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

*AIR MOBILITY COMMAND PAMPHLET 24-2, VOLUME 6*

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*Transportation*

# *CIVIL RESERVE AIR FLEET LOAD PLANNING GUIDE BOEING 767*

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This volume implements AFPD 24-2, Preparation and Movement of Air Force Materiel, and provides information needed to load plan a portion of the Civil Reserve Air Fleet (CRAF). Aircraft discussed in this volume is the wide-body Boeing 767. Provisions of this volume applies to Active Duty, National Guard, Military Reserve Units and other government agencies while utilizing commercial aircraft during contingencies.

This volume of AMCP 24-2 is intended for use as a load planning guide. Equipment listed is dimensionally compatible with all Boeing 767 aircraft and cargo areas discussed. Final approval of the procedures in this publication, however, ultimately rests with the individual contractor providing airlift services to the DoD. When new or additional information is received from the manufacturer, it will be provided as a change to this publication.

## *SUMMARY OF REVISIONS*

**This document is substantially revised and must be completely reviewed.**

The information contained herein is identical to the information in the previous pamphlet broken down into a more manageable file size. No data has changed. Users of this volume should print volume one which deals with the Administration, Policies, Specialized Loading Support Equipment, and Passenger, and Baggage Loading.

**1. General Description** . The Boeing 767 is a twin engine, wide body aircraft capable of long-range international operations. General information is in **Figure 2.** Currently, it is capable of fulfilling a dual role, one role for passenger/cargo transport and the other for long-range Aeromedical evacuation by the addition of an Aeromedical Evacuation Ship Set (AESS). For more information, contact HQ AMC/DOF. Ground clearances around and under the aircraft is in **Figure 3.** and **Figure 4.**.

**Figure 1. Boeing 767.**


**2. Passenger Seating.** Contracted seat capacity ranges from 152-207 passengers, based on the model and carrier configuration. A range and payload chart is in **Attachment 2**. Typical seating configurations are in **Figure 5.** through **Figure 8.**.

**3. Lower Lobe Compartments.** The B767 has three lower lobe compartments. Passenger baggage will be loaded by hand. There is no capability to load or secure 463L pallets in the lower compartments. Lower lobe information is in figure.

**4. Aeromedical Evacuation.** **Figure 10.** and **Figure 11.** depict two typical configurations available in the B767 in the Aeromedical role. The B767-200 provides either an 87 litter with 41 ambulatory or crew seat capability or an expanded litter capability (111 litter maximum) with reduced ambulatory or crew seating. The B767-300 provides either 111 liters with 30 ambulatory or crew seat capability or a reduced litter capability (87 litter minimum) with increased ambulatory or crew seating.

4.1. Material Handling Equipment. (MHE) Requirements. One or two 40/60K loaders are required at military aerial ports along with a Patient Loading System (PLS). The loader with PLS mounted on the platform is utilized strictly as an elevator to raise and lower up to 24 litter patients from aircraft to ambulance/bus level. The 40/60K loader is positioned at either the forward left or right door. Portable stairs are required for enplaning and deplaning ambulatory patients from either the aft doors or forward door not utilizing a PLS.

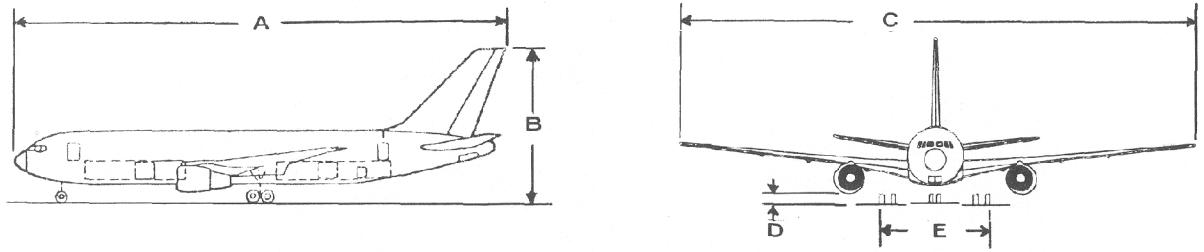
4.2. Multi-servicing units (MSU). Each B767 has a medical oxygen system (MOS) capable of storing 450 liters of liquid oxygen (LOX) The MSU is an adapter manifold which allows the technician to fill

the liquid oxygen sub-system (LOSS) converters from a variety of civilian and military LOX servicing equipment. An MSU is required at installations handling CRAF Aeromedical missions.

**5. Cargo.** At print time the B-767 is obligated for passenger and Aeromedical Evacuation only and addressing the cargo capabilities is beyond the scope of this pamphlet. However **Figure 12.** of this chapter will give some limited dimensions of the B-767 Freighter version.

## B767 GENERAL INFORMATION

**(NOTE: Passenger and ABC doors are on the left side; FLL and CLL doors are on the right side.)**



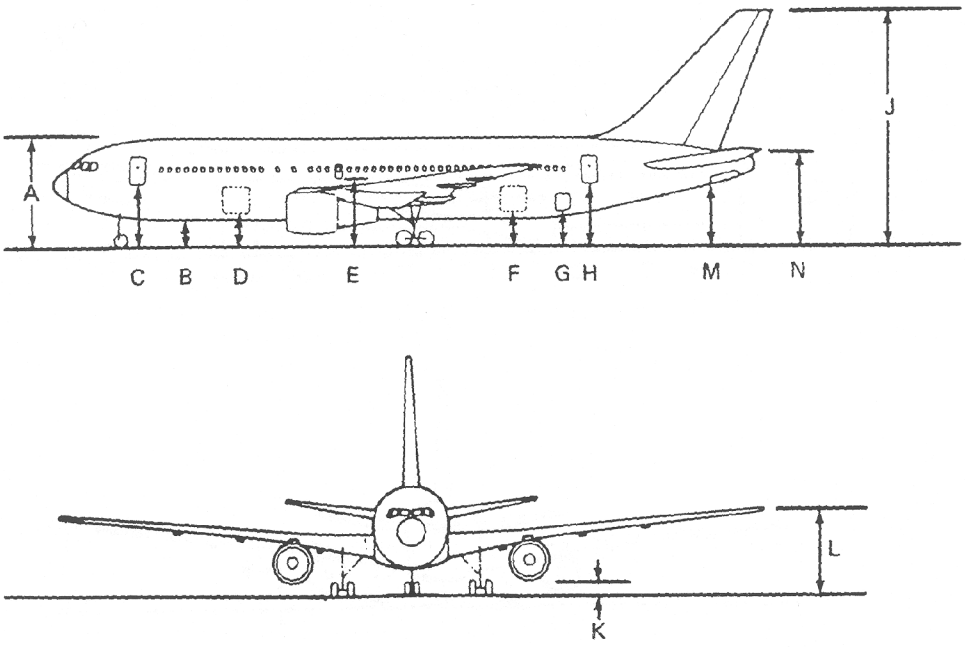

| AIRCRAFT | A | B | C | D 1/ | E | TURNING RADIUS 2/ | RWY 180° TURN 3/ | MIN RWY WIDTH 4/ | MIN TXWY WIDTH 4/ | CG RANGE | FUEL GAL/HR/ 5/ | BLOCK SPEED 5/ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B767-200 | 159' 2" | 52' | 156' 1" | 32"-43" | 36' | 117' | 129' | 75' | 75' | --- | 1240 | 449 |
| B767-200ER | 159' 2" | 52' | 156' 1" | 32"-43" | 36' | 117' | 129' | 75' | 75' | --- | 1380 | 449 |
| B767-300 | 180' 3" | 52' | 156' 1" | 32"-43" | 36' | 123' | 146' | 75' | 75' | --- | 1412 | 449 |
| B767-300ER | 180'3" | 52' | 156'1" | 32"-43" | 36' | 123' | 146' | 75' | 75' | --- | 1575 | 449 |

| AIRCRAFT | DESIGN WEIGHTS | | | | MAX PAYLOAD 6/ | CONTRACT ACL/PAX | SEATS 7/ | PALLETS | | LCN 1/ | GEAR TYPE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | MAX T/O | MAX LAND | ZERO FUEL | OPERATING | | | | MIL 88x108 | CIV 88x125 | | |
| B-767-200 | 335,000 | 270,000 | 253,000 | 181,500 | 34.9 | --- | 184 | NONE | NONE | 68 | TT |
| B-767-200ER | 351,000 | 278,000 | 253,000 | 180,960 | 34.75 | --- | 210 | NONE | NONE | 69 | TT |
| B-767-300 | 345,000 | 300,000 | 278,000 | 192,142 | 42.9 | --- | 216 | NONE | NONE | 71 | TT |
| B767-300ER | 407,000 | 320,000 | 288,000 | 205,100 | 41.45 | --- | 218 | NONE | NONE | 72 | TT |

NOTES:
1/ Dependent on gross weight, CG, and engine model.
2/ From pivot point of aircraft to most distant point on fuselage/wing.
3/ Based on distance needed for wheels to remain on runway for 180° turn.
4/ To be used only as a guide. Individual carrier will make final determination.
5/ Based on a 3500 NM leg.
6/ Maximum payload in short tons is based on aircraft structural payload. See Attachment 1 for range payloads.
7/ Numbers are for typical seating arrangements. See Attachment 1 for passenger range payloads.

**Figure 2. B767 General Description.**

**Figure 3. B767 Ground Clearances -200 and –200ER.**

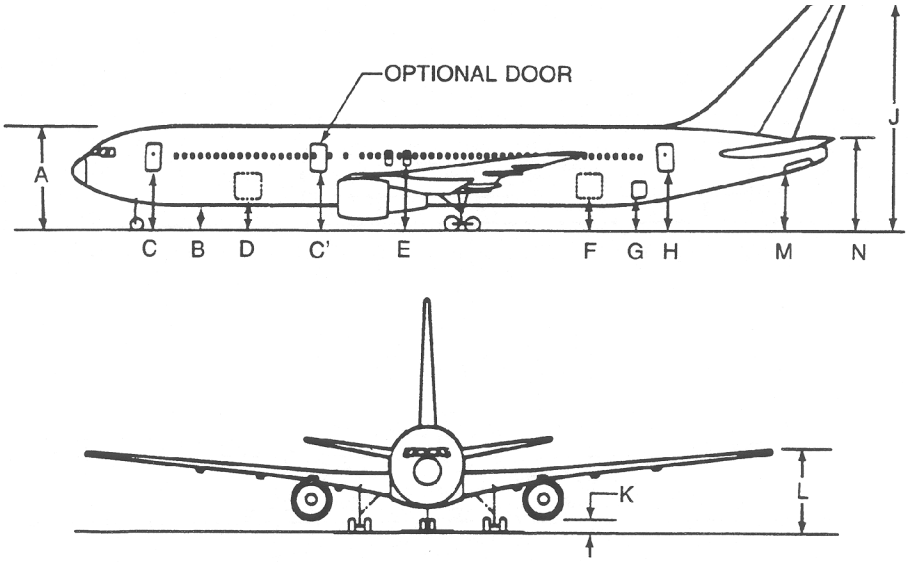



| | VERTICAL CLEARANCES | | | |
|---|---|---|---|---|
| | MINIMUM | | MAXIMUM | |
| | FT-IN | M | FT-IN | M |
| A | 23-6 | 7.16 | 24-6 | 7.47 |
| B | 5-8 | 1.73 | 6-9 | 2.05 |
| C | 13-5 | 4.09 | 14-8 | 4.46 |
| D | 7-5 | 2.25 | 8-3 | 2.52 |
| E | 15-1 | 4.58 | 15-7 | 4.75 |
| F | 7-5 | 2.26 | 8-3 | 2.51 |
| G | 7-6 | 2.29 | 8-6 | 2.60 |
| H | 13-4 | 4.07 | 14-6 | 4.42 |
| J | 51-2 | 15.60 | 52-11 | 16.13 |
| K | 2-8 | 0.81 | 3-7 | 1.09 |
| L | 16-3 | 4.95 | 18-3 | 5.56 |
| M | 12-9 | 3.89 | 14-3 | 4.35 |
| N | 19-6 | 5.93 | 21-7 | 6.57 |

THESE MAXIMUM AND MINIMUM GROUND CLEARANCES REFLECT THE AIRPLANE LOADING WITHIN THE BOUNDARIES OF NORMAL OPERATIONAL C.G. ENVELOPES

B 767-200 and 200ER Series

**Figure 4. B767 Ground Clearances -300 and –300ER.**




| | VERTICAL CLEARANCES | | | |
|---|---|---|---|---|
| | MINIMUM | | MAXIMUM | |
| | FT-IN. | M | FT-IN. | M |
| A | 23-7 | 7.18 | 24-7 | 7.50 |
| B | 5-10 | 1.77 | 6-10 | 2.09 |
| C | 13-7 | 4.13 | 14-9 | 4.50 |
| C' | 13-8 | 4.16 | 14-8 | 4.47 |
| D | 7-6 | 2.28 | 8-5 | 2.56 |
| E | 15-1 | 4.59 | 15-8 | 4.77 |
| F | 7-2 | 2.18 | 8-3 | 2.50 |
| G | 7-3 | 2.20 | 8-6 | 2.58 |
| H | 13-1 | 3.98 | 14-5 | 4.40 |
| J | 50-6 | 15.38 | 52-7 | 16.03 |
| K | 2-10 | 0.85 | 3-8 | 1.10 |
| L | 16-1 | 4.90 | 17-11 | 5.47 |
| M | 12-2 | 3.72 | 14-1 | 4.28 |
| N | 19-2 | 5.84 | 21-3 | 6.48 |

