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# CJT B763
Cargojet B767-300

Revision: 7
Date: 17 December 2024

1 Cargojet Airways B767-300SF Registrations
2 Aircraft Dimensions
3 Aircraft Servicing Points and Specifications
4 Ground Support Equipment
5 Chocking
6 Standard Turnaround Times
7 Safety Areas
8 Strong Wind Conditions
9 Aircraft Door Dimensions
10 Compartment Classification and Air-Conditioning
11 Aircraft Cabin Contour Dimensions
12 Maximum Position Weights
13 Aircraft ULD Compatibility
14 Loading and Un-Loading
15 Rigid, Oversized and Special Loads
16 Restricted Commodities Loading
17 Messaging and Reporting
18 Load Control Data
19 Maximum Package Dimensions

UNCONTROLLED DOCUMENT (17 DECEMBER 2024 15:39:59)

| Page | Date | Comment |
| --- | --- | --- |
| 22 | 17 December 2024 | Position numbering for LD3 in aft hold updated. *(Minor)* |

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## 1. Cargojet Airways B767-300SF Registrations

IATA Designator: **W8**

ICAO Designator: **CJT**

Valid for:

B767-300BDSF: **CFPIJ, CFDIJ, CFMIJ, CGVIJ, CGCIJ, CGXAJ, CFCAE, CFCCJ, CGAAJ, CGAJG, CGOCJ, CFCPD, CFCJU, CFPCJ**

B767-300BCF: **CGUAJ, CGYAJ, CFGSJ**

B767-300ER: **CFMAJ, CGCJN**

* **CFCJU, CGCJN**

*Registrations CFCJU, CGCJN have Pratt & Whitney engines, which require a mandatory 5-min cool down time after landing. If the time from exiting the runway to brakes set on the gate is less than 5 minutes, the flight crew will need to leave the engines idling to achieve the mandatory cool down time.

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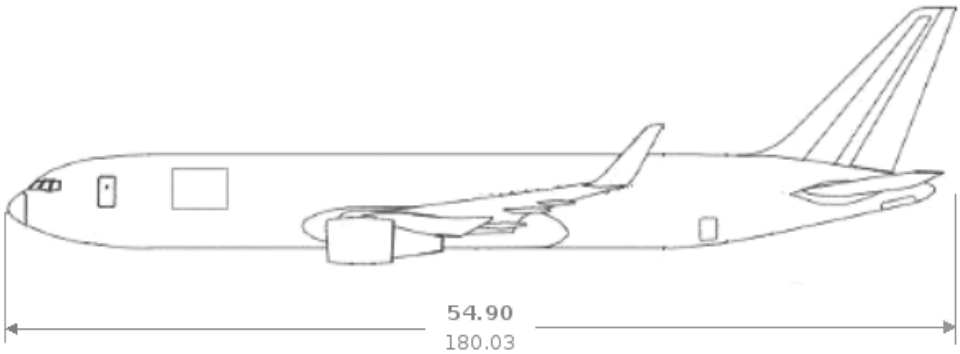
## 2. Aircraft Dimensions

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

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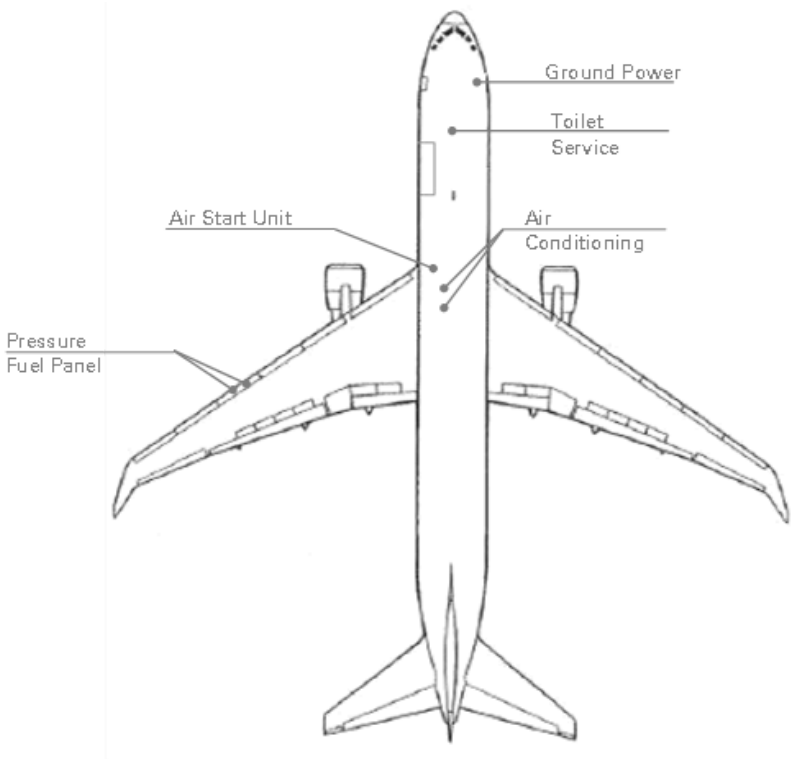
# 3. Aircraft Servicing Points and Specifications

