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DHK B752SF
DHL Air UK B757-200SF

Revision: 3
Date: 27 November 2024

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Page	Date	Comment
14	27 November 2024	ULD types no longer available in the network removed. *(Minor)*
18	27 November 2024	Guidance on the handling of special loads information added. *(Minor)*
19	27 November 2024	Global Airside replaced with Special Loads Regional Contact. *(Minor)*

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1. DHL Air UK B757SF Registrations

IATA Designator:	**D0**
ICAO Designator:	**DHK**
Valid for:	**GBMRA, GBMRB, GBMRD, GBMRI, GBMRJ**

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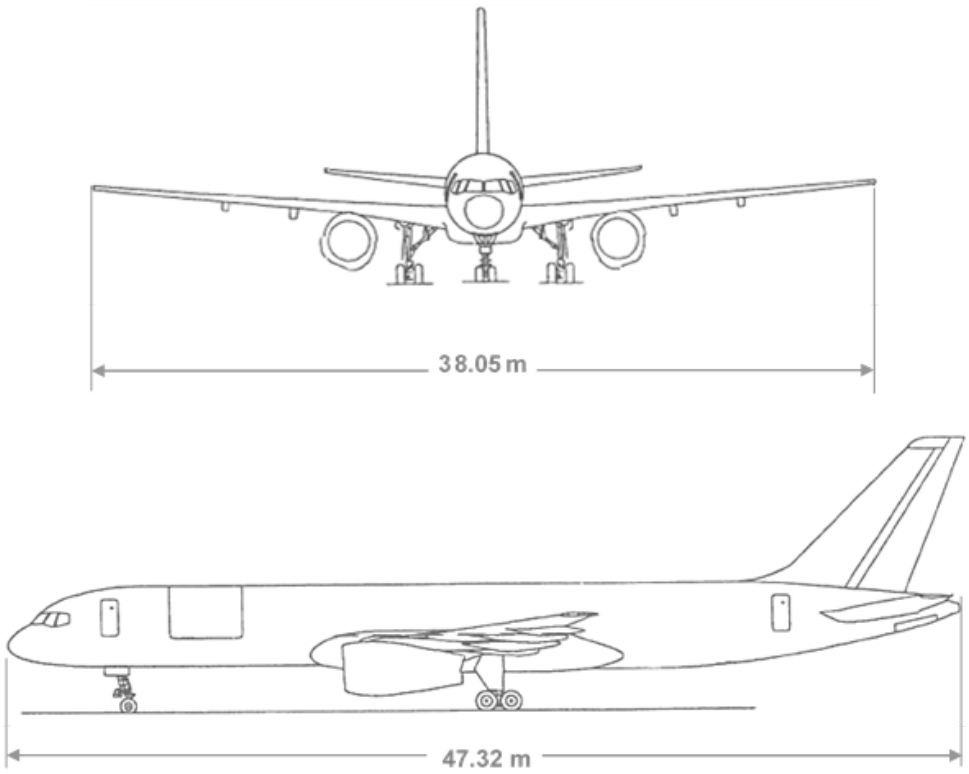
2. Aircraft Dimensions



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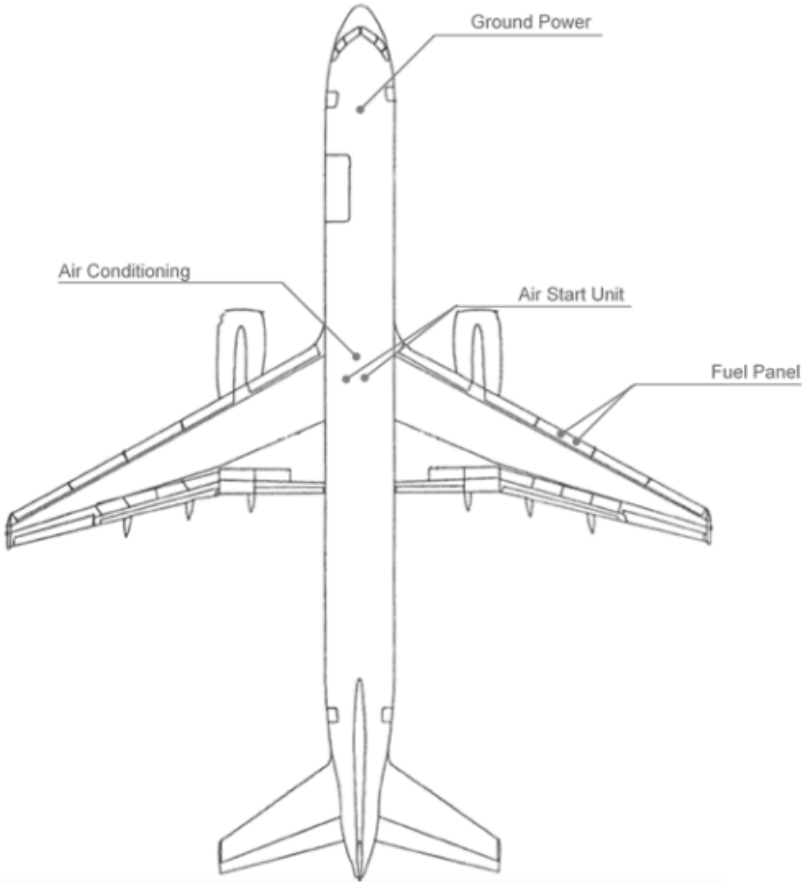
3. Aircraft Servicing Points and Specifications

