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DHX B763BDSF (-104 Config)

DHL Aviation EEMEA B767-300BDSF (-104 Config)

Revision: 5
Date: 27 November 2024

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Page	Date	Comment
18	27 November 2024	ULD types no longer available in the DHL network removed. *(Minor)*
23	27 November 2024	ULD types no longer available in the DHL network removed. *(Minor)*
28	27 November 2024	Guidance on the handling of special loads information added. *(Minor)*

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1. DHL Aviation EEMEA B767-300BDSF (-104 Config) Registrations

IATA Designator:	**ES**
ICAO Designator:	**DHX**
Valid for:	**A9CDHAC, A9CDHAB**

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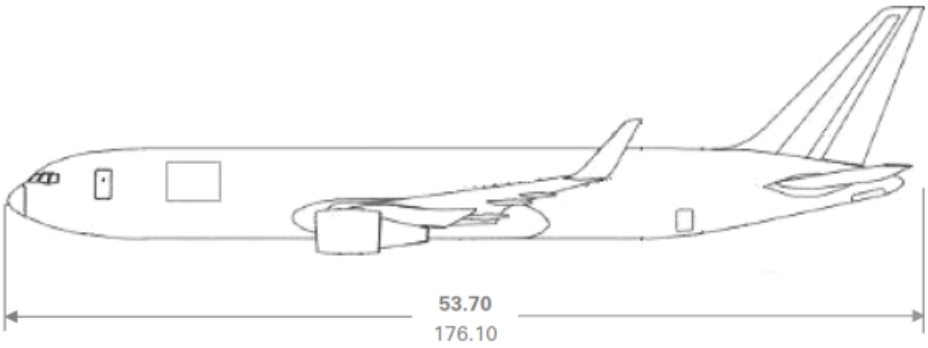
2. Aircraft Dimensions

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





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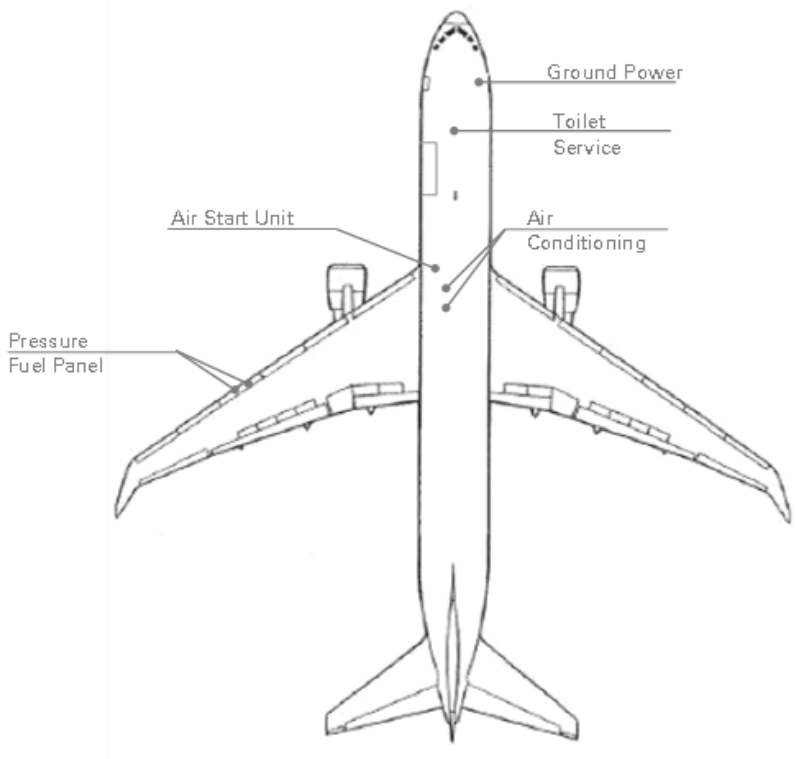
3. Aircraft Servicing Points and Specifications

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	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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3.3 Water tank

Maximum capacity: 2.6 Gallons (10 litres)

3.4 Waste/Lavatory Tank

Vacuum toilet fitted in lavatory behind flight-deck.

Lavatory Pre-charge Fluid is 3.0 US Gallons (11.4 litres)

3.5 Toilet Service

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

When carried out, toilet servicing will be carried out upon arrival of the aircraft.

3.6 Catering

Catering arrangements may be made as required depending of flight time duration.

