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GTI/PAC B763SF

Atlas Air / Polar Air Cargo B767-300SF

Revision: 3
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)*
27	27 November 2024	Guidance on the handling of special loads information added. *(Minor)*
29	27 November 2024	Global Airside replaced with Special Loads Regional contact. *(Minor)*

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1. ATLAS AIR / POLAR AIR BOEING 767-300 SF Registrations

IATA Designator:	**5Y / PO**
ICAO Designator:	**GTI / PAC**
Valid for:	**N642GT**

Note: This is a POUNDS operated Aircraft Type.

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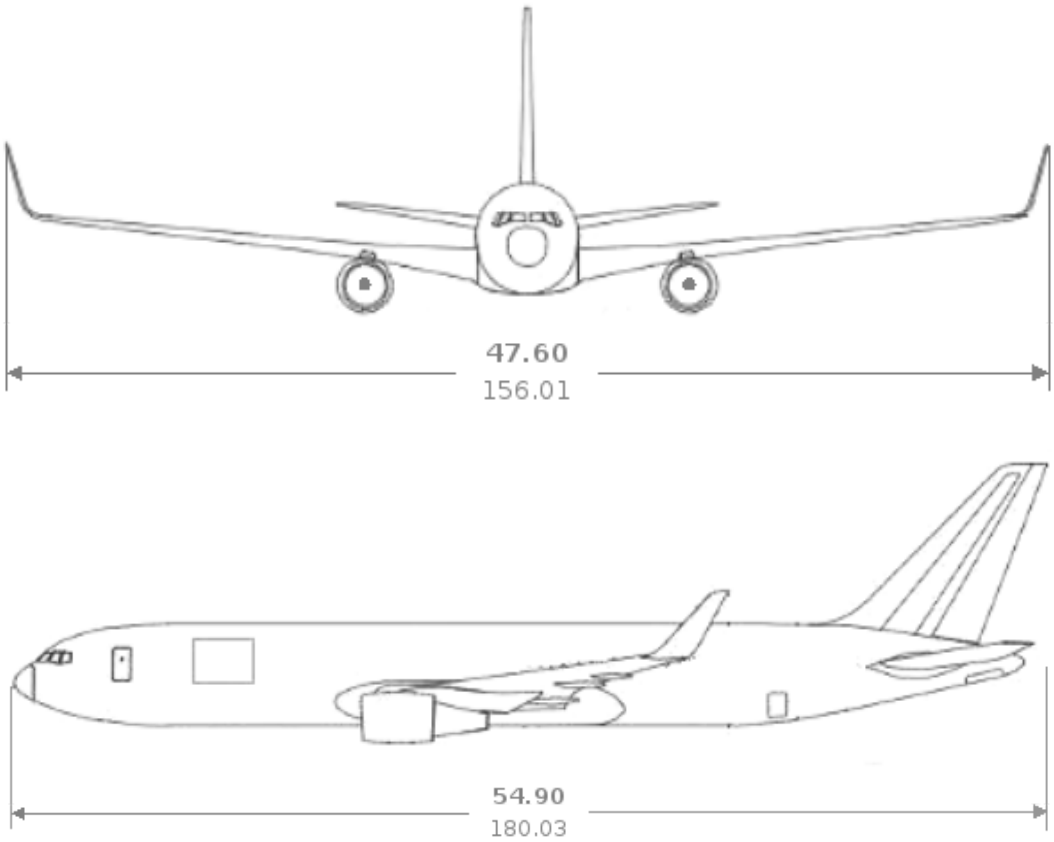
2.Aircraft Dimensions

All dimensions in **meters** and feet/inches



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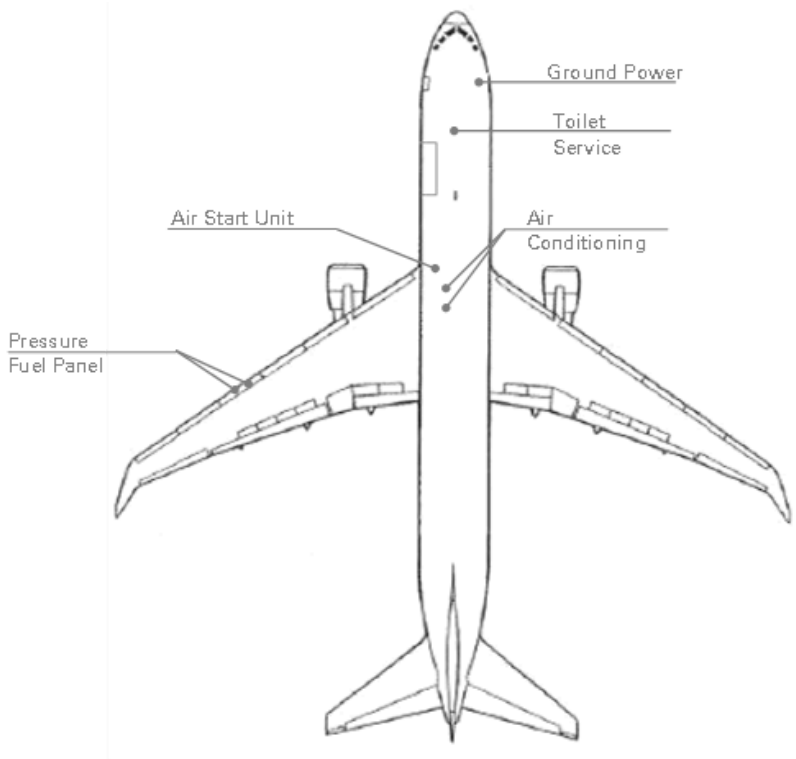
3. Aircraft Servicing Points and Specifications

3.1 Servicing Points



3.2 Servicing Specifications

System	Requirements	Notes
Ground Power	115/200V AC / 90 kVA / 400 Hz	1 GPU connection available
Fuel	Jet A1	Fuel control panel on **LH wing only**
Air Condition Unit	Maximum Flow Rate 288 ppm	2 ACU inlets available
Air Start Unit	Minimum Capacity 240 ppm Max. / Min. pressure 45 / 34 psi	1 ASU inlet available.

