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DHK B763BCF (Telair)

DHL Air UK Telair Cargo System B767-300BCF

Revision: 3
Date: 27 November 2024

1 DHL Air UK B767-300BCF Telair Cargo System 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 Main Deck ULD Compatibility

14 Loading and Un-Loading

15 Rigid, Oversized and Special Loads

16 Restricted Commodities Loading

17 Messaging and Reporting

18 Load Control Data

19 Maximum Package Dimensions

UNCONTROLLED DOCUMENT (28 NOVEMBER 2024 21:14:11)

Page	Date	Comment
There are no change log comments for this revision.		

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1. DHL Air UK B767-300BCF Telair Cargo System Registrations

IATA Designator:	**D0**
ICAO Designator:	**DHK**
Valid for:	**GDHLO, GDHLP, GDHLR, GDHLS**

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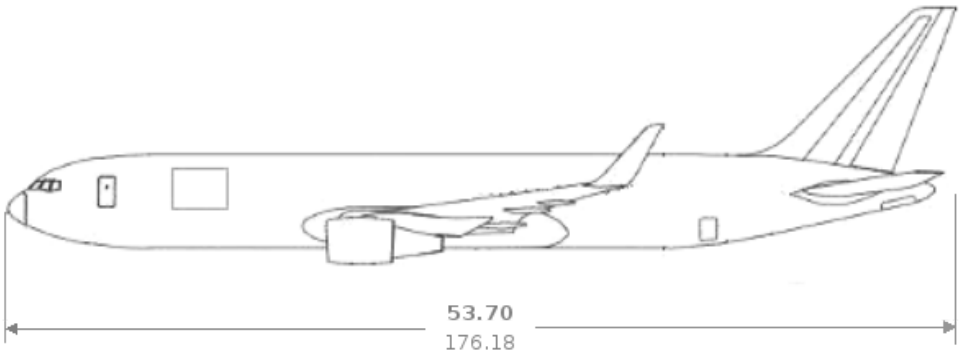
2. Aircraft Dimensions

All dimensions **metres** and feet / inches





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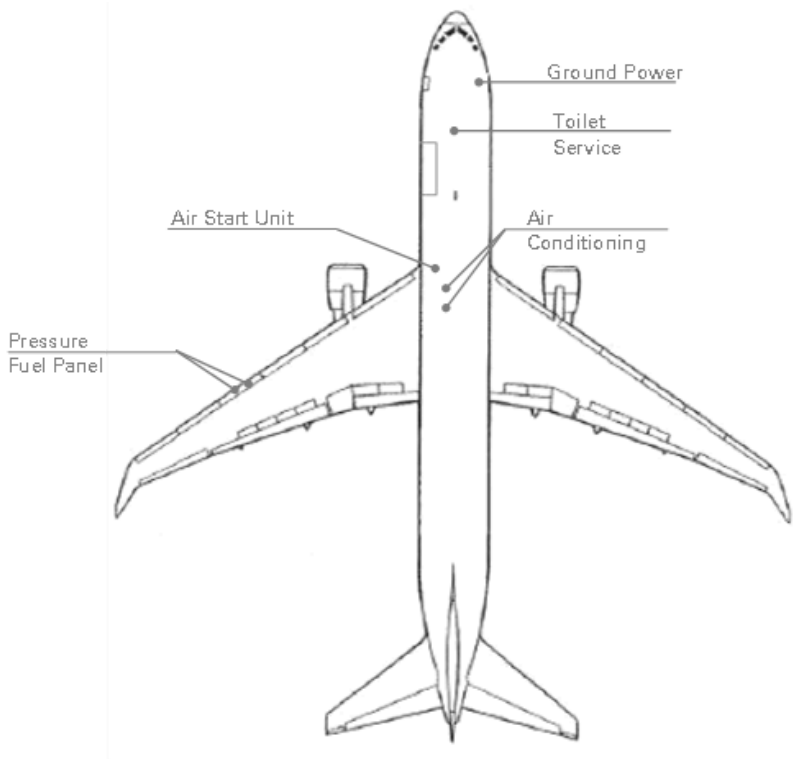
3 Aircraft Servicing Points and Specifications

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	2 ACU inlets available
Air Start Unit	Minimum Capacity 240 ppm Max. / Min. pressure 45 / 34 psi	1 ASU inlet available.

