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# MNB A321PCF/P2F
MNG Cargo A321PCF-P2F

Revision: 4
Date: 08 October 2024

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| Page | Date | Comment |
|---|---|---|
| 15 | 08 October 2024 | ULD types no longer available in the network removed. *(Minor)* |
| 21 | 08 October 2024 | Guidance on the handling of special loads information added. *(Minor)* |

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## 1. MNG Cargo A321PCF/P2F Registrations

| | |
|---|---|
| IATA Designator: | **MB** |
| ICAO Designator: | **MNB** |
| Valid for: | **TCMYA, TCMYB** |

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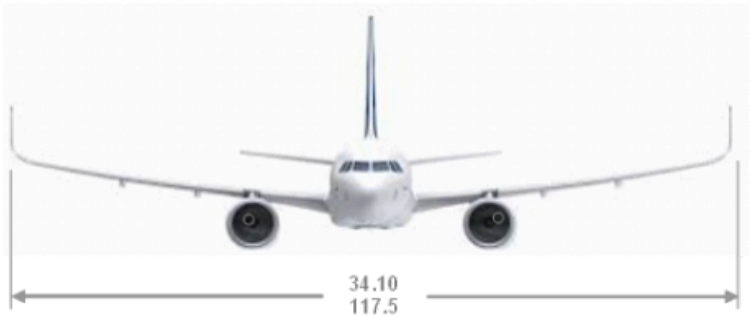
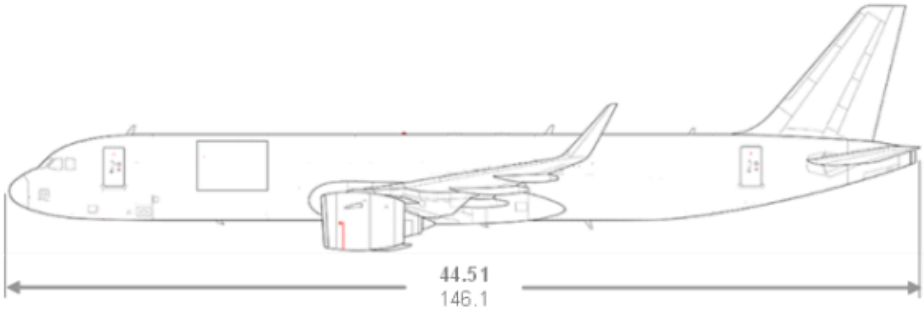
## 2. Aircraft Dimensions

All dimensions in meters and Feet/Inches

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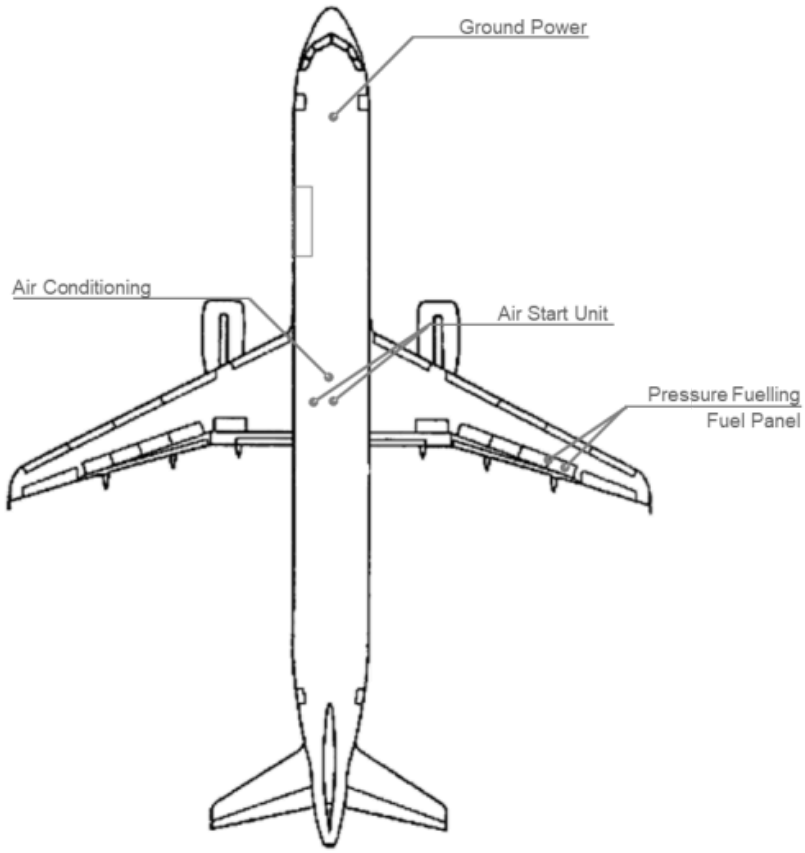
# 3. Aircraft Servicing Points and Specifications