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	2 ASU inlets available. 2 ASUs may be required, depending on flow rate and ambient air temperature.

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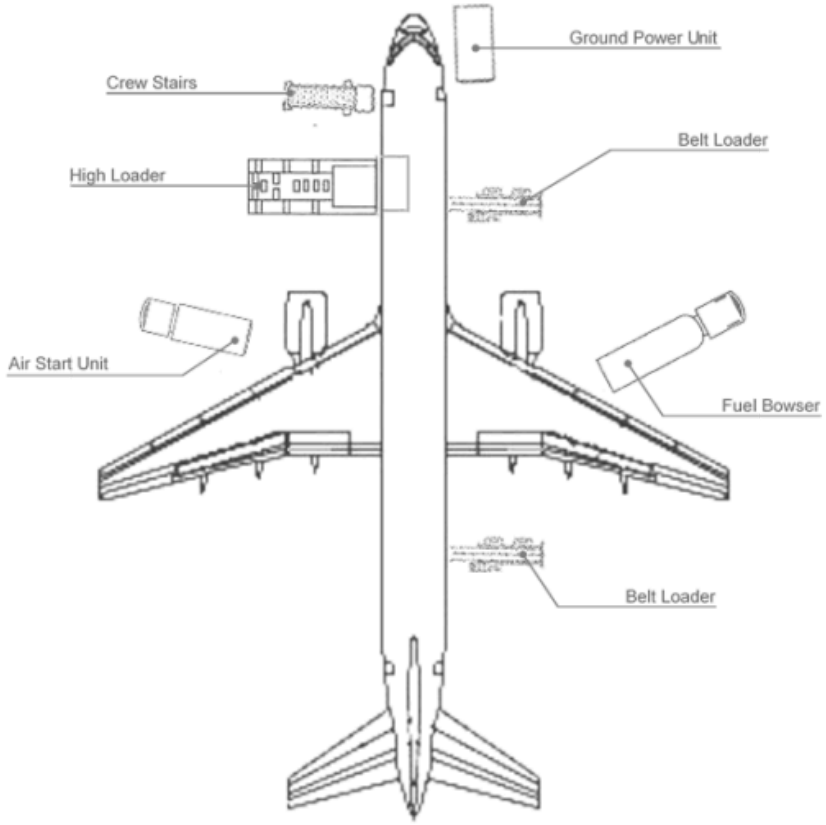
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck (e.g. FMC Commander 30)	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	14
	61.5”/60.4” capable	1
Belly Container / Wagon	As required	According to load

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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.

