

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

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



**8 NOVEMBER 2011**

**Transportation**

**CIVIL RESERVE AIR FLEET LOAD  
PLANNING – BOEING (McDonnell-Douglas) DC-10 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.

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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 B. Boeing (McDonnell Douglas) DC-10 Series.**

The DC-10 Series aircraft are wide body, three engine aircraft, designed for medium to long range. The DC-10 was the first aircraft developed after the 1967 merger of the McDonnell and Douglas Aircraft companies. Designed, in part, to be a long range successor to the DC-8, the DC-10 incorporated improvements in propulsion, aerodynamics, structure, avionics, flight control systems and environmental compatibility. In total, 446 DC-10 series aircraft were manufactured, during its production from 1968 until 1989.

The DC-10 Series is said by Boeing to have been developed into six models. However, it is easier to look at the series in terms of four basic models (the -10, the -15, the -30, and the -40). These can be further sub-divided into: all-passenger (no model suffix); convertible freighter ("CF"), able to convert to all-passenger or all-cargo modes; and freighters ("F"), for all-cargo.

**Series 10.** The first in the series, the DC-10-10, first flew in August 1970 and was type-certified in July 1971. The Series 10 models were designed for service on routes of up to 4,000 statute miles. The cabin interior, with its broad ceiling, wider than average seats and aisles, debuted with this model, and became a DC-10 signature item. Other models in this series include the DC-10-10CF, DC-10-10F, and the MD-10-10F. (This is essentially an upgraded cockpit version, type-certified in May 2000.) Overall, 131 Series 10 DC-10s were made originally.

**Series 30.** Actually coming before the Series 15, the DC-10-30 was type-certified in November 1972. The DC-10-30 featured upgraded engines and more fuel capacity than the Series 10s. This resulted in a corresponding increase in range and weight capacities. Other Series 30 models include the DC-10-30CF, the DC-10-30ER (for Extended Range), the DC-10-30F, the KC-10A, and the MD-10-30F. (Like the MD-10-10F, it is an upgraded cockpit version, also type-certified in May 2000.) This was the most popular in the DC-10 series, with 266 being manufactured. This includes 60 U.S. Air Force KC-10A Extenders.

**Series 15.** The only model in the series, the DC-10-15 received type-certification on June 1981. The DC-10-15 was a conglomeration of the smaller airframe of the DC-10-10 and a de-rated version of the DC-10-30 engine, and was designed for high altitude, hot climate airfields. Only seven DC-10-15 models were produced.

**Series 40.** The DC-10-40 had the highest gross weight capacity of any of the DC-10 Series, although having slightly less range than the Series 30s. Originally being type-certified a month before the DC-10-30, it was intended to be designated a Series 20, but was renamed. With only 42 DC-10-40 models produced, it is believed that none are currently flying.

Additional differences in configuration include three, two-wheeled main landing gear on the Series 30 and 40, versus only two, two-wheeled main landing gear on the Series 10 and 15.

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

**DC10-10**

**DC10-10F (also MD10-10F)**

**DC10-30**

**DC10-30F (also MD10-30F)**

## 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 B. Boeing (McDonnell Douglas) DC-10 Series.

Table 2.1. Cargo Planning.

Aircraft Type	Pallets (88"×125") Max Ht	Range w/ Max ACL (NM)	Maximum ACL (ST) per Leg Length (NM)				Ferry Range w/ No Cargo (NM)
			2000	2500	3000	3500	
<b>DC10-10</b>	M= X, F= 5, A= 0, B= 0	2,100	47.41	40.9	34	2.6	4,200
<b>DC10-10F</b>	M= 22, F= 5, A= 0, B= 0	2,400	59.78	59	50	42.5	4,600
<b>DC10-30</b>	M= X, F= 5, A= 0, B= 0	3,800	50.9	50.9	50.9	50.9	6,000
<b>DC10-30F</b>	M= 22, F= 5, A= 0, B= 0	3,150	76.48	76.48	76.48	69.5	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
<b>DC10-10</b>	270	399	2,600	399	399	330	25
<b>DC10-10F</b>	X	X	X	X	X	X	X
<b>DC10-30</b>	255	399	4,400	399	399	399	399
<b>DC10-30F</b>	X	X	X	X	X	X	X

Table 2.3. Door Clearances/Sizes.

Aircraft Type	Door Height from ground (in inches)					Door Size (W×H) (in inches)			
	Front / Side Pax	Main/ Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe	Main Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe
<b>DC10-10</b>	186 to 199	X	108 to 116	104 to 113	109 to 119	X	70 × 66 Or 104 × 66	70 × 66	44 × 48 Or 30 × 36
<b>DC10-10F</b>	186 to 199	187 to 204	108 to 116	104 to 113	109 to 119	140 × 102	70 × 66 Or 104 × 66	70 × 66	44 × 48 Or 30 × 36
<b>DC10-30</b>	189 to 203	X	109 to 119	105 to 115	109 to 120 Or 120 to 133	X	70 × 66 Or 104 × 66	70 × 66	44 × 48 Or 30 × 36
<b>DC10-30F</b>	189 to 203	186 to 196	109 to 119	105 to 115	109 to 120 Or 120 to 133	140 × 102	70 × 66 Or 104 × 66	70 × 66	44 × 48 Or 30 × 36

**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>DC10-10</b>	X	? × 125.5(@fl) 164 × 66	? × 125.5(@fl) 164 × 66	?	?	?	?	?
<b>DC10-10F</b>	1451 × 218 × 95	? × 125.5(@fl) 164 × 66	? × 125.5(@fl) 164 × 66	?	?	?	?	?
<b>DC10-30</b>	X	? × 125.5(@fl) 164 × 66	? × 125.5(@fl) 164 × 66	?	?	?	?	?
<b>DC10-30F</b>	1451 × 218 × 95	? × 125.5(@fl) 164 × 66	? × 125.5(@fl) 164 × 66	?	?	?	?	?

**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>DC10-10</b>	433,000 (458,000 option)	430,000	363,500	335,000	240,171	94,829	3,017
<b>DC10-10F</b>	443,000	440,000	375,000	355,000	216,000	139,000	14,200
<b>DC10-30</b>	558,000	555,000	403,000	368,000	266,191	101,809	4,618
<b>DC10-30F</b>	583,000	580,000	436,000	414,000	236,500	177,500	14,200

**Table 2.6. Airfield Suitability Information.**

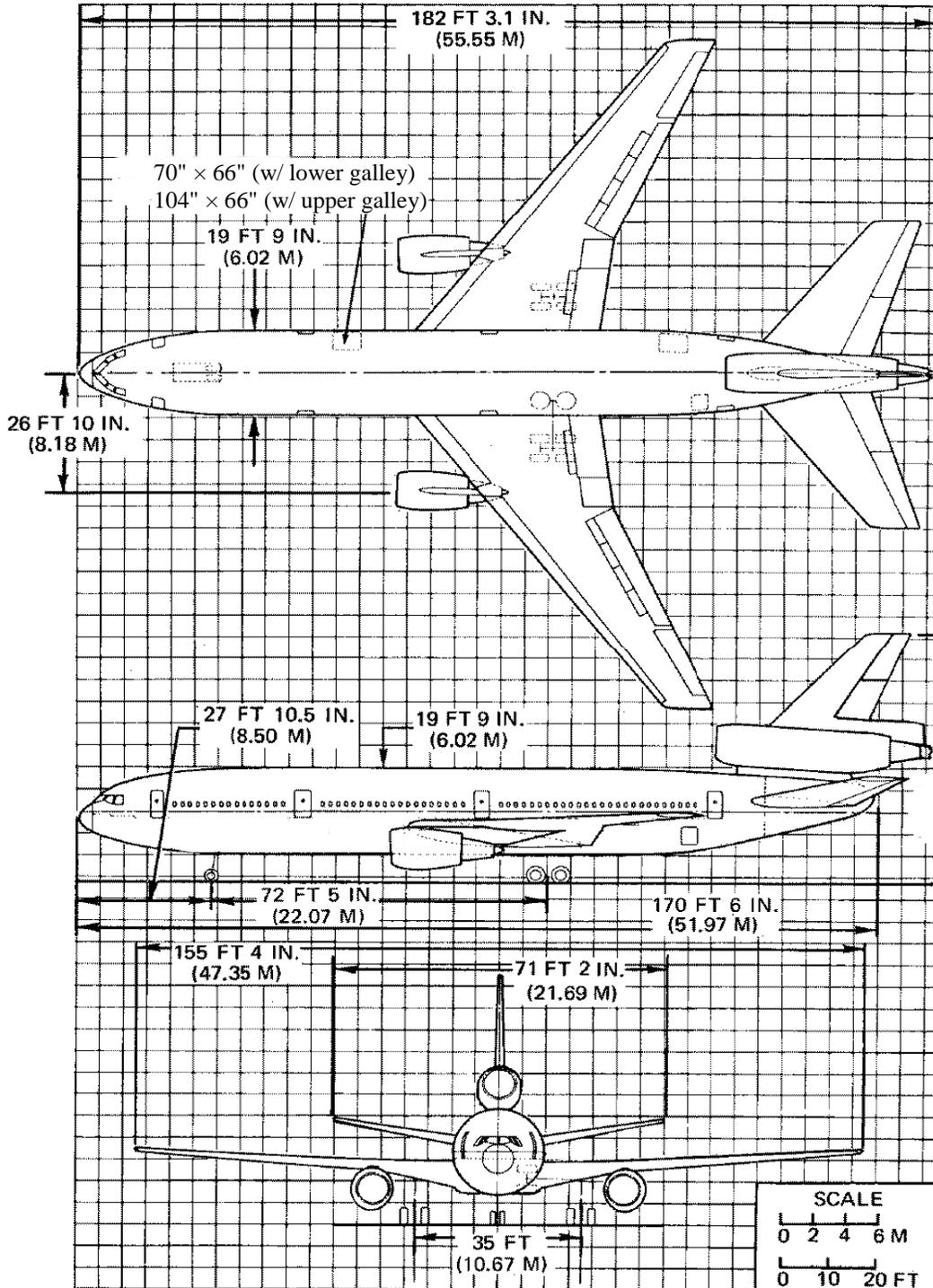
Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
<b>DC10-10</b>	21,762 (26,647 option)	9,500 – 10,500	5,800	182' 3.1" × 155' 4"	115/200V 3-ph, 400 Hz 80 KVA	3" Max- 67.7 PSIA 232.2° C	2D/DT / T-TA
<b>DC10-10F</b>	21,762	10,000	5,900	182' 3.1" × 155' 4"	115/200V 3-ph, 400 Hz 80 KVA	3" Max- 67.7 PSIA 232.2° C	2D/DT / T-TA
<b>DC10-30</b>	36,652	10,500	6,000	182' 7.2" × 165' 4"	115/200V 3-ph, 400 Hz 80 KVA	3" Max- 67.7 PSIA 232.2° C	2D/D1/DT / T-TA
<b>DC10-30F</b>	36,652	10,700	6,400	182' 7.2" × 165' 4"	115/200V 3-ph, 400 Hz 80 KVA	3" Max- 67.7 PSIA 232.2° C	2D/D1/DT / T-TA

Chapter 3  
DC-10-10

3.1. DIMENSIONS.

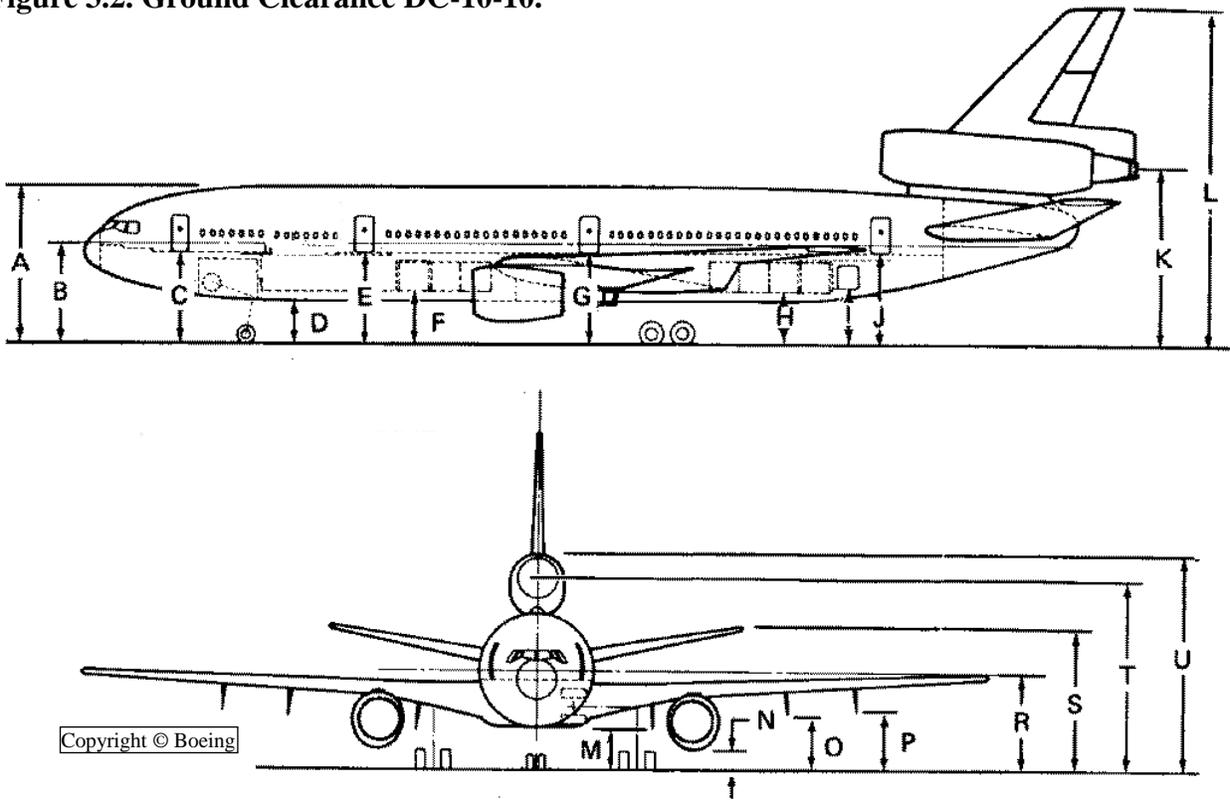
3.1.1. General Dimensions.

Figure 3.1. General Dimensions DC-10-10.



3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance DC-10-10.



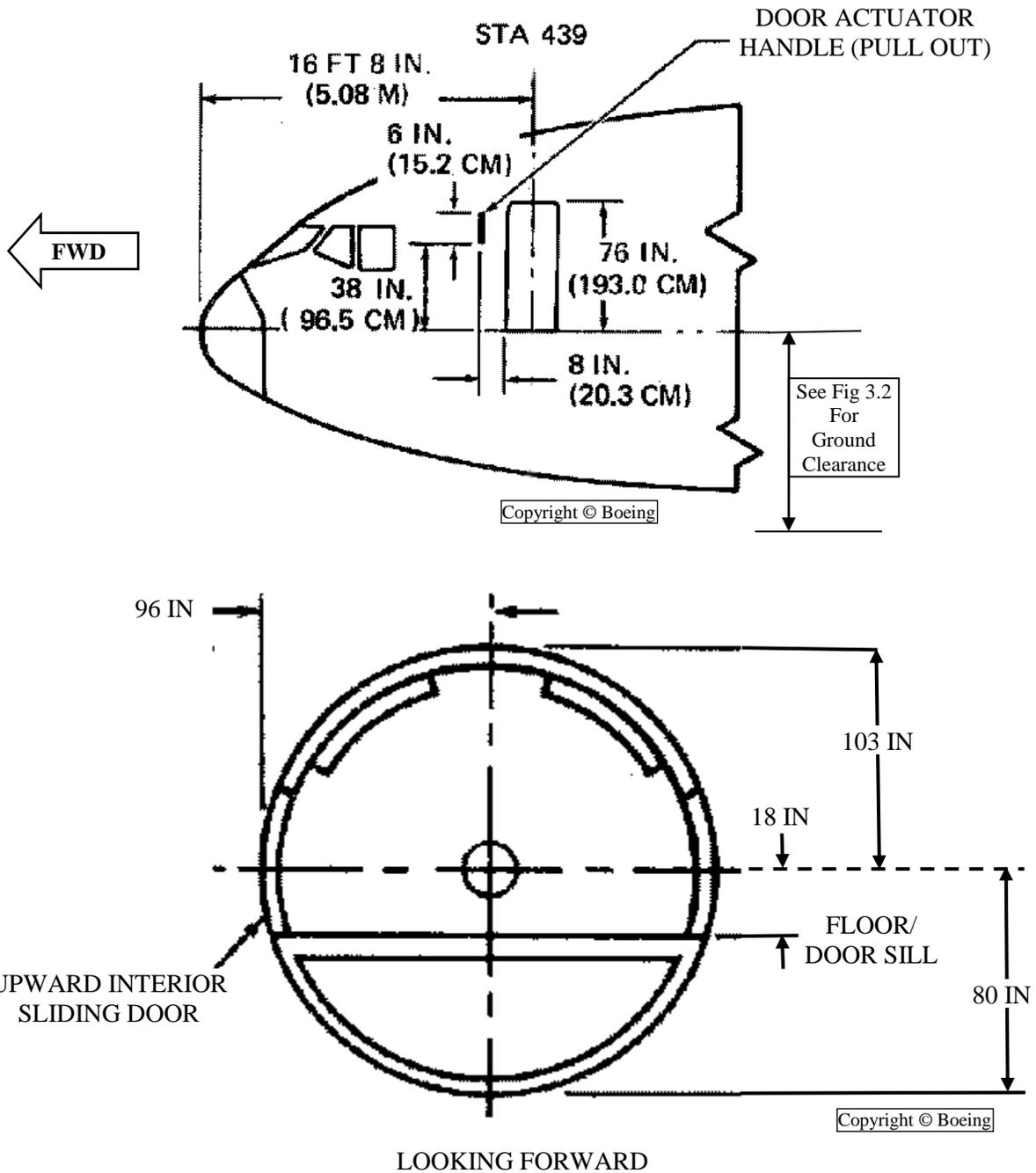
Vertical Clearances			
DOOR		Min	Max
	A	26' 11"	27' 9"
	B	17' 0"	18' 2"
Pax/Crew	C	15' 6"	16' 7"
	D	7' 2"	8' 0"
	E	15' 6"	16' 3"
FWD	F	9' 0"	9' 8"
	G	15' 5"	15' 11"
AFT	H	8' 8"	9' 5"
BULK	I	9' 1"	9' 11"
	J	15' 2"	15' 11"
	K	29' 7"	30' 9"
	L	57' 4"	58' 5"
	M	7' 8"	8' 3"
	N	2' 9"	3' 4"
	O	9' 6"	10' 4"
	P	10' 7"	11' 8"
	R	14' 5"	16' 2"
	S	23' 7"	24' 8"
	T	32' 3"	33' 1"
	U	36' 8"	37' 6"