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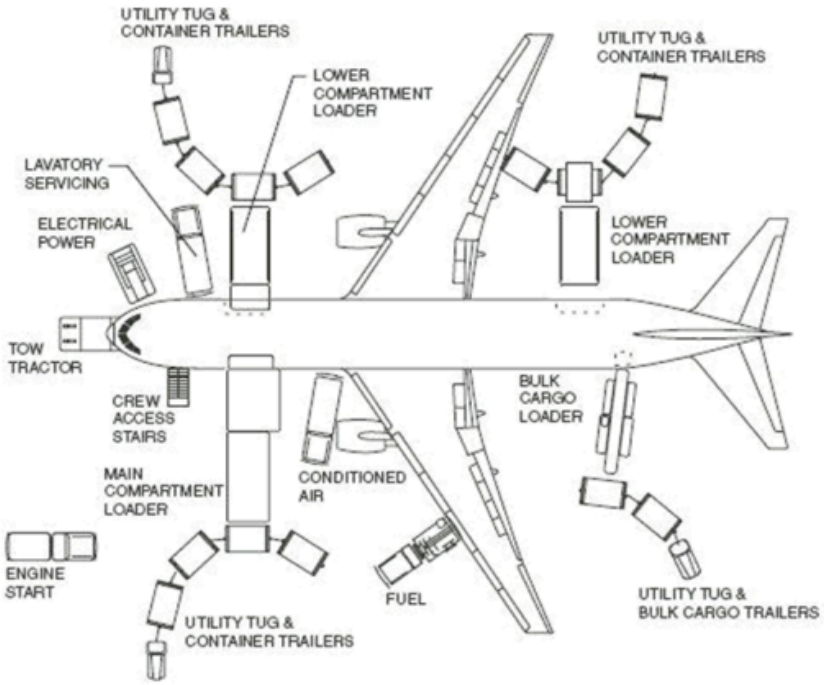
4. Ground Support Equipment

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. Chocking

Standard Chocking procedure applies.

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6. 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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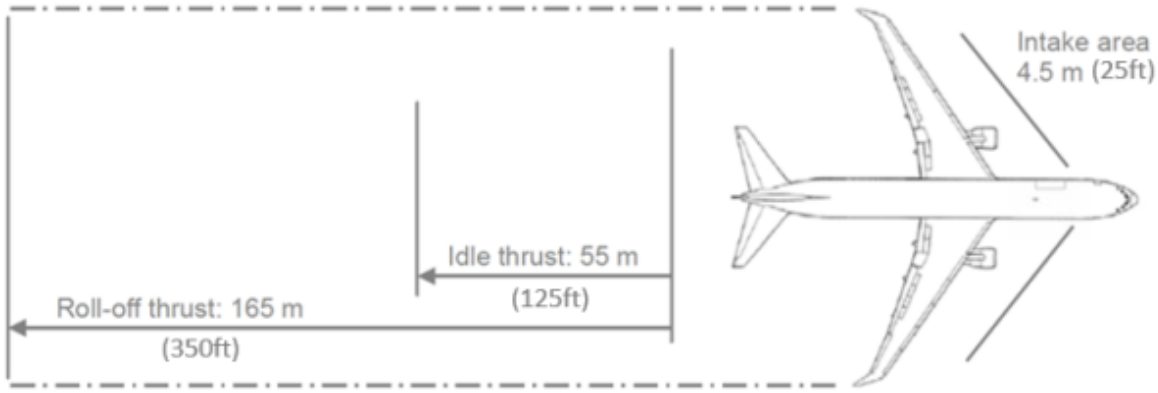
7. Safety Areas



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8. Strong Wind Conditions

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

Wind Speed	Action
Up to 40 knots	Normal Operations: All doors can be opened and left open
More than 40 knots	Do not open additional doors
More than 65 knots	All open doors shall be closed immediately

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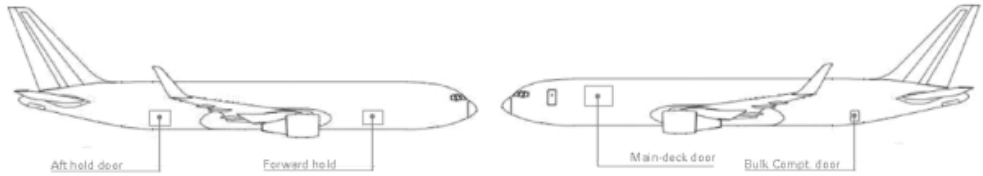
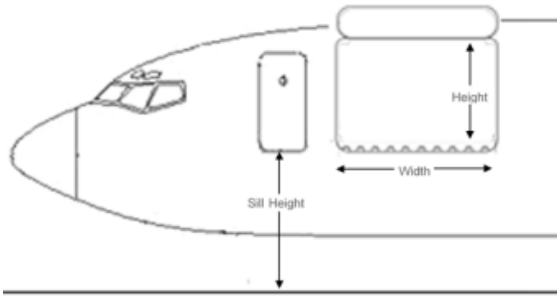
9. Aircraft Door Dimensions



Door width, height, and sill height are defined as follows.

