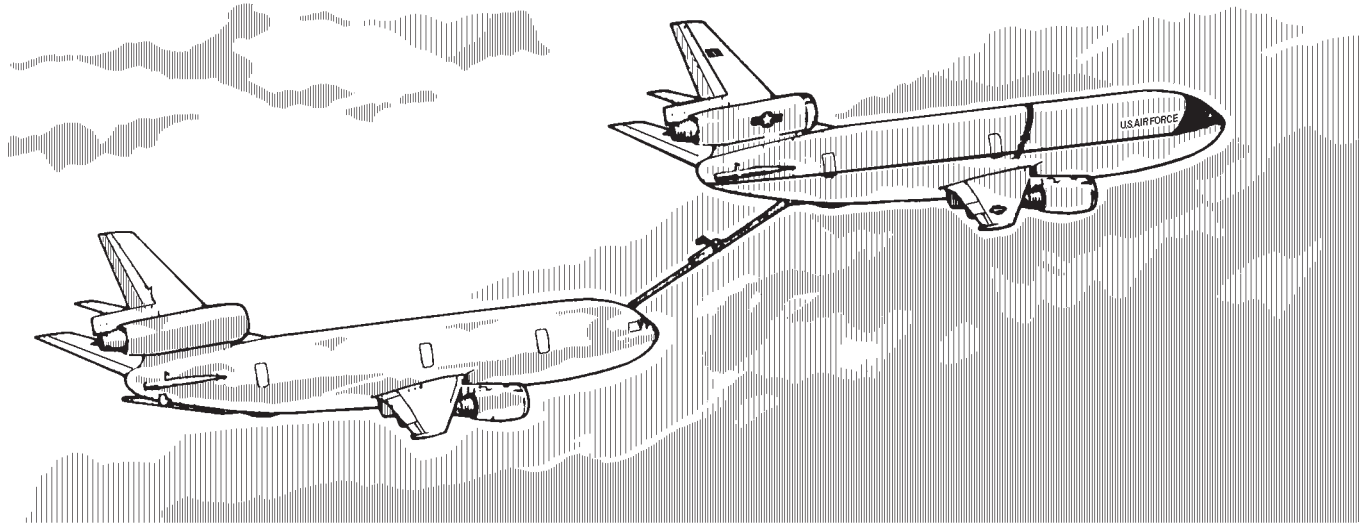


TO 1C-10(K)A-5 BASIC WEIGHT CHECKLIST AND LOADING DATA

USAF SERIES KC-10A AIRCRAFT



SA13-59F

DOUGLAS AIRCRAFT COMPANY
F34601-93-C-0448
Prepared by HEBCO, INC.
GS-35F-0148K

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ATA Chapter	Description of Systems to which the Government has UNLIMITED RIGHTS
■ 21-00	Modifications to the Environmental Control System including:
■ 21-24	Galley, lavatory, aerial refueling operators (ARO) ventilation, and ARO avionics rack
■ 23-00	Modifications to the communications system, including the addition of:
■ 23-25	UHF communications system
■ 23-25-3	UHF COMM/NAV-50
■ 23-26	UHF satellite communications and AFSATCOM
■ 23-51	Flight interphone
■ 23-53	Secure voice
■ 25-00	Modifications to the interior, including:
■ 25-19	Environmental curtain and crew rest bunks
■ 25-21	Seat pallets
■ 25-52	Cargo handling system
■ 25-58	ARO Compartment Equipment Racks
■ 25-90	ARO station in lower aft fuselage
■ 25-91	ARO seats
■ 28-00	Modifications to the Fuel System, including:
■ 28-21	Tank refueling and defueling system, forward and aft fuselage tanks, isolation valve, and transfer valve
■ 28-22-5	Addition of forward and aft fuselage fuel supply tanks
■ 28-22-6	Addition of wing tip fuel pumps for tip tank transfer
■ 28-25	Fuel shroud drain
■ 28-51	Hydraulic alternate supply - auxiliary system for aerial refueling
■ 28-52	ARO viewing door actuation
■ 28-60	Aerial refueling system
■ 28-61	Fuel supply for aerial refueling
■ 28-62	Fuel pressure control for aerial refueling
■ 28-63	Aerial refueling pump low-pressure control
■ 28-64	Aerial refueling offload fuel flow indicator
■ 28-65	Refueling scavenging system
■ 28-70	Aerial refueling boom installation, boom control system, and boom control unit
■ 28-71	Boom mechanical system
■ 28-72	Boom flight control and actuation systems
■ 28-74	Boom telescopic control and actuation system
■ 28-75	Boom position indicator
■ 28-76	Aerial refueling signal and voice channel
■ 28-77	AR Pilot's director display and boom marker lighting
■ 28-78	Boom stowage and hoist system
■ 28-79	Nozzle pneumatic disconnect and indicator system
■ 28-81	Aerial refueling hose and drogue installation
■ 28-85	Aerial refueling hose and drogue lighting
■ 28-86	Boom post FOT&E
■ 28-91	Universal aerial refueling receptacle slipway installation (UARRSI)
■ 28-95	Aerial refueling receiver lighting and UARRSI lighting

- 31-00 Modifications to instruments:
 - 31-15 ARO compartment panels including boom operators instrument panel and overhead ARO instrument panel
- 33-00 Modifications to lighting systems, including:
 - 33-15 ARO refueling display and instrument panels lighting
 - 33-45 Anticollision and rendezvous lights
 - 33-49 Wing lights and fuselage lights
 - 33-49-1 Formation lights
 - 33-49-2 Aerial refueling underbody lights
 - 33-61 ARO instrument and panel lights
 - 33-62 ARO compartment lights
- 34-00 Modifications to navigation systems, including:
 - 34-21-4 TACAN radio magnetic indicators
 - 34-54 IFF transponder
 - 34-56 TACAN
 - 34-58 UHF ADF
 - 34-59-1 I-Band beacon
 - 34-59-2 J-Band beacon
- 35-00 Modifications to oxygen systems, including:
 - 35-10 Crew oxygen supply system
 - 35-20 Passenger oxygen system excluding chemical oxygen generator
- 36-00 Modifications to the pneumatics systems, including:
 - 36-23 Manifold failure detection system
- 51-00 Structural modifications to the DC-10 to accommodate the above systems and stations, including:
 - ARO Compartment
 - Forward/aft fuselage tanks
 - UARRSI
 - Attachments for barrier nets
 - Boom installation
 - Drogue installation
 - Aerial refueling system
 - Revised aft cg position
- 52-00 Doors
 - 52-49 ARO sighting door
 - 52-57 ARO compartment door
 - 52-60 Crew exit/entry ladder and crew walkways
- 53-00 Fuselage
 - 53-54 ARO and boom fairings
- 56-00 Windows
 - 56-44 ARO scanning windows and mirrors

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SECTION I

INTRODUCTION

PURPOSE AND SCOPE

This manual contains a sample Basic Weight Checklist (Chart A) page and a Chart E, Loading Data, for assistance in complying with the requirements of TO 1-1B-50, Weight and Balance Data.

The primary means of maintaining weight and balance configuration data is the KC-10A master file for the Automated Weight and Balance System (AWBS) and is to be used in preparing checklists for insertion into the Weight and Balance Data TO 1-1B-50 for KC-10A aircraft. The master file is maintained by OC-ALC/LKR.

Unless specific modifications not covered by this Chart E, Loading Data, have been made to any aircraft in this series, the Chart E, Loading Data, contained herein replaces every Chart E, Loading Data, for KC-10A aircraft.

This manual contains the necessary information for safe and efficient operation of your aircraft.

Your experience is recognized; therefore, basic flight principles are avoided. Instructions in this manual are

prepared to be understandable by the least experienced crew that can be expected to operate the aircraft. This manual provides the best possible loading data under most circumstances, but it is not a substitute for sound judgment.

PERMISSIBLE OPERATIONS

The manual takes a "positive approach" and normally states only what you can do. Unusual operations or configurations are prohibited unless specifically covered herein. Clearance from the using command must be obtained before any questionable operation, which is not permitted in this manual, is attempted.

MANUAL ARRANGEMENT

Section I presents the purpose, scope, and arrangement of the manual and information relative to manual revisions and procurement.

Section II contains a sample Basic Weight Checklist (Chart A) page from AWBS and tables listing the Interior Configuration Alternatives.

Section III presents information relative to Chart E loading data.

DEFINITIONS

The following definitions apply to warnings, cautions, and notes throughout the manual:

WARNING

Operating procedures, techniques, etc., which could result in personal injury or loss of life if not carefully followed.

CAUTION

Operating procedures, techniques, etc., which could result in damage to equipment if not carefully followed.

NOTE

Operating procedures, techniques, etc., which are considered essential to emphasize.

The following definitions apply to the words "shall", "will", "should" and "may":

- Shall/Will - The instructions or procedures prefaced by "shall" or "will" are mandatory.
- Should - Normally used to indicate a preferred but nonmandatory method of accomplishment.
- May - An acceptable or suggested means of accomplishment.

HOW TO BE ASSURED OF HAVING LATEST DATA

Refer to TO 0-1-1-1 for a listing of all current flight manuals, safety supplements, operational supplements, and checklists. Also check the manual cover page, the title block of each safety and operational supplement, and all status pages attached to formal safety and operational supplements. Clear up all discrepancies before flight.

SAFETY SUPPLEMENTS

Information involving safety will be promptly forwarded to you in a safety supplement. Urgent information is published in interim safety supplements and

transmitted by teletype. Formal supplements are mailed. The supplement title block and status page (published with formal supplement only) should be checked to determine the supplement's effect on the manual and other outstanding supplements.

OPERATIONAL SUPPLEMENTS

Information involving changes to operating procedures will be forwarded to you by operational supplements. The procedure for handling operational supplements is the same as for safety supplements.

HOW TO GET PERSONAL COPIES

Each flight crew member is entitled to personal copies of the Basic Weight Checklist and Loading Data Manual, Safety Supplements, Operational Supplements, and Checklists. The required quantities should be ordered before you need them to assure their prompt receipt. Check with your publication distribution officer; it is his job to fulfill your TO needs. Basically, you must order the required quantities from the Numerical Index and Requirement Table (NIRT). TO 00-5-1 and 00-5-2 give detailed information for ordering these publications. Make sure a system is established at your base to deliver these publications to the flight crews immediately.

MANUAL BINDERS

Looseleaf binders and sectionalized tabs are available for use with your manual. They are obtained through local purchase procedures and are listed in the Federal Supply Schedule (FSC Group 75, Office Supplies, Part 1). Check with your local supply personnel for assistance in procuring these items.

YOUR RESPONSIBILITY - TO LET US KNOW

Comments, corrections, and questions regarding this manual or any phase of the Flight Manual Program are welcome. These should be forwarded on AF Form 847 as directed by AFI 11-215 through your Command Headquarters to OC-ALC/LKR, Tinker AFB, 73145-3018.

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SECTION II

SAMPLE BASIC WEIGHT CHECKLIST (CHART A)

Chart A

Figure 2-1 provides a sample Basic Weight Checklist (Chart A) page from the Automated Weight and Balance System (AWBS). The Chart A tabulates all operating equipment weighing five pounds or more that is or may be installed on the KC-10A aircraft and for which provisions or fixed stowage have been provided at a definite location.

Weights, arms, and moments/10,000 are provided for each piece of equipment listed.

Equipment is listed by compartment. Each compartment is designated by a capital letter. Compartment designations are in agreement with those in Chart E. Within compartments, similar equipment, e.g., seats, fire extinguishers, etc., are listed together. Avionics equipment is listed by rack and shelf.

Insofar as practical, equipment is listed from the forward to aft limit of each compartment.

CHART A SUPPLEMENT

Figure 2-2 provides weight and balance data for interior configuration alternatives described in the Equipment Inventory List, TO 1C-10(K)A-21.

The provided weight and moment data may be used to simplify Chart C documentation when changing from one configuration to another.

Note that the number of personnel and seating arrangements for configuration codes A, B, and C are dictated by the cargo load. The 14-personnel configuration, code A, is compatible with cargo loads of 100,000 pounds and greater. The 16- and 20- personnel configurations, codes B and C respectively, have additional restrictions imposed on cargo loading (Refer to the Cargo Loading Manual, TO 1C-10(K)A-9, for additional information).

CHART A- BASIC WEIGHT CHECKLIST RECORD

COMPARTMENT: B - FLIGHT - STA 275-396

MDS: KC-10A
 SERIAL NO: 85-0029
 CONSTANT: 10000

(020315) TAFB, CA
 (020308) (BASC) SAN ANTONIO
 (020129) TAFB, CA
 (010619) TAFB, CA by SSqt S
 (010507) TAFB, CA

(001103) TAFB, CA
 (001027) SAN ANTONIO, TX
 (000911) TAFB, CA
 (000113) TAFB, CA
 (991228) TAFB, CA

Data Number	Item Description	Weight	H. Ann	H. Moment (Simp)	In A/C	Man Inv.	Date	020315	020308	020123	010619	010607	001109	001027	000911	000113	991228
B-000.00	INSTRUMENT PANEL (SECTION BN15)							-	-	-	-	-	-	-	-	-	-
B-001.00	HORIZONTAL SITUATION INDICATOR (2)	30.0	295.00	0.9	☒		2002/03/15										
B-002.00	TVSI D58-50001-3708 (2) (TCOT 1173)	5.9	295.00	0.2	☒		2002/03/15					-	-	-	-	-	-
B-003.00	ATTITUDE DIRECTOR INDICATOR (2)	19.0	295.00	0.8	☒		2002/03/15										
B-005.00	PITCH CONTROL PANEL	7.0	295.00	0.2	☒		2002/03/15										
B-007.00	WEATHER RADAR INDICATOR (2)	28.0	305.00	0.9	☒		2002/03/15										
B-007.01	PEDESTAL (SECTION BN14)							-	-	-	-	-	-	-	-	-	-
B-008.00	CONTROL DISPLAY UNIT	24.0	300.00	0.7	☒		2002/03/15										
B-009.00	CONTROL DISPLAY UNIT	12.0	321.00	0.4	☒		2002/03/15										
B-010.00	DATA LOADER	6.0	361.00	0.2	☒		2002/03/15										
B-011.00	CONTROL DISPLAY INERTIAL NAVIGATION SYSTEM	10.0	300.00	0.3	☒		2002/03/15										
B-012.00	CONTROL DISPLAY INERTIAL NAVIGATION SYSTEM	5.0	320.00	0.2	☒		2002/03/15										
B-014.00	OVERHEAD SWITCH PANEL (SECTION BN15)							-	-	-	-	-	-	-	-	-	-
B-015.00	OVERHEAD ANNUNCIATOR PANEL	8.0	314.00	0.3	☒		2002/03/15										
B-016.00	FLIGHT ENGINEERS STA (SECTION BN12)							-	-	-	-	-	-	-	-	-	-
B-018.00	PRINTER	3.0	333.00	0.1	☒		2002/03/15										
B-020.00	ANNUNCIATOR PANEL	8.0	350.00	0.3	☒		2002/03/15										
B-023.00	FLIGHT GUIDANCE MAINTENANCE PANEL	5.0	350.00	0.2	☒		2002/03/15										
B-025.00	FUEL QUANTITY POWER SUPPLY	14.0	350.00	0.5	☒		2002/03/15										
B-027.00	FAULT ISOLATION PANEL	5.0	350.00	0.2	☒		2002/03/15										
B-030.00	SEAT, PILOT (INCLUDING RESTRAINT SYSTEM)	79.0	325.00	2.8	☒		2002/03/15										
B-031.00	SEAT, COPILOT (INCLUDING RESTRAINT SYSTEM)	79.0	325.00	2.8	☒		2002/03/15										
B-032.00	SEAT, BOOM OPERATOR (INCLUDING RESTRAINT SYSTEM)	78.0	380.00	2.8	☒		2002/03/15										

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AWBS 9.1

Page 1 of 2

Figure 2-1. Sample Basic Weight Checklist

BEFORE TCTO 1222

Item Number	Item	Weight	ARM	Mom/10,000
C-230	14 personnel (standard) (Code A)	5,882	963	566.4
C-231	16 personnel (Code B)	5,937	959	569.4
C-232	20 personnel (23 pallet) (Code C)	6,072	949	576.2
C-233	75 personnel (expanded) (Code D)	10,621	862	915.5
C-234	25 OR 27 pallet (all cargo) (Code E)	5,274	1008	531.6
C-235	6 additional crew (Code F)	5,611	985	552.7
C-236	20 personnel (17 pallets) (Code G)	6,072	971	589.6
C-237	Patient Support Pallet-Configuration 1 (Code H)	10675	861	919.0
C-238	Patient Support Pallet-Configuration 2 (Code I)	10721	860	922.0 ◀

AFTER TCTO 1222

Item Number	Item	Weight	ARM	Mom/10,000
C-230.1	14 personnel (standard) (Code A)	5,964	957	570.8
C-231.1	16 personnel (Code B)	6,027	952	573.8
C-232.1	20 personnel (23 pallet) (Code C)	6,184	941	581.9
C-233.1	75 personnel (expanded) (Code D)	10,986	855	939.3
C-234.1	25 OR 27 pallet (all cargo) (Code E)	5,274	1008	531.6
C-235.1	6 additional crew (Code F)	5,649	982	554.7
C-236.1	20 personnel (17 pallets) (Code G)	6,184	963	595.5
C-237.1	Patient Support Pallet-Configuration 1 (Code H)	10991	855	939.4
C-238.1	Patient Support Pallet-Configuration 2 (Code I)	10998	854	938.9 ◀

Figure 2-2. Interior Configurations

Pages 2-4 through 2-38 are deleted.

SECTION III

CHART E, LOADING DATA

AIRCRAFT GENERAL DESCRIPTION

The USAF Series KC-10A aircraft, manufactured by McDonnell Douglas Corporation, is a sweptwing tri-jet monoplane designed for air refueling military aircraft and airlifting cargo and support personnel. The aircraft has fully retractable tricycle landing gear (with a load-bearing center gear) and is powered by three interchangeable General Electric CF6-50C2 high bypass turbofan engines. Each engine is flat rated at 52,500 pounds static takeoff thrust at sea level up to 86° Fahrenheit. A fan thrust reverser system is installed for each engine. The KC-10A is capable of operating in varying atmospheric conditions at altitudes up to and including 42,000 feet.

In addition to being equipped for air refueling military aircraft requiring either a boom or hose/drogue,

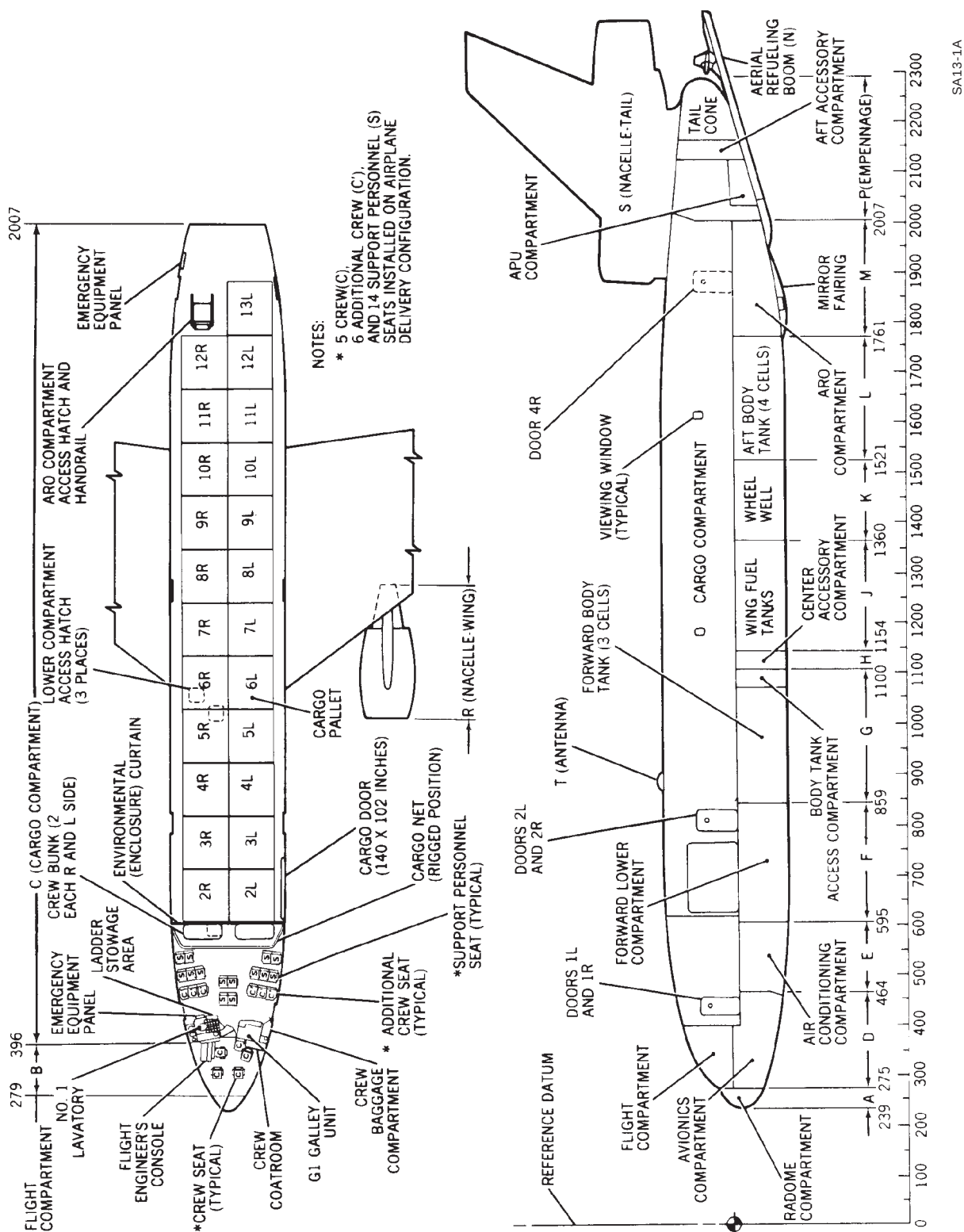
the KC-10A may be refueled from another KC-10A or KC-135 tanker. The unobstructed cargo compartment will accept combinations of palletized cargo, vehicles and logistic equipment, and mixed cargo and support personnel.

AIRCRAFT COMPARTMENTS

The main compartment areas throughout the aircraft are shown in figure 3-1. Each main compartment is separated from the other by structural partitions and/or floors.

AIRCRAFT DIMENSIONS

Measurement dimensions used during weighing, along with reference points, are shown in figure 3-2. Additional data regarding dimensions are contained in supplementary information.



