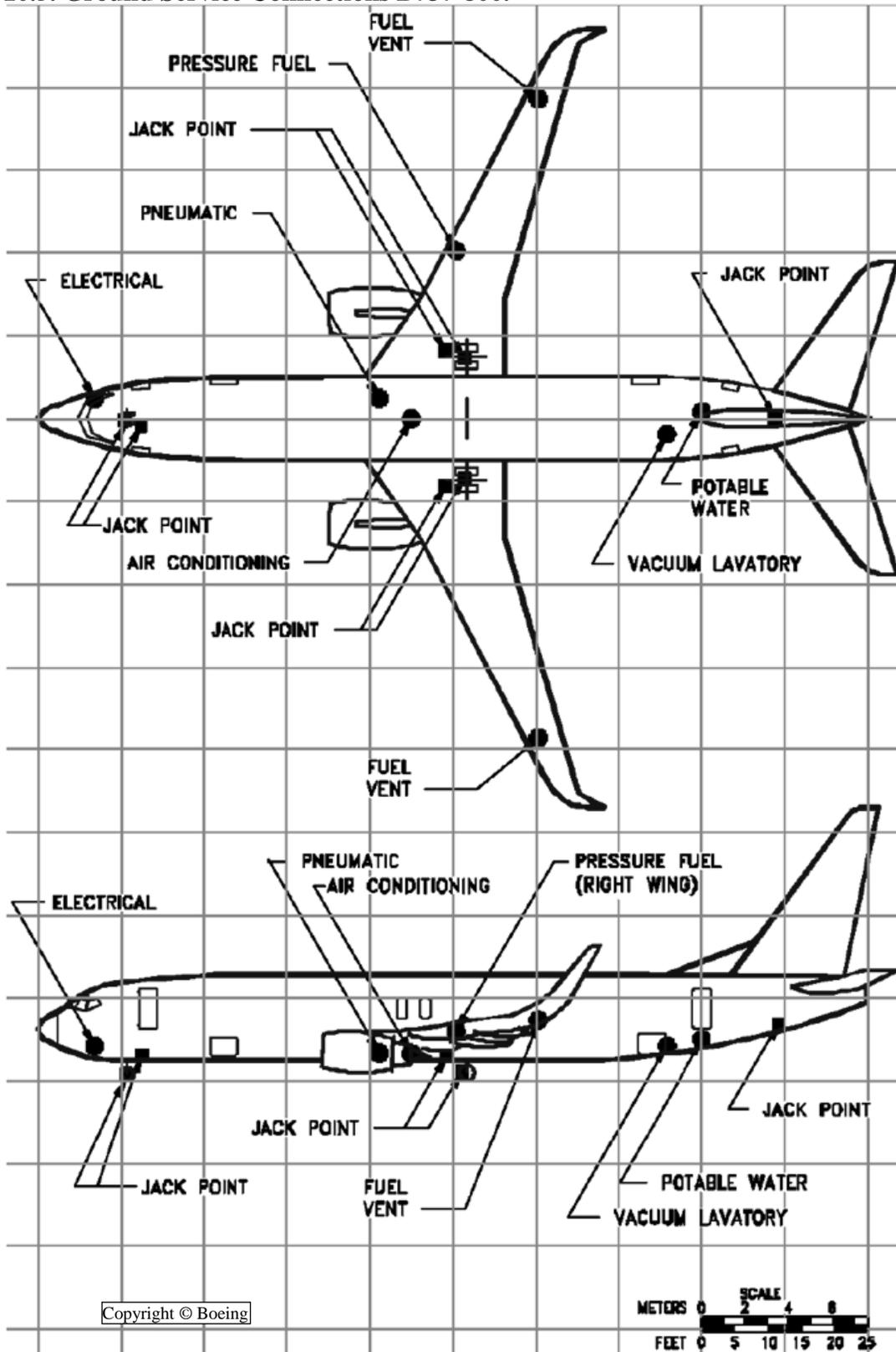
10.3.1. Servicing.

Figure 10.4. Typical Servicing Arrangement B737-800.



10.3.2. Ground Connections.

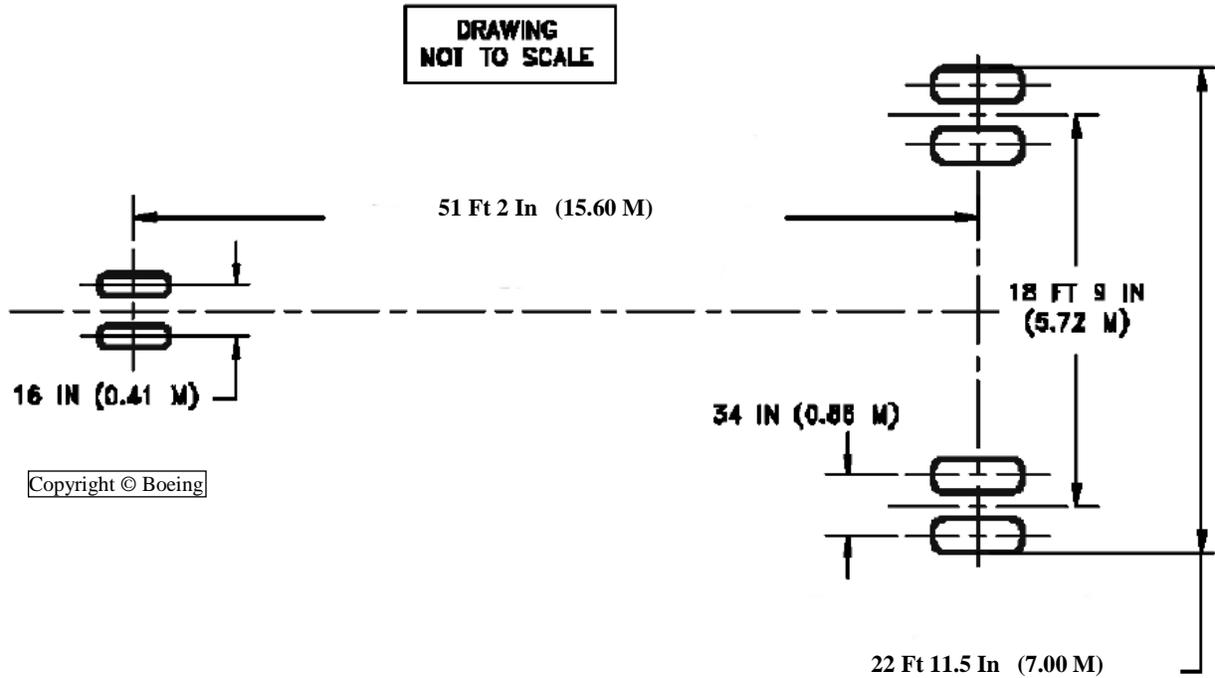
Figure 10.5. Ground Service Connections B737-800.



