

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

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



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Transportation

**CIVIL RESERVE AIR FLEET LOAD
PLANNING – BOEING B757 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
Addendum C – B 747	SERIES
Addendum D – B 757	SERIES

Chapter 1 – <u>GENERAL INFORMATION</u>	4
1.1. <u>Purpose.</u>	4
1.2. <u>Scope.</u>	4
1.3. <u>Arrangement.</u>	4
1.4. <u>Supplements.</u>	4
1.5. <u>Acronyms.</u>	4
1.6. <u>Copyrights.</u>	5
1.7. <u>Description. Addendum D. Boeing B757 Series.</u>	5
Chapter 2 – <u>QUICK REFERENCE TABLES</u>	7
2.1. <u>Ranges.</u>	7
2.2. <u>Pallets.</u>	7
2.3. <u>Table Legends.</u>	7
2.4. <u>After-Market Conversions.</u>	7
2.5. <u>Tables.</u>	7
2.6. <u>Tables. Addendum D. Boeing B757 Series.</u>	8
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>	
Chapter 3 – <u>B757-200</u>	11
3.1. <u>DIMENSIONS.</u>	11
Figure 3.1. <u>General Dimensions B757-200.</u>	
Figure 3.2. <u>Ground Clearance B757-200.</u>	
3.2. <u>COMPARTMENT CONFIGURATIONS.</u>	13
Figure 3.3. <u>Pax/Crew Door B757-200.</u>	
Figure 3.4. <u>Typical Passenger Configurations B757-200.</u>	
Figure 3.5. <u>Forward Compartment Door B757-200.</u>	
Figure 3.6. <u>Forward Compartment Dimensions B757-200.</u>	

Figure 3.7. <u>Optional Forward Compartment Telescoping System B757-200.</u>	
Figure 3.8. <u>Aft Compartment Door B757-200.</u>	
Figure 3.9. <u>Aft Compartment Dimensions B757-200.</u>	
Figure 3.10. <u>Optional Aft Compartment Telescoping System B757-200.</u>	
3.3. <u>SERVICING DIAGRAMS.</u>	19
Figure 3.11. <u>Typical Servicing Arrangement B757-200.</u>	
Figure 3.12. <u>Ground Service Connections B757-200.</u>	
3.4. <u>AIRFIELD SUITABILITY.</u>	21
Figure 3.13. <u>Landing Gear Footprint B757-200.</u>	
Figure 3.14. <u>Minimum Turning Radii B757-200.</u>	
Chapter 4 – <u>B757-200PF</u>	23
4.1. <u>DIMENSIONS.</u>	23
Figure 4.1. <u>Ground Clearance B757-200PF.</u>	
4.2. <u>COMPARTMENT CONFIGURATIONS.</u>	24
Figure 4.2. <u>Crew Door B757-200PF.</u>	
Figure 4.3. <u>Main Compartment Door B757-200PF.</u>	
Figure 4.4. <u>Main Compartment Dimensions B757-200PF.</u>	
Figure 4.5. <u>Main Compartment Cargo Configurations B757-200PF.</u>	
4.3. <u>SERVICING DIAGRAMS.</u>	27
Figure 4.6. <u>Typical Servicing Arrangement B757-200PF.</u>	
4.4. <u>AIRFIELD SUITABILITY.</u>	27
Chapter 5 – <u>B757-300</u>	28
5.1. <u>DIMENSIONS.</u>	28
Figure 5.1. <u>General Dimensions B757-300.</u>	
Figure 5.2. <u>Ground Clearance B757-300.</u>	
5.2. <u>COMPARTMENT CONFIGURATIONS.</u>	30
Figure 5.3. <u>Typical Passenger Configurations B757-300.</u>	
Figure 5.4. <u>Forward Compartment Dimensions B757-300.</u>	
Figure 5.5. <u>Aft Compartment Dimensions B757-300.</u>	
5.3. <u>SERVICING DIAGRAMS.</u>	33
Figure 5.6. <u>Typical Servicing Arrangement B757-300.</u>	
Figure 5.7. <u>Ground Service Connections B757-300.</u>	
5.4. <u>AIRFIELD SUITABILITY.</u>	35
Figure 5.8. <u>Landing Gear Footprint B757-300.</u>	
Figure 5.9. <u>Minimum Turning Radii B757-300.</u>	
Attachment 1 – GLOSSARY OF REFERENCES	37
Attachment 2 – MAIN COMPT CONTOUR CHART B757-200PF	38
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 D. Boeing B757 Series.

The B757 Series aircraft are narrow-body, twin engine aircraft, designed for short to medium range routes. The B757 incorporated increases in technology, as well as use of newer, lighter materials, over its predecessors, the B727 and B737 Originals. The versatile B757 can also accommodate long range routes, with optional Extended Range Operations (EROPS) modifications. The B757 is said by Boeing to have "unsurpassed" fuel efficiency, as well as low noise levels. Both the B757 and the B767 series aircraft were developed concurrently, and share many common features. In 1983, the FAA announced that a pilot who qualifies in one model is automatically qualified on the other. Therefore, many companies that operate the B757 will also operate the B767, further increasing efficiency and savings. When Boeing ceased production of the B757 in 2004, 1,050 aircraft had been manufactured, and over 990 are still in service to date.

The B757-200 was the first aircraft in this series and was developed in 1979. It first flew in February of 1982, and was type-certified in December 1982. The B757-200's new high-bypass turbofan engines and lighter materials (saving over 2,000 lbs in operating weight) increased its range/passenger capability. The military variant of this model is designated the C-32, mainly used by the Air Force for VIP transport. In total, 913 B757-200's were manufactured, and the last B757 aircraft delivered on April 2005 was actually the B757-200.

The B757-200PF/SF ("PF" for Package Freighter, "SF" for Special Freighter) came next, initially flying in August 1987, and getting its type certification on September that year. Essentially, a B757-200PF is a B757-200 with the addition of a main deck cargo door and removal of passenger windows and amenities. Originally, 80 B757-200PF aircraft were manufactured, but that number is now increasing, due to many B757-200 passenger planes being converted into B757SF's.

The B757-300 was manufactured as a "stretch" version of the baseline B757-200. Boeing developed it to be roughly 23 feet longer than the B757-200 series, and it can carry 20% more passengers and 50% more cargo volume in its lower compartments than the original. Although the wings and landing gear were strengthened to handle the increased load, modifications to increase fuel capacity were prohibitive. This put the B757-300's range as slightly less, but overall, resulted in a 10 percent lower seat-mile operating cost than the 757-200. The B757-300 first flew in August 1998 and was type-certified on January 1999. Only 55 of this series' model were built, and approximately 50 are currently in service.

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

B757-200

B757-200PF (B757-200SF)

B757-300

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 D. Boeing B757 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	
B757-200	M= X, F= 0, A= 0, B= 0	2,300– 3,150	23.53– 29.45	23.21– 27.81	18.96– 27.81	13.81– 25.81	4,300– 4,850
B757-200PF	M= 15, F= 0, A= 0, B= X	2,450	43	42.5	36.5– 38.5	32.5– 34.25	4,850
B757-300	M= X, F= 0, A= 0, B= X	2,300– 2,400	33.83– 34.1	31.85– 32.83	27.35– 28.83	15.35– 20.83	4,150– 4,300

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
B757-200	186	239	1,800–3,700	227– 239	224– 239	183– 239	133– 239
B757-200PF	X	X	X	X	X	X	X
B757-300	243	279	2,800–3,000	279	279	264– 278	148– 201

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
B757-200	149 to 158	X	97 to 105	93 to 99	102 to 109	X	55 × 42.5	55 × 45	48 × 32
B757-200PF	149 to 158	150 to 158	97 to 105	93 to 99	X	134 × 86	55 × 42.5	55 × 45	X
B757-300	149 to 158	X	97 to 105	90 to 94	X	X	55 × 42.5	55 × 45	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
B757-200	X	337.2 × 49.8 (@fl) × 44	439.7 × 49.8 (@fl) × 53.9		X	?	?	?
B757-200PF	? × 139.3 × 80.78	337.2 × 49.8 (@fl) × 44	439.7 × 49.8 (@fl) × 53.9	X		?	?	X
B757-300	X	504 × 49.8 (@fl) × 44	559.7 × 49.8 (@fl) × 53.9	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 ³)
B757-200	221,000–256,000	220,000–255,000	198,000–210,000	184,000–188,000	125,110–136,940	47,060–58,890	1,790
B757-200PF	251,000–256,000	250,000–255,000	210,000	200,000	114,000	86,000	8,430
B757-300	271,000	270,000	224,000	210,000	141,800–142,350	67,580–68,200	2,382

Table 2.6. Airfield Suitability Information.

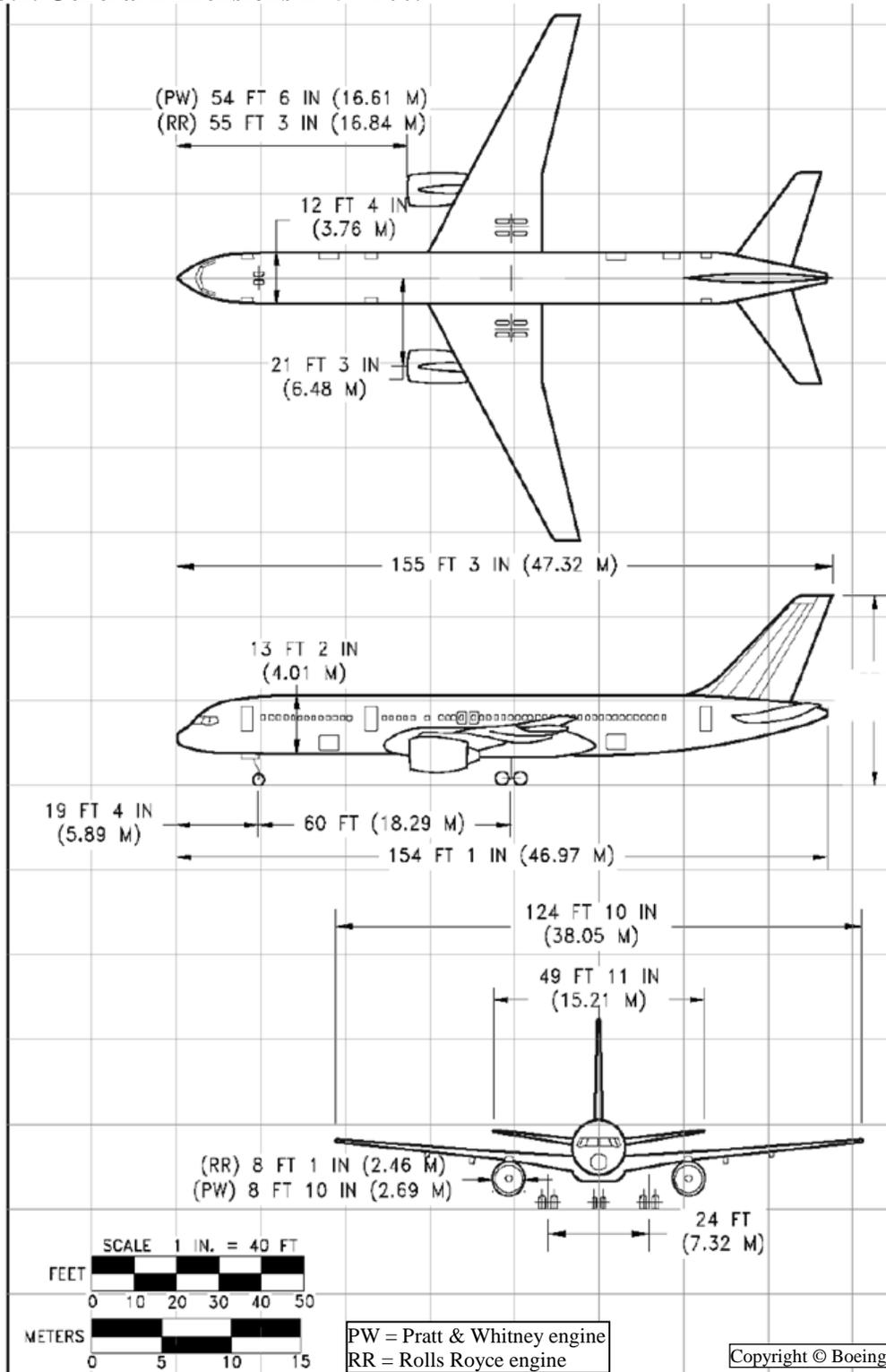
Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
B757-200	11,276	6,500–9,600	4,700–5,100	155' 3" × 124' 10"	115/200V 3-ph, 400 Hz 90 KVA	3" Max-60 PSIA 232.5° C	2D/DT / T-TA
B757-200PF	11,276	7,400–9,600	5,100	155' 3" × 124' 10"	115/200V 3-ph, 400 Hz 90 KVA	3" Max-60 PSIA 232.5° C	2D/DT / T-TA
B757-300	11,490	7,900–9,900	5,650	178' 7" × 124' 10"	115/200V 3-ph, 400 Hz 90 KVA	3" Max-60 PSIA 232.5° C	2D/DT / T-TA

Chapter 3
B757-200

3.1. DIMENSIONS.

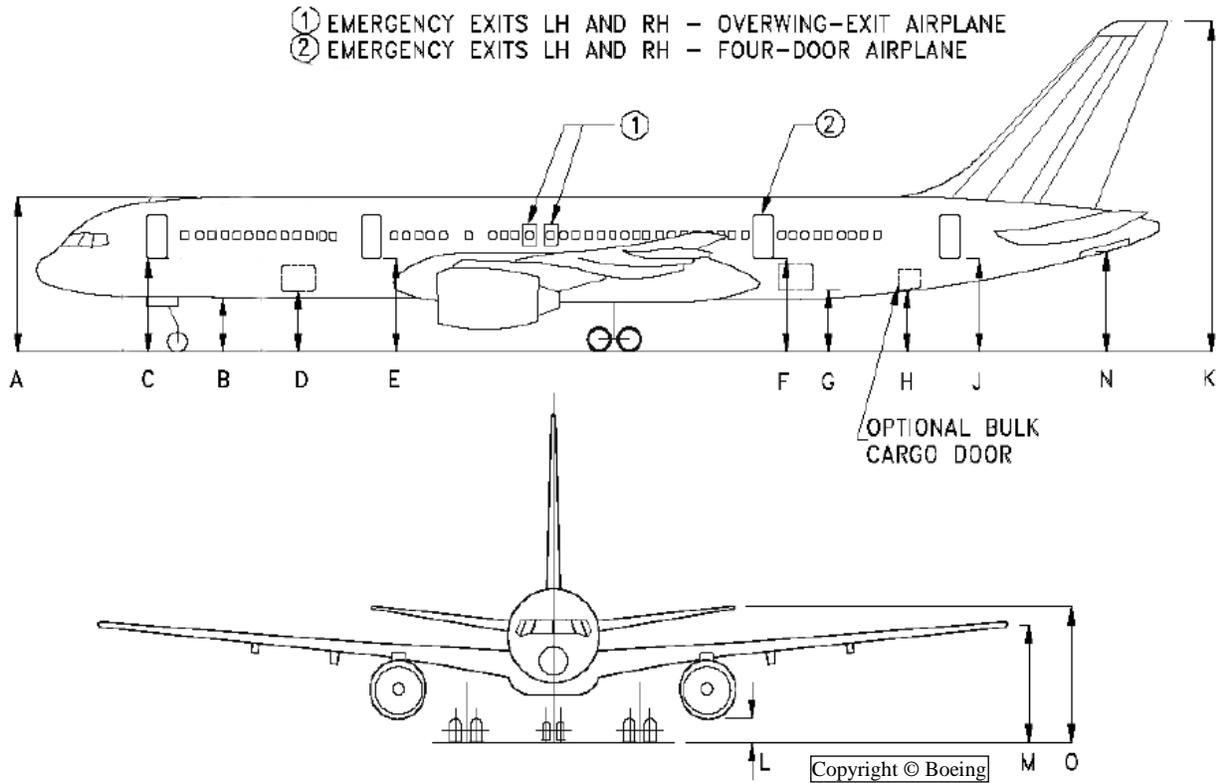
3.1.1. General Dimensions.

