UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT

DHA B752PF
DHL Air Austria GmbH B757-200PF

Revision: 4
Date: 16 September 2024

1 DHL Air Austria GmbH B757-200PF Registrations

2 Aircraft Dimensions

3 Aircraft Servicing Points and Specifications

4 Ground Support Equipment

5 Standard Turnaround Times

6 Safety Areas

7 Strong Wind Conditions

8 Aircraft Door Dimensions

9 Compartment Classification and Air-Conditioning

10 Aircraft Cabin Contour Dimensions

11 Maximum Position Weights

12 Aircraft ULD Compatibility

13 Loading and Un-Loading

14 Rigid, Oversized and Special Loads

15 Restricted Commodities Loading

16 Messaging and Reporting

17 Load Control Data

18 Documentation

19 Maximum Package Dimensions

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:39)

Page	Date	Comment
14	16 September 2024	ULD types no longer available in the network removed. *(Minor)*
16	16 September 2024	Crew baggage should be loaded in the forward hold (compartment 1). It is not permitted to load crew hold baggage in the cockpit/toilet area.
17	16 September 2024	Guidance on the handling of special loads information added. *(Minor)*

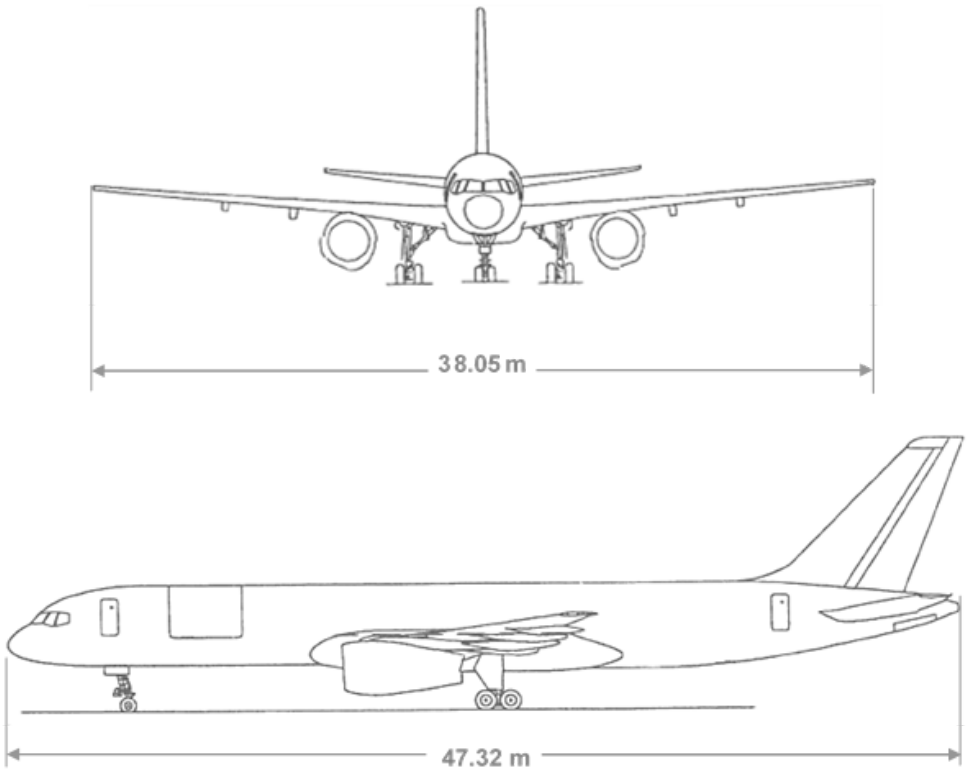
UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