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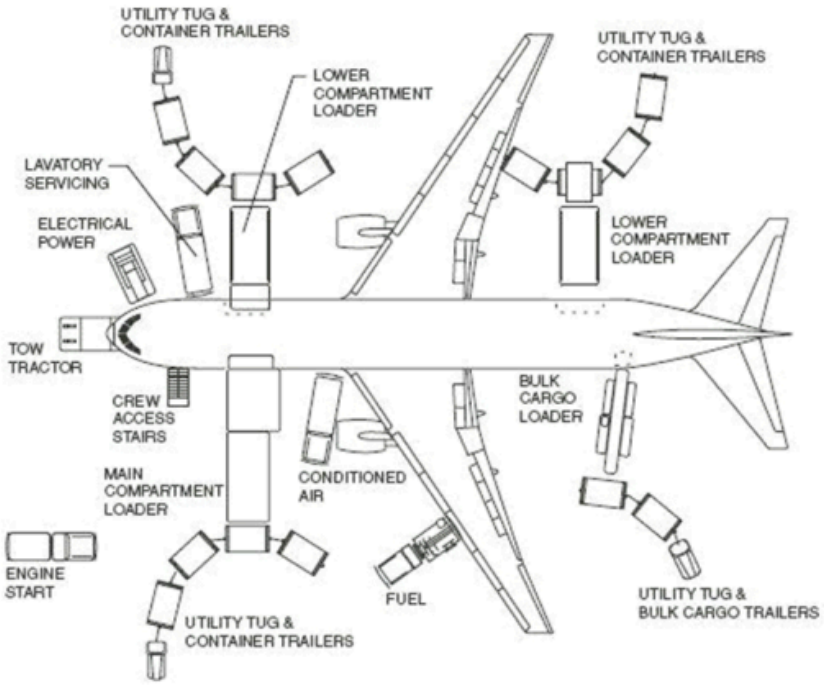
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

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

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5. 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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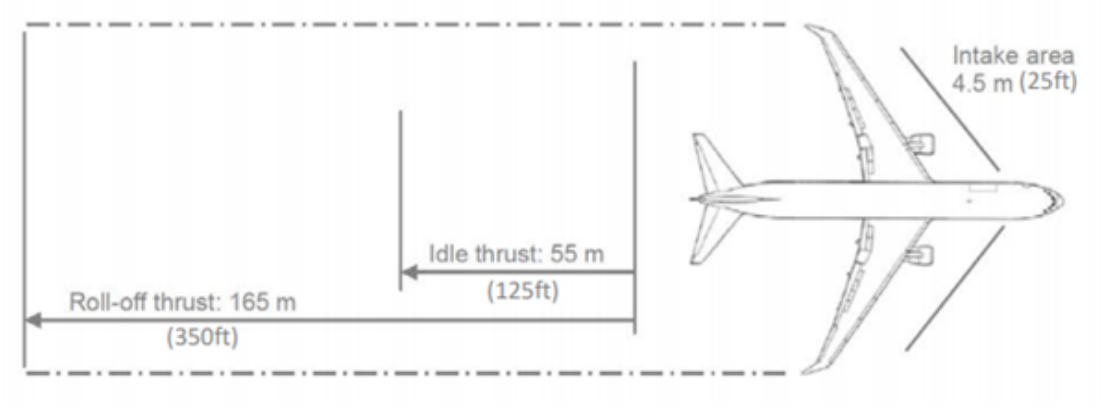
6. Safety Areas



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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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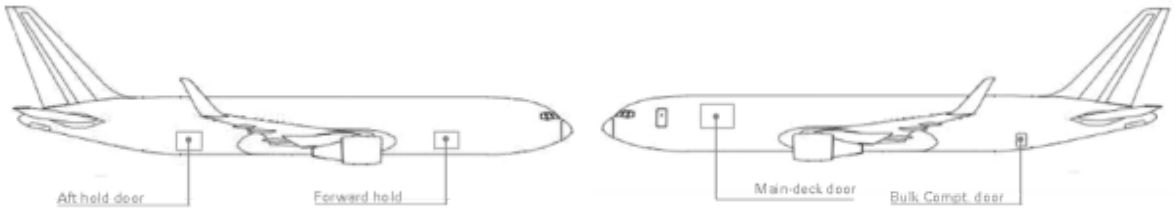
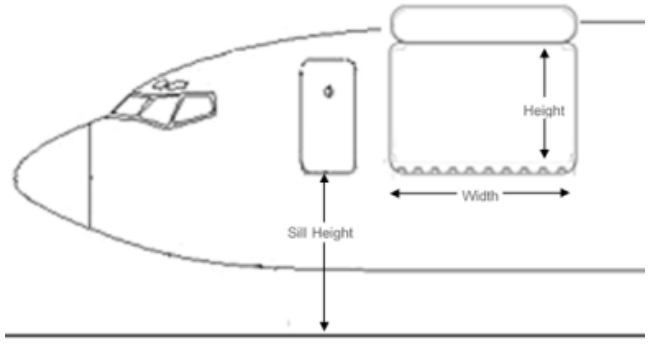
8. Aircraft Door Dimensions



