

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

**AIR MOBILITY COMMAND PAMPHLET 24-2  
VOLUME 4, ADDENDUM A**



**17 NOVEMBER 2011**

**Transportation**

**CIVIL RESERVE AIR FLEET LOAD  
PLANNING – BOEING (McDonnell-Douglas) DC-8 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  
**Volume 4      *BOEING (formerly McDONNELL-DOUGLAS)***

**Addendum A – DC 8    SERIES**

**Chapter 1 – GENERAL INFORMATION** ..... 5  
1.1. Purpose. ..... 5  
1.2. Scope. ..... 5  
1.3. Arrangement. ..... 5  
1.4. Supplements. ..... 5  
1.5. Acronyms. ..... 5  
1.6. Copyrights. ..... 6  
1.7. Description. Addendum A. Boeing (McD. Douglas) DC-8 Series. ..... 7

**Chapter 2 – QUICK REFERENCE TABLES** ..... 8  
2.1. Ranges. ..... 8  
2.2. Pallets. ..... 8  
2.3. Table Legends. ..... 8  
2.4. After-Market Conversions. ..... 8  
2.5. Tables. ..... 8  
2.6. Tables. Addendum A. Boeing (McDonnell Douglas) DC-8 Series. ..... 9  
Table 2.1. Cargo Planning.  
Table 2.2. Passenger Planning.  
Table 2.3. Door Clearances/Sizes.  
Table 2.4. Compartment Dimensions.  
Table 2.5. Weight Information.  
Table 2.6. Airfield Suitability Information.

**Chapter 3 – DC-8-61F & DC-8-71F** ..... 13  
3.1. DIMENSIONS. ..... 14  
Figure 3.1. General Dimensions DC-8-61F/-71F.  
Figure 3.2. Ground Clearance DC-8-61F/-71F.  
3.2. COMPARTMENT CONFIGURATIONS. ..... 16  
Figure 3.3. Pax/Crew Door DC-8-61F/-71F.  
Figure 3.4. Main Compartment Door DC-8-61F/-71F.  
Figure 3.5. Main Compartment Dimensions DC-8-61F/-71F.  
Figure 3.6. Main Compartment Cargo Configurations DC-8-61F/-71F.  
Figure 3.7. Forward Compartment Door DC-8-61F/-71F.  
Figure 3.8. Forward Compartment Dimensions DC-8-61F/-71F.

Figure 3.9. <u>Aft Compartment Door DC-8-61F/-71F.</u>	
Figure 3.10. <u>Aft Compartment Dimensions DC-8-61F/-71F.</u>	
3.3. <u>SERVICING DIAGRAMS.</u>	23
Figure 3.11. <u>Typical Servicing Arrangement DC-8-61F/-71F.</u>	
Figure 3.12. <u>Ground Service Connections DC-8-61F/-71F.</u>	
3.4. <u>AIRFIELD SUITABILITY.</u>	25
Figure 3.13. <u>Landing Gear Footprint DC-8-61F/-71F.</u>	
Figure 3.14. <u>Minimum Turning Radii DC-8-61F/-71F.</u>	
<b>Chapter 4 – <u>DC-8-62F &amp; DC-8-72F</u></b>	27
4.1. <u>DIMENSIONS.</u>	27
Figure 4.1. <u>General Dimensions DC-8-62F/72F.</u>	
Figure 4.2. <u>Ground Clearance DC-8-62F/72F.</u>	
4.2. <u>COMPARTMENT CONFIGURATIONS.</u>	29
Figure 4.3. <u>Main Compartment Cargo Configurations DC-8-62F/72F.</u>	
Figure 4.4. <u>Forward Compartment Door DC-8-62F/-72F.</u>	
Figure 4.5. <u>Forward Compartment Dimensions DC-8-62F/72F.</u>	
Figure 4.6. <u>Aft Compartment Door DC-8-62F/-72F.</u>	
Figure 4.7. <u>Aft Compartment Dimensions DC-8-62F/72F.</u>	
4.3. <u>SERVICING DIAGRAMS.</u>	34
Figure 4.8. <u>Typical Servicing Arrangement DC-8-62F/72F.</u>	
Figure 4.9. <u>Ground Service Connections DC-8-62F/72F.</u>	
4.4. <u>AIRFIELD SUITABILITY.</u>	36
Figure 4.10. <u>Landing Gear Footprint DC-8-62F/72F.</u>	
Figure 4.11. <u>Minimum Turning Radii DC-8-62F/72F.</u>	
<b>Chapter 5 – <u>DC-8-63F &amp; DC-8-73F</u></b>	38
5.1. <u>DIMENSIONS.</u>	38
Figure 5.1. <u>General Dimensions DC-8-63F/73F.</u>	
Figure 5.2. <u>Ground Clearance DC-8-63F/73F.</u>	
5.2. <u>COMPARTMENT CONFIGURATIONS.</u>	40
5.3. <u>SERVICING DIAGRAMS.</u>	40
Figure 5.3. <u>Ground Service Connections DC-8-63F/73F.</u>	
5.4. <u>AIRFIELD SUITABILITY.</u>	42
Figure 5.4. <u>Landing Gear Footprint DC-8-63F/73F.</u>	
Figure 5.5. <u>Minimum Turning Radii DC-8-63F/73F.</u>	
<b>Attachment 1 – GLOSSARY OF REFERENCES</b>	44
<b>Attachment 2 – MAIN COMPT CONTOUR CHART DC-8 CENTERED</b>	45
<b>Attachment 3 – MAIN COMPT CONTOUR CHART DC-8 RIGHT</b>	46
Addendum B – DC 10 SERIES	
Addendum C – MD 11 SERIES	
Addendum D – MD 80 SERIES	

Addendum E – MD 90 SERIES

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 4, Boeing (McDonnell Douglas).** AMCPAM 24-2 Volume 4 deals specifically with aircraft originally manufactured by McDonnell Douglas Corporation. McDonnell Douglas Corp. first formed in 1967 after the Douglas Co. (founded 1920) and McDonnell Aircraft Corp. (originating in 1928) merged. Through the last merger into the Boeing Company 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 4, Boeing (McDonnell Douglas) Addenda.** Volume 4 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 4 essentially gets republished--unchanged with each Boeing (McDonnell Douglas) model's addendum.

**1.3.2. Volume 4, Boeing (McDonnell Douglas) Quick Reference Tables.** All chapter descriptions for various models are designed to be used in conjunction with Chapter 2 Quick Reference Tables. The information in the Quick Reference Tables will generally not be restated in the expanded chapters as they are meant primarily for pictorial figures.

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

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

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

**1.7. Description. Addendum A. Boeing (McDonnell Douglas) DC-8 Series.**

The DC-8 Series aircraft are narrow body, four engine aircraft, originally designed for medium range. The DC-8 was one of the earliest jet-powered commercial aircraft, and the first commercial jet for the Douglas Co. It was first developed in early fifties, and the first DC-8 flew in 1958. Despite initially not wanting to change the fuselage size in the earlier -10 through -50 models, the later "Super 60 Series" did increase size, capacity, as well as efficiency. The follow-on "Series 70" versions also gave the DC-8 series longer range due to the newer, more fuel-efficient turbofan engines. These innovations, combined with the DC-8's reputation for service reliability, operational convenience and passenger comfort, may explain why almost 100 are still in service 38 years after the last of 556 was made.

The DC-8 had seven sub-series manufactured during its lifetime, numbered in tens.

**Series 10.** The first in the series, the Series 10 included the DC-8-11 and the DC-8-12. The DC-8-11 was type-certified in August 1959.

**Series 20.** The only model in the series, the DC-8-21 received type-certification on January 1960. All of the Series 10's were re-engined and converted to Series 20 aircraft.

**Series 30.** Models in this series included the DC-8-31, DC-8-32 (which was the first to be type-certified in February 1960), and the DC-8-33.

**Series 40** models include the DC-8-41, type-certified in March 1960, the DC-8-42 and DC-8-43.

**Series 50** models are the DC-8-51, DC-8-52 (the first type-certified in April 1961), the DC-8-53, DC-8-54, and the DC-8-55.

**Series 60 or "Super 60's"** offered the first variations other than engine upgrades. Making standard use of turbofan engines (versus turbojets) and stretching the fuselage realized range and capacity increases. The **DC-8-61** (type-certified September 1966) and corresponding freighter version, the **DC-8-61F** (type-certified June 1967) was stretched almost 37 feet longer than previous versions. The **DC-8-62** (type-certified April 1967) and its freighter, the **DC-8-62F** (type-certified October 1967), in contrast was stretched only about 7 feet from the original length of 150.7 feet, but more powerful engines. The **DC-8-63** (type-certified June 1967) and the **DC-8-63F** (type-certified June 1968) mixed the longer fuselage of the -61 with engines of the -63.

**Series 70 or "Super 70's"** models are basically re-engined versions of the Series 60 DC-8's. The **DC-8-71** and **DC-8-71F** were both type-certified in April 1982. The **DC-8-73** and the **DC-8-73F**

were both type-certified in June 1982. Finally, the **DC-8-72** and the **DC-8-72F** were both type-certified in September 1982. All are capable of long-range routes.

DC-8's are unique in having two doors for each forward and aft cargo compartment. Since most of the remaining DC-8's operating are now freighters, or have been converted into freighters/combi. This volume only discusses the freighter variants of the "**Super 60's & 70's**".

AMCPAM 24-2, Volume 4, Addendum A will focus primarily on the:

**DC8-61F**

**DC8-71F**

**DC8-62F**

**DC8-72F**

**DC8-63F**

**DC8-73F**

## 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 4 Addendum.

## 2.6. Tables. Addendum A. Boeing (McDonnell Douglas) DC-8 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	
DC-8-61F	M= 18, F= 0, A= 0, B= X	2,250	44.25	40.5	33.75	27.5	5,300
DC-8-62F	M= 14, F= 0, A= 0, B= X	3,200	45.72	45.72	45.72	42	6,150
DC-8-63F	M= 18, F= 0, A= 0, B= X	200	56.5	54	48	41.5	6,050
DC-8-71F	M= 18, F= 0, A= 0, B= X	2,500	40.65	40.65	38.85	33.75	6,400
DC-8-72F	M= 14, F= 0, A= 0, B= X	3,900	45.4	45.4	45.4	45.4	7,050
DC-8-73F	M= 18, F= 0, A= 0, B= X	500	54.63	54.13	51.75	46.25	6,750

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
DC-8-61F	X	X	X	X	X	X	X
DC-8-62F	0-32!	189?	?	?	?	?	?
DC-8-63F	X	X	X	X	X	X	X
DC-8-71F	X	X	X	X	X	X	X
DC-8-72F	X	X	X	X	X	X	X
DC-8-73F	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>DC-8-61F</b>	126.4 to 133.3	127.8 to 134.7	74.7 to 83.4	85.6 to 97.2	X	140 × 85	54.7 × 63.5 & 36 × 44	54.7 × 63.5 & 36 × 44	X
<b>DC-8-62F</b>	125.7 to 132.7	127.9 to 134.6	75.8 to 82.3	84.8 to 95.4	X	140 × 85	36 × 44	36 × 44	X
<b>DC-8-63F</b>	125.8 to 134.3	127.6 to 135.7	74.4 to 83.3	86 to 93.5	X	140 × 85	54.7 × 63.5 & 36 × 44	54.7 × 63.5 & 6 × 44	X
<b>DC-8-71F</b>	126.4 to 133.3	127.8 to 134.7	74.7 to 83.4	85.6 to 97.2	X	140 × 85	54.7 × 63.5 & 36 × 44	54.7 × 63.5 & 36 × 44	X
<b>DC-8-72F</b>	125.7 to 132.7	127.9 to 134.6	75.8 to 82.3	84.8 to 95.4	X	140 × 85	36 × 44	36 × 44	X
<b>DC-8-73F</b>	125.8 to 134.3	127.6 to 135.7	74.4 to 83.3	86 to 66.5	X	140 × 85	54.7 × 63.5 & 36 × 44	54.7 × 63.5 & 36 × 44	X

Table 2.4. Compartment Dimensions.

Aircraft Type	Compartment Dimensions (L×W×H) (in inches)				Compartment Weight limit (lbs)			
	Main/Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe	Main/Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe
<b>DC-8-61F</b>	1704 × 138.25 × 82!	564 × 82–101.2 × 51.75!	554 × 82–101.2 × 51.75!	X	300lb/ft <sup>2</sup> !	19,350! /120lb/ft <sup>2</sup> !	18,150! /120lb/ft <sup>2</sup> !	X
<b>DC-8-62F</b>	1344 × 138.25 × 82!	364 × 82–101.2 × 51.75!	394 × 82–101.2 × 51.75!	X	300lb/ft <sup>2</sup> !	12,000! /120lb/ft <sup>2</sup> !	12,225! /120lb/ft <sup>2</sup> !	X
<b>DC-8-63F</b>	1704 × 138.25 × 82!	564 × 82–101.2 × 51.75!	554 × 82–101.2 × 51.75!	X	300lb/ft <sup>2</sup> !	19,350! /120lb/ft <sup>2</sup> !	18,150! /120lb/ft <sup>2</sup> !	X
<b>DC-8-71F</b>	1704 × 138.25 × 82!	564 × 82–101.2 × 51.75!	554 × 82–101.2 × 51.75!	X	300lb/ft <sup>2</sup> !	19,350! /120lb/ft <sup>2</sup> !	18,150! /120lb/ft <sup>2</sup> !	X
<b>DC-8-72F</b>	1344 × 138.25 × 82!	364 × 82–101.2 × 51.75!	394 × 82–101.2 × 51.75!	X	300lb/ft <sup>2</sup> !	12,000! /120lb/ft <sup>2</sup> !	12,225! /120lb/ft <sup>2</sup> !	X
<b>DC-8-73F</b>	1704 × 138.25 × 82!	564 × 82–101.2 × 51.75!	554 × 82–101.2 × 51.75!	X	300lb/ft <sup>2</sup> !	19,350! /120lb/ft <sup>2</sup> !	18,150! /120lb/ft <sup>2</sup> !	X

**Table 2.5. Weight Information.**

<b>Aircraft Type</b>	<b>Maximum Design Weight (lbs)</b>						
	<b>Ramp/Taxi (MTW)</b>	<b>T/O (MTW)</b>	<b>Land (MLW)</b>	<b>Zero Fuel (MZFW)</b>	<b>Oper Empty (OEW)</b>	<b>Max Payload</b>	<b>Max Cargo Vol. (FT<sup>3</sup>)</b>
<b>DC-8-61F</b>	331,000	328,000	258,000	234,000	145,506	88,494	12,171
<b>DC-8-62F</b>	353,000	350,000	250,000	230,000	138,560	91,440	9,737
<b>DC-8-63F</b>	358,000	355,000	275,000	261,000	141,330	119,670	12,830
<b>DC-8-71F</b>	331,000	328,000	258,000	234,000	152,700	81,300	12,171
<b>DC-8-72F</b>	338,000	335,000	250,000	231,000	140,200	90,800	9,737
<b>DC-8-73F</b>	358,000	355,000	275,000	261,000	149,200	111,800	12,830

Table 2.6. Airfield Suitability Information.

