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RUN B744SF
Air ACT B747-400SF

Revision: 1
Date: 27 November 2024

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Page	Date	Comment
17	27 November 2024	ULD types no longer available in the DHL network removed. *(Minor)*
20	27 November 2024	guidance on the handling of special loads information added and Global Airside replaced with Special Loads Regional contact. *(Minor)*

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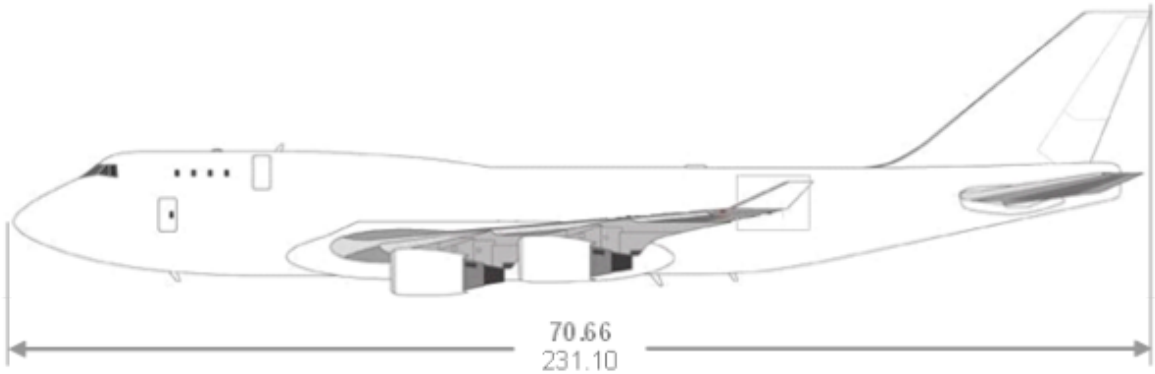
1. Air ACT B747-400SF Registrations

IATA Designator: **9T**
ICAO Designator: **RUN**
Valid for: **TCACF, TCACG, TCMCT**
Aircraft Dimensions
All dimensions in Meters and Feet/Inches.





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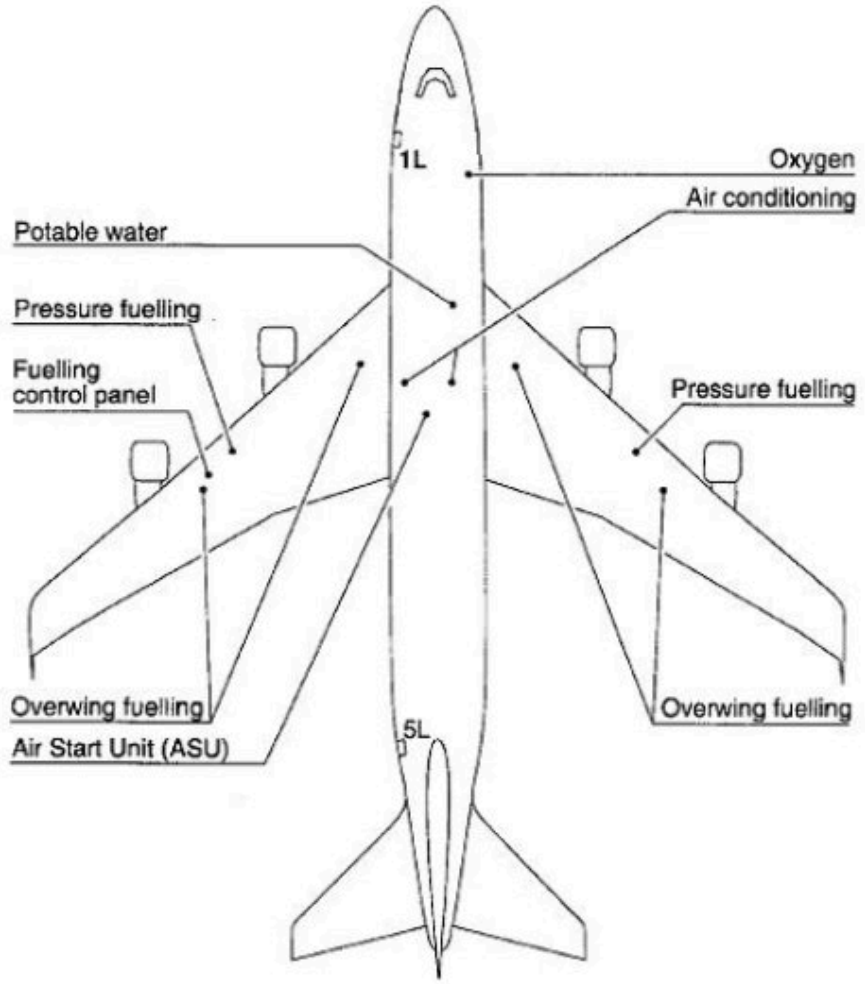
2. Aircraft Servicing Points and Specifications

2.1 Servicing Points



2.2 Servicing Specifications

System	Requirements	Notes
Ground Power Unit	115/125V AC / 90 kVA / 400 Hz	2 GPU connections required (2 x 90 kVA)
Fuel	Jet A1	Fuel control panel on **LH wing only**
Air Condition Unit	Maximum Flow Rate 700 ppm	2 ACU inlets available
Air Start Unit	Minimum Capacity 240 ppm Max. / Min. pressure 35 / 45 psi	2 ASU inlets available. 2 ASUs may be required, depending on flow rate and ambient air temperature.