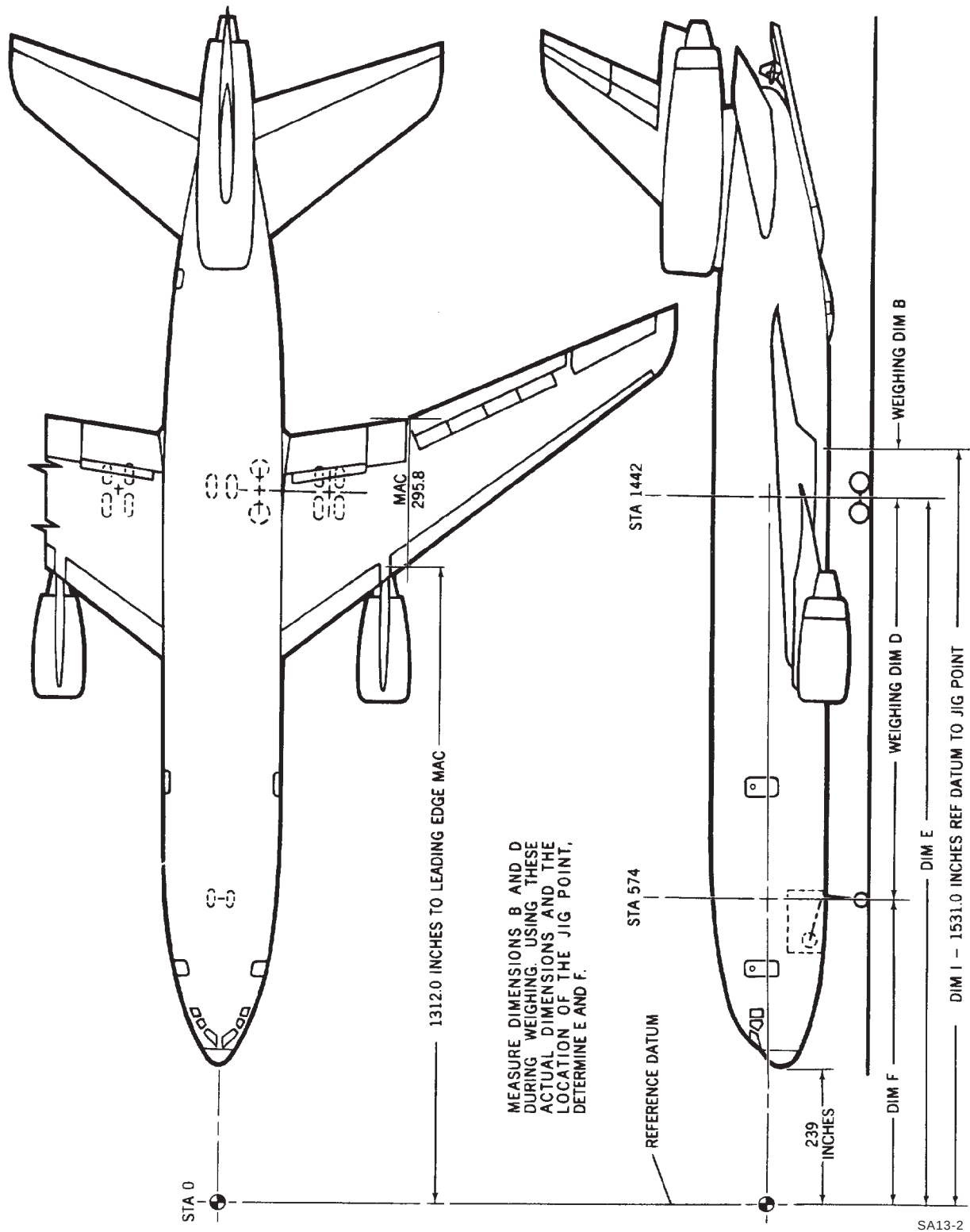


Figure 3-2. Aircraft Measurement Dimensions

WEIGHING INSTRUCTIONS

WEIGHING INTERVALS

In order to assure that aircraft weight and CG limits are not exceeded, each KC-10A must be weighed at least every 36 months. This is in addition to the weighing requirements specified by TO 1-1B-50.

AIRCRAFT CONDITION

The basic weight condition is established with all landing gear down and all control surfaces in their normal retracted positions. The aerial refueling boom, entry door ladder, and cargo door sill conveyor are in their normal stowed positions. Hydraulic, oxygen, and fire extinguisher systems are fully charged. Potable water and waste tanks are empty. Basic weight includes engine oil, unusable fuel, and usable/ungaageable fuel.

Recommended weighing procedures require that the centerline gear be retracted. The change in moment

required to return the aircraft to the basic weight condition is included in figure 3-3. If weighing procedures are used as specified in the Fuel Draining Procedure paragraph, an adjustment must be made to the fuel weight. This adjustment is also included in figure 3-3.

FUEL DRAINING PROCEDURE

- 1. Level aircraft both laterally and horizontally. (Refer to Leveling and Weighing Procedures paragraph.)
- 2. Establish that the aft engine feedline is full by closing the fire shutoff valve immediately after engine shutdown. This line can drain into the tank through the scavenge system if the fire shutoff valve is left open.

ITEM	WEIGHT (POUNDS)	MOMENT/10,000
FUEL ¹	+1270	+159.5
CENTERLINE GEAR ²	-	+12.9

¹ DIFFERENCE BETWEEN CHART A UNUSABLE FUEL AND FUEL REMAINING AFTER PERFORMING FUEL DRAINING PROCEDURE, PLUS 591 POUNDS OF USABLE/ UNGAUGEABLE FUEL

² CORRECTION FOR CENTERLINE GEAR RETRACTION SPECIFIED IN AIRPLANE CONDITION PARAGRAPH

SA13-3B

Figure 3-3. Adjustments to "As Weighed" Condition

3. Establish that the hose reel system is full. If the hose reel has been activated prior to weighing, it can be assumed that fuel will be trapped in the system back to the aerial refueling valve. This fuel is included in the basic weight. If the aircraft is weighed with the hose reel system dry, the unusable fuel quantity listed in Chart A should be added to the as-weighed condition to obtain basic weight.

4. Place the boom in its stowed position, and scavenge the boom and aerial refueling and UARRSI manifolds. The scavenge system selector switch should remain at each position until the MANF SCAV PRESS LOW light comes on and remains steady. Residual fuel remaining after this procedure is included in CHART A.

5. Defuel the aircraft through one or more wing defueling nozzles. To preclude the possibility of static tipover, defuel the aft body tank first.

6. Defuel the aft body tank by using the aft tank TRANS PUMP, with the aft tank ISOL VALVE open. At an aft tank fuel quantity indicator reading of 1300 $\pm$ 200 pounds, close the ISOL VALVE and allow the transfer pump to operate "dead headed" for 10 minutes. (This allows time for the tank scavenge system to transfer fuel from low points in forward fuel cells to the aft cell where the pump is located.) Reopen the aft tank ISOL VALVE and continue defueling until the TRANS PUMP LOW light comes on and remains steady. After the aft body tank has been emptied, remaining tanks can be simultaneously defueled.

7. Defuel the forward body tank by opening the forward tank ISOL VALVE and positioning the TRANS PUMP OVRD switch to OVRD. Turn on the FORWARD tank TRANS PUMP. At a forward tank fuel quantity indicator reading of 1300 $\pm$ 200 pounds,

close the ISOL VALVE and operate the transfer pump "dead headed" for 10 minutes. Reopen the ISOL VALVE and continue defueling.

8. Close the No. 1 and No. 3 tank X-FEED valves, and use transfer pumps only to defuel tanks No. 1 and No. 3.

9. Use both L AFT and R AFT pumps to defuel the No. 2 tank, with the No. 2 tank X-FEED valve open and the TRANS PUMP off.

10. Use both UPR COMPT and LWR COMPT pumps to defuel the center wing tank, with the ISOL VALVE open and both FILL VALVES closed.

11. Pump runout is indicated by a steady pump pressure LOW light. Shut down pumps when pressure lights indicate that all pumps have run out. Wait 10 minutes and reactivate pumps to scavenge fuel that may have drained into sumps during the shutdown.

12. Drain the fill/transfer and alternate refuel manifolds by suction sumping at the GND REFUEL manual drain valve with MANF DRAIN & OUTBD FILL and GND REFUEL valves open.

13. Sump all tanks completely. Suction sumping is required on all tank drains except the outboard compartments of tanks No. 1 and 3.

14. Basic weight includes unusable and usable/ungaugeable fuel. If the aircraft is weighed after performing steps 1 through 13, the fuel weight and moment shown in figure 3-3 should be added to the "as weighted" condition to obtain basic weight. If the aircraft is weighed completely dry, unusable and usable/ungaugeable fuel weights and moments listed in Chart A should be added.

FLUID LEVELS

Basic weight is established with engine, APU, and constant speed drive oil quantities as shown in Chart A. Oil tanks and reservoirs should be either completely dry or in a "full" condition when weighing the aircraft. "Full" is defined as the level obtained by "topping off" immediately after the engines have been run and while the oil is still hot. Oil should not be added after the engines have cooled, as this will overfill the system and result in an erroneous weight.

Before weighing, the aircraft fuel system must be either completely dry or drained in accordance with the Fuel Draining Procedure paragraph.

All hydraulic system tanks and accumulators, crew and portable oxygen cylinder, and engine and hand fire extinguishers must be fully charged.

Fresh and waste water systems must be completely dry.

AIRCRAFT PREPARATION

1. The aircraft shall be positioned in a protected area during weighing, preferably a hangar or similar enclosure. To reduce the effect of wind and drafts, doors and windows in the area shall be closed. Equipment which might affect the electronic weighing system, e.g., compressors, blowers, etc., should be shut down.

NOTE

Permission to weigh the aircraft in an open area, provided wind velocities do not exceed 4 knots, may be obtained from ASC/ENFS, WPAFB, Ohio 45433-7809.

2. The aircraft structure and equipment must be in exact agreement with the applicable Basic Weight

Checklist (Chart A). Equipment should be inverted and shortages and overages noted on DD Form 365-2. All equipment items must be in their normal or stowed location.

3. All tools, work equipment, and trash must be removed from the aircraft prior to weighing.

4. Move thrust reversers and all control surfaces to their normal retracted positions. Close all doors and hatches.

5. Remove all personnel from the aircraft, and check the aircraft exterior for interference with workstands and other equipment.

6. Weigh the aircraft.

LEVELING AND WEIGHING PROCEDURES

The aircraft shall be weighed in a condition as near as possible to its basic weight. Fuel tanks shall be either dry or drained in accordance with the Fuel Draining Procedure paragraph. Other fluid levels should be as prescribed in the Fluid Levels paragraph. The aircraft can be weighed by using jacks placed below main and nose gear axles, using platform scales under the wheels, or using jacks placed under the wings and forward fuselage. The procedures are as follows and should be IAW TO 1C-10(K)A-2-32-38.

Using Main and Nose Gear Jacks

1. Position the aircraft for weighing.



Do not attempt to retract the centerline gear until strut pressure has been removed.

2. Remove pressure from the centerline gear strut, and retract the centerline gear. Close the main gear doors.



Make certain that landing gear lockpins are installed.

3. Adjust the nose gear strut until the aircraft is approximately level. The nose gear strut should be no more than 8 inches from the compressed condition to accomplish this.

4. Connect weighing kits to a power supply, and connect cables to cells. Turn on power to kits.

5. Position weighing cells on jacks, and position jacks under gear axles in five places. Jack point locations and allowable loads are shown in figure 3-4.

6. Align jacking ball on axle with recess in each weighing cell.

7. Operate jacks until each cell is loaded to approximately 5,000 pounds.

8. Allow cells to remain loaded for at least 20 minutes to stabilize the cells and allow kits to warm up to operating temperature, or follow weighing equipment manufacturer's recommended procedure. This period may be used to inventory Chart A equipment, resolve shortages, etc.

9. Lower jacks until weighing cells are disengaged from the aircraft.

10. Zero the weight and cell balance indicators on the weighing kits. After 2 minutes, check cell drift. If drift is excessive, either the cells have not adjusted to ambient temperature or the kit is defective. Repeat the preload procedure, allowing sufficient time to elapse for temperature equalization. If excessive drift is still present, repair or replace the kit.

JACKING POINT	JACKING POINT LOCATION	MAXIMUM ALLOWABLE LOAD (POUNDS)
WING	FUS STA = 1,464.8 OUTBOARD OF FUS C (WING STA $\times$ C _W) = 316.4	229,000 EACH SIDE
FUSELAGE NOSE (RH SIDE)	FUS STA = 598.3 FROM FUS CENTERLINE (X) = 43.15	74,800
MAIN GEAR AXLES	FUS STATION - GEAR IN STATIC POSITION - APPROXIMATE = 1,410 AND 1,474	122,000 PER AXLE 234,000 PER MAIN GEAR
NOSE GEAR AXLE	FUS STATION - GEAR IN STATIC POSITION - APPROXIMATE = 573.4	68,900
CENTERLINE GEAR AXLE	FUS STATION - GEAR IN STATIC POSITION - APPROXIMATE = 1,472	124,500

SA13-4

Figure 3-4. Maximum Allowable Jacking Loads



All jacks must be operated simultaneously

11. Raise jacks until all tires are clear of the floor. Keep the aircraft as level as possible during jacking.

12. After aircraft oscillations have subsided, use jacks only to laterally and longitudinally level the aircraft. Brackets for the support of spirit levels are located in the nose wheel well. (See figure 3-5.)

13. Read scale readings and record on DD Form 365-2. **DO NOT LOWER JACKS AT THIS TIME.**

14. Determine the distance from the reference datum to load cell reactions. (Refer to Measuring Instructions paragraph.)

15. Lower jack simultaneously until all cells are clear of jacking points.



Do not touch or remove weighing cells until step 16 has been accomplished.

16. Read and record cell drift corrections.

17. Compare adjusted weights with expected results.

18. Remove and store weighing equipment.

19. Lower centerline gear to the ground and restore nose and centerline strut pressures to normal.

Using Platform Scales

1. If portable weighing platforms are used, position platforms and ramps as shown in figure 3-6.

2. If electronic scales are used, connect wiring to platforms, instrumentation, and power supply. Turn on power.

3. Allow 20 minutes for warmup, and adjust instrumentation by using instructions provided with the electronic weighing system being used.

4. Place wheel chocks on platforms, and zero scales.

5. Slowly tow aircraft into position on platforms. Using tug brakes only, as aircraft braking may damage platforms.

6. Position wheel chocks and adjust the nose gear strut or platform to longitudinally level the aircraft. Brackets to support a spirit level are located in the nose wheel well. (See figure 3-5.)

7. Read scales and record readings on DD Form 365-2.

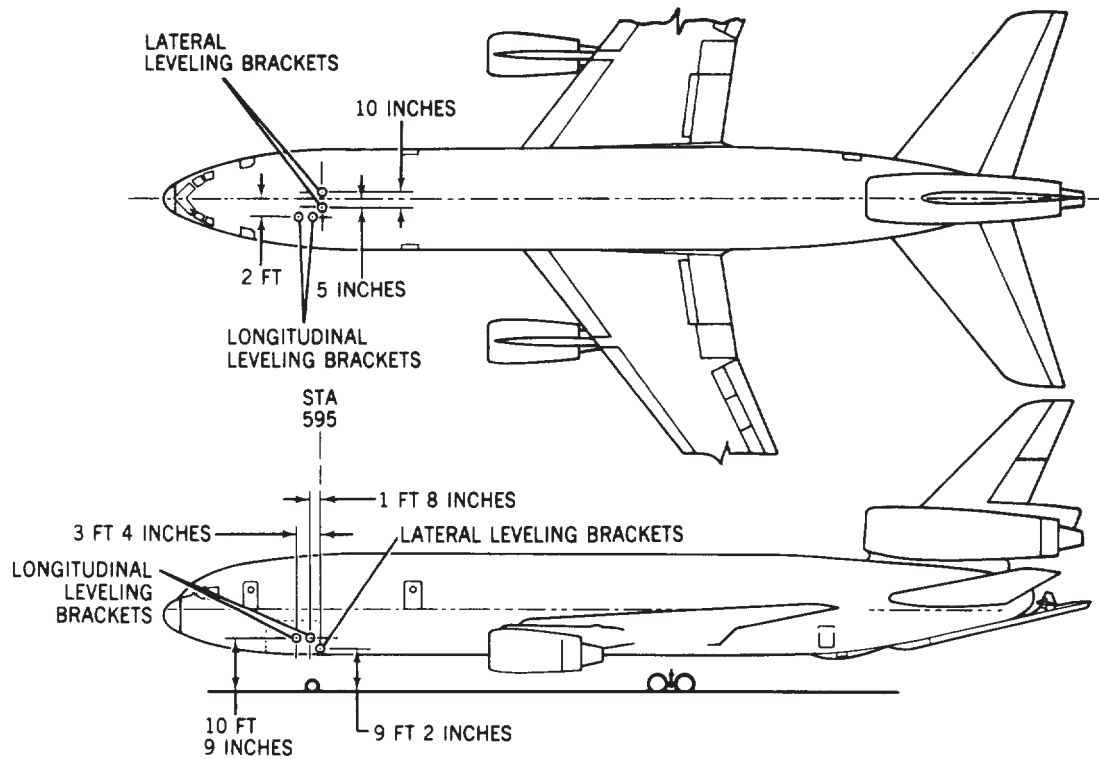
8. Determine the distance from the reference datum to main and nose gear centerlines. (Refer to Measuring Instructions paragraph.)

9. Tow aircraft off platforms. Read and record drift corrections.

10. Compare adjusted weights with expected results.

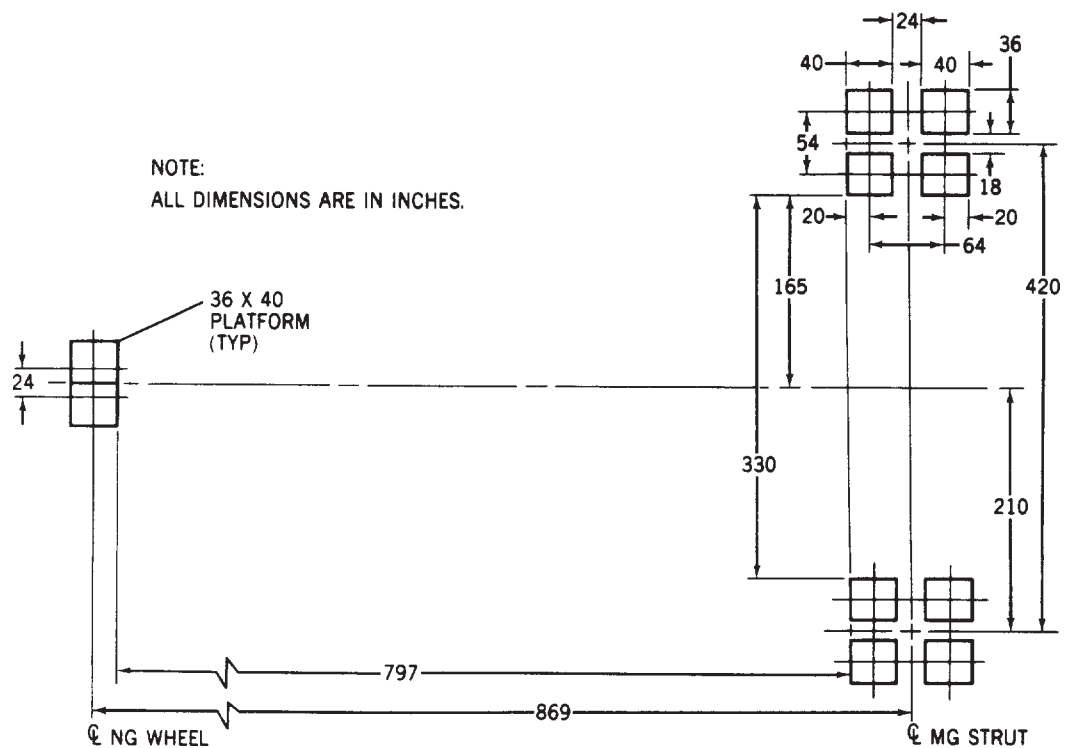
11. Remove and store weighing equipment.

12. Restore nose gear strut pressure to normal.



SA13-5

Figure 3-5. Leveling Bracket Locations



SA13-6

Figure 3-6. General Arrangement Platform Weighing Scales

Using Wing and Fuselage Jacks

1. Position aircraft for weighing. To ensure that no side-loads are introduced into load cells, adjust the main and nose gear struts to level the aircraft both longitudinally and laterally. This is to preclude the possibility of erroneous load cell readings.

2. Connect weighing kits to power supply, and connect cable to cells. Turn on power.

3. Position weighing cells on jacks, and position jacks at wing jack points (two places) and forward fuselage jack point (one place). Jack point locations and allowable loads are shown in figure 3-4.

4. Align jacking ball with recess in each weighing cell.

5. Operate jacks until each cell is loaded to approximately 5,000 pounds.

6. Allow cells to remain loaded for at least 20 minutes to stabilize the cells and allow kits to warm up to operating temperature, or follow weighing equipment manufacturer's recommended procedure. This period may be used to inventory Chart A equipment, resolve shortages, etc.

7. Lower jacks until weighing cells are disengaged from the aircraft.

8. Zero the weight and cell balance indicators on the weighing kits. After 2 minutes, check cell drift. If drift is excessive, either the cells have not adjusted to ambient temperature or the kit is defective. Repeat the preload procedure, allowing sufficient time to elapse for temperature equalization. If excessive drift is still present, repair or replace the kit.



All jacks must be operated simultaneously.

9. Raise jacks until all tires are clear of the floor. Keep the aircraft as level as possible during jacking.

10. After aircraft oscillations have subsided, use jacks only to laterally and longitudinally level the aircraft. Brackets for the support of spirit levels are located in the nose wheel well. (See figure 3-5.)

11. Read scale readings and record on DD Form 365-2. **DO NOT LOWER JACKS AT THIS TIME.**

12. Lower jacks simultaneously until all cells are clear of jacking points.



Do not touch or remove weighing cells until step 13 has been accomplished.

13. Read and record cell drift corrections.

14. Compare adjusted weights with expected results.

15. Remove and store weighing equipment.

MEASURING INSTRUCTIONS

Using Main and Nose Gear Jacks or Platform Scales

The location of weighing reaction points, relative to the reference datum, is required to determine the aircraft CG. The location of gear or gear jack point reactions is determined by measurement.

The "jig point" used for these measurements is the fuselage joining splice at station 1531 (forward edge of gap).

1. Suspend a plumb bob from the "jig point". Enter a value of 1,531 inches for dimension I on DD Form 365-2.

2. Stretch a string between the main gear beam pivot pin centerlines.

3. Measure the horizontal distance from the string (main reaction) to the plumb bob line (jig point) and record as dimension B on DD Form 365-2.

4. Measure the horizontal distance from the string (main reaction) to the centerline of the nose gear axle and recorded as dimension D on DD Form 365-2.

The distance from the reference datum to the main gear (dimension E) and the nose gear (dimension F) reactions are determined from the following equation:

$$E = I - B \text{ (inches)}$$

$$F = E - D \text{ (inches)}$$

Using Wing and Fuselage Jacks

The distance from the reference datum to the wing (dimension E) and the fuselage nose (dimension F) reactions are 1,464.8 and 598.3 inches respectively. (See figure 3-4.)

