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## **DETAIL SPECIFICATION**

**ASCC7572FC-14P**

**Dated March 3, 2004**

**B757-200 Passenger to Freighter Conversion**

**B757-200ASF**

**14Plus Pallet Configuration**

**Revision date:**

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**Rev 2**

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## FOREWORD:

1. This specification describes all necessary structural and system modifications required to create a "14Plus pallet" position B757-200ASF freighter aircraft.
2. This specification is divided into four (4) sections.
  - a. SECTION 1–Technical Specification Passenger to Freighter (P to F) Conversion.
  - b. SECTION 2–Technical Specification Main Deck Cargo Loading System (MDCLS).
  - c. SECTION 3–Technical Specification Crew Galley.
  - d. SECTION 4–Technical Specification, Tube Striping.
3. There are several places in this specification where the words "**No Changes**" are used. This indicates that there are no specific changes required for the freighter conversion in this area.
4. Each change to the aircraft will be outlined under the applicable ATA Chapter Numbering (e.g. 21-00, 21-01, 24-00, 24-01, etc.).
5. Each page carries its own specific date of issue, which can be correlated to the revision number using the list of effective pages.
6. ATA Chapter Numbers not included in this specification are not impacted by the freighter conversion.



## **SECTION 1 Passenger-to-Freighter Conversion (P to F)**

1. Technical Specification.
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## **SECTION 1**

### **Passenger to Freighter Conversion**

#### **01-00 GENERAL DESCRIPTION**

##### **01-01 Introduction**

This specification is issued to provide a description of the Alcoa-SIE (ASCC) Passenger to Freighter Cargo Conversion of the Boeing 757-200 Airplane.

The B757-200ASF freighter is based on the Boeing B757-200 Airplane. The Passenger to Freighter Conversion as outlined in this specification defines the requirements for the B757-200ASF 14Plus freighter aircraft. The changes (additions and deletions) as defined in this specification are items required to complete the Passenger to Freighter conversion of the B757-200.

##### **01-02 General**

This modification involves the following:

- A. Removal of non-essential Passenger equipment and systems
- B. Installation of a main deck cargo door, located on the FWD LH side of the fuselage, and applicable doorframe structure.
- C. Installation of a Class "E" cargo compartment (FAR 25.857) including a fire resistant liner, smoke barrier, and smoke detection system in the main deck.
- D. Installation of a "9G" barrier and the applicable attachment structure.
- E. Installation of a cargo handling system.
- F. Modification of the Air Conditioning System.
- G. Installation of the Cargo Compartment lighting system.
- H. Modification of the Oxygen System.
- I. Modifications to the AFT and MID Doors.



- J. Adaptation of systems and equipment related to the Passenger to Freighter Conversion
- K. Modification of the Potable and Waste Water Systems.
- L. Associated Documentation.
- M. Supplemental Type Certificate (STC).

**01-03 Documentation**

- A. The Passenger to Freighter conversion is governed and documented by one or more Engineering Orders (EOs), which include all installation and retro drawings required.
- B. Documentation revisions shall be in the form of supplements in accordance with FAA and ATA 100 / ATA 101 requirements. This includes any ASCC required changes to the following manuals. BFE and Customer supplied items shall be at additional customer expense.
  - 1. The following manual supplements required for aircraft operation and compliance with continued airworthiness are provided with the conversion.
    - Airplane Flight Manual Supplement:  
The airplane flight manual supplement will contain instructions on operating limitations, procedures, performance information and emergency operating procedures in accordance with 14 CFR Part 25.1581, 25.1583, 25.1585 and 25.1587. This manual supplement will be FAA Approved.
    - Weight and Balance / Loading Manual Supplement:  
The airplane weight and balance manual supplement will contain all loading procedures, C.G. limitations, allowable loading per pallet position, etc.
    - Airplane Maintenance Manual Supplement:  
The Maintenance Manual supplement provides a description of the installed systems and their operations / function, servicing, access requirements, removal and installation procedures, trouble-shooting instructions for inoperable systems, functional checks, etc.



