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# DHA B763BDSF

DHL Air Austria GmbH B767-300BDSF

Revision: 7
Date: 16 September 2024

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| Page | Date | Comment |
|---|---|---|
| 27 | 16 September 2024 | Crew baggage should be loaded in the bulk hold (compartment 5). It is not permitted to load crew hold baggage in the cockpit/toilet area. |

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## 1. DHL Air Austria B767-300BDSF Registrations

| | |
|---|---|
| IATA Designator: | **Q7** |
| ICAO Designator: | **DHA** |
| Valid for: | **OELYA, OELYB, OELYC, OELYD** |

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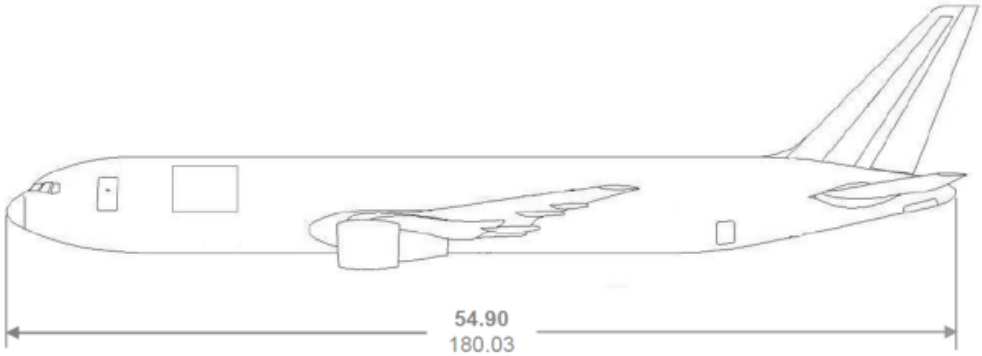
## 2. Aircraft Dimensions

Valid for: **OELYA**

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

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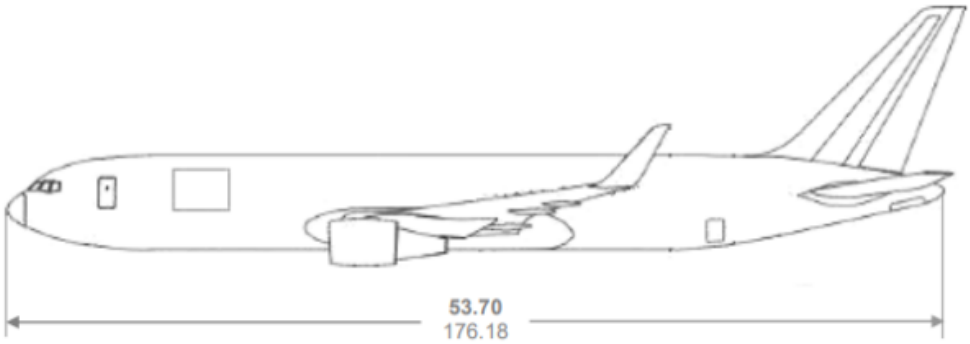
Valid for: **OELYB, OELYC, OELYD**

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

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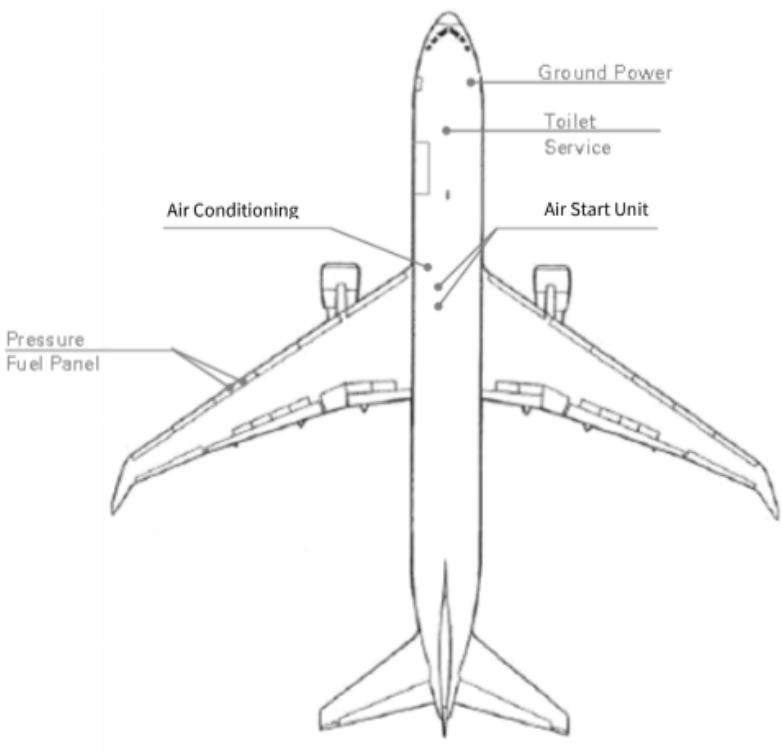
# 3. Aircraft Servicing Points and Specifications

## 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 | 1 ACU inlet available |
| Air Start Unit | Minimum Capacity 240 ppm<br>Max. / Min. pressure 45 / 34 psi | 2 ASU inlets available (2 hoses needed for start) |

## 3.3 Water Tank

| | | |
|---|---|---|
| Maximum capacity: | OELYA | 10 litres (2.6 US Gallons) |
| | OELYB, OELYC, OELYD | 5.7 litres (1.5 US Gallons) |

## 3.4 Waste/Lavatory Tank

Toilet fitted in lavatory behind flight deck.

| | | |
|---|---|---|
| Lavatory precharge fluid: | OELYA | 11.4 litres (3.0 US Gallons) |
| | OELYB, OELYC, OELYD | 7.6 litres (2.0 US Gallons) |



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### 3.5 Toilet Service

Toilet service will, during normal operations, be performed at LEJ and EMA only. Assistance from other stations may be requested in case urgent servicing is required.

Note: For lavatory service under severe heat conditions, please refer to C109.4.

### 3.6 Catering

Catering arrangements may be made as required depending on flight time.