## 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<br>Max. / Min. pressure 45 / 34 psi | 1 ASU inlet available. |

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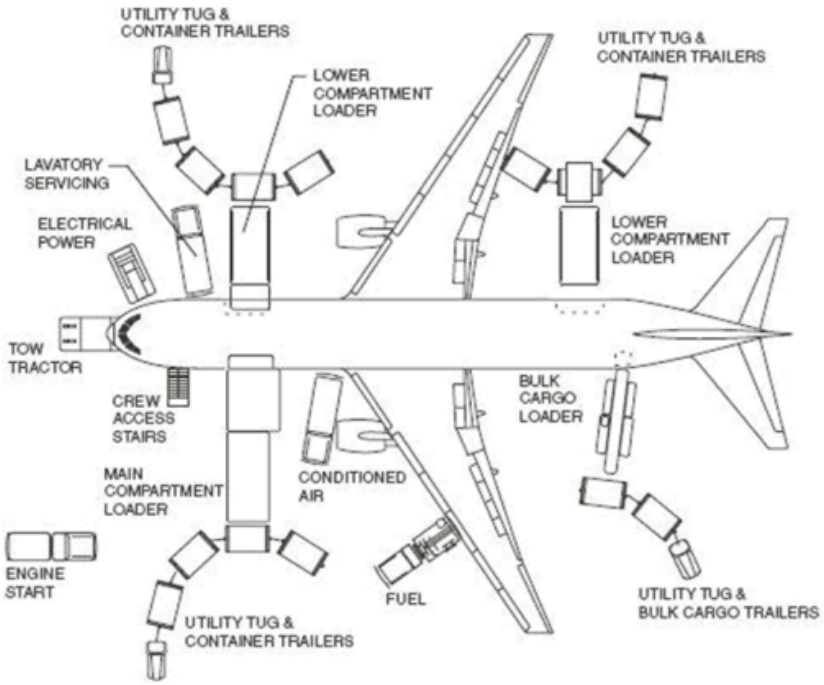
# 4. Ground Support Equipment

## 4.1 Positioning of GSE




## 4.2 GSE Requirements

| GSE | Type | Quantity |
|---|---|---|
| High Loader | Main-deck<br>Standard | 1<br>2 |
| Crew Stairs | Platform height 4.14 – 4.50 Meters (163 – 177 inches) | 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.

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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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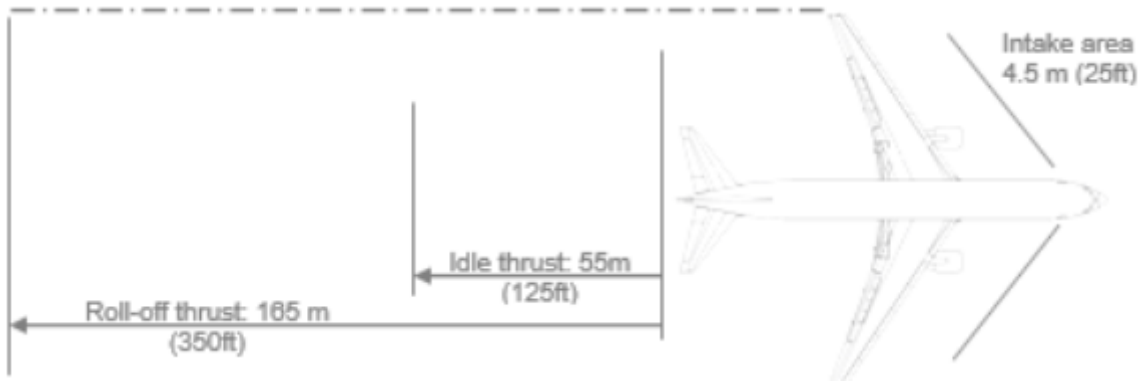
## 7. Safety Areas