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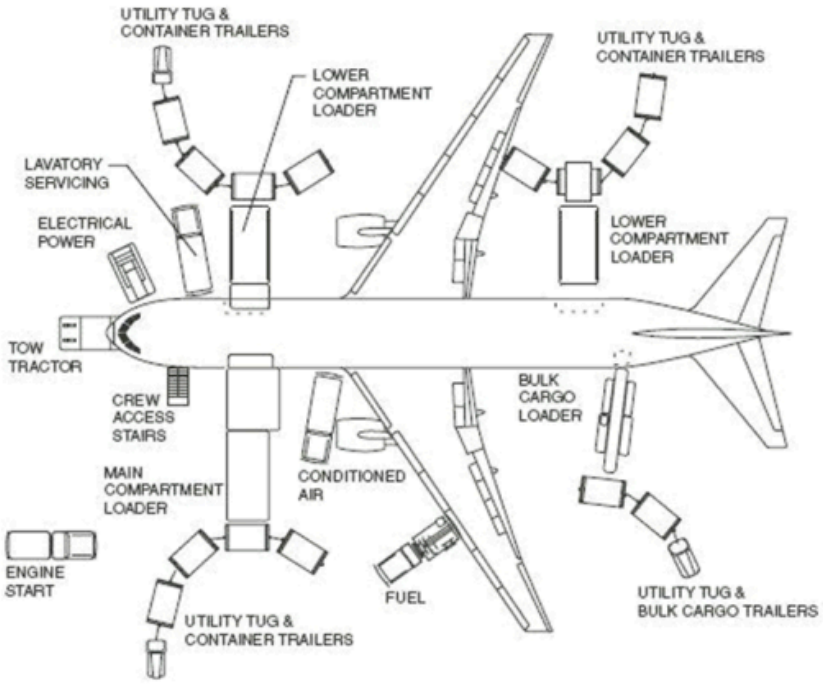
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck Standard	1 2
Crew Stairs	Platform height 4.14 – 4.50 Meters	1
Ground Power Unit	Diesel, Electric or Ground-Power	1
Belt Loader	Standard (9 meter recommended)	1
Tractor	Diesel or Electric	4
Dolly Wagon	125”/88” and 125”/96” capable (MD)	Up to 22
	125”/88” and 125”/96” capable (LD)	Up to 8
Dolly Wagon Lower-deck	60.4”/61.5” or 60.4”/125” capable	Up to 12
Belly Container / Wagon	As required	According to load

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5. Chocking

Standard chocking procedure applies.

Note: For NORAM variations see GAPS Part F400.

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6. Standard Turnaround Times

Turn-around time for a transit stop: 00:50 hour (partial off- and on-load)
Turn-around time for an end stop: 01:20 hour (full off- and on-load)

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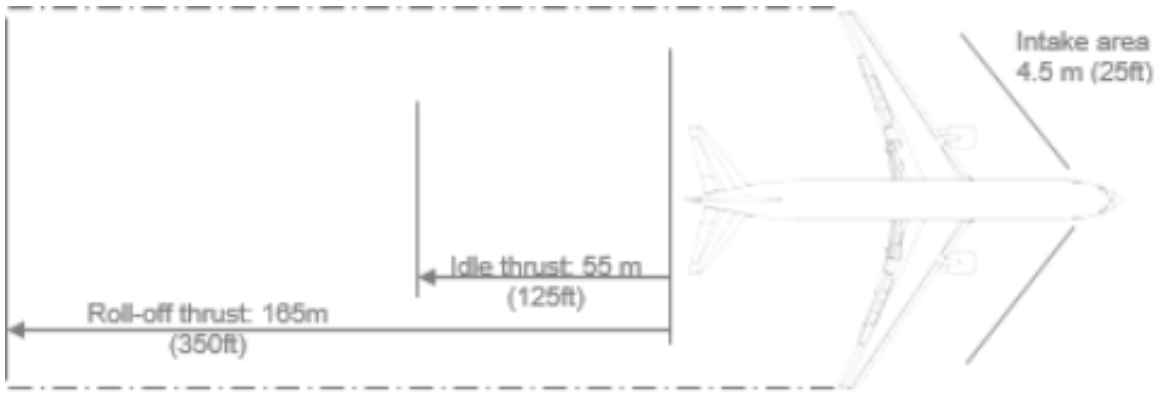
7. Safety Areas



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8. 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 40 knots	All open doors shall be closed immediately

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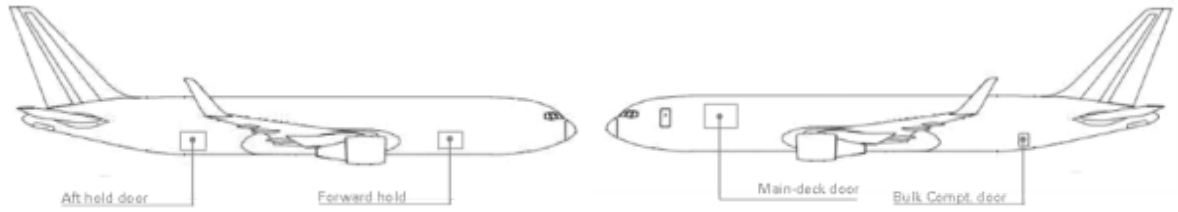
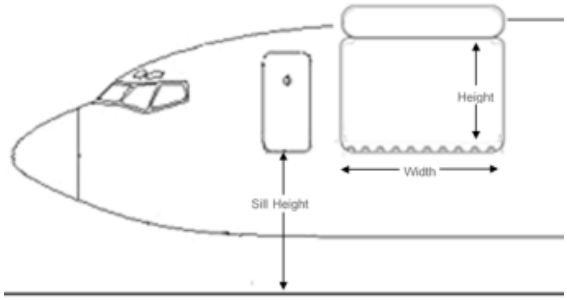
9. Aircraft Door Dimensions



Door width, height, and sill height are defined as follows.

(This drawing is for illustration purposes only and may not be an exact representation of this aircraft type)

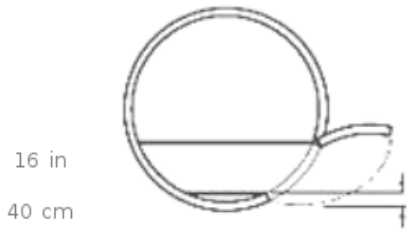


All dimensions are in centimetres (cm) and inches (inch).

Door	Door Height		Door Width		Min. Door Sill Height		Max. Door Sill Width	
	Cm	Inches	Cm	Inches	Cm	Inches	cm	Inches
Crew Door	-		-		414	163	450	177
Main Deck	257	101	340	134	414	163	450	177
Forward Hold	175*	69	340	134	229	90	257	101
Aft Hold	175*	69	178	70	218	86	251	99
Bulk Hold	110	43.5	97	38	221	87	259	102

Note: *The maximum height for a lower-deck ULD is 164 cm (64”).

During opening and closing of the lower-deck cargo-doors, the door swings down around **16 inches (40 cm) below** door-sill level.



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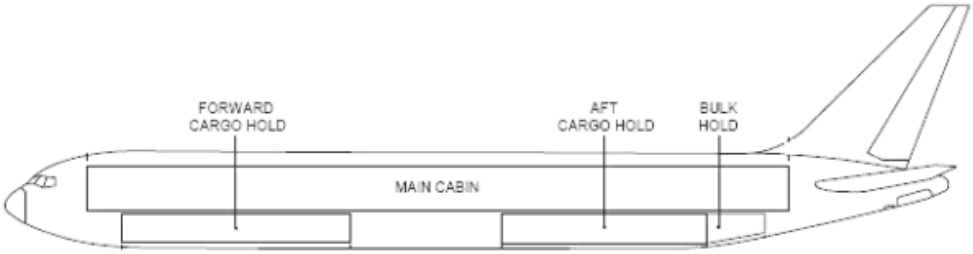
10. Compartment Classification and Air-Conditioning