**3.2. COMPARTMENT CONFIGURATIONS.**

**3.2.1. MAIN/PASSENGER COMPARTMENT.**

**3.2.1.1. Pax/Crew Door.**

**Figure 3.3. Pax/Crew Door DC-10-10.**

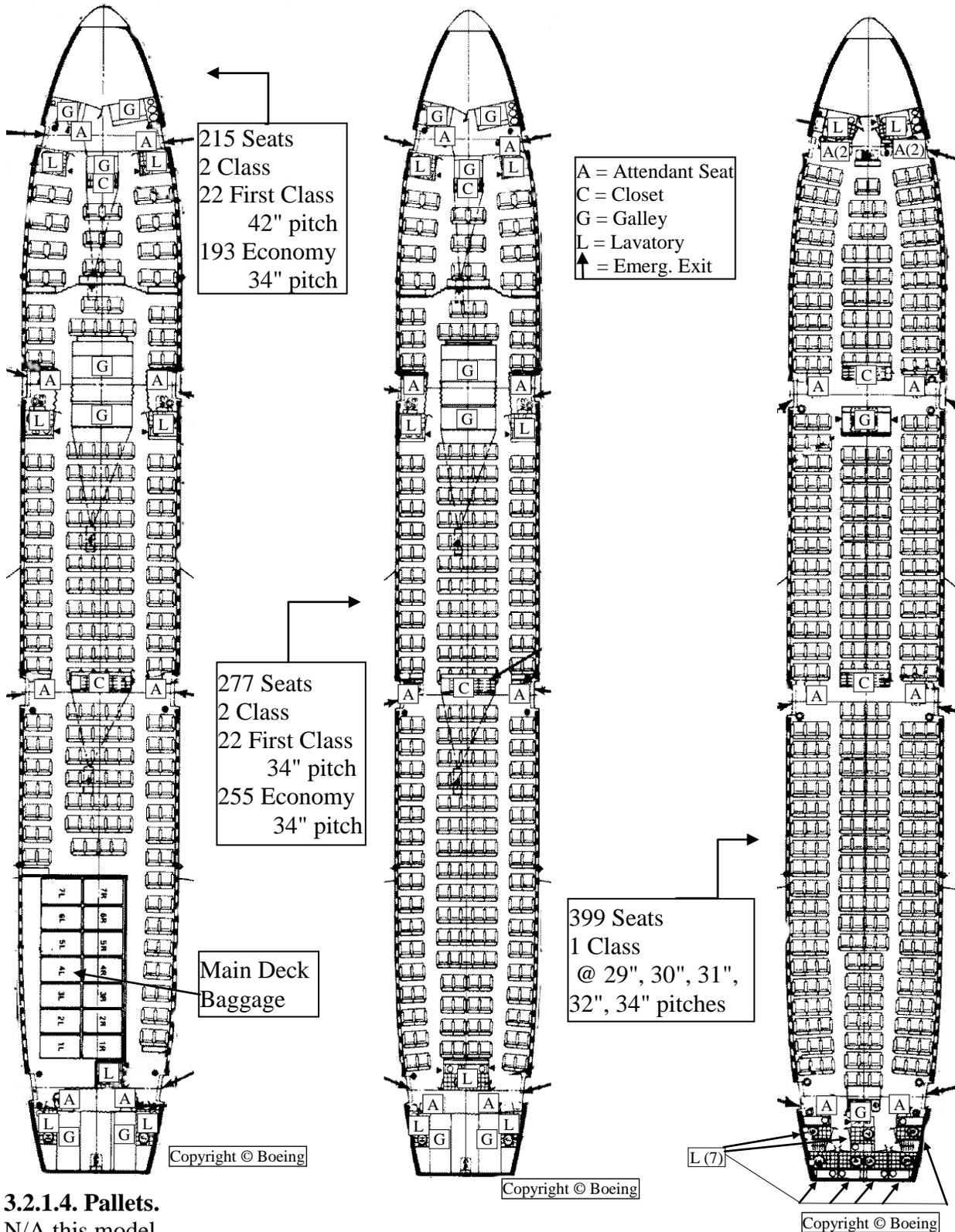


**3.2.1.2. Main Door.**

N/A this model

3.2.1.3. Compartment Dimensions.

Figure 3.4. Typical Passenger Configurations DC-10-10.



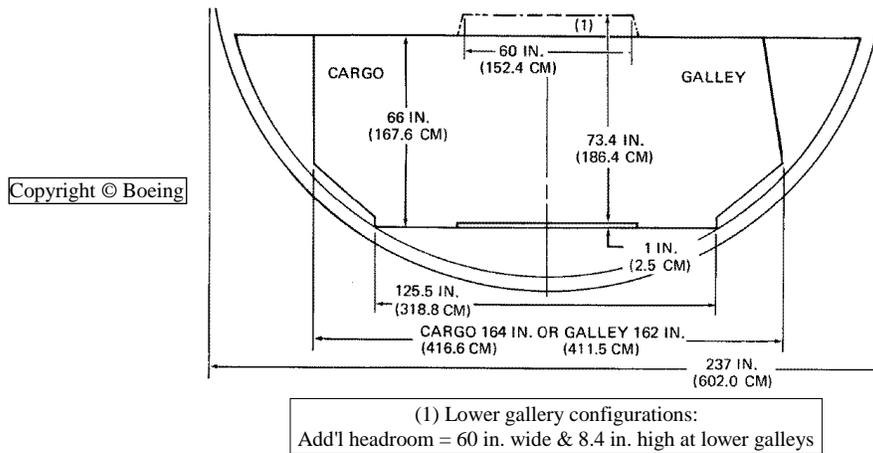
3.2.1.4. Pallets.

N/A this model



**3.2.2.2. Compartment Dimensions.**

**Figure 3.7. Forward Compartment Dimensions DC-10-10.**



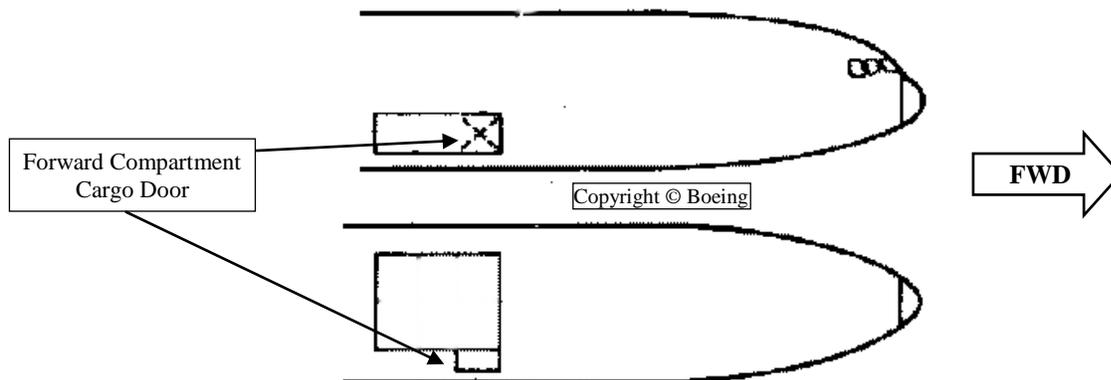
**3.2.2.3. Pallets.**

Five (5) 88" x 125" pallets with a max height of 64"

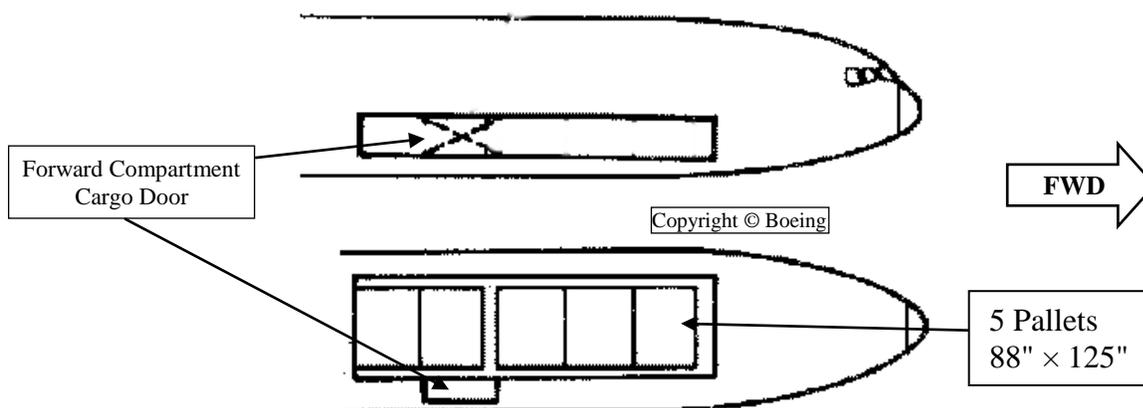
(Note: Only if large forward compartment cargo door is installed.)

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

**Figure 3.8. Forward Compt (w/small door) Cargo Configurations DC-10-10.**



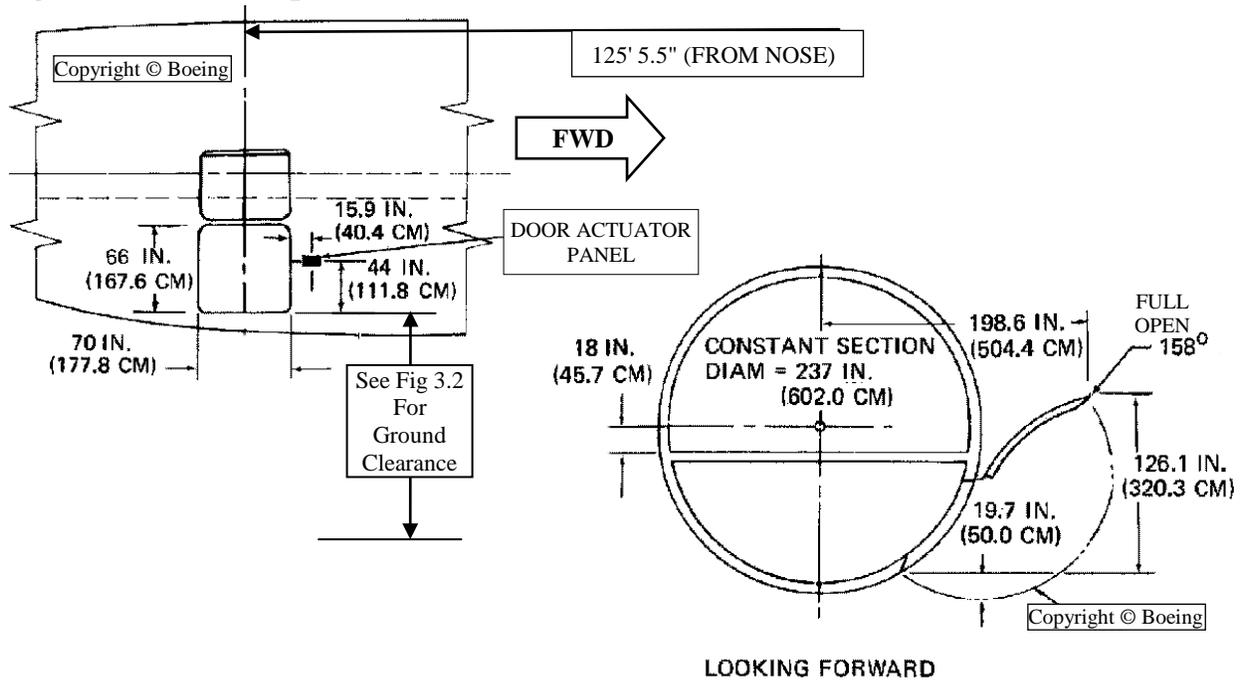
**Figure 3.9. Forward Compt (w/large door) Cargo Configurations DC-10-10.**



3.2.3. AFT COMPARTMENT.

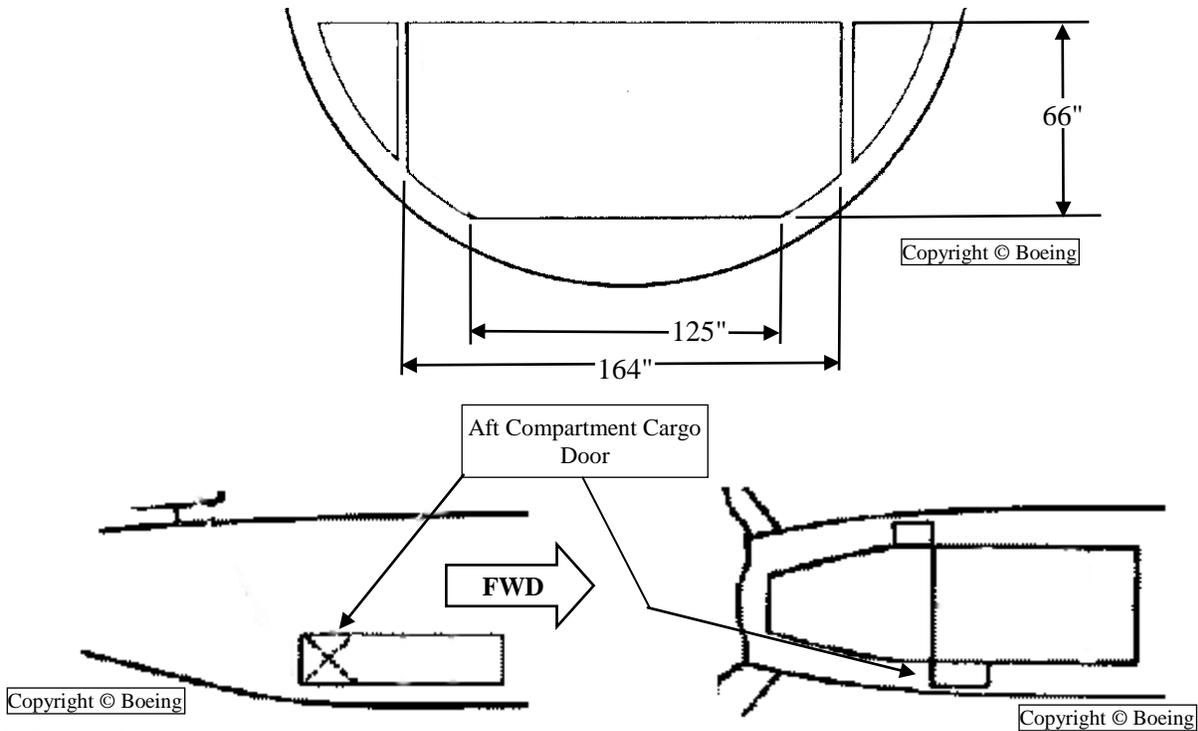
3.2.3.1. Door.

Figure 3.10. Aft Compartment Door DC-10-10.



3.2.3.2. Compartment Dimensions.

Figure 3.11. Aft Compartment Dimensions DC-10-10.



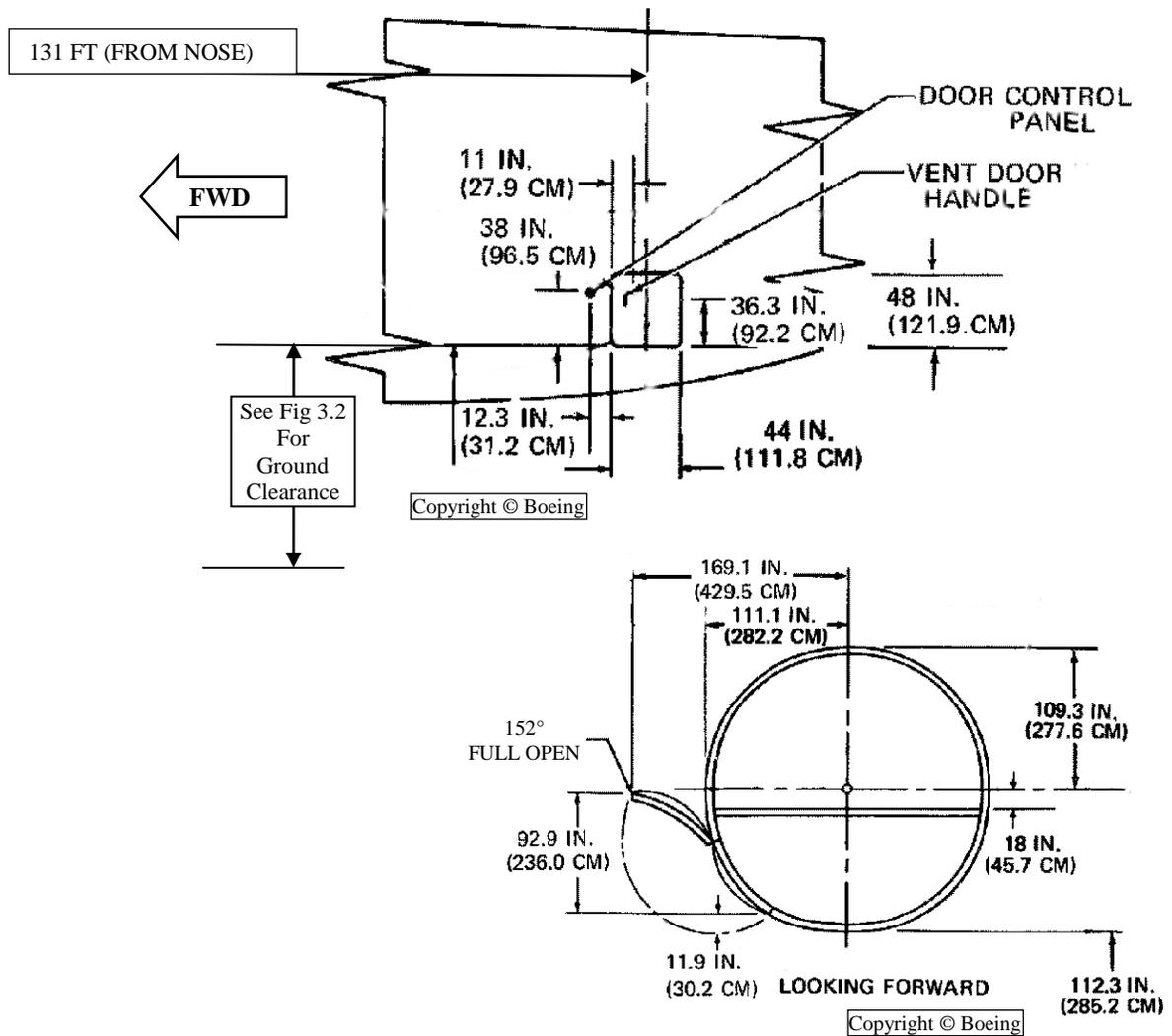
3.2.3.3. Pallets.