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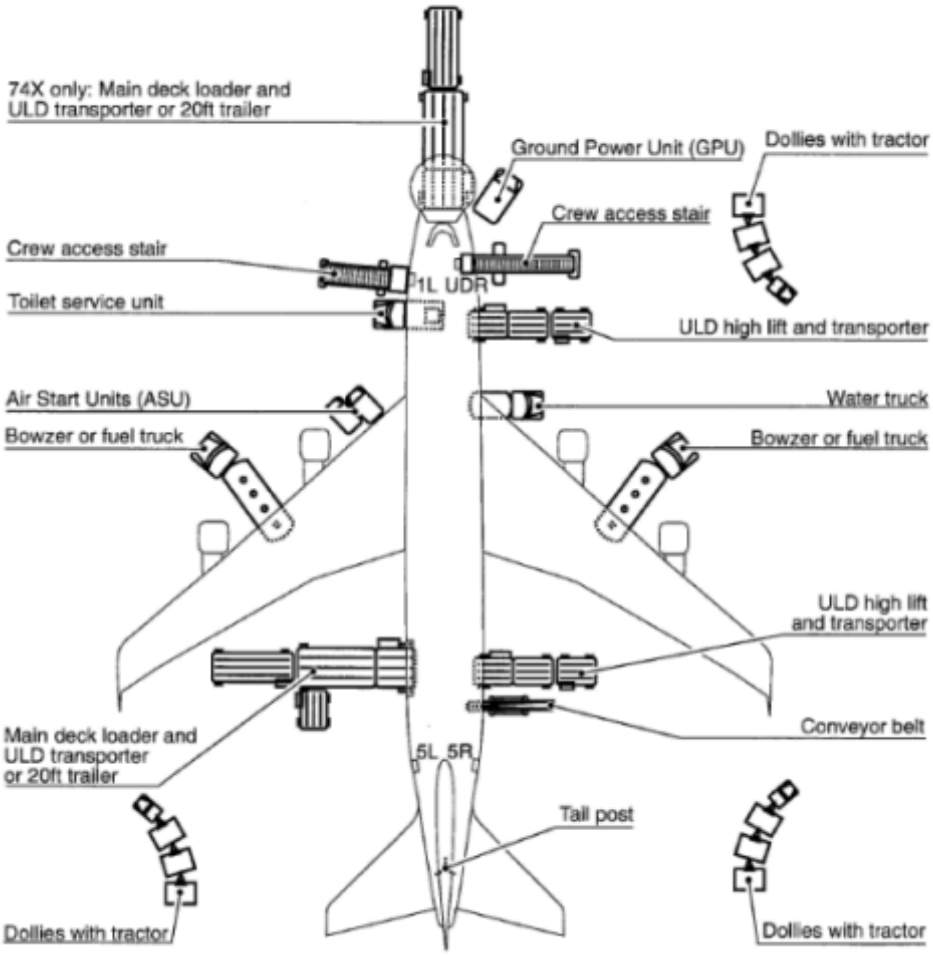
3. Ground Support Equipment

3.1 Positioning of GSE



3.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck Standard	1 or 2* 2
Crew stairs	Platform height 4.65 – 5.36 meters	1
Ground Power Unit	Diesel, Electric or Ground-Power	1
Belt Loader	Standard (9 meter recommended)	1
Tractor	N/A	6
Dolly Wagon Main-deck	125/88” and 125/96” capable	Up to 30
	16 & 20ft capable	Up to 12
Dolly Wagon Lower-deck	125/88” and 125/96” capable	Up to 9
	60.4/61.5” or 60.4/125” capable	Up to 7
Belly Container / Wagon	As required	According to load
Nose Tether	As available at local station	1

* 2 Main-deck loaders required if loading/un-loading via both the side-cargo door and the nose-door.

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4. Standard Turnaround Times

Turn-around time for a transit stop:	01:30 hour (partial off- and on-load)
Turn-around time for an end stop:	02:00 hour (full off- and on-load)

Notes: Tech stops are not within the scope of the above timings.

Deviations from the above timings are possible, but only when in agreement with the operator.

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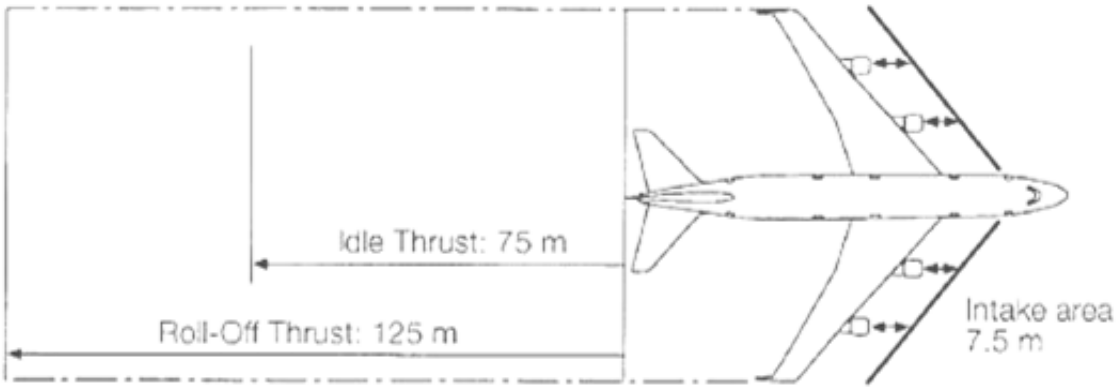
5. Safety Areas



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6. Strong Wind Conditions

If the wind conditions on the ramp reach the following speeds, the corresponding actions shall be taken.