## 3.1 Servicing Points




## 3.2 Servicing Specifications

| System | Requirements | Notes |
|---|---|---|
| Ground Power | 115/200V AC / 90 kVA / 400 Hz | 1 GPU connection available |
| Fuel | Jet A1 | Fuel control panel on **RH wing only** |
| Air Condition Unit | Maximum Flow Rate 150 ppm | 1 ACU inlet available |
| Air Start Unit | Minimum Capacity 226 ppm<br>Max. / Min. pressure 60 / 40 psi | 2 ASU inlets available.<br>2 ASUs may be required, depending on flow rate and ambient air temperature. |

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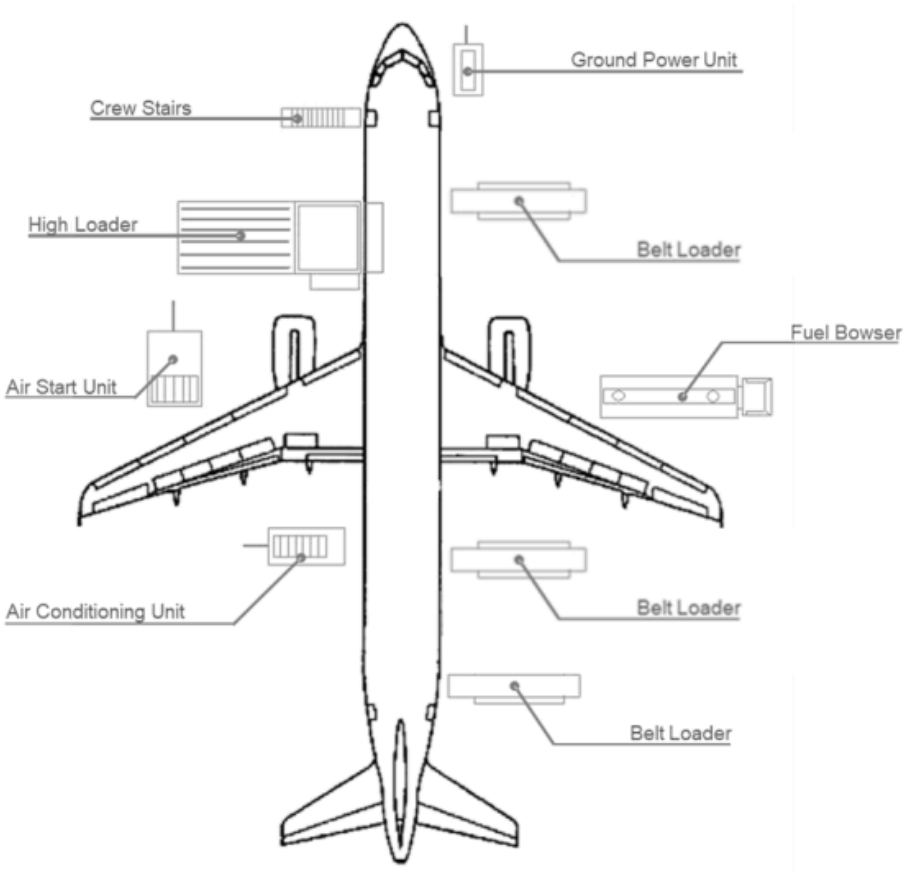
# 4. Ground Support Equipment