Figure 3.1. General Dimensions B757-200.



3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance B757-200.



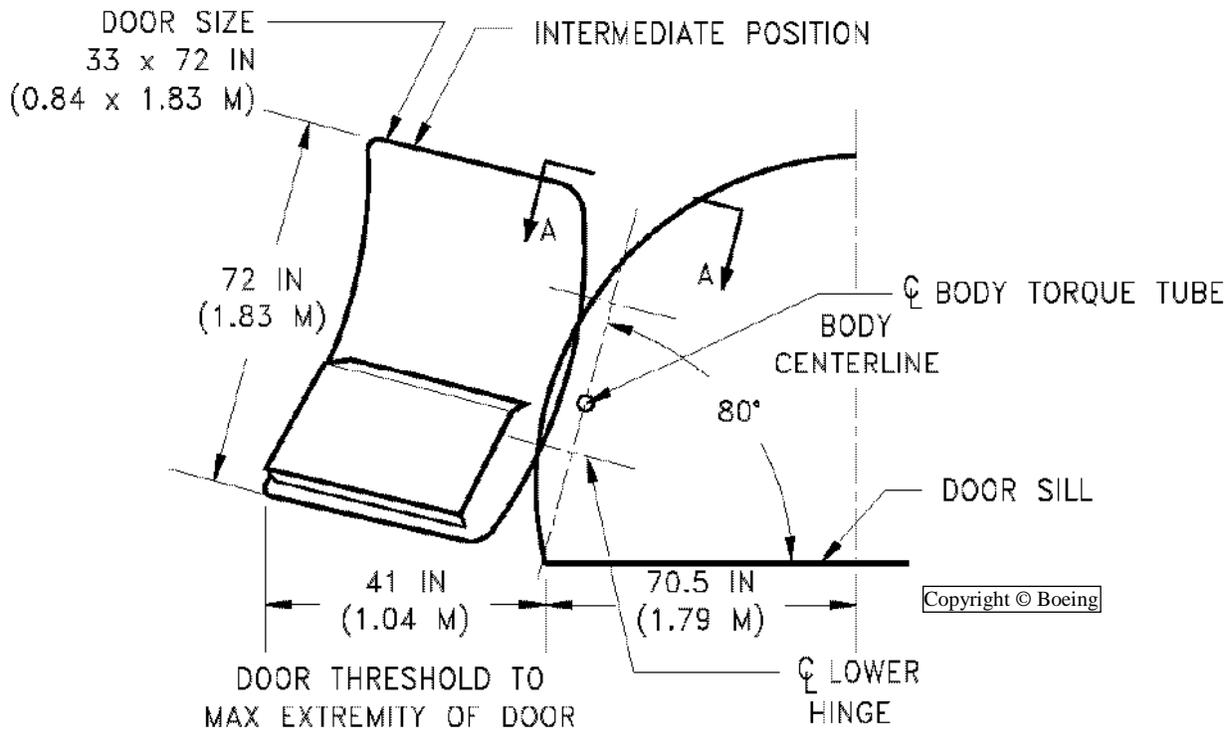
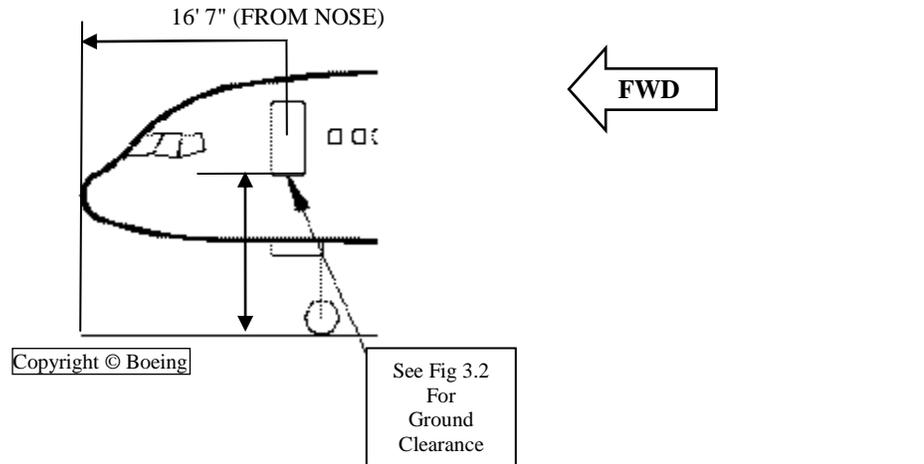
Vertical Clearances			
DOOR		Min	Max
	A	20' 6"	21' 2"
	B	7' 4"	8' 0"
Pax/Crew	C	12' 5"	13' 2"
FWD	D	8' 1"	8' 9"
	E	12' 7"	13' 2"
	F	12' 9"	13' 3"
AFT	G	7' 9"	8' 3"
BULK (optional)	H	8' 6"	9' 1"
	J	12' 9"	13' 7"
	K	44' 3"	45' 1"
	L	2' 5"	2' 10"
	M	15' 4"	16' 1"
	N	12' 5"	13' 3"
	O	18' 7"	19' 8"

3.2. COMPARTMENT CONFIGURATIONS.

3.2.1. MAIN/PASSENGER COMPARTMENT.

3.2.1.1. Pax/Crew Door.

Figure 3.3. Pax/Crew Door B757-200.

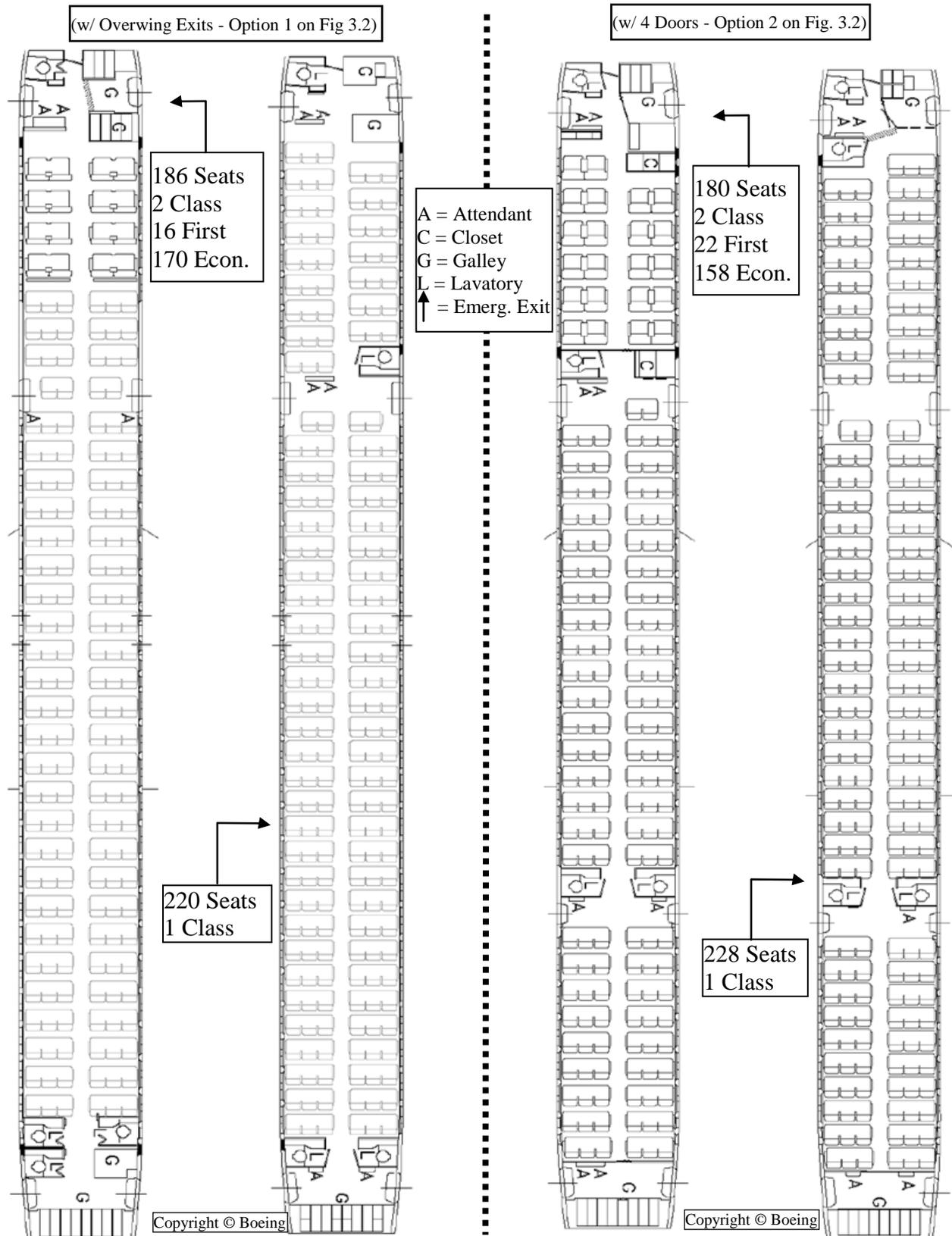


3.2.1.2. Main Door.

N/A this model

3.2.1.3. Compartment Dimensions.

Figure 3.4. Typical Passenger Configurations B757-200.



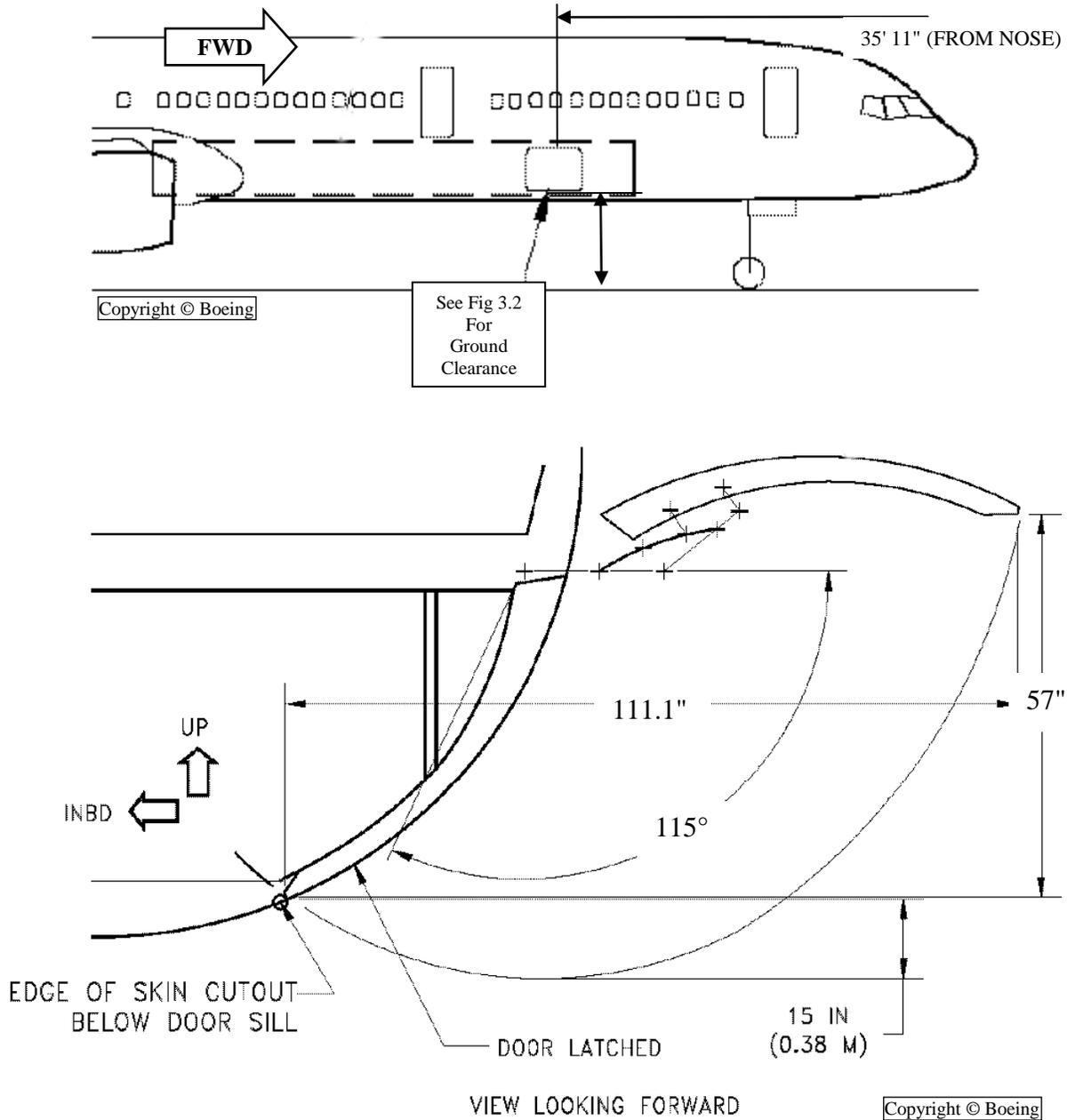
3.2.1.4. Pallets.