Wind Speed	Action
Up to 40 knots	Normal Operations: All doors can be opened and left open
More than 40 knots	Do not open additional doors
More than 65 knots	All open doors shall be closed immediately

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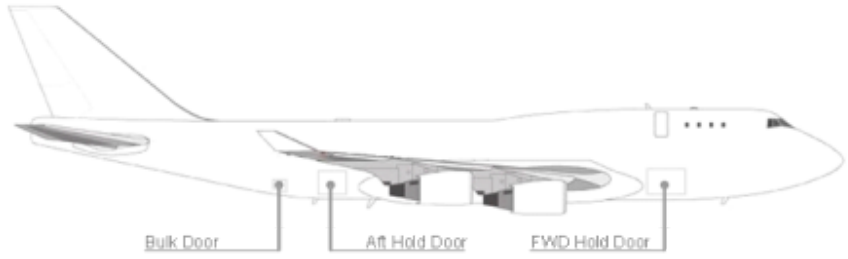
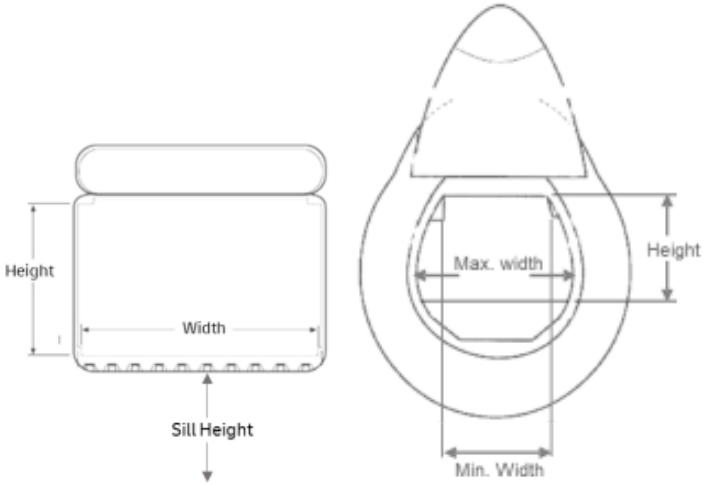
7. Aircraft Door Dimensions





Door width, height, and sill height for Main-deck Side-Cargo Door (SCD) and Main-deck Nose-Cargo Door (NCD):



All dimensions are in centimetres (cm).

Door	Door Width	Door Height	Min. Door Sill Height	Max. Door Sill Height
Crew Door (1L)	-	-	465	536
Main Deck SCD	341	310	467	533
Main-Deck NCD	325 / 264	254	452	546
Forward Hold	264	167*	269	315
Aft Hold	264	167*	290	345
Bulk Hold	111	119	290	353

*The maximum height for a lower-deck ULD is 163 cm (64”).

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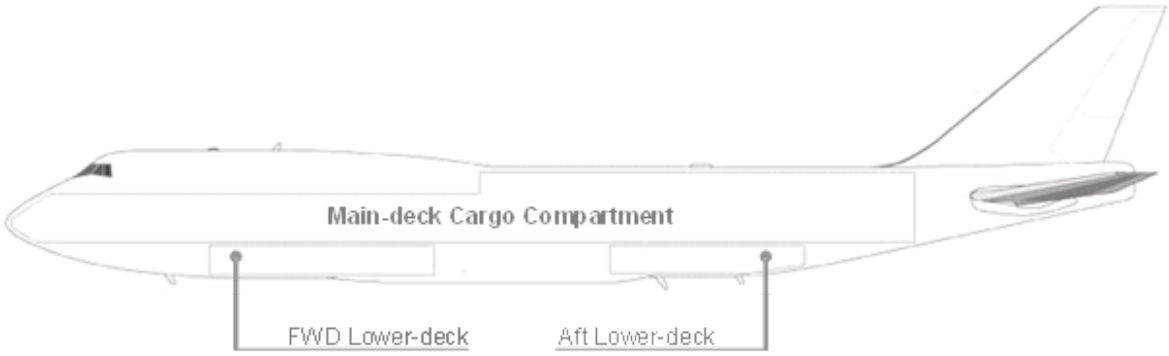
8. Compartment Classification and Air-Conditioning



8.1 Compartment Classification

Compartment	Features
Main-deck	- Classification **B**
	- Pressurisation
	- Smoke Detection
	- **Accessible** during flight (except pos. T)
Lower-deck Compartments 1, 2, 3, 4 and 5	- Classification **C**
	- Pressurisation
	- Smoke Detection
	- **In-accessible** during flight
	- Fire Suppression

8.2 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk
Temperature	5C to 30C	16C to 20C	16C to 20c	Around 18C
Heating	Yes			Indirect from aft hold
Head adjust	Yes	No		
Cooling	Yes	No		
Ventilation	Yes	Limited		

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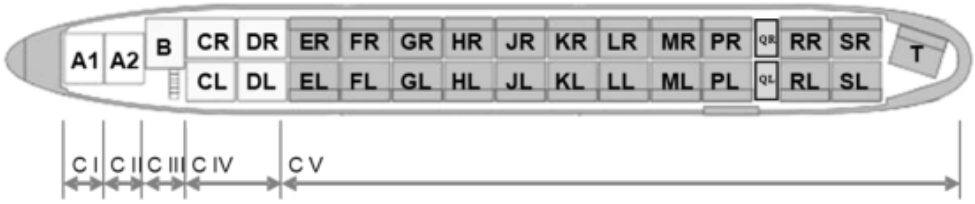
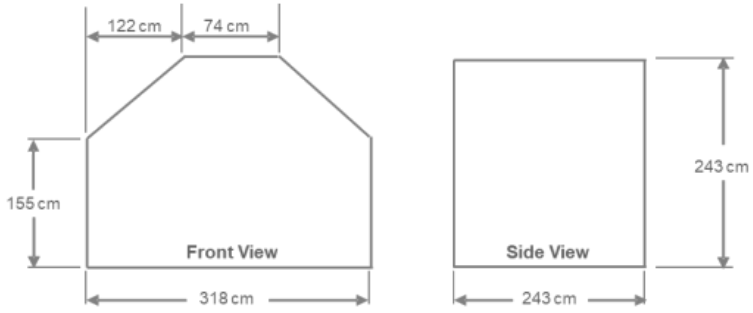
9. Aircraft Cabin Contour Dimensions

The aircraft is divided into five contour zones: CI, CII, CIII, CIV and CV.

