











































## Aircraft Specifications for Cargo

The below table contains a *non-exhaustive* list of cargo aircraft commonly used for domestic and international cargo movements. The weights and volumes in this table are only indicative of aircraft capacities under ideal conditions. [Real world conditions and limitations](#) will determine actual transport capacities. Please consult with air operators at the time of contract cargo service. A downloadable copy of this can [be found here](#).

Aircraft	Payload (kg)	Volume (m3)	Usable Hold Size (cm)			Door Size (cm)	
			L	W	H	W	H
 Piper PA-31	600	4	386	103	130	65	113
 Kingair 90	1,000	4	368	127	120	160	109
 Metro II	1,250	18	900	110	27	135	130
 Cessna 406	1,400	7	340	129	130	120	120
 Embraer Bandeirante	1,500	14	590	133	144	180	143
 Bell UH-1 Iroquois	1,760	6	262	233	132	188	122
 Dornier 228	1,950	18	635	127	147	133	138
 Metro III	2,000	12	918	115	105	135	130
 Dassault Falcon 20 Cargo	2,041	10	609	152	140	187	140
 Shorts SD 360	3,200	42	840	176	180	141	167
 Saab 340	3,850	36	1,110	162	175	135	130
 Mil Mi-8	4,000	23	534	230	180	234	182

Aircraft	Payload (kg)	Volume (m3)	Usable Hold Size (cm)			Door Size (cm)		
			L	W	H	W	H	
	<b>Kamov Ka 32</b>	<b>5,000</b>	<b>7</b>	<b>452</b>	<b>130</b>	<b>132</b>	<b>120</b>	<b>120</b>
	<b>Antonov An-26</b>	<b>5,500</b>	<b>30</b>	<b>1,110</b>	<b>220</b>	<b>160</b>	<b>230</b>	<b>167</b>
	<b>ATR 42 Cargo</b>	<b>5,700</b>	<b>51</b>	<b>1,385</b>	<b>226</b>	<b>175</b>	<b>127</b>	<b>153</b>
	<b>BAe HS 748</b>	<b>6,000</b>	<b>55</b>	<b>1,055</b>	<b>190</b>	<b>180</b>	<b>267</b>	<b>172</b>
	<b>Fokker 27</b>	<b>6,000</b>	<b>62</b>	<b>1,524</b>	<b>210</b>	<b>190</b>	<b>232</b>	<b>178</b>
	<b>Convair CV-580</b>	<b>7,030</b>	<b>67</b>	<b>1,577</b>	<b>236</b>	<b>198</b>	<b>300</b>	<b>180</b>
	<b>Havilland DHC-5 Buffalo</b>	<b>8,165</b>	<b>52</b>	<b>957</b>	<b>266</b>	<b>208</b>	<b>250</b>	<b>208</b>
	<b>BAE ATP Cargo</b>	<b>8,200</b>	<b>78</b>	<b>1,550</b>	<b>200</b>	<b>180</b>	<b>263</b>	<b>172</b>
	<b>ATR 72 Cargo</b>	<b>8,200</b>	<b>76</b>	<b>1,796</b>	<b>226</b>	<b>175</b>	<b>127</b>	<b>153</b>
	<b>BAe 146-200F</b>	<b>10,000</b>	<b>78</b>	<b>1,780</b>	<b>260</b>	<b>190</b>	<b>333</b>	<b>193</b>
	<b>Antonov An-74</b>	<b>10,000</b>	<b>52</b>	<b>1,050</b>	<b>215</b>	<b>220</b>	<b>240</b>	<b>227</b>
	<b>McDonnell Douglas DC 9- 15F</b>	<b>10,400</b>	<b>91</b>	<b>2,340</b>	<b>274</b>	<b>205</b>	<b>346</b>	<b>206</b>
	<b>Boeing CH-47 Chinook</b>	<b>10,886</b>	<b>42</b>	<b>930</b>	<b>229</b>	<b>198</b>	<b>220</b>	<b>190</b>
	<b>Lockheed L-188 Electra</b>	<b>15,000</b>	<b>91</b>	<b>2,200</b>	<b>274</b>	<b>210</b>	<b>355</b>	<b>198</b>
	<b>Antonov An-12</b>	<b>18,000</b>	<b>85</b>	<b>1,355</b>	<b>280</b>	<b>240</b>	<b>280</b>	<b>240</b>