10.4. AIRFIELD SUITABILITY.

10.4.1. Landing Gear Footprint.

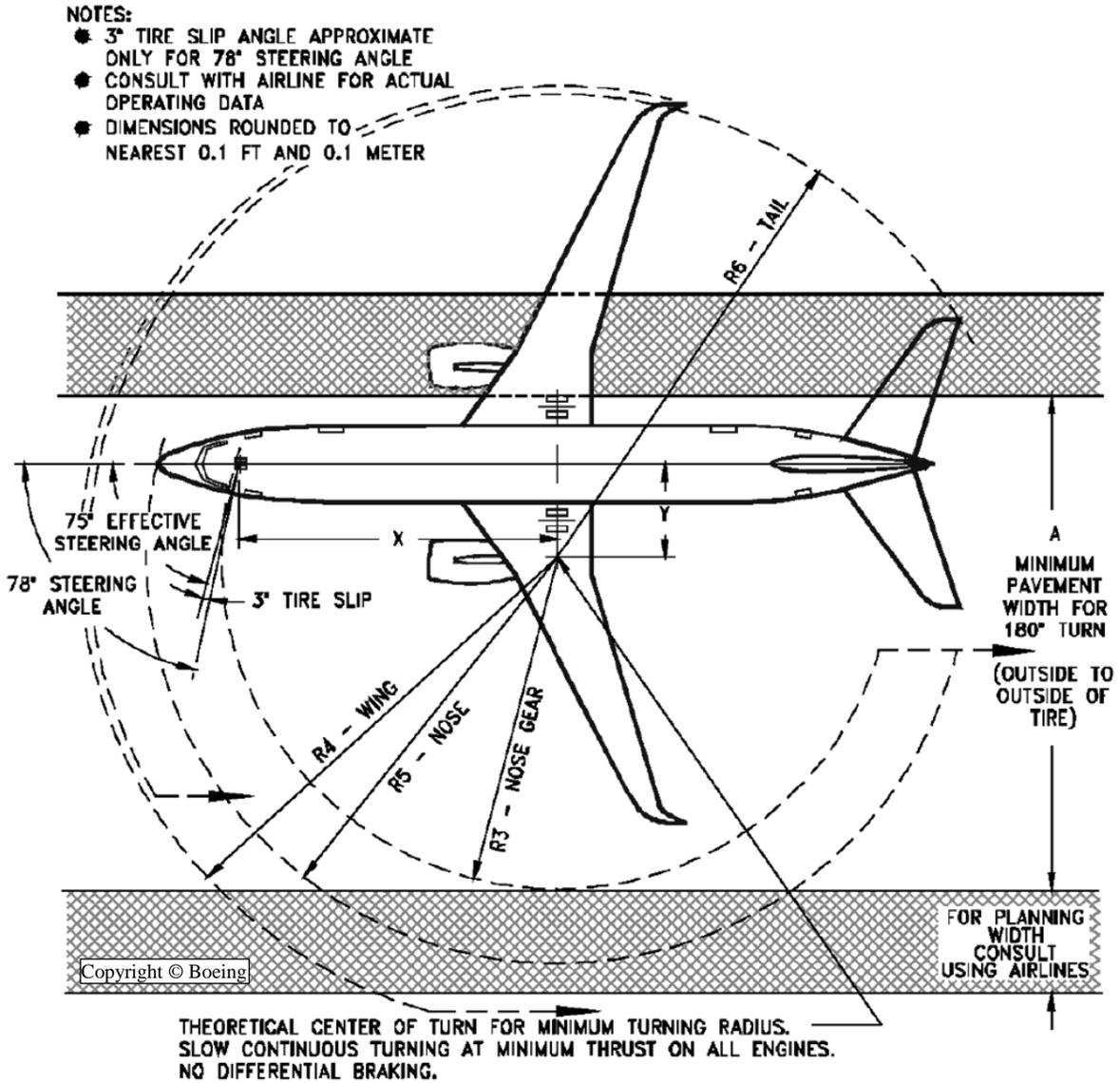
Figure 10.6. Landing Gear Footprint B737-800.



Max Taxi Wt.	156,000 to 174,700 lb (70,760 to 79,242 kg)
	Standard Tires/Brakes
Nose Gear Tire Size	27 x 7.7 - 15 12 PR
Nose Gear Tire Press.	185 psi (13.03 kg/cm <sup>2</sup> )
Main Gear Tire Size	H44.5 x 16.5 - 21 28 PR
Main Gear Tire Press. (Loaded)	204 to 205 psi (14.39 to 14.41 kg/cm <sup>2</sup> )

10.4.2. Minimum Turning Radii.

Figure 10.7. Minimum Turning Radii B737-800.



For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	51.2' (15.6m)	13.7' (4.2m)	79.6' (24.1m)	54.4' (16.4m)	75.2' (22.9m)	65.9' (20.1m)	74.9' (22.8m)