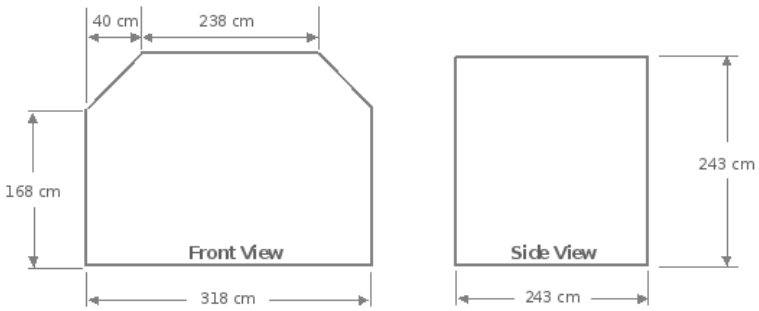


9.1 Contour CI (A1)



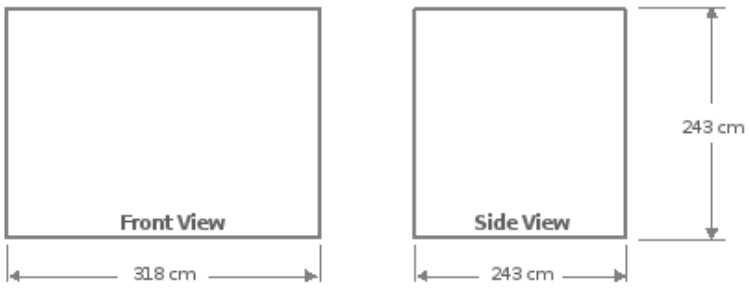
This contour is also valid for 88” ULDs (223 cm side view)

9.2 Contour CII (A2)



This contour is also valid for 88” ULDs (223 cm side view)

9.3 Contour CIII (B)



This contour is also valid for 88” ULDs (223 cm side view)

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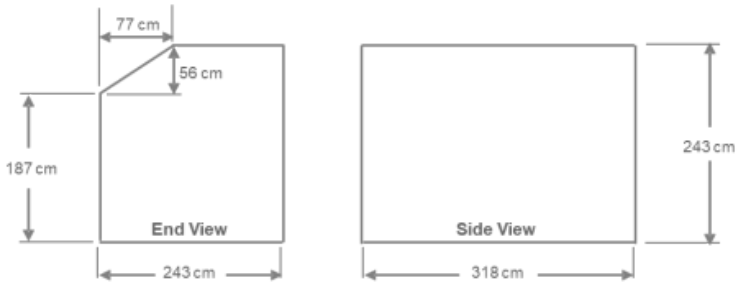
9.4 Contour IV (C-D R/L)



This contour is also valid for 88” ULDs (223 cm side view)

9.5 Contour V (E-S L/R and T)

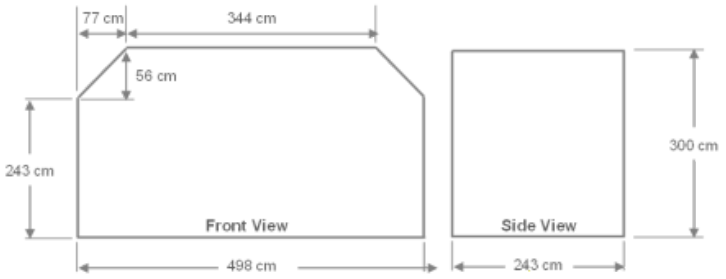


Max height for door position (PL) is **287cm**

This contour is also valid for 88” ULDs (223 cm side view)

This contour is also valid for pallets **16ft and 20ft** in length (side view) loaded longitudinally

9.6 16ft Lateral Pallets (CC-SS)



Max. Height for positions CC thru SS is 243 cm

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10. Maximum Position Weights

10.1 Maximum Main-deck ULD Weights in Kilograms

	ULD Position																	
ULD Size	A1	A2	B	C	D	E	F	G	H	J	K	L	M	P	Q	R	S	T
96" Twin-track	2613			4819				8165			4819					4819		2041
88" Twin-Track	2613			4819				7258			4819					4819		2041
20 ft				9194				13608		13608		9194				9194		
16ft Lateral				7394				12628			7394					7394		

10.2 Maximum Lower-deck Compartment Weights in Kilograms

10.2.1 Forward Hold

Compt.	Position	Max Gross Weight per ULD (in kilograms)				Max. Hold capacity
		88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/125" (ALP)	
1	11P - 12P	4626	5034			26489
	11L/R - 13L/R			1587	3174	
2	21P - 23P	4626	5034			
	21 L/R - 25 L/R			1587	3174	

10.2.2 Aft Hold

Compt.	Position	Max Gross Weight per ULD (in kilograms)				Max. Hold capacity
		88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/125" (ALP)	
3	31P - 32P	4626	5034			22938
	31L/R - 33L/R			1587	3174	
4	41P - 42P	4626	5034			
	41L/R - 44L/R			1587	3174	