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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 60 knots | All open doors shall be closed immediately |

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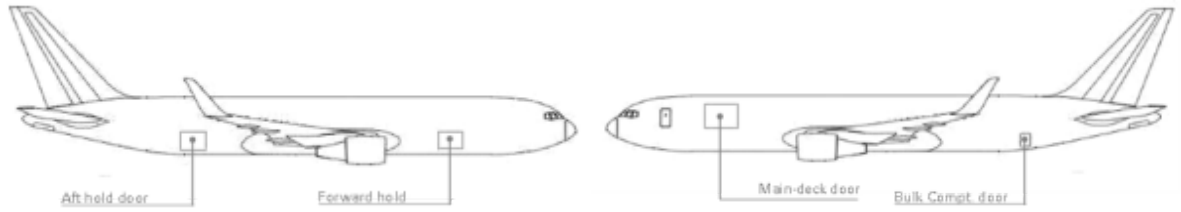
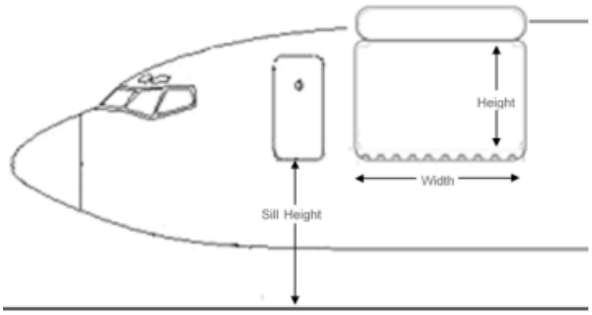
## 9. Aircraft Door Dimensions




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)

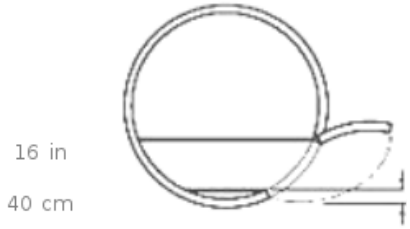



All dimensions are in centimetres (cm) and Inches (in).

| Door | Door Width | | Door Height | | Min. Door Sill Height | | Max. Door Sill Width | |
|---|---|---|---|---|---|---|---|---|
| | Cm | Inches | Cm | Inches | Cm | Inches | cm | Inches |
| Crew Door | - | | - | | 414 | 163 | 450 | 177 |
| Main Deck | 340 | 134 | 257 | 101 | 414 | 163 | 450 | 177 |
| Forward Hold | 340 | 134 | 175* | 69 | 229 | 90 | 257 | 101 |
| Aft Hold | 178 | 70 | 175* | 69 | 218 | 86 | 251 | 99 |
| Bulk Hold | 97 | 38 | 110 | 43.5 | 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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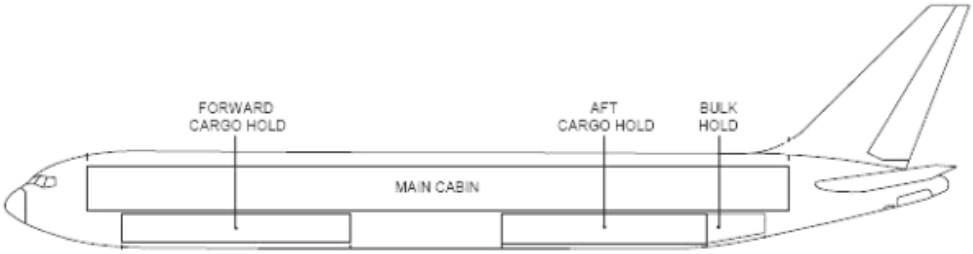
# 10. Compartment Classification and Air-Conditioning




## 10.1 Compartment Classification

| Compartment | | Features |
|---|---|---|
| **Main-deck** | Positions 2L loaded with 88" ULD or 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 |