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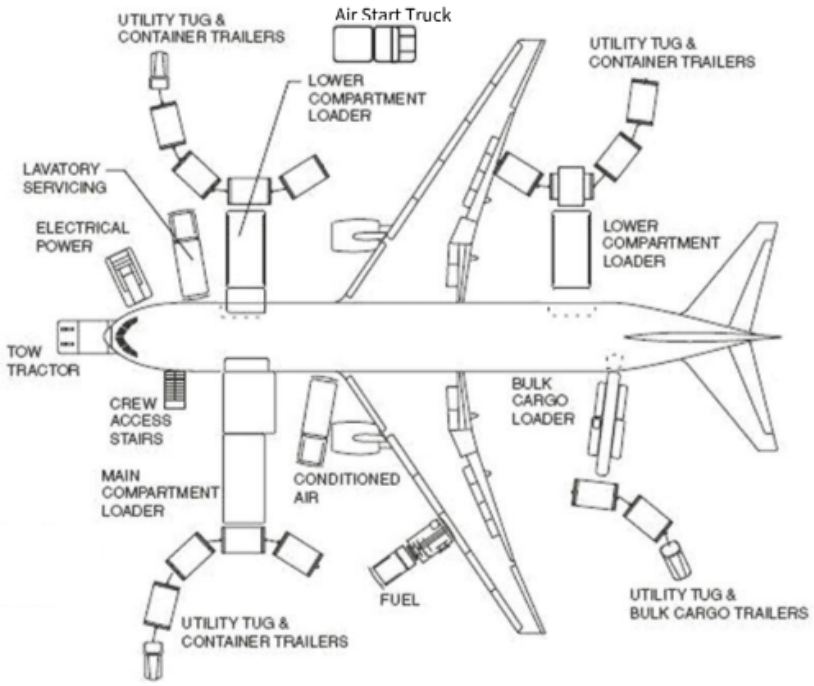
# 4. Ground Support Equipment

## 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 | 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. Standard Turnaround Times

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

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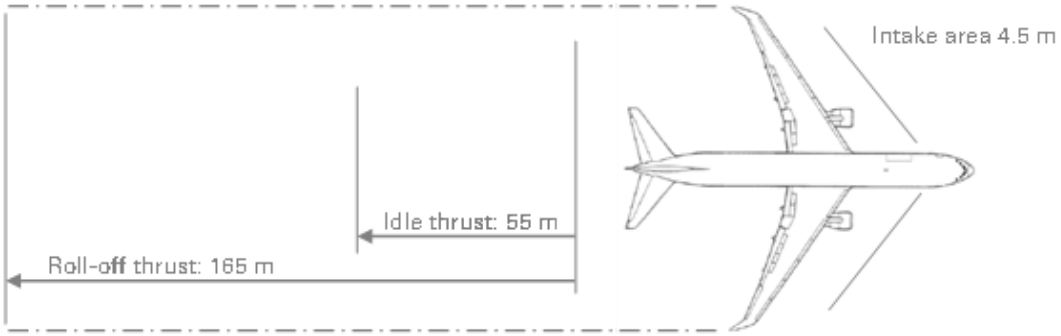
## 6. Safety Areas

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## 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 65 knots | All open doors shall be closed immediately |

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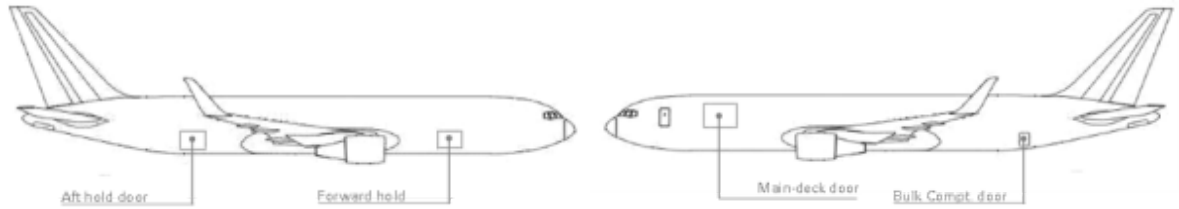
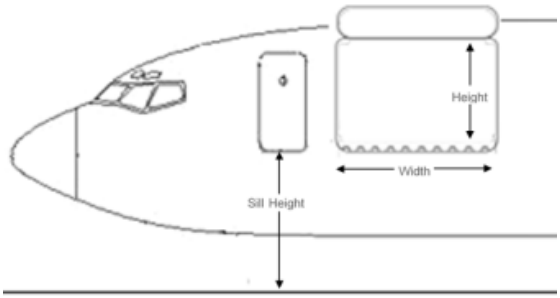
## 8. Aircraft Door Dimensions




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)

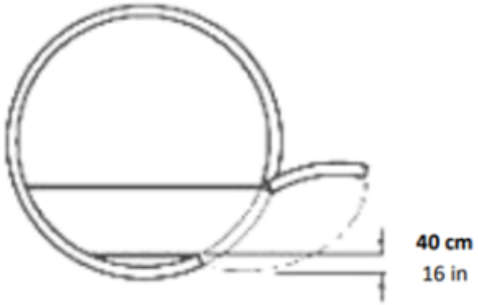



All dimensions are in centimetres (cm).

| Door | Door Width | Door Height | Min. Door Sill Height | Max. Door Sill Height |
|---|---|---|---|---|
| Crew Door | - | - | 414 | 450 |
| Main Deck | 320 | 244 | 414 | 450 |
| Forward Hold | 340 | 175 | 229 | 257 |
| Aft Hold | 178 | 175 | 118 | 251 |
| Bulk Hold | 96 | 114 | 221 | 259 |

**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 **40cm (16 inches) below** door-sill level.

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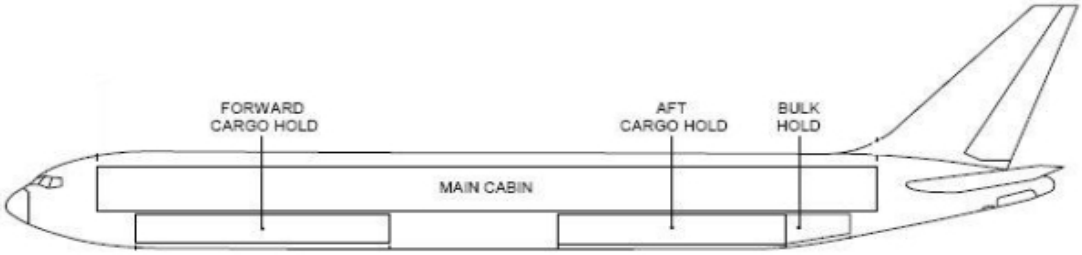
## 9. Compartment Classification and Air-Conditioning