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

**3.2.4. BULK COMPARTMENT.**

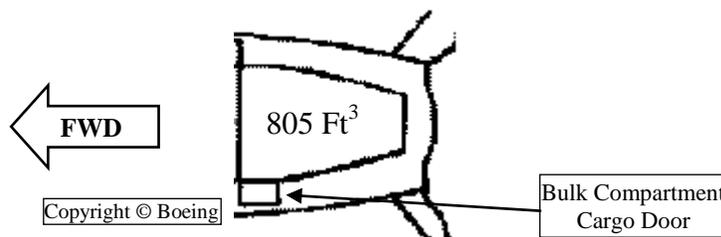
**3.2.4.1. Door.**

**Figure 3.12. Bulk Compartment Door DC-10-10.**



**3.2.4.2. Compartment Dimensions.**

**Figure 3.13. Bulk Compartment Dimensions DC-10-10.**



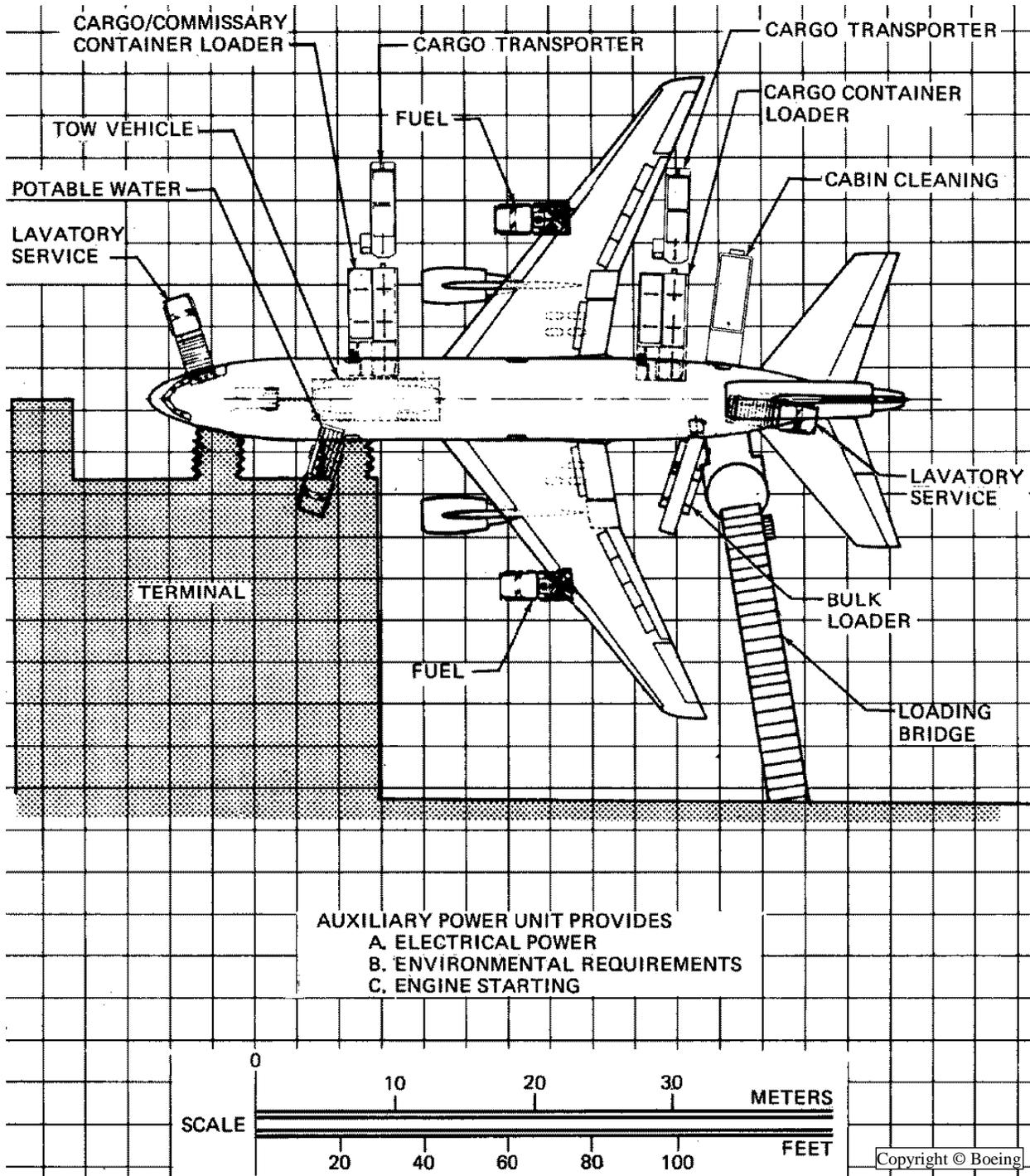
**3.2.4.3. Pallets.**

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

### 3.3. SERVICING DIAGRAMS.

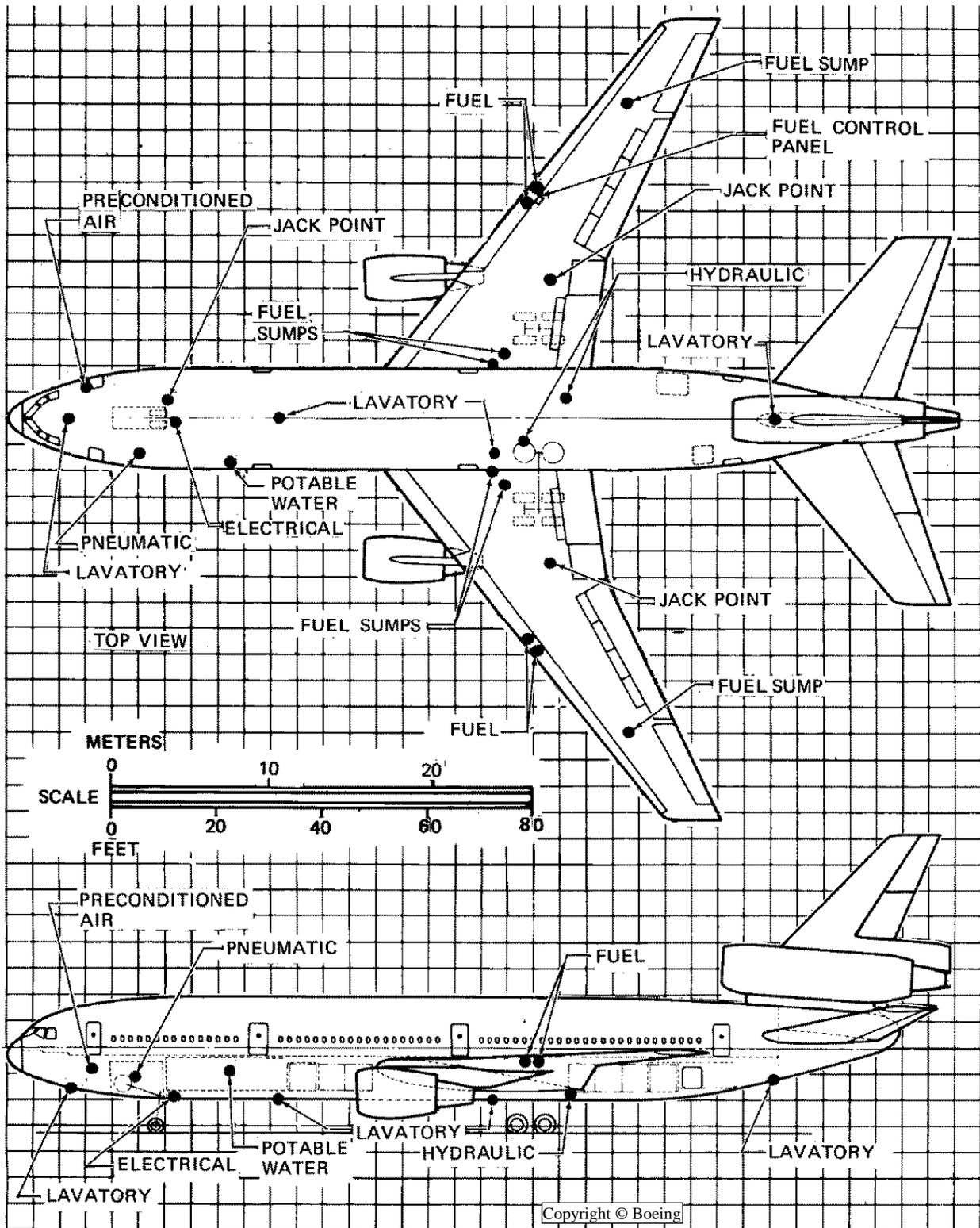
#### 3.3.1. Servicing.

Figure 3.14. Typical Servicing Arrangement DC-10-10.



3.3.2. Ground Connections.

Figure 3.15. Ground Service Connections DC-10-10.

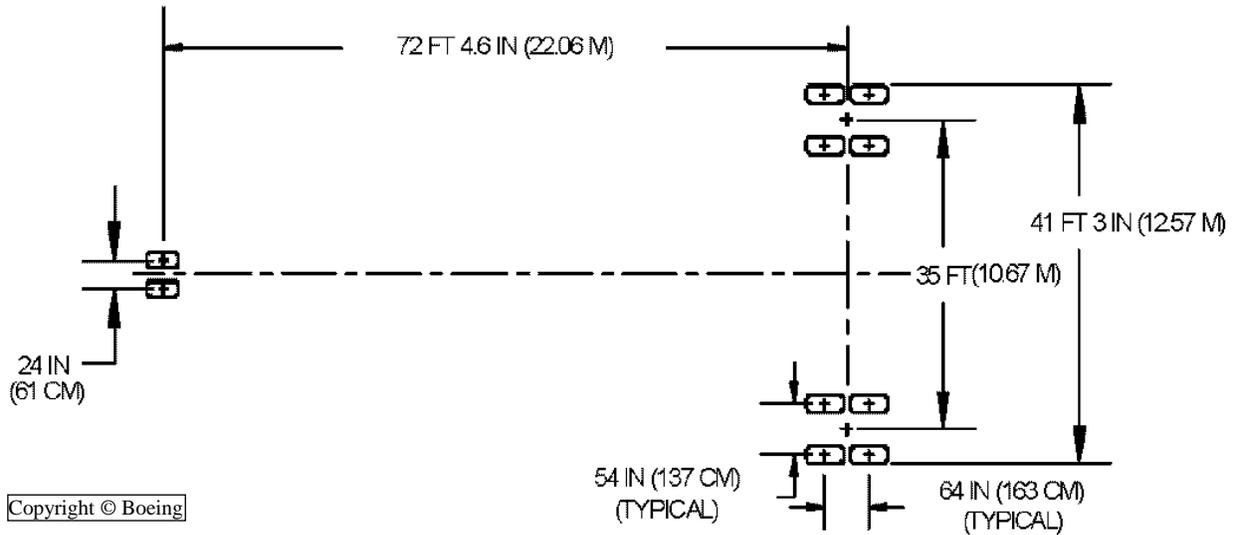


**3.4. AIRFIELD SUITABILITY.**

**3.4.1. Landing Gear Footprint.**

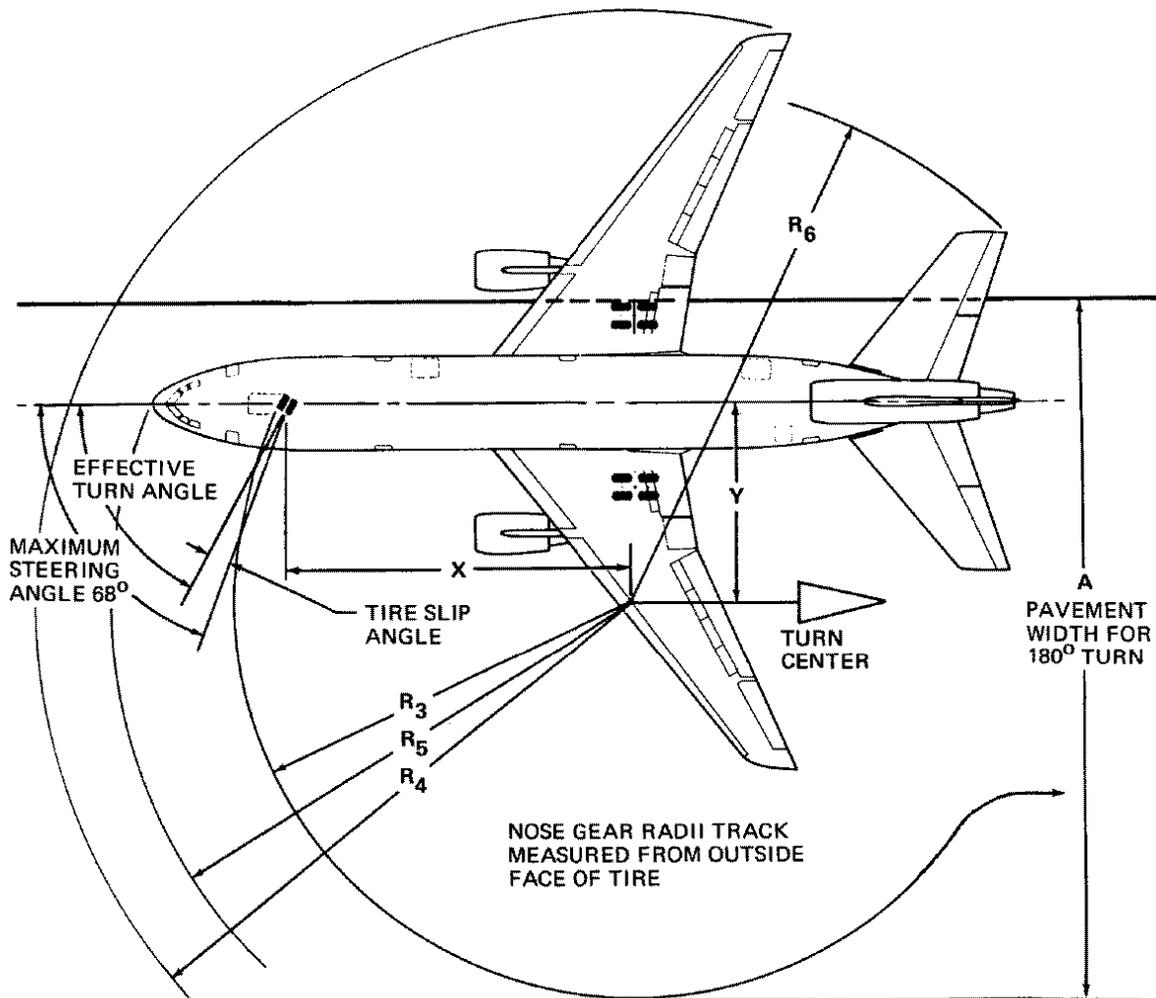
**Figure 3.16. Landing Gear Footprint DC-10-10.**

Max Taxi Wt.	458,000 lb (207,746 kg)
Nose Gear Tire Size	37 x 14 - 14
Nose Gear Tire Press.	165 psi (11.60 kg/cm <sup>2</sup> )
Main Gear Tire Size	50 x 20 - 20
Main Gear Tire Press.	195 psi (13.71 kg/cm <sup>2</sup> )



3.4.2. Minimum Turning Radii.

Figure 3.17. Minimum Turning Radii DC-10-10.



**1** MAXIMUM STEERING:  
 SYMMETRICAL THRUST AND  
 NO DIFFERENTIAL BRAKING  
 SLOW CONTINUOUS TURN  
 AFT CENTER OF GRAVITY  
 MAX GROSS WEIGHT

**2** MAXIMUM STEERING:  
 UNSYMMETRICAL THRUST AND  
 LIGHT DIFFERENTIAL BRAKING  
 SLOW CONTINUOUS TURN  
 AFT CENTER OF GRAVITY  
 MAX GROSS WEIGHT

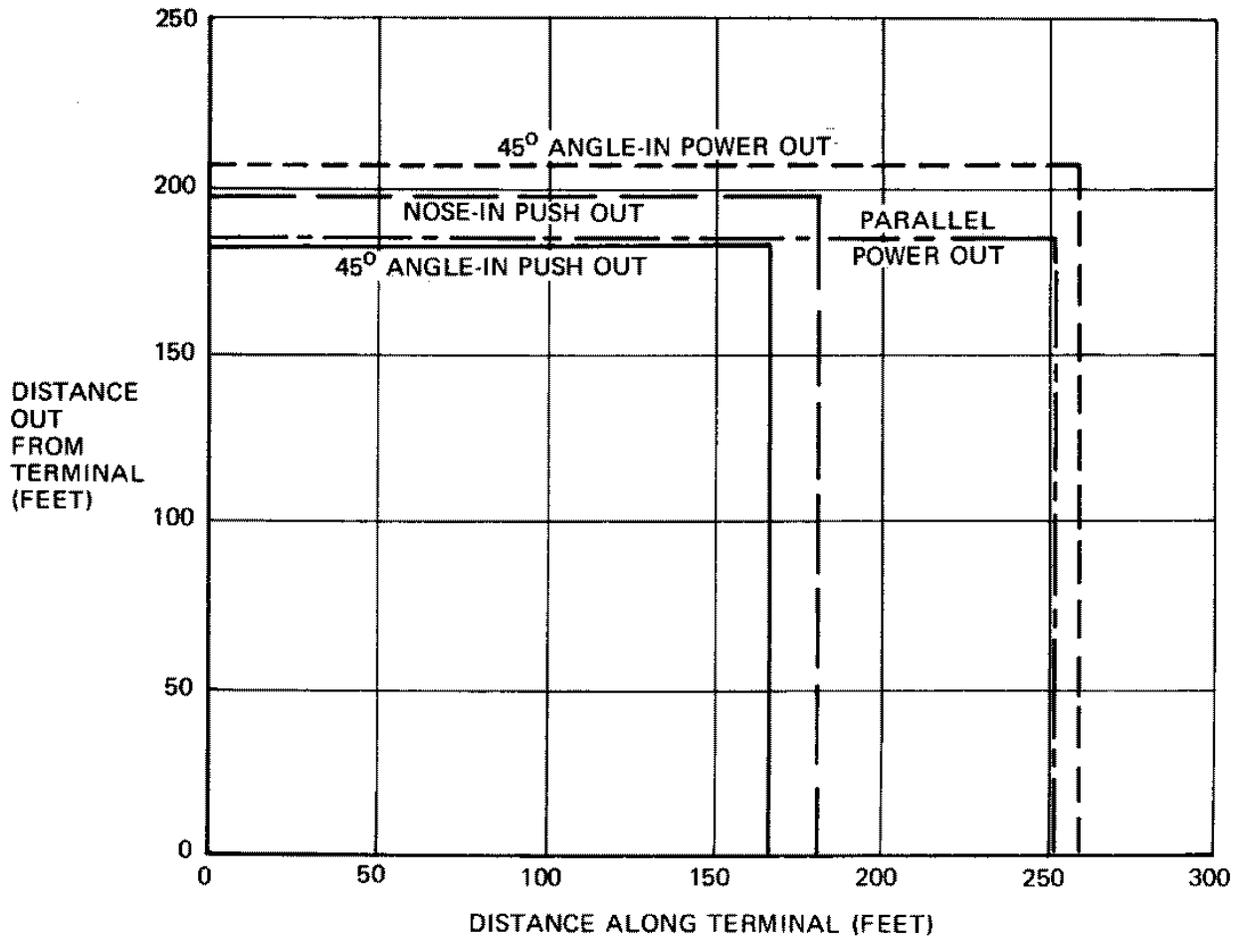
**3** MINIMUM RADIUS TURN RECOMMENDED  
 FOR NORMAL, ROUTINE OPERATIONS.  
 LIMITED TO AVOID EXCESSIVE TIRE  
 WEAR AND REDUCTION OF LANDING  
 GEAR FATIGUE LIFE.

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Type of Turn	Effective Turn Angle	Tire Slip Angle	X	Y	A	R3	R4	R5	R6
<b>1</b>	61.7°	6.3°	72.5' (22.1m)	39.0' (11.9m)	143.5' (43.7m)	83.9' (25.6m)	121.7' (37.1m)	107.6' (32.8m)	107.5' (32.8m)
<b>2</b>	69.5°	-1.5°	72.5' (22.1m)	27.0' (8.2m)	126.5' (38.6m)	78.8' (24.0m)	110.4' (33.6m)	103.8' (31.6m)	99.7' (30.4m)
<b>3</b>	—	—	72.5' (22.1m)	39.5' (12.0m)	144.3' (43.9m)	84.1' (25.6m)	122.2' (37.2m)	108.0' (32.9m)	107.9' (32.9m)

### 3.4.3. Parking Footprint.

Figure 3.18. Parking Footprint DC-10-10.