**Note**: *The following aircraft registrations do not have a class C lower deck:

- **CGYAJ, CGUAJ & CFGSJ.**

## 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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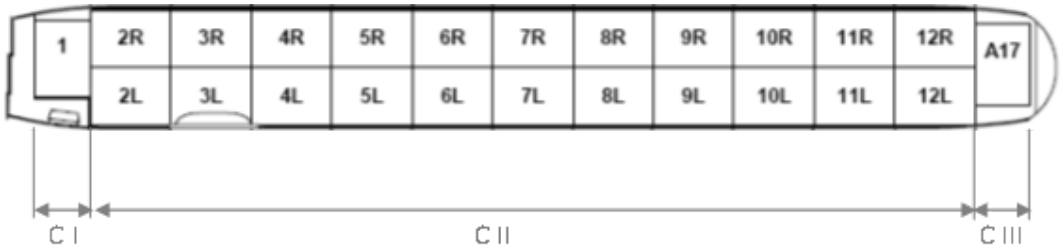
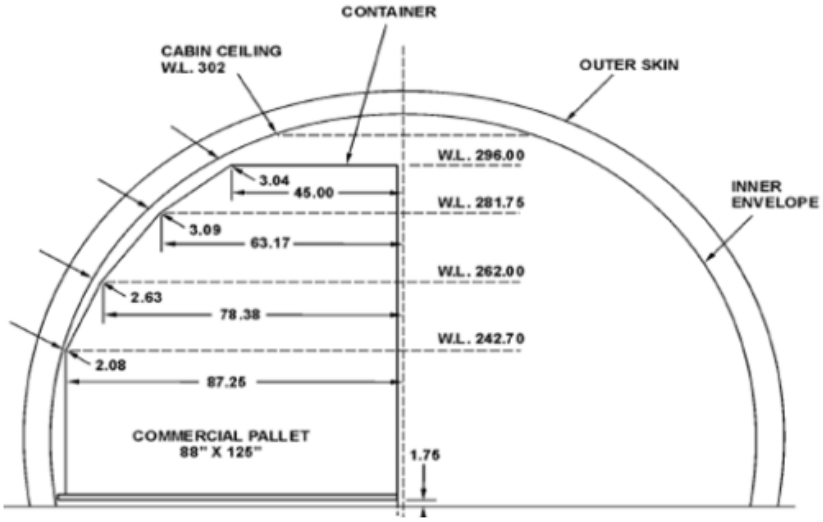
## 11. Aircraft Cabin Contour Dimensions

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

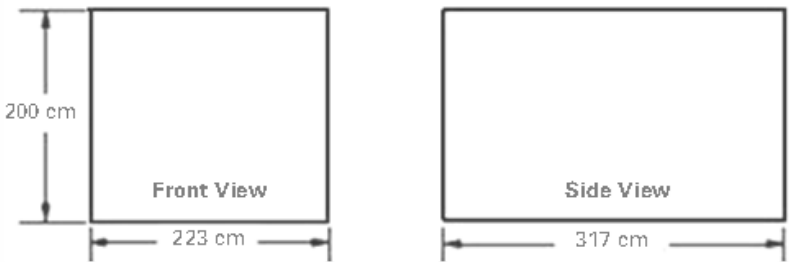



As an example only, this drawing illustrates a cross-section of contour zone CII (**positions A2L/A2R thru A12L/A12R**)




### 11.1 Contour CI

Position 1 Longitudinal



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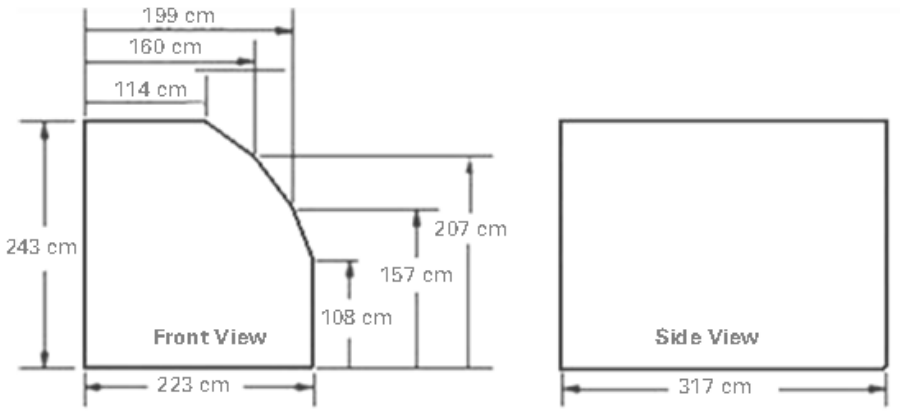
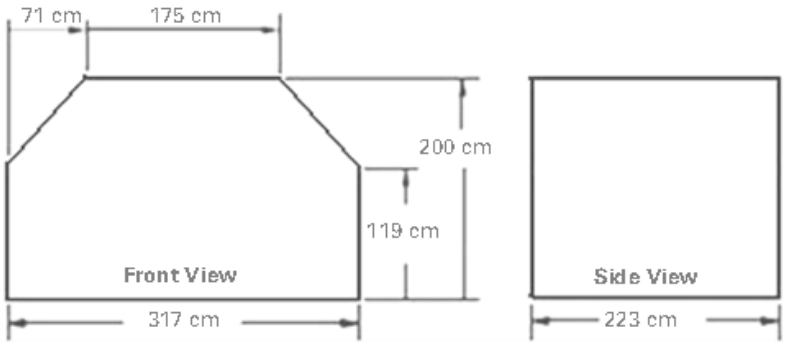
### 11.2 Contour CII