- Illustrated Parts Catalog Manual Supplement:  
The Illustrated Parts Catalog supplement provides an illustrated list of all line replaceable units.
- Wiring Diagram & Wire List Manual Supplement:  
The Wiring Diagram supplement provides diagrams of all electrical systems along with wire and component identifications installed as part of the conversion.
- Component Maintenance Manual Supplement:  
The Component Maintenance Manual supplements provide descriptions of components installed by the conversion, such as actuators, pump, smoke detectors, etc. The supplements also provide instructions for operations / function, servicing, access requirements, removal & installation procedures, and trouble shooting instructions of inoperable systems.
- Structural Repair Manual Supplement:  
The Structural Repair Manual supplement identifies all structural materials in the conversion including material type, thickness and specifications. It will provide information on allowable damage, general and specific repair procedures. This manual supplement will be FAA approved.
- Maintenance Planning Document (MPD) Supplement:  
This supplement will identify all necessary maintenance actions, frequency of the actions, and all applicable instructions to perform these actions.
- Operations Manual Supplement  
This Supplement provides flight planning data to determine take-off and landing limitations, trip fuel / time, and enroute terrain clearance capability.
- Quick Reference Handbook  
This is a guide that identifies all the major structural and system components associated with the freighter conversion.
- Minimum Equipment List  
This document identifies the equipment that is not required for the operation of an aircraft in order to be dispatched for flight.



- Electrical Loads Analysis

An electrical loads analysis supplemental document will reflect all AC and DC electrical loads removed and added for the cargo conversion. This document will substantiate that all new electrical loads are operating within the capacity of the related bus.

**01-04 Crew**

The total number of crewmembers shall be limited to the number of crew seats within the cockpit. The total number of crewmembers remains unchanged by the B757-200ASF conversion. The total number of supernumeraries is limited to the numbers of seats installed and the number of oxygen masks provided.

**02-00 General Certification Requirements**

**02-01** The certification of the basic aircraft type model shall remain unchanged as specified in the relevant Boeing Standard Specification.

A Supplemental Type Certificate (STC) issued by the FAA shall be provided for the freighter conversion, amending the basic aircraft FAA Type Certificate (TC).

**02-02** The interior main cabin shall be reworked according to the Class “E” classification of FAR 25.857.

**03-00 General Aircraft Design Criteria**

**03-01** The certified design weight and the certified general characteristics of the aircraft shall remain unchanged by the passenger to freighter conversion, including MTOW, MLW, and MZFW.

**03-02** The structural characteristics of the fuselage (strength, fatigue, etc.) after conversion shall be equal to or better than the aircraft characteristics prior to the passenger to freighter conversion.

**03-03** The passenger floor structure and the floor panels shall be changed in accordance with Chapter 53.

**11-00 Placards and Markings**

**11-01** All new Placards and Markings will be in the English language and units of weight will be in English Standard and Metric.

**11-02** Main Cargo Door operating instructions shall be provided.

**11-03** Main Deck Cargo Floor allowable container weights shall be provided at identified stations.



- 11-04 Emergency egress and emergency equipment location placards shall be provided.

## **21-00 Air Conditioning**

- 21-01 The air-conditioning system will be modified to accommodate the installation of the cargo door and Class "E" cargo compartment. The center air-conditioning duct and the two right hand side risers shall be retained in the main deck. The side duct (standard & gasper air) and diffuser located above L & R stringer 10 shall be removed. All feeder ducts from the center duct to the side ducts and the two risers on the left hand side shall be removed. All openings created by duct/riser removals shall be capped. A means of allowing the flight crew to shut off air to the cargo compartment in the event of fire, IAW with 14 CFR Part 25.857 (e)(3) shall be provided. Air ventilation shall be maintained only FWD of the "9G" barrier creating positive pressure between the cargo compartment and the flight compartment to prevent smoke penetration. The air conditioning system shall have three temperature zones; flight deck, FWD main cargo compartment, and AFT main cargo compartment.
- 21-02 The FWD lavatory and the FWD Galley air systems will be retained.
- 21-03 The lower deck cargo compartment heating and ventilation system shall be retained.
- 21-04 The system controls and indications shall be adapted as necessary for the freighter specific changes,