10.1 Compartment Classification

Compartment		Features
Main-deck	Positions 2L loaded with 88"ULD or 96" pallet **with** 50 cm (18") aisle	- Classification **B**
		- Pressurisation
		- Smoke Detection
		- **Accessible** during flight
	Positions 2L loaded with 96" ULD **without** 50 cm (18") aisle	- Classification **E**
		- Pressurisation
		- Smoke Detection
		- **In-accessible** during flight
Lower-deck Compartments 1, 2, 3, 4 and 5		- Classification **C**
		- Pressurisation
		- Smoke Detection
		- **In-accessible** during flight
		- Fire Suppression

10.2 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk Hold
Temperature	4C to 29C	4.5C to 24C	4C to 10C	4C to 10C / 18C to 23C
Heating	Yes			
Heat adjust	Yes			
Cooling	Yes			
Ventilation	Yes			

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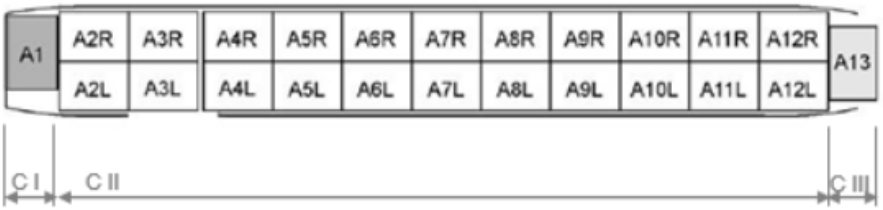
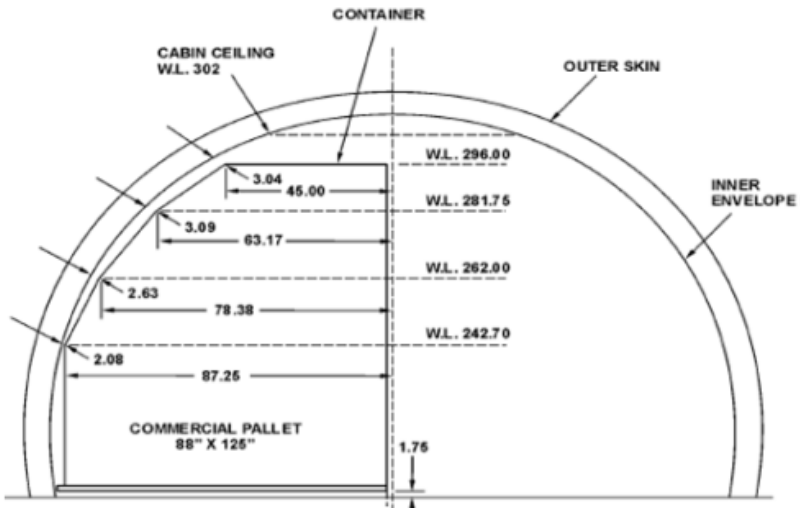
11. Aircraft Cabin Contour Dimensions

The aircraft is divided into three contour zones: CI, CII and CIII.

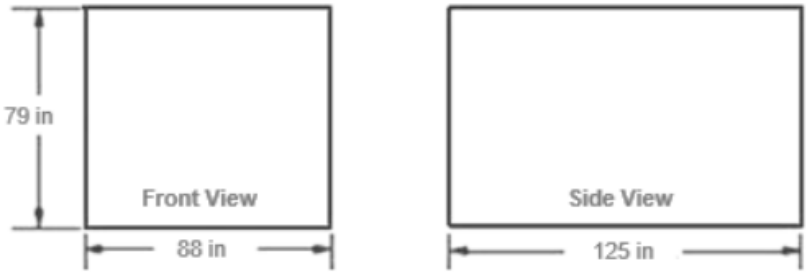


As an example only, this drawing illustrates a cross-section of contour zone CII (**positions A2L/A2R thru A12L/A12R**)



11.1 Contour CI

Position 1 Longitudinal



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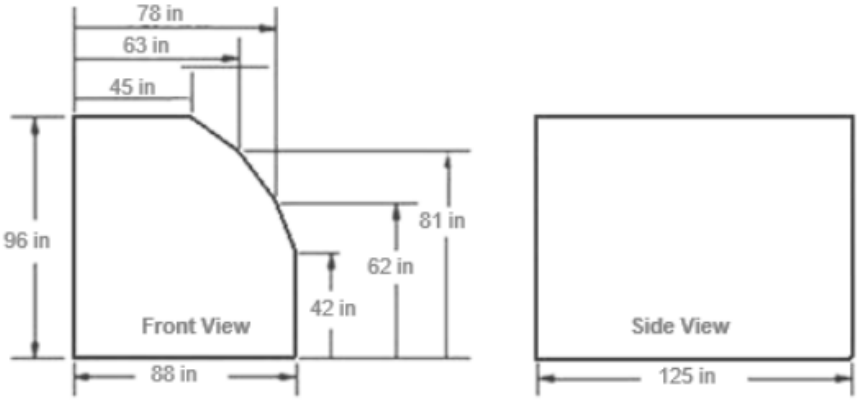
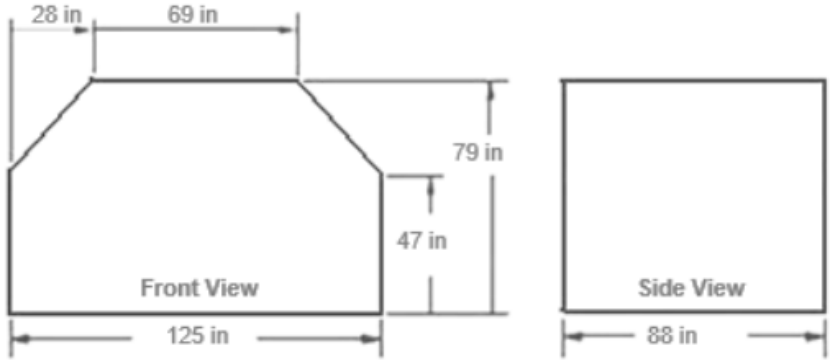
11.2 Contour CII

Positions **A2L/A2R thru A12L/A12R**



11.3 Contour CIII

Position **A1 Lateral and A13 only**



Note: AAC/LAY is loadable in these positions, with the following provisions.

- Position 1: Contour (sloped side) facing forward
- Position A13: Contour (sloped side) facing aft

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12. Maximum Position Weights

12.1 Maximum Main-deck ULD Weights in Kilograms and pounds

	ULD Position (Max. Weights in Kilograms)																
ULD Size	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A13
88” Twin-track		3429				4627		3429									
88" Lateral	2268	3431				4844		3431									2722
96" Lateral			3740			5261				3740							
96" Longitudinal		4853				6804		4853									

	ULD Position (Max. Weights in Pounds)																
ULD Size	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A13
88” Twin-track		7560				10200		7560									
88" Lateral	5000	7564				10679		5000									5999
96" Lateral			8243			11598				8243							
96" Longitudinal		10699				14998		10699									

12.2 Additional Restrictions for Main-deck loads

12.2.1 Lateral Imbalance

Maximum Lateral Imbalance is based on CLIM Formulas; these restrictions have been incorporated into the SABLE system.

12.2.2 Maximum Lateral Unsymmetrical Load

These restrictions have been incorporated into the Sable system.

12.2.3 Vertical Centre of Gravity

These restrictions have been incorporated into the Sable system.

