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CKS B744F/ERF
Kalitta Air Cargo B747-400F/ERF

Revision: 1
Date: 25 November 2024

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Page	Date	Comment
16	25 November 2024	ULD types no longer available in the DHL network removed. *(Minor)*
21	25 November 2024	ULD types no longer available in the DHL network removed. *(Minor)*
25	25 November 2024	Guidance on the handling of special loads information added. Global Airside replaced with Special Loads Regional contact. *(Minor)*
30	26 June 2024	Old Q-Pulse/GSAM references changed for AGOM links. *(Minor)*

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1. Kalitta Air Cargo B747-400F/ERF Registrations

IATA Designator: **K4**
ICAO Designator: **CKS**
Valid for: (B747-400ERF) **N782CK**
(B747-400F) **N700CK, N701CK, N702CK N705CK, N706CK, N710CK, N712CK, N713CK, N715CK, N716CK, N766CK, N767CK, N768CK**

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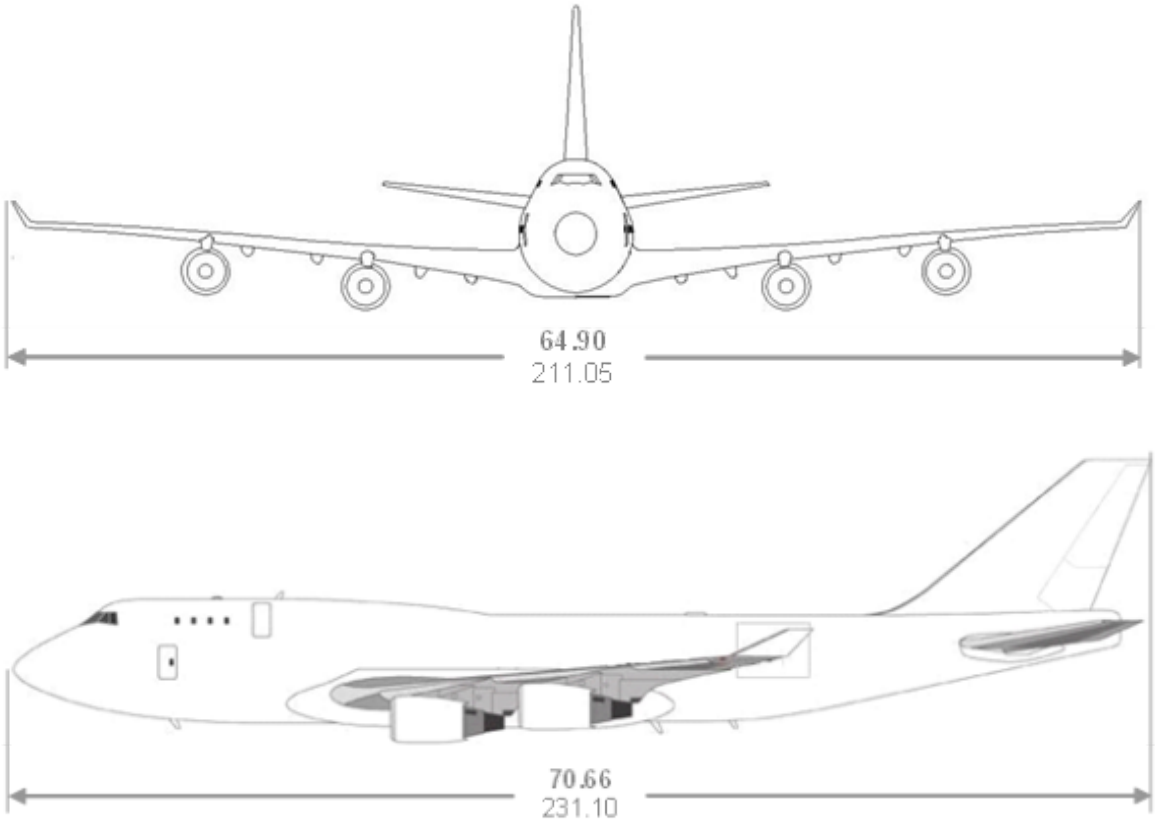
2. Aircraft Dimensions

All dimensions in Meters and Feet/Inches.



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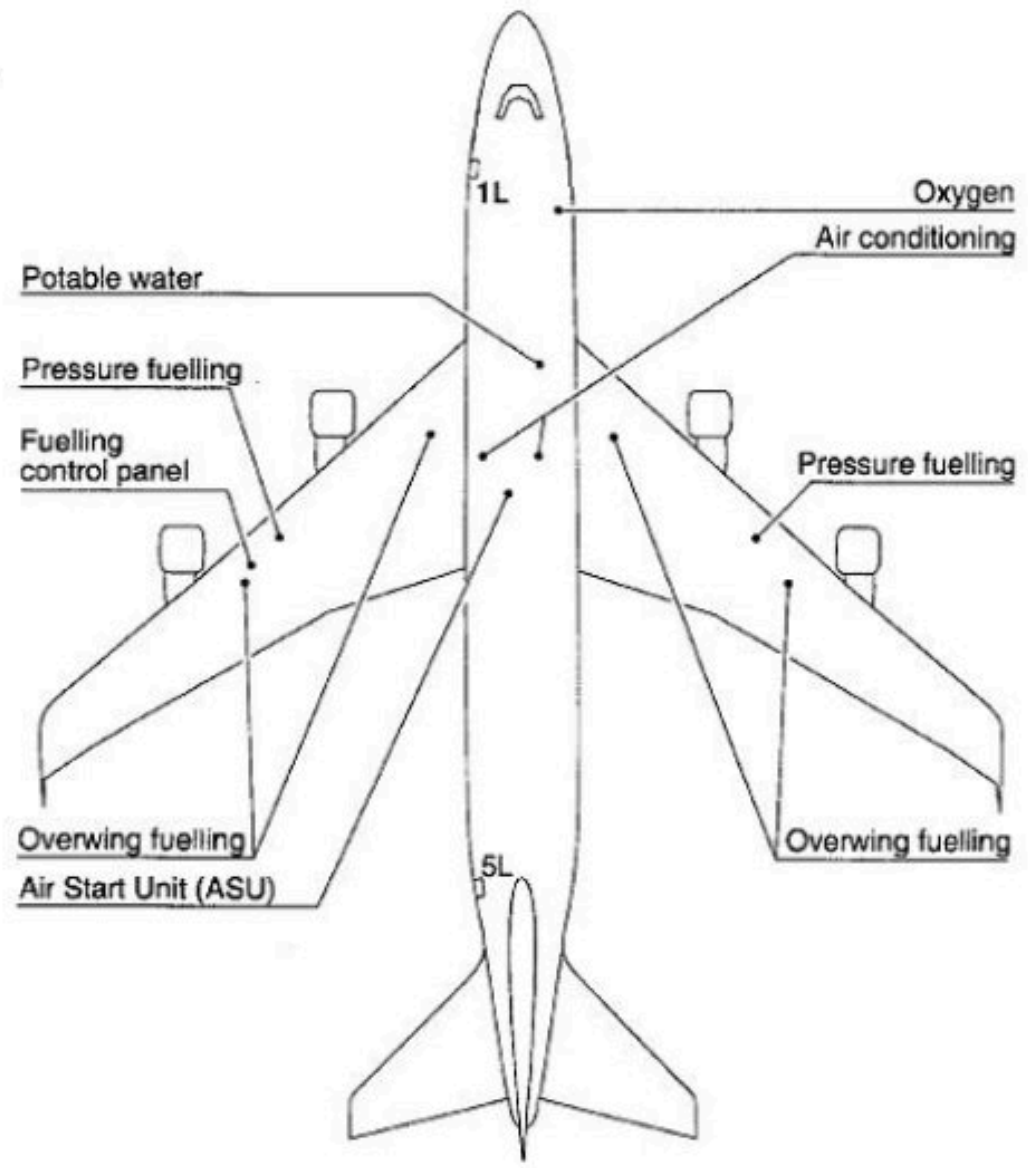
3. Aircraft Servicing Points and Specifications

3.1 Servicing Points



3.2 Servicing Specifications

System	Requirements	Notes
Ground Power Unit	115/125V AC / 90 kVA / 400 Hz	2 GPU connections required (2 x 90 kVA)
Fuel	Jet A1	Fuel control panel on **LH wing only**
Air Condition Unit	Maximum Flow Rate 700 ppm	2 ACU inlets available
Air Start Unit	Minimum Capacity 240 ppm Max. / Min. pressure 35 / 45 psi	2 ASU inlets available. 2 ASUs may be required, depending on flow rate and ambient air temperature.

