

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

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



**6 SEPTEMBER 2011**

**Transportation**

**CIVIL RESERVE AIR FLEET LOAD  
PLANNING – BOEING B747 SERIES**

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**RELEASABILITY:** There are no releasability restrictions on this publication.

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OPR: HQ AMC/A3BC  
Supersedes: AMCPAM 24-2, Volume 2,  
1 December 2001

Certified by: HQ AMC/A3B  
(Merlin L. Lyman, GS-15)  
Pages: 97

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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.

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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.

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### **1.7. Description. Addendum C. Boeing B747 Series.**

The B747 Series aircraft are wide-body, four engine aircraft, designed to fly long range and to ease congestion at airports with its high passenger/cargo capacity. At the time of development in the early 1960's, it was decided to design the B747 so that it could easily be either a passenger or a cargo aircraft. This forethought enabled many models to be sold as either, or to be converted later on into freighters. To date, more than 1,400 B747 models have been delivered, with roughly 400 of the -100, -200, and -300's and approximately 650 of the B747-400's are still in service.

**The B747-100** was the first aircraft in the series and was developed in 1966. It first flew in February of 1969, and was type-certified in December 1969. Boeing was able to take advantage of maximizing its structural capability as well using greater thrust with new high-bypass turbofan engines. This allowed for increased payload/range ability. Variations included the **B747-100B** (type-certified August 1979) featuring a higher payload and the **B747-100SF** (Special Freighter) which has virtually the same cargo space as the B747-200F. The most well known model is a modified B747-100, used by NASA to ferry the space shuttle. Overall, 250 B747-100's were manufactured and delivered until the production line was shut down in 1986.

**The B747-200** (also known as the **B747-200B**) first flew in October 1970 and was type-certified in December of the same year. Identical to the B747-100 on the exterior, increased body structure, fuel capacity, and improved engines allowed the -200's to carry more payload. Perhaps the most famous B747 are B747-200B's that have served as Air Force One since 1990. Overall, 393 B747-200's of various types have been delivered until production ceased in 1991.

**The B747-200F** ("F" for Freighter) had its first flight in November 1971, and was type-certified in March 1972. The B747-200F has an upward opening main-deck nose door as well as a mechanized cargo-handling system. The main compartment floor strength has been increased as well as passenger windows being eliminated. Some models are also equipped with an optional main-deck side cargo door.

**The B747-200C** ("C" for Convertible) had its first flight in March 1973, and was type-certified in April of that year. The B747-200C is virtually identical to the B747-200F except that it has a redesigned interior permitting all passenger, all cargo, or mixed passenger/cargo configurations.

**The B747-200 Combi** (also known as the **B747-200M**) had its first flight in November 1974, and was type-certified in March 1975. The B747-200 Combi is similar to the B747-200C, but does not have a main-deck nose door.

**The B747-300 and B747-300 Combi** (also known as the **B747-300M**) had its first flight in October 1982 and February 1983, respectively, and both were type-certified in March 1983. The B747-300 and B747-300 Combi is basically a 747-200 series airplane with a stretched upper deck and improved engines. Eighty one were manufactured prior to production ceasing in 1990.

**The B747-400** first flew in April 1988 and was type-certified in January 1989. Identical to the -300's on the interior, the -400 models featured several modifications including: winglets, advanced high bypass ratio engines, lightweight aluminum alloys, enhanced cabin interiors, and a fly-by-wire system. The -400 was designed as a passenger version with over 440 models built. **The B747-400 Combi** (also known as the **B747-400M**) first flew in June 1989, but shared type-certification with the B747-400 as January 1989. The -400 Combi airplane has a main deck cargo door installed on the left side aft of the wing. The main deck of the Combi airplane can be converted to either an all-passenger or a passenger/cargo configuration. Sixty one B747-400 Combi's were made, with the last delivered in April 2002.

**The B747-400F** ("F" for Freighter) first flew in May 1993 and was type-certified in October of that year. The 747-400F is basically the 747-400 series airplane with strengthened wings and the 747-200F fuselage. Hence, the -400F has a main-deck nose door as well as mechanized cargo-handling system, and an optional side cargo door. Originally, 126 B747-400F's were built, but with the introduction of the 747-400 Boeing Converted Freighter (BCF) program, it is unknown how many -400 passenger or combi airplanes will be converted to freighters.

Extended range versions of the B747-400 and B747-400F have been built. These have been designated as the **B747-400ER** and the **B747-400ERF**. Both first flew and were type-certified in 2002, and are essentially increased gross weight derivatives of the -400/-400F. The increased weight allows the -400ER to carry additional fuel to fly over longer ranges and the -400ERF to carry more cargo weight. To date, six -400ER's have been made and 40 B747-400ERF's built.

**The B747-8F** is the latest in the series. The B747-8F will incorporate much of the cockpit and engine designs of the B787, has a stretched fuselage from the B747-400F and promises 16 percent more revenue cargo volume than the 747-400F. The B747-8F had its first flight on February 8, 2010 and has over 100 orders pending, thus preliminary data will be shown herein.

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

**B747-100** (Note: Only Quick reference table data, NO separate chapter for it.)

**B747-100SF** (Note: Only Quick reference table data, NO separate chapter for it.)

**B747-200B**

**B747-200B Combi**

**B747-200C**

**B747-200F**

**B747-300**

**B747-300 Combi** (Note: Chapter combined with B747-300)

**B747-400**

**B747-400 Combi**

**B747-400F**

**B747-400ER** (Note: Chapter combined with B747-400)

**B747-400ERF** (Note: Chapter combined with B747-400F)

**B747-8F** (Note: Preliminary data)

## 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 C. Boeing B747 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>B747-100</b>	M=X, F= 5!, A= 4! , B= 0	2,600– 3,250	83.05– 84.25	83.05– 84.25	72– 83.05	58.5– 74	6,300– 6,650
<b>B747-100SF</b>	M=30!, F=5!, A= 4! , B= 0	3,150	72.51	72.51	72.51	59.25	6,250
<b>B747-200B</b>	M=X, F= 5! , A= 4! , B= 0	3,500– 4,750	69.25– 75.17	69.25– 75.17	69.25– 75.17	69.25– 75.17	6,200– 6,850
<b>B747-200B Combi</b>	M=13, F= 5!, A= 4! , B= 0	3,300– 4,200	76.7– 79.55	76.7– 79.55	76.7– 79.55	73.5– 79.55	6,100– 6,900
<b>B747-200C</b>	M=0/36,F=5!, A= 4! , B= 0	2,300 <sup>(p)</sup> / 2,750– 3,400 <sup>(c)</sup>	99.64 <sup>(p)</sup> / 98.06– 114.16 <sup>(c)</sup>	97 <sup>(p)</sup> / 98.06– 114.16 <sup>(c)</sup>	85.5 <sup>(p)</sup> / 98.06– 112.5 <sup>(c)</sup>	70 <sup>(p)</sup> / 93– 103.5 <sup>(c)</sup>	6,100 <sup>(p)</sup> / 6,300– 6,850 <sup>(c)</sup>
<b>B747-200F</b>	M=36, F= 5!, A= 4! , B= 0	2,350– 3,500	119.04– 123.91	116.5– 123.91	106.5– 122.34	94.5– 122.34	6,750– 7,100
<b>B747-300</b>	M= 0, F= 5!, A= 4! , B= 0	2,750– 4,500	71.13– 75.91	71.13– 75.91	67.5– 75.91	55– 75.91	5,900– 6,650
<b>B747-300 Combi</b>	M=13, F= 5! , A= 4! , B= 0	3,500– 3,900	73.87– 89.79	73.87– 89.79	73.87– 89.79	73.87– 89.79	6,350– 6,750
<b>B747-400</b>	M= X, F= 5!, A= 4! , B= 0	4,600– 5,750	69.36– 74.36	69.36– 74.36	69.36– 74.36	69.36– 74.36	7,700– 8,200
<b>B747-400 Combi</b>	M= 7, F= 5!, A= 4! , B= 0	4,450– 5,250	67.45– 81.05	67.45– 81.05	67.45– 81.05	67.45– 81.05	7,700– 8,200
<b>B747-400F</b>	M=29, F= 5!, A= 4! , B= 0	3,150– 4,300	120.24– 135.52	120.24– 135.52	120.24 – 135.52	113.02 – 135.52	7,900– 8,300
<b>B747-400ER</b>	M= X, F= 3! , A= 4! , B= 0	6,150	74.05	74.05	74.05	74.05	9,050
<b>B747-400ERF</b>	M=29, F= 5!, A= 4! , B= 0	4,800– 5,000	124.3	124.3	124.3	124.3	7,700– 7,850
<b>B747-8F</b>	M= ?, F= ? , A= ?, B= 0	4,400	147.6	147.6	147.6	147.6	10,000

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>B747-100</b>	452	480	4,000–4,600	480	480	480	480
<b>B747-100SF</b>	452	480	3,900	480	480	480	480
<b>B747-200B</b>	452	480	4,500–5,800	480	480	480	480
<b>B747-200B Combi</b>	238–452	266–480	4,500–6,250	266–480	266–480	266–480	266–480
<b>B747-200C</b>	452	480	4,300 (p) / X (c)	480 (p)/ X (c)	480 (p)/ X (c)	480 (p)/ X (c)	480 (p)/ X (c)
<b>B747-200F</b>	X	X	X	X	X	X	X
<b>B747-300</b>	565	608	3,200–5,050	608	608	608	520–608
<b>B747-300 Combi</b>	278–565	336–608	3,950–5,100	608	608	608	608
<b>B747-400</b>	400	442	5,900–7,150	442	442	442	442
<b>B747-400 Combi</b>	345–400	442	5,900–7,150	442	442	442	442
<b>B747-400F</b>	X	X	X	X	X	X	X
<b>B747-400ER</b>	416	500	7,250	500	500	500	500
<b>B747-400ERF</b>	X	X	X	X	X	X	X
<b>B747-8F</b>	X	X	X	X	X	X	X

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>B747-100</b>	183 to 211	X	104 to 128	106 to 124	114 to 136	X	104 × 66	104 × 66	44 × 37
<b>B747-100SF</b>	183 to 211		104 to 128	106 to 124	114 to 136	120 × 134	104 × 66	104 × 66	44 × 37
<b>B747-200B</b>	183 to 211	X	104 to 128	106 to 124	114 to 136	X	104 × 66	104 × 66	44 × 37
<b>B747-200B Combi</b>	183 to 211	184 to 210	102 to 128	106 to 125	114 to 139	120 × 134	104 × 66	104 × 66	44 × 37
<b>B747-200C</b>	183 to 211	184 to 210	102 to 128	106 to 125	114 to 139	140×98 (Nose Dr)/ 120×134 (Main Dr)	104 × 66	104 × 66	44 × 37
<b>B747-200F</b>	183 to 211	184 to 210	102 to 128	106 to 125	114 to 139	140×98 (Nose Dr)/ 120×134 (Main Dr)	104 × 66	104 × 66	44 × 37
<b>B747-300</b>	183 to 211	X	104 to 128	106 to 124	114 to 136	X	104 × 66	104 × 66	44 × 37
<b>B747-300 Combi</b>	183 to 211	184 to 210	102 to 128	106 to 125	114 to 139	120 × 134	104 × 66	104 × 66	44 × 37
<b>B747-400</b>	186 to 203	X	106 to 122	111 to 125	118 to 134	X	104 × 66	104 × 66	44 × 37
<b>B747-400 Combi</b>	186 to 203	192 to 207	106 to 122	111 to 125	118 to 134	120 × 134	104 × 66	104 × 66	44 × 37
<b>B747-400F</b>	186 to 204	192 to 207	106 to 123	109 to 126	117 to 135	140×98 (Nose Dr)/ 120×134 (Main Dr)	104 × 66	104 × 66	44 × 37
<b>B747-400ER</b>	187 to 205	X	106 to 123	114 to 127	122 to 137	X	104 × 66	104 × 66	44 × 37
<b>B747-400ERF</b>	187 to 212	195 to 209	108 to 129	114 to 127	122 to 136	140×98 (Nose Dr)/ 120×134 (Main Dr)	104 × 66	104 × 66	44 × 37
<b>B747-8F</b>	188 to 212	192 to 207	109 to 130	109 to 129	115 to 136	140×98 (Nose Dr)/ 120×134 (Main Dr)	104 × 66	104 × 66	44 × 37



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>B747-100</b>	713,000– 753,000	710,000– 750,000	564,000– 585,000	526,500– 545,000	358,000– 378,910	166,090– 168,500	6,250
<b>B747-100SF</b>	738,000	735,000	564,000– 585,000	526,500	381,480	145,020	24,520
<b>B747-200B</b>	778,000– 836,000	775,000– 833,000	564,000– 630,000	526,500	376,170– 388,010	138,490– 150,330	6,250
<b>B747-200B Combi</b>	778,000– 836,000	775,000– 833,000	585,000– 630,000	545,000	376,120– 391,600	153,400– 159,090	6,250– 13,810
<b>B747-200C</b>	778,000– 836,000	775,000– 833,000	630,000	590,000	361,680– 401,720	188,280– 228,320	6,050– 24,320
<b>B747-200F</b>	778,000– 836,000	775,000– 833,000	630,000	590,000	342,180– 359,890	230,110– 247,820	24,320
<b>B747-300</b>	713,000– 836,000	710,000– 833,000	564,000– 630,000	526,500– 545,000	363,030– 393,180	142,260– 151,820	6,250
<b>B747-300 Combi</b>	778,000– 836,000	775,000– 833,000	605,000– 630,000	545,000– 565,000	384,920– 402,700	147,740– 180,080	6,250– 13,810
<b>B747-400</b>	803,000– 877,000	800,000– 875,000	574,000– 630,000	535,000– 545,000	394,088– 396,284	138,716– 148,716	6,371
<b>B747-400 Combi</b>	803,000– 877,000	800,000– 875,000	574,000– 630,000	545,000– 565,000	402,900– 410,103	134,897– 162,100	10,536
<b>B747-400F</b>	803,000– 877,000	800,000– 875,000	652,000– 666,000	610,000– 635,000	363,954– 366,082	240,474– 271,046	24,776
<b>B747-400ER</b>	913,000	910,000	652,000	555,000	406,900	148,100	5,339
<b>B747-400ERF</b>	913,000	910,000	666,000	611,000	362,400	248,600	24,840
<b>B747-8F</b>	978,000	975,000	757,000	717,000	421,200	295,200	?

Table 2.6. Airfield Suitability Information.

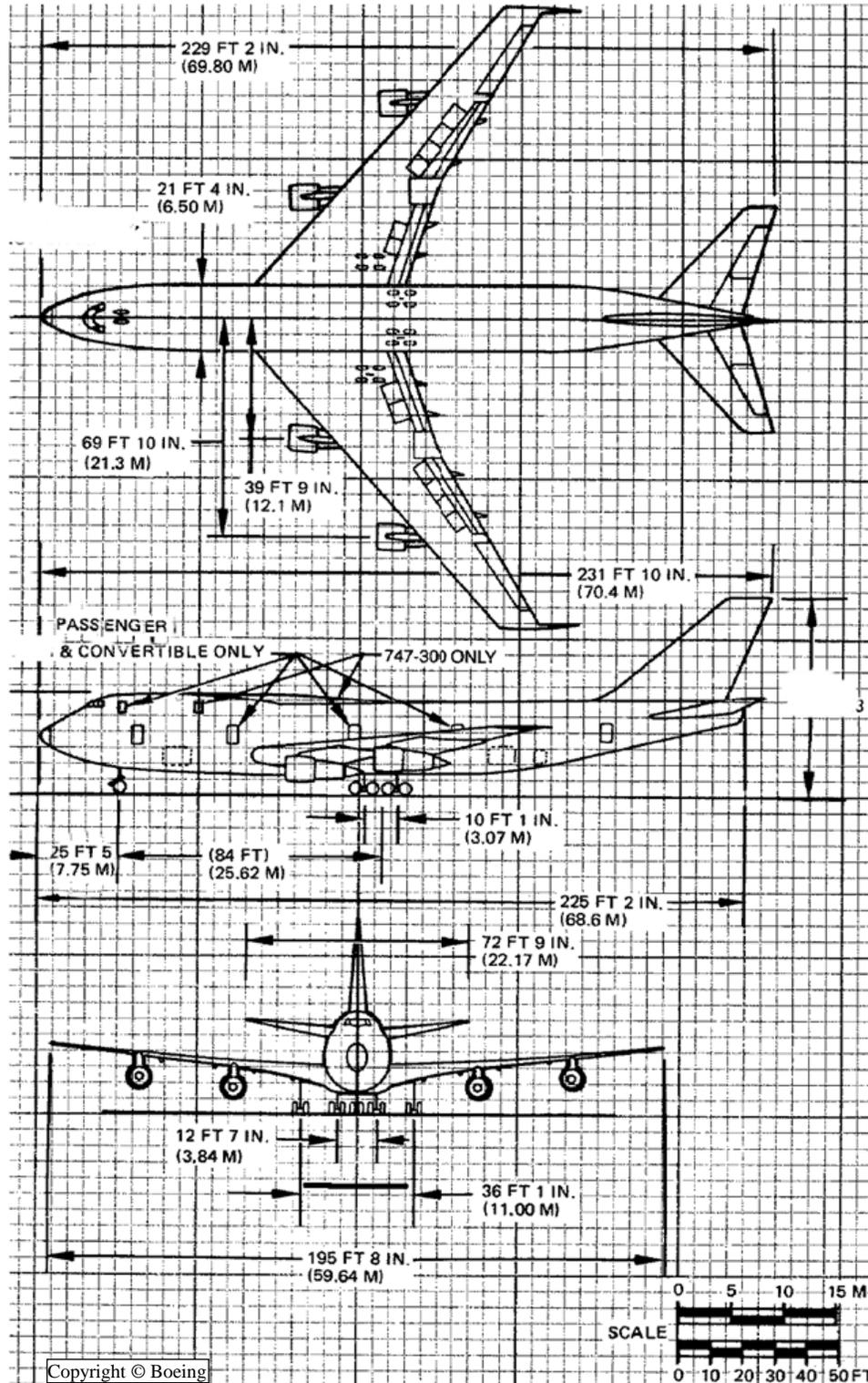
Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
<b>B747-100</b>	47,210–48,070	9,500	6,250	229' 2" × 195' 8"	115V 3-ph, 400 Hz 85 KVA	3" Max-45 PSIG 232.5° C 215 PPM	2D/2D2/DT/T-TA
<b>B747-100SF</b>	48,445	9,000–9,600	6,250	same as above	same as above	same as above	same as above
<b>B747-200B</b>	52,035–52,410	9,700–10,500	6,150–6,900	same as above	same as above	same as above	same as above
<b>B747-200B Combi</b>	52,035–52,410	9,500–10,750	6,300–6,900	same as above	same as above	same as above	same as above
<b>B747-200C</b>	52,035–52,410	10,250 – 10,750	6,900	same as above	same as above	same as above	same as above
<b>B747-200F</b>	52,035–52,410	9,250–10,250	6,900	same as above	same as above	same as above	same as above
<b>B747-300</b>	48,070–52,410	7,900–10,200	6,250	same as above	same as above	same as above	same as above
<b>B747-300 Combi</b>	52,035–52,410	8,800–10,300	6,600	same as above	same as above	same as above	same as above
<b>B747-400</b>	53,763–57,285	8,450–10,500	6,200–6,800	229' 2" × 213' 0"	115/200 3-ph, 400 Hz 90 KVA	3" Max-60 PSIA 232.5° C	same as above
<b>B747-400 Combi</b>	53,763–57,285	8,450–10,500	6,200–6,800	same as above	same as above	same as above	same as above
<b>B747-400F</b>	53,763–57,285	8,750–10,600	7,250–7,400	same as above	same as above	same as above	same as above
<b>B747-400ER</b>	63,240–63,460	10,100 – 10,900	7,250	same as above	same as above	same as above	same as above
<b>B747-400ERF</b>	53,765–53,985	10,100 – 10,900	7,350	same as above	same as above	same as above	same as above
<b>B747-8F</b>	60,211	10,100	7,900	246' 10" × 224' 5"	?	?	same as above

Chapter 3  
B747-200B

3.1. DIMENSIONS.

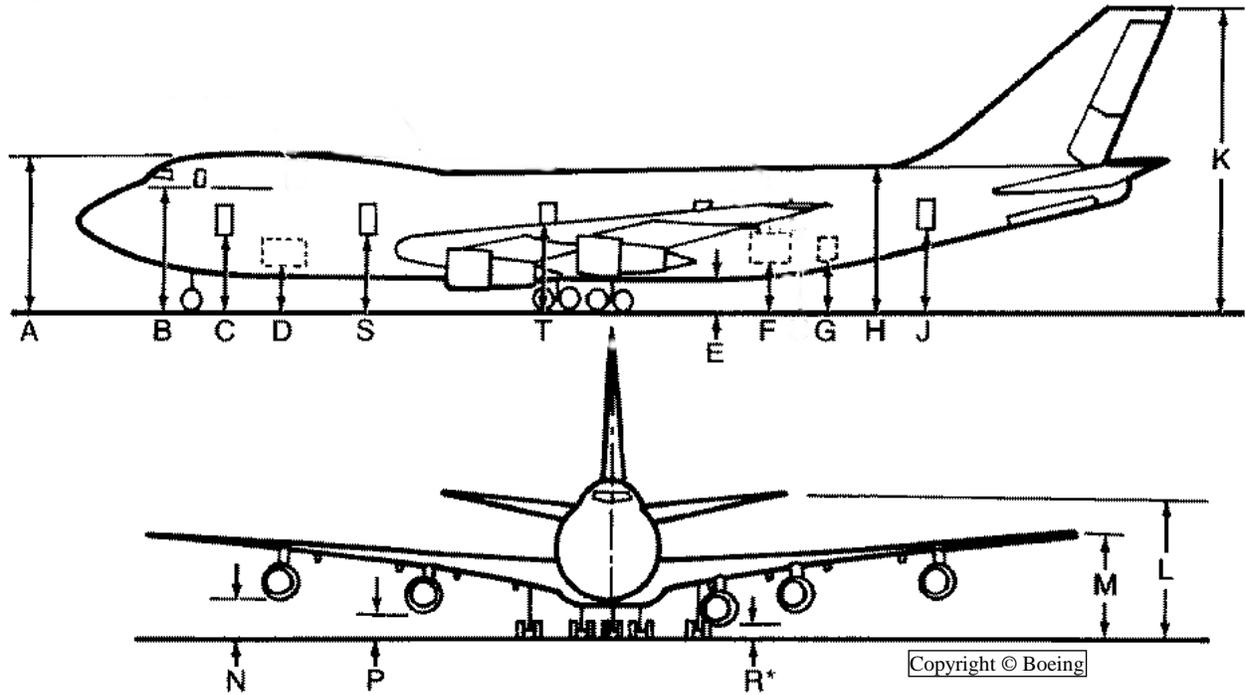
3.1.1. General Dimensions.

Figure 3.1. General Dimensions B747-200B.



3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance B747-200B.



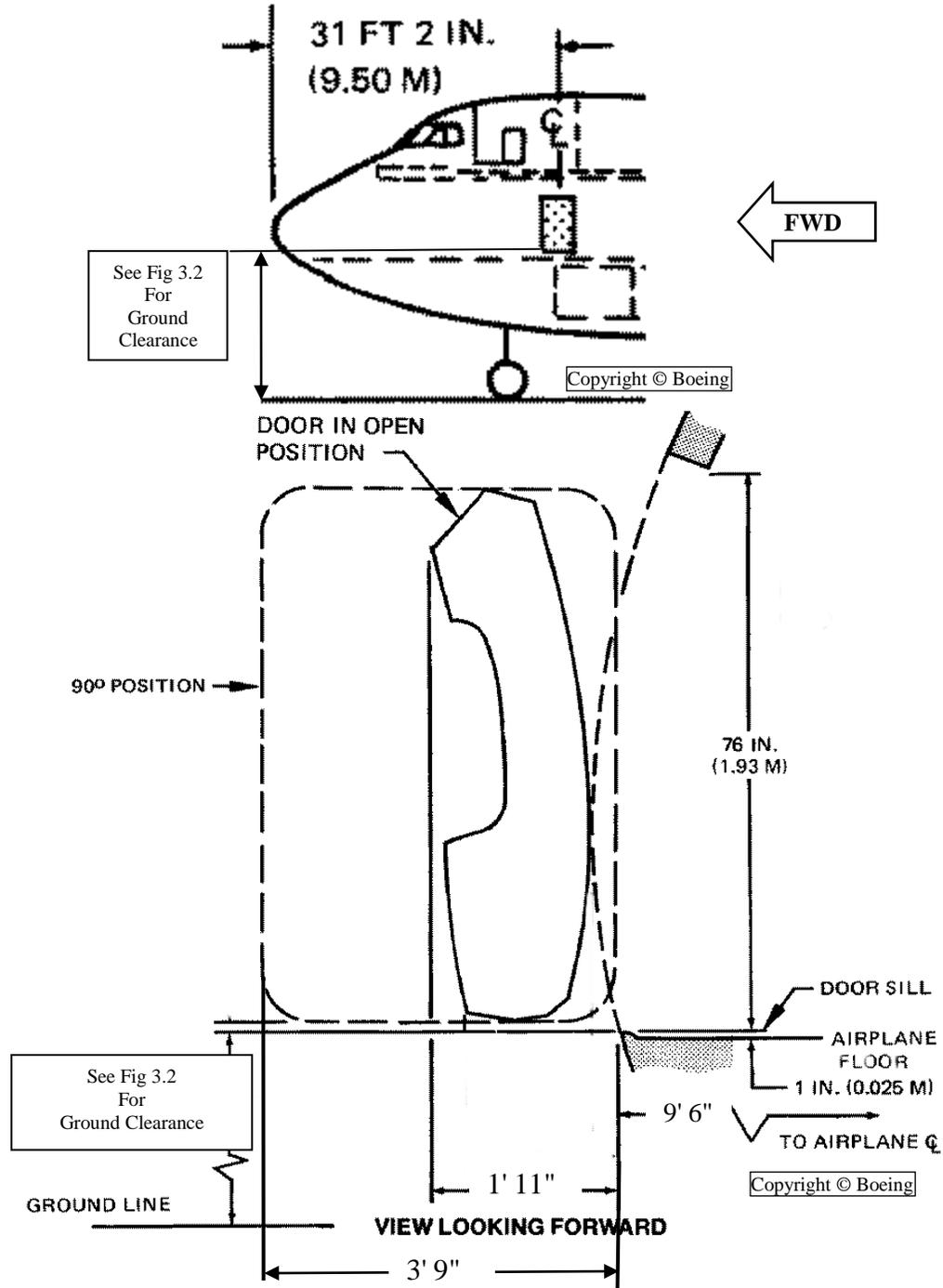
Vertical Clearances			
DOOR		Min	Max
	A	31' 10"	34' 1"
	B	24' 10"	27' 5"
Pax/Crew	C	15' 3"	17' 7"
FWD	D	8' 8"	10' 8"
	E	6' 3"	6' 9"
AFT	F	8' 10"	10' 4"
BULK	G	9' 6"	11' 4"
	H	28' 6"	31' 0"
	J	15' 0"	17' 6"
	K	60' 2"	64' 3"
	L	27' 0"	30' 8"
	M	17' 7"	19' 2"
	N	6' 0"	7' 0"
	P	3' 9"	4' 6"
(w/ JT9D engine)	N	4' 11"	6' 4"
(w/ JT9D engine)	P	2' 7"	3' 10"
(w/ built-up power package when carried as spare)	R*	2' 4"	3' 0"
	S	15' 8"	17' 2"
	T	15' 8"	16' 7"

**3.2. COMPARTMENT CONFIGURATIONS.**

**3.2.1. MAIN/PASSENGER COMPARTMENT.**

**3.2.1.1. Pax/Crew Door.**

**Figure 3.3. Pax/Crew Door B747-200B.**

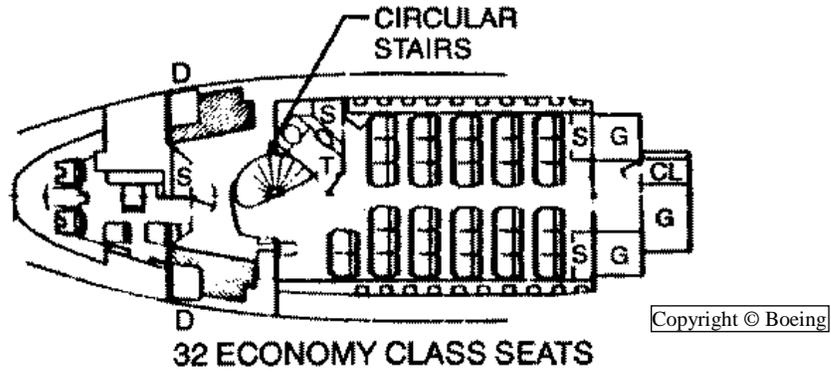


**3.2.1.2. Main Door.**

N/A this model

3.2.1.3. Compartment Dimensions.

Figure 3.4. Typical Upper Deck Passenger Configurations B747-200B.



CL = Cart Lift  
 D = Exit Door  
 G = Galley  
 T = Toilet  
 S = Storage

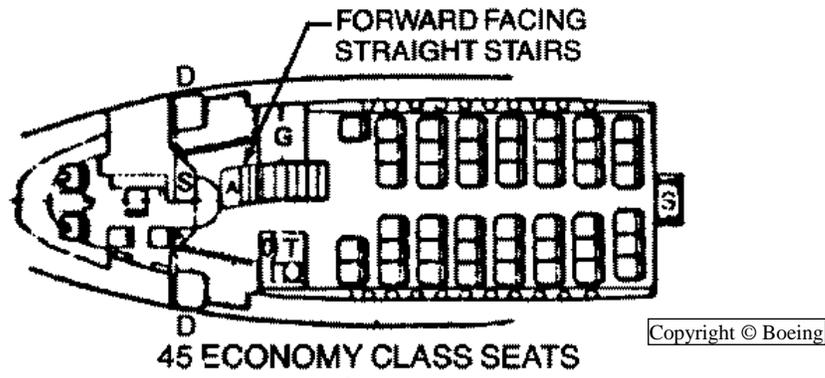
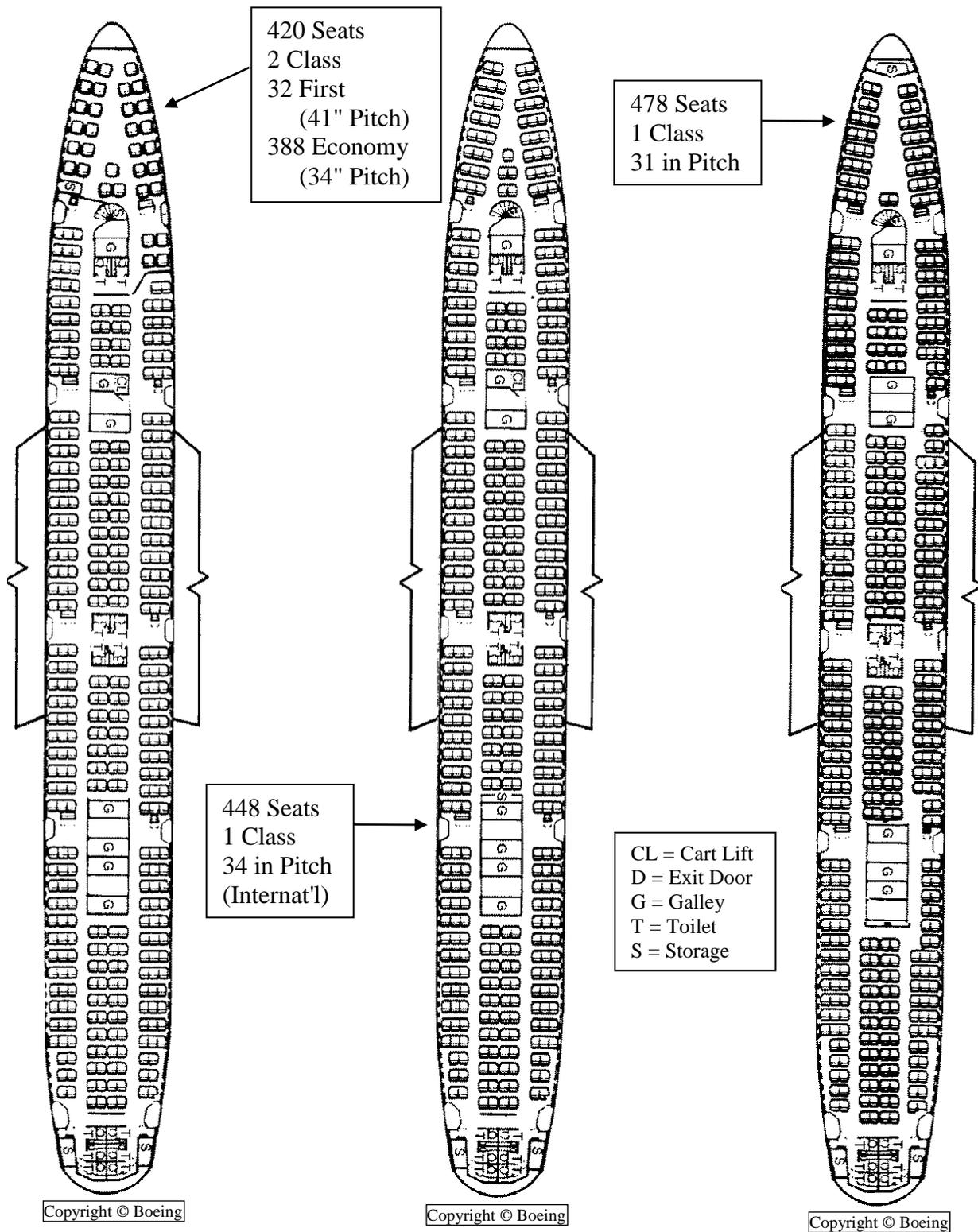


Figure 3.5. Typical Main Deck Passenger Configurations B747-200B.

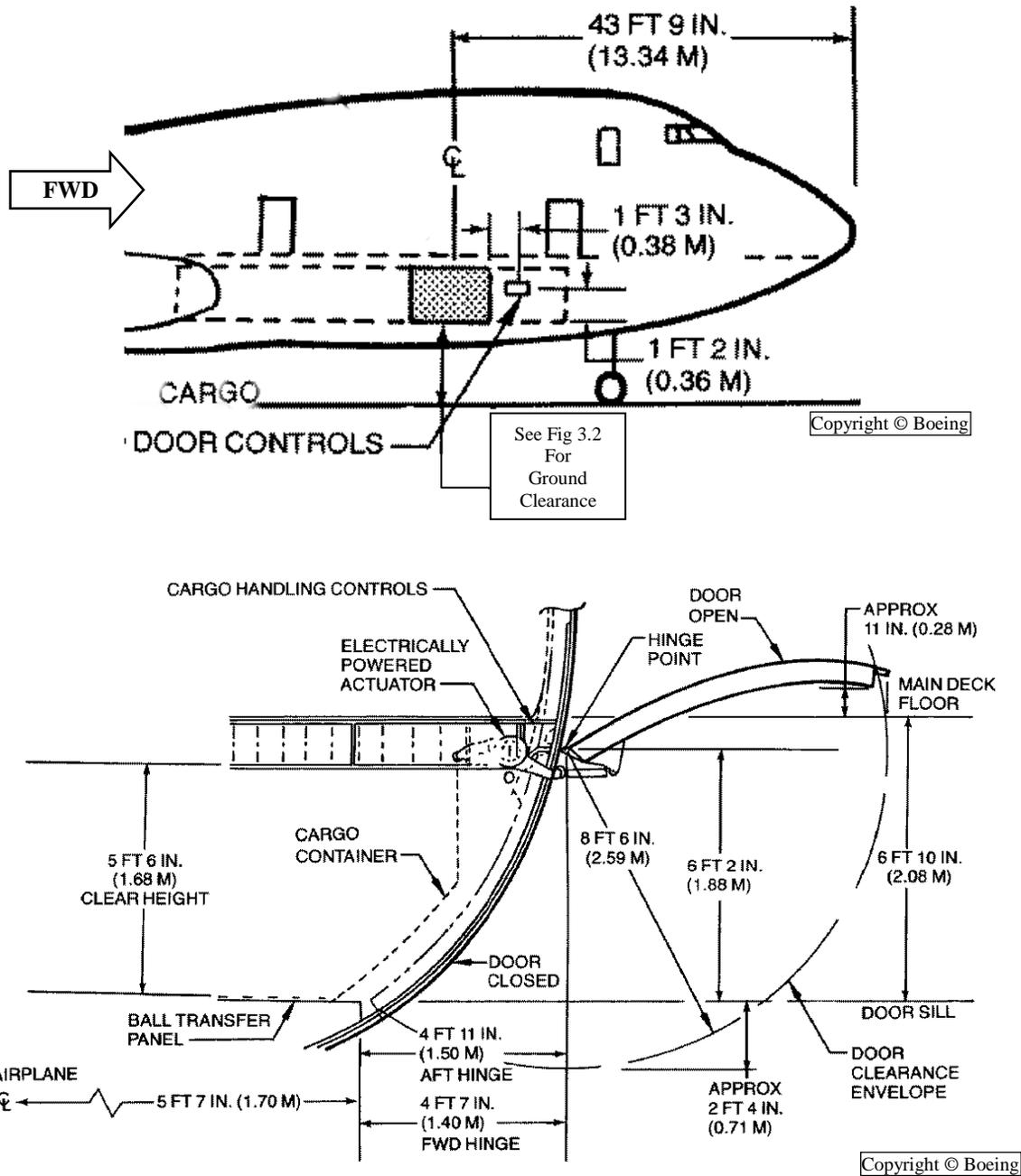


3.2.1.4. Pallets.  
N/A this model

### 3.2.2. FORWARD COMPARTMENT.

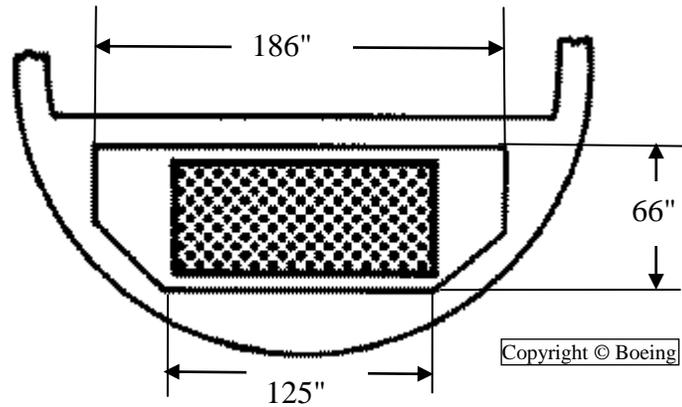
#### 3.2.2.1. Door.