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**NOTES:**

- 68° Nose Wheel Steering
- 10ft Travel w/ Nose Wheel Straight Ahead Before & After Parked Position
- 15ft Building Clearance for Nose-in Parking
- 25ft Aircraft-to-Aircraft & Building Clearance During Parking Maneuvers

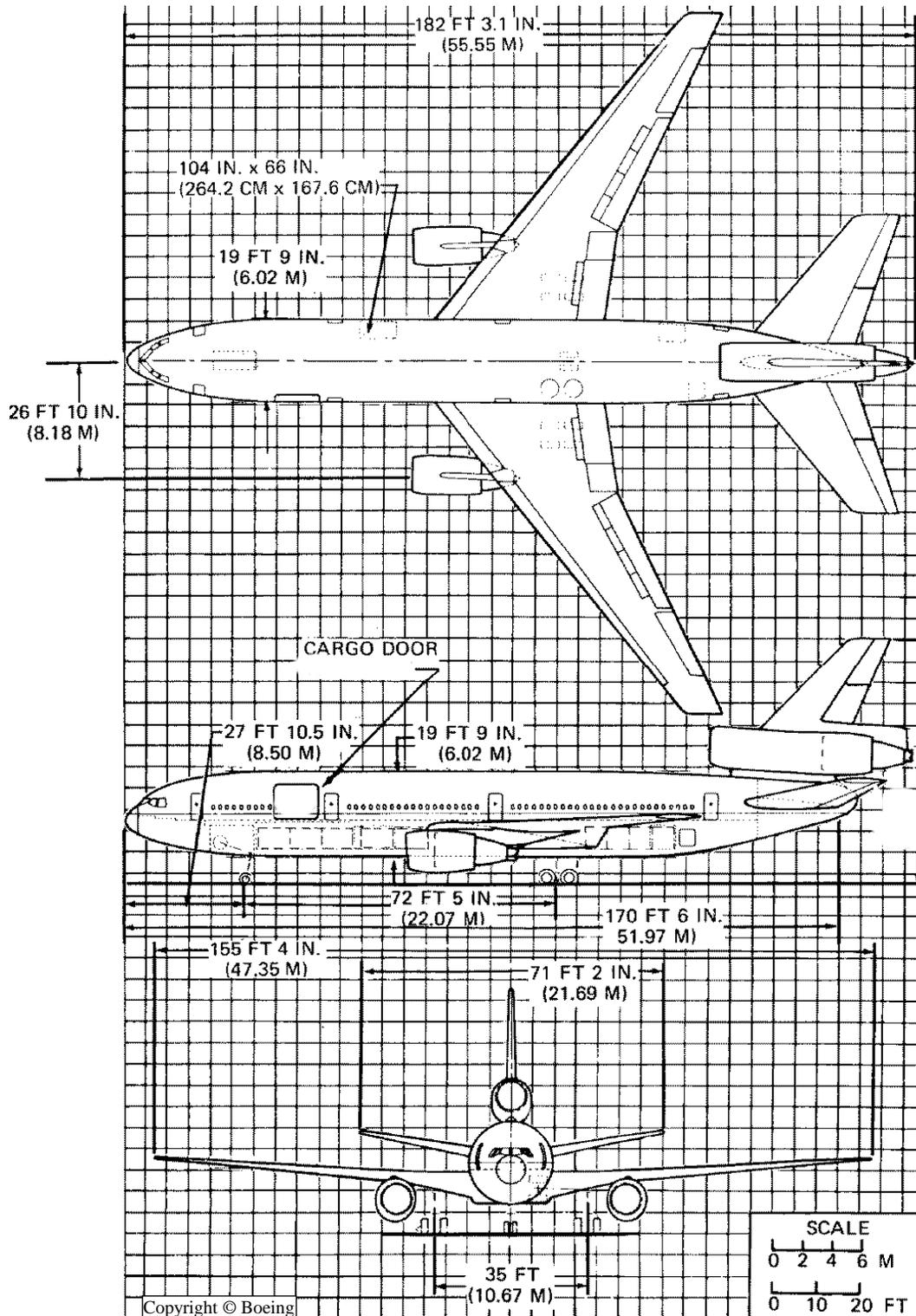
Chapter 4

DC-10-10F (also MD10-10F)

4.1. DIMENSIONS.

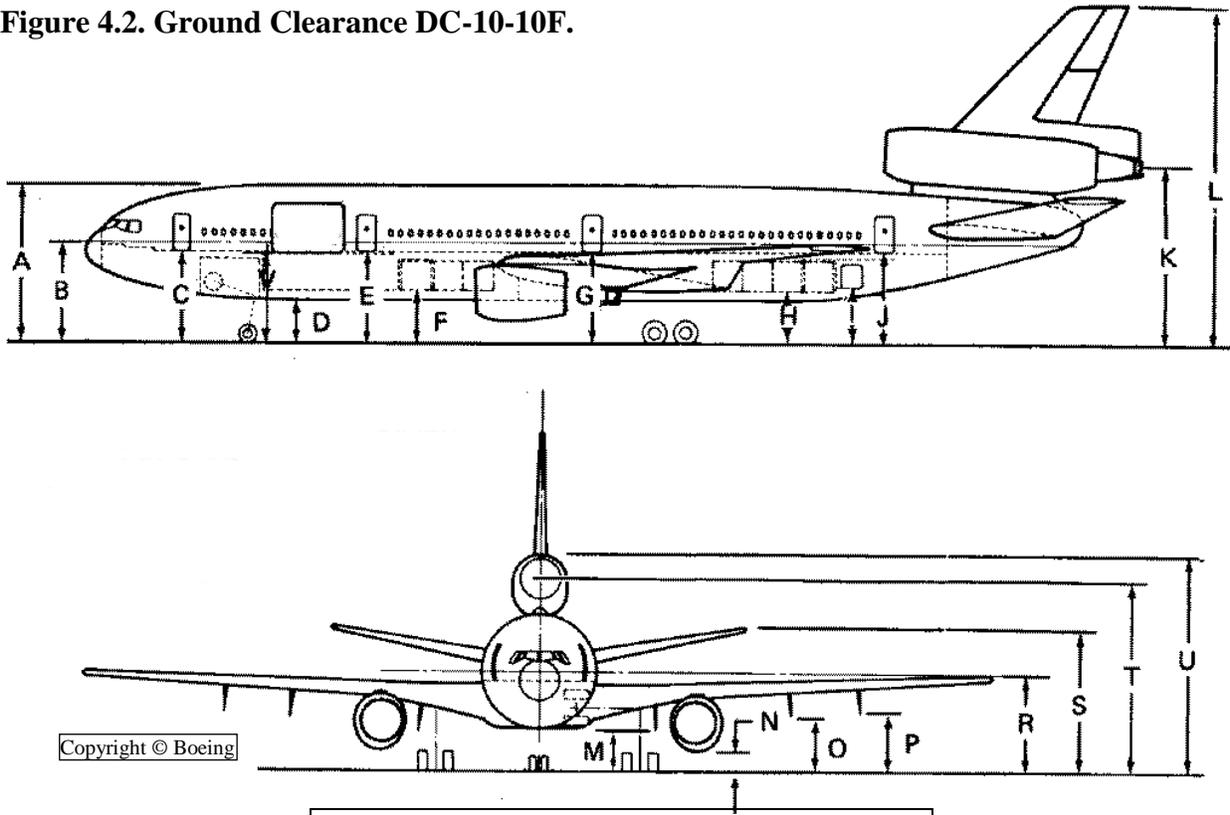
4.1.1. General Dimensions.

Figure 4.1. General Dimensions DC-10-10F.



4.1.2. Ground Clearance.

Figure 4.2. Ground Clearance DC-10-10F.



Vertical Clearances			
DOOR		Min	Max
	A	26' 11"	27' 9"
	B	17' 0"	18' 2"
Pax/Crew	C	15' 6"	16' 7"
	D	7' 2"	8' 0"
	E	15' 6"	16' 3"
FWD	F	9' 0"	9' 8"
	G	15' 5"	15' 11"
AFT	H	8' 8"	9' 5"
BULK	I	9' 1"	9' 11"
	J	15' 2"	15' 11"
	K	29' 7"	30' 9"
	L	57' 4"	58' 5"
	M	7' 8"	8' 3"
	N	2' 9"	3' 4"
	O	9' 6"	10' 4"
	P	10' 7"	11' 8"
	R	14' 5"	16' 2"
	S	23' 7"	24' 8"
	T	32' 3"	33' 1"
	U	36' 8"	37' 6"
MAIN	V	15' 7"	17' 0"

4.2. COMPARTMENT CONFIGURATIONS.

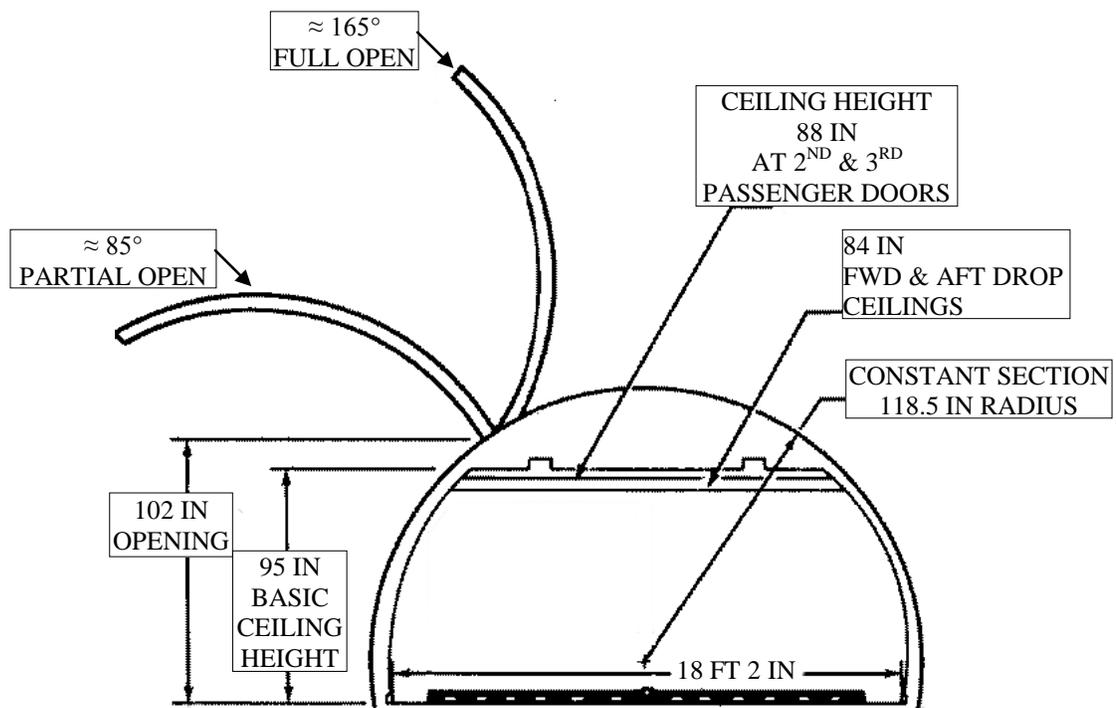
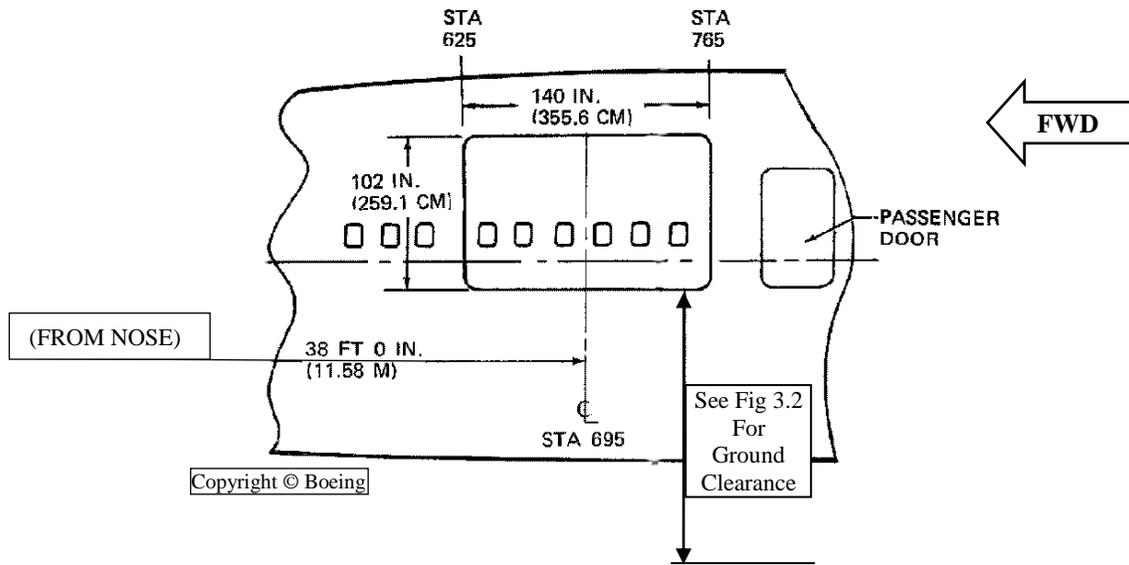
4.2.1. MAIN/PASSENGER COMPARTMENT.

4.2.1.1. Pax/Crew Door.

Same as for DC-10-10. See: [Figure 3.3. Pax/Crew Door DC-10-10.](#)

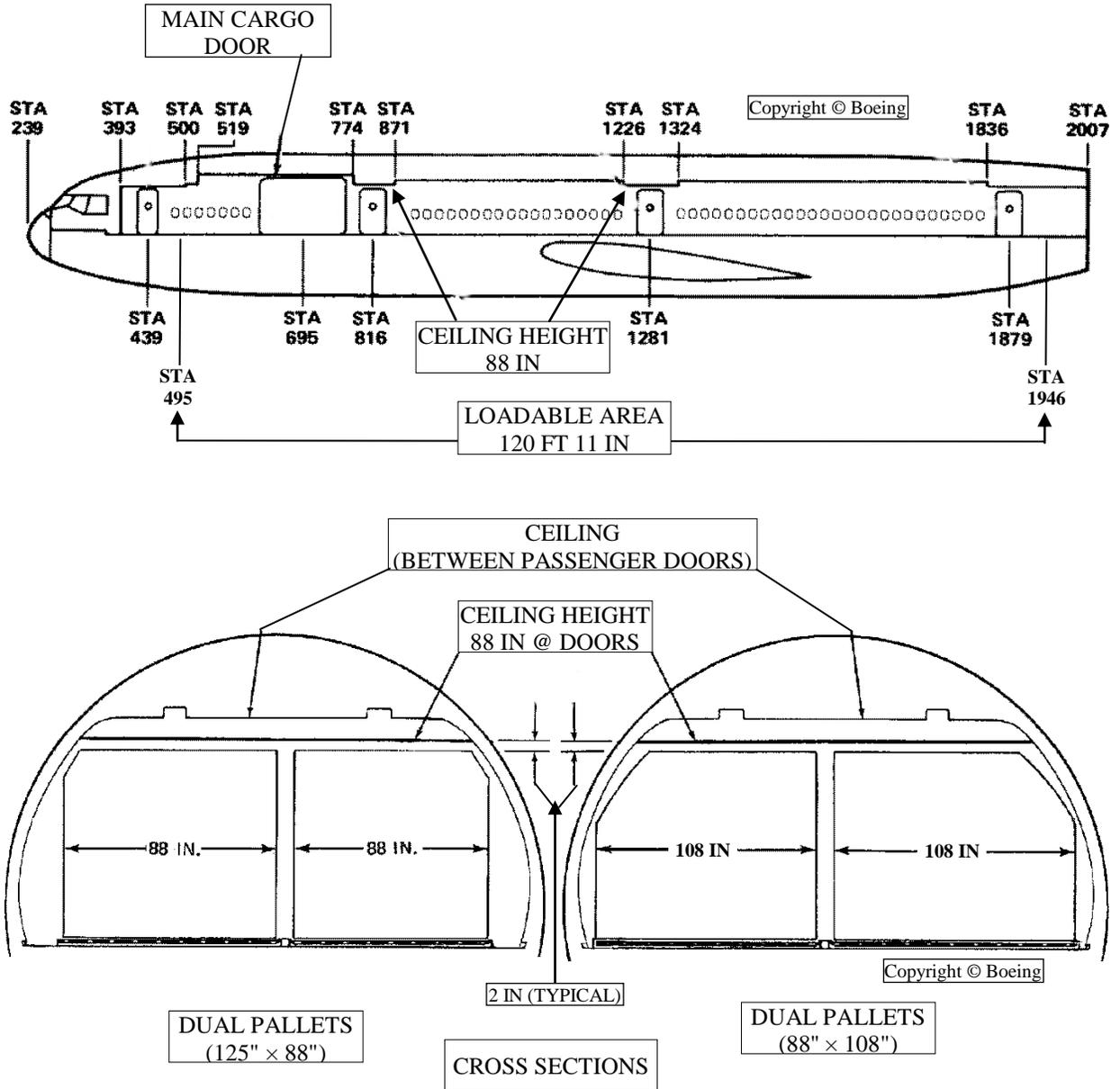
4.2.1.2. Main Door.

Figure 4.3. Main Compartment Door DC-10-10F.



4.2.1.3. Compartment Dimensions.

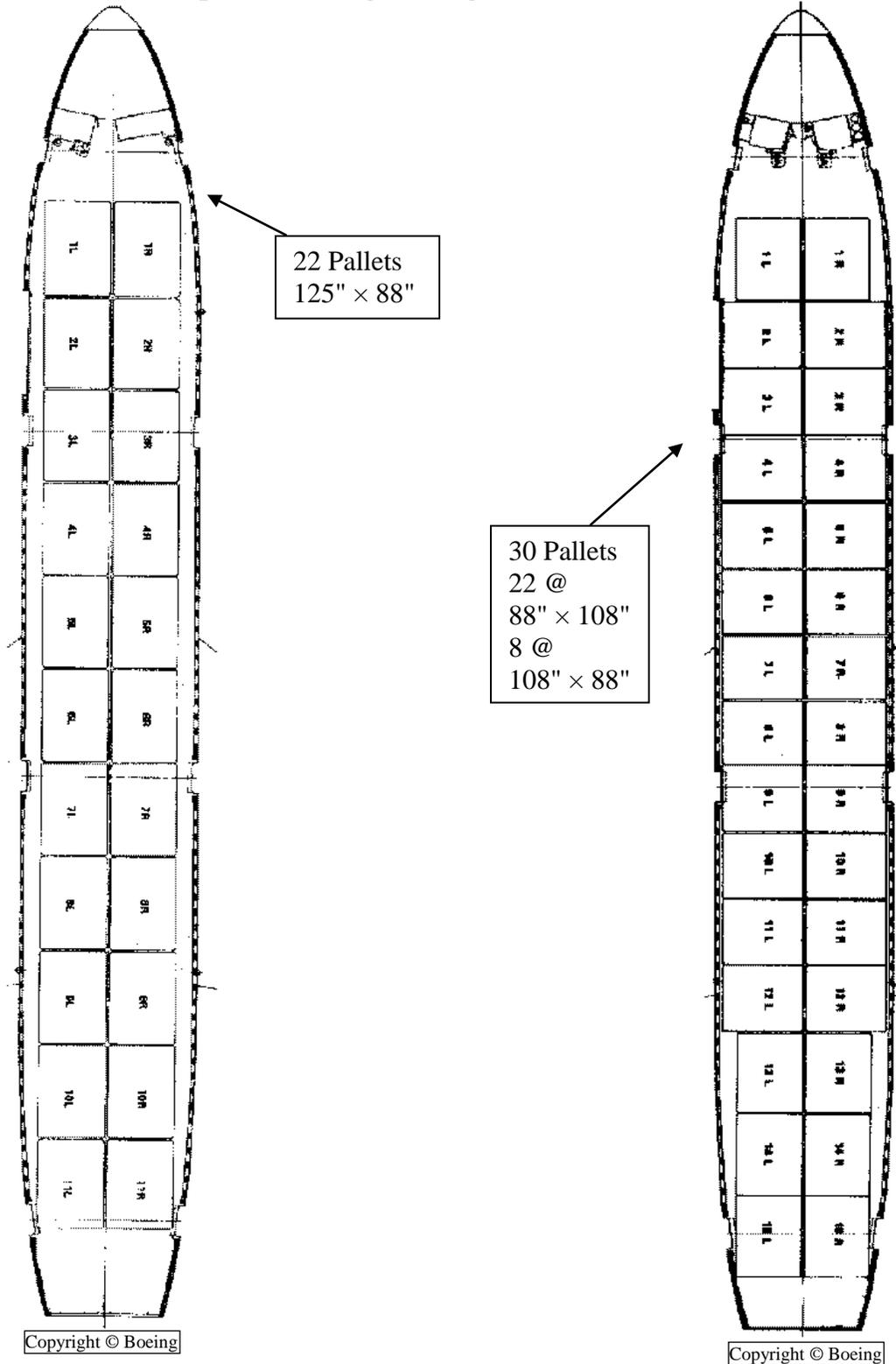
Figure 4.4. Main Compartment Dimensions DC-10-10F.



4.2.1.4. Pallets.

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

Figure 4.5. Main Compartment Cargo Configurations DC-10-10F.



