Boeing 747-100/-200/-300/-400 Freighters

General Arrangement

- F designates factory production freighter; SF designates passenger-converted freighter.

231 ft 10 in
(70.5 m)

211 ft 58 in
(64.0 m)

195 ft 8 in
(59.6 m)

747-100SF/-200F/SF
-200BSUDSF/-300SF*

TBC-CD-0074F
12-13-2-PH/LM
Boeing 747-100/-200 Freighters

General Arrangement

747-200BSUDSF

747-200F

747-100SF/-200SF

63 ft 5 in (19.4 m)

64 ft 8 in (19.7 m)

64 ft 3 in (19.6 m)
### Boeing 747-100SF/-300SF Freighters Performance Summary

#### Pratt & Whitney JT9D-7A engines

#### Pratt & Whitney JT9D-7R4G2* engines

<table>
<thead>
<tr>
<th>Cargo capacity, ft³ (m³)</th>
<th>747-100SF</th>
<th>747-300SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main deck, (29) 96- x 125-in (2.4- x 3.2-m) pallets or containers</td>
<td>20,650 (584.7)</td>
<td>20,650 (584.7)</td>
</tr>
<tr>
<td>Lower hold, (9) 96- x 125-in (2.4- x 3.2-m) pallets plus bulk**</td>
<td>4,235 (119.9)</td>
<td>4,235 (119.9)</td>
</tr>
<tr>
<td>Total cargo volume</td>
<td>24,885 (704.6)</td>
<td>24,885 (704.6)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum gross weight, lb (kg)</th>
<th>747-100SF</th>
<th>747-300SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>750,000 (340,200)</td>
<td>833,000 (377,842)</td>
</tr>
<tr>
<td>Landing</td>
<td>585,000 (265,350)</td>
<td>630,000 (285,763)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>545,000 (247,210)</td>
<td>590,000 (267,620)</td>
</tr>
<tr>
<td>Structural limit payload (MZFW – OEW)</td>
<td>208,500 (94,574)</td>
<td>227,900 (103,374)</td>
</tr>
<tr>
<td>Operating empty weight including tare</td>
<td>336,500 (152,634)</td>
<td>362,100 (164,246)</td>
</tr>
<tr>
<td>Fuel capacity, U.S. gal (L)</td>
<td>48,445 (183,384)</td>
<td>52,035 (196,974)</td>
</tr>
</tbody>
</table>

| Design range (MZFW payload), nmi (km)                   | 2,735 (5,065) | 4,635 (8,584) |

* 747-300SF model
** Bulk hold volume, 800 ft³ (22.7 m³)
Pratt & Whitney J79D-7A engines

* No tare in OEW
### Boeing 747-200SF/-200F Freighters

**Performance Summary**

#### Pratt & Whitney JT9D-7Q engines

<table>
<thead>
<tr>
<th>Cargo capacity, ft³ (m³)</th>
<th>747-200SF</th>
<th>747-200F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main deck, (29) 96- x 125-in (2.4- x 3.2-m) pallets or containers</td>
<td>20,650 (584.7)</td>
<td>20,650 (584.7)</td>
</tr>
<tr>
<td>Lower hold, (9) 96- x 125-in (2.4- x 3.2-m) pallets plus bulk**</td>
<td>4,235 (119.9)</td>
<td>4,235 (119.9)</td>
</tr>
<tr>
<td><strong>Total cargo volume</strong></td>
<td>24,885 (704.6)</td>
<td>24,885 (704.6)</td>
</tr>
</tbody>
</table>

#### Maximum gross weight, lb (kg)

<table>
<thead>
<tr>
<th></th>
<th>747-200SF</th>
<th>747-200F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>820,000 (371,946)</td>
<td>833,000 (377,842)</td>
</tr>
<tr>
<td>Landing</td>
<td>630,000 (285,763)</td>
<td>630,000 (285,763)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>590,000 (267,620)</td>
<td>570,000 (267,620)</td>
</tr>
<tr>
<td>Structural limit payload (MZFW – OEW)</td>
<td>233,500 (105,914)</td>
<td>245,264 (111,250)</td>
</tr>
<tr>
<td>Operating empty weight including tare</td>
<td>356,500 (161,706)</td>
<td>344,736 (156,370)</td>
</tr>
<tr>
<td>Fuel capacity, U.S. gal (L)</td>
<td>53,985 (204,355)</td>
<td>53,985 (204,355)</td>
</tr>
</tbody>
</table>