## **22-00 Autoflight No Changes**

## **23-00 Communications**

- 23-01 The conversion shall remove or modify all existing passenger PA, communication, and entertainment systems. The capability to make PA announcements to supernumeraries seated in the area aft of the flight deck shall be retained.
- 23-02 There shall be no changes to existing aircraft communications within the flight deck or air to ground communications.
- 23-03 The FWD lavatory and FWD Galley area loud speakers shall be retained.



## **24-00 Electrical Power**

- 24-01** The conversion shall make no changes to the existing primary electrical systems. The two existing 115/400/1 electrical service outlets located at STA 335 and STA 1320 will remain.
- 24-02** All wire separation requirements shall be maintained. Essential wires within the Class "E" cargo compartment shall be protected.
- 24-03** Wire routing and connections shall be redeveloped in the area of the main deck cargo door.
- 24-04** All electrical systems installed to support the passenger services (entertainment, communication, passenger notification systems, galleys, lavatories, etc.) are to be removed, to the best extent possible.
- 24-05** There shall be no changes to the APU or engine generator systems.
- 24-06** Electrical wiring shall be added to provide power for the Main Deck Cargo Door hydraulic pump, Main Deck Cargo Door control panel, main deck smoke detection systems, main cargo deck lighting, exterior cargo door area lighting, and cargo door warning and annunciation systems.
- 24-07** The power for the Main Deck Cargo Door Hydraulic pump and controls shall be provided by the 115V, 3-phase, 400 hz. Ground Handling Bus located in the P34 APU Electrical Power Panel in the E&E Bay, which receives power from the APU or external sources when on the ground. This circuit shall be inactive in flight. An interlock relay shall be electrically connected to the Main Cargo Door control panel giving precedence to the Main Cargo Door operation over any other system powered by this bus.
- 24-08** An electrical loads analysis is to be provided with the conversion to identify available open capacity to the owner/operator subsequent to the conversion.

## **25-00 Equipment and Furnishings**

### **25-01 Furnishings**

- A. All cabin attendant seats and passenger seats shall be removed.
- B. All existing passenger galleys, except the forwardmost, forward facing galley, shall be removed.
- C. All existing passenger lavatories, except the forward lavatory, shall be removed.



- D. The emergency escape path lighting/markings shall be removed. Lights/markings for the L1/R1 doors shall be retained as appropriate.

## **25-02 Main Deck Cargo Compartment**

- A. The existing passenger sidewall lining shall be removed. A dedicated Class "E" cargo compartment lining shall be installed. A metallic impact liner shall be installed opposite the Main Cargo Door.
- B. All cabin ceiling and ceiling supports shall be removed.
- C. All passenger service units and supports shall be removed.
- D. All vital elements shall be protected according to fire safety requirements.
- E. Insulation blankets will be retained where possible.
- F. All passenger carpet shall be removed.
- G. Anti-skid floor surfacing shall be applied to floor panels. Anti-skid shall also be applied to the Main cargo Doorsill.
- H. The main deck cargo compartment shall be equipped with adequate lighting. See 33-00.
- I. A rigid 9G bulkhead, capable of restraining a main deck cargo payload of 70,000 lbs will be installed at FS 395 (Aft Face). The bulkhead will consist of vertical aluminum beams with an aft face sheet of aluminum honeycomb core/aluminum sheet. The bulkhead beams will be attached to the surround structure in a manner that will allow free expansion of the fuselage during pressurization. The bulkhead will also serve as a smoke barrier between the Class "E" cargo compartment and the flight crew and supernumeraries in accordance with 14 CFR Part 25.857(e)(4).
- J. Crew access to the main cargo compartment will be provided for by a sliding hatch, located on the LH side (AFT facing FWD) of the bulkhead. When closed, the hatch shall seal to maintain the properties of a smoke barrier.
- K. The bulkhead support structure will be designed to react the "9G" emergency loading condition induced by the bulkhead into the surrounding fuselage structure without airplane deformation that would prevent function of the L1 and R1 doors.