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

Same as for DC-10-10. See: [Figure 3.6. Large Forward Compt Door DC-10-10.](#)

**4.2.2.2. Compartment Dimensions.**

Same as for DC-10-10. See: [Figure 3.7. Forward Compt Dimensions DC-10-10.](#)

**4.2.2.3. Pallets.**

Five (5) 88" x 125" pallets with a max height of 64"

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

Same as DC-10-10. See: [Fig 3.9. Fwd Compt \(w/large door\) Cargo Config's DC-10-10.](#)

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

Same as for DC-10-10. See: [Figure 3.10. Aft Compartment Door DC-10-10.](#)

**4.2.3.2. Compartment Dimensions.**

Same as for DC-10-10. See: [Figure 3.11. Aft Compt Dimensions DC-10-10.](#)

**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 DC-10-10. See: [Figure 3.12. Bulk Compartment Door DC-10-10.](#)

**4.2.4.2. Compartment Dimensions.**

Same as for DC-10-10. See: [Figure 3.13. Bulk Compt Dimensions DC-10-10.](#)

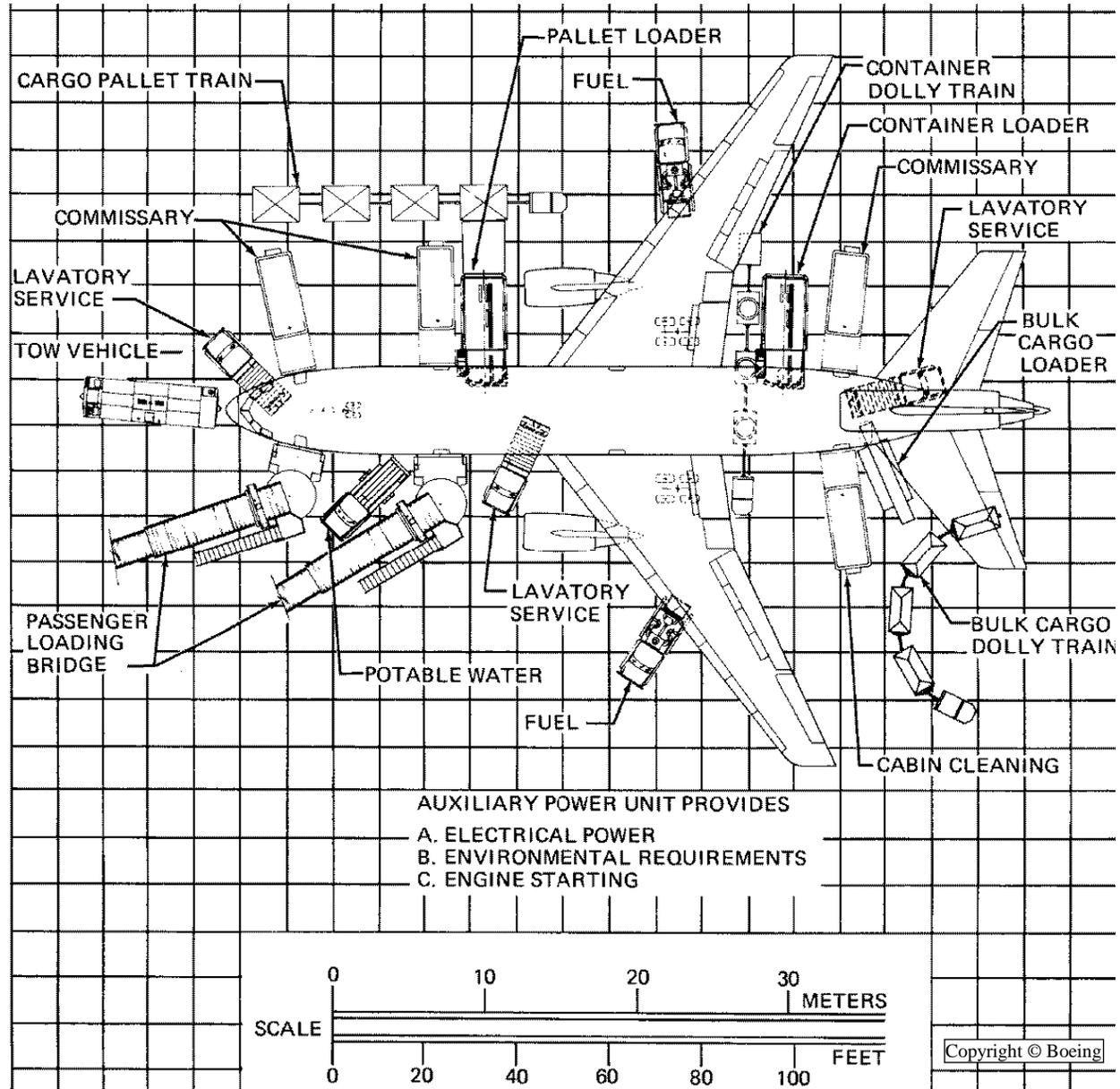
**4.2.4.3. Pallets.**

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

4.3. SERVICING DIAGRAMS.

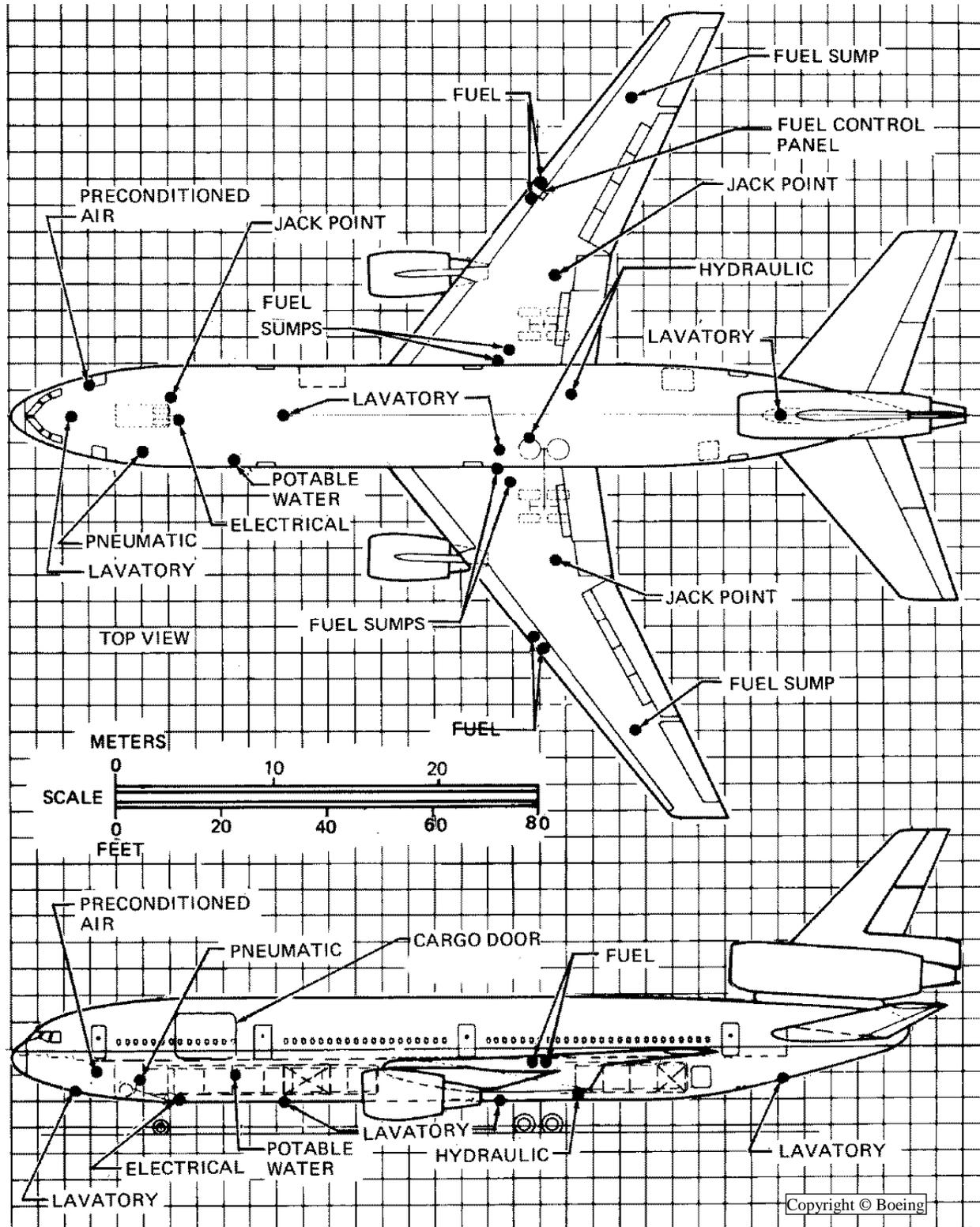
4.3.1. Servicing.

Figure 4.6. Typical Servicing Arrangement DC-10-10F.



### 4.3.2. Ground Connections.

Figure 4.7. Ground Service Connections DC-10-10F.

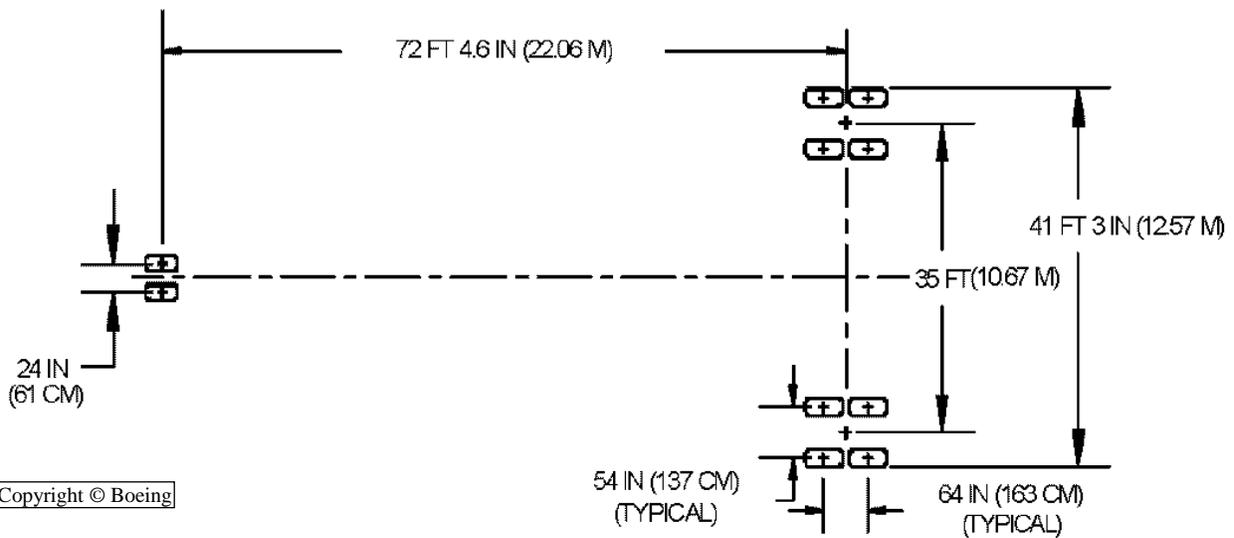


**4.4. AIRFIELD SUITABILITY.**

**4.4.1. Landing Gear Footprint.**

**Figure 4.8. Landing Gear Footprint DC-10-10F.**

	<b>DC-10-10CF</b>	<b>MD-10-10F</b>
Max Taxi Wt.	458,000 lb (207,746 kg)	443,000 lb (200,941 kg)
Nose Gear Tire Size	37 x 14 - 14	
Nose Gear Tire Press.	165 psi (11.60 kg/cm <sup>2</sup> )	
Main Gear Tire Size	50 x 20 - 20	H54 x 21 - 24
Main Gear Tire Press.	195 psi (13.71 kg/cm <sup>2</sup> )	155 psi (10.90 kg/cm <sup>2</sup> )



**4.4.2. Minimum Turning Radii.**

Same as for DC-10-10. See: [Figure 3.17. Minimum Turning Radii DC-10-10.](#)

**4.4.3. Parking Footprint.**

Same as for DC-10-10. See: [Figure 3.18. Parking Footprint DC-10-10.](#)

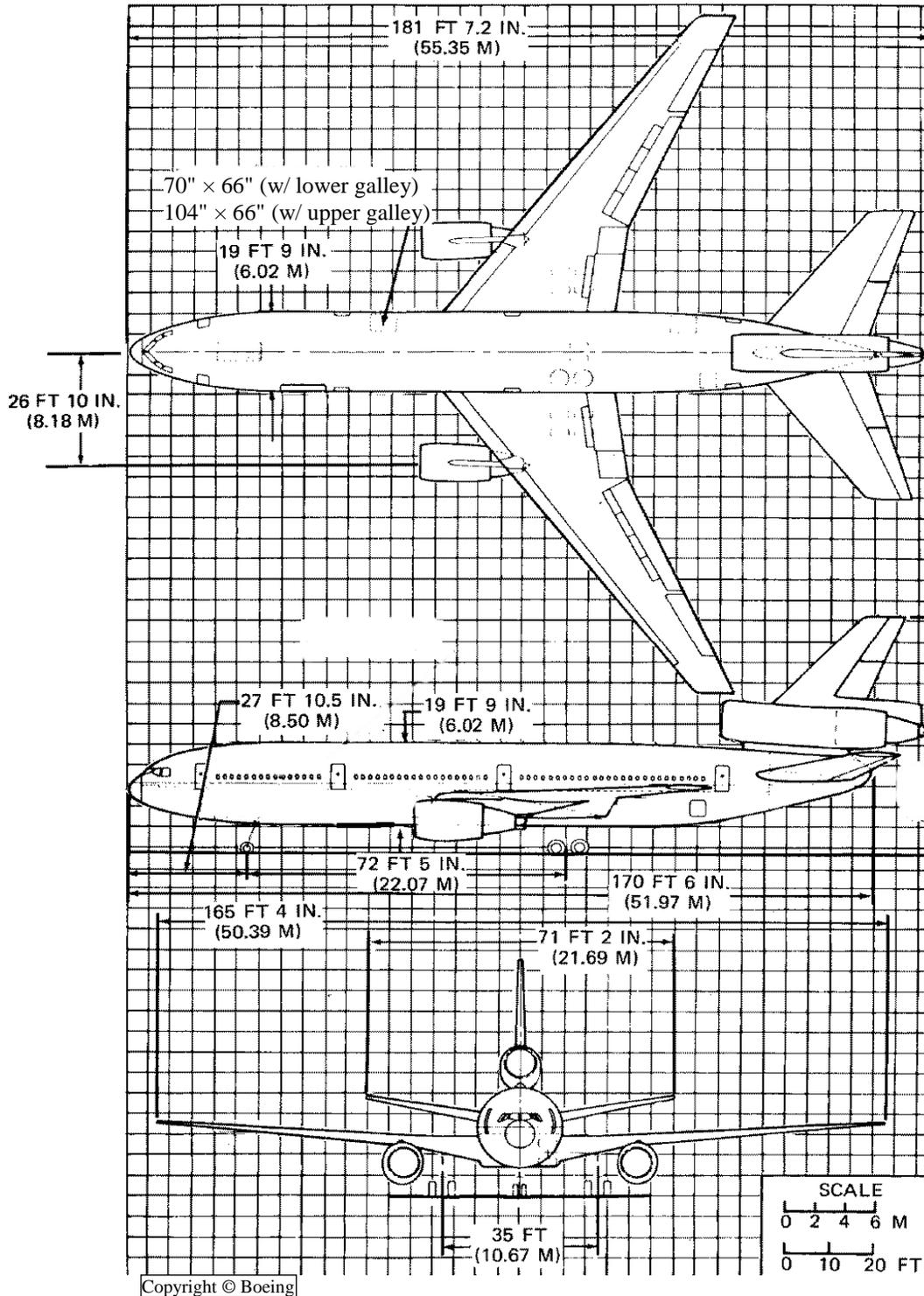
Chapter 5

DC-10-30

5.1. DIMENSIONS.

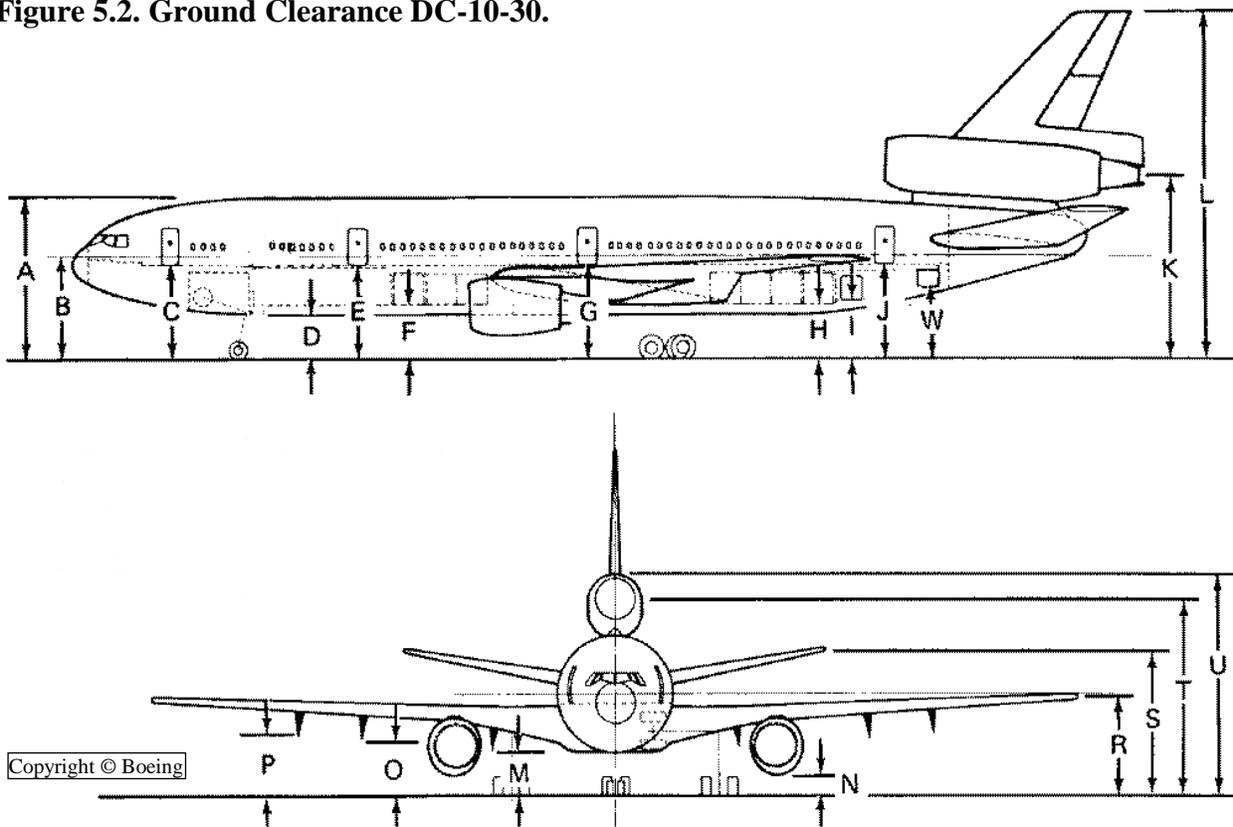
5.1.1. General Dimensions.

Figure 5.1. General Dimensions DC-10-30.



5.1.2. Ground Clearance.

Figure 5.2. Ground Clearance DC-10-30.



Vertical Clearances			
DOOR		Min	Max
	A	27' 1"	28' 1"
	B	17' 3"	18' 7"
Pax/Crew	C	15' 9"	16' 11"
	D	7' 4"	8' 4"
	E	15' 8"	16' 7"
FWD	F	9' 1"	9' 11"
	G	15' 6"	16' 1"
AFT	H	8' 9"	9' 7"
BULK (w/std AFT compt)	I	9' 1"	10' 0"
	J	15' 1"	16' 1"
	K	29' 6"	30' 11"
	L	57' 2"	58' 7"
	M	7' 9"	8' 5"
	N	2' 10"	3' 7"
	O	9' 7"	10' 6"
	P	10' 8"	11' 10"
	R	14' 4"	16' 3"
	S	23' 5"	24' 10"
	T	32' 3"	33' 3"
	U	36' 7"	37' 8"
BULK (w/extend AFT compt)	W	10' 0"	11' 1"

## 5.2. COMPARTMENT CONFIGURATIONS.

### 5.2.1. MAIN/PASSENGER COMPARTMENT.

#### 5.2.1.1. Pax/Crew Door.

Same as for DC-10-10. See: [Figure 3.3. Pax/Crew Door DC-10-10.](#)

(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.

Same as for DC-10-10. See: [Fig. 3.4. Typical Passenger Config's DC-10-10.](#)

#### 5.2.1.4. Pallets.

N/A this model

### 5.2.2. FORWARD COMPARTMENT.

#### 5.2.2.1. Door.

(Note: Door type dependent on placement of lower compartment galley.)