10.3 Bulk Hold (Compartment 5)

Compt.	Volume (m3)	Max floor load (kg/m2)	Max Weight
51	23.6	731	6749
52			

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11. Aircraft ULD Compatibility

11.1 Main Deck Configurations

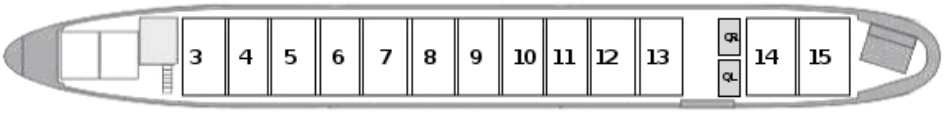
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



Configuration 1: 4 Centre-line and 26 Twin-track 125”/96” or 125”/88” positions



Configuration 3a: 12 Longitudinal Twin-track 16ft or 20ft positions



Configuration 4: 13 Lateral 16ft positions

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11.2 Main Deck ULD Compatibility

The following ULD type loading restrictions apply. The ULD type can be loaded on positions marked with a ‘Y’. The ULD type cannot be loaded on positions marked with a ‘N’.

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		ULD Type																	
	Pos	AAA	AAC/ LAY	AAJ/ LAK	AAM	AAX	AMA	AMD	AMH	AMJ	AML	AMP	AMX	HMJ	PAG	PMC	PRA	PRB	PUB/ PYB	PZA
Configuration 1	A1	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y2	Y1	Y1	N	N	N	N
	A2	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y2	Y1	Y1	N	N	N	N
	B	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y2	Y1	Y1	N	N	N	N
	CL/R	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y2	Y1	Y1	N	N	N	N
	DL/R	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y2	Y1	Y1	N	N	N	N
	EL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	FL/E	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	GL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	HL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	JL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	KL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	LL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	ML/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	PL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
	RL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	SL/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
	T	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y2	Y	Y	N	N	N	N
Configuration 3a	CDL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y1	Y1	N	Y1
	EFL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y1	Y1	N	Y1
	GHL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	JKL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	LML/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
	RSL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
Configuration 4	CC	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y1	Y1	N	Y1
	DD	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y1	Y1	N	Y1
	EE	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y1	Y1	N	Y1
	FF	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	GG	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	HH	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	JJ	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	KK	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	LL	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	MM	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	PP	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	RR	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
	SS	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y

Y1: Max. Height 2.44 meters

Y2: Horse Boxes to be advised

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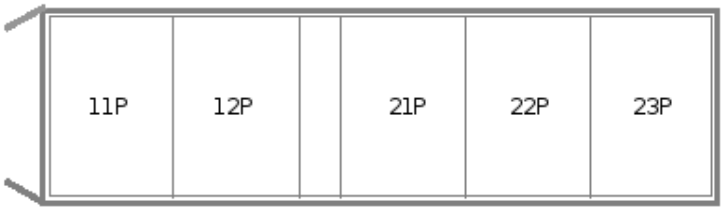
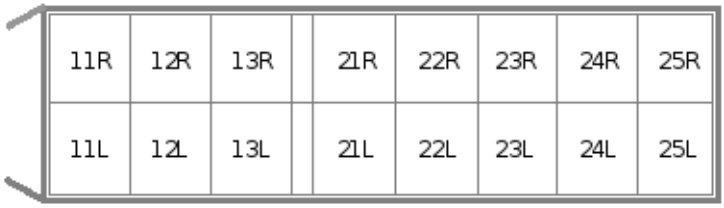
11.3 Lower Deck Configurations

The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.

11.3.1 Forward Hold

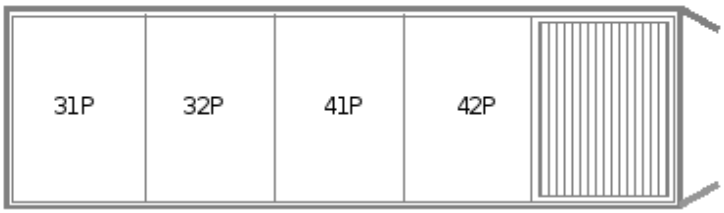


Configuration 1: 5 x 108”/88”, 125”/88” or 125”/96” ULDs

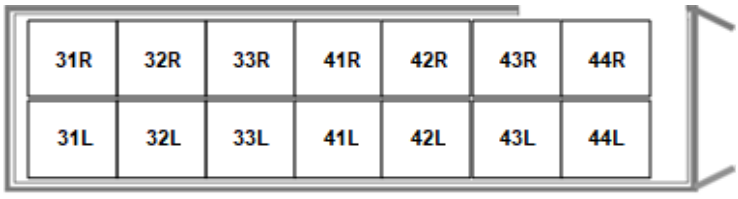


Configuration 2: 8 x 125”/60.4” or 14 x 61.5”/60.4” ULDs

11.3.2 Aft Hold



Configuration 1: 4 x 108”/88”, 125”/88” or 125”/96” ULDs



Configuration 2: 14 x 61.5”/60.4” ULDs

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11.4 Lower Deck ULD Compatibility

The following ULD type loading restrictions apply. The ULD type can be loaded on positions marked with a 'Y'. The ULD type cannot be loaded on positions marked with a 'N'.

		ULD Type											
	Pos	AAJ/ LAK	RAP	AMF	AMP	PAG	PMC	AKE	RKE	RKNe1	ALF	ALP	PLA/ PLW
FWD Configuration 1	11P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	12P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	13P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	21P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	22P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	23P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
FWD Configuration 2	11R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	12R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	13R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	21R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	22R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	23R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	24R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
	25R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y1
Aft Configuration 1	31P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	32P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	41P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	42P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
Aft Configuration 2	31R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N
	32R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N
	33R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N
	41R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N
	42R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N
	43R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N
	44R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	N

Y1: PLA/PLW not allowed in stack-loaded positions

Notes:

Active ULDs (RAP, RKE, RKNe1) are not permitted in doorway positions for Forward and Aft holds.