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12.3 Maximum Lower-deck Compartment Weights in Kilograms and Pounds

12.3.1 Forward Hold

Position	Max Gross Weight per ULD in Kilograms				Max Hold Capacity
	88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
P1 - P4	5103	5103			20412
11L – 34L			1588		
11-34				2449	

Position	Max Gross Weight per ULD				Max Hold Capacity
	88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
P1 - P4	11250	11250			45000
11L – 34L			3500		
11-34				5399	

12.3.2 Aft Hold

Position	Max Gross Weight per ULD in Kilograms		Max Hold capacity
	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
41L – 61L	1588		17575
41-61		2449	

Position	Max Gross Weight per ULD in Pounds		Max Hold capacity
	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
41L – 61L	3500		38745
41-61		5399	

12.3.3 Bulk Hold

Compt	Useable Volume	Max floor load	Max Weight
5	**12.1 m3** 430 cu.ft.	**730 kg/m2** 150 lb/sq.ft.	**2925** 5787

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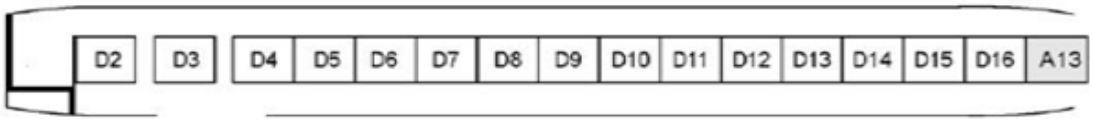
13. Aircraft ULD Compatibility

13.1 Main Deck Configurations

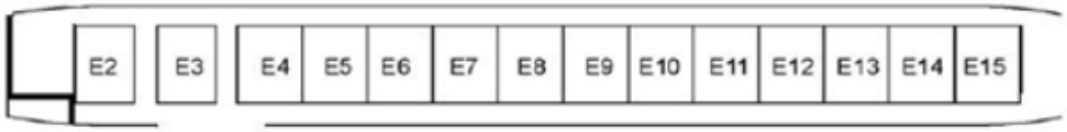
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



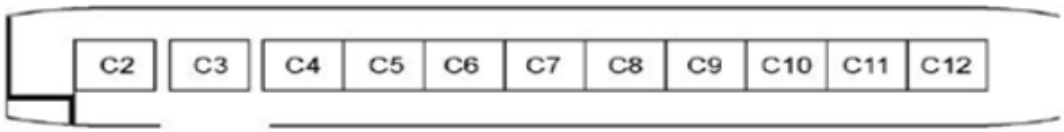
Configuration A: 2 Lateral and 22 Longitudinal Twin-track 125”/88” positions



Configuration D: 15 Lateral 125”/88” positions



Configuration E: 14 Lateral 125”/96” positions



Configuration C: 9 Longitudinal 125”/96” “M-Size” positions



STANDARD DHL MAIN-DECK CONTAINER CONFIGURATION

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13.2 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'.

		ULD Type									
	Pos	AAA	AAC/ LAY	AAJ/ LAK	AAX	RAP	AMJ	AMP	HMJ	PAG	PMC
Configuration A	A1	N	Y1	Y	N	N	N	N	N	Y	N
	A2R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A3R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A4R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A5R /L	N	Y	Y	Y	N	N	N	N	Y	N
	A6R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A7R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A8R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A9R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A10R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A11R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A12R/L	N	Y	Y	Y	N	N	N	N	Y	N
	A13	Y	Y2	Y	N	Y	N	N	N	Y	N
Configuration D	D2	Y	Y	Y	Y	Y	N	N	N	Y	N
	D3	Y	Y	Y	Y	Y	N	N	N	Y	N
	D4	Y	Y	Y	Y	Y	N	N	N	Y	N
	D5	Y	Y	Y	Y	Y	N	N	N	Y	N
	D6	Y	Y	Y	Y	Y	N	N	N	Y	N
	D7	Y	Y	Y	Y	Y	N	N	N	Y	N
	D8	Y	Y	Y	Y	Y	N	N	N	Y	N
	D9	Y	Y	Y	Y	Y	N	N	N	Y	N
	D10	Y	Y	Y	Y	Y	N	N	N	Y	N
	D11	Y	Y	Y	Y	Y	N	N	N	Y	N
	D12	Y	Y	Y	Y	Y	N	N	N	Y	N
	D13	Y	Y	Y	Y	Y	N	N	N	Y	N
	D14	Y	Y	Y	Y	Y	N	N	N	Y	N
	D15	Y	Y	Y	Y	Y	N	N	N	Y	N
	D16	Y	Y	Y	Y	Y	N	N	N	Y	N
	A13	N	N	Y	Y	Y	N	N	N	Y	N

Y1: AAC/LAY allowed with net facing aft only

Y2: AAC/LAY allowed with net facing aft only

Notes: If CAO is onboard, package(s) must be loaded in Position 1 on a 125"/88" Pallet with aisle facing the door.

If carrying any DGR to the United States requiring accessibility, same procedure as above is to be followed.

For full information regarding accessibility, see Chapter **16.5 - CAO Accessibility on the Main Deck**

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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	AAA	AAC/ LAY	AAJ/ LAK	AAX	RAP	AMJ	AMP	HMJ	PAG	PMC
Configuration E	E2	N	N	N	N	N	N	Y	Y3	N	Y
	E3	N	N	N	N	N	N	Y	Y	N	Y
	E4	N	N	N	N	N	N	Y	Y	N	Y
	E5	N	N	N	N	N	N	Y	Y	N	Y
	E6	N	N	N	N	N	N	Y	Y	N	Y
	E7	N	N	N	N	N	N	Y	Y	N	Y
	E8	N	N	N	N	N	N	Y	Y	N	Y
	E9	N	N	N	N	N	N	Y	Y	N	Y
	E10	N	N	N	N	N	N	Y	Y	N	Y
	E11	N	N	N	N	N	N	Y	Y	N	Y
	E12	N	N	N	N	N	N	Y	Y	N	Y
	E13	N	N	N	N	N	N	Y	Y	N	Y
	E14	N	N	N	N	N	N	Y	Y	N	Y
	E15	N	N	N	N	N	N	Y	Y3	N	Y
Configuration C	C2	N	N	N	N	N	Y	N	Y	N	Y
	C3	N	N	N	N	N	Y	N	Y	N	Y
	C4	N	N	N	N	N	Y	N	Y	N	Y
	C5	N	N	N	N	N	Y	N	Y	N	Y
	C6	N	N	N	N	N	Y	N	Y	N	Y
	C7	N	N	N	N	N	Y	N	Y	N	Y
	C8	N	N	N	N	N	Y	N	Y	N	Y
	C9	N	N	N	N	N	Y	N	Y	N	Y
	C10	N	N	N	N	N	Y	N	Y	N	Y
	C11	N	N	N	N	N	Y	N	Y	N	Y
	C12	N	N	N	N	N	N	N	N	N	Y

Y3: HMJ carrying horses are not allowed

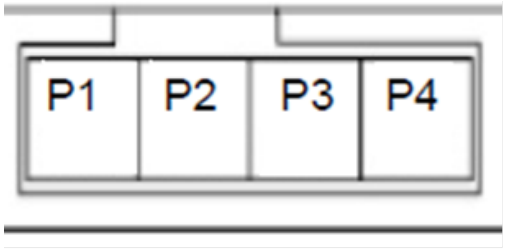
Notes:

If CAO is onboard Configuration C, package(s) must be loaded in Position C2 on a 125"/96" Pallet with aisle facing forward.