N/A this model

3.2.2. FORWARD COMPARTMENT.

3.2.2.1. Door.

Figure 3.5. Forward Compartment Door B757-200.



3.2.2.2. Compartment Dimensions.

Figure 3.6. Forward Compartment Dimensions B757-200.

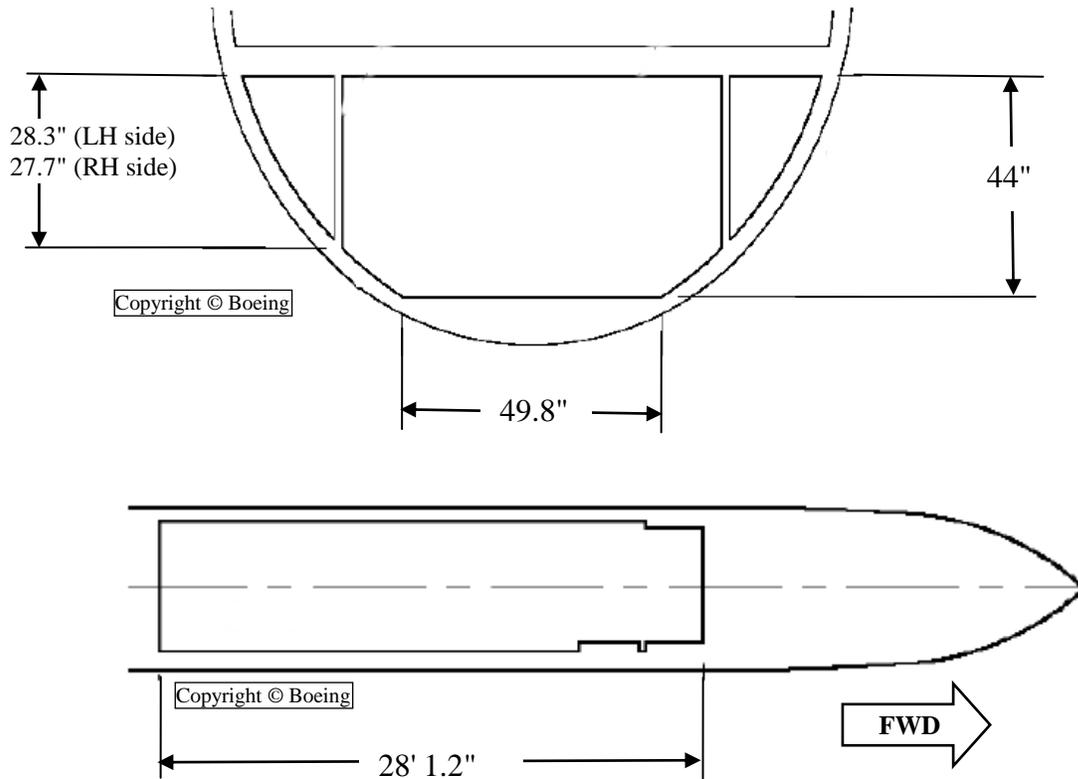
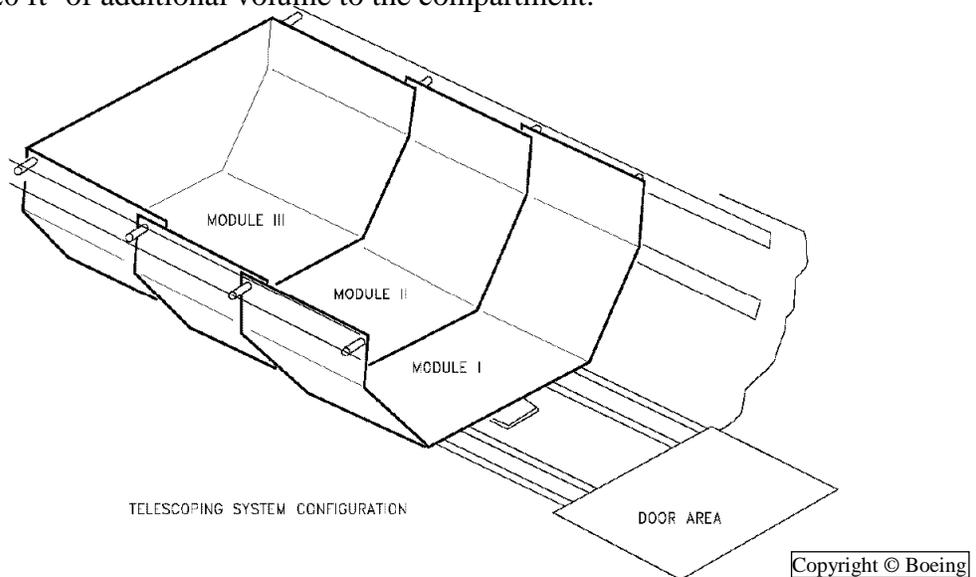


Figure 3.7. Optional Forward Compartment Telescoping System B757-200.

This system, if installed, will be aft of the forward cargo door. It can add up to 420 ft³ of additional volume to the compartment.



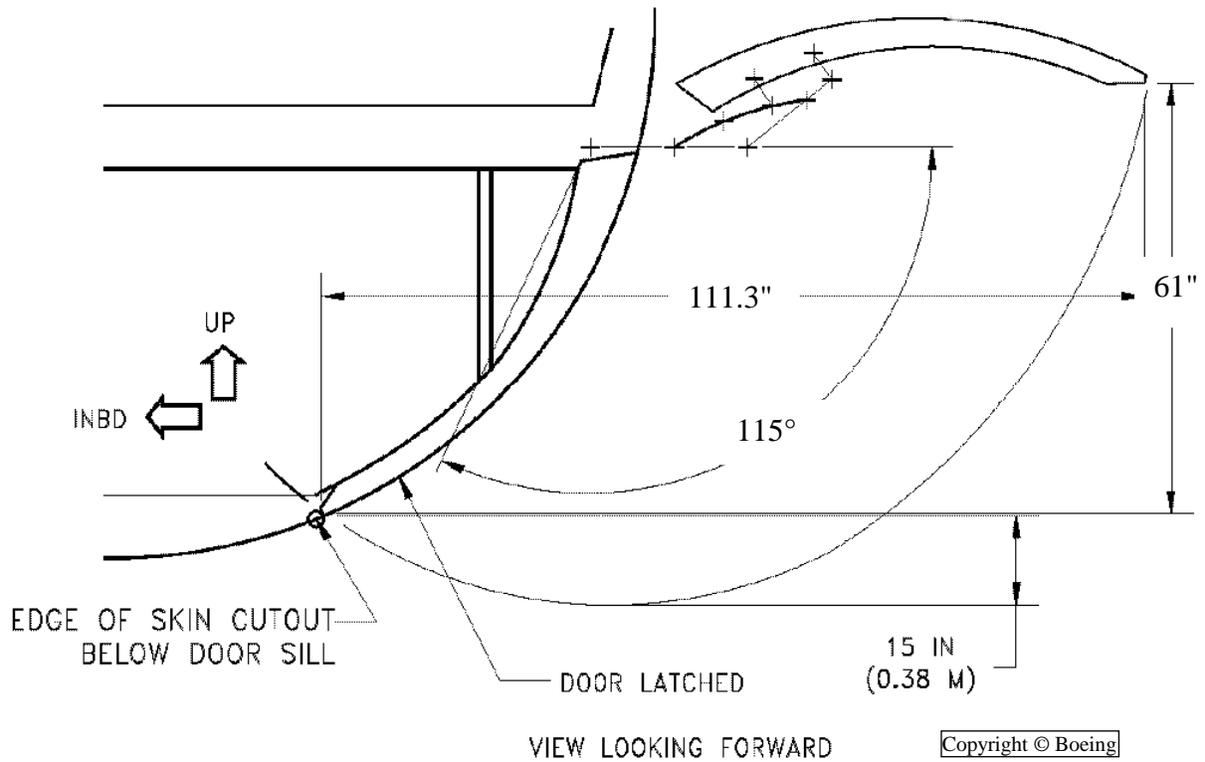
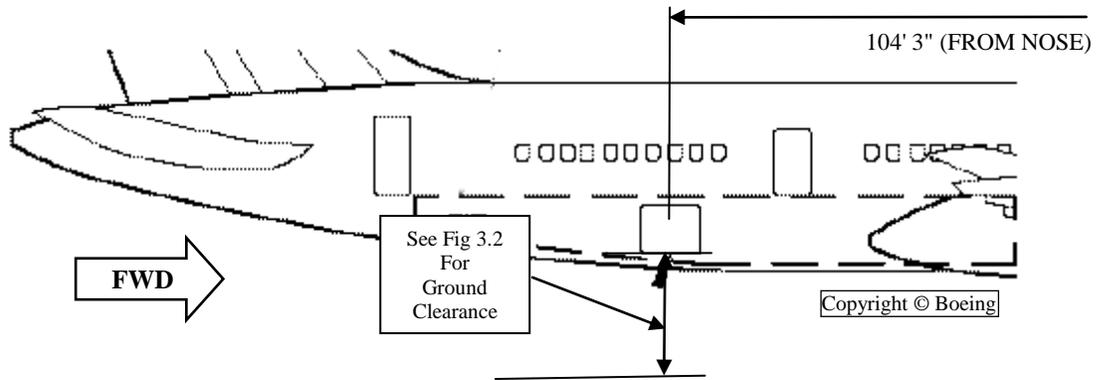
3.2.2.3. Pallets.

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

3.2.3. AFT COMPARTMENT.

3.2.3.1. Door.

Figure 3.8. Aft Compartment Door B757-200.



3.2.3.2. Compartment Dimensions.

Figure 3.9. Aft Compartment Dimensions B757-200.

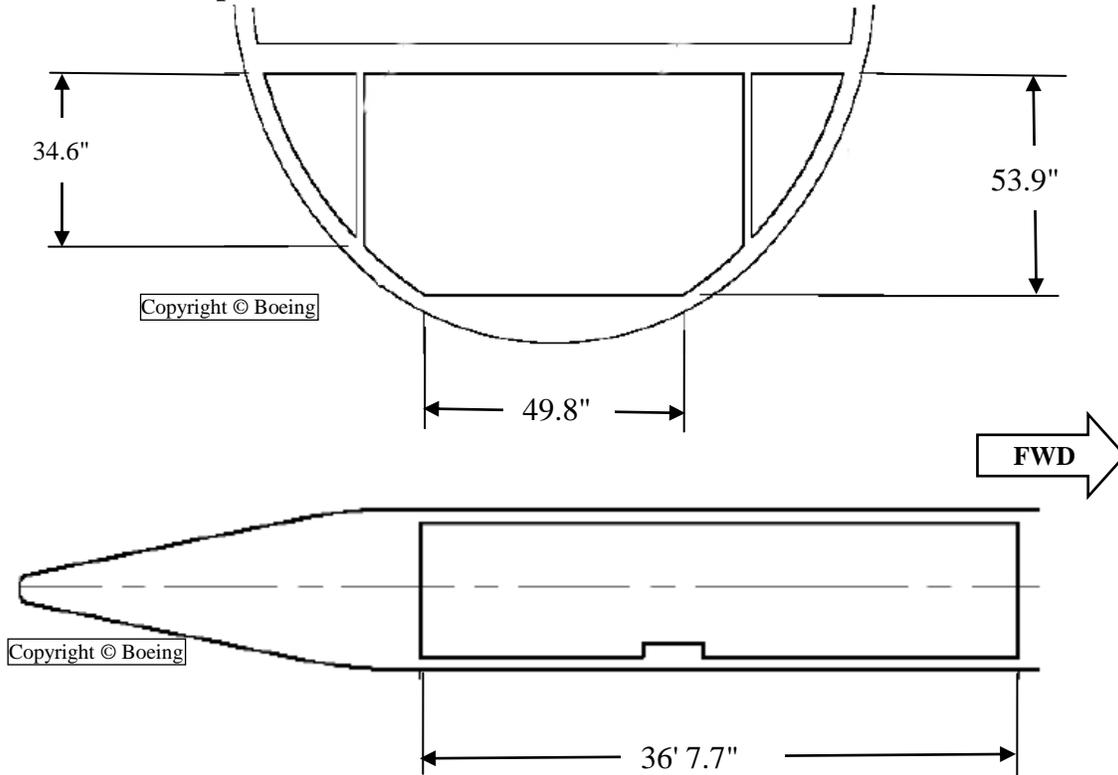
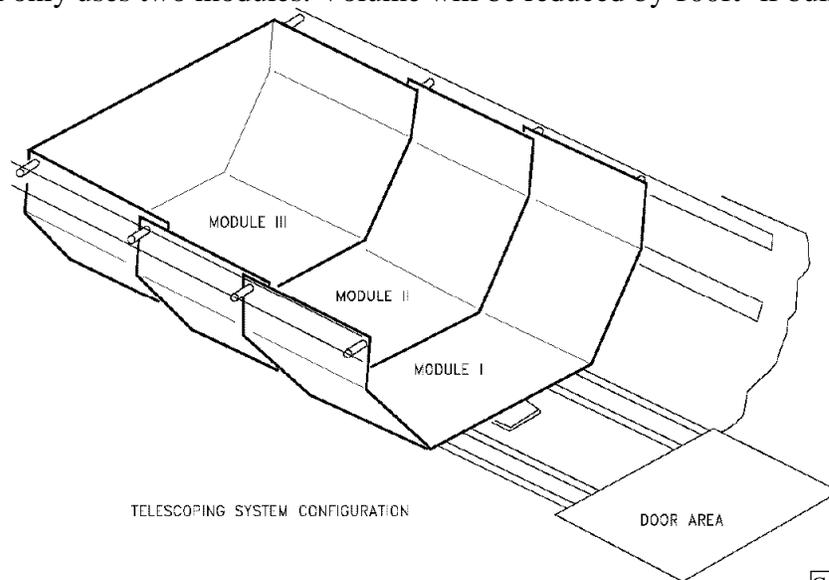


Figure 3.10. Optional Aft Compartment Telescoping System B757-200.