THESE MAXIMUM AND MINIMUM GROUND CLEARANCES REFLECT THE AIRPLANE LOADING WITHIN THE BOUNDARIES OF NORMAL OPERATIONAL C.G. ENVELOPES

B 767-300 and -300ER Series

**Figure 5. B767–200, -200ER Interior Arrangements, Mixed Class Configurations.**

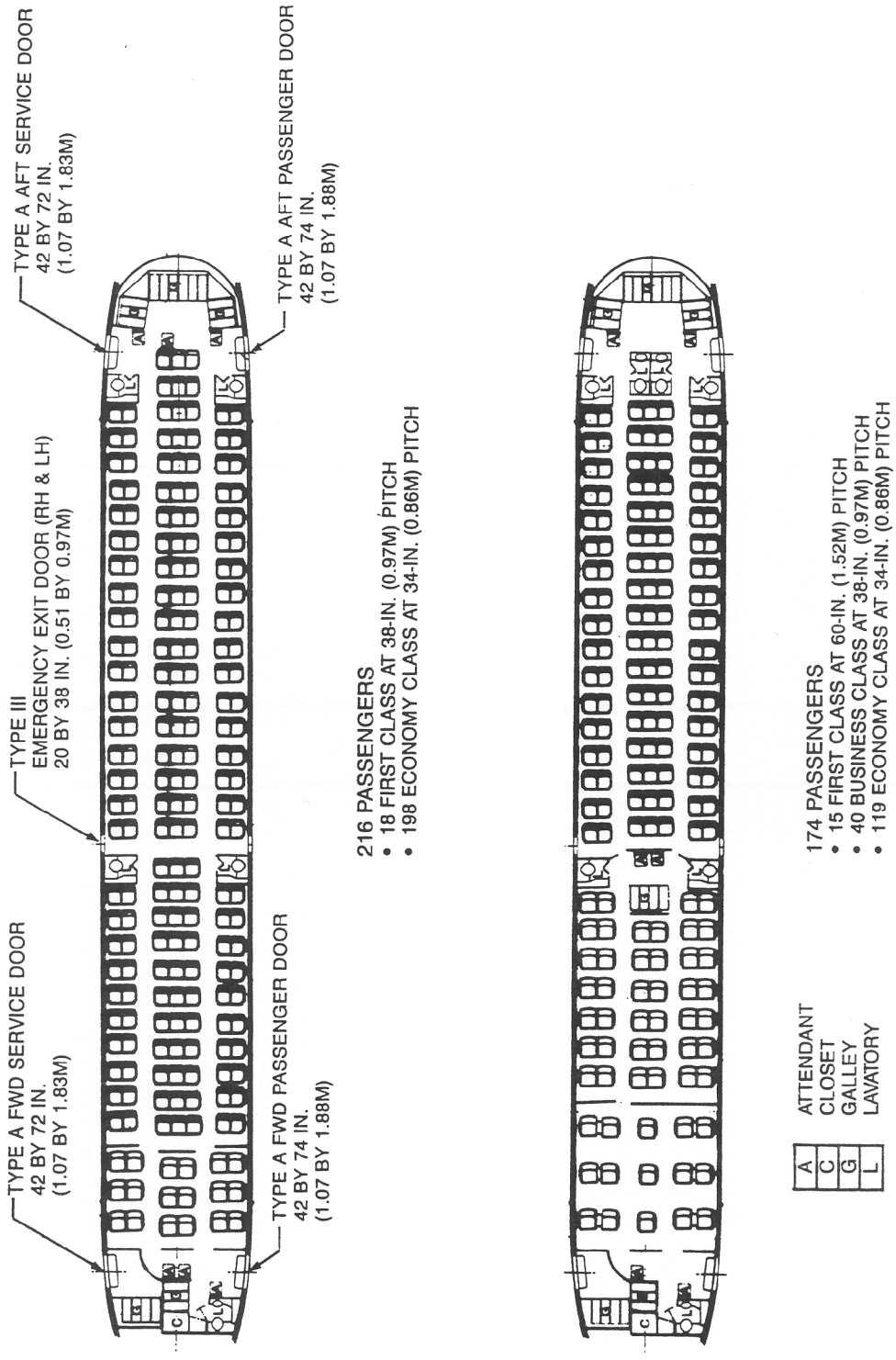


**Figure 6. B767–300, -300ER Interior Arrangements, Mixed Class Configurations.**

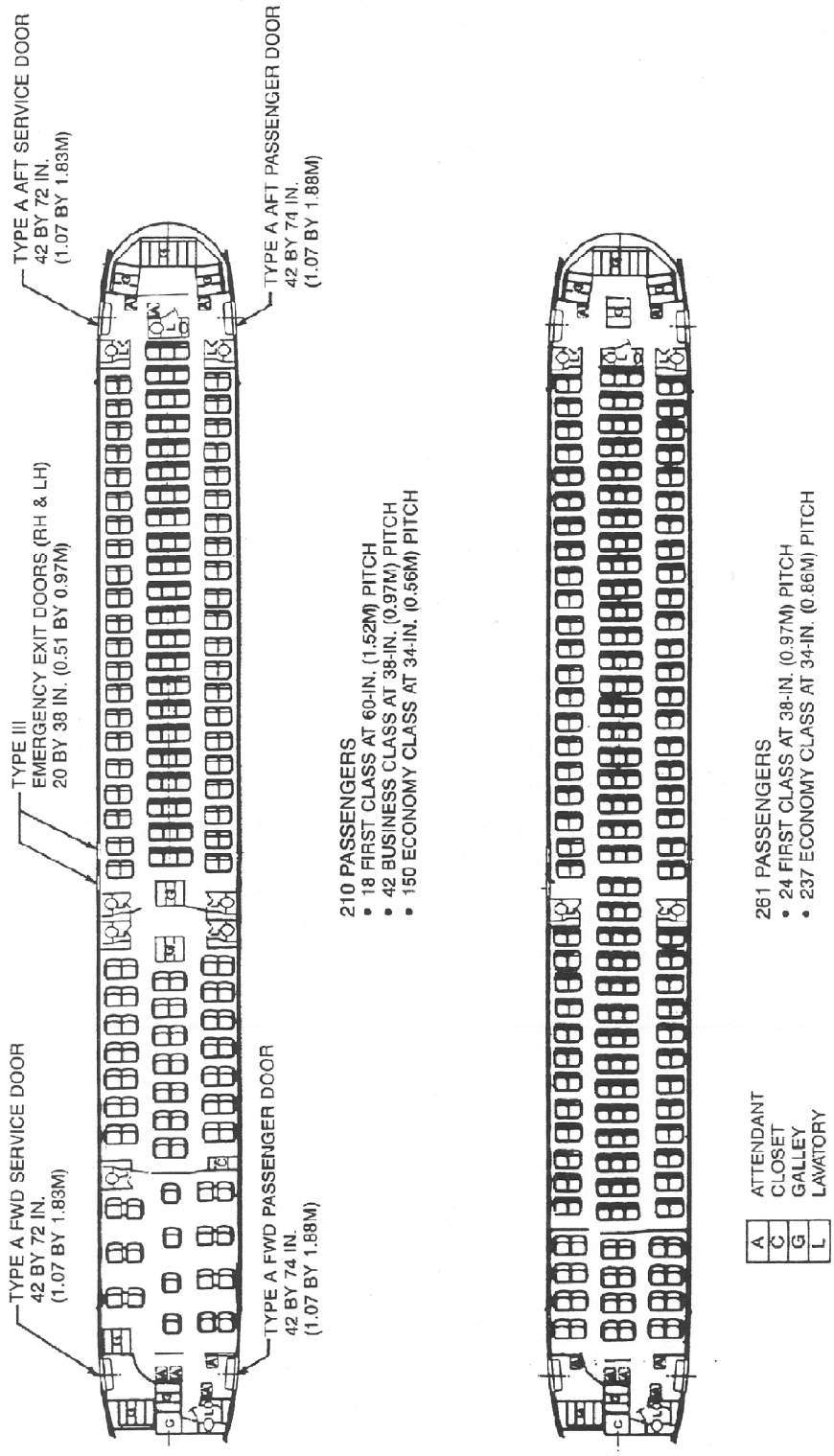


**Figure 7. B767–300, -300ER Interior Arrangements, All Economy Class Configurations.**

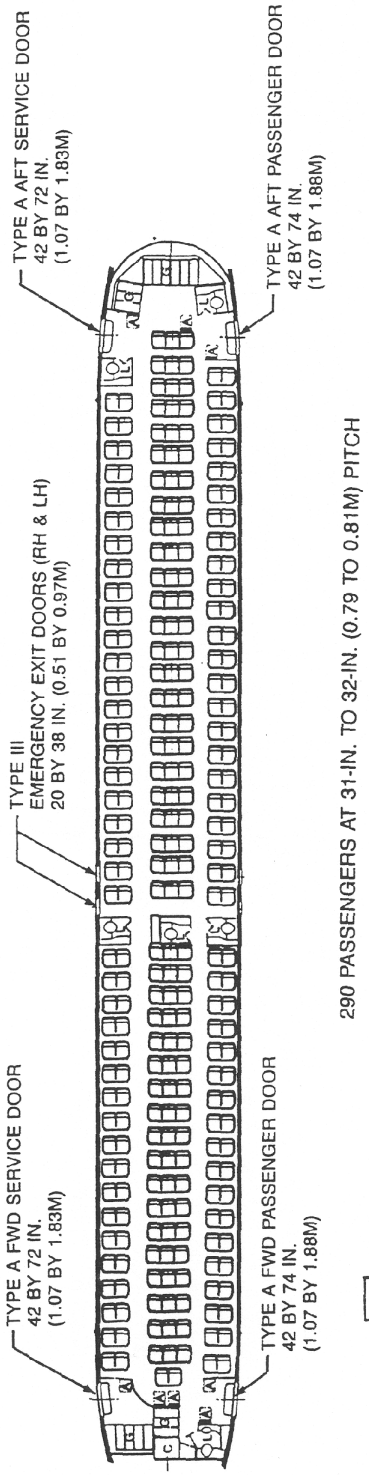