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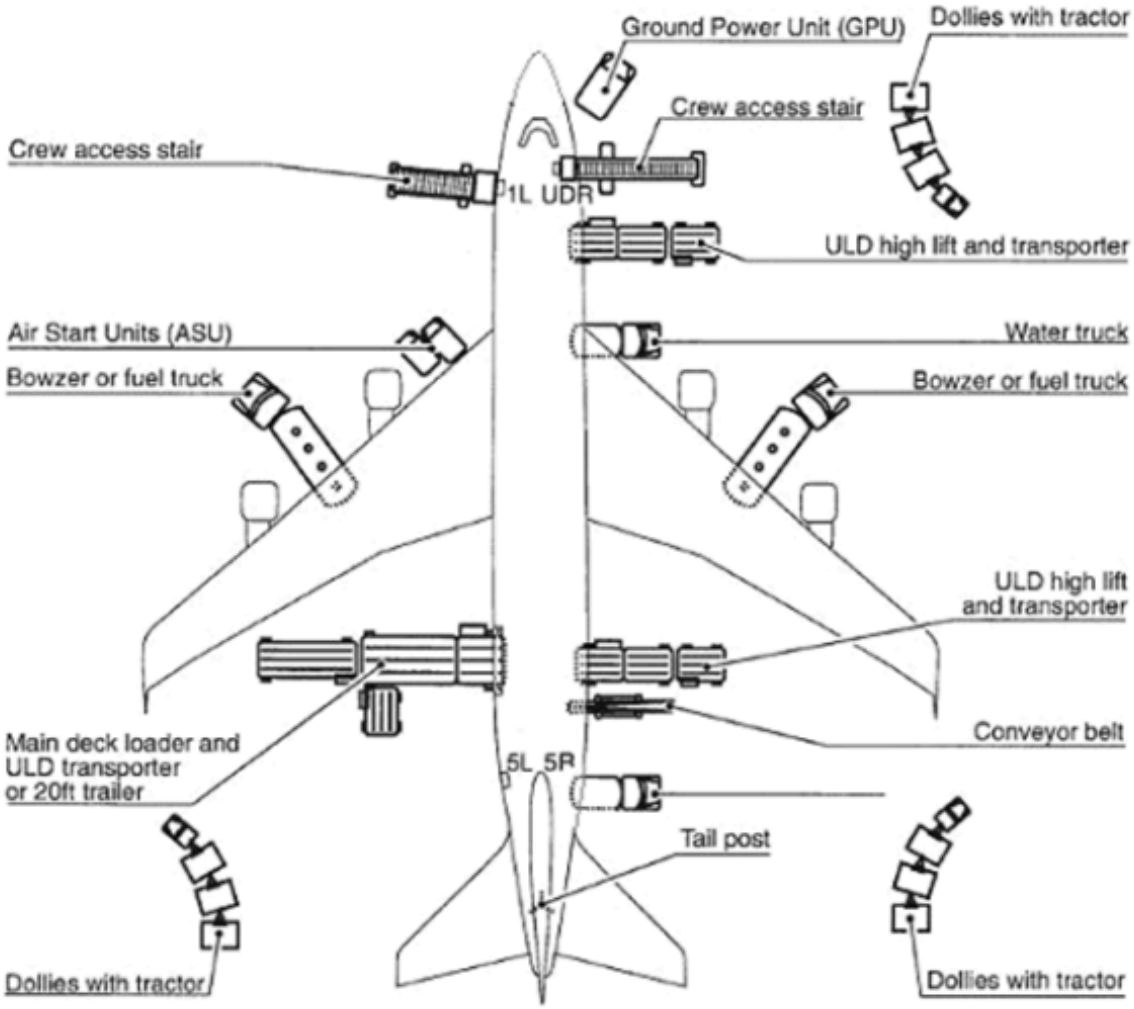
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck	1
	Standard	2
Crew stairs	Platform height 4.65 – 5.36 meters	1
Ground Power Unit	Diesel, Electric or Ground-Power	1
Belt Loader	Standard (9 meter recommended)	1
Tractor	N/A	6
Dolly Wagon Main-deck	125/88” and 125/96” capable	Up to 30
	16 & 20ft capable	Up to 12
Dolly Wagon Lower-deck	125/88” and 125/96” capable	Up to 9
	60.4/61.5” or 60.4/125” capable	Up to 7
Belly Container / Wagon	As required	According to load

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5. Standard Turnaround Times

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

Turn-around time for an end stop: 02:00 hour (full off- and on-load)

Notes: Tech stops are not within the scope of the above timings.

Deviations from the above timings are possible, but only when in agreement with the operator.

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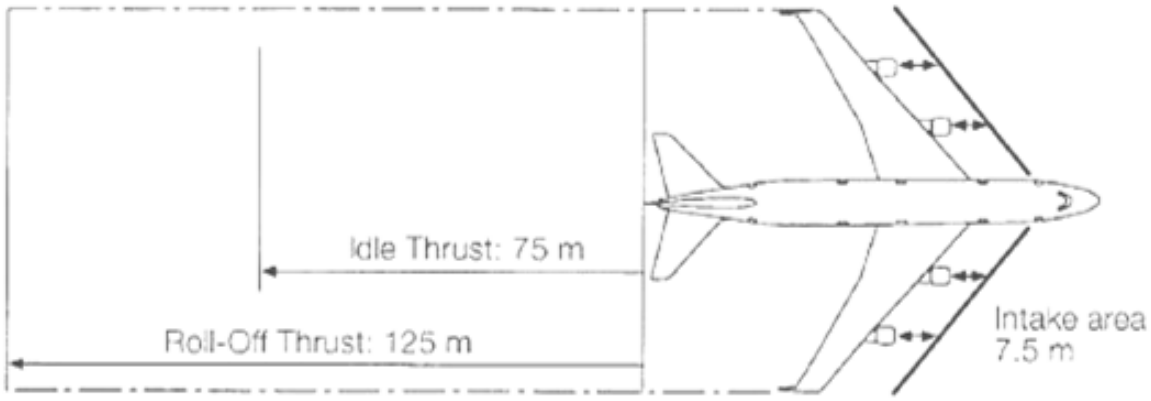
6. Safety Areas



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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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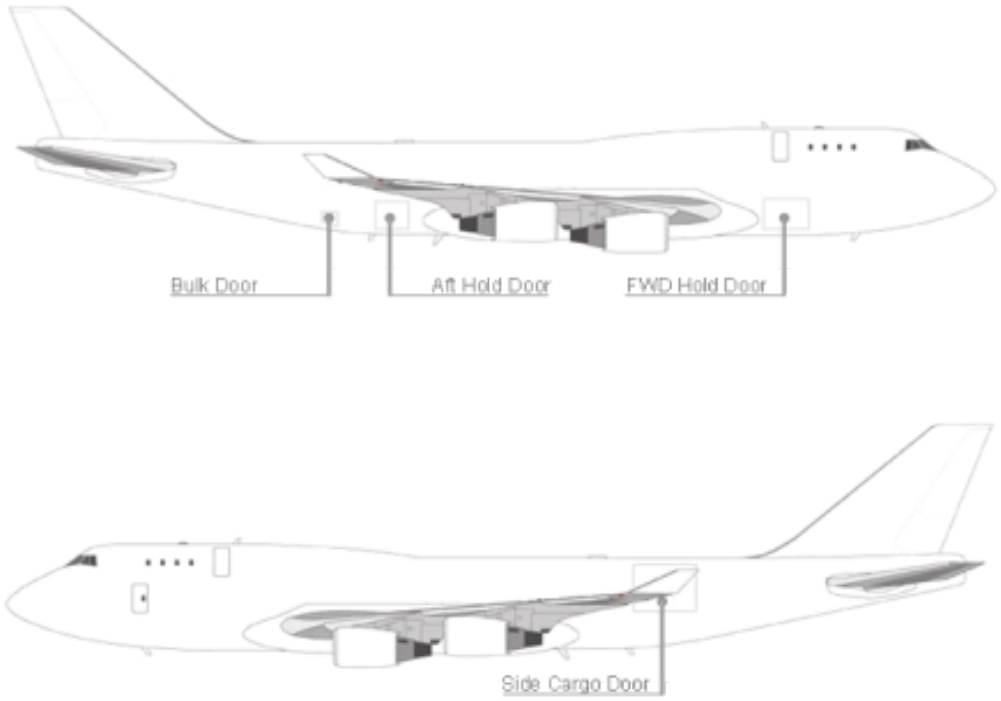
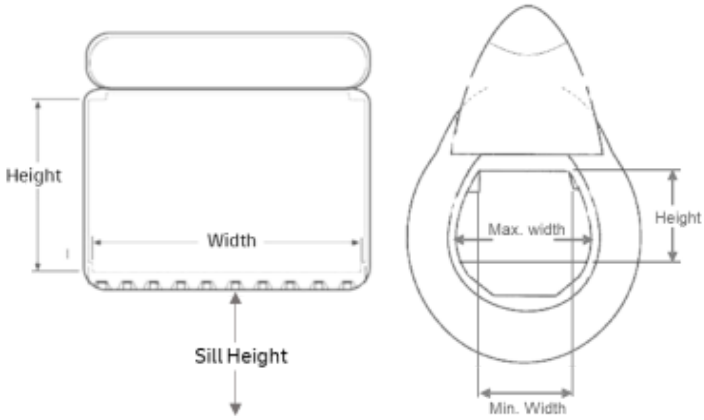
8. Aircraft Door Dimensions