This system, if installed, will be forward of the aft cargo door.

It can add up to 420 ft³ of additional volume to the compartment.

(Note: Aft system only uses two modules. Volume will be reduced by 100ft³ if bulk door option is installed.)



3.2.3.3. Pallets.

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

3.2.4. BULK COMPARTMENT.

3.2.4.1. Door (optional).

No manufacturer diagrams available.

3.2.4.2. Compartment Dimensions.

(Note: If installed, shares aft cargo compartment.)

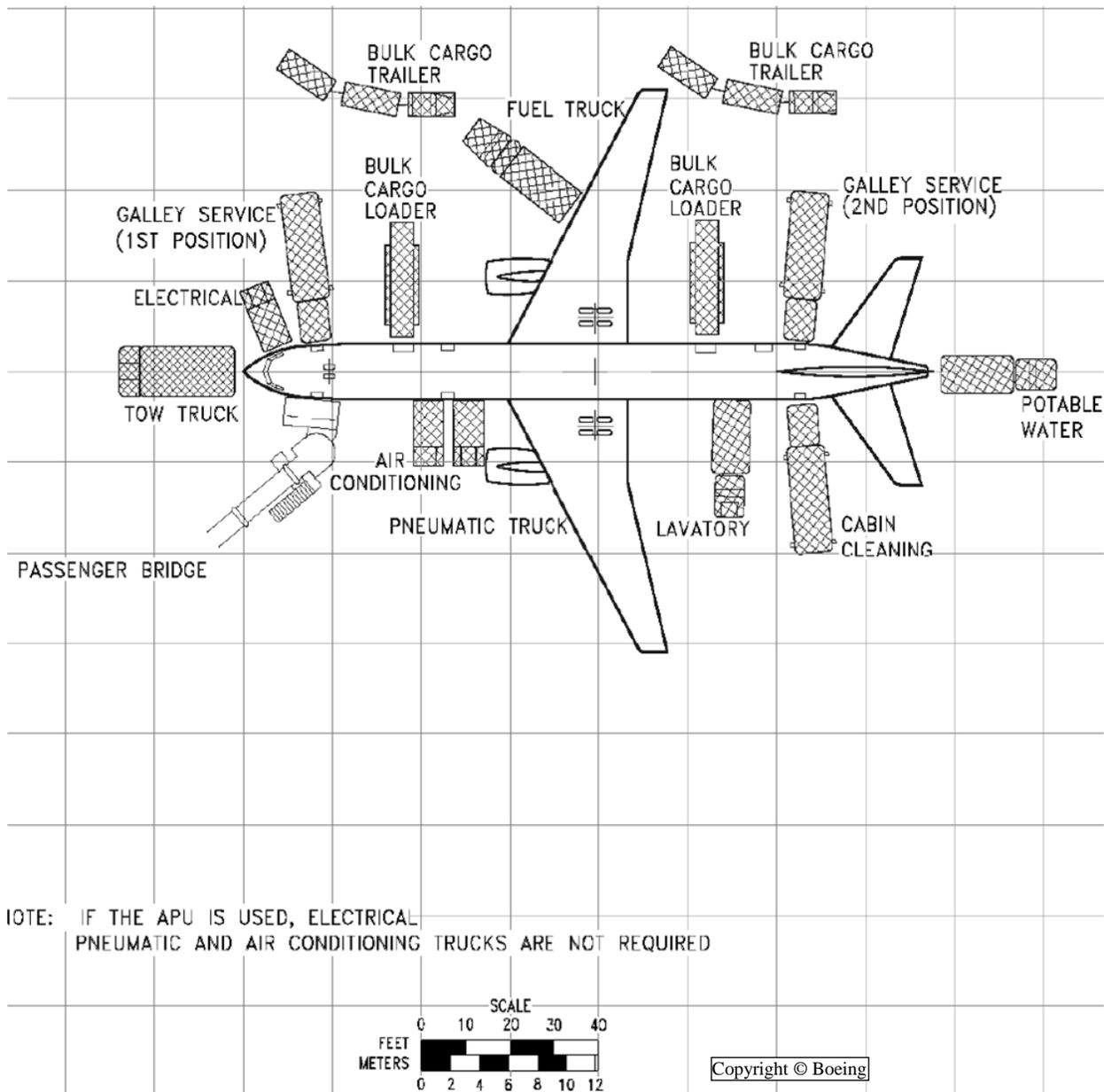
3.2.4.3. Pallets.

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

3.3. SERVICING DIAGRAMS.

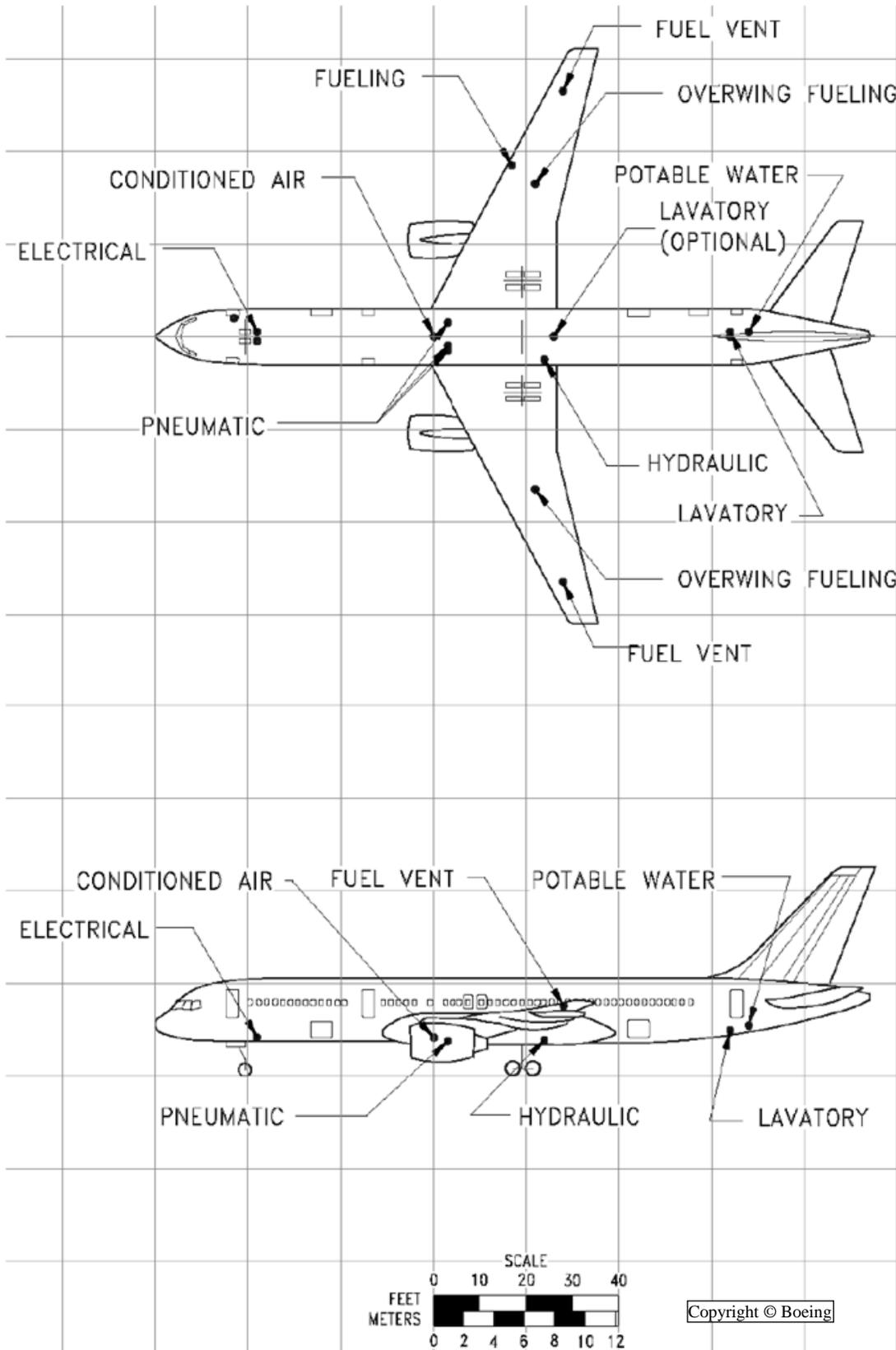
3.3.1. Servicing.

Figure 3.11. Typical Servicing Arrangement B757-200.



3.3.2. Ground Connections.

Figure 3.12. Ground Service Connections B757-200.



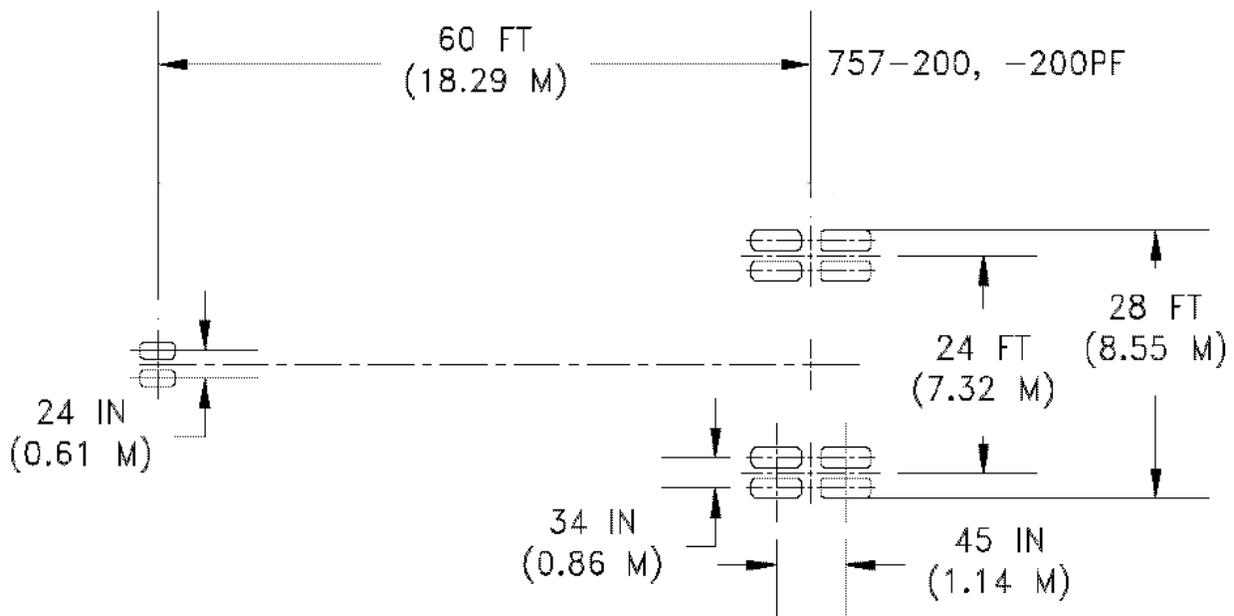
3.4. AIRFIELD SUITABILITY.

3.4.1. Landing Gear Footprint.

Figure 3.13. Landing Gear Footprint B757-200.

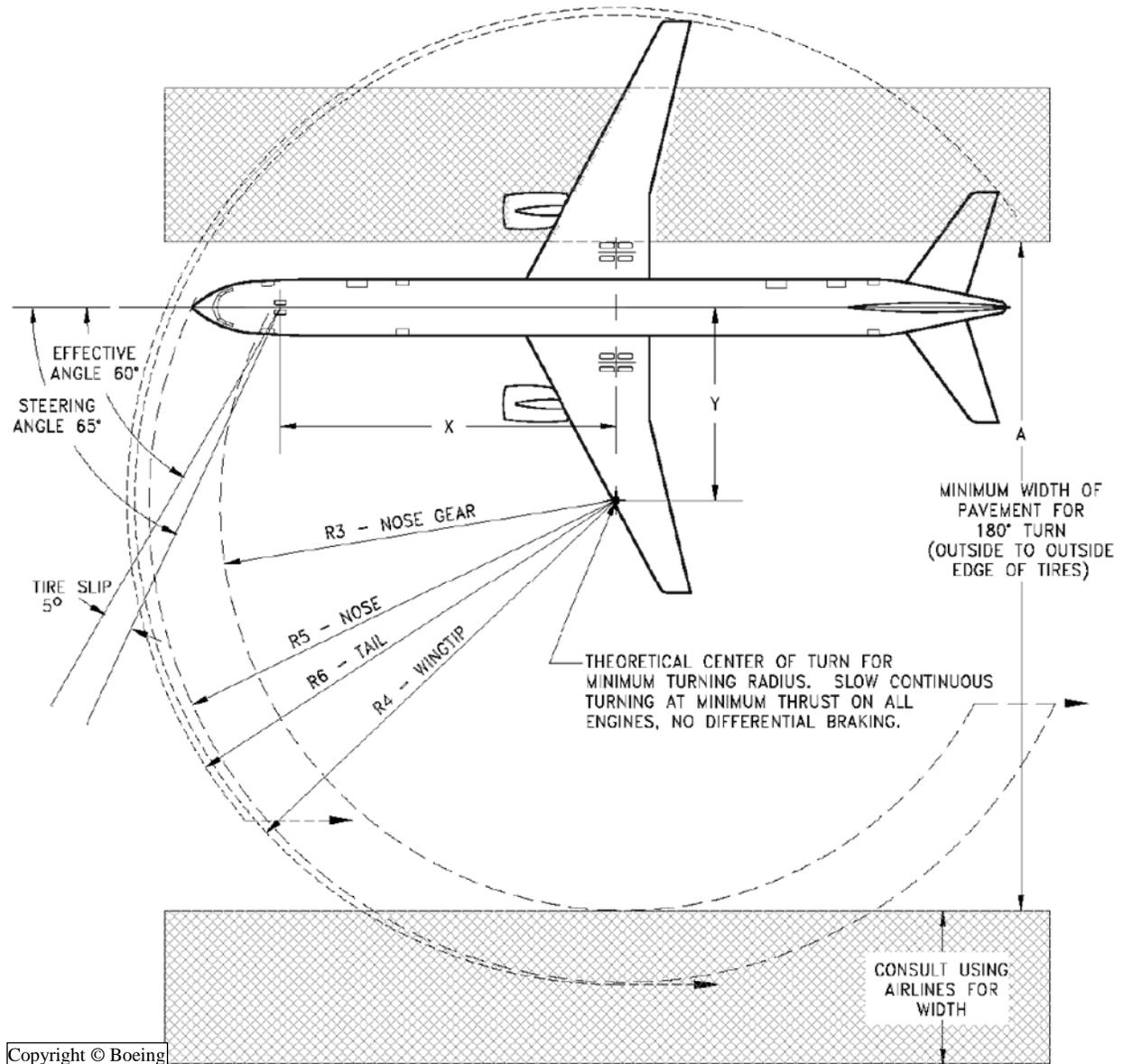
Max Taxi Wt.	221,000 lb (100,250 kg)	231,000 lb (104,800 kg)	241,000 lb (109,300 kg)	251,000 lb (113,850 kg)	256,000 lb (116,100 kg)
Nose Gear Tire Size	H31 x 13 - 12 20 PR				
Nose Gear Tire Press.	150 psi (10.55 kg/cm ²)			155 psi (10.9 kg/cm ²)	
Main Gear Tire Size	H40 x 14.5 - 19 22 PR			H40 x 14.5 24 PR	
Main Gear Tire Press.	162 psi (11.39 kg/cm ²)	168 psi (11.81 kg/cm ²)	170 psi (11.95 kg/cm ²)	182 psi (12.8 kg/cm ²)	183 psi (12.87 kg/cm ²)

NOT TO SCALE



3.4.2. Minimum Turning Radii.

Figure 3.14. Minimum Turning Radii B757-200.