**Figure 8. B767–300, -300ER Interior Arrangements, Mixed Class Configurations.**

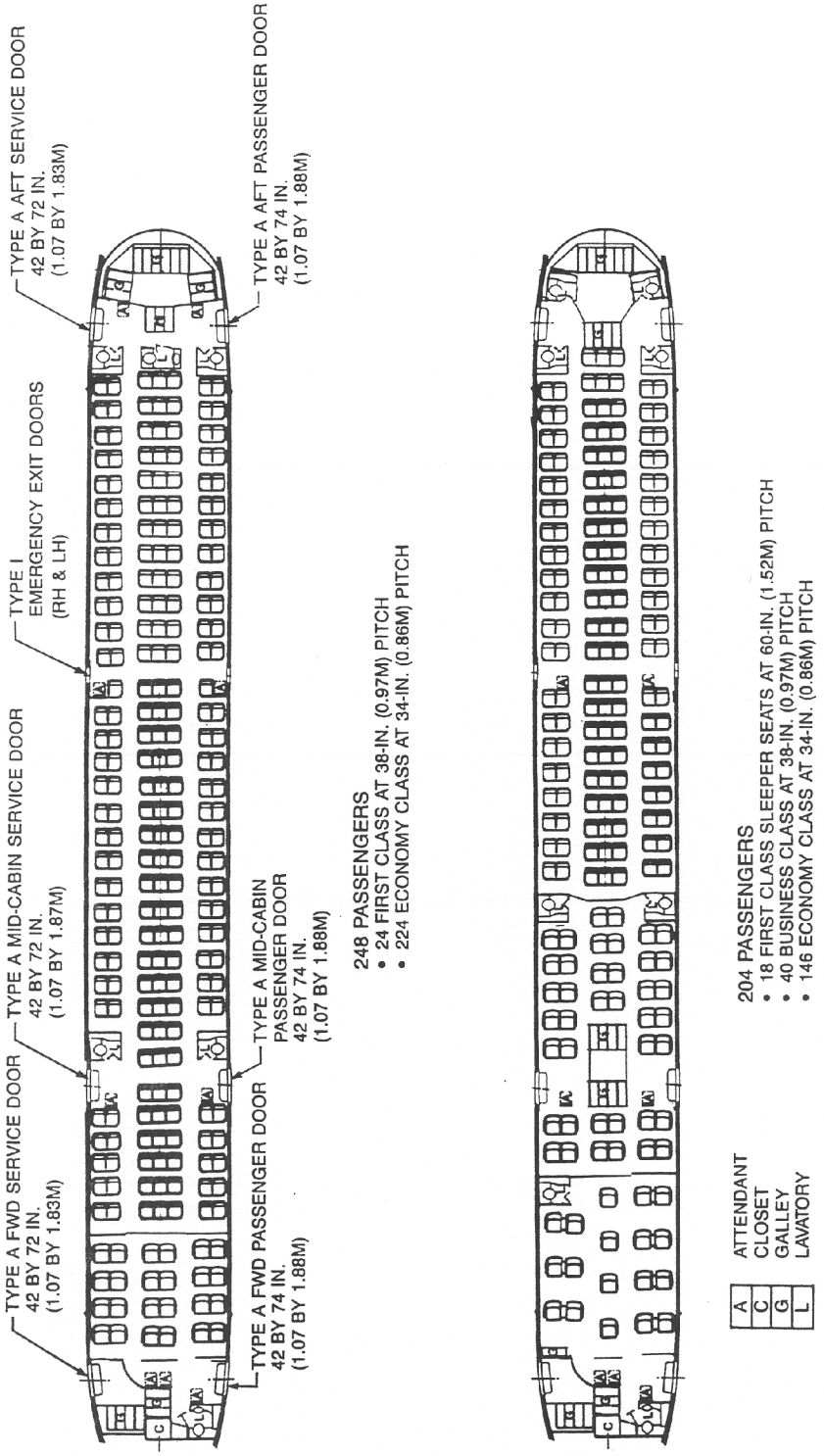


**Figure 9. B767 Cabin Cross Section – Alternate Seat Arrangements.**

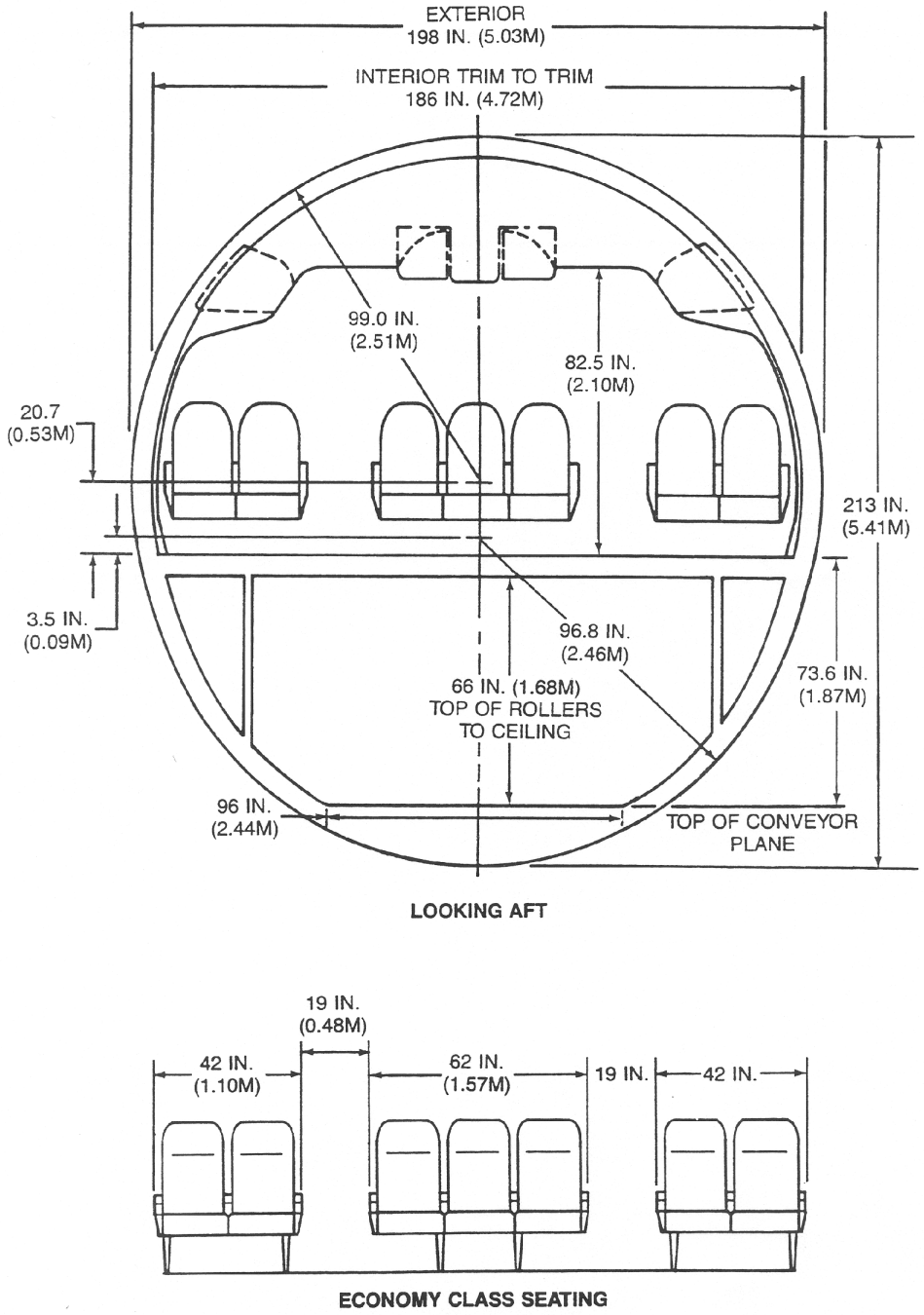


**Figure 10. B767-200 Areomedical Evacuation Configuration.**

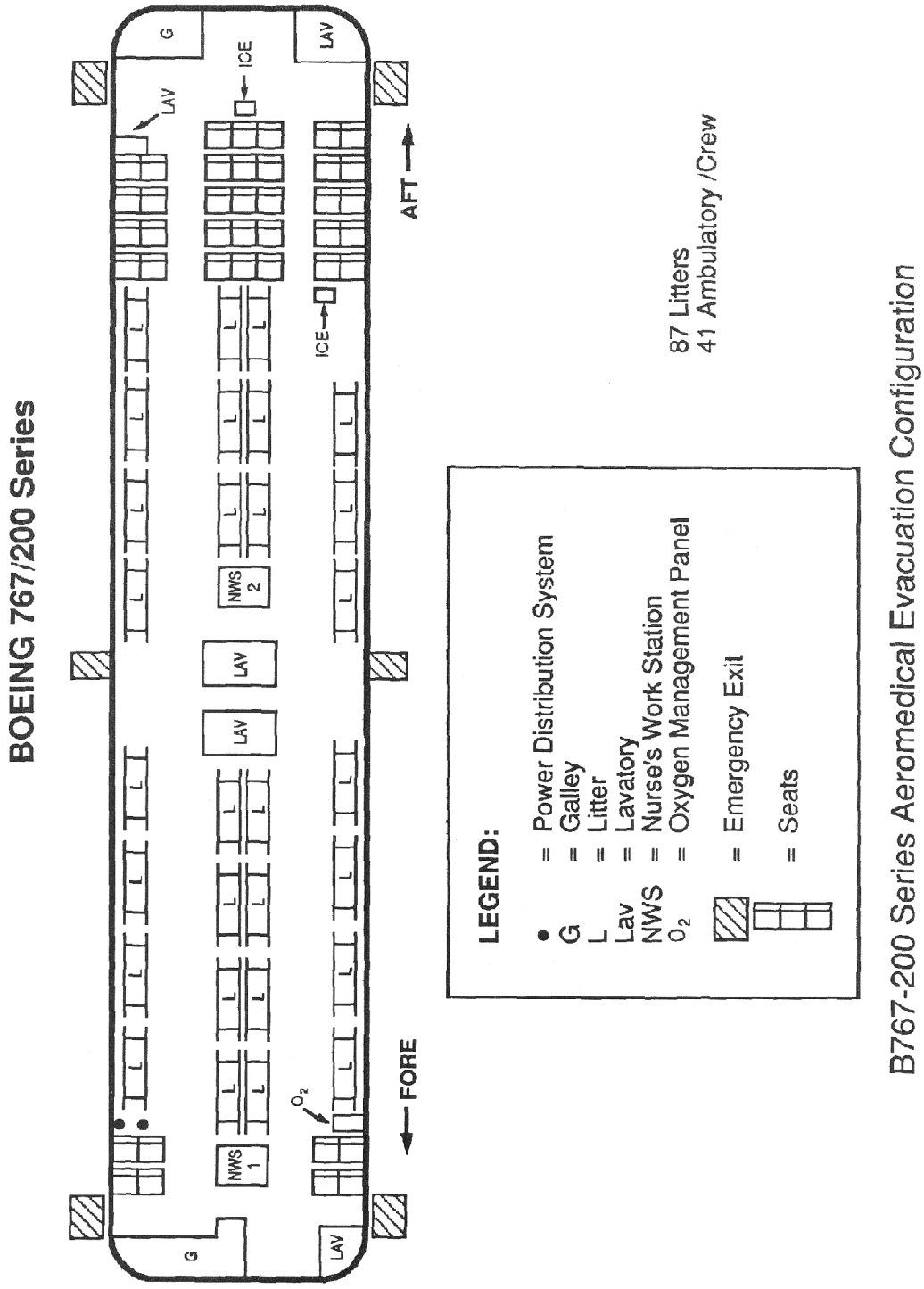


**Figure 11. B767-300 Areomedical Evacuation Configuration.**

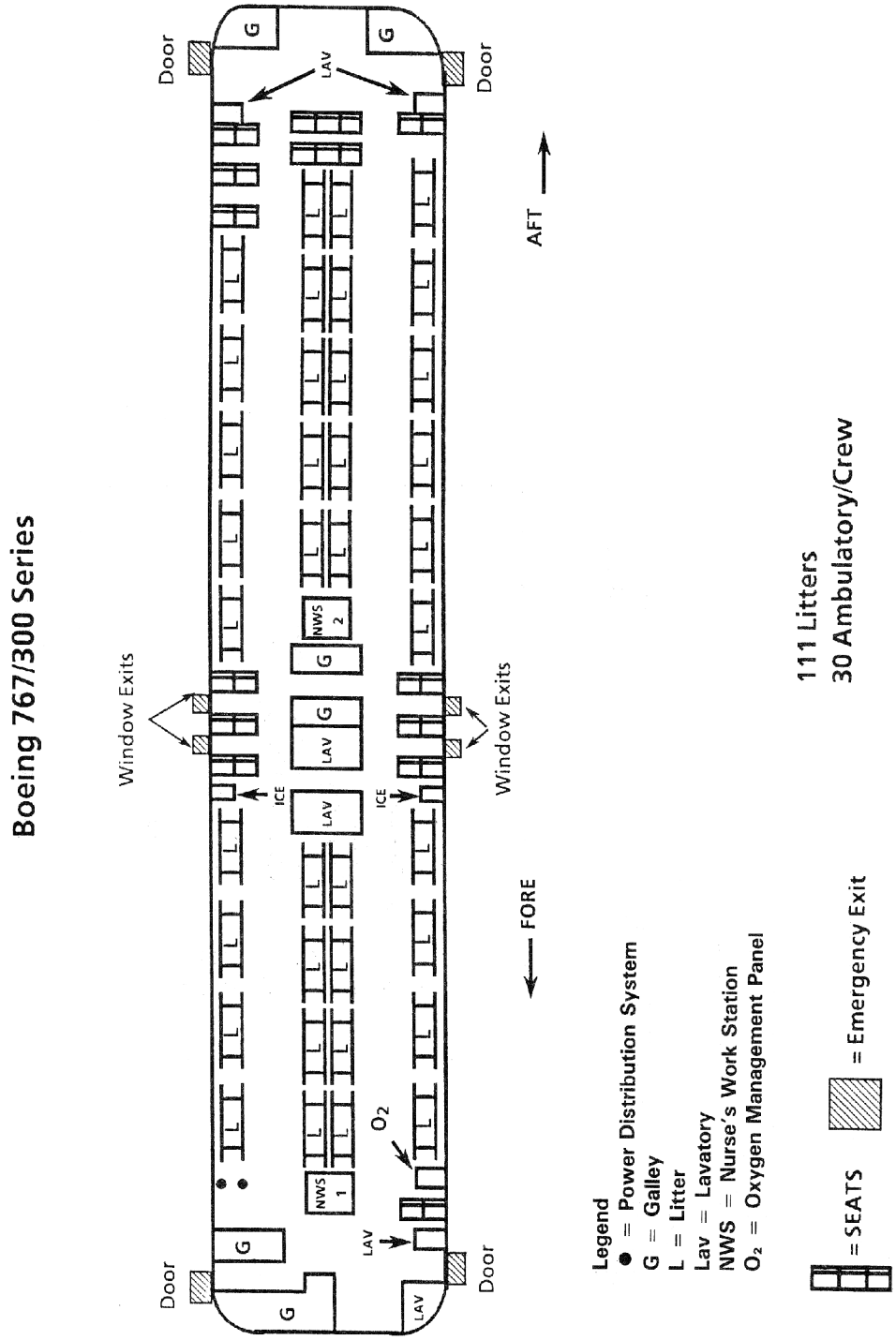
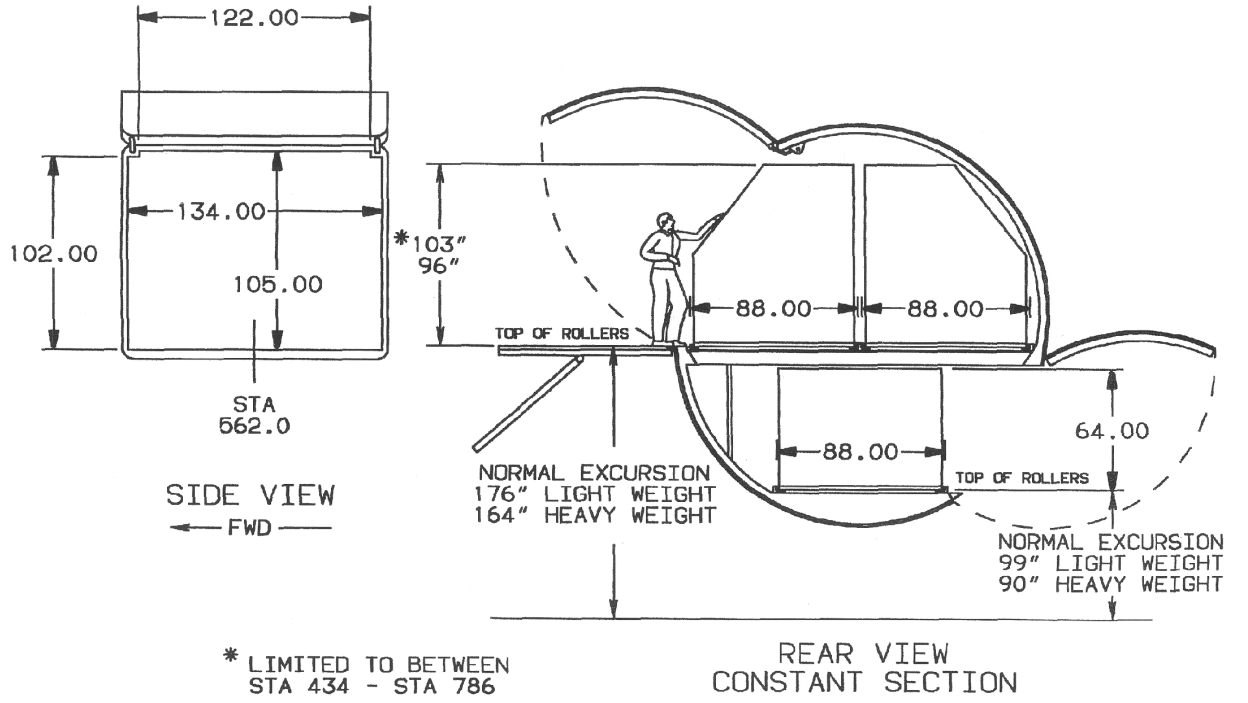