### 11.3 Contour CIII

Position 1 Lateral or Position A17




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

- Position 1: Contour (sloped side) facing forward
- Position A17: Contour (sloped side) facing aft

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# 12. Maximum Position Weights

## 12.1 Maximum Main-deck ULD Weights

| | 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 | | | | | | | | | |

*The maximum ULD weight on position 1 on the B767-300BCF is 1793 Kg.

| | 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 | | | | | | | | | |

*The maximum ULD weight on position 1 on the B767-300BCF is 3952 Lb.

## 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

### 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 in Pounds | | | | 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<br>430 cu.ft. | 730 kg/m2<br>150 lb/sq.ft. | 2925kg<br>5787lb |


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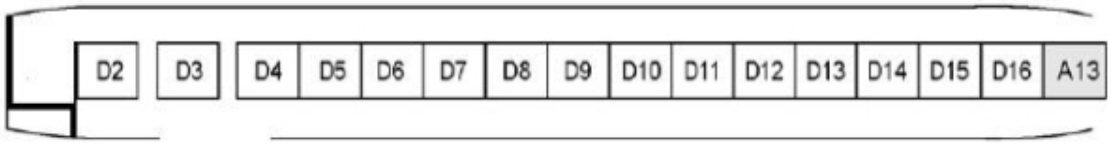
# 13. Aircraft ULD Compatibility

## 13.1 Main Deck Configurations

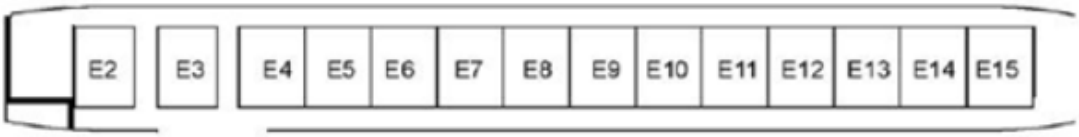
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



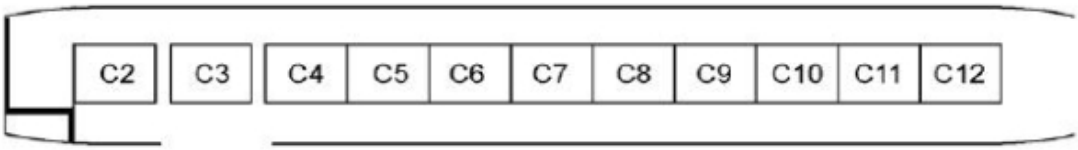

**Configuration A:** 22 Longitudinal twin-track and 2 Lateral 125”/88” positions




**Configuration D:** 15 Lateral 125”/88” positions




**Configuration E:** 14 Lateral centre-line 125”/96” positions




**Configuration C:** 11 Longitudinal centre – line 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 | N | N |
| | A2R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A3R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A4R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A5R /L | N | Y | Y | Y | N | N | N | N | N | N |
| | A6R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A7R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A8R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A9R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A10R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A11R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A12R/L | N | Y | Y | Y | N | N | N | N | N | N |
| | A13 | Y | Y2 | Y | N | N | N | N | N | N | 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 Configuration A, 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 **16.2 - CAO Accessibility on the Main Deck**

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 **16.2 - CAO Accessibility on the Main Deck**