Aircraft	Payload (kg)	Volume (m3)	Usable Hold Size (cm)			Door Size (cm)		
			L	W	H	W	H	
	<b>Boeing B737-400F</b>	<b>19,237</b>	<b>154</b>	<b>2,440</b>	<b>319</b>	<b>214</b>	<b>340</b>	<b>210</b>
	<b>Boeing B737-300F</b>	<b>19,275</b>	<b>130</b>	<b>2,324</b>	<b>317</b>	<b>214</b>	<b>348</b>	<b>216</b>
	<b>Eurocopter AS- 332 Super Puma</b>	<b>20,000</b>	<b>17</b>	<b>681</b>	<b>180</b>	<b>147</b>	<b>130</b>	<b>135</b>
	<b>Mil Mi-26</b>	<b>20,000</b>	<b>110</b>	<b>1,200</b>	<b>320</b>	<b>310</b>	<b>290</b>	<b>320</b>
	<b>Lockheed L-100- 30 Hercules</b>	<b>21,000</b>	<b>140</b>	<b>1,609</b>	<b>301</b>	<b>260</b>	<b>301</b>	<b>274</b>
	<b>Boeing B727-200F</b>	<b>24,042</b>	<b>186</b>	<b>2,712</b>	<b>351</b>	<b>213</b>	<b>340</b>	<b>218</b>
	<b>Tupolev Tu 204</b>	<b>28,500</b>	<b>170</b>	<b>3,200</b>	<b>318</b>	<b>210</b>	<b>340</b>	<b>210</b>
	<b>Boeing B757-200F</b>	<b>36,000</b>	<b>238</b>	<b>3,327</b>	<b>353</b>	<b>213</b>	<b>340</b>	<b>218</b>
	<b>Ilyushin IL-62</b>	<b>40,000</b>	<b>230</b>	<b>2,798</b>	<b>317</b>	<b>212</b>	<b>345</b>	<b>200</b>
	<b>Airbus A310-300F</b>	<b>40,500</b>	<b>270</b>	<b>3,300</b>	<b>477</b>	<b>240</b>	<b>318</b>	<b>244</b>
	<b>McDonnell Douglas DC-8 54 55F</b>	<b>41,000</b>	<b>201</b>	<b>3,100</b>	<b>322</b>	<b>218</b>	<b>355</b>	<b>215</b>
	<b>Boeing B767-200F</b>	<b>42,000</b>	<b>367</b>	<b>3,116</b>	<b>442</b>	<b>250</b>	<b>340</b>	<b>244</b>
	<b>McDonnell Douglas DC-8 62F</b>	<b>42,000</b>	<b>220</b>	<b>3,300</b>	<b>322</b>	<b>218</b>	<b>355</b>	<b>215</b>
	<b>Airbus A300 B4F</b>	<b>44,500</b>	<b>300</b>	<b>3,550</b>	<b>477</b>	<b>245</b>	<b>318</b>	<b>244</b>
	<b>McDonnell Douglas DC-8 71 73F</b>	<b>45,000</b>	<b>302</b>	<b>3,900</b>	<b>313</b>	<b>210</b>	<b>350</b>	<b>216</b>

Aircraft	Payload (kg)	Volume (m3)	Usable Hold Size (cm)			Door Size (cm)		
			L	W	H	W	H	
	<b>Airbus A300- A600F</b>	<b>47,000</b>	<b>426</b>	<b>4,070</b>	<b>528</b>	<b>245</b>	<b>358</b>	<b>256</b>
	<b>Ilyushin IL-76T and IL76-TD</b>	<b>48,000</b>	<b>180</b>	<b>1,850</b>	<b>345</b>	<b>325</b>	<b>345</b>	<b>325</b>
	<b>Boeing B767- 300F</b>	<b>54,000</b>	<b>450</b>	<b>3,890</b>	<b>450</b>	<b>250</b>	<b>340</b>	<b>250</b>
	<b>Lockheed L1011 TriStar</b>	<b>55,000</b>	<b>440</b>	<b>3,300</b>	<b>485</b>	<b>274</b>	<b>431</b>	<b>284</b>
	<b>Ilyushin IL-76TF</b>	<b>60,000</b>	<b>400</b>	<b>3,114</b>	<b>345</b>	<b>325</b>	<b>345</b>	<b>325</b>
	<b>McDonnell Douglas DC-10F</b>	<b>65,000</b>	<b>484</b>	<b>3,725</b>	<b>558</b>	<b>234</b>	<b>356</b>	<b>259</b>
	<b>Airbus A330-200F</b>	<b>70,000</b>	<b>475</b>	<b>5,882</b>	<b>528</b>	<b>245</b>	<b>358</b>	<b>256</b>
	<b>Boeing MD 11F</b>	<b>85,000</b>	<b>575</b>	<b>4,400</b>	<b>488</b>	<b>244</b>	<b>350</b>	<b>259</b>
	<b>Ilyushin IL-96- 400T</b>	<b>88,000</b>	<b>580</b>	<b>4,444</b>	<b>571</b>	<b>286</b>	<b>485</b>	<b>287</b>
	<b>Boeing B777-200F</b>	<b>103,000</b>	<b>653</b>	<b>4,412</b>	<b>582</b>	<b>315</b>	<b>372</b>	<b>315</b>
	<b>Boeing B747-200F</b>	<b>111,583</b>	<b>759</b>	<b>4,800</b>	<b>486</b>	<b>304</b>	<b>340</b>	<b>312</b>
	<b>Antonov An-124</b>	<b>120,000</b>	<b>750</b>	<b>3,648</b>	<b>640</b>	<b>440</b>	<b>640</b>	<b>440</b>
	<b>Boeing B747-400F</b>	<b>120,200</b>	<b>735</b>	<b>4,800</b>	<b>486</b>	<b>304</b>	<b>340</b>	<b>312</b>
	<b>Boeing B747-8</b>	<b>140,000</b>	<b>857</b>	<b>5,430</b>	<b>486</b>	<b>304</b>	<b>340</b>	<b>312</b>
	<b>Antonov An-225</b>	<b>250,000</b>	<b>1,100</b>	<b>4,535</b>	<b>640</b>	<b>440</b>	<b>640</b>	<b>440</b>

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