- NOTES:
- 5° TIRE SLIP ANGLE APPROXIMATE FOR 65° STEERING ANGLE.
 - CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE
 - DIMENSIONS ROUNDED TO NEAREST FOOT AND 0.10 METER.

For an effective Turn Angle of 60°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	60' (18.3m)	35' (10.5m)	120' (36.4m)	71' (21.6m)	98' (30.0m)	87' (26.4m)	95' (28.9m)

3.4.3. Parking Footprint.

No manufacturer diagrams available.

Chapter 4

B757-200PF

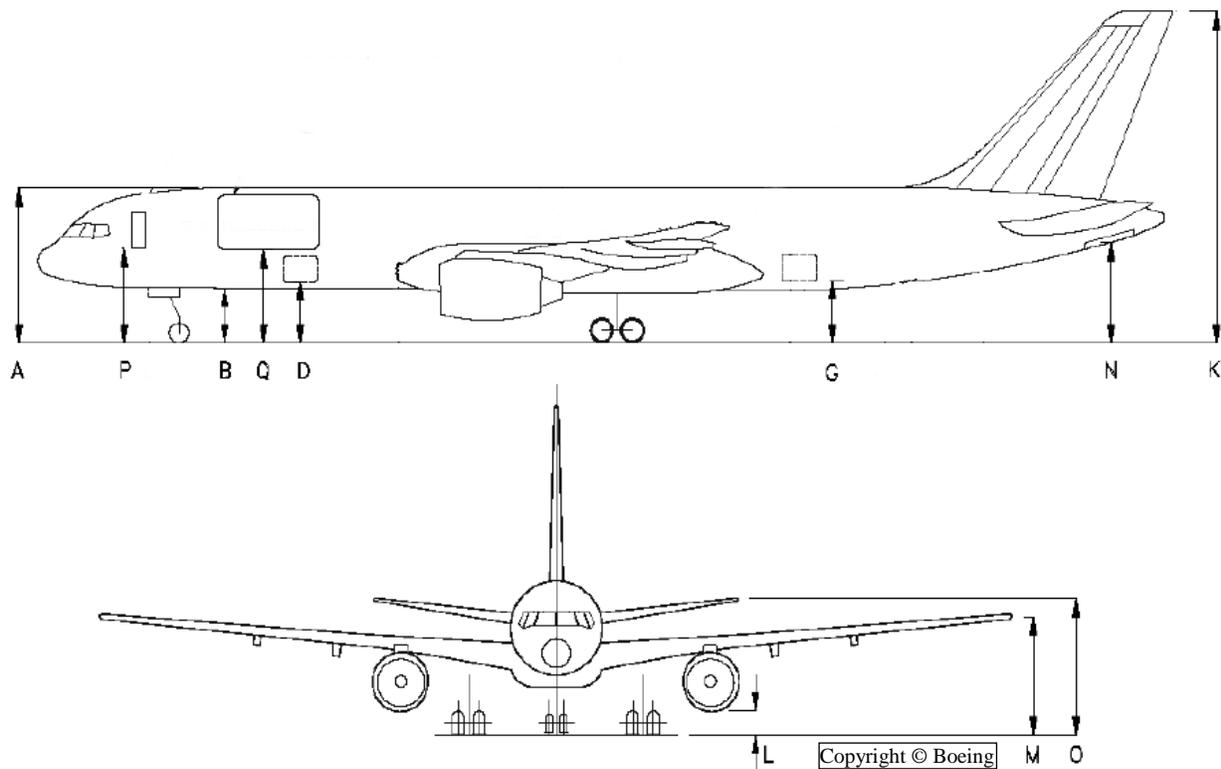
4.1. DIMENSIONS.

4.1.1. General Dimensions.

Same as for B757-200. See: [Figure 3.1. General Dimensions B757-200.](#)

4.1.2. Ground Clearance.

Figure 4.1. Ground Clearance B757-200PF.



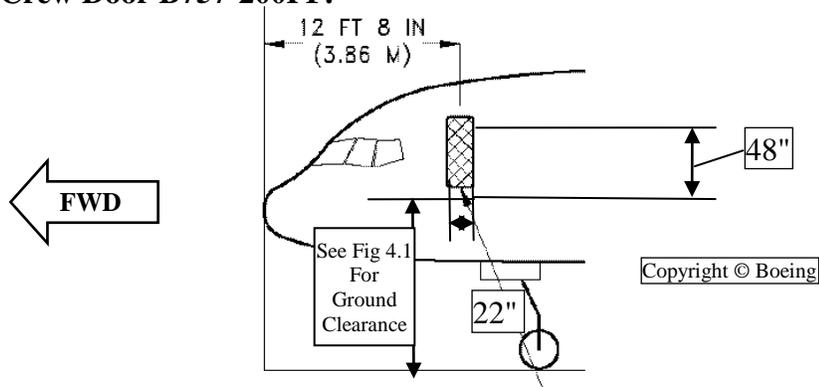
Vertical Clearances			
DOOR		Min	Max
	A	20' 6"	21' 2"
	B	7' 4"	8' 0"
FWD	D	8' 1"	8' 9"
AFT	G	7' 9"	8' 3"
	K	44' 3"	45' 1"
	L	2' 5"	2' 10"
	M	15' 4"	16' 1"
	N	12' 5"	13' 3"
	O	18' 7"	19' 8"
Crew	P	12' 5"	13' 2"
MAIN	Q	12' 6"	13' 2"

4.2. COMPARTMENT CONFIGURATIONS.

4.2.1. MAIN/PASSENGER COMPARTMENT.

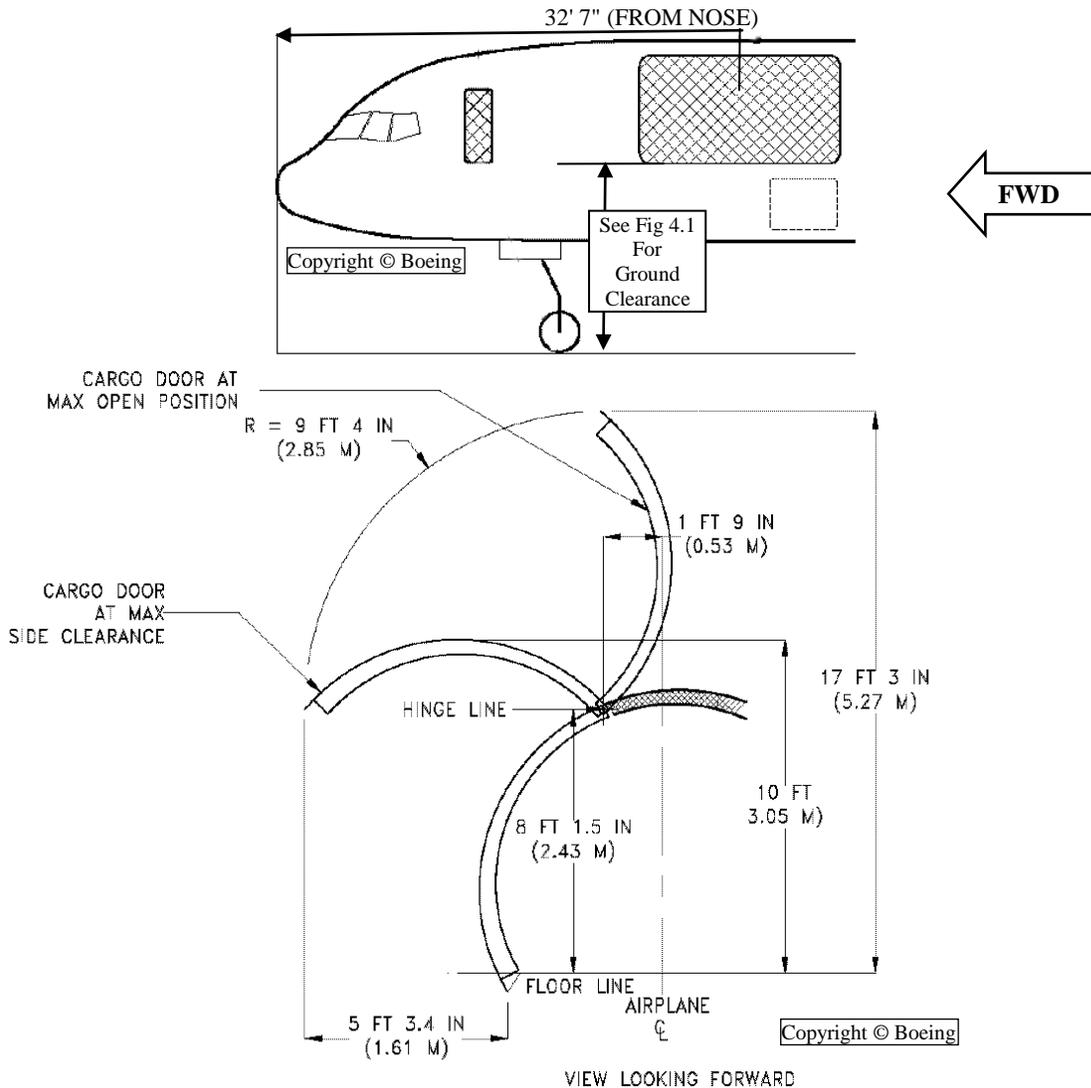
4.2.1.1. Crew Door.

Figure 4.2. Crew Door B757-200PF.



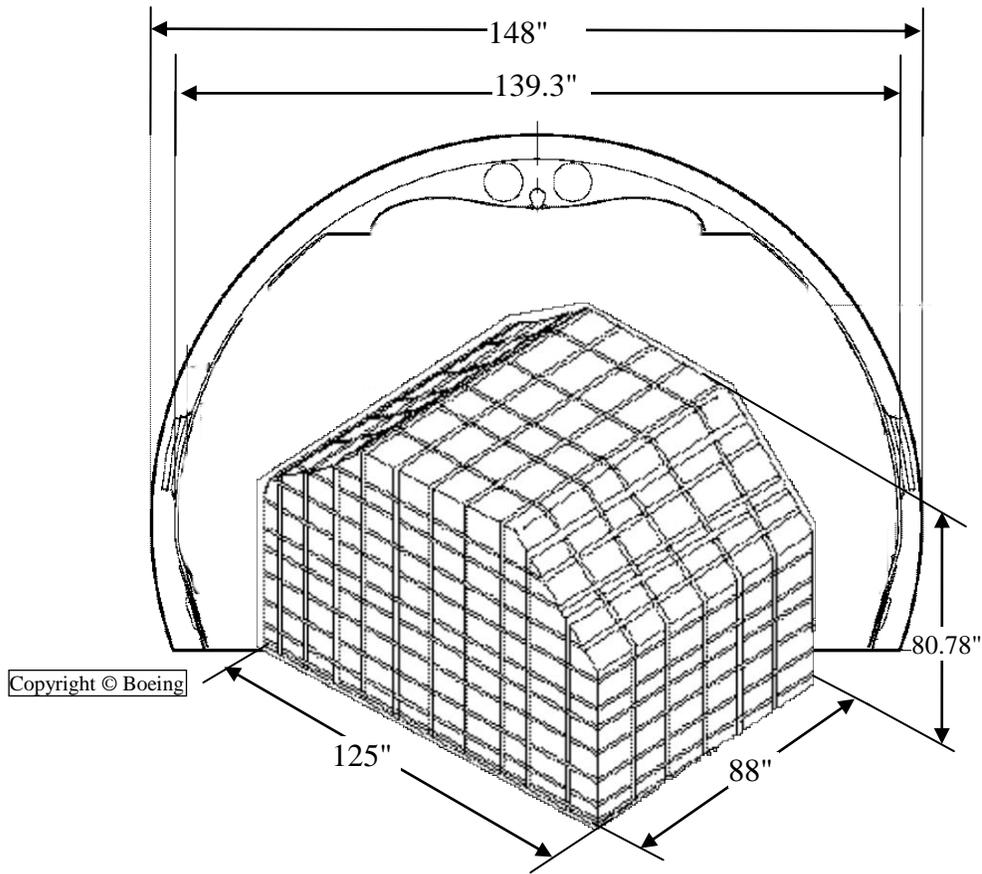
4.2.1.2. Main Door.

Figure 4.3. Main Compartment Door B757-200PF.