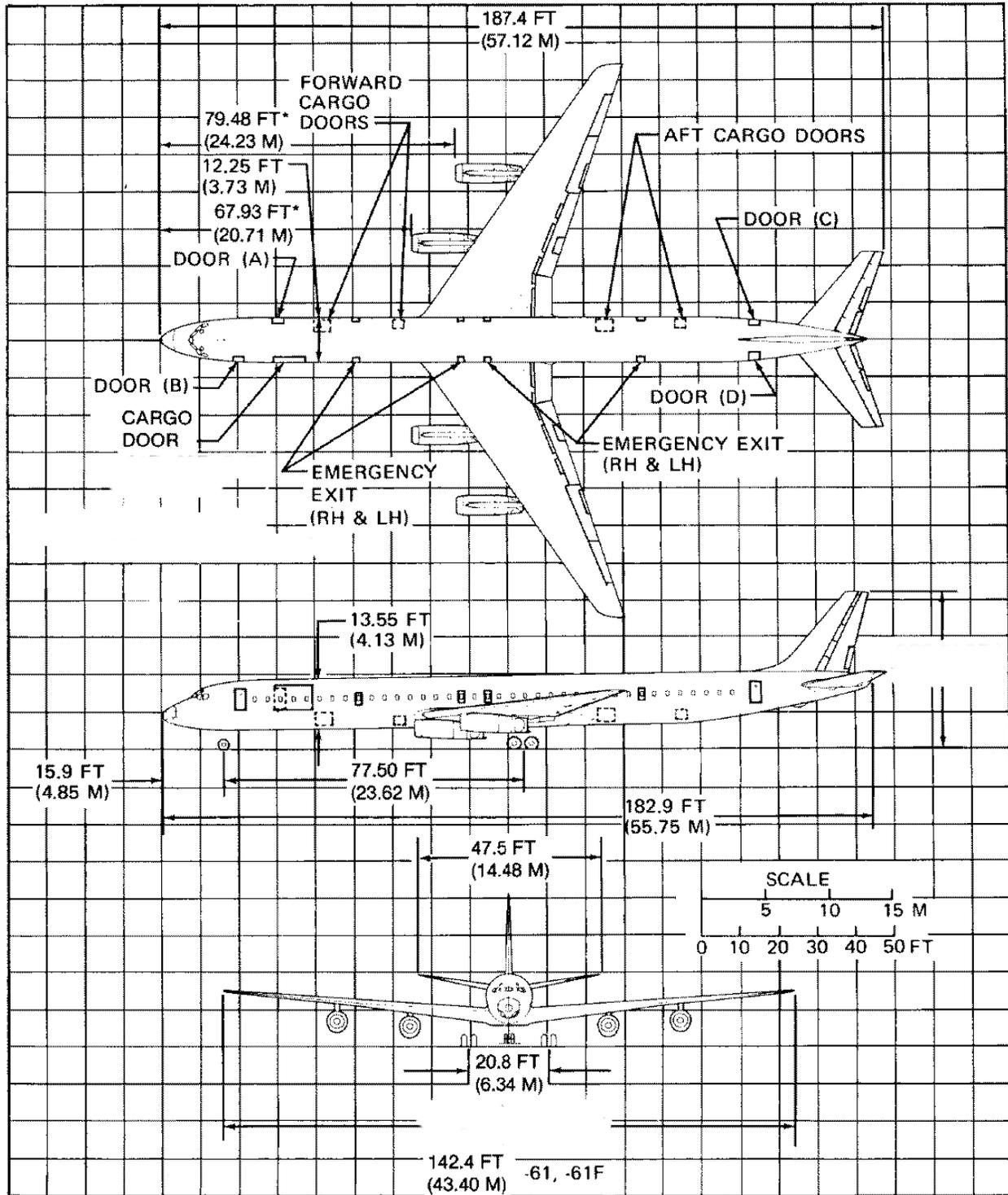
Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
<b>DC-8-61F</b>	23,393	10,100	6,500	187.4' × 142.4'	115/200V 3-ph, 400 Hz 80 KVA	100lb/min 40 PSI 130° F	2D/DT / T-TA
<b>DC-8-62F</b>	24,275	11,900	6,100	157.5' × 148.4'	115/200V 3-ph, 400 Hz 80 KVA	100lb/min 40 PSI 130° F	2D/DT / T-TA
<b>DC-8-63F</b>	24,275	10,300	6,600	187.4' × 148.4'	115/200V 3-ph, 400 Hz 80 KVA	100lb/min 40 PSI 130° F	2D/DT / T-TA
<b>DC-8-71F</b>	23,393	9,100	6,800	187.4' × 142.4'	115/200V 3-ph, 400 Hz 80 KVA	100lb/min 40 PSI Max- 59.7 PSIA 130° F	2D/DT / T-TA
<b>DC-8-72F</b>	24,275	9,650	6,300	157.5' × 148.4'	115/200V 3-ph, 400 Hz 80 KVA	100lb/min 40 PSI Max- 59.7 PSIA 130° F	2D/DT / T-TA
<b>DC-8-73F</b>	24,275	10,000	6,850	187.4' × 148.4'	115/200V 3-ph, 400 Hz 80 KVA	100lb/min 40 PSI Max- 59.7 PSIA 130° F	2D/DT / T-TA

Chapter 3  
DC-8-61F & DC-8-71F

3.1. DIMENSIONS.

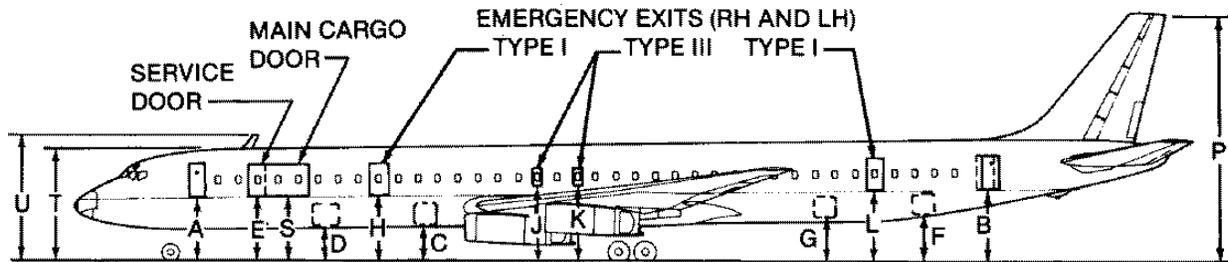
3.1.1. General Dimensions.

Figure 3.1. General Dimensions DC-8-61F/-71F.

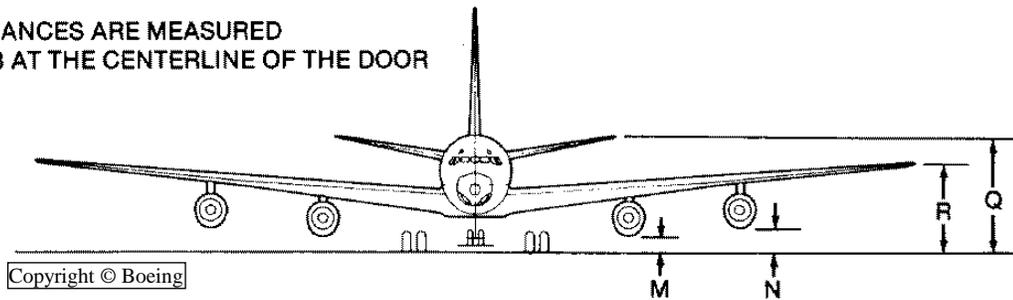


3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance DC-8-61F/-71F.



DOOR CLEARANCES ARE MEASURED TO THE JAMB AT THE CENTERLINE OF THE DOOR



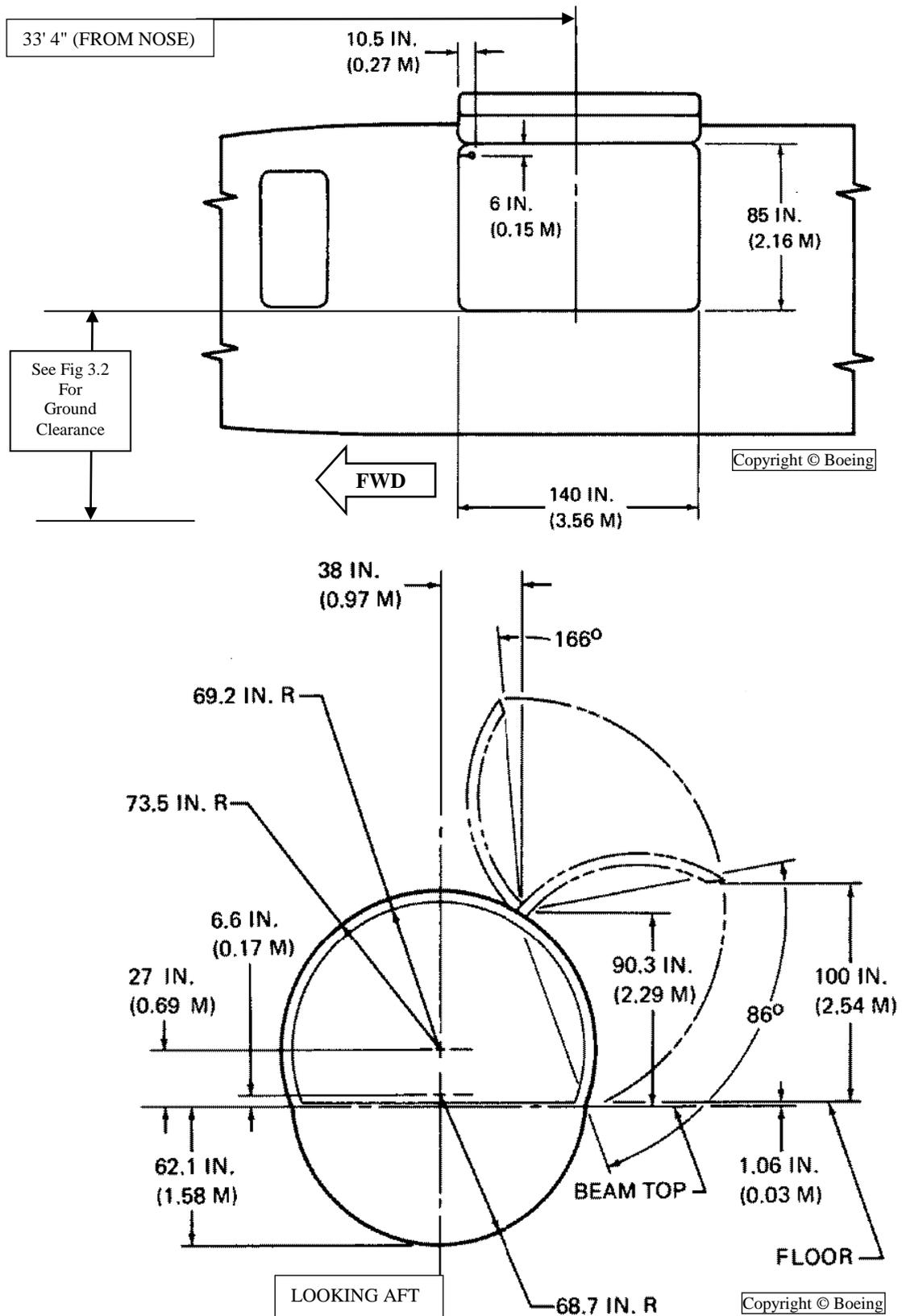
Copyright © Boeing

Vertical Clearances			
DOOR		Min	Max
Pax/Crew	A	10' 6.4"	11' 1.3"
	B	12' 1.5"	13' 1"
FWD (rear)	C	6' 4.6"	6' 11.4"
FWD (front)	D	6' 2.7"	6' 9.6"
	E	10' 8.1"	11' 3"
	F	7' 3"	8' 1.2"
AFT (rear)	G	7' 1.6"	7' 10.3"
	H	10' 11.1"	11' 5.9"
	J	12' 7.7"	13' 2.4"
	K	12' 8.8"	13' 3.5"
	L	11' 10.1"	12' 7.7"
	M	3' 2.7"	3' 9.4"
	N	4' 7.2"	5' 1.6"
	P	42' 1"	43' 2.3"
	Q	20' 1.6"	21' 3.2"
	R	14' 10.8"	15' 7.5"
	MAIN	S	10' 7.8"
	T	18' 10.1"	19' 5"
	U	19' 9.1"	20' 4"



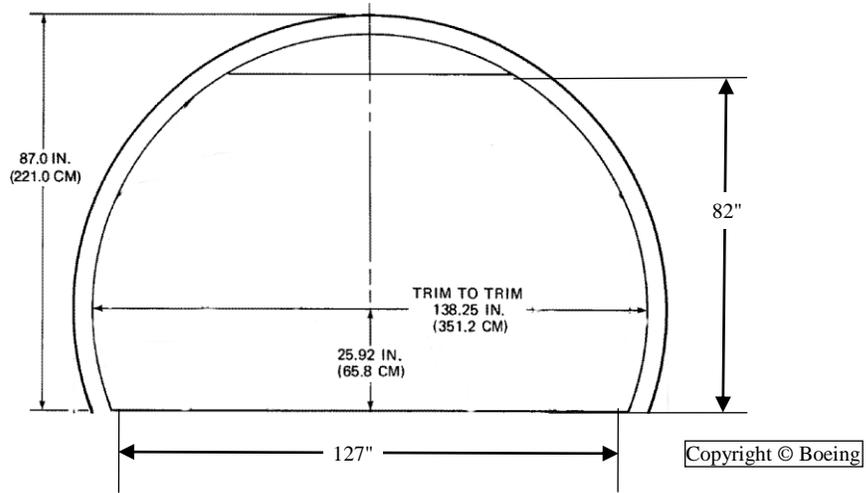
3.2.1.2. Main Door.

Figure 3.4. Main Compartment Door DC-8-61F/-71F.



3.2.1.3. Compartment Dimensions.

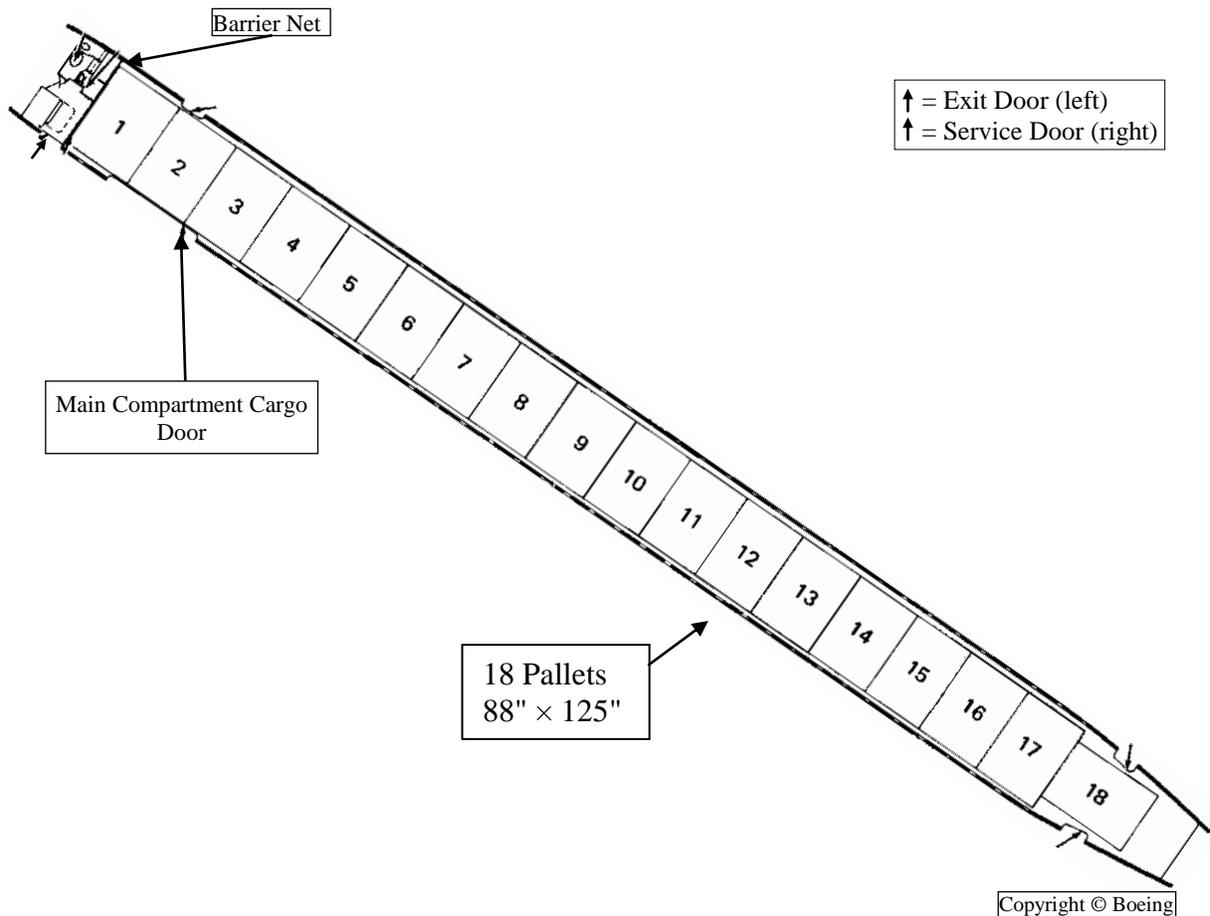
Figure 3.5. Main Compartment Dimensions DC-8-61F/-71F.



3.2.1.4. Pallets.

NOTE: See [Attach 1](#) and [Attach 2](#) for contour guide for the build-up of cargo.