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	
	Cm	Inches	Cm	Inches	Cm	Inches	cm	Inches
Crew Door	-		-		414	163	450	177
Main Deck	340	134	261	103	414	163	450	177
Forward Hold	340	134	175	69*	229	90	257	101
Aft Hold	178	70	175	69*	118	86	251	99
Bulk Hold	96	38	114	45	221	87	259	102

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

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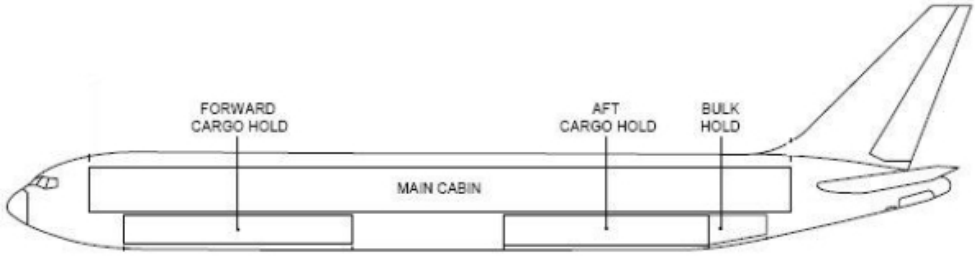
9. Compartment Classification and Air-Conditioning



9.1 Compartment Classification

Compartment		Features
Main-deck	Positions A1 loaded with 88" pallet **with** 50 cm (18") aisle	- Classification **B**
		- Pressurisation
		- Smoke Detection
		- **Accessible** during flight
	Positions 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 (bulk Hold)		- Classification **E**
		- Pressurisation
		- Smoke Detection
		- **In-accessible** during flight

9.2 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk Hold
Temperature	4C to 29C	4.5C to 24C	4C to 10C	4C to 10C / 18C to 23C
Heating	Yes			
Heat adjust	Yes			
Cooling	Yes	No	No	No
Ventilation	Yes	No	No	Yes

Perishable system is installed on the main deck.

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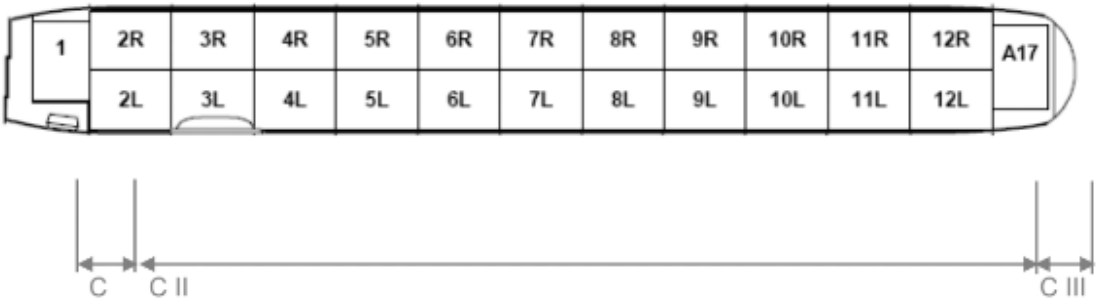
10. Aircraft Cabin Contour Dimensions



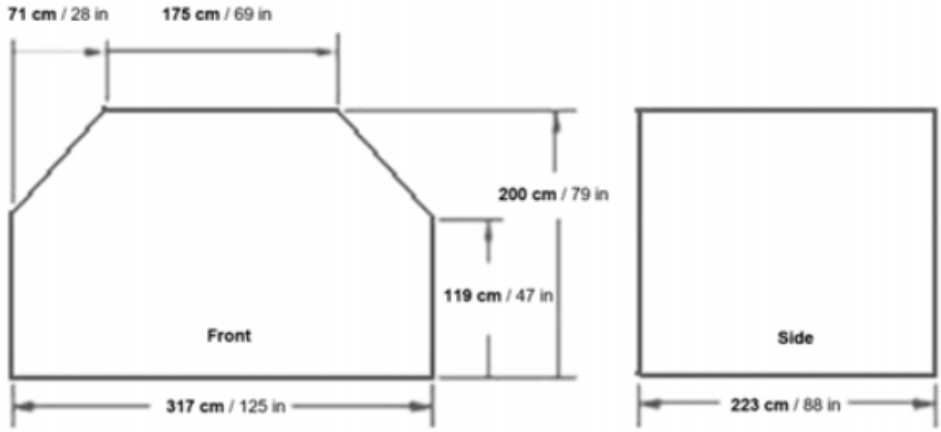
The aircraft is divided into three contour zones: CI, CII and CIII.