**Figure 12. B767 Cargo Configuration Cross Section.**



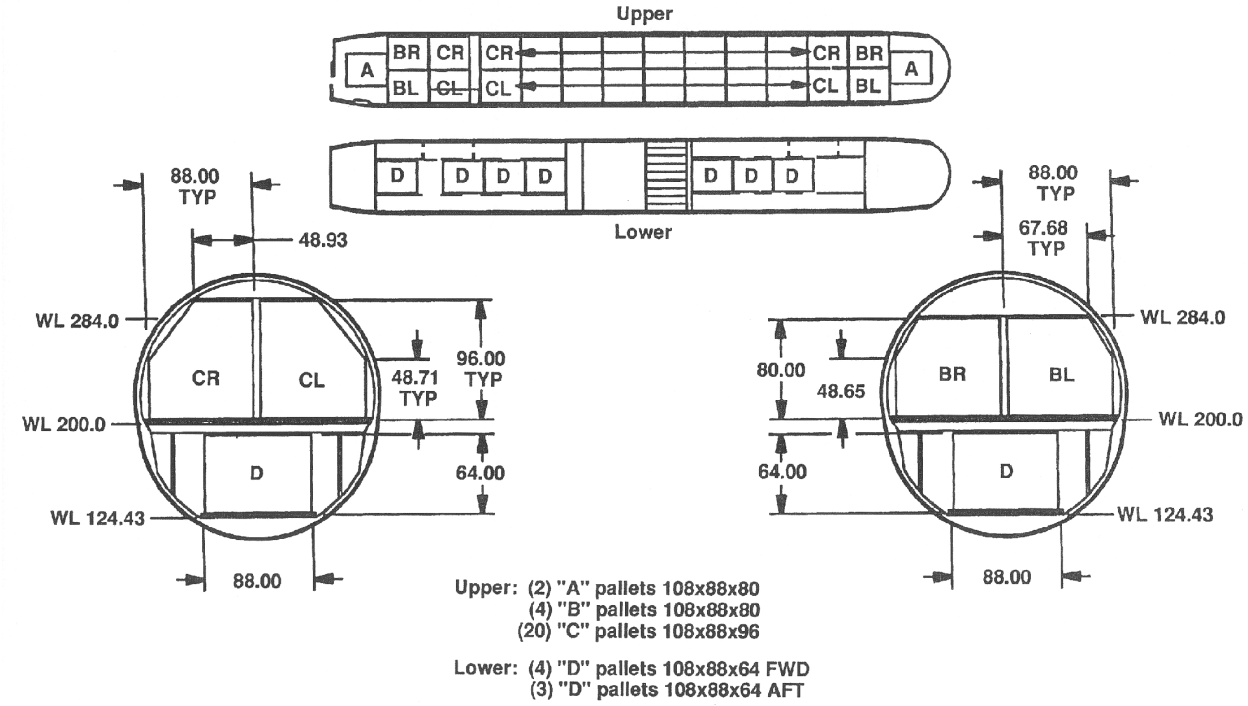
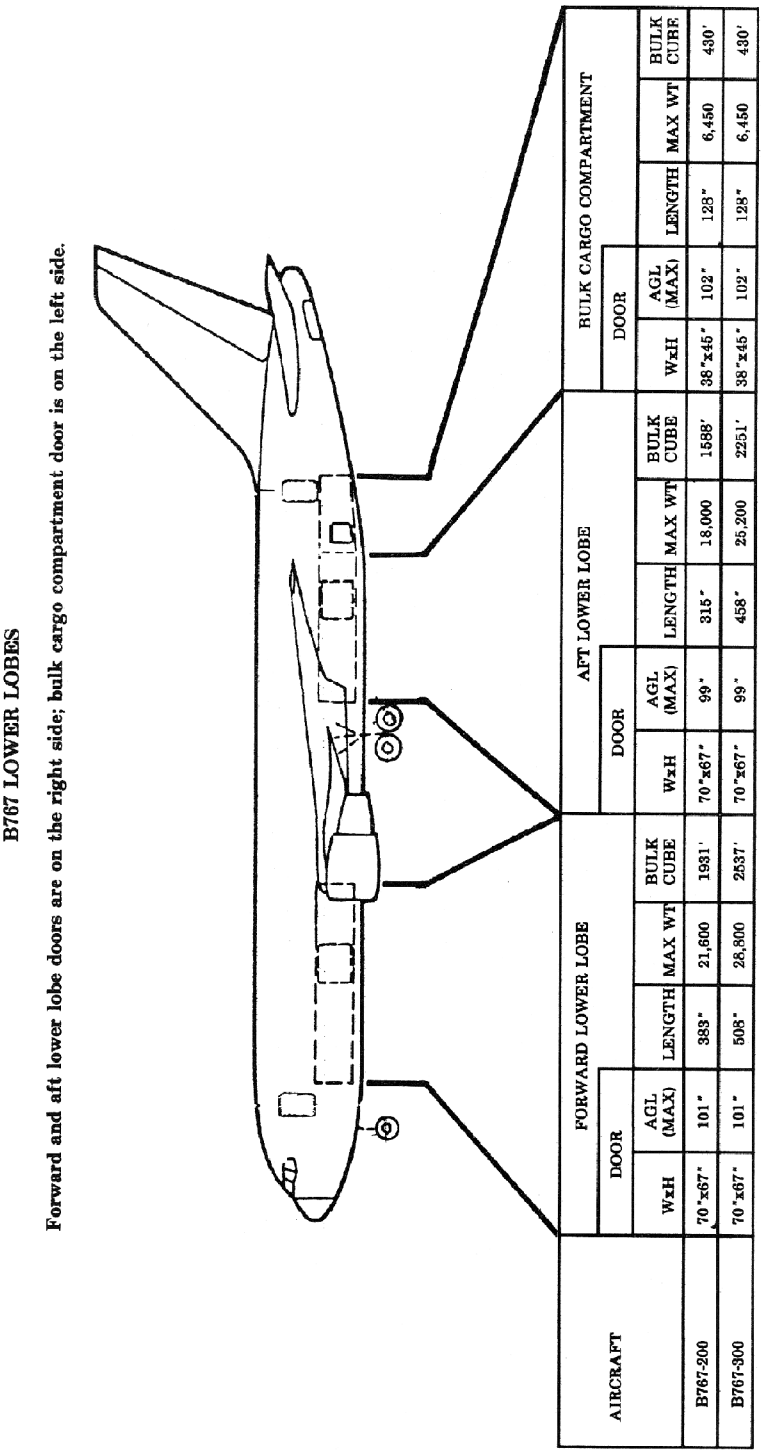



**Figure 13. B767 Lower Lobes Specifications.**



**B767 LOWER LOBES**

**Forward and aft lower lobe doors are on the right side; bulk cargo compartment door is on the left side.**

| AIRCRAFT | FORWARD LOWER LOBE | | | | | AFT LOWER LOBE | | | | | BULK CARGO COMPARTMENT | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DOOR | | | | | DOOR | | | | | DOOR | | | | |
| | WxH | AGL (MAX) | LENGTH | MAX WT | BULK CUBE | WxH | AGL (MAX) | LENGTH | MAX WT | BULK CUBE | WxH | AGL (MAX) | LENGTH | MAX WT | BULK CUBE |
| B767-200 | 70"x67" | 101" | 383" | 21,600 | 1931' | 70"x67" | 99" | 315" | 18,000 | 1588' | 38"x45" | 102" | 128" | 6,450 | 430' |
| B767-300 | 70"x67" | 101" | 508" | 28,800 | 2537' | 70"x67" | 99" | 458" | 25,200 | 2251' | 38"x45" | 102" | 128" | 6,450 | 430' |