- L. Provisions for the installation of emergency equipment shall be part of the passenger to freighter conversion as required. The escape slides on the FWD left and right doors shall remain installed.
- M. A removable personnel safety net shall be installed at the main deck cargo compartment door. A fixed stowage feature for the net shall be provided near the door.

### **25-03 Drainage**

- A. The existing main deck compartment drainage system shall be modified to support the freighter conversion, and additional drainage points added as required.
- B. Electrical equipment areas shall have a protective cover to route fluid in case of leakage from the main deck cargo compartment into the aircraft bilge area as required.

### **25-04 Main Deck Cargo Loading System (MDCLS)**

- A. The MDCLS as specified in Section 2 of this specification shall be provided by ASCC. Adequate provisioning to accommodate installation of the system shall be provided.

### **25-05 Crew Galley Area**

- A. The forwardmost, forward facing galley shall remain installed after the conversion.

## **26-00 Fire Protection**

- 26-01** Portable fire extinguishers in the passenger compartment shall be relocated to the area forward of the 9G barrier as required. The existing smoke detection/ fire extinguishing system shall remain in the forward lavatory.
- 26-02** All existing lower cargo areas will not be modified by the Conversion. All existing detection and suppression equipment shall remain intact.
- 26-03** The main cargo compartment will be configured with a smoke detection system to meet the requirements of a Class "E" compartment (smoke detection but not fire suppression) per 14 CFR Part 25.857(e)(2). The system will be a stand-alone system and will not be tied into the existing aircraft EICAS system. The system shall utilize dual sensor smoke detectors mounted in the main cargo compartment upper cabin area creating independent A and B detection loops. The final number of sensors will be set based on installed testing demonstrating compliance to 14 CFR Part 25.858(d) by detecting a "small smoldering fire" per AC 25-9A within sixty (60) seconds.



**26-04** The detection system logic shall periodically poll both loops to determine if they are functioning, and if so will require a detection indication from both loop sensors housed in a single detector to generate a smoke warning. Should the system detect a failed sensor in one loop, a smoke warning shall subsequently be generated based on “single point” smoke detection, until dual loop functionality is restored.

**26-05** The flight deck will be configured with a Cockpit Display Unit (CDU) and an indication light informing the flight crew when smoke is detected. The indication light shall be located on the glare shield or within direct sight and reach of the pilot and copilot. The CDU shall be equipped with a system test capability, which is available to the flight crew per the requirements of 14 CFR Part 25.858(c). Individual sensor functionality shall be displayed on a separate unit used by maintenance personnel to determine individual sensor failures.

## **27-00 Flight Controls**

**27-01** The upper elevator cable pulleys located at STA 1630 shall be modified to allow for clearance of pallet 14.

## **28-00 Fuel System No Changes**

## **29-00 Hydraulic Power**

**29-01** A stand-alone Main Deck Cargo Door Hydraulic pump shall be added to provide the required hydraulic power necessary to operate the Cargo Door.

## **30-00 Ice and Rain Protection**

**30-01** The main deck cargo door shall be equipped with a rain gutter and lower sill water drains.

**30-02** Potable and waste water lines shall be protected against freezing as practicable during ground operation of the Main Deck Cargo Door.

## **31-00 Instrumentation**

**31-01** The flight deck shall be equipped with adequate instrumentation to provide the flight crew with required information about smoke detection events and main cargo door warnings.