Single loading of LD3 (AKE) type ULDs is allowed.

LD3 (AKE) and LD11 (ALP) type ULDs are generally stack-loaded.

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12. Loading and Un-Loading

12.1 Cargo Loading System

Only fully trained and certified staff are allowed to operate the Cargo Loading System (CLS). The CLS is controlled by the:

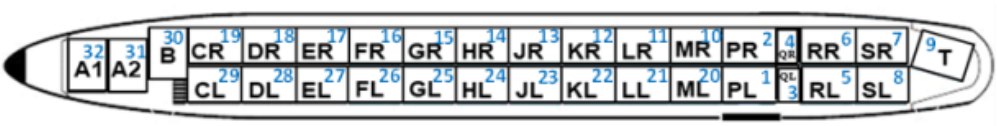
- Master Control Panel (MCP)
- Outside Control Panel (OCP)
- Local Control Panel (LCP)
- 20ft Cargo Control Panel
- Remote Cargo Control Station

Note: A minimum of 2 persons are required to operate the Main-deck CLS. It is recommended that 3 staff members are made available for the Main-deck, to maximise the efficiency of the un-loading and loading process.

12.2 Un-Loading Sequence: Side Cargo Door (SDC)

Step 1: Un-load the aft lower deck.

Step 2: Un-load the ULDs on the main deck in the following numbered sequence.

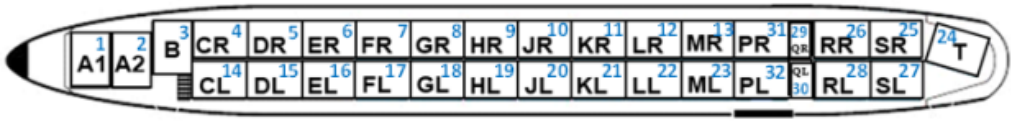


Step 3: Un-load the forward lower deck.

12.3 Loading Sequence: Side Cargo Door (SDC)

Step 1: Load the forward lower deck.

Step 2: Load the ULDs on the main deck in the following numbered sequence.

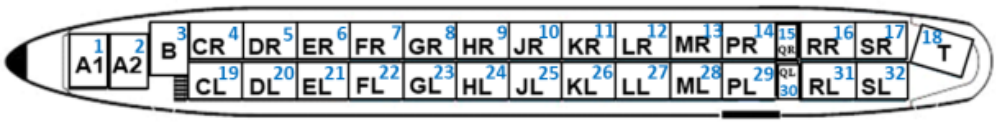


Step 3: Load the aft lower deck.

12.4 Un-loading Sequence: Nose Cargo Door (NCD)

Step 1: Un-load the aft lower deck.

Step 2: Un-load the ULDs on the main deck in the following numbered sequence.



Step 3: Un-load the forward lower deck.

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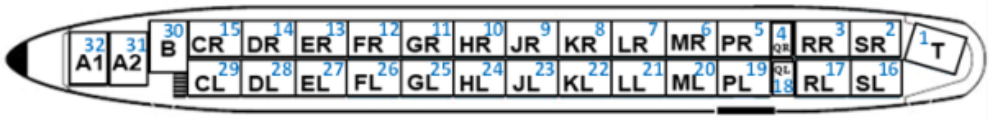
12.5 Loading Sequence: Nose Cargo Door (NCD)

Step 1: Load the forward lower deck.

Step 2: Load the ULDs on the main deck in the following numbered sequence.



Step 3: Load the aft lower deck.

12.6 Loading Notes

12.6.1 Additional Precautions

Make sure that two persons verify that all locking devices, securing the ULDs, are engaged and operative.

12.6.2 Tail-Stand

Install tail stand, when available and required, prior to un-loading and/or loading of cargo.

12.6.3 Nose Gear Tether

Utilise nose-gear tether where available and approved by local authorities.

12.6.4 Service point access

All access to outside service points (GPU, ASU, ACU etc) must be done using a ladder due to the height of the fuselage off the ground. Furthermore, due to the downswing of the lower-deck doors, extreme caution must be exercised when opening and closing using a Hi-Lo. **It is strongly recommended that ladders are used to gain access to the lower-deck door open/close access panels.**

12.6.5 Fuel in Centre-tank

Fuel in the **centre-tank** has a positive effect on ground stability. Please check the amount of fuel loaded in the centre-tank with the operating crew or engineer and confirm its impact on centre of gravity.

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13. Rigid, Oversized and Special Loads

For guidance on the handling of special loads, please refer to the Special Loads Regional Contact Instructions outlined in Chapter 6 **6.12.22.3 - Determining Loadability of Special Loads**. Where direct operator approval is required, the Regional Airside Team will liaise with Global Airside as needed.

13.1 Floating / Heavy Pallets

Additional strapping requirements exist for any piece or pallet which requires restraint to be attached directly to the aircraft structure. The restrictions apply for floating pallets and pallets which need to be restrained to the aircraft structure due to the cargo net not being used as the primary restraint.

Any shipment which requires additional restraint shall be notified to the operator at least 24 hours in advance for approval.

The operator shall prepare a strapping plan which shall be implemented by the operators Load Master.

Single pieces weighing 6,000kg or more shall be notified to the operator no less than 24 hours in advance for prior approval

Full details of the additional strapping requirements shall be found in ON-14-04.
Requests for approval shall be submitted to your Special Loads Regional Contact.