1. DHL Air Austria GmbH B757PF Registrations

IATA Designator:	**Q7**
ICAO Designator:	**DHA**
Valid for:	**OELNA**

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

2. Aircraft Dimensions



UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

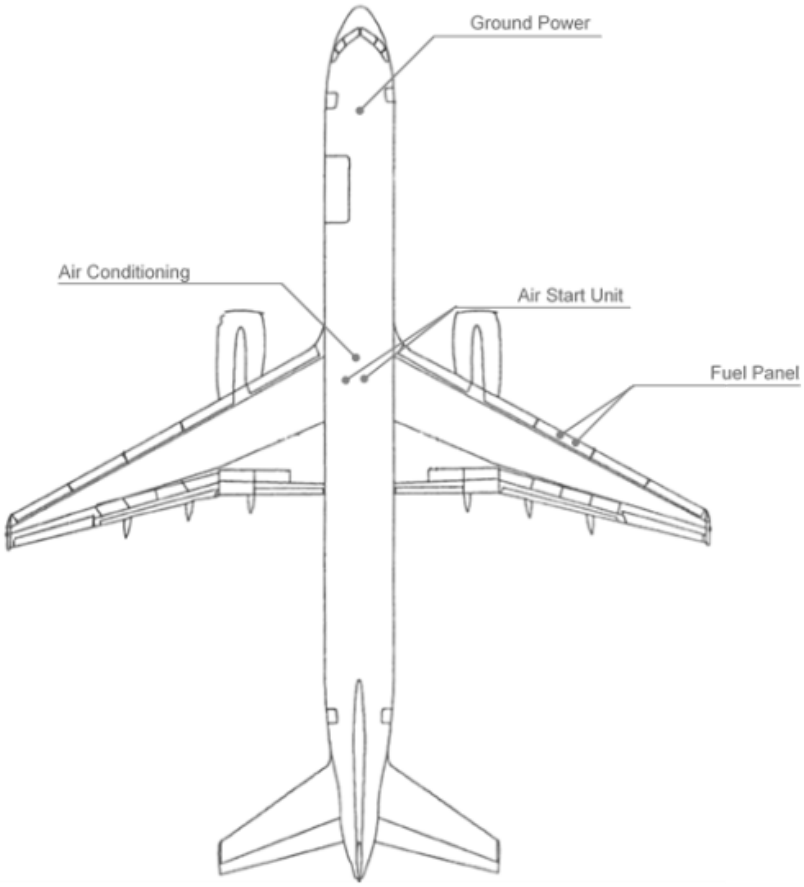
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT

3. Aircraft Servicing Points and Specifications

3.1 Servicing Points



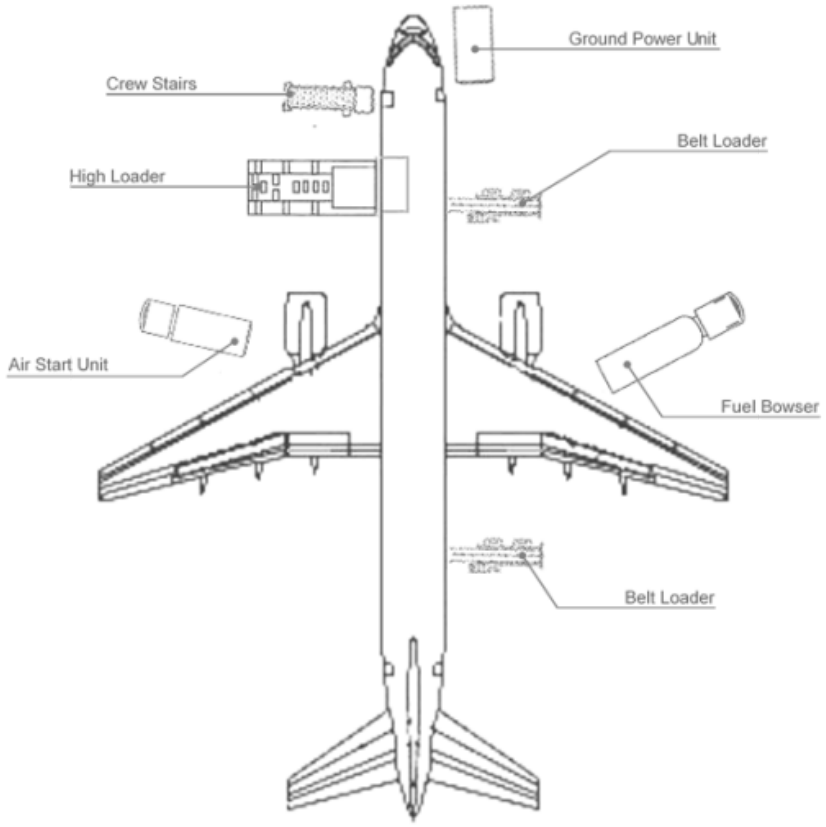
3.2 Servicing Specifications

System	Requirements	Notes
Ground Power Unit	115/200V AC / 90 kVA / 400 Hz	1 GPU connection available
Fuel	Jet A1	Fuel control panel on **RH wing only**
Air Condition Unit	Maximum Flow Rate 150 ppm	1 ACU inlet available
Air Start Unit	Minimum Capacity 226 ppm Max / Min pressure: 60 / 40 psi	3 ASU inlets installed (2 left / 1 right) 2 ASUs may be required, depending on flow rate and ambient air temperature. 2 hoses always needed.

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck	1
Crew stairs	Platform height 3.59 – 3.81 meters	1
Ground Power Unit	Diesel, Electric or Ground-Power	1
Belt Loader	Standard (9 meter recommended)	2
Tractor	Diesel or Electric	3
Dolly Wagon	125/88” capable	15
	61.5”/60.4” capable	1
Belly Container / Wagon	As required	According to load

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

5. Standard Turnaround Times

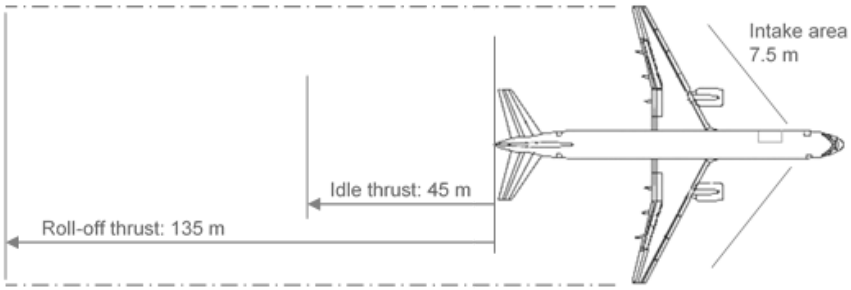
Turn-around time for a transit stop: 00:45 hour (partial off- and on-load)
Turn-around time for an end stop: 01:00 hour (full off- and on-load)

Note: For airports where the aircraft will power-off stand using engine power, add 3 minutes to the turn-around times listed above.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

6. Safety Areas



UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

7. Strong Wind Conditions

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

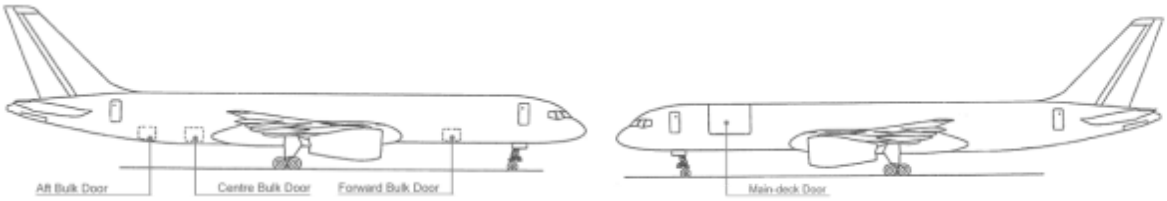
Wind Speed	Action
Up to 40 knots	Normal Operations: All doors can be opened and left open
More than 40 knots	Do not open additional doors
More than 60 knots	All open doors shall be closed immediately