Figure 3.6. Forward Compartment Door B747-200B.



### 3.2.2.2. Compartment Dimensions.

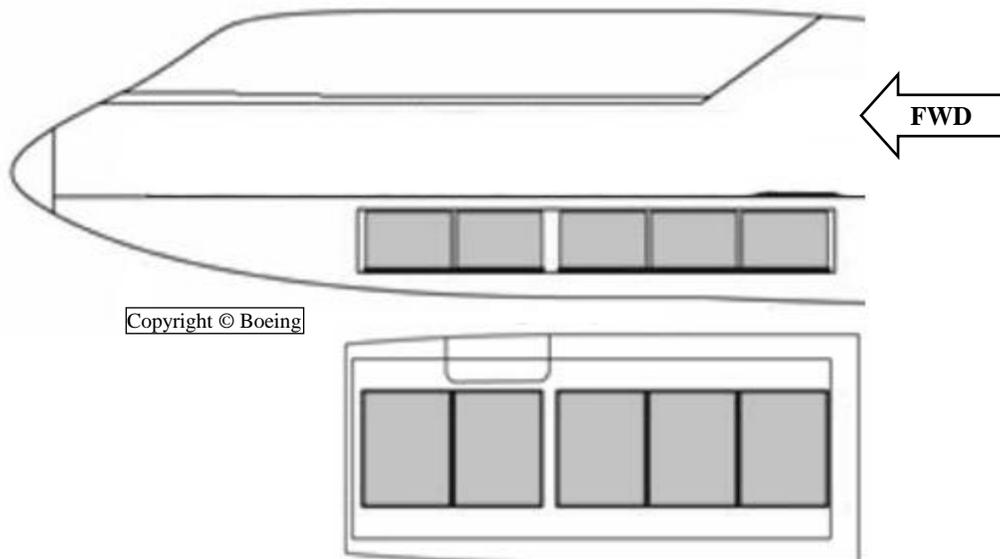
Figure 3.7. Forward Compartment Dimensions B747-200B.



### 3.2.2.3. Pallets.

NOTE: See [Attachment 4](#) for contour guide for the build-up of cargo.

Figure 3.8. Forward Compartment Cargo Configurations B747-200B.

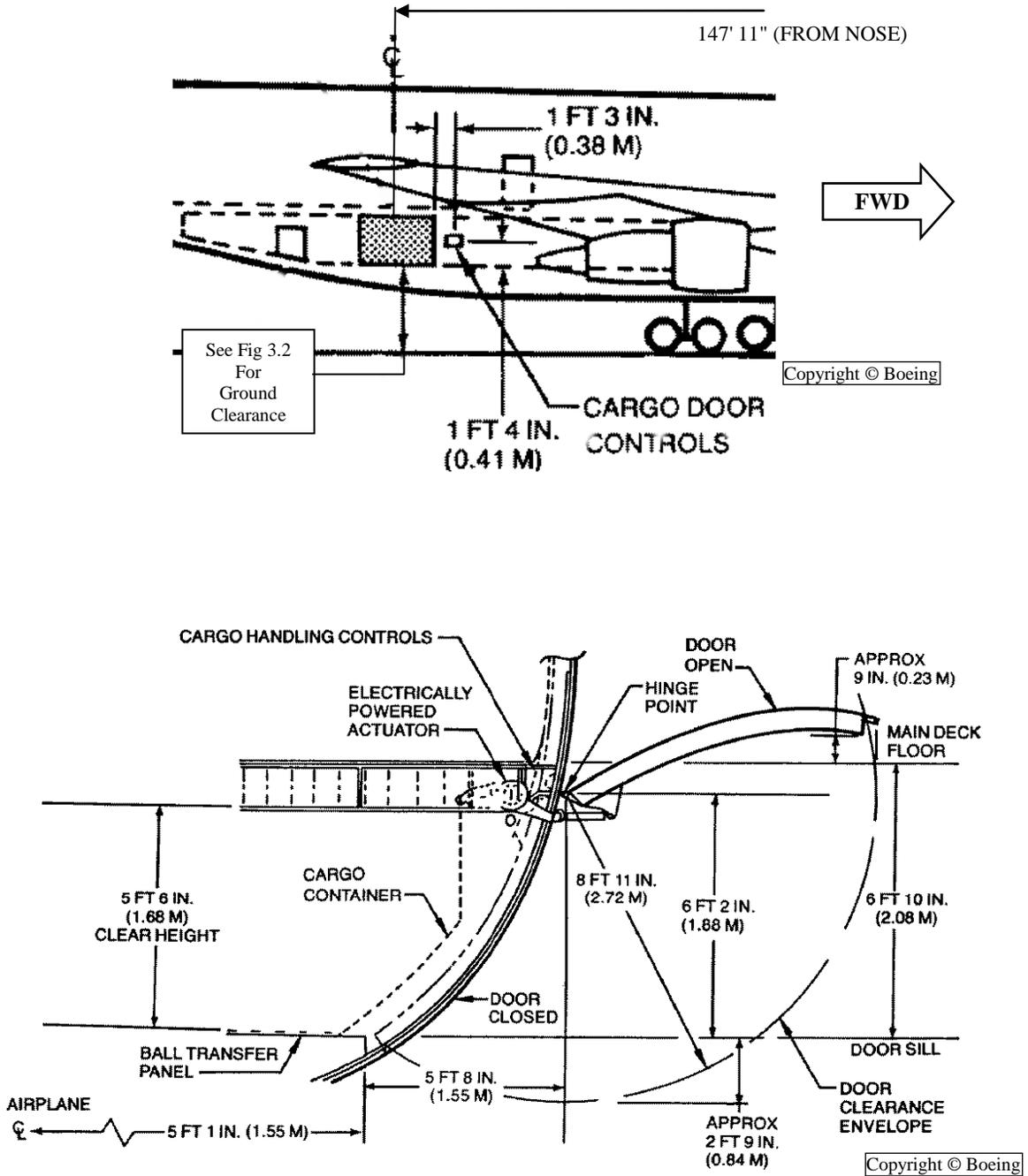


(Note: 96" x 125" pallets shown in diagram.)

### 3.2.3. AFT COMPARTMENT.

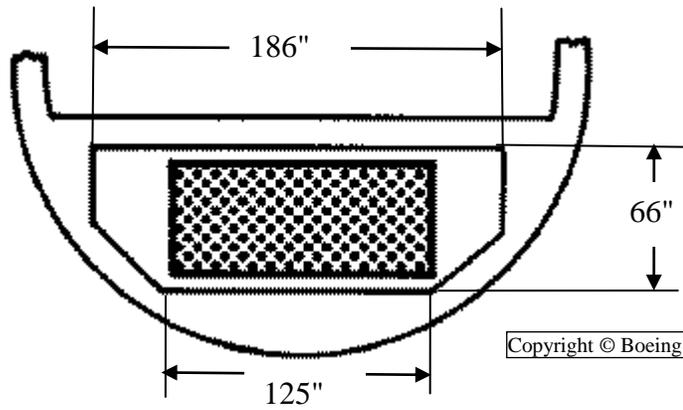
#### 3.2.3.1. Door.

Figure 3.9. Aft Compartment Door B747-200B.



**3.2.3.2. Compartment Dimensions.**

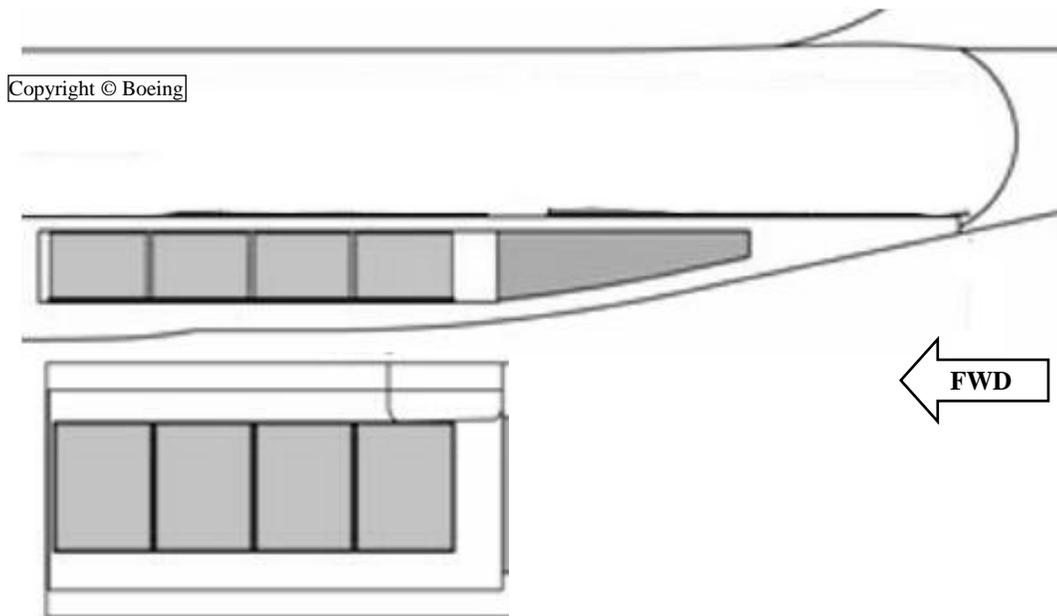
**Figure 3.10. Aft Compartment Dimensions B747-200B.**



**3.2.3.3. Pallets.**

**NOTE:** See [Attachment 4](#) for contour guide for the build-up of cargo.

**Figure 3.11. Aft Compartment Cargo Configurations B747-200B.**

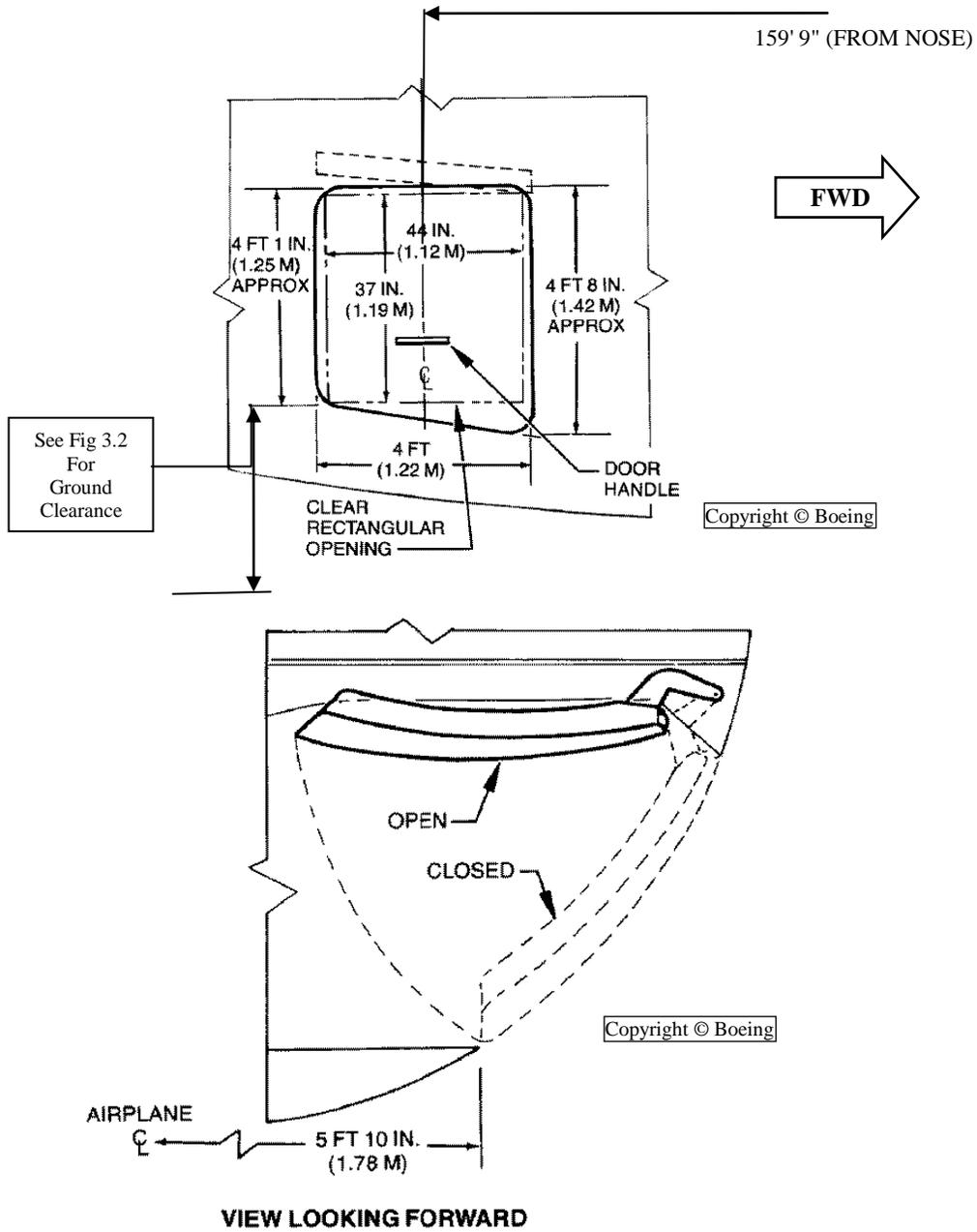


(Note: 96" x 125" pallets shown in diagram.)

**3.2.4. BULK COMPARTMENT.**

**3.2.4.1. Door.**

**Figure 3.12. Bulk Compartment Door B747-200B.**



**3.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

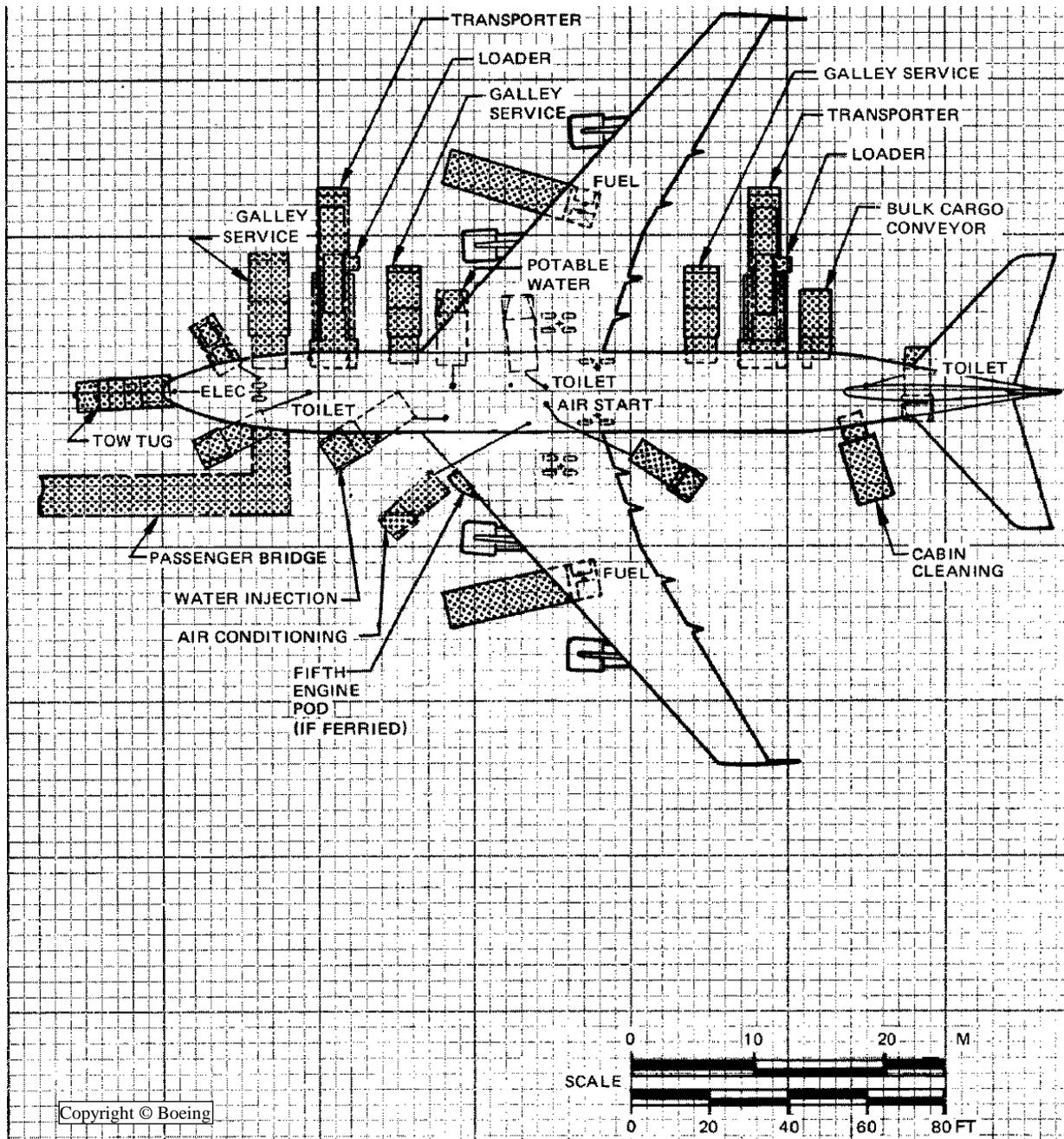
**3.2.4.3. Pallets.**

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

3.3. SERVICING DIAGRAMS.

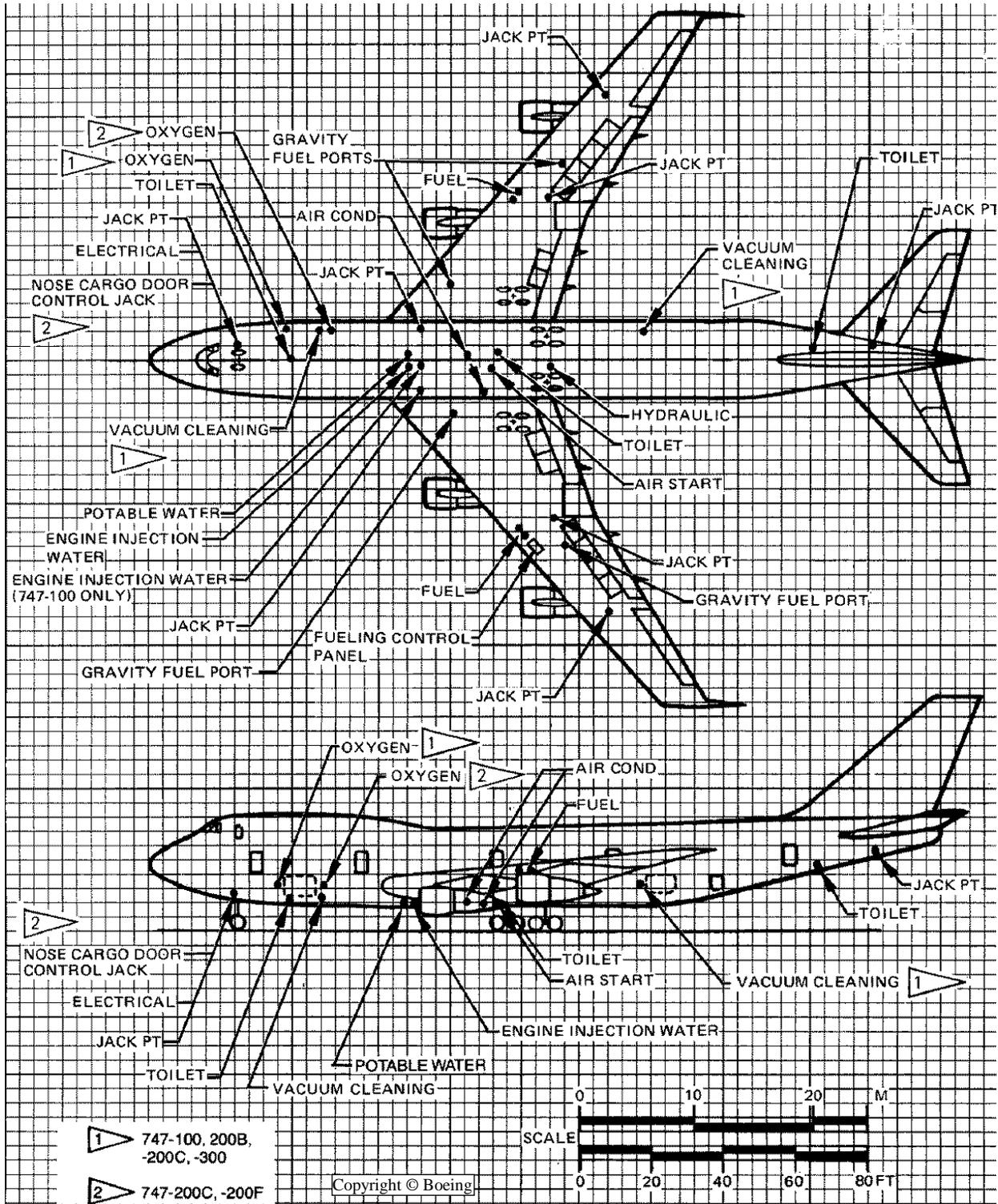
3.3.1. Servicing.

Figure 3.13. Typical Servicing Arrangement B747-200B.



3.3.2. Ground Connections.

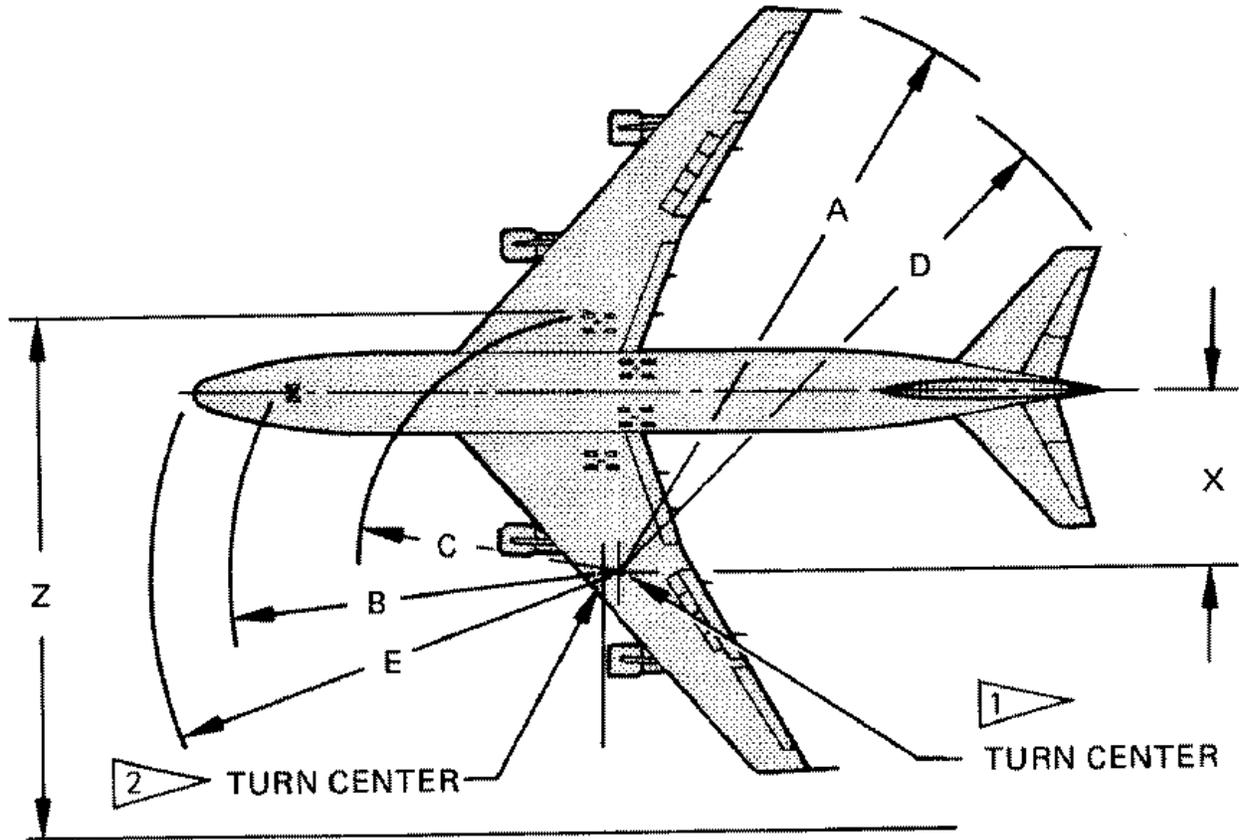
Figure 3.14. Ground Service Connections B747-200B.





3.4.2. Minimum Turning Radii.

Figure 3.16. Minimum Turning Radii B747-200B.



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X Turn Radius (ft)	Radius (ft)										Z Min width for 180° turn		
	A Wing Tip		B Nose Gear		C Wing Gear		D Tail Tip		E Nose				
	1	2	1	2	1	2	1	2	1	2	1	2	
0	113	115	86	81	23	21	125	130	110	105	109	102	
20	131	133	89	84	42	41	132	136	111	106	131	125	
40	149	151	96	92	62	61	142	146	116	112	158	153	
60	168	170	106	102	82	81	153	156	125	121	188	183	
80	186	187	118	115	102	101	167	170	136	132	220	216	
100	205	206	133	130	121	121	181	184	149	146	254	251	
120	225	226	149	146	141	141	197	200	163	160	290	287	
140	244	245	166	163	161	161	213	216	178	175	327	324	
160	264	265	183	181	181	181	230	232	195	192	364	362	
Body gear steering inoperative						With body gear steering							

3.4.3. Parking Footprint.

No manufacturer diagrams available.

Chapter 4  
B747-200B Combi

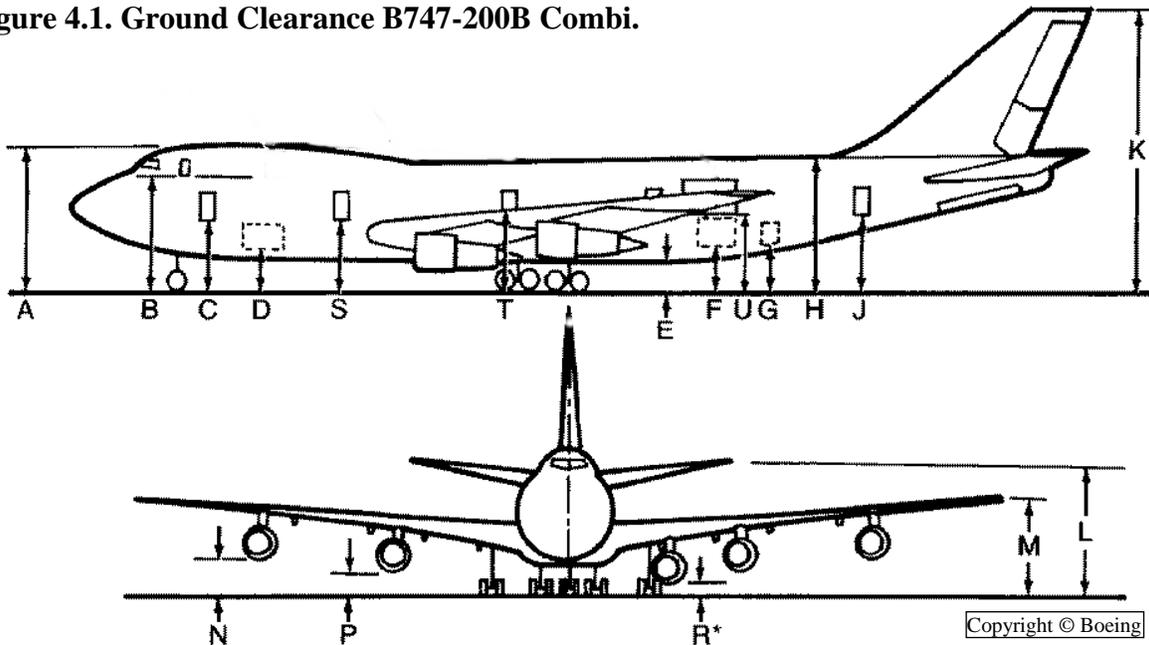
4.1. DIMENSIONS.

4.1.1. General Dimensions.

Same as for B747-200B. See: [Figure 3.1. General Dimensions B747-200B.](#)

4.1.2. Ground Clearance.

Figure 4.1. Ground Clearance B747-200B Combi.



Vertical Clearances			
DOOR		Min	Max
	A	31' 10"	34' 1"
	B	24' 10"	27' 5"
Pax/Crew	C	15' 3"	17' 7"
FWD	D	8' 8"	10' 8"
	E	6' 3"	6' 9"
AFT	F	8' 10"	10' 4"
BULK	G	9' 6"	11' 4"
	H	28' 6"	31' 0"
	J	15' 0"	17' 6"
	K	60' 2"	64' 3"
	L	27' 0"	30' 8"
	M	17' 7"	19' 2"
	N	6' 0"	7' 0"
	P	3' 9"	4' 6"
(w/ JT9D engine)	N	4' 11"	6' 4"
	P	2' 7"	3' 10"
(w/ built-up power package when carried as spare)	R*	2' 4"	3' 0"
	S	15' 8"	17' 2"
	T	15' 8"	16' 7"
MAIN	U	15' 4"	17' 6"

**4.2. COMPARTMENT CONFIGURATIONS.**

**4.2.1. MAIN/PASSENGER COMPARTMENT.**

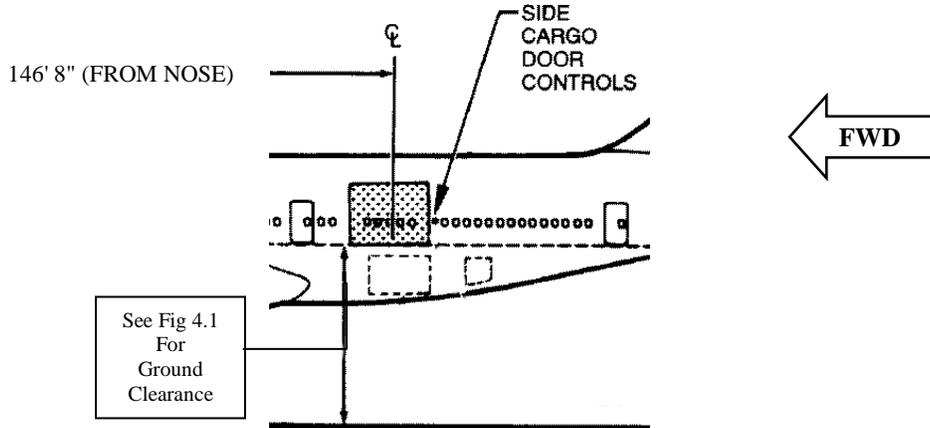
**4.2.1.1. Pax/Crew Door.**

Same as for B747-200B. See: [Figure 3.3. Pax/Crew Door B747-200B.](#)

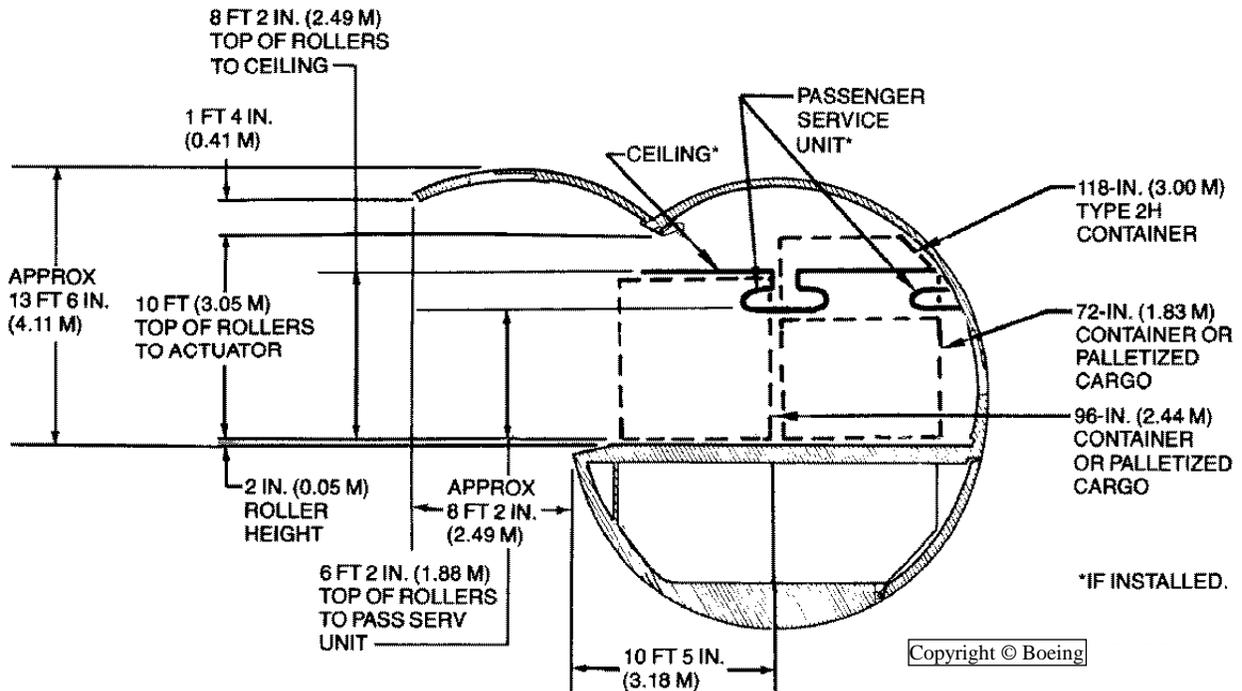
(Note: Refer to [Figure 4.1](#) for Ground Clearance)

**4.2.1.2. Main Door.**

**Figure 4.2. Main Compartment Door B747-200B Combi.**



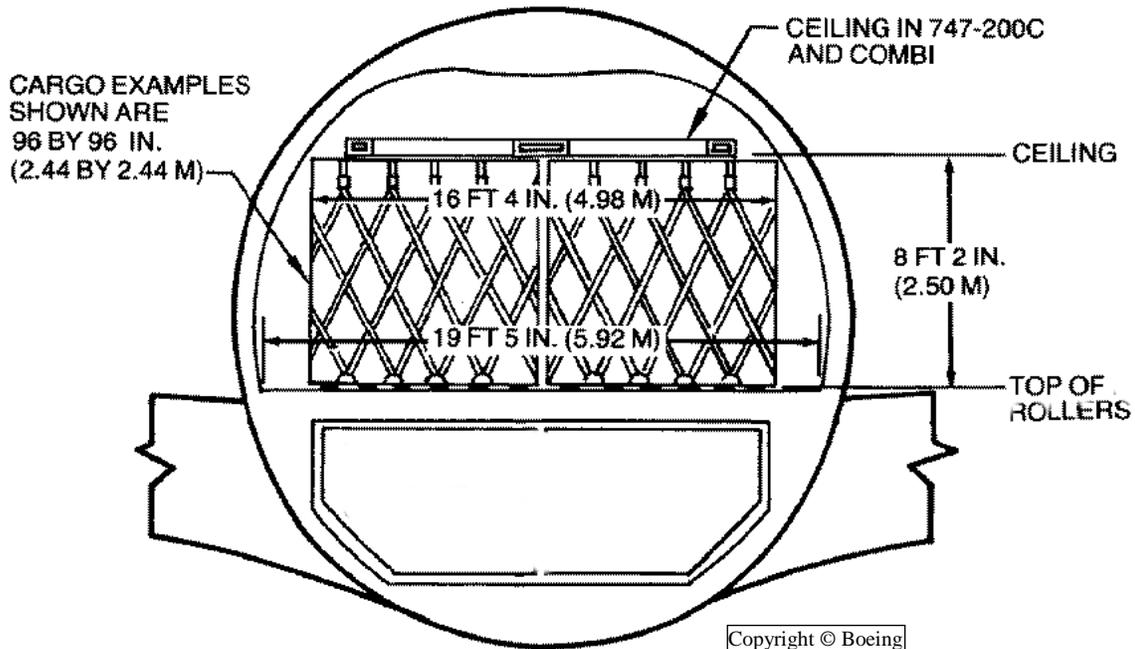
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#### 4.2.1.3. Compartment Dimensions.

Figure 4.3. Main Compartment Dimensions B747-200B Combi.



#### 4.2.1.4. Pallets/Passengers.

NOTE: See [Attachment 2](#) for contour guide for the build-up of cargo.

##### For All-Passenger Configuration:

Upper Deck is the same as for B747-200B.

See: [Figure 3.4. Typical Upper Deck Passenger Configurations B747-200B.](#)

Main Compartment is the same as for B747-200B.

See: [Figure 3.5. Typical Main Deck Passenger Configurations B747-200B.](#)

##### For All-Cargo Configuration:

Not available on B747-200B Combi

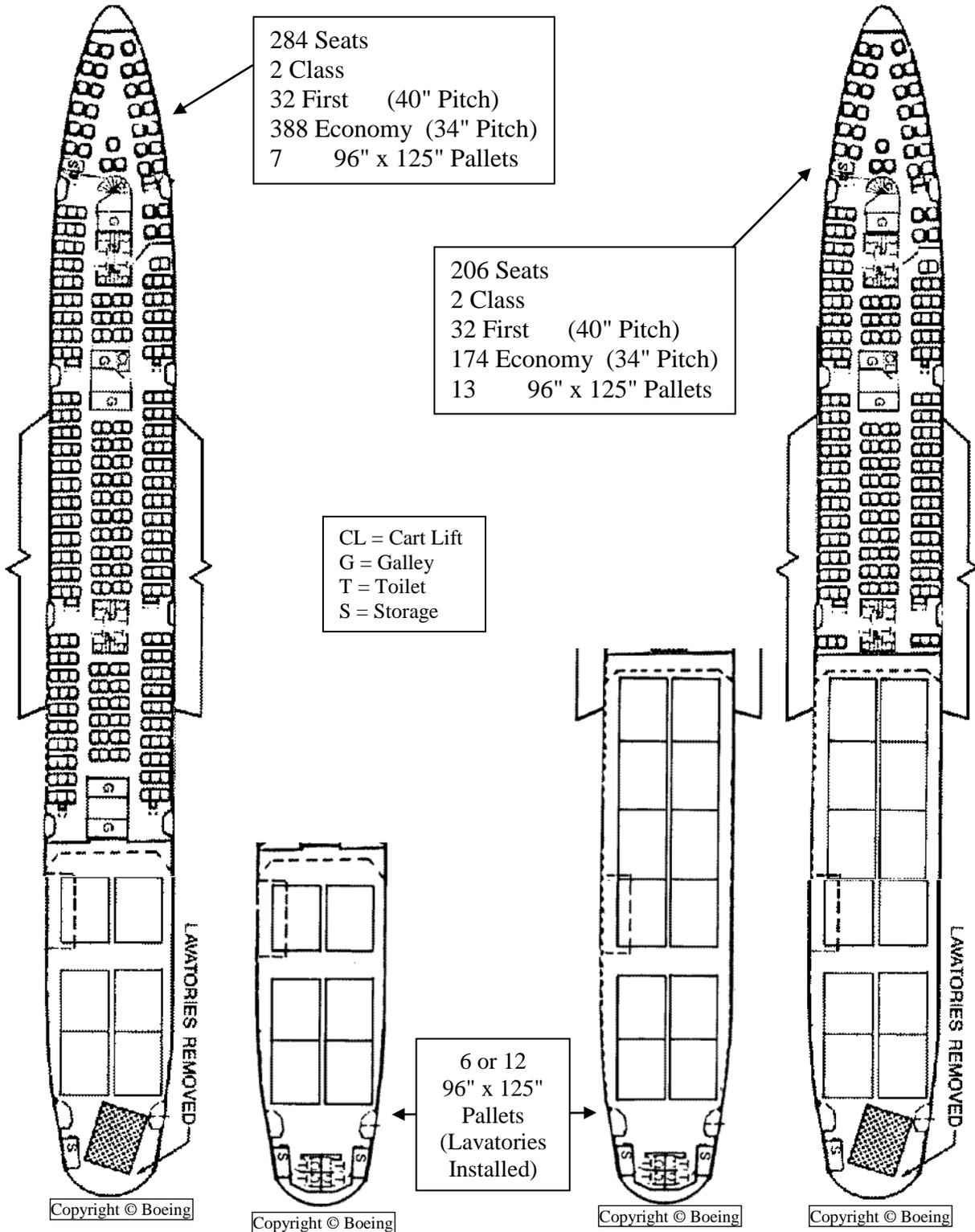
##### For Combi Configuration:

Upper Deck is the same as for B747-200B.