13.2 Tall Rigid Cargo

Tall Rigid cargo which is over 96” (243.8cm) in height shall have frangible (crushable) cargo loaded forward of the rigid cargo, otherwise the cargo must be restrained to 9G.

13.3 Crushable Cargo Requirements

Non-Compressible cargo is only ULDs which are heavier than the standard allowed weights. If no such ULDs are loaded, there is no requirement to load Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo.
In cases where ULDs heavier than standard maximum weights have been loaded, it is necessary to load Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo in front of the heavy ULDs.

13.3.1 Number of Crushable ULDs required

Load a minimum of 7 ULDs in front of the heavy ULDs.

- For the right loading lane, include positions A and B
- For the left loading lane, include position A **but not B**.

The first 4 of these 7 positions must be loaded with Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo.

13.3.2 Gaps and Empty ULDS

Empty ULDs and gaps are allowed anywhere within or in front of non-compressible cargo. However, it can NOT be classified as compressible cargo.

13.4 Piercing Cargo

Piercing cargo may not be loaded on the first and/or last loaded positions on the aircraft. Piercing Cargo is not allowed on positions A1, SR, SL and T.

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13.5 Securing of Vehicles

DHL Wheel Cradle assemblies shall not be used as a primary means of restraint on this aircraft.

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14.1 Securing of Vehicles

DHL Wheel Cradle assemblies shall not be used as a primary means of restraint on this aircraft.

14.2 Securing of Vehicles

DHL Wheel Cradle assemblies shall not be used as a primary means of restraint on this aircraft.

14. Messaging and Reporting

14.3 Messaging

Standard messaging rules apply.

14.4 Reporting

Standard reporting rules apply.

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15. Load Control Data

15.1 Standard Mass Additions

15.1.1 Additional Crew Members (ACM)

Maximum Number of ACMs:	6
Mass of ACM:	107 kg incl. baggage

15.1.2 Fly Away Kit (FAK) and Ballast

FAK is not carried as standard on this aircraft.

Ballast is not carried as standard on this aircraft.

15.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	30,000 kg
Standard Taxi Fuel:	900 kg

15.3 LMC Restrictions

Maximum Fuel LMC:	Not allowed
Maximum Payload LMC:	+/- 300 kg

Note: LMC for additional crew members is not allowed.

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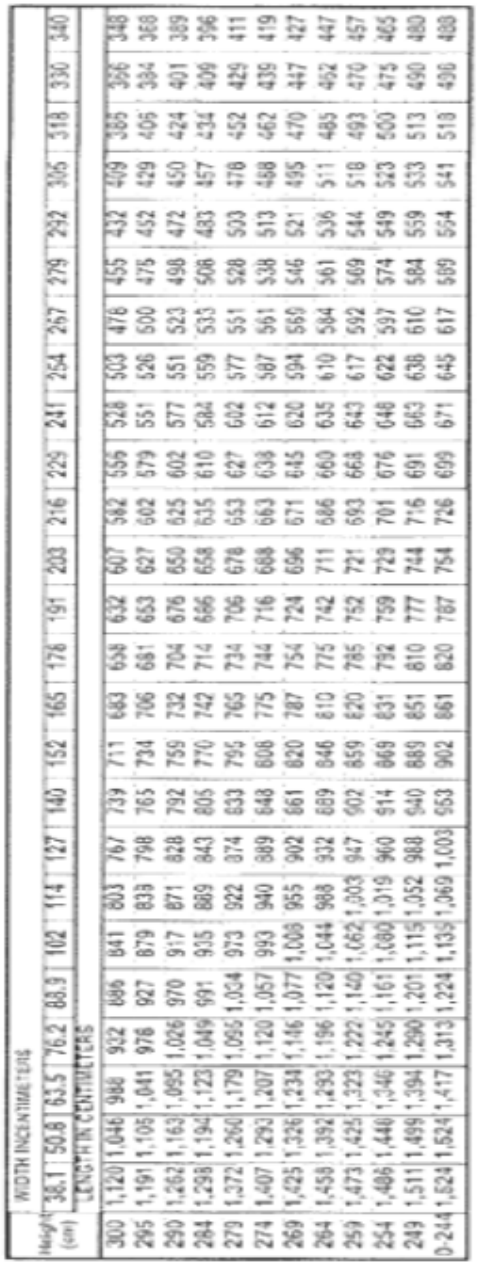
16. Maximum Package Dimensions

16.1 Main Cargo Deck



Height (cm)	WIDTH IN CENTIMETERS																								
	38.1	50.8	63.5	76.2	88.9	102	114	127	140	152	165	178	191	203	216	229	241	254	267	279	292	305	318	330	340
	LENGTH IN CENTIMETERS																								
300	1,120	1,048	988	932	886	841	803	767	739	711	683	658	632	607	582	559	538	503	478	455	432	409	385	366	348
295	1,191	1,105	1,041	978	927	879	839	798	765	734	706	681	653	627	602	579	551	526	500	475	452	429	405	384	368
290	1,262	1,163	1,095	1,026	970	917	871	828	792	759	732	704	676	650	625	602	577	551	523	498	472	450	424	401	389
284	1,298	1,194	1,123	1,049	991	935	889	843	805	770	742	714	686	658	635	610	584	559	535	508	483	457	434	409	396
279	1,372	1,260	1,179	1,095	1,034	973	922	874	833	795	765	734	706	678	653	627	602	577	551	528	503	478	452	429	411
274	1,407	1,293	1,207	1,120	1,057	993	940	889	848	808	775	744	716	688	663	638	612	587	561	538	513	488	462	439	419
269	1,425	1,326	1,234	1,146	1,077	1,006	955	902	861	820	787	754	724	696	671	645	620	594	569	546	521	495	470	447	427
264	1,458	1,392	1,293	1,196	1,120	1,044	988	932	889	846	810	775	742	711	686	660	635	610	584	561	536	511	485	462	447
259	1,473	1,425	1,323	1,222	1,140	1,062	1,003	947	902	859	820	785	752	721	693	668	643	617	592	569	544	518	493	470	457
254	1,486	1,440	1,346	1,245	1,161	1,080	1,019	960	914	869	831	792	759	729	701	676	648	622	597	574	549	523	500	475	465
249	1,511	1,499	1,394	1,290	1,201	1,115	1,052	988	940	889	851	810	777	744	716	691	663	638	610	584	559	533	513	490	480
0-244	1,524	1,524	1,417	1,313	1,224	1,139	1,069	1,003	953	902	861	820	787	754	726	699	671	645	617	589	564	541	518	496	488