4.2.1.3. Compartment Dimensions.

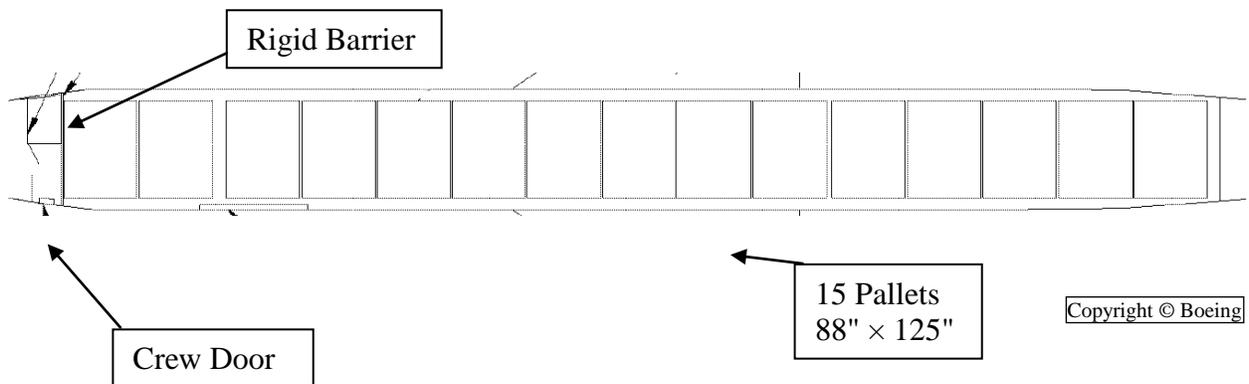
Figure 4.4. Main Compartment Dimensions B757-200PF.



4.2.1.4. Pallets.

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

Figure 4.5. Main Compartment Cargo Configurations B757-200PF.



4.2.2. FORWARD COMPARTMENT.

4.2.2.1. Door.

Same as for B757-200. See: [Figure 3.5. Forward Compartment Door B757-200.](#)

4.2.2.2. Compartment Dimensions.

Same as for B757-200. See: [Figure 3.6. Forward Compt Dimensions B757-200.](#)

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 B757-200. See: [Figure 3.8. Aft Compartment Door B757-200.](#)

4.2.3.2. Compartment Dimensions.

Same as for B757-200. See: [Figure 3.9. Aft Compartment Dimensions B757-200.](#)

4.2.3.3. Pallets.

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

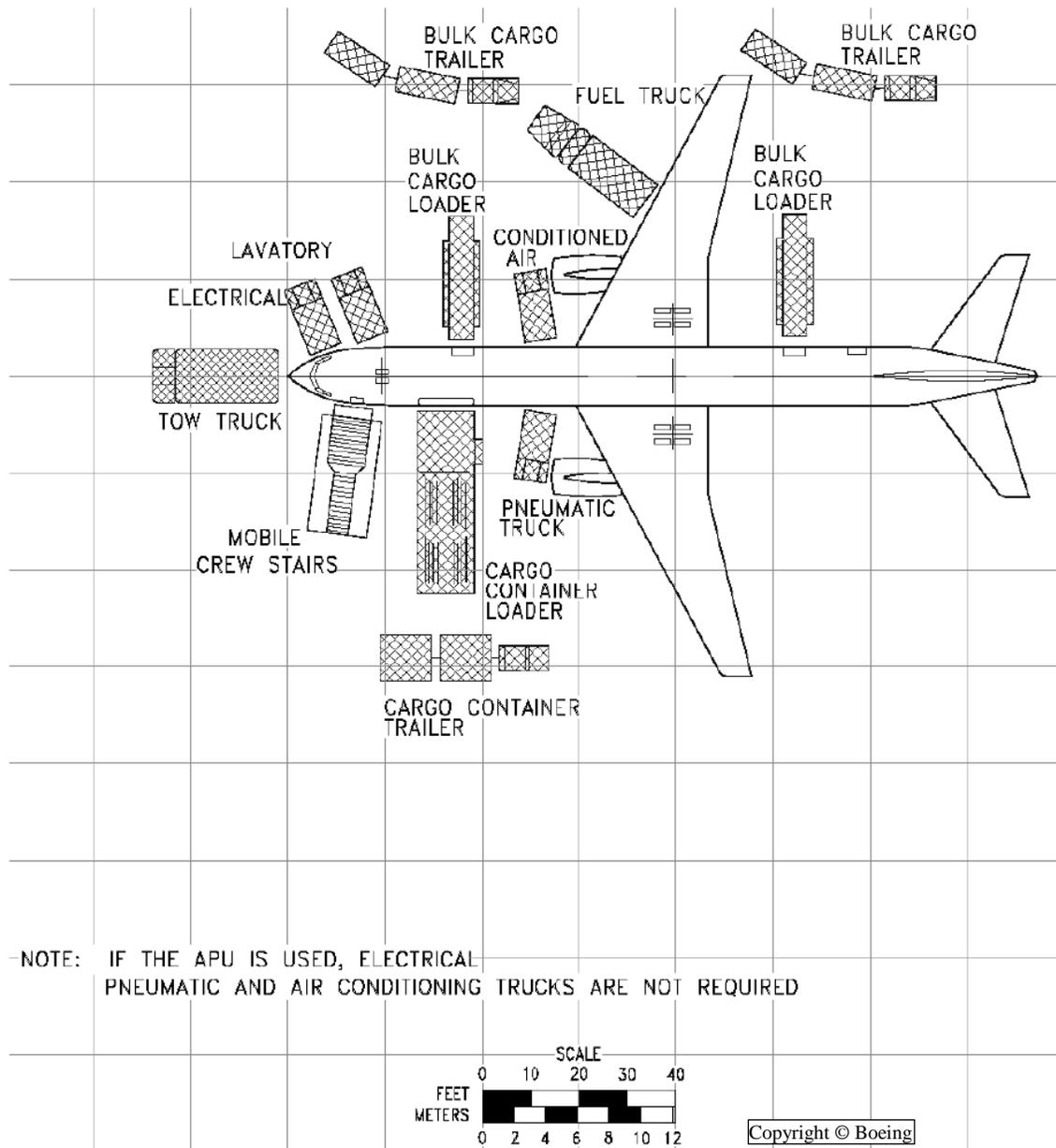
4.2.4. BULK COMPARTMENT.

N/A this model

4.3. SERVICING DIAGRAMS.

4.3.1. Servicing.

Figure 4.6. Typical Servicing Arrangement B757-200PF.



4.3.2. Ground Connections.

Same as for B757-200. See: [Figure 3.12. Ground Service Connections B757-200.](#)

4.4. AIRFIELD SUITABILITY.

4.4.1. Landing Gear Footprint.

Same as for B757-200. See: [Figure 3.13. Landing Gear Footprint B757-200.](#)

4.4.2. Minimum Turning Radii.

Same as for B757-200. See: [Figure 3.14. Minimum Turning Radii B757-200.](#)

4.4.3. Parking Footprint.

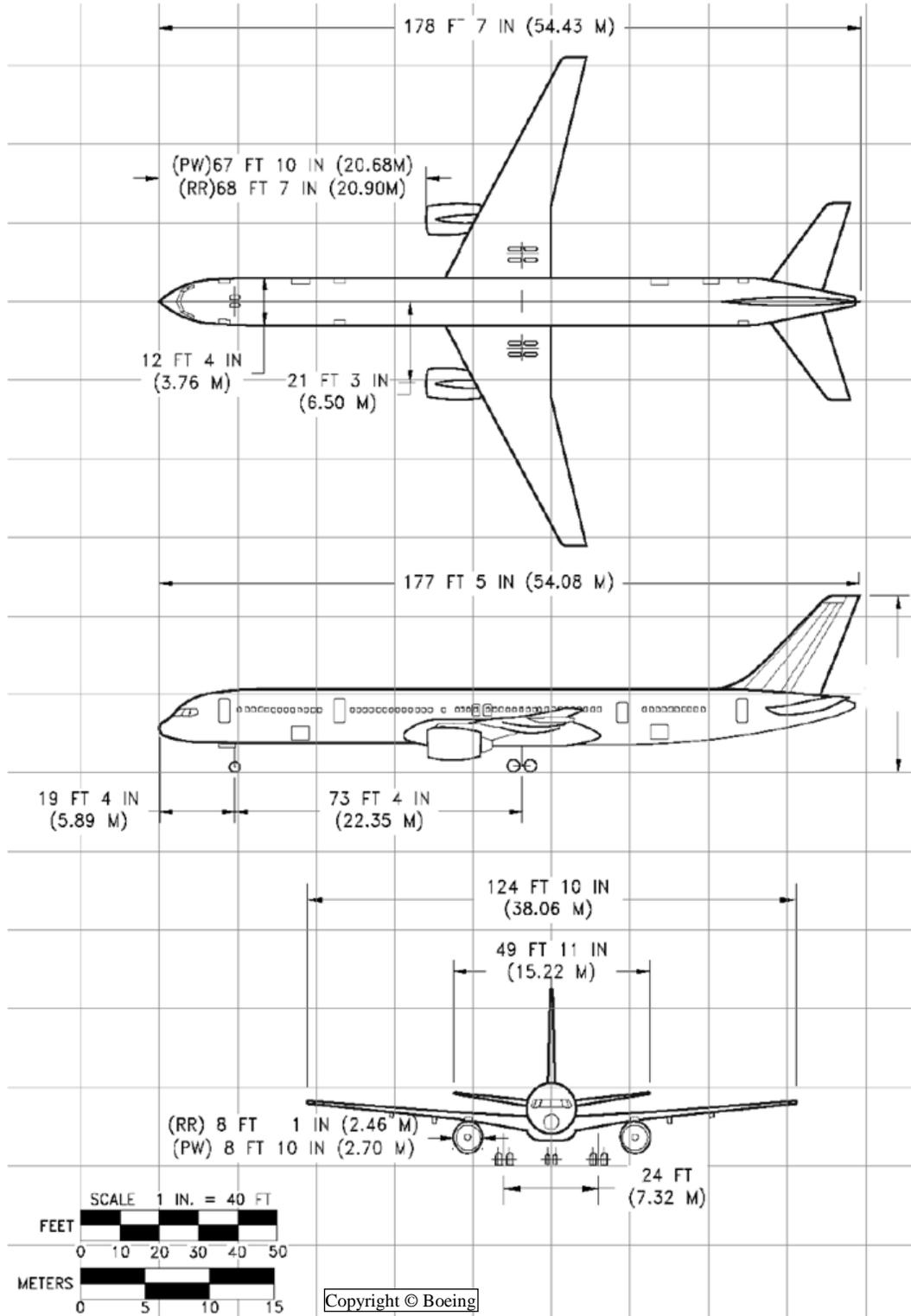
No manufacturer diagrams available.

Chapter 5 B757-300

5.1. DIMENSIONS.

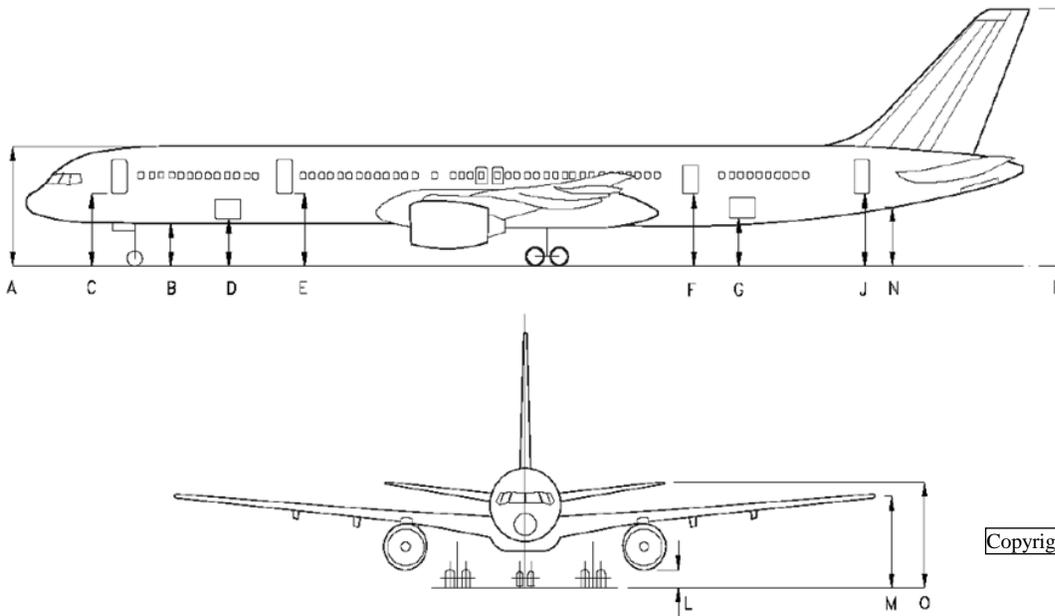
5.1.1. General Dimensions.

Figure 5.1. General Dimensions B757-300.



5.1.2. Ground Clearance.

Figure 5.2. Ground Clearance B757-300.