**Figure 14. B767 Lower Lobes Description (-300 and –400).**

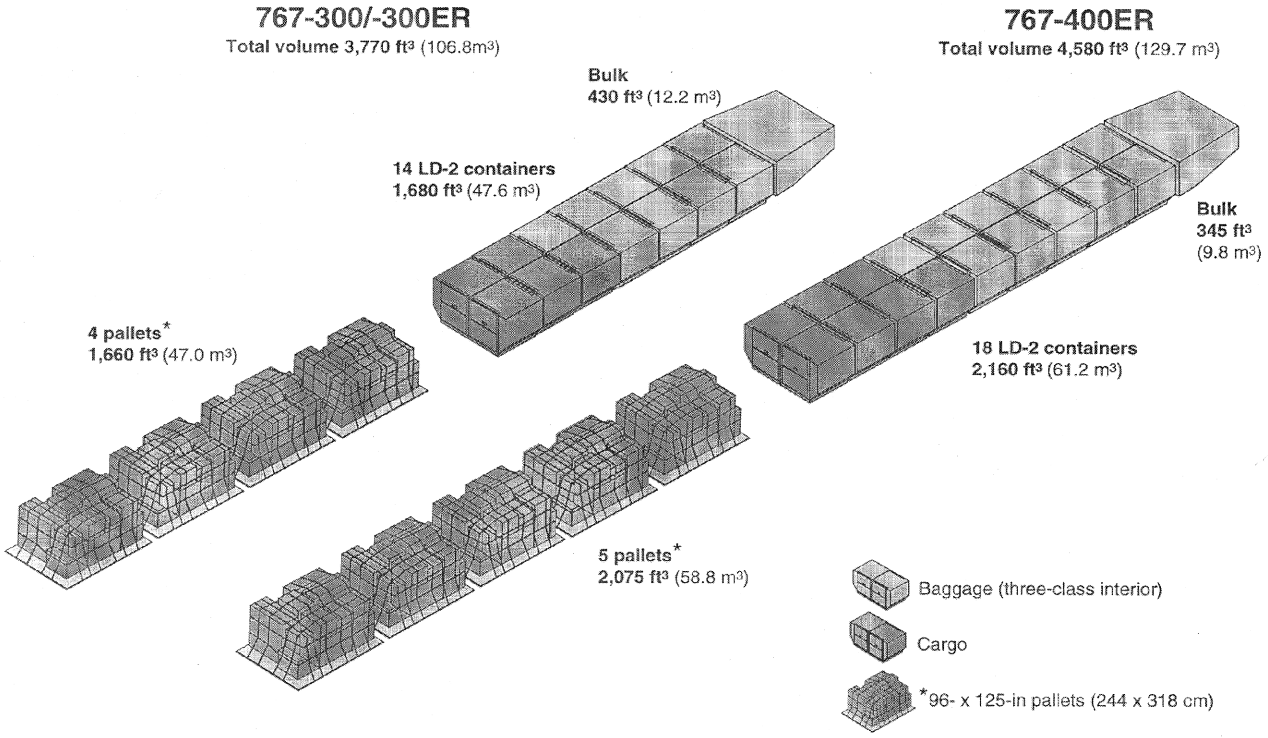



**Figure 15. B767 Lower Lobes.**

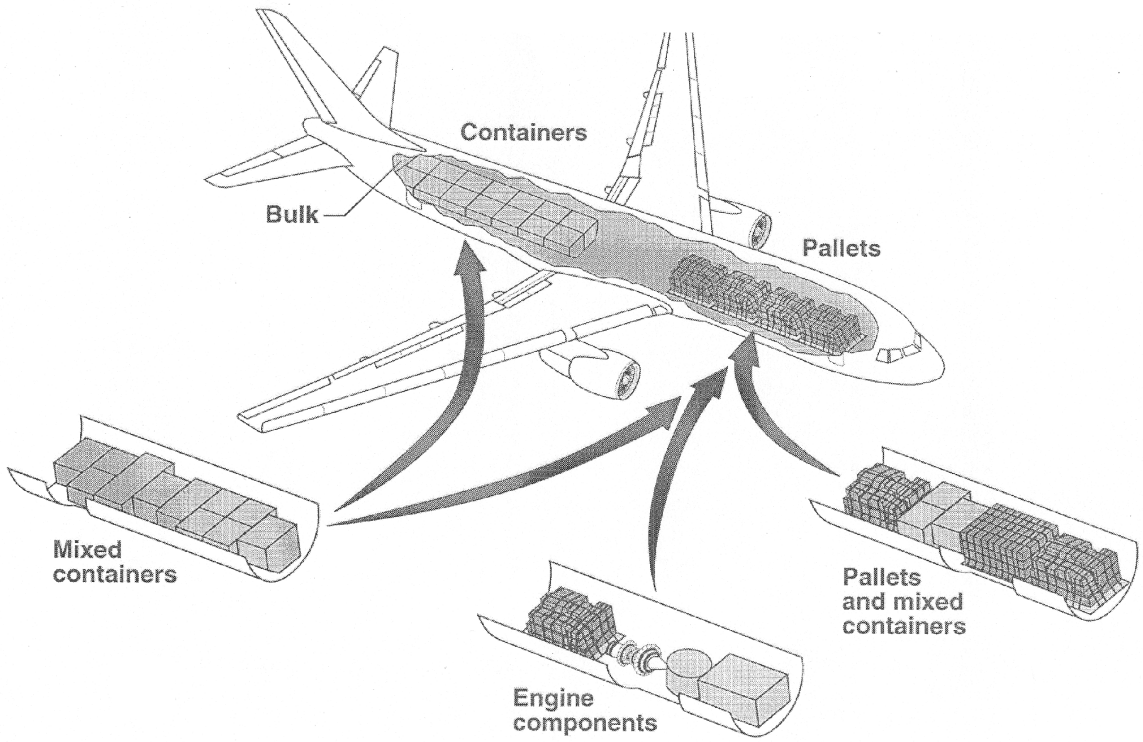
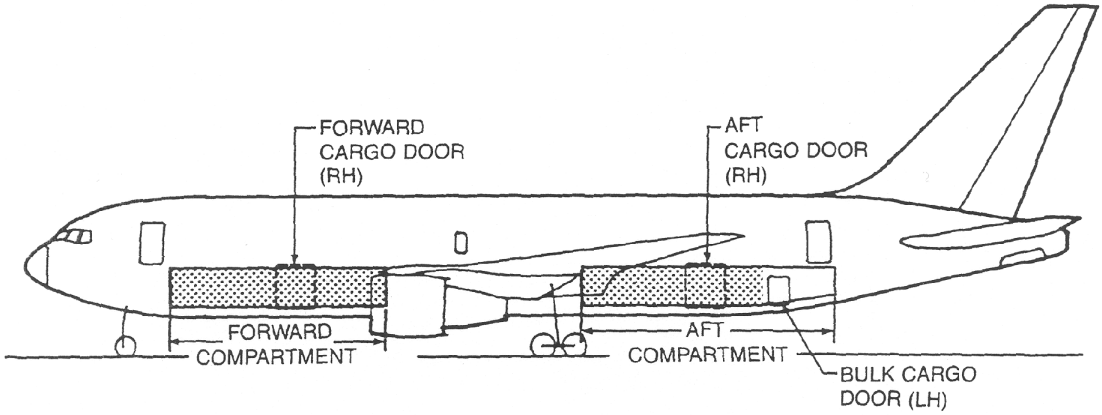
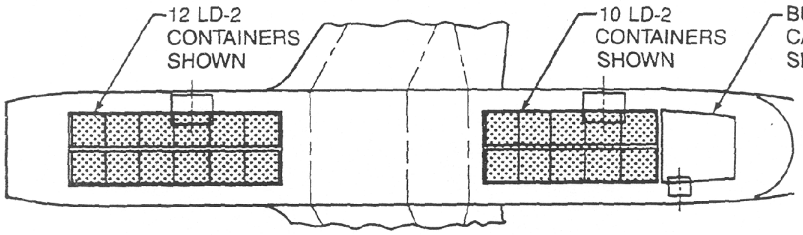
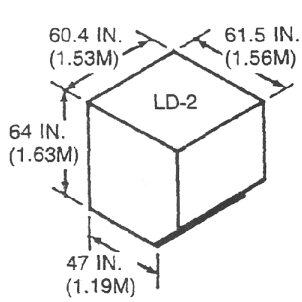
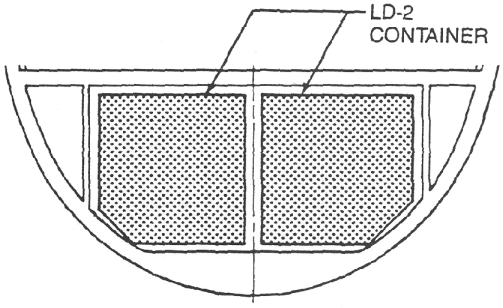


**Figure 16. B767 Lower Lobe Compartments, LD-2 Containers and Bulk Cargo.**



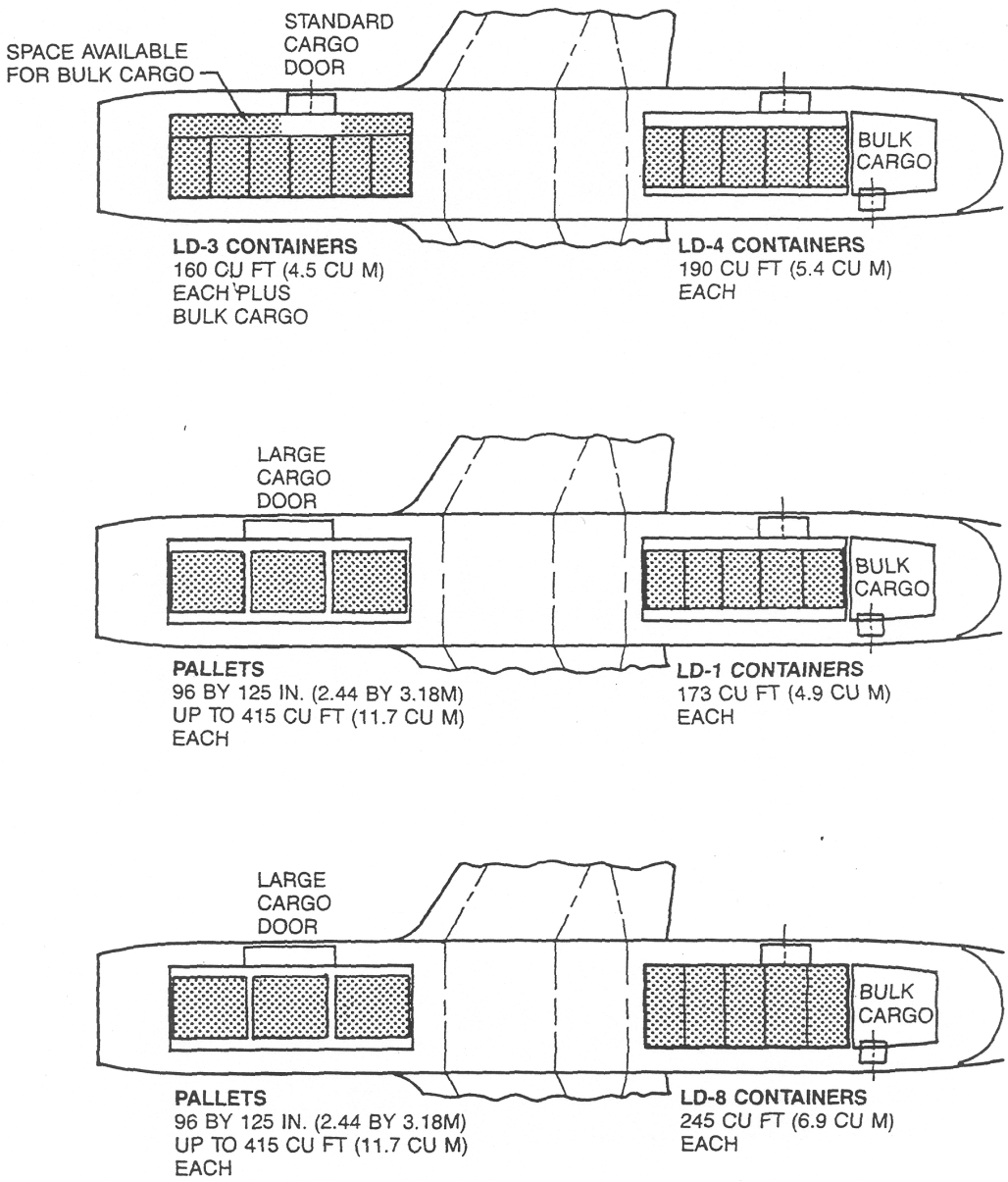




LD-2 DATA:
CONTAINER WEIGHT — 150 LB (68 KG)
LOADED WEIGHT — 2700 LB (1220 KG)
VOLUME — 120 CU FT (3.4 CU M)

| | | FORWARD COMPARTMENT | AFT COMPARTMENT | | |
|---|---|---|---|---|---|
| | | 12 LD-2 CONTAINERS | 10 LD-2 CONTAINERS | BULK CARGO | TOTAL |
| VOLUME | CU FT | 1,440 | 1,200 | 430 | 3,070 |
| | CU M | 40.78 | 33.98 | 12.17 | 86.93 |
| STRUCTURAL WEIGHT LIMIT | | | | | |
| 7-ABREAST SEATING | LB | 33,750 | 27,000 | 6,450 | 67,200 |
| | KG | 15,310 | 12,250 | 2,925 | 30,405 |
| 8-ABREAST SEATING | LB | 21,600 | 18,000 | 6,450 | 46,050 |
| | KG | 9,800 | 8,165 | 2,925 | 20,890 |

**Lower Cargo Compartments, LD2 Containers and Bulk Cargo Model 767-200, -200ER**

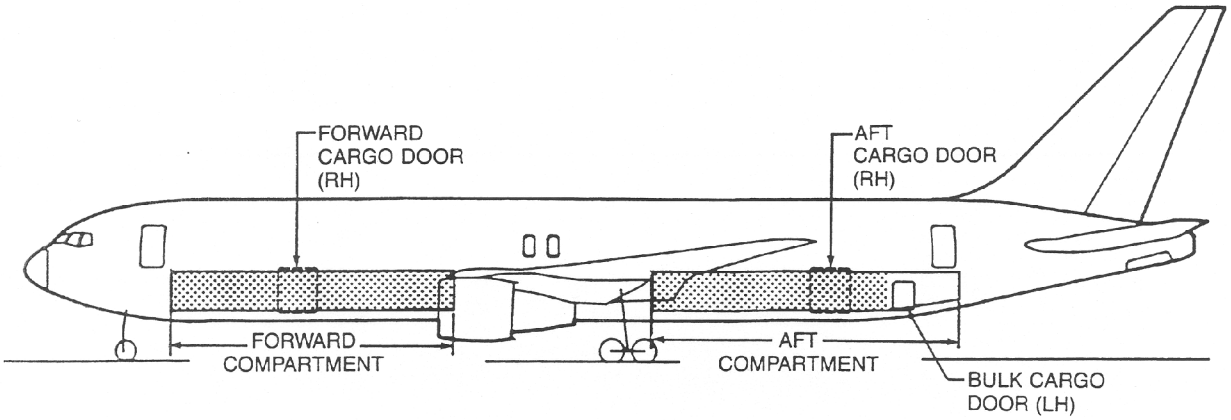
**Figure 17. B767-200 Lower Lobe Compartments, Alternate Arrangements.**

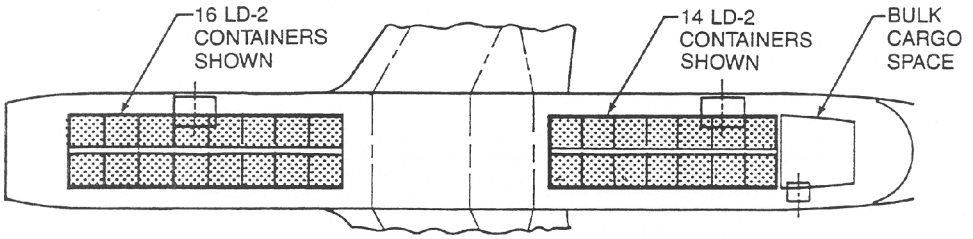


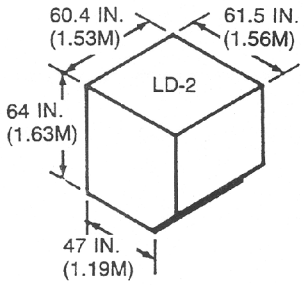

NOTES:
- ANY NUMBER OF CONTAINER COMBINATIONS MAY BE LOADED SUBJECT TO SPACE AND WEIGHT LIMITATIONS.
- CONSULT WITH USING AIRLINE REGARDING SPECIFIC OPERATING PROCEDURES.