## **32-00 Landing Gear No Changes**



### **33-00 Lighting**

- 33-01** All existing passenger guidance lighting shall be removed.
- 33-02** Main cargo deck lighting shall be added at evenly spaced locations throughout the cargo compartment in compliance with FAR 25.787. Each light shall be installed in the crown area flush with the cargo liner. The cargo deck lighting is to be controlled from a switch located in the Main Cargo Door control panel.
- 33-03** Four 28 volt, 8 Amp (21 candlepower) floodlights shall be installed on the Main Cargo Door upper sill and positioned to illuminate the entrance area.
- 33-04** There shall be no changes to external landing, taxi, navigation, or position lights.
- 33-05** **Reading lights will be installed for any supernumerary seats installed forward of the 9G barrier.**

### **34-00 Navigation No Changes**

### **35-00 Oxygen**

- 35-01** All existing passenger oxygen generators drop masks, and oxygen distribution tubing, shall be removed to the maximum extent possible. An additional oxygen source with sufficient masks to support supernumerary seats added in the area aft of the flight deck shall be installed.
- 35-02** The conversion shall make no changes to the existing flight crew oxygen system.
- 35-03** A portable oxygen bottle with quick donning mask will be mounted in the lavatory and in the area forward of the 9G bulkhead.

### **36-00 Pneumatics No Changes**

### **38-00 Water and Waste**

- 38-01** All existing lavatories, except the FWD lavatory, shall be removed.
- 38-02** The existing potable water system will be retained and modified as necessary.
- 38-03** The AFT wastewater tanks shall be removed and the AFT wastewater service panel deactivated.



**38-04** The existing overboard bladder drain system installed on the aircraft shall be retained. Drains tied to the existing drain system with rigid lines shall be added to the main cargo deck to allow fluid removal.

**49-00 APU No Changes**

**51-00 Structures No Changes**

**52-00 Doors**

**52-01** The L1 and R1 doors shall remain operational. The L2, R2, L3, and R3 (if installed) will be deactivated. L4 and R4 will be deactivated, but will retain sufficient capability to be re-activated.

**52-02** All over-wing doors will remain active after conversion is complete.

**52-03** The main deck cargo door will measure approximately 140" long x 100" high (circumferentially) with a clear projected opening of 138" X 84.5". The door will be located on the LH side between FS 480 & 620, and stringers 4L & 18L. When installed, the door will be hinged at the top using a segmented piano type hinge. Lifting of the door will be accomplished using two (2) hydraulic actuators located in the FWD and AFT segments of the door. Each actuator shall have the capability of lifting the door independently.

**52-04** The cargo door lifting and latching will be operated by an independent 3000 psi Skydrol hydraulic system using a 115 / 200 VAC 3 phase electric pump. The pump will be protected by a 15 AMP circuit breaker. The system hydraulic fluid will be stored in an independent reservoir with a volume of 1.5 gallons. The cargo door system will be configured to allow manual operation in the event electric power is not available to the motor pump utilizing a hand pump and a valve system. The sequencing of operations of the hydraulic system shall be controlled by a series of pressure & mechanically activated valves. The system is designed so that a failure in any given line or component will not allow the complete loss of hydraulic fluid or pressure. The cargo door shall be configured to allow operation without hydraulic power being available. External access to allow for manual unlatching of the cargo door using a wrench shall be provided.

**52-05** A manual electrical shut off switch shall be provided for normal operation. All electrical power shall be removed from the door system during flight.

**52-06** The main deck cargo door shall be capable of operation in wind speeds of 40 knots on crosswind conditions or up to 60 knots when the aircraft is parked facing the wind.



**52-07** The door control / spotlights / MDCC lighting switch panel shall be located inside the aircraft proximal to the L1 passenger door. The location will allow visual monitoring of the Main Cargo Door during operation.

**52-08** All door signal wiring of the deactivated passenger doors / emergency exits shall be deactivated or reused to indicate the status of the Main Deck Cargo Door. The lower deck cargo door shall remain unchanged.

### **53-00 Fuselage**

**53-01** The floor beams located between FS 460 & 640 will be modified to accommodate the installation of the cargo door lower jamb, side jambs and auxiliary jambs. The floor beams will be trimmed to account for the angled lower sill attachment fitting joining the floor beams to frame. Fittings will be installed to integrate the floor beam, cargo door lower jamb sill, lower frame, and latch fittings.