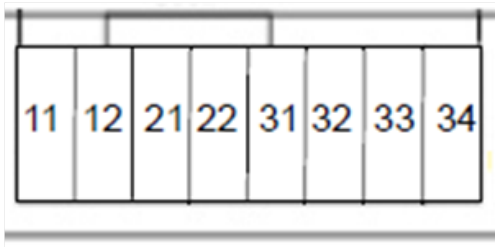
For full information regarding accessibility, see Chapter **16.5 - CAO Accessibility on the Main Deck**

13.3 Lower Deck Configurations

13.3.1 Forward Hold



Configuration 1: 4 Longitudinal 125”/96” or 125”/88” positions

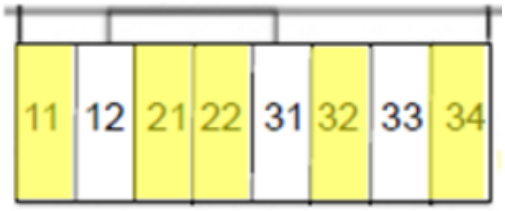


Configuration 2: 8 Lateral 96”/60.4” positions

Note: Stack loading only allowed in Positions 11 & 12 and 31 thru 34. Stack loading only allowed if the Hold is fully loaded.

Note: If the hold is not fully load, then the positions marked in yellow in the drawing below must be filled first.

Example 33 cannot have a ULD if there are no ULDS in 32 and 34



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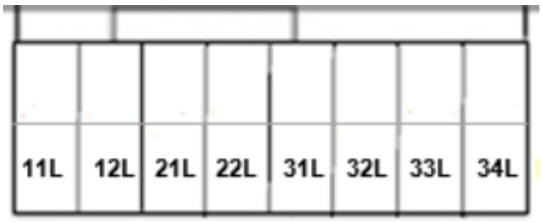


Configuration 3: 8 LD3 Single Row 61.5”/ 60.4” positions

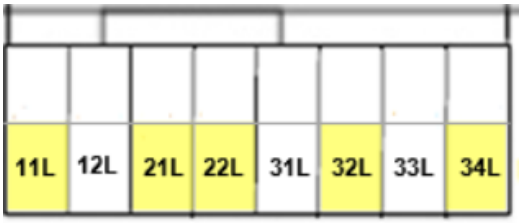
Loading: Left hand lane loading only.

LD3 containers may NOT be loaded in lower deck belly compartments which are NOT equipped with Auxiliary Guide restraints for LD3 containers unless supplemental tie down is used to provide side restraint.

Stack Loading: Stack loading only allowed in Positions 11L thru 12L and 31L-34L. Stack loading only allowed if the Hold is fully loaded.

Note: If the hold is not fully load, then the positions marked in yellow in the drawing below must be filled first.

Example 33L cannot have a ULD if there are no ULDS in 32L and 34L.



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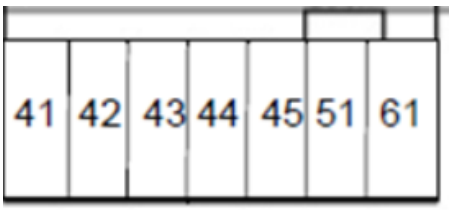
13.3.2 Aft Hold

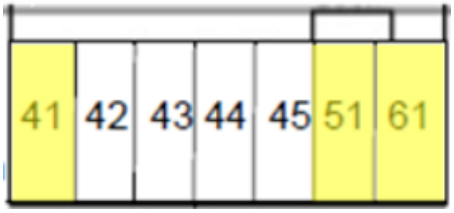


Configuration 1: 7 Lateral 96”/60.4” positions

Stack Loading: Stack loading only allowed in Positions 11 & 12 and 31 thru 34. Stack loading only allowed if the Hold is fully loaded

Note: If the hold is not fully load, then the positions marked in yellow in the drawing below must be filled first.

Example 42 thru 45 cannot have a ULD if there are no ULDS in 41 and 51.



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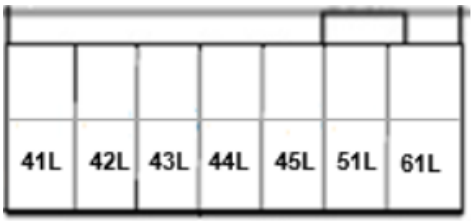


Configuration 2: 7 LD3 Single Row 61.5” / 60.4” positions

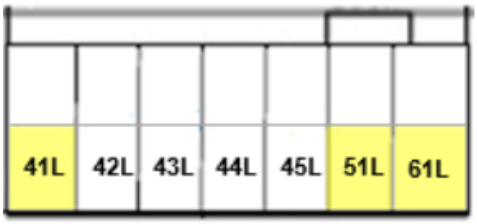
Loading: Left hand lane loading only.

LD3 containers may NOT be loaded in lower deck belly compartments which are NOT equipped with Auxiliary Guide restraints for LD3 containers unless supplemental tie down is used to provide side restraint

Stack Loading: Stack loading only allowed in Positions 41L to 45L.

Note: If the hold is not fully load, then the positions marked in yellow in the drawing below must be filled first.

Example 42L thru 45L cannot have a ULD if there are no ULD’s in 41L and 51L



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13.4 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	AKE	AKN	AMP	AVE	DQF	RAP	RKN	PAG	PMC	FQA
FWD 1	P1	Y	N	N	Y	N	N	Y	N	Y	Y	N
	P2	Y	N	N	Y	N	N	Y	N	Y	Y	N
	P3	Y	N	N	Y	N	N	Y	N	Y	Y	N
	P4	Y	N	N	Y	N	N	Y	N	Y	Y	N
FWD 2	11	N	N	N	N	N	Y	N	N	N	N	Y
	12	N	N	N	N	N	Y	N	N	N	N	Y
	13	N	N	N	N	N	Y	N	N	N	N	Y
	14	N	N	N	N	N	Y	N	N	N	N	Y
	31	N	N	N	N	N	Y	N	N	N	N	Y
	32	N	N	N	N	N	Y	N	N	N	N	Y
	33	N	N	N	N	N	Y	N	N	N	N	Y
	34	N	N	N	N	N	Y	N	N	N	N	Y
FWD 3	11L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	12L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	21L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	22L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	31L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	32L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	33L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	34L	N	Y	Y	N	Y	N	N	Y1	N	N	N
AFT 1	41	N	N	N	N	N	Y	N	N	N	N	N
	42	N	N	N	N	N	Y	N	N	N	N	N
	43	N	N	N	N	N	Y	N	N	N	N	N
	44	N	N	N	N	N	Y	N	N	N	N	N
	45	N	N	N	N	N	Y	N	N	N	N	N
	51	N	N	N	N	N	Y	N	N	N	N	N
	61	N	N	N	N	N	Y	N	N	N	N	N
AFT 2	41L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	42L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	43L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	44L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	45L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	51L	N	Y	Y	N	Y	N	N	Y1	N	N	N
	61L	N	Y	Y	N	Y	N	N	Y1	N	N	N

Y1: RKN must ne inactive

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14. Loading and Un-Loading

14.1 Cargo Loading System

Not installed on the main-deck of this aircraft

WARNING

RISK OF TAIL- TIPPING

14.2 Un-Loading Sequence

Observe the following rules to prevent tail - tipping

Step 1: Un-load the aft lower deck in the following sequence.