(This drawing is for illustration purposes only and may not be an exact representation of this aircraft type)

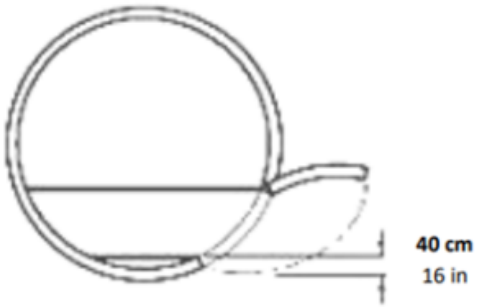


All dimensions are in centimetres (cm).

Door	Door Width		Door Height		Min. Door Sill Height		Max. Door Sill Width	
	cm	Inches	cm	Inches	cm	Inches	cm	Inches
Crew Door	-		-		414	163	450	177
Main Deck	320	126	244	96	414	163	450	177
Forward Hold	340	134	175*	69	229	90	257	101
Aft Hold	178	70	175*	69	218	86	251	99
Bulk Hold	96	38	114	45	221	87	259	102

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

During opening and closing of the lower-deck cargo doors, the door swings down around **40cm (16 inches) below** door-sill level.



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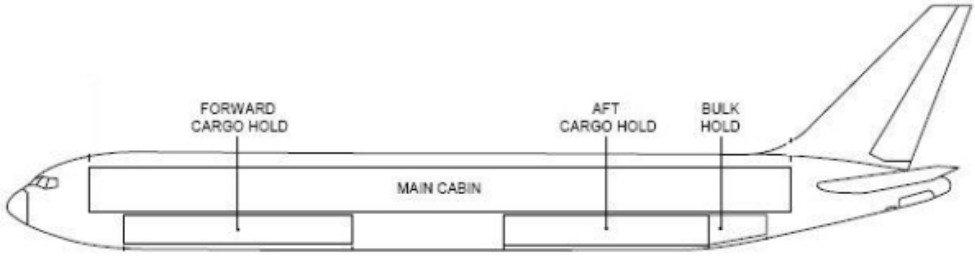
10. Compartment Classification and Air-Conditioning



10.1 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		- Classification **C**
		- Pressurisation
		- Smoke Detection
		- **In-accessible** during flight
		- Fire Suppression

10.2 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk Hold
Temperature	2°C to 30°C	7+°C	7+°C	7+°C
Heating	Yes	Yes	Yes	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. 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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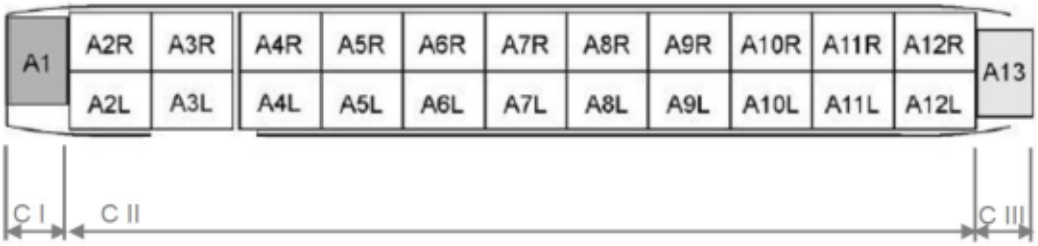
11. Aircraft Cabin Contour Dimensions

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

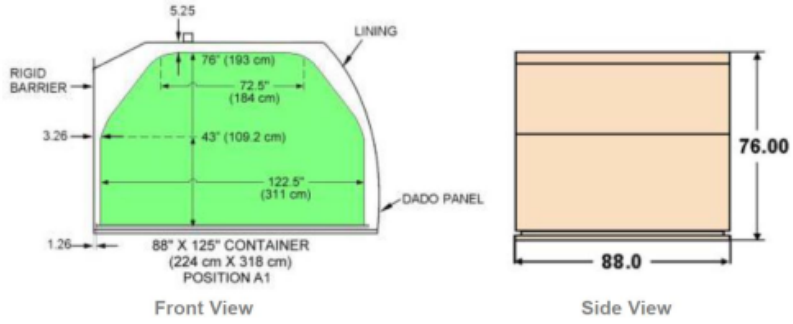


The following pages provide exact information on the dimension of each contour zone.