### 9.1 Compartment Classification

| Compartment | | Features |
|---|---|---|
| **Main-deck** | Position A1 loaded with 88" pallet **with** 50 cm (18") aisle | - Classification **E** |
| | | - Pressurisation |
| | | - Smoke Detection |
| | | - **Accessible** during flight |
| | Position A1 loaded with 88" pallet **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 |

### 9.2 Air-Conditioning

| | Main-deck | Forward Hold | Aft Hold | Bulk Hold |
|---|---|---|---|---|
| Temperature | 4°C to 30°C | 7+°C | 7+°C | 7+°C |
| Heating | Yes | | | |
| Heat adjust | Yes | No | No | Yes |
| Cooling | Yes | No | No | No |
| Ventilation | Yes | No | No | Yes |

**Note:** There is no temperature control in the Lower Deck, except for the Bulk Hold which can be heated/ventilated to 18°C. Shipments requiring precise environmental temperature should be loaded on the Main Deck. For shipments where the Special Load column on the NOTOC states N/A or defines a negative temperature, the shipment will maintain its own temperature and can be loaded on the Main or Lower Deck.



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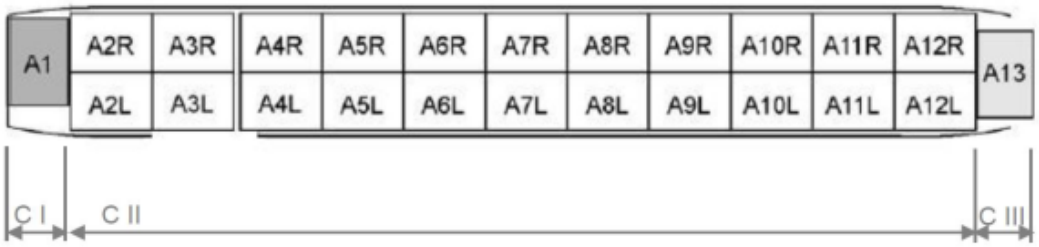
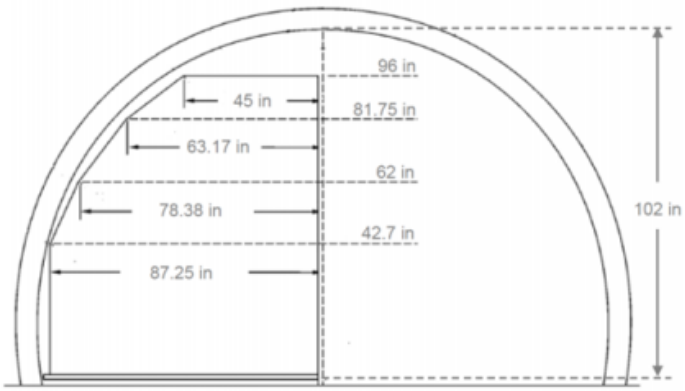
## 10. Aircraft Cabin Contour Dimensions

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

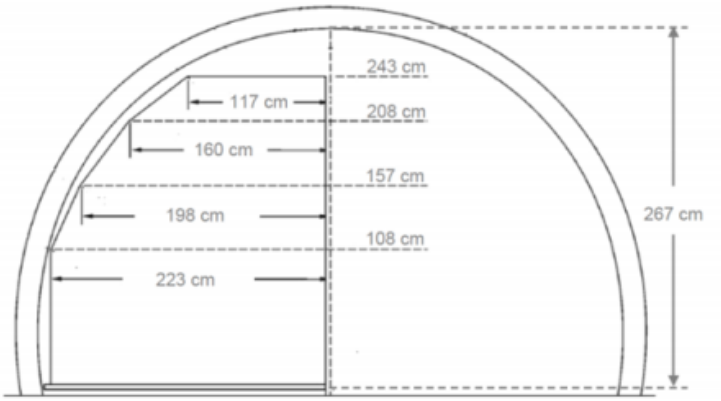



As an example only, this drawing illustrates a cross section of the contour zone C II (**positions A2L/2R through A12L/12R**)

All dimensions in **Inches**




All dimensions in **Centimetres**

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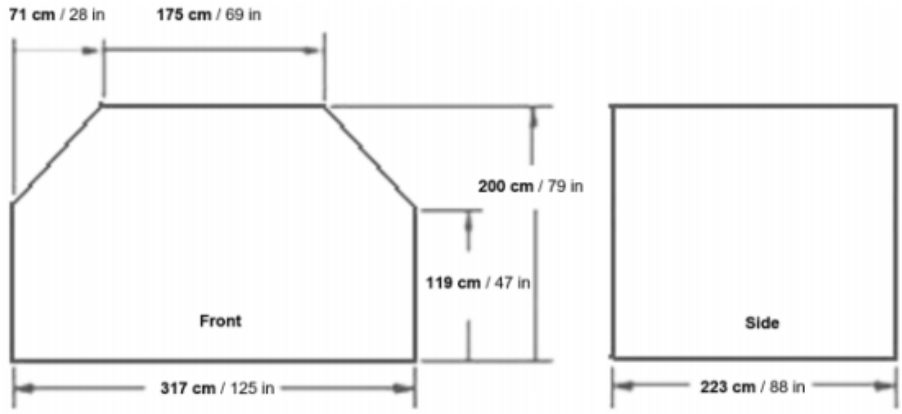
### 10.1 Contour CI

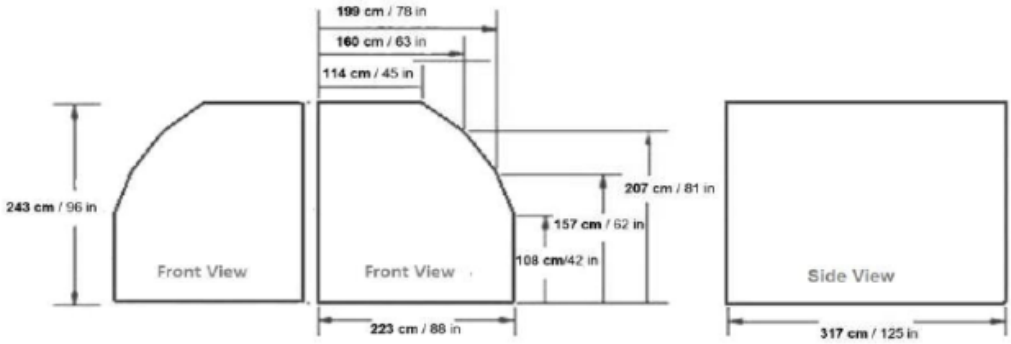
**Note:** All heights are given from top of rollers