#### Design range (MZFW payload), nmi (km)

<table>
<thead>
<tr>
<th></th>
<th>747-200SF</th>
<th>747-200F</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3,050 (5,649)</td>
<td>3,615 (6,695)</td>
</tr>
</tbody>
</table>

* 747-200F model

** Bulk hold volume, 800 ft³ (22.7 m³)
Pratt & Whitney J79D-7AW and -7R4G2 engines

* No tare in OEW
** Fuel capacity with JT9D-7AW engines, 52,409 U.S. gal (198,368 L)
General Electric CF6-50E2/-80C2 engines

```
<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Fuel Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>747-200F/SF</td>
<td>53,985 U.S. gal (204,355 L)</td>
</tr>
<tr>
<td>747-300SF/SF</td>
<td>52,035 U.S. gal (196,974 L)</td>
</tr>
</tbody>
</table>
```

```
<table>
<thead>
<tr>
<th>Payload, 1,000 lb (1,000 kg)</th>
<th>MTOW, 833,000-lb (377,842-kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>590,000-lb (267,620-kg) MZFW (all)</td>
<td></td>
</tr>
<tr>
<td>820,000-lb (371,946-kg) MTOW</td>
<td></td>
</tr>
</tbody>
</table>
```

```
<table>
<thead>
<tr>
<th>Range, 1,000 nmi (1,000 km)</th>
<th>747-200F CF6-50E2</th>
<th>747-300SF CF6-50E2</th>
</tr>
</thead>
<tbody>
<tr>
<td>(0)</td>
<td>(0)</td>
<td>(0)</td>
</tr>
<tr>
<td>(4)</td>
<td>(5)</td>
<td>(8)</td>
</tr>
<tr>
<td>(8)</td>
<td>(12)</td>
<td>(16)</td>
</tr>
</tbody>
</table>
```

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### General Electric CF6-80C2-B5F engines

<table>
<thead>
<tr>
<th>Cargo capacity, ft³ (m³)</th>
<th>747-400F</th>
<th>747-400ERF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main deck, (30) 96- x 125-in (2.4- x 3.2-m) pallets or containers</td>
<td>21,347 (604.5)</td>
<td>21,347 (604.5)</td>
</tr>
<tr>
<td>Lower hold, (32) LD-1/-3 containers, plus bulk*</td>
<td>6,120 (173.3)</td>
<td>6,120 (173.3)</td>
</tr>
<tr>
<td>Total cargo volume</td>
<td>27,467 (777.8)</td>
<td>27,467 (777.8)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum gross weight, lb (kg)**</th>
<th>747-400F</th>
<th>747-400ERF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>875,000 (396,900)</td>
<td>910,000 (412,770)</td>
</tr>
<tr>
<td>Landing</td>
<td>652,000 (295,750)</td>
<td>653,000 (296,200)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>610,000 (276,700)</td>
<td>611,000 (277,140)</td>
</tr>
<tr>
<td>Structural limit payload (MZFW – OEW)</td>
<td>248,300 (112,630)</td>
<td>248,600 (112,760)</td>
</tr>
<tr>
<td>Operating empty weight including tare</td>
<td>361,700 (165,060)</td>
<td>362,400 (164,390)</td>
</tr>
<tr>
<td>Fuel capacity, U.S. gal (L)</td>
<td>53,765 (203,520)</td>
<td>53,765 (203,520)</td>
</tr>
</tbody>
</table>

| Design range (MZFW payload), nmi (km)                | 4,445 (8,230)   | 4,970 (9,200)    |

| Chapter 3 cumulative margin, EPNdB                    | -15.0           | -15.6            |

* Bulk hold volume, 520 ft³ (14.7 m³)

** 747-400F: optional MTOW of 811,000 lb (367,870 kg) with structural limit payload of 273,300 lb (123,970 kg)

747-400ERF: MTOW of 811,000 lb (367,870 kg) with structural limit payload of 272,600 lb (123,650 kg)
General Electric CF-6-80C2-BF engines

- Typical mission rules
- Tare weight included in OEW
Main deck cargo arrangements

