

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

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



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**CIVIL RESERVE AIR FLEET LOAD
PLANNING – BOEING B767 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
Addendum E – B 767 SERIES

Chapter 1 – <u>GENERAL INFORMATION</u>	5
1.1. <u>Purpose.</u>	5
1.2. <u>Scope.</u>	5
1.3. <u>Arrangement.</u>	5
1.4. <u>Supplements.</u>	5
1.5. <u>Acronyms.</u>	5
1.6. <u>Copyrights.</u>	6
1.7. <u>Description. Addendum E. Boeing B767 Series.</u>	6
Chapter 2 – <u>QUICK REFERENCE TABLES</u>	8
2.1. <u>Ranges.</u>	8
2.2. <u>Pallets.</u>	8
2.3. <u>Table Legends.</u>	8
2.4. <u>After-Market Conversions.</u>	8
2.5. <u>Tables.</u>	8
2.6. <u>Tables. Addendum E. Boeing B767 Series.</u>	9
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>B767-200 (also B767-200ER)</u>	15
3.1. <u>DIMENSIONS.</u>	15
Figure 3.1. <u>General Dimensions B767-200.</u>	
Figure 3.2. <u>Ground Clearance B767-200.</u>	
3.2. <u>COMPARTMENT CONFIGURATIONS.</u>	17
Figure 3.3. <u>Pax/Crew Door B767-200.</u>	
Figure 3.4. <u>Typical Passenger Configurations B767-200.</u>	

Figure 3.5. <u>Small Forward Compartment Door B767-200.</u>	
Figure 3.6. <u>Large Forward Compartment Door B767-200.</u>	
Figure 3.7. <u>Forward Compartment Dimensions B767-200.</u>	
Figure 3.8. <u>Forward Compartment Cargo Configurations B767-200.</u>	
Figure 3.9. <u>Aft Compartment Door B767-200.</u>	
Figure 3.10. <u>Bulk Compartment Door B767-200.</u>	
Figure 3.11. <u>Bulk Compartment Dimensions B767-200.</u>	
3.3. <u>SERVICING DIAGRAMS.</u>	24
Figure 3.12. <u>Typical Servicing Arrangement B767-200.</u>	
Figure 3.13. <u>Ground Service Connections B767-200.</u>	
3.4. <u>AIRFIELD SUITABILITY.</u>	26
Figure 3.14. <u>Landing Gear Footprint B767-200.</u>	
Figure 3.15. <u>Minimum Turning Radii B767-200.</u>	
Chapter 4 – <u>B767-200SF</u>	28
4.1. <u>DIMENSIONS.</u>	28
4.2. <u>COMPARTMENT CONFIGURATIONS.</u>	28
Figure 4.1. <u>Main Compartment Dimensions B767-200SF.</u>	
Figure 4.2. <u>Main Compartment Cargo Configurations B767-200SF.</u>	
4.3. <u>SERVICING DIAGRAMS.</u>	30
4.4. <u>AIRFIELD SUITABILITY.</u>	30
Chapter 5 – <u>B767-300 (also B767-300ER)</u>	31
5.1. <u>DIMENSIONS.</u>	31
Figure 5.1. <u>General Dimensions B767-300.</u>	
Figure 5.2. <u>Ground Clearance B767-300.</u>	
5.2. <u>COMPARTMENT CONFIGURATIONS.</u>	33
Figure 5.3. <u>Typical Passenger Configurations B767-300.</u>	
Figure 5.4. <u>Forward Compartment Cargo Configurations B767-300.</u>	
Figure 5.5. <u>Bulk Compartment Cargo Configurations B767-300.</u>	
5.3. <u>SERVICING DIAGRAMS.</u>	36
Figure 5.6. <u>Typical Servicing Arrangement B767-300.</u>	
Figure 5.7. <u>Ground Service Connections B767-300.</u>	
5.4. <u>AIRFIELD SUITABILITY.</u>	38
Figure 5.8. <u>Landing Gear Footprint B767-300.</u>	
Figure 5.9. <u>Minimum Turning Radii B767-300.</u>	
Chapter 6 – <u>B767-300F</u>	40
6.1. <u>DIMENSIONS.</u>	40
Figure 6.1. <u>General Dimensions B767-300F.</u>	
Figure 6.2. <u>Ground Clearance B767-300F.</u>	
6.2. <u>COMPARTMENT CONFIGURATIONS.</u>	42
Figure 6.3. <u>Main Compartment Door B767-300F.</u>	
Figure 6.4. <u>Main Compartment Dimensions B767-300F.</u>	
Figure 6.5. <u>Main Compartment Cargo Configurations B767-300F.</u>	
6.3. <u>SERVICING DIAGRAMS.</u>	45

Figure 6.6. <u>Typical Servicing Arrangement B767-300F.</u>	
Figure 6.7. <u>Ground Service Connections B767-300F.</u>	
6.4. <u>AIRFIELD SUITABILITY.</u>	47
Figure 6.8. <u>Landing Gear Footprint B767-300F.</u>	
Chapter 7 – <u>B767-400ER</u>	48
7.1. <u>DIMENSIONS.</u>	48
Figure 7.1. <u>General Dimensions B767-400ER.</u>	
Figure 7.2. <u>Ground Clearance B767-400ER.</u>	
7.2. <u>COMPARTMENT CONFIGURATIONS.</u>	50
Figure 7.3. <u>Typical Passenger Configurations B767-400ER.</u>	
Figure 7.4. <u>Forward Compartment Cargo Configurations B767-400ER.</u>	
Figure 7.5. <u>Bulk Compartment Cargo Configurations B767-400ER.</u>	
7.3. <u>SERVICING DIAGRAMS.</u>	52
Figure 7.6. <u>Typical Servicing Arrangement B767-400ER.</u>	
Figure 7.7. <u>Ground Service Connections B767-400ER.</u>	
7.4. <u>AIRFIELD SUITABILITY.</u>	54
Figure 7.8. <u>Landing Gear Footprint B767-400ER.</u>	
Figure 7.9. <u>Minimum Turning Radii B767-400ER.</u>	
Attachment 1 – GLOSSARY OF REFERENCES	56
Attachment 2 – B767 AEROMEDICAL EVACUATION CAPABILITY	57
A2.1. <u>Activation.</u>	
A2.2. <u>Availability.</u>	
A2.3. <u>CRAF AESS.</u>	
A2.4. <u>Configurations.</u>	
A2.5. <u>Reconfiguring AESS.</u>	
A2.6. <u>References.</u>	
Figure A2.1. <u>B767-200 Series AESS Configurations.</u>	
Figure A2.1. <u>B767-300 Series AESS Configurations.</u>	
Attachment 3 – MAIN COMPT CONTOUR CHART B767-200SF, -300F	59
Attachment 4 – LOWER COMPT CONTOUR CHART B767	60
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 E. Boeing B767 Series.

The B767 Series aircraft are wide-body, twin engine aircraft, designed for short to medium range. The ER models can also fly long range routes, due to advanced systems and modifications, and the first to be approved by the FAA for Extended Twin Engine Operations (ETOPS) 120 and 180 minutes long. Incorporating newer technology, lighter materials, and a thicker, longer wing, the B767 has increased performance and economy. The B767 and the B757 series aircraft were developed concurrently, and share many common features, allowing pilots dual qualifications. Therefore, many companies operate with both B767's and B757's, increasing efficiency and savings. To date, 981 B767's have been made, with orders for over 50 more.

The B767-200 was developed for roughly three years before its first flight on September 1981, being type-certified in July 1982. Featuring many common features as the B757, it also shared common engines with the B747, as well as having over four feet more width than a standard narrow-body. Before production ceased in 1994, 128 B767-200's were manufactured

The next model, the **B767-200ER**, or extended range, was developed right after the first B767-200 was delivered. Identical to the B767-200, except for center fuel tanks, it first flew and was type-certified in March 1984. 121 B767-200ER's have been manufactured to date.

B767-200SF. Israel Aerospace Industries received a FAA Supplemental Type Certificate in July 2004 to convert B767-200 and -200ER's into freighters. The B767-200SF ("SF" for Special Freighter), has all passenger windows, galleys, and exits removed, and the main compartment floor strengthened and cargo door added. As of 2009, 38 B767-200SF's have been converted.

The B767-300 was developed after the B767-200ER, and had its maiden flight in January 1986, being type-certified by September. Having all of the features as the B767-200, the B767-300 was stretched 21' 1", and accommodates more passengers. 104 B767-300's have currently been made.

The B767-300ER incorporated center fuel tanks into the basic B767-300. It flew first in December 1986, but wasn't type-certified until January, 1988. Currently the most popular model in the series, 536 have been delivered so far, with dozens on order.

The B767-300F first flew in June, and was type-rated in October of 1995. The B767-300F ("F" for Freighter), is a B767-300ER with a main compartment modified for cargo, to include a left-side cargo door. 54 have made so far, with 28 orders, plus some -300/-300ER conversions.

The B767-400ER is the second "stretch job", being 21' longer than the B767-300ER. It first flew in October 1999, and was type-certified on July 2000. Offered as an extended range version only, the B767-400ER also incorporated a new wing design and new engines. There have been 38 B767-400ER's produced to date.

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

B767-200
B767-200ER
B767-200SF
B767-300

B767-300ER
B767-300F
B767-400ER

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 E. Boeing B767 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	
B767-200	M= X, F= 3, A= 0, B= 0	1,250– 2,250	24.45– 36.68	20.45– 34.18	16.2– 29.93	11.7– 25.43	4,800– 5,200
B767-200ER	M= X, F= 3, A= 0, B= 0	3,300– 4,950	35.94– 39.2	35.94– 39.2	35.94– 39.2	32.69– 39.2	7,800– 8,000
B767-200SF	M= 19!, F=3, A= 0, B= 0	?	?	?	?	?	?
B767-300	M= X, F= 4, A= 0, B= 0	2,300	44.13– 45.81	41.31– 41.63	36.06– 36.63	30.31– 31.63	5,100
B767-300ER	M= X, F= 4, A= 0, B= 0	3,800– 3,950	42.03– 48.28	42.03– 48.28	42.03– 48.28	42.03– 48.28	6,950– 7,400
B767-300F	M= 26, F= 4, A= 0, B= 0	3,200	59.5– 60.5	59.5– 60.5	59.5– 60.5	55–57	7,400– 7,600
B767-400ER	M= X, F= ?, A= 0, B= 0	3,650	50.5– 51.3	50.5– 51.3	50.5– 51.3	50.5– 51.3	6,500

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
B767-200	216	255	2,000–3,500	255	204–255	161–255	116–255
B767-200ER	216	255	4,200–6,200	255	255	255	255
B767-200SF	?	?	?	?	?	?	?
B767-300	261	290	3,700–4,000	290	290	290	290
B767-300ER	261	290	5,800–6,000	290	290	290	290
B767-300F	X	X	X	X	X	X	X
B767-400ER	243	409	4,300	409	409	409	409

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
B767-200	161 to 176	X	89 to 99	89 to 99	90 to 102	X	70 × 67 Or 134 wide	70 × 67	38 × 43.5
B767-200ER	161 to 176	X	89 to 99	89 to 99	90 to 102	X	134 × 67	70 × 67	38 × 43.5
B767-200SF	?	?	89 to 99	89 to 99	90 to 102	134 × 102!	70 × 67 Or 134 wide	70 × 67	38 × 43.5
B767-300	163 to 177	X	90 to 101	86 to 99	87 to 102	X	70 × 67 Or 134 wide	70 × 67	38 × 43.5
B767-300ER	163 to 177	X	90 to 101	86 to 99	87 to 102	X	134 × 67	70 × 67	38 × 43.5
B767-300F	162 to 177	164 to 176	89 to 101	89 to 100	89 to 103	134 × 100	134 × 67	70 × 67	38 × 43.5
B767-400ER	163 to 173	X	94 to 103	116 to 126	121 to 131	X	134 × 67	70 × 67	38 × 43.5

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
B767-200	X	? × 96 (@fl) × 66	? × 96 (@fl) × 66	?	X	?	?	?
B767-200ER	X	? × 96 (@fl) × 66	? × 96 (@fl) × 66	?	X	?	?	?
B767-200SF	?	? × 96 (@fl) × 66	? × 96 (@fl) × 66	?	?	?	?	?
B767-300	X	? × 96 (@fl) × 66	? × 96 (@fl) × 66	?	X	?	?	?
B767-300ER	X	? × 96 (@fl) × 66	? × 96 (@fl) × 66	?	X	?	?	?
B767-300F	?	? × 96 (@fl) × 66	? × 96 (@fl) × 66	?	?	?	?	?
B767-400ER	X	640 × 96 (@fl) × 66	580 × 96 (@fl) × 66	?	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)
B767-200	284,000–317,000	282,000–315,000	257,000–272,000	242,000–250,000	174,110–177,000	67,890–73,350	3,070
B767-200ER	337,000–396,000	335,000–395,000	278,000–300,000	253,000–260,000	181,130–181,610	71,650–78,500	3,070
B767-200SF	?	?	?	?	?	96,000 ?	11,978 – 12,614!
B767-300	347,000–352,000	345,000–350,000	300,000	278,000	186,380–189,750	88,250–91,620	4,030
B767-300ER	381,000–413,000	380,000–413,000	300,000–320,000	278,000–295,000	193,840–198,440	84,060–96,560	4,030
B767-300F	409,000–413,000	408,000–412,000	326,000	309,000	188,000–190,000	119,000–121,000	
B767-400ER	451,000	450,000	350,000	330,000	227,400–229,000	101,000–102,600	4,905

Table 2.6. Airfield Suitability Information.

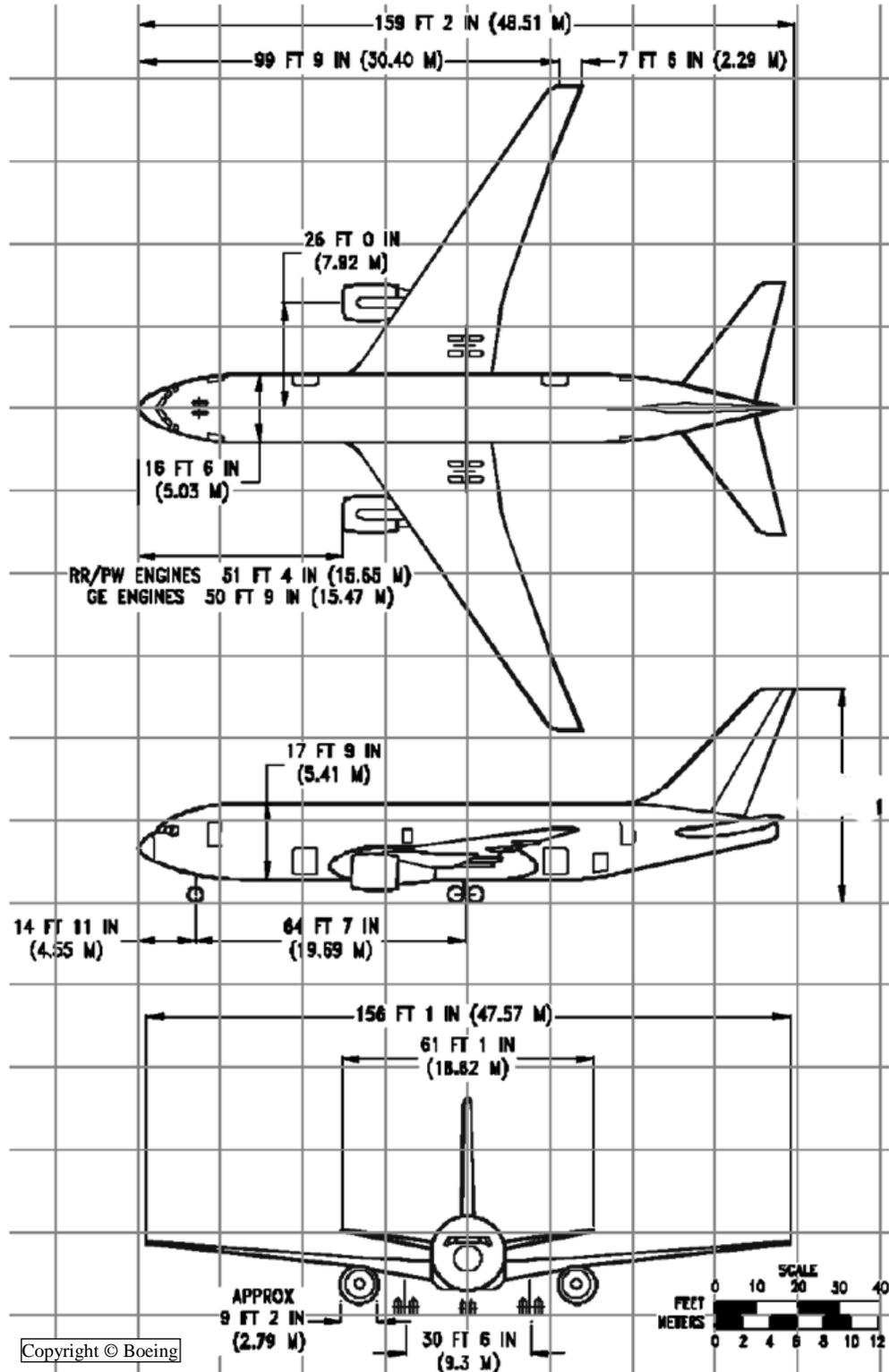
Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
B767-200	12,140–16,700	4,900–6,000	4,600–4,800	159' 2" × 156' 1"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA
B767-200ER	16,700–24,140	6,200–11,600	4,800–5,000	159' 2" × 156' 1"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA
B767-200SF	?	?	?	159' 2" × 156' 1"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA
B767-300	16,700	8,600–9,800	4,900	180' 3" × 156' 1"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA
B767-300ER	24,140	8,300–10,300	5,200–5,450	180' 3" × 156' 1"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA
B767-300F	24,140	8,300–8,900	5,600	180' 3" × 156' 1"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA
B767-400ER	24,140	10,300–10,800	6,200	201' 4" × 170' 4"	115/200V 3-ph, 400 Hz 90 KVA	3"	2D/DT / T-TA

Chapter 3
B767-200 (also B767-200ER)

3.1. DIMENSIONS.

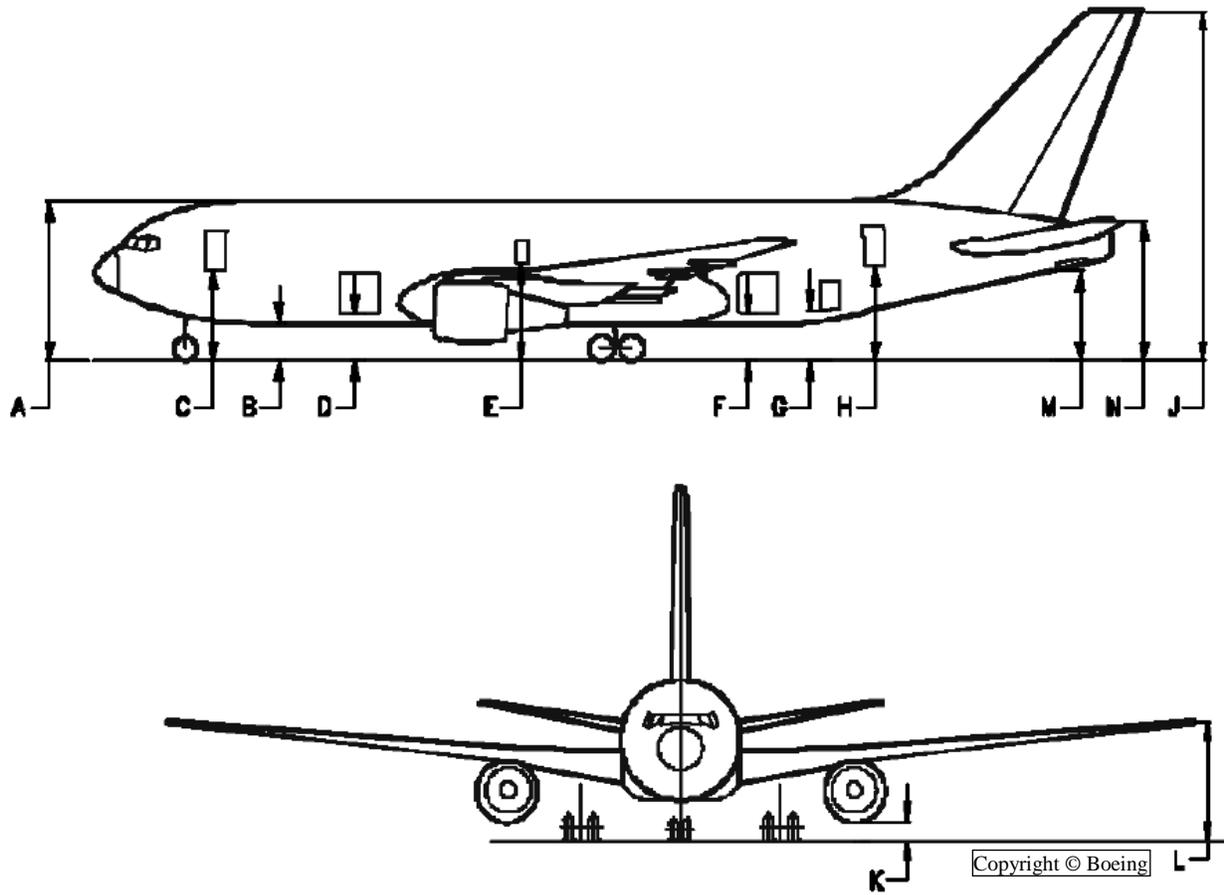
3.1.1. General Dimensions.

Figure 3.1. General Dimensions B767-200.



3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance B767-200.