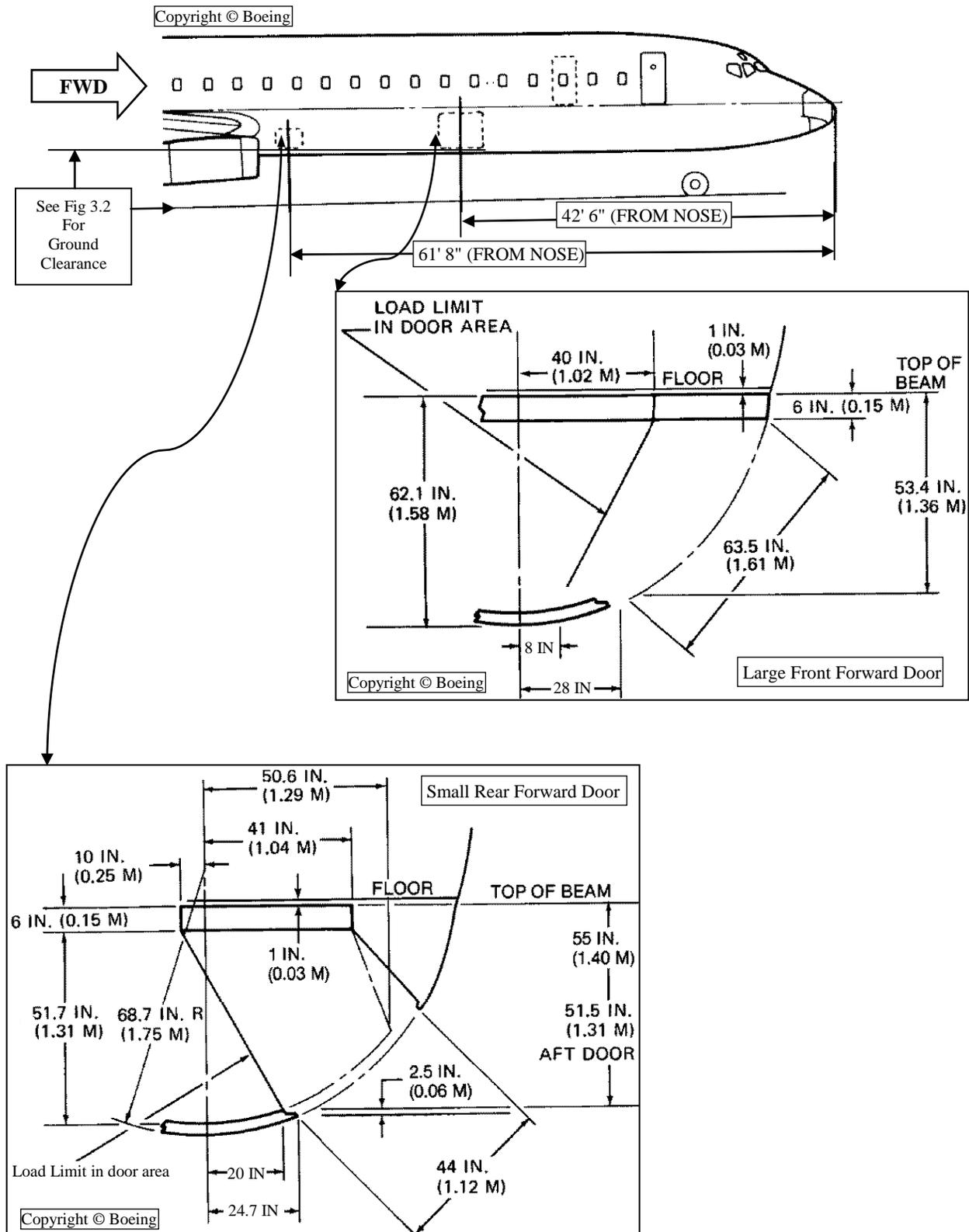
Figure 3.6. Main Compartment Cargo Configurations DC-8-61F/-71F.



3.2.2. FORWARD COMPARTMENT.

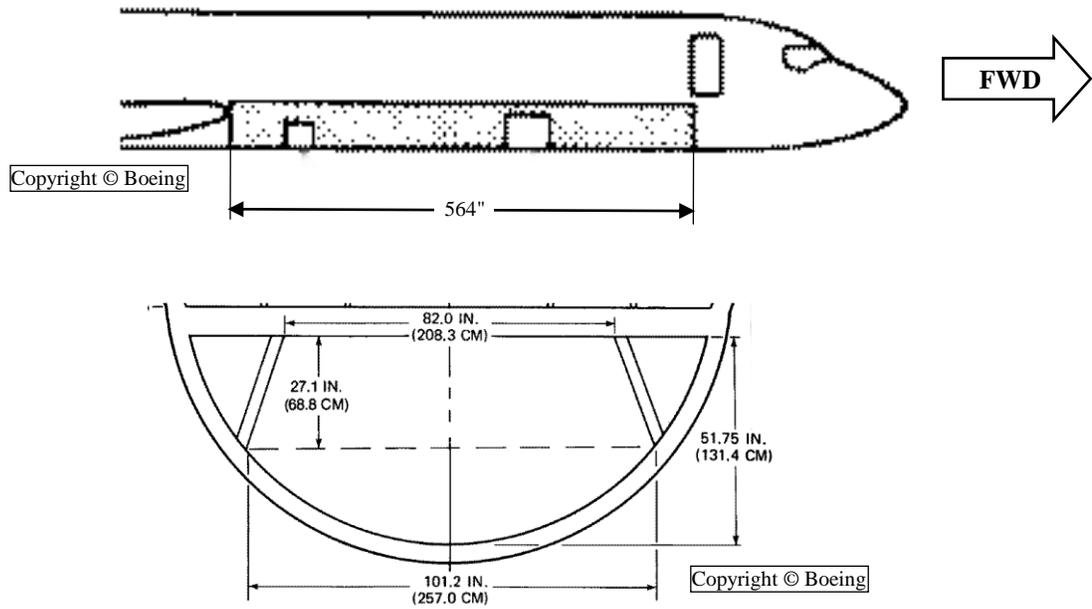
3.2.2.1. Door.

Figure 3.7. Forward Compartment Door DC-8-61F/-71F.



### 3.2.2.2. Compartment Dimensions.

Figure 3.8. Forward Compartment Dimensions DC-8-61F/-71F.



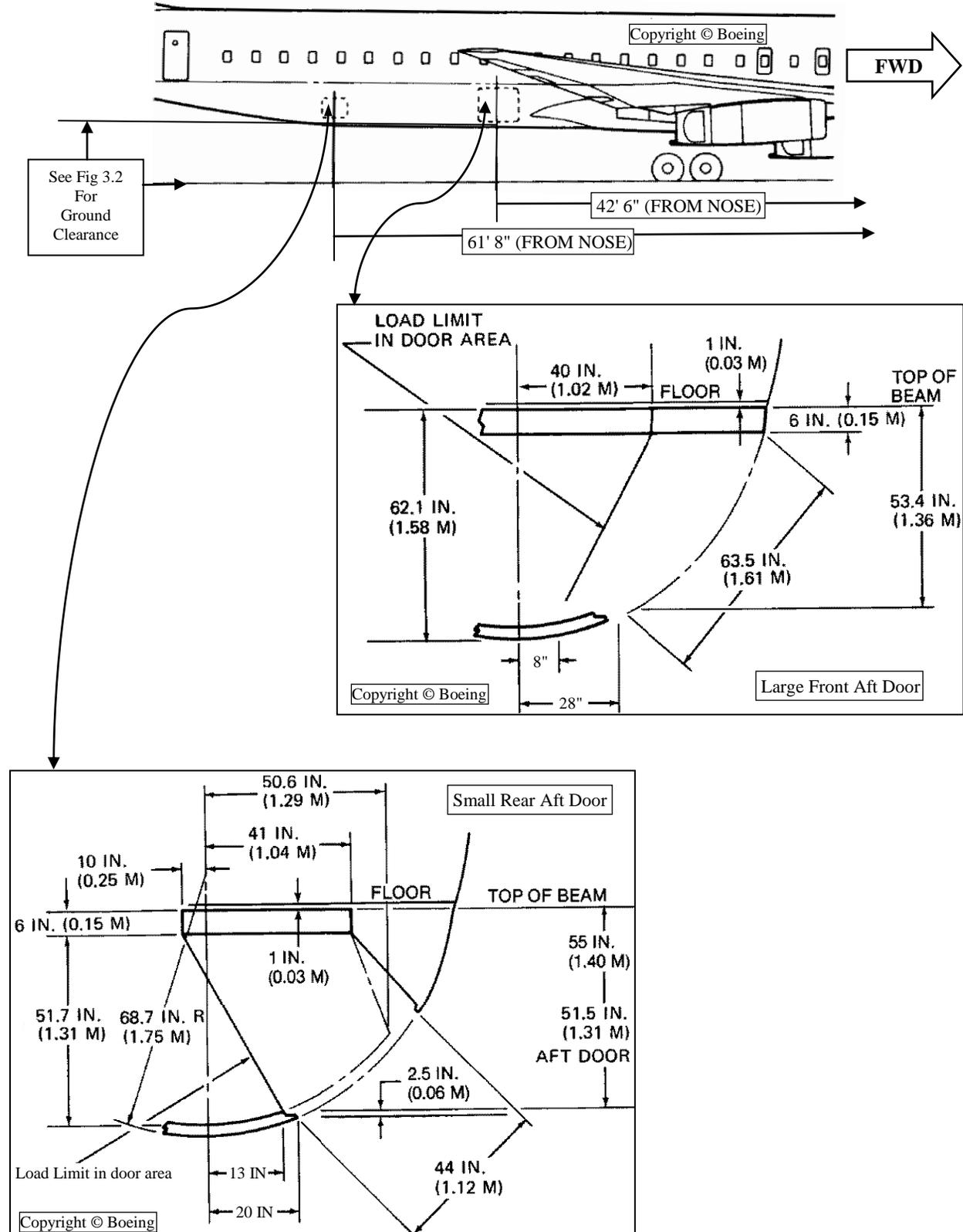
### 3.2.2.3. Pallets.

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

3.2.3. AFT COMPARTMENT.

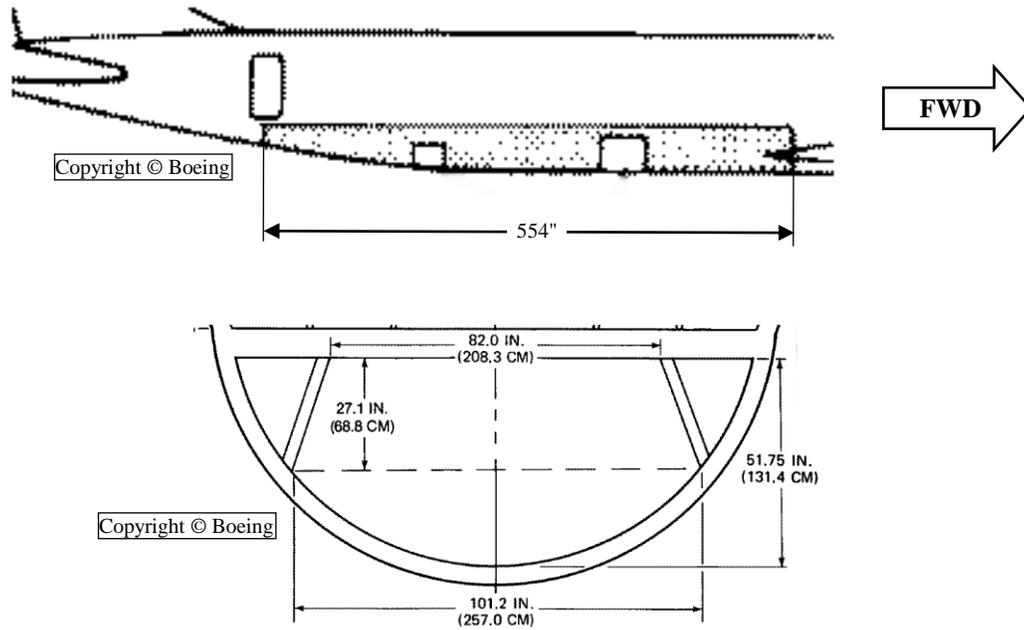
3.2.3.1. Door.

Figure 3.9. Aft Compartment Door DC-8-61F/-71F.



### 3.2.3.2. Compartment Dimensions.

Figure 3.10. Aft Compartment Dimensions DC-8-61F/-71F.



### 3.2.3.3. Pallets.

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

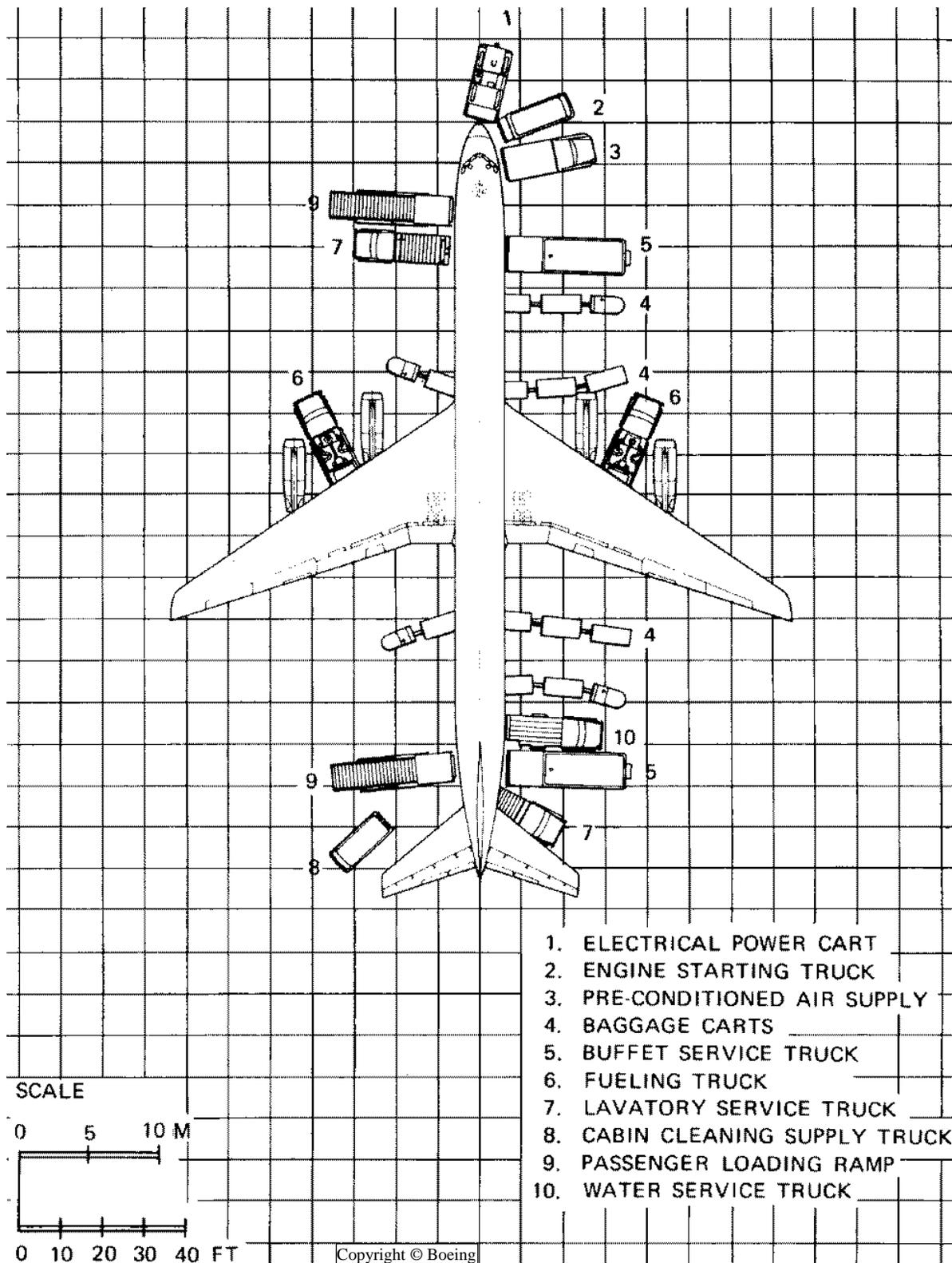
### 3.2.4. BULK COMPARTMENT.

