Claims:

1. An apparatus for carrying cargo into an aircraft originally configured for passenger service, said apparatus comprising:

a rack assembly mounted in an upper part of a fuselage of said aircraft so as to define a cargo space in an upper lobe thereof, said rack assembly comprises:

a plurality of transverse rack frames mounted at intervals to frames of said fuselage of said aircraft; and

means for supporting a plurality of cargo containers arranged longitudinally on said rack assembly within said cargo area in said upper lobe of said aircraft, characterised in that said transverse rack frames each comprise:

a lower frame member that extends substantially horizontally to form a lower side of said cargo area; and

first and second suspension frame members that extend generally upwardly from said horizontal frame member towards locations on said frame of said fuselage from which said rack assembly is suspended,

wherein said rack assembly further comprises:

means for supporting said upwardly extending suspension beams of said rack frames from pre-existing luggage bin attachment points on said frames of said fuselage, said pre-existing luggage bin attachment points having been installed in the aircraft when it was originally configured for passenger service.

2. The apparatus of claim 1, wherein said means for supporting said plurality of cargo containers on said rack assembly comprises:

at least one cargo rail extending generally longitudinally across a plurality of said lower frame members of a plurality of said rack frames.

~~3. The apparatus of claim 2, wherein said rack assembly further comprises:~~

~~means for supporting said upwardly extending suspension beams of said rack frames from pre-existing luggage bin attachment points on said frames of said fuselage.~~

43. The apparatus of claim ~~3~~1, wherein said means for supporting said upwardly extending suspension beam members of said rack frames from said pre-existing luggage bin attachment points comprises:

at least one pivotable link member interconnecting an upper end of each of said suspension beam members to one of said pre-existing attachment points on said frame of said fuselage.

~~5~~4. The apparatus of claim ~~4~~3, wherein said at least one pivotable link member comprises:

a pivotable link member aligned to transmit loads from said frame of said rack assembly to said frame of said fuselage in a generally radial direction.

~~6~~5. The rack assembly of claim ~~5~~4, wherein said frames of said rack assembly further comprise:

crossbeam members mounted to said upper ends of said suspension beam members and having upper and lower ends;

said upper and lower ends of said crossbeam members being attached by said pivotable link members to said pre-existing attachment points on one of said frame members of said fuselage.

~~7~~6. The apparatus of claim ~~4~~3, further comprising: at least one rigid bar mounted transversely across an upper end of said frame of said fuselage above said storage area of said rack assembly to hold said frame against bowing inwardly under loads exerted by said rack assembly; and

at least one tension cable interconnecting each of said upwardly extending suspension beam members to said frame of said fuselage to hold said frame from bowing outwardly under loads exerted by said rack assembly.

~~8~~7. The apparatus of claim ~~4~~3, wherein said rack assembly extends substantially a full length of a main fuselage section of said aircraft.

~~9~~8. The apparatus of claim ~~7~~6, wherein the rigid bar comprises a rigid spanner bar.

~~10~~9. The apparatus of claim 1, wherein the rack assembly further comprises at least one substantially horizontal panel member mounted to said lower frame members of said plurality of rack frames so as to form a shear panel for said rack assembly.