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

11.1 Contour CI

Position A1 longitudinal only



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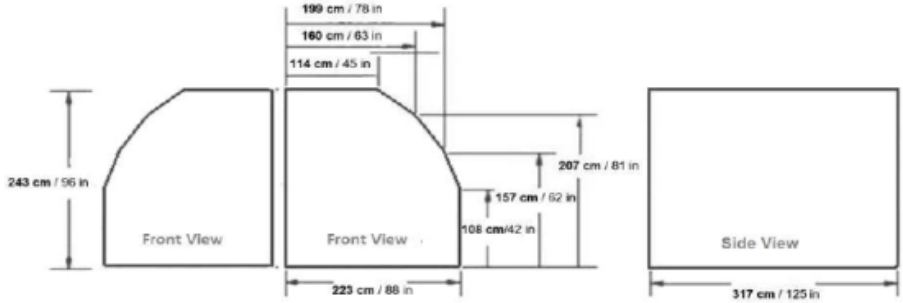
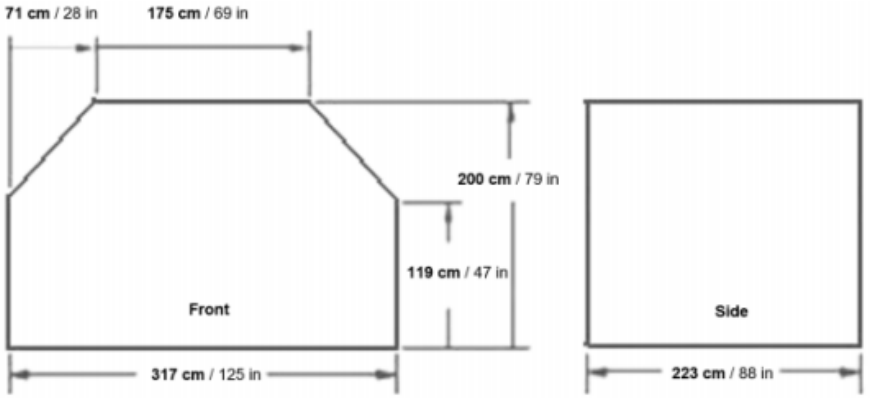
11.2 Contour CII

Positions **A2L/A2R** through to **A12L/A12R**



11.3 Contour CIII

Position **A13 only**



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

- Position A1: Contour (sloped side) facing forward
- Position A13: Contour (sloped side) facing aft

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12. Maximum Position Weights

12.1 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	17
88” Twin-track		3429				4627		3429									
88" Lateral	2268	3431					4844	3431									2722
96" Lateral		3740					5262	3740									
96" Longitudinal		4853				6804		4853									
16ft Centre				P1/G2		P2		P3		P4		P5					
				6804													

12.2 Additional Restrictions for Main-deck loads

12.2.1 Lateral Imbalance

These restrictions have been incorporated into the Sable system.

12.2.2 Maximum Lateral Unsymmetrical Load

These restrictions have been incorporated into the Sable system.

12.2.3 Vertical Centre of Gravity

These restrictions have been incorporated into the Sable system.

12.2.4 Maximum Total Main – deck load

125,000lb (56,700kg)

12.2.5 Missing / Inoperative Restraints

For ULD’s Size code A (125/88”) and M (125/96”), only one missing/inoperative restraint is allowed per pallet.

For ULD’s Size Code R (196/96”) and Engine Pallet, NO missing/inoperative restraint is allowed per pallet.

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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12.3 Maximum Lower-deck Compartment Weights in Kilograms

12.3.1 Forward Hold

Position	Max. Gross Weight per ULD (in kilograms)				Max Hold Capacity
	88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
11P - 22P	4899	4899			20411
11-14 and 21-24			1588		
11-14 and 21-24				2449	

12.3.2 Aft Hold

Position	Max. Gross Weight per ULD (in Kilograms)		Max Hold Capacity
	60.4"/61.5" (AKE)	60.4"/96" (DQF)	
31-34 / 41-43	1588		17575
31-34 / 41–43		2449	

12.3.3 Bulk Hold

Compt.	Volume (m3)	Max. floor load (kg/m2)	Max. Weight (kg)
5	12.1 m^3 430 cu.ft	730 kg/m^2 150lb/sq.ft.	2926