N/A this model

3.3. SERVICING DIAGRAMS.

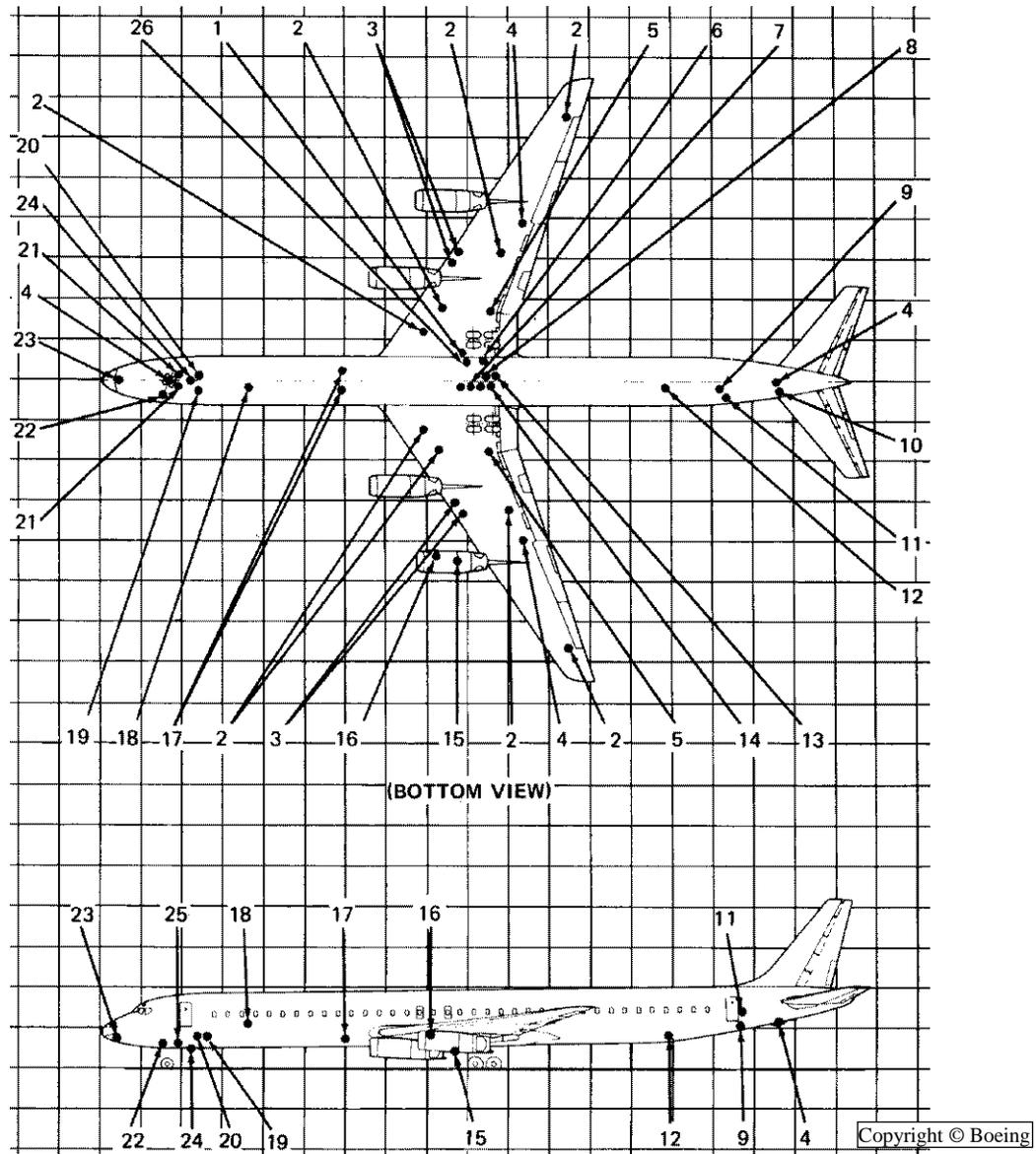
3.3.1. Servicing.

Figure 3.11. Typical Servicing Arrangement DC-8-61F/-71F.



3.3.2. Ground Connections.

Figure 3.12. Ground Service Connections DC-8-61F/-71F.



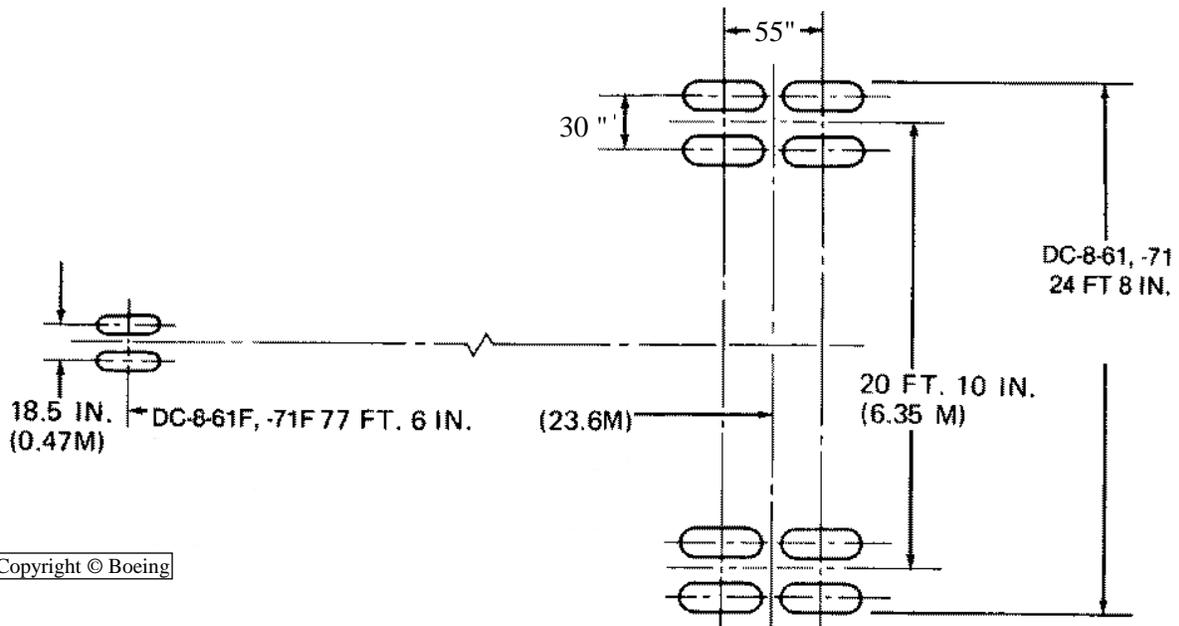
#	Description	#	Description
1	Ground Hyd. Power Supply & Press. Fill	14	Spoiler Accumulator
2	Overwing Gravity Refueling Pt.	15	CSD (typical ea. eng.) (except -70 series)
3	Press. Refueling Pt.	16	Engine Oil (typical ea. eng.) (except -70 series)
4	Mooring Pt.	17	Waste Disposal Service Panel
5	Wing Jack Pt.	18	FWD Potable Water Service Panel
6	Aux. Pump Accumulator	19	Oxygen Service Panel
7	Brake Accumulators (3)	20	FWD Waste Disposal Servicing Panel
8	Main Sys. Accumulator	21	Alt. Nose Steering Accumulator
9	AFT Waste Disposal Servicing Panel	22	Ground Electric Power
10	Empennage Accumulator	23	Pneumatic Power
11	AFT Potable Water Service Panel	24	Nose Jack Pt.
12	Press. Potable Water Service Panel (opt.)	25	Pre-conditioned Air
13	Standby Rudder Accumulator	26	Main Hyd. Reservoir

3.4. AIRFIELD SUITABILITY.

3.4.1. Landing Gear Footprint.

Figure 3.13. Landing Gear Footprint DC-8-61F/-71F.

	DC-8-61F / DC-8-71F
Max Taxi Wt.	331,000 lb (150,142 kg)
Nose Gear Tire Size	34 x 11 Type VII
Nose Gear Tire Press.	119 psi (8.4 kg/cm <sup>2</sup> )
Main Gear Tire Size	44 x 16 Type VII
Main Gear Tire Press.	190 psi (13.4 kg/cm <sup>2</sup> )

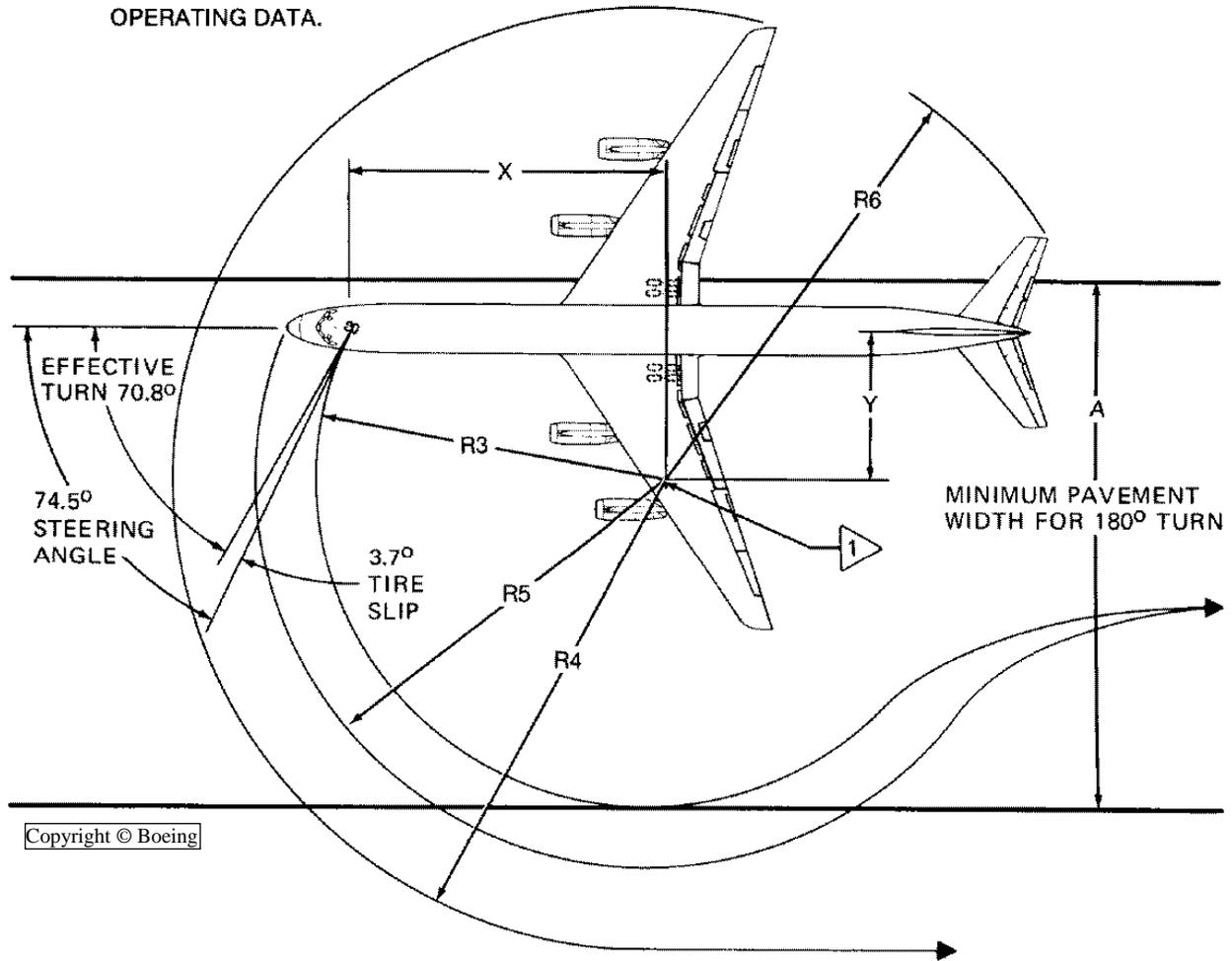


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**3.4.2. Minimum Turning Radii.**

**Figure 3.14. Minimum Turning Radii DC-8-61F/-71F.**

NOTE: 3.7° SLIP ANGLE ASSUMED FOR  
74.5° NOSE WHEEL DEFLECTION.  
CONSULT AIRLINE FOR SPECIFIC  
OPERATING DATA.



MEASUREMENTS INCLUDE DISTANCES TO  
OUTSIDE FACE OF NOSE AND MAIN LANDING  
GEAR TIRES.

1 THEORETICAL CENTER OF TURN FOR  
MINIMUM TURNING RADIUS. TURN INITIATED  
WITH AIRCRAFT IN MOTION, APPROXIMATELY IDLE  
THRUST ON ALL ENGINES WITH NO DIFFERENTIAL BRAKING.

Dimension	X	Y	A	R3	R4	R5	R6
Distance	77.4' (23.6m)	27.0' (8.2m)	122.5' (37.3m)	83.2' (25.4m)	101.8' (31.0m)	97.1' (29.6m)	106.9' (32.6m)

**3.4.3. Parking Footprint.**

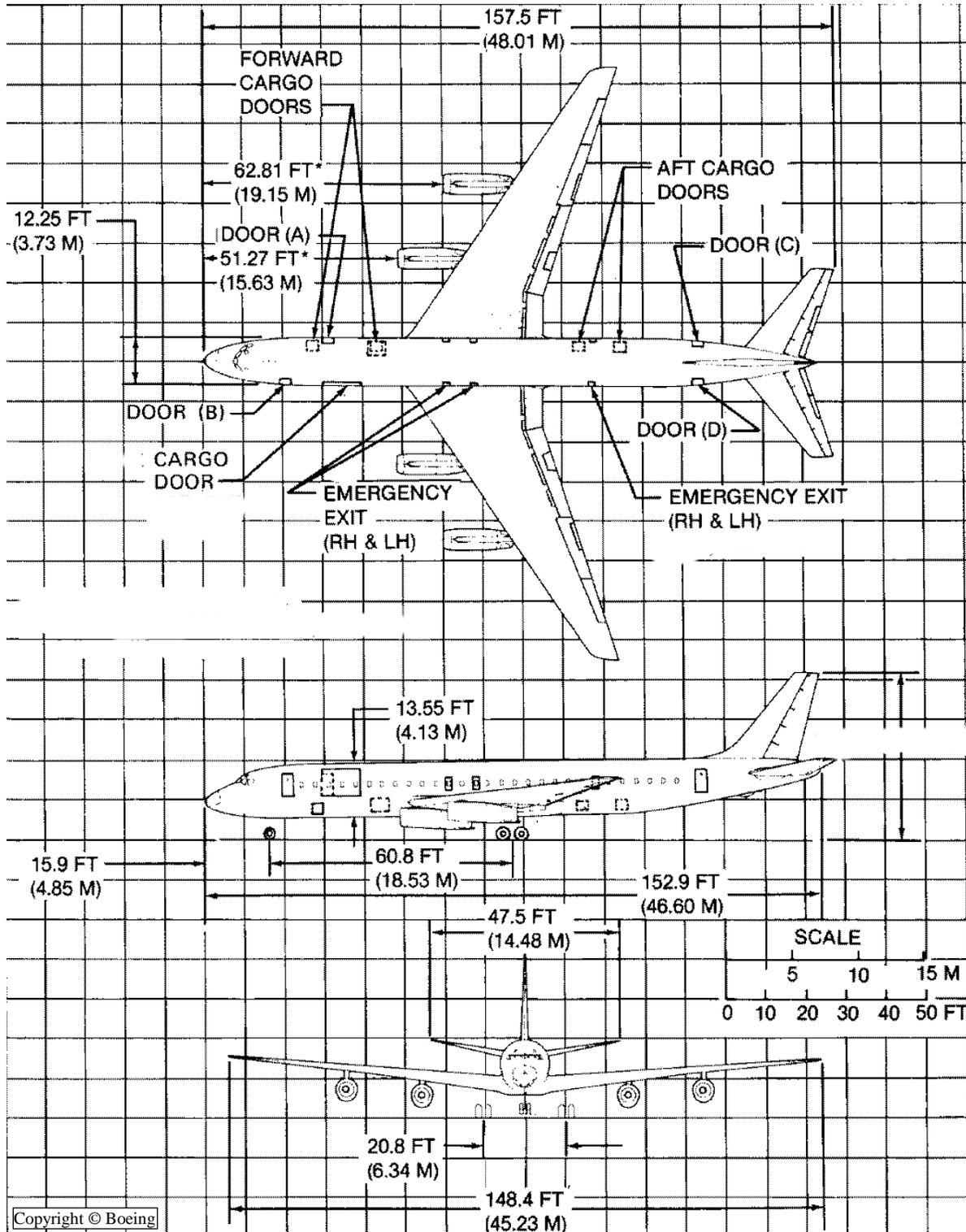
No manufacturer diagrams available.