Position A1 longitudinal only




### 10.2 Contour CII

Positions 2L/2R through to 12L/12R



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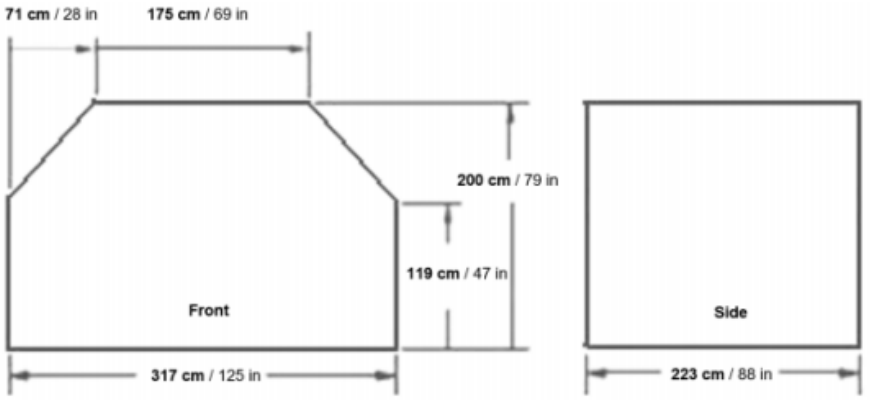
### 10.3 Contour CIII

Position **A13 only**




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

- Position A13: Contour (sloped side) facing aft

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# 11. Maximum Position Weights

## 11.1 Maximum Main-deck ULD Weights in Kilograms

| | ULD Position | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ULD Size** | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | A13 |
| 88" Twin-track (Config A) | | 3429 | | | | 4627 | | 3429 | | | | | | | | | |
| Centre 96" Longitudinal (Config C) | | 4853 | | | | 6803 | | 4853 | | | | | | | | | |
| Single 88" Lateral (Config D) | 2268 | 3431 | | | | | 4844 | 3431 | | | | | | | | | 2722 |
| Single 96" Lateral (Config E) | | 3740 | | | | | 5262 | 3740 | | | | | | | | | |
| 16ft Centre (Config G) | | | P1/G1 | | P2 | | P3 | | P4 | | P5 | | | | | | |
| | | | 6803 | | | | | | | | | | | | | | |

## 11.2 Additional Restrictions for Main-deck loads

### 11.2.1 Maximum Total Main Deck Load

56,700 kg (125,000 lb)

### 11.2.2 Missing / Inoperative Restraints

For ULD's Size Code A (125/88") and M (125/96") only one missing/inoperative restraint is allowed per ULD.

For ULD's Size Code R (196/96") and Engine Pallet **no** missing/inoperative restraint is allowed.

Refer to pilot in command, engineer and airline for any weight restrictions and ensure these are reflected in the Load Plan and defect raised in Technical Log.

### 11.2.3 Lateral Imbalance

These restrictions have been incorporated into the Sable system.

### 11.2.4 Maximum Lateral Unsymmetrical Load

These restrictions have been incorporated into the Sable system.

### 11.2.5 Vertical Centre of Gravity

These restrictions have been incorporated into the Sable system.

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## 11.3 Maximum Lower-deck Compartment Weights in Kilograms

### 11.3.1 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) | |
| P11 - P22 | 5102 | 5102 | | | 20411 |
| 11-14 and 21-24 | | | 1587 | | |
| 11-14 and 21-24 | | | | 2449 | |

### 11.3.2 Aft Hold

| Position | Max. Gross Weight per ULD (in Kilograms) | | Max Hold Capacity |
|---|---|---|---|
| | 60.4"/61.5" (AKE) | 60.4"/96" (DQF) | |
| 31-34 | 1587 | | 17575 |
| 41 - 43 | | 2449 | |

### 11.3.3 Bulk Hold

| Compt. | Volume ($m^3$) | Max. floor load ($kg/m^2$) | Max. Weight (kg) |
|---|---|---|---|
| 5 | 12.1 | 730 | 2925 |

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# 12. Aircraft ULD Compatibility

## 12.1 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.

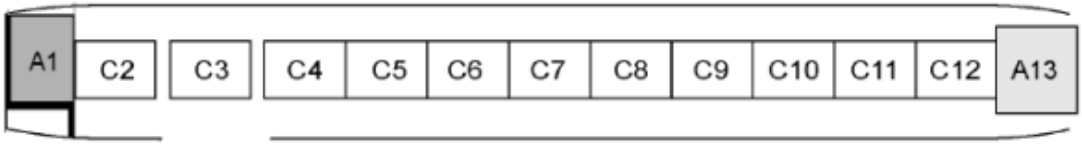



**Configuration A:** 2 Lateral and 22 Longitudinal Twin-track 125”/88” positions

**STANDARD DHL MAIN-DECK CONTAINER CONFIGURATION**

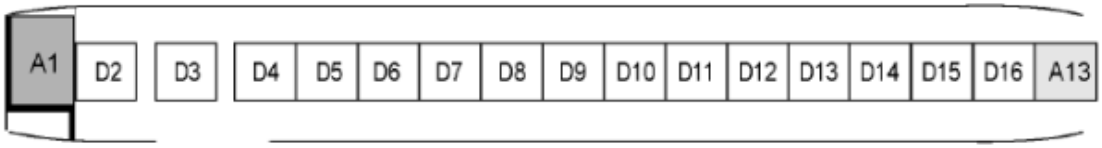
**Notes**:

- Position 1: If CAO is on board 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, the same procedure as above is to be followed.
- Positions 1 & 2L: 125”/88” pallet with aisle only on both positions if CAO is also loaded from 2L and aft.




**Configuration C:** 11 Longitudinal 125”/96” ULDs

**Note:** Position 2C: If CAO is on board, package(s) must be loaded in Position 2C on a 125”/96” Pallet with aisle facing forward. CAO Accessibility: For full information regarding accessibility, see Chapter 17.1 (4. Cargo Aircraft Only) of this section.