Door width, height, and sill height for Main-deck Side-Cargo Door (SCD) and Main-deck Nose-Cargo Door (NCD):



All dimensions are in centimetres (cm).

Door	Door Width	Door Height	Min. Door Sill Height	Max. Door Sill Height
Crew Door (1L)	-	-	465	536
Main Deck SCD	341	310	467	533
Main-Deck NCD	325 / 264	254	452	546
Forward Hold	264	167*	269	315
Aft Hold	264	167*	290	345
Bulk Hold	111	119	290	353

*The maximum height for a lower-deck ULD is 163 cm (64”).

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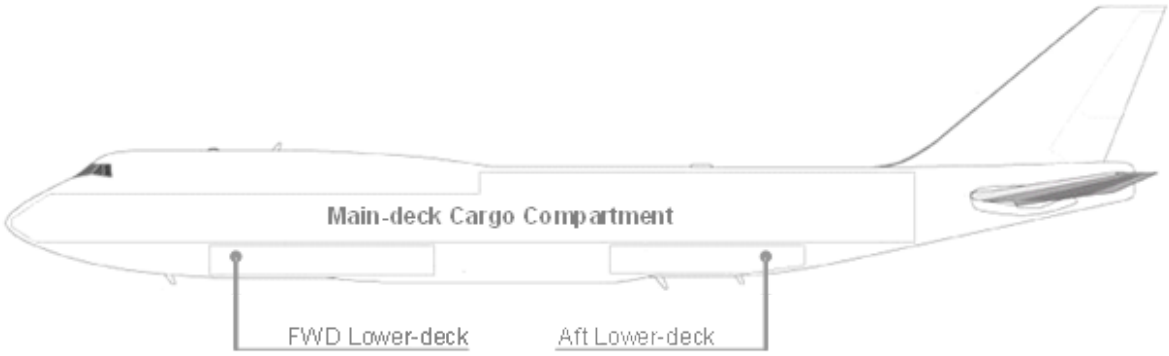
9. Compartment Classification and Air-Conditioning



9.1 Compartment Classification

Compartment	Features
Main-deck	- Classification **B**
	- Pressurisation
	- Smoke Detection
	- **Accessible** during flight (except pos. 29)
Lower-deck Compartments 1, 2, 3, 4 and 5	- Classification **C**
	- Pressurisation
	- Smoke Detection
	- **In-accessible** during flight
	- Fire Suppression

9.2 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk
Standard Temperature	18°C to 29°C			Indirect from aft hold
Heating	Max 29°C (automatic shutoff at >29°C)			
Cooling	Yes: Min 5°C (+/- 6°C)*			
Ventilation	Yes	Limited		

*Cooling in the Aft hold is less controllable than in the Fwd.

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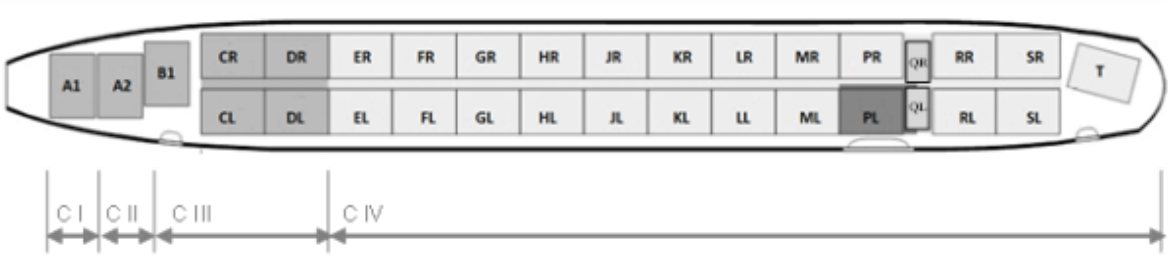
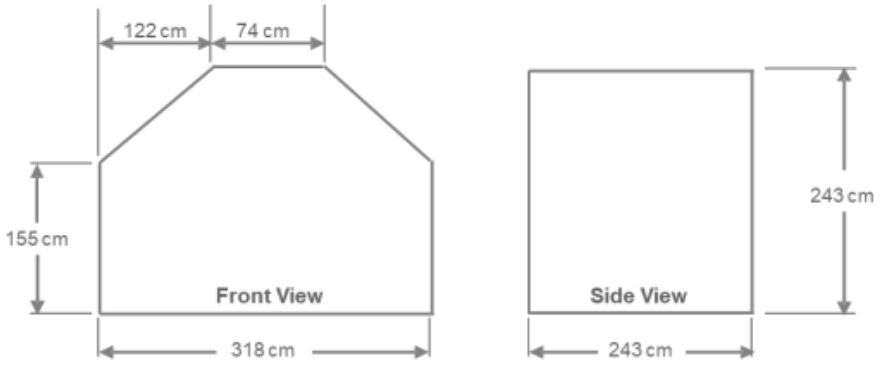
10. Aircraft Cabin Contour Dimensions

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



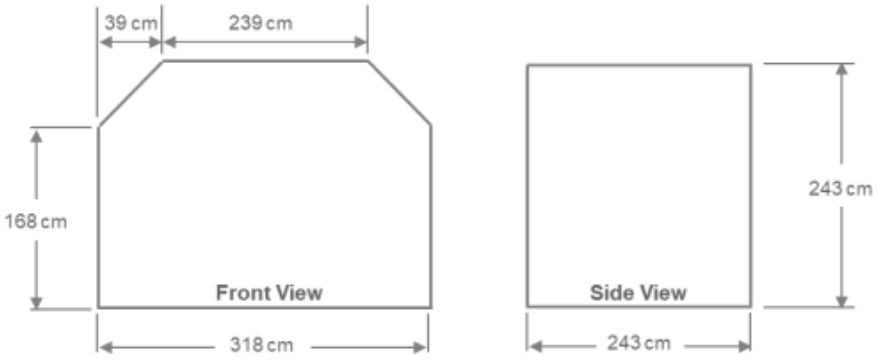
10.1 Contour CI (A1)



This contour is also valid for 88” ULDs (223 cm side view)

10.2 Contour CII (A2)

Nose Load only, Side Cargo door load same as Contour CIII.