See: [Figure 3.4. Typical Upper Deck Passenger Configurations B747-200B.](#)

Main Compartment configurations are on next page.

Figure 4.4. Main Compartment Cargo Configurations B747-200B Combi.



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

Same as for B747-200B. See: [Fig. 3.6. Forward Compartment Door B747-200B.](#)

(Note: Refer to [Figure 4.1](#) for Ground Clearance)

**4.2.2.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

**4.2.2.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

**4.2.3. AFT COMPARTMENT.****4.2.3.1. Door.**

Same as for B747-200B. See: [Figure 3.9. Aft Compartment Door B747-200B.](#)

(Note: Refer to [Figure 4.1](#) for Ground Clearance)

**4.2.3.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

**4.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

**4.2.4. BULK COMPARTMENT.****4.2.4.1. Door.**

Same as for B747-200B. See: [Figure 3.12. Bulk Compartment Door B747-200B.](#)

(Note: Refer to [Figure 4.1](#) for Ground Clearance)

**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.

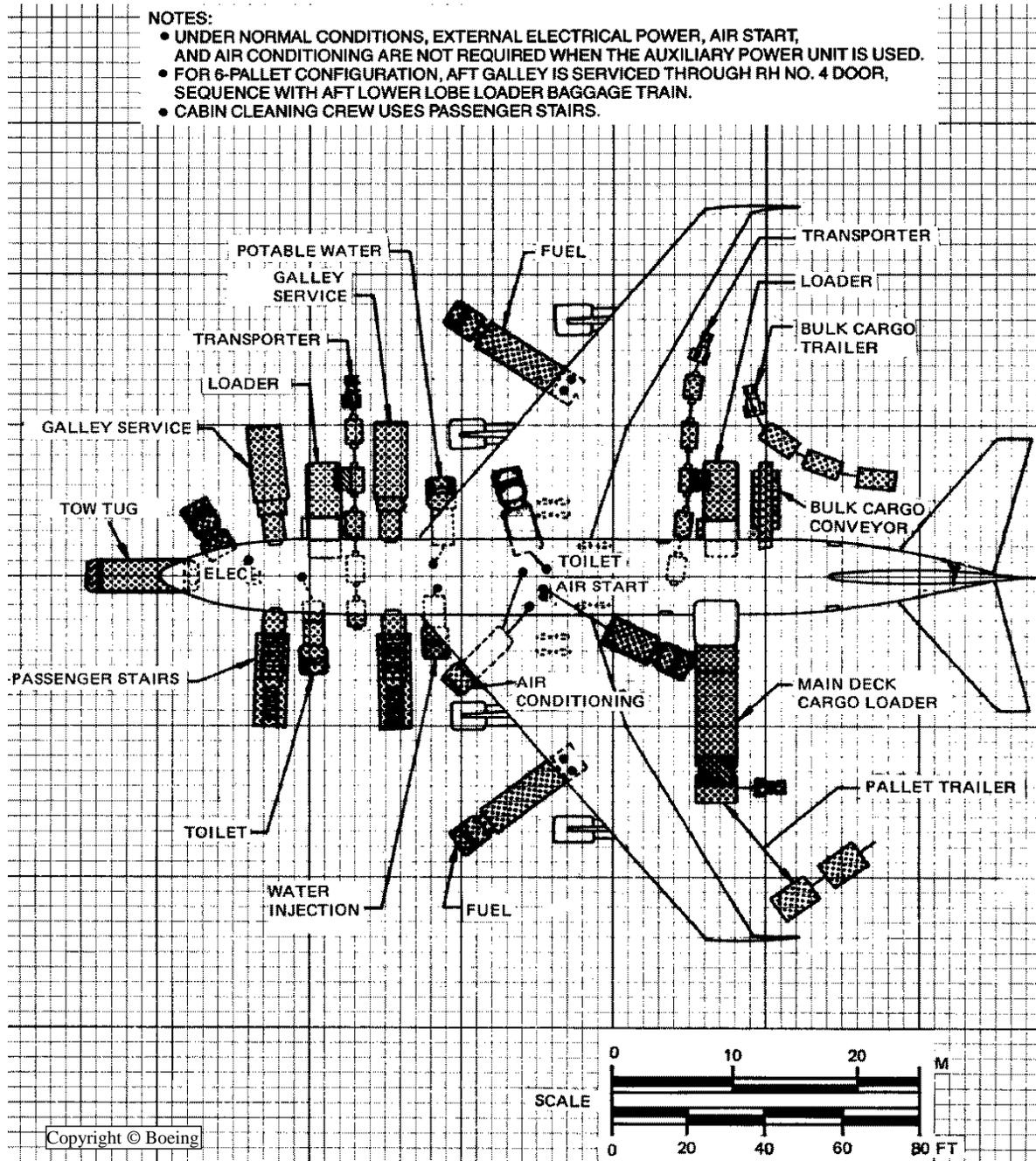
4.3.1. Servicing.

For All-Passenger Configuration:

Same as for B747-200B. See: [Fig. 3.13. Typical Serv. Arrangement B747-200B.](#)

For Combi Configuration

Figure 4.5. Typical Servicing Arrangement B747-200B Combi.



4.3.2. Ground Connections.

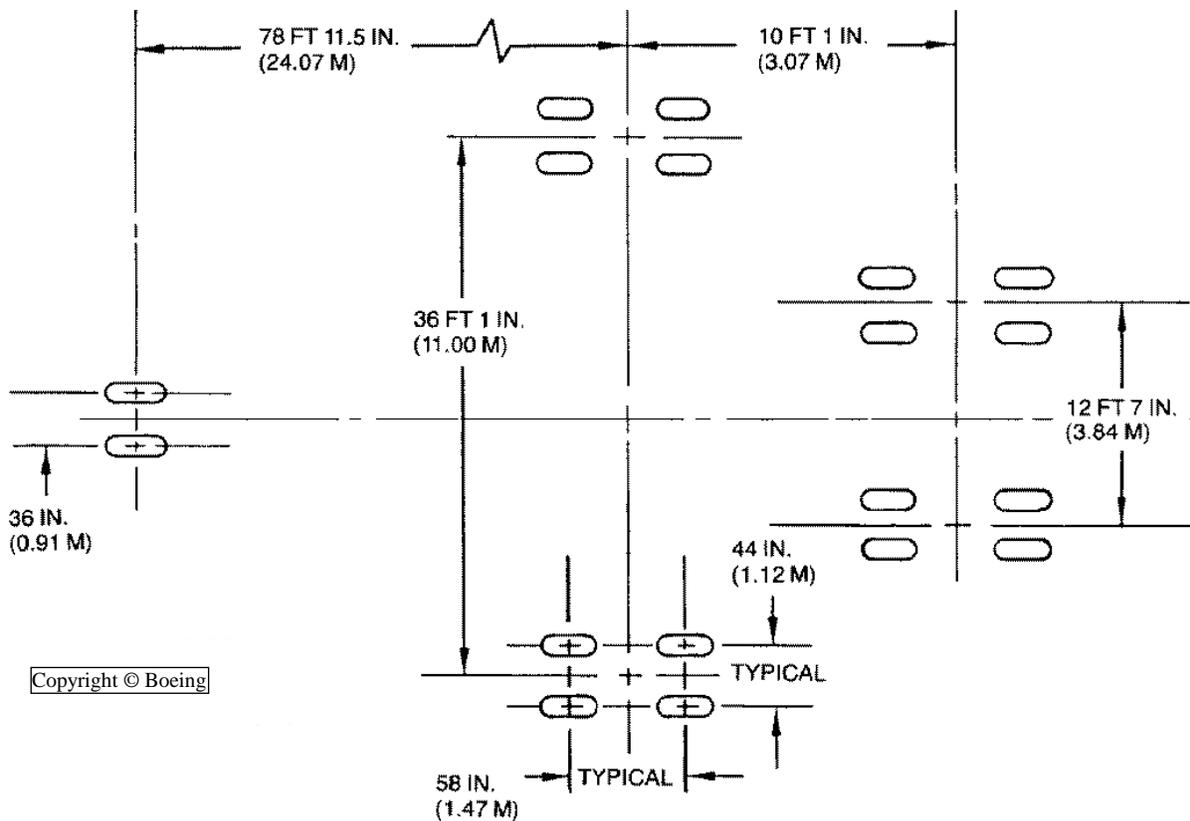
Same as for B747-200B. See: [Fig. 3.14. Ground Service Connections B747-200B.](#)

**4.4. AIRFIELD SUITABILITY.**

**4.4.1. Landing Gear Footprint.**

**Figure 4.6. Landing Gear Footprint B747-200B Combi.**

Max Taxi Wt.	778,000 lb (352,900 kg)	788,000 to 808,000 lb (357,400 to 366,500 kg)	823,000 lb (373,300 kg)	836,000 lb (379,200 kg)	836,000 lb (379,200 kg)
Nose Gear Tire Size	49 x 17 32 PR		49 x 19-20 32 PR		49 x 19-20 34 PR
Nose Gear Tire Press.	196 psi (13.8 kg/cm <sup>2</sup> )	202 psi (14.2 kg/cm <sup>2</sup> )	183 psi (12.9 kg/cm <sup>2</sup> )		188 psi (13.2 kg/cm <sup>2</sup> )
Main Gear Tire Size	49 x 17 32 PR		49 x 19-20 32 PR		49 x 19-20 34 PR
Main Gear Tire Press.	199 psi (14.0 kg/cm <sup>2</sup> )	204 psi (14.3 kg/cm <sup>2</sup> )	189 psi (13.3 kg/cm <sup>2</sup> )	190 psi (13.4 kg/cm <sup>2</sup> )	201 psi (14.1 kg/cm <sup>2</sup> )



**4.4.2. Minimum Turning Radii.**

Same as for B747-200B. See: [Figure 3.16. Minimum Turning Radii B747-200B.](#)

**4.4.3. Parking Footprint.**

No manufacturer diagrams available.

Chapter 5  
B747-200C

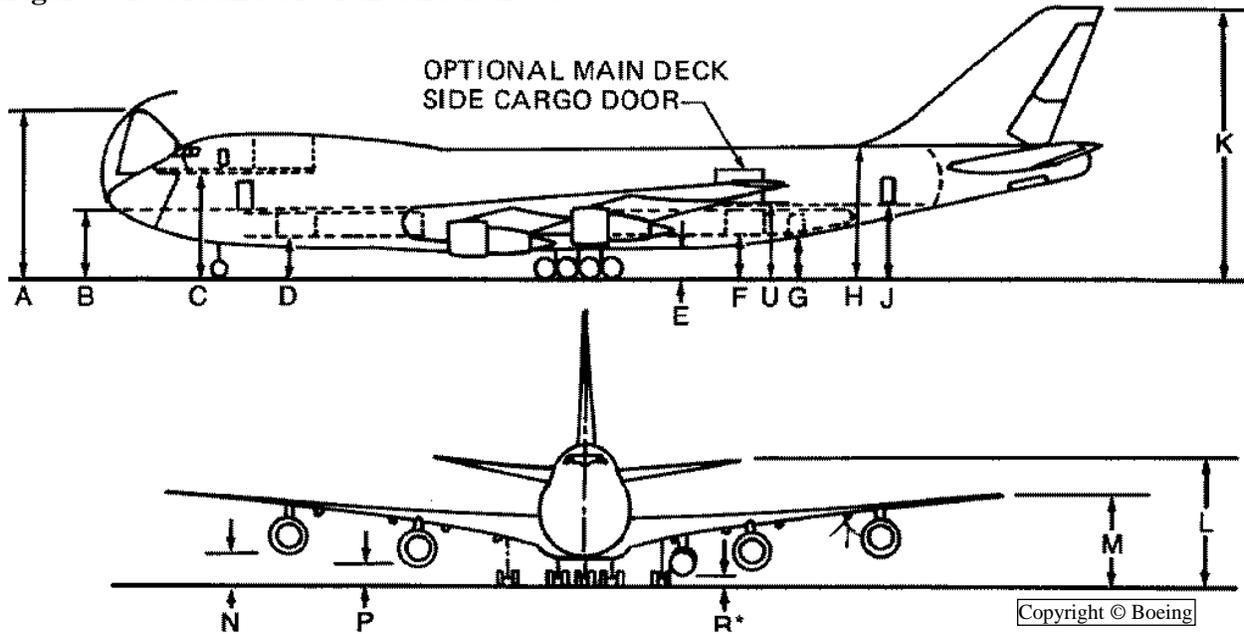
5.1. DIMENSIONS.

5.1.1. General Dimensions.

Same as for B747-200B. See: [Figure 3.1. General Dimensions B747-200B.](#)

5.1.2. Ground Clearance.

Figure 5.1. Ground Clearance B747-200C.



Vertical Clearances			
DOOR		Min	Max
	A	37' 8"	40' 5"
NOSE & Pax/Crew	B	14' 10"	17' 11"
	C	24' 10"	27' 5"
FWD	D	8' 6"	10' 8"
	E	6' 3"	6' 9"
AFT	F	8' 10"	10' 5"
BULK	G	9' 6"	11' 7"
	H	28' 6"	32' 6"
	J	15' 0"	17' 10"
	K	60' 1"	64' 8"
	L	26' 11"	31' 2"
	M	17' 7"	19' 2"
	N	6' 0"	7' 0"
	P	3' 9"	4' 6"
(w/ built-up power package when carried as spare)	R*	2' 4"	3' 0"
MAIN (optional on -200F)	U	15' 4"	17' 6"

**5.2. COMPARTMENT CONFIGURATIONS.**

**5.2.1. MAIN/PASSENGER COMPARTMENT.**

**5.2.1.1. Pax/Crew Door.**

Same as for B747-200B. See: [Figure 3.3. Pax/Crew Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

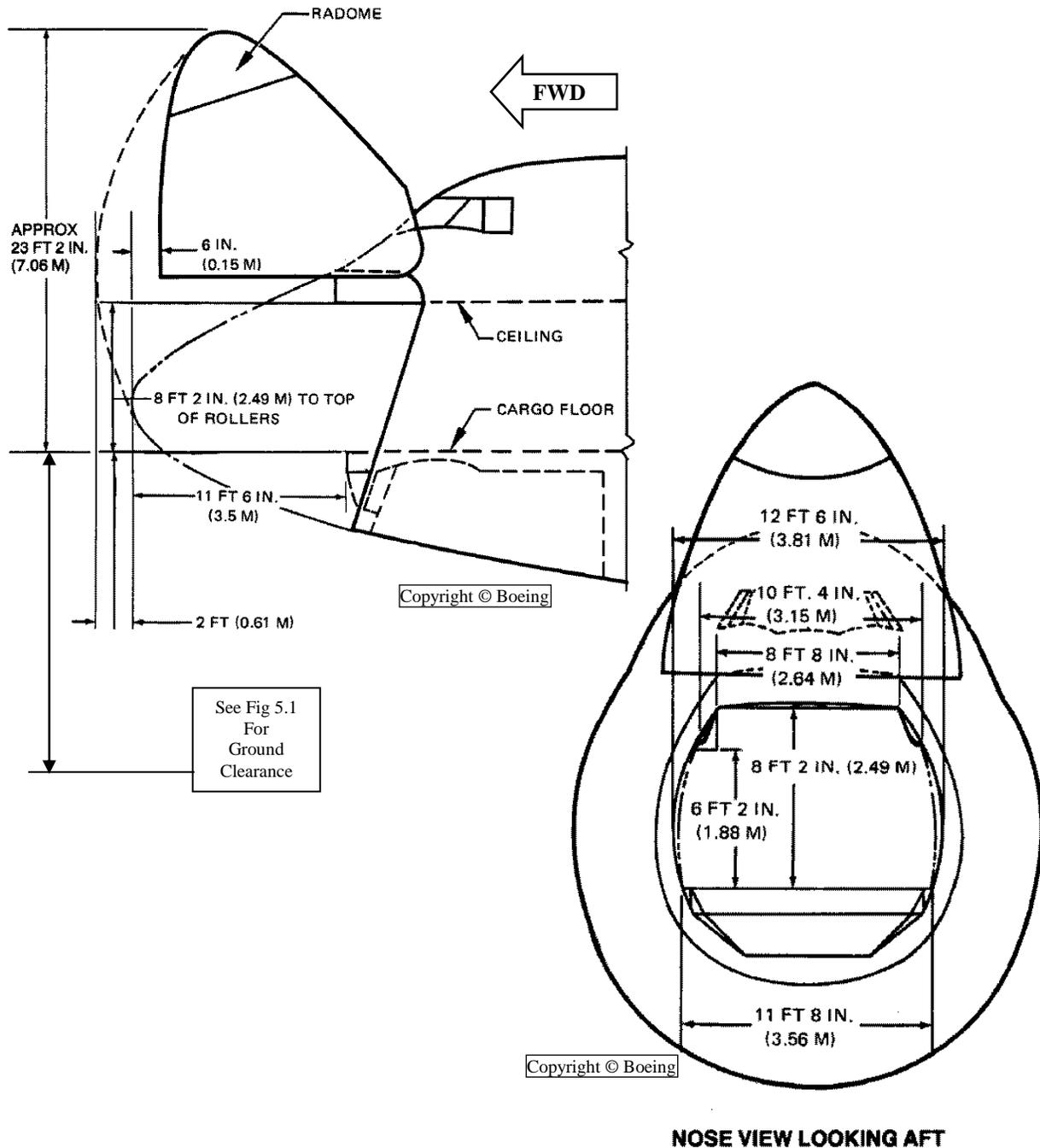
**5.2.1.2. Main Door (Optional).**

Same as B747-200B Combi. See: [Fig. 4.2. Main Compt Door B747-200B Combi.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

**5.2.1.2.1. Nose Main Door.**

**Figure 5.2. Nose Main Compartment Door B747-200C.**



**5.2.1.3. Compartment Dimensions.**

Same for B747-200B Combi. See: [Fig. 4.3. Main Compt Dimen's -200B Combi.](#)

**5.2.1.4. Pallets/Passengers.**

**NOTE:** See [Attach 1](#) for contour guide for the build-up of cargo w/ nose door.

**NOTE:** See [Attach 2](#) for contour guide for the build-up of cargo w/ optional side door.

**For All-Passenger Configuration:**

Upper Deck is the same as for B747-200B.

See: [Figure 3.4. Typical Upper Deck Passenger Configurations B747-200B.](#)

Main Compartment is the same as for B747-200B.

See: [Figure 3.5. Typical Main Deck Passenger Configurations B747-200B.](#)

**For All-Cargo Configuration:**

Upper Deck is the same as for B747-200B.

See: [Figure 3.4. Typical Upper Deck Passenger Configurations B747-200B.](#)

Main Compartment is the same as for B747-200F.

See: [Figure 6.2. Main Compartment Cargo Configurations B747-200F.](#)

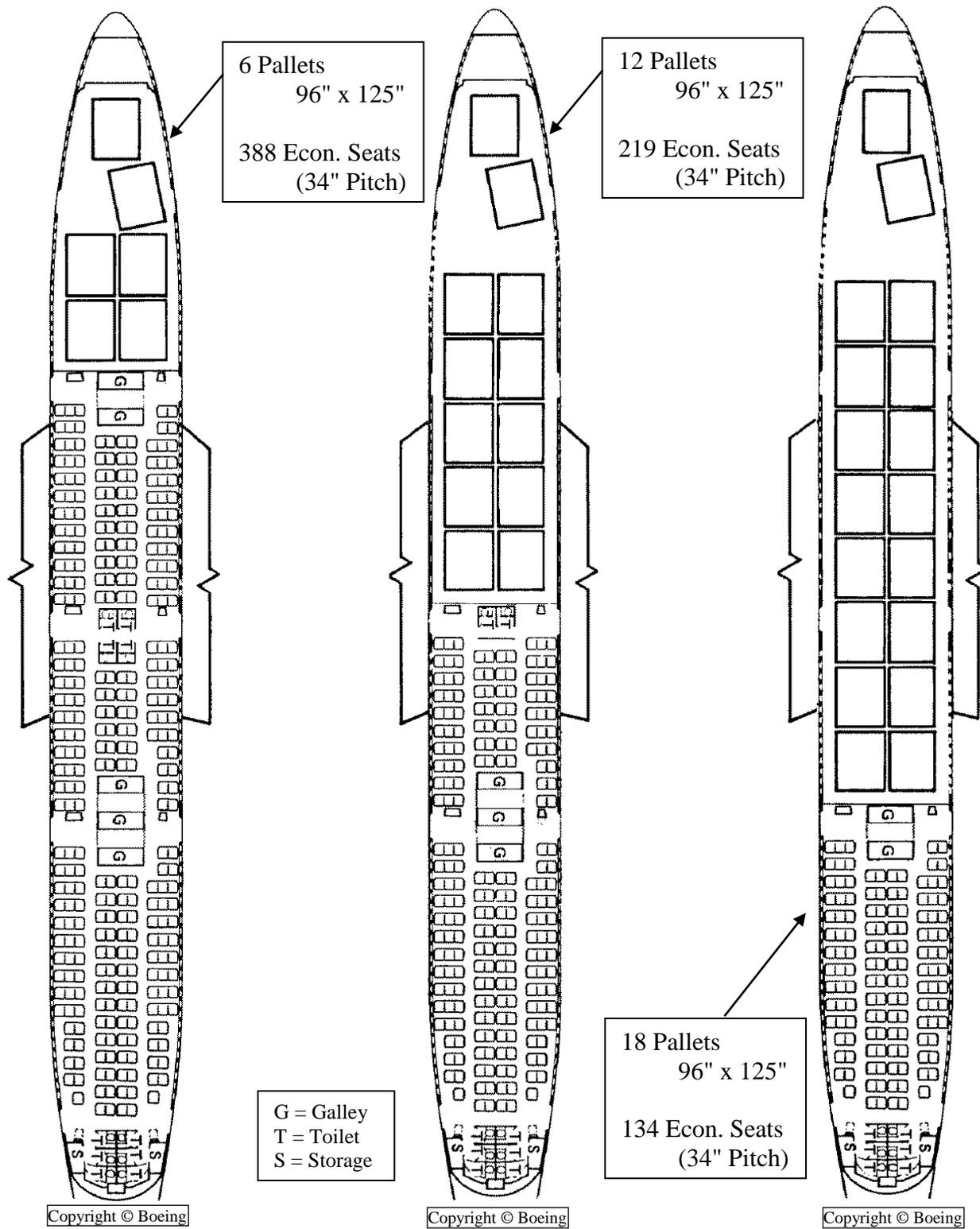
**For Combi Configuration:**

Upper Deck is the same as for B747-200B.

See: [Figure 3.4. Typical Upper Deck Passenger Configurations B747-200B.](#)

Main Compartment configurations are on next page.

Figure 5.3. Main Compartment Cargo Configurations B747-200C.



## **5.2.2. FORWARD COMPARTMENT.**

### **5.2.2.1. Door.**

Same as for B747-200B. See: [Fig. 3.6. Forward Compartment Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

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

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

### **5.2.2.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

## **5.2.3. AFT COMPARTMENT.**

### **5.2.3.1. Door.**

Same as for B747-200B. See: [Figure 3.9. Aft Compartment Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

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

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

### **5.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

## **5.2.4. BULK COMPARTMENT.**

### **5.2.4.1. Door.**

Same as for B747-200B. See: [Figure 3.12. Bulk Compartment Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

### **5.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

### **5.2.4.3. Pallets.**

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

## **5.3. SERVICING DIAGRAMS.**

### **5.3.1. Servicing.**

#### **For All-Passenger Configuration:**

Same as for B747-200B. See: [Fig. 3.13. Typical Serv. Arrangement B747-200B.](#)

#### **For All-Cargo Configuration:**

Same for B747-200B. See: [Fig. 6.3. Typical Servicing Arrangement B747-200F.](#)

#### **For Combi Configuration**

Same for B747-200B Combi. See: [Fig. 4.5. Typ. Serv. Arrang B747-200B Combi.](#)

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

Same as for B747-200B. See: [Fig. 3.14. Ground Service Connections B747-200B.](#)

## **5.4. AIRFIELD SUITABILITY.**

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

Same for B747-200B Combi. See: [Fig. 4.6. Lndg Gear Ftprint B747-200B Combi.](#)

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

Same as for B747-200B. See: [Figure 3.16. Minimum Turning Radii B747-200B.](#)

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

No manufacturer diagrams available.

## Chapter 6 B747-200F

### 6.1. DIMENSIONS.

#### 6.1.1. General Dimensions.

Same as for B747-200B. See: [Figure 3.1. General Dimensions B747-200B.](#)

#### 6.1.2. Ground Clearance.

Same as for B747-200B. See: [Figure 5.1. Ground Clearance B747-200C.](#)

### 6.2. COMPARTMENT CONFIGURATIONS.

#### 6.2.1. MAIN/PASSENGER COMPARTMENT.

##### 6.2.1.1. Pax/Crew Door.

Same as for B747-200B. See: [Figure 3.3. Pax/Crew Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

##### 6.2.1.2. Main Door (Optional).

Same as B747-200B Combi. See: [Fig. 4.2. Main Compt Door B747-200B Combi.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

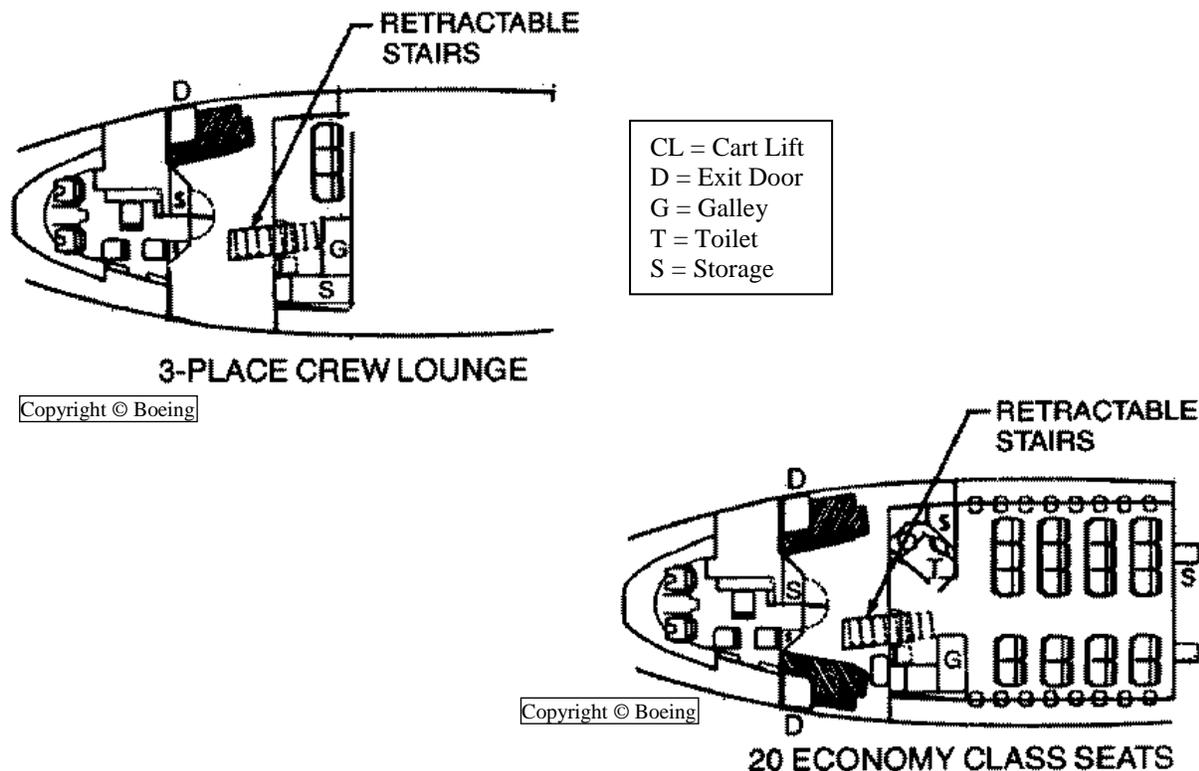
##### 6.2.1.2.1. Nose Main Door.

Same as B747-200C. See: [Figure 5.2. Nose Main Compartment Door B747-200C.](#)

##### 6.2.1.3. Compartment Dimensions.

Same for B747-200B Combi. See: [Fig. 4.3. Main Compt Dimen's -200B Combi.](#)

Figure 6.1. Typical Upper Deck Passenger Configurations B747-200F.

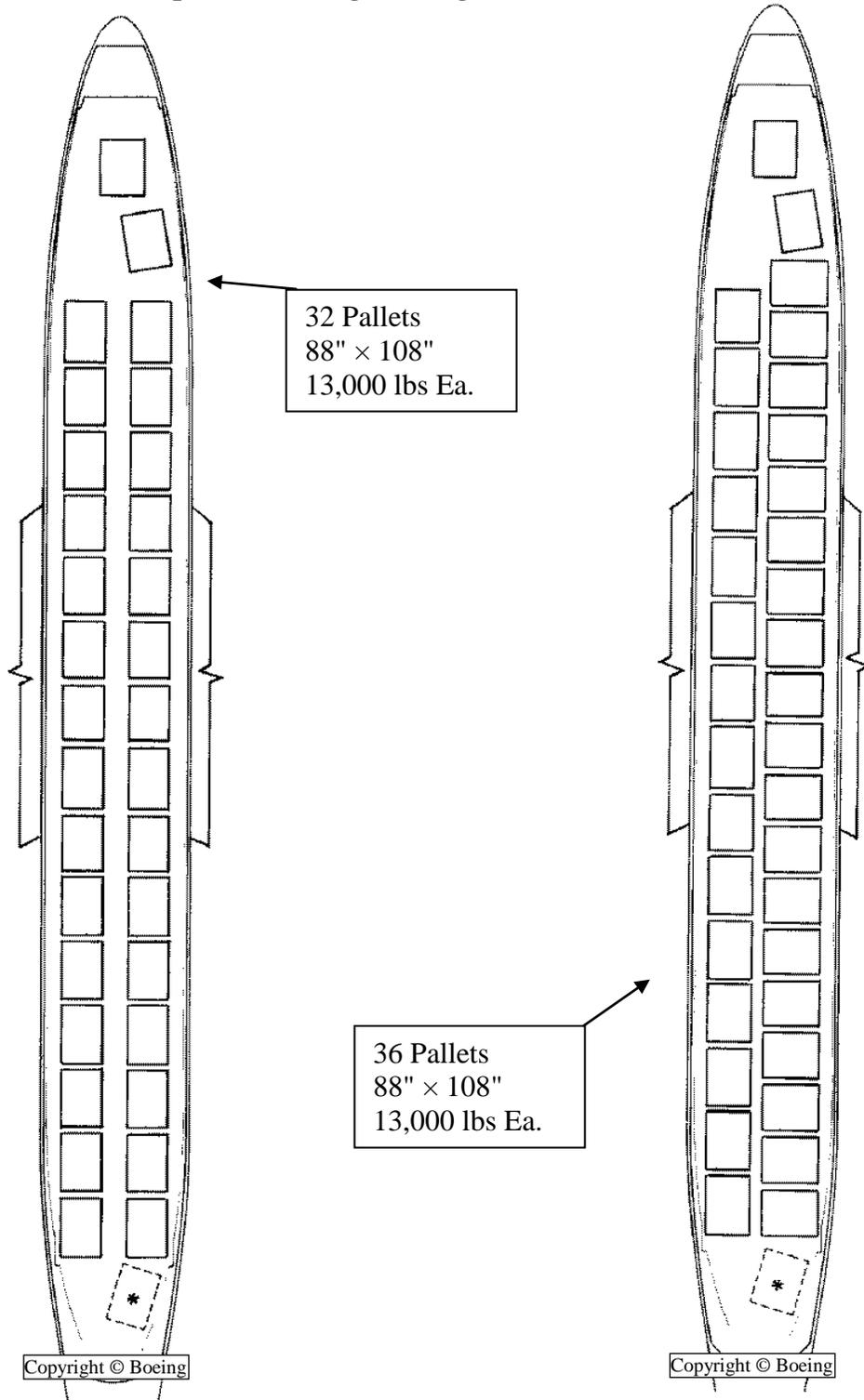


6.2.1.4. Pallets.

NOTE: See [Attach 1](#) for contour guide for the build-up of cargo w/ nose door.

NOTE: See [Attach 2](#) for contour guide for the build-up of cargo w/ optional side door.

Figure 6.2. Main Compartment Cargo Configurations B747-200F.



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

Same as for B747-200B. See: [Fig. 3.6. Forward Compartment Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

**6.2.2.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

**6.2.2.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

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

Same as for B747-200B. See: [Figure 3.9. Aft Compartment Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

**6.2.3.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

**6.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

**6.2.4. BULK COMPARTMENT.****6.2.4.1. Door.**

Same as for B747-200B. See: [Figure 3.12. Bulk Compartment Door B747-200B.](#)

(Note: Refer to [Figure 5.1](#) for Ground Clearance)

**6.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

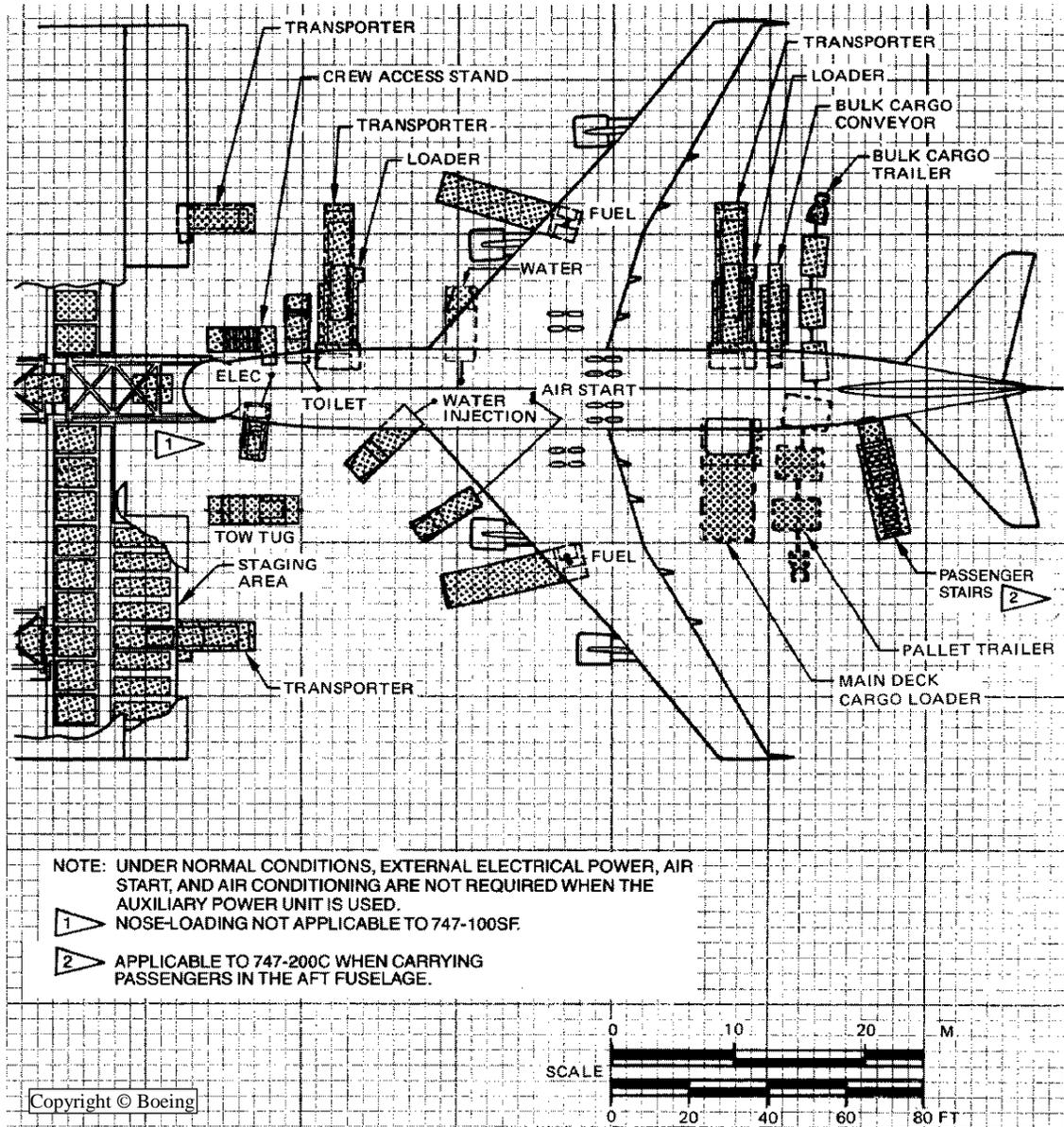
**6.2.4.3. Pallets.**

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

**6.3. SERVICING DIAGRAMS.**

**6.3.1. Servicing.**

**Figure 6.3. Typical Servicing Arrangement B747-200F.**



**6.3.2. Ground Connections.**

Same as for B747-200B. See: [Fig. 3.14. Ground Service Connections B747-200B.](#)

**6.4. AIRFIELD SUITABILITY.**

**6.4.1. Landing Gear Footprint.**

Same for B747-200B Combi. See: [Fig. 4.5. Lndg Gear Ftprint B747-200B Combi.](#)

**6.4.2. Minimum Turning Radii.**

Same as for B747-200B. See: [Figure 3.16. Minimum Turning Radii B747-200B.](#)

**6.4.3. Parking Footprint.**

No manufacturer diagrams available.