The following pages provide exact information on the dimension of each contour zone.

Note: All heights are given from top of rollers

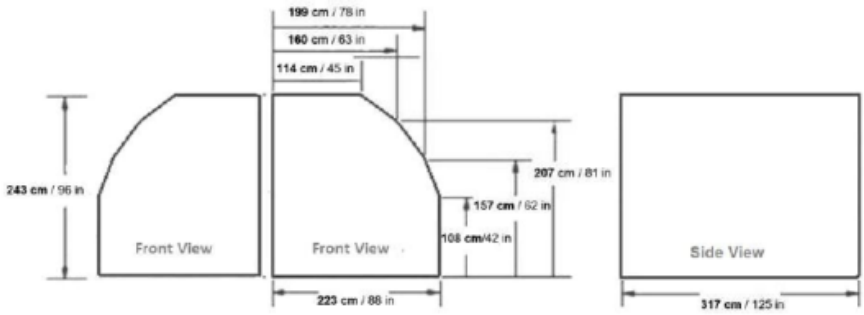
10.1 Contour CI

Position A1 Longitudinal



10.2 Contour CII

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



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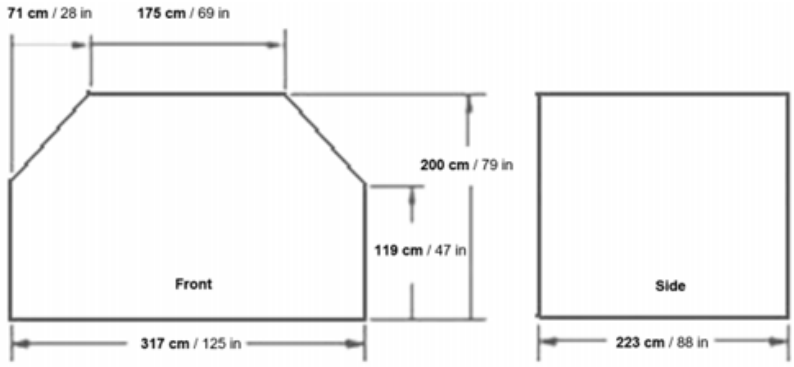
10.3 Contour CIII

Position **A17 only**



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

- Position A17: Contour (sloped side) facing aft

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11. Maximum Position Weights

11.1 Maximum Main-deck ULD Weights in Kilograms and (Pounds)

	ULD Position																	
ULD Size	**A1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**						**A17**
88” Twin-row (A)		3701				5225		3701										
88” Lateral (A)	2073																	2721
88” Longitudinal (Alternate)	2948*																	
ULD Size		**M1**	**M2**	**M3**	**M4**	**M5**	**M6**	**M7**	**M8**	**M9**	**M10**	**M11**						
96” Longitudinal (M)		4819				6803		4819										
ULD Size	**A1**	**A2**	**A3**	**A4**	**A5**	**A6**	**A7**	**A8**	**A9**	**A10**	**A11**	**A12**	**A13**	**A14**	**A15**	**A16**	**A17**	
88” Lateral (A)	2073	3392						4786		3392							2721	
ULD Size		**M1**	**M2**	**M3**	**M4**	**M5**	**M6**	**M7**	**M8**	**M9**	**M10**	**M11**	**M12**	**M13**	**M14**			
96” Lateral (M)		3701					5225			3701								
ULD Size					**R1/E1**			**R2**		**R3/E2**			**R4**		**R5**			
16ft Longitudinal (R)					7557			10668		7557								

Note

* If A1 is loaded Longitudinally (A1 Alternate), 2L and 2R cannot be used in this configuration.
* If A1 is loaded Longitudinally (A1 Alternate), A2 cannot be used in this configuration.
* If A1 is loaded Longitudinally (A1 Alternate), M1 cannot be used in this configuration.

11.2 Additional Restrictions for Main-deck loads

11.2.1 Lateral Imbalance

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

11.2.2 Maximum Lateral Unsymmetrical Load

These restrictions have been incorporated into the Sable system.

11.2.3 Vertical Centre of Gravity

These restrictions have been incorporated into the Sable system.