Same as for DC-10-10. See: [Figure 3.5. Small Forward Compt Door DC-10-10.](#)

Same as for DC-10-10. See: [Figure 3.6. Large Forward Compt Door DC-10-10.](#)

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

#### 5.2.2.2. Compartment Dimensions.

Same as for DC-10-10. See: [Figure 3.7. Forward Compt Dimensions DC-10-10.](#)

#### 5.2.2.3. Pallets.

Five (5) 88" x 125" pallets with a max height of 64"

(Note: Only if large forward compartment cargo door is installed.)

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

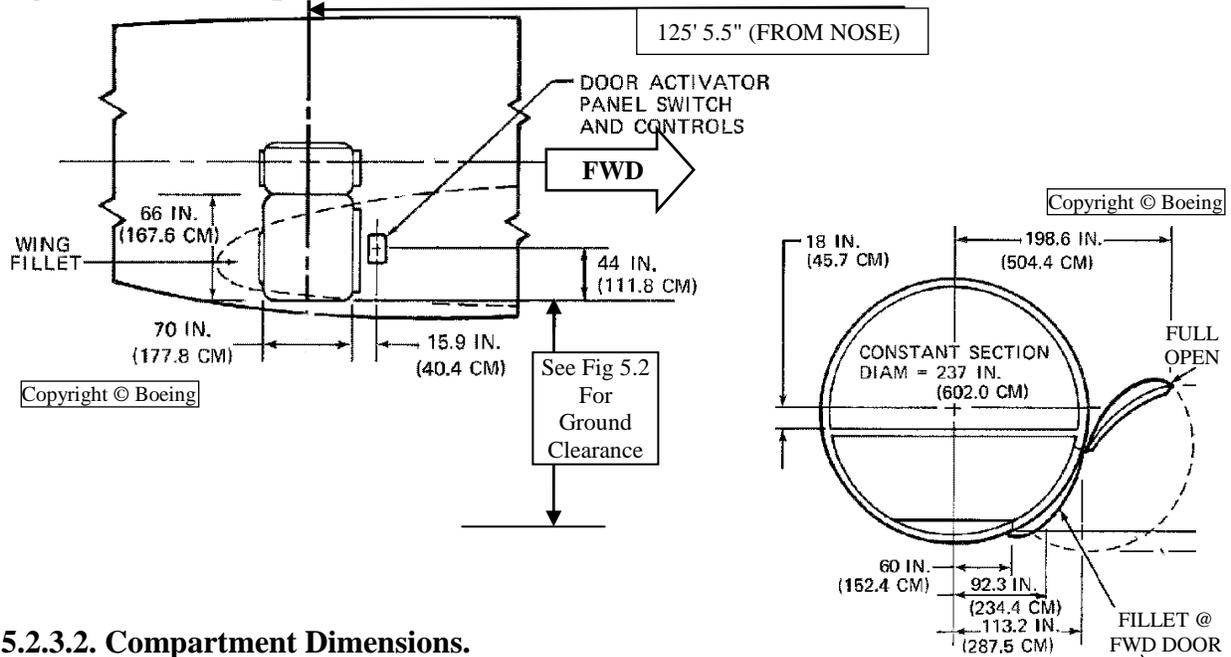
Same as DC-10-10. See: [Fig 3.8. Fwd Compt \(w/small door\) Cargo Config's DC-10-10.](#)

Same as DC-10-10. See: [Fig 3.9. Fwd Compt \(w/large door\) Cargo Config's DC-10-10.](#)

**5.2.3. AFT COMPARTMENT.**

**5.2.3.1. Door.**

**Figure 5.3. Aft Compartment Door DC-10-30.**



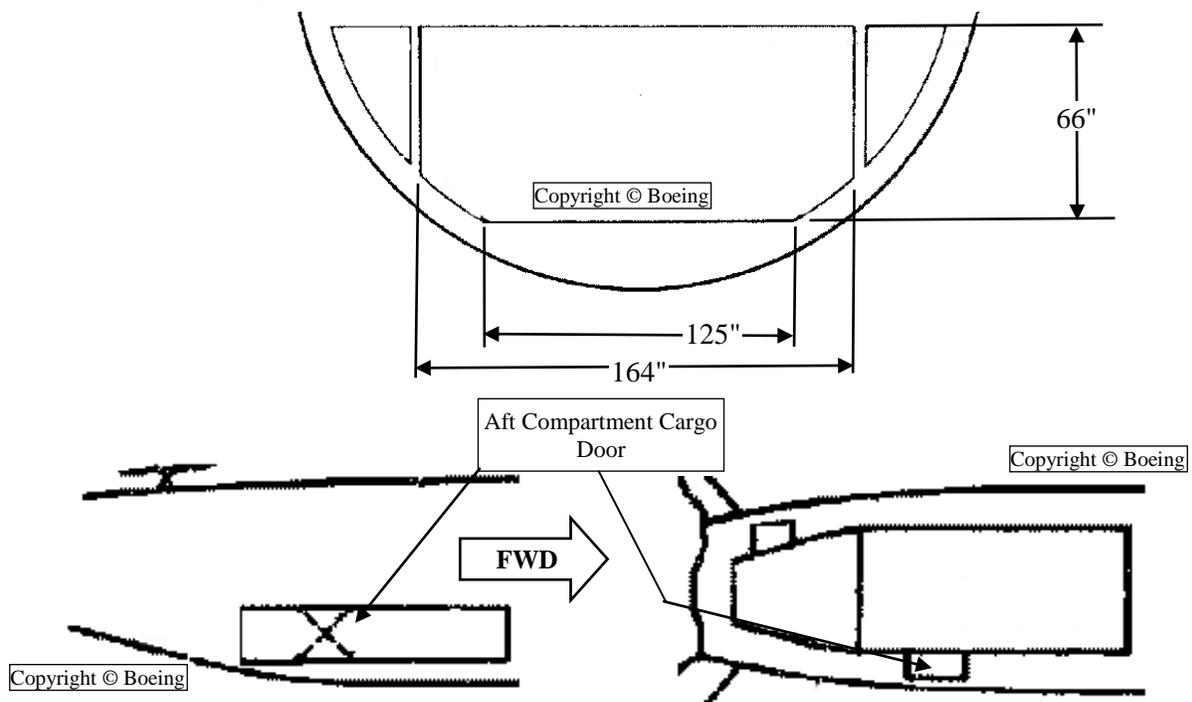
**5.2.3.2. Compartment Dimensions.**

**With Standard Aft Compartment:**

Same as for DC-10-10. See: [Figure 3.11. Aft Compt Dimensions DC-10-10.](#)

**With Extended Aft Compartment:**

**Figure 5.4. Aft Compartment Dimensions DC-10-30.**



**5.2.3.3. Pallets.**

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

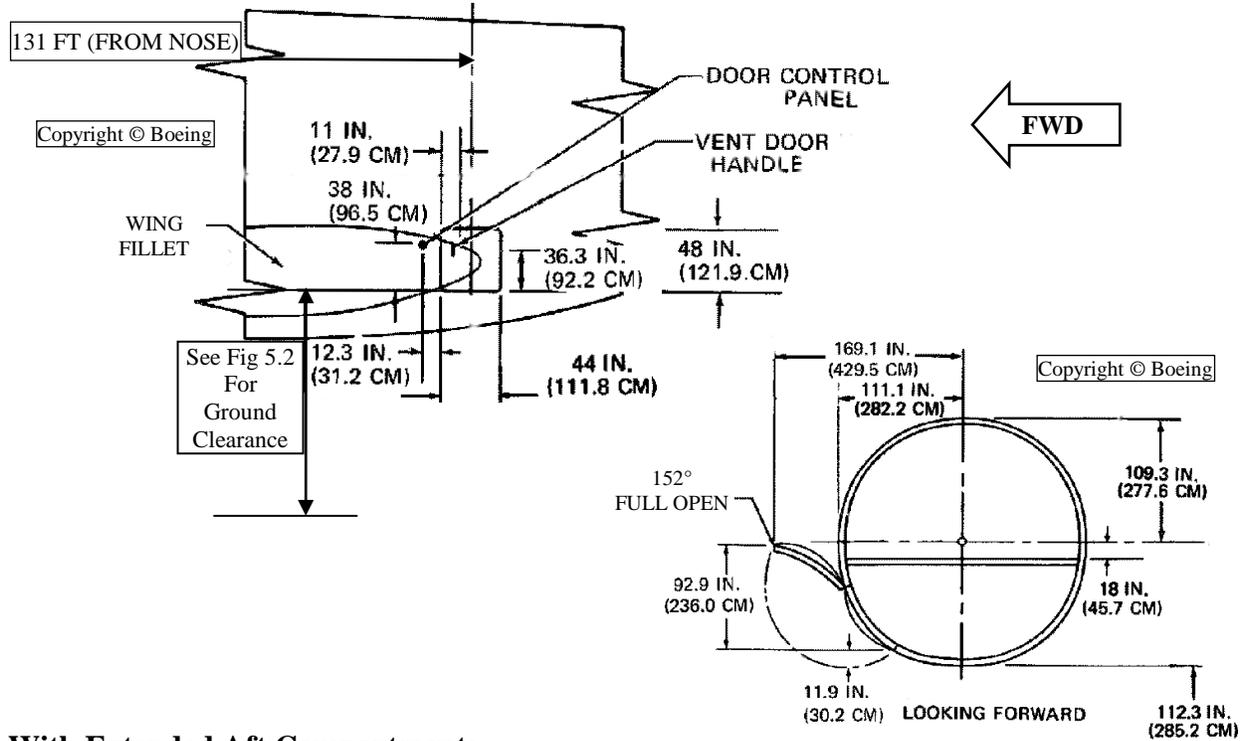
**5.2.4. BULK COMPARTMENT.**

**5.2.4.1. Door.**

(Note: Door type dependent on standard/extended aft compartment option.)

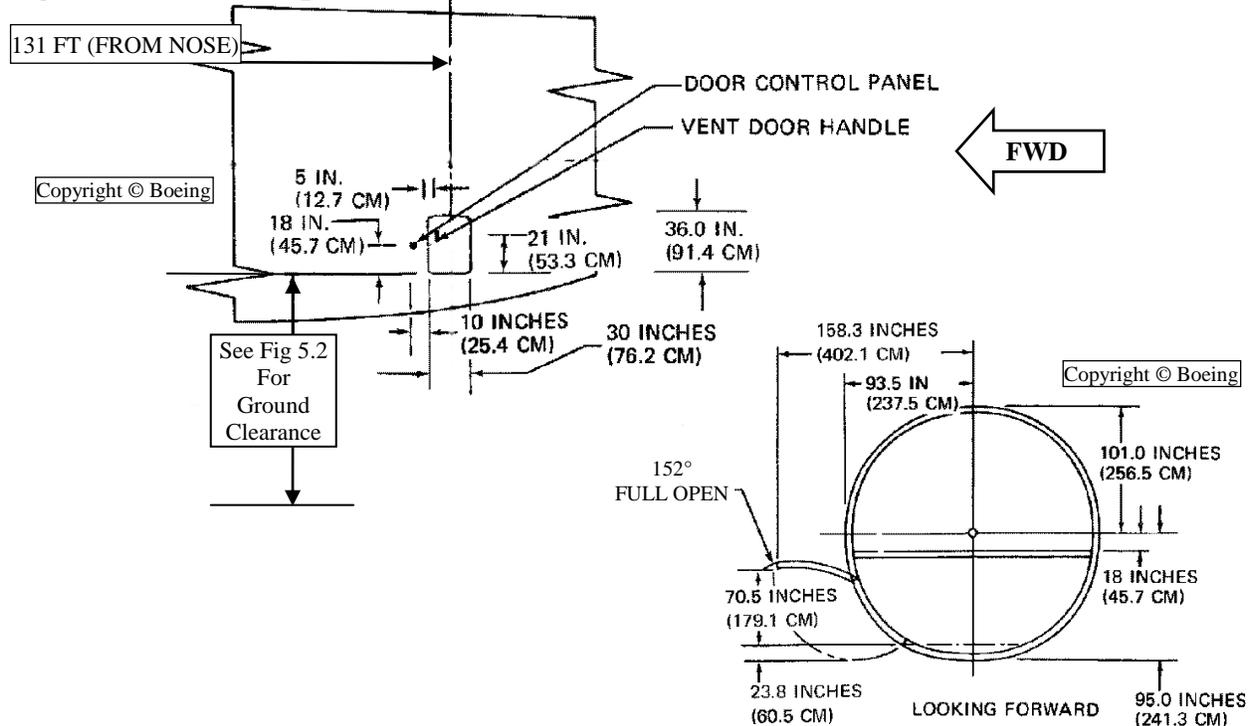
**With Standard Aft Compartment:**

**Figure 5.5. Bulk Compartment Door (w/Std Aft) DC-10-30.**



**With Extended Aft Compartment:**

**Figure 5.6. Bulk Compartment Door (w/Extend Aft) DC-10-30.**



### 5.2.4.2. Compartment Dimensions.

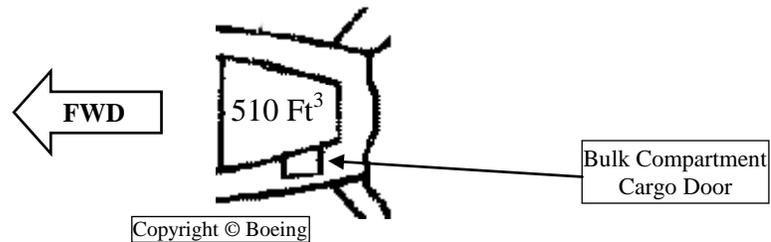
(Note: Compartment dependent on standard/extended aft compartment option.)

#### With Standard Aft Compartment:

Same as for DC-10-10. See: [Figure 3.13. Bulk Compt Dimensions DC-10-10.](#)

#### With Extended Aft Compartment:

**Figure 5.7. Bulk Compartment Dimensions DC-10-30.**



### 5.2.4.3. Pallets.

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

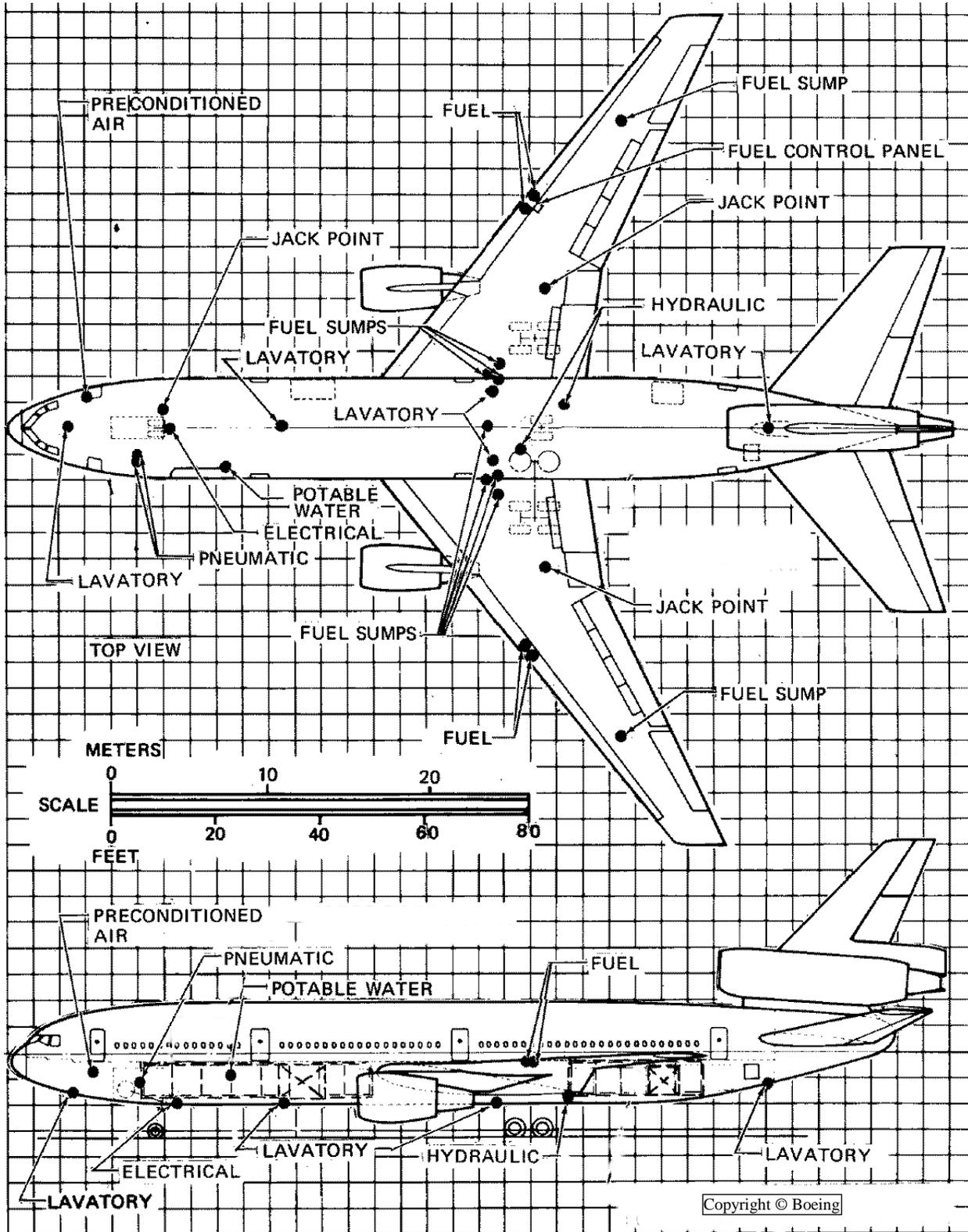
## 5.3. SERVICING DIAGRAMS.

### 5.3.1. Servicing.

Same as DC-10-10. See: [Figure 3.14. Typical Servicing Arrangement DC-10-10.](#)

5.3.2. Ground Connections.

Figure 5.8. Ground Service Connections DC-10-30.