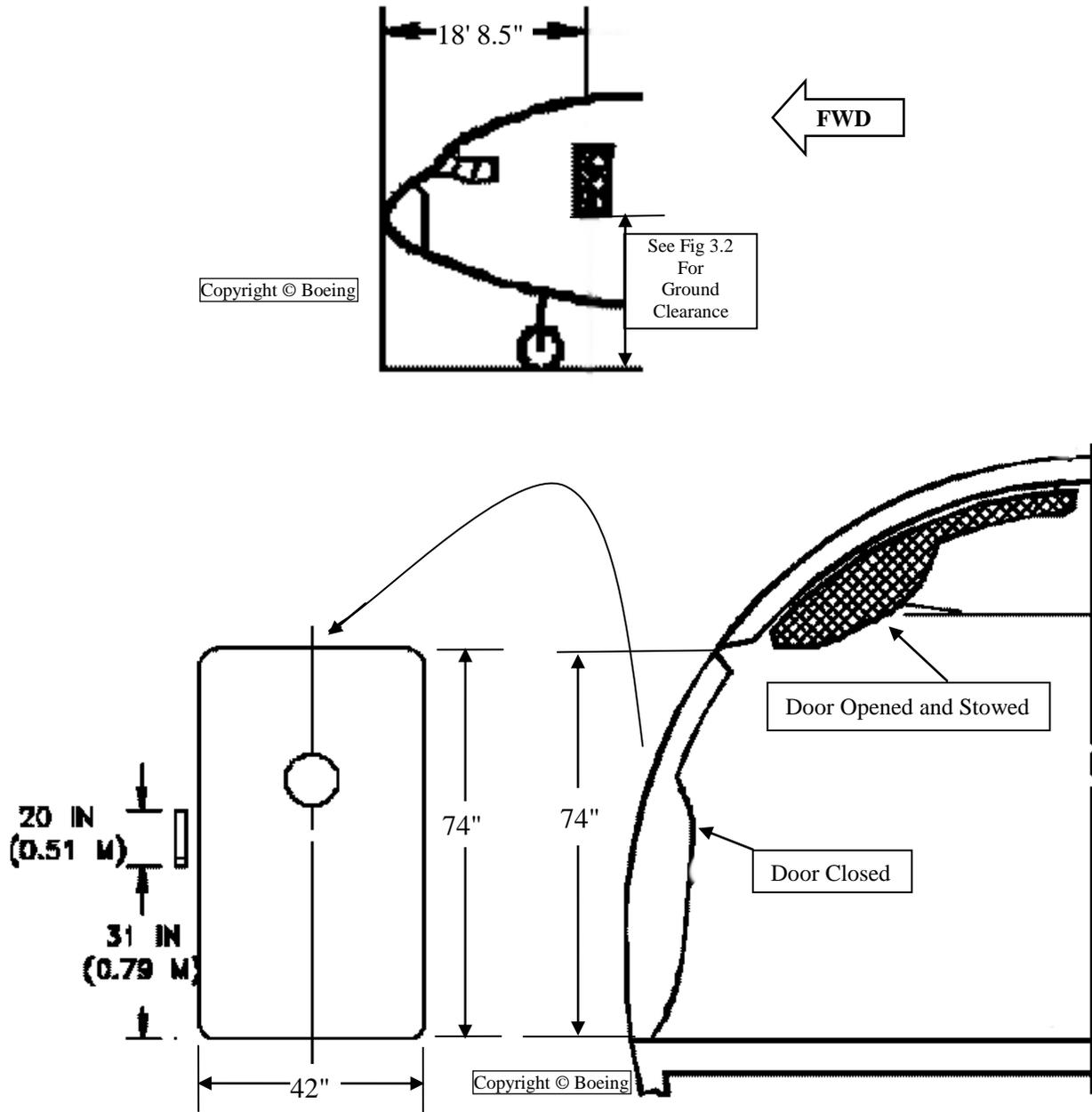
Vertical Clearances			
DOOR		Min	Max
	A	23' 6"	24' 6"
	B	5' 8"	6' 9"
Pax/Crew	C	13' 5"	14' 8"
FWD	D	7' 5"	8' 3"
	E	15' 1"	15' 1"
AFT	F	7' 5"	8' 3"
BULK	G	7' 6"	8' 6"
	H	13' 4"	14' 6"
	J	51' 2"	52' 11"
	K	2' 8"	3' 7"
	L	16' 3"	18' 3"
	M	12' 9"	14' 3"
	N	19' 6"	21' 7"

3.2. COMPARTMENT CONFIGURATIONS.

3.2.1. MAIN/PASSENGER COMPARTMENT.

3.2.1.1. Pax/Crew Door.

Figure 3.3. Pax/Crew Door B767-200.

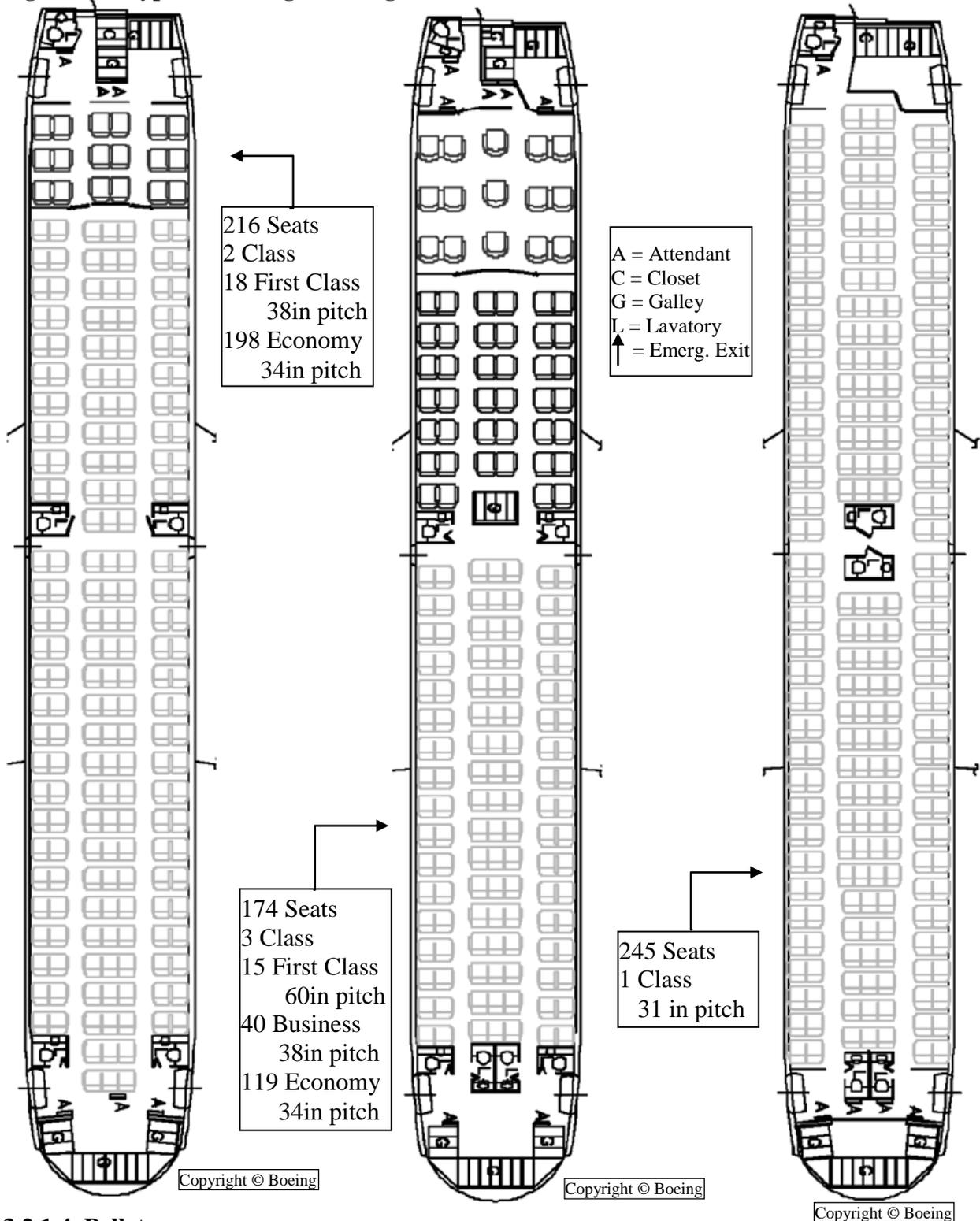


3.2.1.2. Main Door.

N/A this model

3.2.1.3. Compartment Dimensions.

Figure 3.4. Typical Passenger Configurations B767-200.



3.2.1.4. Pallets.

N/A this model

3.2.2. FORWARD COMPARTMENT.

3.2.2.1. Door.

(Note: Small and Large Forward Door Options Available on B767-200)

(Note: Large Forward Door Standard on B767-200ER)

Figure 3.5. Small Forward Compartment Door B767-200.

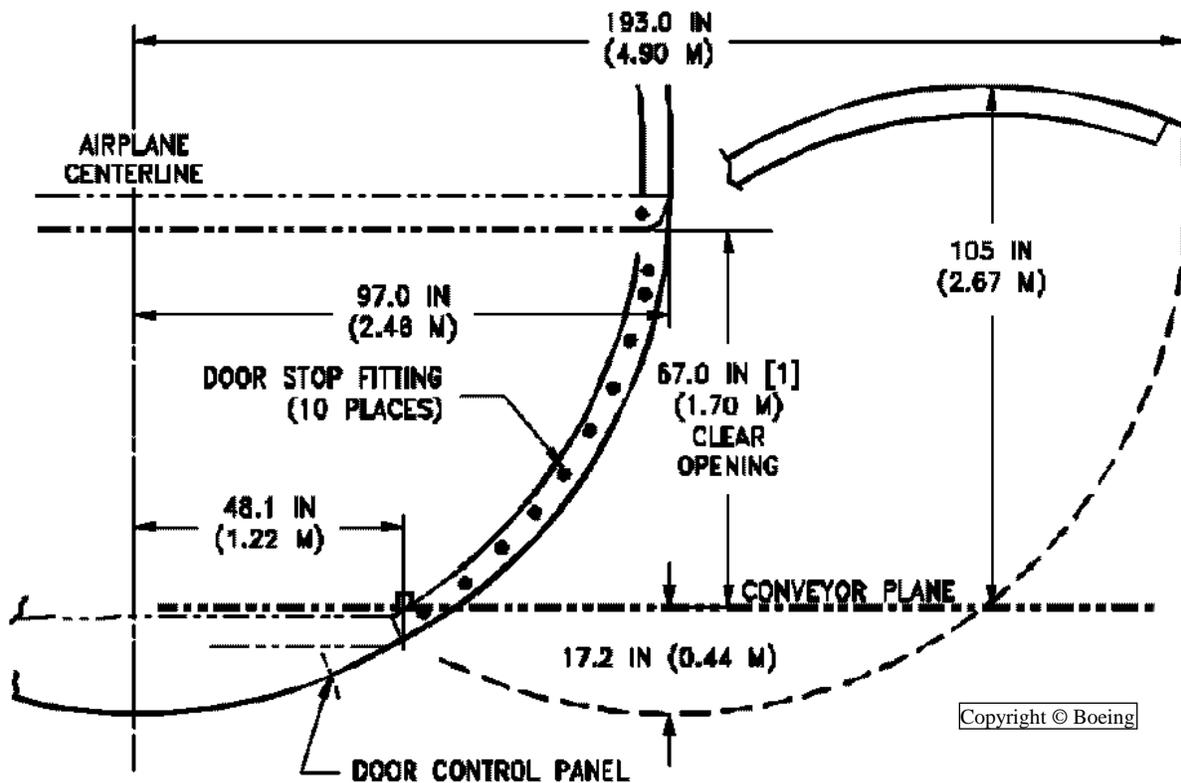
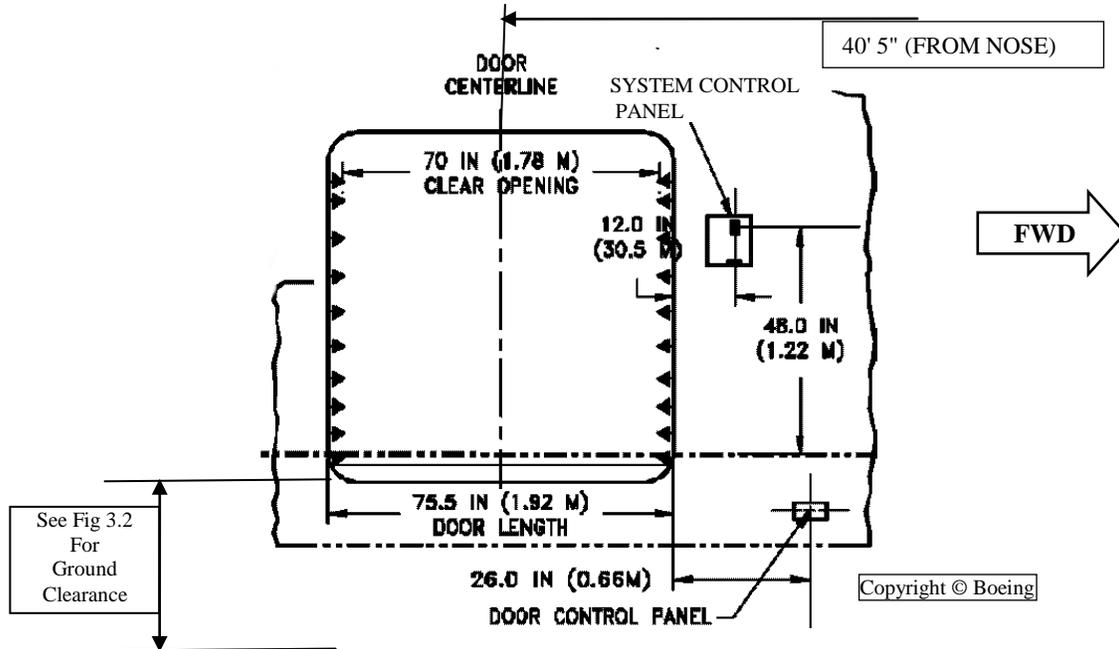
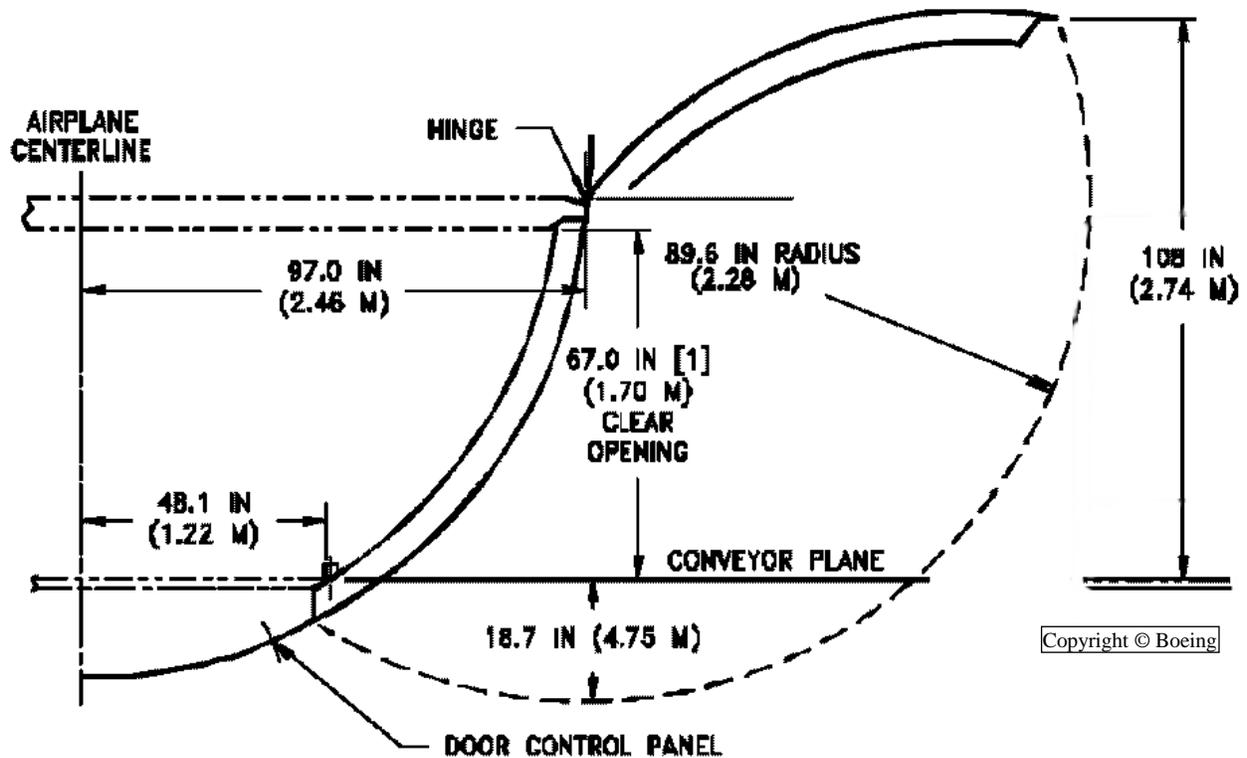
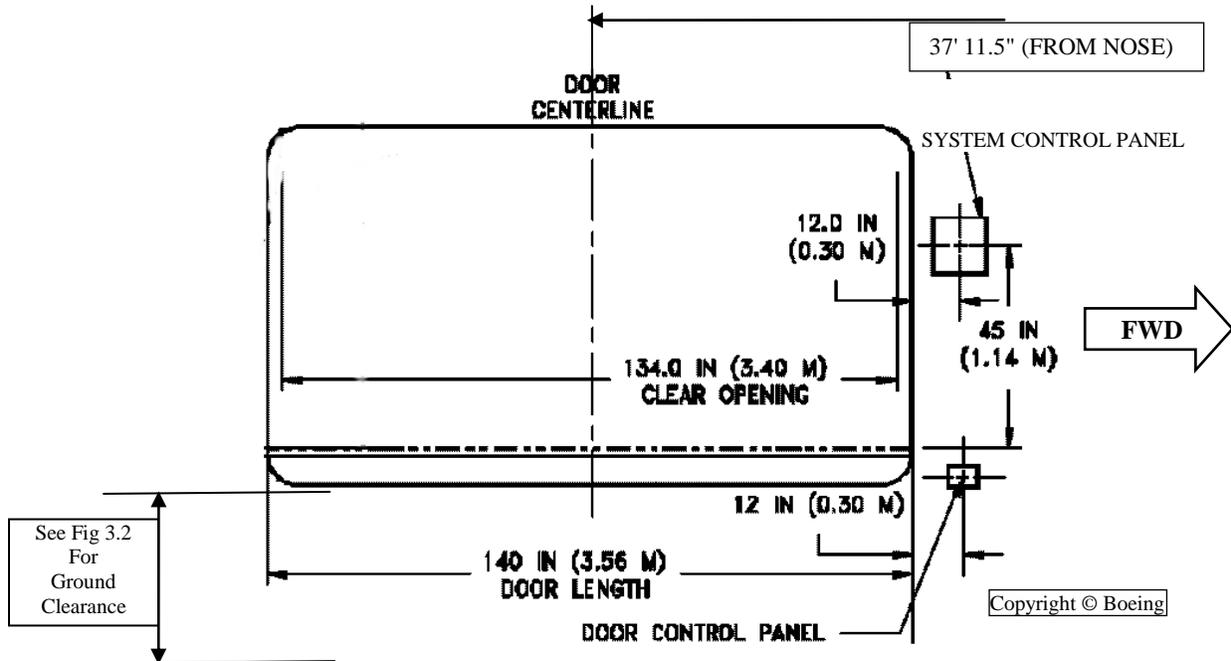
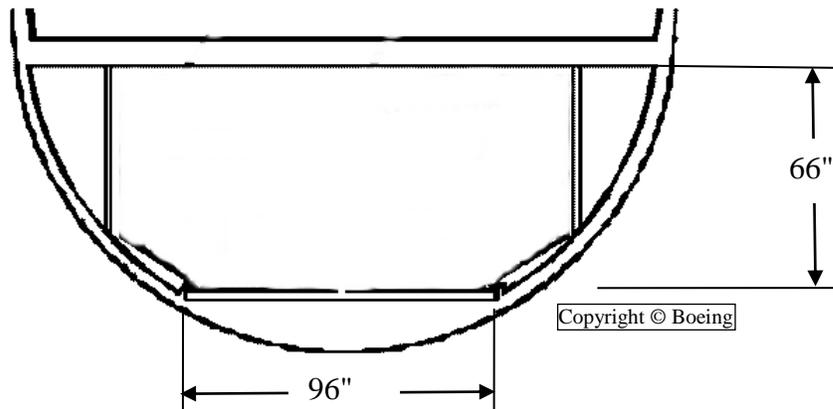


Figure 3.6. Large Forward Compartment Door B767-200.



3.2.2.2. Compartment Dimensions.

Figure 3.7. Forward Compartment Dimensions B767-200.

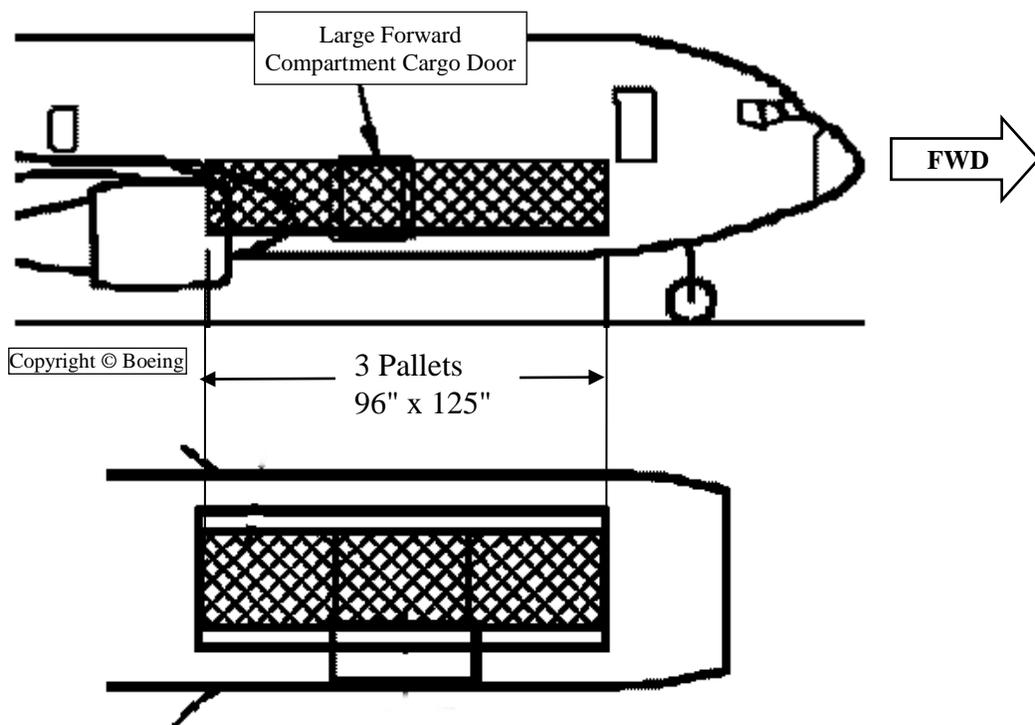


3.2.2.3. Pallets.

(Note: Pallets can only be loaded if Large Forward Door installed)

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

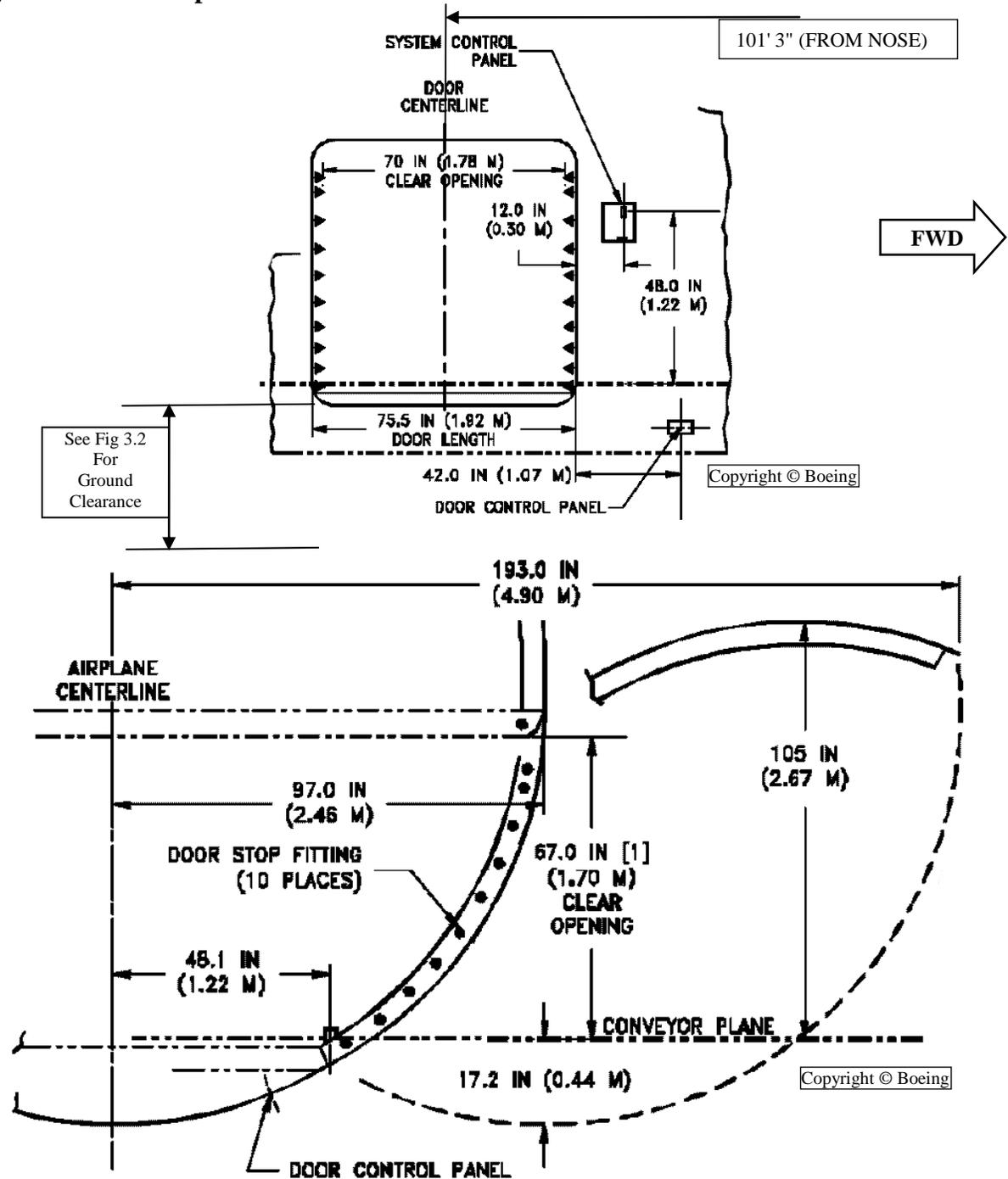
Figure 3.8. Forward Compartment Cargo Configurations B767-200.