Chapter 7  
B747-300 (also B747-300 Combi)

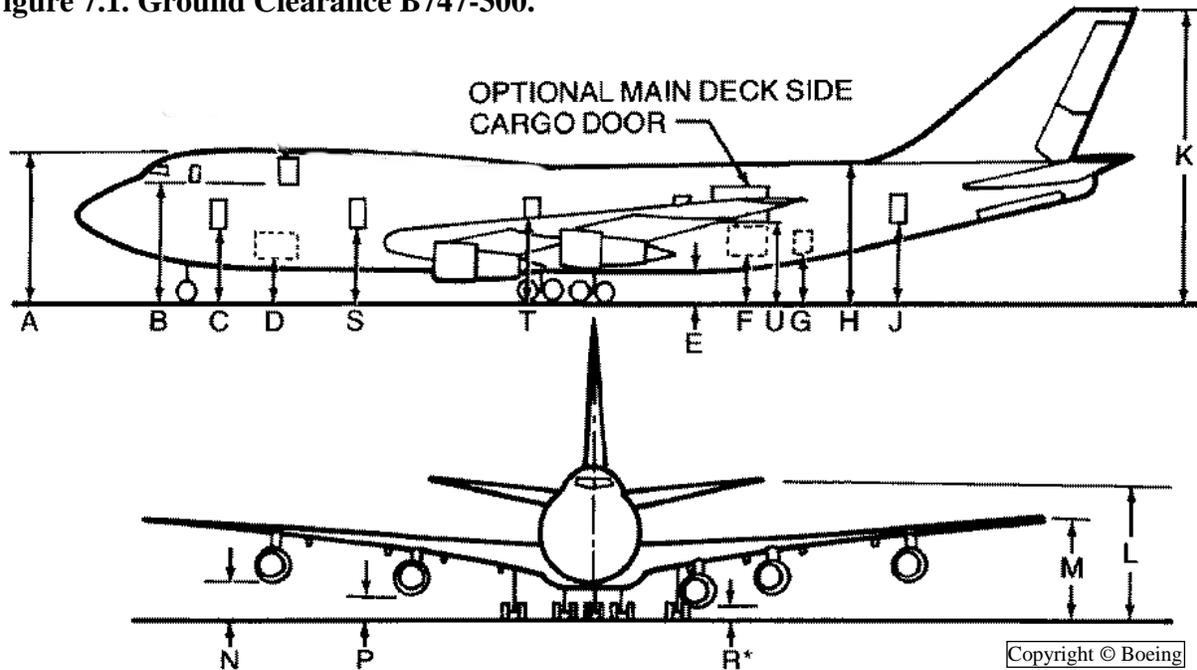
7.1. DIMENSIONS.

7.1.1. General Dimensions.

Same as for B747-200B. See: [Figure 3.1. General Dimensions B747-200B.](#)

7.1.2. Ground Clearance.

Figure 7.1. Ground Clearance B747-300.



Vertical Clearances			
DOOR		Min	Max
	A	31' 10"	34' 1"
	B	24' 10"	27' 5"
Pax/Crew	C	15' 3"	17' 7"
FWD	D	8' 8"	10' 8"
	E	6' 3"	6' 9"
AFT	F	8' 10"	10' 4"
BULK	G	9' 6"	11' 4"
	H	28' 6"	31' 0"
	J	15' 0"	17' 6"
	K	60' 2"	64' 3"
	L	27' 0"	30' 8"
	M	17' 7"	19' 2"
	N	6' 0"	7' 0"
	P	3' 9"	4' 6"
(w/ built-up power package when carried as spare)	R*	2' 4"	3' 0"
	S	15' 8"	17' 2"
	T	15' 8"	16' 7"
MAIN (on -300 Combi)	U	15' 4"	17' 6"

7.2. COMPARTMENT CONFIGURATIONS.

7.2.1. MAIN/PASSENGER COMPARTMENT.

7.2.1.1. Pax/Crew Door.

Same as for B747-200B. See: [Figure 3.3. Pax/Crew Door B747-200B.](#)

(Note: Refer to [Figure 7.1](#) for Ground Clearance)

7.2.1.2. Main Door (Optional on -300 Combi).

Same as B747-200B Combi. See: [Fig. 4.2. Main Compt Door B747-200B Combi.](#)

(Note: Refer to [Figure 7.1](#) for Ground Clearance)

7.2.1.3. Compartment Dimensions.

Same for B747-200B Combi. See: [Fig. 4.3. Main Compt Dimen's -200B Combi.](#)

Figure 7.2. Typical Upper Deck Passenger Configurations B747-300.

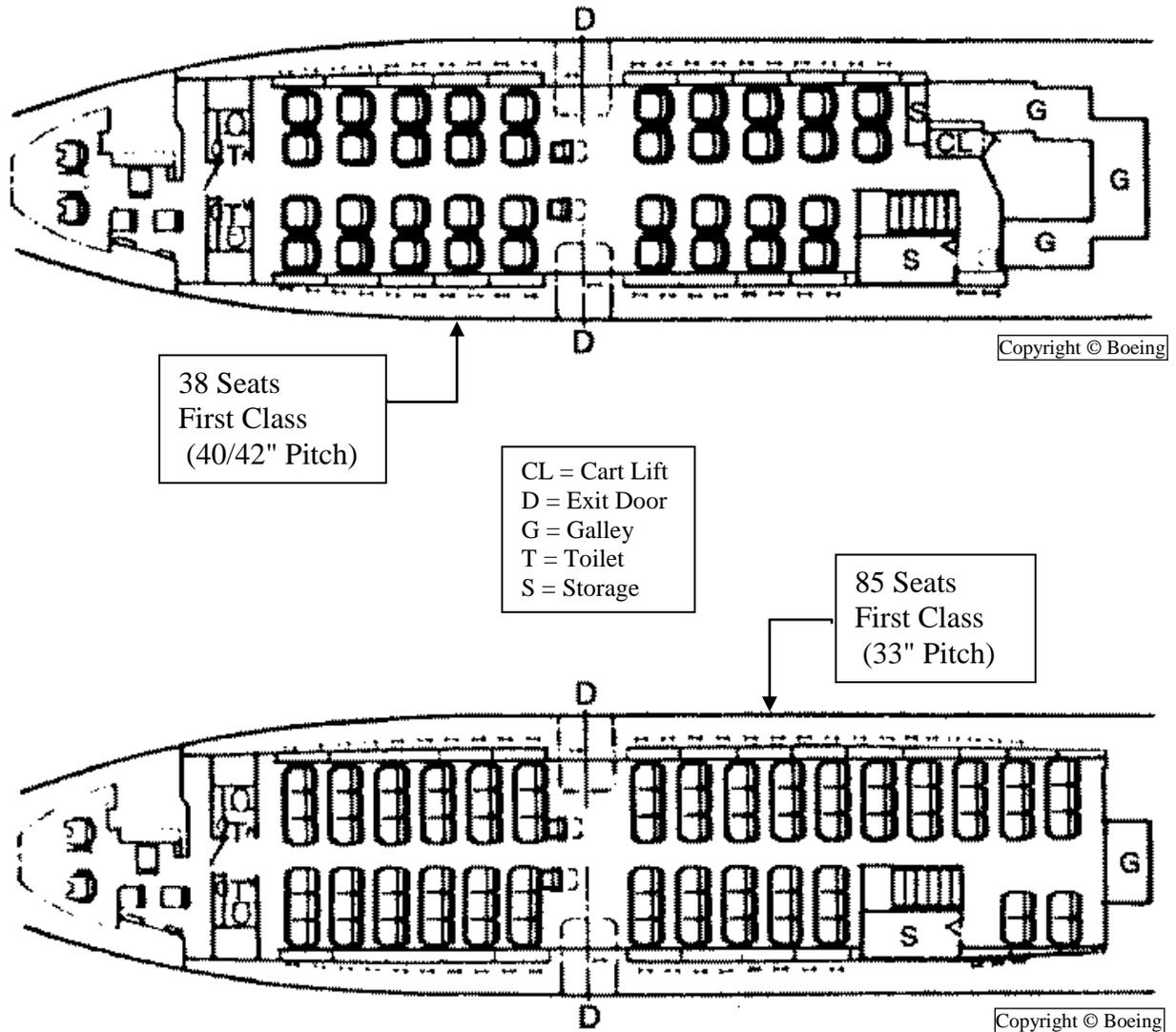
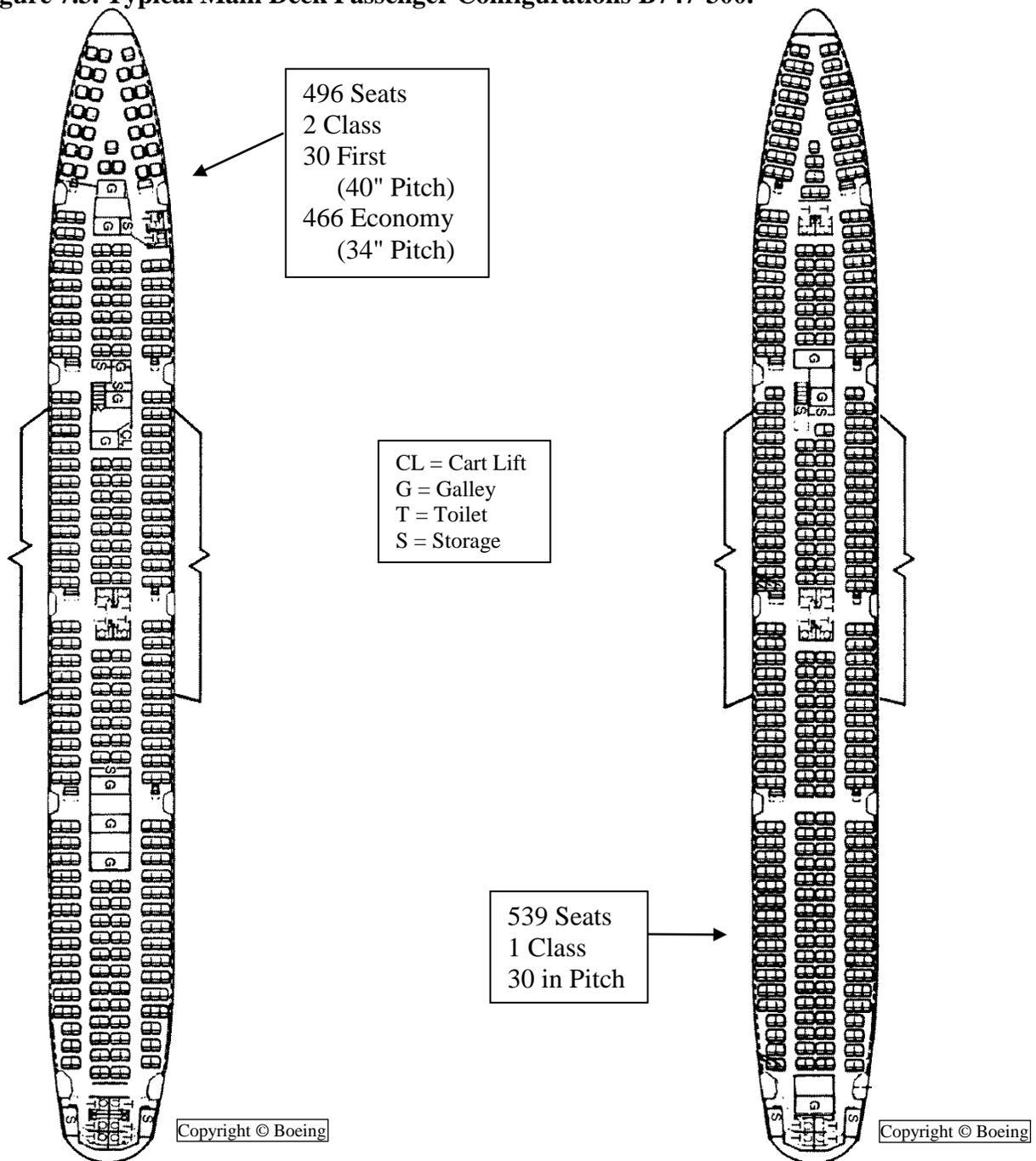


Figure 7.3. Typical Main Deck Passenger Configurations B747-300.



#### 7.2.1.4. Pallets/Passengers.

##### For All-Passenger Configuration:

Upper Deck: See: [Fig. 7.2. Typical Upper Deck Passenger Config's B747-300.](#)

Main Compartment: See: [Fig. 7.3. Typical Main Deck Pax Config's B747-300.](#)

**For All-Cargo Configuration:** Not available on B747-300 or B747-300 Combi

##### For Combi Configuration:

Upper Deck: See: [Fig. 7.2. Typical Upper Deck Passenger Config's B747-300.](#)

Main Compartment: See: [Fig. 4.4. Main Compt Cargo Config B747-200B Combi.](#)

## **7.2.2. FORWARD COMPARTMENT.**

### **7.2.2.1. Door.**

Same as for B747-200B. See: [Fig. 3.6. Forward Compartment Door B747-200B.](#)

(Note: Refer to [Figure 7.1](#) for Ground Clearance)

### **7.2.2.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

### **7.2.2.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

## **7.2.3. AFT COMPARTMENT.**

### **7.2.3.1. Door.**

Same as for B747-200B. See: [Figure 3.9. Aft Compartment Door B747-200B.](#)

(Note: Refer to [Figure 7.1](#) for Ground Clearance)

### **7.2.3.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

### **7.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

## **7.2.4. BULK COMPARTMENT.**

### **7.2.4.1. Door.**

Same as for B747-200B. See: [Figure 3.12. Bulk Compartment Door B747-200B.](#)

(Note: Refer to [Figure 7.1](#) for Ground Clearance)

### **7.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

### **7.2.4.3. Pallets.**

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

## **7.3. SERVICING DIAGRAMS.**

### **7.3.1. Servicing.**

#### **For B747-300:**

Same as for B747-200B. See: [Fig. 3.13. Typical Serv. Arrangement B747-200B.](#)

#### **For B747-300 Combi:**

Same for B747-200B Combi. See: [Fig. 4.5. Typ. Serv. Arrang B747-200B Combi.](#)

### **7.3.2. Ground Connections.**

Same as for B747-200B. See: [Fig. 3.14. Ground Service Connections B747-200B.](#)

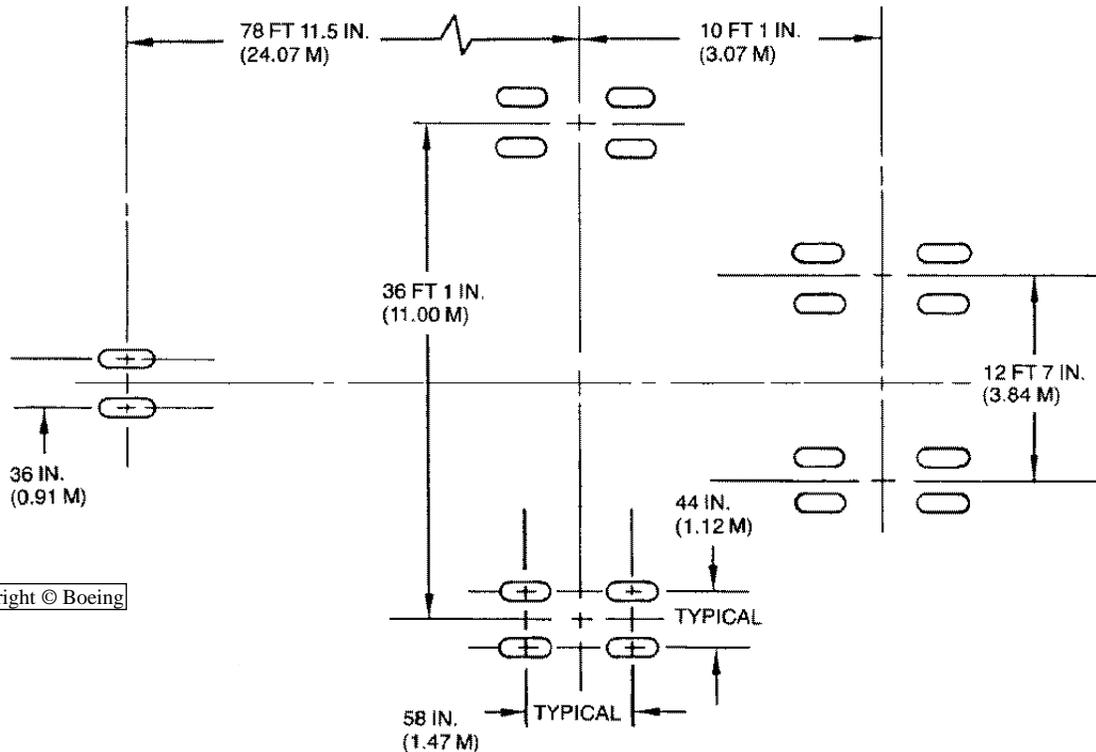
**7.4. AIRFIELD SUITABILITY.**

**7.4.1. Landing Gear Footprint.**

**Figure 7.4. Landing Gear Footprint B747-300.**

Max Taxi Wt.	713,000 lb (323,400 kg)	738,000 lb (334,800 kg)	753,000 lb (341,600 kg)
Nose Gear Tire Size	46 x 16 30 PR	46 x 16 32 PR	49 x 17 32 PR
Nose Gear Tire Press.	195 psi (13.7 kg/cm <sup>2</sup> )	206 psi (14.5 kg/cm <sup>2</sup> )	170 psi (12.0 kg/cm <sup>2</sup> )
Main Gear Tire Size	46 x 16 30 PR	46 x 16 32 PR	49 x 17 32 PR
Main Gear Tire Press.	219 psi (15.4 kg/cm <sup>2</sup> )	232 psi (16.3 kg/cm <sup>2</sup> )	192 psi (13.5 kg/cm <sup>2</sup> )

Max Taxi Wt.	778,000 lb (352,900 kg)	788,000 to 808,000 lb (357,400 to 366,500 kg)	823,000 lb (373,300 kg)	836,000 lb (379,200 kg)	836,000 lb (379,200 kg)
Nose Gear Tire Size	49 x 17 32 PR		49 x 19-20 32 PR		49 x 19-20 34 PR
Nose Gear Tire Press.	196 psi (13.8 kg/cm <sup>2</sup> )	202 psi (14.2 kg/cm <sup>2</sup> )	183 psi (12.9 kg/cm <sup>2</sup> )		188 psi (13.2 kg/cm <sup>2</sup> )
Main Gear Tire Size	49 x 17 32 PR		49 x 19-20 32 PR		49 x 19-20 34 PR
Main Gear Tire Press.	199 psi (14.0 kg/cm <sup>2</sup> )	204 psi (14.3 kg/cm <sup>2</sup> )	189 psi (13.3 kg/cm <sup>2</sup> )	190 psi (13.4 kg/cm <sup>2</sup> )	201 psi (14.1 kg/cm <sup>2</sup> )



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**7.4.2. Minimum Turning Radii.**

Same as for B747-200B. See: [Figure 3.16. Minimum Turning Radii B747-200B.](#)

**7.4.3. Parking Footprint.**

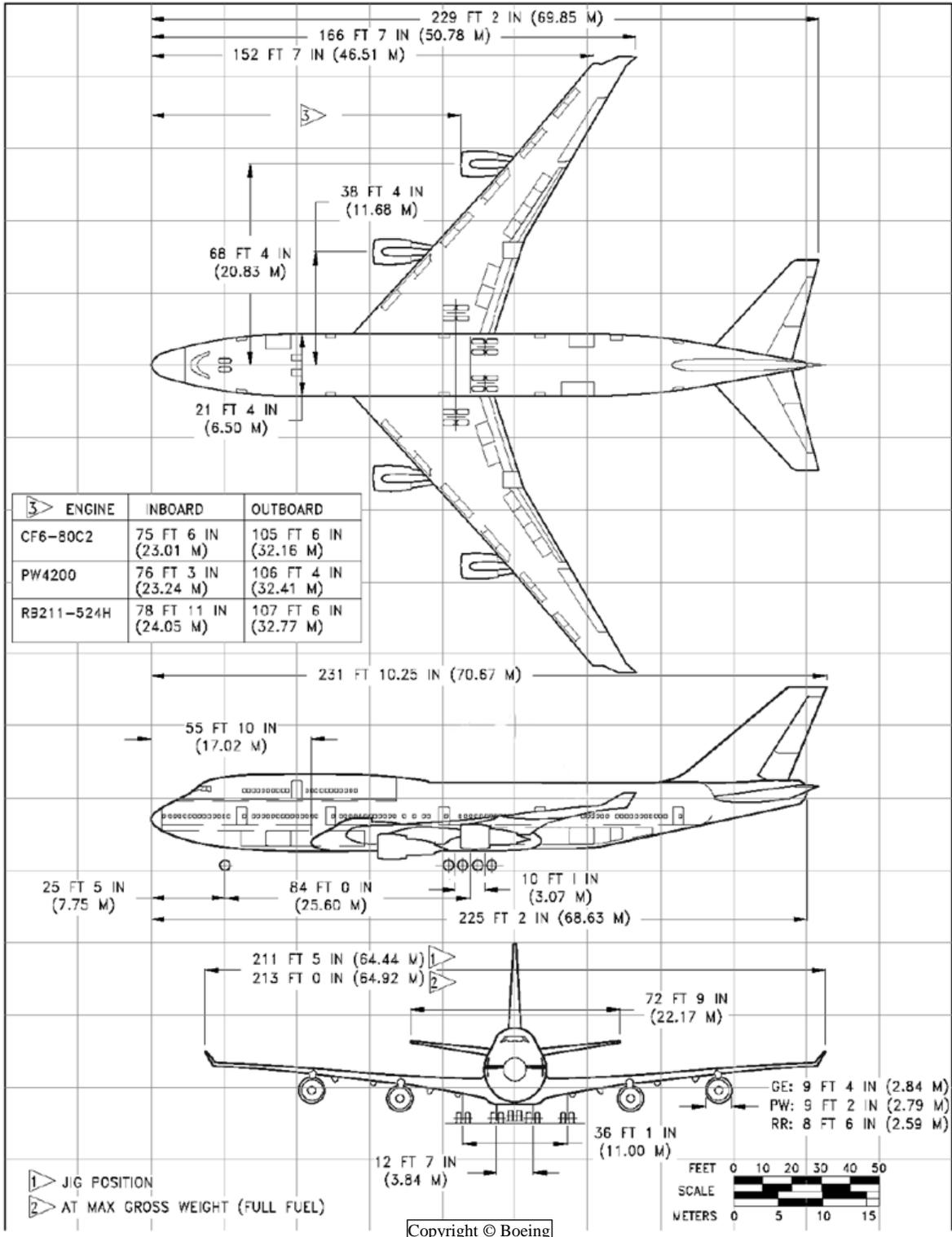
No manufacturer diagrams available.

**Chapter 8**  
**B747-400 (also B747-400ER)**

**8.1. DIMENSIONS.**

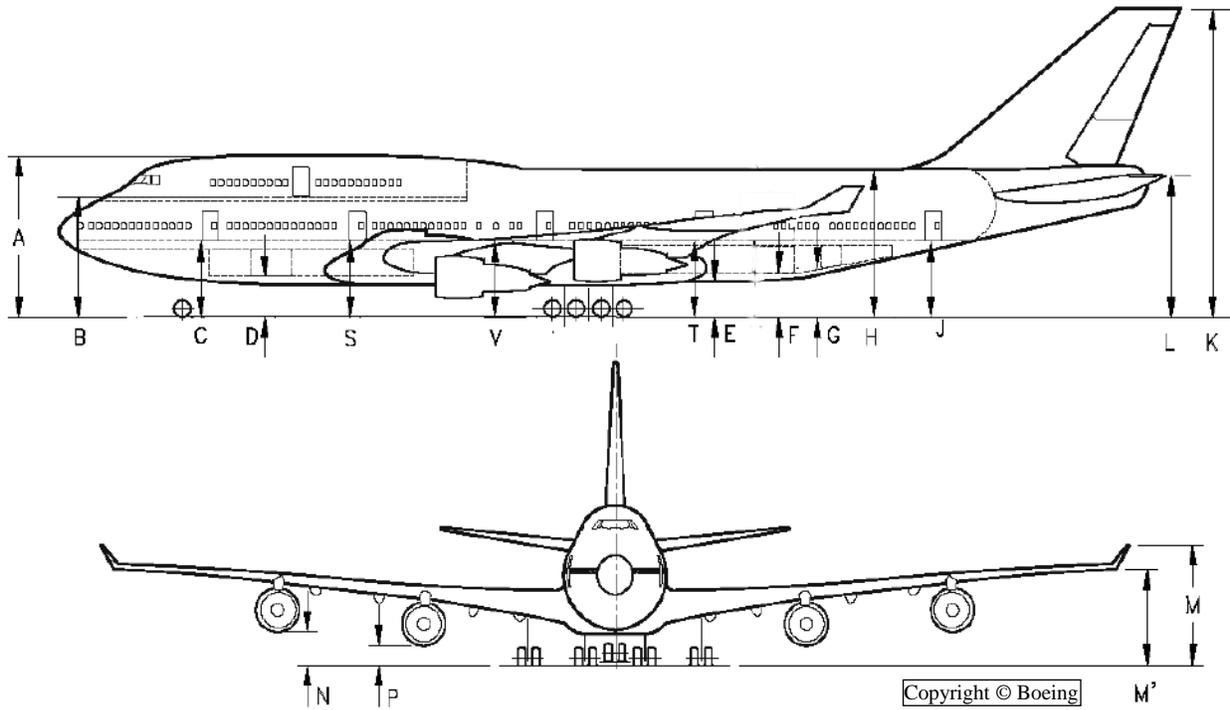
**8.1.1. General Dimensions.**

**Figure 8.1. General Dimensions B747-400/-400ER.**



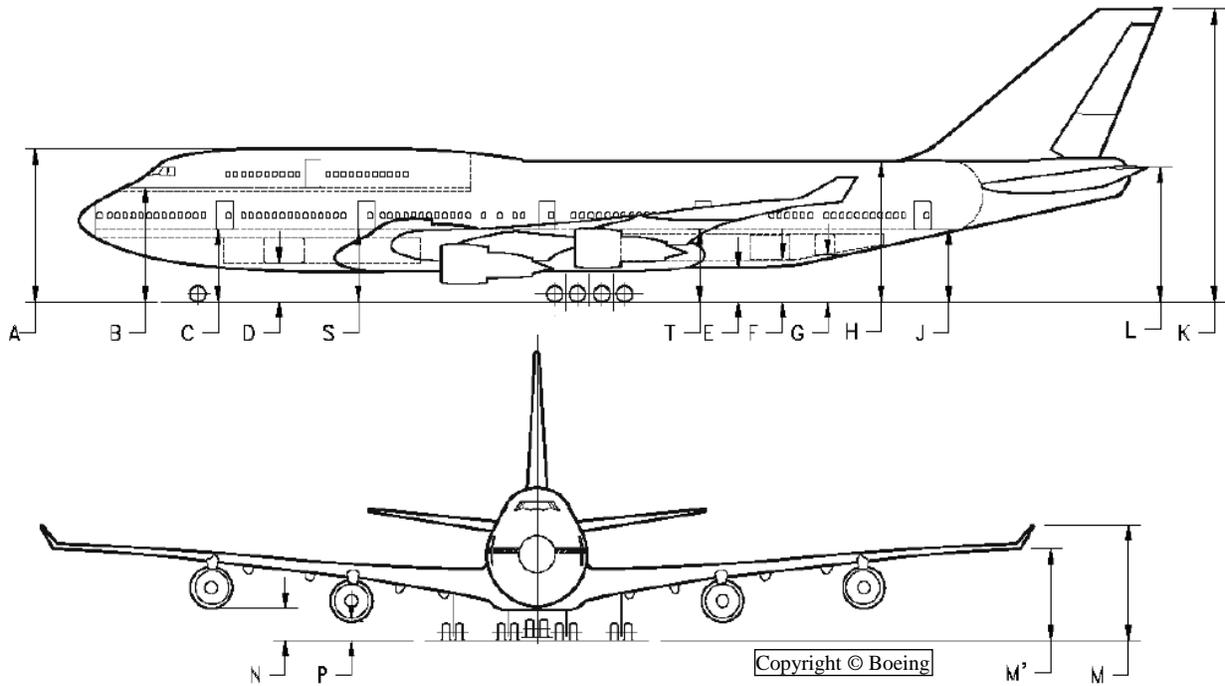
8.1.2. Ground Clearance.

Figure 8.2. Ground Clearance B747-400.



Vertical Clearances			
DOOR		Min	Max
	A	32' 1"	33' 6"
	B	24' 8"	25' 11"
Pax/Crew	C	15' 6"	16' 11"
FWD	D	8' 10"	10' 2"
	E	6' 10"	7' 11"
AFT	F	9' 3"	10' 5"
BULK	G	9' 10"	11' 2"
	H	29' 7"	31' 4"
	J	15' 9"	17' 5"
	K	61' 7"	64' 0"
	L	27' 6"	29' 9"
	M	22' 0"	24' 0"
	M'	16' 9"	18' 9"
	N	4' 4"	5' 10"
	P	2' 3"	3' 0"
	S	15' 9"	16' 10"
	T	16' 0"	17' 0"
	V	15' 11"	16' 9"

Figure 8.3. Ground Clearance B747-400ER.



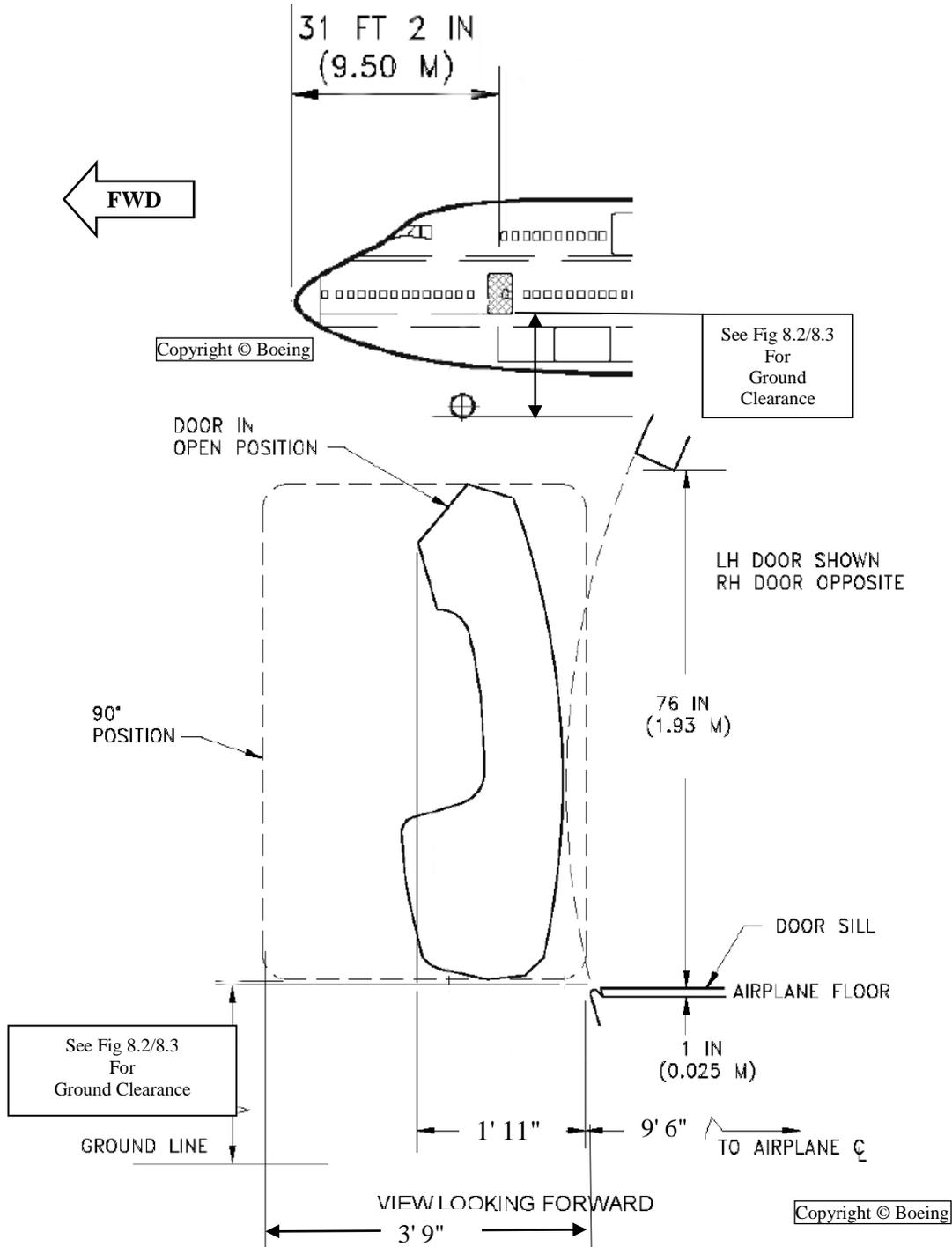
Vertical Clearances			
DOOR		Min	Max
	A	32' 3"	33' 7"
	B	24' 9"	26' 1"
Pax/Crew	C	15' 7"	17' 1"
FWD	D	8' 11"	10' 3"
	E	7' 1"	8' 1"
AFT	F	9' 6"	10' 7"
BULK	G	10' 2"	11' 5"
	H	27' 9"	31' 7"
	J	16' 4"	17' 8"
	K	62' 6"	64' 3"
	L	28' 4"	30' 1"
	M	22' 0"	24' 0"
	M'	16' 9"	18' 9"
(PW engine)	N	4' 7"	5' 10"
(GE engine)	N	4' 7"	5' 11"
(RR engine)	N	4' 4"	5' 7"
(PW engine)	P	2' 4"	3' 0"
(GE engine)	P	2' 5"	3' 0"
(RR engine)	P	2' 4"	3' 0"
	S	15' 10"	16' 11"
	T	16' 3"	17' 2"

**8.2. COMPARTMENT CONFIGURATIONS.**

**8.2.1. MAIN/PASSENGER COMPARTMENT.**

**8.2.1.1. Pax/Crew Door.**

**Figure 8.4. Pax/Crew Door B747-400/-400ER.**



**8.2.1.2. Main Door.**

N/A this model

8.2.1.3. Compartment Dimensions.

Figure 8.5. Typical Upper Deck Passenger Configurations B747-400.

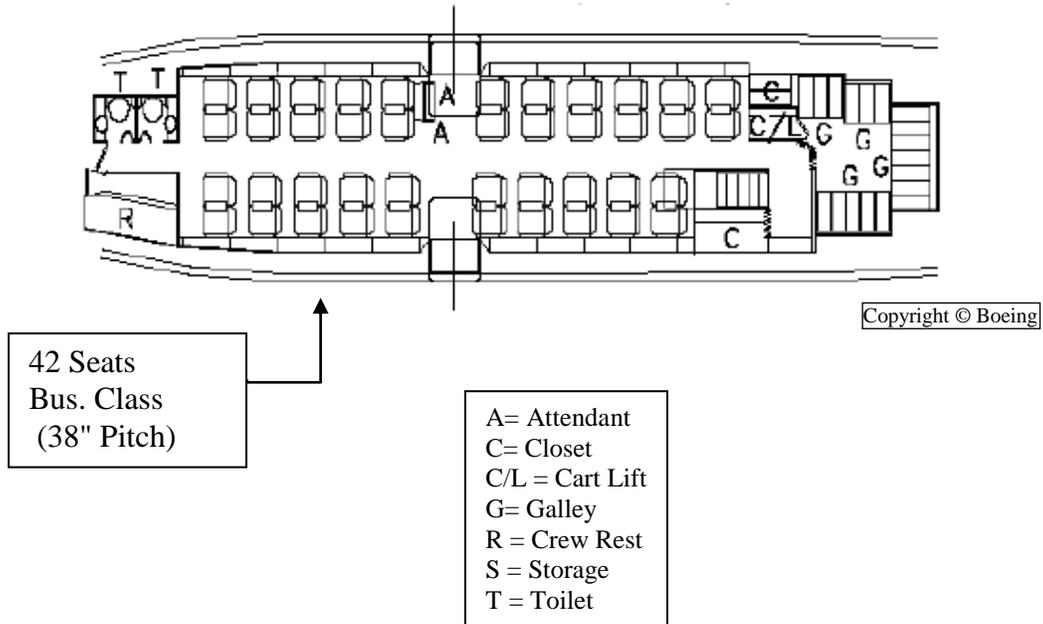


Figure 8.6. Typical Upper Deck Passenger Configurations B747-400ER.