#### **53-02 Section 46 frame modification:**

A. The frames located at FS 1640 on the LH side and RH side of the fuselage near the floor level will be modified (notched) to allow passage of a standard 125-inch cargo pallet or container. The frames will be reinforced to restore the section properties.

#### **53-03 Seat track installation:**

A. Seat tracks will be installed to accommodate the side restraints.  
B. A "Center Line" seat track will be installed to provide for the installation of a center roller tray.

#### **53-04 Floor panels**

A. The existing floor panels will be modified to accommodate the installation and extension of seat tracks and anchor tracks. The upper surface of the floor panels will be painted with a non-skid material.

### **54-00 Nacelles/Pylons No Changes**

### **55-00 Stabilizers No Changes**

### **56-00 Windows**

#### **56-01 Standard Freighter No Changes**



**56-02 Option – window plugs**

A. The existing windows will be replaced with metallic plugs. The plugs shall be designed in such a way that they may be installed using the existing window mounting system.

**57-00 Wings No Changes**

**71-00 Power Plant No Changes**

**73-00 Engine Fuel and Control No Changes**

**74-00 Ignition No Changes**



- 75-00      Air No Changes**
- 76-00      Engine Controls No Changes**
- 77-00      Engine Indicating No Changes**
- 78-00      Exhaust No Changes**
- 79-00      Oil No Changes**
- 80-00      Starting No Changes**



## **SECTION 2 Technical Specification, MDCLS**



## FOREWORD:

1. This specification describes the characteristics of the Main Deck Cargo Loading System (MDCLS) in conjunction with a B757-200ASF "14Plus pallet" freighter aircraft.
2. There are several places in this specification where the words "**No Changes**" are used. This indicates that there are no specific changes required for the freighter conversion in this area.
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Figure 3 Loading Configuration “Option 2”

Figure 4 Loading Configuration “Option 3”



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Page	Revision	Issue Date
2-1	New	08/26/2003
2-2	New	08/26/2003
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2-6	Rev 2	05/20/2005
2-7	Rev 2	05/20/2005
2-8	Rev 2	05/20/2005
2-9	Rev 2	05/20/2005



## **01-00 General Description**

- 01-01** The integrated MDCLS shall be designed to meet the class II requirements of the specification NAS 3610.
- 01-02** The integrated MDCLS shall be a manual conveyance system. All components are fixed in the seat-tracks or seat-track adapters by fast engaging / disengaging fasteners.
- 01-03** The integrated MDCLS shall have the full capabilities to accommodate the following loading configurations:
- **“Standard” Loading Configuration**
    - 14 each 88: x 125” positions
    - 1 each 61.5” x 60.4” position LD-3
    - or
    - 1 each 96” x 64” position “half-pallet”
  
  - **“Option 1” Loading Configuration**
    - 14 each 88” x 108” positions
    - 1 each 61.5” x 60.4” position LD-3
    - or
    - 1 each 96” x 64” position “half-pallet”
  
  - **“Option 2” Loading Configuration**
    - 13 each 96” x 125” positions

## **11-00 Placards and Markings**

- 11-01** Placards / letterings for the main deck cargo loading system shall be supplied with the MDCLS.



## B757-200ASF 14Plus MDCLS

<b>STANDARD 88" x 125" + LD-3 WITH STRUCTURAL FLOOR MODIFICATION</b>		
ULD POSITION	MAXIMUM GROSS MASS PER ULD POSITION @ 188,000 LBS ZFW	
	KG	LB
1 (88" x 125")	1882	4149
2 (88" x 125")	3629	8000
3 (88" x 125")	3629	8000
4 (88" x 125")	3629	8000
5 (88" x 125")	3629	8000
6 (88" x 125")	3629	8000
7 (88" x 125")	4990	11000
8 (88" x 125")	4990	11000
9 (88" x 125")	3039	6700
10 (88" x 125")	3039	6700
11 (88" x 125")	2722	6002
12 (88" x 125")	2722	6002
13 (88" x 125")	2834	6248
14 (88" x 125")	2834	6248
15 (61.5" x 60.4" LD-3)	1361	3000
15 (96" x 64" half-pallet)	1909	4200
Loading Configuration, 14 88" x 125" positions single row + 1 61.5" x 60.4" position LD-3 or 96" x 64" half-pallet		