10.4.3. Parking Footprint.

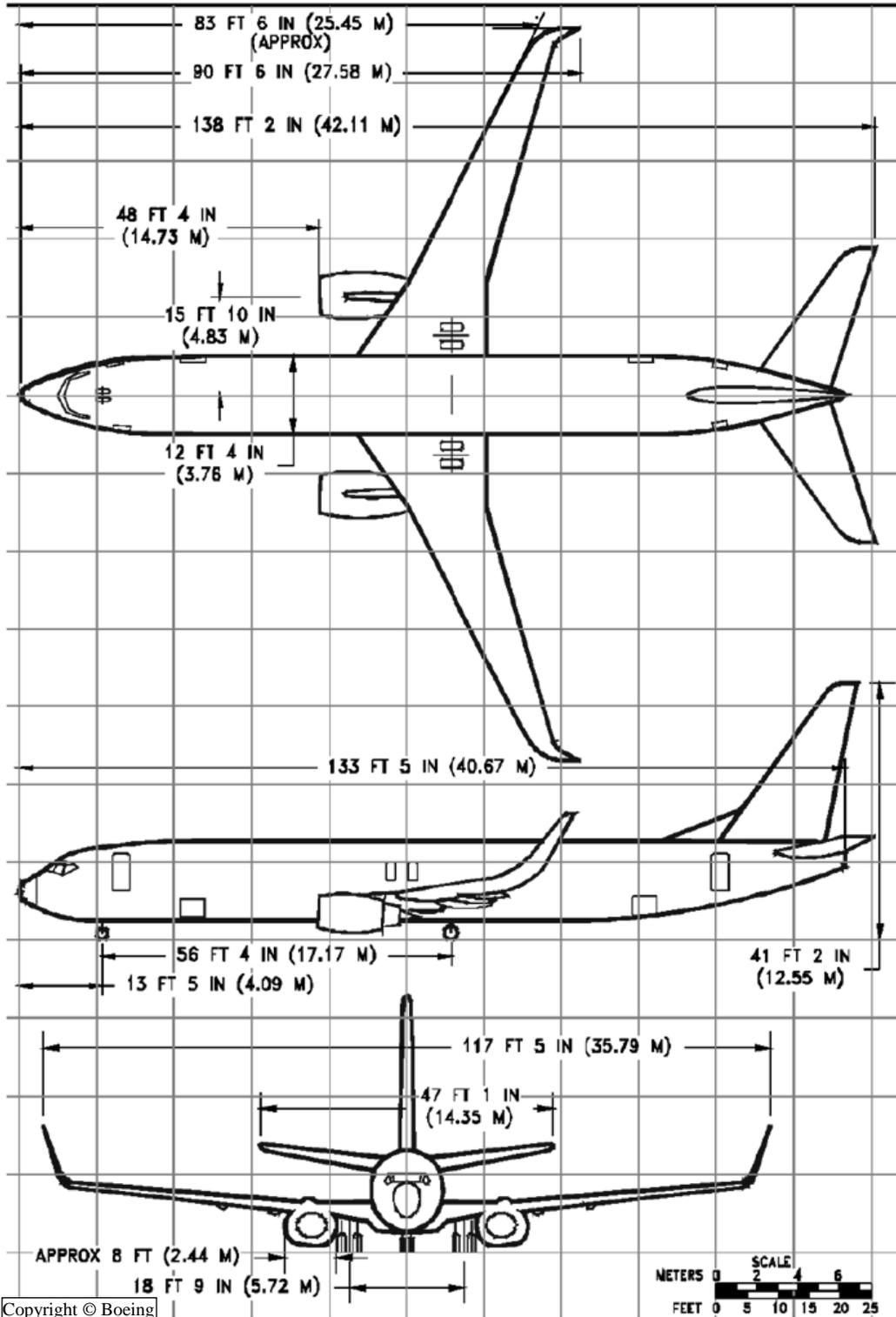
No manufacturer diagrams available.

Chapter 11  
B737-900

11.1. DIMENSIONS.

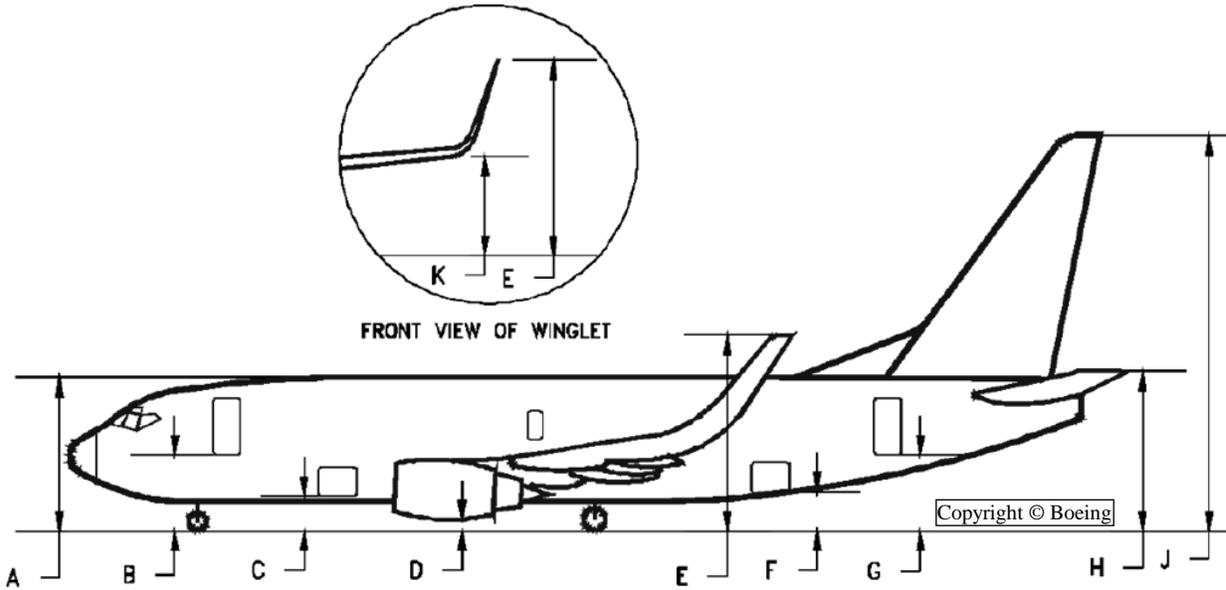
11.1.1. General Dimensions.

Figure 11.1. General Dimensions B737-900.



11.1.2. Ground Clearance.

Figure 11.2. Ground Clearance B737-900.



Vertical Clearances			
DOOR		Min (at MTW)	Max (at OEW)
	A	17' 10"	18' 4"
Pax/Crew	B	8' 6"	9' 0"
FWD	C	4' 3"	4' 9"
	D	1' 7"	2' 1"
	E	21' 4"	22' 2"
AFT	F	5' 5"	5' 11"
	G	9' 9"	10' 3"
	H	18' 1"	18' 7"
	J	40' 7"	41' 5"
	K	13' 4"	14' 2"