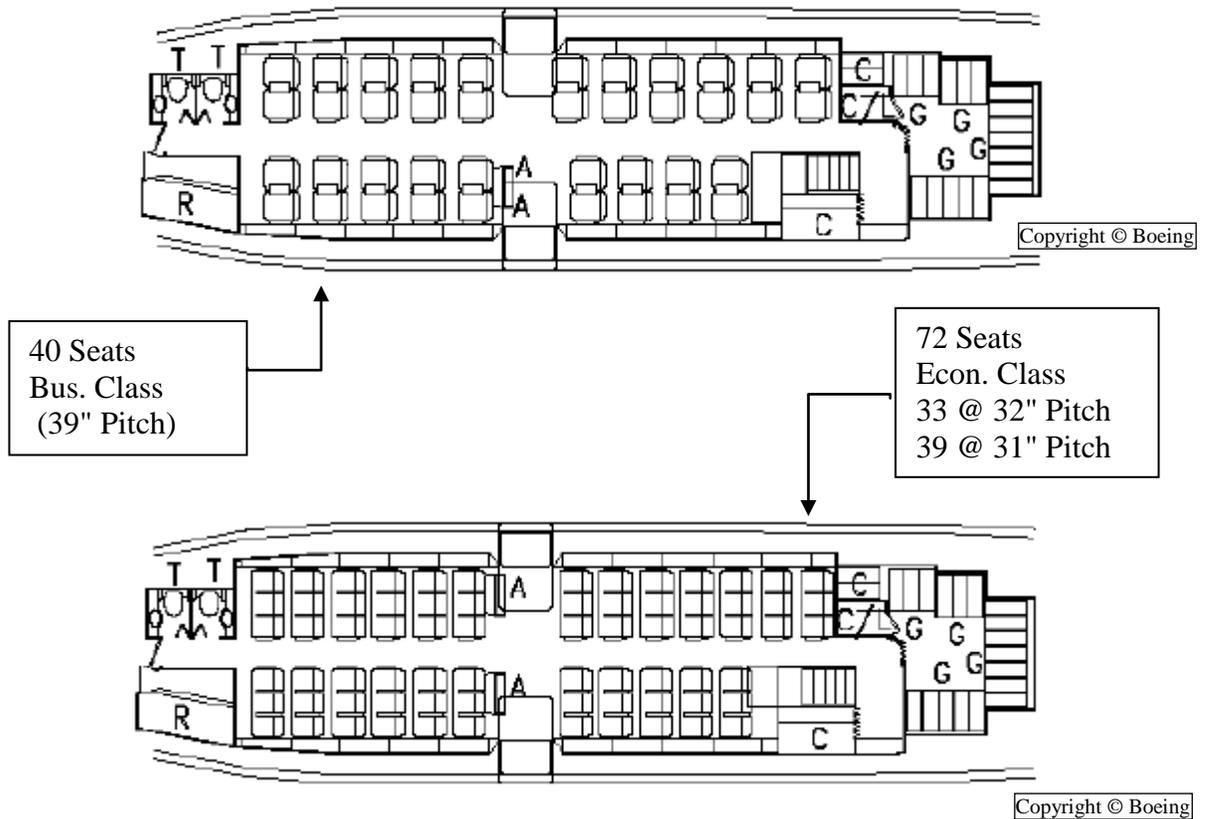
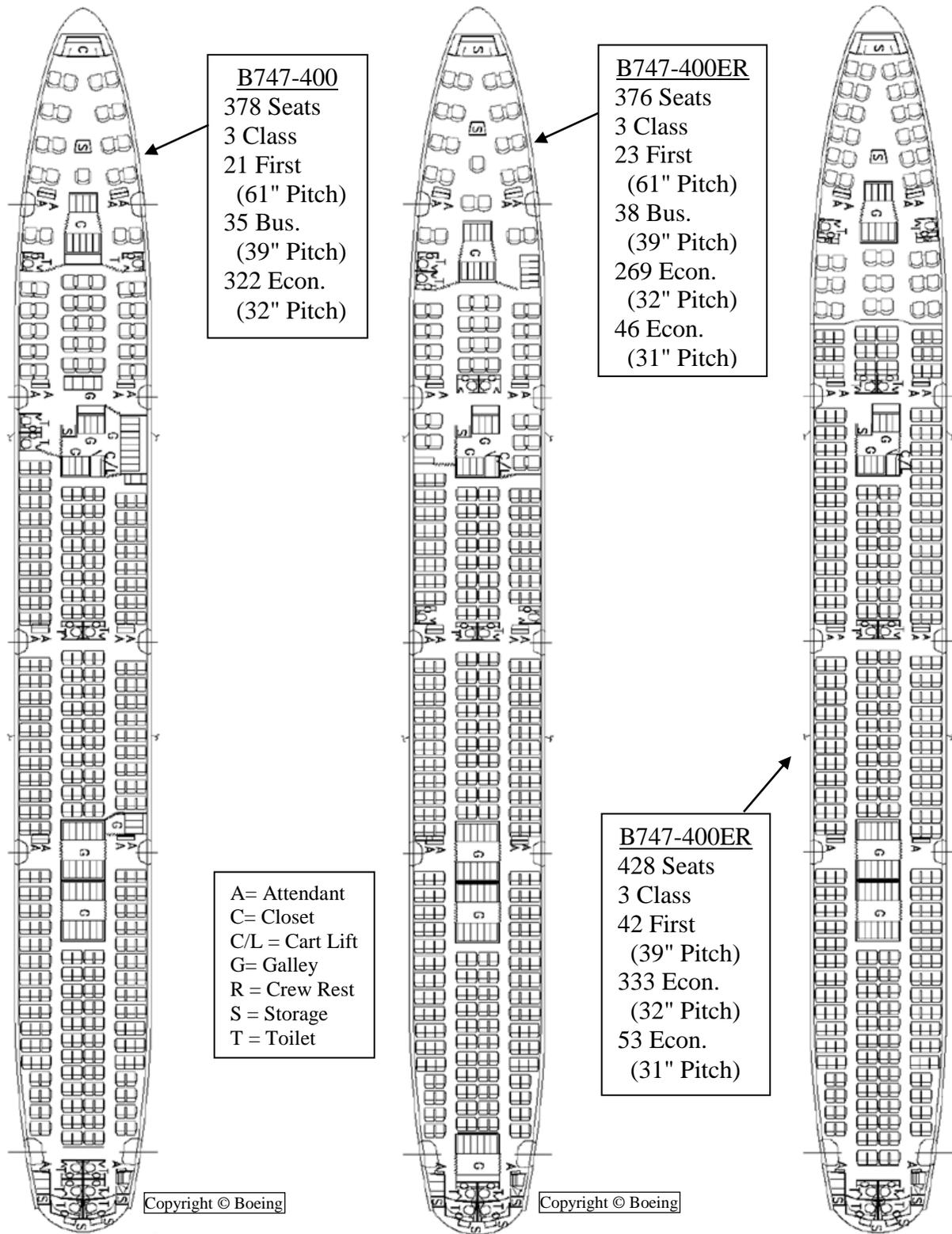


Figure 8.7. Typical Main Deck Passenger Configurations B747-400/-400ER.

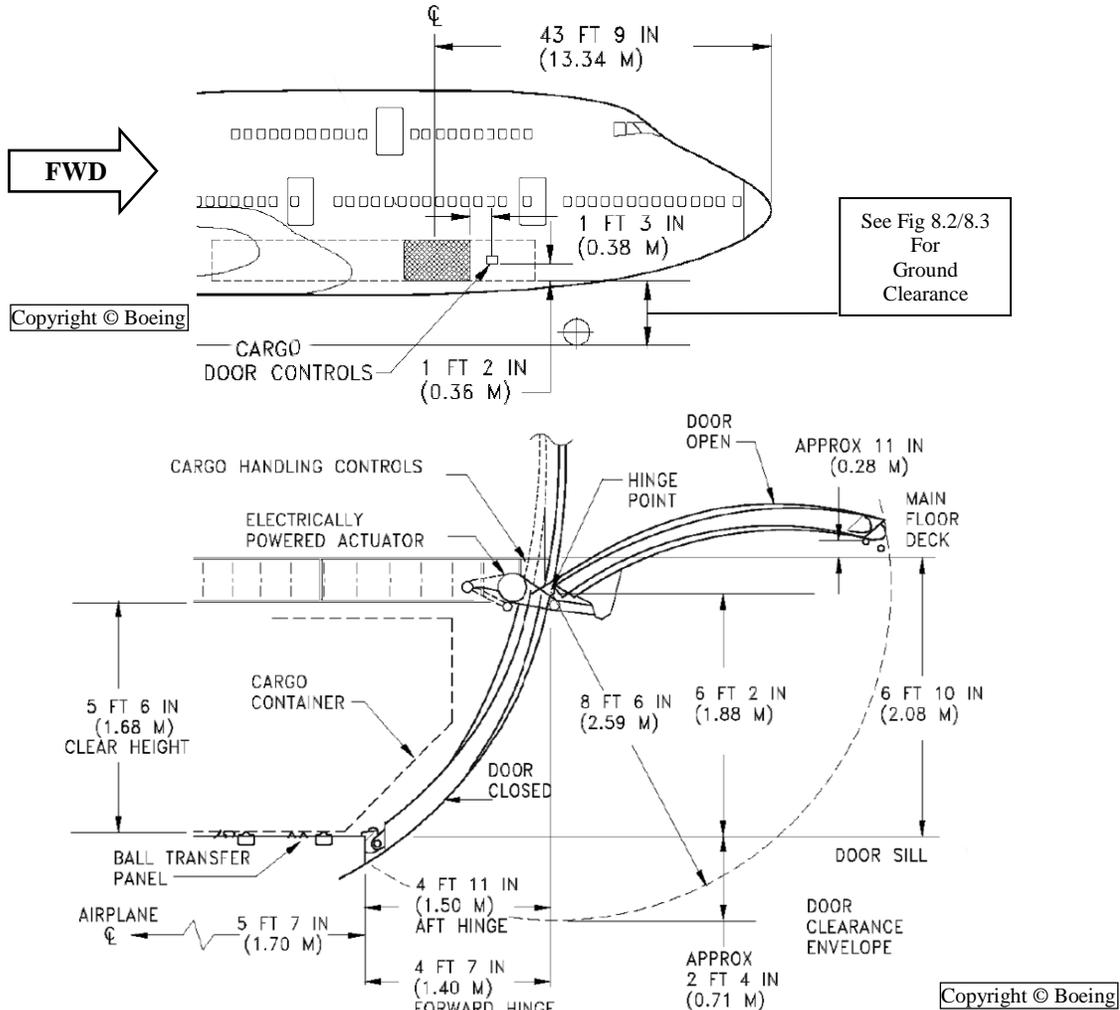


8.2.1.4. Pallets.  
 N/A this model

**8.2.2. FORWARD COMPARTMENT.**

**8.2.2.1. Door.**

**Figure 8.8. Forward Compartment Door B747-400/-400ER.**



CONTAINER CARGO DOOR - VIEW LOOKING FORWARD

**8.2.2.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

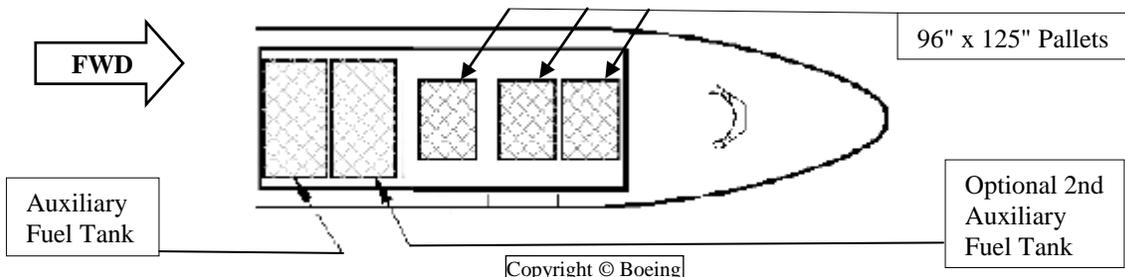
**8.2.2.3. Pallets.**

**For B747-400:**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

**For B747-400ER:**

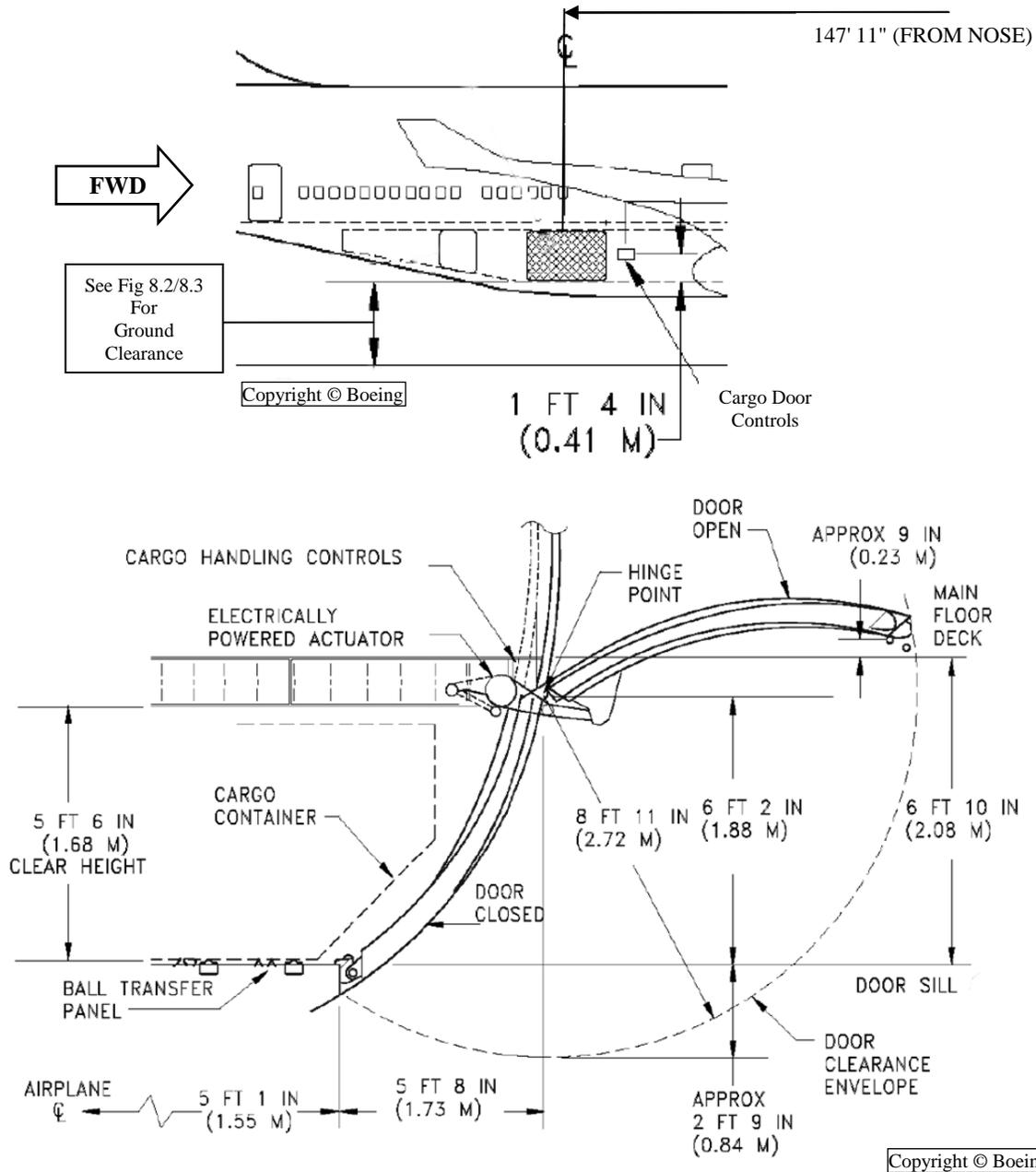
**Figure 8.9. Forward Compartment Cargo Configurations B747-400ER.**



**8.2.3. AFT COMPARTMENT.**

**8.2.3.1. Door.**

**Figure 8.10. Aft Compartment Door B747-400/-400ER.**



CONTAINER CARGO DOOR - VIEW LOOKING FORWARD

**8.2.3.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

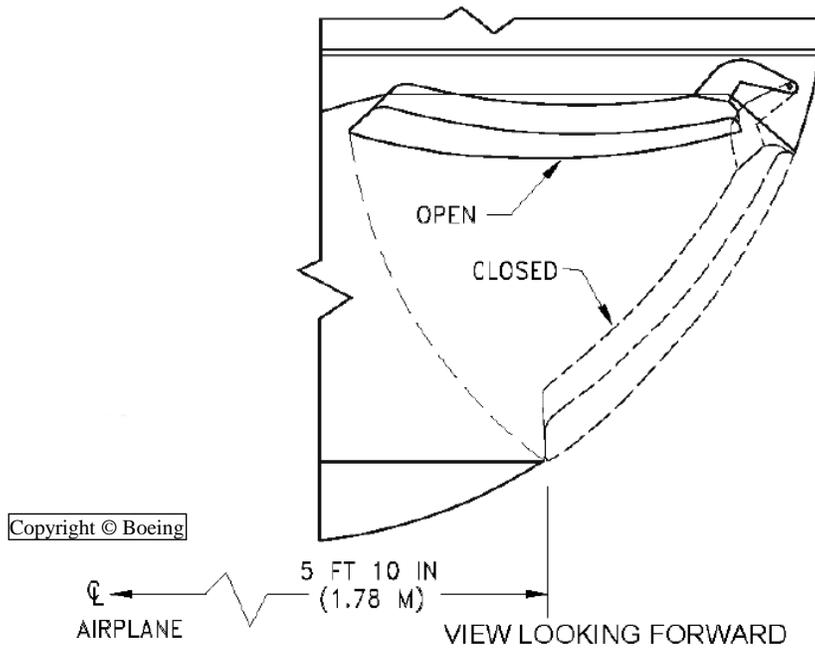
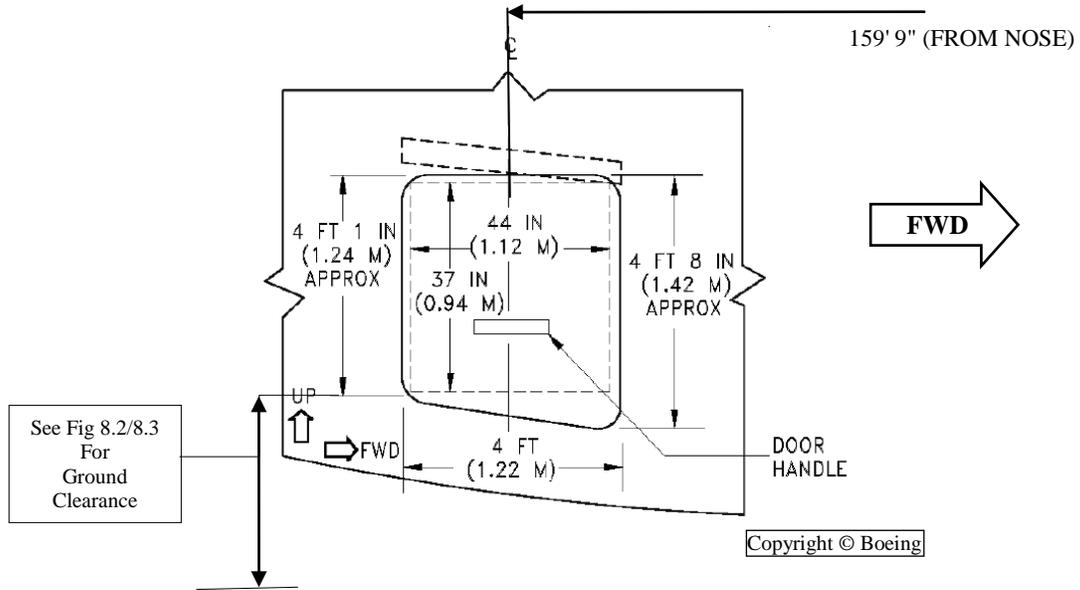
**8.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

**8.2.4. BULK COMPARTMENT.**

**8.2.4.1. Door.**

**Figure 8.11. Bulk Compartment Door B747-400/-400ER.**



**8.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

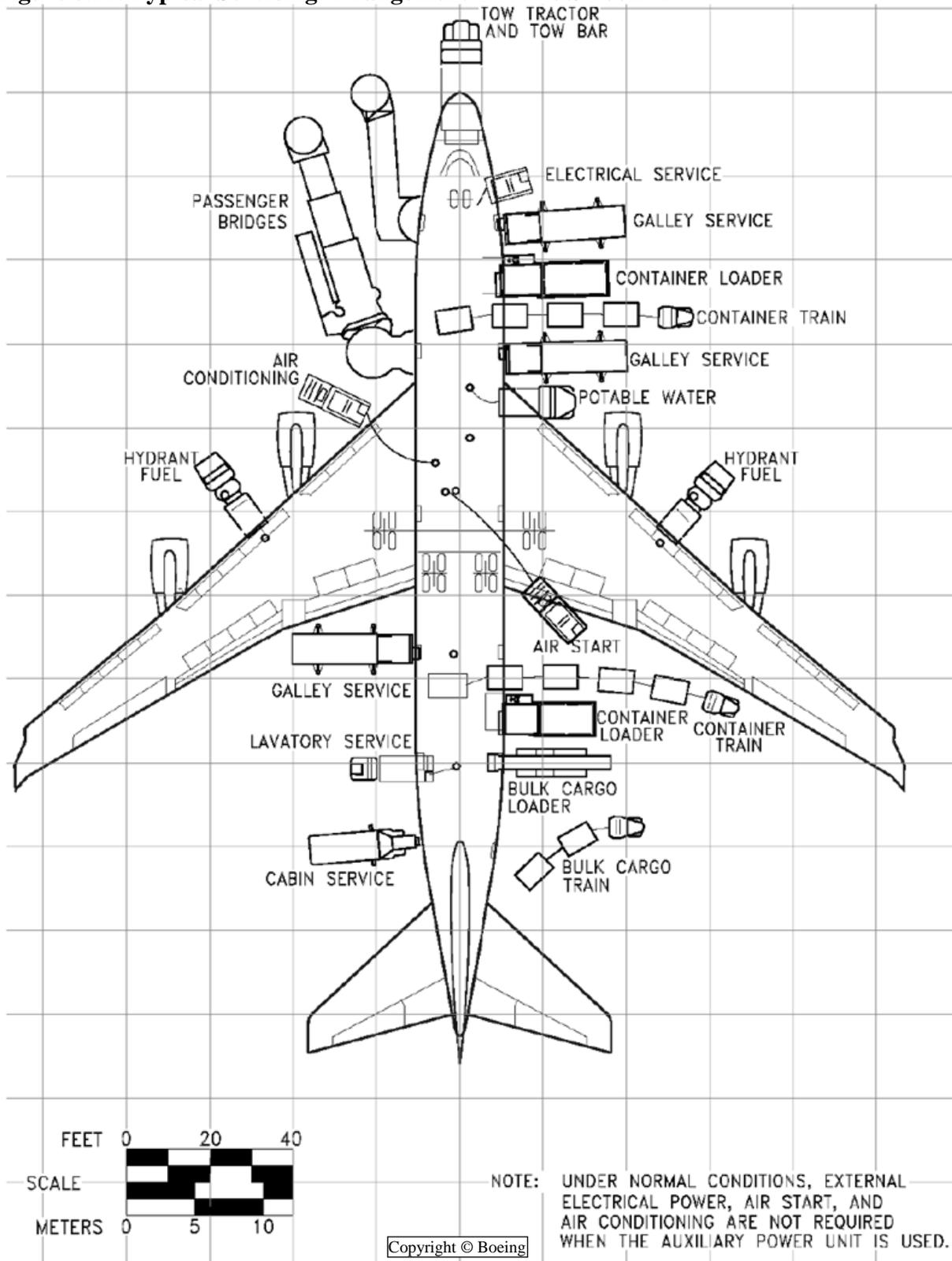
**8.2.4.3. Pallets.**

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

8.3. SERVICING DIAGRAMS.

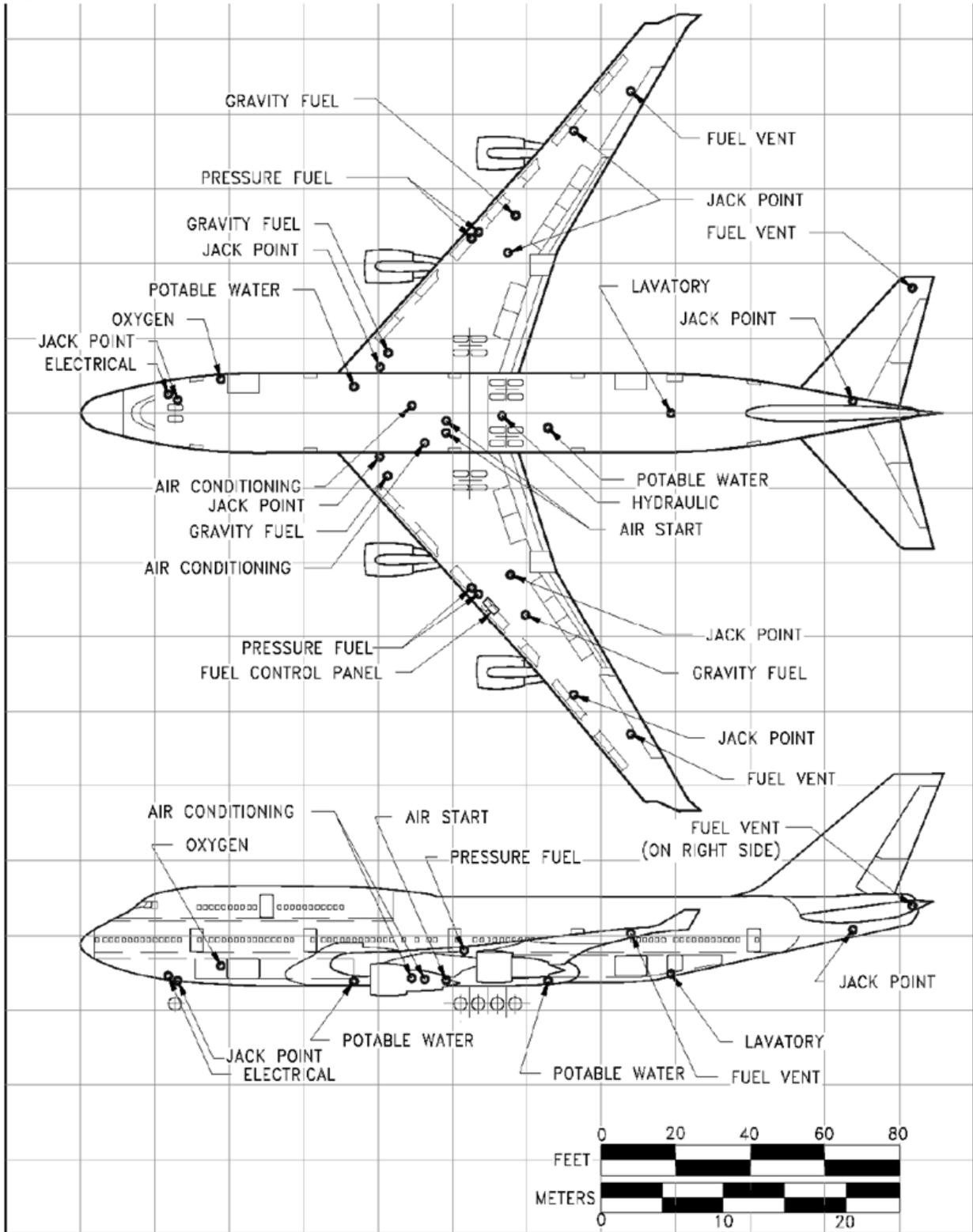
8.3.1. Servicing.

Figure 8.12. Typical Servicing Arrangement B747-400/-400ER.



8.3.2. Ground Connections.

Figure 8.13. Ground Service Connections B747-400/-400ER.

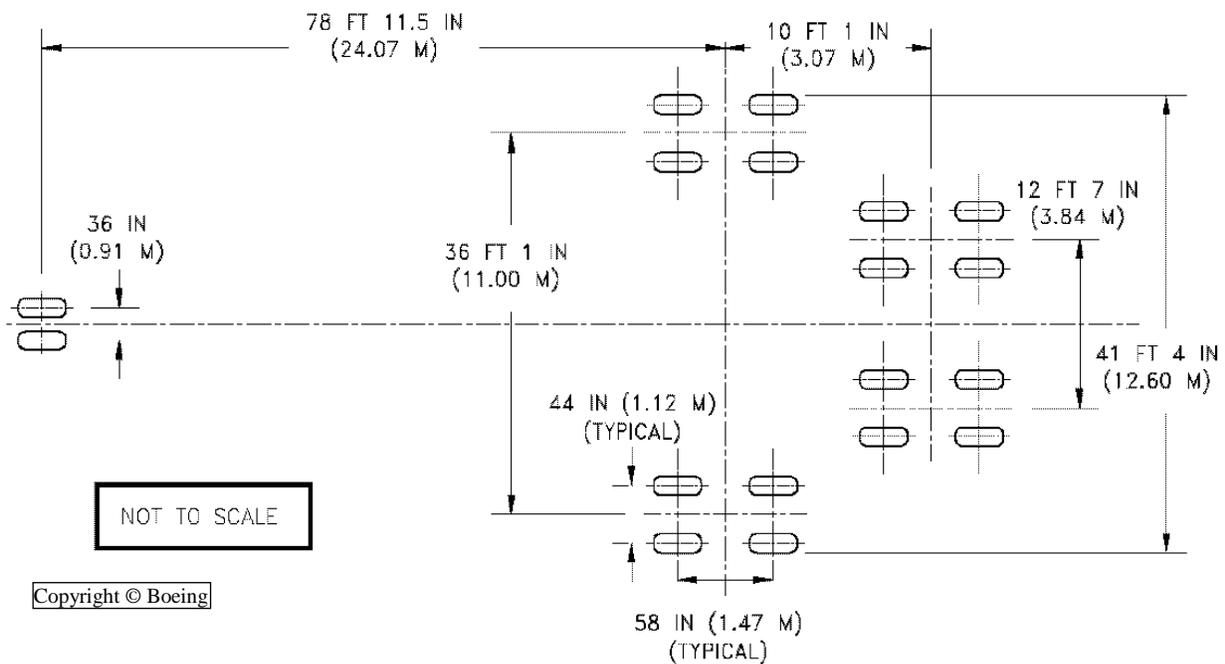


8.4. AIRFIELD SUITABILITY.

8.4.1. Landing Gear Footprint.

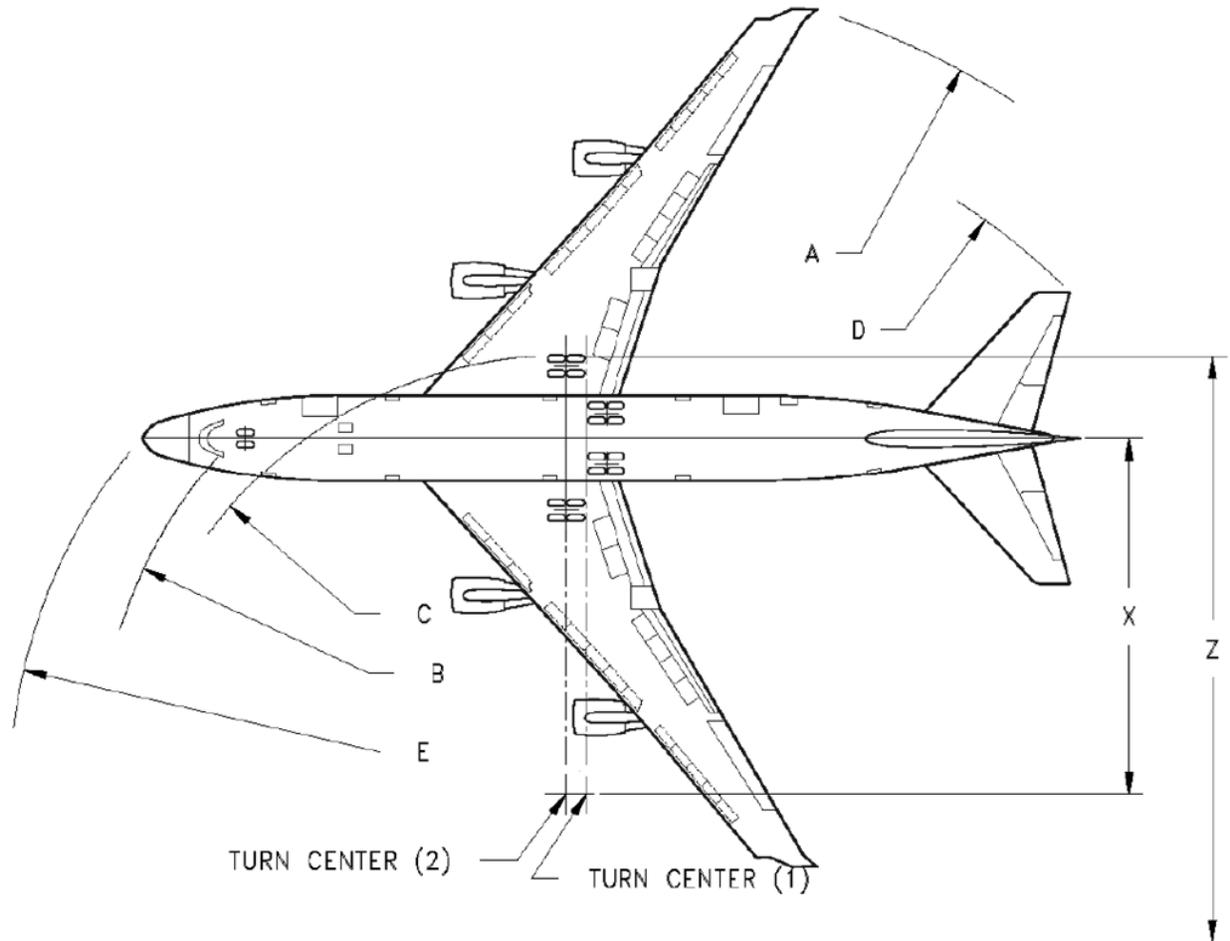
Figure 8.14. Landing Gear Footprint B747-400/-400ER.

Model	B747-400			B747-400ER
Max Taxi Wt.	803,000 lb (364,235 kg)	836,000 to 853,000 lb (379,204 to 386,915 kg)	873,000 to 877,000 lb (395,987 to 397,801 kg)	913,000 lb (414,130 kg)
Nose Gear Tire Size	49 x 17, 32 PR Option 1: 49 x 19.0-20, 32 or 34 PR Option 2: H49 x 19.0-22, 32 PR			50 x 20.0 R22 34 PR
Nose Gear Tire Press.	200 psi (14.06 kg/cm <sup>2</sup> ) Option 1: 185 psi (13.01 kg/cm <sup>2</sup> ) Option 2: 175 psi (12.3 kg/cm <sup>2</sup> )			190 psi (13.36 kg/cm <sup>2</sup> )
Main Gear Tire Size	H49 x 19.0-22 32 PR			50 x 20.0 R 34 PR
Main Gear Tire Press. (Loaded)	190 psi (13.36 kg/cm <sup>2</sup> )	195 psi (13.71 kg/cm <sup>2</sup> )	200 psi (14.06 kg/cm <sup>2</sup> )	230 psi (16.17 kg/cm <sup>2</sup> )



**8.4.2. Minimum Turning Radii.**

**Figure 8.15. Minimum Turning Radii B747-400/-400ER.**



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X Turn Radius (ft)	Radius (ft)										Z Min width for 180° turn	
	A Wing Tip		B Nose Gear		C Wing Gear		D Tail Tip		E Nose			
	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
40	157	159	96	91	61	61	142	146	117	112	156	152
60	176	177	106	102	81	81	154	158	125	120	187	183
80	195	196	119	115	101	101	167	171	136	132	219	216
100	214	215	133	130	121	121	182	185	148	145	254	251
120	233	234	149	146	141	141	197	200	162	159	290	287
140	253	254	166	163	161	161	213	216	178	175	327	324
160	272	273	183	181	181	181	230	233	194	191	364	362
(1) Body gear steering inoperative						(2) With body gear steering						

**8.4.3. Parking Footprint.**

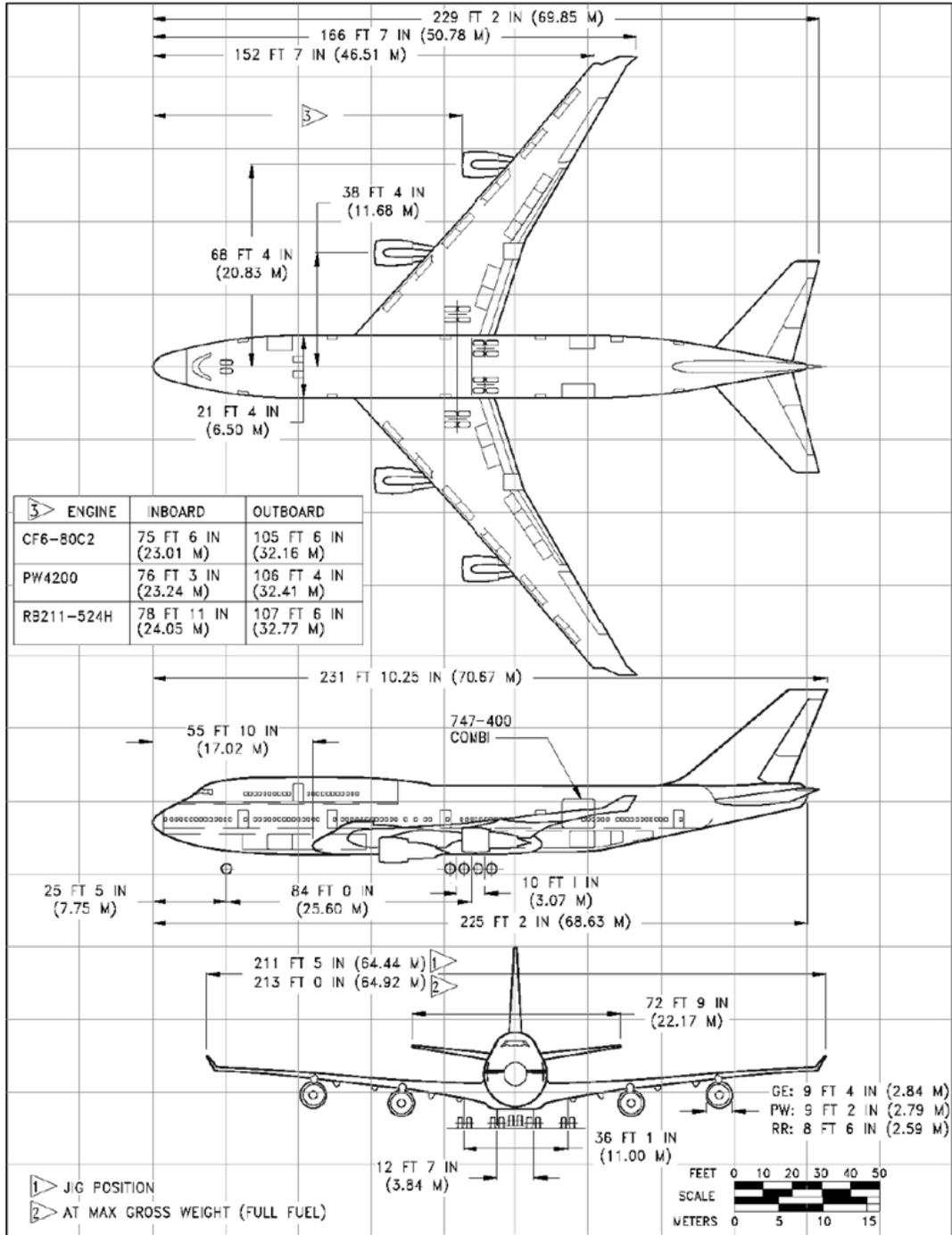
No manufacturer diagrams available.