## 4.1 Positioning of GSE




## 4.2 GSE Requirements

| GSE | Type | Quantity |
|---|---|---|
| High Loader | Cargo Loader for Main-deck | 1 |
| High Loader | Cargo Loader for Lower-deck | 0 |
| Ground Power Unit | Diesel, Electric or Fixed | 1 |
| Crew Stairs | Platform height 149 – 158 inches | 1 |
| Belt Loader | Standard (30 ft recommended) | 3 |
| Tractor | Diesel or Electric | 3 |
| Dolly wagons | 125”/ 88” capable<br>60.4”/61.5” capable | Up to 14<br>Up to 10 |
| Belly Container / Wagon | As required | According to load |

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## 5. Standard Turnaround Times

Turn-around time for a transit stop: 00:45 hour (partial off- and on-load)

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

**Note:** Standard turn-around times are suggested for planning purposes. Actual times will vary depending on actual load and staffing.

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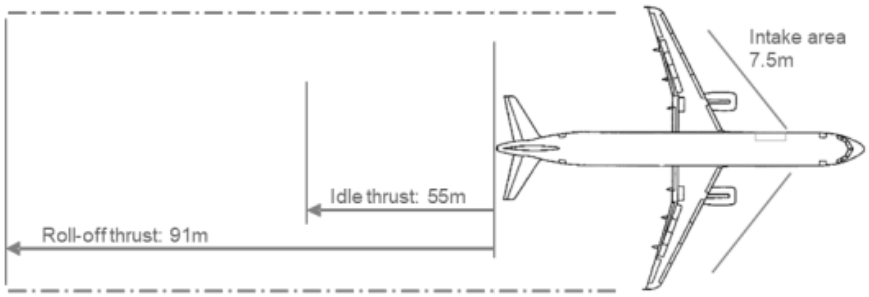
## 6. Safety Areas

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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 25 knots | Main cargo door shall only be operated in full-open position. |
| More than 25 knots | Main cargo door must be operated in Canopy position. |
| More than 45 knots | Do not operate the Main deck cargo door or the Lower deck Cargo Doors. |

**Note:** The cargo door shall be in the closed and locked position for towing, taxiing and jacking of the aircraft.
Do not open or operate the door if the actual or anticipated wind velocity or gust exceeds the prescribed limits. Severe structural damage to the door and/or the aircraft may result.

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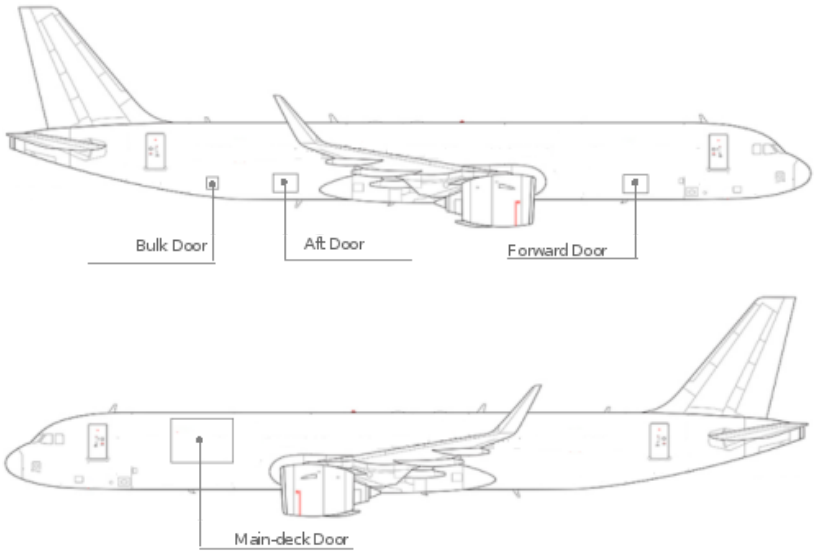
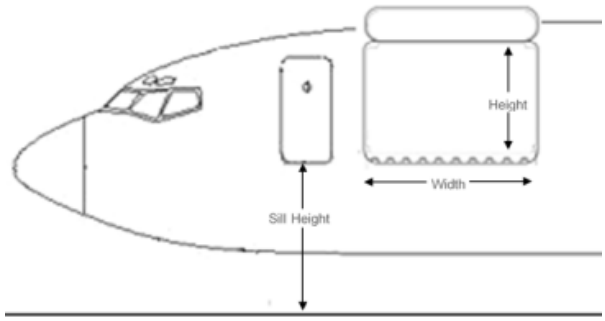
## 8. Aircraft Door Dimensions