- First, un-load positions 51 and 62
- Second, un-load positions 45 and 41

Step 2: Un-load the ULDs on the main deck in the following numbered sequence, and **respect standard step loading method:**



Step 3: Un-load the forward lower deck in the following sequence.

125”/88” or 96” ULDs

- First, un-load position P2
- Second, un-load positions P3 and P4
- Third, un-load position P1

DQF ULDs

- First, un-load position 21 and 22
- Second, un-load positions 31 to 34
- Third, un-load positions 12 and 11

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14.3 Loading Sequence

Observe the following rules to prevent tail - tipping

Step 1: Load the forward lower deck in the following sequence.

125”/88” or 96” ULDs

- First, load position P1
- Second, load positions P2 and P4

DQF ULDs

- First, load positions 11 and 12
- Second, load positions 34 thru 31
- Third, load position 22 and 21

Step 2: Load the Main-deck in the following numbered sequence, and **respect standard step loading method:**



Step 3: Load the aft lower deck in the following sequence.

- First, load positions 41 thru 45
- Second, load position 61
- Third, load positions 51

Note on Stack Loading:

- DQF ULDs may be stacked loaded in full holds only
- If a hold is less than full, all ULDs must be locked individually
- Stack loading is never allowed in door positions
- No other ULD type may be stack

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14.4 Loading Notes

14.4.1 Ground Stability

The B767-300 Freighter is a very stable aircraft, and it is possible to load and/or un-load more than one deck at the same time.

As a general rule, once the FWD hold positions 11 and 12 (11P) and/or Main-deck position 1 have been loaded with a **combined minimum of 3.000 kg**, un-loading and/or loading may proceed with minimum risk of tail-tipping regardless of method used. However, due care must be exercised if doing so, ensuring at all times that the actual loading and/or un-loading procedure employed does not result in a tail-tip condition.

14.4.2 Turning ULDs on ball-mat

Care is to be taken when loading/turning ULDs on the Main-deck ball-mat to ensure they do not damage the cabin liner, especially if ULD rotation is required.

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15. 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.

15.1 Floating / Heavy Pallet

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.

Requests for approval shall be submitted through the Polar/Atlas website as follows:

- Click on the URL: https://www.atlasair.com/cargo-services/special-cargo/
- Click on the link named “Complete Our Form”.

15.2 Loading of Vehicles

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

15.3 Pipes and Bars

Loading of pipes, bars, poles or any other long/thin items is not allowed in the first and last position of any given loading configuration.

15.4 Crushable Cargo Requirements

Where Rigid Cargo has been identified, two positions forward of the Rigid Cargo shall be loaded with Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo. This does not apply if the Rigid Cargo and all cargo aft of it are restrained to a 9G forward load factor.

When the third loaded cargo position is occupied by a centre-line ULD containing rigid cargo, the maximum main deck payload is limited to 47627 KG.

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15.5 Aircraft Engines

The following aircraft engines are loadable on the B767 – 300SF.

Engine Type	Loaded on	Allowed Loading Positions	Loading direction
BR710 BR715 CFM56-2	96" Pallet	Main deck	Not important
CFM56-3 CFM56-5 CFM56-7 V2500		Main deck Check height and observe overlap	
JT3 JT8 complete		Main deck	
JT8 Partially assembled (without thrust reverser)		Main deck	
		Compartment 1, 2, 3 and 4	Load through the hold door with the exhaust (aft end) of the engine first

15.6 Live Animals

15.6.1 Horses

Max. Number of Horses per Aircraft	The maximum number of **horses** which may be carried on this aircraft, will be determined by the number of grooms required and may be limited by the number of jump seats available.
Max. Number of Horses per Box	-
Max. number of Horses per Groom	A suitable number of grooms must be carried, depending on the number of horses carried.
Approved Horse Transport ULDs	DHL and ABX approved horse boxes are allowed. Foreign equipment by be used, provided it is IATA approved, leak-proof and covered, i.e. HMJ or equivalent
Approved Loading Configurations	125"/96" centre-line (Config E)

Contact Special Loads Regional contact for approval to carry more than 18 horses.

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15.7 Other Live Animals

The following table provides a list of commonly transported animals. If there is a requirement to transport animals not listed below, contact your Special Loads Regional contact.

<table>
<tr><th></th><th>Main-Deck</th><th>Compt. 1</th><th>Compt. 2</th><th>Compt. 3</th><th>Compt. 4</th><th>Compt. 5</th></tr>
<tr><td>Horses</td><td>Yes (Max 18)</td><td colspan="5">No</td></tr>
<tr><td>Day-old chickens</td><td>Yes (Max 5 pallets)</td><td rowspan="12">Yes</td><td colspan="2">Yes</td><td rowspan="12">Small shipments only</td></tr>
<tr><td>Monkeys</td><td rowspan="11">Yes</td><td colspan="2" rowspan="8">No</td></tr>
<tr><td>Pigs</td></tr>
<tr><td>Cattle</td></tr>
<tr><td>Sheep or Goats</td></tr>
<tr><td>Dogs or Cats</td></tr>
<tr><td>Small mammals or Birds</td></tr>
<tr><td>Tropical Fish</td></tr>
<tr><td>Reptiles or Amphibians</td></tr>
<tr><td>Eels</td><td colspan="2">Yes</td></tr>
<tr><td>Crustaceans or Molluscs</td><td colspan="2" rowspan="2">No</td></tr>
<tr><td>Bees</td></tr>
<tr><td>Hatching eggs</td><td colspan="3"></td></tr>
</table>

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16. Restricted Commodities Loading

16.1 Notification to Captain (NOTOC)

As early as practicable, before departure of the aircraft, but in no case later than when the aircraft moves under its own power, departing stations shall email a copy of the Notification to the Pilot in Command (NOTOC) or the information contain on it, to the next intended destination and to the company's Dispatch Office using the following email address: Notoc@atlasair.com (alternate via fax to +1.786.265.7025)

Recommended Format Subject Line: **NOTOC GTI1234 MIA-JFK 14DEC11 N499MC**

16.2 Hazardous Materials Emergency Response

The Company must be informed on any incident / accident in the ramp relevant to the wet lease operation including events before or after hazardous materials have been transported on any Company registered aircraft

Immediate Notification:

ANY INCIDENT INVOLVING DANGEROUS GOODS MUST BE REPORTED IMMEDIATELY TO THE COMPANY's HEADQUARTER BY CALLING +1-914-701-8050

A copy of the Notification to the Pilot in Command shall be made available at reasonable times and locations for distribution to Local Fire and Emergency Departments.