3.2.3. AFT COMPARTMENT.

3.2.3.1. Door.

Figure 3.9. Aft Compartment Door B767-200.



3.2.3.2. Compartment Dimensions.

Same as Fwd Compt B767-200. See: [Fig 3.7. Forward Compt Dimen's B767-200.](#)

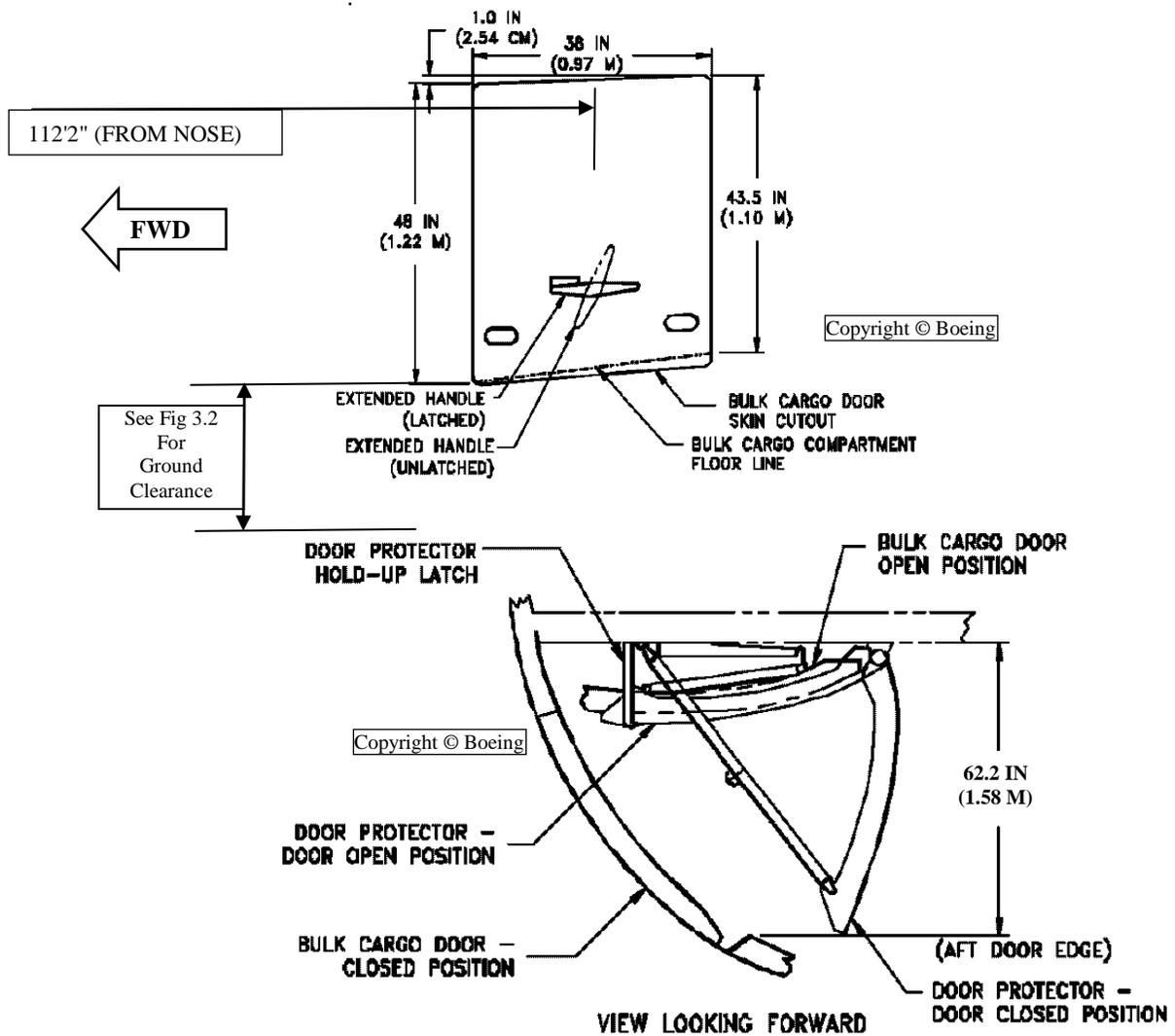
3.2.3.3. Pallets.

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

3.2.4. BULK COMPARTMENT.

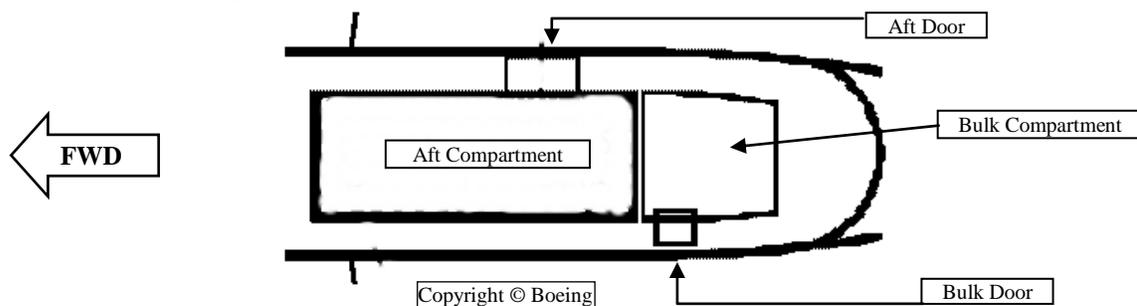
3.2.4.1. Door.

Figure 3.10. Bulk Compartment Door B767-200.



3.2.4.2. Compartment Dimensions.

Figure 3.11. Bulk Compartment Dimensions B767-200.



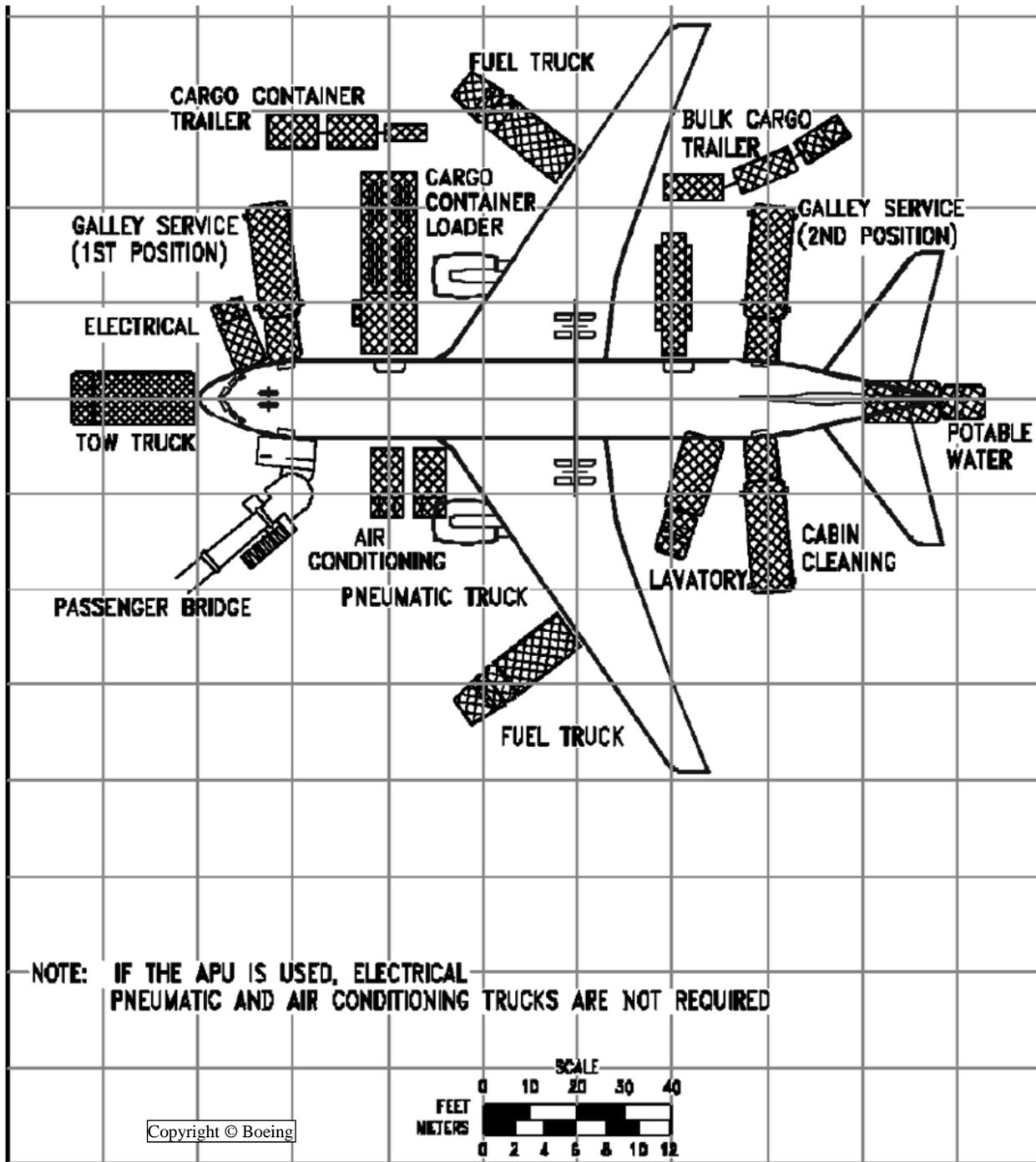
3.2.4.3. Pallets.

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

3.3. SERVICING DIAGRAMS.

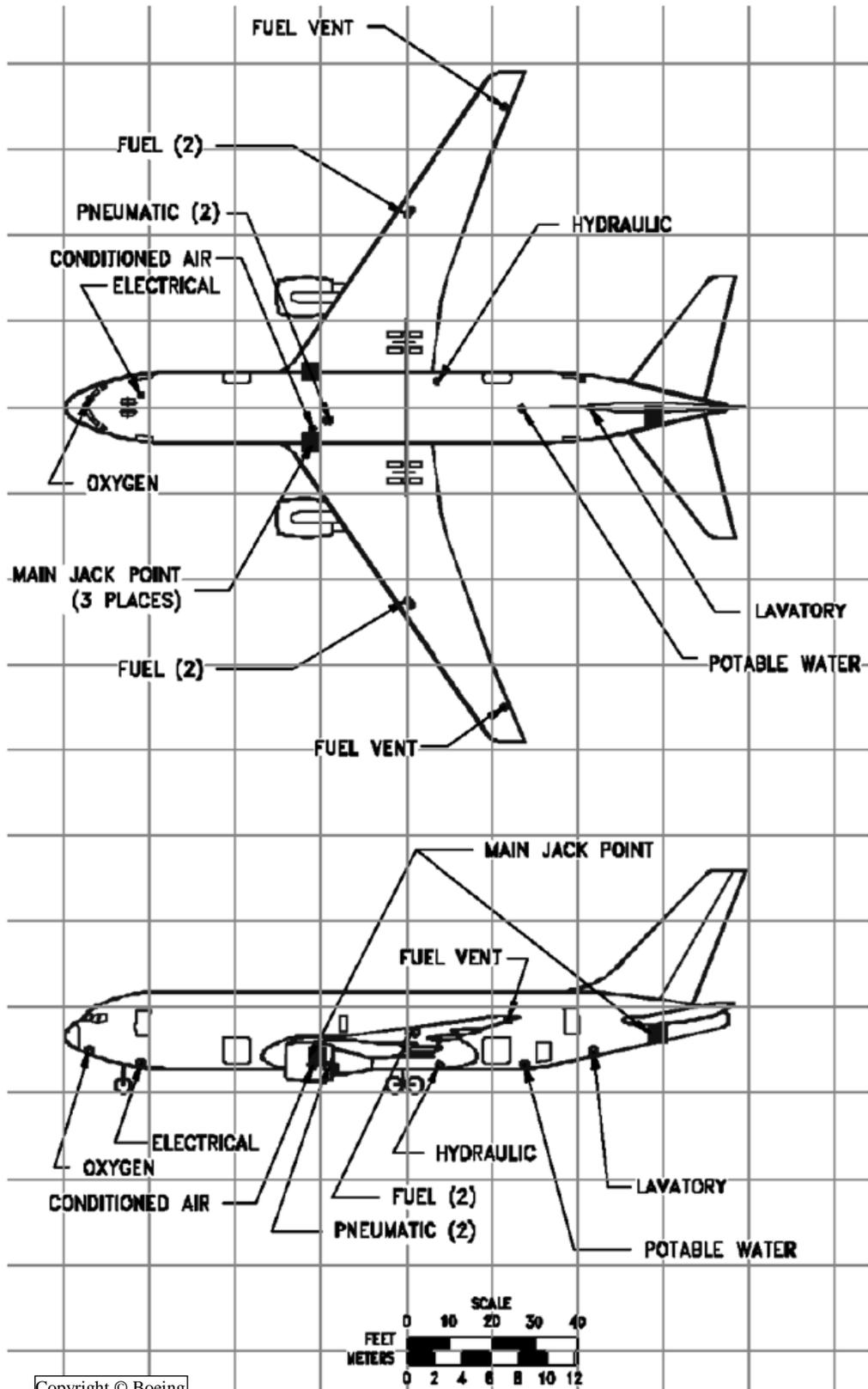
3.3.1. Servicing.

Figure 3.12. Typical Servicing Arrangement B767-200.



3.3.2. Ground Connections.

Figure 3.13. Ground Service Connections B767-200.



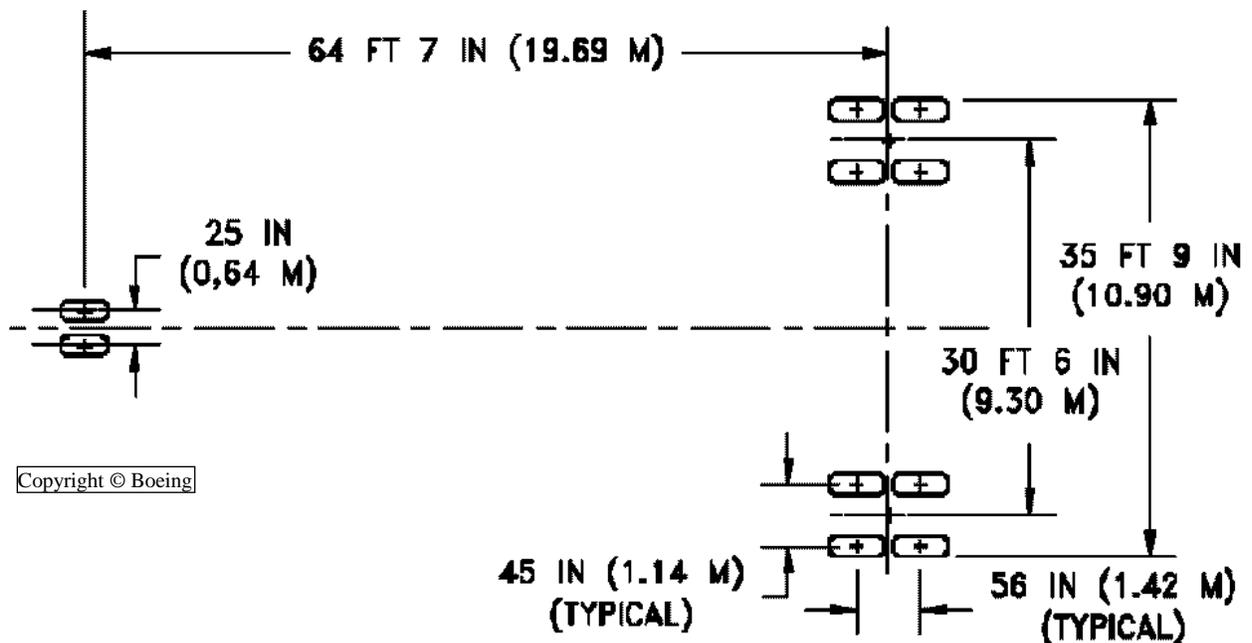
3.4. AIRFIELD SUITABILITY.

3.4.1. Landing Gear Footprint.

Figure 3.14. Landing Gear Footprint B767-200.

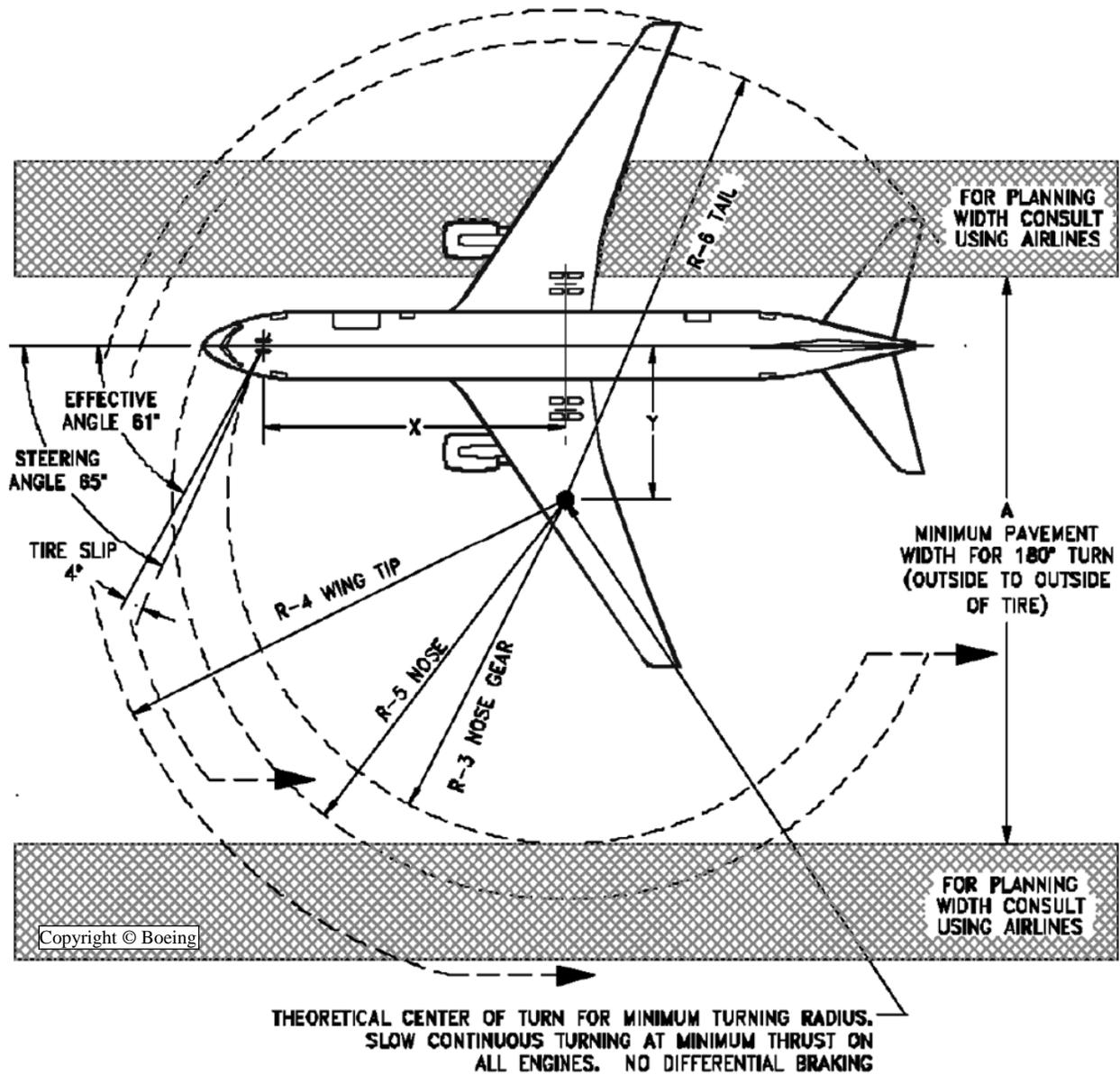
B767-200	
Max Taxi Wt.	284,000 - 317,000 lb (128,820 - 143,788 kg)
Nose Gear Tire Size	H37 x 14 - 15 22 PR
Nose Gear Tire Press.	145 psi (10.19 kg/cm ²)
Main Gear Tire Size	H45 x 17 - 20 26 PR H46 x 18 - 20 26 PR (optional) H46 x 18 - 20 26 PR H/D (optional)
Main Gear Tire Press.	190 psi (13.36 kg/cm ²) 175 psi (12.30 kg/cm ²) (optional) 155 psi (10.9 kg/cm ²) (optional)

B767-200ER				
Max Taxi Wt.	337,000-347,000 lb (152,861-157,397 kg)	352,000 lb (159,755 kg)	381,000 lb (172,819 kg)	388,000-396,000 lb (175,994-179,623 kg)
Nose Gear Tire Size	H37 x 14 - 15 22 PR			
Nose Gear Tire Press.	155 psi (10.9 kg/cm ²)	180 psi (12.66 kg/cm ²)	185 psi (13.01 kg/cm ²)	
Main Gear Tire Size	H46 x 18 - 20 28 PR		H46 x 18 - 20 32 PR	
Main Gear Tire Press.	175 psi (12.3 kg/cm ²) 190 psi (13.36 kg/cm ²) (optional)	183 psi (12.87 kg/cm ²)	190 psi (13.36 kg/cm ²)	



3.4.2. Minimum Turning Radii.

Figure 3.15. Minimum Turning Radii B767-200.