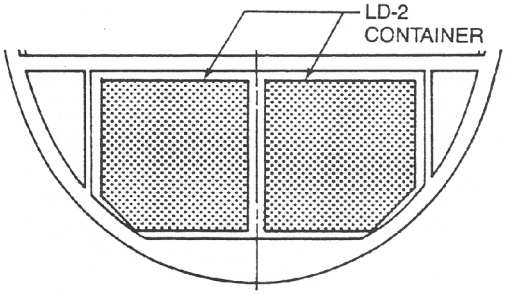
**Lower Cargo Compartments-Alternate Arrangements**
**Model 767-200, -200ER**

**Figure 18. B767-300 Lower Lobe Compartments, LD-2 Containers and Bulk Cargo.**




LD-2 DATA:
CONTAINER WEIGHT — 150 LB (68 KG)
LOADED WEIGHT — 2700 LB (1220 KG)
VOLUME — 120 CU FT (3.4 CU M)

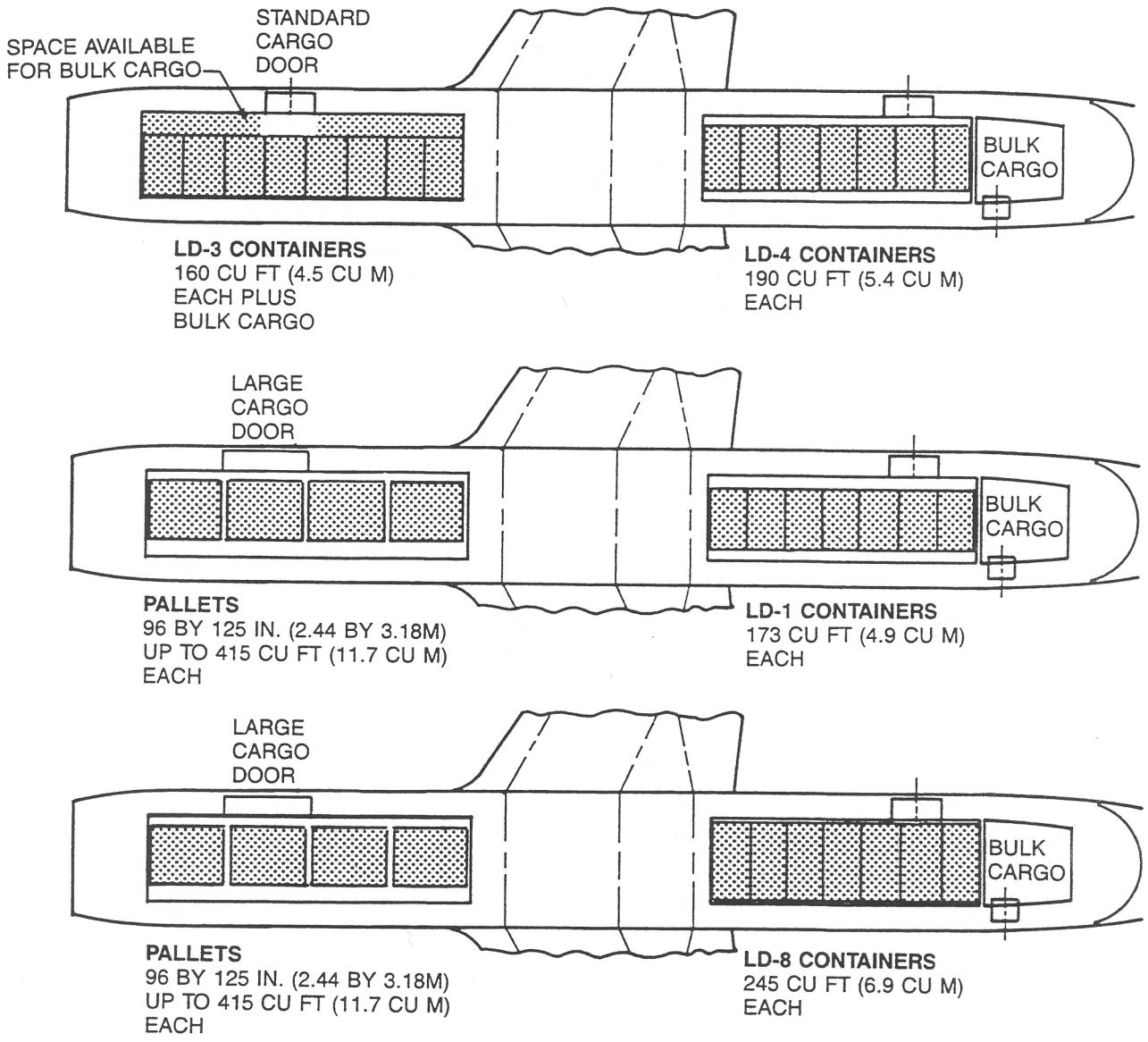
| | | FORWARD COMPARTMENT | AFT COMPARTMENT | | |
|---|---|---|---|---|---|
| | | 16 LD-2 CONTAINERS | 14 LD-2 CONTAINERS | BULK CARGO | TOTAL |
| VOLUME | CU FT | 1,920 | 1,680 | 430 | 4,030 |
| | CU M | 54.4 | 47.6 | 12.2 | 114.2 |

STRUCTURAL WEIGHT LIMIT

| | | | | | |
|---|---|---|---|---|---|
| 7-ABREAST SEATING | LB | 45,000 | 37,800 | 6,450 | 89,250 |
| | KG | 20,410 | 17,145 | 2,925 | 40,480 |
| 8-ABREAST SEATING | LB | 28,800 | 25,200 | 6,450 | 60,450 |
| | KG | 13,060 | 11,430 | 2,925 | 27,415 |

**Lower Cargo Comaprtments, LD2 Containers and Bulk Cargo Model 767-300, -300ER**

**Figure 19. B767-300 Lower Lobe Compartments, Alternate Arrangements.**




NOTES:

- ANY NUMBER OF CONTAINER COMBINATIONS MAY BE LOADED SUBJECT TO SPACE AND WEIGHT LIMITATIONS.
- CONSULT WITH USING AIRLINE REGARDING SPECIFIC OPERATING PROCEDURES.

**Lower Cargo Compartments-Alternate Arrangements**
**Model 767-300, -300ER**

**Figure 20. B767 Door Clearances-Passenger and Service Doors.**

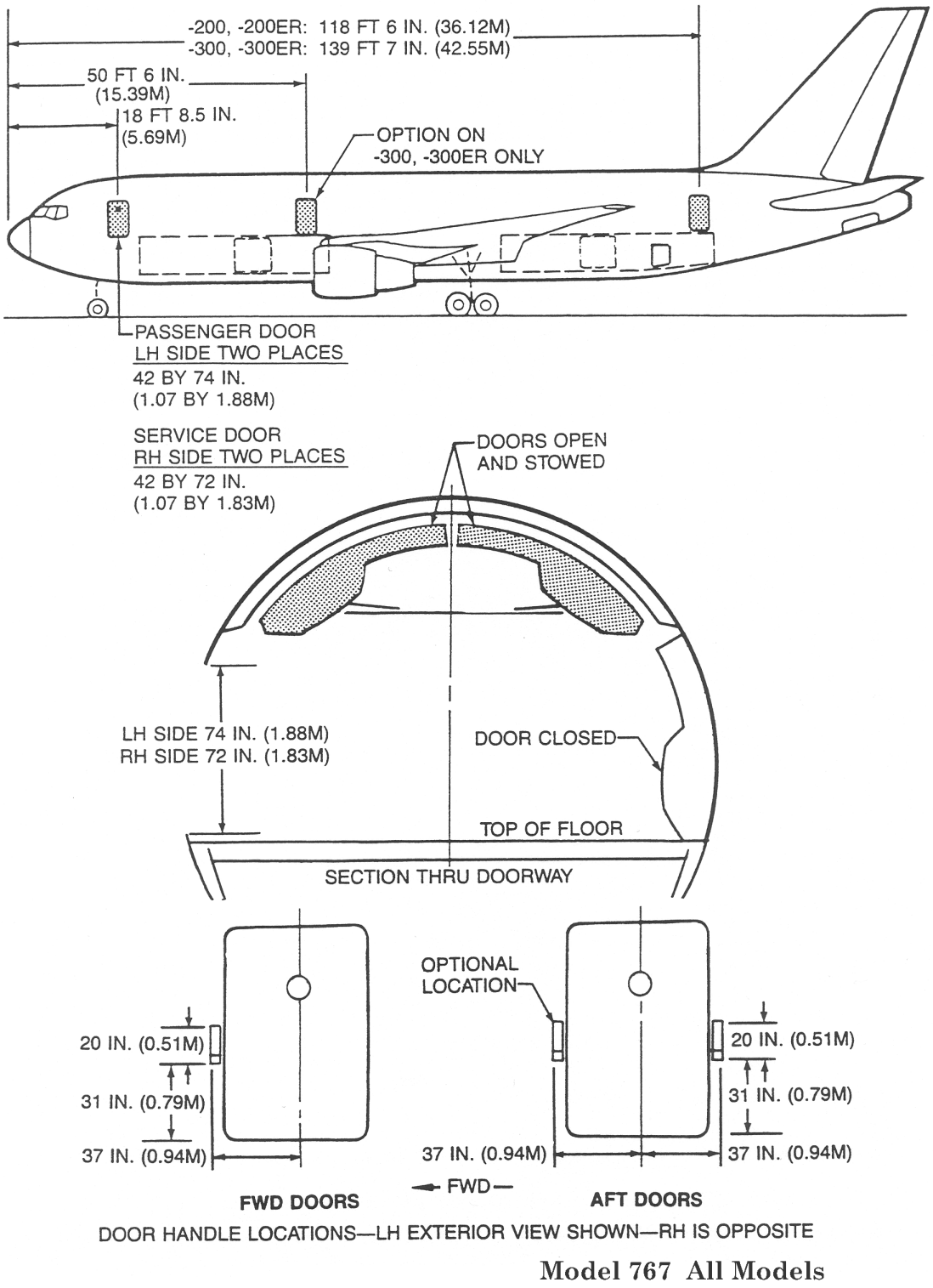
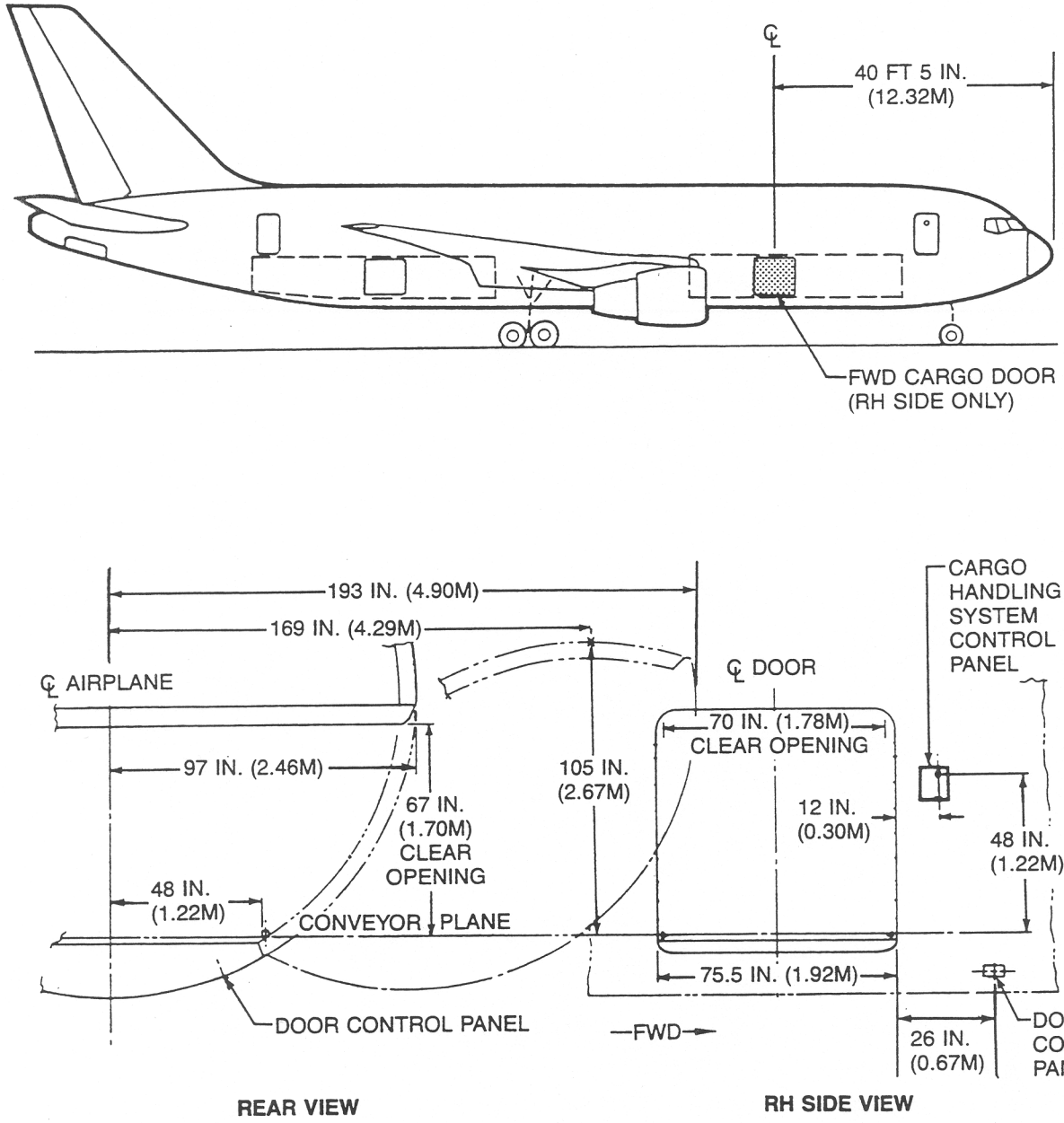