11.2.4 Missing / Inoperative Restraints

For ULDs Size Code A (125/88”) and M (125/96”), only one missing/inoperative restraint is allowed per pallet. Refer to the SABLE system for weight restrictions.

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.

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11.3 Maximum Lower-deck Compartment Weights in Kilograms and (Pounds)

11.3.1 Forward Hold

Position	Max. Gross Weight per ULD in kilograms (Pounds)				Max Hold Capacity
	88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
11P - 22P	5102 (11250)	5102 (11250)			20411 (45000)
11-14 and 21-24			1587 (3500)		
11-14 and 21-24				2449 (5400)	

11.3.2 Aft Hold

Position	Max. Gross Weight per ULD in Kilograms (Pounds)		Max Hold Capacity
	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
31-34 and 41-43	1587 (3500)		17574 (38745)
31-34 and 41 - 43		2449 (5400)	

11.3.3 Bulk Hold

Compt.	Volume	Max. floor load	Max. Weight
5	12.1m^3 430 cu.ft	730kg/m^2 150lb / sq. ft	2925 kg 6450 lb

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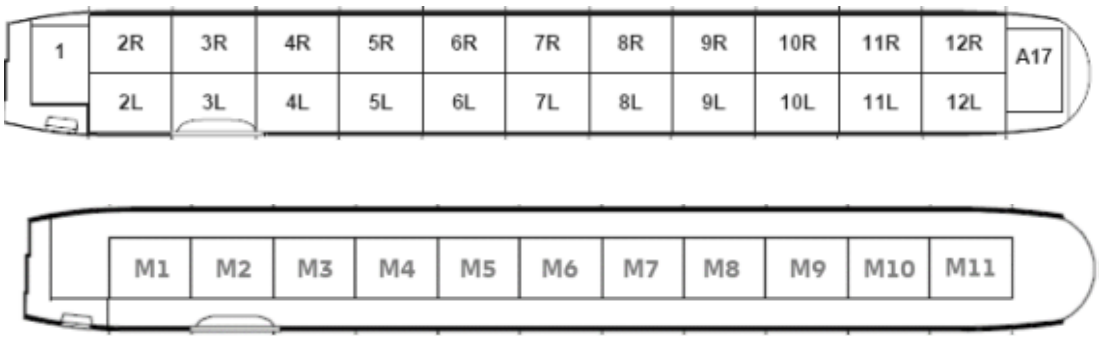
12.1 Main Deck Configurations

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” ULDs



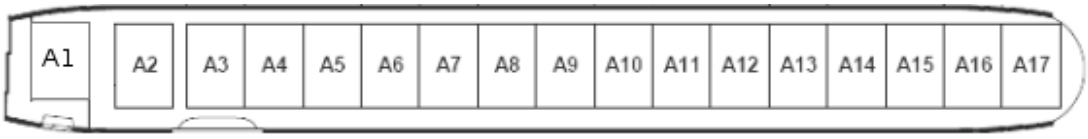
Configuration B: 11 Longitudinal centre-line125”/96” ULDs



Configuration C: 5 Longitudinal centre–line 196”/96”, 16ft ULDs



Configuration D: 17 Lateral 125”/88” ULDs



Configuration E: 2 Lateral 125”/88” ULDs and 14 125”/96” ULDs

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13. 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	AMP	AMV	HMJ	PAG	PMC	PZA	PRA	PRB
Configuration A	A1	N	Y1	Y	N	N	N	N	N	N	N	Y4	N	N	N	N
	2R/L	N	Y	Y	Y	N	N	N	N	N	N	Y5	N	N	N	N
	3R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	4R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	5R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	6R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	7R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	8R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	9R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	10R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	11R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	12R/L	N	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
	A17	N	Y2	Y	N	N	N	N	N	N	N	Y	N	N	N	N
Configuration B	M1	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M2	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M3	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M4	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M5	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M6	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M7	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M8	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M9	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M10	N	N	N	N	N	Y3	Y	N	Y3	Y	N	Y	N	N	N
	M11	N	N	N	N	N	Y3	N	N	N	Y	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:Pallets must be restricted to 96" high

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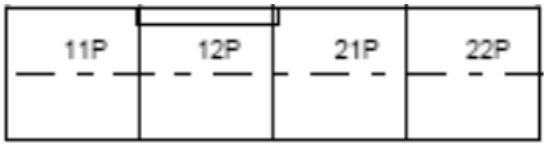
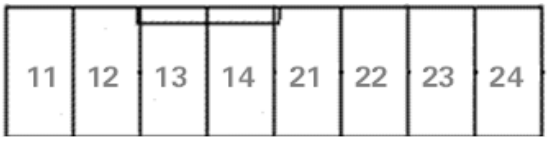
13.1 Lower Deck Configurations