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 | Door Sill Heights |
|---|---|---|---|
| Crew | 55 | 142 | 360 |
| Main-Deck | 364 | 213 | 335 |
| Lower Deck  Door Forward | 181 | 119 | 210 |
| Lower Deck Door Aft | 181 | 119 | 226 |
| Bulk Door | 95 | 70 | 233 |

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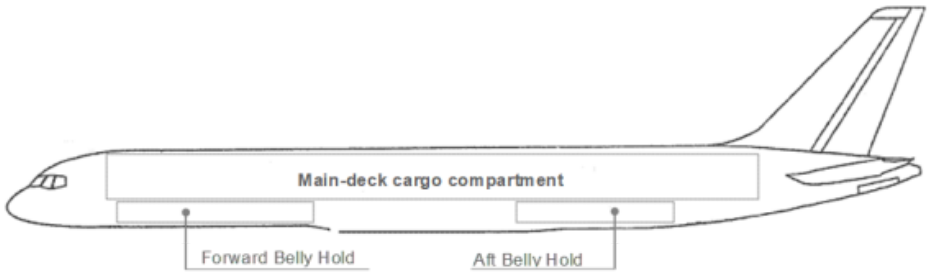
# 9. Compartment Classification and Air-Conditioning




## 9.1 Compartment Classification

| Compartment | | Features |
|---|---|---|
| **Main-deck** | Position 1 loaded with 88" ULD **with** access isle | - Classification **E** |
| | | - Pressurisation |
| | | - Smoke Detection |
| | | - **Accessible** during flight |
| | Position 1 loaded with 88" ULD **without** access isle | - Classification **E** |
| | | - Pressurisation |
| | | - Smoke Detection |
| | | - **In-accessible** during flight |
| **Belly** All compartments | | - Classification **C** |
| | | - Pressurisation |
| | | - Smoke Detection |
| | | - **In-accessible** during flight |

## 9.2 Air-Conditioning

| | Main-deck | FWD Hold | AFT Hold | Bulk |
|---|---|---|---|---|
| Temperature | 18C-30C | 10C-21C | 5C-26C | 5C-26C |
| Heating | Yes | No | Yes | No* |
| Heat Adjust | Yes | No | Yes | No* |
| Temp Control | Yes | No | Yes | No* |
| Ventilation | Yes | No | Yes | No* |