This contour is also valid for 88” ULDs (223 cm side view)

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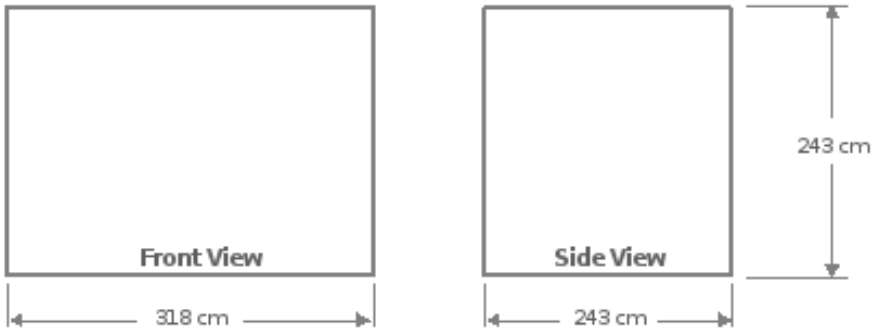
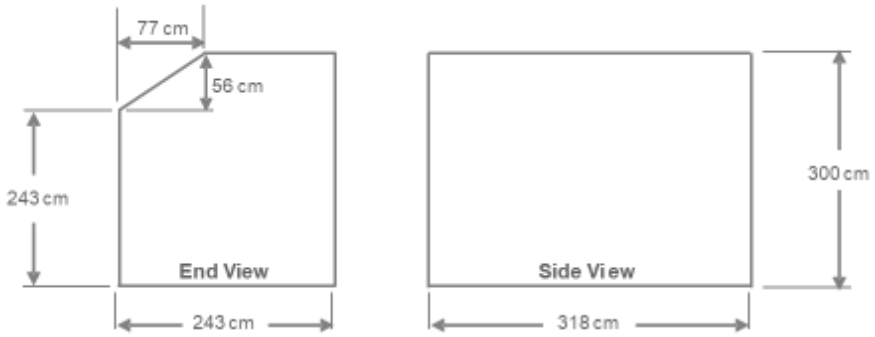
10.3 Contour CIII (B1 and C-D L/R)



This contour is also valid for 88” ULDs (223 cm side view)

10.4 Contour IV (E-S R/L and T)

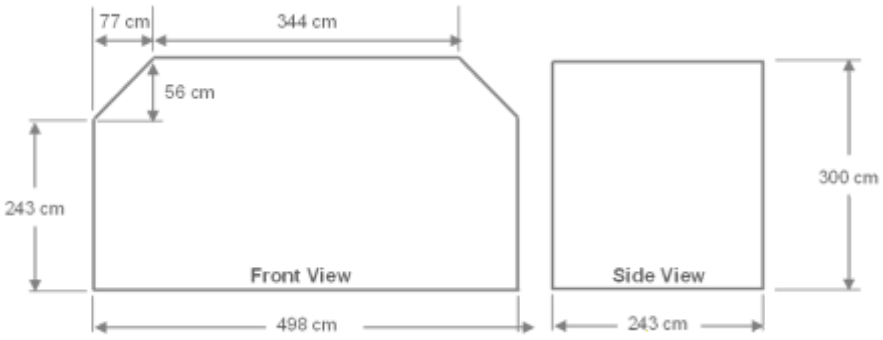


Notes: Max height for door position (26) is **287cm AMD NOT Allowed**

This contour is also valid for 88” ULDs (223 cm side view)

This contour is also valid for pallets **16ft and 20ft** in length (side view) loaded longitudinally

10.5 16ft Lateral Pallets (C-S R/L)



Max. Height for positions (CR/L) thru (DR/L) is 243 cm

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11. Maximum Position Weights

11.1 Maximum Main-deck ULD Weights in Kilograms

ULD Size	ULD Position																
	A1	A2	B1	CR/L	DR/L	ER/L	FR/L	GR/L	HR/L	JR/L	KR/L	LR/L	MR/L	PR/L	QR/L†	RR/L	SR/L	T
96" Twin-track	3674			6123		8221		15115			8821			6123		6123	8221	2041
96" Centre				9637				15120			9637							
20 ft Twin-track				12246		16442		27714			16442		12246			12246		
20ft Centre				18352				28757			18352					18352		
16ft Lateral				7401				12628			7401					7401		
96"/55"															2041*			

* Weight may be increased to 2694 kg, but this will result in a reduction of maximum allowed weight in adjacent position(s)

† **Note:** Position QL/QR are not available on the following aircraft: **N700CK, N701CK, N702CK, N705CK, N706CK, N710CK, N712CK, N716CK.**

11.2 Maximum Lower-deck Compartment Weights in Kilograms

11.2.1 Forward Hold

Compt.	Position	Max Gross Weight per ULD (in kilograms)				Max. Hold capacity
		88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/125" (ALP)	
1	11P -12P	4626	5035			27669
	11L/R - 13L/R			1587	3175	
2	21P-23P	4626	5035			
	21L/R - 25L/R			1587	3175	

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11.2.2 Aft Hold

Compt.	Position	Max Gross Weight per ULD (in kilograms)				Max. Hold capacity
		88"/125"	96"/125"	60.4"/61.5" (AKE)	60.4"/125" (ALP)	
3	31P-32P	4626	5035			26081
	31L/R - 33L/R			1587	3175	
4	41P-42P	4626	5035			
	41L/R - 44L/R			1587	3175	

11.3 Bulk Hold (Compartment 5)

Due to the FAK loaded in Compartment 5, the available space for loading freight is limited. For information regarding available weight and volume for each aircraft registration, please refer to the 'INCC Belly Capacity List' Excel spread sheet. The spread sheet can be found in Q-Pulse by searching for 'INCC Belly Capacity List'.

Note: The available weight / volume may be different for aircraft registrations within the same fleet, therefor it is important to check the spread sheet prior to planning the load.

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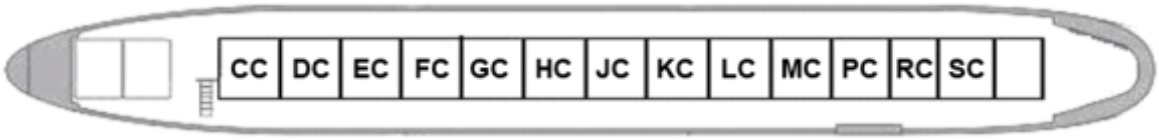
12. Aircraft ULD Compatibility

12.1 Main Deck Configurations

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



Configuration 1: 4 Centre-line and 26 Twin-track 125”/96” or 125”/88” positions



Configuration 2: 13 Longitudinal 125”/96” positions



Configuration 3A: 12 Longitudinal Twin-track 16ft or 20ft positions



Configuration 3B: 12 Longitudinal Twin-track 16ft or 20ft positions



Configuration 4: 13 Lateral 16ft positions

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12.2 Main Deck ULD Compatibility

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

		ULD Type																				
	Pos	AAA	AAC/ LAY	AAJ/ LAK	AAM	AAX	AGA	AMA	AMD	AMH	AMJ	AML	AMP	AMV	AMX	HMJ	PAG	PMC	PGA	PGE	PRA	PUB/ PYB	PZA
Configuration 1	A1	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	Y1	Y1	N	N	N	N	N
	A2	Y	Y	Y	Y	Y	N	Y	N	Y	Y	N	Y	Y	N	N	Y2	Y2	N	N	N	N	N
	B1	Y	Y	Y	Y	Y	N	Y	N	Y	Y	N	Y	Y	N	N	Y2	Y2	N	N	N	N	N
	CL/R	Y	Y	Y	Y	Y	N	Y	N	Y	Y	N	Y	Y	N	Y	Y2	Y2	N	N	N	N	N
	DL/R	Y	Y	Y	Y	Y	N	Y	N	Y	Y	N	Y	Y	N	Y	Y2	Y2	N	N	N	N	N
	EL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	FL/E	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	GL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	HL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	JL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	KL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	LL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	ML/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	PL/R	Y	Y	Y	Y	Y	N	Y	Y3	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	RL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	SL/R	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
	T	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N
Configuration 2	CC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y2	N	N	N	N	N
	DC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y2	N	N	N	N	N
	EC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y2	N	N	N	N	N
	FC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	GC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	HC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	JC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	KC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	LC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	MC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	PC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	RC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N
	SC	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	N	N	N	N

Y1: PAG and PMC must be built to AAA/AAC contour

Y2: Max. Height 2.44 meters

Y3: AMD not allowed on PL

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		ULD Type																				
	Pos	AAA	AAC/ LAY	AAJ/ LAK	AAM	AAX	AGA	AMA	AMD	AMH	AMJ	AML	AMP	AMV	AMX	HMJ	PAG	PMC	PGA	PGE	PRA	PUB/ PYB	PZA
Configuration 3a	CDL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	EFL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	GHL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	JKL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	LML/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	RSL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
Configuration 3b	DEL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	FGL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	HJL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	KLL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	MPL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	RSL/R	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
Configuration 4	CC	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y2	N	Y2
	DD	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y2	N	Y2
	EE	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	FF	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	GG	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	HH	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	JJ	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	KK	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	LL	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	MM	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	PP	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	RR	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y
	QL/R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
	SS	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y

Y2: Max. Height 2.44 meters

20ft ULD Loading notes:

If 20ft ULDs are loaded over positions **E or J** for configuration **3a**, **E, J or P** for configuration **3b**, they cover the pallet locks of the next position, either forward or aft depending on the exact position of the 20ft ULD. It is then not possible to load 125”/88” or 125”/96” ULDs on the next position – either forward or aft.