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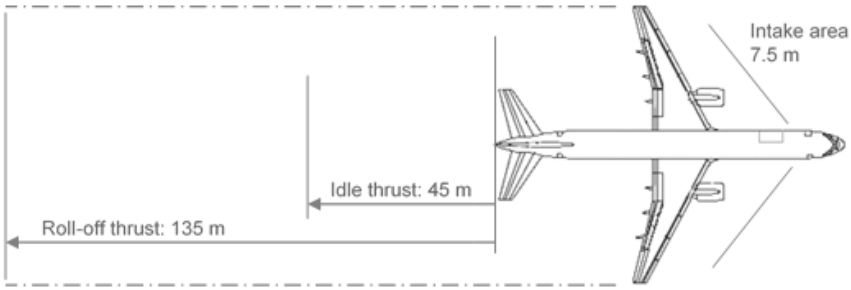
6. Safety Areas



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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 60 knots	All open doors shall be closed immediately

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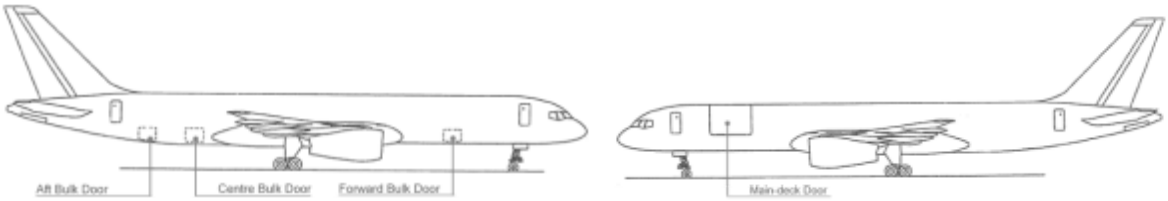
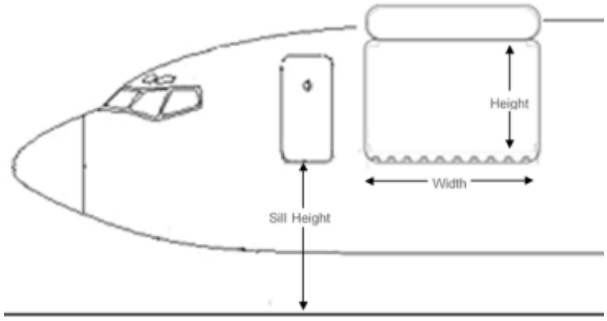
8. Aircraft Door Dimensions



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	-	-	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

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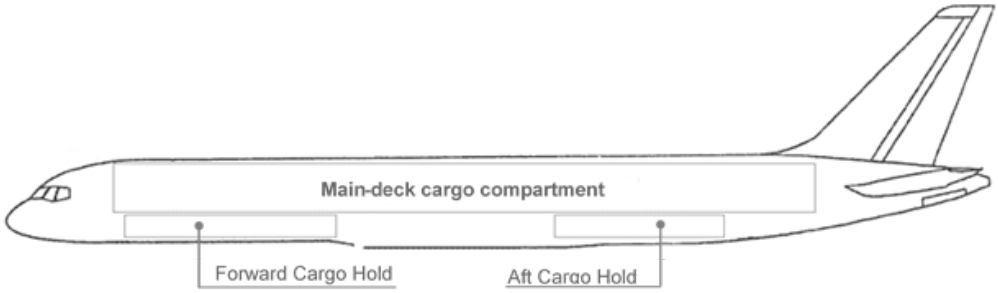
9. Compartment Classification and Air-Conditioning



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 (min – max)	Main-deck (Auto)	Fwd Hold	Aft Hold
Temperature	18ºC to 29ºC	20ºC to 23ºC	No Direct Control -3ºC 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	

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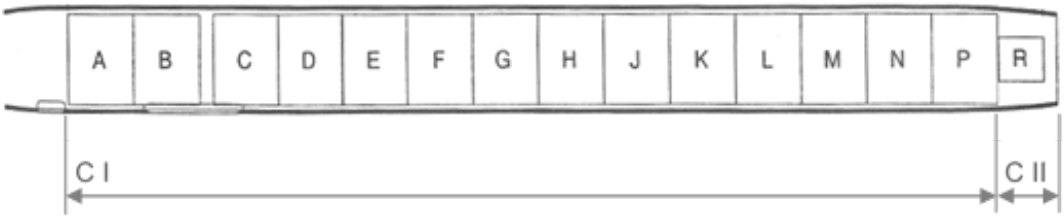
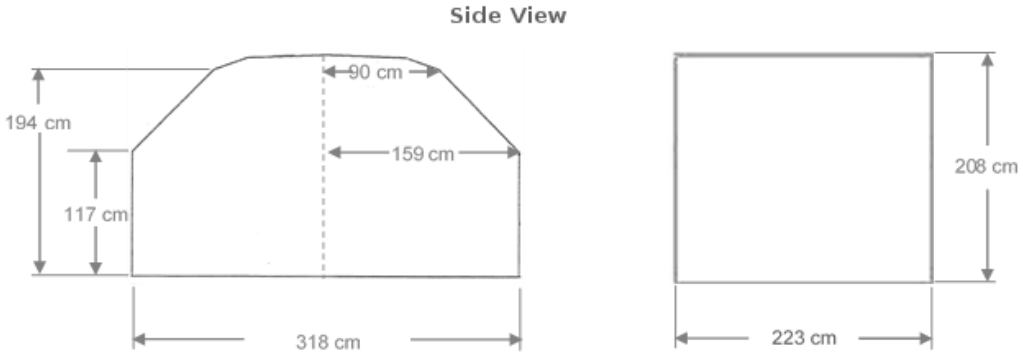
10. Aircraft Cabin Contour Dimensions