LOADING DATA FOR OPERATIONAL ITEMS

Loading data for KC-10A operational items are provided in figures 3-7 through 3-9. The figures contain data for loading crew positions, potable/waste water systems as well as for loading storage compartments. For ease of computations, all moments are rounded to the nearest whole moment.

The following figures provide loading data for operational items:

Figure 3-7 - Crew Positions

Figure 3-8 - Water Systems

Figure 3-9 - Stowage Provisions

COCKPIT CREW					
POSITION	WEIGHT (POUNDS)	ARM	<u>MOMENT</u> 10,000	CUMULATIVE WEIGHT	CUMULATIVE MOMENT
PILOT	215	325	7	215	7
COPLOT	215	325	7	430	14
FLIGHT ENGINEER	215	362	8	645	22
BOOM OPERATOR	215	360	8	860	30
OBSERVER	215	385	8	1075	38
ARO COMPARTMENT (Not occupied during Takeoff and Landing)					
BOOM OPERATOR	215	1794	39	215	39
INSTRUCTOR	215	1794	39	430	77
OBSERVER/TRAINEE	215	1794	39	645	116

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Figure 3-7. Crew Positions

POTABLE WATER 63 GALLONS MAXIMUM			
VOLUME (PERCENT OF MAX)	WEIGHT (POUNDS)	ARM (INCHES)	<u>MOMENT</u> 10,000
10	53	676.3	4
20	105		7
30	158		11
40	210		14
50	263		18
60	315		21
70	368		25
80	420		28
90	473		32
100	525	676.3	36
WASTE WATER 3 GALLONS MAXIMUM IN EACH TOILET			
100	25	412.0	1
100	25	589.0	1

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Figure 3-8. Water Systems

	STORAGE CONTAINER	AIRCRAFT STORAGE	ACCOM. KIT STORAGE
CENTROID	1970	400.2	603.7
WEIGHT	MOMENT/10000		
10	2	0	1
20	4	1	1
30	6	1	2
40	8	2	2
50	10	2	3
60	12	2	4
70	14	3	4
80	16	3	5
90	18	4	5
100	20	4	6
200	39	8	12
300	59	12	18
400	79	16	24
440	87	18	27
500	99	20	-
600	118	24	-
686	135	27	-
700	138	-	-
800	158	-	-
900	177	-	-
1000	197	-	-
1100	217	-	-
1200	236	-	-
1300	256	-	-
1400	276	-	-
1421	280	-	-

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Figure 3-9. Stowage Provisions

FUEL LOADING DATA

The KC-10A has a capacity to carry up to 54,800 gallons of usable fuel in six tanks, fuel lines, manifolds and engines. The tankage arrangement is shown in figure 3-10. Electrically-driven boost pumps, located in each main tank (No. 1, 2, and 3), supply fuel to the engines and APU. Hydraulically-driven pumps, located in the forward and aft body and center wing tanks, supply fuel to the boom and hose reel. A fuel transfer system provides the capability of transferring fuel from any tank to any other tank.

The standard fuel loading schedules for fuel loaded at 6.7 pounds per gallon are presented in figure

3-11. Equivalent fuel loading schedules for densities of 6.0 through 7.1 pounds per gallon are included in the Servicing Maintenance manual, TO 1C-10(K)A-2-12. Fuel loading restrictions are included in section III of the Flight Manual, TO 1C-10(K)A-1.

WARNING

The fuel loading schedules presented in figure 3-11 and in TO 1C-10(K)A-2-12 do not preclude the possibility of exceeding gross weight CG limits. As a consequence, some loading configurations may require redistribution of body tank fuel prior to takeoff.

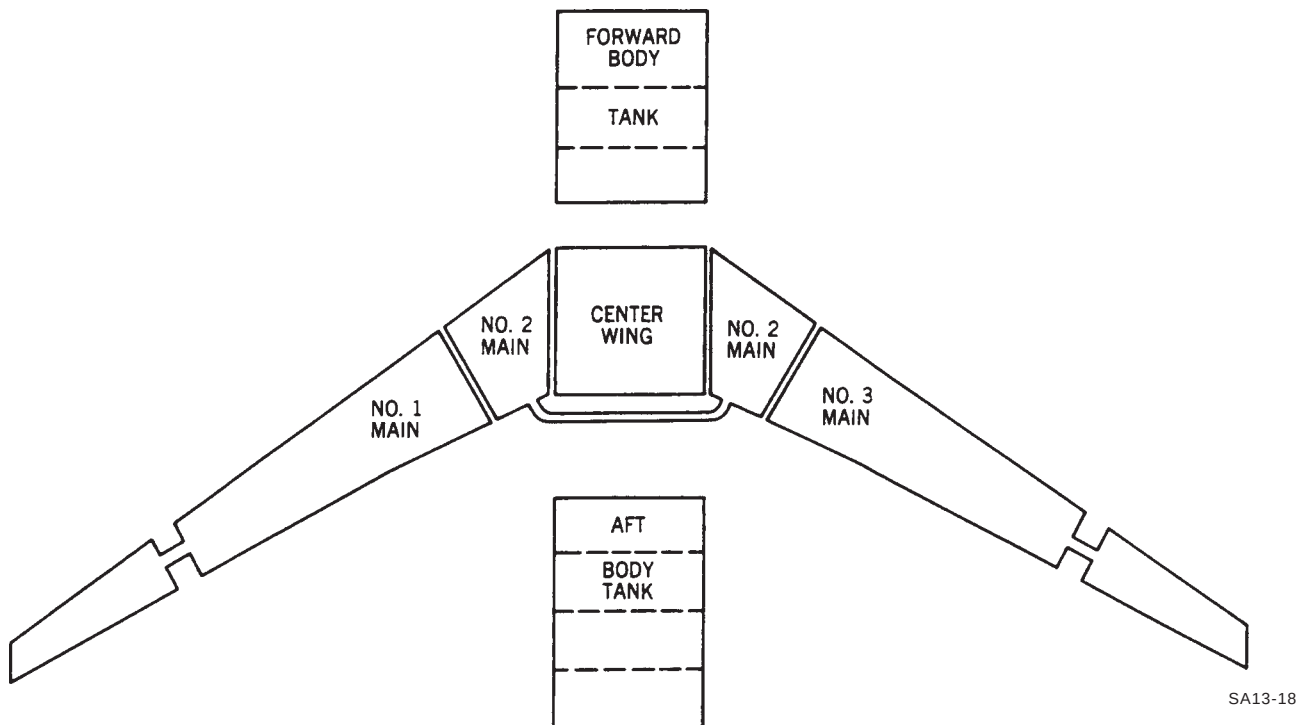


Figure 3-10. Fuel Tank Arrangement



When the aircraft gross weight exceeds 556,000 pounds, or the sum of the zero fuel weight and body fuel exceeds 414,000 pounds, the main tanks must be full. The maximum allowable zero fuel weight is 414,000 pounds. These are structural limits.

NOTE

Figure 3-11 is for loading fuel only. It is not intended as a fuel use schedule. Ground rules for the management of mission fuel are provided in the Flight Manual, TO 1C-10(K)A-1.

Figures 3-12 through 3-17 provide a means for determining aircraft CG for any desired distribution of wing and body fuel. The figures present fuel moment/10,000, for individual tanks, as a function of weight of fuel in each tank. Moments are based on JP-8 fuel (specification MIL-T-83133) at a nominal density of 6.7 pounds per U.S. gallon. The fuel weight/moment

relationship, however, is not significantly affected by fuel density. Figures 3-12 through 3-17 are, therefore, valid for all fuels approved for the KC-10A aircraft.

FUEL LOADING SCHEDULE

1. Load 5,000 pounds of fuel in each main tank (No. 1, 2, and 3).
2. Load 15,000 pounds of fuel in forward body tank.
3. Load equally into No. 1, 2, and 3 main tanks until No. 1 and 3 main tanks are full (6,075 gallons each).
4. Continue to load into the No. 2 main tank until full (9,767 gallons).
5. Load equally into center wing and body tanks until forward body tank is full (8,255 gallons including 2,308 gallons of ballast fuel).
6. Load equally into center wing and aft body tanks until aft body tank is full (9,873 gallons).
7. Continue to fill center wing tank until full (14,643 gallons).

FUEL POUNDS 1,000	MAIN TANKS			BODY TANKS			MOMENTS (IN-LB) 10,000
	1	2	3	FWD	CTR WING	AFT	
50	12,000	11,000	12,000	15,000+	0	0	6,589.9
60	↑	↑	↑	↑	10,000+	0	7,885.3
70	↓	11,000	↓		10,000+	10,000+	9,526.3
75	12,000	12,000	12,000		12,000+	12,000+	10,241.9
80	13,700	13,600	13,700		↑	↑	10,929.0
85	15,300	15,400	15,300				11,614.5
90	17,000	17,000	17,000				12,318.2
95	18,700	18,600	18,700				13,018.4
100	20,300	20,400	20,300				13,716.8
105	22,000	22,000	22,000				14,420.4
110	23,700	23,600	23,700				15,123.2
115	25,300	25,400	25,300				15,825.9
120	27,000	27,000	27,000				16,530.4
125	28,700	28,600	28,700				17,229.6
130	30,300	30,400	30,300				17,942.7
135	32,000	32,000	32,000				18,654.8
140	33,700	33,600	33,700				19,365.6
145	35,300	35,400	35,300				20,075.0
150	37,000	37,000	37,000				20,793.7
155	38,700	38,600	38,700				21,520.2
160	40,300	40,400	40,300				22,250.4
165	40,700*	44,600	40,700*				22,919.6
170	↑	49,600	↑				23,564.3
175		54,600					24,208.8
180		59,600		↓	↓	↓	24,851.9
185		64,600		15,000+	12,000+	12,000+	25,493.4
190		65,400*		16,400+	13,400+	13,400+	26,147.1
195		↑		18,000	15,100	15,100	26,787.2
200		↓		19,800	16,700	16,700	27,426.8
205	↓	↓	↓	21,400	18,400	18,400	28,076.0
210	40,700*	65,400*	40,700*	23,000	20,100	20,100	28,724.8

* MAXIMUM CAPACITY

+ FUEL IN BODY TANKS MUST BE CONSIDERED AS CARGO IN MAINTAINING 414,000 POUNDS MAXIMUM ZERO FUEL WEIGHT UNTIL MAIN TANKS ARE FULL.

**Figure 3-11. Sample Fuel Loads, at 6.7 Pounds Per Gallon (Sheet 1)**

FUEL POUNDS 1,000	MAIN TANKS			BODY TANKS			MOMENTS (IN-LB) 10,000
	1	2	3	FWD	CTR WING	AFT	
215	40,700*	65,400*	40,700*	24,800	21,700	21,700	29,363.3
220	↑	↑	↑	26,400	23,400	23,400	30,011.5
225				28,000	25,100	25,100	30,659.3
230				29,800	26,700	26,700	31,297.0
235				31,400	28,400	28,400	31,944.4
240				33,000	30,100	30,100	32,591.5
245				34,800	31,700	31,700	33,228.5
250				36,400	33,400	33,400	33,875.2
255				38,000	35,100	35,100	34,521.7
260				39,800	36,700	36,700	35,158.3
265				41,400	38,400	38,400	35,804.6
270				43,000	40,100	40,100	36,450.7
275				44,800	41,700	41,700	37,087.0
280				46,400	43,400	43,400	37,733.0
285				48,000	45,100	45,100	38,378.9
290				49,800	46,700	46,700	39,015.1
295				51,400	48,400	48,400	39,661.0
300				53,000	50,100	50,100	40,307.0
305				54,800	51,700	51,700	40,955.7
310				55,300*	53,900	54,000	41,664.2
315				↑	56,400	56,500	42,396.6
320				↑	58,900	59,000	43,128.7
325				↑	61,400	61,500	43,859.7
330				↑	63,900	64,000	44,589.4
335				↑	66,800	66,100*	45,304.3
340				↑	71,700	↑	45,928.8
345				↑	76,700	↑	46,556.8
350	↓	↓	↓	↓	81,700	↓	47,181.2
353	40,700*	65,400*	40,700*	55,300*	84,800**	66,100*	47,567.0

* MAXIMUM CAPACITY

+ FUEL IN BODY TANKS MUST BE CONSIDERED AS CARGO IN MAINTAINING 414,000 POUNDS MAXIMUM ZERO FUEL WEIGHT UNTIL MAIN TANKS ARE FULL.

** MAXIMUM FUEL BASED ON A MINIMUM ZERO FUEL WEIGHT OF 240,000 POUNDS



Figure 3-11. Sample Fuel Loads, at 6.7 Pounds Per Gallon (Sheet 2)

FUEL (POUNDS)	<u>MOMENT</u> 10,000
500	70.0
1,000	139.9
1,500	209.6
2,000	279.3
2,500	348.8
3,000	418.2
3,500	487.5
4,000	556.6
4,500	625.7
5,000	703.2
5,500	782.9
6,000	864.2
6,500	946.9
7,000	1,030.7
7,500	1,115.6
8,000	1,201.1
8,500	1,287.2
9,000	1,373.4
9,500	1,459.4
10,000	1,544.8
10,500	1,629.3
11,000	1,705.7
11,500	1,782.4
12,000	1,856.5
12,500	1,928.5
13,000	1,998.8
13,500	2,068.0
14,000	2,137.0
14,500	2,206.4

FUEL (POUNDS)	<u>MOMENT</u> 10,000
15,000	2,277.2
15,500	2,351.4
16,000	2,423.8
16,500	2,496.1
17,000	2,568.4
17,500	2,640.6
18,000	2,712.9
18,500	2,785.2
19,000	2,857.6
19,500	2,930.0
20,000	3,002.5
20,500	3,075.1
21,000	3,147.8
21,500	3,220.6
22,000	3,293.6
22,500	3,366.7
23,000	3,440.0
23,500	3,511.5
24,000	3,584.7
24,500	3,658.0
25,000	3,731.1
25,500	3,804.2
26,000	3,877.3
26,500	3,950.2
27,000	4,023.2
27,500	4,096.0
28,000	4,168.8
28,500	4,238.5
29,000	4,313.9

FUEL (POUNDS)	<u>MOMENT</u> 10,000
29,500	4,388.9
30,000	4,463.6
30,500	4,538.0
31,000	4,612.3
31,500	4,686.4
32,000	4,760.4
32,500	4,834.3
33,000	4,908.3
33,500	4,982.3
34,000	5,056.4
34,500	5,130.6
35,000	5,205.1
35,500	5,279.7
36,000	5,354.6
36,500	5,429.9
37,000	5,505.4
37,500	5,581.3
38,000	5,657.5
38,500	5,734.2
39,000	5,811.2
39,500	5,888.7
40,000	5,966.6
40,500	6,044.9
40,704*	6,076.9
41,000	6,123.6
41,500	6,202.6
42,000	6,282.1
42,500	6,361.8
43,000	6,441.9

* FULL TANK JP-8 FUEL (SPEC MIL-T-83133) AT 6.7 POUNDS PER GALLON.

- NOTES:
1. WHEN INTERPOLATING, ADD 15 TO THE MOMENT IN THE TABLE FOR EACH 100-POUND INCREMENT.
 2. THE NO.1 AND NO.3 TANKS EACH CONSIST OF AN OUTBOARD AND INBOARD COMPARTMENT. FUEL IS NORMALLY RETAINED IN THE OUTBOARD COMPARTMENT UNTIL THE FUEL LEVEL IN THE INBOARD COMPARTMENT REACHES APPROXIMATELY 5,000 POUNDS. THE ABOVE DATA REFLECT THIS SCHEDULE.

Figure 3-12. No. 1 or No. 3 Main Tank (Normal Schedule)

All data on page 3-20 including figure 3-13 deleted.

FUEL (POUNDS)	MOMENT 10,000	FUEL (POUNDS)	MOMENT 10,000	FUEL (POUNDS)	MOMENT 10,000	FUEL (POUNDS)	MOMENT 10,000
500	66.4	18,000	2,352.0	35,500	4,628.4	53,000	6,891.2
1,000	132.6	18,500	2,417.2	36,000	4,693.3	53,500	6,955.7
1,500	198.8	19,000	2,482.4	36,500	4,758.1	54,000	7,020.1
2,000	264.7	19,500	2,547.6	37,000	4,823.0	54,500	7,084.4
2,500	330.6	20,000	2,612.7	37,500	4,887.8	55,000	7,148.8
3,000	396.3	20,500	2,677.9	38,000	4,952.6	55,500	7,213.2
3,500	461.9	21,000	2,743.1	38,500	5,017.4	56,000	7,277.5
4,000	527.3	21,500	2,808.2	39,000	5,082.2	56,500	7,341.8
4,500	592.7	22,000	2,873.3	39,500	5,147.0	57,000	7,406.2
5,000	657.8	22,500	2,938.5	40,000	5,211.8	57,500	7,470.5
5,500	722.9	23,000	3,003.6	40,500	5,276.5	58,000	7,534.7
6,000	787.8	23,500	3,068.7	41,000	5,341.3	58,500	7,599.0
6,500	852.6	24,000	3,133.8	41,500	5,406.0	59,000	7,663.3
7,000	917.2	24,500	3,198.9	42,000	5,470.7	59,500	7,727.5
7,500	981.7	25,000	3,264.0	42,500	5,535.4	60,000	7,791.7
8,000	1,046.1	25,500	3,329.1	43,000	5,600.1	60,500	7,855.9
8,500	1,111.7	26,000	3,394.1	43,500	5,664.8	61,000	7,920.1
9,000	1,177.1	26,500	3,459.2	44,000	5,729.4	61,500	7,984.3
9,500	1,242.4	27,000	3,524.2	44,500	5,794.1	62,000	8,048.5
10,000	1,307.7	27,500	3,589.3	45,000	5,858.7	62,500	8,112.6
10,500	1,373.1	28,000	3,654.3	45,500	5,923.4	63,000	8,176.8
11,000	1,438.4	28,500	3,719.3	46,000	5,988.0	63,500	8,240.9
11,500	1,503.7	29,000	3,784.3	46,500	6,052.6	64,000	8,305.0
12,000	1,569.0	29,500	3,849.3	47,000	6,117.2	64,500	8,369.1
12,500	1,634.3	30,000	3,914.3	47,500	6,181.8	65,000	8,433.1
13,000	1,699.6	30,500	3,979.3	48,000	6,246.3	65,438*	8,489.3
13,500	1,764.8	31,000	4,044.2	48,500	6,310.9	65,500	8,497.2
14,000	1,830.1	31,500	4,109.2	49,000	6,375.4	66,000	8,561.2
14,500	1,895.4	32,000	4,174.1	49,500	6,439.9	66,500	8,625.2
15,000	1,960.6	32,500	4,239.1	50,000	6,504.5	67,000	8,689.2
15,500	2,025.9	33,000	4,304.0	50,500	6,569.0	67,500	8,753.2
16,000	2,091.1	33,500	4,368.9	51,000	6,633.4	68,000	8,817.2
16,500	2,156.3	34,000	4,433.8	51,500	6,697.9	68,500	8,881.1
17,000	2,221.6	34,500	4,498.7	52,000	6,762.4	69,000	8,945.1
17,500	2,286.8	35,000	4,563.6	52,500	6,826.8	69,500	9,009.0

* FULL TANK JP-8 FUEL (SPEC MIL-T-83133) AT 6.7 POUNDS PER GALLON.

NOTE: WHEN INTERPOLATING, ADD 13 TO THE MOMENT IN THE TABLE FOR EACH 100-POUND INCREMENT.

Figure 3-14. No. 2 Main Tank

FUEL (POUNDS)	<u>MOMENT</u> 10,000	FUEL (POUNDS)	<u>MOMENT</u> 10,000	FUEL (POUNDS)	<u>MOMENT</u> 10,000	FUEL (POUNDS)	<u>MOMENT</u> 10,000
500	47.9	15,500	1,486.4	30,500	2,924.9	45,500	4,363.4
1,000	95.9	16,000	1,534.4	31,000	2,972.9	46,000	4,411.4
1,500	143.8	16,500	1,582.3	31,500	3,020.8	46,500	4,459.3
2,000	191.8	17,000	1,630.3	32,000	3,068.8	47,000	4,507.3
2,500	239.7	17,500	1,678.2	32,500	3,116.7	47,500	4,555.2
3,000	287.7	18,000	1,726.2	33,000	3,164.7	48,000	4,603.2
3,500	335.6	18,500	1,774.1	33,500	3,212.6	48,500	4,651.1
4,000	383.6	19,000	1,822.1	34,000	3,260.6	49,000	4,699.1
4,500	431.5	19,500	1,870.0	34,500	3,308.5	49,500	4,747.0
5,000	479.5	20,000	1,918.0	35,000	3,356.5	50,000	4,795.0
5,500	527.4	20,500	1,965.9	35,500	3,404.4	50,500	4,842.9
6,000	575.4	21,000	2,013.9	36,000	3,452.4	51,000	4,890.9
6,500	623.3	21,500	2,061.8	36,500	3,500.3	51,500	4,938.8
7,000	671.3	22,000	2,109.8	37,000	3,548.3	52,000	4,986.8
7,500	719.2	22,500	2,157.7	37,500	3,596.2	52,500	5,034.7
8,000	767.2	23,000	2,205.7	38,000	3,644.2	53,000	5,082.7
8,500	815.1	23,500	2,253.6	38,500	3,692.1	53,500	5,130.6
9,000	863.1	24,000	2,301.6	39,000	3,740.1	54,000	5,178.6
9,500	911.0	24,500	2,349.5	39,500	3,788.0	54,500	5,226.5
10,000	959.0	25,000	2,397.5	40,000	3,836.0	55,000	5,274.5
10,500	1,006.9	25,500	2,445.4	40,500	3,883.9	55,306*	5,303.8
11,000	1,054.9	26,000	2,493.4	41,000	3,931.9	55,500	5,322.4
11,500	1,102.8	26,500	2,541.3	41,500	3,979.8	56,000	5,370.4
12,000	1,150.8	27,000	2,589.3	42,000	4,027.8	56,500	5,418.3
12,500	1,198.7	27,500	2,637.2	42,500	4,075.7	57,000	5,466.3
13,000	1,246.7	28,000	2,685.2	43,000	4,123.7	57,500	5,514.2
13,500	1,294.6	28,500	2,733.1	43,500	4,171.6	58,000	5,562.2
14,000	1,342.6	29,000	2,781.1	44,000	4,219.6	58,500	5,610.1
14,500	1,390.5	29,500	2,829.0	44,500	4,267.5	59,000	5,658.1
15,000	1,438.5	30,000	2,877.0	45,000	4,315.5	59,500	5,706.0

* FULL TANK JP-8 FUEL (SPEC MIL-T-83133) AT 6.7 POUNDS PER GALLON.

NOTE: WHEN INTERPOLATING, ADD 10 TO THE MOMENT IN THE TABLE FOR EACH 100-POUND INCREMENT.