**Configuration D:** 17 Lateral centreline 88”/125” ULDs




**Configuration E:** 14 Lateral centreline 96”/125” ULDs



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**Configuration G2:** 5 Longitudinal 196”/96” ULDs, 1 longitudinal 125”/96”, 2 lateral 125”/88”

**Note:** Approval for the usage of 16 Foot and Engine pallets must be obtained from NCC and the Airline. A Loadmaster may need to be present during the loading process.

Cabin configuration change by ground engineers required. Request to be made to DHA MOC (dha.moc@dhl.com) 24H in advance and necessary extensions to turnaround times agreed.

16ft pallets in position P3 and P4 have no overhang allowance when P2, P3, P4 and P5 are in use.

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## 12.2 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 | AMA | AMJ | AMV | HMJ | PAG | PMC | PRA | PRB |
| A | A1 | N | Y1 | Y | N | N | N | N | N | N | Y4 | N | N | N |
| | A2R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A3R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A4R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A5R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A6R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A7R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A8R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A9R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A10R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | 11R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | 12R/L | N | Y | Y | Y | N | N | N | N | N | Y | N | N | N |
| | A13 | N | Y2 | Y | N | N | N | N | N | N | Y | N | N | N |
| C | C2 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C3 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C4 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C5 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C6 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C7 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C8 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C9 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C10 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C11 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| | C12 | N | N | N | N | N | Y3 | Y3 | Y3 | Y | N | Y | N | N |
| D | D2-16 | Y | Y | Y | N | Y | N | N | N | N | Y | N | N | N |
| E | E2-15 | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| G2 | A1 | N | Y1 | Y | N | N | N | N | N | N | Y4 | N | N | N |
| | C2 | N | N | N | N | N | N | N | N | N | N | N | N | N |
| | P1 | N | N | N | N | N | N | N | N | N | N | N | Y5 | Y5 |
| | P2 | N | N | N | N | N | N | N | N | N | N | N | Y5 | Y5 |
| | P3 | N | N | N | N | N | N | N | N | N | N | N | Y5 | Y5 |
| | P4 | N | N | N | N | N | N | N | N | N | N | N | Y5 | Y5 |
| | P5 | N | N | N | N | N | N | N | N | N | N | N | Y5 | Y5 |
| | A13 | N | Y2 | Y | N | N | N | N | N | N | Y | N | N | N |

Y1: AAC/LAY allowed with contour facing forward only

Y2: AAC/LAY allowed with contour facing aft only

Y3: Allowed with sloped side facing right in contour with the aircraft

Y4: Pallets must be restricted to 76" high

Y5: Approval for the usage of 16 Foot and Engine pallets must be obtained from NCC and the Airline



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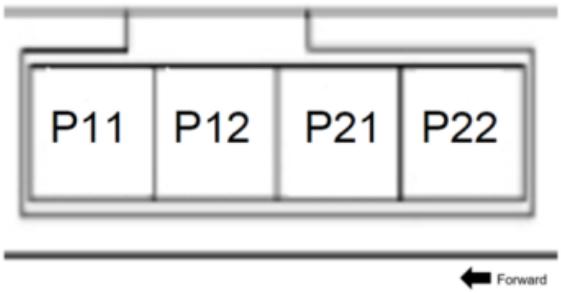
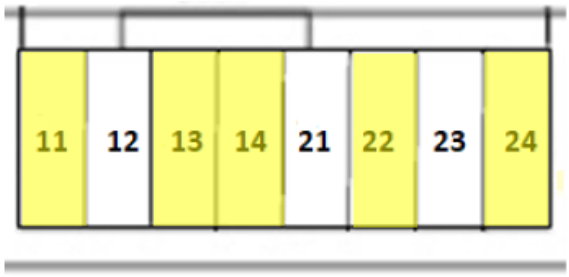
## 12.3 Lower Deck Configurations

**Note:** 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.

### 12.3.1 Forward Hold




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




Forward

**Configuration 2:** 8 Lateral 61.5”/60.4” or 96”/60.4” ULDs

**Note:** Stack loading is permitted in configuration 2. The positions highlighted in yellow below show where ULDs can be locked individually. If the hold is not fully loaded, then the positioned highlighted in yellow below must be filled first.

Example: Pos. 23 cannot have a ULD if there is no ULD in 24.

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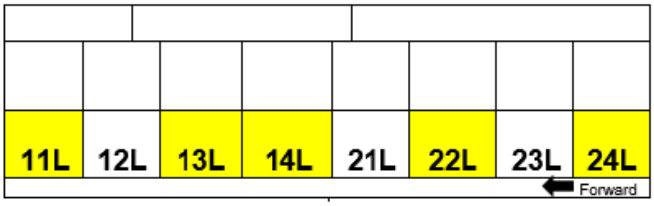



**Configuration 3:** 8 LD3 Single Row 61.5”/60.4” positions

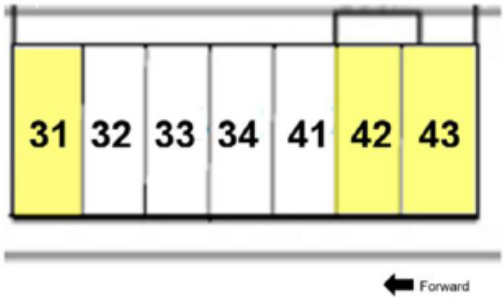
**Loading:** Left hand lane loading only

**Stack Loading:** AKE/ LD3 ULDs may be stack loaded in full holds only.

**Note**: The positions highlighted in yellow below show where ULDs can be locked individually. If the hold is not fully loaded, then the positioned highlighted in yellow below must be filled first.

Example: Pos. 23 cannot have a ULD if there is no ULD in 24

#### 12.3.2 Aft Hold




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

**Note:** The positions highlighted in yellow below show where ULDs can be locked individually. Due to the types of locks used in Positions 31 through 41, partial loads may cause the ULDs to move in flight. If positions 31 through 41 are not carrying a full complement of ULDs, all ULDs shall be moved forward to the positions closest to the bulkhead.

Example: Positions 32 through 41 cannot have a ULD if there is no ULD in Position 31.