If position MPR and/or MPL are used, it is not possible to utilize position QR and/or QL respectively.

Only 11 positions can be loaded through the Side Cargo Door.

12.3 Lower 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.

12.3.1 Lower deck restrictions

The lower deck on the CKS B747-400 can accommodate a set number of ULD configurations, these configurations are identified as ‘Standard’ and ‘Non-Standard’. Standard configurations are ones in which only permanent floor locks are used to restrain the ULDs, ‘Non-Standard’ configurations are ones in which temporary ULD Stop devices are required in order to achieve the required configuration.

It is important to note that moving the temporary ULD Stops requires time, and the job may only be carried out by a CKS Load Master, CKS Engineer, CKS station representative or other agreed person nominated to represent CKS.

The following symbol is used in the diagrams below:

Temporary ULD Stop:

Where the temporary ULD Stop symbol is not shown, a permanent lock shall be used, or the ULDs are to be stacked, in which case no lock is raised.

All diagrams are not drawn to scale and shall be used for planning / Load Control purposes only. The diagrams do not reflect technical specifications or exact ULD Stop positions.

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12.3.2 Forward Hold



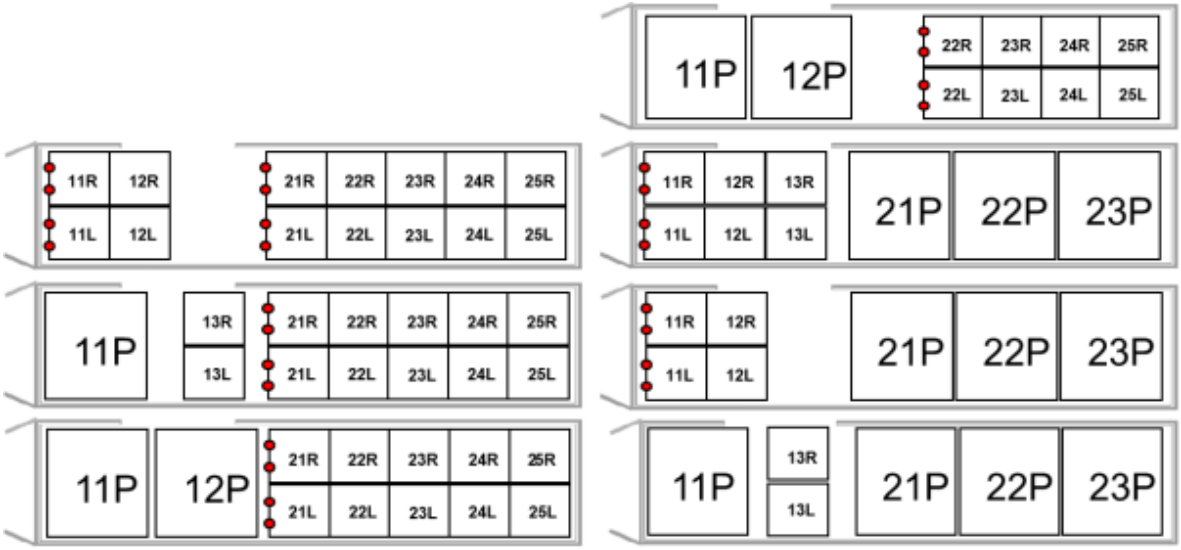
Configuration 1: 5 x 125”/88” or 125”/96” ULDs



Configuration 2: 16 x 60.4”/ 61.5” or 8 x 125”/60.4” ULDs

Examples of forward hold loading combinations:

The below images show example loading combinations using allowed 125”/88” or 125”/96” ULDs with allowed 60.4”/61.5” or 125”/60.4” ULDs.



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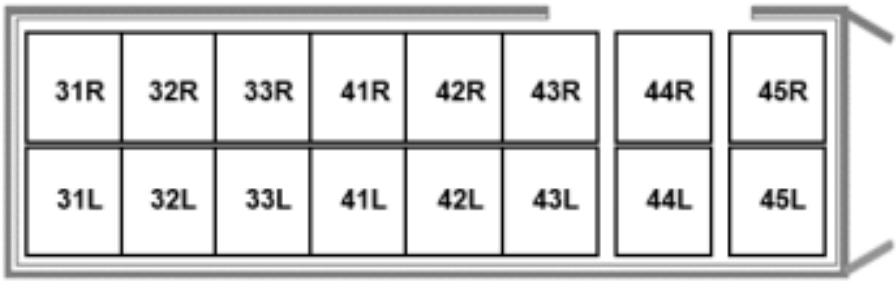
12.3.3 Aft Hold



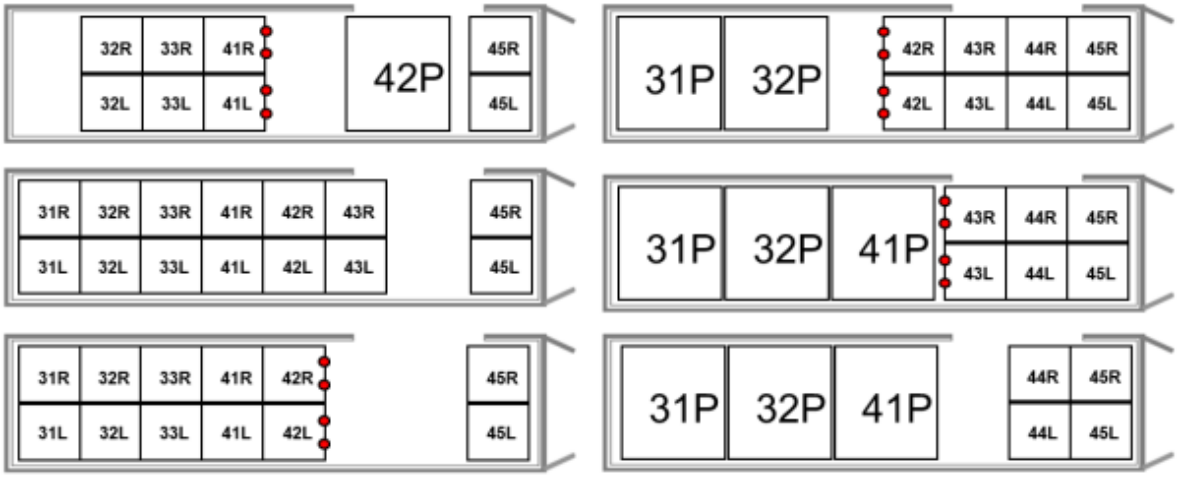
Configuration 1: 4 x 125”/88” or 125”/96” and 2 x 60.4”/ 61.5” or 1 x 125”/60.4” ULDs



Configuration 2: 16 x 60.4”/ 61.5” OR 8 x 125”/60.4” ULDs

Examples of Aft hold loading combinations:

The below images show example loading combinations using allowed 125”/88” or 125”/96” ULDs with allowed 60.4”/61.5” or 125”/60.4” ULDs.



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12.4 Lower Deck ULD Compatibility

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

		ULD Type											
	Pos	AAJ/ LAK	RAP	AMF	AMP	PAG	PMC	AKE	RKE	RKN	ALF	ALP	PLA/ PLW
FWD Configuration 1	11P	Y	Y1	Y	Y	Y	Y	N	N	N	N	N	N
	12P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	13P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	21P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	22P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	23P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
FWD Configuration 2	11R/L	N	N	N	N	N	N	Y	Y2	Y2	Y	Y	Y3
	12R/L	N	N	N	N	N	N	Y	Y2	Y2	Y	Y	Y3
	13R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	21R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	22R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	23R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	24R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	25R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
Aft Configuration 1	31P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	32P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	42P	Y	Y1	Y	Y	Y	Y	N	N	N	N	N	N
	43P	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N
	45L/R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Aft Configuration 2	31R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	32R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	33R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	41R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	42R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3
	43R/L	N	N	N	N	N	N	Y	Y2	Y2	Y	Y	Y3
	44R/L	N	N	N	N	N	N	Y	Y2	Y2	Y	Y	Y3
	45R/L	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y3

Y1: Active RAP not allowed.