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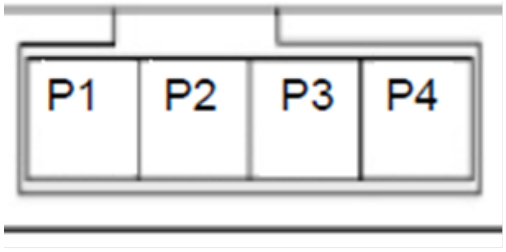
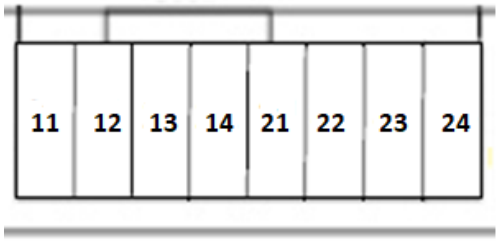
## 13.3 Lower Deck Configurations

### 13.3.1 Forward Hold




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

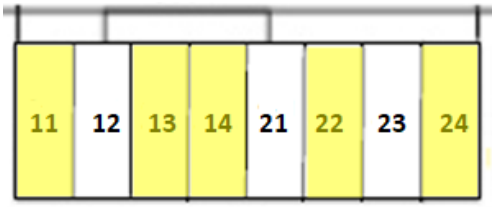



**Configuration 2:** 8 Lateral 96”/60.4” positions

**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 23 cannot have a ULD if there are no ULDS in 22 and 24.

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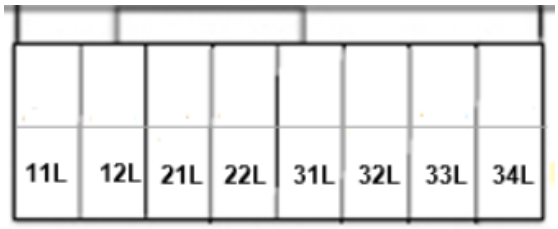



**Configuration 3:** 8 LD3 Single Row 61.5”/60.4” positions

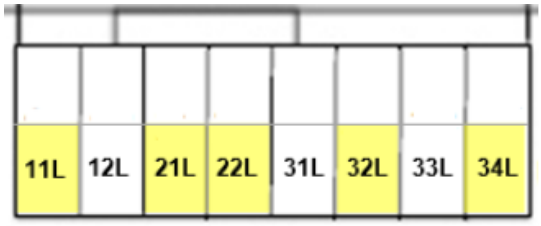
**Loading**: Left hand lane loading only.

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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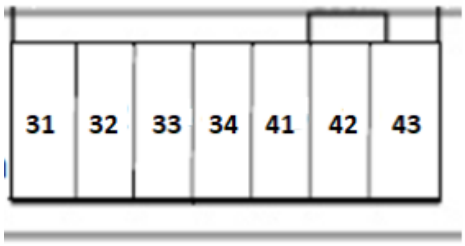
### 13.3.2 Aft Hold

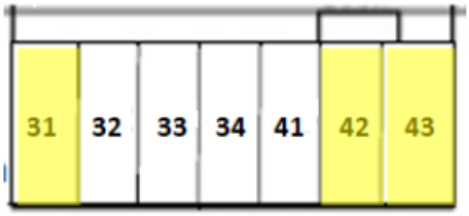



**Configuration 1:** 7 Lateral 96”/60.4” positions

**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 32 thru 41 cannot have a ULD if there are no ULDS in 31 and 42.

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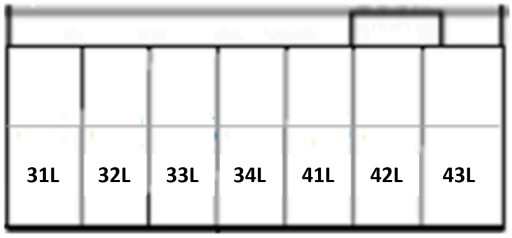



**Configuration 3**: 7 LD3 Single Row 61.5”/60.4” positions

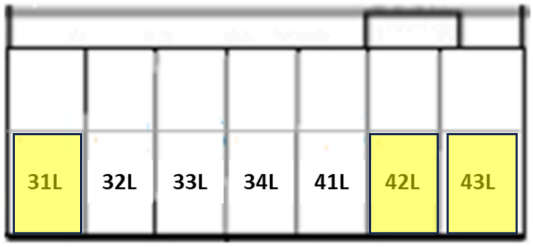
**Loading:** Left hand lane loading only.

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 31L to 41L.

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

Example 32L thru 41L cannot have a ULD if there are no ULDS in 31L and 42L.