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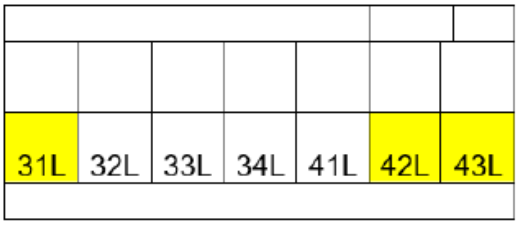


← Forward

**Configuration 2:** 7 Lateral 61.5”/60.4” positions

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

**Stack Loading:** AKE / LD3 ULDs may be stack loaded in full holds only.

**Note:** The positions highlighted in yellow below show where ULDs can be locked individually. Stack loading only allowed in Positions 31L to 41L. If the hold is not fully loaded, then the positions marked in yellow must be filled first.

Example: 32L thru 41L cannot have a ULD if there is no ULD in 31L.

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### 12.4 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 | P11 | Y | N | N | Y | N | N | Y | N | Y | Y | N |
| 1 | | | | | | | | | | | | |
| | P12 | Y | N | N | Y | N | N | Y | N | Y | Y | N |
| | P21 | Y | N | N | Y | N | N | Y | N | Y | Y | N |
| | P22 | 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 |
| | 21 | N | N | N | N | N | Y | N | N | N | N | Y |
| | 22 | N | N | N | N | N | Y | N | N | N | N | Y |
| | 23 | N | N | N | N | N | Y | N | N | N | N | Y |
| | 24 | N | N | N | N | N | Y | N | N | N | N | Y |
| FWD 3 | 11L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 12L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 13L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 14L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 21L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 22L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 23L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 24L | N | Y | Y | N | Y | N | N | Y | 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 | Y | N | N | N |
| | 32L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 33L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 34L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 41L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 42L | N | Y | Y | N | Y | N | N | Y | N | N | N |
| | 43L | N | Y | Y | N | Y | N | N | Y | N | N | N |

**Notes:**

- ULD types not listed do not fit.
- Pallets to contour.
- For stack loading limitations please refer to **12.3 - Lower Deck Configurations**

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# 13. Loading and Un-Loading

## 13.1 Cargo Loading System

**Main Deck**: Not installed on the main deck of this aircraft type.

**Lower Deck**: CLS is available on the forward and aft lower decks.

| | | |
|---|---|---|
| **Lower Deck**: | OELYA | CLS is available on the forward and aft lower decks. For offloading, rollout stops must be lowered manually. |
| | OELYB, OELYC | CLS has been de-activated on the lower deck. For offloading, rollout stops must be lowered manually. |
| | OELYD | CLS is available on the forward and aft lower decks (to be deactivated at later stage) |

Only suitably trained staff are allowed to operate the Cargo Loading System.

Use of the automated Cargo Loading System (CLS) is not mandatory. The automated CLS should only be used when it is supported by the local operation and does not negatively impact on the turnaround schedule. If it is deemed to be more efficient to manually load/unload the ULDs to/from the main deck, this process shall be used instead.

## 13.2 Un-Loading Sequence

**RISK OF TAIL TIPPING**

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

**1.** A minimum of 3,629kg (8,000lbs) of fuel must be loaded in the aircraft before unloading can commence.

**2.** Each ULD in Positions 2L and 2R must be equal to or heavier than the heaviest single container in Positions 12L, 12R and A13.

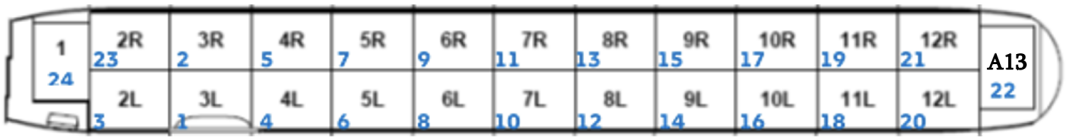
**3.** If only one ULD in 2C, then this must be greater than, or equal to, the ULD in 12C or twice the weight of the lowest weight in 12L and 12R.

**Step 1:** Unload the Aft Lower Deck in the following sequence:

**1.** Unload positions 42 and 43

**2.** Unload positions 41 through 31

**Step 2:** Unload the Main Deck in the following numbered sequence, and **respect the following step unloading method**:




Positions 4L/R thru 12L/R may be un-loaded side-by-side.

Alternatively, for positions 4L/R – 12L/R un-load each side separately as per standard procedure.

**Step 3:** Unload the Forward Lower Deck in the following sequence:

**125"/88" or 96" ULDs**



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**1.** Unload position P12

**2.** Unload positions P21 and P22

**3.** Unload position P11

**DQF or AKE ULDs**

**1.** Unload positions 13 and 14

**2.** Unload positions 21 through 24

**3.** Unload positions 11 and 12

### 13.3 Loading Sequence

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

**1.** A minimum of 3,629kg (8,000lbs) of fuel must be loaded in the aircraft before loading can commence.

**2.** Each ULD in Positions 2L and 2R must be equal to, or heavier than, the heaviest single container in Positions 12L, 12R and A13.

**3.** If only one ULD in C2, then this must be greater than, or equal to, ULD in C12 or twice the weight of lowest weight in 12L and 12R.

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

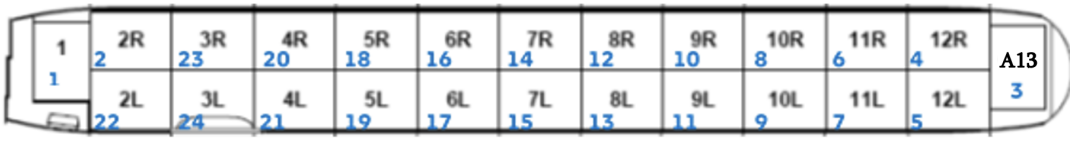
**125"/88" or 96" ULDs**

- First, load position P11
- Second, load positions P22 thru P12

**DQF ULDs**

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

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




Positions 4L/R thru 12L/R may be loaded side-by-side.

Alternatively, for positions 12L/R thru 4L/R load each side separately as per standard procedure.

**Step 3**: Load the Aft Lower Deck in the following sequence:

**1.** Load Positions 31 through 41

**2.** Load Position 43

**3.** Load Position 42



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**Stack Loading**

- DQF and AKE ULDs may be stacked loading 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 types may be stack loaded

**Note**: ULDs must be “stage loaded”. Stage loading is where a ULD is held in the doorway as a counter ballast until the previous ULD is in the final position and a subsequent ULD is available to be loaded to replace the ULD now held in the doorway.

## 13.4 Loading Notes

### 13.4.1 Ground Stability

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

As a general rule, once the FWD hold positions 11 and 12 (P11) and/or Main Deck position 1 have been loaded with a **combined minimum of 3,000kg**, unloading 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 unloading procedure employed does not result in a tail-tip condition.