### Chapter 9 B747-400 Combi

#### 9.1. DIMENSIONS.

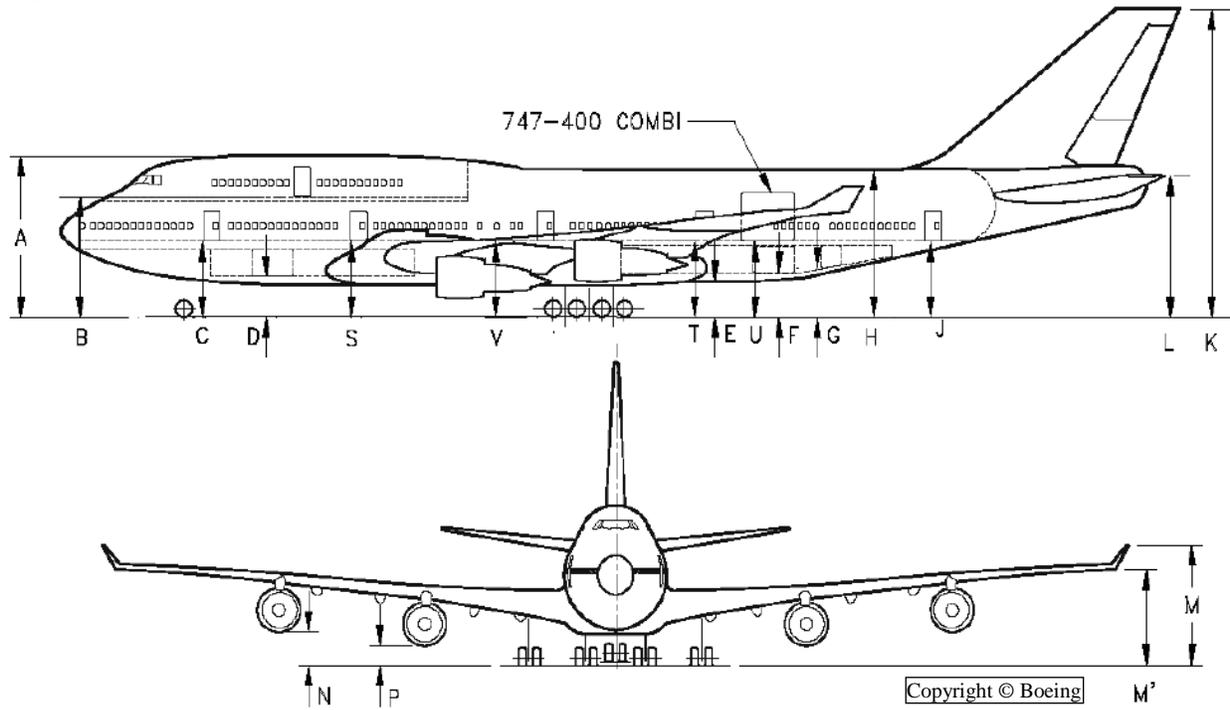
##### 9.1.1. General Dimensions.

Figure 9.1. General Dimensions B747-400 Combi.



9.1.2. Ground Clearance.

Figure 9.2. Ground Clearance B747-400 Combi.



Vertical Clearances			
DOOR		Min	Max
	A	32' 1"	33' 6"
	B	24' 8"	25' 11"
Pax/Crew	C	15' 6"	16' 11"
FWD	D	8' 10"	10' 2"
	E	6' 10"	7' 11"
AFT	F	9' 3"	10' 5"
BULK	G	9' 10"	11' 2"
	H	29' 7"	31' 4"
	J	15' 9"	17' 5"
	K	61' 7"	64' 0"
	L	27' 6"	29' 9"
	M	22' 0"	24' 0"
	M'	16' 9"	18' 9"
	N	4' 4"	5' 10"
	P	2' 3"	3' 0"
	S	15' 9"	16' 10"
	T	16' 0"	17' 0"
MAIN	U	16' 0"	17' 3"
	V	15' 11"	16' 9"

**9.2. COMPARTMENT CONFIGURATIONS.**

**9.2.1. MAIN/PASSENGER COMPARTMENT.**

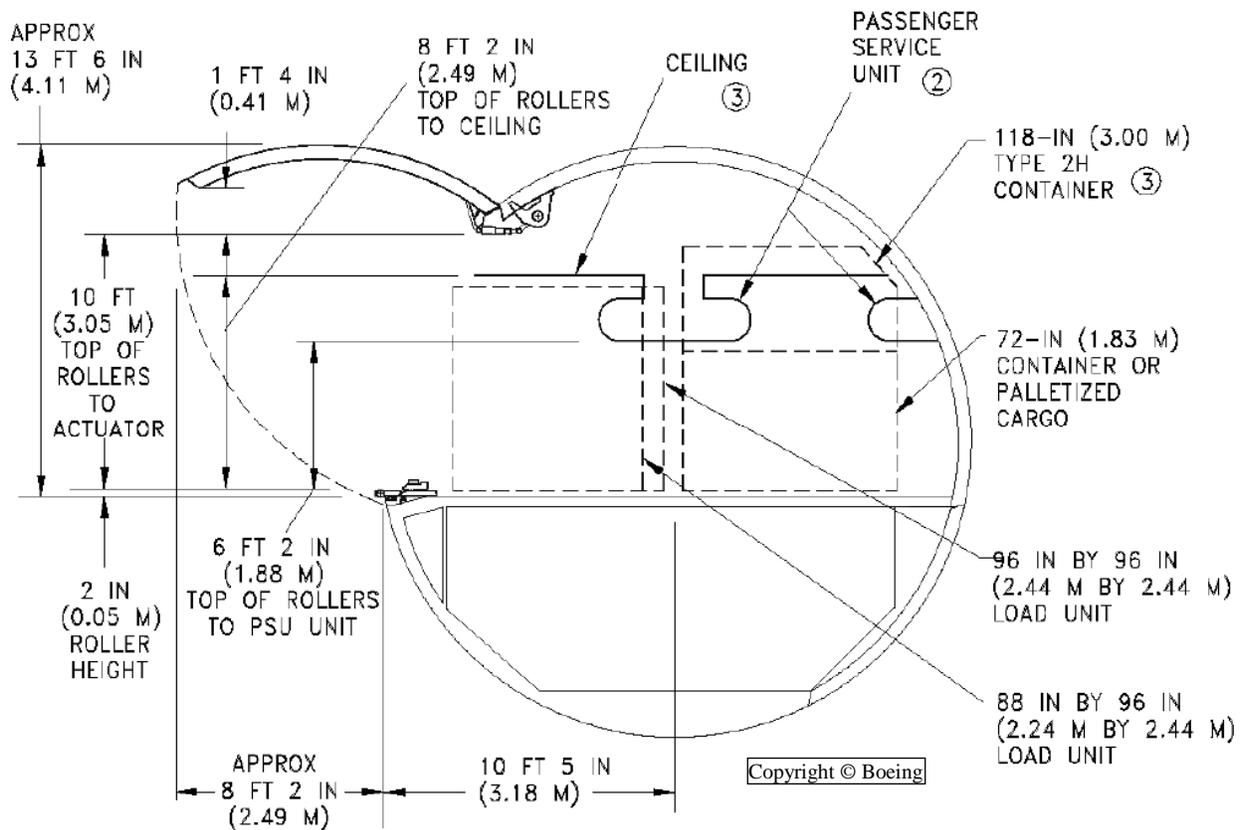
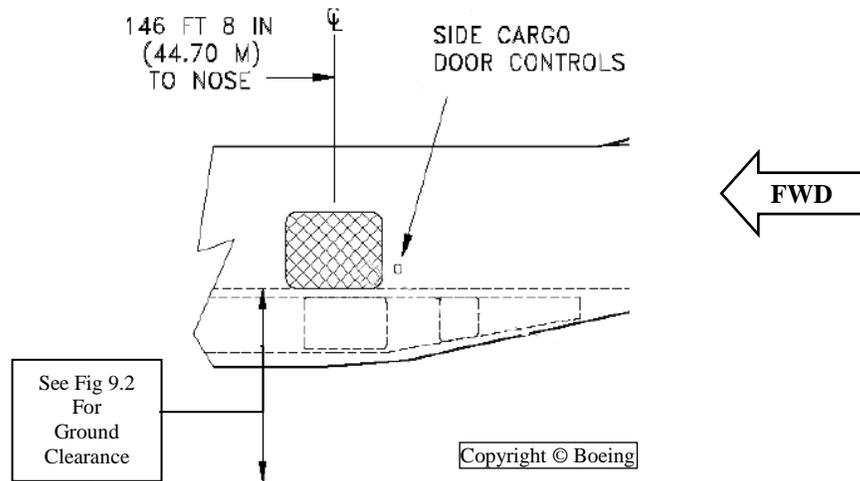
**9.2.1.1. Pax/Crew Door.**

Same as for B747-400. See: [Figure 8.4. Pax/Crew Door B747-400/-400ER.](#)

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

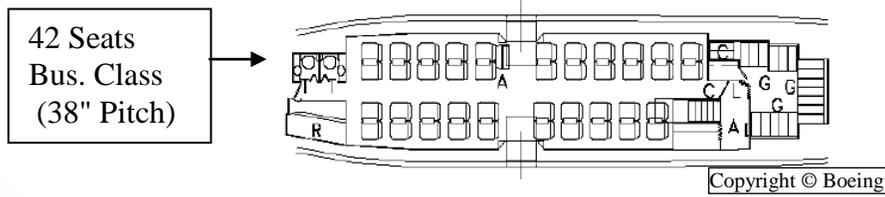
**9.2.1.2. Main Door.**

**Figure 9.3. Main Compartment Door B747-400 Combi.**

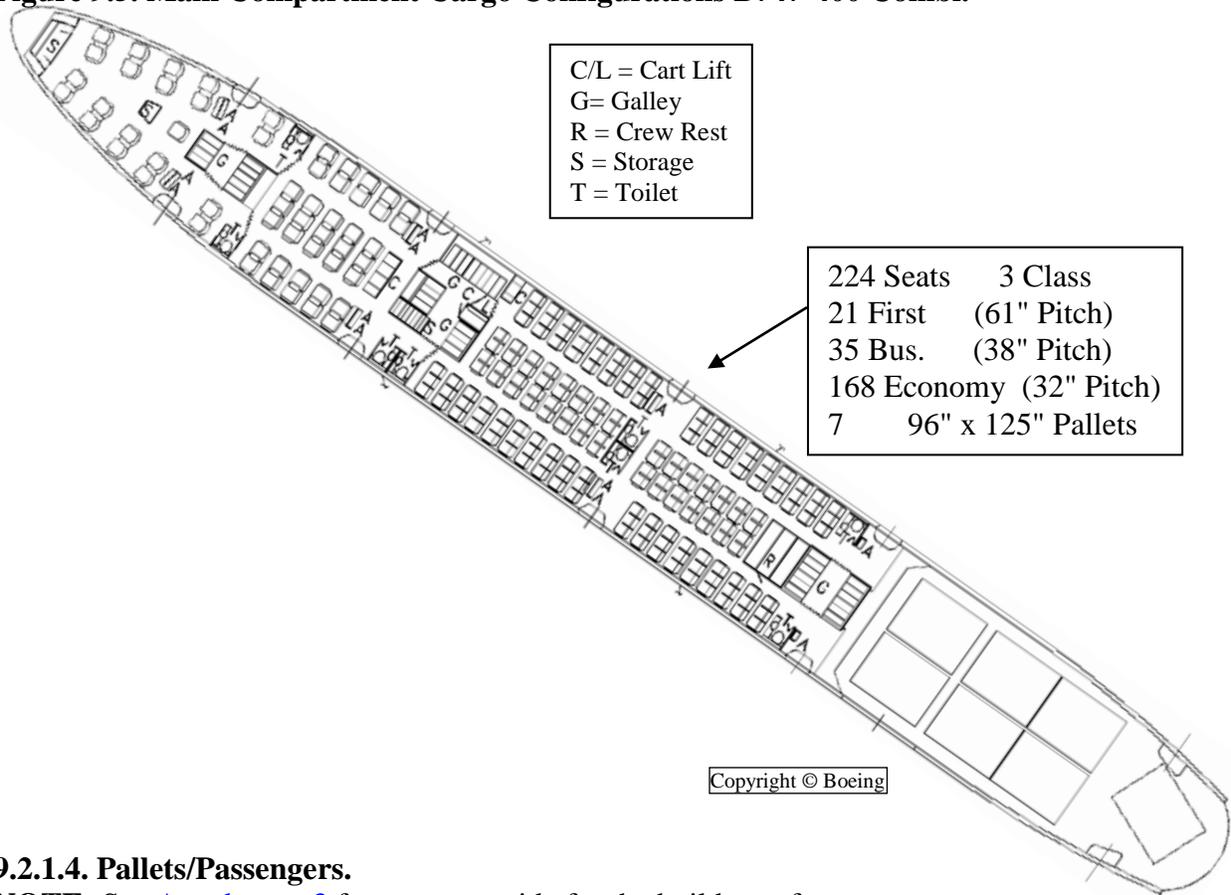


**9.2.1.3. Compartment Dimensions.**

**Figure 9.4. Typical Upper Deck Passenger Configurations B747-400 Combi.**



**Figure 9.5. Main Compartment Cargo Configurations B747-400 Combi.**



**9.2.1.4. Pallets/Passengers.**

**NOTE:** See [Attachment 3](#) for contour guide for the build-up of cargo.

**For All-Passenger Configuration:**

Upper Deck: see [Fig. 9.3. Typical Upper Deck Pax Config's B747-400 Combi.](#)

Main Compartment is the same as for B747-400.

See: [Figure 8.7. Typical Main Deck Passenger Configurations B747-400/-400ER.](#)

**For All-Cargo Configuration:**

Not available on B747-200B Combi

**For Combi Configuration:**

Upper Deck: see [Fig. 9.3. Typical Upper Deck Pax Config's B747-400 Combi.](#)

Main Compartment: see [Fig. 9.4. Main Compt Cargo Config's B747-400 Combi.](#)

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

Same as for B747-400. See: [Fig. 8.8. Forward Compt Door B747-400/-400ER.](#)

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

**9.2.2.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

**9.2.2.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

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

Same as for B747-400. See: [Figure 8.10. Aft Compt Door B747-400/-400ER.](#)

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

**9.2.3.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

**9.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

**9.2.4. BULK COMPARTMENT.****9.2.4.1. Door.**

Same as for B747-400. See: [Fig. 8.11. Bulk Compt Door B747-400/-400ER.](#)

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

**9.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

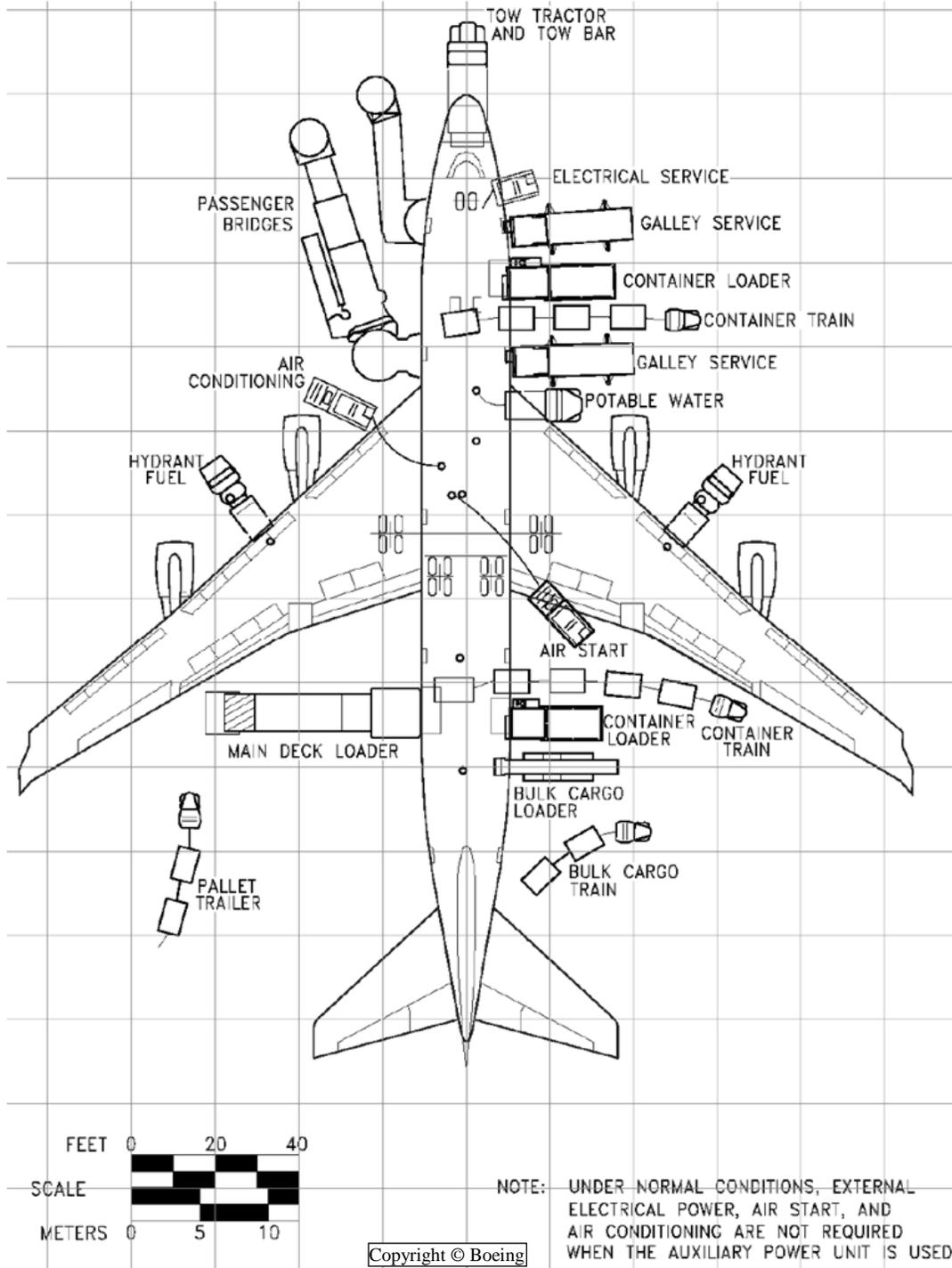
**9.2.4.3. Pallets.**

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

### 9.3. SERVICING DIAGRAMS.

#### 9.3.1. Servicing.

Figure 9.6. Typical Servicing Arrangement B747-400 Combi.



#### 9.3.2. Ground Connections.

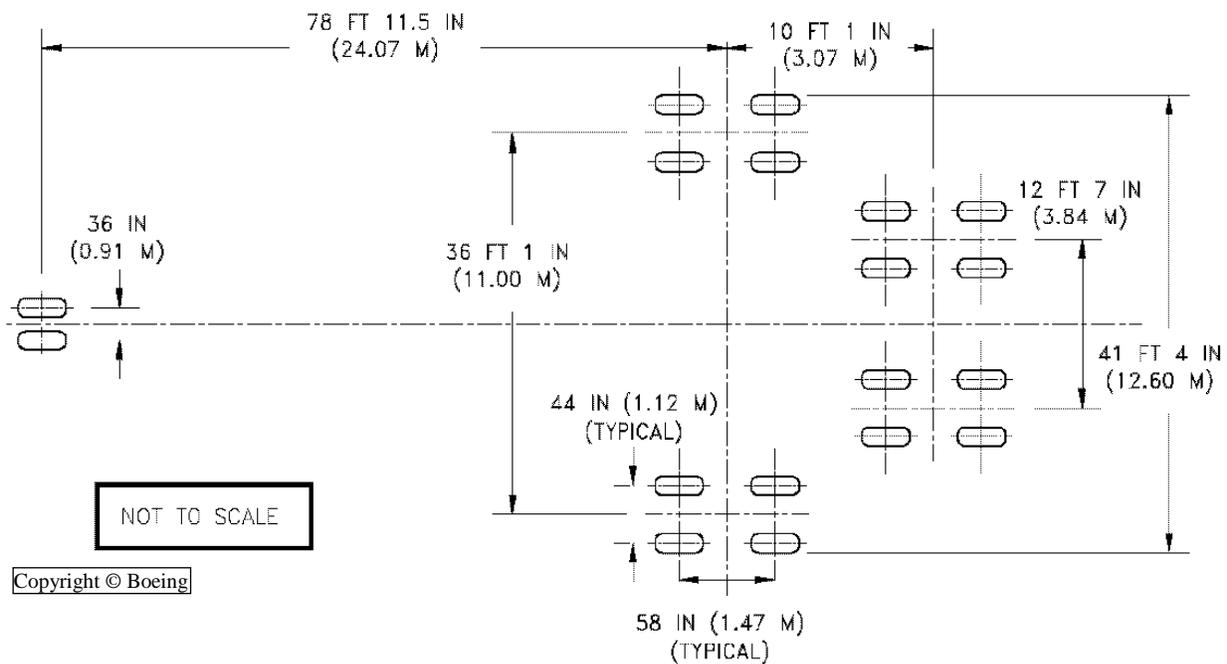
Same as for B747-400. See: [Figure 8.13. Ground Service Connections B747-400/-400ER.](#)

**9.4. AIRFIELD SUITABILITY.**

**9.4.1. Landing Gear Footprint.**

**Figure 9.7. Landing Gear Footprint B747-400 Combi.**

Max Taxi Wt.	803,000 lb (364,235 kg)	836,000 to 853,000 lb (379,204 to 386,915 kg)	873,000 to 877,000 lb (395,987 to 397,801 kg)
Nose Gear Tire Size	49 x 17, 32 PR Option 1: 49 x 19.0-20, 32 or 34 PR Option 2: H49 x 19.0-22, 32 PR		
Nose Gear Tire Press.	200 psi (14.06 kg/cm <sup>2</sup> ) Option 1: 185 psi (13.01 kg/cm <sup>2</sup> ) Option 2: 175 psi (12.3 kg/cm <sup>2</sup> )		
Main Gear Tire Size	H49 x 19.0-22 32 PR		
Main Gear Tire Press. (Loaded)	190 psi (13.36 kg/cm <sup>2</sup> )	195 psi (13.71 kg/cm <sup>2</sup> )	200 psi (14.06 kg/cm <sup>2</sup> )



**9.4.2. Minimum Turning Radii.**

Same as for B747-400. See: [Fig. 8.15. Minimum Turning Radii B747-400/-400ER.](#)

**9.4.3. Parking Footprint.**

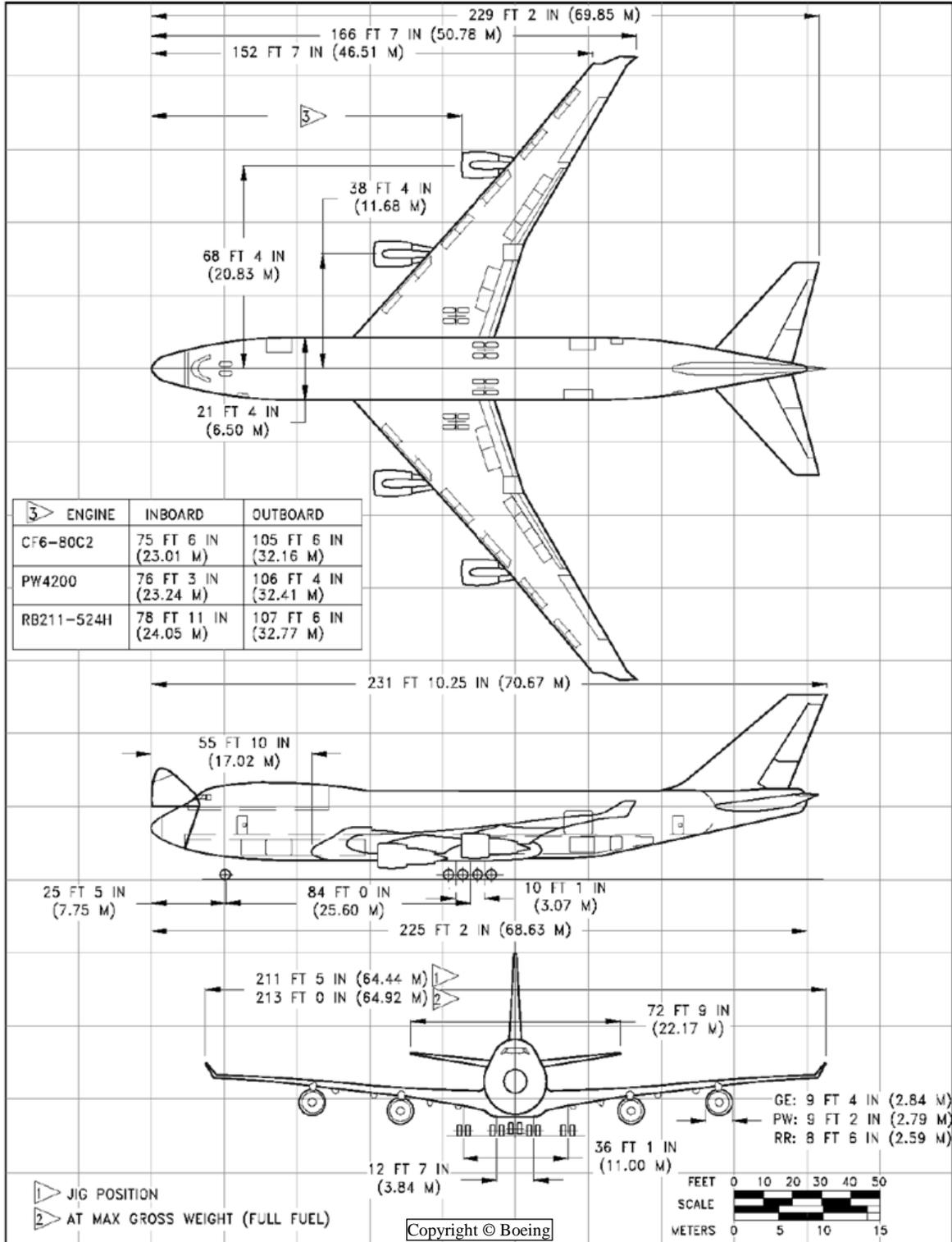
No manufacturer diagrams available.

**Chapter 10**  
**B747-400F (also B747-400ERF)**

**10.1. DIMENSIONS.**

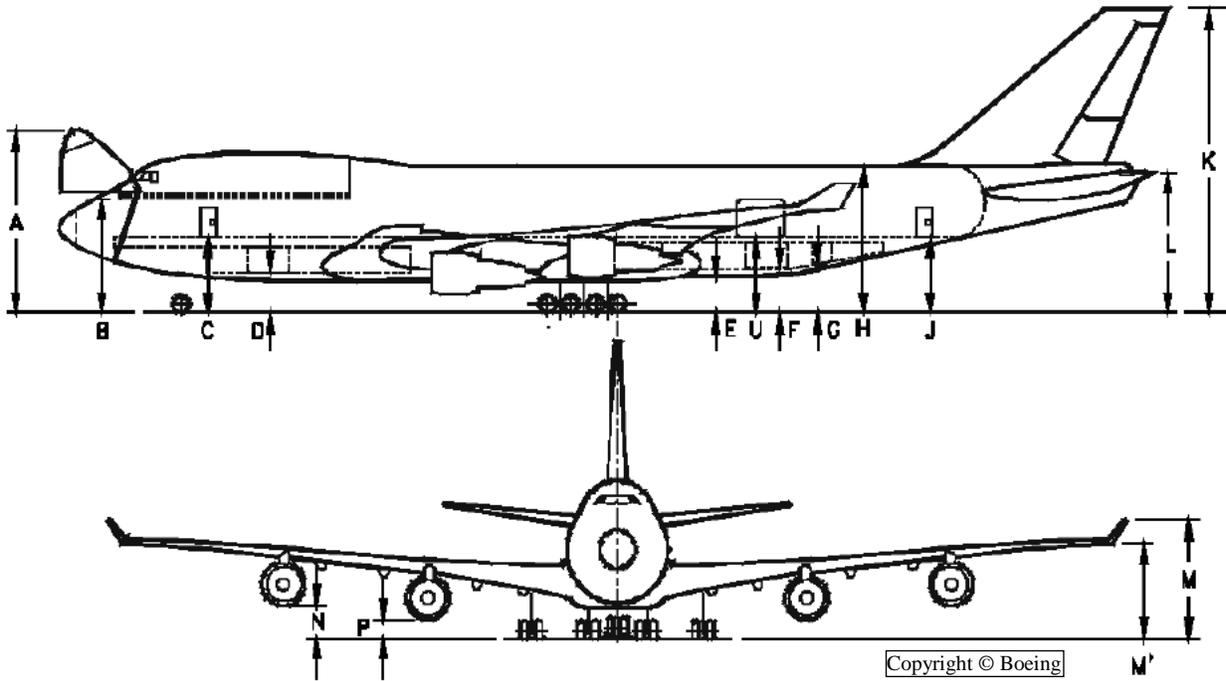
**10.1.1. General Dimensions.**

**Figure 10.1. General Dimensions B747-400F/-400ERF.**



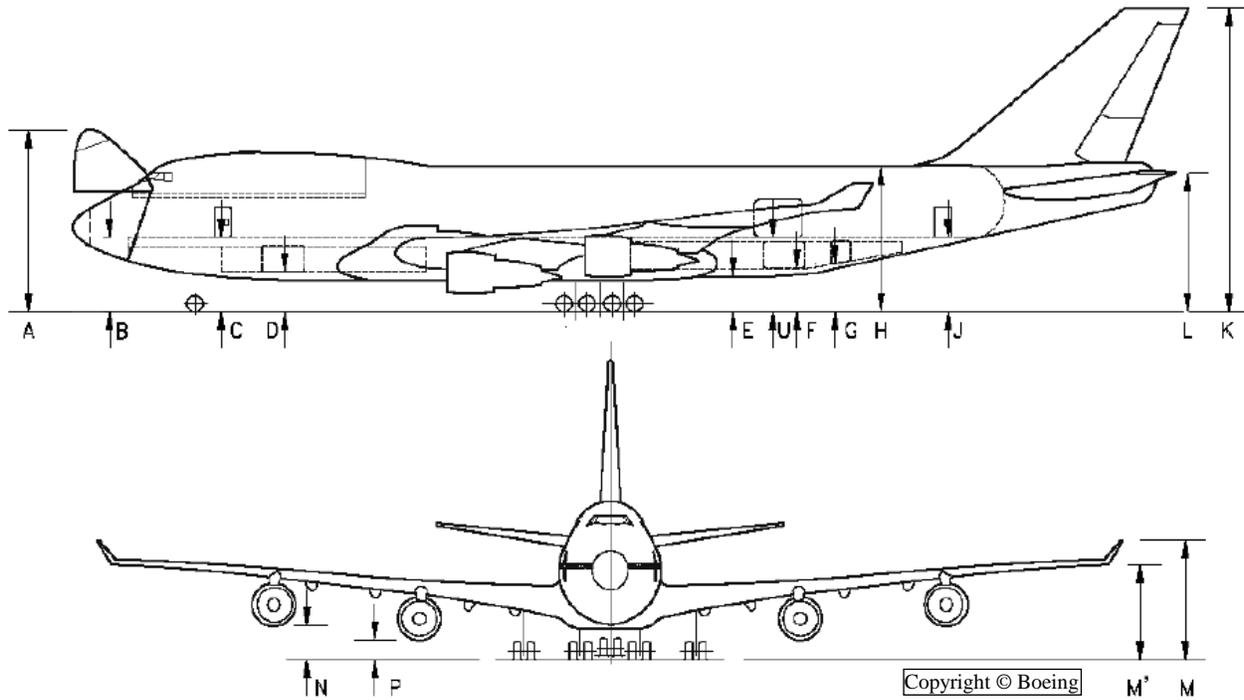
10.1.2. Ground Clearance.

Figure 10.2. Ground Clearance B747-400F.



Vertical Clearances			
DOOR		Min	Max
	A	38' 1"	40' 1"
	B	24' 9"	25' 2"
NOSE & Pax/Crew	C	15' 6"	17' 0"
FWD	D	8' 10"	10' 3"
	E	6' 10"	7' 11"
AFT	F	9' 1"	10' 6"
BULK	G	9' 9"	11' 3"
	H	29' 6"	31' 4"
	J	15' 8"	17' 7"
	K	61' 7"	64' 1"
	L	27' 5"	29' 11"
	M	22' 0"	24' 0"
	M'	16' 9"	18' 9"
	N	4' 4"	5' 10"
	P	2' 3"	3' 0"
	S	15' 9"	16' 10"
	T	16' 0"	17' 0"
MAIN	U	16' 0"	17' 3"

Figure 10.3. Ground Clearance B747-400ERF.



Vertical Clearances			
DOOR		Min	Max
	A	38' 2"	40' 2"
	B	15' 6"	17' 2"
NOSE & Pax/Crew	C	15' 7"	17' 8"
FWD	D	9' 0"	10' 9"
	E	7' 1"	8' 1"
AFT	F	9' 6"	10' 7"
BULK	G	10' 2"	11' 4"
	H	27' 9"	31' 7"
	J	16' 3"	17' 8"
	K	61' 11"	64' 1"
	L	27' 9"	29' 11"
	M	22' 0"	24' 0"
	M'	16' 9"	18' 9"
(PW engine)	N	4' 7"	5' 10"
(GE engine)	N	4' 7"	5' 11"
(RR engine)	N	4' 4"	5' 7"
(PW engine)	P	2' 4"	3' 0"
(GE engine)	P	2' 5"	3' 0"
(RR engine)	P	2' 4"	3' 0"
MAIN	U	16' 3"	17' 5"

**10.2. COMPARTMENT CONFIGURATIONS.**

**10.2.1. MAIN/PASSENGER COMPARTMENT.**

**10.2.1.1. Pax/Crew Door.**

Same as for B747-400. See: [Figure 8.4. Pax/Crew Door B747-400/-400ER.](#)

(Note: Refer to [Figure 10.2](#) / [Figure10.3](#) for Ground Clearance)

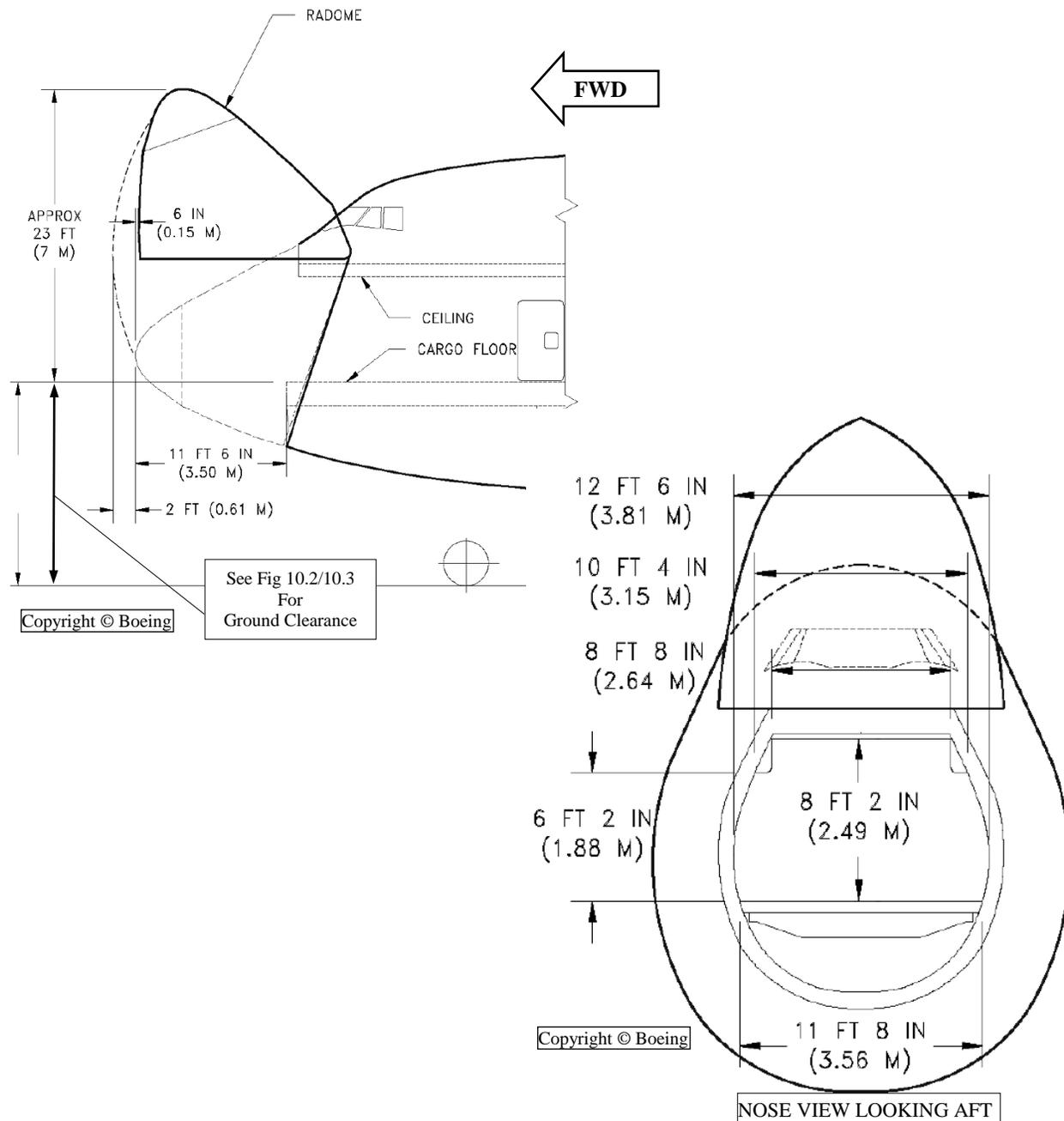
**10.2.1.2. Main Door (Optional).**

Same as B747-400 Combi. See: [Fig. 9.3. Main Compt Door B747-400 Combi.](#)

(Note: Refer to [Figure 10.2](#) / [Figure10.3](#) for Ground Clearance)

**11.2.1.2.1. Nose Main Door.**

**Figure 10.4. Nose Main Compartment Door B747-400F/-400ERF.**



10.2.1.3. Compartment Dimensions.

Figure 10.5. Optional Upper Deck Passenger Config. B747-400F/-400ERF.