	For an effective Turn Angle of 61°						
Dimension	X	Y	A	R3	R4	R5	R6
Distance	64.6' (19.7m)	35.8' (10.9m)	129.2' (39.4m)	75.5' (23.0m)	117.3' (35.8m)	87.2' (26.6m)	101.4' (30.9m)

3.4.3. Parking Footprint.

No manufacturer diagrams available.

**Chapter 4
B767-200SF**

4.1. DIMENSIONS.

4.1.1. General Dimensions.

Same as for B767-200. See: [Figure 3.1. General Dimensions B767-200.](#)

4.1.2. Ground Clearance.

Same as for B767-200. See: [Figure 3.2. Ground Clearance B767-200.](#)

4.2. COMPARTMENT CONFIGURATIONS.

4.2.1. MAIN/PASSENGER COMPARTMENT.

4.2.1.1. Pax/Crew Door.

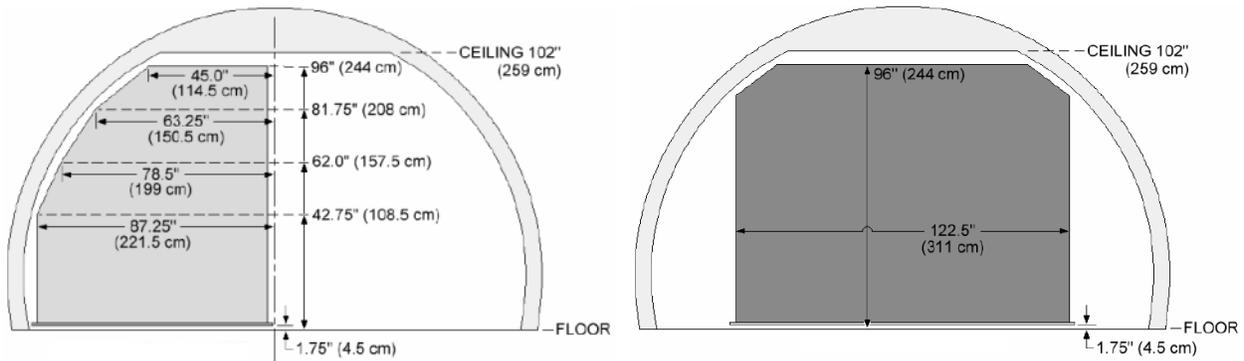
Same as for B767-200. See: [Figure 3.3. Pax/Crew Door B767-200.](#)

4.2.1.2. Main Door.

No manufacturer diagrams available.

4.2.1.3. Compartment Dimensions.

Figure 4.1. Main Compartment Dimensions B767-200SF.

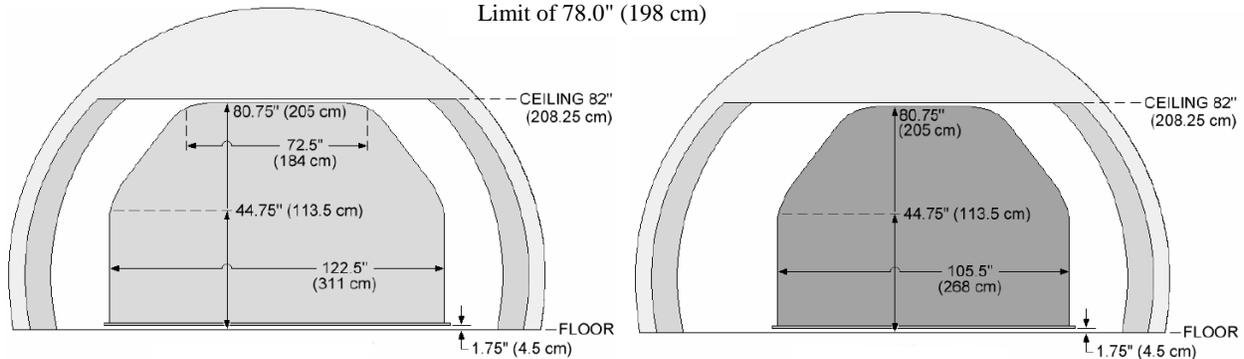


2nd-Most Aft Netted Pallet Height
Limit of 91.75" (233 cm)



Aft-most Position Dimensions
(centerline load only)

Aft Most Netted Pallet Height
Limit of 78.0" (198 cm)

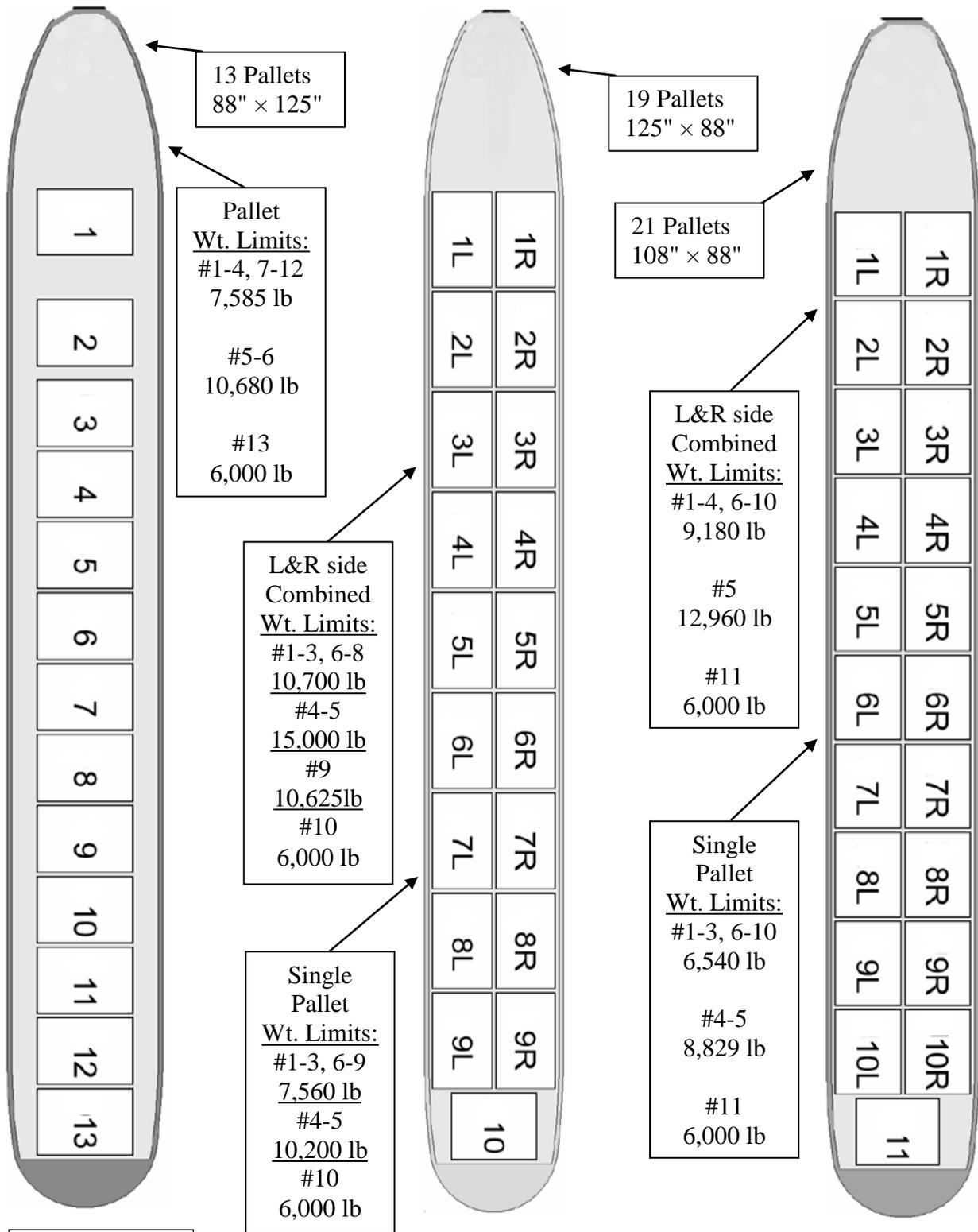


Images courtesy ABX Air.
Used with permission.

4.2.1.4. Pallets.

NOTE: See Attachment 2 for contour guide for the build-up of cargo.

Figure 4.2. Main Compartment Cargo Configurations B767-200SF.



Images courtesy ABX Air. Used with permission.

4.2.2. FORWARD COMPARTMENT.

4.2.2.1. Door.

(Note: Small and Large Forward Door Options Available on B767-300)

(Note: Large Forward Door Standard on B767-300ER)

Same as for B767-200. See: [Figure 3.5. Small Forward Compt Door B767-200.](#)

Same as for B767-200. See: [Figure 3.6. Large Forward Compt Door B767-200.](#)

4.2.2.2. Compartment Dimensions.

Same as for B767-200. See: [Figure 3.7. Forward Compt Dimensions B767-200.](#)

4.2.2.3. Pallets.

(Note: Pallets can only be loaded if Large Forward Door installed)

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

Same as for B767-200. See: [Fig. 3.8. Forward Compt Cargo Config's B767-200.](#)

4.2.3. AFT COMPARTMENT.

4.2.3.1. Door.

Same as for B767-200. See: [Figure 3.9. Aft Compartment Door B767-200.](#)

4.2.3.2. Compartment Dimensions.

Same as Fwd Compt B767-200. See: [Fig 3.7. Forward Compt Dimen's B767-200.](#)

4.2.3.3. Pallets.

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

4.2.4. BULK COMPARTMENT.

4.2.4.1. Door.

Same as for B767-200. See: [Figure 3.10. Bulk Compartment Door B767-200.](#)

4.2.4.2. Compartment Dimensions.

Same as for B767-200. See: [Fig. 3.11. Bulk Compartment Dimensions B767-200.](#)

4.2.4.3. Pallets.

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

4.3. SERVICING DIAGRAMS.

4.3.1. Servicing.

Similar to B767-200. See: [Figure 3.12. Typical Servicing Arrangement B767-200.](#)

(Note: Main Compartment Cargo similar to B767-300F. See: [Figure 6.6.](#))

4.3.2. Ground Connections.

Same as for B767-200. See: [Figure 3.13. Ground Service Connections B767-200.](#)

4.4. AIRFIELD SUITABILITY.

4.4.1. Landing Gear Footprint.

No manufacturer diagrams available.

(Note: For similar weights, refer to: [Fig. 3.14. Landing Gear Footprint B767-200.](#))

4.4.2. Minimum Turning Radii.

No manufacturer diagrams available.

(Note: For similar weights, refer to: [Fig. 3.15. Min. Turning Radii B767-200.](#))

4.4.3. Parking Footprint.

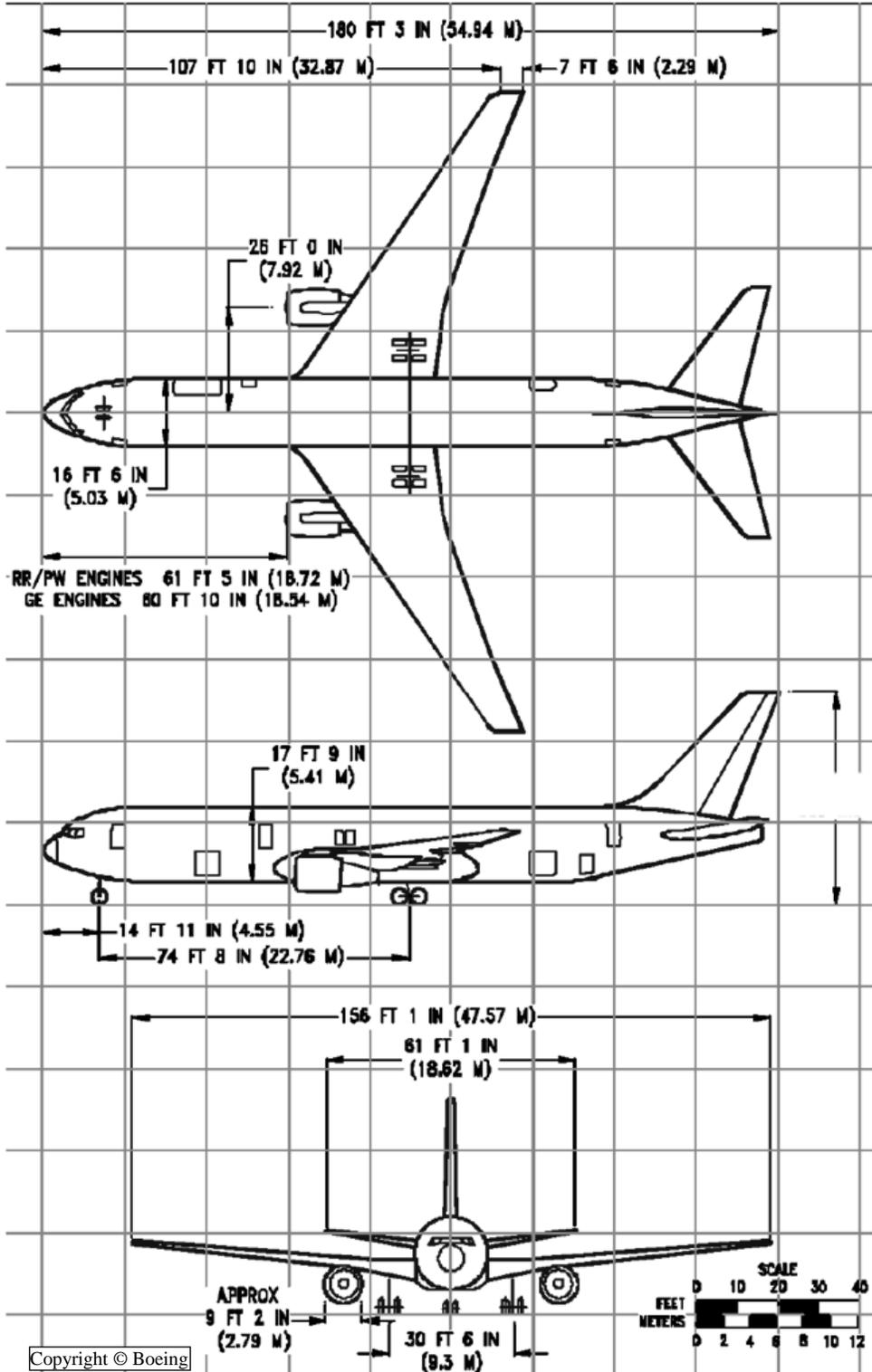
No manufacturer diagrams available.

Chapter 5
B767-300 (also B767-300ER)

5.1. DIMENSIONS.

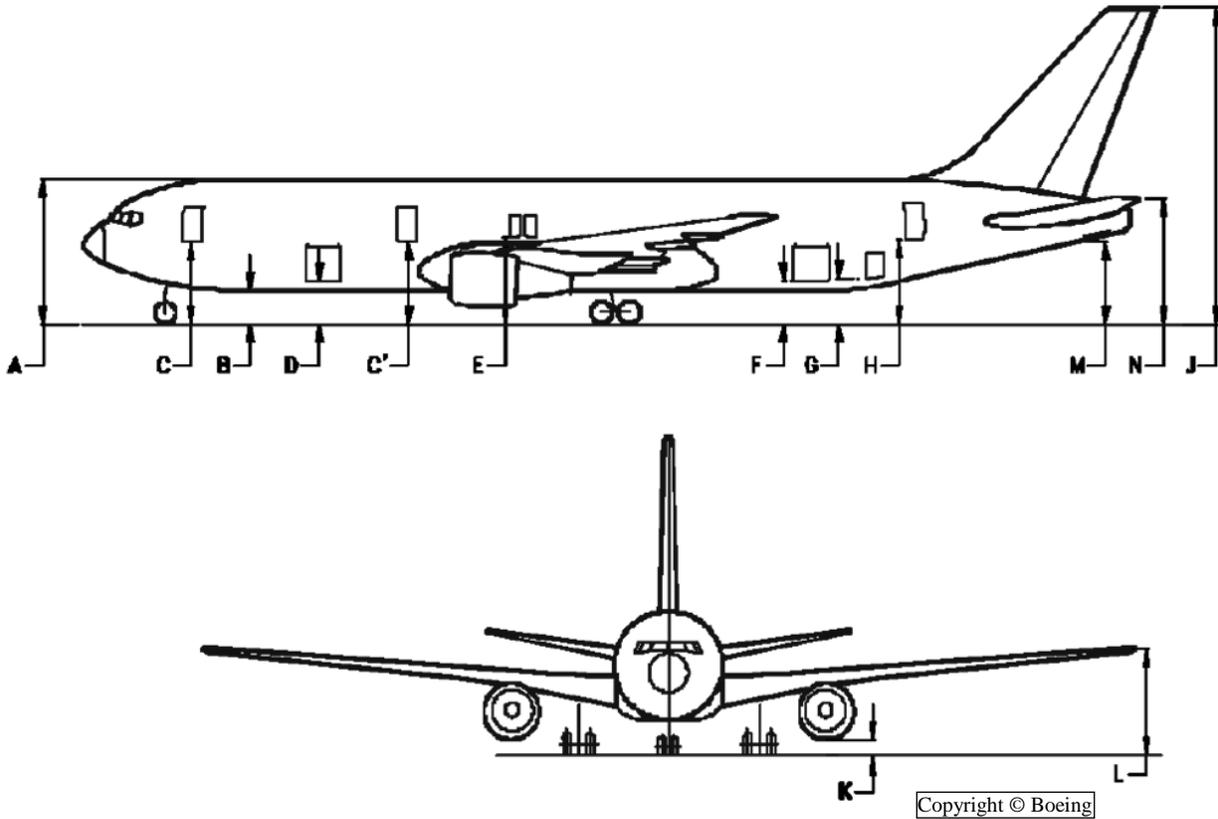
5.1.1. General Dimensions.

Figure 5.1. General Dimensions B767-300.



5.1.2. Ground Clearance.

Figure 5.2. Ground Clearance B767-300.



Vertical Clearances			
DOOR		Min	Max
	A	23' 7"	24' 7"
	B	5' 10"	6' 10"
Pax/Crew	C	13' 7"	14' 9"
	C'	13' 8"	14' 8"
FWD	D	7' 6"	8' 5"
	E	15' 1"	15' 8"
AFT	F	7' 2"	8' 3"
BULK	G	7' 3"	8' 6"
	H	13' 1"	14' 5"
	J	50' 6"	52' 7"
	K	1' 10"	3' 8"
	L	16' 1"	17' 11"
	M	12' 2"	14' 1"
	N	19' 2"	21' 3"

5.2. COMPARTMENT CONFIGURATIONS.

5.2.1. MAIN/PASSENGER COMPARTMENT.

5.2.1.1. Pax/Crew Door.

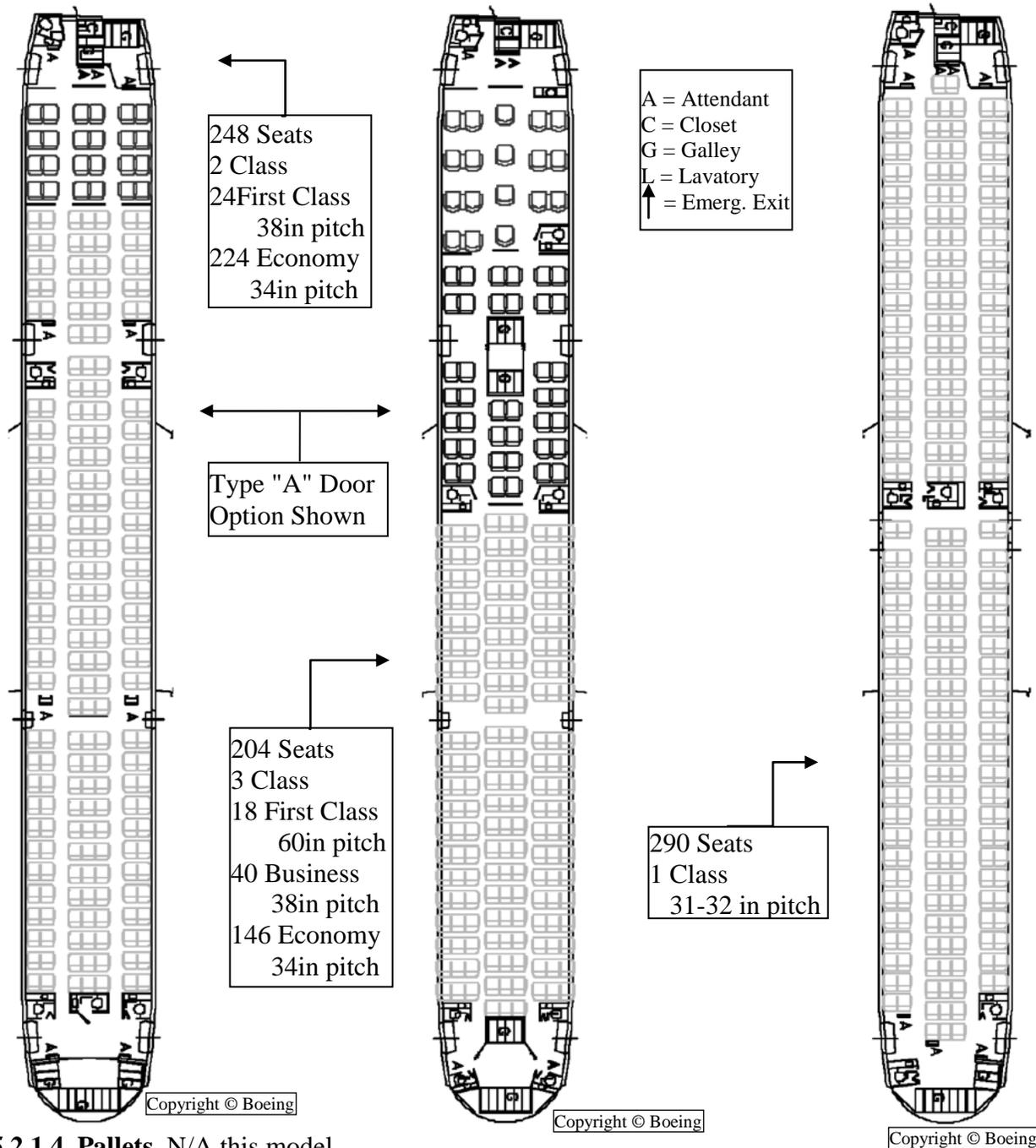
Same as for B767-200. See: [Figure 3.3. Pax/Crew Door B767-200.](#)

(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 B767-300.