### 13.4.2 Turning ULDs on the ball-mat

In order to avoid damage to the cabin liner, it is not allowed to turn ULDs on the main-deck ball-mat.

### 13.4.3 Loading of ELDs

An empty ULD may be carried in any position with the main cargo compartment, provided at least one restraint is operating in each (forward, aft, left and right) direction, and at least one vertical restrain operable on each available edge.

### 13.4.4 Configuration G2

The “ENG” **must not** stand alone. Therefore, there must also be ULDs loaded Aft of the engine pallet when the engine pallet is loaded.

For aircraft balance, it is recommended to start loading with ULD Positions 1 & 2C.

### 13.4.5 Loading of Luggage

Crew baggage should be loaded in the bulk hold (compartment 5).
It is not permitted to load crew hold baggage in the cockpit/toilet area.

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# 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

There are no provisions for carrying ULDs in floating positions.

## 14.2 Pipes and Bars

Loading of pipes, bars, poles or any other long/thin items are not allowed in the first and last position of any given loading configuration (Example: A1, A2L and A13).

## 14.3 Crushable Cargo Requirements

Where Rigid Cargo has been identified, at least two positions forward of the Rigid Cargo shall be loaded with Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo.

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.

## 14.4 Aircraft Engines

The B767-300BDSF provides 1 aircraft engine pallet positions (P1/ G1) for the purpose of aircraft engine transportation. For engine air transport capability, please refer to the engine specific ground handling document provided by the manufacturer.

As a guide, the following aircraft engines are loadable on the B767-300 BDSF. These must be built up on an approved pallet with no side restraining blocks.

| Engine Type | Loaded on | Allowed Loading Positions | Loading direction |
|---|---|---|---|
| BR710<br>BR715<br>CFM56-2 | 96” Pallet | Main deck | Not important |
| CFM56-3<br>CFM56-5<br>CFM56-7<br>V2500 | | Main deck<br>Check height and observe overlap | |
| JT3<br>JT8<br>complete | | Main deck | |
| JT8<br>Partially assembled<br>(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 |


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## 14.5 Live Animals

### 14.5.1 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.<br>Contact NCC for approval to carry more than 18 horses. |
| **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 or IATA approved ULDs, i.e. HMJ or equivalent |
| **Approved Loading Configurations** | 125”/96” centre-line (Config D) |

### 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 NCC for more information.

<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" colspan="2">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></tr>
<tr><td>Bees</td><td colspan="2" rowspan="2">No</td></tr>
<tr><td>Hatching eggs</td></tr>
</table>

## 14.6 Electric and Hybrid Cars

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



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# 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 | A2L/R | A3L/R | A4L/R | A5L/R | A6L/R | A7L/R | A8-12L/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 |

**Note:** Cargo Aircraft Only (CAO) cargo requiring accessibility can be loaded on any Main Deck position 1 to A12L 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 **15.2 - CAO Accessibility on the Main Deck**

**MAG** must be loaded in **positions 6L/6R or behind** for twin-row loading, or in **Position 7 and behind** for centre-line loading.

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

| **If this special load …** | **… Is loaded In 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:


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| 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 |

## 15.2 CAO Accessibility on the Main Deck

CAO packages may be loaded inaccessible in a Lower Deck Class C Compartment.

If CAO packages requiring accessibility are loaded on the Main Deck, they must be accessible during flight as defined below:

**Accessibility**

In this aircraft type, the following loading positions and ULDs are accessible

• Position A1 if loaded with 125”/88” Pallet with aisle facing the door.

• Additional positions can be made available as per diagrams and instructions on the following page.

**Main Deck Accessibility**

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).

**Aisle Dimensions**

All aisles must be at least 18”/50cm wide.

**Combination 1** – Access to Position 1 only




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

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**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.

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

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

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### 15.3 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 be loaded as per IATA DGR, ensuring separation between the ICE and AVI.

### 15.4 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.

### 15.5 Energy Storage Devices / Batteries

Lithium battery shipments not loaded in containers with fire-resistant properties (marked with the 'F' symbol), or prepared for transport without additional TSO approved Fire Containment Covers (FCC's) and subject to Section IA or 1B of Packing Instructions 965 or 968, or Section I of Packing Instructions 966, 967, 969 & 970 shall be loaded only in Class C Cargo Compartments (Lower Decks) of the Boeing 767-300BDSF.

Lithium battery shipments loaded in containers with fire-resistant properties (marked with the 'F' symbol), or prepared for transport and incorporating additional TSO approved Fire Containment Covers (FCC's) which may be applied at either Shipment or ULD level, can be loaded in both Class C & E Cargo Compartments.

These requirements apply to all Lithium Batteries which are currently fully restricted and which must appear on the NOTOC.

Lower Deck cargo compartments = 'Class C' with active fire suppression capability.

Main Deck cargo compartment = 'Class E' with no active fire suppression capability.

Energy storage devices carried under special provisions A88 & A99, High Mass and prototype devices. Operator approval required at least seven (7) working days prior to transport; contact **dha.groundops@dhl.com**.

Please note that A88 & A99 shipments will require the use of a TSO approved fire containment cover in order to be accepted by the Carrier/Operator.

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# 16. Messaging and Reporting

## 16.1 Messaging

Standard messaging rules apply.

## 16.2 Reporting

Standard reporting rules apply.

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# 17. Load Control Data

## 17.1 Standard Mass Additions

### 17.1.1 Additional Crew Members (ACM)

| | |
|---|---|
| Maximum Number of ACMs: | 4 |
| Mass of ACM: | 95 kg |

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

| | |
|---|---|
| **Fly Away Kit:** | Loaded in DQF, DQN, AKE or RKN ULD. |
| Preferred loading position: | Pos. 43 |
| Weight: | TBA |

**Note**: FAK is not included in the DOW. It must be included as additional weight on the load documents.

Other options may be available for Fly Away Kits. Check with DHA MOC (dha.moc@dhl.com) for actual ULD type (if applicable), weight and loading position.

**Ballast**: Minimum 1000kg on the Main Deck or 1400kg on the Lower Deck required for empty flights. Ballast is not included in the DOW/DOI. It must be included as additional weight on the load documents.

Above or adjusted weights must be added in SABLE on the Load Plan by Load Control for every flight and verified by the Ramp Team.