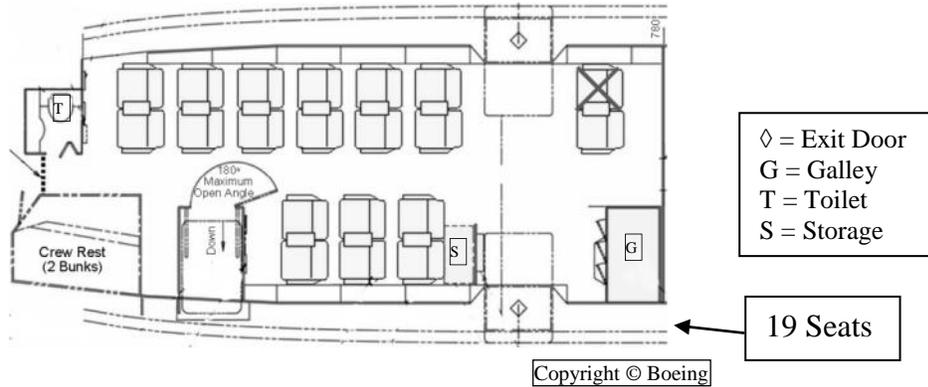
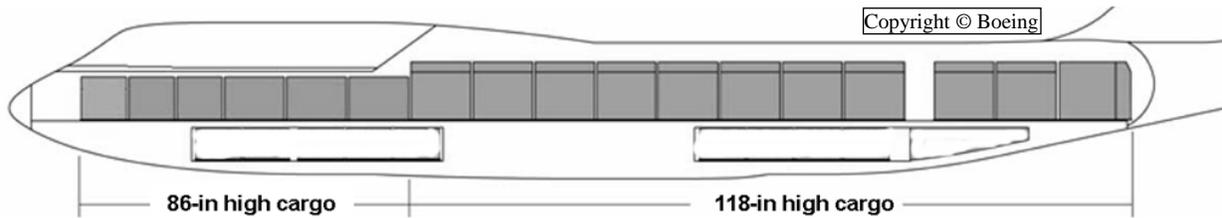


Figure 10.6. Main Compartment Dimensions B747-400F/-400ERF.

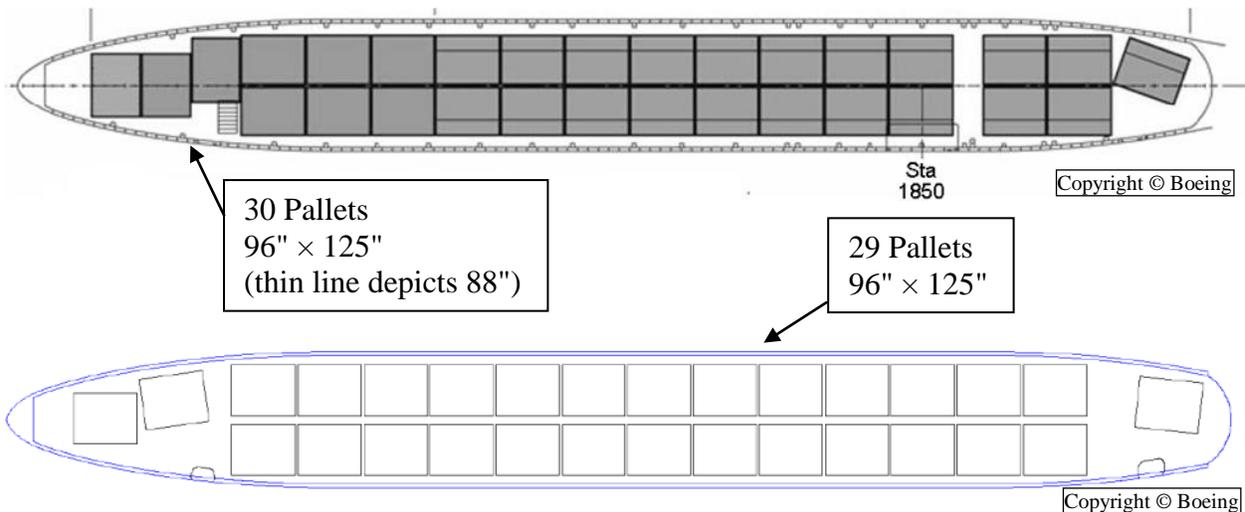


(Note: 118" height only available with contouring in from fuselage. See [Figure 9.3. Main Compartment Door B747-400 Combi](#) for cross-section.)

10.2.1.4. Pallets.

NOTE: See [Attach 1](#) for contour guide for the build-up of cargo w/ nose door.  
 NOTE: See [Attach 3](#) for contour guide for build-up of cargo w/ opt'l side door.

Figure 10.7. Main Compartment Cargo Configurations B747-400F/-400ERF.



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

Same as for B747-400. See: [Fig. 8.8. Forward Compt Door B747-400/-400ER.](#)

(Note: Refer to [Figure 10.2](#) / [Figure10.3](#) for Ground Clearance)

**10.2.2.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.7. Forward Compt Dimensions B747-200B.](#)

**10.2.2.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.8. Fwd Compt Cargo Config's B747-200B.](#)

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

Same as for B747-400. See: [Figure 8.10. Aft Compt Door B747-400/-400ER.](#)

(Note: Refer to [Figure 10.2](#) / [Figure10.3](#) for Ground Clearance)

**10.2.3.2. Compartment Dimensions.**

Same as for B747-200B. See: [Fig. 3.10. Aft Compt Dimensions B747-200B.](#)

**10.2.3.3. Pallets.**

Same as for B747-200B. See: [Fig. 3.11. Aft Compt Cargo Config's B747-200B.](#)

**10.2.4. BULK COMPARTMENT.****10.2.4.1. Door.**

Same as for B747-400. See: [Fig. 8.11. Bulk Compt Door B747-400/-400ER.](#)

(Note: Refer to [Figure 10.2](#) / [Figure10.3](#) for Ground Clearance)

**10.2.4.2. Compartment Dimensions.**

No manufacturer diagrams available.

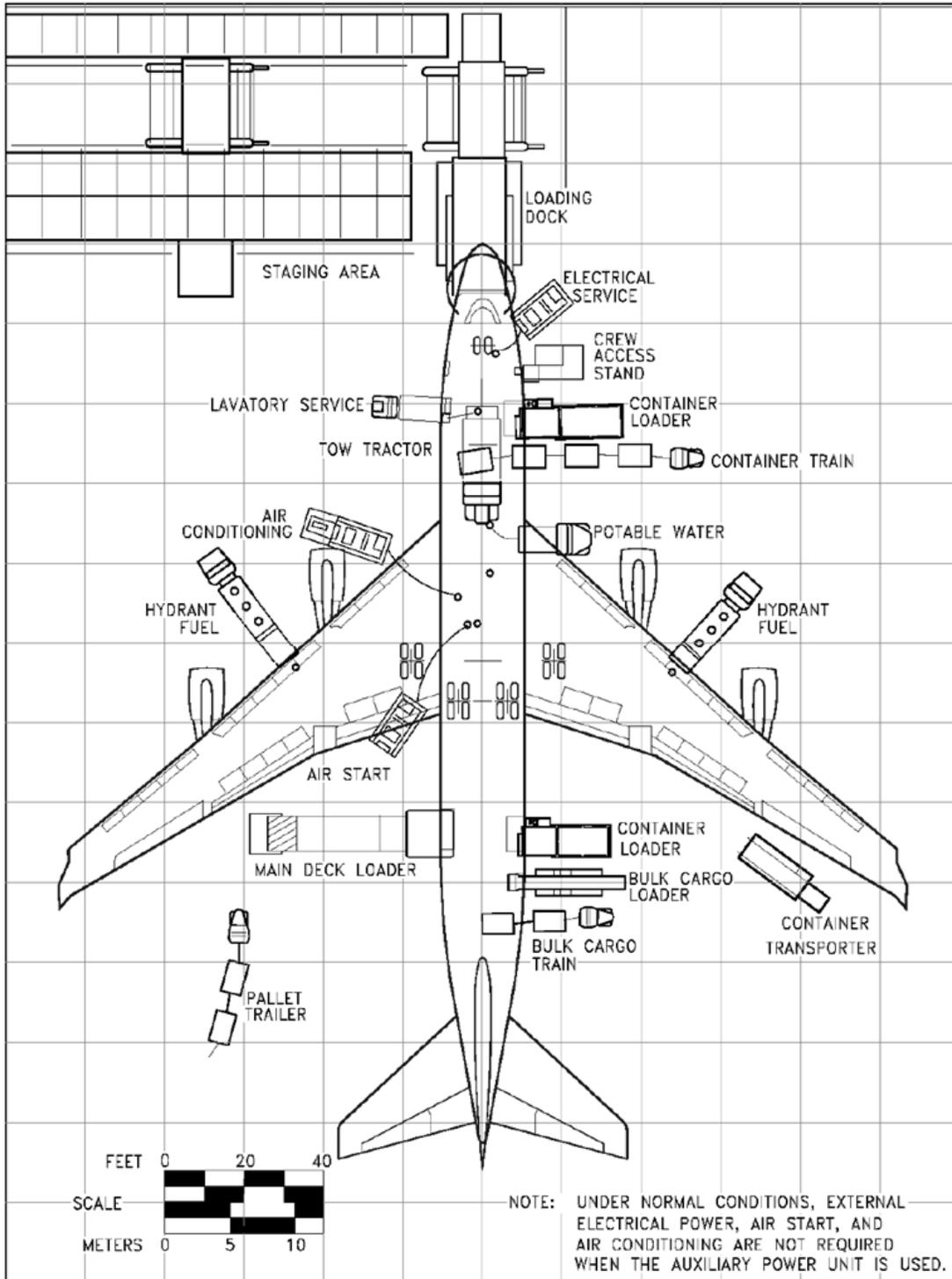
**10.2.4.3. Pallets.**

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

10.3. SERVICING DIAGRAMS.

10.3.1. Servicing.

Figure 10.8. Typical Servicing Arrangement B747-400F/-400ERF.



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10.3.2. Ground Connections.

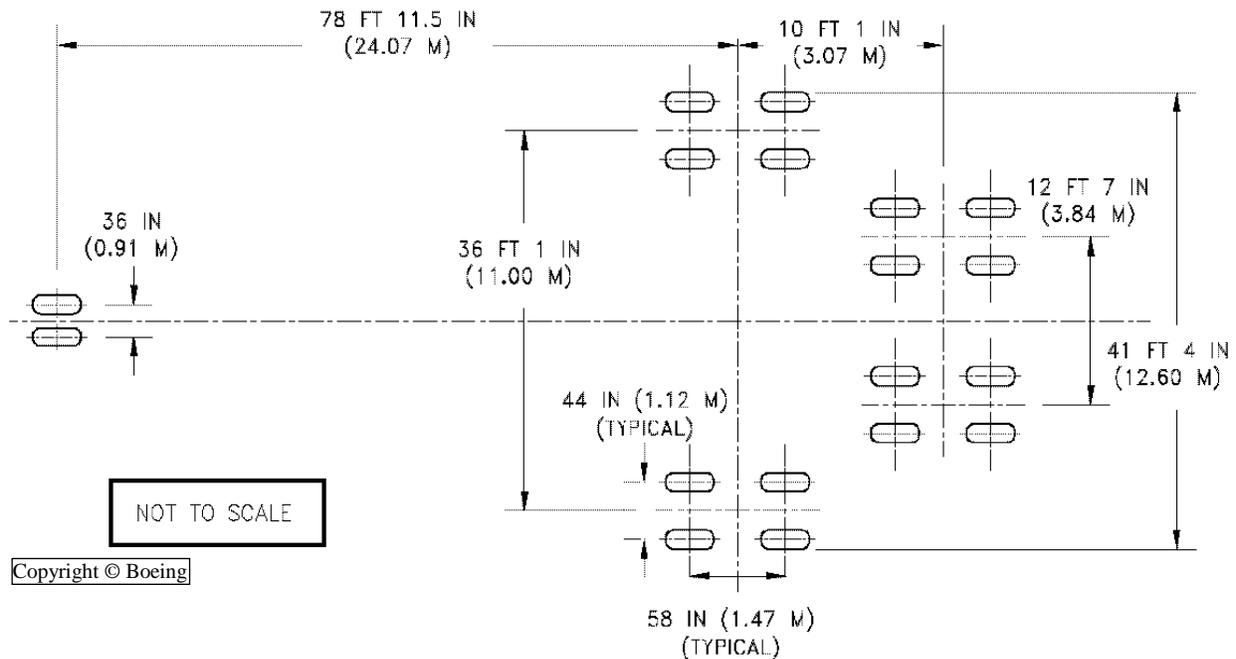
Same as for B747-400. See: [Figure 8.13. Ground Service Connections B747-400/-400ER.](#)

**10.4. AIRFIELD SUITABILITY.**

**10.4.1. Landing Gear Footprint.**

**Figure 10.9. Landing Gear Footprint B747-400F/-400ERF.**

Model	B747-400F			B747-400ERF
Max Taxi Wt.	803,000 lb (364,235 kg)	836,000 to 853,000 lb (379,204 to 386,915 kg)	873,000 to 877,000 lb (395,987 to 397,801 kg)	913,000 lb (414,130 kg)
Nose Gear Tire Size	H49 x 19.0-22 32 PR			50 x 20.0 R22 34 PR
Nose Gear Tire Press.	175 psi (12.3 kg/cm <sup>2</sup> )			190 psi (13.36 kg/cm <sup>2</sup> )
Main Gear Tire Size	H49 x 19.0-22 32 PR			50 x 20.0 R 34 PR
Main Gear Tire Press. (Loaded)	190 psi (13.36 kg/cm <sup>2</sup> )	195 psi (13.71 kg/cm <sup>2</sup> )	200 psi (14.06 kg/cm <sup>2</sup> )	230 psi (16.17 kg/cm <sup>2</sup> )



**10.4.2. Minimum Turning Radii.**

Same as for B747-400. See: [Fig. 8.15. Minimum Turning Radii B747-400/-400ER.](#)

**10.4.3. Parking Footprint.**

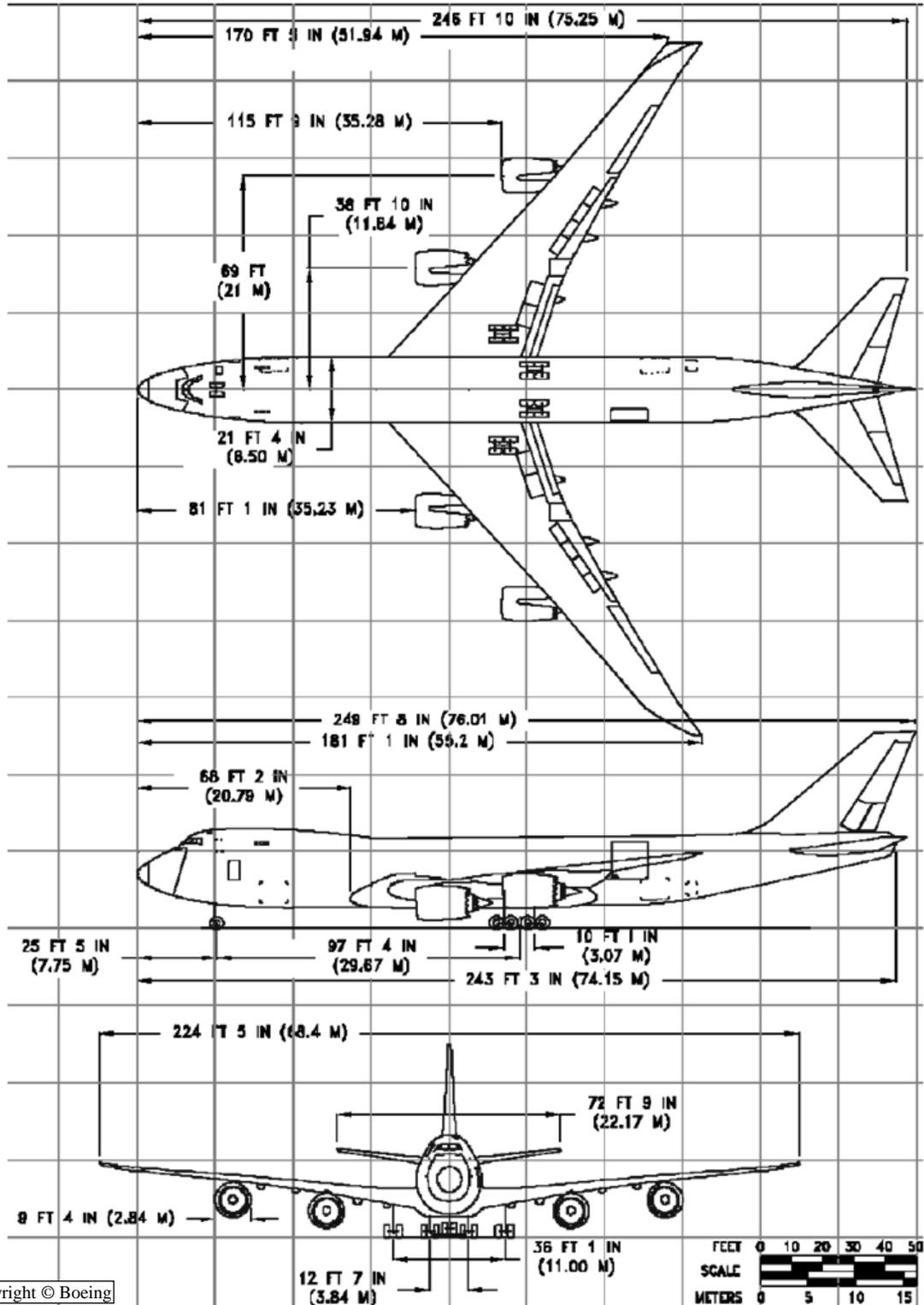
No manufacturer diagrams available.

### Chapter 11 B747-8F (Preliminary)

#### 11.1. DIMENSIONS.

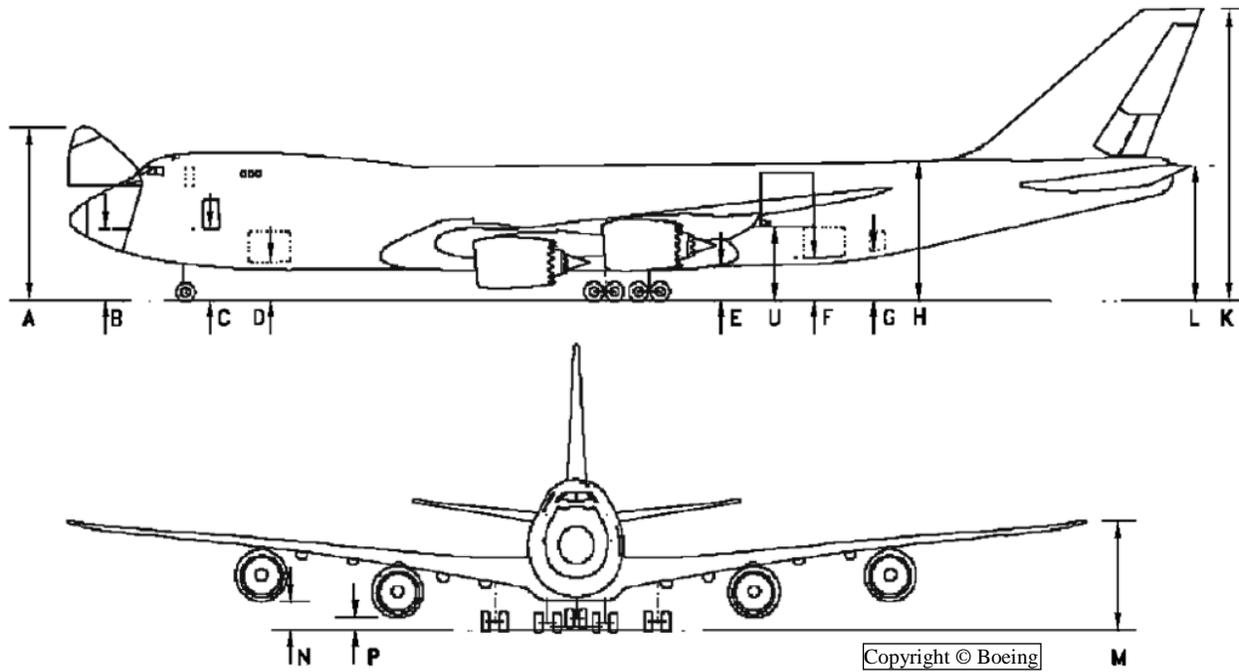
##### 11.1.1. General Dimensions.

Figure 11.1. General Dimensions B747-8F.



11.1.2. Ground Clearance.

Figure 11.2. Ground Clearance B747-8F.



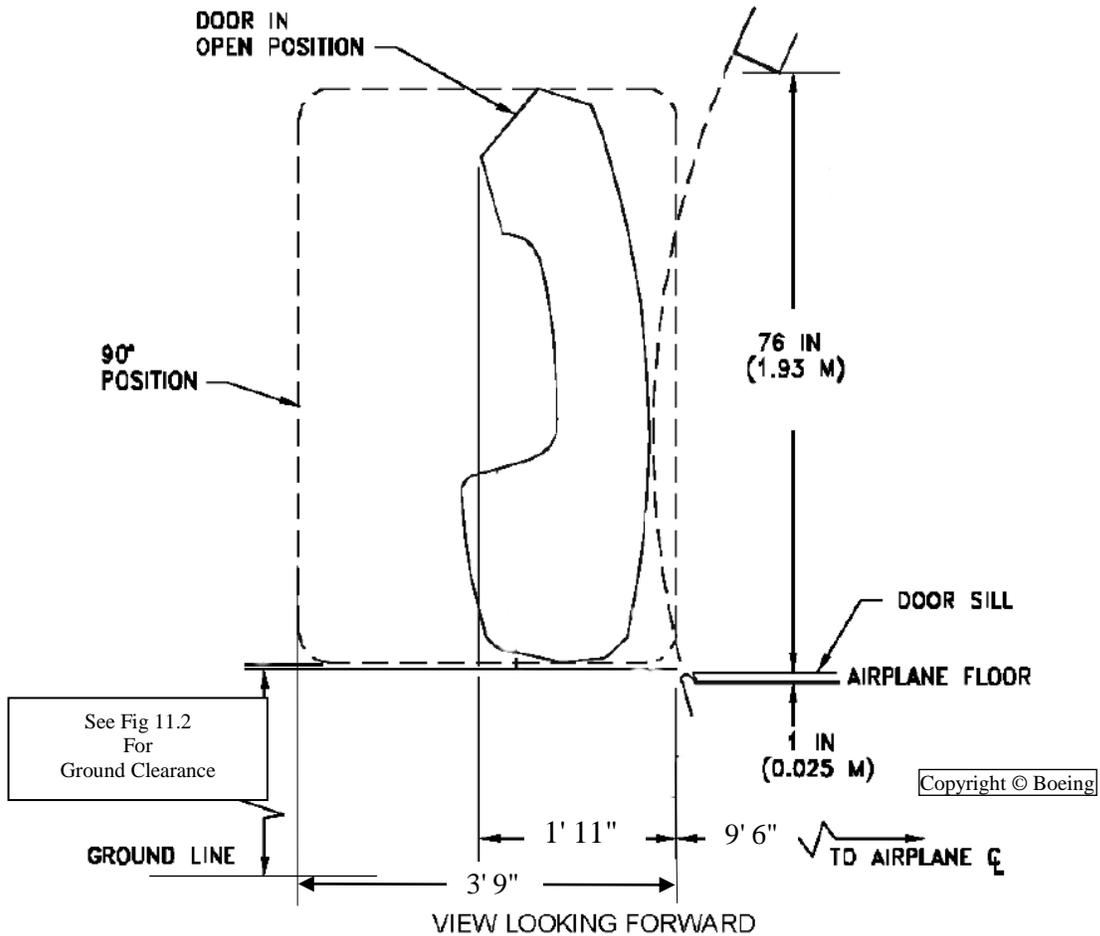
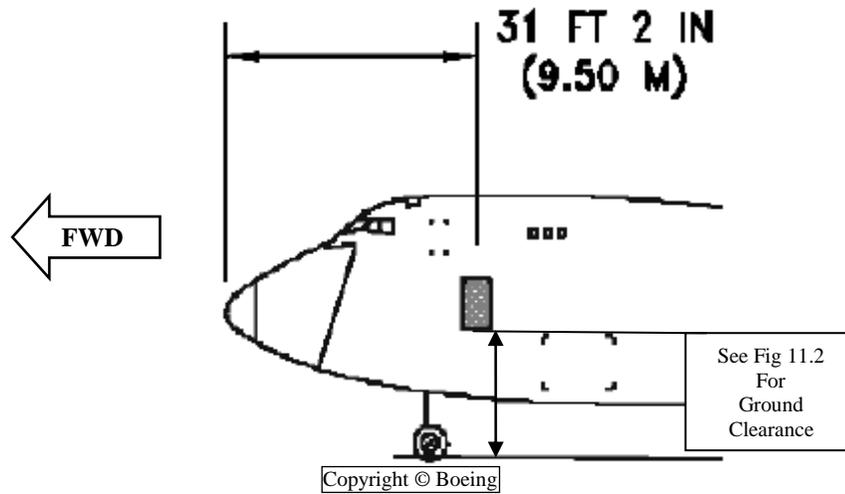
Vertical Clearances			
DOOR		Min	Max
	A	TBD	TBD
NOSE	B	15' 6"	17' 11"
Pax/Crew	C	15' 8"	17' 8"
FWD	D	9' 1"	10' 10"
	E	TBD	TBD
AFT	F	9' 1"	10' 9"
BULK	G	9' 7"	11' 4"
	H	TBD	TBD
	K	TBD	TBD
	L	TBD	TBD
	M	TBD	TBD
	N	TBD	TBD
	P	TBD	TBD
MAIN	U	16' 0"	17' 3"

11.2. COMPARTMENT CONFIGURATIONS.

11.2.1. MAIN/PASSENGER COMPARTMENT.

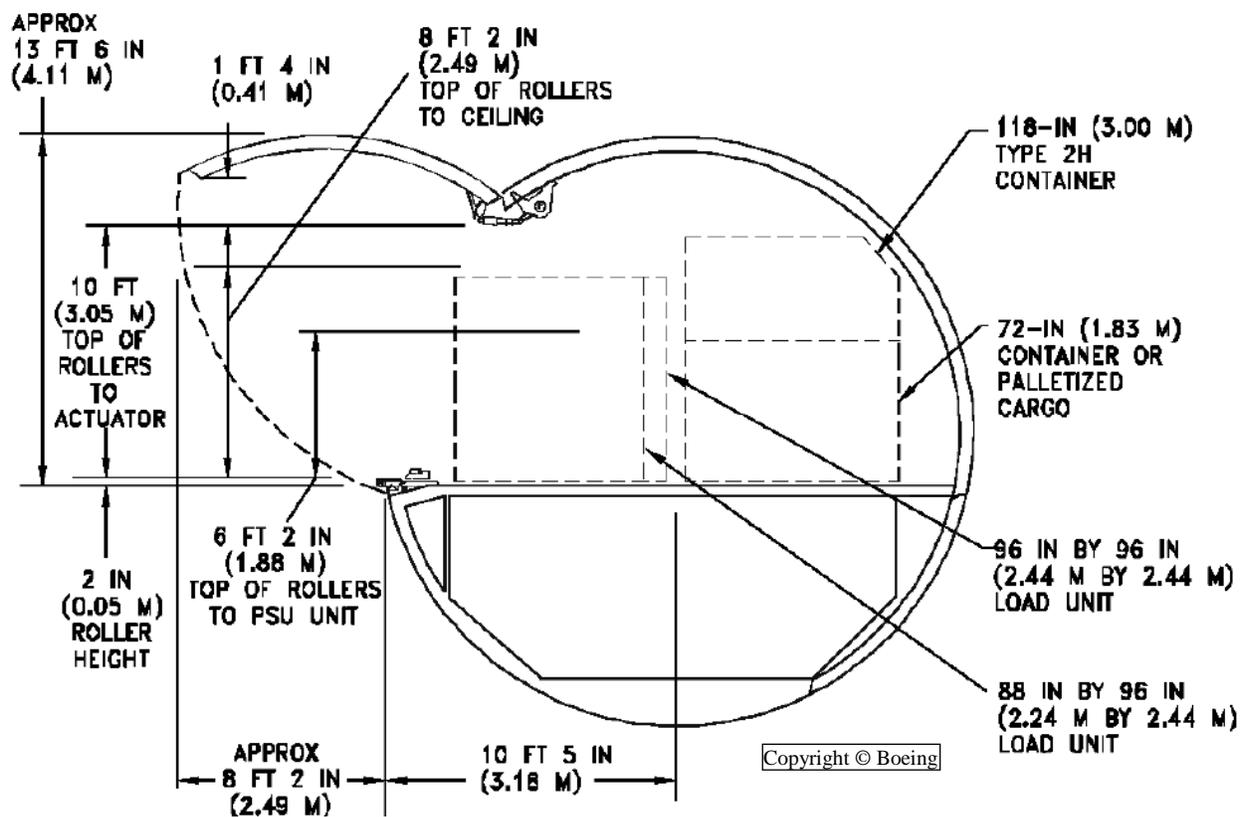
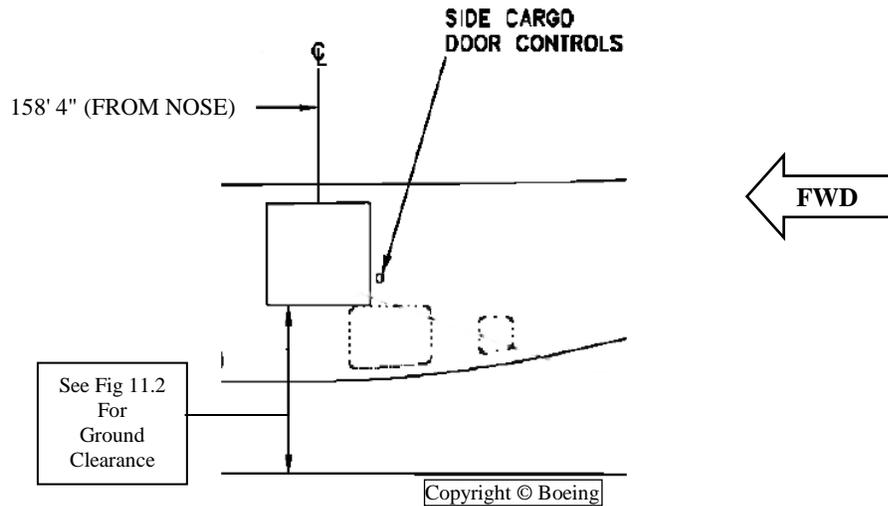
11.2.1.1. Pax/Crew Door.

Figure 11.3. Pax/Crew Door B747-8F.



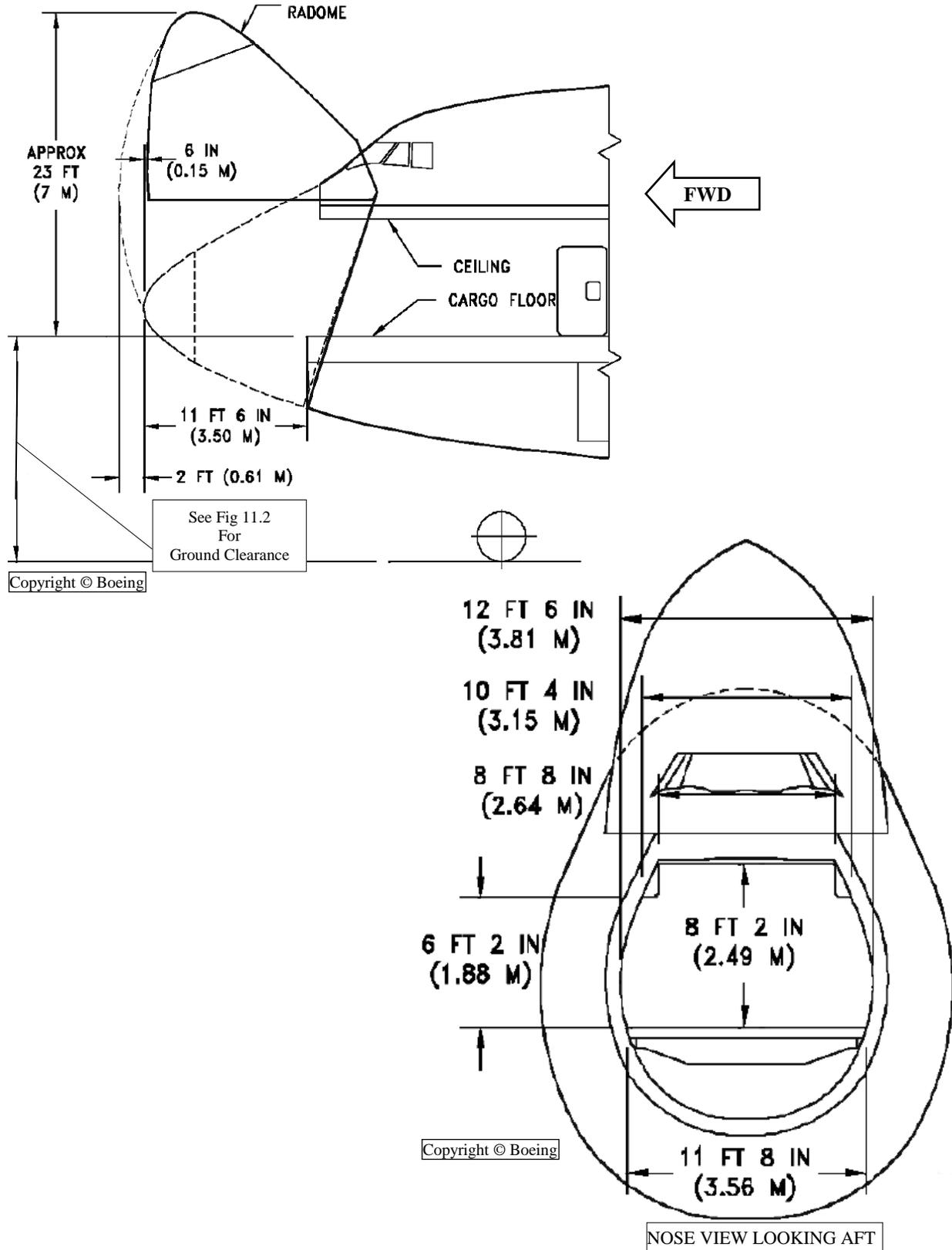
11.2.1.2. Main Door.

Figure 11.4. Main Compartment Door B747-8F.



11.2.1.2.1. Nose Main Door.

Figure 11.5. Nose Main Compartment Door B747-8F.

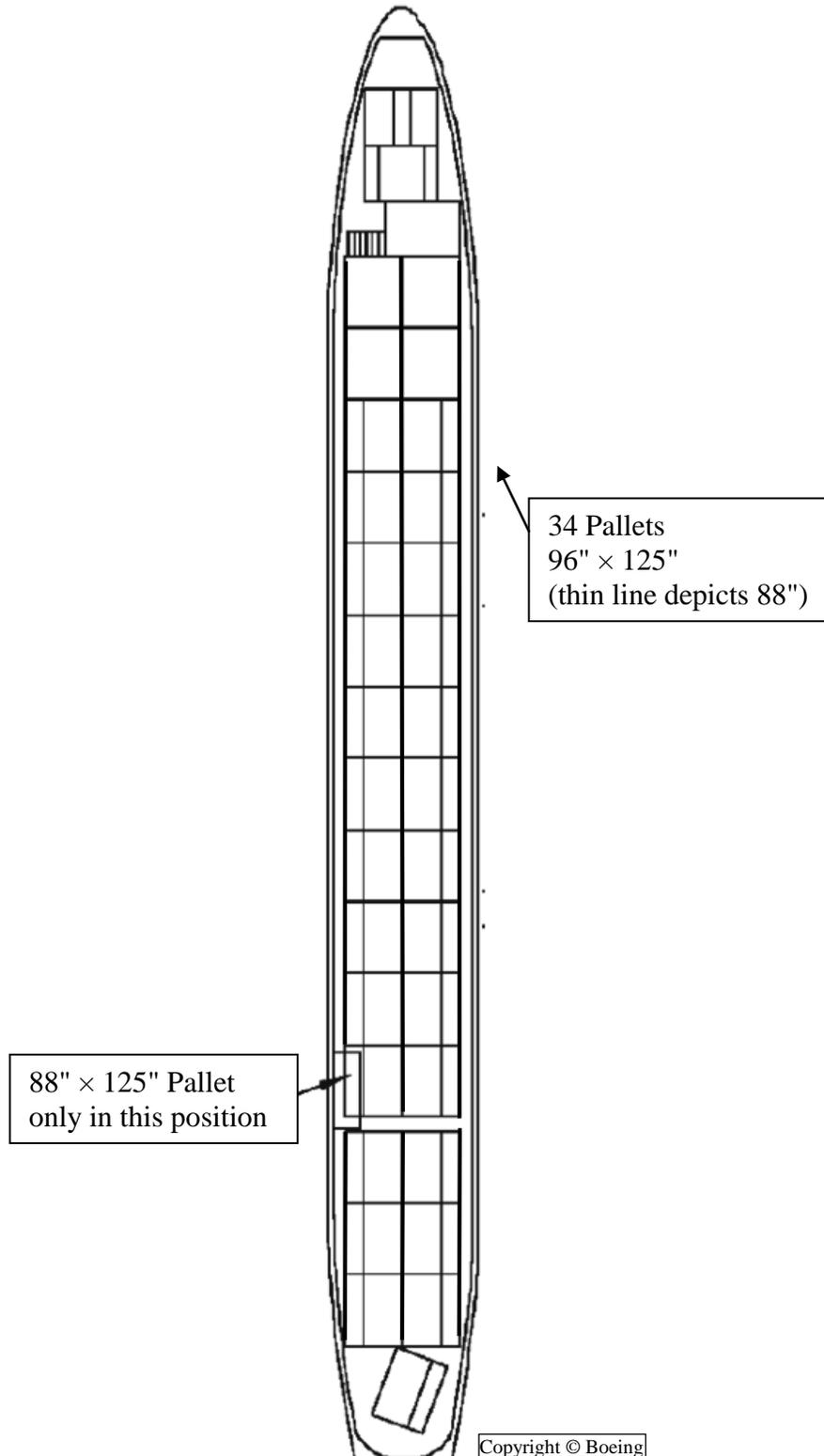


**11.2.1.3. Compartment Dimensions.**

See [Figure 11.4. Main Compartment Door B747-8F](#) for cross-section.