10.1 Aircraft Layout

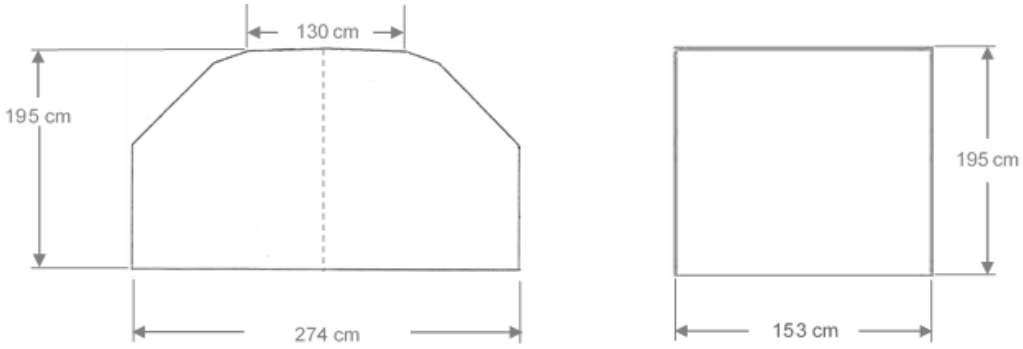
The aircraft is divided into two contour zones: CI and CII. Note that all heights given in the below Contour diagrams are **from the top of rollers**.



10.2 Contour CI



10.3 Contour CII



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11. Maximum Position Weights

11.1 Maximum Main-deck ULD Weights in Kilograms

	ULD Position														
ULD Size	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R
108"/88"		2268					4264*		2268						
125"/ 88"	2268								2268		2222		2132	2040	
125"/96"		2495					4672*		2495		2449	2268	2222		
61.5"/60.4															1043

*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	21	22	31	32	33
Max. Weight	2378	4400	3494	2193	3198
	4452		7205		
Volume (m3)	5.2	14.6	14.2	7.2	6.6
	19.8		28		

Note: The compartment volumetric capacity in the lower holds of the B757SFs are approximately equivalent to 3 LAY ULDs and 1 AKE ULD, all 80% volumetrically filled.

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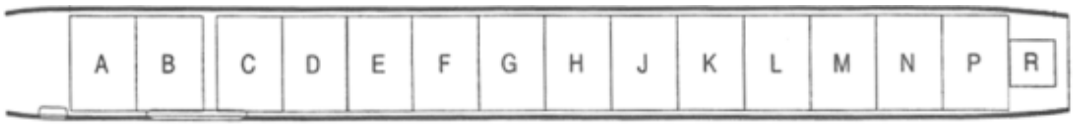
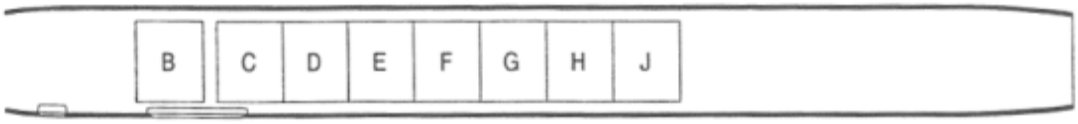
12. Aircraft ULD Compatibility

12.1 Aircraft Configurations

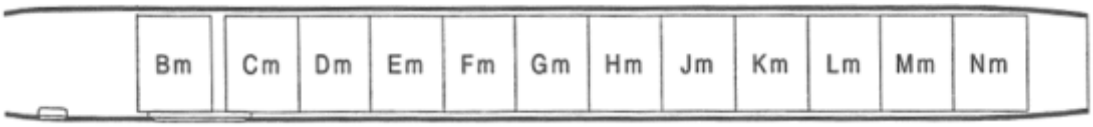
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



Configuration 1: 14 Lateral 125”/88” and 1 60.4”/61.5”



Configuration 2: 8 Lateral 108”/88”



Configuration 3: 12 Lateral 125”/96”

Note: Configuration 3 will require locks to be repositioned.