Chapter 4  
DC-8-62F & DC-8-72F

4.1. DIMENSIONS.

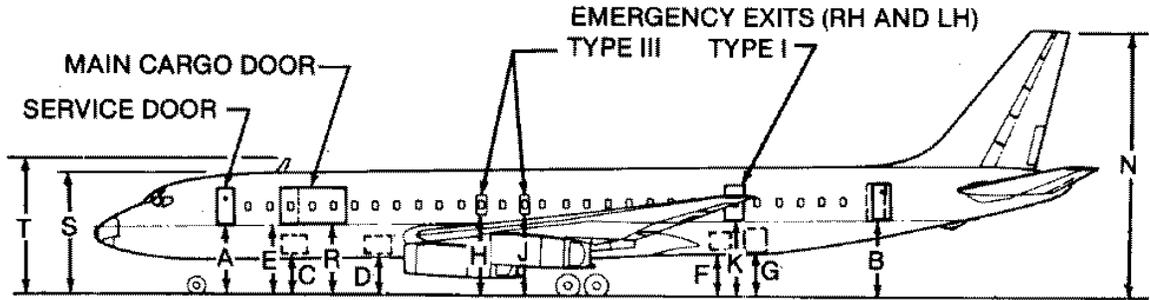
4.1.1. General Dimensions.

Figure 4.1. General Dimensions DC-8-62F/72F.

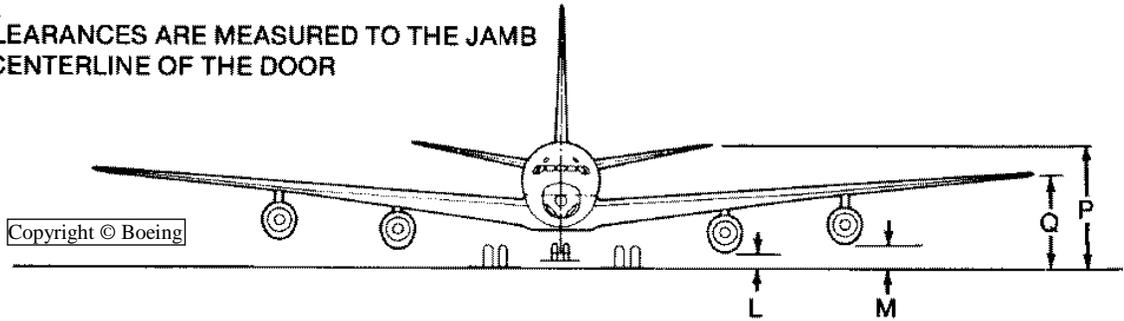


4.1.2. Ground Clearance.

Figure 4.2. Ground Clearance DC-8-62F/72F.



DOOR CLEARANCES ARE MEASURED TO THE JAMB AT THE CENTERLINE OF THE DOOR



Vertical Clearances			
DOOR		Min	Max
Pax/Crew	A	10' 5.7"	11' 0.7"
	B	12' 2.2"	13' 0.8"
FWD (front)	C	5' 11.0"	6' 5.8"
FWD (rear)	D	6' 3.8"	6' 10.3"
	E	10' 8.1"	11' 2.8"
	F	7' 0.8"	7' 8.9"
AFT (front)	G	7' 2.8"	7' 11.4"
	H	12' 6.9"	13' 1.0"
	J	12' 8.4"	13' 2.3"
	K	11' 10.1"	12' 6.7"
	L	2' 6.1"	3' 0.1"
	M	4' 2.2"	4' 8.6"
	N	42' 3.0"	43' 3.8"
	P	20' 3.8"	21' 5.1"
MAIN	Q	15' 4.6"	16' 1.2"
	R	10' 7.9"	11' 2.6"
	S	18' 9.8"	19' 4.7"
	T	19' 8.8"	20' 3.7"

**4.2. COMPARTMENT CONFIGURATIONS.**

**4.2.1. MAIN/PASSENGER COMPARTMENT.**

**4.2.1.1. Pax/Crew Door.**

Same as for DC-8-61F/71F. See: [Figure 3.3. Pax/Crew Door DC-8-61F/-71F.](#)

(Note: Refer to [Figure 4.2](#) for Ground Clearance)

**4.2.1.2. Main Door.**

Same as for DC-8-61F/71F. See: [Figure 3.4. Main Compt Door DC-8-61F/-71F.](#)

(Note: Refer to [Figure 4.2](#) for Ground Clearance)

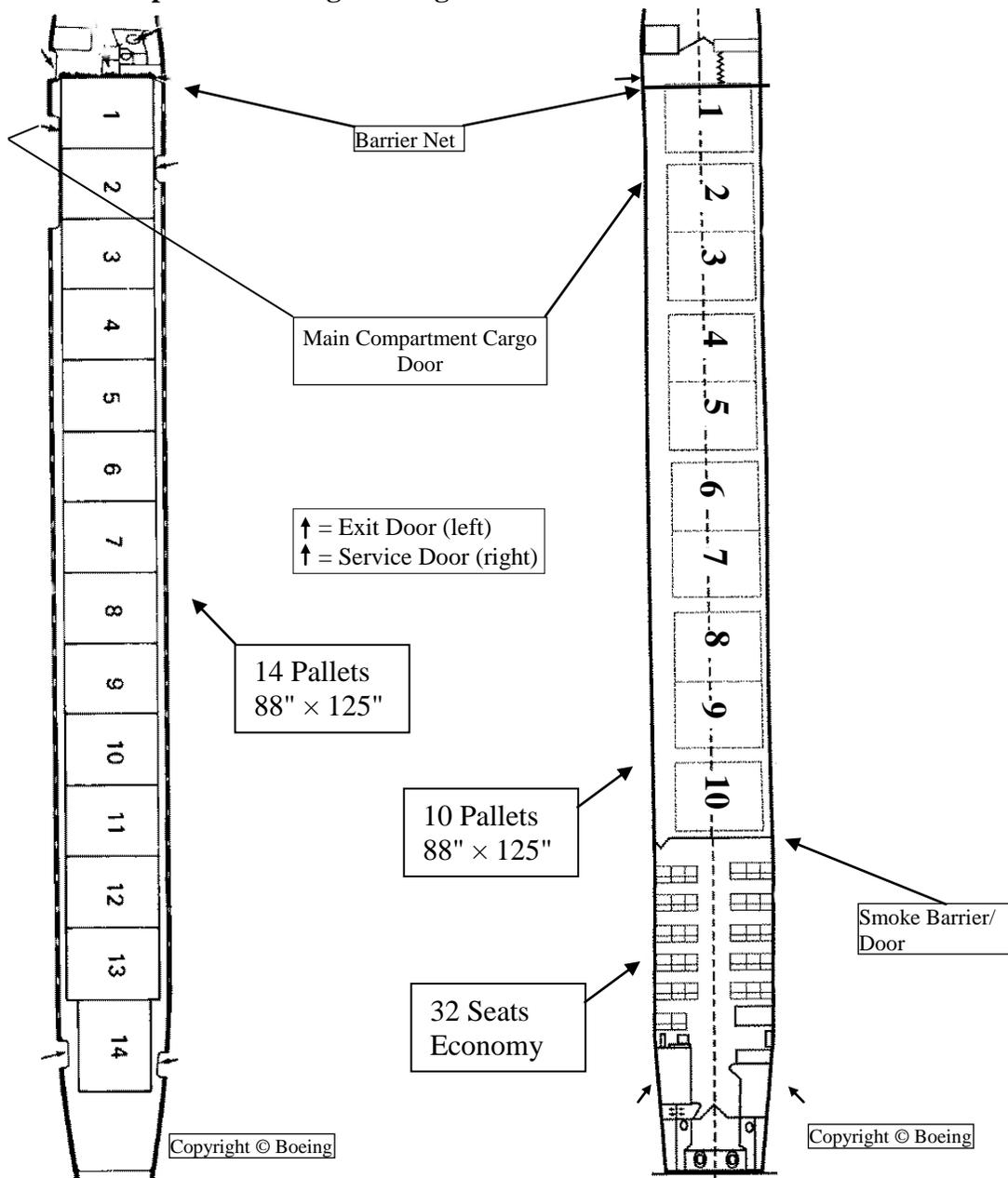
**4.2.1.3. Compartment Dimensions.**

Same as for DC-8-61F/71F. See: [Fig. 3.5. Main Compt Dim's DC-8-61F/-71F.](#)

**4.2.1.4. Pallets/Passengers.**

NOTE: See [Attach 1](#) and [Attach 2](#) for contour guide for the build-up of cargo.

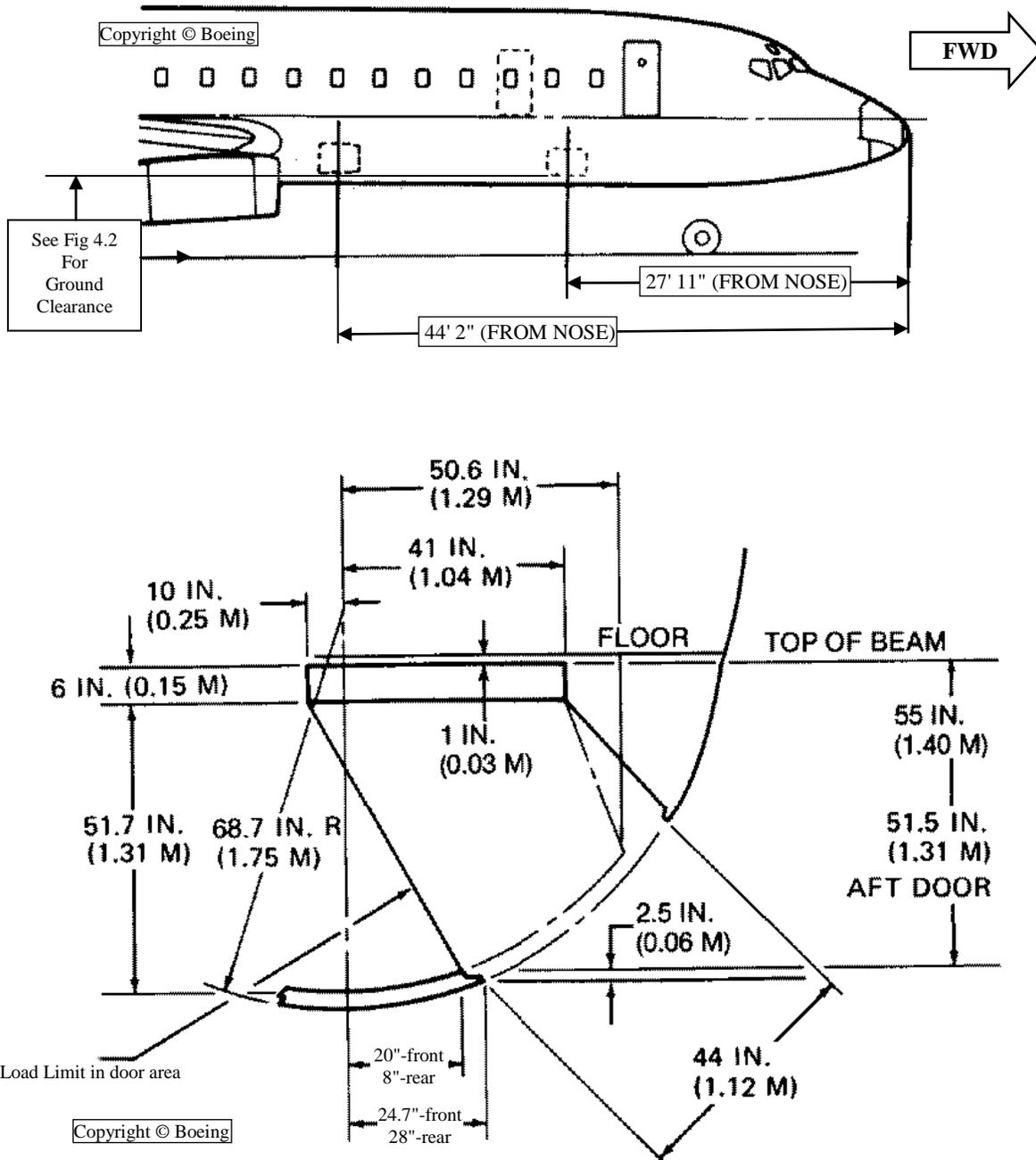
**Figure 4.3. Main Compartment Cargo Configurations DC-8-62F/72F.**



4.2.2. FORWARD COMPARTMENT.

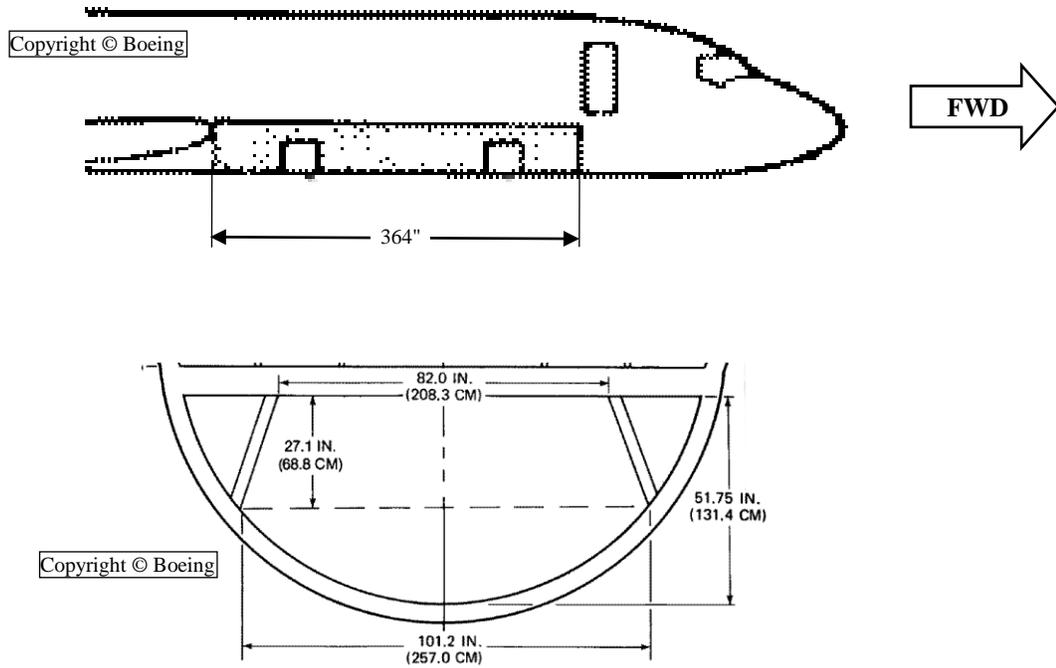
4.2.2.1. Door.

Figure 4.4. Forward Compartment Door DC-8-62F/-72F.