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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 | N |
| | 12 | N | N | N | N | N | Y | N | N | N | N | N |
| | 13 | N | N | N | N | N | Y | N | N | N | N | N |
| | 14 | N | N | N | N | N | Y | N | N | N | N | N |
| | 31 | N | N | N | N | N | Y | N | N | N | N | N |
| | 32 | N | N | N | N | N | Y | N | N | N | N | N |
| | 33 | N | N | N | N | N | Y | N | N | N | N | N |
| | 34 | N | N | N | N | N | Y | N | N | N | N | N |
| 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 | 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 |
| | 41 | N | N | N | N | N | Y | N | N | N | N | Y |
| | 42 | N | N | N | N | N | Y | N | N | N | N | Y |
| | 43 | N | N | N | N | N | Y | N | N | N | N | Y |
| AFT 2 | 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 |
| | 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 |

Y1: RKN must be inactive.

# 14. Loading and Un-Loading

## 14.1 Cargo Loading System

Not installed on the main-deck of this aircraft.

**WARNING RISK OF TAIL - TIPPING**

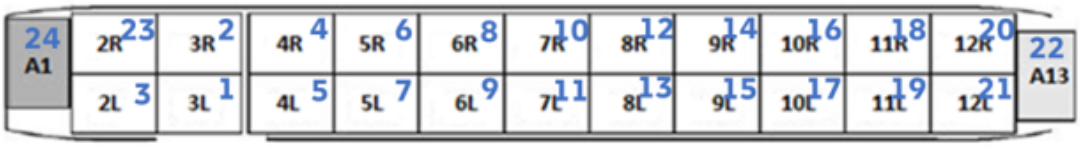
## 14.2 Un-Loading Sequence

**Observe the following rules to prevent tail-tipping**

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

- First, un-load positions 42 and 43
- Second, un-load positions 41 thru 31

**Step 2:** Un-load the Main Deck in the following numbered sequence, **and respect standard step un-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 13 and 14
- Second, un-load positions 21 to 24
- Third, un-load positions 12 and 11

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### 14.3 Loading Sequence

**WARNING RISK OF TAIL - TIPPING**

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

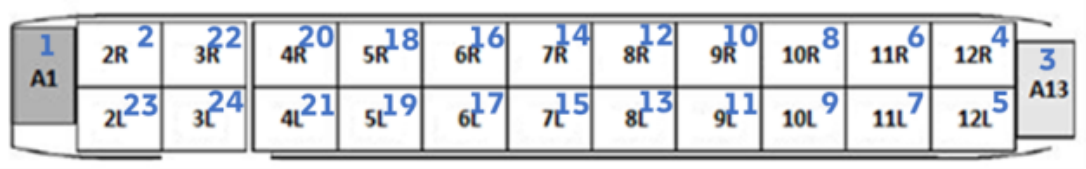
125”/88” or 96” ULDs

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

DQF ULDs

- First, load positions 11 and 12
- Second, load positions 24 thru 21
- Third, load position 14 and 13

**Step 2:** Load the ULDs on 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 31 thru 41
- Second, load position 43
- Third, load positions 42

**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

It is not permitted to turn ULDs on the aircraft ball mat on the Main Deck.

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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 Pallets

There are no provisions for carrying ULDs in floating positions.

## 15.2 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.

## 15.3 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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## 15.4 Aircraft Engines

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

## 15.5 Live Animals

### 15.5.1 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 CargoJet 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 your Special Loads Regional contact for approval to carry more than 18 horses.



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### 15.5.2 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 Global Airside (globalairside@dhl.com).

<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</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></tr>
</table>

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# 16. Restricted Commodities Loading

## 16.1 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 | N | N | N | 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 |

**Notes:**

**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 section 16.2 CAO Accessibility on the Main Deck .
- Registrations **CGYAJ, CGUAJ & CFGSJ** do not have a Class C Lower Deck compartment. CAO may not be carried in the lower deck with the exception of DG's which do not require a C Class suppression system.

**MAG** must be loaded on positions **6L/6R or behind** for twin-row loading, **or** in position **C7 and behind** for centre-line loading.