*A divider net and a tarpaulin separate the aft and rear bulk cargo compartments

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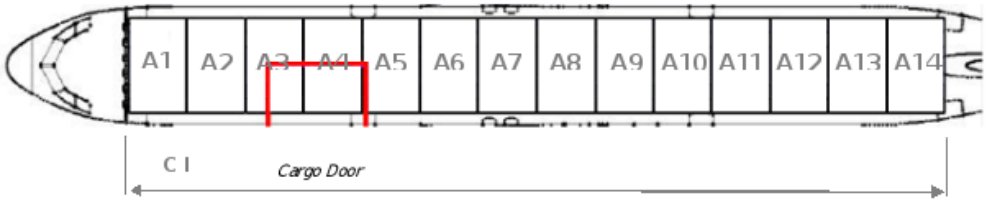
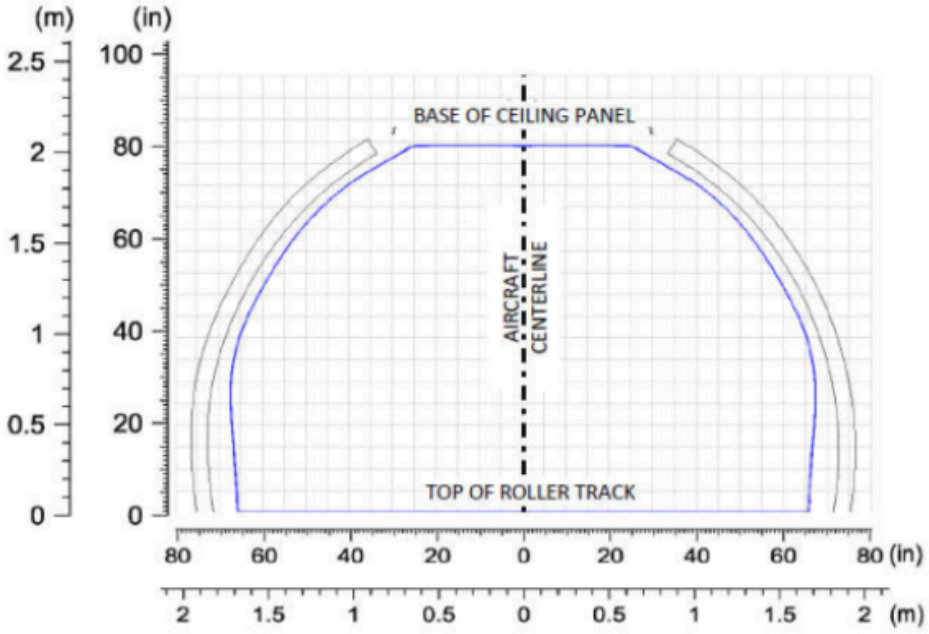
## 10. Aircraft Cabin Contour Dimensions

The aircraft main-deck has one contour zone: CI, as illustrated in the diagrams below.




### 10.1 Contour CI




**Note:** The sloped contour on the side must face forward.

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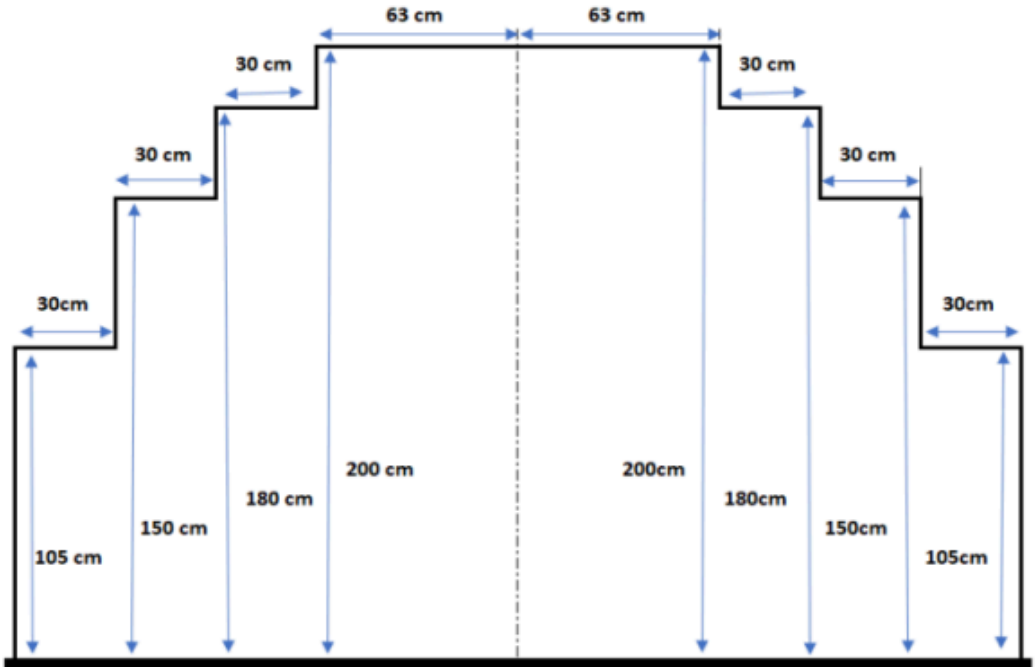
### 10.2 Pallet Contour