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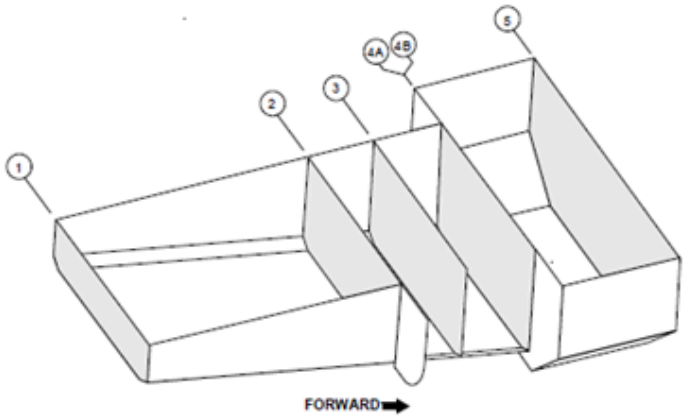
16.2 Bulk Compartment

The figure below illustrates the general layout of the bulk cargo compartment. The numbered labels and shaded panels correspond to the cross-sections provided following the illustration.



CROSS SECTION NO.	B.A. IN.
1	2160.0
2	2040.0
3	2007.0
4A	1980.0
4B	1980.0
5	1920.0

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Allowable Package Sizes with Net Installed at B.A. 1920

The following table is applicable for packages loaded through the large aft cargo door (B.A. 1865.0) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1920										
HEIGHT IN.	WIDTH IN.									
	10	20	30	40	50	60	70	80	90	100
	LENGTH IN.									
47	140	140	140	140	140	140	140	140	135	120
43	155	155	155	155	155	155	155	145	135	120
39	180	180	180	180	180	175	155	145	135	120
36	200	200	200	200	180	175	160	145	135	120
32	230	230	230	230	205	180	160	145	135	120
24-28	235	235	235	235	215	180	160	145	135	120
4-20	240	240	240	240	215	180	160	145	135	120

The following table is applicable for packages loaded through the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1920											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
47	140	140	140	132	126	121	117	114	110	108	108
43	160	160	155	145	140	135	130	125	120	115	110
39	180	165	155	150	140	135	130	125	120	120	120[a]
36	185	170	160	150	145	135	130	125	120	120[a]	120[a]
32	190	175	165	155	150	140	135	130	125[a]	120[a]	120[a]
28	200	185	170	160	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
24	220	190	175	165	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
20	220	195	180	170	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
16	230	205	190	175	160	150	140	135[a]	125[a]	120[a]	120[a]
12	235	220	200	180	165	155	145	135[a]	130[a]	125[a]	120[a]
8	235	235	215	195	175	160	150	140	130[a]	125[a]	120[a]
4	235	235	225	210	185	170	155	145	135[a]	125[a]	120[a]

[a] Package loaded aft of the door.

The following table is applicable for tilted[1] packages loaded forward of the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1920											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
64	108	108									
60	108	108	108								
56	108	108	108	108							
52	108	108	108	108	108						
48	140	140	140	132	126	121	117	114	110	108	108

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Allowable Package Sizes with Net Installed at B.A. 1980

The following table is applicable for packages loaded through the large aft cargo door (B.A. 1865.0) with the net installed at B.A. 1980.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1980										
HEIGHT IN.	WIDTH IN.									
	10	20	30	40	50	60	70	80	90	100
	LENGTH IN.									
47	95	95	95	95	95	95	95	80	73	67
43	114	114	114	114	114	114	114	80	73	67
39	133	133	133	133	133	133	133	80	73	67
36	148	148	148	148	148	148	148	80	73	67
32	166	166	166	166	166	166	160	80	73	67
4-28	180	180	180	180	180	180	160	80	73	67

The following table is applicable for packages loaded through the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1980											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
47	95	95	95	95	95	95	95	95	95	95	95
43	114	114	114	114	114	114	114	114	114	114	110
39	133	133	133	133	133	133	130	125	120	120	120[a]
36	148	148	148	148	145	135	130	125	120	120[a]	120[a]
32	166	166	165	155	150	140	135	130	125[a]	120[a]	120[a]
28	175	175	175	160	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
24	175	175	175	165	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
20	175	175	175	170	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
16	175	175	175	175	160	150	140	135[a]	125[a]	120[a]	120[a]
12	175	175	175	175	165	155	145	135[a]	130[a]	125[a]	120[a]
8	175	175	175	175	175	160	150	140	130[a]	125[a]	120[a]
4	175	175	175	175	175	170	155	145	135[a]	125[a]	120[a]

[a] Package loaded aft of the door.

The following table is applicable for tilted[1] packages loaded forward of the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1980											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
56	46	46	46	46							
52	68	68	68	68	68						
48	90	90	90	90	90	90	90	90	90	90	90

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