**4.2.2.2. Compartment Dimensions.**

**Figure 4.5. Forward Compartment Dimensions DC-8-62F/72F.**



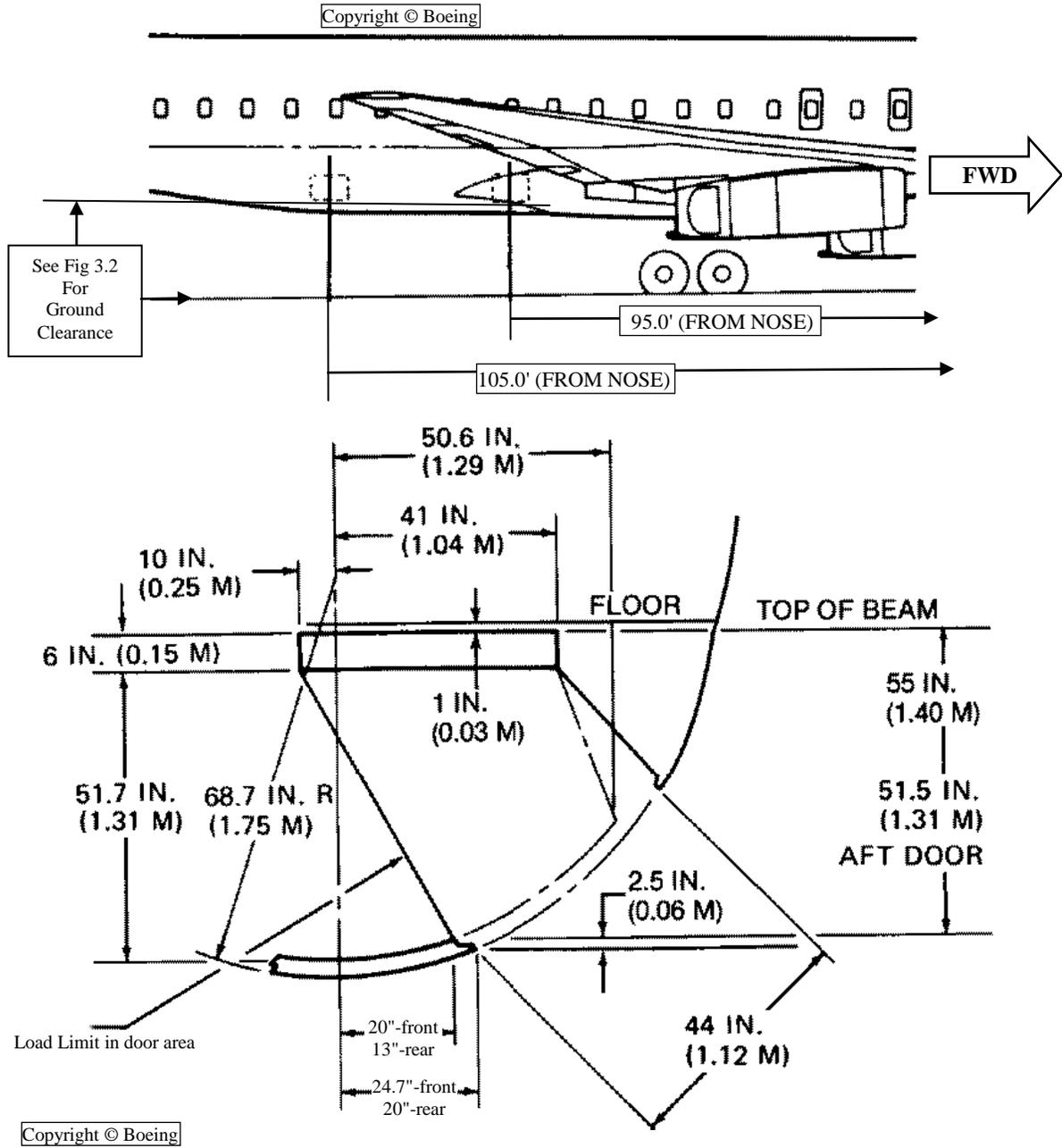
**4.2.2.3. Pallets.**

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

### 4.2.3. AFT COMPARTMENT.

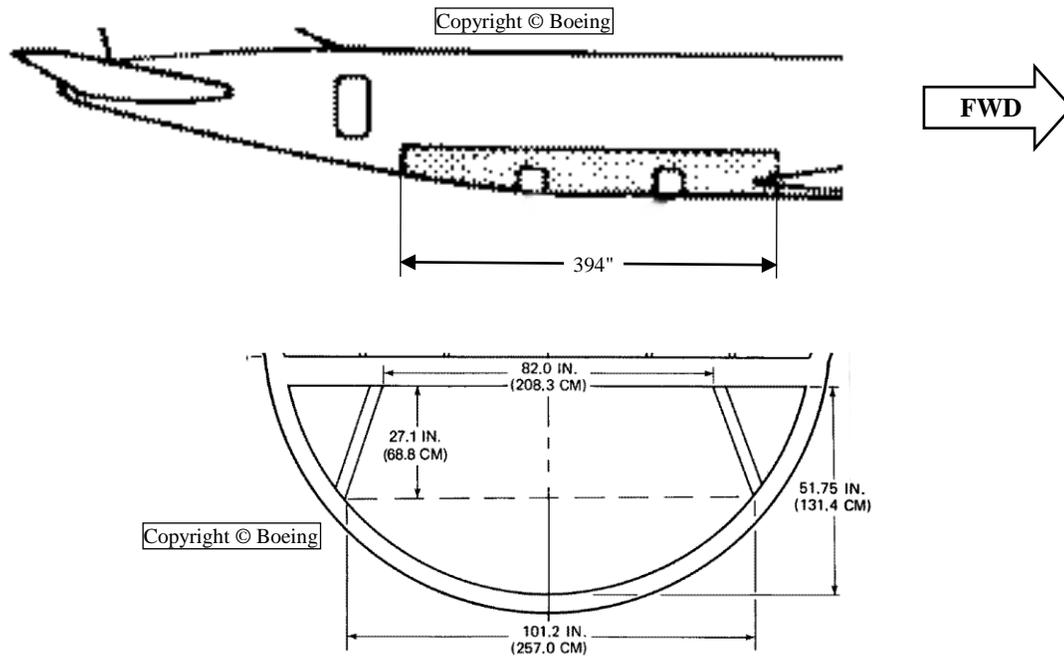
#### 4.2.3.1. Door.

Figure 4.6. Aft Compartment Door DC-8-62F/-72F.



#### 4.2.3.2. Compartment Dimensions.

Figure 4.7. Aft Compartment Dimensions DC-8-62F/72F.



#### 4.2.3.3. Pallets.

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

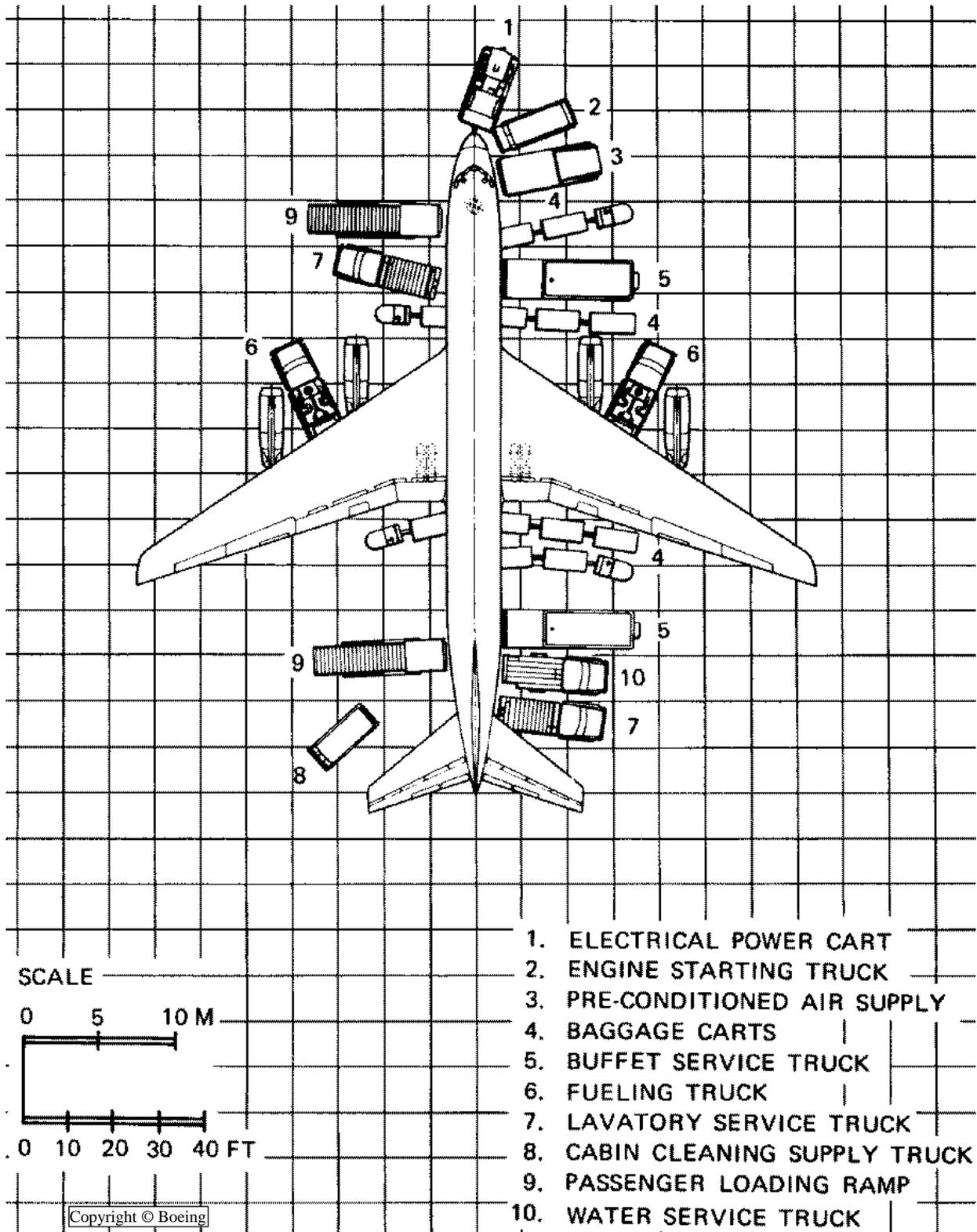
#### 4.2.4. BULK COMPARTMENT.

N/A this model

4.3. SERVICING DIAGRAMS.

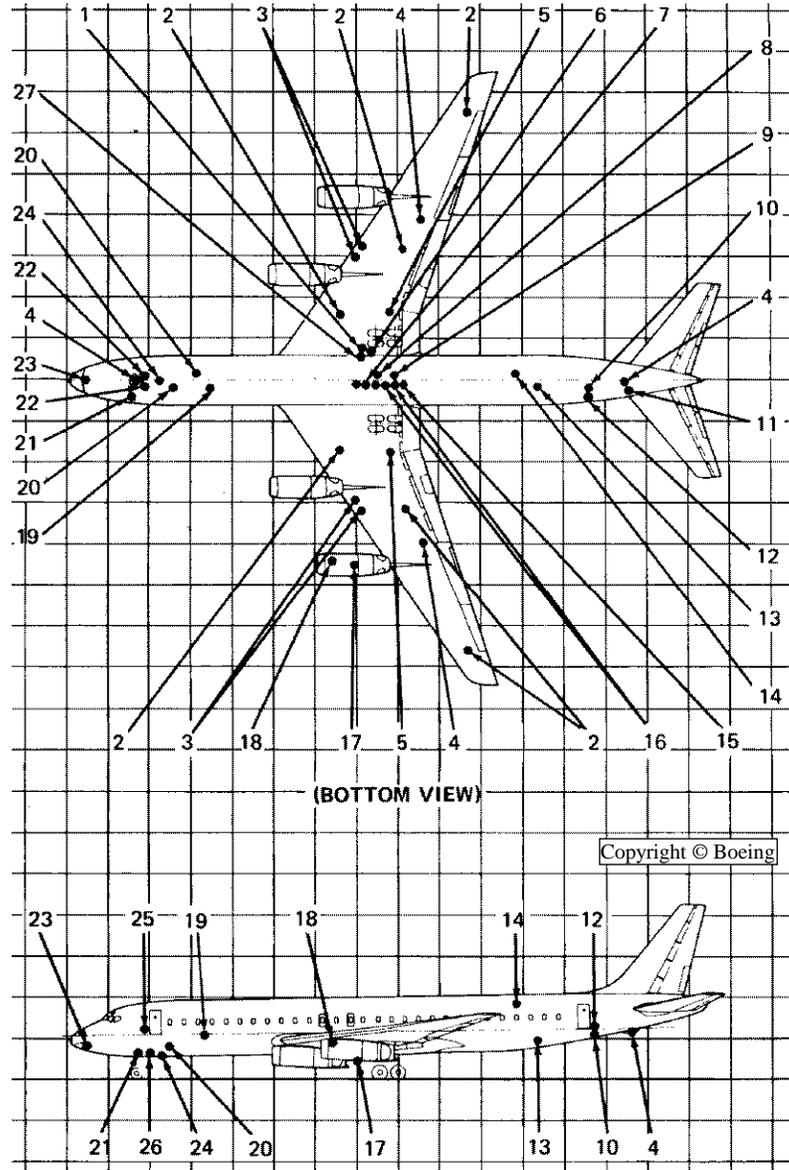
4.3.1. Servicing.

Figure 4.8. Typical Servicing Arrangement DC-8-62F/72F.



4.3.2. Ground Connections.

Figure 4.9. Ground Service Connections DC-8-62F/72F.



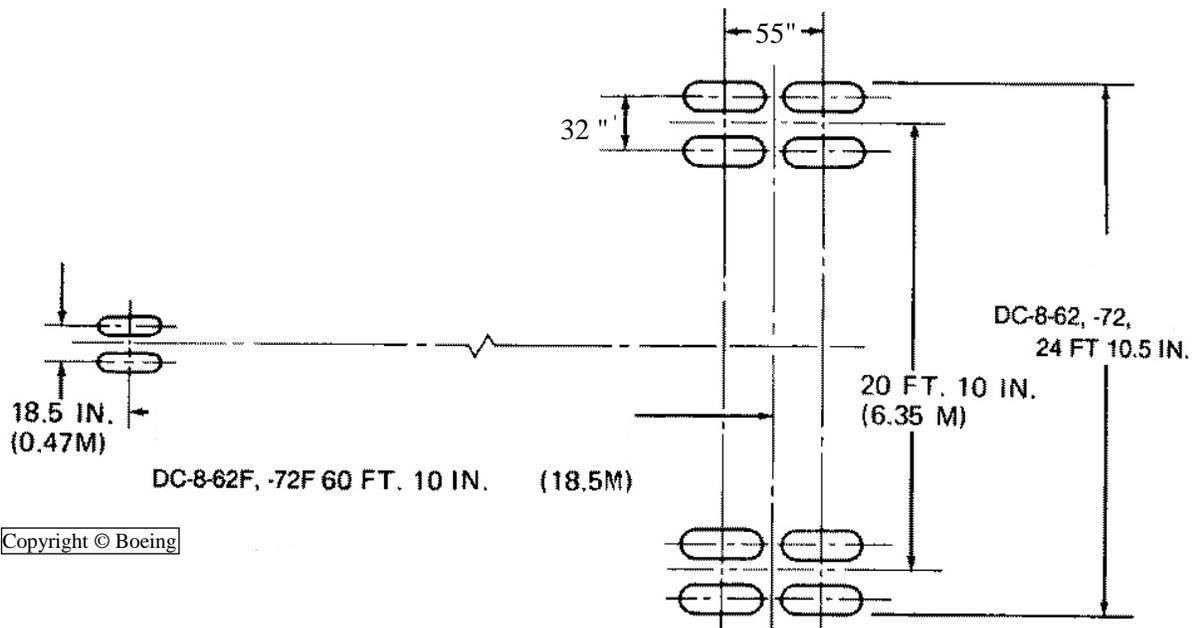
#	Description	#	Description
1	Ground Hyd. Power Supply & Press. Fill	14	Passenger Oxygen Bottles
2	Overwing Gravity Refueling Pt.	15	Spoiler Accumulator
3	Press. Refueling Pt.	16	Thrust Reverser Accumulator
4	Mooring Pt.	17	CSD (typical ea. eng.) (except -70 series)
5	Wing Jack Pt.	18	Engine Oil (typical ea. eng.) (except -70 series)
6	Aux. Pump Accumulator	19	FWD Potable Water Service Panel (gravity)
7	Brake Accumulators (3)	20	FWD Waste Disposal Servicing Panel
8	Main Sys. Accumulator	21	Ground Electric Power
9	Standby Rudder Accumulator	22	Alt. Nose Steering Accumulator
10	AFT Waste Disposal Servicing Panel	23	Pneumatic Power
11	Empennage Accumulator	24	Nose Jack Pt.
12	Potable Water Service Panel (press./gravity)	25	Crew Oxygen
13	AFT Press. Potable Water Service Pnl (opt.)	26	Pre-conditioned Air
		27	Main Hyd. Reservoir Panel

4.4. AIRFIELD SUITABILITY.

4.4.1. Landing Gear Footprint.

Figure 4.10. Landing Gear Footprint DC-8-62F/72F.