5.2.1.4. Pallets. N/A this model

5.2.2. FORWARD COMPARTMENT.

5.2.2.1. Door.

(Note: Small and Large Forward Door Options Available on B767-300)

(Note: Large Forward Door Standard on B767-300ER)

Same as for B767-200. See: [Figure 3.5. Small Forward Compt Door B767-200.](#)

Same as for B767-200. See: [Figure 3.6. Large Forward Compt Door B767-200.](#)

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

5.2.2.2. Compartment Dimensions.

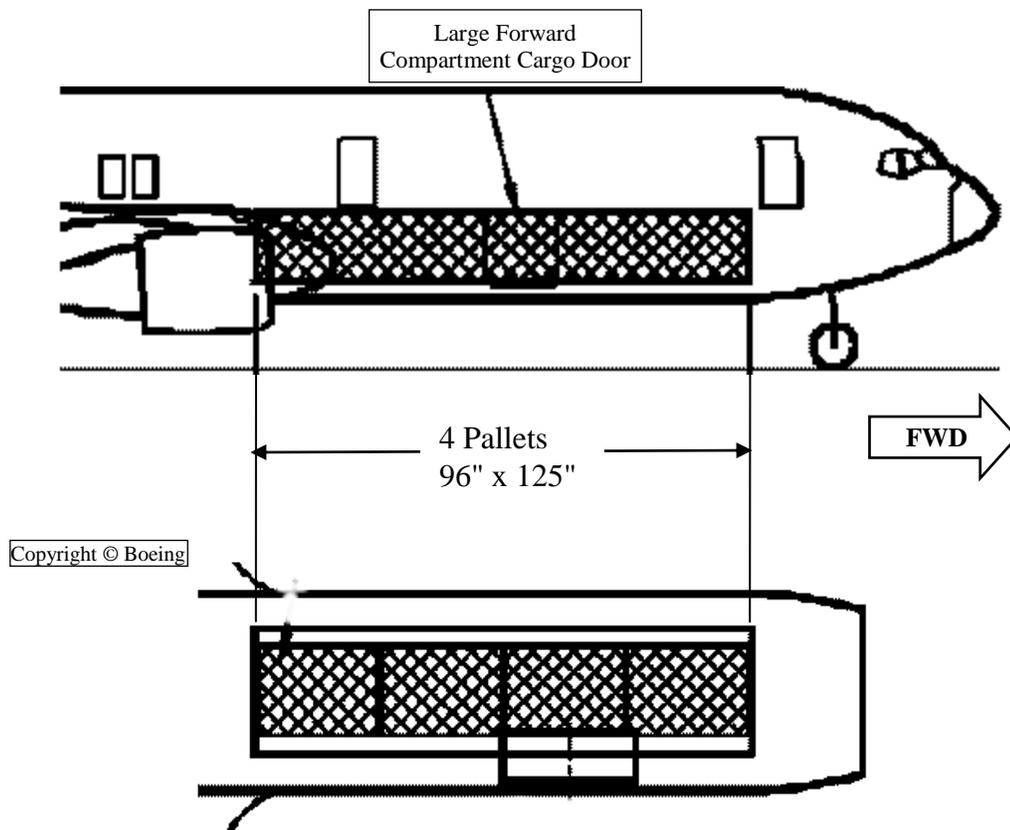
Same as for B767-200. See: [Figure 3.7. Forward Compt Dimensions B767-200.](#)

5.2.2.3. Pallets.

(Note: Pallets can only be loaded if Large Forward Door installed)

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

Figure 5.4. Forward Compartment Cargo Configurations B767-300.



5.2.3. AFT COMPARTMENT.

5.2.3.1. Door.

Same as for B767-200. See: [Figure 3.9. Aft Compartment Door B767-200.](#)

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

(Note: Distance from Aft Door to Nose of the B767-300 is 122' 4")

5.2.3.2. Compartment Dimensions.

Same as Fwd Compt B767-200. See: [Fig 3.7. Forward Compt Dimen's B767-200.](#)

5.2.3.3. Pallets.

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

5.2.4. BULK COMPARTMENT.

5.2.4.1. Door.

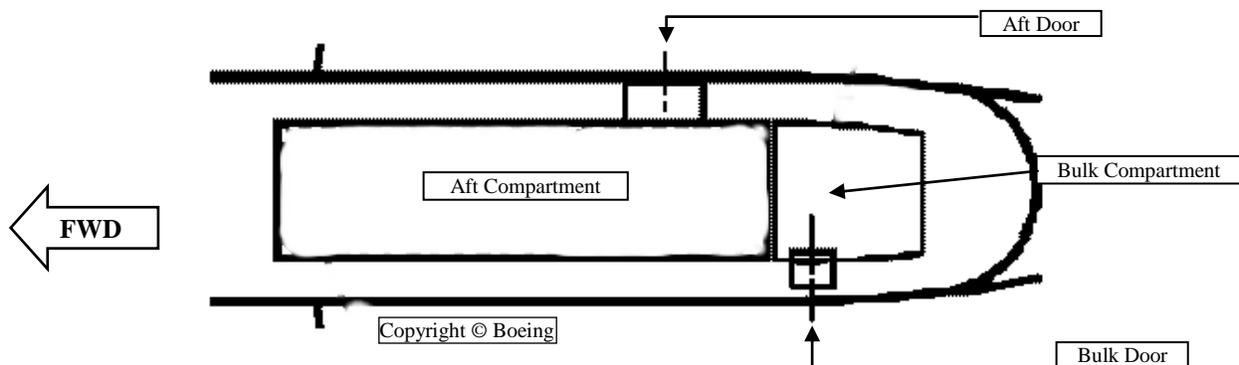
Same as for B767-200. See: [Figure 3.10. Bulk Compartment Door B767-200.](#)

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

(Note: Distance from Bulk Door to Nose of the B767-300 is 133' 3")

5.2.4.2. Compartment Dimensions.

Figure 5.5. Bulk Compartment Cargo Configurations B767-300.



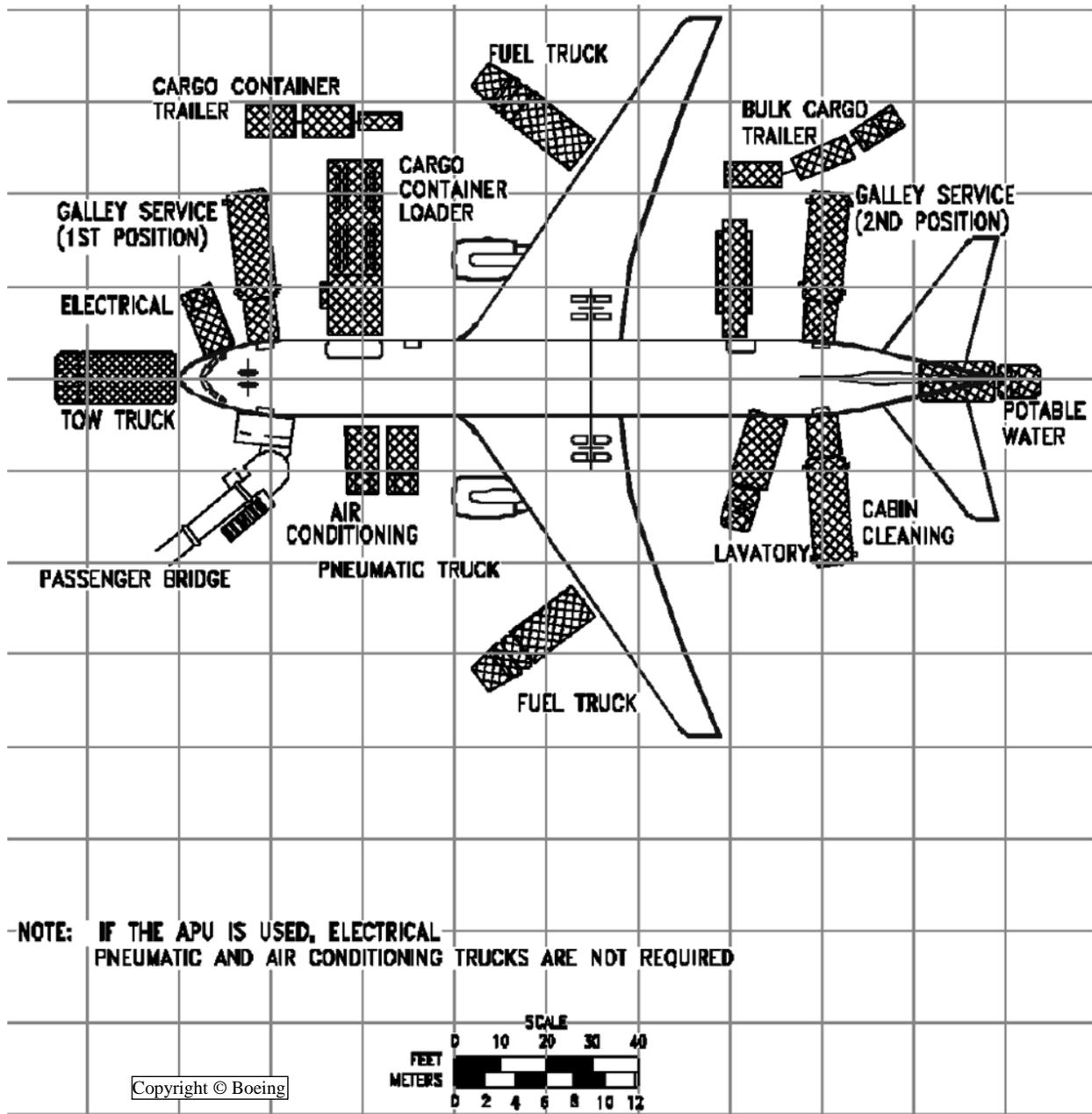
5.2.4.3. Pallets.

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

5.3. SERVICING DIAGRAMS.

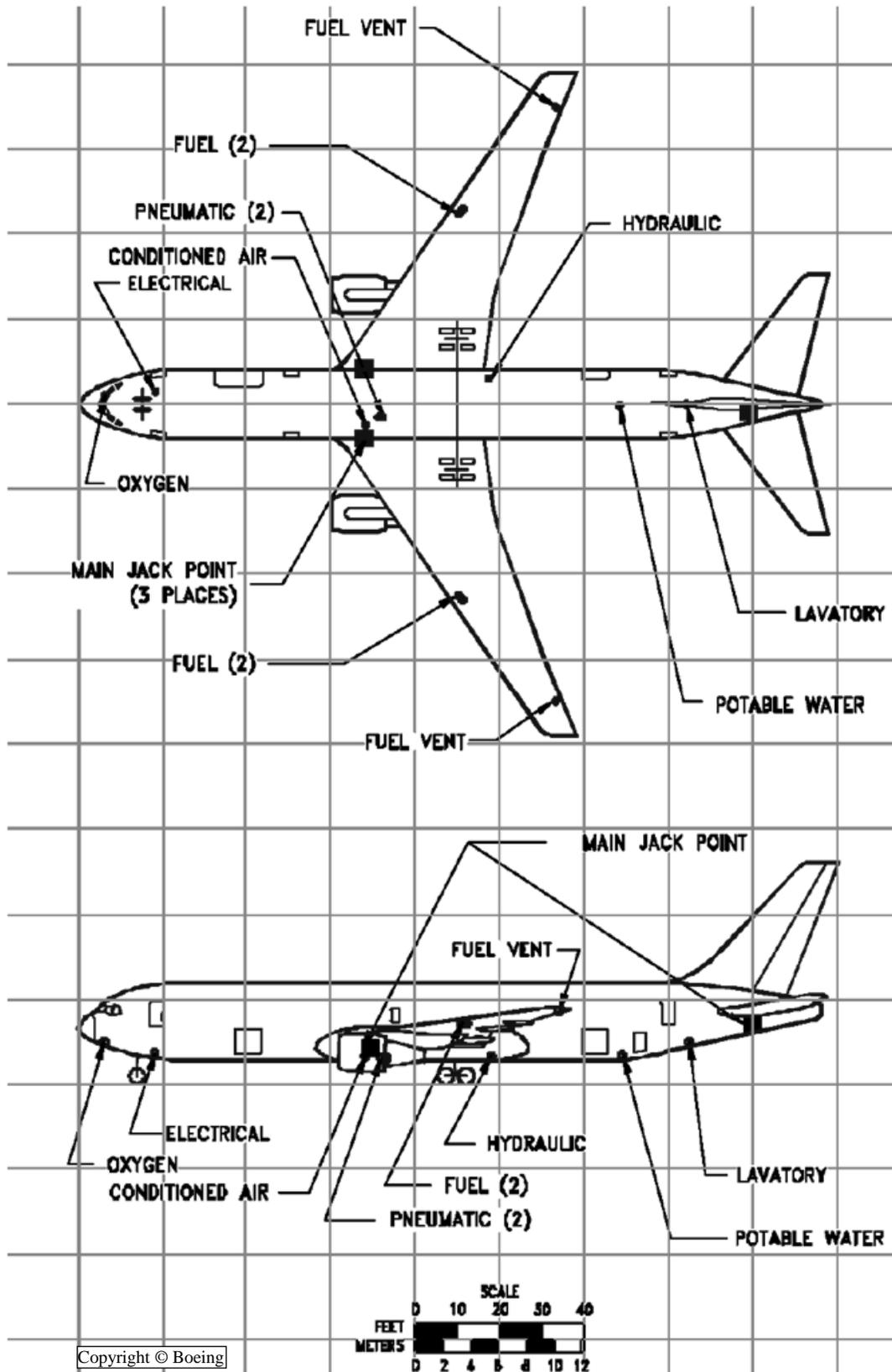
5.3.1. Servicing.

Figure 5.6. Typical Servicing Arrangement B767-300.



5.3.2. Ground Connections.

Figure 5.7. Ground Service Connections B767-300.



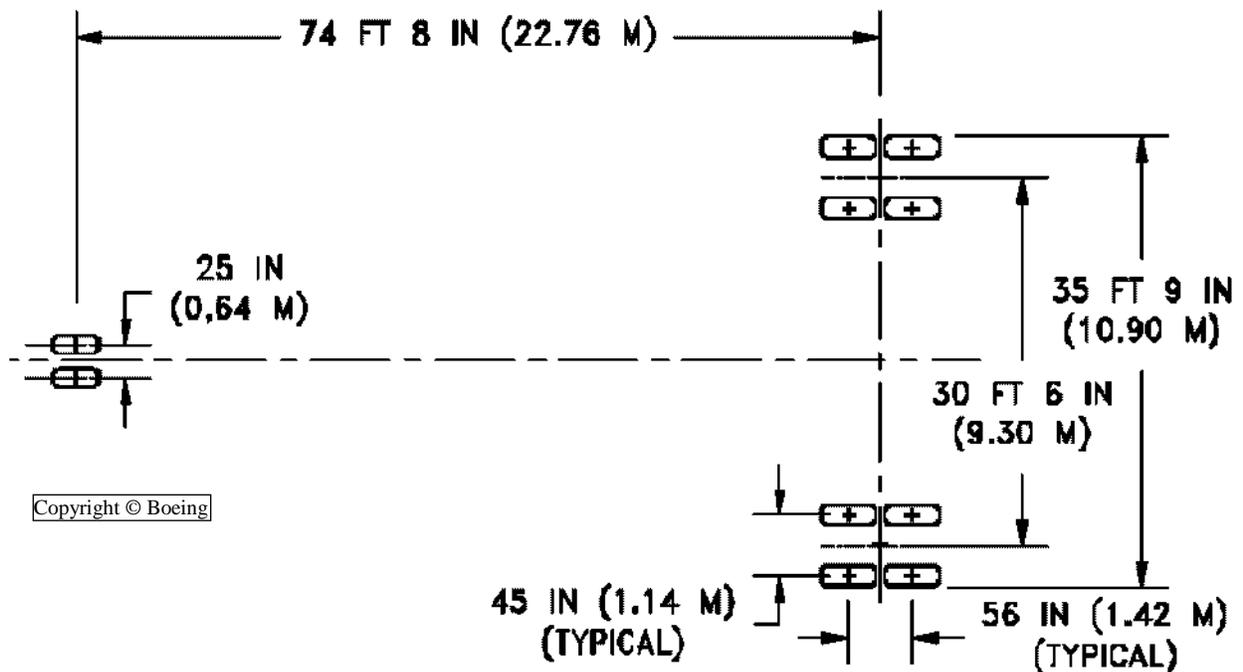
5.4. AIRFIELD SUITABILITY.

5.4.1. Landing Gear Footprint.

Figure 5.8. Landing Gear Footprint B767-300.

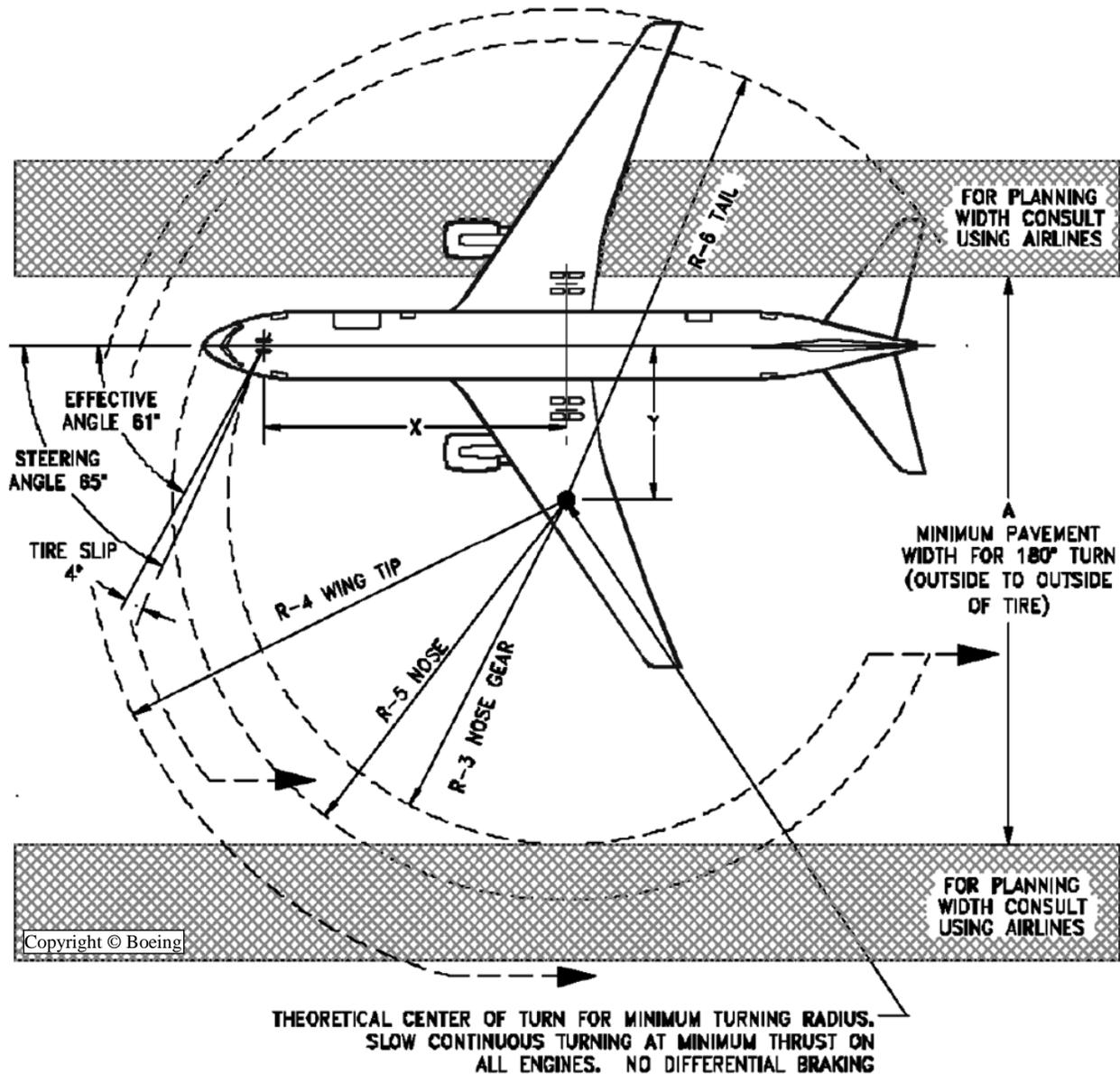
B767-300		
Max Taxi Wt.	317,000 - 340,000 lb (143,788 - 154,221 kg)	352,000 lb (159,665 kg)
Nose Gear Tire Size	H37 x 14 - 15 22 PR	
Nose Gear Tire Press.	150 psi (10.55 kg/cm ²)	145 psi (10.19 kg/cm ²)
Main Gear Tire Size	H46 x 18 - 20 28 PR	
Main Gear Tire Press.	175 psi (12.30 kg/cm ²) 190 psi (13.36 kg/cm ²) (optional)	195 psi (13.71 kg/cm ²)

B767-300ER			
Max Taxi Wt.	381,000 lb (172,820 kg)	388,000 lb (175,994 kg)	401,000 - 413,000 lb (181,908 - 187,339 kg)
Nose Gear Tire Size	H37 x 14 - 15 22 PR		
Nose Gear Tire Press.	150 psi (10.55 kg/cm ²)	165 psi (11.6 kg/cm ²)	170 psi (11.95 kg/cm ²)
Main Gear Tire Size	H46 x 18 - 20 28 PR	H46 x 18 - 20 32 PR	H46 x 18 - 20 32 PR
Main Gear Tire Press.	175 psi (12.3 kg/cm ²)	190 psi (13.36 kg/cm ²)	200 psi (14.06 kg/cm ²)



5.4.2. Minimum Turning Radii.

Figure 5.9. Minimum Turning Radii B767-300.



	For an effective Turn Angle of 61°						
Dimension	X	Y	A	R3	R4	R5	R6
Distance	74.7' (22.8m)	41.4' (12.6m)	146.3' (44.6m)	87.0' (26.5m)	122.7' (37.4m)	98.7' (30.1m)	112.5' (34.3m)

5.4.3. Parking Footprint.

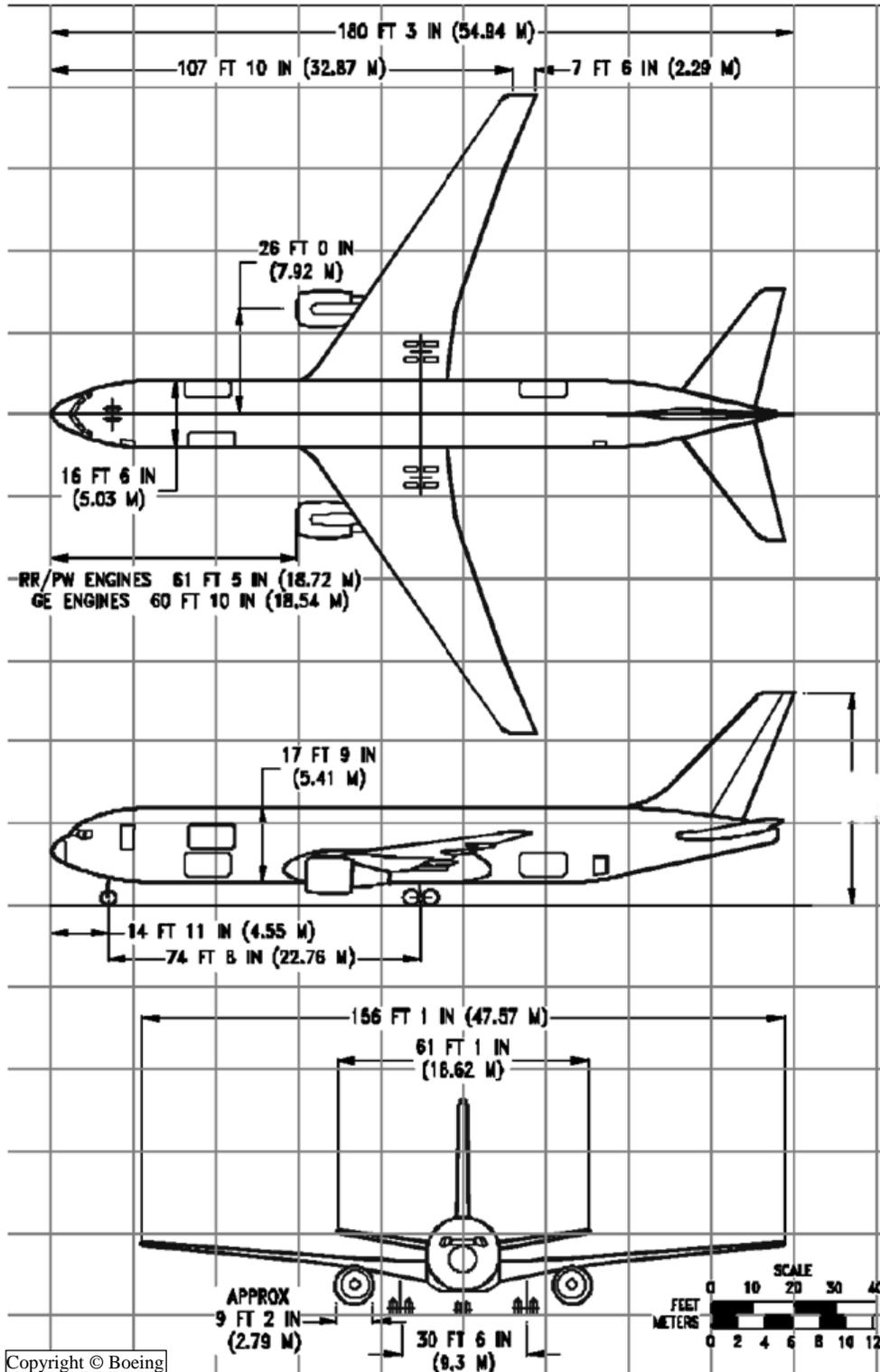
No manufacturer diagrams available.