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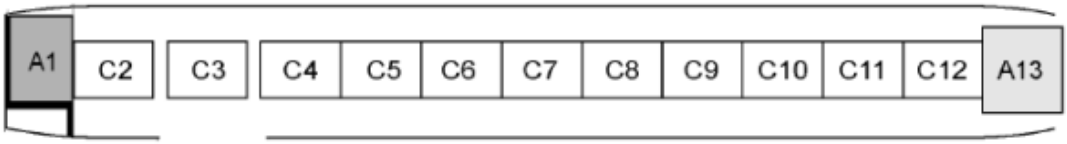
13. Aircraft ULD Compatibility

13.1 Main Deck Configurations

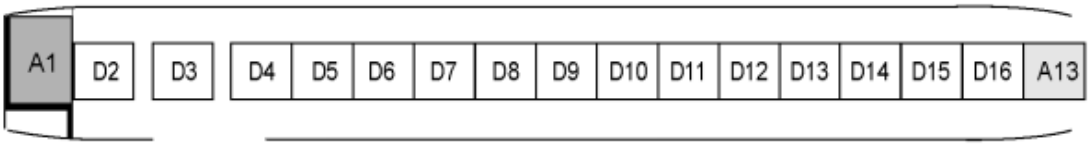
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



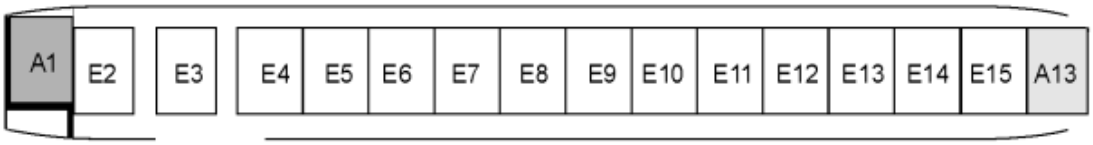
Configuration A: 2 Lateral and 22 Longitudinal Twin-track 125”/88” positions



Configuration C: 11 longitudinal centreline 125”/96” “M-size” positions



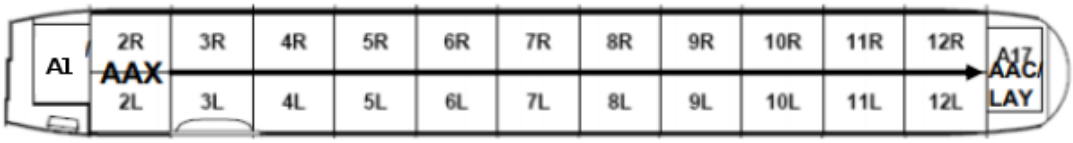
Configuration D: 17 lateral centreline 88”/125” “A-size” positions



Configuration E: 14 lateral centreline 96”/125” “M-size” positions



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



STANDARD DHL MAIN-DECK CONTAINER CONFIGURATION

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13.2 Main Deck ULD Compatibility

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

		ULD Type												
	Pos	AAA	AAC/ LAY	AAJ/ LAK	AAX	AMJ	AMP	AMV	HMJ	PAG	PAJ	PMC	PMP	PRB
Configuration A	A1	Y	Y1	Y	N	N	N	N	N	Y	Y	N	N	N
	A2R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A3R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A4R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A5R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A6R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A7R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A8R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A9R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A10R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A11R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A12R/L	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
	A13	Y	Y2	Y	N	N	N	N	N	Y	Y	N	N	N
Configuration C	C2	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C3	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C4	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C5	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C6	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C7	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C8	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C9	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C10	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C11	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
	C12	N	N	N	N	Y4	Y	Y	Y	N	N	Y	Y	N
D	D2-16	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
E	E2-15	N	N	N	N	N	Y	N	N	N	N	Y	Y	N
Config. G2	P1	N	N	N	N	N	N	N	N	N	N	N	N	Y3
	P2	N	N	N	N	N	N	N	N	N	N	N	N	Y3
	P3	N	N	N	N	N	N	N	N	N	N	N	N	Y3
	P4	N	N	N	N	N	N	N	N	N	N	N	N	Y3
	P5	N	N	N	N	N	N	N	N	N	N	N	N	Y3

Y1: AAC/LAY allowed with sloped side facing forward only.

Y2: AAC/LAY allowed with sloped side facing aft only.

Y3: See 16ft pallet loading notes.