13.1.1 Forward Hold



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

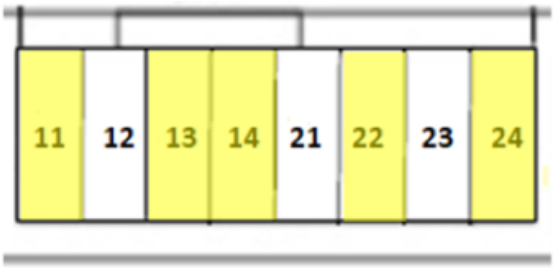


Configuration 2: 8 Lateral 61.5”

ULD Position Restrictions

Stack Loading: DQF ULDs may be stack loaded in full holds only. If a hold is less than full, all ULDs must be locked individually

Notes: 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./60.4” or 96”/60.4” ULDs. Stack loading is permitted in configuration 2.



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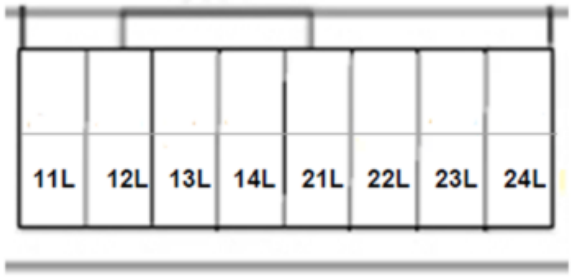


Configuration 3: 8 LD3 61.5”

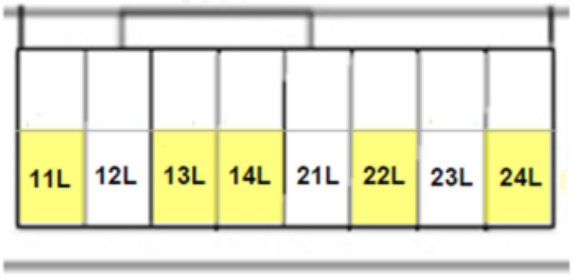
ULD Position Restrictions

Loading: Left hand lane loading only.

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

Notes: The positions highlighted in yellow below show where ULDs can be locked individually. If the hold is not fully loaded, then the positions marked in yellow must be filled first. Example: 23L cannot have a ULD if there is no ULD in 24L.

AKE/ LD3 ULDs may be stack loaded in full holds only.



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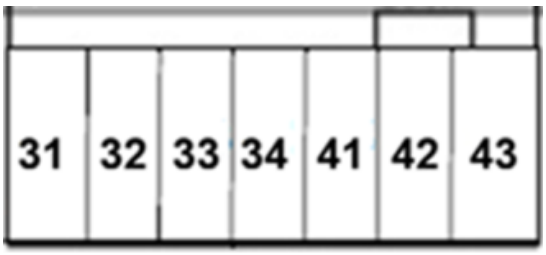
13.1.2 Aft Hold



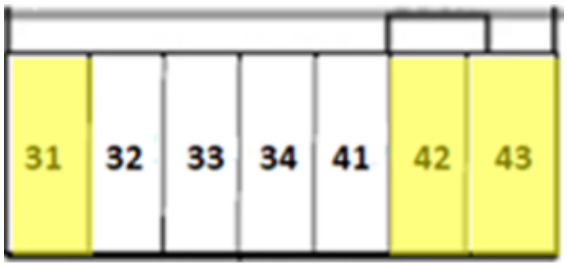
Configuration 1: 7 Lateral 96”/60.4” ULDs

ULD Position Restrictions

Stack Loading: DQF ULDs may be stack loaded in full holds only.

Notes: 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.

DQF ULDs may be stack loaded in full holds only.



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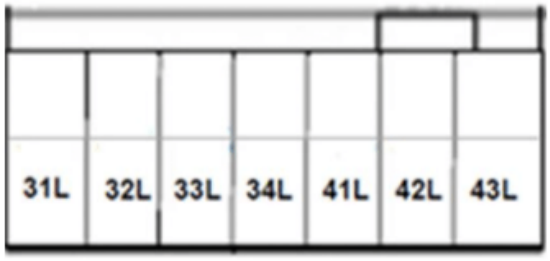


Configuration 2: 7 LD3 Single Row 61.5”/60.4” positions

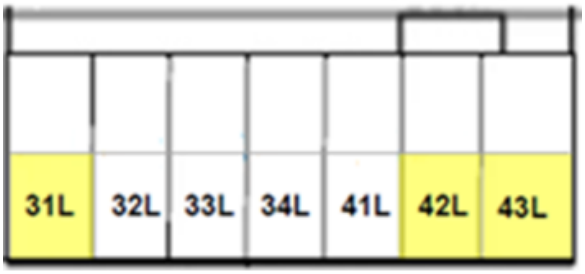
ULD Position Restrictions

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.