Figure 1



## B757-200ASF 14Plus MDCLS

<b>OPTION 1, 88" x 108" + LD-3 WITH STRUCTURAL FLOOR MODIFICATION</b>		
ULD POSITION	MAXIMUM GROSS MASS PER ULD POSITION @ 188,000 LBS ZFW	
	KG	LB
1 (88" x 108")	1882	4149
2 (88" x 108")	3135	6912
3 (88" x 108")	3135	6912
4 (88" x 108")	3135	6912
5 (88" x 108")	3135	6912
6 (88" x 108")	3135	6912
7 (88" x 108")	4311	9504
8 (88" x 108")	4311	9504
9 (88" x 108")	2817	6210
10 (88" x 108")	2817	6210
11 (88" x 108")	2523	5563
12 (88" x 108")	2523	5563
13 (88" x 108")	2627	5791
14 (88" x 108")	2514	5542
15 (61.5" x 60.4" LD-3)	1361	3000
15 (96" x 64" half-pallet)	1909	4200
Loading Configuration, 14 88" x 108" positions single row + 1 61.5" x 60.4" position LD-3 or 96" x 64" half-pallet		

Figure 2



## B757-200SF 14Plus MDCLS

<b>OPTION 2, 96"x125" + WITH STRUCTURAL FLOOR MODIFICATION</b>		
ULD POSITION	MAXIMUM GROSS MASS PER ULD POSITION @ 188,000 LBS ZFW	
	KG	LB
1 96" x 125"	1897	4182
2 96" x 125"	3629	8000
3 96" x 125"	3629	8000
4 96" x 125"	3629	8000
5 96" x 125"	3629	8000
6 96" x 125"	3629	8000
7 96" x 125"	4990	11000
8 96" x 125"	4990	11000
9 96" x 125"	3402	7500
10 96" x 125"	3338	7359
11 96" x 125"	2846	6274
12 96" x 125"	2846	6274
13 96" x 125"	3298	7256
Loading Configuration, 12 each 96" x 125" positions lateral + 1 each 96" x 125" position longitudinal		

Figure 3



**B757-200ASF  
14Plus MDCLS**

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## **SECTION 3 Technical Specification, Galley and Common Area**



## FOREWORD:

1. This specification describes the characteristics of the galley and common area in the B757-200ASF 14Plus freighter aircraft.
2. There are several places in this specification where the words “**No Changes**” are used. This indicates that there are no specific changes required for the freighter conversion in this area.
3. Each change to the aircraft will be outlined under the applicable ATA Chapter Numbering (e.g. 21-00, 21-01, 24-00, 24-01, etc.).
4. Each page carries its own specific date of issue, which can be correlated to the revision number using the list of effective pages.
5. ATA Chapter Numbers not included in this specification are not impacted by the freighter conversion.



## TABLE OF CONTENTS:

<b>ATA</b>	<b>Description</b>
01-00	General Description
02-00	General Certification Requirements
11-00	Placards and Markings
23-00	Communications
33-00	Lighting
35-00	Oxygen



## **LIST OF EFFECTIVE PAGES:**

Following is a list of effective pages for SECTION 3.  
Each page number and its revision number and date is shown.

Page	Revision	Issue Date
3-1	New	08/26/2003
3-2	New	08/26/2003
3-3	New	08/26/2003
3-4	New	08/26/2003
3-5	Rev 2	05/20/2005



## **01-00 General Description**

- 01-01** This document specifies an area located between the cockpit bulkhead and the “9G” barrier on the B757-200ASF 14Plus freighter (Common Area)
- 01-02** The passenger to freighter conversion shall maintain the existing forward galley and lavatory.
- 01-03** Optionally, three (3) supernumerary seats shall be installed forward of the 9G barrier.