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Vertical Clearances			
DOOR		Min	Max
	A	20' 7"	21' 4"
	B	7' 5"	8' 2"
Pax/Crew	C	12' 5"	13' 2"
FWD	D	8' 0"	8' 9"
	E	12' 7"	13' 2"
	F	12' 11"	13' 4"
AFT	G	7' 6"	7' 10"
	J	13' 0"	13' 4"
	K	44' 6"	44' 9"
(w/ RB211 engine)	L	3' 0"	3' 7"
(w/ PW2043 engine)	L	2' 8"	3' 3"
	M	16' 1"	16' 6"
(tail skid)	N	9' 0"	9' 4"
	O	18' 10"	19' 1"

5.2. COMPARTMENT CONFIGURATIONS.

5.2.1. MAIN/PASSENGER COMPARTMENT.

5.2.1.1. Pax/Crew Door.

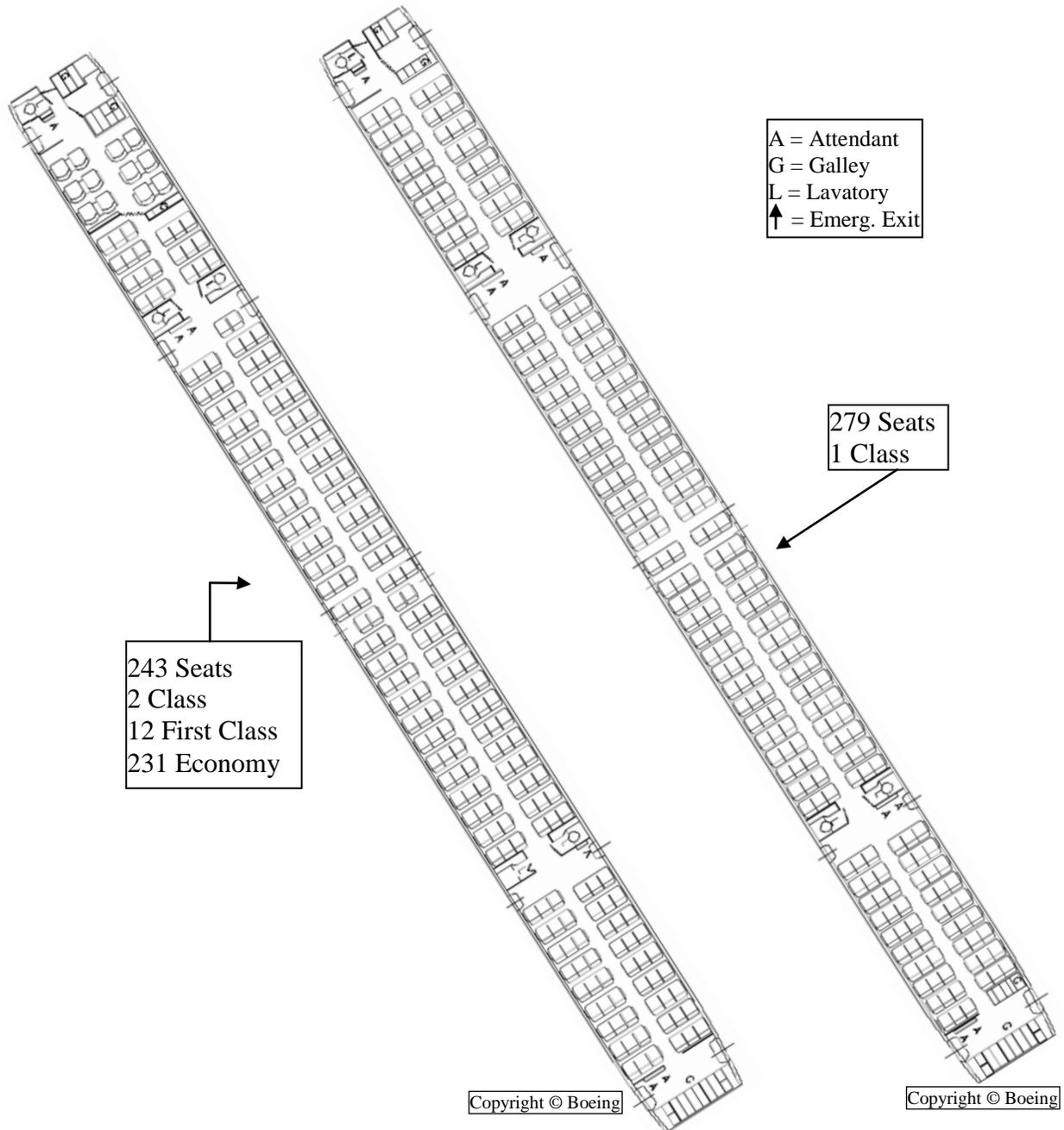
Same as for B757-200. See: [Figure 3.3. Pax/Crew Door B757-200.](#)

(Note: Refer to [Figure 5.2](#) for Ground Clearance)

5.2.1.2. Main Door. N/A this model

5.2.1.3. Compartment Dimensions.

Figure 5.3. Typical Passenger Configurations B757-300.



5.2.1.4. Pallets.

N/A this model

5.2.2. FORWARD COMPARTMENT.

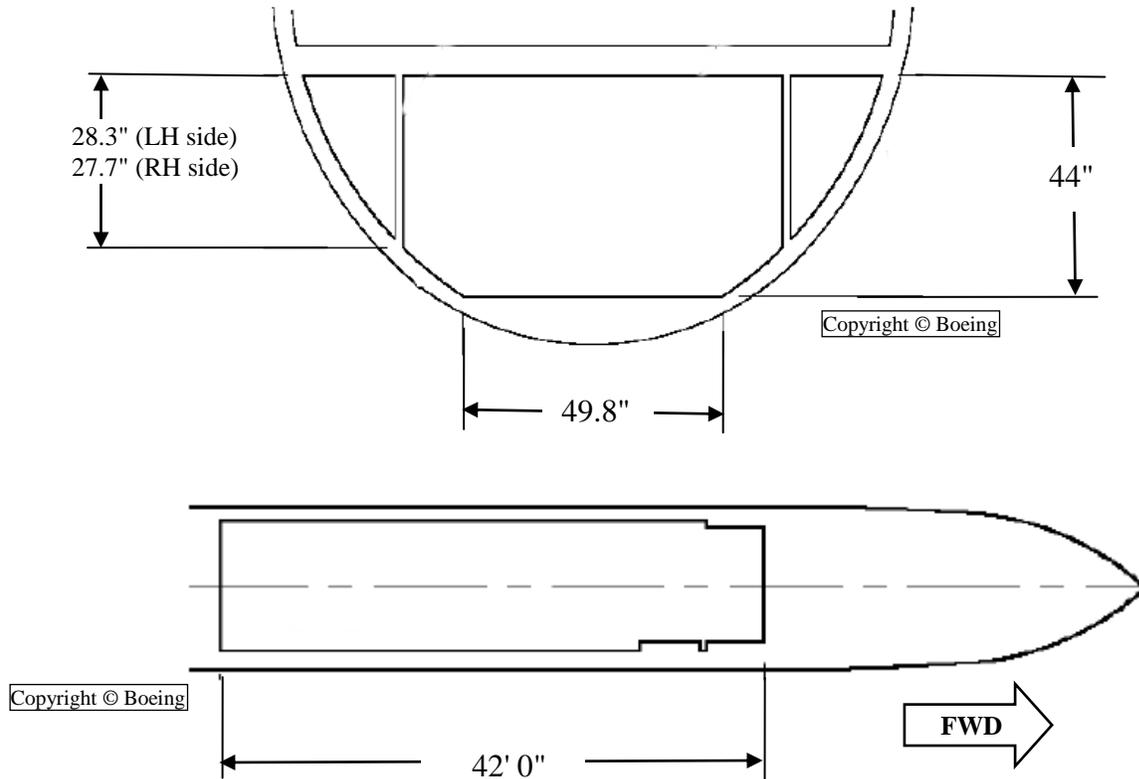
5.2.2.1. Door.

Same as for B757-200. See: [Figure 3.5. Forward Compartment Door B757-200.](#)

(Note: Refer to [Figure 5.2](#) for Ground Clearance)

5.2.2.2. Compartment Dimensions.

Figure 5.4. Forward Compartment Dimensions B757-300.



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.

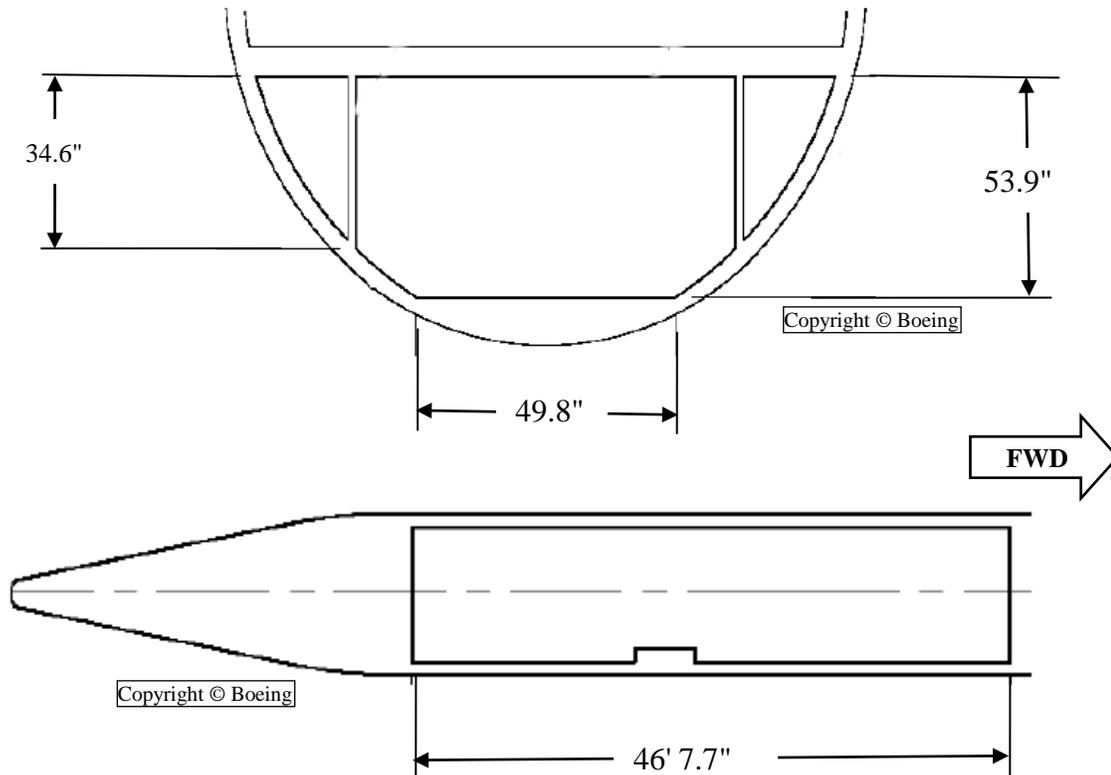
Same as for B757-200. See: [Figure 3.8. Aft Compartment Door B757-200.](#)

(Note: Refer to [Figure 5.2](#) for Ground Clearance)

(Note: Distance from Aft Door to Nose of the B757-300 is 127' 7")

5.2.3.2. Compartment Dimensions.

Figure 5.5. Aft Compartment Dimensions B757-300.



5.2.3.3. Pallets.

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

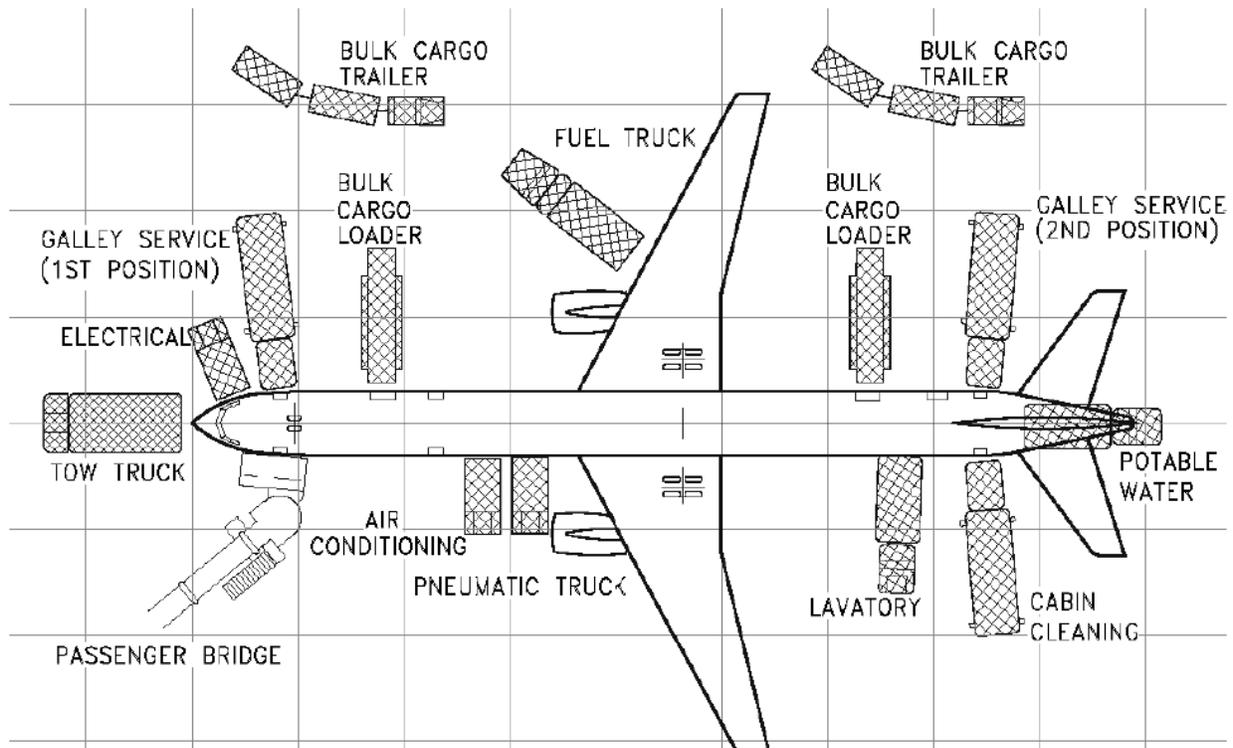
5.2.4. BULK COMPARTMENT.

N/A this model

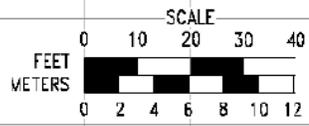
5.3. SERVICING DIAGRAMS.

5.3.1. Servicing.

Figure 5.6. Typical Servicing Arrangement B757-300.