11.2. COMPARTMENT CONFIGURATIONS.

11.2.1. MAIN/PASSENGER COMPARTMENT.

11.2.1.1. Pax/Crew Door.

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

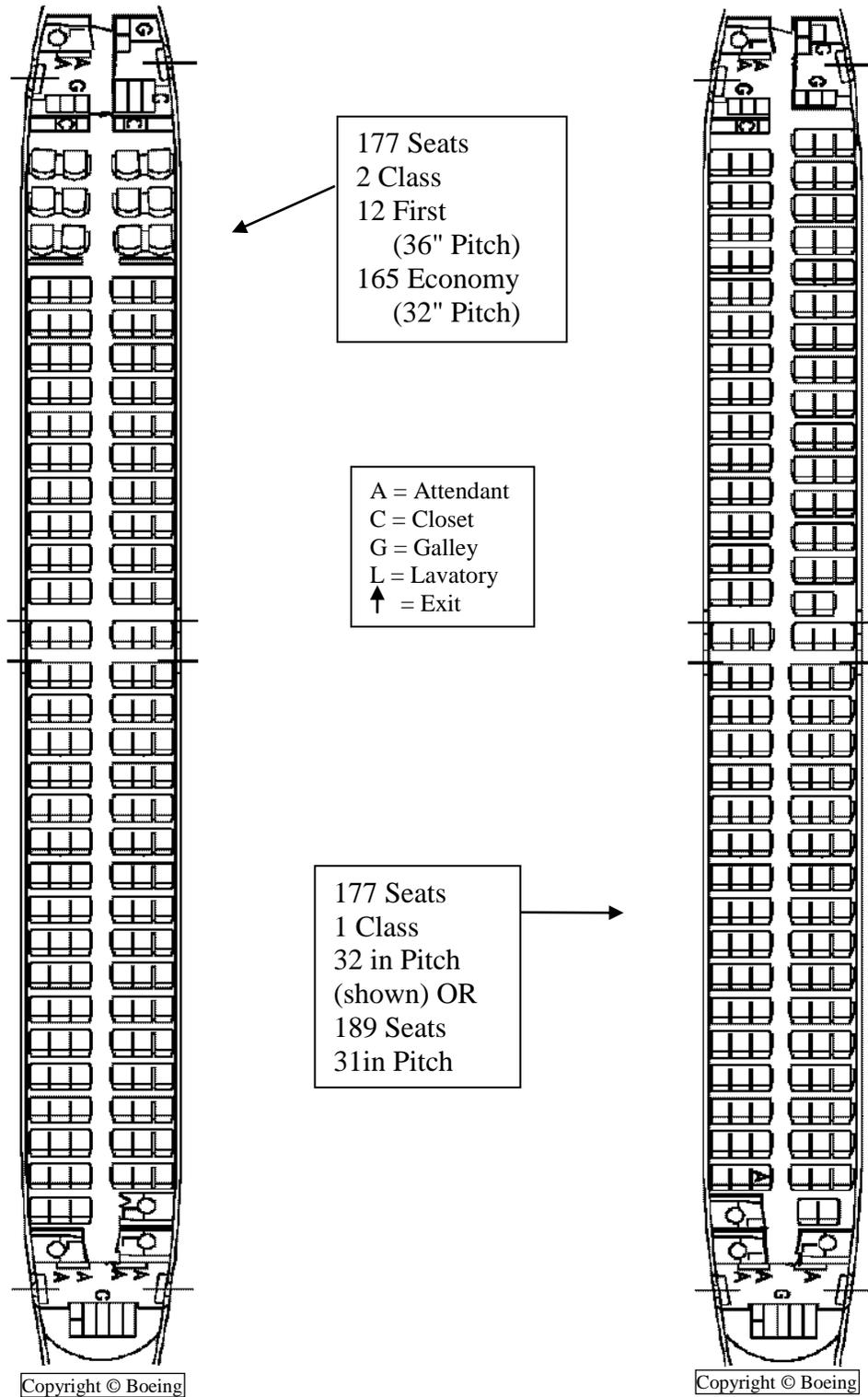
(Note: Refer to [Fig. 11.2](#) for Ground Clearance)

11.2.1.2. Main Door.

N/A this model

**11.2.1.3. Compartment Dimensions.**

**Figure 11.3. Typical Passenger Configurations B737-900.**



**11.2.1.4. Pallets.**

N/A this model

**11.2.2. FORWARD COMPARTMENT.****11.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Refer to [Fig. 11.2](#) for Ground Clearance)