AKE/ LD3 ULDs may be stack loaded in full holds only.



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13.2 Lower Deck ULD Compatibility

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

	ULD Type											
	Pos	AAJ/ LAK	AKE	AKN	AMP	AVE	DQF	RAP	RKN	PAG	PMC	FQA
FWD 1	11P	Y	N	N	Y	N	N	Y	N	Y	Y	N
	12P	Y	N	N	Y	N	N	Y	N	Y	Y	N
	21P	Y	N	N	Y	N	N	Y	N	Y	Y	N
	22P	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

14. Loading and Un-Loading

14.1 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.

14.2 Unloading

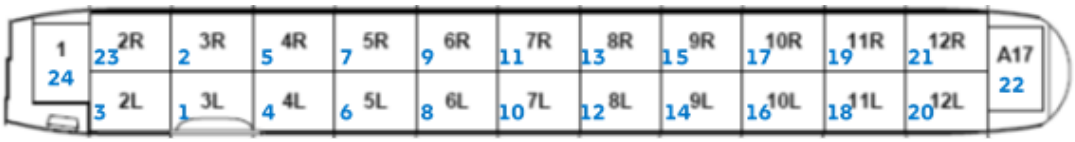
WARNING RISK OF TAIL-TIPPING

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

Unload positions 42 and 43

Unload positions 41 through 31

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



Step 3: Unload the Forward Lower Deck in the following sequence: 125”/88” or 96” ULDs

Unload position 12P

Unload positions 21P and 22P

Unload position 11P

DQF or AKE ULDs

Unload positions 13 and 14

Unload positions 21 through 24

Unload positions 12 and 11

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14.3 Loading Sequence

Observe the following rules to prevent tail-tipping

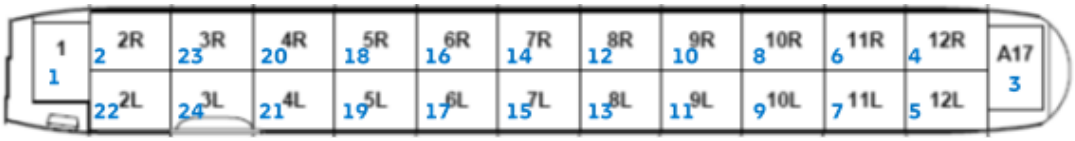
Step 1: Load the Forward Lower Deck in the following sequence: 125”/88” or 125”/96” ULDs

1. Load Position 11P
2. Load Positions 22P through 12P

DQF or AKE ULDs

1. Load Positions 11 and 12
2. Load Positions 24 through 21
3. Load Positions 14 and 13

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



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

Stack Loading

- DQF and AKE ULDs may be stacked loaded
- 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

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14.4 Loading Notes

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 (11P) 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 situation.

Turning ULDs on the ball-mat

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

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.

ATTENTION:

If the zero fuel weight (ZFW) exceeds 133,809 kgs, the lower deck must be loaded with a minimum of 7,620 kgs. This allows the maximum possible payload.

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15. Rigid, Oversized and Special Loads

For guidance on the handling of special loads, please refer to the Special Loads Regional Contact Instructions outlined in Chapter 6 **6.12.22.3 - Determining Loadability of Special Loads**. Where direct operator approval is required, the Regional Airside Team will liaise with Global Airside as needed.

15.1 Floating / Heavy Pallets

There are no provisions for carrying ULDs in floating positions.

15.2 Pipes and Bars

Loading of pipes, bars, poles or any other long/ thin items are not allowed in the first and last position of any given loading configuration (Example: A1 and A17).

15.3 Pallets and Pallet Nets

All pallets must use a net as the primary means of restraint. Straps may be used as stabilisation only.