(30) 96- x 125-in pallet positions*

(8) 96- x 125-in x 8-ft pallets (at 630 ft³) 5,040 ft³
(21) 96- x 125-in x 10-ft contoured pallets (at 745 ft³) 15,645 ft³
Total 20,685 ft³

(30) 88- x 125-in pallet positions*

(8) 96- x 125-in x 8-ft pallets (at 560 ft³) 4,480 ft³
(21) 96- x 125-in x 10-ft contoured pallets (at 680 ft³) 14,280 ft³
Total 18,760 ft³

* 747-100SF, -200SF and -300SF models do not have nose doors.
* Option with Boeing and IAI Bedek conversions or Ancra floor system
Boeing 747-400/-400ER Freighters

Cargo Configuration

Main deck cargo arrangements

Cargo volume increase relative to 747-200/-300:
- Three pallets in nose section versus two—534-ft³ (15.2-m³) increase
- Additional 10-ft (3.1-m) high positions—240-ft³ (2.8-m³) increase
Main deck cargo arrangement nose door landing

- (29) 10-ft (3-m) containers
- (13) 20-ft (6-m) intermodal containers
- (5) 10-ft (3-m) containers
- Random intermix, 10-, 20-, 30-, and 40-ft (3-, 6-, 9-, and 12-m) loads
Main deck cargo arrangements
Nose door landing

Containers:
- 11 containers, 96 x 120 in (2.4 x 3.1 m)
- 5 containers, 96 x 480 in (2.4 x 12.2 m)

Pallets:
- 5 88 x 108 in (2.2 x 2.7 m)
- 2 88 x 125 in (2.2 x 3.2 m)
- 1 96 x 125 in (2.4 x 3.2 m)

Igloo: 1 707/DC-8
Nose door section
747-200F/-400F/ERF

- Maximum internal width at opening, 150 in (3.8 m)
Cargo door openings

747-200 Freighter

Main deck nose cargo door
Width: 150 in (3.8 m)

Forward cargo door (RH)
Width: 104 in (2.6 m)

Aft cargo door (RH)
Width: 104 in (2.6 m)

Main deck side cargo door (LH)
Width: 134 in (3.4 m)

Bulk cargo door (RH)
Width: 44 in (1.1 m)
Height: 47 in (1.2 m)

747-400 Freighter

Additional pallet position

2 additional 120-in (3.1-m) high pallet positions

2 additional LD-1/LD-3 containers in some mixed-load combinations

2 additional LD-1/LD-3 containers with reduced bulk volume

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Boeing 747-100SF/-200F/SF/-300SF/-400F Freighters Cargo Configuration

Cross section

Main deck side cargo door (LH)
Width: 134 in (3.4 m)
Height: 123 in (3.1 m)

Cargo door (RH)
Forward and aft doors
Height: 66 in (1.7 m)
# Boeing 747-100SF/-200F/SF/-300SF/-400 Freighters Cargo Configuration

## 747 Cargo Door Loading Capability Main Deck Pallets and Containers

**Either Nose or Side Cargo Door Loading**

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type A*</td>
<td>440 ft³ (12.4 m³)</td>
<td>96 (243.8) x 88 (223.5) x 125 (317.5)</td>
</tr>
<tr>
<td>M1A</td>
<td>560 ft³ (15.8 m³)</td>
<td>96 (243.8) x 88 (223.5) x 125 (317.5)</td>
</tr>
<tr>
<td>M1</td>
<td>613 ft³ (17.3 m³)</td>
<td>96 (243.8) x 88 (223.5) x 125 (317.5)</td>
</tr>
<tr>
<td>463L pallet</td>
<td>482 ft³ (13.6 m³)</td>
<td>96 (243.8) x 88 (223.5) x 108 (274.3)</td>
</tr>
<tr>
<td>10-ft pallet</td>
<td>585 ft³ (16.5 m³)</td>
<td>96 (243.8) x 117.75 (299.1) x 125 (317.5)</td>
</tr>
<tr>
<td>10-ft container (M1)</td>
<td>623 ft³ (17.6 m³)</td>
<td>96 (243.8) x 118 (299.7) x 125 (317.5)</td>
</tr>
<tr>
<td>20-ft container (M2)</td>
<td>1,190 ft³ (33.6 m³)</td>
<td>96 (243.8) x 238.5 (605.8) x 125 (317.5)</td>
</tr>
</tbody>
</table>