**11.2.1.4. Pallets.**

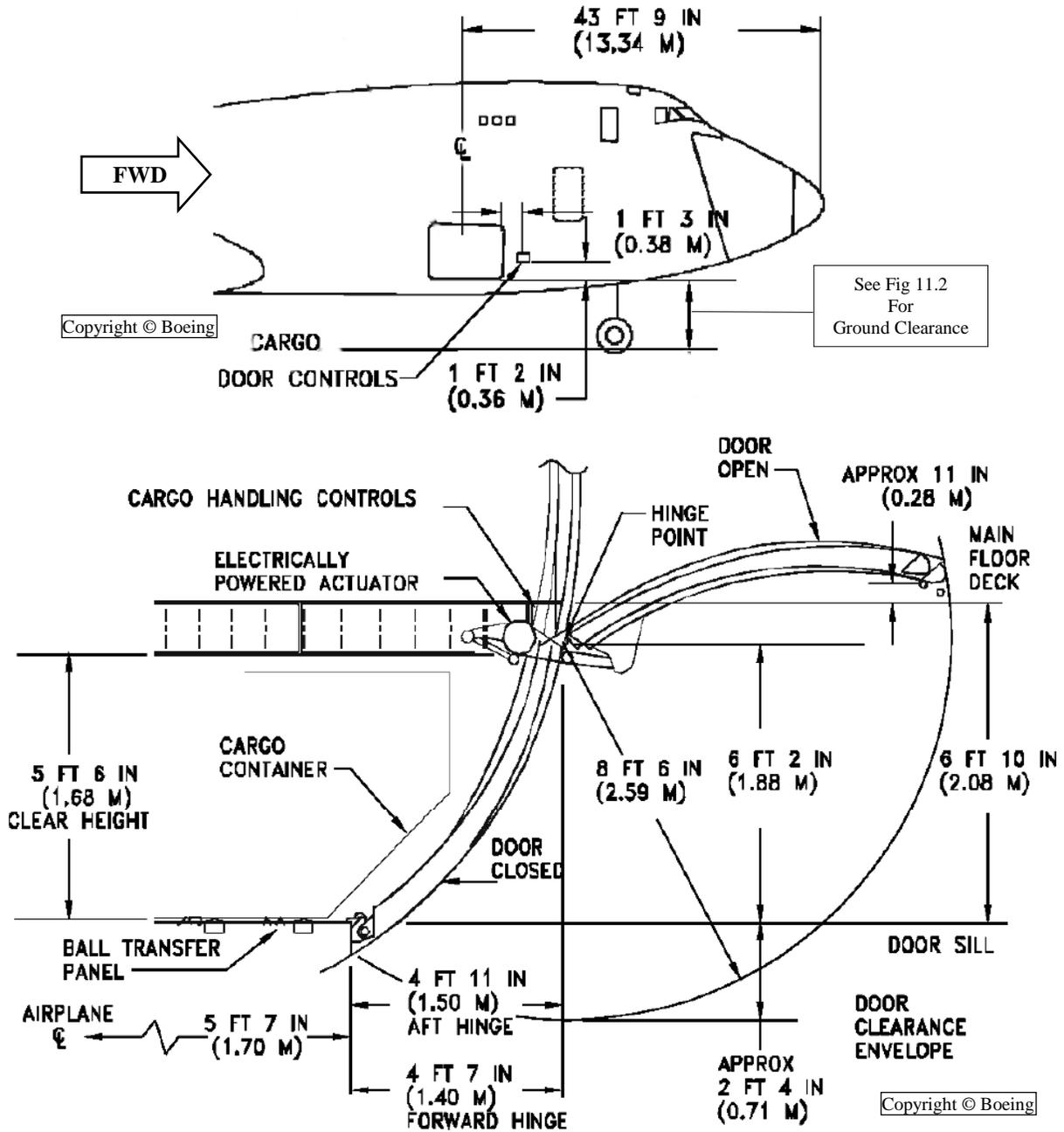
**Figure 11.6. Main Compartment Cargo Configurations B747-8F.**



**11.2.2. FORWARD COMPARTMENT.**

**11.2.2.1. Door.**

**Figure 11.7. Forward Compartment Door B747-8F.**



CONTAINER CARGO DOOR - VIEW LOOKING FORWARD

**11.2.2.2. Compartment Dimensions.**

No manufacturer diagrams or information available at this time.

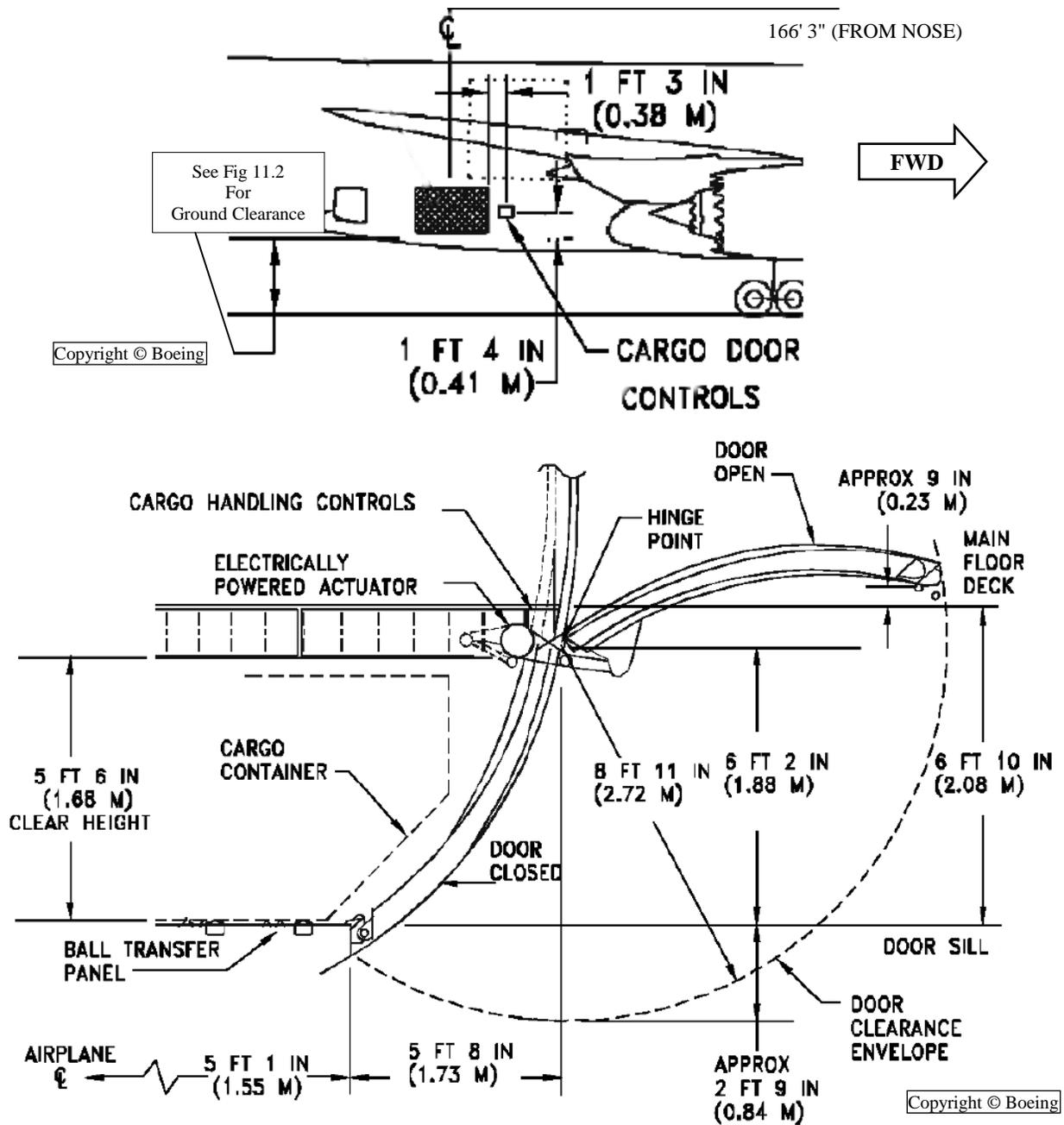
**11.2.2.3. Pallets.**

No manufacturer diagrams or information available at this time.

**11.2.3. AFT COMPARTMENT.**

**11.2.3.1. Door.**

**Figure 11.8. Aft Compartment Door B747-8F.**



**11.2.3.2. Compartment Dimensions.**

No manufacturer diagrams or information available at this time.

**11.2.3.3. Pallets.**

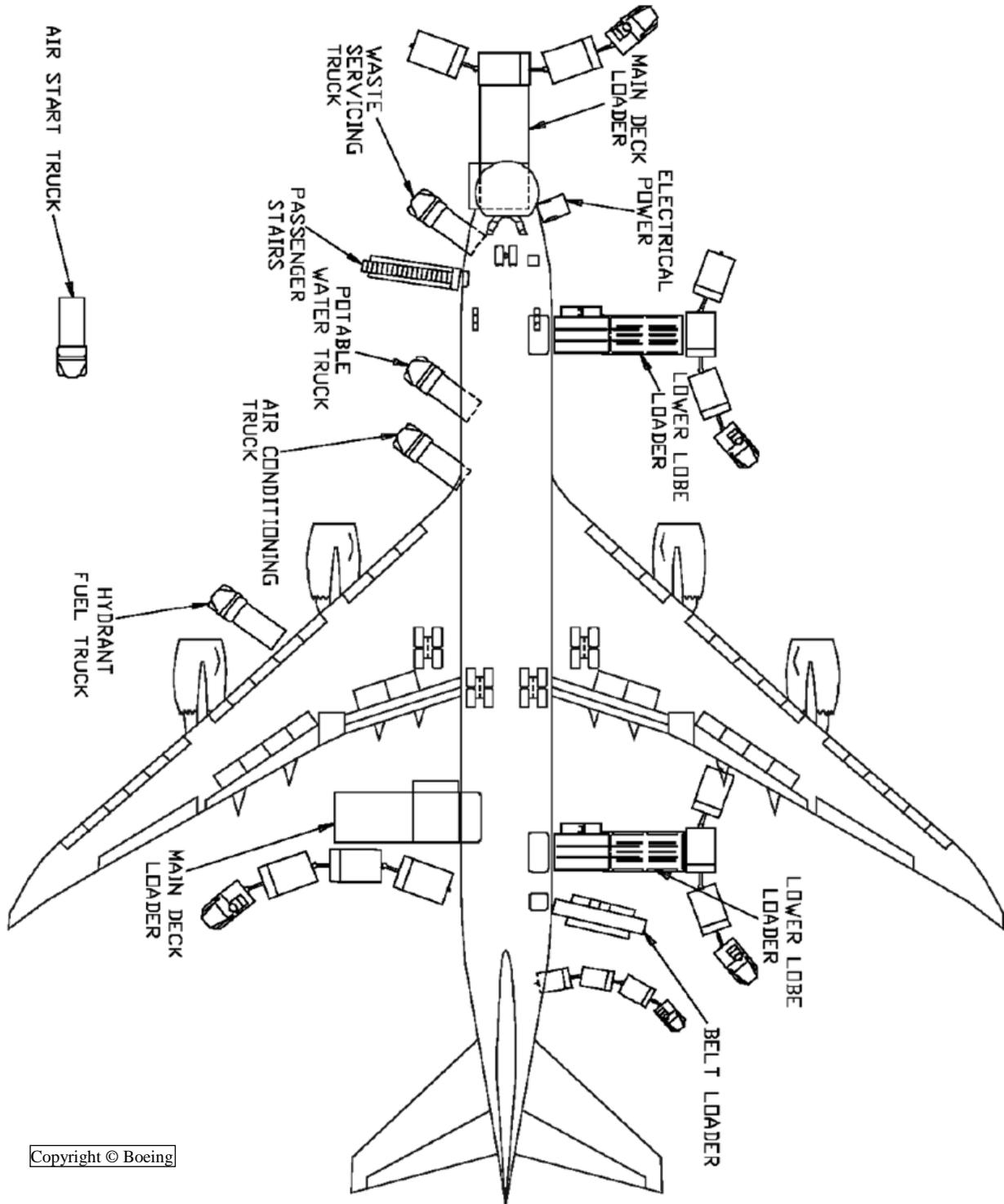
No manufacturer diagrams or information available at this time.



### 11.3. SERVICING DIAGRAMS.

#### 11.3.1. Servicing.

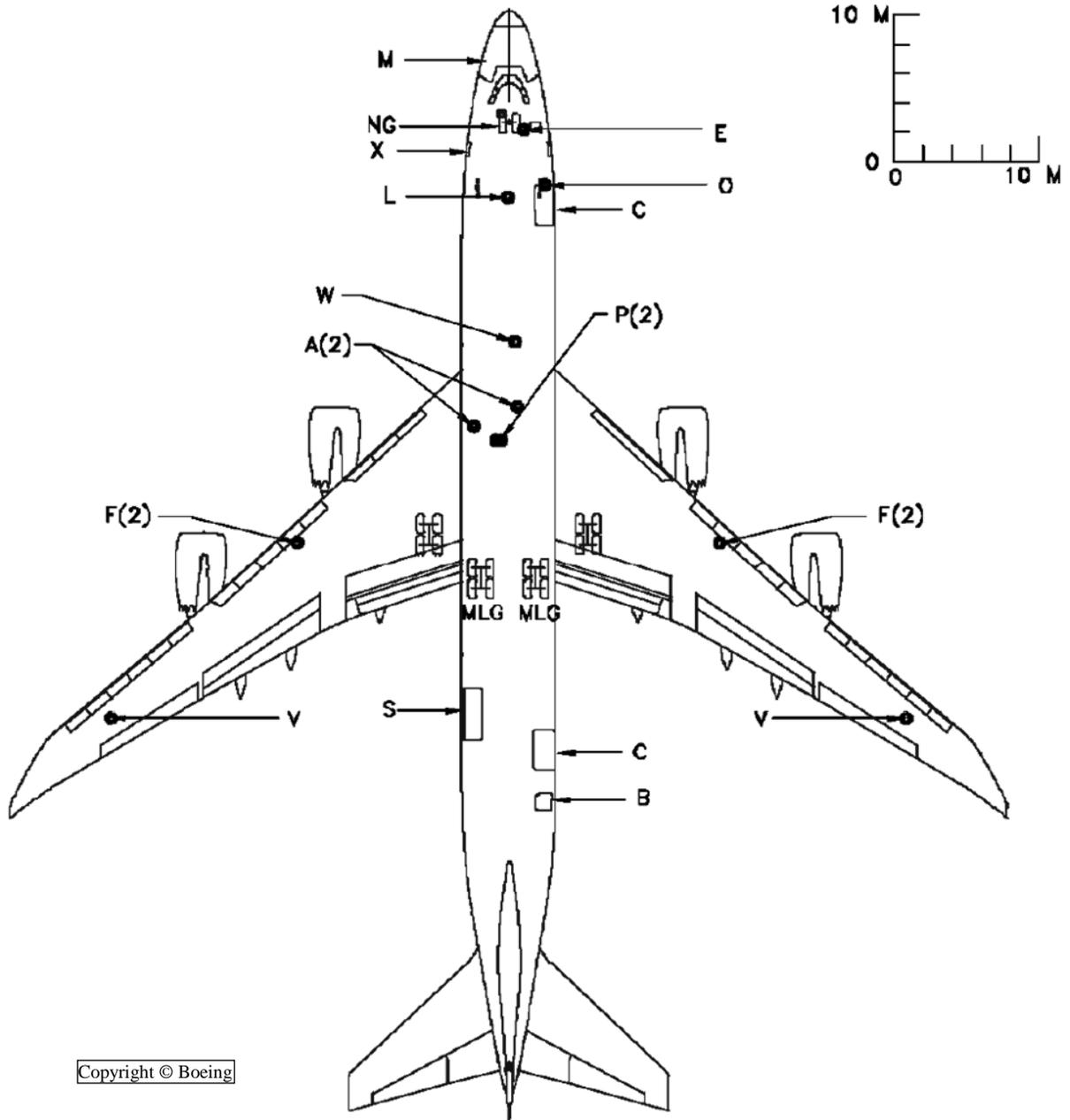
Figure 11.10. Typical Servicing Arrangement B747-8F.



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11.3.2. Ground Connections.

Figure 11.11. Ground Service Connections B747-8F.



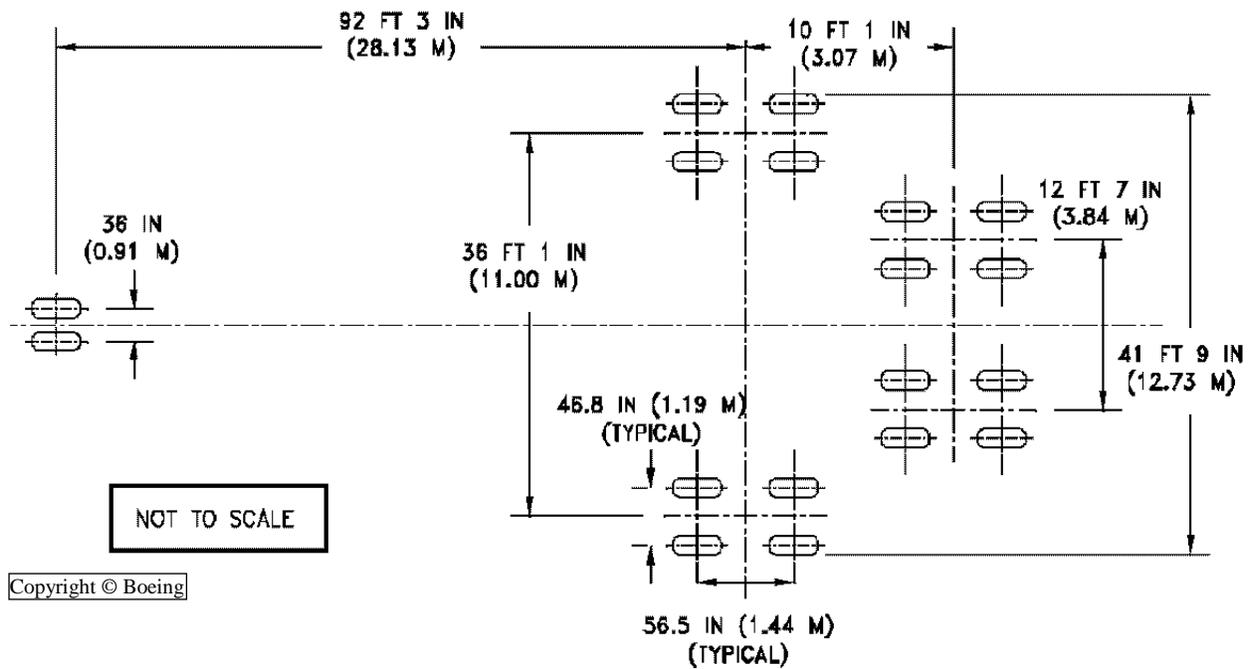
Servicing Codes			
A(2)	Air Conditioning (2 connections)	NG	Nose Gear
B	Bulk Cargo Loader	O	Oxygen
C	Cargo Container Door	P(2)	Pneumatic (2 connections)
E(2)	Electrical (2 connections)	S	Main Deck Side Cargo Door
F(2)	Fuel (2 connections)	U	Upper Deck Exit Door
L	Lavatory	V	Fuel Vent
M	Main Deck Nose Cargo Door	W	Potable Water
MLG	Main Landing Gear	X	Passenger Door

**11.4. AIRFIELD SUITABILITY.**

**11.4.1. Landing Gear Footprint.**

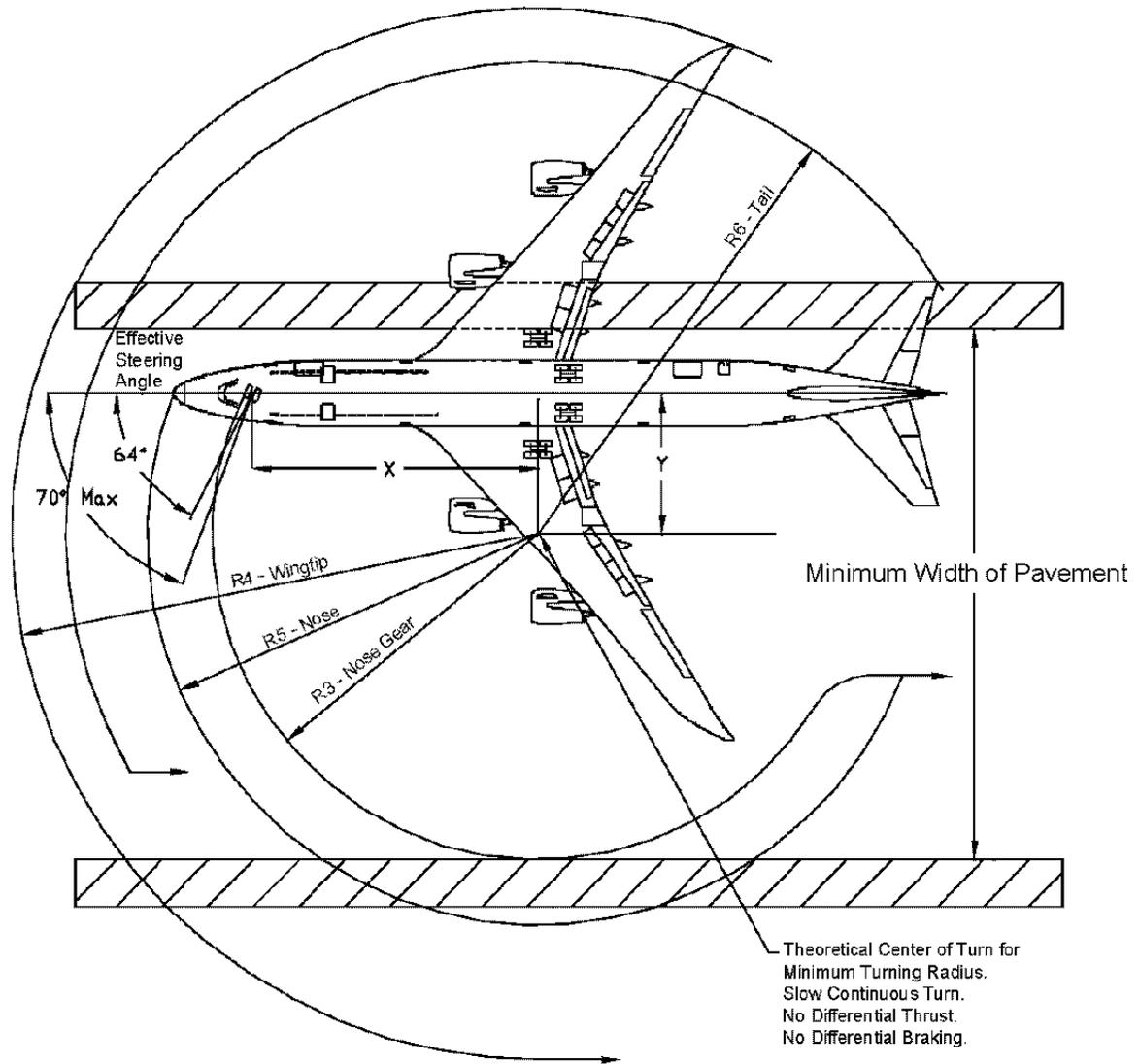
**Figure 11.12. Landing Gear Footprint B747-8F.**

Max Taxi Wt.	978,000 lb (443,613 kg)
Nose Gear Tire Size	50 x 20.0 R22 26 PR
Nose Gear Tire Press.	166 psi (11.67 kg/cm <sup>2</sup> )
Main Gear Tire Size	52 x 21.0 R22 36 PR
Main Gear Tire Press.	221 psi (105.54 kg/cm <sup>2</sup> )



**11.4.2. Minimum Turning Radii.**

**Figure 11.13. Minimum Turning Radii B747-8F.**



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For an effective Turn Angle of 64°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	92' (28m)	45' (13.7m)	172' (52.4m)	106' (32.3m)	170' (51.8m)	126' (38.4m)	150' (45.7m)

**11.4.3. 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

[AFPAM 10-1403](#), *Air Mobility Planning Factors*, 18 December 2003

[AMCI 10-202V4, CL-1](#), *Expeditionary Air Mobility Support Operations Checklist*, 2 May 2006

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

[AMCI 24-201](#), *Commercial Airlift Management - Civil Air Carriers*, 1 July 2004

**Other Agencies**

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

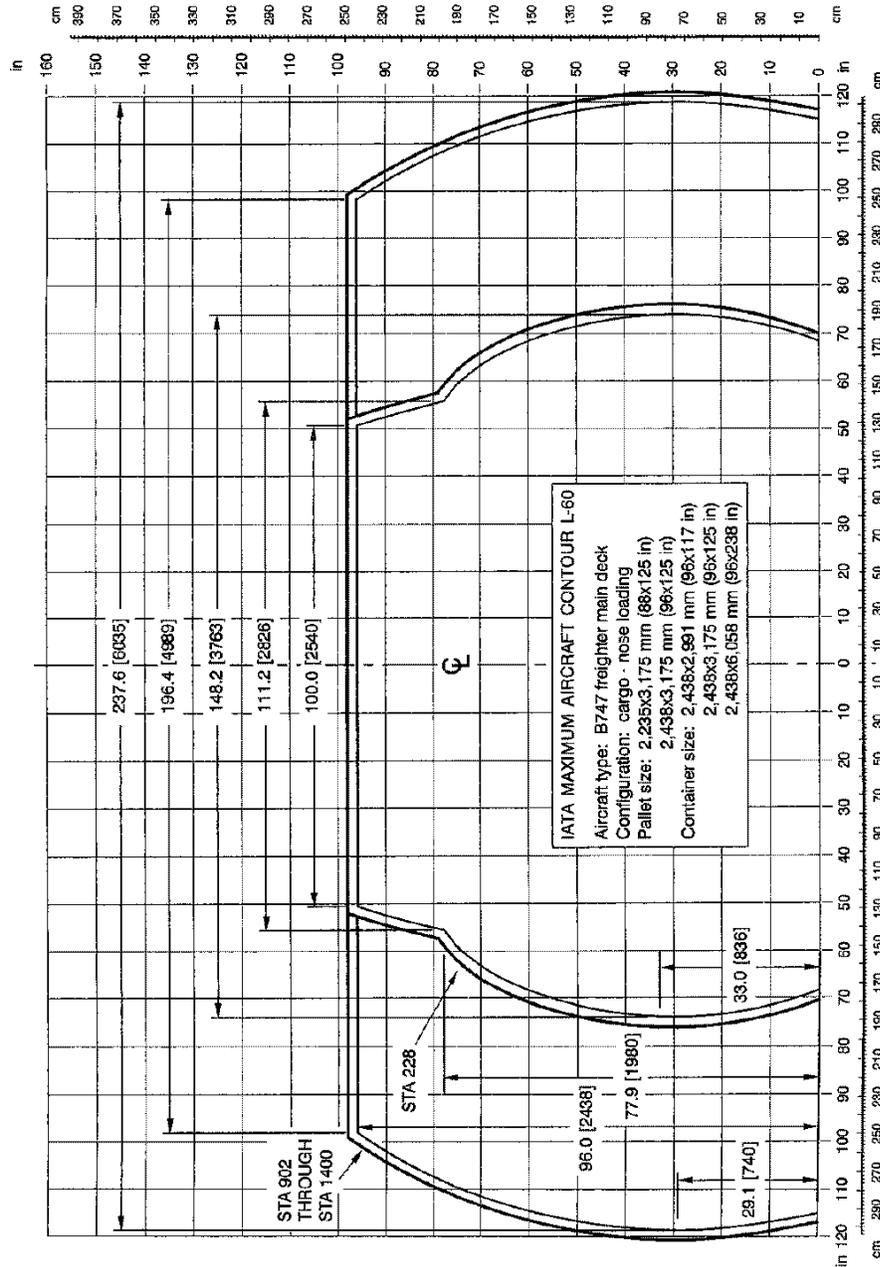
[DD Form 2130C](#), Aircraft Load Plan Continuation

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

Attachment 2

MAIN COMPARTMENT CONTOUR CHART B747, NOSE LOAD

Figure A2.1. Main Comp. Contour Chart B747, Nose Load



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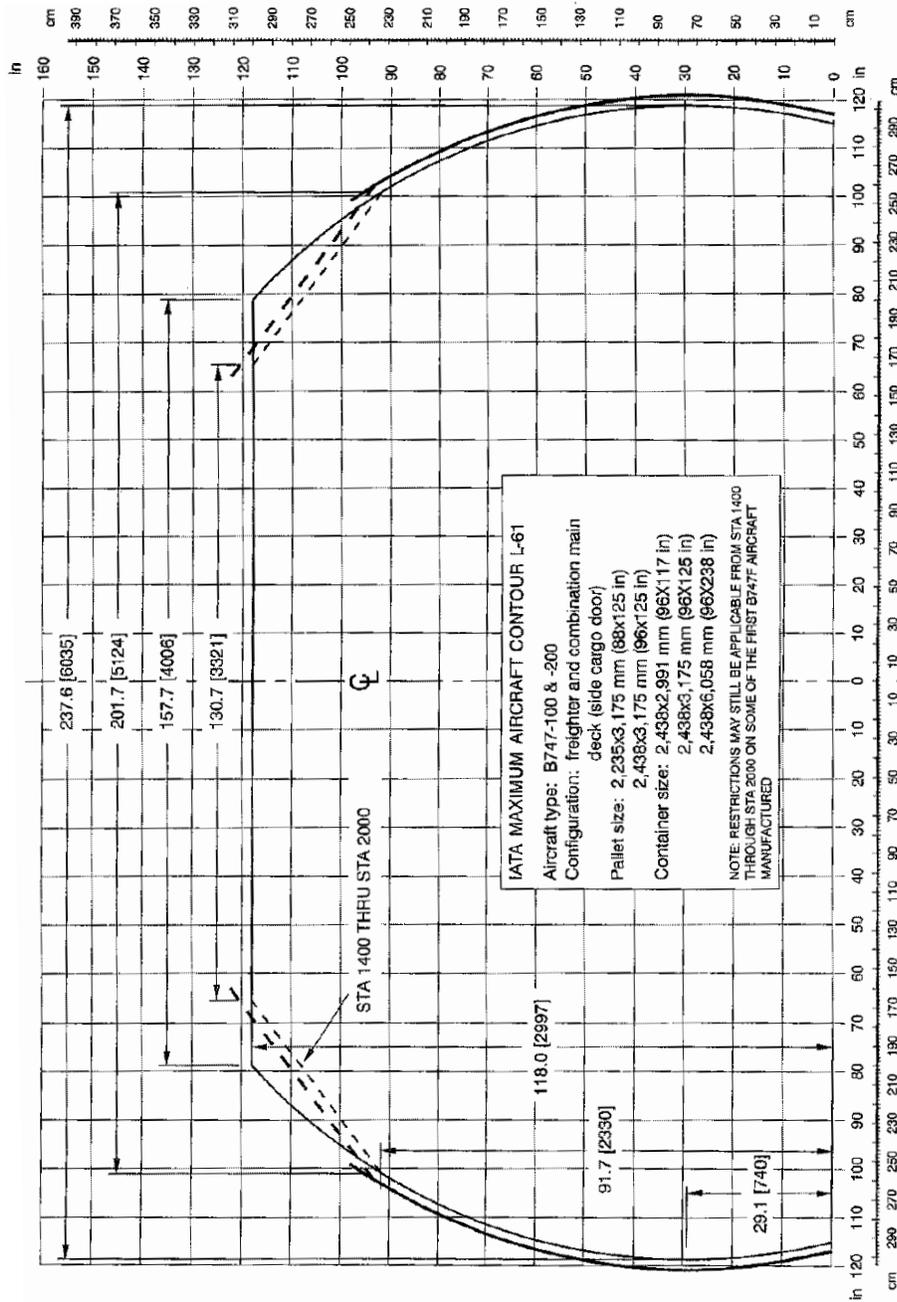
Notes:

- 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 L60 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.

Attachment 3

MAIN COMPARTMENT CONTOUR CHART B747-100, -200 SIDE LOAD

Figure A3.1. Main Comp. Contour Chart B747-100, 200 Side Load



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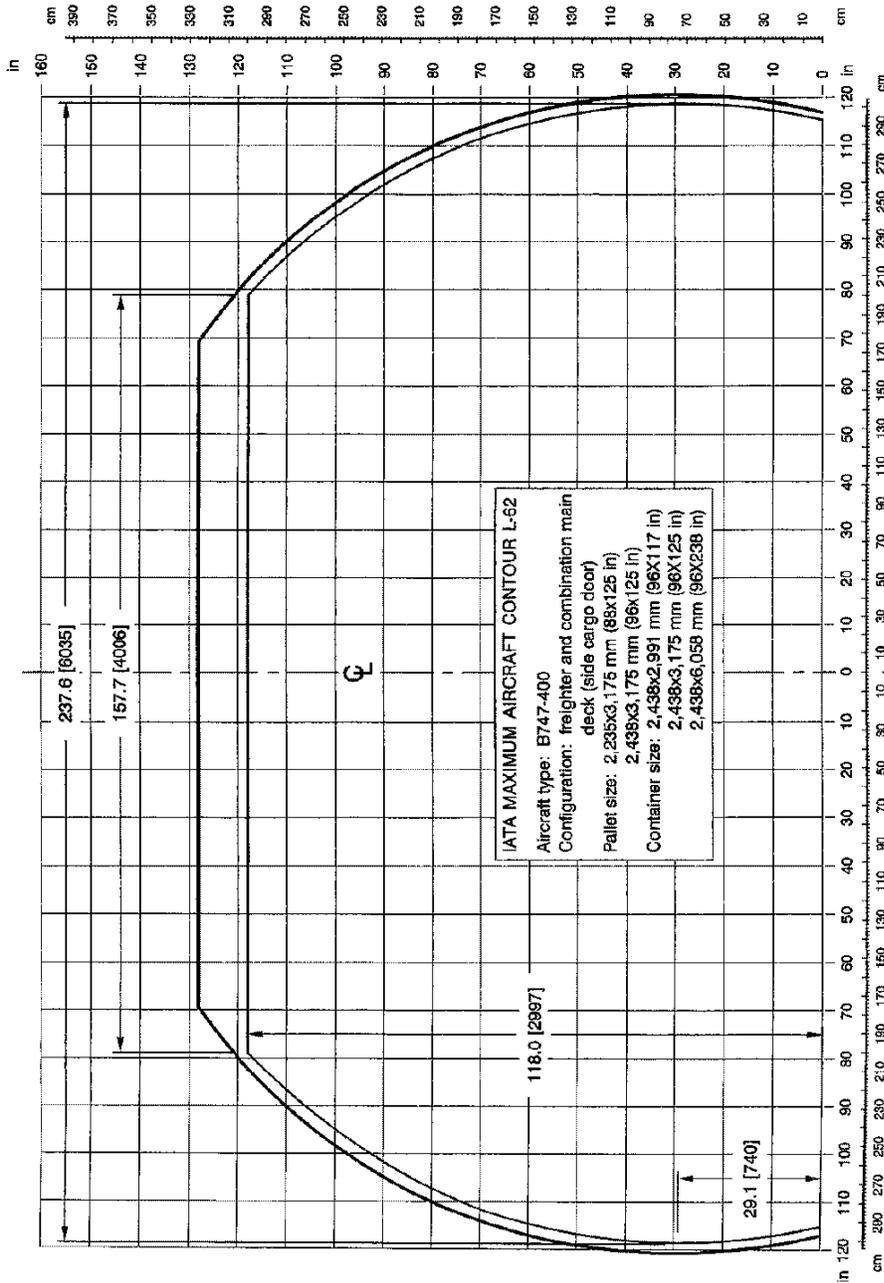
**Notes:**

- 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 **L61** 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.

Attachment 4

MAIN COMPARTMENT CONTOUR CHART B747-400 SIDE LOAD

Figure A4.1. Main Comp. Contour Chart B747-400 Side Load



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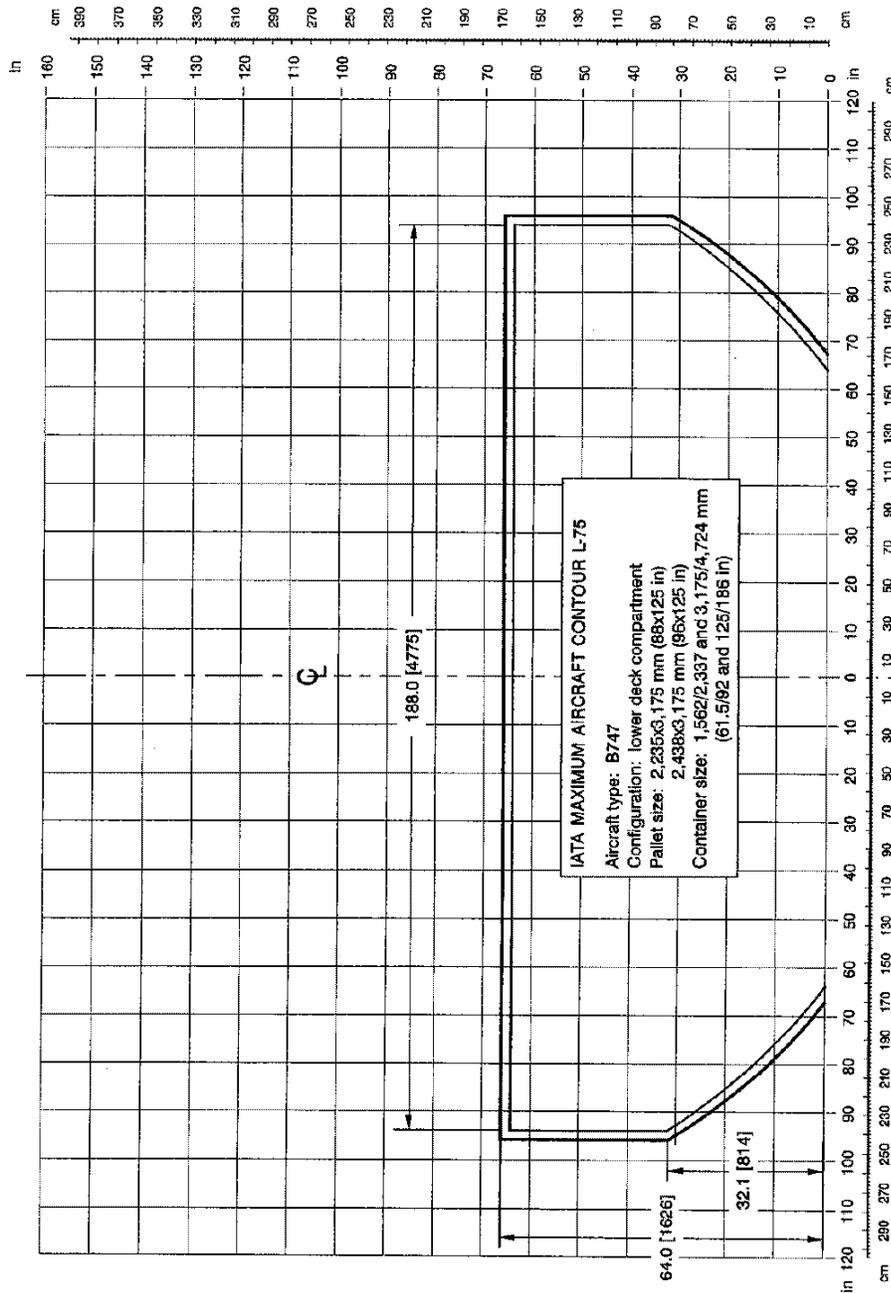
**Notes:**

- 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 conveyer plane.
- 5) Reference number of **L62** 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.

Attachment 5

LOWER COMPARTMENT CONTOUR CHART B747

Figure A5.1. Lower Comp. Contour Chart B747



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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 **L75** 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.