16.3 Reporting of Incidents involving Dangerous Goods

The Company must be informed on any incident / accident relevant to the wet lease operation for which a report is filed with the FAA IAW 49 CFR 171.15 & 171.16.

Accidents/Incidents must be reported to the state of the operator and the state in which they occur, including when undeclared or mis-declared dangerous goods are discovered in cargo.

The Dangerous Goods Authority shall be the primary point of contact when reporting incident to the Company.

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16.4 Radioactive (RRY), Magnetised (MAG) and Cargo Aircraft Only (CAO)

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

	Position										
DG Type	A1	2L/R	3L/R	4L/R	5L/R	6L/R	7L/R	8-12L/R	A13	FWD LD	AFT LD
MAG	N	N	N	Y	Y	Y	Y	Y	Y	N	Y
CAO	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y
RRY (max. 100 TI combined)	N	N	N	Y	Y	Y	Y	Y	Y	N	Y
RRY (max. 150 TI combined)	N	N	N	N	N	Y	Y	Y	Y	N	Y
RRY (max. 200 TI combined)	N	N	N	N	N	N	N	Y	Y	N	Y

Note: Cargo Aircraft Only (CAO) can be loaded on any Main Deck position A1 to 12L provided they are loaded accessible. Accessible means that:

- The CAO is loaded on a pallet
- All twin-track positions forward of the CAO are loaded with 88" ULDs with 50cm (18") aisle as per the CAO accessibility described in Chapter 16.5 CAO Accessibility on the Main Deck .

Load incompatibilities between AVI, HEG, LHO and FIL in the lower holds and RRY on the main deck:

If this special load …	**… Is loaded into lower-deck compartment …**	**… then max TI and allowed main-deck positions are …**		
		Max 50.0 TI together on positions	Max 100.0 TI together on positions	Max 200.0 TI together on positions
AVI, HEG, LHO	**1**	1-17	5-17	8-17
	2	7-17	10-17	10-17
	3	4-7 and 17	4-6	**Not allowed**
	4	4-10	4-10	7
	5	4-11	4-10	7-10
FIL	**1**	6-17	8-17	11-17
	2	10-17	11-17	17
	3	4-6	4	**Not allowed**
	4	4-8	4-7	**Not allowed**
	5	4-10	4-8	**Not allowed**

Load incompatibilities between RRY in the lower holds and AVI, HEG, LHO, FIL in the main deck:

If this RRY …	**… is loaded into lower-deck compartment …**	**… then the following main-deck positions are allowed for …**	
		AVI, HEG, LHO	**FIL**
Max 50.0 TI	**3**	1-7	1-5
	4	1-10	1-9
Max 100.0 TI	**3**	1-5	1-4
	4	1-10	1-7
Max 150.0 TI	**3**	1-5	1
	4	1-9	1-5

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16.5 CAO Accessibility on the Main Deck

If accessibility to the Main-deck is required, loading of 125”/88” Containers is not allowed in Position 1.

If access is required to more than Position 1, no Containers are allowed in aisle providing positions.

Loading of 125”/88” Pallets is allowed, provided aisle(s) is/are built as per the following illustrations. In all examples, CAO shipments must be placed visibly and accessibly immediately behind the aisle(s).

Combination 1 – Access to Position 1 only



Aisle must be built facing door and run the length of the pallet.

Combination 2 – Access to Positions 1 and 2L only



Aisle in Position1 must be build facing door and run the length of pallet. Aisle in Position 2 must be built leading from the aisle in Position 2.

Additionally, an aisle may be built running the length of the Pallet in Position 2L if required.

Combination 3 – Access to Positions 1 and 2L/R only



Aisle in Position1 must be build facing door and run the length of pallet. Aisle in Position 2L must be built leading from the aisle in Position 2, and extend the full width of the Pallet, providing access to Position 2R. Aisle in Position 2R must be built along the full width of the Pallet.

Combination 4 – Access to Positions 1 and 2L thru 12L



Aisle in Position1 must be build facing door and run the length of pallet. Aisle in Position 2 must be built leading from the aisle in Position 2, and continued lengthwise along the pallet.

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Aisle may be extended in subsequent positions to provide accessibility as required.

Note: This combination must not be used together with any other combination.

Other Loading Configurations

In Loading Configuration 2, a Container may be loaded in Position 1 and still maintain accessibility to Left-hand side of Pallets loaded behind in any other configuration.

Loading Configuration 4 requires a forward-facing aisle to be built in Position 2C, in order to provide accessibility to Left-hand side of Pallets loaded behind in any other configuration.

Notes:

For Configuration 1 the above only applies to Pallets loaded in the Left-hand side of twin-track.

Accessibility to the Left-hand side of all Pallets loaded in Loading Configurations 2, 3 and 5 is assured without aisles.

Position A13 is never accessible.

The following items are exempted from the accessibility requirements:

- Substances of Class 3, Packing Group III, other than those with a subsidiary risk of Class 8
- Toxic substances (Division 6.1) with no subsidiary risk other than Class 3
- Infectious substances (Division 6.2);
- Radioactive materials Class 7
- Miscellaneous dangerous goods Class 9
- Articles of Identification Numbers UN0012, UN0014, or UN0055
- Limited Quantity or Excepted Quantity material

When requested, packages or overpacks bearing the “Cargo Aircraft Only” label should be made available to the crew for inspection prior to departure.

16.6 Dry Ice

Refer to Global Supplementary Operational Document **Dry Ice Consolidation table** for the current Dry Ice limits.

For Temperature Controlled Containers operating with dry ice as the cooling agent the instructions and procedures for Temperature Controlled Containers as contained in Unit Load Devices and Equipment chapter at the WBM must be followed.

Dry Ice (ICE) and Live Animals (AVI)

A maximum of 440lbs of ICE per lower-deck hold may be carried together with AVI.

Dry Ice must be loaded as per IATA DGR. Dry Ice and Live Animals may be loaded in the same compartment provided they are separated by a minimum of 3 m (10 ft.). The larger the concentration of dry ice, the greater the distance is required.

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16.7 Lithium Batteries

Please see the Global Supplementary Operational Document **Lithium Battery Loadability Consolidation Table** for the current UN3480 Section IA/IB (RBI), UN3090 Section IA/IB (RBM), UN3481 Section I (RLI), UN3091 Section I (RLM) load ability limits.

Lithium-Ion Batteries and Lithium Metals Batteries must be transported in accordance with ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) as limited by 49 CFR.

Each cell and battery are of the type proven to meet the requirements of each test in the UN Manual of Tests and Criteria, Part III, subsection 38.3; cells and batteries must be protected so as to prevent short circuits. This includes protection against contact with conductive materials within the same packaging that could lead to a short circuit.

Waste lithium batteries and lithium batteries being shipped for recycling or disposal are prohibited from air transport unless approved by the appropriate national authority of the State of origin and the State of the operator.

The transport of damaged or defective lithium batteries is forbidden.

Incidents involving the transport of lithium batteries must be reported to the appropriate national authority.

Where feasible and appropriate, stow BULK shipments of lithium batteries in Class C cargo compartments or in locations where alternative fire suppression is available.

The loading of Section IA/IB of UN3480 (Lithium Ion - RLI) & UN3090 (Lithium Metal - RLM) is not permitted to be loaded into the bulk compartment of Atlas/Polar aircraft. This does not affect Section II batteries ELI/ELM).