**Side Cargo Door Loading Only**

<table>
<thead>
<tr>
<th>Container Type</th>
<th>Capacity</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-ft-high container (M1H)</td>
<td>773 ft³ (21.8 m³)</td>
<td>118 (299.7) x 125 (317.5) x 96 (243.8)</td>
</tr>
<tr>
<td>10-ft-high pallet (M1H)</td>
<td>745 ft³ (21.0 m³)</td>
<td>118 (299.7) x 125 (317.5) x 96 (243.8)</td>
</tr>
<tr>
<td>10-ft-high pallet (M6)</td>
<td>1,480 ft³ (41.8 m³)</td>
<td>118 (299.7) x 125 (317.5) x 96 (243.8)</td>
</tr>
</tbody>
</table>

**Nose Cargo Door Loading (-200/-400F only)**

<table>
<thead>
<tr>
<th>Size</th>
<th>Capacity</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 ft (9.1 m) long</td>
<td>1,775 ft³ (50.2 m³)</td>
<td>96 (243.8) x 299.25 (912.5) x 125 (317.5)</td>
</tr>
<tr>
<td>40 ft (12.2 m) long</td>
<td>2,350 ft³ (66.5 m³)</td>
<td>96 (243.8) x 356.75 (1075.0) x 125 (317.5)</td>
</tr>
</tbody>
</table>

* Volumes are based on SAE Aerospace Standard, AS 1825.
* Maximum height varies from 78 to 86 in (198 to 218 m), depending on airplane type (e.g., 707, 727, 757, DC-8).
Lower hold capability containers and pallets

3,500-lb (1,588-kg) MGW
159 ft³ (4.5 m³)
(LD-3)

3,500-lb (1,588-kg) MGW
175 ft³ (4.9 m³)
(LD-1)

10,200-lb (4,627-kg) MGW*
381 ft³ (10.8 m³)
(LD-9)

7,000-lb (3,175-kg) MGW*
322 ft³ (9.1 m³)
(LD-6)

11,100-lb (5,035-kg) MGW*
415 ft³ (11.8 m³)

10,200-lb (4,627-kg) MGW*
372 ft³ (10.5 m³)

* Maximum gross weights shown are based on lower hold running load capability (116 lb/in), subject to overall airframe structural limits.
Lower hold cargo arrangements

- Thirty half-width containers
- Nine 96- x 125-in pallets, 64 in high*
- Nine 88- x 125-in pallets, 64 in high*
- Two 747 half-width containers
- Nine 88- x 108-in pallets, 64 in high*
- Two 747 half-width containers (military pallets shown)

* Optional pallet hardware required

### Lower hold Cargo Configuration

<table>
<thead>
<tr>
<th>Units</th>
<th>Volume, ft³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower hold</td>
<td></td>
</tr>
<tr>
<td>Bulk cargo</td>
<td></td>
</tr>
<tr>
<td>LD-1</td>
<td>5,250</td>
</tr>
<tr>
<td>800</td>
<td>4,740</td>
</tr>
<tr>
<td>Total capacity</td>
<td>6,050</td>
</tr>
<tr>
<td></td>
<td>5,540</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Units</th>
<th>Volume, ft³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower hold</td>
<td></td>
</tr>
<tr>
<td>Bulk cargo</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3,735</td>
</tr>
<tr>
<td>800</td>
<td></td>
</tr>
<tr>
<td>Total capacity</td>
<td>4,535</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Units</th>
<th>Volume, ft³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower hold</td>
<td></td>
</tr>
<tr>
<td>Bulk cargo</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>2,943</td>
</tr>
<tr>
<td>350</td>
<td>2,880</td>
</tr>
<tr>
<td>800</td>
<td>350</td>
</tr>
<tr>
<td>800</td>
<td>800</td>
</tr>
<tr>
<td>Total capacity</td>
<td>4,093</td>
</tr>
<tr>
<td></td>
<td>4,030</td>
</tr>
</tbody>
</table>
Lower hold cargo arrangement