Y2: Active ULD not allowed on Right side of twin track position.

Y3: Stack loading not allowed

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13. Loading and Un-Loading

13.1 Cargo Loading System

Only fully trained and certified staff are allowed to operate the Cargo Loading System (CLS). The CLS is controlled by the:

- Master Control Panel (MCP)
- Outside Control Panel (OCP)
- Local Control Panel (LCP)
- 20ft Cargo Control Panel
- Remote Cargo Control Station

Prior to loading or unloading position A1, A2 or B1, ensure the crew ladder is in the raised position.

Note: In case of abnormal loading due to a skewed or jammed pallet or container, PDUs will switch off after 6 seconds. To reactivate the PDUs, double click the joystick in the opposite direction (FWD or AFT).

Note: To reduce PDU tire scrubbing, set the bay cut-off switches always to 'OFF'. Set the bay cut-off switches to 'ON' only if required to move pallets or containers over the positions.

Note: A minimum of 2 persons are required to operate the Main-deck CLS. It is recommended that 3 staff members are made available for the Main-deck, to maximise the efficiency of the un-loading and loading process.

13.1.1 Lower Deck Operation

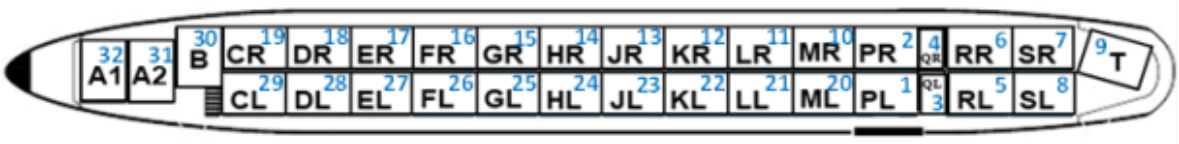
For mixed container/pallet loads, install two extended container stops per side on the cargo tracks against the ends of the last container loaded forward of the doorway in the aft compartment and aft of the door in forward compartment.

Position container stops so that they allow minimum longitudinal movement of the group of containers between stops and pallet locks. For loading containers forward of the door in the forward compartment raise container stops just aft of the forward pallet end stops prior to loading.

13.2 Un-Loading Sequence: Side Cargo Door (SDC)

Step 1: Un-load the aft lower deck.

Step 2: Un-load the ULDs on the main deck in the following numbered sequence.



Step 3: Un-load the forward lower deck.

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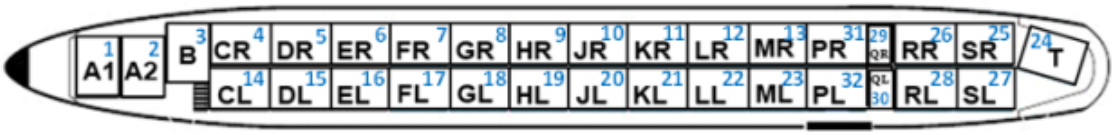
13.3 Loading Sequence: Side Cargo Door (SDC)

Step 1: Load the forward lower deck.

Step 2: Load the ULDs on the main deck in the following numbered sequence.



Step 3: Load the aft lower deck.

13.4 Un-loading Sequence: Nose Cargo Door (NCD)

Step 1: Un-load the aft lower deck.

Step 2: Un-load the ULDs on the main deck in the following numbered sequence.

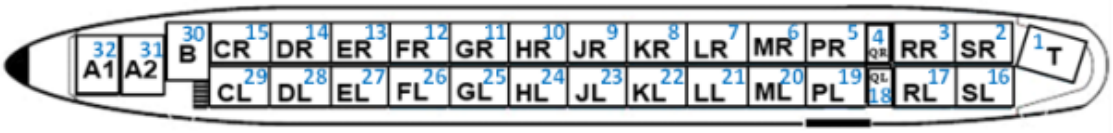


Step 3: Un-load the forward lower deck.

13.5 Loading Sequence: Nose Cargo Door (NCD)

Step 1: Load the forward lower deck.

Step 2: Load the ULDs on the main deck in the following numbered sequence.



Step 3: Load the aft lower deck.

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13.6 Loading Notes

13.6.1 Tail-Stand

Install tail stand, when available and required, prior to un-loading and/or loading of cargo.

13.6.2 Service point access

All access to outside service points (GPU, ASU, ACU etc) must be done using a ladder due to the height of the fuselage off the ground. Furthermore, due to the down-swing of the lower-deck doors, extreme caution must be exercised when opening and closing using a Hi-Lo. **It is strongly recommended that ladders are used to gain access to the lower-deck door open/close access panels.**

13.6.3 Fuel in Centre-tank

Fuel in the **centre-tank** has a positive effect on ground stability. Please check the amount of fuel loaded in the centre-tank with the operating crew or engineer, and confirm its impact on centre of gravity.

13.6.4 Locks and Nets

Prior to departure all locks and nets must be raised / fastened in each hold including empty compartments.

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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

Additional strapping requirements exist for any piece or pallet which requires restraint to be attached directly to the aircraft structure. The restrictions apply for floating pallets and pallets which need to be restrained to the aircraft structure due to the cargo net not being used as the primary restraint.

Any shipment which requires additional restraint shall be notified to the operator at least 24 hours in advance for approval.

The operator shall prepare a strapping plan which shall be implemented by the operators Load Master.

Single pieces weighing **10,000kg** or more shall be notified to the operator no less than 24 hours in advance for prior approval.

Full details of the additional strapping requirements shall be found in ON-14-04.

Requests for approval shall be sent to: specialloads@kalittaair.com and your Special Loads Regional contact.

14.2 Tall Rigid Cargo

Tall Rigid cargo which is over 96” (243.8cm) in height shall have frangible (crushable) cargo loaded forward of the rigid cargo, otherwise the cargo must be restrained to 9G.

14.3 Crushable Cargo Requirements

Non-Compressible cargo is only ULDs which are heavier than the standard allowed weights. If no such ULDs are loaded, there is no requirement to load crushable/compressible cargo.

In cases where ULDs heavier than standard maximum weights have been loaded, it is necessary to load Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo in front of the heavy ULDs.

14.3.1 Number of Crushable ULDs required

Load a minimum of 7 ULDs in front of the non-compressible cargo.

- For the right loading lane, include positions A and B
- For the left loading lane, include position A **but not B**.

The first 4 of these 7 positions must be loaded with Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo.

14.3.2 Gaps and Empty ULDS

Empty ULDs and gaps are allowed anywhere within or in front of non-compressible cargo. However, it can NOT be classified as compressible cargo.

14.4 Piercing Cargo

Piercing cargo may not be loaded on the first and/or last loaded positions on the aircraft. Piercing Cargo is not allowed on positions A1, SR, SL and T.

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14.5 Intermediate Bulk Containers (IBC)

Following general rules apply to IBCs when carrying liquids:

- **Special load code/remark/flagging 'IBC' shall be used. This is needed for load control purposes.**
- IBCs must be built of metal or hard plastic enclosed in a metal frame.
- IBCs are only allowed as a pallet load.
- Top loading is NOT permitted.
- The floor of the pallet must be covered with supporting platforms.
- Distribute IBCs evenly on the pallet.
- Volume max. 1000 litre per IBC.
- Use absorption sheets and plastic foil according to procedures.
- The fill lever per IBC must be a minimum of 80% and a maximum of 95%
- Note that Dangerous Goods as liquids are **not** allowed on IBCs
- ULDs with IBCs must be positioned near the centre of the aircraft and are only allowed on the following positions:
    - Main Deck: E/ F/ G/ H/ J/ K/ L.
    - Lower Deck: 22P/ 23P/ 31P/ 32P.
- If IBCs are loaded the Max. Position Weight must be reduced by 20%.
- Max. 5 IBCs allowed per pallet.
- Max. Allowed Total Gross Weight of all pallets loaded with IBCs on the aircraft is 45 tons.
- All position locks must be serviceable.
- For ULDs with mixed load, the IBC restriction applies

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14.6 Aircraft Engines

The following aircraft engines are loadable on the B747-400 Freighter.