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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	ABU/ P2P	AKE	AKH	AKN	PAG	PBJ	PEA	PEB	PKC	PMC	RKN
Configuration 1	A	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	B	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	C	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	D	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	E	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	F	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	G	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	H	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	J	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	K	Y	Y	Y	N	N	N	N	Y	N	N	N	N	N	N
	L	Y	Y	Y	N	N	N	N	Y	N	Y	Y	N	N	N
	M	Y	Y	Y	N	N	N	N	Y	N	Y	Y	N	N	N
	N	Y	Y	Y	N	N	N	N	Y	N	Y	Y	N	N	N
	P	Y	Y	Y	N	N	N	N	Y	N	Y	Y	N	N	N
	R	N	N	N	N	Y1	Y	Y	N	N	N	N	Y1	N	Y1
Configuration 2	B	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	C	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	D	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	E	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	F	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	G	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	H	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
	J	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N
Configuration 3	Bm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Cm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Dm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Em	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Fm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Gm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Hm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Jm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Km	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Lm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Mm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	Nm	N	N	N	N	N	N	N	N	N	N	N	N	Y	N

Y1: On registrations GBMRA, GBMRB, GBMRD and GBMRJ overhangs must face left (port) side. On registration GBMRI overhangs must face right (starboard) side.

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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.
- There is no possibility to connect electrical power to RKN ULDs.
- Pallet stacks are not allowed on position P (configuration 1).

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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:

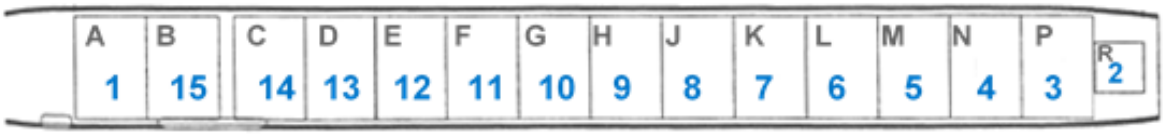


Step 3: Un-load the forward lower deck.

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.

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13.3 Loading Notes

13.3.1 Counter-ballast

To provide counterbalance during loading and offloading, **a minimum of 1000kg is required in Position A for loads in excess of 10.000 kg**. Below that figure, a minimum of 10% of the load must be loaded between Position A and belly 21 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 A, or Position A and Belly 21, 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.

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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

ULDs which are heavier than the standard allowed maximum gross weight may be loaded on the main deck on a floating position.

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

14.2 Crushable Cargo Requirements

The first loaded position on the aircraft must be occupied with a ULD filled with crushable cargo.

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

Aircraft engines shall be loaded in positions B-K only.

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.

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14.5 Live Animals

14.5.1 Horses

Max. Number of Horses per Aircraft	33
Max. Number of Horses per Box	3
Max. number of Horses per Groom	-
Approved Horse Transport ULDs	DHL or IATA approved ULDs, i.e. HMJ or equivalent
Approved Loading Configurations	125”/96” Lateral (Config 3)

Horses may only be loaded after prior approval from the respective airline and RCG/your Special Loads Regional contact. A suitable number of grooms must be carried, dependent on the number of horses carried.

The aircraft must be prepared with necessary safety equipment, i.e. door slides, seat pallet and portable oxygen, and a Flying Load Master must be carried in addition to any required Horse Grooms.

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.