**11.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 364" for B737-900)

**11.2.2.3. Pallets.**

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

**11.2.3. AFT COMPARTMENT.****11.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 100' 4.5" for B737-900)

**11.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 470" for B737-900)

**11.2.3.3. Pallets.**

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

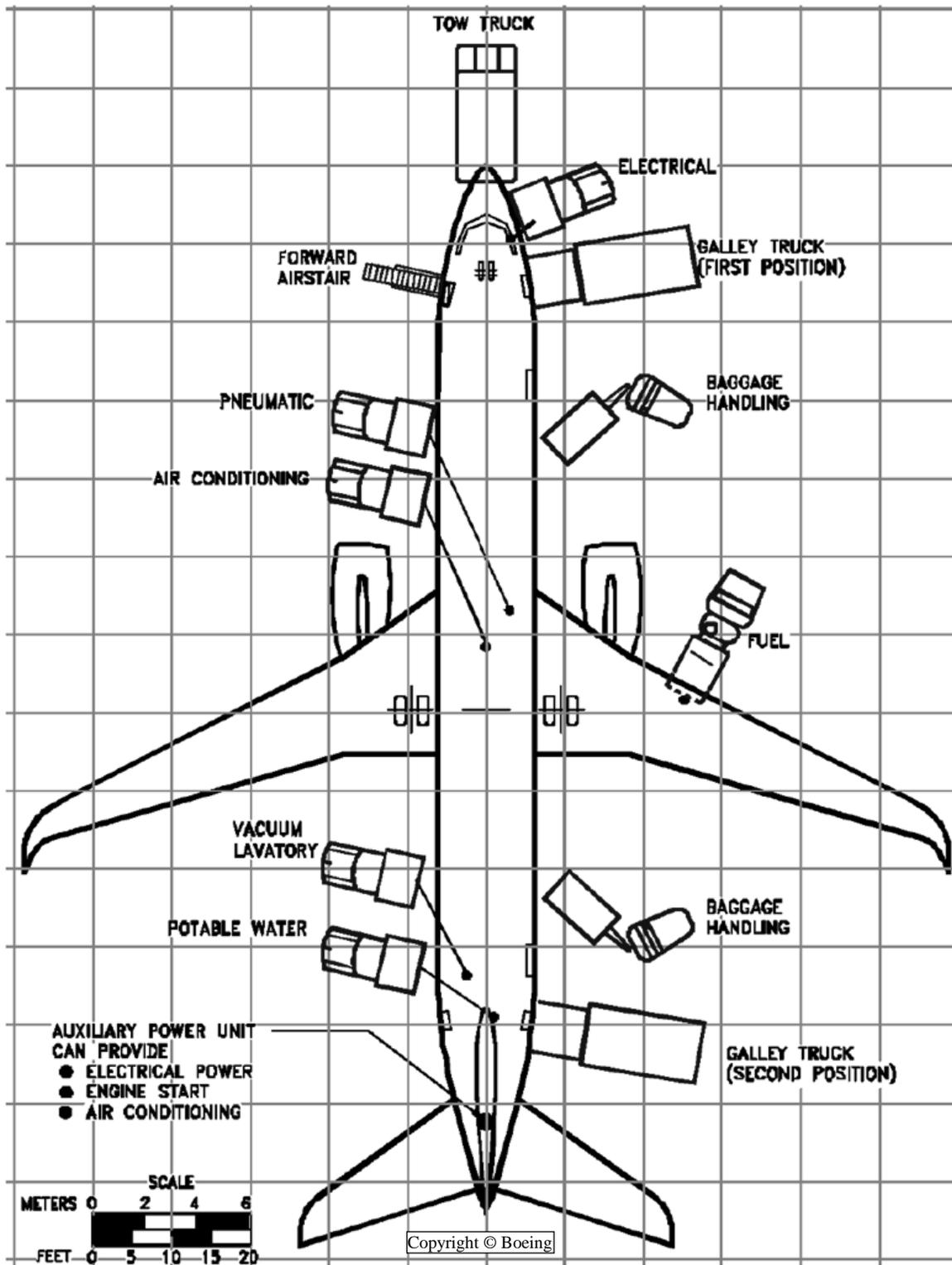
**11.2.4. BULK COMPARTMENT.**

N/A this model

11.3. SERVICING DIAGRAMS.

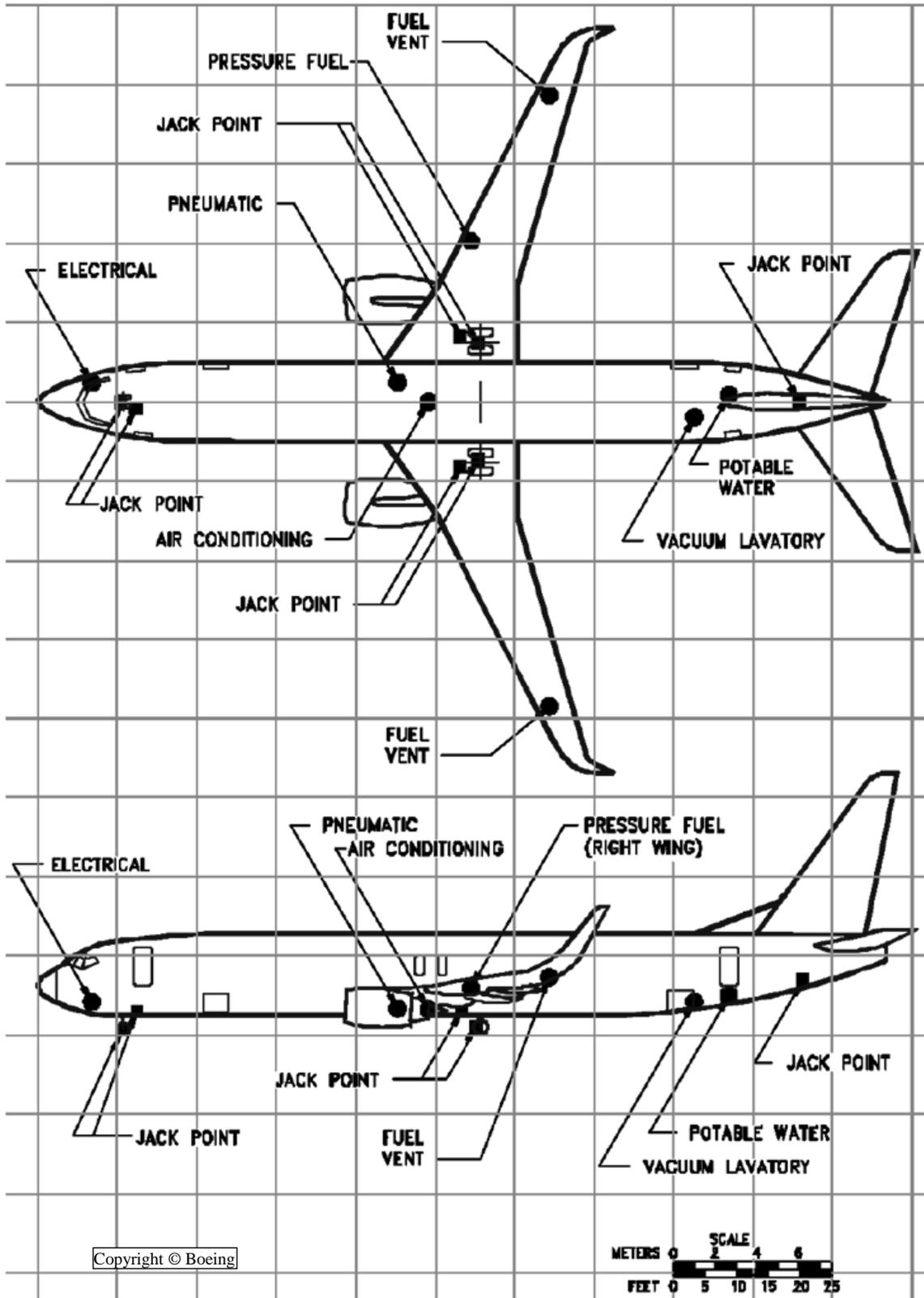
11.3.1. Servicing.

Figure 11.4. Typical Servicing Arrangement B737-900.



11.3.2. Ground Connections.

Figure 11.5. Ground Service Connections B737-900.