Figure 3-15. Forward Body Tank

FUEL (POUNDS)	<u>MOMENT</u> 10,000
500	67.4
1,000	133.8
1,500	199.5
2,000	264.6
2,500	329.5
3,000	394.1
3,500	458.7
4,000	523.2
4,500	587.7
5,000	652.3
5,500	716.9
6,000	781.5
6,500	846.1
7,000	910.6
7,500	975.0
8,000	1,039.3
8,500	1,103.5
9,000	1,167.6
9,500	1,231.5
10,000	1,295.4
10,500	1,359.3
11,000	1,423.3
11,500	1,487.9
12,000	1,552.1
12,500	1,616.3
13,000	1,680.3
13,500	1,744.4
14,000	1,808.4
14,500	1,872.4
15,000	1,936.4
15,500	2,000.3
16,000	2,064.1
16,500	2,128.0
17,000	2,191.8
17,500	2,255.6

FUEL (POUNDS)	<u>MOMENT</u> 10,000
18,000	2,319.3
18,500	2,383.0
19,000	2,446.7
19,500	2,510.3
20,000	2,574.0
20,500	2,637.5
21,000	2,701.1
21,500	2,764.6
22,000	2,828.1
22,500	2,891.6
23,000	2,955.1
23,500	3,018.5
24,000	3,081.9
24,500	3,145.2
25,000	3,208.6
25,500	3,271.9
26,000	3,335.2
26,500	3,398.5
27,000	3,461.7
27,500	3,524.9
28,000	3,588.1
28,500	3,651.3
29,000	3,714.5
29,500	3,777.6
30,000	3,840.8
30,500	3,903.9
31,000	3,967.0
31,500	4,030.0
32,000	4,093.1
32,500	4,156.1
33,000	4,219.1
33,500	4,282.1
34,000	4,345.1
34,500	4,408.1
35,000	4,471.1

FUEL (POUNDS)	<u>MOMENT</u> 10,000
35,500	4,534.0
36,000	4,597.0
36,500	4,659.9
37,000	4,722.8
37,500	4,785.7
38,000	4,848.6
38,500	4,911.5
39,000	4,974.3
39,500	5,037.2
40,000	5,100.1
40,500	5,162.9
41,000	5,225.7
41,500	5,288.6
42,000	5,351.4
42,500	5,414.2
43,000	5,477.0
43,500	5,539.9
44,000	5,602.7
44,500	5,665.5
45,000	5,728.3
45,500	5,791.1
46,000	5,853.9
46,500	5,916.7
47,000	5,979.5
47,500	6,042.3
48,000	6,105.1
48,500	6,167.9
49,000	6,230.7
49,500	6,293.5
50,000	6,356.3
50,500	6,419.1
51,000	6,491.5
51,500	6,556.5
52,000	6,621.4
52,500	6,686.2

* FULL TANK JP-8 FUEL (SPEC MIL-T-83133) AT 6.7 POUNDS PER GALLON. ■

- NOTES:
1. WHEN INTERPOLATING, ADD 13 TO THE MOMENT IN THE TABLE FOR EACH 100-POUND INCREMENT.
 2. THE CENTER WING TANK CONSISTS OF AN UPPER AND LOWER COMPARTMENT. FUEL IN THE LOWER COMPARTMENT IS NORMALLY USED FIRST. THE ABOVE DATA REFLECT THIS SCHEDULE.

Figure 3-16. Center Wing Tank (Sheet 1)

FUEL (POUNDS)	MOMENT 10,000
53,000	6,751.1
53,500	6,815.9
54,000	6,880.6
54,500	6,945.3
55,000	7,010.0
55,500	7,074.6
56,000	7,139.1
56,500	7,203.6
57,000	7,268.1
57,500	7,332.5
58,000	7,396.9
58,500	7,461.2
59,000	7,525.5
59,500	7,589.7
60,000	7,653.9
60,500	7,718.1
61,000	7,782.1
61,500	7,846.2
62,000	7,910.1
62,500	7,974.1
63,000	8,038.0
63,500	8,101.8
64,000	8,165.6
64,500	8,229.3
65,000	8,293.0
65,500	8,356.6
66,000	8,420.2
66,500	8,483.7
67,000	8,547.2
67,500	8,610.6
68,000	8,674.0
68,500	8,737.3
69,000	8,800.6
69,500	8,863.9
70,000	8,927.0

FUEL (POUNDS)	MOMENT 10,000
70,500	8,990.2
71,000	9,053.3
71,500	9,116.3
72,000	9,179.3
72,500	9,242.3
73,000	9,305.2
73,500	9,368.1
74,000	9,430.9
74,500	9,493.7
75,000	9,556.5
75,500	9,619.2
76,000	9,681.9
76,500	9,744.5
77,000	9,807.1
77,500	9,869.7
78,000	9,932.2
78,500	9,994.7
79,000	10,057.2
79,500	10,119.6
80,000	10,182.0
80,500	10,244.4
81,000	10,306.7
81,500	10,369.0
82,000	10,431.3
82,500	10,493.6
83,000	10,555.9
83,500	10,618.1
84,000	10,680.3
84,500	10,742.5
85,000	10,804.7
85,500	10,866.9
86,000	10,929.0
86,500	10,991.2
87,000	11,053.3
87,500	11,115.4

FUEL (POUNDS)	MOMENT 10,000
88,000	11,177.6
88,500	11,239.7
89,000	11,301.8
89,500	11,363.9
90,000	11,426.1
90,500	11,488.2
91,000	11,550.3
91,500	11,612.5
92,000	11,674.6
92,500	11,736.8
93,000	11,799.0
93,500	11,861.2
94,000	11,923.4
94,500	11,985.7
95,000	12,047.9
95,500	12,110.3
96,000	12,172.6
96,500	12,235.0
97,000	12,297.4
97,500	12,359.8
98,000	12,422.3
98,111*	12,436.1
98,500	12,484.8
99,000	12,547.4
99,500	12,610.0
100,000	12,672.6
100,500	12,735.4
101,000	12,798.1
101,500	12,861.0
102,000	12,923.9
102,500	12,986.8
103,000	13,049.9
103,500	13,113.0
104,000	13,176.2
104,500	13,239.4

* FULL TANK JP-8 FUEL (SPEC MIL-T-83133) AT 6.7 POUNDS PER GALLON.

- NOTES:
1. WHEN INTERPOLATING, ADD 13 TO THE MOMENT IN THE TABLE FOR EACH 100-POUND INCREMENT.
 2. THE CENTER WING TANK CONSISTS OF AN UPPER AND LOWER COMPARTMENT. FUEL IN THE LOWER COMPARTMENT IS NORMALLY USED FIRST. THE ABOVE DATA REFLECT THIS SCHEDULE.

Figure 3-16. Center Wing Tank (Sheet 2)

FUEL (POUNDS)	MOMENT 10,000	FUEL (POUNDS)	MOMENT 10,000	FUEL (POUNDS)	MOMENT 10,000	FUEL (POUNDS)	MOMENT 10,000
500	82.0	18,500	3,035.8	36,500	5,989.6	54,500	8,943.4
1,000	164.1	19,000	3,117.9	37,000	6,071.7	55,000	9,025.5
1,500	246.1	19,500	3,199.9	37,500	6,153.7	55,500	9,107.5
2,000	328.2	20,000	3,282.0	38,000	6,235.8	56,000	9,189.6
2,500	410.2	20,500	3,364.0	38,500	6,317.8	56,500	9,271.6
3,000	492.3	21,000	3,446.1	39,000	6,399.9	57,000	9,353.7
3,500	574.3	21,500	3,528.1	39,500	6,481.9	57,500	9,435.7
4,000	656.4	22,000	3,610.2	40,000	6,564.0	58,000	9,517.8
4,500	738.4	22,500	3,692.2	40,500	6,646.0	58,500	9,599.8
5,000	820.5	23,000	3,774.3	41,000	6,728.1	59,000	9,681.9
5,500	902.5	23,500	3,856.3	41,500	6,810.1	59,500	9,763.9
6,000	984.6	24,000	3,938.4	42,000	6,892.2	60,000	9,846.0
6,500	1,066.6	24,500	4,020.4	42,500	6,974.2	60,500	9,928.0
7,000	1,148.7	25,000	4,102.5	43,000	7,056.3	61,000	10,010.1
7,500	1,230.7	25,500	4,184.5	43,500	7,138.3	61,500	10,092.1
8,000	1,312.8	26,000	4,266.6	44,000	7,220.4	62,000	10,174.2
8,500	1,394.8	26,500	4,348.6	44,500	7,302.4	62,500	10,256.2
9,000	1,476.9	27,000	4,430.7	45,000	7,384.5	63,000	10,338.3
9,500	1,558.9	27,500	4,512.7	45,500	7,466.5	63,500	10,420.3
10,000	1,641.0	28,000	4,594.8	46,000	7,548.6	64,000	10,502.4
10,500	1,723.0	28,500	4,676.8	46,500	7,630.6	64,500	10,584.4
11,000	1,805.1	29,000	4,758.9	47,000	7,712.7	65,000	10,666.5
11,500	1,887.1	29,500	4,840.9	47,500	7,794.7	65,500	10,748.5
12,000	1,969.2	30,000	4,923.0	48,000	7,876.8	66,000	10,830.6
12,500	2,051.2	30,500	5,005.0	48,500	7,958.8	66,149*	10,855.0
13,000	2,133.3	31,000	5,087.1	49,000	8,040.9	66,500	10,912.6
13,500	2,215.3	31,500	5,169.1	49,500	8,122.9	67,000	10,994.7
14,000	2,297.4	32,000	5,251.2	50,000	8,205.0	67,500	11,076.7
14,500	2,379.4	32,500	5,333.2	50,500	8,287.0	68,000	11,158.8
15,000	2,461.5	33,000	5,415.3	51,000	8,369.1	68,500	11,240.8
15,500	2,543.5	33,500	5,497.3	51,500	8,451.1	69,000	11,322.9
16,000	2,625.6	34,000	5,579.4	52,000	8,533.2	69,500	11,404.9
16,500	2,707.6	34,500	5,661.4	52,500	8,615.2	70,000	11,487.0
17,000	2,789.7	35,000	5,743.5	53,000	8,697.3	70,500	11,569.0
17,500	2,871.7	35,500	5,825.5	53,500	8,779.3	71,000	11,651.1
18,000	2,953.8	36,000	5,907.6	54,000	8,861.4	71,500	11,733.1

* FULL TANK JP-8 FUEL (SPEC MIL-T-83133) AT 6.7 POUNDS PER GALLON.

NOTE: WHEN INTERPOLATING, ADD 16 TO THE MOMENT IN THE TABLE FOR EACH 100-POUND INCREMENT.

Figure 3-17. Aft Body Tank

PERSONNEL LOADING DATA

The KC-10A aircraft, in its baseline configuration, accommodates up to 20 additional crew and support personnel in track-mounted seats forward of fuselage station 560.

Installation of an increased accommodations unit provides seating for an additional 55 support personnel. Eleven of these seats are track-mounted forward of station 630. The remainder of the seats occupy palletized positions between stations 630 and 848.

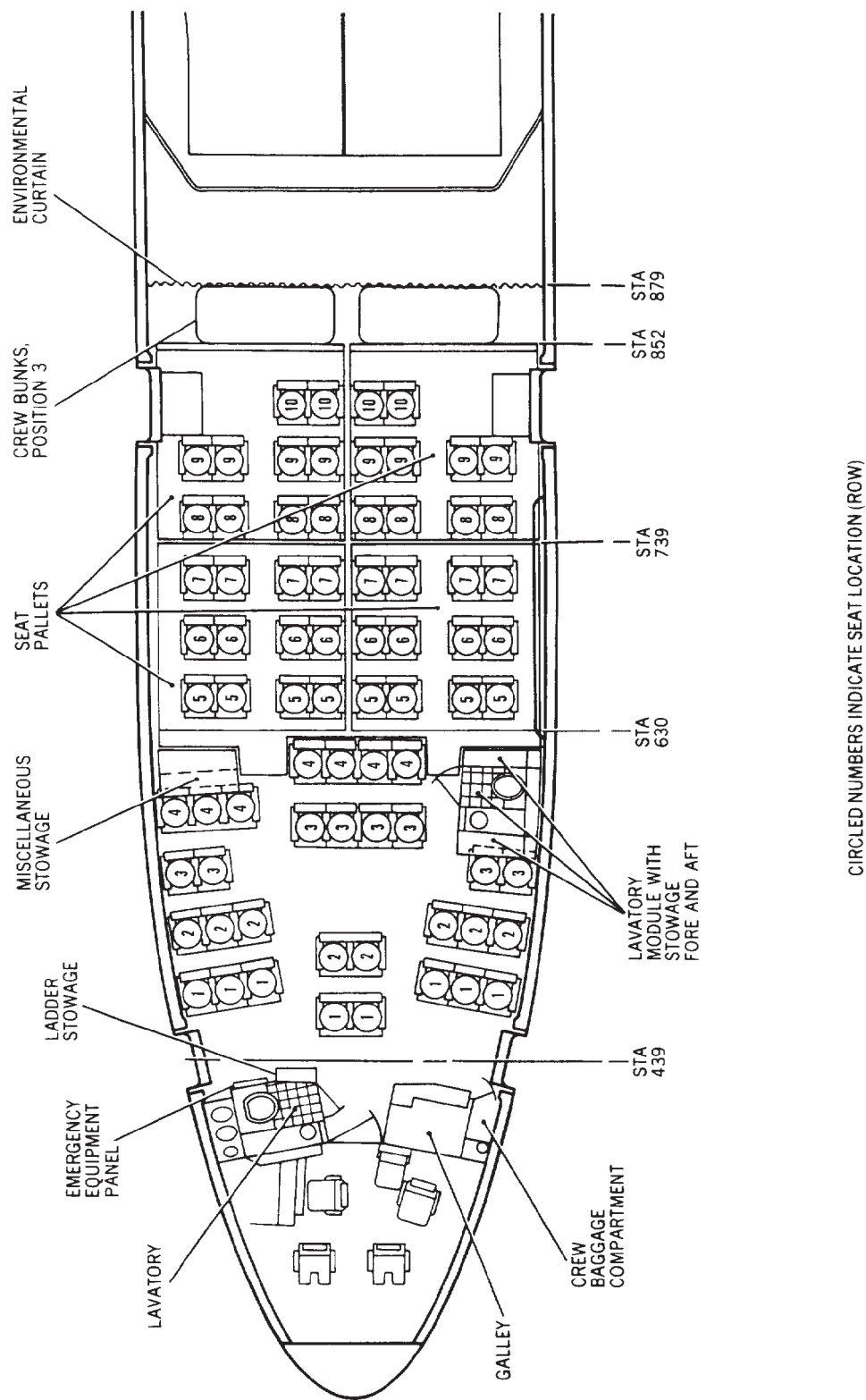
Seats and pallets are included in basic weight. (Refer to Chart A.)

Figure 3-18 shows the seating arrangement for:

- 75 passengers (D configuration)
- 63 passengers and 6 litter patients (Patient Support Pallet Configuration 1, Code H)
- 51 passengers and 12 litter patients (Patient Support Pallet Configuration 2, Code I)

NOTE

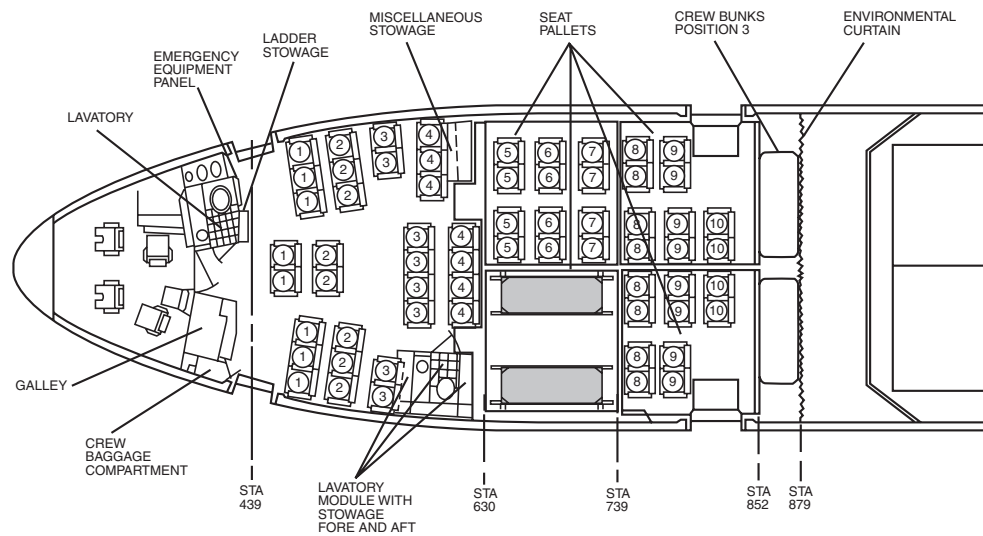
Refer to the Cargo Loading Manual, TO 1C-10(K)A-9, for seating restrictions with combined personnel/cargo payloads.



SA13-28

Figure 3-18. Personnel Accommodations (Sheet 1 of 2)

Patient Support Pallet Configuration 1 (Code H)



Patient Support Pallet Configuration 2 (Code I)

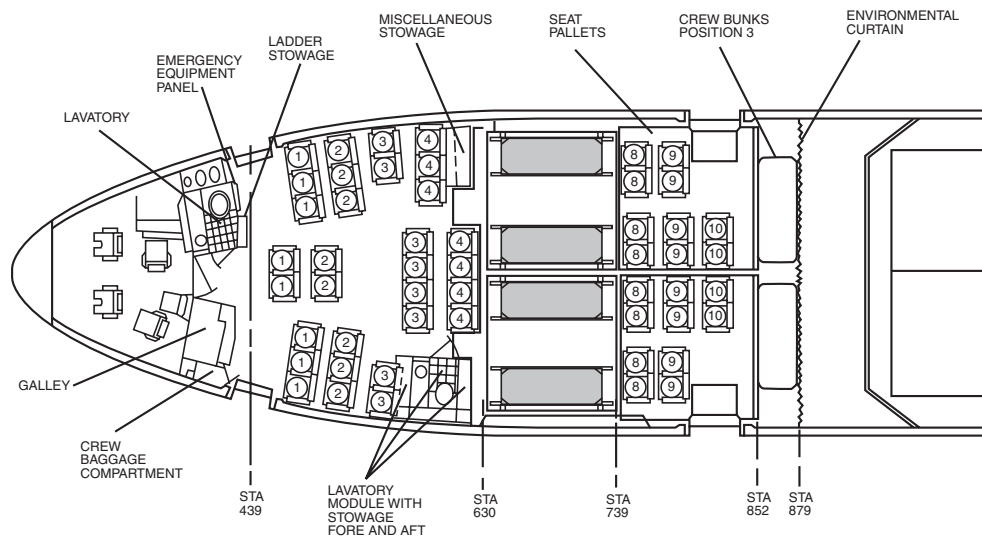


Figure 3-18. Personnel Accommodations (Sheet 2 of 2)

BEFORE TCTO 1222

SEAT LOCATION	FUSELAGE STATION (H-ARM)	MOMENT/10,000 (BASED ON 180 POUNDS/PERSONNEL)								CUMULATIVE TOTALS		
		1 PERS (180 LB)	2 PERS (360 LB)	3 PERS (540 LB)	4 PERS (720 LB)	5 PERS (900 LB)	6 PERS (1080 LB)	7 PERS (1260 LB)	8 PERS (1440 LB)	NUMBER PERSONNEL	WEIGHT (POUNDS)	MOMENT 10,000
1 CTR**	465	8.4	16.7	---	---	---	---	---	---	2	360	16.7
1 OB*	478	8.6	17.2	25.8	34.4	43.0	51.6	---	---	8	1,440	68.3
2 CTR**	499	9.0	18.0	---	---	---	---	---	---	10	1,800	86.3
2 OB**	513	9.2	18.5	27.7	36.9	46.2	55.4	---	---	16	2,880	141.7
3 OB**	548	9.9	19.7	29.6	39.5	---	---	---	---	20	3,600	181.2
3 CTR	572	10.3	20.6	30.9	41.2	---	---	---	---	24	4,320	222.4
4 RH	581	10.5	20.9	31.4	---	---	---	---	---	27	4,860	253.8
4 CTR	608	10.9	21.9	32.8	43.8	---	---	---	---	31	5,580	297.6
5	646	11.6	23.3	34.9	46.5	58.1	69.8	81.4	93.0	39	7,020	390.6
6	680	12.2	24.5	36.7	49.0	61.2	73.4	85.7	97.9	47	8,460	488.5
7	714	12.9	25.7	38.6	51.4	64.3	77.1	90.0	102.8	55	9,900	591.3
8	748	13.5	26.9	40.4	53.9	67.3	80.8	94.2	107.7	63	11,340	699.0
9	782	14.1	28.2	42.2	56.3	70.4	84.5	98.5	112.6	71	12,780	811.6
10	816	14.7	29.4	44.1	58.8	---	---	---	---	75	13,500	870.4
		ADDITIONAL CREW (*)								6	1,080	51.6
		SUPPORT PERSONNEL (**)								14	2,520	129.6
		ADDITIONAL CREW AND SUPPORT PERSONNEL								20	3,600	181.2

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Figure 3-19. Personnel Loading (Sheet 1 of 2) ◀

AFTER TCTO 1222		MOMENT/10,000 (BASED ON 180 POUNDS/PERSONNEL)										CUMULATIVE TOTALS		
SEAT LOCATION	FUSELAGE STATION (H-ARM)	1 PERS (180 LB)	2 PERS (360 LB)	3 PERS (540 LB)	4 PERS (720 LB)	5 PERS (900 LB)	6 PERS (1080 LB)	7 PERS (1260 LB)	8 PERS (1440 LB)	NUMBER PERSONNEL	WEIGHT (POUNDS)	MOMENT 10,000		
1 CTR **	465	8.4	16.7	-	-	-	-	-	-	2	360	16.7		
1 OB*	478	8.6	17.2	25.8	34.4	43.0	51.6	-	-	8	1,440	68.3		
2 CTR **	499	9.0	18.0	-	-	-	-	-	-	10	1,800	86.3		
2 OB**	513	9.2	18.5	27.7	36.9	46.2	55.4	-	-	16	2,880	141.7		
3 OB**	548	9.9	19.7	29.6	39.5	-	-	-	-	20	3,600	181.2		
3 CTR	572	10.3	20.6	30.9	41.2	-	-	-	-	24	4,320	222.4		
4 RH	581	10.5	20.9	31.4	-	-	-	-	-	27	4,860	253.8		
4 CRT	608	10.9	21.9	32.8	43.8	-	-	-	-	31	5,580	297.5		
5	648	11.7	23.3	35.0	46.7	58.3	70.0	81.6	93.3	39	7,020	390.8		
6	682	12.3	24.6	36.8	49.1	61.4	73.7	85.9	98.2	47	8,460	489.1		
7	716	12.9	25.8	38.7	51.6	64.4	77.3	90.2	103.1	55	9,900	592.2		
8	750	13.5	27	40.5	54.0	67.5	81.0	94.5	108.0	63	11,340	700.2		
9	783	14.1	28.2	42.3	56.4	70.5	84.6	98.7	112.8	71	12,780	813.0		
10	816	14.7	29.4	44.1	58.8	-	-	-	-	75	13,500	871.8		
		ADDITIONAL CREW (*)								6	1,080	51.6		
		SUPPORT PERSONNEL (**)								14	2,520	129.6		
		ADDITIONAL CREW AND SUPPORT PERSONNEL								20	3,600	181.2		

Note: This chart is to be used with the installation of Weber seats as described in Boeing Service Bulletin KC10-25-377

Figure 3-19. Personnel Loading (Sheet 1 of 2) ◀

CARGO LOADING DATA

The KC-10A is designed to carry either palletized or floor-loaded cargo. A main cabin cargo handling kit, capable of accommodating up to 27 Type I, 463L pallets, is included in the delivery configuration. All or part of this system can be removed to accommodate floor-loaded cargo. Restraint for floor-loaded cargo is provided by tiedown fittings installed in seat tracks that run the length of the cabin.