747-100SF/-200F/SF/-300SF

- 2 LD-1 containers (747-400F only)
  - 350 ft³ (9.9 m³)
- 9 pallets
  - 96 x 125 in (2.4 x 3.2 m)
  - 3,735 ft³ (105.7 m³)
- 16 LD-1 containers
  - 2,800 ft³ (79.2 m³)

Bulk volume:
- 747-400F: 520 ft³ (14.7 m³)
- 747-100F/-200F: 800 ft³ (22.6 m³)
- 747-100SF/-200F/SF/-300SF: 2,450 ft³ (69.3 m³)

2 additional LD-1 containers (747-400F only)
- 350 ft³ (9.9 m³)
Lower hold cargo arrangement

- **Pallets and containers**
  - Total volume
  - 4,163 ft³ (117.8 m³)

- 4 LD-1 containers
  - 700 ft³ (19.8 m³)

- 9 pallets
  - 88 x 108 in
  - 2,943 ft³ (83.3 m³)

- **Bulk volume**
  - 520 ft³ (14.7 m³)

- **Pallets and containers**
  - Total volume
  - 4,631 ft³ (LD-1)
    - (131.1 m³)

- 9 pallets
  - 88 x 125 in
  - 3,411 ft³ (96.6 m³)

- 4 LD-1 containers
  - 700 ft³ (19.8 m³)
Lower hold cargo arrangement

- Pallets and containers total volume: 4,605 ft³ (130.4 m³)
- 2 LD-1 containers: 350 ft³ (9.9 m³)
- 9 pallets: 96 x 125 in (2.4 x 3.2 m) - 3,735 ft³ (105.7 m³)

Bulk volume:
- 520 ft³ (14.7 m³)

All containers total volume:
- 6,120 ft³ (LD-1) - (173.3 m³)
- 5,576 ft³ (LD-3) - (157.9 m³)

- 16 LD-1 containers: 2,800 ft³ (79.3 m³)
- 16 LD-1 containers: 2,800 ft³ (79.2 m³)

Bulk volume:
- 520 ft³ (14.7 m³)
Forward lower hold—additional container positions

96-in pallets, 407-ft³ (11.5-m³) volume
LD-1, 175-ft³ (4.9-m³) volume

- Volume 2,035 ft³ (57.6 m³)
- 2,328 ft³ (65.9 m³)
- 2,271 ft³ (64.3 m³)
- 2,564 ft³ (72.6 m³)
- 2,857 ft³ (80.9 m³)
- 2,800 ft³ (79.3 m³)

88-in pallets 372-ft³ (10.5-m³) volume
LD-1, 175-ft³ (4.9-m³) volume

- Volume 2,210 ft³ (62.5 m³)
- 2,188 ft³ (61.9 m³)
- 2,516 ft³ (71.2 m³)
- 2,494 ft³ (70.6 m³)
- 2,822 ft³ (79.9 m³)
- 2,800 ft³ (79.3 m³)

Increased capacity
Nose-dock terminal arrangement

Terminal building face

- Elevating transporter vehicle
- Throughput conveyor
- Lower hold loader
- Bulk cargo carts
- Lower hold loader truck
- Potable water truck
- Lower cargo carts
- Toilet truck
- Fuel truck
- Rampside stations
- Bulk loader

Boeing 747-200 Freighter Turnaround Servicing Arrangement

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Open-ramp operation

*Lower lobe loader sequenced from aft compartment to forward compartment

F Fuel
T Toilet
E Electrical power
D Demineralized water
AC Air-conditioning
AS Air start

Support stanchion
Bulk cargo loader
Main deck loader
Pallet trailer train
Lower lobe loader
Hydrant fuel truck
Potable water truck
Crew stairs
Toilet truck
Bulk cargo train
Pallet trailer train
Lower lobe loader
Main deck loader

Nose-loading facility arrangement

*APU backup equipment

F Fuel
T Toilet
E Electrical power
D Demineralized water
AC Air-conditioning
AS Air start
# Boeing MD-11 Freighter