## **02-00 General Requirements**

- 02-01** The existing forward galley will be retained.
- 02-02** The existing forward lavatory will be retained.
- 02-03** Lighting, air conditioning, oxygen, communications and provisions for emergency equipment shall be provided. For each supernumerary seating position, a reading light and gasper air vent shall be provided.

## **11-00 Placards and Markings**

- 11-01** Adequate placards (existing placards will be retained as far as possible) shall be provided for the common area.
- 11-02** All new placards shall be in English and be legible and durable.

## **23-00 Communications**

- 23-01** The forward PA system shall be maintained to allow announcements in the common area.

## **33-00 Lighting**

- 33-01** Adequate lighting shall be provided for the common area.
- 33-02** Reading lights shall be provided for any installed supernumerary seats.

## **35-00 Oxygen**

- 35-01** The oxygen bottle in the forward lavatory shall be maintained.
- 35-02** Two portable 15 minute oxygen bottles will be located in the common area per 14 CFR 25.1439 (a)(b)
- 35-03** A sufficient oxygen supply shall be provided for any installed supernumerary seating positions to meet the applicable FARs.



## **SECTION 4 Technical Specification, Tube Striping**



## **FOREWORD:**

1. This specification describes the items removed from the cabin, (Tube Stripping) in conjunction with the B757-200ASF 14Plus freighter conversion.
2. There are several places in this specification where the words “**No Changes**” are used. This indicates that there are no specific changes required for the freighter conversion in this area.
3. Each change to the aircraft will be outlined under the applicable ATA Chapter Numbering (e.g. 21-00, 21-01, 24-00, 24-01, etc.).
4. Each page carries its own specific date of issue, which can be correlated to the revision number using the list of effective pages.
5. ATA Chapter Numbers not included in this specification are not impacted by the freighter conversion.



## TABLE OF CONTENTS:

<b>ATA</b>	<b>Description</b>
01-00	General Description
25-00	Equipment and Furnishing



## **LIST OF EFFECTIVE PAGES:**

Following is a list of effective pages for SECTION 4.  
Each page number and its revision number and date is shown.

Page	Revision	Issue Date
4-1	New	08/26/2003
4-2	New	08/26/2003
4-3	New	08/26/2003
4-4	New	08/26/2003
4-5	New	08/26/2003
4-6	New	08/26/2003

## **01-00 General Description**

- 01-01** This document specifies the items that will be removed as part of the ASCC conversion.

## **25-00 Removal configuration by Area / Zone**

- 25-01** Cockpit, No Change

- 25-02** Cabin general

- Removal (no reuse)
  1. Emergency equipment
  2. Loose equipment
  3. Curtains
  4. Passenger seats
  5. Partitions
  6. Overhead bins
  7. PSU's
  8. Closets
  9. Floor path marking system
  10. Textile carpet
  11. Video and entertainment equipment

- 25-03** FWD Cabin / Doors, Common Area

- In place for reuse
  1. Evacuation slides L1 and R1 door include covers
  2. Emergency equipment
  3. Forward Lavatory
  4. Forward Galley
  5. Ceiling Panels
  6. Sidewall panels
  7. Door linings
  8. Door frame lining
- Removal (no reuse)

Flight attendant seats



**25-04** MID and AFT Cabin

- Removal (no reuse)
  1. L2, R2, L3, R3, L4 and R4 evacuation slides including covers
  2. Galleys
  3. Lavatories
  4. Flight Attendant seats
  5. Ceiling frames and panels
  6. Sidewall panels
  7. Light panels / covers
  8. Lights
  9. PSU channel equipment
  10. Door Linings
  11. Overhead bins
  12. Closets
  13. Wires, bundle and connectors to be secured

**25-05** Avionic Compartment, no change

**25-06** Lower FWD and, AFT, Bulk Cargo Compartments, no change