Chapter 6 B767-300F

6.1. DIMENSIONS.

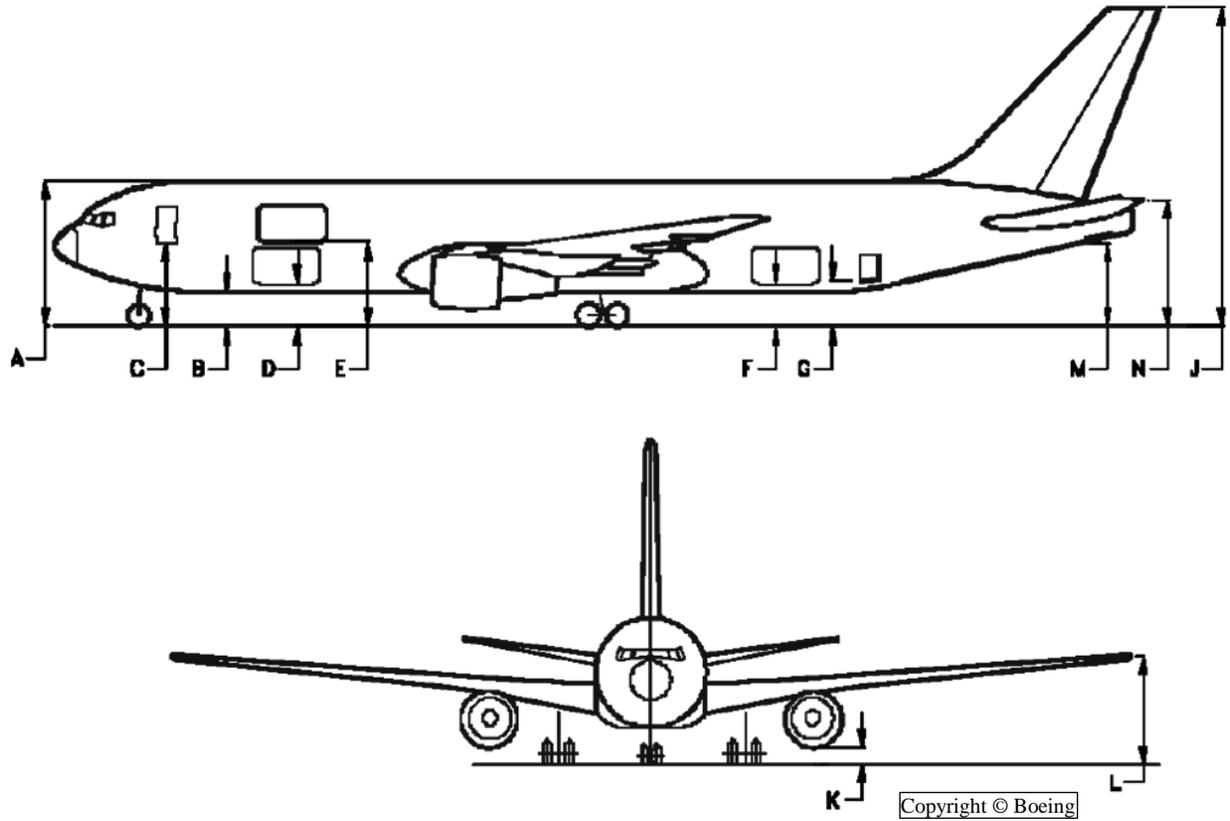
6.1.1. General Dimensions.

Figure 6.1. General Dimensions B767-300F.



6.1.2. Ground Clearance.

Figure 6.2. Ground Clearance B767-300F.



Vertical Clearances			
DOOR		Min	Max
	A	23' 6"	24' 7"
	B	5' 10"	6' 10"
Crew	C	13' 6"	14' 9"
FWD	D	7' 5"	8' 5"
MAIN	E	13' 8"	14' 8"
AFT	F	7' 5"	8' 4"
BULK	G	7' 5"	8' 7"
	J	50' 8"	52' 11"
	K	1' 10"	3' 7"
	L	16' 3"	18' 3"
	M	12' 3"	14' 4"
	N	19' 4"	21' 7"

6.2. COMPARTMENT CONFIGURATIONS.

6.2.1. MAIN/PASSENGER COMPARTMENT.

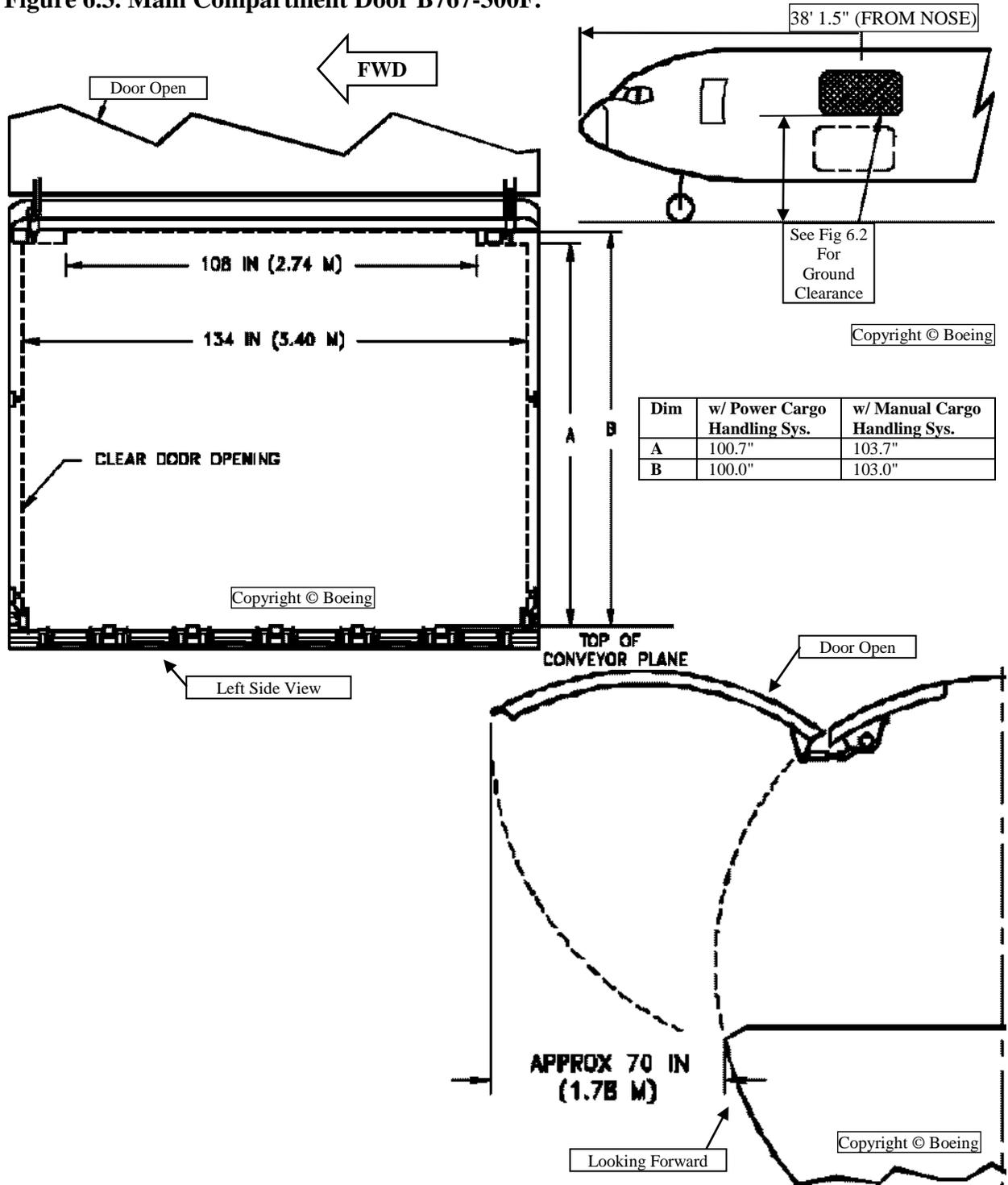
6.2.1.1. Pax/Crew Door.

Same as for B767-200. See: [Figure 3.3. Pax/Crew Door B767-200.](#)

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

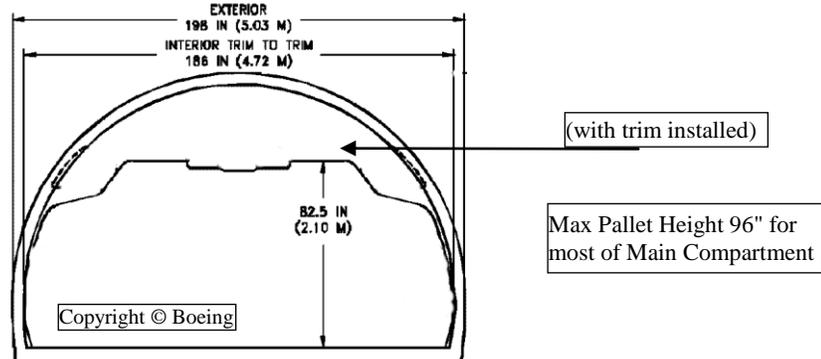
6.2.1.2. Main Door.

Figure 6.3. Main Compartment Door B767-300F.



6.2.1.3. Compartment Dimensions.

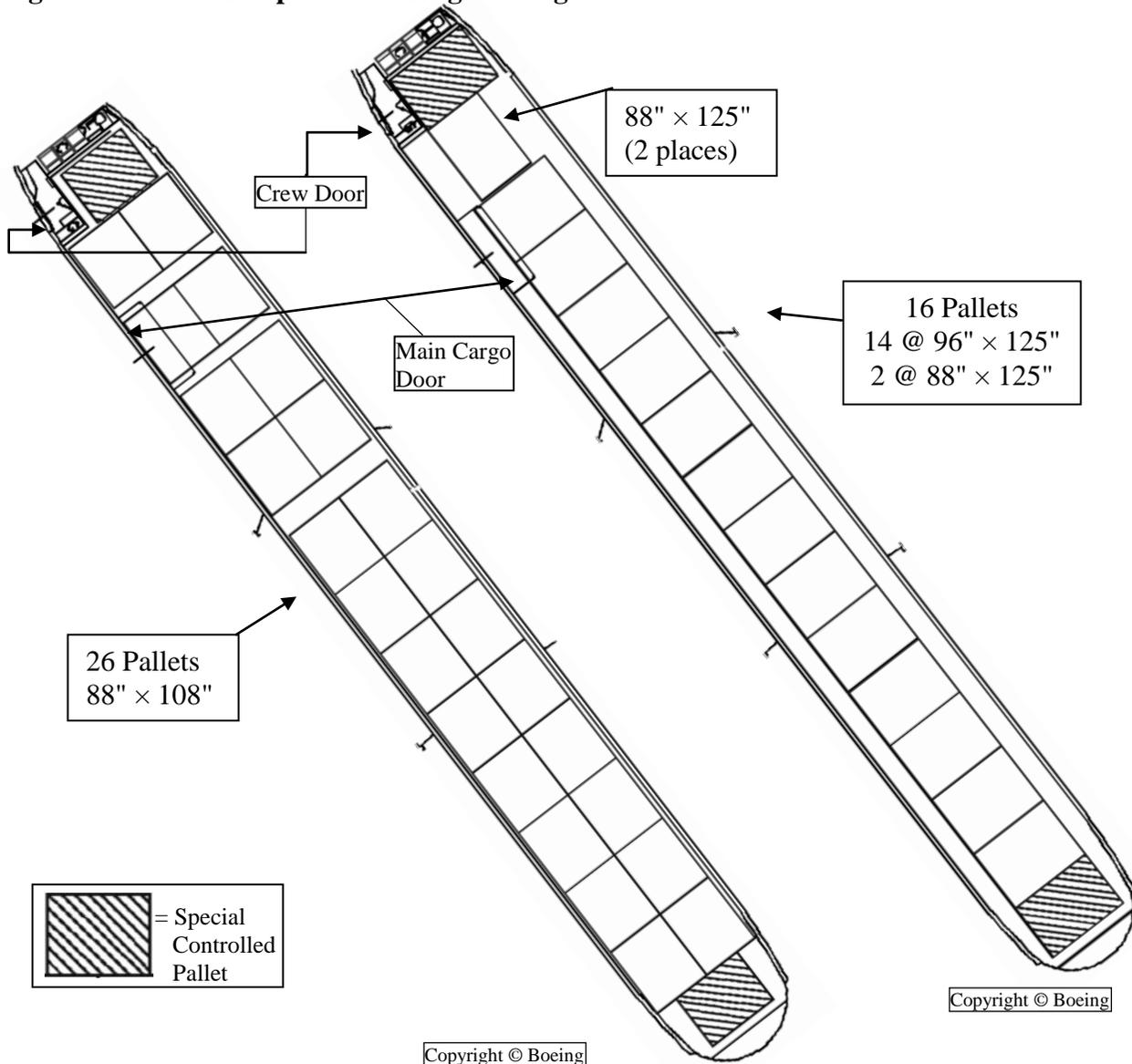
Figure 6.4. Main Compartment Dimensions B767-300F.



6.2.1.4. Pallets.

NOTE: See Attachment 2 for contour guide for the build-up of cargo.

Figure 6.5. Main Compartment Cargo Configurations B767-300F.



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

Same as for B767-200. See: [Figure 3.6. Large Forward Compt Door B767-200.](#)

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

6.2.2.2. Compartment Dimensions.

Same as for B767-200. See: [Figure 3.7. Forward Compt Dimensions B767-200.](#)

6.2.2.3. Pallets.

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

Same as for B767-300. See: [Fig. 5.4. Forward Compt Cargo Config's B767-300.](#)

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

Same as for B767-200. See: [Figure 3.9. Aft Compartment Door B767-200.](#)

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

(Note: Distance from Aft Door to Nose of the B767-300F is 122' 4")

6.2.3.2. Compartment Dimensions.

Same as Fwd Compt B767-200. See: [Fig 3.7. Forward Compt Dimen's B767-200.](#)

6.2.3.3. Pallets.

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

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

Same as for B767-200. See: [Figure 3.10. Bulk Compartment Door B767-200.](#)

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

(Note: Distance from Bulk Door to Nose of the B767-300F is 133' 3")

6.2.4.2. Compartment Dimensions.

Same as for B767-300. See: [Fig. 5.4. Bulk Compt Cargo Config's B767-300.](#)

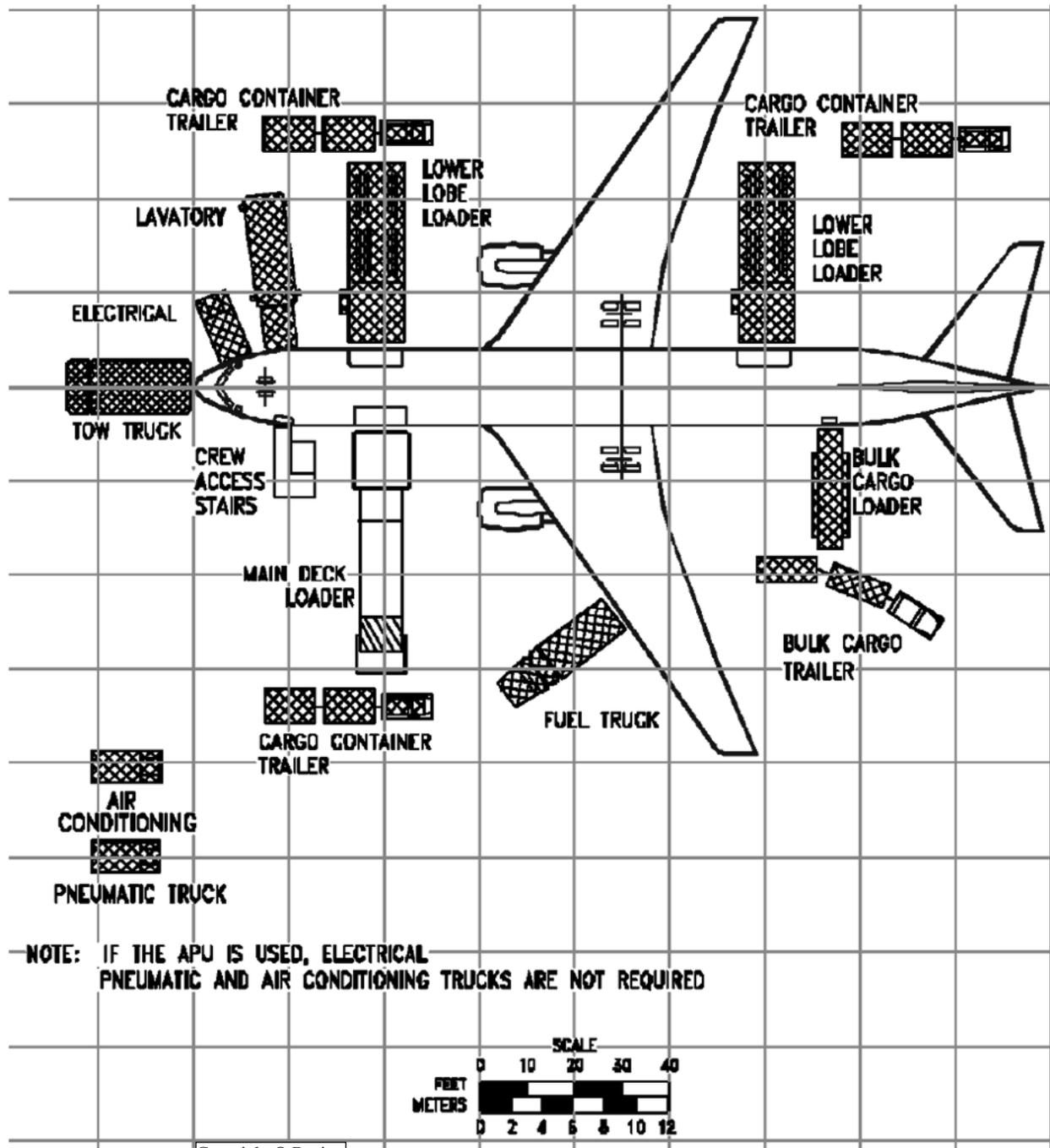
6.2.4.3. Pallets.

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

6.3. SERVICING DIAGRAMS.

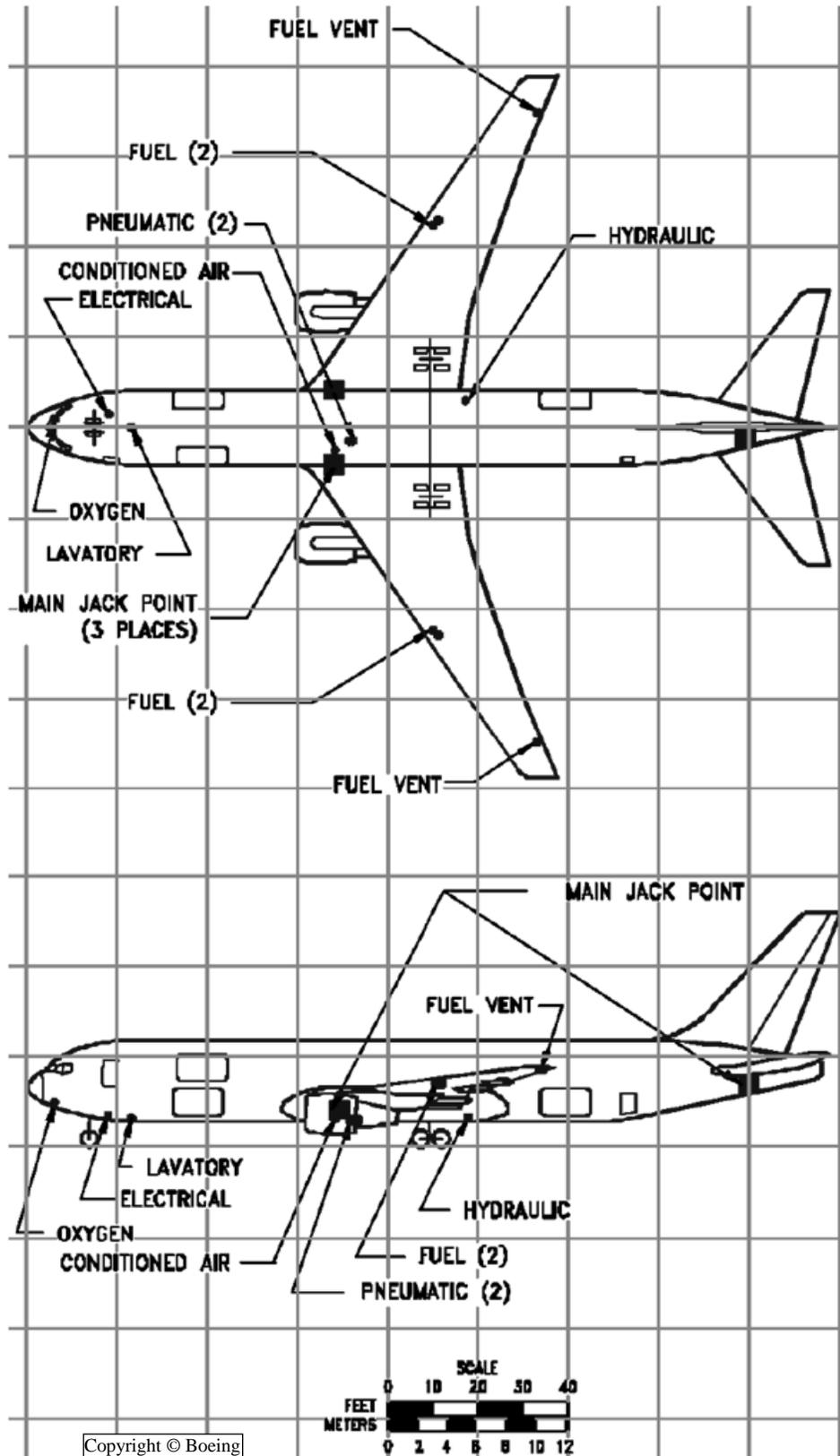
6.3.1. Servicing.