Engine Type	Loaded on	Allowed Loading Positions	Loading direction	Weight distribution for load control	
				Forward position	Aft position
BR710 BR715	96” Pallet	Main deck	Not important	100% on one position	
CF6-50	16ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	40%	60%
			Fan in flight direction	60%	40%
CF6-80C2	16ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	45%	55%
			Fan in flight direction	55%	45%
CFM56-2	96” Pallet	Main deck	Not important	100% on one position	
CFM56-3 CFM56-5 CFM56-7 V2500	16ft or 20ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	40%	60%
			Fan in flight direction	60%	40%
	As exception 96” pallet	Main deck Check height and observe overlap	Fan against flight direction	100% on one position	
GE90 dis-assembled	20ft Pallet	FGR – RRR FGL – RRL	TBA	TBA	TBA
				TBA	TBA
JT3 JT8 complete	96” Pallet	Main deck	Not important	100% on one position	
JT3 JT8 Partially assembled (without thrust reverser)	96” Pallet	Main deck	Not important	100% on one position	
		Bulk 1 & 2.	Load through the hold door with the exhaust (aft end) of the engine first	100% on one position	
JT9 PW4000	20ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	TBA	TBA
			Fan in flight direction	TBA	TBA
RB211	20ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	40%	60%
Trent 500	20ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	TBA	TBA
			Fan in flight direction	TBA	TBA
Trent 700	20ft Pallet	FGR – RRR FGL – RRL	Fan against flight direction	40%	60%

* Actual loading positions may vary due to maximum allowed position weight differences within the fleet

14.7 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 5,333Lbs (2,419Kg).

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14.8 Live Animals

14.8.1 Horses

Max. Number of Horses per Aircraft	Varies dependent on number of horses loaded per box.
Max. Number of Horses per Box	2, 3 or 4 depending on their size.
Max. number of Horses per Groom	Grooms are not required for movement of horses on Kalitta. Kalitta will not accept responsibility for the horse if the horse should develop complications.
Approved Horse Transport ULDs	Only IATA, DHL or CKS approved ULDs are allowed, i.e. HMJ or equivalent.
Approved Loading Configurations	125"/96" Twin-track (Configuration 1)

Contact your Special Loads Regional contact for approval to carry horses.

14.8.2 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>Crustaceans or molluscs</td><td rowspan="6">Yes</td><td rowspan="6">Yes</td><td rowspan="6">Yes</td><td rowspan="3">Yes</td><td rowspan="6">Yes</td><td rowspan="6">Yes</td></tr>
<tr><td>Hatching eggs</td></tr>
<tr><td>Tropical fish</td></tr>
<tr><td>Dogs or Cats</td><td rowspan="3">No</td></tr>
<tr><td>Small mammals or birds</td></tr>
<tr><td>Bees</td></tr>
<tr><td>Monkeys</td><td>Yes</td><td>No</td><td>Yes</td><td>No</td><td>J46, K47 L/R Only</td><td>Yes</td></tr>
<tr><td>Horses</td><td>Yes*</td><td colspan="5" rowspan="5">No</td></tr>
<tr><td>Pigs</td><td>Yes</td></tr>
<tr><td>Cattle</td><td>Yes</td></tr>
<tr><td>Sheep or goats</td><td>Yes</td></tr>
<tr><td>Eels</td><td>Yes</td></tr>
<tr><td>Reptiles or amphibians</td><td>Yes</td><td>A Only</td><td>No</td><td>No</td><td>J46, K47 L/R Only</td><td>No</td></tr>
</table>

Note: *Observe the loading table for **Horses** for Max. number allowed.

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15. Restricted Commodities Loading

Note: Dangerous goods may **not** be loaded in the Aft Bulk compartment (1&2).

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	A1,A2	B1	CR/L	DR/L	ER/L	FR/L	GR/L	HR/L	JR/L	K-S R/L	T	FWD LD	AFT LD
MAG	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
CAO	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y
RRY (max. 60 TI combined)	N	N	N	N	N	N	Y	Y	Y	Y	Y	N	Y
RRY (max. 100 TI combined)	N	N	N	N	N	N	N	Y	Y	Y	Y	N	Y
RRY (max. 150 TI combined)	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y
RRY (max. 200 TI combined)	N	N	N	N	N	N	N	N	N	Y	Y	N	Y

Note: Cargo Aircraft Only (CAO) can be loaded on any Main Deck position A1 to SR/L provided they are loaded accessible. Accessible means that:

- The CAO is loaded on a pallet (incl. 16ft and 20ft).
- CAO is loaded on the left or right loading lane in the Main-deck.

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**	GR/L - T	HR/L-T	KR/L-T
	2	HR/L - T	JR/L-T	KR/L-T
	3	GR/L and RR/L-T	RR/L-T	RR/L-T
	4	GR/L-JR/L and SR/L-T	HR/L and T	**Not allowed**
	5	GR/L-LR/L	HR/L-LR/L	KR/L
FIL	**1**	GR/L – T	HR/L-T	KR/L-T
	2	JR/L-T	KR/L-T	PR/L-T
	3	RR/L-T	T	**Not allowed**
	4	GR/L-HR/L and T	**Not allowed**	**Not allowed**
	5	GR/L-KR/L	HR/L-JR/L	**Not allowed**

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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	A1-GR/L and RR/L-T	A1-FR/L and RR/L-T
	4	A1-JR/L and SR/L-T	A1-HR/L and TT
Max 100.0 TI	3	A1-GR/L and RR/L-T	A1-FR/L and T
	4	A1-HR/L and T	A1-GR/L
Max 150.0 TI	3	A1-FR/L and RR/L-T	A1-A2
	4	A1-GR/L	A1-DR/L

15.2 Dry Ice

Please see the Global Supplementary Operational Document **Dry Ice Consolidation table** for the current maximum allowed Dry Ice limits.

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.

Dry Ice must be loaded AFT of live animals and separated by four longitudinal pallet positions. The animal heads must be at least 12 inches above the floor of the aircraft.

Dry Ice in the lower-deck hold may **not** be carried together with AVI.

15.3 Lithium Batteries

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

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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:	6
Mass of ACM:	231 lbs (Does not include baggage. See Note)

Note: 38 lbs of baggage shall be allocated in the BAG compartment (next to position B1) for each ACM on board (38 * Number of ACM). The Flight Crew's (Captain and FO) baggage is included in the DOW.

17.1.2 Fly Away Kit (FAK) and Ballast

FAK: The FAK is not included in the DOW/DOI. FAK weights are communicated by Kalitta with Load Control prior to each flight.

Ballast is not carried as standard on this aircraft.

17.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	72,000 lbs (32,660 kg)
Standard Taxi Fuel:	2,000 lbs (907 kg)

17.3 LMC Restrictions

Maximum Fuel LMC:	Nil
Maximum Payload LMC:	Nil

17.4 Aircraft Take-off Weight Conditions

	Flight Plan Changes Required?	
	Amend	Reissue
A difference exists between the actual takeoff weight and the flight plan takeoff weight up to +/-10,000 Lbs.	No	No
Actual takeoff weight exceeds the flight plan takeoff weight by more than 10,000 Lbs.	No	Yes
Actual takeoff weight is less than the flight plan takeoff weight by more than -10,000 Lbs.	Yes	No

Note: Be aware that while exceeding the 10,000 Lbs. threshold will result in the computation of new fuel requirements, including fuel burn and total ramp fuel, the Captain MAY request to have a new Flight Release prepared at any time that they feel the need to do so, regardless of actual weight difference.

