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InFO

Information for Operators

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An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Approved Weight and Balance Manual (WBM) Supplements for Certain Boeing Aircraft (B-747, B-767, B-777)

Purpose: This InFO advises certificate holders of B-747, B-767, and B-777 aircraft that the Boeing WBMs have been modified for certain cargo aircraft operations. This modification provides a new method for restraining cargo directly to a certified pallet (without the use of the corresponding certified cargo net) by attaching straps directly to the pallet. This restraint methodology is classified as Special Cargo.

Background: The Unit Loading Devices (ULD) are certified as a pallet and net combination, which produces a more uniform distribution of loading. Attaching cargo straps to the pallet can produce local point loads exceeding the design capability of the airplane's cargo loading system. For this reason using straps as a primary restraint to a pallet does not constitute a certified ULD.

Discussion: Boeing has developed a new cargo restraint method not previously permitted by existing Boeing WBM or Federal Aviation Administration (FAA) Technical Standard Order (TSO) C90. This Special Cargo method uses cargo straps as the primary restraint of cargo to a pallet loaded in an aircraft's cargo loading system.

The following Boeing WBM, as revised, provides the new method of securing Special Cargo that is loaded in an aircraft's cargo loading system. These new methods are applicable to the basic configuration of each of the following freighters.

- 747-400BCF D043U544-XXX1 Rev 5
- 747-400F D043U542-XXX1 Rev 9
- 747-8F D043U582-XXX1 Rev 11
- 767-300F D043T532-XXX1 Rev 5
- 777F D043W522-XXX1 Rev 7

Certificate Holders may use these revised manuals FAA-approved manuals to update their individual WBMs and programs without further approval. The method defined in the revised manuals is derived from the structural capabilities of the airplane and is, therefore, not applicable to other airplanes.

Boeing has also documented in the modified 747 WBM supplement a section regarding the carriage of intermodal containers. The modified 747 WBM supplement includes the following statements:

“The intermodal container cannot be carried on the 747 Freighter on the right side lane or left side lane as a certified ULD.”

“The intermodal container is not frangible and must be considered as rigid cargo (whether the intermodal container is loaded with cargo or empty).”

Recommended Action: Certificate holders who elect to adopt the approved WBM supplement (D636H000-NASCLC) for the Boeing 747, 767 and 777 Freighter series listed above should review their WBM program to ensure applicable revisions are joined and incorporated. The D6 document cannot be directly incorporated into the certificate holder’s company manual(s) without the sample manual listed above. This means the certificate holder can attach the sample WBM, which contains the D6 document, to their company manual(s). Certificate holders should also ensure that aircraft effectivity regarding supplemental type certificates and alterations are in coordination with the FAA-approved Boeing WBMs.

Contact: Questions or comments regarding this InFO should be directed to the Air Carrier Maintenance Branch (AFS-330) at (202) 267-1675.