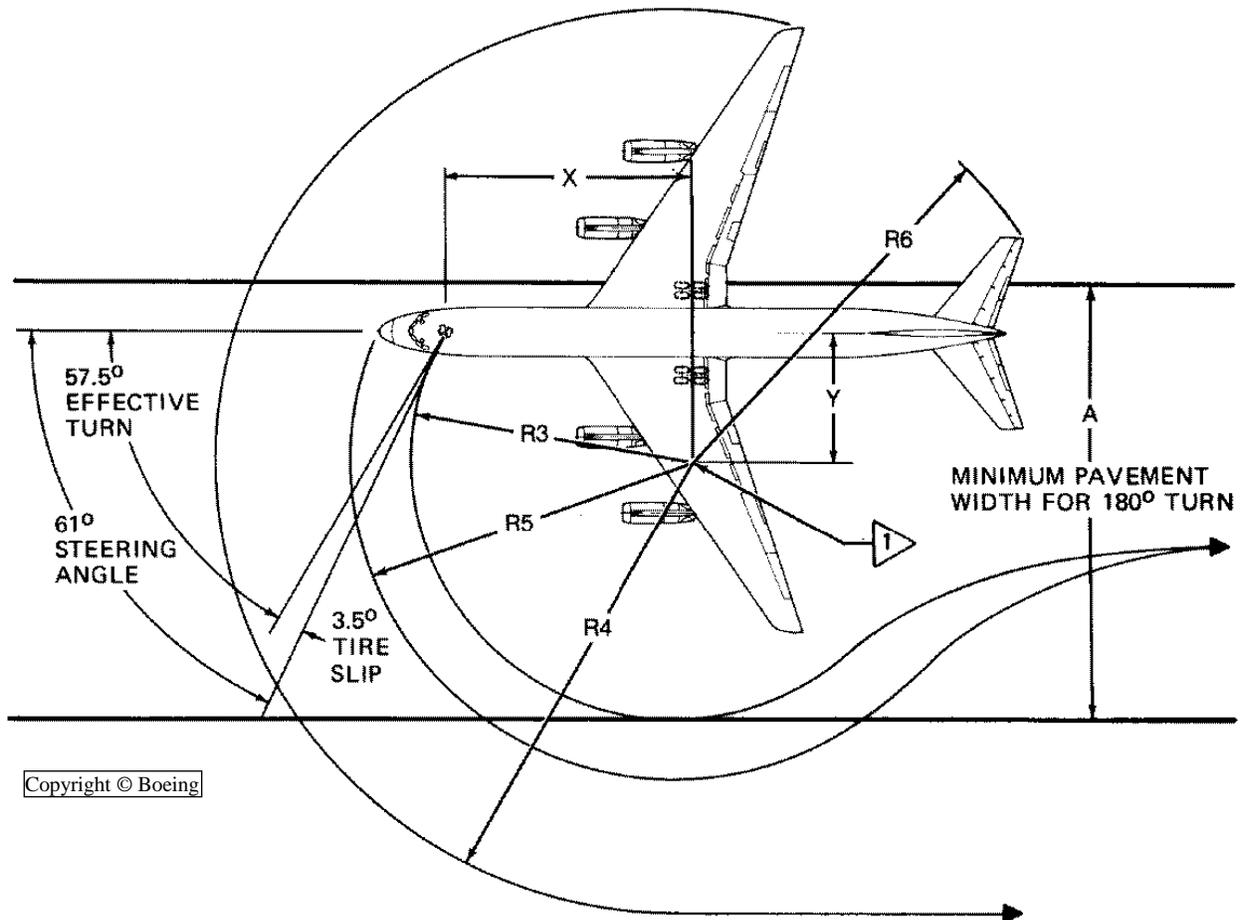
	<b>DC-8-62F / DC-8-72F</b>
Max Taxi Wt.	353,000 lb (160,121 kg)
Nose Gear Tire Size	34 x 11 Type VII
Nose Gear Tire Press.	174 psi (12.2 kg/cm <sup>2</sup> )
Main Gear Tire Size	44.5 x 16.5 - 18 Type VII
Main Gear Tire Press.	191 psi (13.4 kg/cm <sup>2</sup> )



**4.4.2. Minimum Turning Radii.**

**Figure 4.11. Minimum Turning Radii DC-8-62F/72F.**

NOTE: 3.5° SLIP ANGLE ASSUMED FOR  
 61.0° NOSE WHEEL DEFLECTION.  
 CONSULT AIRLINE FOR SPECIFIC  
 OPERATING DATA.



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MEASUREMENTS INCLUDE DISTANCES TO  
 OUTSIDE FACE OF NOSE AND MAIN LANDING  
 GEAR TIRES.

1 THEORETICAL CENTER OF TURN FOR  
 MINIMUM TURNING RADIUS. TURN INITIATED  
 WITH AIRCRAFT IN MOTION, APPROXIMATELY IDLE  
 THRUST ON ALL ENGINES WITH NO DIFFERENTIAL BRAKING.

Dimension	X	Y	A	R3	R4	R5	R6
Distance	61.7' (18.8m)	39.3' (12.0m)	126.0' (38.4m)	74.4' (22.7m)	116.4' (35.5m)	87.0' (26.5m)	101.7' (31.0m)

**4.4.3. Parking Footprint.**

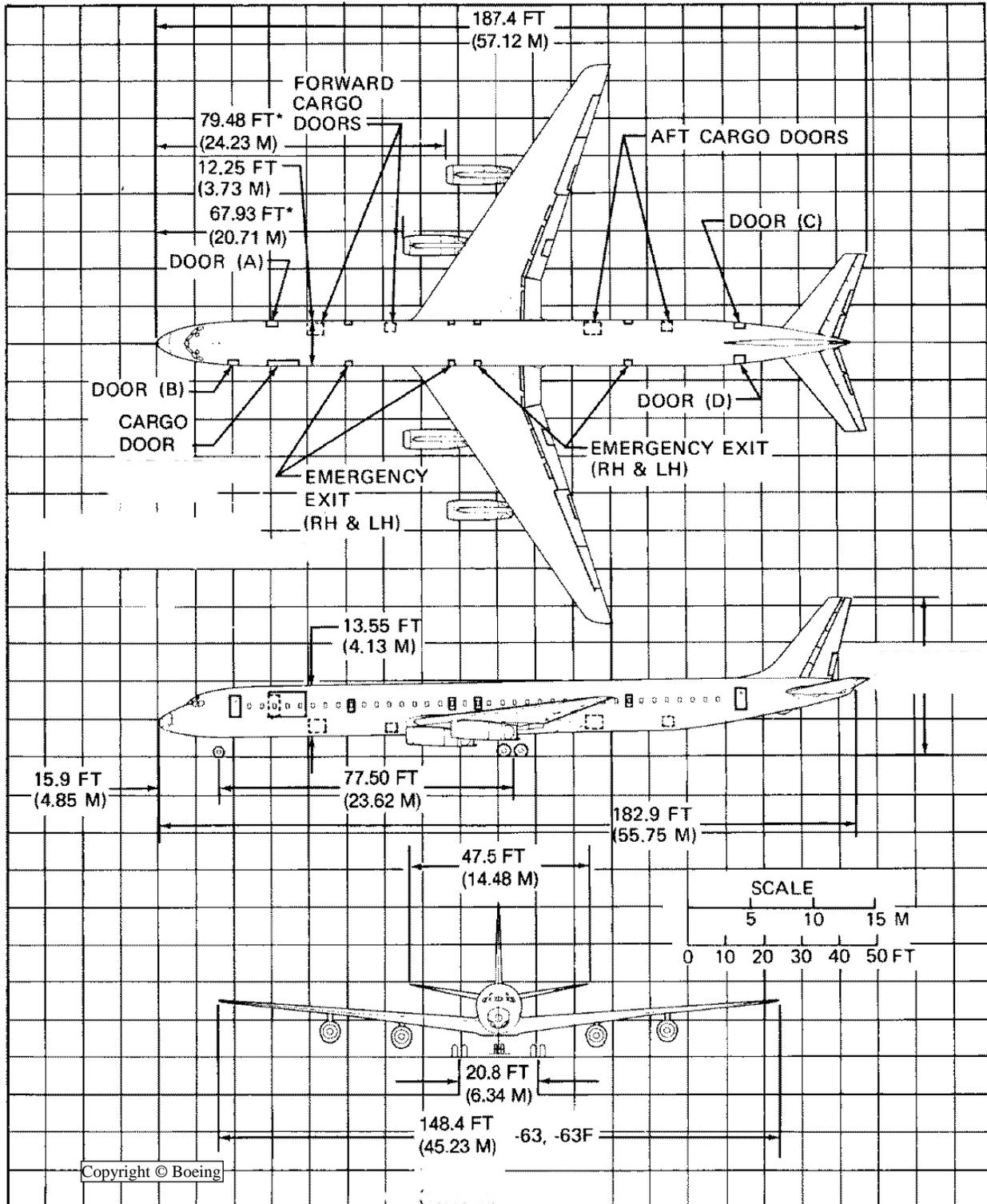
No manufacturer diagrams available.

Chapter 5  
DC-8-63F & DC-8-73F

5.1. DIMENSIONS.

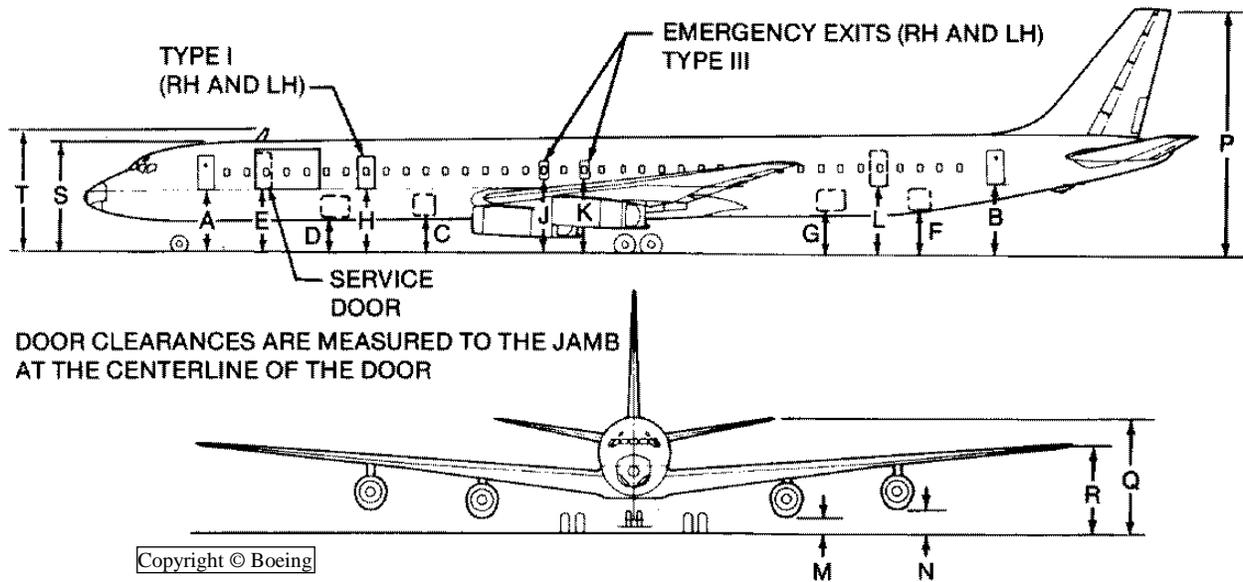
5.1.1. General Dimensions.

Figure 5.1. General Dimensions DC-8-63F/73F.



5.1.2. Ground Clearance.

Figure 5.2. Ground Clearance DC-8-63F/73F.



Vertical Clearances			
DOOR		Min	Max
Pax/Crew	A	10' 5.8"	11' 2.3"
	B	12' 1.9"	13' 0.1"
FWD (rear)	C	6' 4.4"	6' 11.3"
FWD (front)	D	6' 2.4"	6' 10.0"
MAIN	E	10' 7.6"	11' 3.7"
AFT (rear)	F	7' 3.4"	8' 0.3"
AFT (front)	G	7' 2.0"	7' 9.5"
(series -73F is 10" less) (series -73F is 10" less)	H	10' 10.9"	11' 6.2"
	J	12' 7.7"	13' 1.9"
	K	12' 8.8"	13' 2.7"
	L	11' 10.6"	12' 6.9"
	M	2' 6.7"	3' 0.7"
	N	4' 2.3"	4' 8.4"
	P	42' 1.4"	43' 1.5"
	Q	20' 1.9"	21' 2.4"
	R	15' 3.8"	15' 11.4"
	S	18' 9.6"	19' 5.9"
T	19' 8.6"	20' 4.9"	

## 5.2. COMPARTMENT CONFIGURATIONS.

### 5.2.1. MAIN/PASSENGER COMPARTMENT.

#### 5.2.1.1. Pax/Crew Door.

Same as for DC-8-61F/71F. See: [Figure 3.3. Pax/Crew Door DC-8-61F/-71F.](#)

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

#### 5.2.1.2. Main Door.

Same as for DC-8-61F/71F. See: [Figure 3.4. Main Compt Door DC-8-61F/-71F.](#)

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

#### 5.2.1.3. Compartment Dimensions.

Same as for DC-8-61F/71F. See: [Fig. 3.5. Main Compt Dim's DC-8-61F/-71F.](#)

#### 5.2.1.4. Pallets.

**NOTE:** See [Attach 1](#) and [Attach 2](#) for contour guide for the build-up of cargo.

Same as DC-8-61F/71F. See: [Fig 3.6. Main Compt Cargo Config DC-8-61F/-71F.](#)

### 5.2.2. FORWARD COMPARTMENT.

#### 5.2.2.1. Door.

Same as for DC-8-61F/71F. See: [Fig. 3.7. Forward Compt Door DC-8-61F/-71F.](#)

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

#### 5.2.2.2. Compartment Dimensions.

Same as for DC-8-61F/71F. See: [Fig. 3.8. Forward Compt Dim's DC-8-61F/-71F.](#)

#### 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 DC-8-61F/71F. See: [Figure 3.9. Aft Compt Door DC-8-61F/-71F.](#)

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

#### 5.2.3.2. Compartment Dimensions.

Same as for DC-8-61F/71F. See: [Fig. 3.10. Aft Compt Dim's DC-8-61F/-71F.](#)

#### 5.2.3.3. Pallets.

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

### 5.2.4. BULK COMPARTMENT.

N/A this model

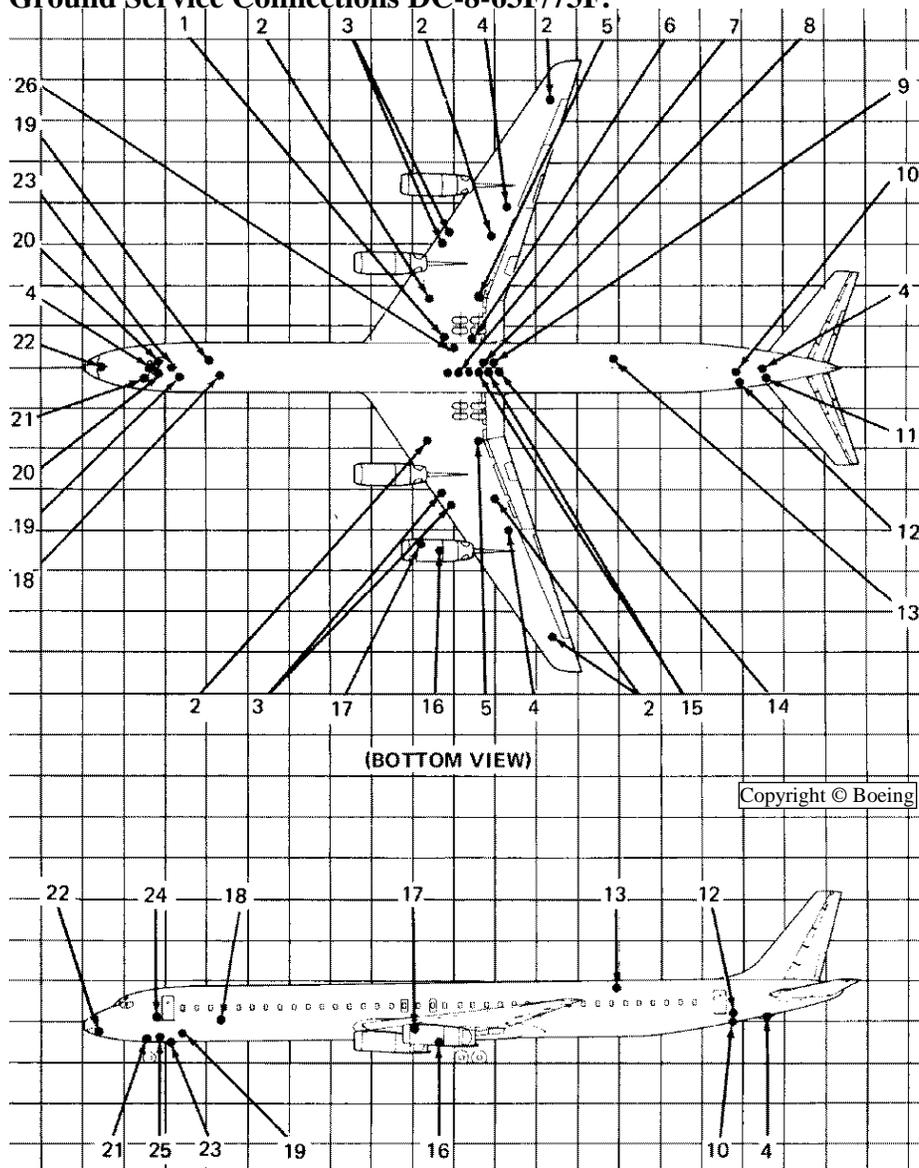
## 5.3. SERVICING DIAGRAMS.