Note: The main cargo door shall be in closed and locked position for towing, taxiing, and jacking.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

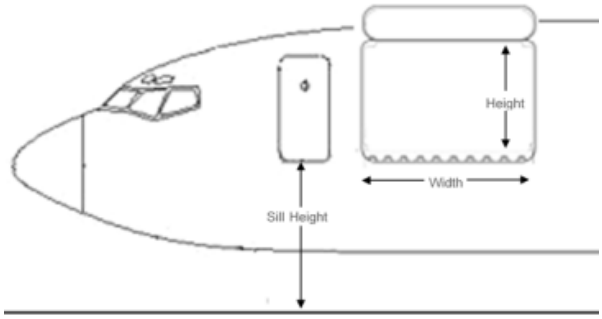
UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

8. 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).

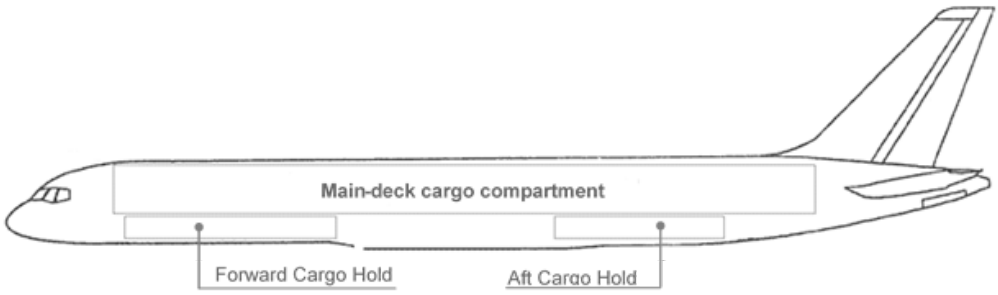
Door	Door Width	Door Height	Min. Door Sill Height	Max. Door Sill Height
Crew Door	-	-	379	401
Main Deck	340	218	375	405
Forward Bulk	140	104	246	267
Centre Bulk	140	108	236	251
Aft Bulk	121	82	259	277

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

UNCONTROLLED DOCUMENT

9. Compartment Classification and Air-Conditioning



9.1 Compartment Classification

Compartment		Features
Main-deck	Position A loaded with 125"/88"-96" ULD with 50 cm (18") aisle	- Classification **E**
		- Pressurisation
		- Smoke Detection
		- **Accessible** during flight
	Position A loaded with 125"/88"-96" ULD without 50 cm (18") aisle	- Classification **E**
		- Pressurisation
		- Smoke Detection
		- **In-accessible** during flight
Belly All compartments		- Classification **E**
		- Pressurisation
		- Smoke Detection
		- **In-accessible** during flight

9.2 Air-Conditioning

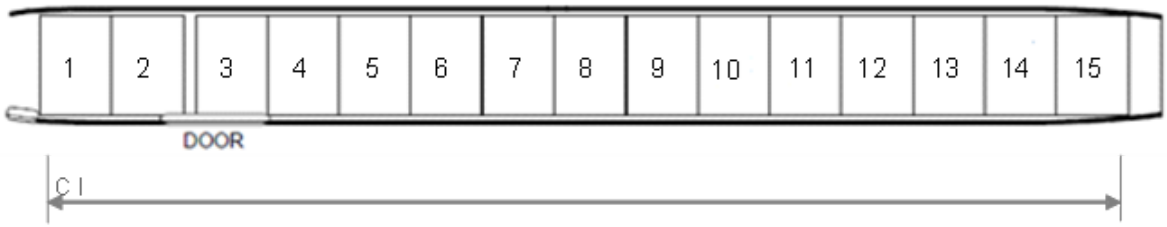
	Main-deck	Fwd Hold	Aft Hold
Temperature	1ºC to 21ºC	No Direct Control -8ºC to 21ºC	No Direct Control -5ºC to 21ºC
Heating	Yes	From Main-deck leakage only	
Heat adjust	Yes	No	
Cooling	Yes	No	
Ventilation	Yes	From Main-deck leakage only	