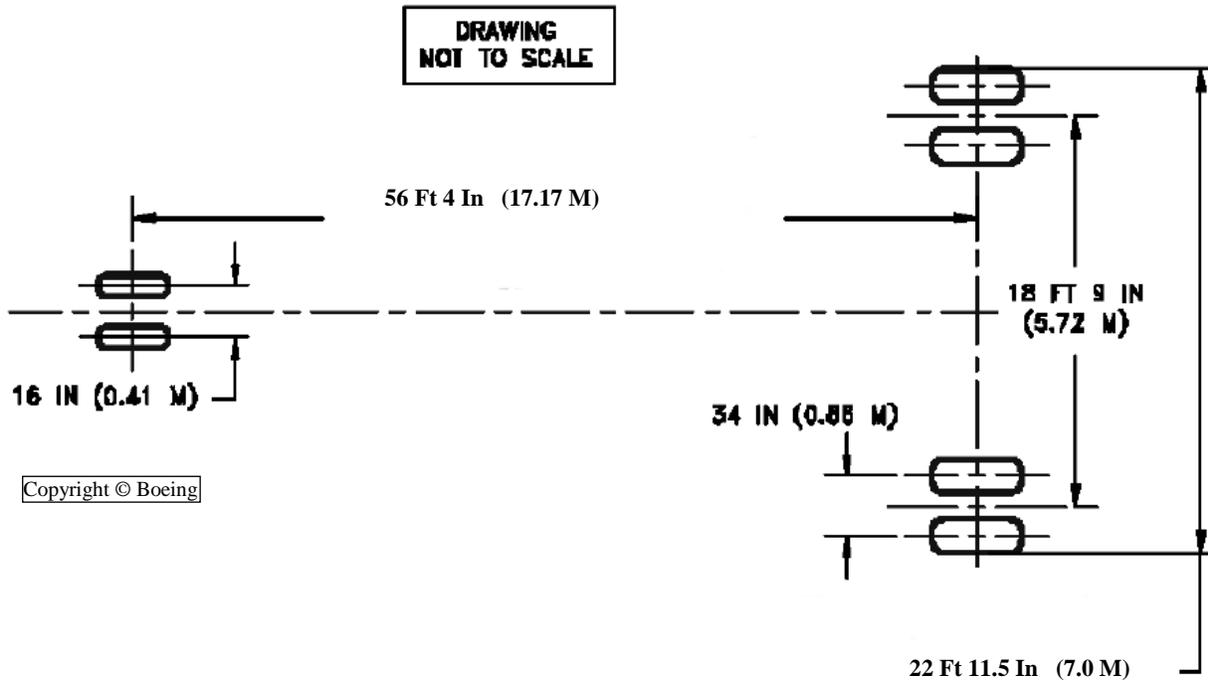
Copyright © Boeing

SCALE  
METERS 0 2 4 6  
FEET 0 5 10 15 20 25

11.4. AIRFIELD SUITABILITY.

11.4.1. Landing Gear Footprint.

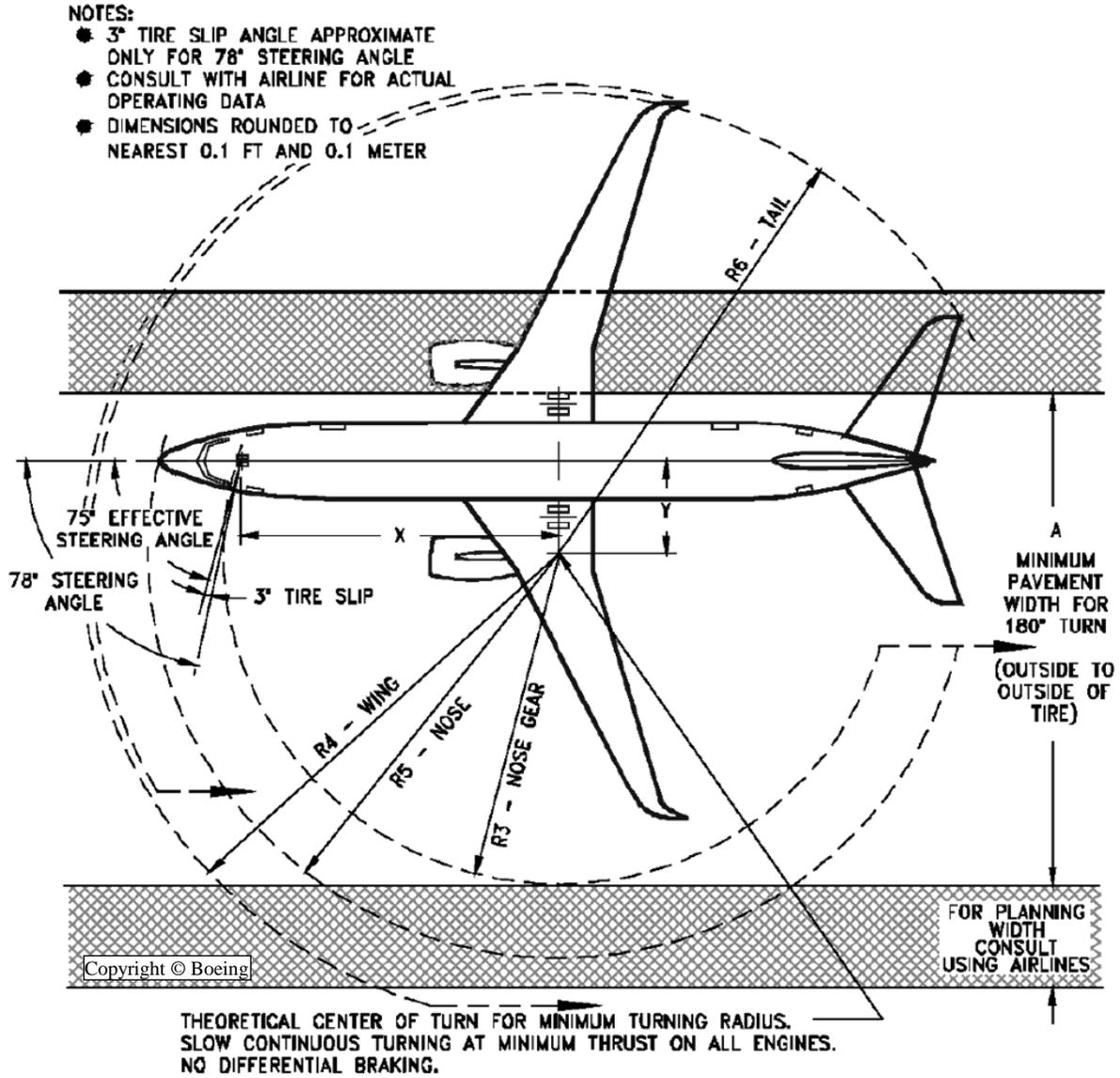
Figure 11.6. Landing Gear Footprint B737-900.



Max Taxi Wt.	164,500 to 174,700 lb (74,616 to 79,242 kg)
	Standard Tires/Brakes
Nose Gear Tire Size	27 x 7.75 - 15 12 PR
Nose Gear Tire Press.	185 psi (13.03 kg/cm <sup>2</sup> )
Main Gear Tire Size	H44.5 x 16.5 - 21 28 PR
Main Gear Tire Press. (Loaded)	204 to 205 psi (14.34 to 14.41 kg/cm <sup>2</sup> )

11.4.2. Minimum Turning Radii.

Figure 11.7. Minimum Turning Radii B737-900.



For an effective Turn Angle of 75°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	56.3' (17.2m)	15.1' (4.6m)	86.2' (26.2m)	59.6' (18.1m)	76.6' (23.3m)	71.3' (21.7m)	78.0' (23.8m)

11.4.3. Parking Footprint.

No manufacturer diagrams available.