15.4 Crushable Cargo Requirements

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

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

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15.5 Live Animals

15.5.1 Horses

Max. Number of Horses per Aircraft	18
Max. Number of Horses per Box	3
Max. number of Horses per Groom	DHK require a suitable number of grooms to 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

Notes:

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

15.5.2 Other Live Animals

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

<table>
<tr><th></th><th>Main-Deck</th><th>Compt 1</th><th>Compt 2</th><th>Compt 3</th><th>Compt 4</th><th>Compt 5</th></tr>
<tr><td>Horses</td><td>Yes (Max 18)</td><td colspan="5">No</td></tr>
<tr><td>Day-old chickens</td><td>Yes (Max 5 pallets)</td><td rowspan="13">Yes</td><td colspan="2">Yes</td><td rowspan="13">Small shipments only</td></tr>
<tr><td>Monkeys</td><td rowspan="12">Yes</td><td colspan="2" rowspan="9">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></tr>
<tr><td>Crustaceans or Molluscs</td><td colspan="2">Yes</td></tr>
<tr><td>Bees</td><td colspan="2" rowspan="2">No</td></tr>
<tr><td>Hatching eggs</td></tr>
</table>

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16. Restricted Commodities Loading

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

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

	Position										
DG Type	1	2L/R	3L/R	4L/R	5L/R	6L/R	7L/R	8-12L/R	A17	FWD LD	AFT LD
MAG	N	N	N	N	N	N	Y	Y	Y	N	Y
CAO (Accessible **Y**)	Y*	Y*	Y*	Y*	Y*	Y*	Y*	Y*	N	N**	N**
CAO (Accessible **N**)	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y
RRY (max. 100 TI combined)	N	N	N	Y	Y	Y	Y	Y	Y	N	Y
RRY (max. 150 TI combined)	N	N	N	N	N	Y	Y	Y	Y	N	Y
RRY (max. 200 TI combined)	N	N	N	N	N	N	N	Y	Y	N	Y

Note: * Cargo Aircraft Only (CAO) can be loaded on any Main Deck position 1 to 12L provided they are loaded accessible. Accessible means that:

- The CAO is loaded on a pallet
- Position A1 and all twin-track positions of the CAO are loaded with 88" pallets with 50cm (18") aisle as per CAO accessibility on the Main Deck.

** Please refer to 0Lithium Batteries for limitations and further guidance.

If loading Magnetised Material (MAG) in twin track configuration, Loading must be on positions 6L/R or behind.

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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	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

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

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

16.2 CAO Accessibility on the Main Deck

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

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

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

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16.2.1 Combination 1 – Access to Position 1 only



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

16.2.2 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.

16.2.3 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.

16.2.4 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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16.3 Dry Ice

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

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

A maximum of 200kg of ICE per lower-deck hold may be carried together with AVI.

Dry Ice must be loaded as per IATA DGR, ensuring separation between the ICE and AVI.

16.4 Lithium Batteries

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

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

16.5 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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17. Messaging and Reporting

17.1 Messaging

Standard messaging rules apply.

17.2 Reporting

Standard reporting rules apply.

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18. Load Control Data

18.1 Standard Mass Additions

18.1.1 Additional Crew Members (ACM)

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

18.1.2 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 MOC for actual ULD type (if applicable), weight and loading position. Ballast is not carried as standard on this aircraft.

18.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	3628 kg (8,000 Lbs)
Standard Taxi Fuel:	450 kg (992 Lbs)

18.3 LMC Restrictions

Maximum Fuel LMC:	+/- 4000 kg (8818 Lbs)
Maximum Payload LMC:	+/- 1000 kg (2214 Lbs)

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19. Maximum Package Dimensions

19.1 Main Cargo Door (cm)

Width (cm)	25	51	76	102	127	152	178	203	229	254	280	305	330
Height (cm)	Length (cm)												
262	627	541	485	437	394	353	300	203	203	203	203	203	203
257	681	592	523	493	422	381	333	267	224	224	224	224	224
251	884	767	678	607	551	505	467	417	345	241	241	241	241
246	947	815	716	640	579	531	490	447	389	292	257	257	257
241	1013	864	754	671	605	551	551	467	414	378	272	272	272
236	1080	912	792	701	630	572	528	490	439	376	287	287	287
229	1181	986	846	744	663	599	549	513	465	406	333	305	305
216	1361	1113	942	818	721	648	589	544	503	452	386	333	333
203	1557	1242	1034	886	777	691	625	572	531	483	422	356	356
191	1770	1379	1130	960	833	737	660	599	554	508	452	381	376
178	1996	1519	1224	1029	884	777	693	625	577	531	475	404	394
165	2245	1664	1321	1095	937	818	726	653	597	551	475	404	394
152	2504	1806	1412	1161	983	851	754	676	620	566	511	439	422
140	2934	2019	1537	1242	1041	894	785	704	632	577	526	455	434
0-117	3211	2146	1610	1288	1072	917	800	711	638	579	533	460	450

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:

19.2 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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19.3 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

19.4 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

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