Figure 3-20 shows two pallet arrangements that can be used with the KC-10A loading system. The first

accommodates up to 25 pallets, all positioned longitudinally. The second accommodates up to 27 pallets, a portion of which are positioned in a lateral direction. Figure 3-21 and 3-22 provide loading data for each of these arrangements. Either set of data can be used for floor-loaded cargo.

Maximum pallet loads, shown in figure 3-20, reflect the design capacity at each pallet location, including the weight of the pallet. Other loading restrictions are included in the Cargo Loading Manual, TO 1C-10(K)A-9. Package-size loading limits, and locations and design capabilities of tiedown fittings, are also included in the Cargo Loading Manual.

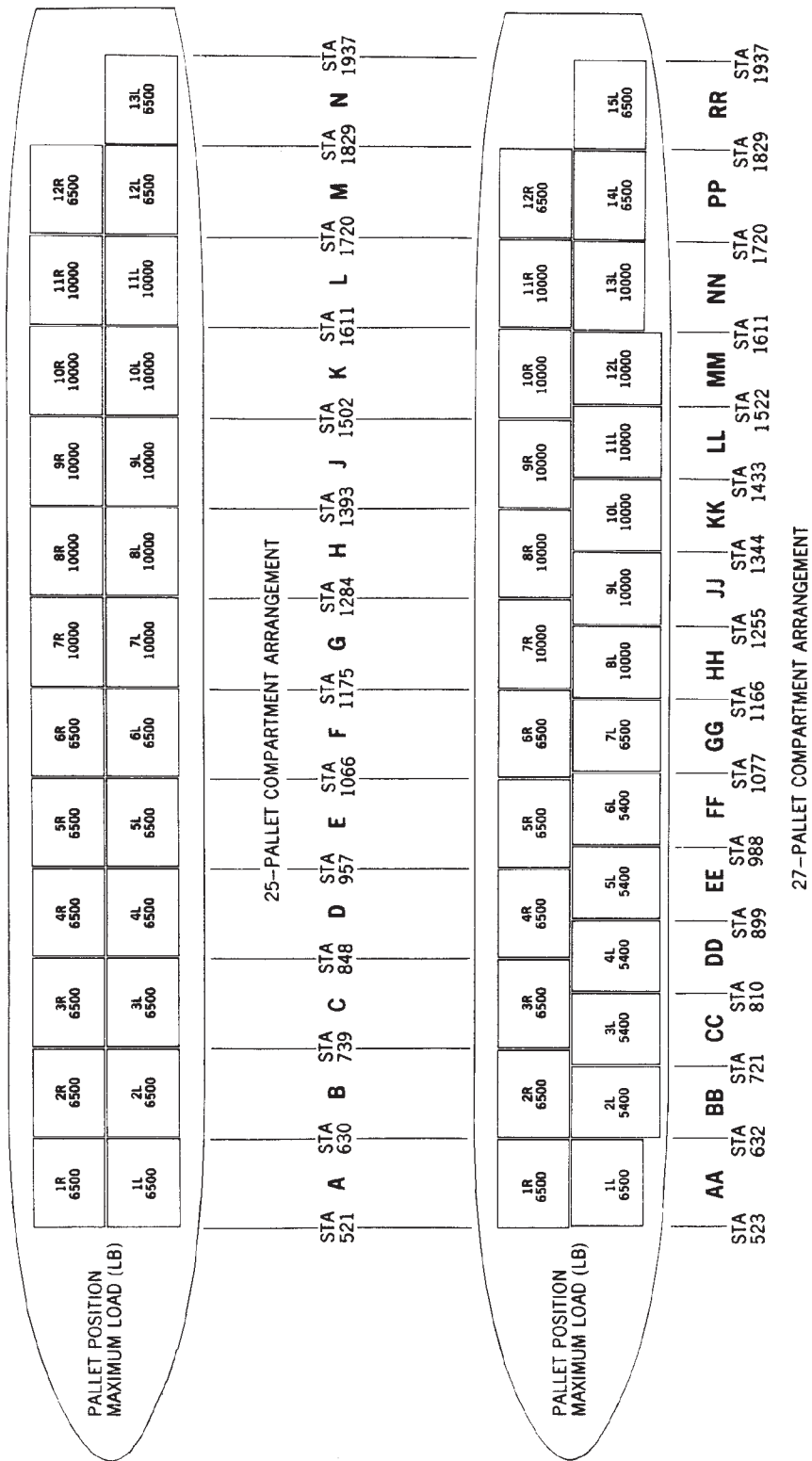


Figure 3-20. KC-10A Pallet Arrangements

COMPT (LOC)	A (1)	B (2)	C (3)	D (4)	E (5)	F (6)	G (7)	H (8)	J (9)	K (10)	L (11)	M (12)	N (13)
FWD LIMIT	521.0	630.0	739.0	848.0	957.0	1,066.0	1,175.0	1,284.0	1,393.0	1,502.0	1,611.0	1,720.0	1,829.0
AFT LIMIT	630.0	739.0	848.0	957.0	1,066.0	1,175.0	1,284.0	1,393.0	1,502.0	1,611.0	1,720.0	1,829.0	1,937.0
CENTROID	575.5	684.5	793.5	902.5	1,011.5	1,120.5	1,229.5	1,338.5	1,447.5	1,556.5	1,665.5	1,774.5	1,883.0
WEIGHT (LB/PALLET)	MOMENT/10,000 AT CENTROID LISTED ABOVE. (MOMENTS ARE LISTED FOR EACH PALLET UP TO MAXIMUM CAPACITY, INCLUDING WEIGHT OF PALLET. THERE ARE PROVISIONS FOR TWO PALLETS AT EACH LOCATION EXCEPT PALLET LOCATION 13.)												
10	0.5	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.6	1.7	1.8	1.9
20	1.1	1.4	1.6	1.8	2.0	2.2	2.5	2.7	2.9	3.1	3.3	3.5	3.8
30	1.7	2.1	2.4	2.7	3.0	3.4	3.7	4.0	4.3	4.7	5.0	5.3	5.7
40	2.3	2.7	3.2	3.6	4.0	4.5	4.9	5.4	5.8	6.2	6.7	7.1	7.5
50	2.9	3.4	4.0	4.5	5.1	5.6	6.1	6.7	7.2	7.8	8.3	8.9	9.4
60	3.5	4.1	4.8	5.4	6.1	6.7	7.4	8.0	8.7	9.3	10.0	10.6	11.3
70	4.0	4.8	5.6	6.3	7.1	7.8	8.6	9.4	10.1	10.9	11.7	12.4	13.2
80	4.6	5.5	6.3	7.2	8.1	9.0	9.8	10.7	11.6	12.5	13.3	14.2	15.1
90	5.2	6.2	7.1	8.1	9.1	10.1	11.1	12.0	13.0	14.0	15.0	16.0	17.0
100	5.8	6.8	7.9	9.0	10.1	11.2	12.3	13.4	14.5	15.6	16.7	17.8	18.8
200	11.5	13.7	15.9	18.1	20.2	22.4	24.6	26.8	29.0	31.1	33.3	35.5	37.7
300	17.3	20.5	23.8	27.1	30.3	33.6	36.9	40.2	43.4	46.7	50.0	53.2	56.5
400	23.0	27.4	31.7	36.1	40.5	44.8	49.2	53.5	57.9	62.3	66.6	71.0	75.3
500	28.8	34.2	39.7	45.1	50.6	56.0	61.5	66.9	72.4	77.8	83.3	88.7	94.2
600	34.5	41.1	47.6	54.2	60.7	67.2	73.8	80.3	86.9	93.4	99.9	106.5	113.0
700	40.3	47.9	55.5	63.2	70.8	78.4	86.1	93.7	101.3	109.0	116.6	124.2	131.8
800	46.0	54.8	63.5	72.2	80.9	89.6	98.4	107.1	115.8	124.5	133.2	142.0	150.6
900	51.8	61.6	71.4	81.2	91.0	100.8	110.7	120.5	130.3	140.1	149.9	159.7	169.5
1,000	57.5	68.5	79.4	90.3	101.2	112.1	123.0	133.9	144.8	155.7	166.6	177.5	188.3
2,000	115.1	136.9	158.7	180.5	202.3	224.1	245.9	267.7	289.5	311.3	333.1	354.9	376.6
3,000	172.7	205.4	238.1	270.8	303.5	336.2	368.9	401.6	434.3	467.0	499.7	532.4	564.9
4,000	230.2	273.8	317.4	361.0	404.6	448.2	491.8	535.4	579.0	622.6	666.2	709.8	753.2
5,000	287.8	342.3	396.8	451.3	505.8	560.3	614.8	669.3	723.8	778.3	832.8	887.3	941.5
6,000	345.3	410.7	476.1	541.5	606.9	672.3	737.7	803.1	868.5	933.9	999.3	1,064.7	1,129.8
6,500	374.1	444.9	515.8	586.6	657.5	728.3	799.2	870.0	940.9	1,011.7	1,082.6	1,153.4	1,224.0
7,000	402.9	479.2	555.5	631.8	708.1	784.4	860.7	937.0	1,013.3	1,089.6	1,165.9	1,242.2	-
8,000	460.4	547.6	634.8	722.0	809.2	896.4	983.6	1,070.8	1,158.0	1,245.2	1,332.4	1,419.6	-
9,000	518.0	616.1	714.2	812.3	910.4	1,008.5	1,106.6	1,204.7	1,302.8	1,400.9	1,499.0	1,597.1	-
10,000	575.5	684.5	793.5	902.5	1,011.5	1,120.5	1,229.5	1,338.5	1,447.5	1,556.5	1,665.5	1,774.5	-
11,000	633.1	753.0	872.9	992.8	1,112.7	1,232.6	1,352.5	1,472.4	1,592.3	1,712.2	1,832.1	1,952.0	-
12,000	690.6	821.4	952.2	1,083.0	1,213.8	1,344.6	1,475.4	1,606.2	1,737.0	1,867.8	1,998.6	2,129.4	-
13,000	748.2	889.9	1,031.6	1,173.3	1,315.0	1,456.7	1,598.4	1,740.1	1,881.8	2,023.5	2,165.2	2,306.9	-
14,000	-	-	-	-	-	-	1,721.3	1,873.9	2,026.5	2,179.1	2,331.7	-	-
15,000	-	-	-	-	-	-	1,844.3	2,007.8	2,171.3	2,334.8	2,498.3	-	-
16,000	-	-	-	-	-	-	1,967.2	2,141.6	2,316.0	2,490.4	2,664.8	-	-
17,000	-	-	-	-	-	-	2,090.2	2,275.5	2,460.8	2,646.1	2,831.4	-	-
18,000	-	-	-	-	-	-	2,213.1	2,409.3	2,605.6	2,801.7	2,997.9	-	-
19,000	-	-	-	-	-	-	2,336.1	2,543.2	2,750.3	2,957.4	3,164.5	-	-
20,000	-	-	-	-	-	-	2,459.0	2,677.0	2,895.0	3,113.0	3,331.0	-	-

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Figure 3-21. Cargo Loading Data – 25-Pallet, All-Cargo Arrangement

LIST OF MOMENTS FOR LH PALLETS. (REFER TO FIGURE 3-21 TO LOAD RH PALLETS.)

COMPT (LOC)	AA (1L)	BB (2L)	CC (3L)	DD (4L)	EE (5L)	FF (6L)	GG (7L)	HH (8L)	JJ (9L)	KK (10L)	LL (11L)	MM (12L)	NN (13L)	PP (14L)	RR (15L)
FWD LIMIT	523.0	632.0	721.0	810.0	899.0	988.0	1,077.0	1,166.0	1,255.0	1,344.0	1,433.0	1,522.0	1,611.0	1,720.0	1,829.0
AFT LIMIT	632.0	721.0	810.0	899.0	988.0	1,077.0	1,166.0	1,255.0	1,344.0	1,433.0	1,522.0	1,611.0	1,720.0	1,829.0	1,937.0
CENTROID	577.5	676.5	765.5	854.5	943.5	1,032.5	1,121.5	1,210.5	1,299.5	1,388.5	1,477.5	1,566.5	1,655.5	1,744.5	1,833.0
WEIGHT (LB/PALLET)	MOMENT/10,000 AT CENTROID LISTED ABOVE. (MOMENTS ARE LISTED FOR EACH PALLET UP TO MAXIMUM CAPACITY, INCLUDING WEIGHT OF PALLET.)														
10	0.6	0.7	0.8	0.9	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9
20	1.2	1.4	1.5	1.7	1.9	2.1	2.2	2.4	2.6	2.8	3.0	3.1	3.3	3.6	3.8
30	1.7	2.0	2.3	2.6	2.8	3.1	3.4	3.6	3.9	4.2	4.4	4.7	5.0	5.3	5.7
40	2.3	2.7	3.1	3.4	3.8	4.1	4.5	4.8	5.2	5.6	5.9	6.3	6.7	7.1	7.5
50	2.9	3.4	3.8	4.3	4.7	5.2	5.6	6.1	6.5	6.9	7.4	7.8	8.3	8.9	9.4
60	3.5	4.1	4.6	5.1	5.7	6.2	6.7	7.3	7.8	8.3	8.9	9.4	10.0	10.7	11.3
70	4.0	4.7	5.4	6.0	6.6	7.2	7.9	8.5	9.1	9.7	10.3	11.0	11.7	12.4	13.2
80	4.6	5.4	6.1	6.8	7.6	8.3	9.0	9.7	10.4	11.1	11.8	12.5	13.3	14.2	15.1
90	5.2	6.1	6.9	7.7	8.5	9.3	10.1	10.9	11.7	12.5	13.3	14.1	15.0	16.0	17.0
100	5.8	6.8	7.7	8.5	9.4	10.3	11.2	12.1	13.0	13.9	14.8	15.7	16.7	17.8	18.8
200	11.6	13.5	15.3	17.1	18.9	20.7	22.4	24.2	26.0	27.8	29.6	31.3	33.3	35.5	37.7
300	17.3	20.3	23.0	25.6	28.3	31.0	33.7	36.3	39.0	41.7	44.3	47.0	50.0	53.2	56.5
400	23.1	27.1	30.6	34.2	37.7	41.3	44.9	48.4	52.0	55.5	59.1	62.7	66.6	71.0	75.3
500	28.9	33.8	38.3	42.7	47.2	51.6	56.1	60.5	65.0	69.4	73.9	78.3	83.3	88.7	94.2
600	34.7	40.6	45.9	51.3	56.6	62.0	67.3	72.6	78.0	83.3	88.7	94.0	100.0	106.5	113.0
700	40.4	47.4	53.6	59.8	66.0	72.3	78.5	84.7	91.0	97.2	103.4	109.7	116.6	124.2	131.8
800	46.2	54.1	61.2	68.4	75.5	82.6	89.7	96.8	104.0	111.1	118.2	125.3	133.2	142.0	150.6
900	52.0	60.9	68.9	76.9	84.9	92.9	100.9	109.0	117.0	125.0	133.0	141.0	149.9	159.7	169.5
1,000	57.8	67.7	76.6	85.5	94.4	103.3	112.2	121.1	130.0	138.9	147.8	156.7	166.6	177.5	188.3
2,000	115.5	135.3	153.1	170.9	188.7	206.5	224.3	242.1	259.9	277.7	295.5	313.3	333.1	354.9	376.6
3,000	173.3	203.0	229.7	256.4	283.1	309.8	336.5	363.2	389.9	416.6	443.3	470.0	499.7	532.4	564.9
4,000	231.0	270.6	306.2	341.8	377.4	413.0	448.6	484.2	519.8	555.4	591.0	626.6	666.2	709.8	753.2
5,000	288.8	338.3	382.8	427.3	471.8	516.3	560.8	605.3	649.8	694.3	738.8	783.3	832.8	887.3	941.5
5,400	311.9	365.3	413.4	461.4	509.5	557.6	605.6	653.7	701.7	749.8	781.7	845.9	899.4	958.2	1,016.8
6,000	346.5	-	-	-	-	-	672.9	726.3	779.7	833.1	886.5	939.9	999.3	1,064.7	1,129.8
6,500	375.4	-	-	-	-	-	729.0	786.8	844.7	902.5	960.4	1,018.2	1,082.6	1,153.4	1,224.0
7,000	-	-	-	-	-	-	-	847.4	909.7	972.0	1,034.3	1,096.6	1,165.9	-	-
8,000	-	-	-	-	-	-	-	968.4	1,039.6	1,110.8	1,182.0	1,253.2	1,332.4	-	-
9,000	-	-	-	-	-	-	-	1,089.5	1,169.6	1,249.7	1,329.8	1,409.9	1,499.0	-	-
10,000	-	-	-	-	-	-	-	1,210.5	1,299.5	1,388.5	1,477.5	1,566.5	1,665.5	-	-

SA13-31A

Figure 3-22. Cargo Loading Data – 27-Pallet, All-Cargo Arrangement

CENTER-OF-GRAVITY LIMITS

KC-10A design CG limits are shown in figure 3-23. The limits shown represent a composite of structural, stability and control, and other limitations considered in the design of the KC-10A. Since portions of both limits, forward and aft, are dictated by gear-up and gear-down flight conditions, no generalization can be made concerning the application of gear retraction moments. The conservative and recommended approach is to include gear retraction moments for all forward CG considerations and exclude them from aft CG considerations.

The gross weight of the aircraft must be maintained within the design CG envelope during all flight operations. Maintaining the CG as far aft as possible minimizes fuel consumption and improves aircraft performance. To facilitate this objective, it is desirable that cargo be loaded such that the zero fuel weight CG of the aircraft falls within the DESIRABLE ZERO FUEL WEIGHT CG ENVELOPE FOR CARGO/DUAL ROLE MISSIONS (shaded area).

NOTE

This is not a mandatory requirement; however, it is a mission objective to achieve optimum aircraft performance.

Figure 3-24 presents gross weight moments, as a function of gross weight, for aircraft CG's within the KC-10A design envelope. All moments, except those representing the forward CG limit, reflect the aircraft with the landing gear down. Moments shown for the forward limit have been increased by the gear retraction moment (204, 144 inch-pounds).

Figure 3-25 provides the change in moment associated with a given shift in aircraft CG. The data in figure 3-25 can be used to interpolate between CG values given in figure 3-24.