16.8 Compatibility

Packages containing dangerous goods that might react dangerously with each other, must not be stowed on an aircraft next to each other or in a position that would allow interaction between them in event of leakage.

Packages shall be loaded in accordance with compatibility instructions details in GAPS B509 *Loading Precautions for Incompatible Loads*.

16.9 Compressed Oxygen Cylinders

No more than 6 cylinders not exceeding a total combined weight of 75k (165lb) can be loaded into any one aircraft in an inaccessible aircraft cargo compartment(s) that do not have fire or smoke detection systems and fire suppression systems.

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17. Messaging and Reporting

17.1 Messaging

Standard messaging rules apply.

17.2 Reporting

Standard reporting rules apply.

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18. Load Control Data

18.1 Standard Mass Additions

Additional Crew Members (ACM)

Maximum Number of ACMs:	4
Mass of ACM:	220 Lbs Incl. baggage

18.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	N/A
Standard Taxi Fuel:	500 Lbs

18.3 LMC Restrictions

Maximum LMC

SABLE:	250 lbs (if not within 1% CG FWD/AFT limit)
Manual Loadsheet:	N/A

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19. Maximum Package Dimensions

19.1 Main Cargo Door (in.)

MAIN DECK COMPARTMENT ALLOWABLE PACKAGE SIZES - SIDE CARGO DOOR													
HEIGHT IN.	WIDTH IN.												
	10	20	30	40	50	60	70	80	90	100	110	120	130
	LENGTH IN.												
103	247[a]	213[a]	191[a]	172[a]	155[a]	139[a]	118[a]	80	80	80	80	80	80
101	268[a]	233[a]	206[a]	194[a]	166[a]	150[a]	131[a]	105[a]	88	88	88	88	88
99	348[a]	302[a]	267[a]	239[a]	217[a]	199[a]	184[a]	164[a]	136[a]	95	95	95	95
97	373[a]	321[a]	282[a]	252[a]	228[a]	209[a]	193[a]	176[a]	153[a]	115[a]	101	101	101
95	399[a]	340[a]	297[a]	264[a]	238[a]	217[a]	201[a]	184[a]	163[a]	137[a]	107	107	107
93	425[a]	359[a]	312[a]	276[a]	248[a]	225[a]	208[a]	193[a]	173[a]	148[a]	113	113	113
90	465[a]	388[a]	333[a]	293[a]	261[a]	236[a]	216[a]	202[a]	183[a]	160[a]	131[a]	120	120
85	536[a]	438[a]	371[a]	322[a]	284[a]	255[a]	232[a]	214[a]	198[a]	178[a]	152[a]	131	131
80	613[a]	489[a]	407[a]	349[a]	306[a]	272[a]	246[a]	225[a]	209[a]	190[a]	166[a]	140	140
75	697[a]	543[a]	445[a]	378[a]	328[a]	290[a]	260[a]	236[a]	218[a]	200[a]	178[a]	150[a]	148
70	786[a]	598[a]	482[a]	405[a]	348[a]	306[a]	273[a]	246[a]	227[a]	209[a]	187[a]	159[a]	155
65	884[a]	655[a]	520[a]	431[a]	369[a]	322[a]	286[a]	257[a]	235[a]	217[a]	196[a]	169[a]	161
60	986[a]	711[a]	556[a]	457[a]	387[a]	335[a]	297[a]	266[a]	244[a]	223[a]	201[a]	173[a]	166
55	1155[a]	795[a]	605[a]	489[a]	410[a]	352[a]	309[a]	277[a]	249[a]	227[a]	207[a]	179[a]	171
0-46	1264[a]	845[a]	634[a]	507[a]	422[a]	361[a]	315[a]	280[a]	251[a]	228[a]	210[a]	181[a]	177

(a): Packages that are rotated through the door

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19.2 Main Cargo Door (cm.)

Height in Cms	Width Cms												
	25	51	76	102	127	152	178	203	229	254	280	305	330
	Length Cms												
262	627	641	485	437	394	353	300	203	203	203	203	203	203
257	681	692	623	493	422	381	333	267	224	224	224	224	224
251	884	767	678	607	551	505	467	417	345	241	241	241	241
246	947	815	716	640	579	531	490	447	389	292	257	257	257
241	1013	864	764	671	605	551	511	467	414	345	272	272	272
236	1080	912	792	701	630	572	528	490	439	376	287	287	287
229	1161	986	846	744	663	596	549	513	465	406	333	305	305
216	1361	1113	942	818	721	648	589	544	503	452	386	333	333
203	1557	1242	1034	886	777	691	625	572	531	483	422	356	356
191	1770	1379	1130	960	833	737	660	599	554	508	462	381	376
178	1998	1519	1224	1029	884	777	693	625	577	531	475	424	394
165	2245	1664	1321	1095	937	818	726	663	597	551	498	429	409
152	2504	1806	1412	1161	983	851	754	676	620	566	511	439	422
140	2934	2019	1537	1242	1041	894	765	704	632	577	526	455	434
Up to 117	3211	2146	1610	1288	1072	917	800	711	638	579	533	460	450

= rotation through the door.

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19.3 Forward LD Cargo Door

FORWARD COMPARTMENT ALLOWABLE PACKAGE SIZES								
HEIGHT IN.	WIDTH IN.							
	20	40	60	80	100	120	125	134
	LENGTH IN.							
66.0	280[a]	233[a]	195[a]	150[a]	96	96	96	96
60.0	323[a]	263[a]	224[a]	182[a]	149[a]	112	112	112
54.2	366[a]	285[a]	240[a]	202[a]	162[a]	124	124	124
50.0	373[a]	296[a]	248[a]	212[a]	169[a]	130	130	130
40.0	377[a]	299[a]	250[a]	214[a]	171[a]	131	131	131

(a): Packages that are rotated through the door

19.4 Aft LD Cargo Door

AFT COMPARTMENT ALLOWABLE PACKAGE SIZES								
HEIGHT IN.	WIDTH IN.							
	20	40	60	80	100	120	125	134
	LENGTH IN.							
66.0	280[a]	233[a]	195[a]	150[a]	96	96	96	96
60.0	323[a]	263[a]	224[a]	182[a]	149[a]	112	112	112
54.2	366[a]	285[a]	240[a]	202[a]	162[a]	124	124	124
50.0	373[a]	296[a]	248[a]	212[a]	169[a]	130	130	130
40.0	377[a]	299[a]	250[a]	214[a]	171[a]	131	131	131

(a): Packages that are rotated through the door

19.5 Bulk Cargo Door

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES							
HEIGHT IN.	WIDTH IN.						
	5	10	20	30	35	36	36.6
	LENGTH IN.						
47.2	119						
46.6	119	119					
45.5	119	119	119				
42.0	119	119	119	119	119		
35.7	119	119	119	119	119		
20.0	119	119	119	119	119	119	
10.0	119	119	119	119	119	119	
5.0	119	119	119	119	119	119	119

Note: To convert from inches to centimetres multiply by 2.54

Aircraft brakes and tires cannot be loaded in the bulk compartment.

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