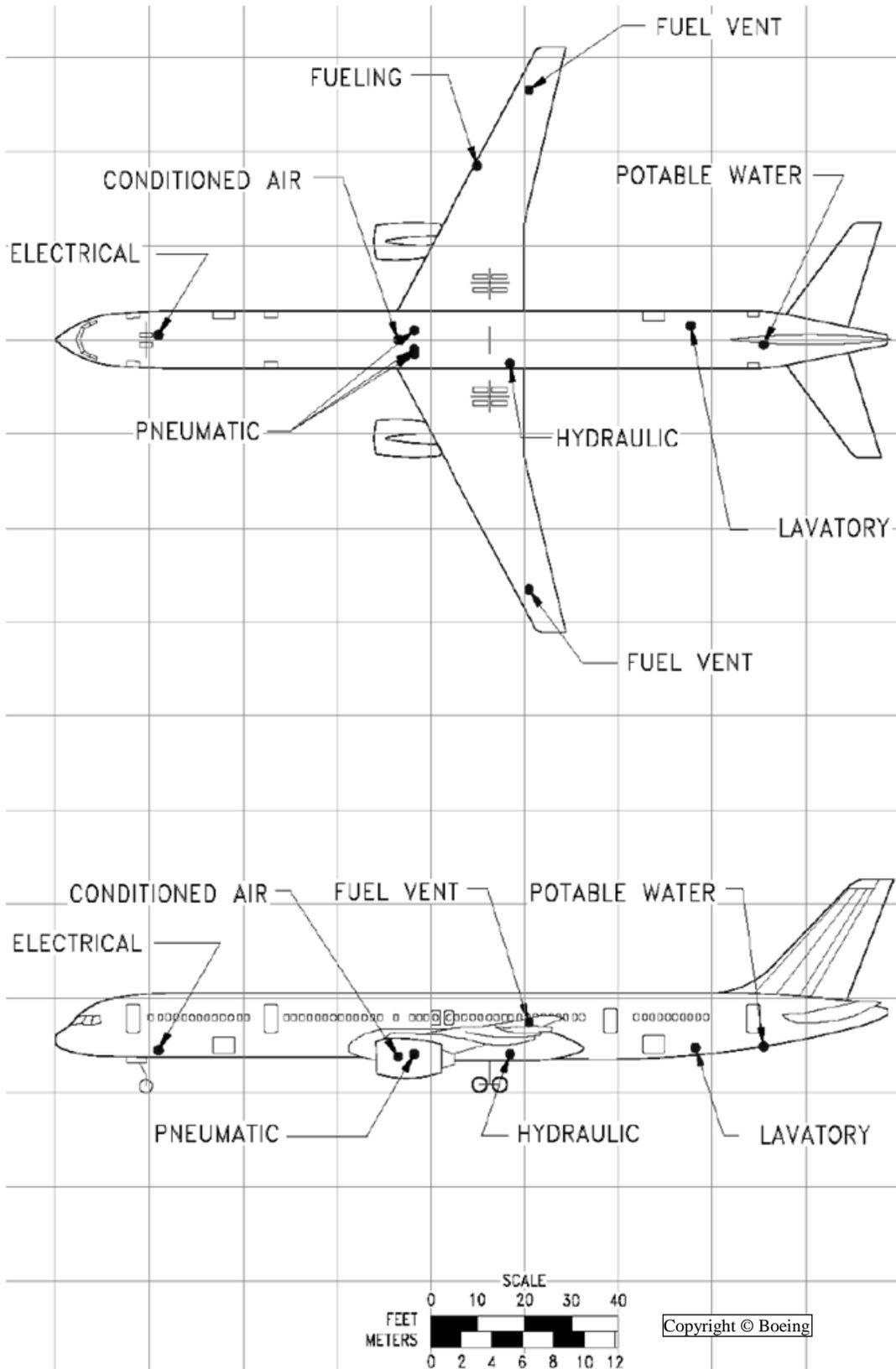
NOTE: IF THE APU IS USED, ELECTRICAL PNEUMATIC AND AIR CONDITIONING TRUCKS ARE NOT REQUIRED



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5.3.2. Ground Connections.

Figure 5.7. Ground Service Connections B757-300.



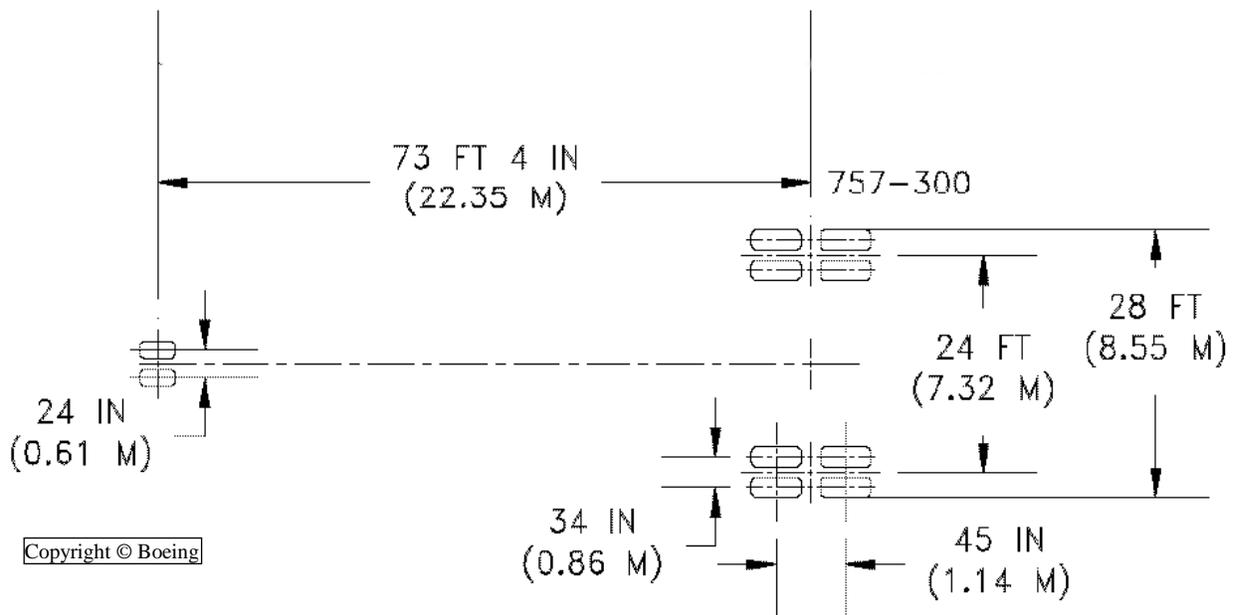
5.4. AIRFIELD SUITABILITY.

5.4.1. Landing Gear Footprint.

Figure 5.8. Landing Gear Footprint B757-300.

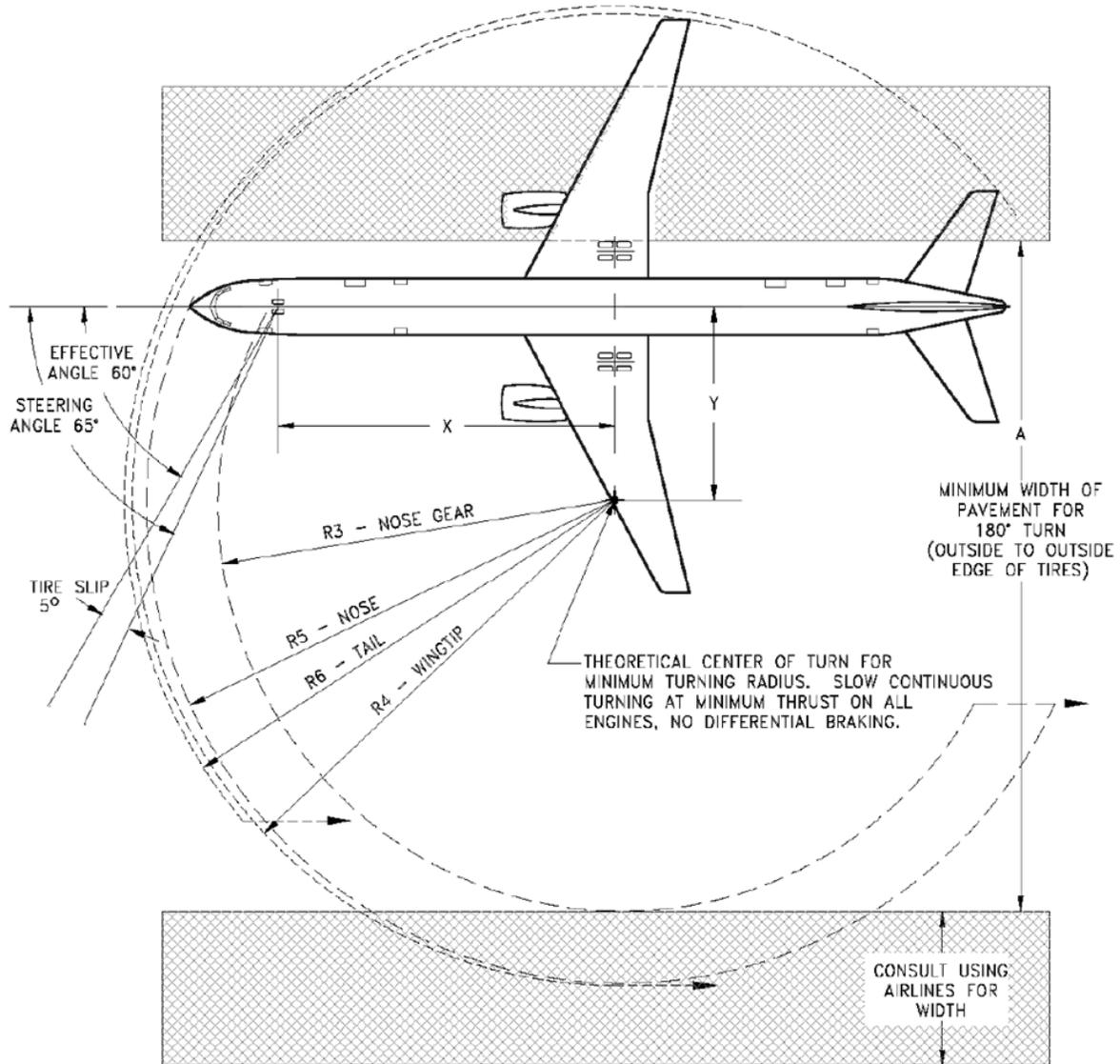
Max Taxi Wt.	271,000 lb (122,920 kg)
Nose Gear Tire Size	H31 x 13 - 12 20 PR
Nose Gear Tire Press.	136 psi (9.56 kg/cm ²)
Main Gear Tire Size	H40 x 14.5 - 19 26 PR
Main Gear Tire Press.	195 psi (13.7 kg/cm ²)

NOT TO SCALE



5.4.2. Minimum Turning Radii.

Figure 5.9. Minimum Turning Radii B757-300.



NOTES:
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 SLIP ANGLE APPROXIMATE FOR 65° STEERING ANGLE.
 • CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE
 • DIMENSIONS ROUNDED TO NEAREST FOOT AND 0.10 METER.

For an effective Turn Angle of 60°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	73' (22.3m)	42' (12.9m)	141' (43.0m)	86' (26.3m)	106' (32.3m)	102' (31.0m)	107' (32.7m)

5.4.3. 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

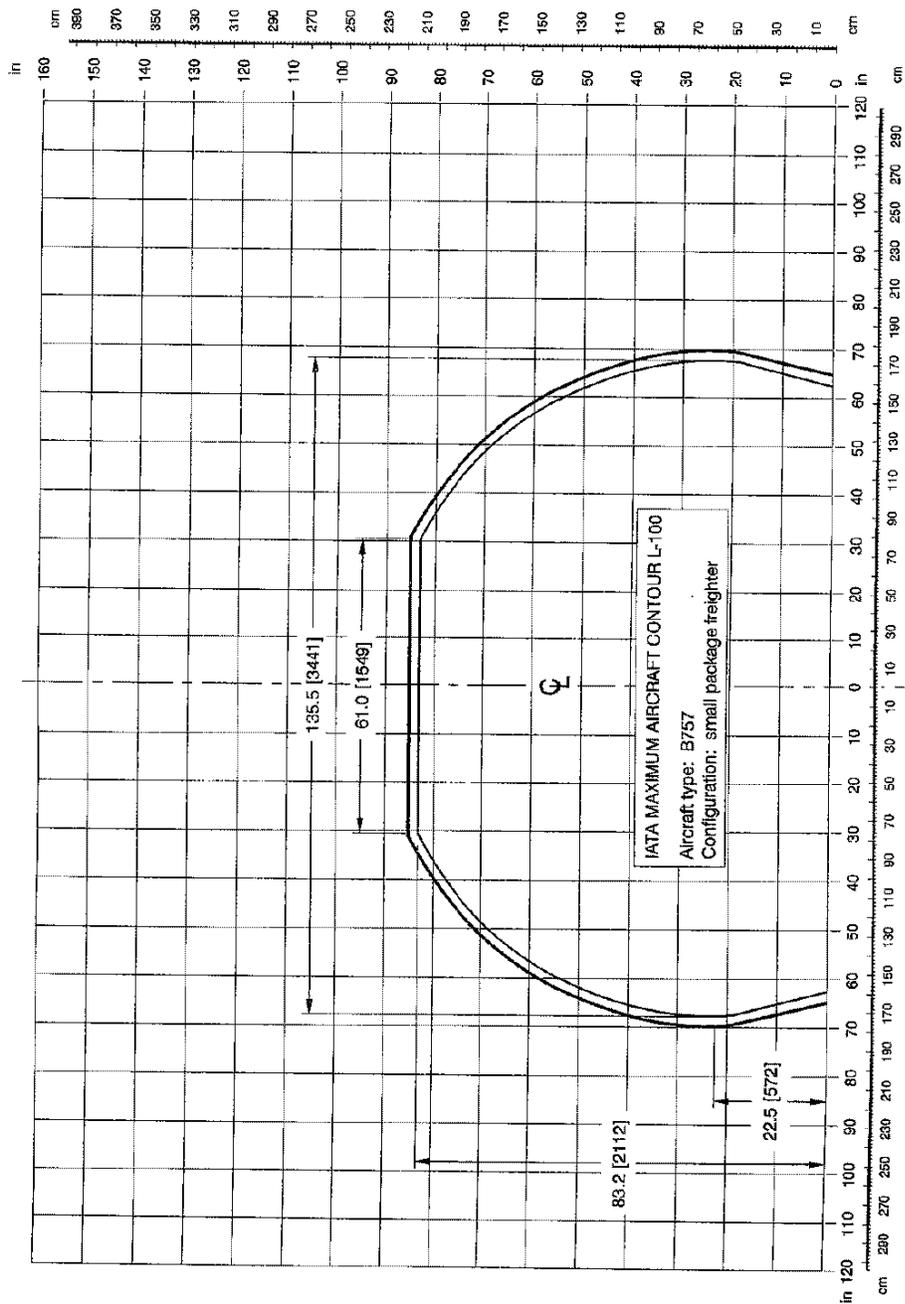
[DD Form 2130C](#), Aircraft Load Plan Continuation

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

Attachment 2

MAIN COMPARTMENT CONTOUR CHART B757-200PF

Figure A2.1. Main Compartment Contour Chart B757-200PF



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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 L100 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.