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# 11. Maximum Position Weights

## 11.1 Maximum Main-deck ULD Weights in Kilograms

| | ULD Position | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ULD Size** | A1 | A2 | A3 | A4 | A5 | A6 | A7 | A8 | A9 | A10 | A11 | A12 | A13 | A14 |
| 125"/ 88" | 1513 | 2018 | | | | | 2523 | | | | 2018 | | | |

## 11.2 Maximum Lower-deck Compartment Weights in Kilograms

| | Forward Lower Holds | | Aft Lower Holds | | |
|---|---|---|---|---|---|
| Compt. | 11-12 | 21-22-23 | 31-32-33 | 41-42 | 51-52-53 |
| Compt. Max (kg) | 2268 | 3402 | 3402 | 2268 | 374 |
| Hold Max (kg) | 5670 | | 5670 | | |
| Compt. Volume (m3) | 8.91 | 13.93 | 13.59 | 8.54 | 1.49 |

## 11.3 Maximum Bulk Compartment Weights in Kilograms

| | Bulk / Compartment 5 | | |
|---|---|---|---|
| Compt. | 51 | 52 | 53 |
| Bay / Section | 374 | - | - |
| Hold Max (kg) | 374 | | |
| Compt. Volume (m3) | 1.49 | - | - |

**Note:** Only Compartment 51 shall be used. Compartments 52/53 contain FAK.

## 11.4 Combined / Pyramidal Load Limitations

Further combined load limitations apply to all A321 chapters. The limitations in this section are not applicable:

- If total payload is less than 17000 kg, or
- If only the main-deck or only the lower-deck is loaded (regardless of payload weight), or
- If only the main-deck and bulk compartment are loaded (regardless of payload weight).

To ensure no combined pyramidal loading, perform the following ZFW (zero fuel weight) CG checks:

- If combined payload is more than 17000 kg and loaded on both (main and lower) decks, the following minimum weight constraints are applicable:

| Total Payload | ZFW CG | Minimum Total Weight on A1 (B1), A2 (B2), 11, 12 |
|---|---|---|
| (kg) | (%MAC) | (kg) |
| >17000 | 18.5 or below | 3000 |
| | 38.0 | 0 |
| >20000 | 18.5 or below | 3000 |
| | 38.0 | 0 |
| >27000 | 18.5 or below | 3500 |
| | 38.0 | 0 |

Exact minimum weight required shall be determined by linear interpolation based on actual aircraft ZFW CG and total payload.



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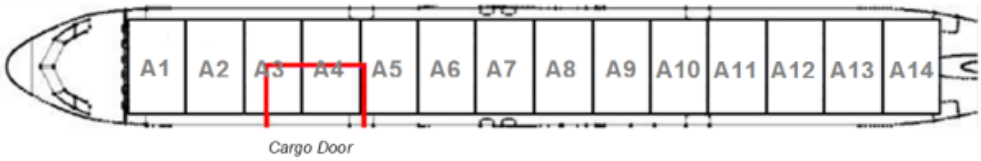
## 12. Aircraft ULD Compatibility

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.

### 12.1 Main Deck Configurations




**Configuration 1:** 14 Lateral 125"/88' ULD 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 | PAG/PAJ |
| Configuration 1 | A1 | Y2 | Y1 | Y | Y2 |
| | A2 | Y | Y1 | Y | Y |
| | A3 | Y | Y1 | Y | Y |
| | A4 | Y | Y1 | Y | Y |
| | A5 | Y | Y1 | Y | Y |
| | A6 | Y | Y | Y | Y |
| | A7 | Y | Y1 | Y | Y |
| | A8 | Y | Y1 | Y | Y |
| | A9 | Y | Y1 | Y | Y |
| | A10 | Y | Y1 | Y | Y |
| | A11 | Y | Y1 | Y | Y |
| | A12 | Y | Y1 | Y | Y |
| | A13 | Y | Y1 | Y | Y |
| | A14 | Y | Y1 | Y | Y2 |

Y1: All LAY serial range and AAC serial range 9021-9995 allowed.
Y2: Pallet stacks not allowed.