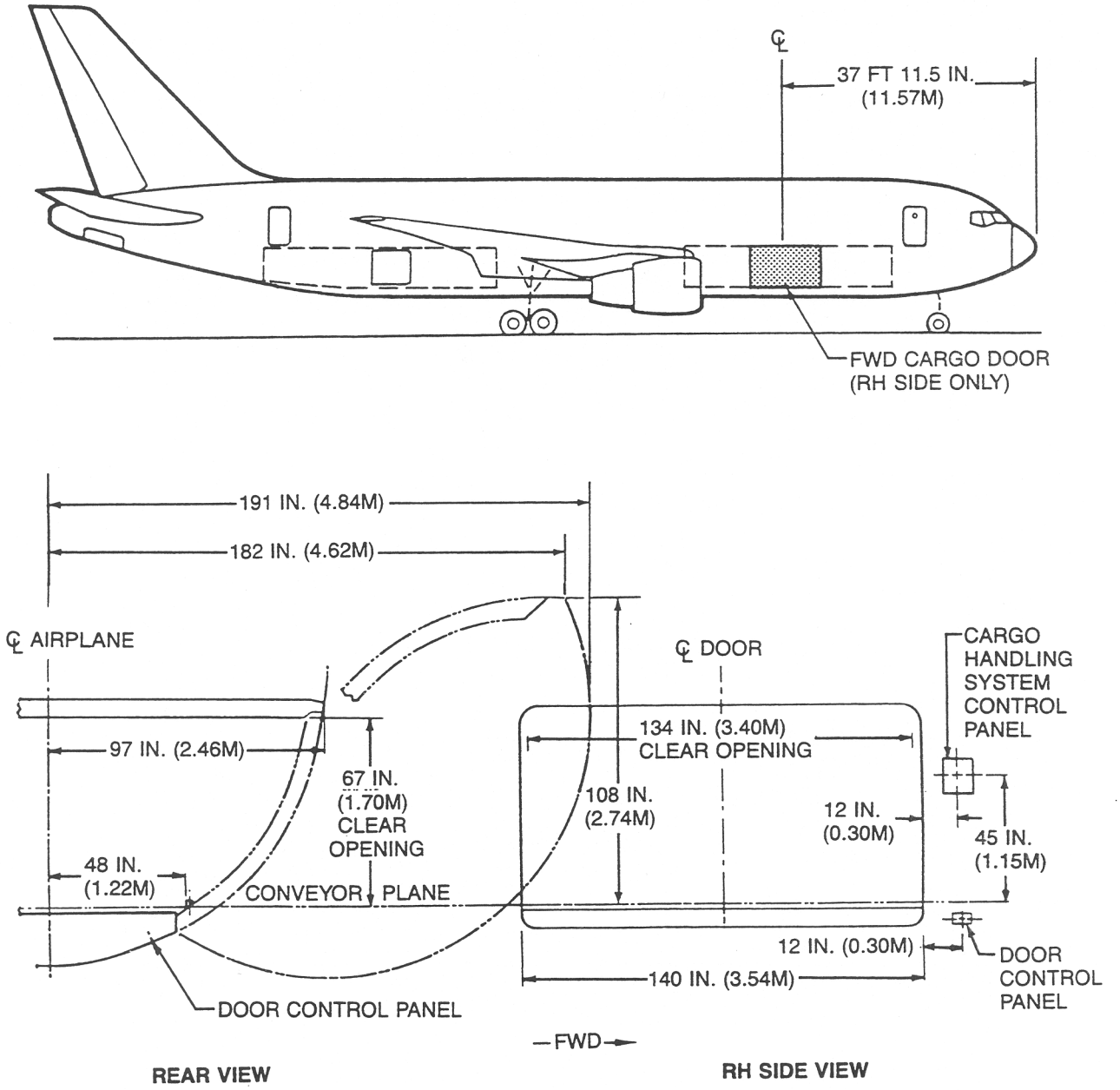
**Figure 21. B767 Door Clearances-Standard Forward Cargo Door.**




NOTES:
- STANDARD ON 767-200, -300.
- OPTIONAL ON 767-200ER, -300ER.

**Model 767, All Models**

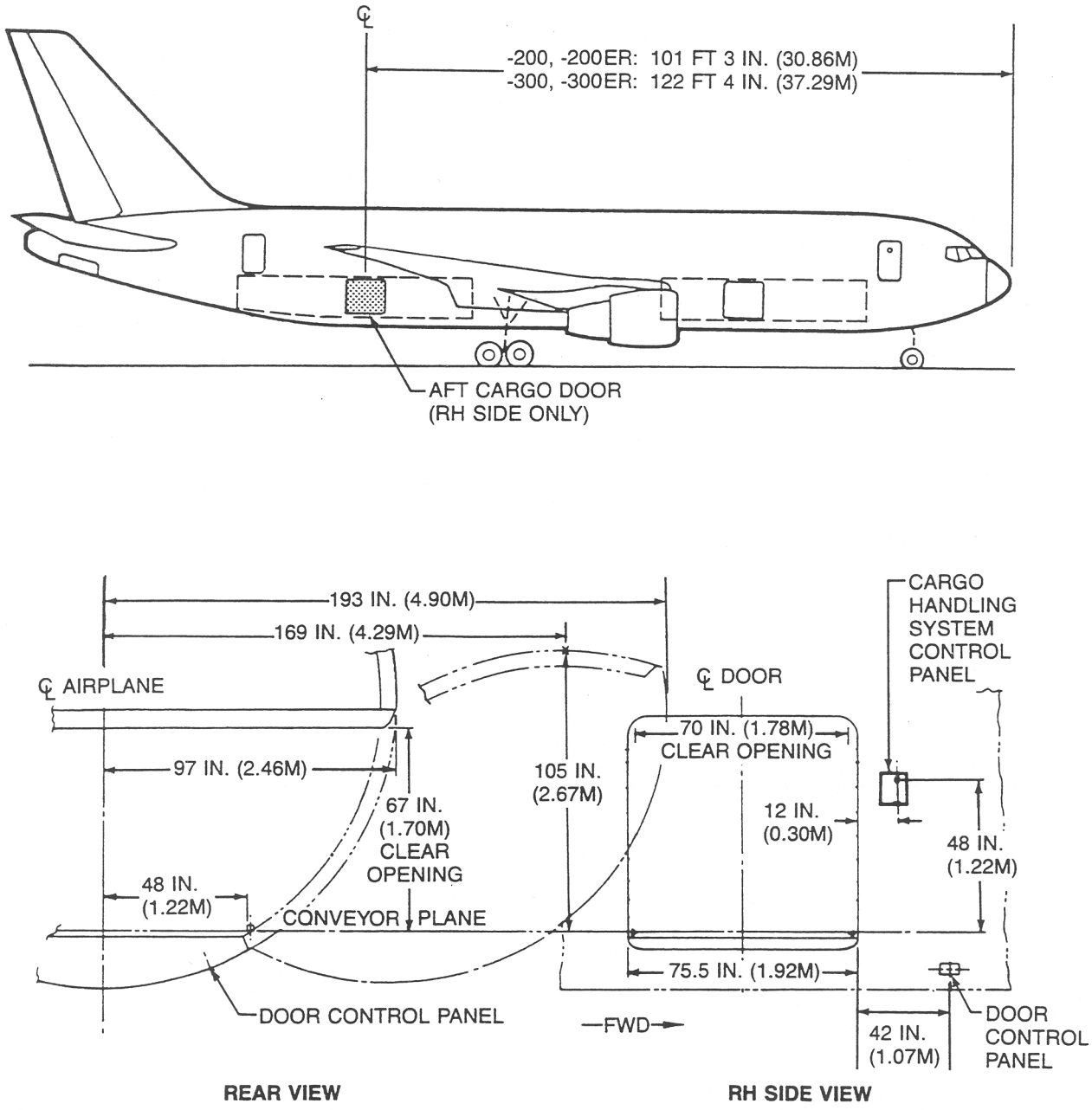
**Figure 22. B767 Door Clearances-Large Forward Cargo Door.**




NOTES:
- STANDARD ON 767-200ER, -300ER.
- OPTIONAL ON 767-200, -300.