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

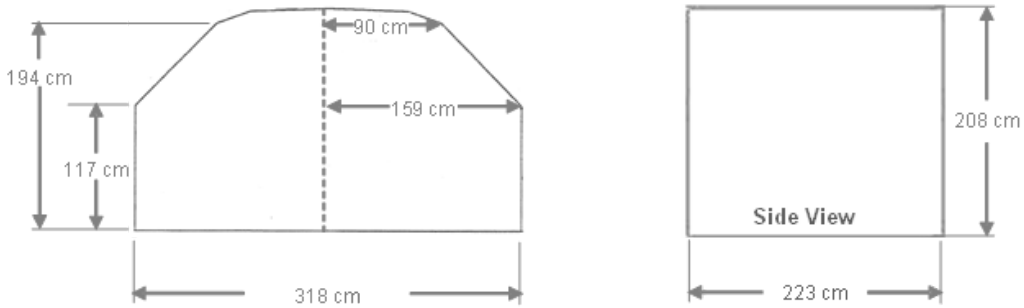
10. Aircraft Cabin Contour Dimensions

10.1 Aircraft Layout

The aircraft has only one contour zone: CI. Note that all heights given in the below Contour diagram are **from the top of rollers**.



10.2 Contour CI



UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

11. Maximum Position Weights

11.1 Maximum Main-deck ULD Weights in Kilograms

ULD Size 125"/88"	ULD Position														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ZFW upto 72575 kg	3080							3620		2490					
ZFW above 72575 Kg	3400							4260		2940					

*Higher weights possible with permission. See **14.1 - Floating / Heavy Pallets** for more information.

11.2 Maximum Lower-deck Compartment Weights in Kilograms

	Forward hold		Aft hold	
Compartment	1	2	3	4
Max. Weight	2469	4447	3527	5606
	4490		7238	
Volume (m3)	5.21	14.58	14.24	17.75

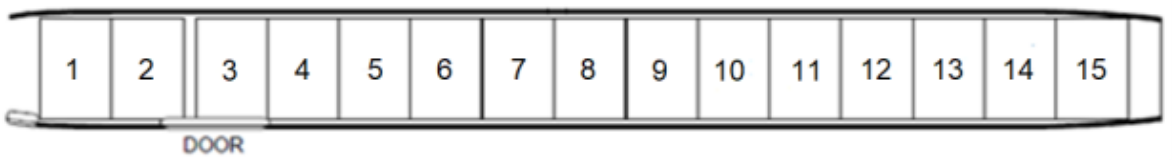
UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

12. Aircraft ULD Compatibility

12.1 Aircraft 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: 15 Lateral 125”/88” positions

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

UNCONTROLLED DOCUMENT

12.2 ULD Compatibility Table

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	PAG/ PAJ
Configuration 1	1	Y	Y	Y	Y
	2	Y	Y	Y	Y
	3	Y	Y	Y	Y
	4	Y	Y	Y	Y
	5	Y	Y	Y	Y
	6	Y	Y	Y	Y
	7	Y	Y	Y	Y
	8	Y	Y	Y	Y
	9	Y	Y	Y	Y
	10	Y	Y	Y	Y
	11	Y	Y	Y	Y
	12	Y	Y	Y	Y
	13	Y	Y	Y	Y
	14	Y	Y	Y	Y
	15	Y	Y	Y	Y

Notes:

- There is limited ceiling clearance. Care must be taken when loading AAA and AAC/LAY ULDs to prevent out-of-gauge ULDs impacting the roof or sidewall lining.
- Pallet stacks are not allowed on position 15.
- HMJ, Horse boxes not allowed on this configuration.

UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

13. Loading and Un-Loading

13.1 Un-Loading Sequence

Step 1: Un-load the aft lower deck.

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



Step 3: Un-load the forward lower deck.

13.2 Loading Sequence

Step 1: Load the forward lower deck.

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



Step 3: Load the aft lower deck.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

13.3 Loading Notes

13.3.1 Counter-ballast

To provide counterbalance during loading and offloading, a combined minimum of 1.000 kg is required between Position 1 and Compartments 1&2 for total aircraft loads in excess of 10.000 kg. Below that figure, a minimum of 10% of the total aircraft load must be loaded between Position 1 and Compartments 1&2 to provide counterbalance.

Note: This is a loading note only and only applies during the loading and offloading process.

13.3.2 Simultaneous Loading and Un-loading of Lower-deck Holds

Due to the inherent stability of this aircraft, simultaneous loading and/or un-loading of all lower-deck holds, using up to 3 belt-loaders, is allowed. If this procedure is being used, it must be ensured that Position 1, or Position 1 and Compartment 1&2, is/are always loaded with no less than 1.000 kg.

13.3.3 Sliding Carpet

After un-loading, the Sliding Carpet should be fully retracted unless the hold will be loaded for an outbound flight. Prior to departure, the Sliding Carpet must be fully retracted. This procedure is to ensure the hold will be serviceable even if the Sliding Carpet should malfunction.

Note: It is prohibited for ground staff to detach the bulkhead assembly.

13.3.4 Lower Lobe Cargo Door Switch Malfunction

The door is supposed to stop in any position when the switch is released. However, it has been known to fail, and continue to close after the control switch is released.

The switch is located in the external control panel aft of each cargo door

Ramp personnel must be aware of this potential situation. They shall:

- Position themselves clear of the door path when operating the door
- Ensure that the door stops moving after releasing the control switch, before moving into the door path area.

13.3.5 Loading of Luggage

Crew baggage should be loaded in the forward hold (compartment 1).
It is not permitted to load crew hold baggage in the cockpit/toilet area.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

14. 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.

14.1 Floating / Heavy Pallets

Permission must be sought from your Special Loads Regional Contact before accepting any ULDs which require loading on a floating position.

The permission, including a special loading instruction (strapping plan), will be granted only after all details concerning the load and the loading have been checked and clarified in collaboration with the Operator.

14.2 Crushable Cargo Requirements

Where Rigid Cargo has been identified, the first loaded position on the aircraft shall be loaded with Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo.

14.3 Piercing Cargo

Piercing cargo may not be loaded on the first and last loaded position on the aircraft.

14.4 Aircraft Engines

The ability to load aircraft engines depends on actual size and weight.

Permission must be sought from your Special Loads Regional Contact before accepting aircraft engines of any type.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

UNCONTROLLED DOCUMENT

14.5 Live Animals

14.5.1 Horses

Carriage of horses on this aircraft is not permitted.

14.5.2 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 your Special Loads Regional Contact.

	Main-Deck	Forward hold	Aft hold
Day-old chickens	Yes (max 2 pallets)	Yes	No
Monkeys	Yes		
Pigs			
Cattle			
Sheep or Goats			
Dogs or Cats			
Small mammals or Birds			
Tropical Fish			
Reptiles or Amphibians			
Eels			Yes
Crustaceans or Molluscs			Yes
Bees			No
Hatching eggs			Yes

14.6 Electric and Hybrid Cars

Electric and Hybrid cars assigned to UN3166/UN3171 are not accepted on any DHA aircraft.