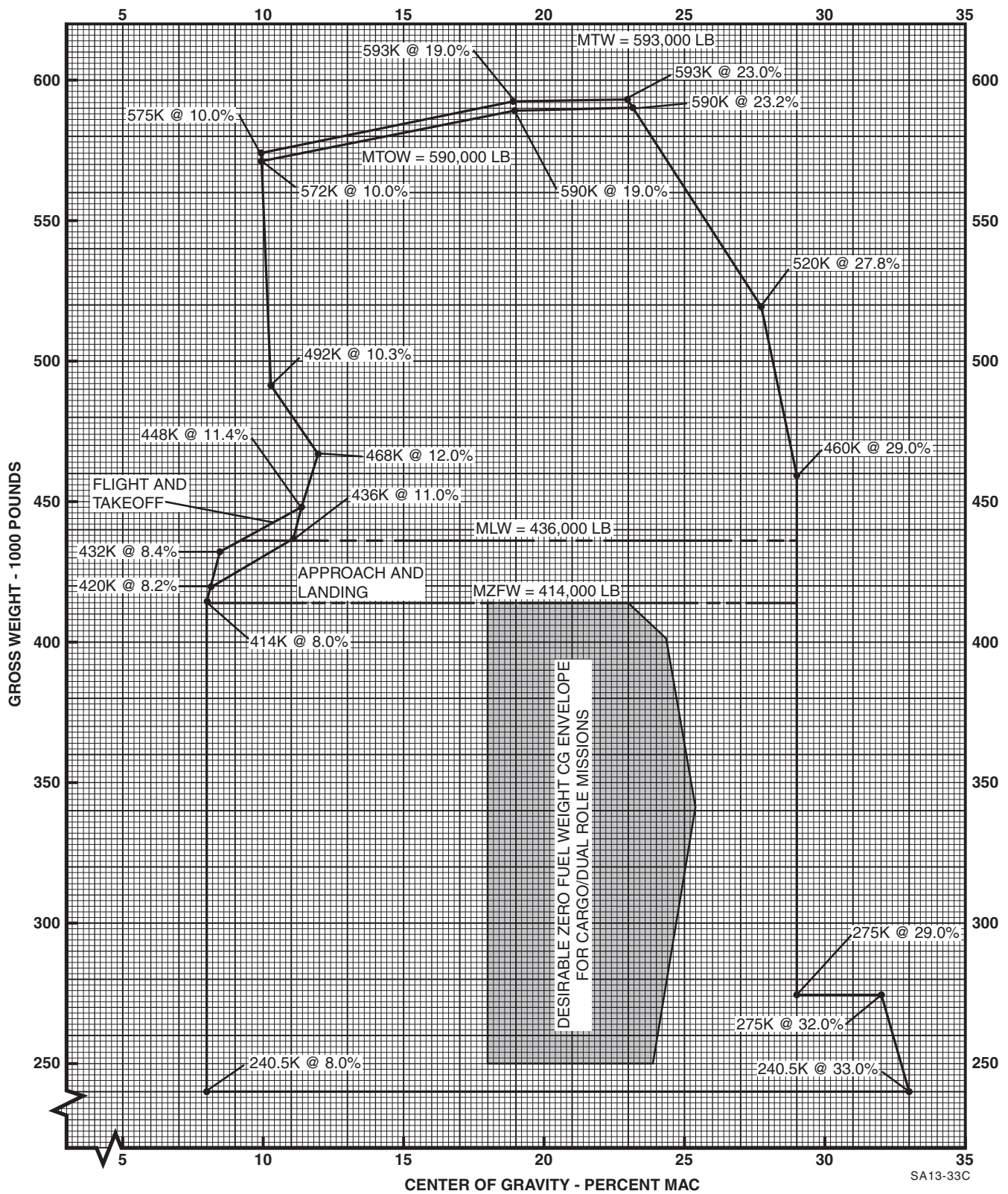


Figure 3-23. Design Limits

CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																	
GROSS WEIGHT (LB)	MOMENT/10,000																																
	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
240000	32074	32083	32125	32196	32218	32267	32296	32338	32409	32480	32551	32622	32693	32764	32835	32906	32977	33048	33119	33133	33190	33261	33332	33403	33460	33474	33545	33616	33687	33758	33829	33900	
240500	32141	32150	32192	32264	32285	32335	32363	32406	32477	32548	32619	32690	32761	32833	32904	32975	33046	33117	33188	33203	33259	33331	33402	33473	33530	33544	33615	33686	33757	33828			
241000	32207	32217	32259	32331	32352	32402	32430	32473	32544	32616	32687	32758	32830	32901	32972	33043	33115	33186	33257	33272	33329	33400	33471	33542	33599	33614	33685	33756	33828	33899			
241500	32274	32283	32326	32398	32419	32469	32498	32541	32612	32683	32755	32826	32898	32969	33041	33112	33183	33255	33326	33341	33398	33469	33541	33612	33669	33683	33755	33826	33898	33969			
242000	32341	32350	32393	32465	32486	32536	32565	32608	32679	32751	32823	32894	32966	33037	33109	33181	33252	33324	33395	33410	33467	33538	33610	33682	33739	33753	33825	33896	33968	34039			
242500	32408	32417	32460	32532	32553	32604	32632	32675	32747	32819	32890	32962	33034	33106	33177	33249	33321	33393	33464	33479	33536	33608	33679	33751	33809	33823	33895	33966	34038	34110			
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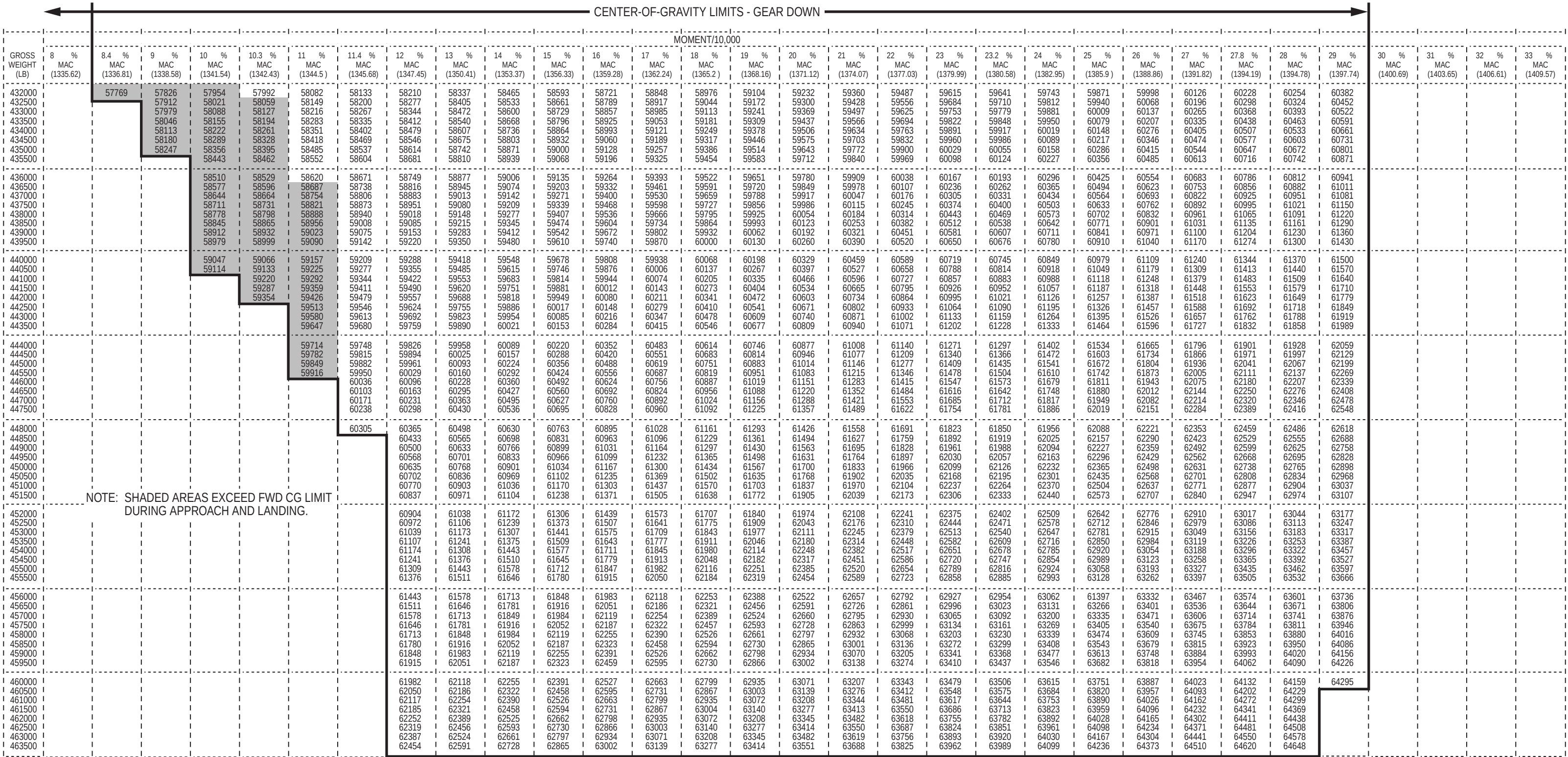
	CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																
	MOMENT/10,000																																
GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
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272500	36415	36428	36476	36556	36581	36637	36669	36718	36798	36879	36959	37040	37121	37201	37282	37362	37443	37524	37604	37620	37685	37765	37846	37927	37991	38007	38088	38168	38249	38330			
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275500	36815	36829	36877	36959	36983	37040	37073	37122	37203	37285	37366	37448	37529	37611	37692	37774	37855	37937	38018	38035	38100	38181	38263	38344	38409	38426	38507						
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276500	36949	36962	37011	37093	37118	37175	37208	37257	37338	37420	37502	37584	37666	37747	37829	37911	37993	38074	38156	38173	38238	38320	38402	38483	38549	38565	38647						
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278500	37216	37230	37279	37361	37386	37444	37477	37526	37609	37691	37773	37856	37938	38020	38103	38185	38267	38350	38432	38449	38515	38597	38679	38762	38828	38844	38926						
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279500	37349	37363	37413	37496	37520	37578	37611	37661	37744	37826	37909	37992	38074	38157	38240	38322	38405	38488	38570	38587	38653	38736	38818	38901	38967								
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	CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																
	MOMENT/10,000																																
GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
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	CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																
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GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
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336500	44963	44983	45043	45142	45172	45242	45282	45341	45441	45540	45640	45739	45839	45939	46038	46138	46237	46337	46436	46456	46536	46635	46735	46834	46914	46934	47033						
337000	45029	45050	45110	45209	45239	45309	45349	45409	45508	45608	45708	45807	45907	46007	46106	46206	46306	46405	46505	46525	46605	46705	46804	46904	46984	47004	47103						
337500	45096	45117	45177	45276	45306	45376	45416	45476	45575	45676	45776	45875	45975	46075	46175	46275	46375	46474	46574	46594	46674	46774	46874	46973	47053	47073	47173						
338000	45163	45184	45244	45343	45374	45444	45483	45543	45643	45743	45843	45943	46043	46143	46243	46343	46443	46543	46643	46663	46743	46843	46943	47043	47123	47143	47243						
338500	45230	45250	45310	45411	45441	45511	45551	45611	45711	45811	45911	46011	46111	46212	46312	46412	46512	46612	46712	46732	46812	46912	47013	47113	47193	47213	47313						
339000	45296	45317	45377	45478	45508	45578	45618	45678	45778	45879	45979	46079	46180	46280	46380	46480	46581	46681	46781	46801	46881	46982	47082	47182	47262	47283	47383						
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342500	45764	45785	45846	45947	45978	46049	46089	46150	46251	46352	46454	46555	46656	46758	46859	46960	47062	47163	47264	47284	47365	47467	47568	47669	47750	47771	47872						
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344500	46031	46052	46114	46216	46246	46317	46358	46419	46521	46623	46725	46827	46929	47031	47133	47234	47336	47438	47540	47561	47642	47744	47846	47948	48029	48050	48152						
345000	46098	46119	46181	46283	46313	46385	46425	46487	46589	46691	46793	46895	46997	47099	47201	47303	47405	47507	47609	47630	47711	47813	47915	48017	48099	48119	48221						
345500	46165	46186	46247	46350	46380	46452	46493	46554	46656	46758	46861	46963	47065	47167	47269	47372	47474	47576	47678	47699	47780	47883	47985	48087	48169	48189	48291						
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349000	46632	46654	46716	46819	46850	46922	46964	47026																									

	CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																
	MOMENT/10,000																																
GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
368000	49170	49194	49259	49368	49401	49477	49521	49586	49695	49804	49912	50021	50130	50239	50348	50457	50565	50674	50783	50805	50892	51001	51110	51219	51306	51327	51436						
368500	49237	49261	49326	49435	49468	49544	49588	49653	49762	49871	49980	50089	50198	50307	50416	50525	50634	50743	50852	50874	50961	51070	51179	51288	51375	51397	51506						
369000	49303	49328	49393	49502	49535	49611	49655	49721	49830	49939	50048	50157	50266	50375	50485	50594	50703	50812	50921	50943	51030	51139	51249	51358	51445	51467	51576						
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370500	49504	49528	49594	49704	49736	49813	49857	49923	50032	50142	50251	50361	50471	50580	50690	50799	50909	51019	51128	51150	51238	51347	51457	51566	51654	51676	51786						
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372500	49771	49796	49862	49972	50005	50082	50126	50192	50302	50413	50523	50633	50743	50853	50963	51074	51184	51294	51404	51426	51514	51624	51735	51845	51933	51955	52065						
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375500	50171	50197	50263	50374	50408	50485	50530	50596	50707	50819	50930	51041	51152	51263	51374	51485	51596	51707	51818	51840	51929	52040	52151	52262	52351	52373	52485						
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377000	50372	50397	50464	50575	50609	50687	50732	50799	50910	51022	51133	51245	51356	51468	51579	51691	51802	51914	52025	52047	52137	52248	52360	52471	52560	52583	52694						
377500	50439	50464	50531	50643	50676	50754	50799	50866	50978	51089	51201	51313	51424	51536	51648	51759	51871	51982	52094	52116	52206	52317	52429	52541	52630	52652	52764						
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378500	50572	50598	50665	50777	50810	50889	50933	51001	51113	51225	51337	51448	51560	51672	51784	51896	52008	52120	52232	52255	52344	52456	52568	52680	52770	52792	52904						
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379500	50706	50731	50799	50911	50945	51023	51068	51135	51248	51360	51472	51584	51697	51809	51921	52033	52146	52258	52370	52393	52482	52595	52707	52819	52909	52931	53044						
380000	50773	50798	50866	50978	51012	51090	51135	51203	51315	51428	51540	51652	51765	51877	51990	52102	52214	52327	52439	52462	52552	52664	52776	52889	52979	53001	53114						
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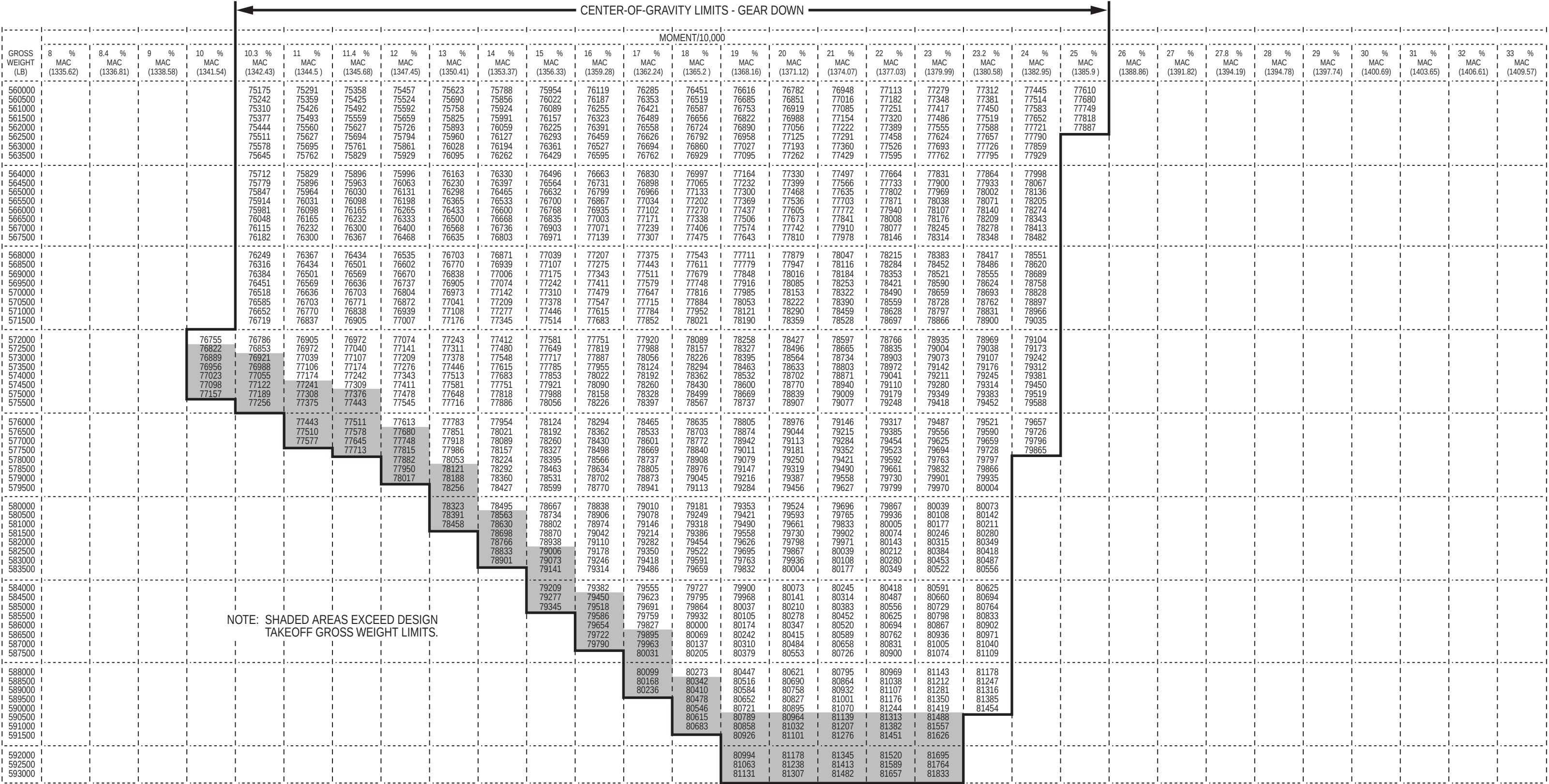
CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																	
GROSS WEIGHT (LB)	MOMENT/10,000																													30 MAC (1400.69)	31 MAC (1403.65)	32 MAC (1406.61)	33 MAC (1409.57)
	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)						
400000	53444	53472	53543	53661	53697	53779	53827	53898	54016	54134	54253	54371	54489	54608	54726	54844	54962	55081	55199	55223	55317	55436	55554	55672	55767	55791	55909						
400500	53511	53539	53610	53728	53764	53847	53894	53965	54084	54202	54320	54439	54557	54676	54794	54913	55031	55150	55268	55292	55387	55505	55623	55742	55837	55860	55979						
401000	53577	53605	53677	53795	53831	53914	53961	54032	54151	54270	54388	54507	54625	54744	54863	54981	55100	55218	55337	55361	55456	55574	55693	55812	55906	55930	56049						
401500	53644	53672	53744	53862	53898	53981	54029	54100	54219	54337	54456	54575	54694	54812	54931	55050	55169	55287	55406	55430	55525	55644	55762	55881	55976	56000	56119						
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402500	53778	53806	53877	53996	54032	54116	54163	54235	54354	54473	54592	54711	54830	54949	55068	55187	55306	55425	55544	55568	55663	55782	55901	56020	56116	56139	56258						
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403500	53911	53940	54011	54131	54166	54250	54298	54369	54489	54608	54727	54847	54966	55085	55205	55324	55443	55563	55682	55706	55801	55921	56040	56159	56255	56279	56398						
404000	53978	54006	54078	54198	54234	54317	54365	54437	54556	54676	54795	54915	55034	55154	55273	55393	55512	55632	55751	55775	55871	55990	56110	56229	56325	56349	56468						
404500	54045	54073	54145	54265	54301	54384	54432	54504	54624	54743	54863	54983	55102	55222	55342	55461	55581	55700	55820	55844	55940	56059	56179	56299	56394	56418	56538						
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406500	54312	54341	54413	54533	54569	54653	54701	54774	54894	55014	55134	55254	55375	55495	55615	55735	55856	55976	56096	56120	56216	56337	56457	56577	56673	56697	56818						
407000	54379	54408	54480	54600	54636	54721	54769	54841	54961	55082	55202	55322	55443	55563	55684	55804	55924	56045	56165	56189	56285	56406	56526	56647	56743	56767	56887						
407500	54445	54474	54547	54667	54703	54788	54836	54908	55029	55149	55270	55390	55511	55631	55752	55873	55993	56114	56234	56258	56355	56475	56596	56716	56813	56837	56957						
408000	54512	54541	54614	54734	54770	54855	54903	54976	55096	55217	55338	55458	55579	55700	55820	55941	56062	56182	56303	56327	56424	56544	56665	56786	56882	56906	57027						
408500	54579	54608	54681	54801	54838	54922	54971	55043	55164	55285	55406	55526	55647	55768	55889	56010	56130	56251	56372	56396	56493	56614	56735	56855	56952	56976	57097						
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410000	54779	54809	54881	55003	55039	55124	55172	55245	55366	55488	55609	55730	55851	55973	56094	56215	56337	56458	56579	56603	56700	56822	56943	57064	57161	57185	57307						
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412500	55113	55143	55216	55338	55375	55460	55509	55582	55704	55826	55948	56070	56192	56314	56436	56558	56680	56802	56924	56949	57046	57168	57290	57412	57510	57534	57656						
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CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																	
								MOMENT/10,000																	MOMENT/10,000								
GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
464000								62521	62659	62796	62933	63070	63208	63345	63482	63619	63757	63894	64031	64058	64168	64306	64443	64580	64690	64717							
464500								62589	62726	62864	63001	63138	63276	63413	63550	63688	63825	63963	64100	64128	64237	64375	64512	64650	64760	64787							
465000								62656	62794	62931	63069	63206	63344	63481	63619	63756	63894	64031	64169	64197	64307	64444	64582	64719	64829	64857							
465500								62724	62861	62999	63137	63274	63412	63550	63687	63825	63963	64100	64238	64266	64376	64513	64651	64789	64899	64926							
466000								62791	62929	63067	63204	63342	63480	63618	63756	63894	64031	64169	64307	64335	64445	64583	64721	64858	64969	64996							
466500								62858	62996	63134	63272	63410	63548	63686	63824	63962	64100	64238	64376	64404	64514	64652	64790	64928	65038	65066							
467000								62926	63064	63202	63340	63478	63616	63754	63893	64031	64169	64307	64445	64473	64583	64721	64859	64998	65108	65136							
467500								62993	63131	63270	63408	63546	63684	63823	63961	64099	64237	64376	64514	64542	64652	64791	64929	65067	65178	65205							
468000								63080	63199	63337	63476	63614	63752	63891	64029	64168	64306	64445	64583	64611	64721	64860	64998	65137	65247	65275							
468500								63128	63266	63405	63543	63682	63821	63959	64098	64236	64375	64513	64652	64680	64791	64929	65068	65206	65317	65345							
469000								63195	63334	63473	63611	63750	63889	64027	64166	64305	64444	64582	64721	64749	64860	64998	65137	65276	65387	65415							
469500								63262	63401	63540	63679	63818	63957	64096	64235	64373	64512	64651	64790	64818	64929	65068	65207	65346	65457	65484							
470000								63330	63469	63608	63747	63886	64025	64164	64303	64442	64581	64720	64859	64887	64998	65137	65276	65415	65526	65554							
470500								63397	63536	63676	63815	63954	64093	64232	64371	64511	64650	64789	64928	64956	65067	65206	65346	65485	65596	65624							
471000								63465	63604	63743	63883	64022	64161	64300	64440	64579	64718	64858	64997	65025	65136	65276	65415	65554	65666	65694							
471500								63532	63671	63811	63950	64090	64229	64369	64508	64648	64787	64927	65066	65094	65205	65345	65484	65624	65735	65763							
472000								63599	63739	63879	64018	64158	64297	64437	64577	64716	64856	64995	65135	65163	65275	65414	65554	65693	65805	65833							
472500								63667	63806	63946	64086	64226	64365	64505	64645	64785	64925	65064	65204	65232	65344	65484	65623	65763	65875	65903							
473000								63734	63874	64014	64154	64294	64434	64574	64713	64853	64993	65133	65273	65301	65413	65553	65693	65833	65945	65973							
473500								63801	63942	64082	64222	64362	64502	64642	64782	64922	65062	65202	65342	65370	65482	65622	65762	65902	66014	66042							
474000								63869	64009	64149	64289	64430	64570	64710	64850	64990	65131	65271	65411	65439	65551	65691	65832	65972	66084	66112							
474500								63936	64077	64217	64357	64498	64638	64778	64919	65059	65199	65340	65480	65508	65620	65761	65901	66041	66154	66182							
475000								64004	64144	64285	64425	64566	64706	64847	64987	65128	65268	65409	65549	65577	65690	65830	65971	66111	66223	66252							
475500								64071	64212	64352	64493	64634	64774	64915	65055	65196	65337	65477	65618	65646	65759	65899	66040	66181	66293	66321							
476000						64140		64138	64279	64420	64561	64701	64842	64983	65124	65265	65405	65546	65687	65715	65828	65969	66109	66250	66363	66391							
476500						64208	64140	64206	64347	64488	64629	64769	64910	65051	65192	65333	65474	65615	65756	65784	65897	66038	66179	66320	66433	66461							
477000						64275	64208	64273	64414	64555	64696	64837	64979	65120	65261	65402	65543	65684	65725	65853	65966	66107	66248	66389	66502	66530							
477500						64340	64275	64340	64482	64623	64764	64905	65047	65188	65329	65470	65612	65753	65894	65922	66035	66176	66318	66459	66572	66600							
478000						64342	64342	64408	64549	64691	64832	64973	65115	65256	65397	65539	65680	65822	65963	65991	66104	66246	66387	66529	66642	66670							
478500						64410	64342	64475	64617	64758	64900	65041	65183	65324	65466	65607	65749	65890	66032	66060	66174	66315	66457	66598	66711	66740							
479000						64477	64410	64543	64684	64826	64968	65109	65251	65393	65534	65676	65818	65959	66101	66129	662												