**Chapter 12  
B737-900ER**

**12.1. DIMENSIONS.**

**12.1.1. General Dimensions.**

Same as for B737-900. See: [Figure 11.1. General Dimensions B737-900.](#)

**12.1.2. Ground Clearance.**

Same as for B737-900. See: [Figure 11.2. Ground Clearance B737-900.](#)

**12.2. COMPARTMENT CONFIGURATIONS.**

**12.2.1. MAIN/PASSENGER COMPARTMENT.**

**12.2.1.1. Pax/Crew Door.**

Same as for B737-300. See: [Figure 3.3. Pax/Crew Door B737-300.](#)

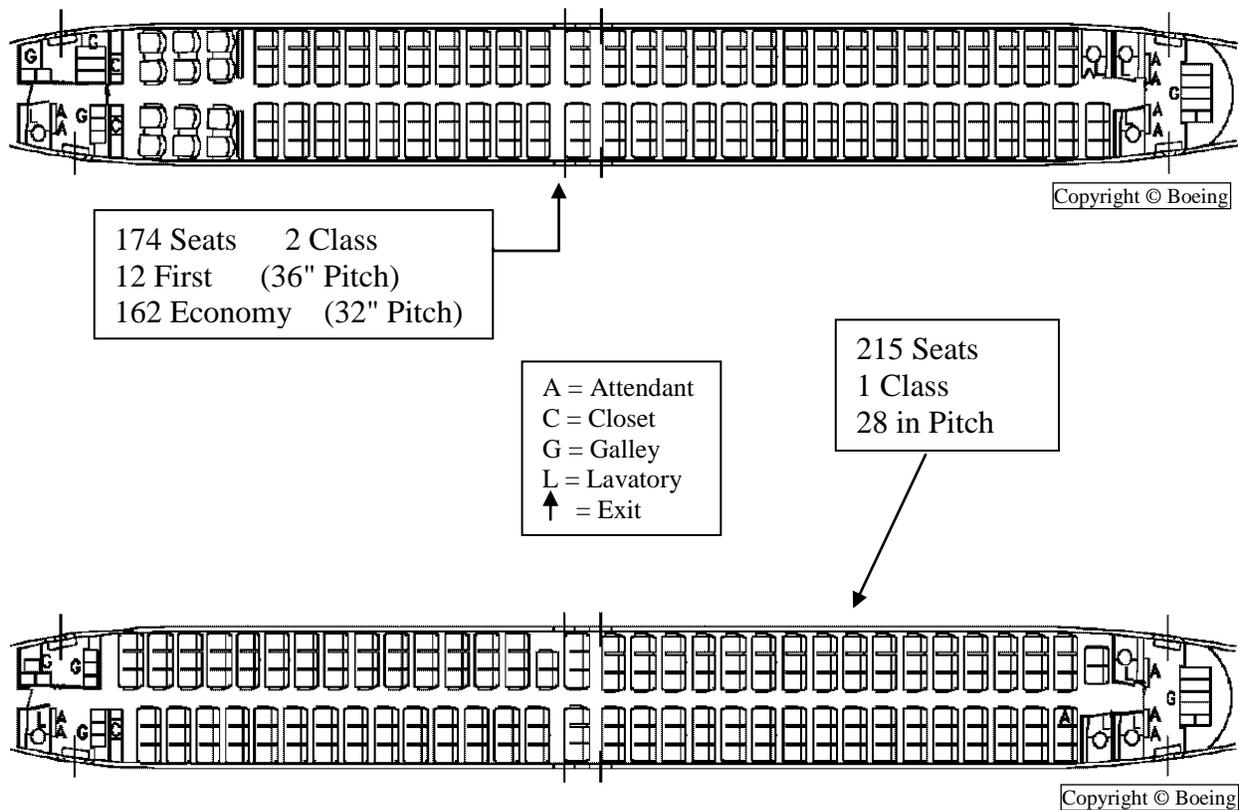
(Note: Refer to [Fig. 11.2](#) for Ground Clearance)

**12.2.1.2. Main Door.**

N/A this model

**12.2.1.3. Compartment Dimensions.**

**Figure 12.1. Typical Passenger Configurations B737-900ER.**



**12.2.1.4. Pallets.**

N/A this model

**12.2.2. FORWARD COMPARTMENT.****12.2.2.1. Door.**

Same as for B737-300. See: [Figure 3.5. Forward Compartment Door B737-300.](#)

(Note: Refer to [Fig. 11.2](#) for Ground Clearance)

**12.2.2.2. Compartment Dimensions.**

Same as for B737-300. See: [Fig 3.6. Forward Compt Dimensions B737-300.](#)

(Note: Length is 364" for B737-900ER)

**12.2.2.3. Pallets.**

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

**12.2.3. AFT COMPARTMENT.****12.2.3.1. Door.**

Same as for B737-300. See: [Figure 3.7. Aft Compartment Door B737-300.](#)

(Note: Distance from nose is 100' 4.5" for B737-900ER)

**12.2.3.2. Compartment Dimensions.**

Same as for B737-300. See: [Figure 3.8. Aft Compartment Dimensions B737-300.](#)

(Note: Length is 470" for B737-900ER)

**12.2.3.3. Pallets.**

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

**12.2.4. BULK COMPARTMENT.**

N/A this model

**12.3. SERVICING DIAGRAMS.****12.3.1. Servicing.**

Same as for B737-900. See: [Fig. 11.4. Typical Servicing Arrangement B737-900.](#)

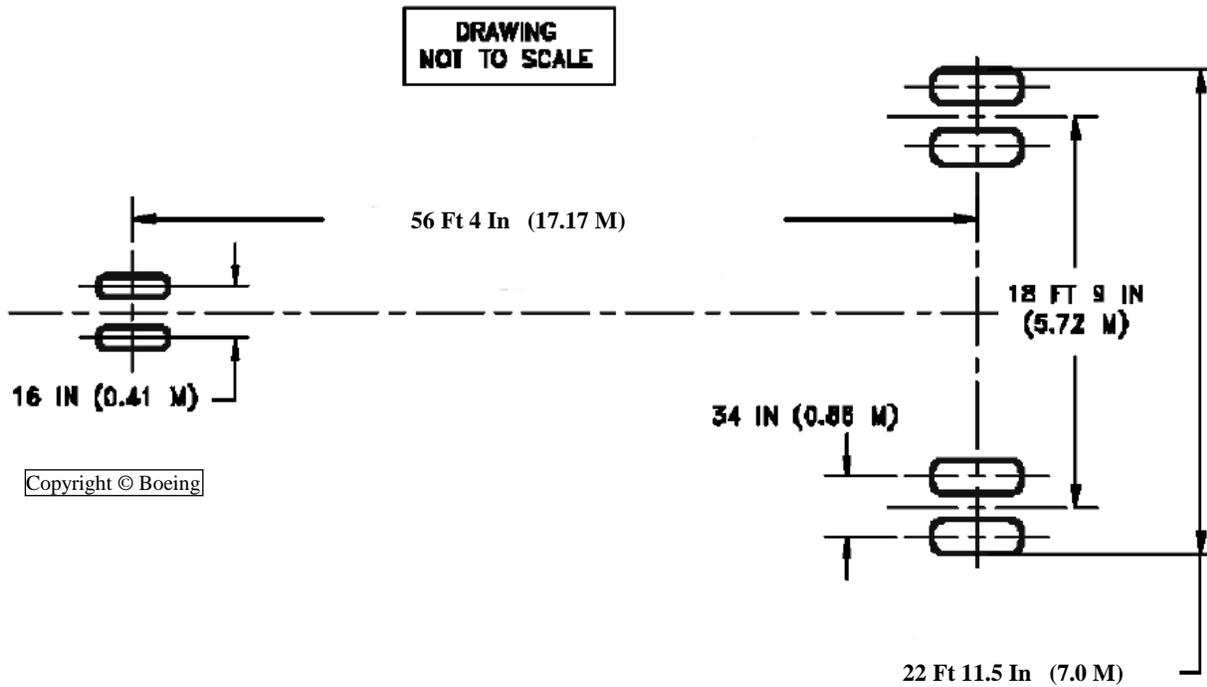
**12.3.2. Ground Connections.**

Same as for B737-900. See: [Figure 11.5. Ground Service Connections B737-900.](#)