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

15. Restricted Commodities Loading

15.1 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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	FWD LD	AFT LD
MAG	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	N	N	Y
CAO	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N
RRY (max. 50 TI combined)	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N
RRY (max. 200 TI combined)	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N

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

- The CAO is loaded on a pallet
- All positions forward of the CAO are loaded with 108"/88" or 125"/88"-96" pallets with aisle

The following load incompatibilities between AVI, HEG, LHO and FIL in the lower holds and RRY on the main deck apply:

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	**Forward Hold**	6-15	8-15	8-15
FIL		8-15	9-15	10-15
AVI, HEG, LHO	**Aft hold**	4-7 and 15	5-6	**Not allowed**
FIL		4-9	5-9	9

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT

15.2 Dry Ice

Observe the followings limits when loading ICE:

2% Package Sublimation	Max. ICE allowed per hold in KG		
	Main Deck	FWD Hold	AFT Hold
Dual air condition pack operation	1957	59	87
Single air condition pack operation	1347		
1% Package Sublimation	**Max. ICE allowed per hold in KG**		
	Main Deck	**FWD Hold**	**AFT Hold**
Dual air condition pack operation	3914	59	87
Single air condition pack operation	2694		

1% Package Sublimation LEJ-GVA-LEJ only	Max. ICE allowed per hold in KG		
	Main Deck	FWD Hold	AFT Hold
Dual air condition pack operation	4948	57	88
Single air condition pack operation	3959		

0.37% Package Sublimation	Max. ICE allowed per hold in KG		
	Main Deck	FWD Hold	AFT Hold
Dual air condition pack operation	10579	59	87
Single air condition pack operation	7280		

Mixed Package Limit Calculation

To ensure dry ice limits are respected when mixed package types are being transported, the following formula can be used for each cargo compartment, the value must be less than 1.0;

$$\frac{\text{kg } 2\%}{\max 2\%\ \text{kg}} + \frac{\text{kg } 1\%}{\max 1\%\text{kg}} + \frac{\text{kg } 0.37\%}{\max 0.37\%\ \text{kg}} < 1.0$$

E.g. If we were transporting 500kg of 2% sublimation rate packing, 700kg of 1% and 1300kg of 0.37% on the main deck;

$$\frac{500\text{kg}}{1957\ \text{kg}} + \frac{700\ \text{kg}}{3914\ \text{kg}} + \frac{1300\text{kg}}{10579\text{kg}} = 0.56 < 1.0$$

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

Dry Ice (ICE) and Live Animals (AVI)

For the transport of AVI and Dry Ice on the MD, the following Dry Ice limits must not be exceeded.

Package Sublimation Rate	Main deck limits in Kilograms
2%	965
1 %	1566
0,37 %	5215

15.3 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.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

UNCONTROLLED DOCUMENT

16. Messaging and Reporting

16.1 Messaging

Standard messaging rules apply.

16.2 Reporting

Standard reporting rules apply.

UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

17. Load Control Data

17.1 Standard Mass Additions

17.1.1 Additional Crew Members (ACM)

Maximum Number of ACMs:	3
Mass of ACM:	95 kg incl. baggage

17.1.2 Fly Away Kit (FAK) and Ballast

An FAK is not carried as standard on this aircraft. When carried it is to be planned as additional weight (not included in DOW).

Ballast is not carried as standard on this aircraft. When carried it is to be planned as additional weight (not included in DOW).

17.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	2000 kg
Standard Taxi Fuel:	300 kg

17.3 LMC Restrictions

Payload Maximum LMC:	+/- 500 kg
Fuel Maximum LMC:	+/- 2000 kg

Fuel and Payload LMC figures shall not be added together.

17.4 Minimum Flight Weight

The Minimum Flight Weight is the minimum weight which the aircraft must maintain for the entire duration of a flight.

For empty or lightly loaded flights, physical ballast is required to reach the MFW.