CENTER-OF-GRAVITY LIMITS - GEAR DOWN																																	
MOMENT/10,000																																	
GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)		
496000					66603	66687	66745	66833	66980	67127	67273	67420	67567	67713	67860	68007	68154	68300	68447	68476	68594	68740	68887	69034	69151	69181							
496500					66670	66754	66813	66901	67047	67194	67341	67488	67635	67782	67929	68075	68222	68369	68516	68545	68663	68810	68957	69103	69221	69250							
497000					66737	66821	66880	66968	67115	67262	67409	67556	67703	67850	67997	68144	68291	68438	68585	68614	68732	68879	69026	69173	69291	69320							
497500					66805	66888	66947	67035	67183	67330	67477	67624	67771	67918	68065	68213	68360	68507	68654	68683	68801	68948	69095	69243	69360	69390							
498000					66872	66955	67014	67103	67250	67397	67545	67692	67839	67987	68134	68281	68428	68576	68723	68752	68870	69018	69165	69312	69430	69459							
498500					66939	67023	67082	67170	67318	67465	67612	67760	67907	68055	68202	68350	68497	68645	68792	68821	68939	69087	69234	69382	69500	69529							
499000					67006	67090	67149	67237	67385	67533	67680	67828	67975	68123	68271	68418	68566	68713	68861	68891	69009	69156	69304	69451	69569	69599							
499500					67073	67157	67216	67305	67453	67600	67748	67896	68044	68191	68339	68487	68635	68782	68930	68960	69078	69225	69373	69521	69639	69669							
500000					67140	67224	67283	67372	67520	67668	67816	67964	68112	68260	68407	68555	68703	68851	68999	69029	69147	69295	69443	69591	69709	69738							
500500					67207	67292	67351	67440	67588	67736	67884	68032	68180	68328	68476	68624	68772	68920	69068	69098	69216	69364	69512	69660	69779	69808							
501000					67274	67359	67418	67507	67655	67803	67952	68100	68248	68396	68544	68692	68841	68989	69137	69167	69285	69433	69582	69730	69848	69878							
501500					67341	67426	67485	67574	67723	67871	68019	68168	68316	68464	68613	68761	68909	69058	69206	69236	69354	69503	69651	69799	69918	69948							
502000					67409	67493	67553	67642	67790	67939	68087	68236	68384	68533	68681	68830	68978	69127	69275	69305	69423	69572	69720	69869	69988	70017							
502500					67476	67560	67620	67709	67858	68006	68155	68304	68452	68601	68749	68898	69047	69195	69344	69374	69493	69641	69790	69939	70057	70087							
503000					67543	67628	67687	67776	67925	68074	68223	68372	68520	68669	68818	68967	69115	69264	69413	69443	69562	69711	69859	70008	70127	70157							
503500					67610	67695	67754	67844	67993	68142	68291	68440	68588	68737	68886	69035	69184	69333	69482	69512	69631	69780	69929	70078	70197	70227							
504000					67677	67762	67822	67911	68060	68209	68358	68507	68657	68806	68955	69104	69253	69402	69551	69581	69700	69849	69998	70147	70267	70296							
504500					67744	67829	67889	67979	68128	68277	68426	68575	68725	68874	69023	69172	69322	69471	69620	69650	69769	69918	70068	70217	70336	70366							
505000					67811	67897	67956	68046	68195	68345	68494	68643	68793	68942	69092	69241	69390	69540	69689	69719	69838	69988	70137	70286	70406	70436							
505500					67878	67964	68024	68113	68263	68412	68562	68711	68861	69010	69160	69309	69459	69608	69758	69788	69908	70057	70207	70356	70476	70506							
506000					67946	68031	68091	68181	68330	68480	68630	68779	68929	69079	69228	69378	69528	69677	69827	69857	69977	70126	70276	70426	70545	70575							
506500					68013	68098	68158	68248	68398	68548	68698	68847	68997	69147	69297	69447	69596	69746	69896	69926	70046	70196	70345	70495	70615	70645							
507000					68080	68165	68225	68315	68465	68615	68765	68915	69065	69215	69365	69515	69665	69815	69965	70095	70115	70265	70415	70565	70685	70715							
507500					68147	68233	68293	68383	68533	68683	68833	68983	69133	69283	69434	69584	69734	69884	70034	70064	70184	70334	70484	70634	70755	70785							
508000					68214	68300	68360	68450	68600	68751	68901	69051	69201	69352	69502	69652	69802	69953	70103	70133	70253	70404	70554	70704	70824	70854							
508500					68281	68367	68427	68518	68668	68818	68969	69119	69270	69420	69570	69721	69871	70022	70172	70202	70322	70473	70623	70774	70894	70924							
509000					68348	68434	68495	68585	68735	68886	69037	69187	69338	69488	69639	69789	69940	70090	70241	70271	70392	70543	70693	70843	70964	70994							
509500					68415	68502	68562	68652	68803	68954	69104	69255	69406	69556	69707	69858	70009	70159	70310	70340	70461	70611	70762	70913	71033	71063							
510000					68483	68569	68629	68720	68871	69021	69172	69323	69474	69625	69776	69926	70077	70228	70379	70409	70530	70681	70832	70982	71103	71133							
510500					68550	6868																											

		CENTER-OF-GRAVITY LIMITS - GEAR DOWN																														
		MOMENT/10,000										MOMENT/10,000												MOMENT/10,000								
GROSS WEIGHT (LB)	8 % MAC (1335.62)	8.4 % MAC (1336.81)	9 % MAC (1338.58)	10 % MAC (1341.54)	10.3 % MAC (1342.43)	11 % MAC (1344.5)	11.4 % MAC (1345.68)	12 % MAC (1347.45)	13 % MAC (1350.41)	14 % MAC (1353.37)	15 % MAC (1356.33)	16 % MAC (1359.28)	17 % MAC (1362.24)	18 % MAC (1365.2)	19 % MAC (1368.16)	20 % MAC (1371.12)	21 % MAC (1374.07)	22 % MAC (1377.03)	23 % MAC (1379.99)	23.2 % MAC (1380.58)	24 % MAC (1382.95)	25 % MAC (1385.9)	26 % MAC (1388.86)	27 % MAC (1391.82)	27.8 % MAC (1394.19)	28 % MAC (1394.78)	29 % MAC (1397.74)	30 % MAC (1400.69)	31 % MAC (1403.65)	32 % MAC (1406.61)	33 % MAC (1409.57)	
528000					70880	70989	71051	71145	71301	71457	71614	71770	71926	72082	72238	72394	72551	72707	72863	72894	73019	73175	73331	73488								
528500					70947	71056	71119	71212	71369	71525	71681	71838	71994	72150	72307	72463	72619	72776	72932	72963	73088	73245	73401	73557								
529000					71014	71123	71186	71280	71436	71593	71749	71906	72062	72219	72375	72532	72688	72844	73001	73032	73157	73314	73470	73627								
529500					71081	71191	71253	71347	71504	71660	71817	71974	72130	72287	72444	72600	72757	72913	73070	73101	73227	73383	73540	73696								
530000					71148	71258	71321	71415	71571	71728	71885	72042	72198	72355	72512	72669	72825	72982	73139	73170	73296	73452	73609	73766								
530500					71215	71325	71388	71482	71639	71796	71953	72110	72267	72423	72580	72737	72894	73051	73208	73239	73365	73522	73679	73836								
531000					71282	71392	71455	71549	71706	71863	72021	72178	72335	72492	72649	72806	72963	73120	73277	73308	73434	73591	73748	73905								
531500					71349	71459	71522	71617	71774	71931	72088	72246	72403	72560	72717	72874	73032	73189	73346	73377	73503	73660	73818	73975								
532000					71417	71527	71590	71684	71841	71999	72156	72313	72471	72628	72786	72943	73100	73258	73415	73446	73572	73730	73887									
532500					71484	71594	71657	71751	71909	72066	72224	72381	72539	72696	72854	73011	73169	73326	73484	73515	73641	73799	73956									
533000					71551	71661	71724	71819	71976	72134	72292	72449	72607	72765	72922	73080	73238	73395	73553	73585	73711	73868	74026									
533500					71618	71728	71792	71886	72044	72202	72360	72517	72675	72833	72991	73149	73306	73464	73622	73654	73780	73938	74095									
534000					71685	71796	71859	71954	72112	72269	72427	72585	72743	72901	73059	73217	73375	73533	73691	73723	73849	74007	74165									
534500					71752	71863	71926	72021	72179	72337	72495	72653	72811	72969	73128	73286	73444	73602	73760	73792	73918	74076	74234									
535000					71819	71930	71993	72088	72247	72405	72563	72721	72880	73038	73196	73354	73512	73671	73829	73861	73987	74145	74304									
535500					71886	71997	72061	72156	72314	72472	72631	72789	72948	73106	73264	73423	73581	73740	73898	73930	74056	74215	74373									
536000					71954	72065	72128	72223	72382	72540	72699	72857	73016	73174	73333	73491	73650	73808	73967	73999	74126	74284	74443									
536500					72021	72132	72195	72290	72449	72608	72766	72925	73084	73243	73401	73560	73719	73877	74036	74068	74195	74353	74512									
537000					72088	72199	72263	72358	72517	72675	72834	72993	73152	73311	73470	73628	73787	73946	74105	74137	74264	74423	74581									
537500					72155	72266	72330	72425	72584	72743	72902	73061	73220	73379	73538	73697	73856	74015	74174	74206	74333	74492	74651									
538000					72222	72333	72397	72493	72652	72811	72970	73129	73288	73447	73606	73766	73925	74084	74243	74275	74402	74561	74720									
538500					72289	72401	72464	72560	72719	72878	73038	73197	73356	73516	73675	73834	73993	74153	74312	74344	74471	74631	74790									
539000					72356	72468	72532	72627	72787	72946	73106	73265	73424	73584	73743	73903	74062	74222	74381	74413	74540	74700	74859									
539500					72423	72535	72599	72695	72854	73014	73173	73333	73493	73652	73812	73971	74131	74290	74450	74482	74610	74769	74929									
540000					72491	72602	72666	72762	72922	73081	73241	73401	73561	73720	73880	74040	74200	74359	74519	74551	74679	74838	74998									
540500					72558	72670	72733	72829	72989	73149	73309	73469	73629	73789	73948	74108	74268	74428	74588	74620	74748	74908	75068									
541000					72625	72737	72801	72897	73057	73217	73377	73537	73697	73857	74017	74177	74337	74497	74657	74689	74817	74977	75137									
541500					72692	72804	72868	72964	73124	73284	73445	73605	73765	73925	74085	74245	74406	74566	74726	74758	74886	75046	75206									
542000					72759	72871	72935	73032	73192	73352	73512	73673	73833	73993	74154	74314	74474	74635	74795	74827	74955	75116	75276									
542500					72826	72938	73003	73099	73259	73420	73580	73741	73901	74062	74222	74383	74543	74703	74864	74896	75024	75185	75345									
543000					72893	73006	73070	73166	73327	73487	73648	73809	73969	74130	74291	74451																



GROSS WEIGHT (POUNDS)	MOMENT/10,000 CENTER-OF-GRAVITY SHIFT - % MAC										
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	2.0
240,000	7.1	14.2	21.3	28.4	35.5	42.6	49.7	56.8	63.9	71.0	142.0
250,000	7.4	14.8	22.2	29.6	37.0	44.4	51.8	59.2	66.6	74.0	147.9
260,000	7.7	15.4	23.1	30.8	38.5	46.1	53.8	61.5	69.2	76.9	153.8
270,000	8.0	16.0	24.0	31.9	39.9	47.9	55.9	63.9	71.9	79.9	159.7
280,000	8.3	16.6	24.8	33.1	41.4	49.7	58.0	66.3	74.5	82.8	165.6
290,000	8.6	17.2	25.7	34.3	42.9	51.5	60.0	68.6	77.2	85.8	171.6
300,000	8.9	17.7	26.6	35.5	44.4	53.2	62.1	71.0	79.9	88.7	177.5
310,000	9.2	18.3	27.5	36.7	45.8	55.0	64.2	73.4	82.5	91.7	183.4
320,000	9.5	18.9	28.4	37.9	47.3	56.8	66.3	75.7	85.2	94.7	189.3
330,000	9.8	19.5	29.3	39.0	48.8	58.6	68.3	78.1	87.9	97.6	195.2
340,000	10.1	20.1	30.2	40.2	50.3	60.3	70.4	80.5	90.5	100.6	201.1
350,000	10.4	20.7	31.1	41.4	51.8	62.1	72.5	82.8	93.2	103.5	207.1
360,000	10.6	21.3	31.9	42.6	53.2	63.9	74.5	85.2	95.8	106.5	213.0
370,000	10.9	21.9	32.8	43.8	54.7	65.7	76.6	87.6	98.5	109.4	218.9
380,000	11.2	22.5	33.7	45.0	56.2	67.4	78.7	89.9	101.2	112.4	224.8
390,000	11.5	23.1	34.6	46.1	57.7	69.2	80.8	92.3	103.8	115.4	230.7
400,000	11.8	23.7	35.5	47.3	59.2	71.0	82.8	94.7	106.5	118.3	236.6
410,000	12.1	24.3	36.4	48.5	60.6	72.8	84.9	97.0	109.2	121.3	242.6
420,000	12.4	24.8	37.3	49.7	62.1	74.5	87.0	99.4	111.8	124.2	248.5
430,000	12.7	25.4	38.2	50.9	63.6	76.3	89.0	101.8	114.5	127.2	254.4
440,000	13.0	26.0	39.0	52.1	65.1	78.1	91.1	104.1	117.1	130.2	260.3
450,000	13.3	26.6	39.9	53.2	66.6	79.9	93.2	106.5	119.8	133.1	266.2
460,000	13.6	27.2	40.8	54.4	68.0	81.6	95.2	108.9	122.5	136.1	272.1
470,000	13.9	27.8	41.7	55.6	69.5	83.4	97.3	111.2	125.1	139.0	278.1
480,000	14.2	28.4	43.6	56.8	71.0	85.2	99.4	113.6	127.8	142.0	284.0
490,000	14.5	29.0	43.5	58.0	72.5	87.0	101.5	116.0	130.4	144.9	289.9
500,000	14.8	29.6	44.4	59.2	74.0	88.7	103.5	118.3	133.1	147.9	295.8
510,000	15.1	30.2	45.3	60.3	75.4	90.5	105.6	120.7	135.8	150.9	301.7
520,000	15.4	30.8	46.1	61.5	76.9	92.3	107.7	123.1	138.4	153.8	307.6
530,000	15.7	31.4	47.0	62.7	78.4	94.1	109.7	125.4	141.4	156.8	313.5
540,000	16.0	31.9	47.9	63.9	79.9	95.8	111.8	127.8	143.8	159.7	319.5
550,000	16.3	32.5	48.8	65.1	81.3	97.6	113.9	130.2	146.4	162.7	325.4
560,000	16.6	33.1	49.7	66.3	82.8	99.4	116.0	132.5	149.1	165.6	331.3
570,000	16.9	33.7	50.6	67.4	84.3	101.2	118.0	134.9	151.7	168.6	337.2
580,000	17.2	34.3	51.5	68.6	85.8	102.9	120.1	137.3	154.4	171.6	343.1
590,000	17.5	34.9	52.4	69.8	87.1	104.7	122.2	139.6	157.1	174.5	349.0

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Figure 3-25. Gross Weight Center-of-Gravity Shift

SUPPLEMENTAL INFORMATION

REFERENCE DIMENSIONS

Aerodynamic Chord

- The length of the MAC is 295.8 inches.
- The leading edge of the MAC (LEMAC) H-arm is fuselage station 1312.0.
- Percent MAC versus horizontal fuselage station data are shown in figure 3-26.

Reference Datum Planes

H-arms shown in this manual are in inches measured from the horizontal-arm reference datum plane, fuselage station 0, which is 239 inches forward of the nose of the aircraft.

MISCELLANEOUS EQUATIONS

Moment = Weight x H-Arm

$$\text{Weight} = \frac{\text{Moment}}{\text{H-Arm}}$$

$$\text{H-Arm} = \frac{\text{Moment}}{\text{Weight}}$$

$$\text{Aircraft CG (H-Arm)} = \frac{\text{Gross Moment}}{\text{Gross Weight}}$$

$$\begin{aligned} \text{Aircraft CG (\% MAC)} \\ &= \frac{\text{H-Arm} - \text{LEMAC}}{\text{MAC}} \times 100 \\ &= \frac{\text{H-Arm} - 1312.0}{295.8} \times 100 \end{aligned}$$

DESIGN WEIGHTS

Maximum Ramp/Taxi
Weight (MTW) 593,000 lb

Maximum Takeoff
Weight (MTOW) 590,000 lb

Maximum Landing
Weight (MLW) 436,000 lb

Maximum Zero Fuel
Weight (MZFW)* 414,000 lb

* Maximum weight at which the aircraft can fly with zero usable fuel in the No. 1, 2, and 3 main tanks.

MOMENT CHANGE

Landing Gear and Control Surfaces

- Landing gear retraction causes a moment change of 204,144 inch-pounds.
- Thrust reverser, flap extension, and other control surface movement need not be considered in the balance calculations.

Crew Movement

During takeoff and landing, the aerial refueling operator, instructor, and observer/ trainee will occupy seats other than those provided in the ARO compartment. The moment change, associated with these crew members moving to their respective duty stations, can be determined from figures 3-8, 3-9, and 3-19.

% MAC	HORIZONTAL FUSELAGE STATION									
	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
4	1323.8	1324.1	1324.4	1324.7	1325.0	1325.3	1325.6	1325.9	1326.2	1326.4
5	1326.7	1327.0	1327.3	1327.6	1327.9	1328.2	1328.5	1328.8	1329.1	1329.4
6	1329.7	1330.0	1330.3	1330.6	1330.9	1331.2	1331.5	1331.8	1332.1	1332.4
7	1332.7	1333.0	1333.3	1333.5	1333.8	1334.1	1334.4	1334.7	1335.0	1335.3
8	1335.6	1335.9	1336.2	1336.5	1336.8	1337.1	1337.4	1337.7	1338.0	1338.3
9	1338.6	1338.9	1339.2	1339.5	1339.8	1340.1	1340.3	1340.6	1340.9	1341.2
10	1341.5	1341.8	1342.1	1342.4	1342.7	1343.0	1343.3	1343.6	1343.9	1344.2
11	1344.5	1344.8	1345.1	1345.4	1345.7	1346.0	1346.3	1346.6	1346.9	1347.2
12	1347.4	1347.7	1348.0	1348.3	1348.6	1348.9	1349.2	1349.5	1349.8	1350.1
13	1350.4	1350.7	1351.0	1351.3	1351.6	1351.9	1352.2	1352.5	1352.8	1353.1
14	1353.4	1353.7	1354.0	1354.3	1354.5	1354.8	1355.1	1355.4	1355.7	1356.0
15	1356.3	1356.6	1356.9	1357.2	1357.5	1357.8	1358.1	1358.4	1358.7	1359.0
16	1359.3	1359.6	1359.9	1360.2	1360.5	1360.8	1361.1	1361.3	1361.6	1361.9
17	1362.2	1362.5	1362.8	1363.1	1363.4	1363.7	1364.0	1364.3	1364.6	1364.9
18	1365.2	1365.5	1365.8	1366.1	1366.4	1366.7	1367.0	1367.3	1367.6	1367.9
19	1368.2	1368.4	1368.7	1369.0	1369.3	1369.6	1369.9	1370.2	1370.5	1370.8
20	1371.1	1371.4	1371.7	1372.0	1372.3	1372.6	1372.9	1373.2	1373.5	1373.8
21	1374.1	1374.4	1374.7	1375.0	1375.3	1375.5	1375.8	1376.1	1376.4	1376.7
22	1377.0	1377.3	1377.6	1377.9	1378.2	1378.5	1378.8	1379.1	1379.4	1379.7
23	1380.0	1380.3	1380.6	1380.9	1381.2	1381.5	1381.8	1382.1	1382.3	1382.6
24	1382.9	1383.2	1383.5	1383.8	1384.1	1384.4	1384.7	1385.0	1385.3	1385.6
25	1385.9	1386.2	1386.5	1386.8	1387.1	1387.4	1387.7	1388.0	1388.3	1388.6
26	1388.9	1389.2	1389.4	1389.7	1390.0	1390.3	1390.6	1390.9	1391.2	1391.5
27	1391.8	1392.1	1392.4	1392.7	1393.0	1393.3	1393.6	1393.9	1394.2	1394.5
28	1394.8	1395.1	1395.4	1395.7	1396.0	1396.3	1396.5	1396.8	1397.1	1397.4
29	1397.7	1398.0	1398.3	1398.6	1398.9	1399.2	1399.5	1399.8	1400.1	1400.4
30	1400.7	1401.0	1401.3	1401.6	1401.9	1402.2	1402.5	1402.8	1403.1	1403.3
31	1403.6	1403.9	1404.2	1404.5	1404.8	1405.1	1405.4	1405.7	1406.0	1406.3
32	1406.6	1406.9	1407.2	1407.5	1407.8	1408.1	1408.4	1408.7	1409.0	1409.3
33	1409.6	1409.9	1410.2	1410.4	1410.7	1411.0	1411.3	1411.6	1411.9	1412.2
34	1412.5	1412.8	1413.1	1413.4	1413.7	1414.0	1414.3	1414.6	1414.9	1415.2
35	1415.5	1415.8	1416.1	1416.4	1416.7	1417.0	1417.3	1417.5	1417.8	1418.1
36	1418.4	1418.7	1419.0	1419.3	1419.6	1419.9	1420.2	1420.5	1420.8	1421.1
37	1421.4	1421.7	1422.0	1422.3	1422.6	1422.9	1423.2	1423.5	1423.8	1424.1
38	1424.4	1424.6	1424.9	1425.2	1425.5	1425.8	1426.1	1426.4	1426.7	1427.0
39	1427.3	1427.6	1427.9	1428.2	1428.5	1428.8	1429.1	1429.4	1429.7	1430.0
40	1430.3	1430.6	1430.9	1431.2	1431.4	1431.7	1432.0	1432.3	1432.6	1432.9

LE MAC = FUSELAGE STATION 1312.0

MAC = 295.8 INCHES

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Figure 3-26. Percent MAC Versus Horizontal Fuselage Station

Boom and Hose Reel Deployment

The weight of the boom in its stowed position is retracted by the boom gimbal fitting and latch support. When the boom is deployed, the aft reaction is replaced by aerodynamic loads on the boom and its control surfaces. This, in effect, reduces the weight of the aircraft and moves its apparent CG forward. Deployment of the hose reel will have the same effect. Deployment of the boom or hose reel, however, should not pose a balance problem, as the aircraft CG

during most tanker missions will be well aft of the forward limit.

Boom mass properties, as a function of boom extension, are provided in figure 3-27. These data are only applicable to ground loading conditions.

FUEL CONVERSION DATA

Figure 3-28 provides a method for converting fuel quantities from gallons to pounds.

CONDITION	WEIGHT (POUNDS)	H-ARM	<u>MOMENT</u> 10,000
WET			
RETRACTED ($Y_B = 437$)	2,138	2,218.7	474.4
EXTENDED ($Y_B = 700$)	2,298	2,310.9	531.0
DRY			
RETRACTED ($Y_B = 437$)	1,914	2,219.4	424.8
EXTENDED ($Y_B = 700$)	1,914	2,303.3	440.9

NOTE: THESE DATA ARE NOT VALID FOR FLIGHT LOADING CONDITIONS.