<table>
<tr><th></th><th>Main-Deck</th><th>FWD Hold</th><th>AFT Hold</th></tr>
<tr><td>Horses</td><td>Yes</td><td colspan="2">No</td></tr>
<tr><td>Day-old chickens</td><td>Yes (max 2 pallets)</td><td rowspan="13">Yes</td><td rowspan="9">No</td></tr>
<tr><td>Monkeys</td><td rowspan="12">Yes</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 rowspan="2">Yes</td></tr>
<tr><td>Crustaceans or Molluscs</td></tr>
<tr><td>Bees</td><td>No</td></tr>
<tr><td>Hatching eggs</td><td>Yes</td></tr>
</table>

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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	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	FWD LD	AFT LD
MAG	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	N
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**	F-R	G-R	H-R
FIL		H-R	J-R	K-R
AVI, HEG, LHO	**Aft Hold**	C-G and R	E-F	**Not allowed**
FIL		C-J	E-J	H

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	2474	29	44
Single air condition pack operation	1979		
Approved for the following routes per operator: **DHK:** Any			

According to safety risk assessments performed by DHK, the following has been granted:

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1% Package Sublimation	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		
Approved for the following routes per operator: **DHK*:** LEJ-GVA-LEJ, LEJ-EDI, LEJ-BAH, EMA-EDI, BRU-LEJ, BRU-TLV, LEJ-TLV & BRU-BAH.			

0.37% Package Sublimation	Max. ICE allowed per hold in KG		
	Main Deck	FWD Hold	AFT Hold
Dual air condition pack operation	7082	47	69
Single air condition pack operation	5748		
Approved for the following routes per operator: **DHK*:** LEJ-GVA-LEJ, LEJ-EDI, LEJ-BAH, EMA-EDI, BRU-LEJ, BRU-TLV, LEJ-TLV & BRU-BAH.			

*Note: Any routes with origin LEJ, EMA or BRU operated by DHK may be added to the approved list upon request to Darren.mayard@dhl.com. Routes with different origins will only be permitted after confirmation from DHK that the process for the interpolation calculation and application for mixed sublimation rates can be carried out to a satisfactory standard by the Origin station.

For further enhancement of dry ice limits on the DHK fleet on an adhoc basis, please contact Darren.Maynard@dhl.com

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 1000kg of 2% sublimation rate packing, 1500kg of 1% and 2000kg of 0.37% on the main deck;

$$\frac{1000\text{kg}}{2474\ \text{kg}} + \frac{1500\ \text{kg}}{4948\ \text{kg}} + \frac{2000\text{kg}}{7082\text{kg}} = 0.99 < 1.0$$

There is no additional weight limit for loading of dry Ice (ICE) together with Live Animals (AVI) on the Main-Deck.

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

There is no weight limit for the loading of Dry Ice (ICE) together with Live Animals (AVI) on the Main-deck.

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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.

Lithium battery shipments subject to **Section IA or IB** of Packing Instructions 965 or 968, or **Section I** of Packing Instructions 966, 967, 969 & 970 shall be loaded in accordance with one of the following provisions;

a. In a Class C aircraft cargo compartment; or

c. In a Fire-Resistant Container (FRC), Fire Containment Bag (FCB) or be covered by a Fire Containment Cover (FCC); or

d. Accessible to a crew member or other authorised person.

Lithium Batteries carried under **special provisions A88 & A99**, High Mass and prototype devices. Operator approval required at least seven (7) working days prior to transport;

Contact **Darren.maynard@dhl.com**

15.5 Electric Vehicles (EV) / Hybrid Electric Vehicle (HEV)

The transport of Electric Vehicles (EV's) under **UN3171 with a mass/weight of 100kg or more** and Hybrid Electric Vehicles (HEV's) under **UN 3166 with a mass/weight of 100kg or more**, must be shipped at a 'turn-key' battery indication no greater than 15%. This must be indicated in the Shipper's Declaration for Dangerous Goods, by adding the statement "the charge indication of the vehicle is 15% or less" in the Additional Handling Information field.

UN3171 with a mass/weight of less than 100kg must be loaded within a Fire-Resistant Container (FRC), Fire Containment Bag (FCB) or be covered by a Fire Containment Cover (FCC).

Hybrid Vehicles, **UN3166, without a 'turn-key' charge indication**, must be loaded within a Fire-Resistant Container (FRC) or be covered by a Fire Containment Cover (FCC).

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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:	3
Mass of ACM:	95 kg

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

17.4 17.4 Minimum Flight Weight (MFW)

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

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**.