### 5.3.1. Servicing.

Same for DC-8-61F/71F. See: [Fig 3.11. Typ Serv Arrangement DC-8-61F/-71F.](#)

5.3.2. Ground Connections.

Figure 5.3. Ground Service Connections DC-8-63F/73F.



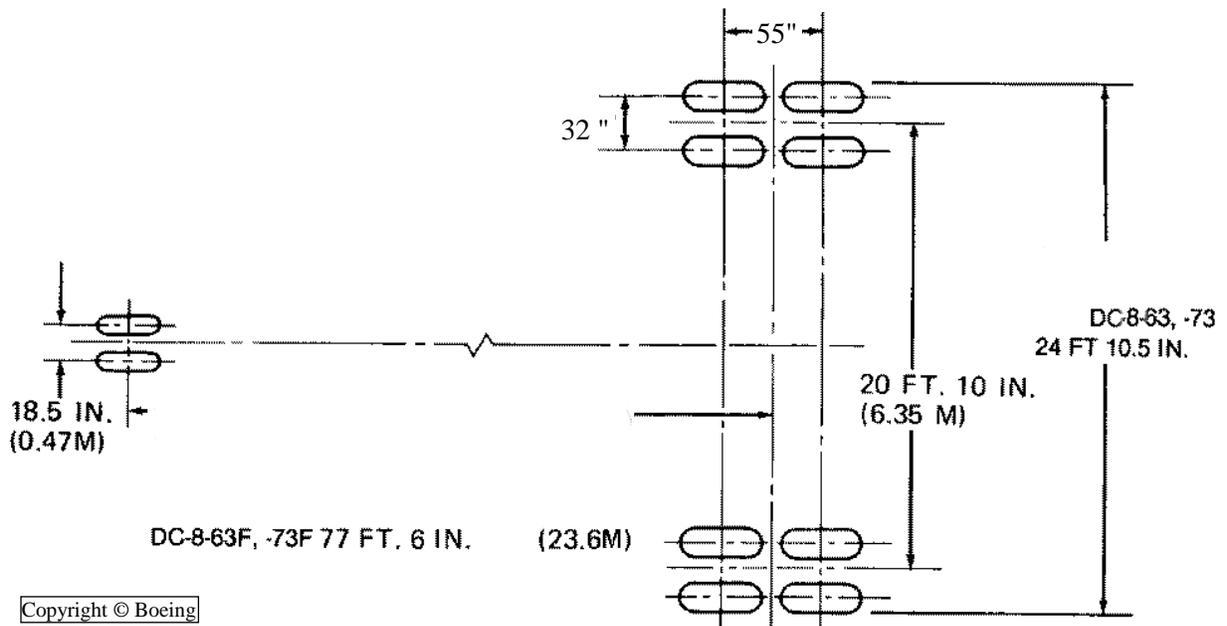
#	Description	#	Description
1	Ground Hyd. Power Supply & Press. Fill	14	Spoiler Accumulator
2	Overwing Gravity Refueling Pt.	15	Thrust Reverser Accumulator
3	Press. Refueling Pt.	16	CSD (typical ea. eng.) (except -70 series)
4	Mooring Pt.	17	Engine Oil (typical ea. eng.) (except -70 series)
5	Wing Jack Pt.	18	Potable Water (gravity)
6	Aux. Pump Accumulator	19	FWD Waste Disposal Servicing Panel
7	Brake Accumulators (3)	20	Alt. Nose Steering Accumulator
8	Main Sys. Accumulator	21	Ground Electric Power
9	Standby Rudder Accumulator	22	Pneumatic Power
10	AFT Waste Disposal Servicing Panel	23	Nose Jack Pt.
11	Empennage Accumulator	24	Crew Oxygen
12	Potable Water Service Panel (press./gravity)	25	Pre-conditioned Air
13	Passenger Oxygen Bottles	26	Main Hyd. Reservoir

5.4. AIRFIELD SUITABILITY.

5.4.1. Landing Gear Footprint.

Figure 5.4. Landing Gear Footprint DC-8-63F/73F.

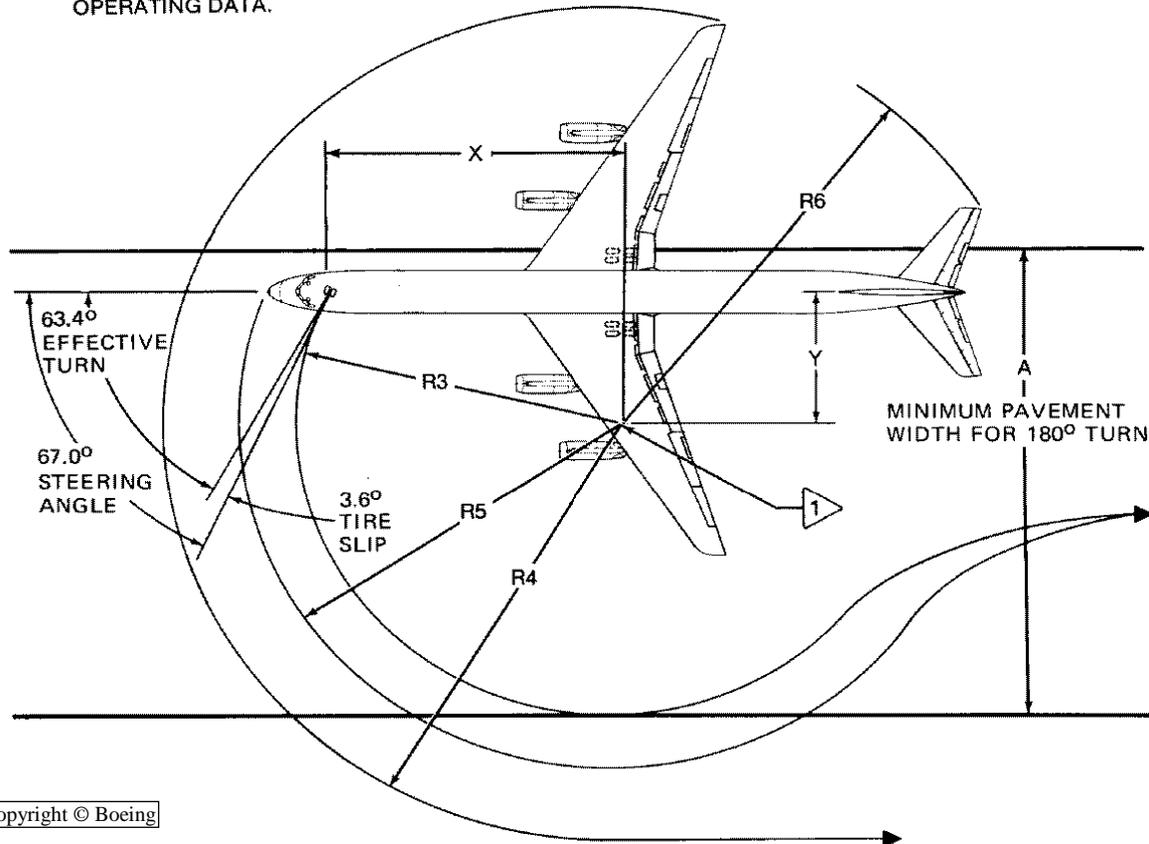
	DC-8-63F / DC-8-73F
Max Taxi Wt.	358,000 lb (162,389 kg)
Nose Gear Tire Size	34 x 11 Type VII
Nose Gear Tire Press.	147 psi (10.3 kg/cm <sup>2</sup> )
Main Gear Tire Size	44.5 x 16.5 - 18 Type VII
Main Gear Tire Press.	196 psi (13.8 kg/cm <sup>2</sup> )



**5.4.2. Minimum Turning Radii.**

**Figure 5.5. Minimum Turning Radii DC-8-63F/73F.**

NOTE: 3.6° SLIP ANGLE ASSUMED FOR  
67° NOSE WHEEL DEFLECTION.  
CONSULT AIRLINE FOR SPECIFIC  
OPERATING DATA.



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MEASUREMENTS INCLUDE DISTANCES TO  
OUTSIDE FACE OF NOSE AND MAIN LANDING  
GEAR TIRES.

1 THEORETICAL CENTER OF TURN FOR  
MINIMUM TURNING RADIUS. TURN INITIATED  
WITH AIRCRAFT IN MOTION, APPROXIMATELY IDLE  
THRUST ON ALL ENGINES WITH NO DIFFERENTIAL BRAKING.

Dimension	X	Y	A	R3	R4	R5	R6
Distance	77.4' (23.6m)	38.8' (11.8m)	139.0' (42.4m)	87.8' (26.8m)	116.1' (35.4m)	101.0' (30.8m)	113.0' (34.4m)

**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

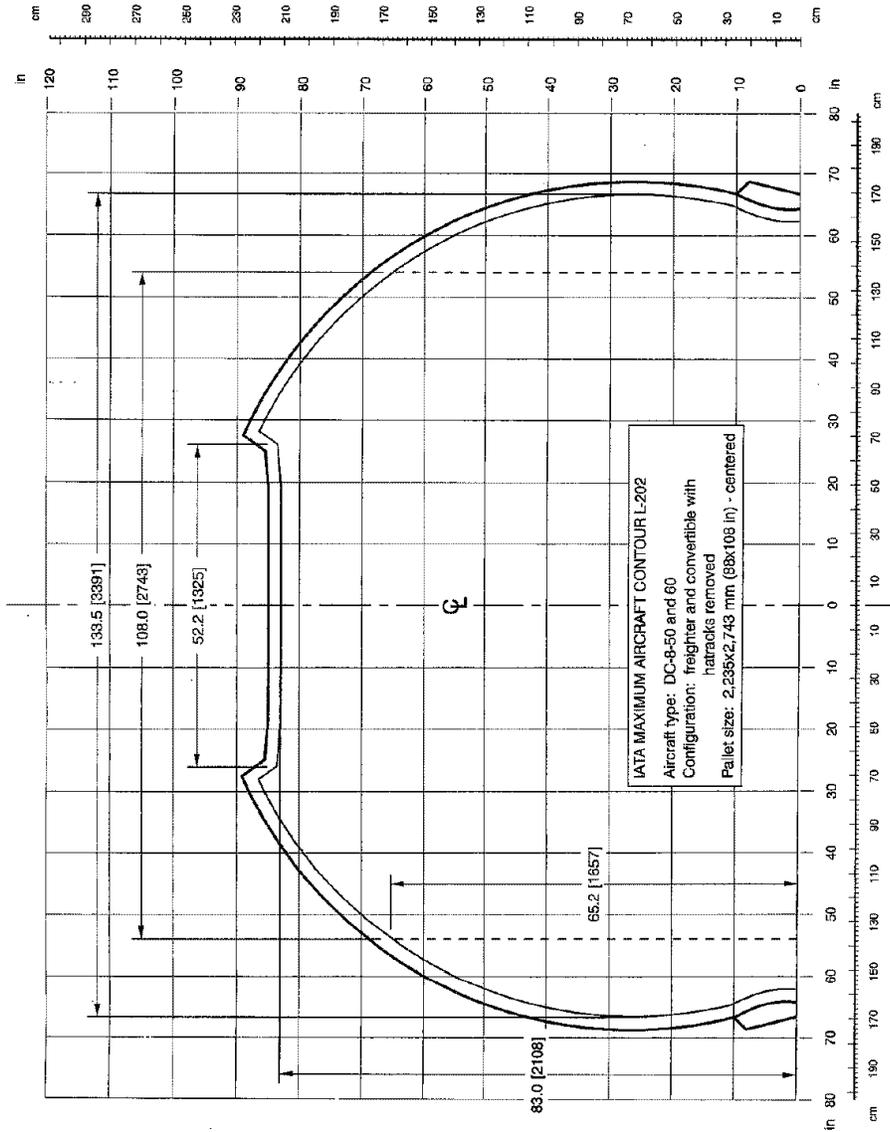
[DD Form 2130C](#), Aircraft Load Plan Continuation

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

Attachment 2

MAIN COMPARTMENT CONTOUR CHART DC-8 CENTERED

Figure A2.1. Main Compartment Contour Chart DC-8 Centered



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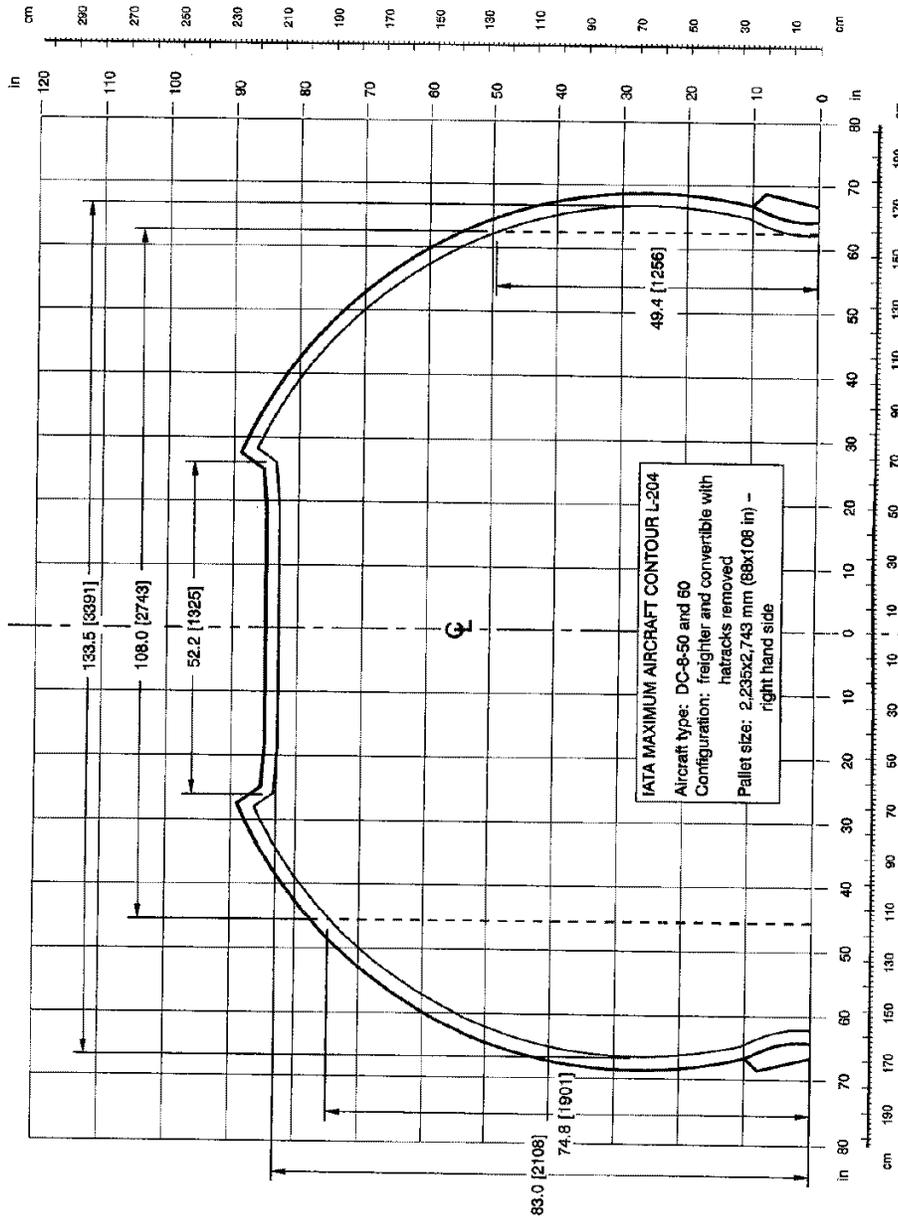
**Notes:**

- 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 **L202** 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 DC-8 RIGHT

Figure A3.1. Main Compartment Contour Chart DC-8 Right



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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 **L204** 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.