## Performance Summary

### General Electric CF6-80C2D1F engines

<table>
<thead>
<tr>
<th>Cargo capacity, ft³ (m³)</th>
<th>MD-11F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main deck, (26) 96- x 125-in (2.4- x 3.2-m) pallets or containers</td>
<td>15,675 (443.8)</td>
</tr>
<tr>
<td>Lower hold, (10) 96- x 125-in (2.4- x 3.2-m) pallets*, or (32) LD-3 containers plus bulk*</td>
<td>4,580 (129.7)</td>
</tr>
<tr>
<td>Total cargo volume</td>
<td>20,115 (573.5)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum gross weight, lb (kg)</th>
<th>MD-11F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff*</td>
<td>630,500 (285,995)</td>
</tr>
<tr>
<td>Landing</td>
<td>491,500 (222,944)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>461,300 (209,246)</td>
</tr>
<tr>
<td>Structural limit payload (MZFW – OEW)</td>
<td>202,040 (91,644)</td>
</tr>
<tr>
<td>Operating empty weight including tare*c</td>
<td>268,800 (121,925)</td>
</tr>
<tr>
<td>Fuel capacity, U.S. gal (L)</td>
<td>38,615 (146,169)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design range (MZFW payload), nmi (km)</th>
<th>MD-11F</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3,592 (6,653)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Chapter 3 cumulative margin, EPNdB</th>
<th>MD-11F</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>–14.6</td>
</tr>
</tbody>
</table>

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* Lower hold volume with pallets. Volume with LD-3s: 5,566 ft³ (157.6 m³)

a Bulk hold volume: 510 ft³ (14.4 m³)

b Optional MTOW: 605,500, 610,000, 618,000, and 625,000 lb

c Tare weight with 36 pallets: 9,540 lb (4,327 kg)
General Electric CF6-80C2D1F engines

- Typical mission rules
- Tare weight included in OEW
- * Highest available option MTOW
Main deck cargo arrangements

**MD-11F**

- 7 containers, 88 x 125 in (2.2 x 3.2 m)
- 11 containers, 96 x 196 in (2.4 x 5.0 m)
  Volume, 16,781 ft³ (474.9 m³)

- 7 containers, 96 x 125 in (2.4 x 3.2 m)
- 11 containers, 96 x 196 in (2.4 x 5.0 m)
  Volume, 17,072 ft³ (483.1 m³)

**MD-11F/CF***

- 6 containers, 88 x 125 in (2.2 x 3.2 m)
- 12 containers, 96 x 196 in (2.4 x 5.0 m)
  Volume, 14,570 ft³ (412.3 m³)

- 6 containers, 96 x 125 in (2.4 x 3.2 m)
- 12 containers, 96 x 196 in (2.4 x 5.0 m)
  Volume, 14,818 ft³ (419.3 m³)

**MD-11F/CF**

- MD-11CF: 26 containers, 88 x 125 in (2.2 x 3.2 m)
  Volume, 12,632 ft³ (357.5 m³)
- MD-11F: 26 containers, 88 x 125 in (2.2 x 3.2 m)
  Volume, 14,630 ft³ (414.3 m³)

- MD-11CF: 26 containers, 96 x 125 in (2.4 x 3.2 m)
  Volume, 13,610 ft³ (385.2 m³)
- MD-11F: 26 containers, 96 x 125 in (2.4 x 3.2 m)
  Volume, 15,722 ft³ (444.9 m³)

* CF: passenger-converted freighter
Boeing MD-11 Freighter

Cargo Configuration

Cross section

Main deck side cargo door (LH)
Width: 140 in (3.5 m)
Height: 104 in (2.6 m)

Cargo door (RH)
Forward and aft doors
Height: 66 in (1.7 m)

LD-3
LD-3
Boeing *MD-11 Freighter*

**Cargo Configuration**

**Lower hold cargo arrangement**

- Bulk volume: 510 ft³ (14.4 m³)
- 4 pallets: 96 x 125 in (2.4 x 3.2 m), 1,628 ft³ (46.1 m³)
- 6 pallets: 96 x 125 in (2.4 x 3.2 m), 2,442 ft³ (69.1 m³)
- 4 pallets: 88 x 125 in (2.2 x 3.2 m), 1,488 ft³ (42.1 m³)
- 6 pallets: 96 x 125 in (2.4 x 3.2 m), 2,232 ft³ (63.2 m³)
- 2 LD-3 containers: 316 ft³ (8.9 m³)
- 14 LD-3 containers: 2,212 ft³ (62.6 m³)
- 18 LD-3 containers: 2,844 ft³ (80.5 m³)