The payload / ballast required to be loaded on an aircraft in order to maintain MFW can be calculated as the difference between the MFW and the Dry Operating Weight (DOW). The MFW and DOW can be found in **Aircraft Index and Classification**.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

18. Documentation

Due to the introduction of the digital OFP, a printed version of the Lido OFP & Briefing package is not required to be delivered to the flight crew. The acceptance of the flight is performed with a digital signature by the captain so a signed printed copy of the first page of OFP (Acceptance) will not be submitted by the flight crew to the ground crew.

In case the local Aviation authority of the departure station requires proof of acceptance of a flight, a request for retrieval of the acceptance can be submitted to the DHA OCC in Vienna.

In case of digital OFP failure, flight crew will request delivery of a printed version of the Lido OFP & Briefing package. In this case, the flight crew will submit a signed printed copy of the first page of OFP (acceptance) to the ground crew.

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

19. Maximum Package Dimensions

19.1 Main Deck (Forward of Main Cargo Door)

Not presently available.

19.2 Forward Hold

HEAVY PACKAGES LIFT ASSISTED											
HEIGHT IN.	WIDTH IN.										
	5	10	15	20	25	30	35	40	45	50	55
	LENGTH IN.										
40	139	129	119	109	99	89	79	69	61	55	50
35	139	129	119	109	99	89	79	69	61	55	50
30	140	129	119	109	99	89	79	69	61	55	50
25	141	129	119	109	99	89	79	69	61	55	50
20	144	130	119	109	99	89	79	69	61	55	50
15	148	132	119	109	99	89	79	69	61	55	50
10	157	136	120	109	99	89	79	69	61	55	50
5	177	146	125	110	99	89	79	69	61	55	50

LIGHT PACKAGES HAND MANEUVERED											
HEIGHT IN.	WIDTH IN.										
	5	10	15	20	25	30	35	40	45	50	55
	LENGTH IN.										
40	151	139	129	119	109	99	89	79	70	63	57
35	192	172	156	144	134	123	113	103	92	83	76
30	239	207	184	166	152	140	130	119	109	98	89
25	290	243	210	186	168	153	141	131	120	108	98
20	290	243	210	186	168	153	141	131	120	108	98
15	290	243	210	186	168	153	141	131	120	108	98
10	290	243	210	186	168	153	141	131	120	108	98
5	290	243	210	186	168	153	141	131	120	108	98

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)

19.3 Aft Hold

HEAVY PACKAGES LIFT ASSISTED											
HEIGHT IN.	WIDTH IN.										
	5	10	15	20	25	30	35	40	45	50	55
	LENGTH IN.										
42	135	132	122	112	102	92	82	72	64	57	51
40	135	132	122	112	102	92	82	72	64	58	51
35	135	132	122	112	102	92	82	72	64	58	51
30	135	132	122	112	102	92	82	72	64	58	51
25	135	133	122	112	102	92	82	72	64	58	51
20	135	133	122	112	102	92	82	72	64	58	51
15	135	133	123	112	102	92	82	72	64	58	51
10	135	133	126	112	102	92	82	72	64	58	51
5	135	133	132	115	102	92	82	72	64	58	51

LIGHT PACKAGES HAND MANEUVERED											
HEIGHT IN.	WIDTH IN.										
	5	10	15	20	25	30	35	40	45	50	55
	LENGTH IN.										
42	136	134	133	124	114	104	94	84	75	67	60
40	137	136	134	132	124	113	103	93	83	75	67
35	140	138	136	134	132	129	121	111	100	90	82
30	142	140	138	136	133	131	129	124	113	102	93
25	144	142	140	137	135	132	130	127	122	110	100
20	144	142	140	137	135	132	130	127	122	110	100
15	144	142	140	137	135	132	130	127	122	110	100
10	144	142	140	137	135	132	130	127	122	110	100
5	144	142	140	137	135	132	130	127	122	110	100

Note:

To convert from inches to centimetres, multiply by 2.54

UNCONTROLLED DOCUMENT
UNCONTROLLED DOCUMENT

UNCONTROLLED DOCUMENT (16 SEPTEMBER 2024 17:14:40)