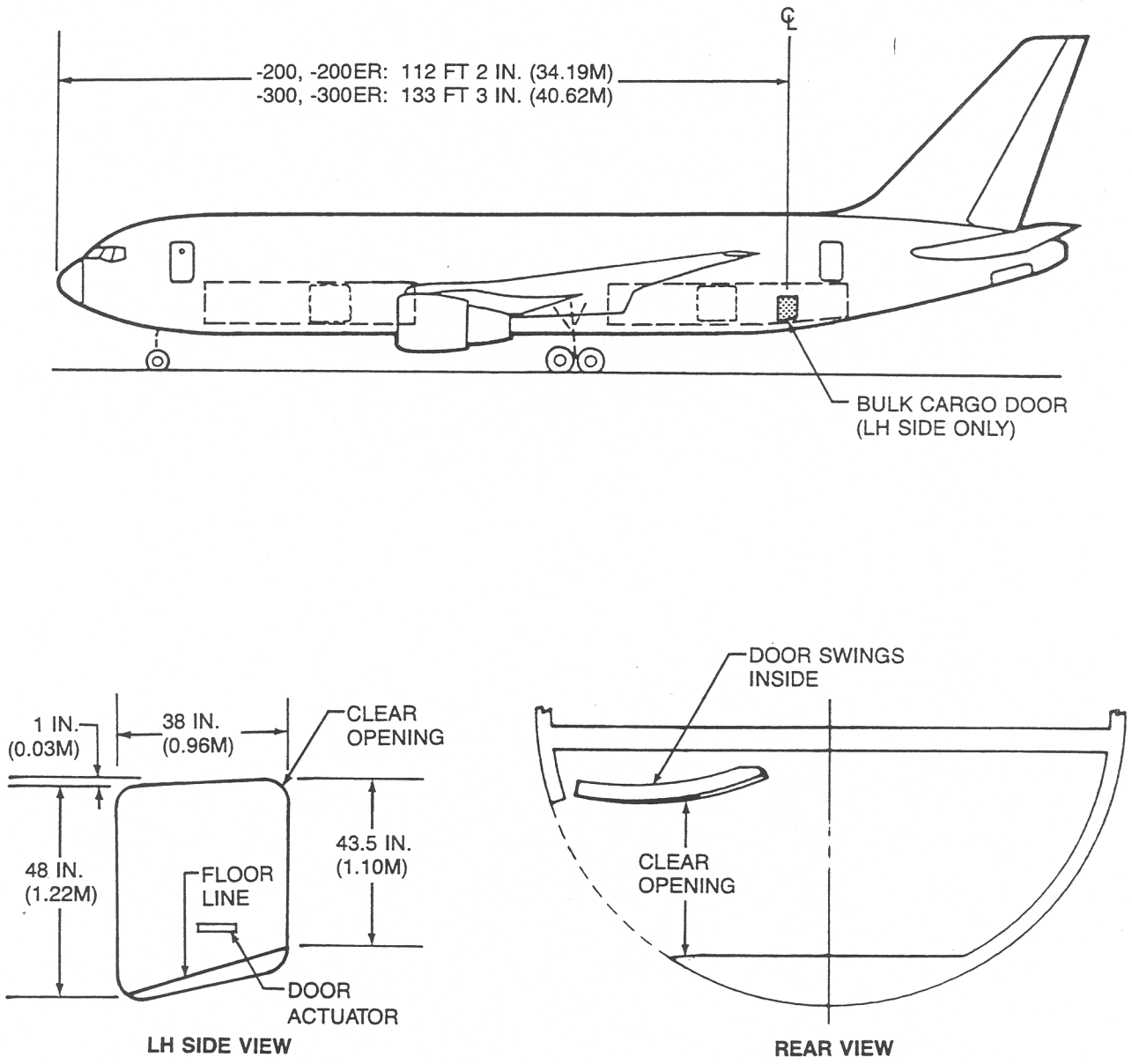
**Model 767, All Models**

**Figure 23. B767 Door Clearances-Aft Cargo Door.**




Model 767, All Models

**Figure 24. B767 Door Clearances-Bulk Cargo Door.**




Model 767, All Models

**Figure 25. B767-300, -300ER, Expansion.**

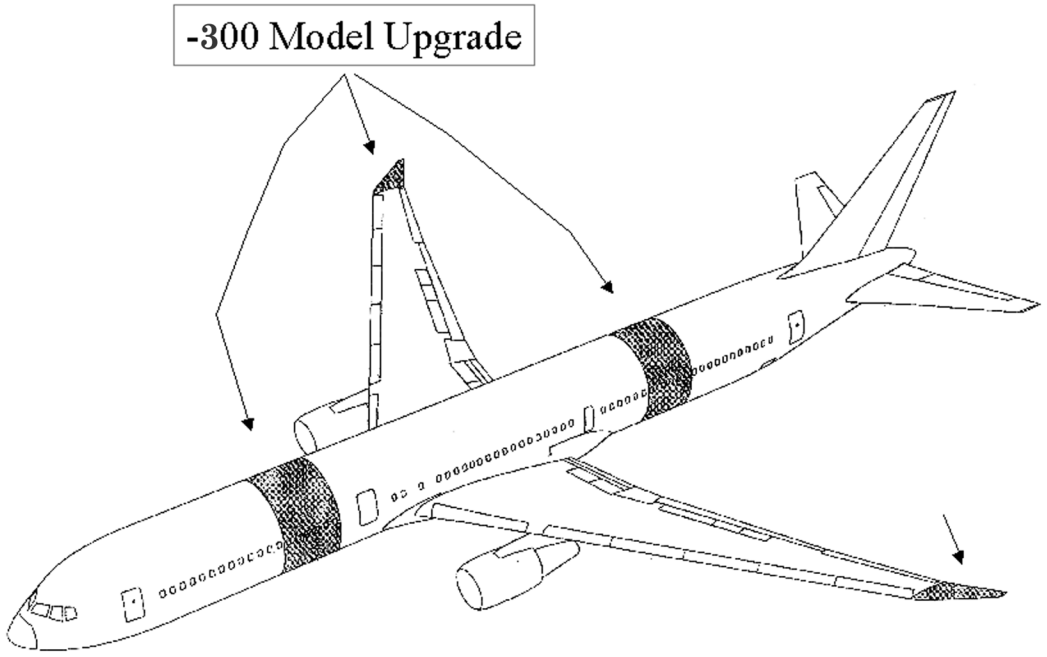
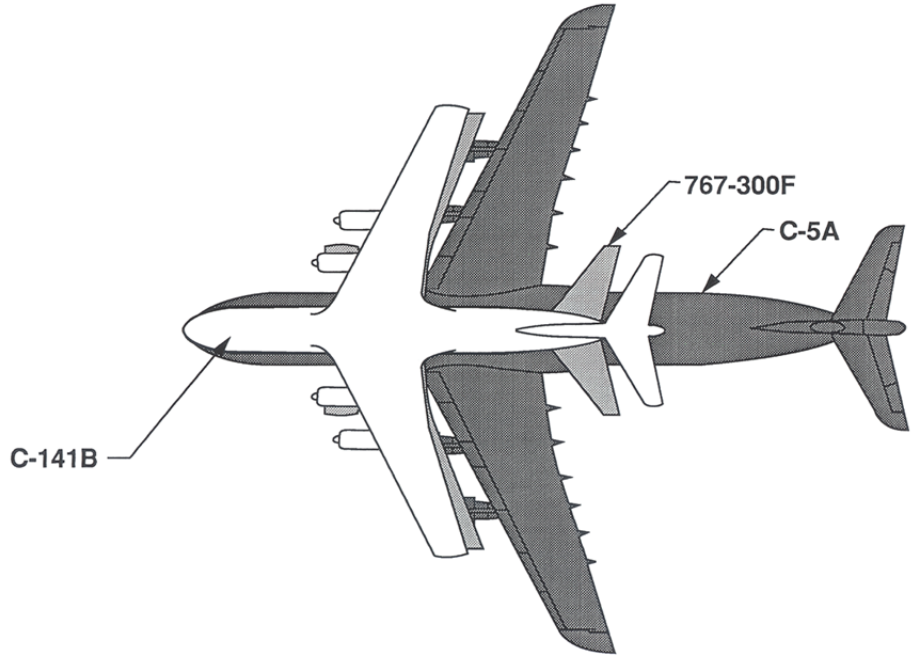



**Figure 26. B767-300, -300ER, Size Comparison.**




ROGER A. BRADY, Maj Gen
Director of Operations

## ATTACHMENT 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

***Abbreviations and Acronyms***

**ABC—**aft. bulk compartment

**ACL—**Allowable Cargo/Cabin Load

**AESS—**Aeromedical Evacuation Ship Set

**AFB—**Air Force Base

**AFR—**Air Force Regulation

**AGL—**Above Ground Level

**TALCE—**Tanker Airlift Control Element

**ALCS—**Airlift Control Squadron

**ALS—**Airlift Squadron

**AMC—**Air Mobility Command

**AMCOS—**Air Mobility Combat Operations Staff

**AMCP—**Air Mobility Command pamphlet

**AMCR—**Air Mobility Command regulation

**APC—**Armored Personnel Carrier

**APS—**Aerial Port Squadron

**ASD—**Aeronautical Systems Division

**ATA—**Air Transport Association

**AW—**Airlift Wing

**BL—**Butt Line

**CB—**Center of balance (or center of gravity)

**CCE—**Commercial Construction Equipment

**CF/F—**Convertible Freighter Or Freighter

**CFR—**Code of Federal Regulations

**CG—**Center Of Gravity (Or Center Of Balance)

**CIV—**Civilian/Civil

**CL—**Center Line

**CLL—**Center Lower Lobe

**COMBI—**Combination

**COMM—**Commercial

**CONF—**Configuration

**CRAF—**Civil Reserve Air Fleet

**CU FT—**Cubic Feet

**DDT—**Double Dual Tandem Type Landing Gear (B-747 etc.)

**DIST—**Distance

**DOD—**Department of Defense

**EST.—**Estimate

**ELEV—**Elevator

**FAA—**Federal Aviation Administration

**FAR—**Federal Aviation regulation

**FLL—**Forward Lower Lobe

**FS—**Flight Station Or Fuselage Station

**GACL—**Guaranteed Allowable Cabin (Or Cargo) Load

**HGT—**Height

**HQ—**Headquarters

**IATA—**International Air Transport Association

**IN.—**Inches

**JSCP—**Joint Strategic Capabilities Plan

**LAT.—**Laterally

**LBL—**Left Butt Line

**LCN—**Load Classification Number

**LONG—**Longitude

**LOX—**Liquid Oxygen

**LOSS—**Liquid Oxygen Subsystem

**MAC—**Mean Aerodynamic Chord

**MAX—**Maximum

**MHE—**Material Handling Equipment

**MIL—**Military

**MOS—**Medical Oxygen Subsystem

**MSU—**Multi-Servicing Unit

**MTMC—**Military Traffic Management Command

**MTOW—**Maximum Take Off Weight

**MLW—**Maximum Landing Weight

**MZFW—**Maximum Zero Fuel Weight

**N/A—**Not Applicable

**NM—**Nautical Mile (Statute Mile X 1.15)

**OEW—**Operating Empty Weight

**OL—**Operation Location

**PAX—**Passenger

**PDO—**Publications Distribution Office

**PLF—**Pounds Per Linear Foot

**PLI—**Pounds Per Linear Inch

**PLS—**Patient Loading System

**PP—**Pallet Position

**PSF—**Pounds Per Square Foot

**PSI—**Pounds Per Square Inch

**RBL—**Right Butt Line

**RWY—**Runway

**SBTT—**Single-Belly Twin Tandem Landing Gear (DC-10, KC-10 etc.)

**S/T—**Short Ton (2,000 lbs.)

**SPR—**Single Point Refueling

**STN—**Station

**TACC—**Tanker Airlift Control Center

**TAW—**Tactical Airlift Wing

**TO—**Technical Order

**T/O—**Takeoff

**TT—**Twin Tandem (DC-8, B757, B767)

**UKN—**Unknown

**WDT—**Width

**WBEL—**Wide Body Elevator Loader

**WL—**Water Line

**WRSK—**War Readiness Spares Kit

**WT—**Weight

**ZFW—**Zero Fuel Weight

## ATTACHMENT 2

## INTERNATIONAL CARGO AND PASSENGER PLANNING FACTORS

**Table A2.1. CRAF LONG-RANGE INTERNATIONAL CARGO PLANNING FACTORS**

| Aircraft Type | Maximum ACL (s/t) | Pallets | Range with Maximum ACL (nautical mi) | Maximum ACL (s/t) per Leg Length (nautical mile) | | | | Ferry Range No Cargo (nautical mi) |
|---|---|---|---|---|---|---|---|---|
| | | | | 2,000 | 2,500 | 3,000 | 3,500 | |
| A300-600F | 56.6 | 15 | 1,800 | 54 | 52.5 | 46 | 40 | 4,450 |
| B-757-200F | 43 | 13 | 3,600 | 43 | 43 | 43 | 43 | 4,850 |
| B-767-300F | 65.9 | 26 | 3,500 | 65.9 | 65 | 65.9 | 65.9 | 7,150 |
| DC-8-55F | 43.8 | 13 | 2,400 | 43.8 | 42.5 | 37 | 31.5 | 4,700 |
| DC-8-62F | 44 | 14 | 3,500 | 44 | 44 | 44 | 44 | 5,600 |
| DC-8-62 Combi | 36 | 10 | 3,450 | 36 | 36 | 36 | 35.5 | 5,700 |
| DC-8-63F | 55 | 18 | 2,250 | 55 | 52.3 | 47.5 | 42.8 | 4,600 |
| DC-8-71F | 48.5 | 18 | 2,300 | 48.5 | 45 | 38.5 | 32.3 | 4,700 |
| DC-8-73F | 54.3 | 18 | 2,500 | 54.3 | 54.3 | 50.3 | 43.5 | 4,800 |
| B-747-100F | 106.5 | 33 | 3,200 | 106.5 | 106.3 | 106.5 | 99.8 | 6,800 |
| B-747-200F | 120 | 33 | 3,200 | 120 | 120 | 120 | 112 | 7,900 |
| B-747-300F | 116 | 33 | 3,100 | 116 | 116 | 116 | 113.5 | 7,900 |
| B-747-400F | 129.7 | 33 | 3,800 | 129.7 | 129.7 | 129.7 | 129.7 | 8,650 |
| DC/ MD-10-10F | 69.3 | 30 | 2,000 | 69.3 | 61.25 | 54.6 | 46.7 | 4,200 |
| DC-10-30CF | 71.8 | 30 | 3,000 | 71.8 | 71.8 | 71.8 | 69.5 | 6,700 |
| DC/ MD-10-30F | 83.1 | 30 | 3,600 | 83.1 | 83.1 | 83.1 | 83.1 | 6,700 |
| MD-11CF | 89 | 35 | 4,500 | 89 | 89 | 89 | 89 | 7,800 |
| MD-11F | 96 | 35 | 3,750 | 96 | 96 | 96 | 96 | 7,800 |
| L-1011-200F | 63 | 26 | 2,600 | 63 | 63 | 55.5 | 48.5 | 3,750 |

***NOTE:*** **Ferry Range is distance the aircraft can fly with no cargo**

**Table A2.2. CRAF LONG-RANGE INTERNATIONAL PASSENGER PLANNING FACTORS**

| Aircraft Type | Maximum Seats (Troops) | Range with Maximum Troops (NM) | Maximum Troops per Leg Length (NM) | | | | Ferry Range No Troops (NM) |
|---|---|---|---|---|---|---|---|
| | | | 2,000 | 2,500 | 3,000 | 3,500 | |
| A-300-600ER | 138 | 3,200 | 138 | 138 | 138 | 120 | 4,260 |
| B-757-200 | 127 | 2,300 | 127 | 120 | 103 | 85 | 4,400 |
| B-757-200ER | 131 | 3,175 | 131 | 131 | 131 | 116 | 4,700 |
| B-757-300ER | 166 | 2,700 | 166 | 166 | 150 | 126 | 4,400 |
| DC-10-10 | 222 | 2,300 | 222 | 201 | 150 | 100 | 4,000 |
| DC-10-30 | 235 | 3,900 | 235 | 235 | 235 | 235 | 5,800 |
| DC-10-40 | 222 | 2,750 | 222 | 222 | 203 | 160 | 4,875 |
| DC-10-40J | 219 | 3,200 | 219 | 219 | 219 | 195 | 4,856 |
| MD-11 | 233 | 5,000 | 233 | 233 | 233 | 233 | 6,800 |
| MD-11ER | 338 | 4,500 | 338 | 338 | 338 | 338 | 6,800 |
| B-747-100 | 394 | 2,900 | 394 | 394 | 365 | 313 | 6,600 |
| B-747-200 | 365 | 3,800 | 365 | 365 | 365 | 365 | 7,600 |
| B-747-400 | 295 | 6,250 | 295 | 295 | 295 | 295 | 8,650 |
| B-767-200 | 149 | 2,450 | 149 | 145 | 120 | 98 | 7,500 |
| B-767-200ER | 161 | 3,650 | 161 | 161 | 161 | 161 | 7,700 |
| B-767-300 | 186 | 3,375 | 186 | 186 | 186 | 167 | 6,800 |
| B-767-300ER | 213 | 3,500 | 213 | 213 | 213 | 213 | 7,200 |
| B-767-400ER | 232 | 3,500 | 232 | 232 | 232 | 232 | 6,500 |
| B-777-200 | 250 | 4,200 | 250 | 250 | 250 | 250 | 9,200 |
| B-777-200ER | 263 | 5,515 | 263 | 263 | 263 | 263 | 9,500 |
| L-1011-50 | 225 | 2,300 | 225 | 215 | 183 | 140 | 4,000 |
| L-1011-100/ 150 | 230 | 2,900 | 230 | 230 | 220 | 174 | 4,400 |
| L-1011-500 | 223 | 4,100 | 223 | 223 | 223 | 223 | 6,000 |

***NOTE:*** **Troop weights are calculated at 400 pounds each, which includes personal equipment and field gear for combat operations**