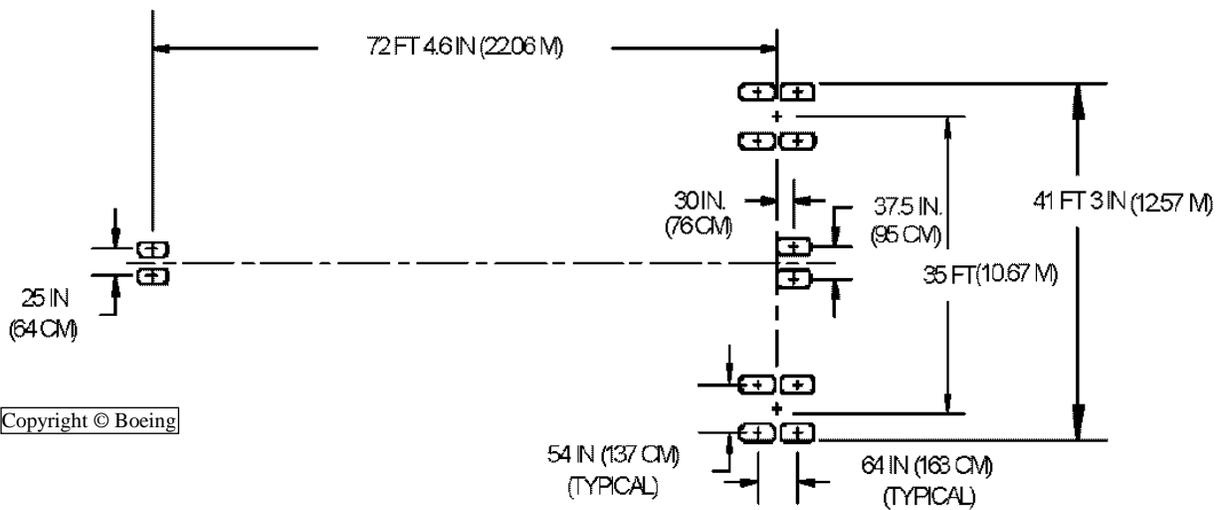


5.4. AIRFIELD SUITABILITY.

5.4.1. Landing Gear Footprint.

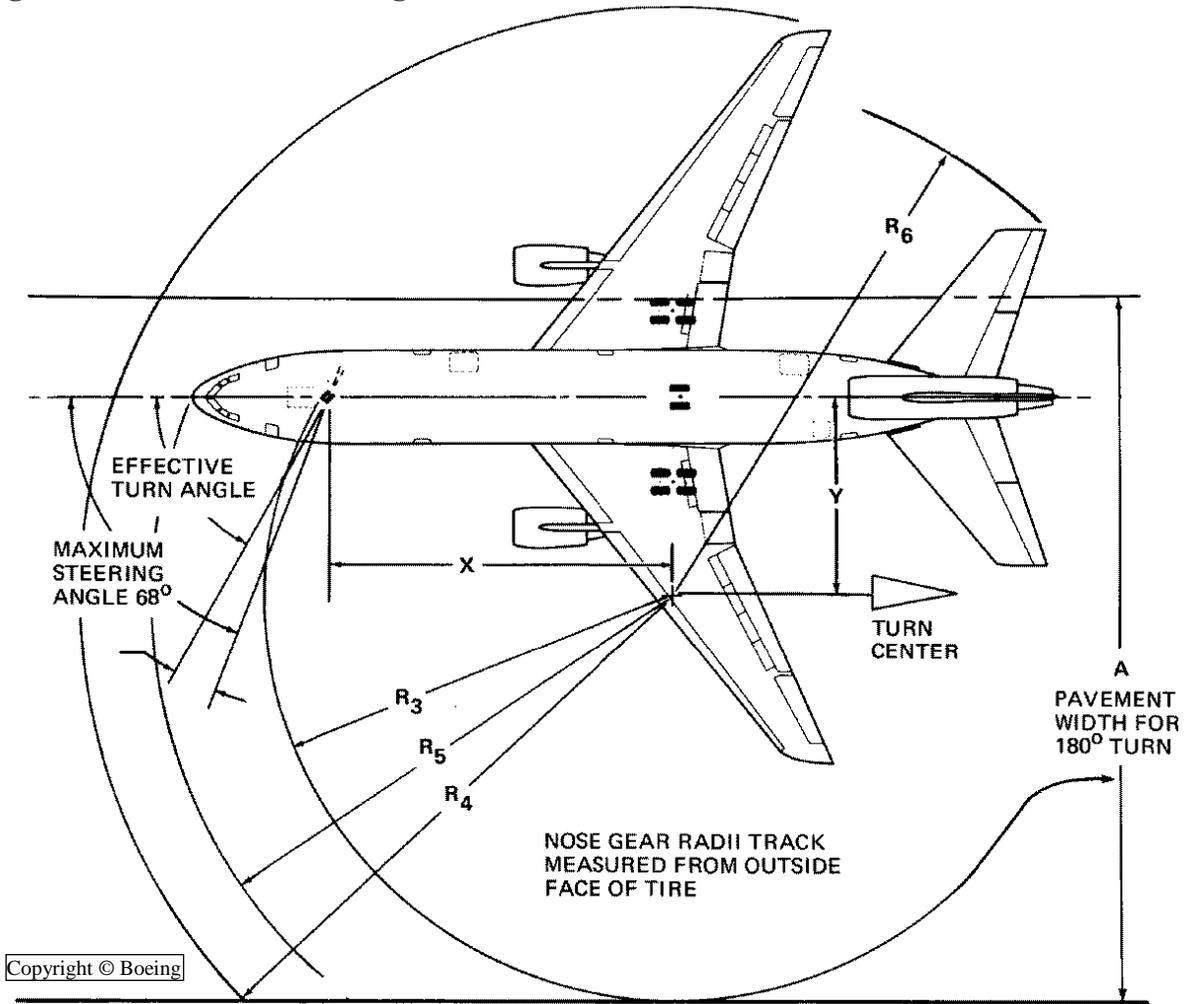
Figure 5.9. Landing Gear Footprint DC-10-30.

Max Taxi Wt.	583,000 lb (264,445 kg)
Nose Gear Tire Size	40 x 15.5 - 16
Nose Gear Tire Press.	185 psi (13.01 kg/cm <sup>2</sup> )
Wing & Center Gear Tire Size	52 x 20.5 - 23
Wing Gear Tire Press.	177 psi (12.45 kg/cm <sup>2</sup> )
Center Gear Tire Press.	153 psi (10.76 kg/cm <sup>2</sup> )

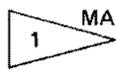


5.4.2. Minimum Turning Radii.

Figure 5.10. Minimum Turning Radii DC-10-30.

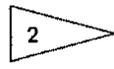


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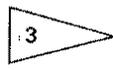
MAXIMUM STEERING:

SYMMETRICAL THRUST AND  
NO DIFFERENTIAL BRAKING  
SLOW CONTINUOUS TURN  
AFT CENTER OF GRAVITY  
MAX GROSS WEIGHT



MAXIMUM STEERING:

UNSYMMETRICAL THRUST AND  
LIGHT DIFFERENTIAL BRAKING  
SLOW CONTINUOUS TURN  
AFT CENTER OF GRAVITY  
MAX GROSS WEIGHT

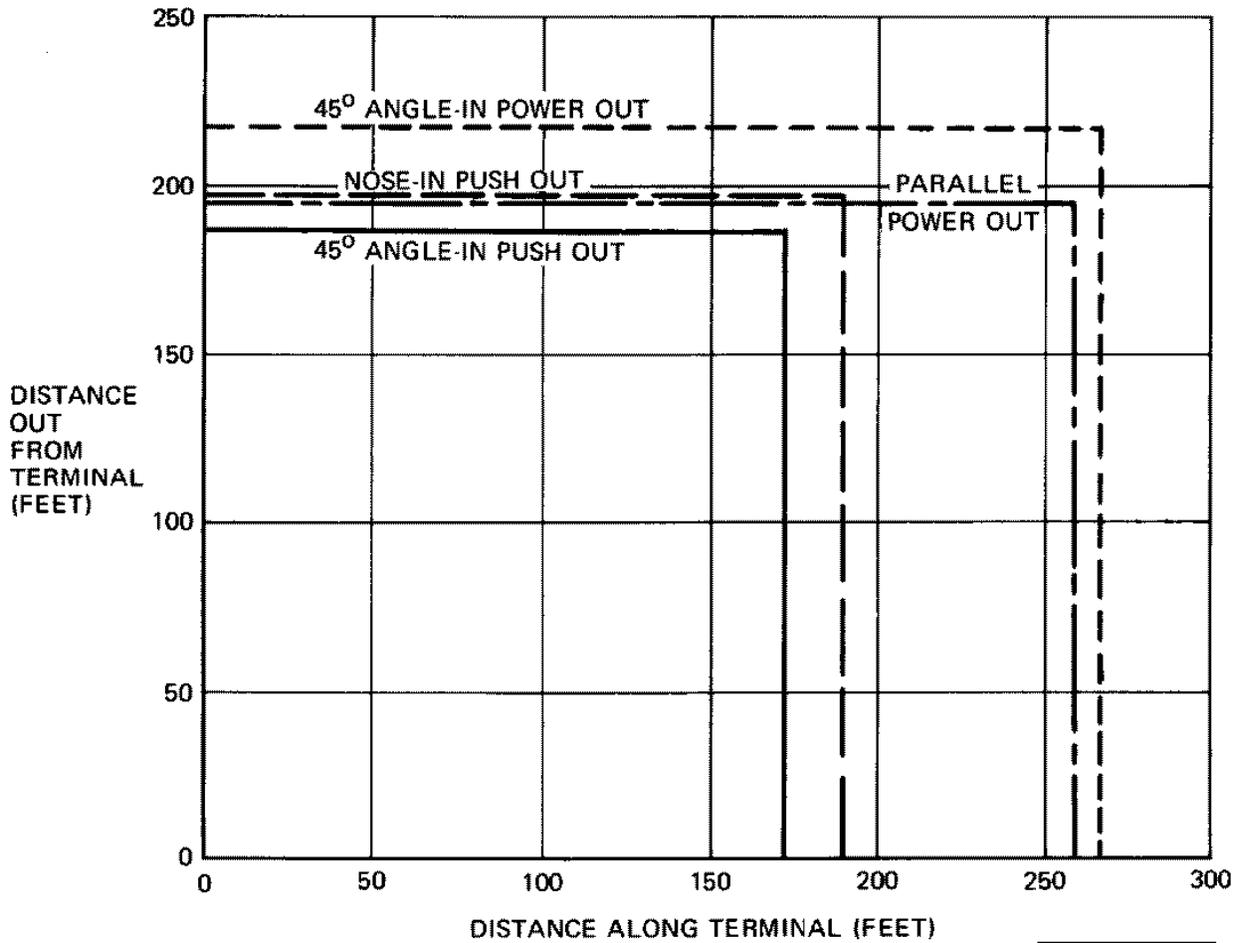


MINIMUM RADIUS TURN RECOMMENDED  
FOR NORMAL, ROUTINE OPERATIONS.  
LIMITED TO AVOID EXCESSIVE TIRE  
WEAR AND REDUCTION OF LANDING  
GEAR FATIGUE LIFE.

Type of Turn	Effective Turn Angle	Tire Slip Angle	X	Y	A	R3	R4	R5	R6
1	62.9°	5.1°	72.9' (22.2m)	37.2' (11.3m)	141.4' (43.1m)	83.5' (25.5m)	125.3' (38.2m)	107.5' (32.8m)	105.9' (32.3m)
2	69.3°	-1.3°	72.9' (22.2m)	27.6' (8.4m)	128.0' (39.0m)	79.8' (24.3m)	116.1' (35.4m)	104.7' (31.9m)	99.5' (30.3m)
3	—	—	72.9' (22.2m)	42.7' (13.0m)	149.5' (45.5m)	85.2' (26.0m)	130.5' (39.8m)	109.6' (33.4m)	109.8' (33.5m)

5.4.3. Parking Footprint.

Figure 5.11. Parking Footprint DC-10-30.



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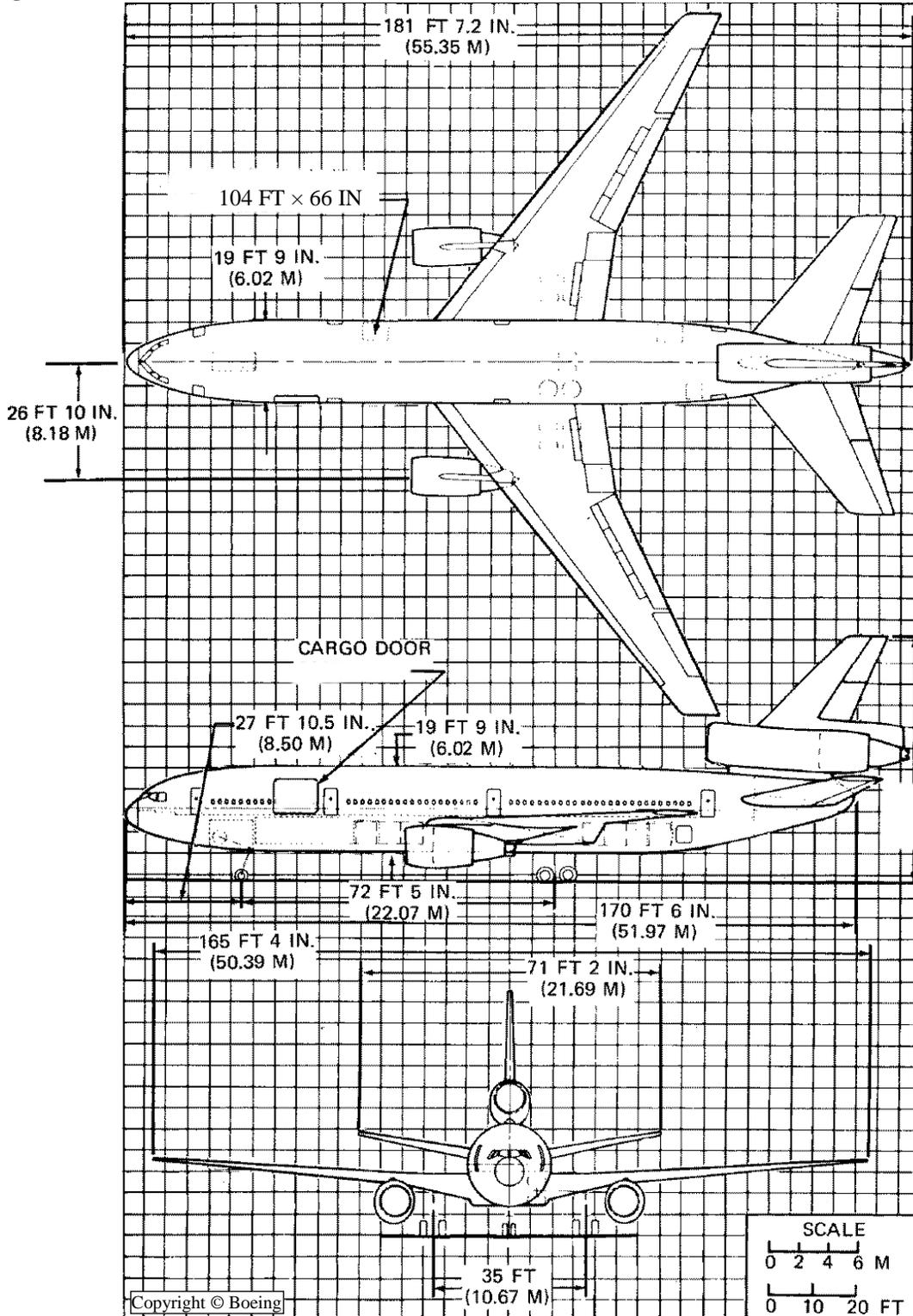
- NOTES:
- 68° Nose Wheel Steering
  - 10ft Travel w/ Nose Wheel Straight Ahead Before & After Parked Position
  - 15ft Building Clearance for Nose-in Parking
  - 25ft Aircraft-to-Aircraft & Building Clearance During Parking Maneuvers

### Chapter 6 DC-10-30F (also MD10-30F)

#### 6.1. DIMENSIONS.

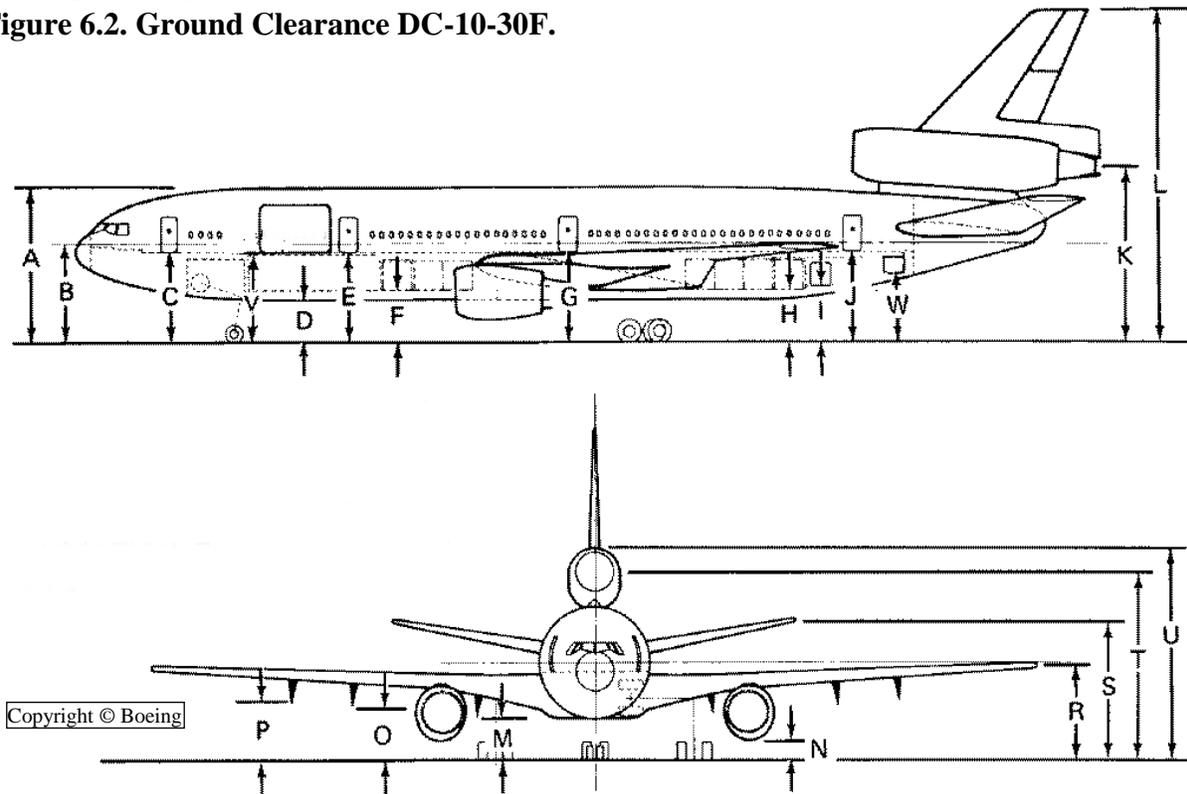
##### 6.1.1. General Dimensions.

Figure 6.1. General Dimensions DC-10-30F.



6.1.2. Ground Clearance.

Figure 6.2. Ground Clearance DC-10-30F.



Vertical Clearances			
DOOR		Min	Max
	A	27' 1"	28' 1"
	B	17' 3"	18' 7"
Pax/Crew	C	15' 9"	16' 11"
	D	7' 4"	8' 4"
	E	15' 8"	16' 7"
FWD	F	9' 1"	9' 11"
	G	15' 6"	16' 1"
AFT	H	8' 9"	9' 7"
BULK (w/std AFT compt)	I	9' 1"	10' 0"
	J	15' 1"	16' 1"
	K	29' 6"	30' 11"
	L	57' 2"	58' 7"
	M	7' 9"	8' 5"
	N	2' 10"	3' 7"
	O	9' 7"	10' 6"
	P	10' 8"	11' 10"
	R	14' 4"	16' 3"
	S	23' 5"	24' 10"
	T	32' 3"	33' 3"
	U	36' 7"	37' 8"
MAIN	V	15' 6"	16' 4"
BULK (w/extend AFT compt)	W	10' 0"	11' 1"

## 6.2. COMPARTMENT CONFIGURATIONS.

### 6.2.1. MAIN/PASSENGER COMPARTMENT.

#### 6.2.1.1. Pax/Crew Door.

Same as for DC-10-10. See: [Figure 3.3. Pax/Crew Door DC-10-10.](#)

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

#### 6.2.1.2. Main Door.

Same as for DC-10-10F. See: [Figure 4.3. Main Compartment Door DC-10-10F.](#)

#### 6.2.1.3. Compartment Dimensions.

Same as for DC-10-10F. See: [Figure 4.4. Main Compt Dimensions DC-10-10F.](#)

#### 6.2.1.4. Pallets.

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

Same as for DC-10-10F. See: [Fig. 4.5. Main Compt Cargo Config's DC-10-10F.](#)

### 6.2.2. FORWARD COMPARTMENT.

#### 6.2.2.1. Door.

Same as for DC-10-10. See: [Figure 3.6. Large Forward Compt Door DC-10-10.](#)

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

#### 6.2.2.2. Compartment Dimensions.

Same as for DC-10-10. See: [Figure 3.7. Forward Compt Dimensions DC-10-10.](#)

#### 6.2.2.3. Pallets.

Five (5) 88" x 125" pallets with a max height of 64"

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

Same as DC-10-10. See: [Fig 3.9. Fwd Compt \(w/large door\) Cargo Config's DC-10-10.](#)

### 6.2.3. AFT COMPARTMENT.

#### 6.2.3.1. Door.

Same as for DC-10-30. See: [Figure 5.3. Aft Compartment Door DC-10-30.](#)

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

#### 6.2.3.2. Compartment Dimensions.

##### With Standard Aft Compartment:

Same as for DC-10-10. See: [Figure 3.11. Aft Compt Dimensions DC-10-10.](#)

##### With Extended Aft Compartment:

Same as for DC-10-30. See: [Figure 5.4. Aft Compartment Dimensions DC-10-30.](#)

#### 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.**

(Note: Door type dependent on standard/extended aft compartment option.)