## 17.2 Minimum Fuel and Standard Taxi Fuel

| | |
|---|---|
| Minimum Fuel: | 3629 kg |
| Standard Taxi Fuel: | 500 kg |

## 17.3 LMC Restrictions

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

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## 18. Maximum Package Dimensions

### 18.1 Main Cargo Door (cm).

| Width (cm) | 25 | 51 | 76 | 102 | 127 | 152 | 178 | 203 | 229 | 254 | 269 | 295 | 320 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Height (cm) | Length (cm) | | | | | | | | | | | | |
| 244 | 838.2 | 736.6 | 657.9 | 591.8 | 535.9 | 487.7 | 439.4 | 388.6 | 345.4 | 228.6 | 228.6 | 228.6 | 228.6 |
| 239 | 863.6 | 769.6 | 683.3 | 617.2 | 591.8 | 505.5 | 459.7 | 411.5 | 365.8 | 241.3 | 241.3 | 241.3 | 241.3 |
| 234 | 924.6 | 802.6 | 711.2 | 640.1 | 576.6 | 523.2 | 480.1 | 429.3 | 383.5 | 345.4 | 254.0 | 254.0 | 254.0 |
| 229 | 972.8 | 840.7 | 741.7 | 665.5 | 599.4 | 541.0 | 495.3 | 452.1 | 401.3 | 363.2 | 340.4 | 266.7 | 266.7 |
| 216 | 1115.1 | 947.4 | 823.0 | 729.0 | 655.3 | 591.8 | 538.5 | 492.8 | 449.6 | 406.4 | 381.0 | 342.9 | 297.2 |
| 203 | 1292.9 | 1074.4 | 919.5 | 805.2 | 716.3 | 647.7 | 584.2 | 533.4 | 490.2 | 447.0 | 421.6 | 383.5 | 330.2 |
| 191 | 1422.4 | 1163.3 | 985.5 | 858.5 | 759.5 | 680.7 | 614.7 | 558.8 | 510.5 | 472.4 | 447.0 | 396.2 | 345.4 |
| 178 | 1577.3 | 1264.9 | 1059.2 | 911.9 | 802.6 | 716.3 | 647.7 | 584.2 | 533.4 | 492.8 | 469.9 | 426.7 | 365.8 |
| 165 | 1760.2 | 1384.3 | 1143.0 | 975.4 | 850.9 | 754.4 | 680.7 | 614.7 | 558.8 | 510.5 | 495.3 | 452.1 | 381.0 |
| 152 | 1978.7 | 1521.5 | 1239.5 | 1043.9 | 901.7 | 795.0 | 713.7 | 645.2 | 584.2 | 530.9 | 505.5 | 475.0 | 401.3 |
| 140 | 2118.4 | 1602.7 | 1292.9 | 1082.0 | 932.2 | 820.4 | 731.5 | 662.9 | 596.9 | 543.6 | 515.6 | 475.0 | 408.9 |
| 127 | 2275.8 | 1694.2 | 1351.3 | 1122.7 | 965.2 | 845.8 | 751.8 | 678.2 | 599.4 | 556.3 | 525.8 | 480.1 | 419.1 |
| 114 | 2456.2 | 1795.8 | 1412.2 | 1170.9 | 1000.8 | 871.2 | 772.2 | 696.0 | 627.4 | 566.4 | 533.4 | 482.6 | 429.3 |
| 0-97 | 2682.2 | 1935.5 | 1529.1 | 1259.8 | 1051.6 | 911.9 | 789.9 | 713.7 | 637.5 | 574.0 | 541.0 | 492.8 | 442.0 |

Note:

1. All packages with a height of 244cm and a width of 102cm or wider must be loaded aft of Position 3 on the aircraft.
2. ___ = Rotation through door

### 18.2 Forward LD Cargo Door (cm).

| Width (cm) | 51 | 102 | 152 | 203 | 254 | 305 | 340 |
|---|---|---|---|---|---|---|---|
| Height (cm) | Length (cm) | | | | | | |
| 161 - 168 | 746.8 | 622.3 | 497.8 | 386.1 | | | |
| 161 | 838.2 | 652.8 | 566.4 | 457.2 | 368.3 | | |
| 152 | 929.6 | 706.1 | 607.1 | 490.2 | 396.2 | | |
| 140 | 929.6 | 782.3 | 652.8 | 530.9 | 431.8 | 358.1 | |
| 127 | 929.6 | 817.9 | 652.8 | 558.8 | 457.2 | 381.0 | |
| 102 | 929.6 | 830.6 | 652.8 | 558.8 | 464.8 | 391.2 | |



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### 18.3 Aft LD Cargo Door (cm).

| Width (cm) | 25 | 51 | 76 | 102 | 127 | 152 | 178 |
|---|---|---|---|---|---|---|---|
| Height (cm) | Length (cm) | | | | | | |
| 161 - 168 | 546.1 | 482.6 | 426.7 | 370.8 | 304.8 | 254.0 | |
| 161 | 612.1 | 535.9 | 477.5 | 424.2 | 375.9 | 330.2 | 279.4 |
| 152 | 652.8 | 576.6 | 508.0 | 452.1 | 403.9 | 355.6 | 304.8 |
| 130 | 830.6 | 693.4 | 579.1 | 510.5 | 454.7 | 398.8 | 348.0 |
| 102 | 861.1 | 703.6 | 607.1 | 533.4 | 469.9 | 411.5 | 350.5 |
| 76 | 906.8 | 729.0 | 607.1 | 533.4 | 475.0 | 424.2 | 368.3 |
| 51 | 977.9 | 767.1 | 607.1 | 533.4 | 475.0 | 426.7 | 386.1 |
| 25 | 1041.4 | 833.12 | 607.1 | 533.4 | 475.0 | 434.3 | 396.2 |

### 18.4 Bulk Cargo Door (cm).

| Width (cm) | 13 | 25 | 51 | 76 | 89 | 91 | 93 |
|---|---|---|---|---|---|---|---|
| Height (cm) | Length (cm) | | | | | | |
| 120 | 302.3 | | | | | | |
| 118 | 302.3 | 302.3 | | | | | |
| 116 | 302.3 | 302.3 | 302.3 | | | | |
| 107 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | | |
| 91 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | | |
| 51 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | |
| 25 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | |
| 13 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 | 302.3 |

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

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