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

| | | … then max TI and allowed main-deck positions are … | | |
|---|---|---|---|---|
| **If this special load …** | **… Is loaded into lower-deck compartment …** | Max 50.0 TI together on positions | Max 50 TI together on positions | Max 50 TI together on positions |
| AVI, HEG, LHO | **1** | 1-16 | 5-16 | 8-16 |
| | **2** | 7-16 | 10-16 | 10-16 |
| | **3** | 4-7 and 16 | 4-6 | **Not allowed** |
| | **4** | 4-10 | 4-10 | 7 |
| | **5-5** | 4-11 | 4-10 | 7-10 |
| FIL | **1** | 6-16 | 8-16 | 11-16 |
| | **2** | 10-16 | 11-16 | 16 |
| | **3** | 4-6 | 4 | **Not allowed** |
| | **4** | 4-8 | 4-7 | **Not allowed** |
| | **506** | 4-10 | 4-8 | **Not allowed** |



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**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 |
| | **4-6** | 1-10 | 1-9 |
| Max 50 TI | **3** | 1-5 | 1-4 |
| | **4-6** | 1-10 | 1-7 |
| Max 50 TI | **3** | 1-5 | 1 |
| | **4-6** | 1-9 | 1-5 |

### 16.2 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.



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**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.

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.**

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### 16.3 Dry Ice

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

**Dry Ice (ICE) and Live Animals (AVI)**

Dry Ice must not be stowed in the same compartment as Animals.

### 16.4 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.

**Note:** Loading of RBI/RBM/RLI/RLM is forbidden in the lower decks of the following aircraft registrations due to these compartments not being Class C: **CGYAJ, CGUAJ & CFGSJ.**

### 16.5 Portable Electronic Devices (PED)

Operating (Active) Portable Electronic Devices (PEDs) may only be carried as air cargo if specifically approved by the carrier.

Before loading a PED on an aircraft, the Load Planner or Dangerous Goods Inspector must consult the air carrier's ground operations manual to verify that the device is approved for carriage by that carrier.

If a PED is approved and offered for carriage, then any ground handling or loading instructions required by that carrier's ground manual shall be complied with.

**Note:** If the PED contains any dangerous goods regulated by air, then the shipper must ensure the proper classification, marking, labelling, documenting and handling of the PED shipment per the DG (Hazmat) Regulations.

Chapter F405 explains how to access the NorAm Air Carrier's Electronic Manuals.

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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

### 18.1.1 Additional Crew Members (ACM)

| | |
|---|---|
| Maximum Number of ACMs: | 4 |
| Mass of ACM: | 220 lbs each incl. baggage |

### 18.1.2 Fly Away Kit (FAK) and Ballast

| | |
|---|---|
| FAK: | The standard FAK loaded in the bulk belly is included in the DOW/DOI.<br>A FAK ULD may be carried onboard, FAK loaded in a ULD is not included in DOW/DOI, the weight / location of the FAK ULD must be accounted for in the W&B.<br>An enhanced FAK (EFAK) may be carried onboard in the bulk belly. When the enhanced FAK is onboard, the weight must be accounted for on the W&B. |
| Ballast: | Ballast not carried as standard. |

## 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 | 541 | 485 | 437 | 394 | 353 | 300 | 203 | 203 | 203 | 203 | 203 | 203 |
| 257 | 681 | 592 | 523 | 463 | 422 | 381 | 333 | 267 | 224 | 224 | 224 | 224 | 224 |
| 251 | 884 | 787 | 678 | 607 | 551 | 505 | 467 | 417 | 345 | 241 | 241 | 241 | 241 |
| 246 | 947 | 815 | 716 | 640 | 576 | 531 | 490 | 447 | 389 | 292 | 257 | 257 | 257 |
| 241 | 1013 | 884 | 764 | 671 | 606 | 561 | 511 | 467 | 414 | 346 | 272 | 272 | 272 |
| 236 | 1080 | 912 | 792 | 701 | 630 | 572 | 528 | 490 | 439 | 376 | 287 | 287 | 287 |
| 229 | 1161 | 966 | 846 | 744 | 663 | 599 | 549 | 513 | 465 | 406 | 333 | 305 | 305 |
| 216 | 1301 | 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 | 1996 | 1619 | 1224 | 1029 | 884 | 777 | 693 | 625 | 577 | 531 | 475 | 404 | 394 |
| 165 | 2245 | 1664 | 1321 | 1085 | 937 | 818 | 726 | 653 | 597 | 551 | 488 | 429 | 409 |
| 152 | 2504 | 1686 | 1412 | 1161 | 983 | 851 | 754 | 676 | 620 | 566 | 511 | 439 | 422 |
| 140 | 2934 | 2019 | 1537 | 1242 | 1041 | 894 | 785 | 704 | 632 | 577 | 529 | 456 | 434 |
| Up to 117 | 3211 | 2146 | 1610 | 1288 | 1072 | 917 | 800 | 711 | 638 | 579 | 533 | 460 | 460 |

= 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



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