Figure 6.6. Typical Servicing Arrangement B767-300F.



6.3.2. Ground Connections.

Figure 6.7. Ground Service Connections B767-300F.

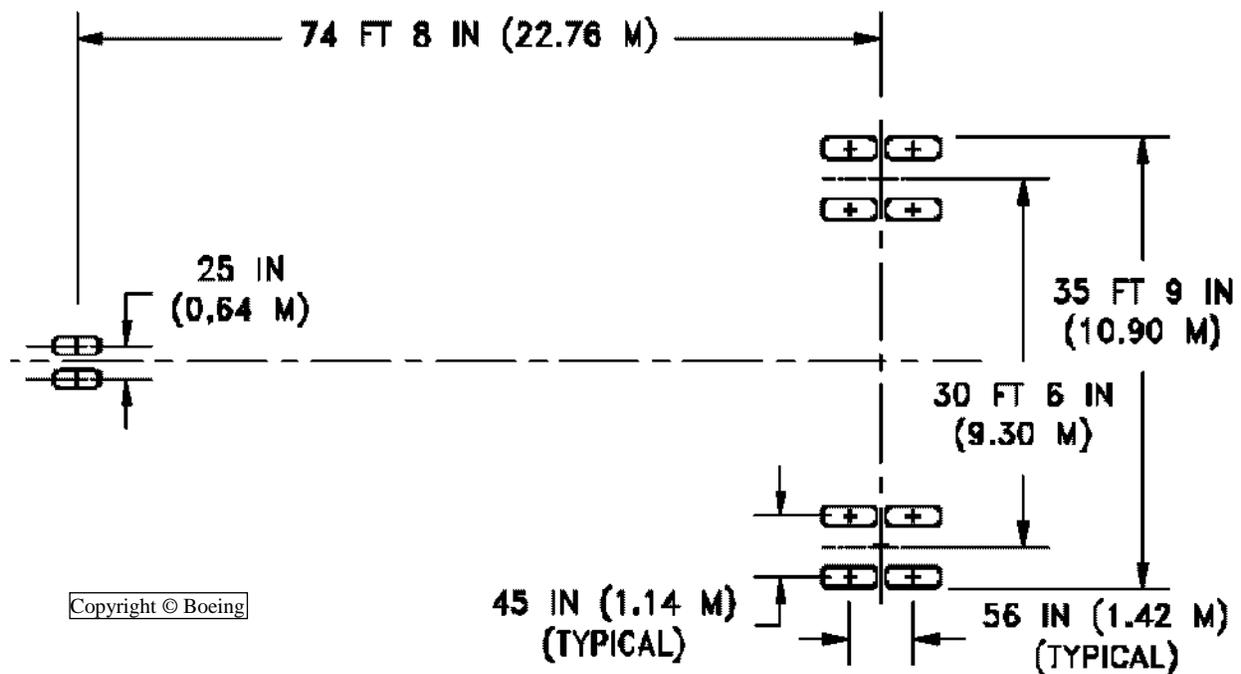


6.4. AIRFIELD SUITABILITY.

6.4.1. Landing Gear Footprint.

Figure 6.8. Landing Gear Footprint B767-300F.

	B767-300F
Max Taxi Wt.	401,000 - 413,000 lb (181,908 - 187,339 kg)
Nose Gear Tire Size	H37 x 14 - 15 22 PR
Nose Gear Tire Press.	170 psi (11.95 kg/cm ²)
Main Gear Tire Size	H46 x 18 - 20 32 PR
Main Gear Tire Press.	200 psi (14.06 kg/cm ²)



6.4.2. Minimum Turning Radii.

Same as for B767-300. See: [Figure 5.9. Minimum Turning Radii B767-300.](#)

6.4.3. Parking Footprint.

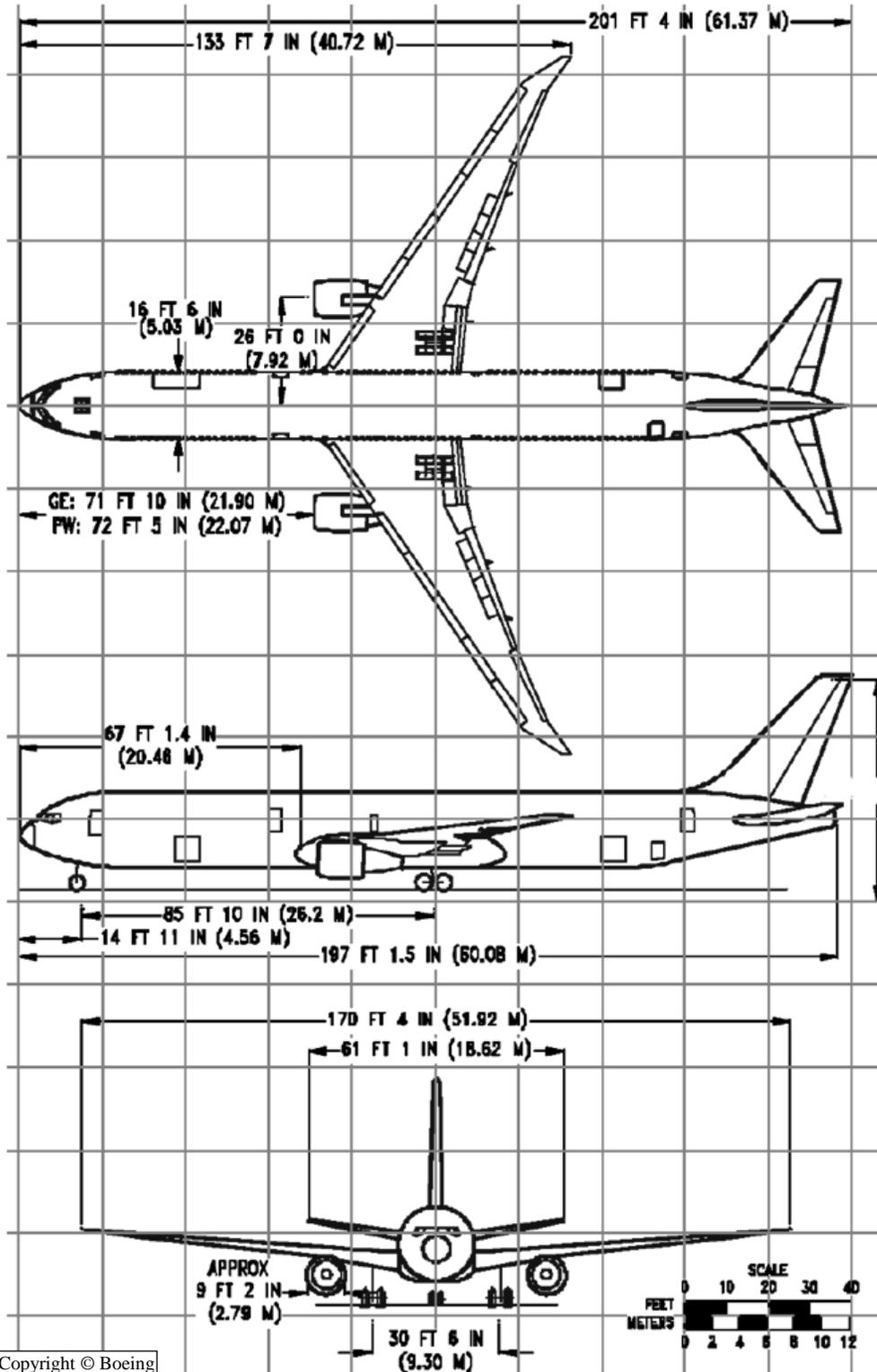
No manufacturer diagrams available.

Chapter 7
B767-400ER

7.1. DIMENSIONS.

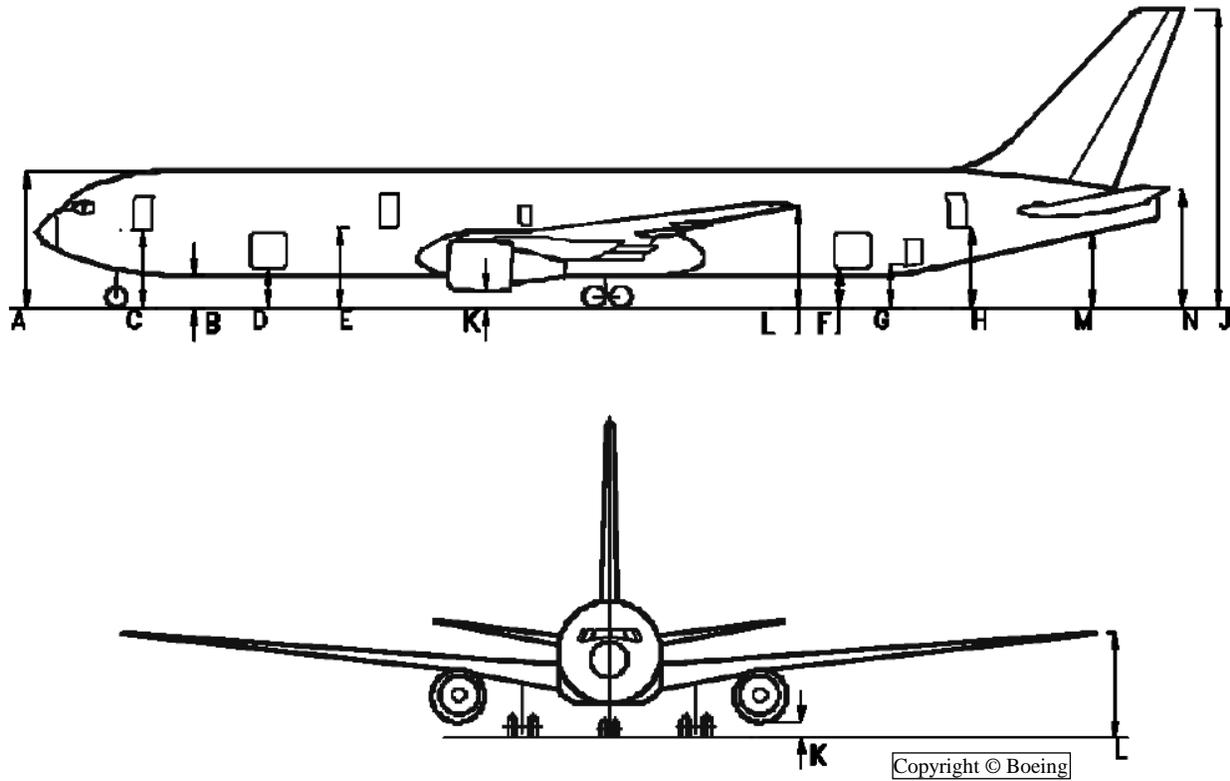
7.1.1. General Dimensions.

Figure 7.1. General Dimensions B767-400ER.



7.1.2. Ground Clearance.

Figure 7.2. Ground Clearance B767-400ER.



Vertical Clearances			
DOOR		Min	Max
	A	23' 8"	24' 6"
	B	5' 11"	6' 9"
Pax/Crew	C	13' 7"	14' 5"
FWD	D	7' 10"	8' 7"
	E	14' 6"	15' 1"
AFT	F	9' 8"	10' 6"
BULK	G	10' 1"	10' 11"
	H	16' 1"	17' 0"
	J	54' 9"	55' 10"
	K	3' 11"	4' 5"
	L	19' 11"	21' 4"
	M	16' 4"	17' 1"
	N	23' 5"	24' 5"

7.2. COMPARTMENT CONFIGURATIONS.

7.2.1. MAIN/PASSENGER COMPARTMENT.

7.2.1.1. Pax/Crew Door.

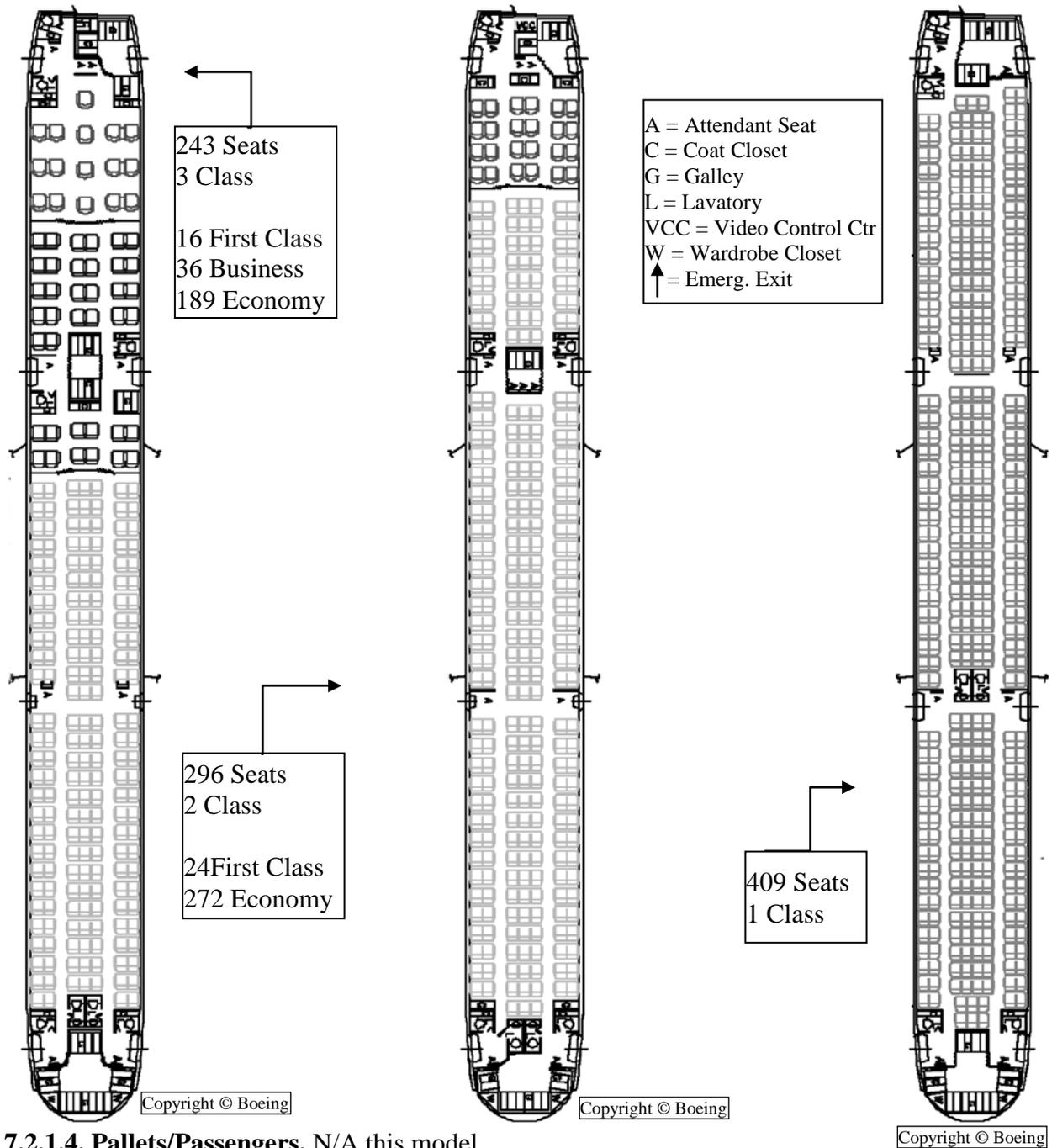
Same as for B767-200. See: [Figure 3.3. Pax/Crew Door B767-200.](#)

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

7.2.1.2. Main Door. N/A this model

7.2.1.3. Compartment Dimensions.

Figure 7.3. Typical Passenger Configurations B767-400ER.



7.2.1.4. Pallets/Passengers. N/A this model

7.2.2. FORWARD COMPARTMENT.

7.2.2.1. Door.

Same as for B767-200. See: [Figure 3.6. Large Forward Compt Door B767-200.](#)

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

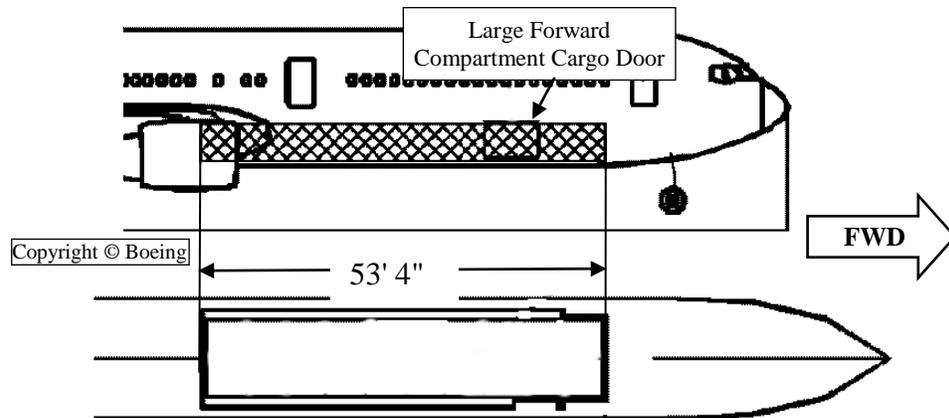
7.2.2.2. Compartment Dimensions.

Same as for B767-200. See: [Figure 3.7. Forward Compt Dimensions B767-200.](#)

7.2.2.3. Pallets.

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

Figure 7.4. Forward Compartment Cargo Configurations B767-400ER.



7.2.3. AFT COMPARTMENT.

7.2.3.1. Door.

Same as for B767-200. See: [Figure 3.9. Aft Compartment Door B767-200.](#)

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

(Note: Distance from Aft Door to Nose of the B767-400ER is 143' 4")

7.2.3.2. Compartment Dimensions.

Same as Fwd Compt B767-200. See: [Fig 3.7. Forward Compt Dimen's B767-200.](#)

7.2.3.3. Pallets.

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

7.2.4. BULK COMPARTMENT.

7.2.4.1. Door.

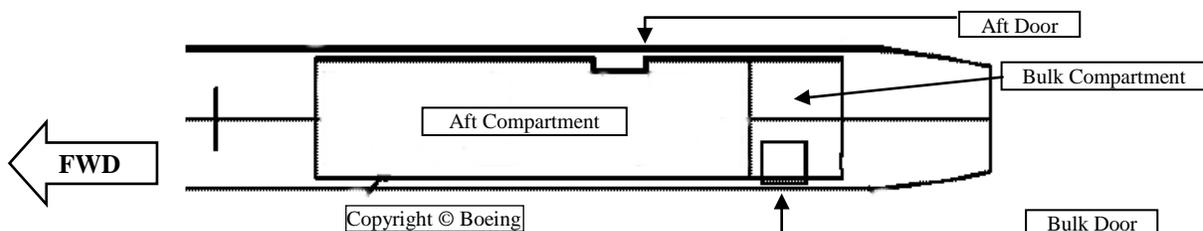
Same as for B767-200. See: [Figure 3.10. Bulk Compartment Door B767-200.](#)

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

(Note: Distance from Bulk Door to Nose of the B767-400ER is 154' 3")

7.2.4.2. Compartment Dimensions.

Figure 7.5. Bulk Compartment Cargo Configurations B767-400ER.

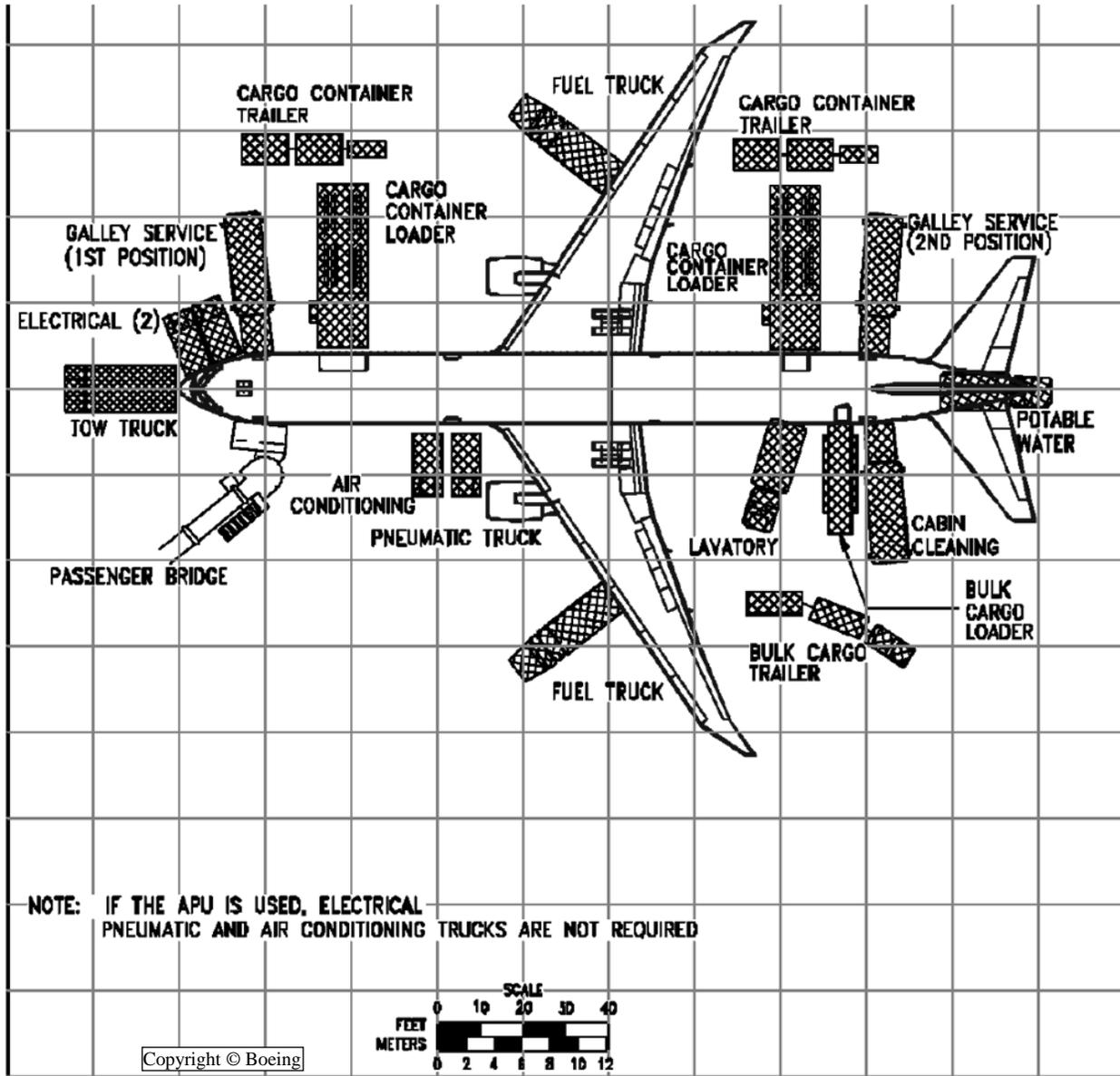


7.2.4.3. Pallets. 88" x 125" pallets cannot be loaded in this compartment.

7.3. SERVICING DIAGRAMS.

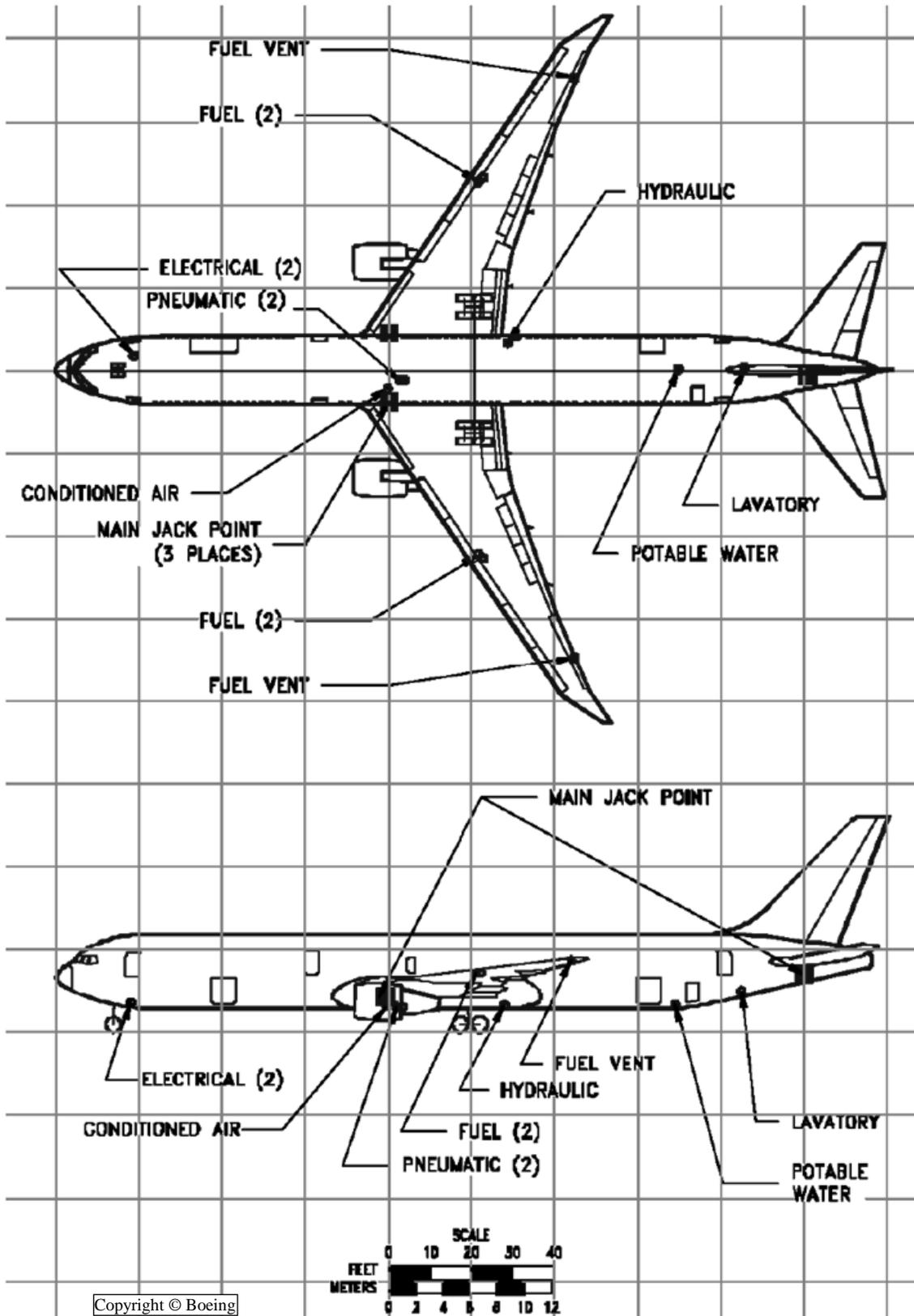
7.3.1. Servicing.