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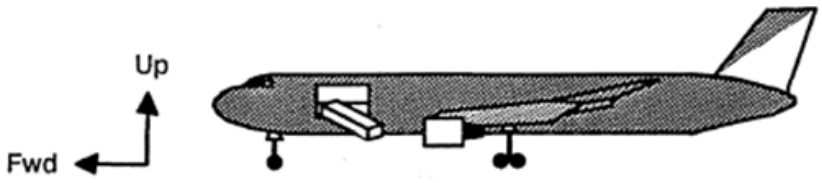
18. Maximum Package Dimensions

18.1 Main Deck (Forward of Main Cargo Door)

HEIGHT (INCHES)	WIDTH (INCHES)												
	5	15	25	35	45	55	65	75	85	95	105	115	125
	LENGTH (INCHES												
83	265	262	259	176	161	145	133	124	111	107			
80	265	262	259	176	161	145	133	124	111	107			
76	265	262	259	176	161	145	133	124	111	107			
72	267	263	260	188	170	153	139	130	118	109			
68	269	265	261	208	186	170	152	142	126	118			
64	272	267	263	240	210	194	172	160	144	135	124		
60	275	270	266	262	251	221	197	177	161	150	136		
56	277	273	269	264	258	248	222	198	178	162	147		
52	278	274	270	265	260	255	234	207	185	168	152	140	
48	279	275	271	266	261	256	240	210	188	171	155	142	
44	280	276	272	267	262	257	243	211	191	174	156	143	133
40	281	276	272	267	262	257	243	211	192	175	157	143	133
36	281	276	272	267	262	257	243	211	192	175	157	144	133
32	281	276	272	267	262	257	243	211	192	175	157	144	133
28	281	276	272	267	262	257	243	211	192	175	157	144	133
24	281	276	272	267	262	257	243	211	192	175	157	144	133
20	281	276	272	267	262	257	243	211	192	175	157	144	133
16	281	276	272	267	262	257	243	211	192	175	157	144	133
12	281	276	272	267	262	257	243	211	192	175	157	144	133
8	281	276	272	267	262	257	243	211	192	175	157	144	133
4	281	276	272	267	262	257	243	211	192	175	157	144	133
2	281	276	272	267	262	257	243	211	192	175	157	144	133

Note: Subtract roller height and pallet thickness to obtain maximum cargo height.



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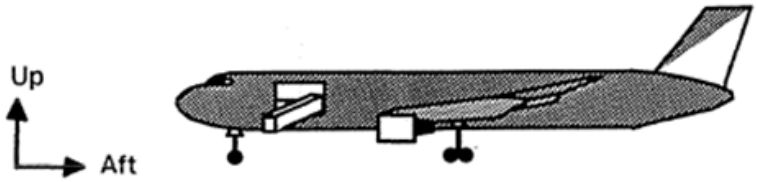
18.2 Main Deck (Aft of Main Cargo Door)

HEIGHT (INCHES)	WIDTH (INCHES)												
	5	15	25	35	45	55	65	75	85	95	105	115	125
	LENGTH (INCHES												
83	313	262	245	240	235	213	140	130					
80	313	262	245	240	235	213	140	130					
76	313	262	245	240	235	213	140	130					
72	352	290	260	243	238	220	169	135					
68	430	340	270	255	245	230	195	158	132				
64	540	410	335	280	260	243	211	190	155	140	130		
60	663	525	410	338	285	260	230	205	185	160	145		
56	665	630	485	380	320	275	242	213	188	168	148		
52	665	660	523	410	338	285	250	220	195	175	155	145	135
48	665	660	523	410	338	285	250	220	195	175	155	145	135
44	665	660	523	410	338	285	250	220	195	175	155	145	135
40	665	660	523	410	338	285	250	220	195	175	155	145	135
36	665	660	523	410	338	285	250	220	195	175	155	145	135
32	665	660	523	410	338	285	250	220	195	175	155	145	135
28	665	660	523	410	338	285	250	220	195	175	155	145	135
24	665	660	523	410	338	285	250	220	195	175	155	145	135
20	665	660	523	410	338	285	250	220	195	175	155	145	135
16	665	660	523	410	338	285	250	220	195	175	155	145	135
12	665	660	523	410	338	285	250	220	195	175	155	145	135
8	665	660	523	410	338	285	250	220	195	175	155	145	135
4	665	660	523	410	338	285	250	220	195	175	155	145	135
2	665	660	523	410	338	285	250	220	195	175	155	145	135

Note: Subtract roller height and pallet thickness to obtain maximum cargo height.



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18.3 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

18.4 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

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