#### **With Standard Aft Compartment:**

Same as for DC-10-30. See: [Figure 5.5. Bulk Compt Door \(w/Std Aft\) DC-10-30.](#)

#### **With Extended Aft Compartment:**

Same as for DC-10-30. See: [Fig 5.6. Bulk Compt Door \(w/Extend Aft\) DC-10-30.](#)

### **6.2.4.2. Compartment Dimensions.**

(Note: Compartment dependent on standard/extended aft compartment option.)

#### **With Standard Aft Compartment:**

Same as for DC-10-10. See: [Figure 3.13. Bulk Compt Dimensions DC-10-10.](#)

#### **With Extended Aft Compartment:**

Same as for DC-10-30. See: [Figure 5.7. Bulk Compt Dimensions DC-10-30.](#)

### **6.2.4.3. Pallets.**

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

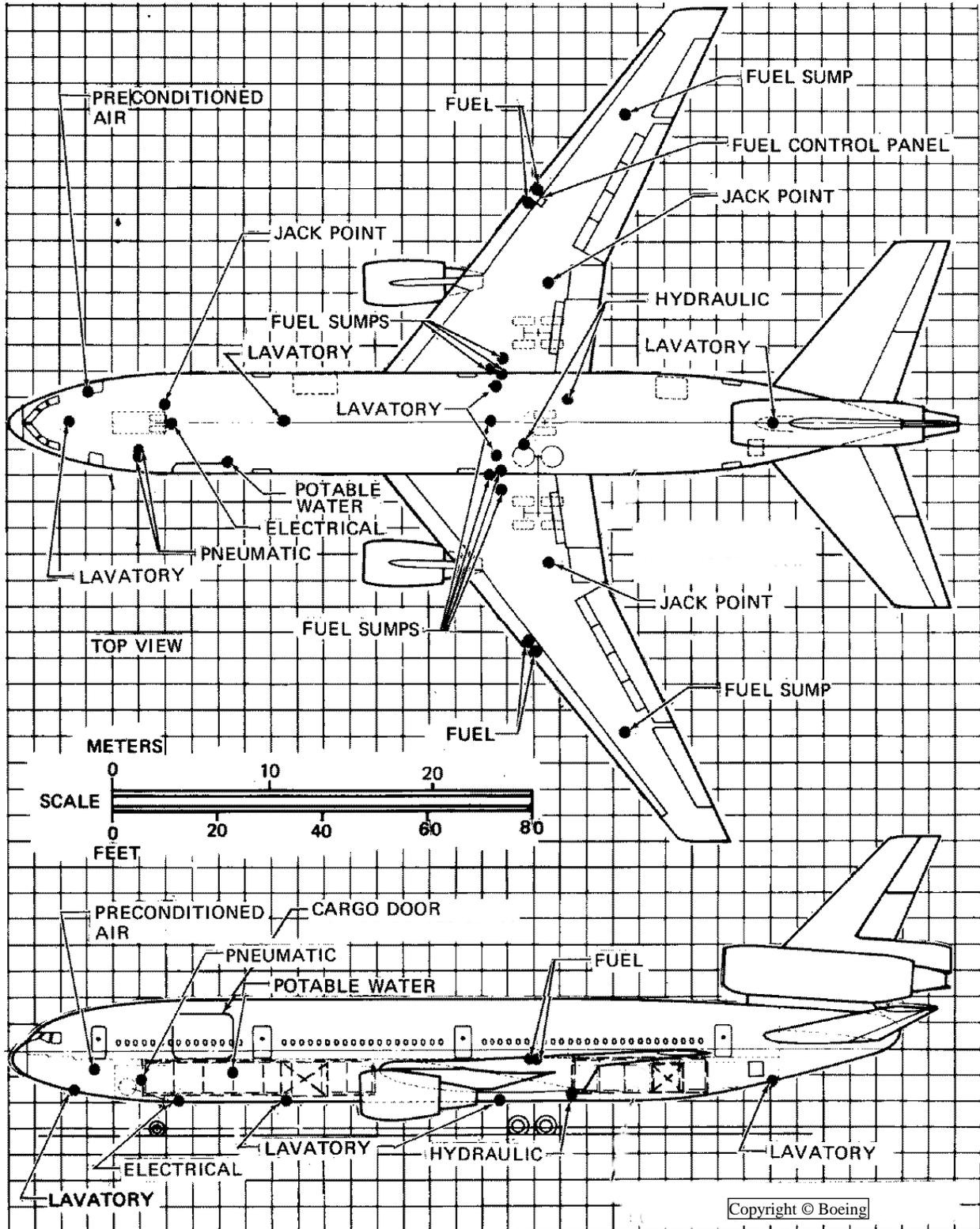
## **6.3. SERVICING DIAGRAMS.**

### **6.3.1. Servicing.**

Same as for DC-10-10F. See: [Fig. 4.6. Typ. Servicing Arrangement DC-10-10F.](#)

6.3.2. Ground Connections.

Figure 6.3. Ground Service Connections DC-10-30F.

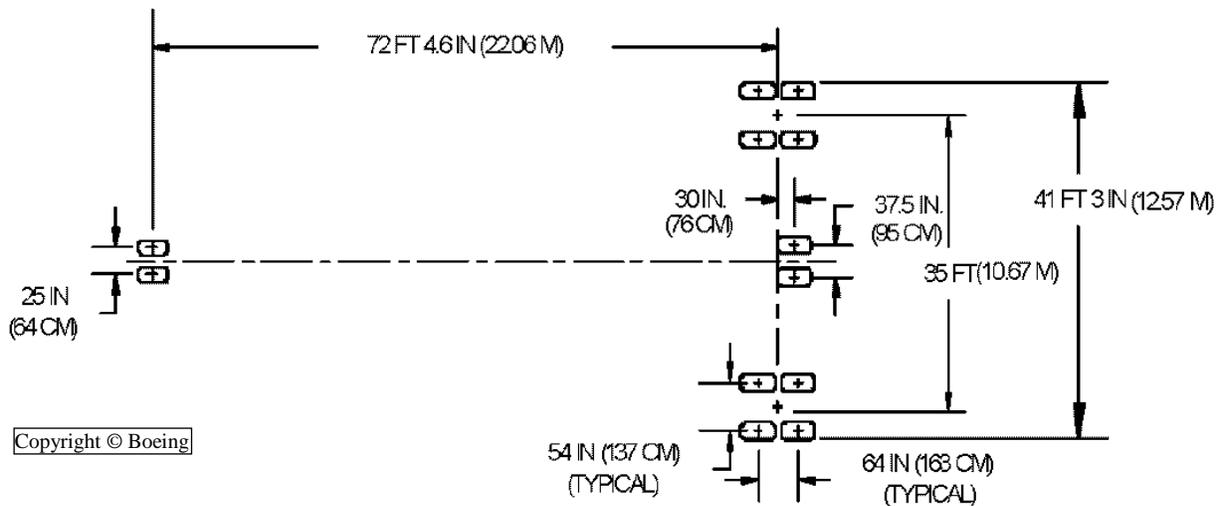


**6.4. AIRFIELD SUITABILITY.**

**6.4.1. Landing Gear Footprint.**

**Figure 6.4. Landing Gear Footprint DC-10-30F.**

	<b>DC-10-30CF</b>	<b>MD-10-30F</b>
Max Taxi Wt.	583,000 lb (264,445 kg)	583,000 lb (264,445 kg)
Nose Gear Tire Size	40 x 15.5 - 16	
Nose Gear Tire Press.	185 psi (13.01 kg/cm <sup>2</sup> )	
Wing & Center Gear Tire Size	52 x 20.5 - 23	H54 x 21 - 24
Wing Gear Tire Press.	177 psi (12.45 kg/cm <sup>2</sup> )	175 psi (12.30 kg/cm <sup>2</sup> )
Center Gear Tire Press.	153 psi (10.76 kg/cm <sup>2</sup> )	145 psi (10.19 kg/cm <sup>2</sup> )



**6.4.2. Minimum Turning Radii.**

Same as for DC-10-30. See: [Figure 5.10. Minimum Turning Radii DC-10-30.](#)

**6.4.3. Parking Footprint.**

Same as for DC-10-30. See: [Figure 5.11. Parking Footprint DC-10-30.](#)

**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

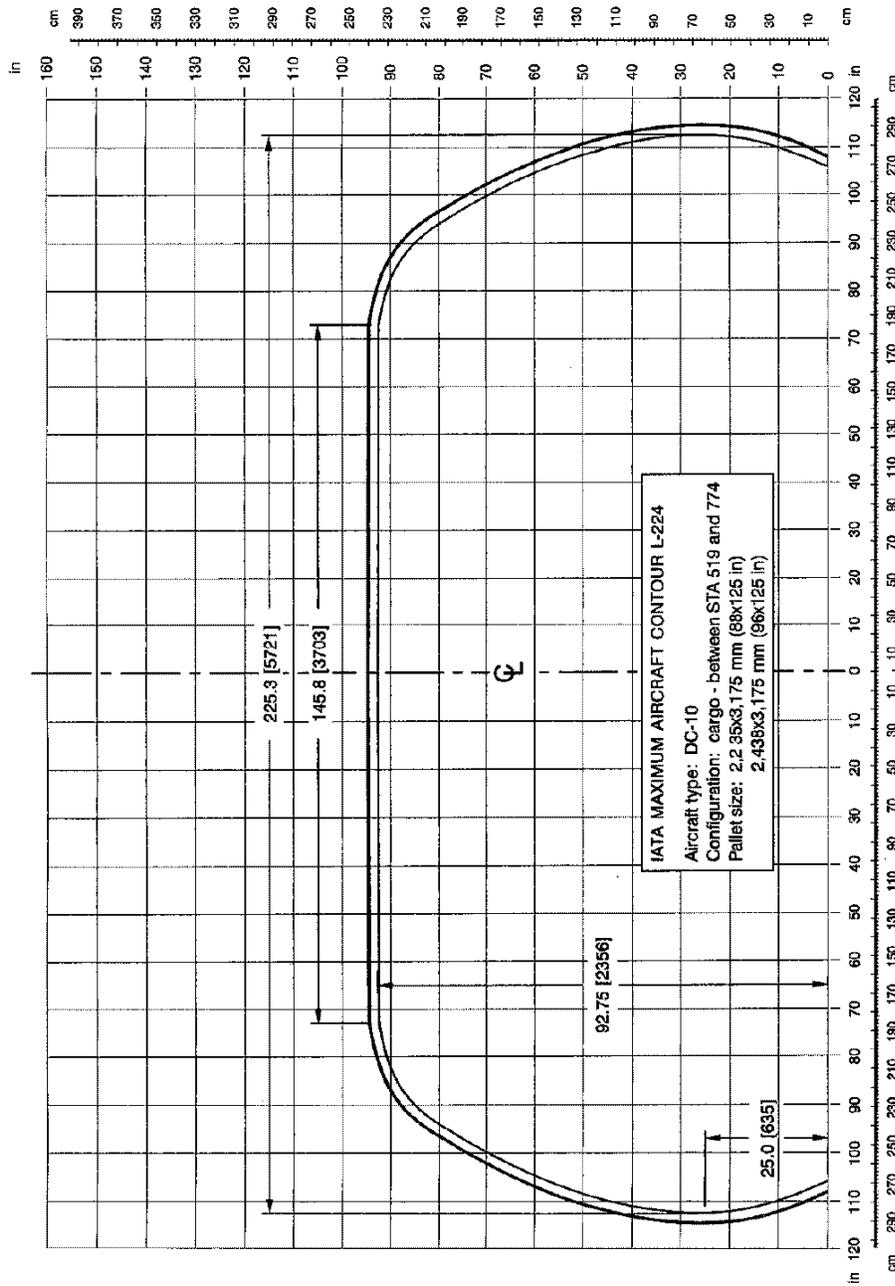
[DD Form 2130C](#), Aircraft Load Plan Continuation

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

Attachment 2

MAIN COMPARTMENT CONTOUR CHART DC-10 STA 519-774

Figure A2.1. Main Compartment Contour Chart DC-10 STA 519-774



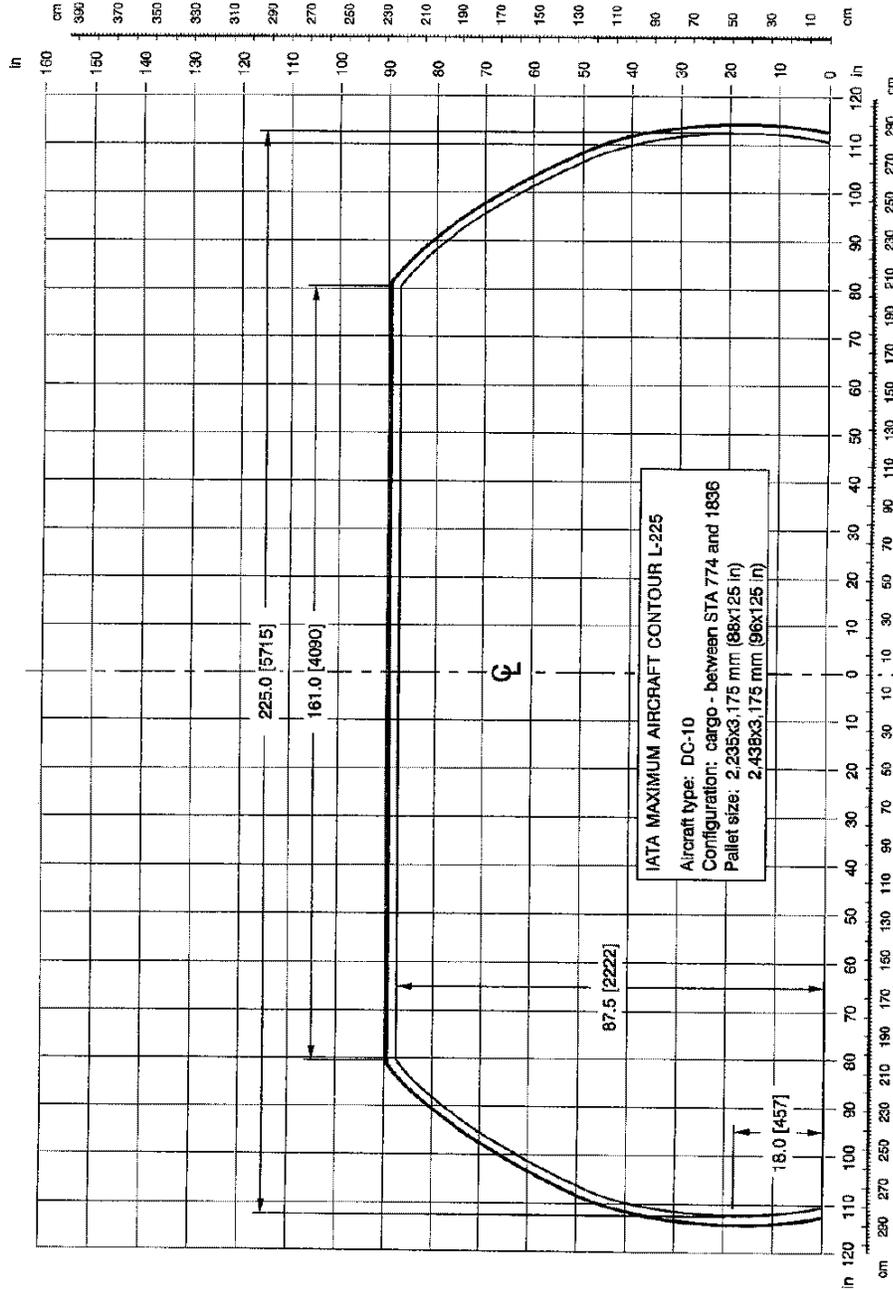
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- Notes:**
- 1) Shows inside dimensions where cargo compartment has a constant cross-section (internal contour measured perpendicular to the aircraft length - excludes any tapered section of the fuselage).
  - 2) Minimum **2 inches of clearance** must 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 **L224** 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-10 STA 774-1836

Figure A3.1. Main Compartment Contour Chart DC-10 STA 774-1836



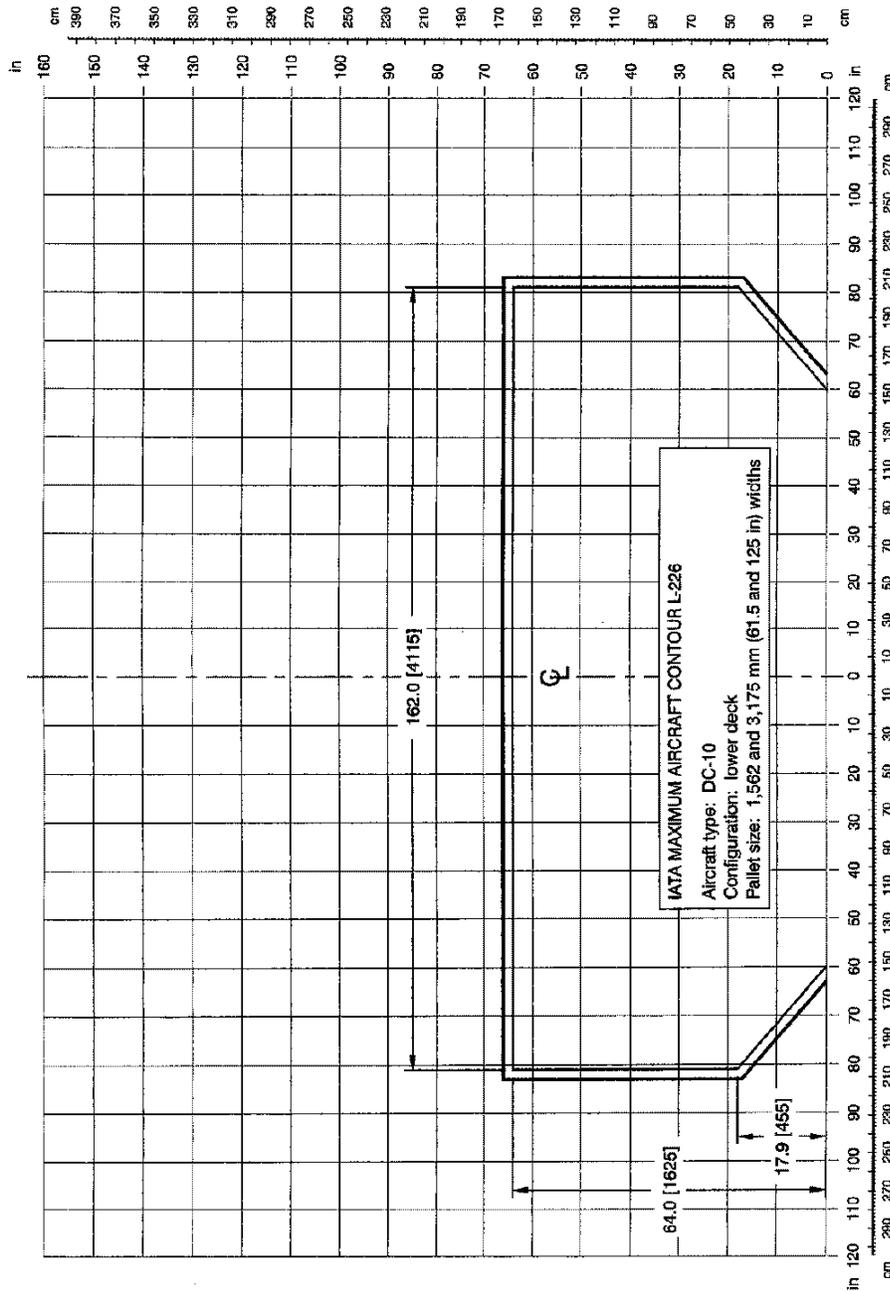
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- Notes:**
- 1) Shows inside dimensions where cargo compartment has a constant cross-section (internal contour measured perpendicular to the aircraft length - excludes any tapered section of the fuselage).
  - 2) Minimum **2 inches of clearance** must 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 **L225** 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 DC-10

Figure A4.1. Lower Compartment Contour Chart DC-10



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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 **L227** 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.