Y4: AMJ containers or ULD's to J contour, planned for centre loading, must be loaded with sloped side facing the right-hand side away from main deck cargo door

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13.2.1 16ft pallet loading notes:

To load 16ft pallets on P1-P5, approval is required form MEA NOC and/or the Airline.

16ft pallets on P1, P2 and P5 require lock repositioning (by aircraft engineering only). 24-hour prior notice is required. Subsequently, consideration must also be given to reconfiguration of locks when not in use, i.e. return sector. 16ft pallets in position P3 and P4 have no overhang allowance when P2, P3, P4 and P5 are in use.

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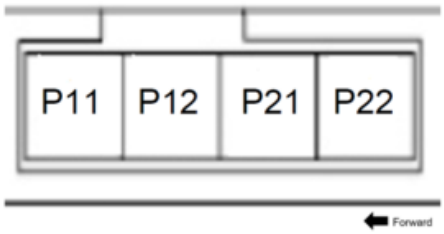
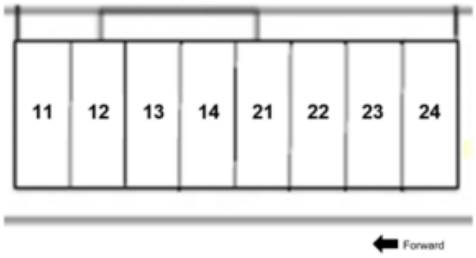
13.3 Lower Deck Configurations

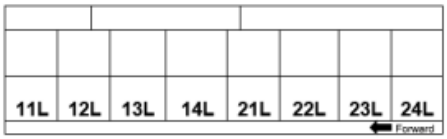
13.3.1 Forward Hold



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



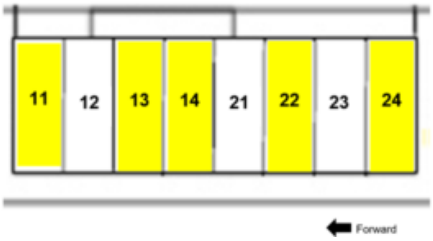
Configuration 2: 8 Lateral 61.5”/60.4” or 96”/60.4” ULDs



Configuration 3: 8 Lateral 61.5”/60.4” positions

Stack Loading: Stack loading only allowed if the Hold is fully loaded.

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



Configuration 2

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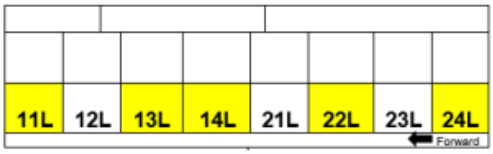
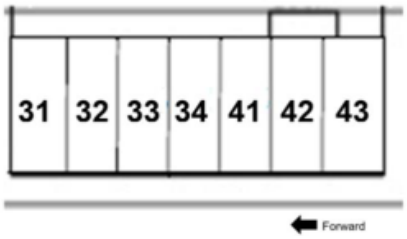
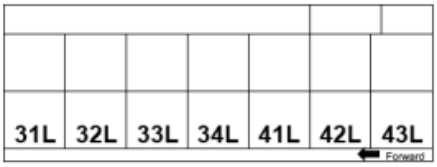


Configuration 3

13.3.2 Aft Hold



Configuration 1: 7 Lateral 96”/60.4”



Configuration 2: 7 Lateral 96”/60.4” positions

Stack Loading: Stack loading only allowed if the Hold is fully loaded.

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

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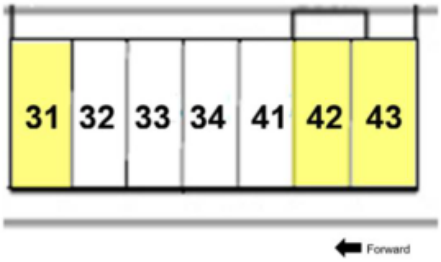
Example

32 cannot have a ULD until 31, 43 and 42 are occupied

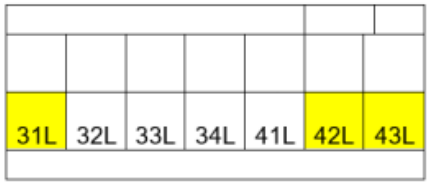
33 cannot have a ULD until 31, 32. 43 and 42 are occupied

34 cannot have a ULD until 31, 32, 33, 43 and 42 are occupied

41 cannot have a ULD until 31, 32, 33, 34, 43 and 42 are occupied



Configuration 1



Configuration 2

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13.4 Lower Deck ULD Compatibility