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18. Maximum Package Dimensions

18.1 Main Cargo Deck

Height (cm)	WIDTH IN CENTIMETERS																								
	38.1	50.8	63.5	76.2	88.9	102	114	127	140	152	165	178	191	203	216	229	241	254	267	279	292	305	318	330	340
	LENGTH IN CENTIMETERS																								
300	1,120	1,046	988	932	886	841	803	767	739	711	683	658	632	607	582	556	528	503	478	455	432	409	385	366	348
295	1,191	1,105	1,041	978	927	879	839	798	765	734	706	681	653	627	602	579	551	526	500	475	452	429	405	384	368
290	1,262	1,163	1,095	1,026	970	917	871	828	792	759	732	704	676	650	625	602	577	551	523	498	472	450	424	401	389
284	1,298	1,194	1,123	1,049	991	935	889	843	805	770	742	714	686	658	635	610	584	559	533	508	483	457	434	409	396
279	1,372	1,260	1,179	1,095	1,034	973	922	874	833	795	765	734	706	678	653	627	602	577	551	528	503	478	452	429	411
274	1,407	1,293	1,207	1,120	1,057	993	940	889	848	808	775	744	716	688	663	638	612	587	561	538	513	488	462	439	419
269	1,425	1,326	1,234	1,146	1,077	1,008	955	902	861	820	787	754	724	696	671	645	620	594	569	546	521	495	470	447	427
264	1,458	1,392	1,293	1,196	1,120	1,044	988	932	889	846	810	775	742	711	686	660	635	610	584	561	536	511	485	462	447
259	1,473	1,425	1,323	1,222	1,140	1,062	1,003	947	902	859	820	785	752	721	693	668	643	617	592	569	544	518	493	470	457
254	1,486	1,440	1,346	1,245	1,161	1,080	1,019	960	914	869	831	792	759	729	701	676	648	622	597	574	549	523	500	475	465
249	1,511	1,499	1,394	1,290	1,201	1,115	1,052	988	940	889	851	810	777	744	716	691	663	638	610	584	559	533	513	490	480
0-244	1,524	1,524	1,417	1,313	1,224	1,139	1,069	1,003	953	902	861	820	787	754	726	699	671	645	617	592	569	554	541	518	496

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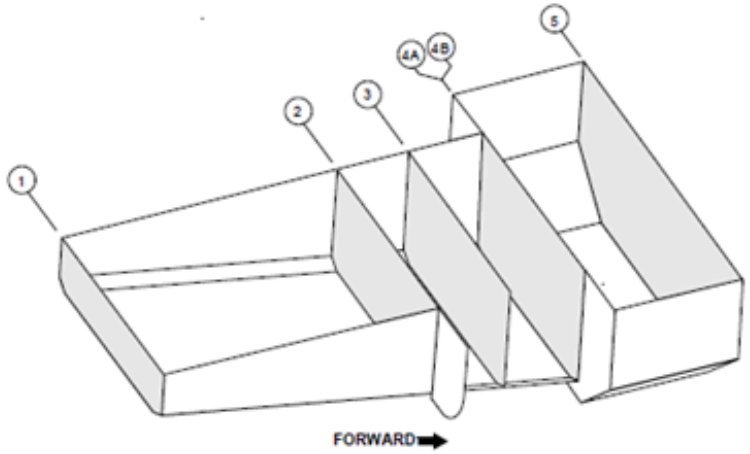
18.2 Bulk Compartment

The figure below illustrates the general layout of the bulk cargo compartment. The numbered labels and shaded panels correspond to the cross-sections provided following the illustration.



CROSS SECTION NO.	B.A. IN.
1	2160.0
2	2040.0
3	2007.0
4A	1980.0
4B	1980.0
5	1920.0

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Allowable Package Sizes with Net Installed at B.A. 1920

The following table is applicable for packages loaded through the large aft cargo door (B.A. 1865.0) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1920										
HEIGHT IN.	WIDTH IN.									
	10	20	30	40	50	60	70	80	90	100
	LENGTH IN.									
47	140	140	140	140	140	140	140	140	135	120
43	155	155	155	155	155	155	155	145	135	120
39	180	180	180	180	180	175	155	145	135	120
36	200	200	200	200	180	175	160	145	135	120
32	230	230	230	230	205	180	160	145	135	120
24-28	235	235	235	235	215	180	160	145	135	120
4-20	240	240	240	240	215	180	160	145	135	120

The following table is applicable for packages loaded through the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1920											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
47	140	140	140	132	126	121	117	114	110	108	108
43	160	160	155	145	140	135	130	125	120	115	110
39	180	165	155	150	140	135	130	125	120	120	120[a]
36	185	170	160	150	145	135	130	125	120	120[a]	120[a]
32	190	175	165	155	150	140	135	130	125[a]	120[a]	120[a]
28	200	185	170	160	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
24	220	190	175	165	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
20	220	195	180	170	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
16	230	205	190	175	160	150	140	135[a]	125[a]	120[a]	120[a]
12	235	220	200	180	165	155	145	135[a]	130[a]	125[a]	120[a]
8	235	235	215	195	175	160	150	140	130[a]	125[a]	120[a]
4	235	235	225	210	185	170	155	145	135[a]	125[a]	120[a]

[a] Package loaded aft of the door.

The following table is applicable for tilted[1] packages loaded forward of the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1920											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
64	108	108									
60	108	108	108								
56	108	108	108	108							
52	108	108	108	108	108						
48	140	140	140	132	126	121	117	114	110	108	108

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Allowable Package Sizes with Net Installed at B.A. 1980

The following table is applicable for packages loaded through the large aft cargo door (B.A. 1865.0) with the net installed at B.A. 1980.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1980										
HEIGHT IN.	WIDTH IN.									
	10	20	30	40	50	60	70	80	90	100
	LENGTH IN.									
47	95	95	95	95	95	95	95	80	73	67
43	114	114	114	114	114	114	114	80	73	67
39	133	133	133	133	133	133	133	80	73	67
36	148	148	148	148	148	148	148	80	73	67
32	166	166	166	166	166	166	160	80	73	67
4-28	180	180	180	180	180	180	160	80	73	67

The following table is applicable for packages loaded through the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1980											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
47	95	95	95	95	95	95	95	95	95	95	95
43	114	114	114	114	114	114	114	114	114	114	110
39	133	133	133	133	133	133	130	125	120	120	120[a]
36	148	148	148	148	145	135	130	125	120	120[a]	120[a]
32	166	166	165	155	150	140	135	130	125[a]	120[a]	120[a]
28	175	175	175	160	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
24	175	175	175	165	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
20	175	175	175	170	155	145	135[a]	130[a]	125[a]	120[a]	120[a]
16	175	175	175	175	160	150	140	135[a]	125[a]	120[a]	120[a]
12	175	175	175	175	165	155	145	135[a]	130[a]	125[a]	120[a]
8	175	175	175	175	175	160	150	140	130[a]	125[a]	120[a]
4	175	175	175	175	175	170	155	145	135[a]	125[a]	120[a]

[a] Package loaded aft of the door.

The following table is applicable for tilted[1] packages loaded forward of the bulk cargo door (B.A. 2007.0 IN.) with the net installed at B.A. 1920.0.

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES - NET AT B.A. 1980											
HEIGHT IN.	WIDTH IN.										
	4	8	12	16	20	24	28	32	36	40	44
	LENGTH IN.										
56	46	46	46	46							
52	68	68	68	68	68						
48	90	90	90	90	90	90	90	90	90	90	90

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19. Dry Ice Reference Tables

B-747-400 TABLE 1 1: A/C Packs Operating at NORM, both lower A/C OFF; or 2: Forward or Aft Lower A/C at HIGH					
Max. Weight	Sublimation Rate %				
	1	2	3	4	5
LBS	17,000	8,000	5,600	4,200	3,500
KGS	7,710	3,628	2,540	1,905	1,587
NOTE: Increase load by 60% if carried in either forward or aft lower cargo with lower A/C selected at HIGH.					

B-747-400 TABLE 2 A/C High Flow Selected, Both Lower A/C OFF					
Max. Weight	Sublimation Rate %				
	1	2	3	4	5
LBS	23,000	11,600	7,800	5,800	4,600
KGS	10,431	5,261	3,537	2,630	2,086

B-747-400 TABLE 3 1: Forward or Aft Lower A/C at LOW; or 2: Both Lower A/C at LOW.					
Max. Weight	Sublimation Rate %				
	1	2	3	4	5
LBS	12,000	6,000	4,000	3,000	2,500
KGS	5,442	2,721	1,814	1,361	1,134
NOTE: Increase load by 40% per lower cargo with lower A/C at LOW.					

B-747-400 TABLE 4 A/C High Flow Selected and Forward or Aft Lower A/C at LOW					
Max. Weight	Sublimation Rate %				
	1	2	3	4	5
LBS	14,000	7,000	4,800	3,500	2,900
KGS	6,349	3,175	2,177	1,587	1,315
NOTE: Increase load by 30% if carries in either forward or aft lower cargo with lower a/c selected at LOW.					

Note: If the sublimation rate is greater than 5%, confirmation must be received from CKS on the maximum allowable weights.

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