Figure 7.6. Typical Servicing Arrangement B767-400ER.



7.3.2. Ground Connections.

Figure 7.7. Ground Service Connections B767-400ER.

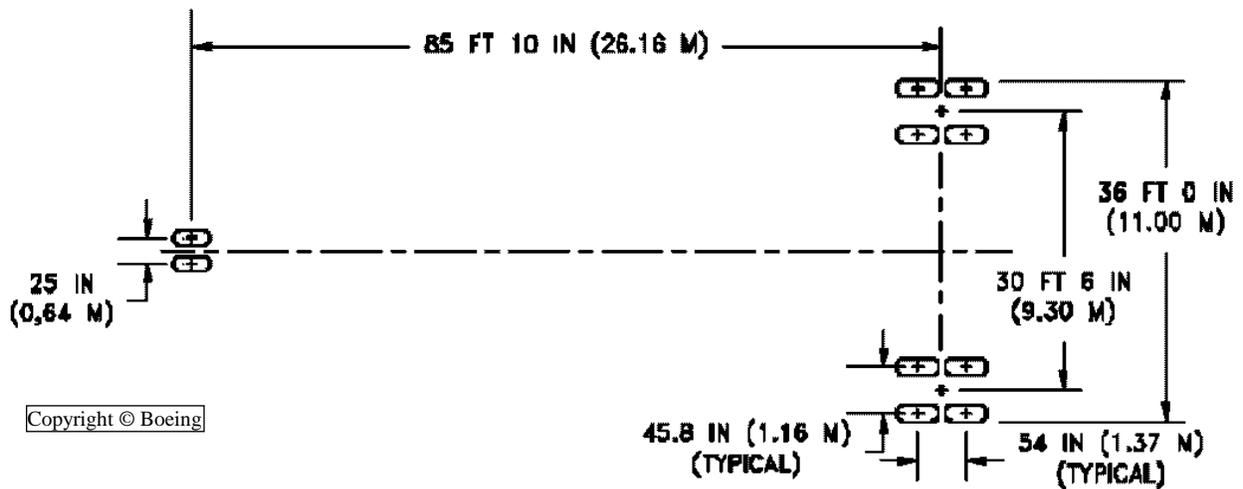


7.4. AIRFIELD SUITABILITY.

7.4.1. Landing Gear Footprint.

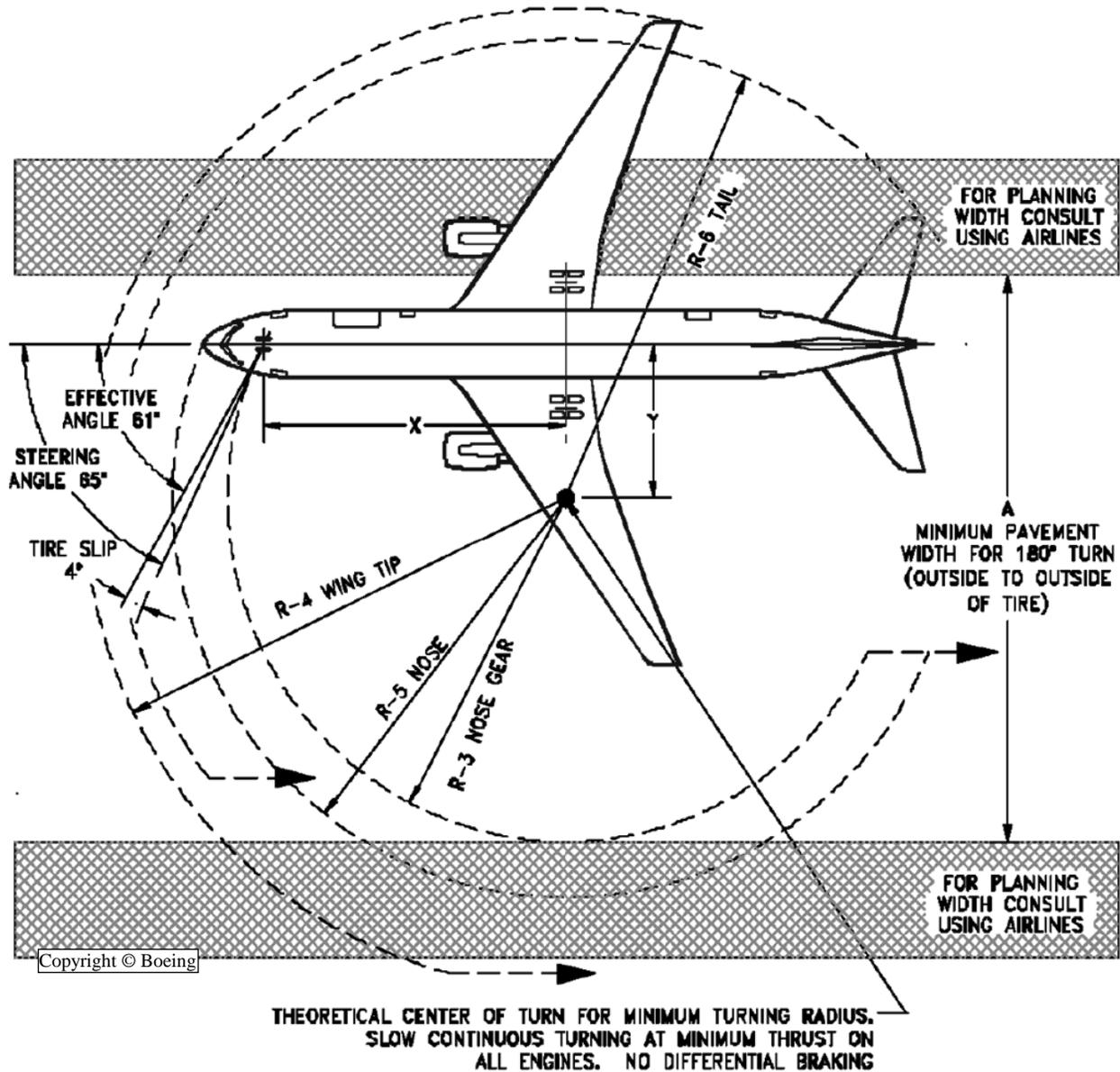
Figure 7.8. Landing Gear Footprint B767-400ER.

	B767-400ER
Max Taxi Wt.	451,000 lb (204,570 kg)
Nose Gear Tire Size	H37 x 14 - 15 24 PR
Nose Gear Tire Press.	185 psi (13.01 kg/cm ²)
Main Gear Tire Size	50 x 20 R22 32 PR
Main Gear Tire Press.	215 psi (15.11 kg/cm ²)



7.4.2. Minimum Turning Radii.

Figure 7.9. Minimum Turning Radii B767-400ER.



For an effective Turn Angle of 61°							
Dimension	X	Y	A	R3	R4	R5	R6
Distance	85.7' (26.1m)	47.5' (14.5m)	165.1' (50.3m)	99.6' (30.4m)	136.8' (41.7m)	111.3' (33.9m)	124.2' (37.9m)

7.4.3. 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

B767 AEROMEDICAL EVACUATION CAPABILITY

A2.1. Activation. As of the date of this publication, the B767 airframe is the only type aircraft that will be contracted and/or activated for fixed-wing aeromedical evacuation by the CRAF program. Currently, plans for the use of the B767 are for aeromedical evacuation requirements during a Stage II and/or Stage III CRAF Activation.

A2.2. Availability. When the AE Segment is activated, carriers shall have 48 hours to reconfigure aircraft to the baseline status and deliver to the Aeromedical Evacuation Shipsets (AESS) contractor for conversion. Subsequent delivery will be two aircraft for conversion every 24 hours thereafter, until the requirement is met or the carrier commitment is exhausted.

A2.3. CRAF AESS. The AESS is an aircraft mission conversion set that reconfigures B767 aircraft to an aeromedical configuration. A B767 with the AESS installed can carry litter and ambulatory patients, medical crews, flight attendants, and aircraft maintenance personnel in times of emergency.

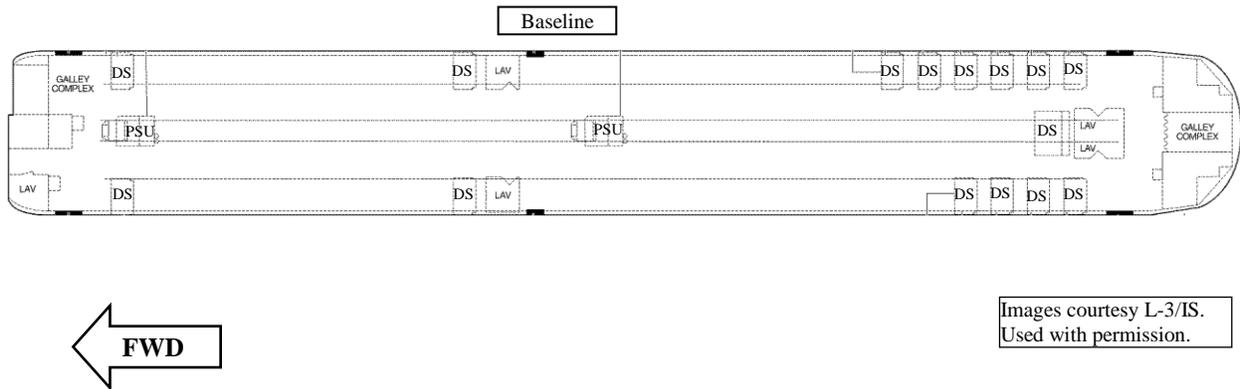
A2.4. Configurations. The AESS will accommodate 10 medical crew personnel, 5 flight attendants, and the 87 litter patients. The B67-200 series will have approximately 30 seats, and the B767-300 series 47 seats. These may be used for crew, ambulatory patients, or passengers. See [Figure A1.1](#) and [Figure A1.2](#) for baseline and AESS configurations for the B767-200 series and the B767-300 series. Installation of the Liquid Oxygen (LOX) converter pallet assembly will be installed in the forward cargo compartment. The LOX converter pallet consists of two LOX container assemblies and the associated tubing and equipment.

A2.5. Reconfiguring AESS. Once an aircraft is configured, it will not be changed by anyone other than an FAA-certified aircraft mechanic or engineer with access to the FAA-approved Supplemental Type Certificate for that specific aircraft.

A2.6. References.

- A1.6.1. AMCI10-402 (Operations Civil Reserve Fleet) Chapter 13
- A1.6.2. 7590-I/I (A/A99S-3 Conversion Set Aircraft Mission) and 7590-OPS (A/A99S-3 CRAF - Aeromedical Evacuation Set)
(Both from L-3 Communications Integrated Systems, Greenville, TX).

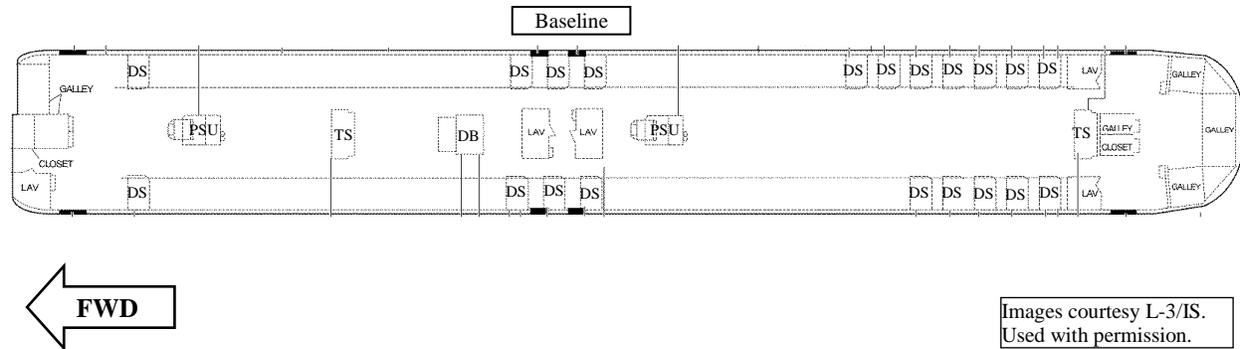
Figure A2.1. B767-200 Series AESS Configurations.



Images courtesy L-3/IS. Used with permission.

Figure A2.1. B767-300 Series AESS Configurations.

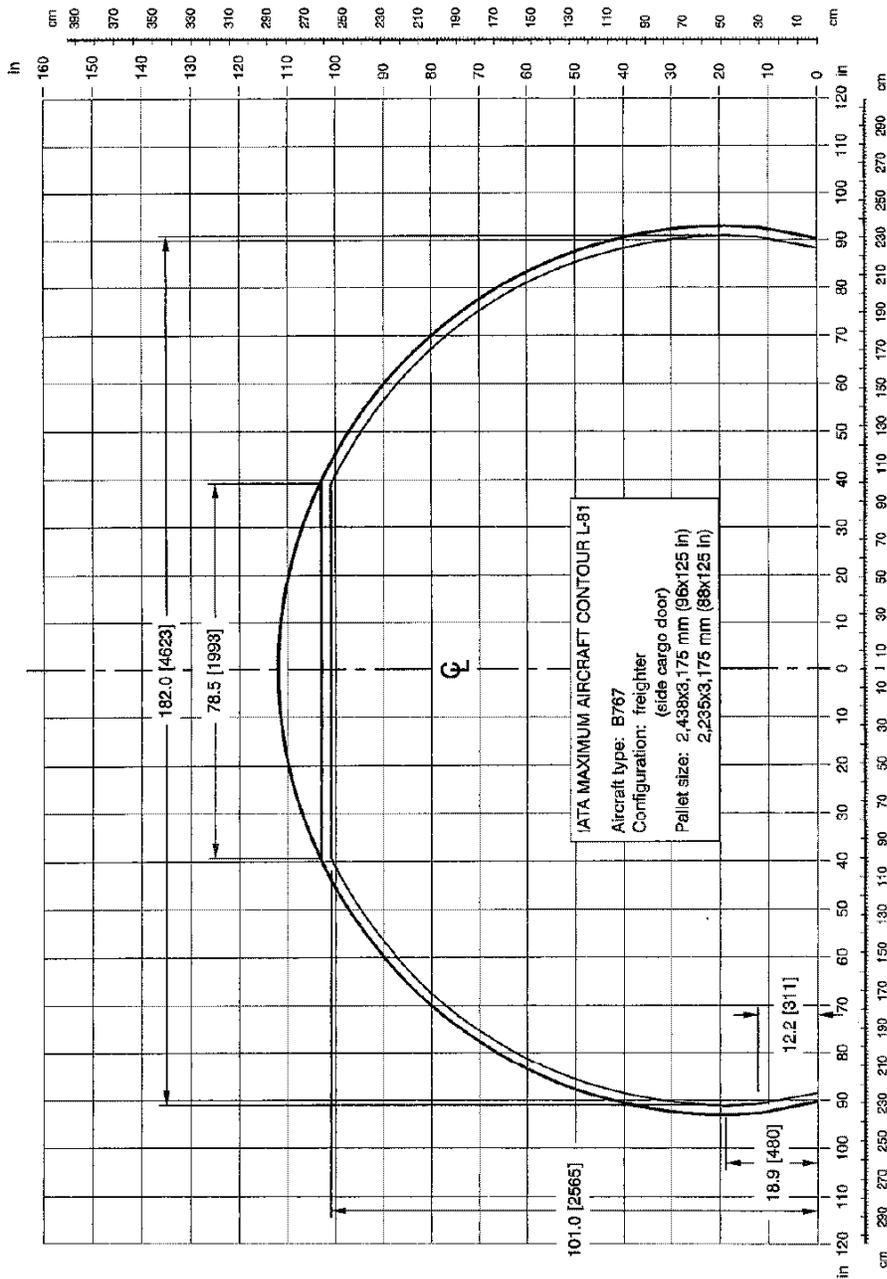
DB = Double Business Seat
 DS = Double Tourist Class Seat
 LAV = Lavatory
 L = Litter Stanchion (3 ea)
 2L = Litter Stanchion (6 ea)
 OCA = Oxygen Control Ass'y
 ○ = O2 Manifold
 ● = O2 Hose Connections
 PSU = Passenger Support Unit
 TS = Triple Tourist Class Seat



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Attachment 3
 MAIN COMPARTMENT CONTOUR CHART B767-200SF, -300F

Figure A3.1. Main Compartment Contour Chart B767-200SF, -300F

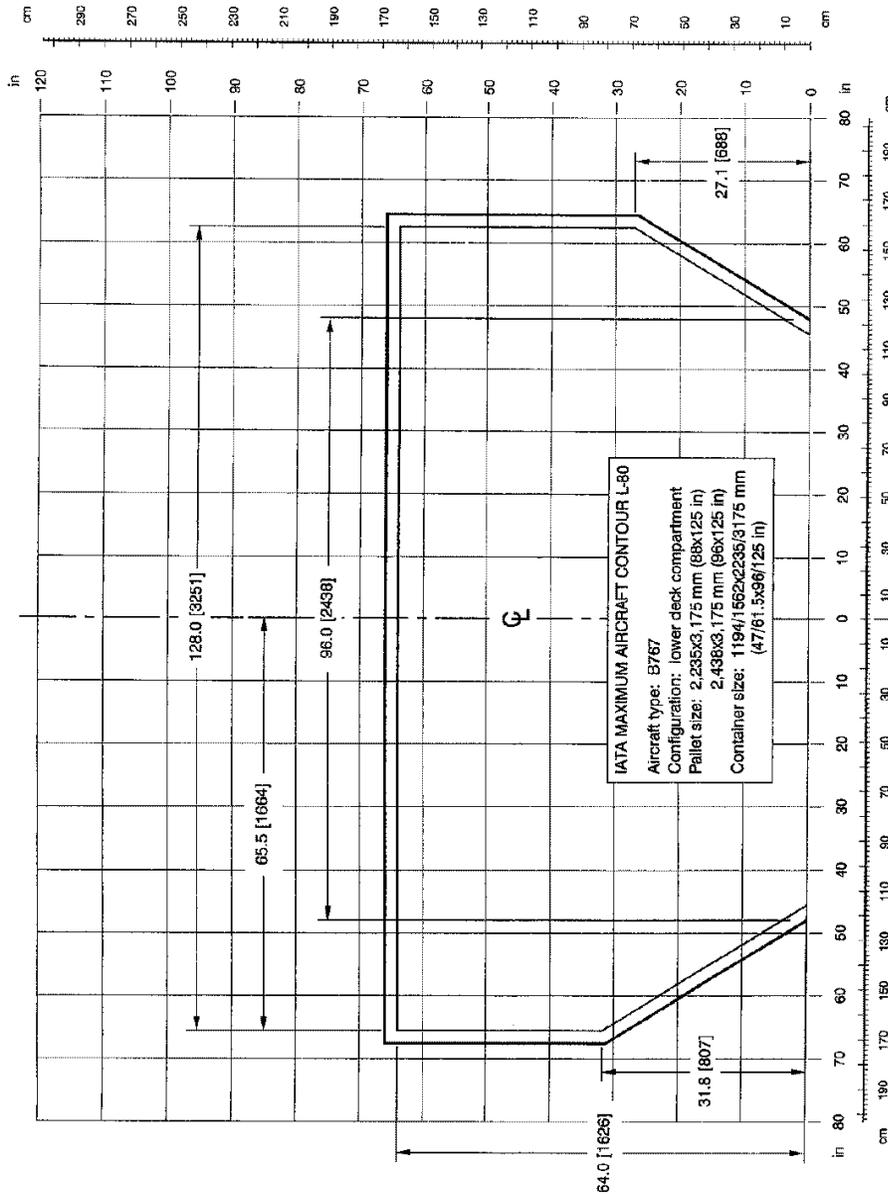


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- Notes:**
- 1) Shows inside dimensions where cargo compartment has a constant cross-section (internal contour measured perpendicular to the aircraft length - excludes any tapered section of the fuselage).
 - 2) Minimum **2 inches of clearance** must 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 **L81** 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
LOWER COMPARTMENT CONTOUR CHART B767

Figure A4.1. Lower Compartment Contour Chart B767



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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 **L80** 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.