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

		ULD Type												
	Pos	AAJ/ LAK	AKE	AKN	AMP	AVE	DQF	DQN	RAP	RKN	PAG	PMC	PMP	FQA
FWD 1	P11	Y	N	N	Y	N	N	N	Y	N	Y	Y	Y	N
	P12	Y	N	N	Y	N	N	N	Y	N	Y	Y	Y	N
	P21	Y	N	N	Y	N	N	N	Y	N	Y	Y	Y	N
	P22	Y	N	N	Y	N	N	N	Y	N	Y	Y	Y	N
FWD 2	11	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	12	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	13	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	14	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	21	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	22	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	23	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	24	N	N	N	N	N	Y	N	N	N	N	N	N	Y
FWD 3	11L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	12L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	13L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	14L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	21L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	22L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	23L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	24L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
AFT 1	31	N	N	N	N	N	Y	Y1	N	N	N	N	N	Y
	32	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	33	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	34	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	41	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	42	N	N	N	N	N	Y	N	N	N	N	N	N	Y
	43	N	N	N	N	N	Y	N	N	N	N	N	N	Y
AFT 2	31L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	32L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	33L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	34L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	41L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	42L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N
	43L	N	Y	Y	N	Y	N	N	N	Y	N	N	N	N

Y1: DQN Maintenance Fly Away Kit, do not offload, however load sequence must be adhered to.

Notes: ULD types not listed do not fit.

Pallets to contour.

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For stack loading limitations please refer to 13.3 Lower Deck Configurations Stack Loading notes.

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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 has been deactivated on the lower decks.

14.2 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 or heavier to, or heavier than, the heaviest single container in Positions 12L, 12R and A13.

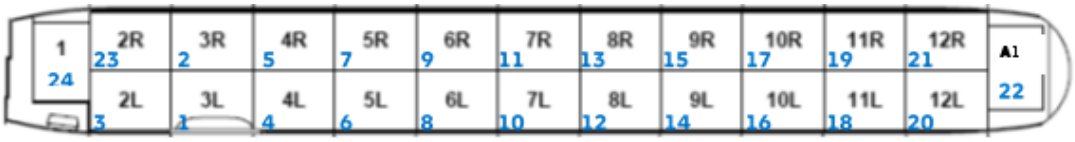
3. If only one ULD in C2, then this must be greater than, or equal to, the ULD in C12 or twice the weight of the lowest weight in 12L and 12R.

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

1. Unload position P12

2. Unload positions P21 and P22

3. Unload position P11

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DQF or AKE ULDs

1. Unload positions 13 and 14

2. Unload positions 21 through 24

3. Unload positions 11 and 12

Note: ULDs must be “stage un-loaded”. Stage un-loading is where a ULD is held in the doorway as a counter-ballast until the next ULD to be un-loaded has been moved to a position where it is available to replace the ULD held in the doorway.

14.3 Loading Sequence

Observe the following rules to prevent tail-tipping

1. A minimum of 8,000lbs (3,629kg) 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.

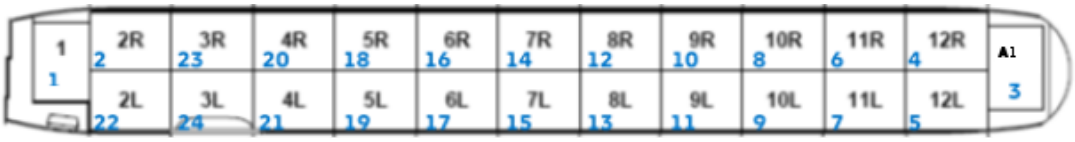
125”/88” or 96” ULDs

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

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 un-loaded side-by-side.

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

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

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

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

- Load Positions 31 through 41
- Load Position 43
- Load Position 42

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DQF ULDs

• First, load positions 31 thru 34

• Second, load position 43

• Third, load positions 41 and 42

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.

14.4 Loading Notes

14.4.1 Ground Stability

The B767-300 Freighter is a very stable aircraft, and it is possible to load and/ or 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

14.4.2 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.

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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.

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.

15.5 Aircraft Engines

The B767-300 BDSF does not have a lock configuration for an engine pallet. Contact NCC for approval to carry engines on a 16 ft. pallet.

15.6 Securing of Vehicles

The use of the DHL Wheel Cradle assembly as documented in **6.12.8 - Loading of Vehicles**, is permitted for vehicles weighing less than 3600kg.