Figure 3-27. Mass Properties - Aerial Refueling Boom

FUEL VOLUME (GALLONS)	FUEL DENSITY - POUNDS PER GALLON										
	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0
	FUEL WEIGHT - POUNDS										
54,800	328,800	334,280	339,760	345,240	350,720	356,200	361,680	367,160	372,640	378,120	383,600
50,000	300,000	305,000	310,000	315,000	320,000	325,000	330,000	335,000	340,000	345,000	350,000
40,000	240,000	244,000	248,000	252,000	256,000	260,000	264,000	268,000	272,000	276,000	280,000
30,000	180,000	183,000	186,000	189,000	192,000	195,000	198,000	201,000	204,000	207,000	210,000
20,000	120,000	122,000	124,000	126,000	128,000	130,000	132,000	134,000	136,000	138,000	140,000
10,000	60,000	61,000	62,000	63,000	64,000	65,000	66,000	67,000	68,000	69,000	70,000
9,000	54,000	54,900	55,800	56,700	57,600	58,500	59,400	60,300	61,200	62,100	63,000
8,000	48,000	48,800	49,600	50,400	51,200	52,000	52,800	53,600	54,400	55,200	56,000
7,000	42,000	42,700	43,400	44,100	44,800	45,500	46,200	46,900	47,600	48,300	49,000
6,000	36,000	36,600	37,200	37,800	38,400	39,000	39,600	40,200	40,800	41,400	42,000
5,000	30,000	30,500	31,000	31,500	32,000	32,500	33,000	33,500	34,000	34,500	35,000
4,000	24,000	24,400	24,800	25,200	25,600	26,000	26,400	26,800	27,200	27,600	28,000
3,000	18,000	18,300	18,600	18,900	19,200	19,500	19,800	20,100	20,400	20,700	21,000
2,000	12,000	12,200	12,400	12,600	12,800	13,000	13,200	13,400	13,600	13,800	14,000
1,000	6,000	6,100	6,200	6,300	6,400	6,500	6,600	6,700	6,800	6,900	7,000
900	5,400	5,490	5,580	5,670	5,760	5,850	5,940	6,030	6,120	6,210	6,300
800	4,800	4,880	4,960	5,040	5,120	5,200	5,280	5,360	5,440	5,520	5,600
700	4,200	4,270	4,340	4,410	4,480	4,550	4,620	4,690	4,760	4,830	4,900
600	3,600	3,660	3,720	3,780	3,840	3,900	3,960	4,020	4,080	4,140	4,200
500	3,000	3,050	3,100	3,150	3,200	3,250	3,300	3,350	3,400	3,450	3,500
400	2,400	2,440	2,480	2,520	2,560	2,600	2,640	2,680	2,720	2,760	2,800
300	1,800	1,830	1,860	1,890	1,920	1,950	1,980	2,010	2,040	2,070	2,100
200	1,200	1,220	1,240	1,260	1,280	1,300	1,320	1,340	1,360	1,380	1,400
100	600	610	620	630	640	650	660	670	680	690	700
90	540	549	558	567	576	585	594	603	612	621	630
80	480	488	496	504	512	520	528	536	544	552	560
70	420	427	434	441	448	455	462	469	476	483	490
60	360	366	372	378	384	390	396	402	408	414	420
50	300	305	310	315	320	325	330	335	340	345	350
40	240	244	248	252	256	260	264	268	272	276	280
30	180	183	186	189	192	195	198	201	204	207	210
20	120	122	124	126	128	130	132	134	136	138	140
10	60	61	62	63	64	65	66	67	68	69	70
9	54.0	54.9	55.8	56.7	57.6	58.5	59.4	60.3	61.2	62.1	63.0
8	48.0	48.8	49.6	50.4	51.2	52.0	52.8	53.6	54.4	55.2	56.0
7	42.0	42.7	43.4	44.1	44.8	45.5	46.2	46.9	47.6	48.3	49.0
6	36.0	36.6	37.2	37.8	38.4	39.0	39.6	40.2	40.8	41.4	42.0
5	30.0	30.5	31.0	31.5	32.0	32.5	33.0	33.5	34.0	34.5	35.0
4	24.0	24.4	24.8	25.2	25.6	26.0	26.4	26.8	27.2	27.6	28.0
3	18.0	18.3	18.6	18.9	19.2	19.5	19.8	20.1	20.4	20.7	21.0
2	12.0	12.2	12.4	12.6	12.8	13.0	13.2	13.4	13.6	13.8	14.0
1	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0

EXAMPLE:
 TO CONVERT 16,662 GALLONS
 OF FUEL AT A DENSITY OF 6.4
 POUNDS PER GALLON TO POUNDS:

10,000 GAL =	64,000 LB
6,000 GAL =	38,400 LB
600 GAL =	3,840 LB
60 GAL =	384 LB
2 GAL =	12.8 LB
16,662 GAL =	106,636.8 LB

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Figure 3-28. Fuel Conversion Data - Gallons to Pounds

WEIGHT AND MOMENT CHANGES, WITH H-ARMS, FOR CONFIGURATION ALTERNATIVES

Figure 3-29 provides weight and moment changes, with H-arms, between the following Chart A interior configuration alternatives:

Code	Configuration	Code	Configuration
A	14-personnel	H	63-personnel seats and one patient support pallet (6 liters) in position 2 left
B	16-personnel	I	51 personnel seats and 2 patient support pallets (12 liters) in positions 2 left and 2 right
C	20-personnel (23 pallets)		
D	75-personnel (expanded)		
E	25- or 27-pallet (all cargo)		
F	6-additional crew		
G	20-personnel, 17-pallet positions, cargo barrier net at station 948 (position 3), environmental curtain and bunk at station 576 (position 2).		

Descriptions and arrangement illustrations for each configuration are included in the Cargo Loading Manual, TO 1C-10(K)A-9.

A list of equipment included in each configuration is provided in the Equipment Inventory List, TO 1C-10(K)A-21.

BEFORE TCTO 1222

WEIGHT CHANGE (POUNDS) H-ARM (INCHES) MOMENT CHANGE (INCH-POUNDS/10,000)		SEATS								
		14	16	20	75	0	6	20	63 With 6 liters	51 With 12 liters
		CONFIGURATION								
		T O A	B	C	D	E	F	G	H	I
FROM 14 16 20 75 S E A T S 6 20 63 With 6 Litters 51 With 12 Litters	A	---	55	190	4739	-608	-271	190	4793	4839
		---	545.5	515.8	736.7	572.4	505.5	1221.1	735.7	734.9
		---	3.0	9.8	349.1	-34.8	-13.7	23.2	352.6	355.6
	B	-55.0	---	135	4684	-663	-326	135	4738	4784
		545.5	---	503.7	738.9	570.1	512.3	1496.3	737.9	737.0
		-3.0	---	6.8	346.1	-37.8	-16.7	20.2	349.6	352.6
	C	-190.0	-135	---	4549	-798	-461	0	4603	4649
		515.8	503.7	---	745.9	558.9	509.8	0.0	744.7	743.8
	O	-9.8	-6.8	---	339.3	-44.6	-23.5	13.4	342.8	345.8
	N	-4739.0	-4684	-4549	---	-5347	-5010	-4549	54	100
	F	736.7	738.9	745.9	---	718.0	724.2	716.4	648.1	650.0
	D	-349.1	-346.1	-339.3	---	-383.9	-362.8	-325.9	3.5	6.5
	G	608.0	663	798	5347	---	337	798	5401	5447
	U	572.4	570.1	558.9	718.0	---	626.1	726.8	717.3	716.7
	R	34.8	37.8	44.6	383.9	---	21.1	58.0	387.4	390.4
	A	271.0	326	461	5010	-337	---	461	5064	5110
	F	505.5	512.3	509.8	724.2	626.1	---	800.4	723.3	722.7
		13.7	16.7	23.5	362.8	-21.1	---	36.9	366.3	369.3
	G	-190.0	-135	0	4549	-798	-461	---	4603	4649
		1221.1	1496.3	0.0	716.4	726.8	800.4	---	715.6	715.0
		-23.2	-20.2	-13.4	325.9	-58.0	-36.9	---	329.4	332.4
	H	-4793.0	-4738	-4603	-54	-5401	-5064	-4603	---	46
		735.7	737.9	744.7	648.1	717.3	723.3	715.6	---	652.2
		-352.6	-349.6	-342.8	-3.5	-387.4	-366.3	-329.4	---	3.0
	I	-4839.0	-4784	-4649	-100	-5447	-5110	-4649	-46	---
		734.9	737.0	743.8	650.0	716.7	722.7	715.0	652.2	---
		-355.6	-352.6	-345.8	-6.5	-390.4	-369.3	-332.4	-3.0	---

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Figure 3-29. Weight and Moment Change, With H-Arms, Between Chart A Interior Configuration Alternatives (Sheet 1 of 2)

AFTER TCTO 1222

WEIGHT CHANGE (POUNDS) H-ARM (INCHES) MOMENT CHANGE (INCH-POUNDS/ 10,000)		SEATS								
		14	16	20	75	0	6	20	63 With 6 litters	51 With 12 litters
		CONFIGURATION								
		A	B	C	D	E	F	G	H	I
S E A T S	FROM	---	63	220	5022	-690	-378	220	5027	5024
	14 A	---	476.2	504.5	733.8	568.1	425.9	1122.7	692.7	699.0
		---	3.0	11.1	368.5	-39.2	-16.1	24.7	348.2	351.2
		-63	---	157	4959	-753	-378	157	4964	4961
	16 B	476.2	---	515.9	737.0	560.4	505.3	1382.2	736.5	735.9
		-3.0	---	8.1	365.5	-42.2	-19.1	21.7	365.6	365.1
		-220	-157	---	4802	-910	-535	0	4807	4804
	20 C	504.5	515.9	---	744.3	552.7	508.4	0.0	743.7	743.1
	O	-11.1	-8.1	---	357.4	-50.3	-27.2	13.6	357.5	357.0
	N	-5022	-4959	-4802	---	-5712	-5337	-4802	5	2
	75 F	733.8	737.0	744.3	---	713.8	720.6	716.0	200.0	2000.0
	I	-368.5	-365.5	-357.4	---	-407.7	-384.6	-343.8	0.1	-0.4
	G	690	753	910	5712	---	375	910	5717	5714
	0 U	568.1	560.4	552.7	713.8	---	616.0	702.2	713.3	712.8
	R	39.2	42.2	50.3	407.7	---	23.1	63.9	407.8	407.3
	A	315	378	535	5337	-375	---	535	5342	5339
	6 T	511.1	505.3	508.4	720.6	616.0	---	762.6	720.1	719.6
	I	16.1	19.1	27.2	384.6	-23.1	---	40.8	384.7	384.2
	O	-220	-157	0	4802	-910	-535	---	4807	4804
	20 N	1122.7	1382.2	0.0	716.0	702.2	762.6	---	715.4	714.8
		-24.7	-21.7	-13.6	343.8	-63.9	-40.8	---	343.9	343.4
		-5027	-4964	-4807	-5	-5717	-5342	-4807	---	-3
	63 With	733.2	736.5	743.7	200.0	713.3	720.1	715.4	---	1666.7
	6 Litters	-386.6	-365.6	-357.5	-0.1	-407.8	-384.7	-343.9	---	-.05
		-5024	-4961	-4804	-2	-5714	-5339	-4804	3	---
	51 With	732.7	735.9	743.1	2000.0	712.8	719.6	714.8	1666.7	---
	12 Litters	-368.1	-365.1	-357.0	0.4	-407.3	-384.2	-343.4	0.5	---

**Figure 3-29. Weight and Moment Change, With H-Arms, Between Chart A
Interior Configuration Alternatives (Sheet 2 of 2)**

KC-10 WEIGHT AND BALANCE DOCUMENTATION

The disposition of loads on KC-10 aircraft may be documented either on the DD Form 365-4, figure 3-30, a computer generated Form 365-4, or the Load Management Computer strip tape, figure 3-31.

LOAD MANAGEMENT COMPUTER

The KC-10 Load Management Computer (LMC) is the primary means of computing and documenting KC-10 weight and balance data. The computer strip tape, figure 3-31, provides and contains all the required information and is used in lieu of the DD Form 365-4. Specific computer operation is included in a separate operators manual.

DD FORM 365-4 INSTRUCTIONS

The following instructions will be used when completing a DD Form 365-4, figure 3-30. The data for completing the DD Form 365-4 can be determined from the aircraft Chart "C", also, figures 3-7 through 3-9 and figures 3-10 through 3-29 of this manual. A calculator or the LMC may be used to compute the weight and balance. Minor points on use of the LMC, when completing a DD Form 365-4, are contained within these instructions.

HEADING: Enter the applicable information. (ICAO identifiers, mission or scheduling numbers may be used.)

REF 1 BASIC WEIGHT: Enter the basic weight and moment from the last entry of aircraft Chart "C".

REF 3 CREW (NO): Enter the number of cockpit crew, weight and moment. Additional crewmembers and passengers will be entered under DISTRIBUTION OF ALLOWABLE LOAD, REF 13, as passengers at 180 lbs. each.

REF 4 CREW'S BAGGAGE: Enter the cumulative weights and moments using the STOWAGE PROVISIONS CHART, figure 3-9. Baggage stowed in the cargo compartment must be entered in DISTRIBUTION OF ALLOWABLE LOAD, REF 13.

REF 5 STEWARD'S EQUIPMENT: Enter the cumulative weights and moments of potable water and waste water from both toilets (if applicable), figure 3-8.

REF 7 EXTRA EQUIPMENT: Pallet subfloors, when installed, may be listed. Specific details must be included in the REMARKS block as to number of pallets, location and weights used. Use of an average weight (350 lbs. per pallet), to include tiedowns is allowable. Stacked pallets are considered as cargo in DISTRIBUTION OF ALLOWABLE LOAD REF 13.

REF 8: Enter the Configuration Code, Seating Arrangement, From -- To (+ or -), weight and moment change, if not included in the Chart "C". This data is automatically computed by the LMC and is displayed only by a configuration number.

NOTE

Exercise care when entering a negative (-) weight and moment in REF 8.

REF 9 OPERATING WEIGHT: Enter the cumulative weight and moment of REF 1 through REF 8.

REMARKS: Record the fuel distribution, minus the starting engine and taxi fuel. The 1,500 lbs of fuel used will be subtracted evenly from the applicable tank(s). Circle the appropriate tank identifier, (Fwd, Ctr, or Aft) when used to feed main tanks for engine start and taxi.

NOTE

- Fuel weights may be rounded to the nearest 500 lb increment when using figures 3-12 through figures 3-17. Use the weight and moment from these figures. Interpolation of weight and moments between the 500 lb increments is not required.
- When using the LMC for fuel computation, record and use the nearest 100 lb increments.
- During preflight coordination with the FE on fuel distribution, ensure that the fuel entries in the remarks block reflect distribution for takeoff. If the entries differ from the actual takeoff distribution, coordinate with the FE to verify that Takeoff % MAC is within limits.
- If Takeoff % MAC differs by more than 1%, recheck both computations.

REF 10 TAKEOFF FUEL: Enter the fuel weight from the remarks block, and its computed moment.

REF 12 TOTAL AIRCRAFT WEIGHT: Enter the sum (weight and moment) of REF 9 and REF 10.

REF 13 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD): Enter "CARGO" designations, RIGHT (R) and LEFT (L). The allowable load may be depicted in reverse sequence.

CARGO: Enter the pallet position or cargo arm and the actual cargo weight. Enter the total(s) for the pallet position(s) or arm in the weight and moment columns.

PASSENGERS: (Includes additional crewmembers). Enter the number and weight in the applicable columns. Figure 3-19 provides Personnel Loading Data.

The bottom line of REF 13 may be used to enter total weight and moment of REF 13. Do not enter this data in the cumulative weight and moment columns.

REF 16 TAKEOFF CONDITION (UNCORRECTED): Enter the sum (weights and moments) of REF 12 and REF 13.

NOTE

Allowable gross weight and permissible CG for takeoff limitations must be met at start of takeoff roll.

REF 17 TAKEOFF CG IN % MAC: Enter computed % MAC as determined from REF 16 values. Use the Design CG Limits Chart, figure 3-23 to determine the forward and aft CG limits. Enter these values in the PERMISSIBLE CG TAKEOFF blocks under LIMITATIONS. The remaining weight limitations blocks are not used.

NOTE

If the CG is determined using figure 3-24, and it falls one CG interval (the spacing between the listed CG values, such as 0.5, or 1.0 percent of MAC) from a CG limit, or closer, the CG must be mathematically calculated to an accuracy of 0.1 percent MAC.

ZERO FUEL WEIGHT, ZERO FUEL WT. MOMENT, AND ZERO FUEL % MAC BLOCKS: These computation results will be the actual/corrected values obtained prior to takeoff. Enter the sum of weights and moments of REF 9 and REF 13 in the applicable blocks and compute the % MAC. The desired CG envelope, figure 3-23, should be considered for cargo missions.

REF 18 CORRECTIONS: If corrections of the weight and balance data are required, note the necessary load adjustment in the CORRECTIONS/MOST FWD/MOST AFT columns. Enter position, a brief description of the necessary load adjustment, weight and moment in the columns provided. Fuel load adjustments will be computed last. Add the weight and moment increases and/or decreases to obtain the (NET DIFFERENCE). Transfer the total weight and moment adjustment (NET DIFFERENCE) to the blocks provided for REF 18 CORRECTIONS (if required).

NOTE

Recompute Zero Fuel Weight (ZFW), Zero Fuel Weight Moment (ZFWMOM) and Zero Fuel Weight Percent MAC (ZFW % MAC), if required.

REF 19 TAKEOFF CONDITION (CORRECTED): Enter the sum of REF 16 and REF 18.

REF 20 TAKEOFF CG % MAC: Enter the TAKEOFF CG % MAC as determined from the weight and moment values of REF 19.

NOTE

The PERMISSIBLE CG TAKEOFF block under LIMITATIONS must be reaccomplished.

REF 21 through REF 25 not used.

COMPUTED BY SIGNATURE: Signature of the boom operator completing the DD Form 365-4 or the LMC strip tape.

PILOT SIGNATURE: Signature of the pilot in command.

NOTE

The purpose of these signatures is to indicate that the DD Form 365-4 or LMC strip tape have been checked for currency and accuracy.

FILING REQUIREMENTS: The DD Form 365-4, when used, will be completed in duplicate and the original will be filed IAW DOD FLIP, General Planning Section, Chapter 4. A copy will be retained on the aircraft for the mission.

An approved KC-10A weight and balance program printout may also be used for filing purposes. It must contain the aircraft tail number, date and signatures of the boom operator and pilot. When used for filing purposes, the boom operator must make a duplicate printout or transcribe the printout information to a DD Form 365-4 to be retained on the aircraft for the mission. The DD Form 365-4 used for this purpose requires only the data provided on the strip tape. Enter "HP 41" or "Palm" in the remarks block and enter aircraft tail number, date and signatures in appropriate blocks.

HP-41

PALM

```

*****
KC-10 WT/BAL
DATE: 880421
TAIL: 870120
*****

COMPUTED BY:
R BENAMATI

PILOT:

*****
OPERATING
*****

ITEM      WEIGHT  MOM
BASIC AC 14 245500 34559
CONFIG. 75 4739 349
FLT CREW 5 1075 38
ADD CREW 0 0 0
A/C STOW. 300 12
TAK STOW. 0 0
WATER 2100 575 38
EXTRA 0 5600 780

OPERATING 257797 35776

*****
CARGO
*****

PALLET SUBFLOOR: NO
NUMBER OF PALLET POS: 17

POS  ARM  WEIGHT  MOM
13L      500    94
12L      3450   612
12R      3500   621
11L      3899   649
11R      4833   805
10R 1540  6500  1001
9L       4404   637
8C 1284  8000  1027
6L       2000   224
6R       2000   233
5L       2500   253

CRG 1478  41666  61577

```

```

*****
PASSENGERS
*****

PAX 75      13500  87:

*****
ZERO FUEL WT
*****

ZFW 18.82  312963 42804

WITHIN DZF WEIGHT LIMITS
250000 < 312963 < 414000

WITHIN DZFM CG LIMIT
18.0 < 18.8 < 24.9

*****
TAKEOFF FUEL
*****

TANK      WEIGHT  DEN
1          39.0   6.5
2          63.0   6.5
3          39.0   6.5
FWD        30.0   6.5
CTR        29.5   6.5
AFT        38.0   6.5

FUEL 1371  238.5 32700

*****
TOTAL A/C WT
*****

TAC      496297 68476

*****
PERCENT MAC
*****

TAKEOFF

AC 19.3%  551463 75505

WITHIN WEIGHT LIMITS
240500 < 551463 < 590000

WITHIN CG %MAC LIMITS
10.1 < 19.3 < 25.7

```

```

*****
KC-10 WT/BALANCE
DATE: 09/02/04
TAIL: 79-1947
BASE: McGuire
TIME: 2:36:15 PM
COMPUTED BY:
TSgt McPeak:

PILOT:
Maj Smith:

*****
OPERATING
*****

ITEM      WEIGHT  MOM
BASIC AC 16 258412 35300
CONFIG. 16 0 0
FLT CREW 5 1075 38
ADD CREW 0 0 0
A/C STOW. 0 0 0
WATER 3 0 25 1
EXTRA 0 0 0 0

OPERATING 251512 35339

*****
PAX
*****

ITEM      WEIGHT  MOM
PAX. 14 2520 123

*****
CARGO
*****

NUMBER OF PALLET POS: 23
POS  ARM  WEIGHT  MOM
13L 1804  1100  207
12L 1775  1290  229
12R 1775  1000  177
11L 1685  4485  747
11R 1686  2040  339
10L 1557  3515  547
10R 1557  1740  270
9L 1448  4500  651
9R 1448  1910  276
8L 1336  4700  629
8R 1339  1800  144
7L 0 0 0
7R 1230  1770  217
6L 1087  7600  826
6R 1121  1800  179
5L 0 0 0
5R 1012  1520  153
4L 903  1340  121
4R 903  1800  144
3L 794  1825  129
3R 794  1620  120
2L 685  3200  224
2R 685  2150  147

CRG 1260  51465  6484

```

```

*****
ZERO FUEL WT
*****

ZFW 20.7 385497 41955
**WITHIN DZF WEIGHT LIMITS**
250000 < 385497 < 414000
**WITHIN DZF WEIGHT LIMITS**
18.0 < 20.7 < 24.9
*****

TAKEOFF FUEL
*****

TANK      WEIGHT  MOM
1          35.5   5.3
2          35.4   4.6
3          35.5   5.3
FWD        10 1
CTR         0.4 0.1
AFT         0 0

FUEL 1391  116.8 16.2
*****
TOTAL AIRCRAFT WEIGHT
*****

TAC      388312 51540
*****
PERCENT MAC
*****

TAKEOFF
AC 22.0%  422297 58165
WITHIN WEIGHT LIMITS
240500 < 422297 < 590000
WITHIN CG %MAC LIMITS
8.2 < 22.0 < 29.8

```

SA13-58B

Figure 3-31. Sample KC-10A Weight and Balance Program Printouts