**12.4. AIRFIELD SUITABILITY.**

**12.4.1. Landing Gear Footprint.**

**Figure 12.2. Landing Gear Footprint B737-900ER.**



Max Taxi Wt.	164,500 to 188,200 lb (74,616 to 85,366 kg)
	Standard Tires/Brakes
Nose Gear Tire Size	27 x 7.75 - 15 12 PR
Nose Gear Tire Press.	185 psi (13.03 kg/cm <sup>2</sup> )
Main Gear Tire Size	H44.5 x 16.5 - 21 30 PR
Main Gear Tire Press. (Loaded)	205 to 220 psi (14.41 to 15.47 kg/cm <sup>2</sup> )

**12.4.2. Minimum Turning Radii.**

Same as for B737-900. See: [Figure 11.7. Minimum Turning Radii B737-900.](#)

**12.4.3. 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*, September 2007

DTR 4500.9-R, Appendix J – *Hazardous Materials (HAZMAT) Certification and Mobility Procedures*, September 2007

DTR 4500.9-R, Appendix K – *Hazardous Materials (HAZMAT) Special Permits (SP)*, April 2011

DTR 4500.9-R, Appendix V – *Aircraft Load Planning and Documentation*, April 2011

DTR 4500.9-R, 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*, April 2011

**Air Force**

AFDD 2-6, *Air Mobility Operations*, 1 March 2006

AFMAN24-204(I), *Preparing Hazardous Materials for Military Air Shipments*, 1 September 2009

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AMCI 10-402, *Civil Reserve Air Fleet (CRAF)*, 27 April 2010

AMCI 24-201, *Commercial Airlift Management - Civil Air Carriers*, 1 July 2004

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ATTLA, MIL-HDBK-1791, *Designing for Internal Aerial Delivery in Fixed Wing Aircraft*, 14 February 1997

IATA, *ULD Technical Manual (ULD)*

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

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

**Prescribed Forms**

No Forms or IMT's prescribed by this publication

**Adopted Forms**

AF Form 847, Recommendation for Change of Publication

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

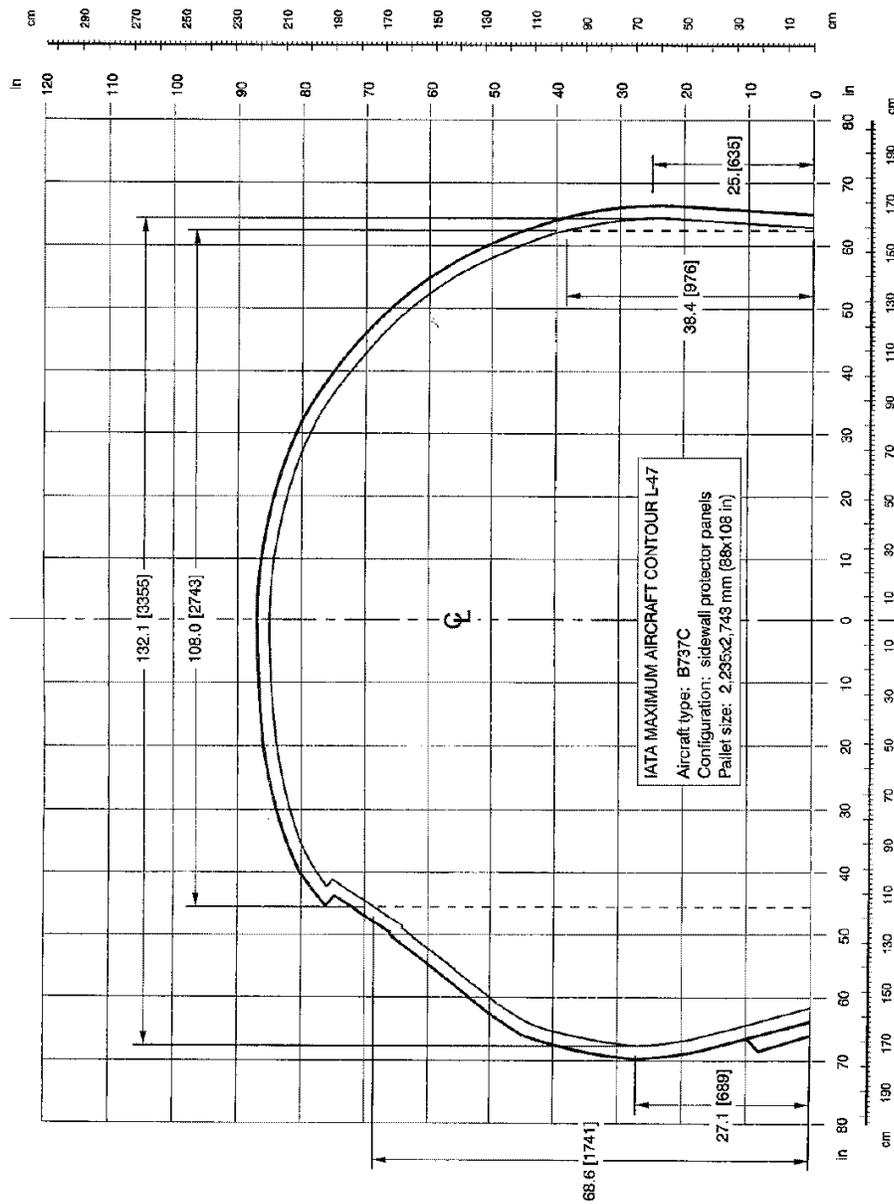
DD Form 2130C, Aircraft Load Plan Continuation

JP 3-17, *Joint Doctrine and Joint Tactics, Techniques, and Procedures for Air Mobility Operations*

Attachment 2

MAIN COMPARTMENT CONTOUR CHART B737-400C/F, -700C

Figure A2.1. Main Compartment Chart B737-400C/F, -700C



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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 **L47** 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.