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15.7 Live Animals

15.7.1 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. 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 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 (Configuration C)

15.7.2 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 bruhubairside@dhl.com 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="14">Yes</td><td colspan="2">Yes</td><td rowspan="14">Small shipments only</td></tr>
<tr><td>Monkeys</td><td rowspan="13">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" rowspan="2">Yes</td></tr>
<tr><td>Bees</td></tr>
<tr><td>Hatching eggs</td><td colspan="2">No</td></tr>
</table>

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15.7.3 Animal Attendants

The “Animal Attendants Checklist” (SD004) available from DHX Flight Dispatch, shall be completed as follows:

Section 1 to be completed by Animal Attendant upon application of jump seat.

Section 2 to be completed by Dispatch and Crew determining if any risk mitigations are required.

Section 3 to be signed by Animal Attendant & Captain following pre-flight briefing with Animal Attendant. Completed checklist must be left in flight folder for return to Bahrain.

The Airline reserves the right to refuse embarkation of the Animal Attendant.

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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	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	N	N
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
- All twin-track positions forward of the CAO are loaded with 88" ULDs with 50cm (18") aisle as per the CAO accessibility described in section **16.2 - CAO Accessibility on the Main Deck**

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**

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

If this RRY…	… is loaded into lower deck compartment …	… then the following main-deck positions are allowed for …	
		AVI, HEG, LHO	FIL
Max 50.0 TI	3	1-7	1-5
	4	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

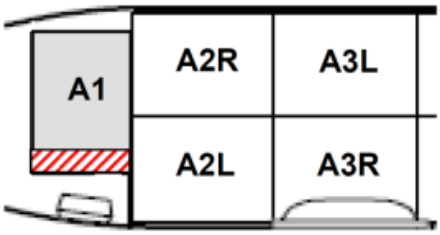
If accessibility to the Main-deck is required, loading of 125"/88" Containers is not allowed in Position 1.

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).

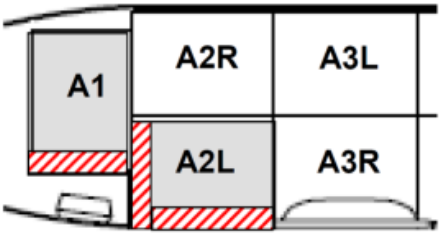
All aisles must be **at least** 50cm (18") Wide

Combination 1 – Access to Position 1 only



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

Combination 2 – Access to Positions 1 and 2L only



Aisle in Position1 must be build facing door and run the length of pallet. Aisle in Position 2 must be built leading from the aisle in Position 2.

Additionally, an aisle may be built running the length of the Pallet in Position 2L if required.

Combination 3 – Access to Positions 1 and 2L/R only

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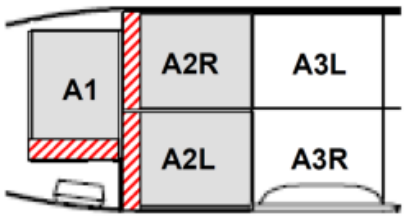

Aisle in Position A1 must be build facing door and run the length of pallet. Aisle in Position A2L must be built leading from the aisle in Position A1, and extend the full width of the Pallet, providing access to Position A2R. Aisle in Position A2R must be built along the full width of the Pallet.

Combination 4 – Access to Positions 1 and 2L thru 12L



Aisle in Position A1 must be build facing door and run the length of pallet. Aisle in Position A2L must be built leading from the aisle in Position A1 and continued lengthwise along the pallet.

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

16.3 Magnetised Material (MAG-Class 9)

Magnetised Material must be loaded so that headings of aircraft compasses are maintained within the tolerances prescribed by the applicable aircraft airworthiness requirements and, where practical, in locations minimizing possible effects on compasses. Multiple packages may produce a cumulative effect.

All shipments must comply with Packing Instruction 953 (IATA DGR 9.3.9).

Magnetised Material can be loaded according to the table found in Restricted commodities Loading

16.4 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.

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16.5 Lithium Batteries

Please see the Global Supplementary Operational Document **'Lithium Battery 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 **Gavin.Staines@dhl.com**

16.6 Electric Vehicles (EV) / Hybrid Electric Vehicles (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:	200lbs / 91kg each

18.1.2 Fly Away Kit (FAK) and Ballast

70kgs loaded in Bulk Hold compartment 5, included in DOW

18.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	8000lbs / 3629 kg
Standard Taxi Fuel:	750lbs / 450 kg

18.3 LMC Restrictions

Maximum LMC

Cargo +/- 1100lbs / 500kgs

Fuel +/- 4400lbs / 2000kgs

Manual Loadsheet: N/A

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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	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

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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