**Notes:**

- All pallets must be to contour
- **Position A1:** Where a ULD has a sloped contour on the lateral side (front/back), the sloped side shall face forward.
- **Position A14:** Where a ULD has a sloped contour on the lateral side (front/back), the sloped side shall face aft.
- **AAA & AAC/LAK:** Limited ceiling clearance. Care must be exercised loading AAA & AAC/LAY ULDs, to prevent out-of-gauge ULDs impacting the roof or sidewall lining.



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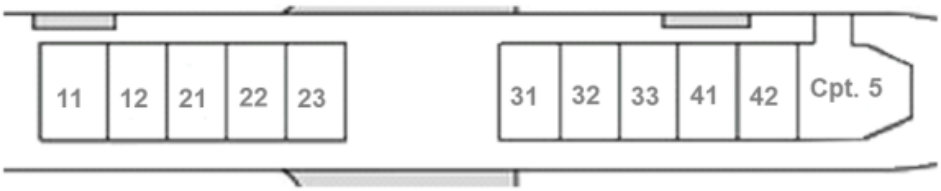
## 12.3 Lower Deck Configurations

### 12.3.1 Forward and Aft Holds




The lower deck is bulk loaded and ULDs are not loadable.

The Forward Hold is divided into three compartments separated by nets:

- Bay 11/12
- Bay 21/22
- Bay 23

The Aft Hold is divided into 4 compartments separated by nets:

- Bay 31
- Bay 32
- Bay 33
- Bay 41/42

Compartment 5 is sub-divided into sections 51, 52 and 53. Only section 51 can be used for bulk loads. Sections 52 and 53 contain FAK.

When loading cargo in a lower deck compartment, the cargo shall be spread out evenly over the area of the compartment, to prevent load shifting in flight.

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# 13. Loading and Un-Loading

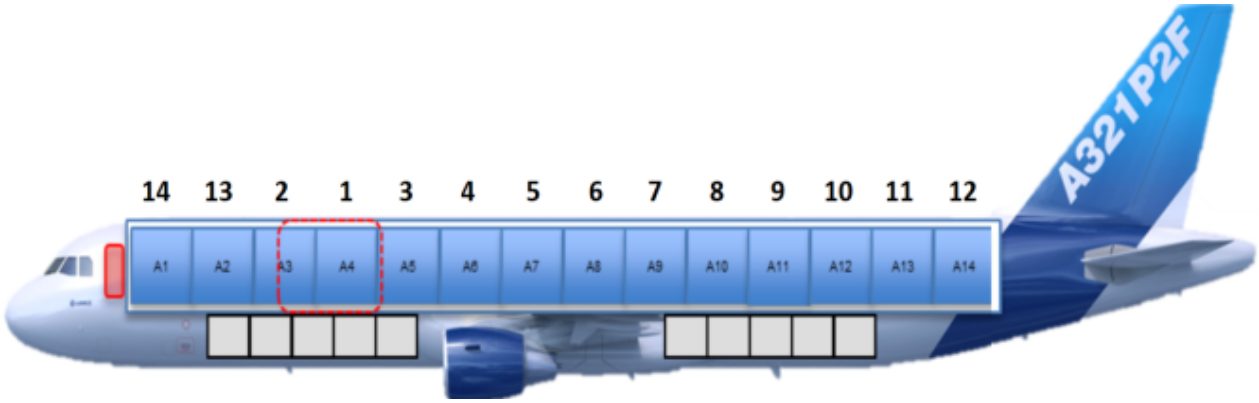
RISK OF TAIL-TIPPING

## 13.1 Un-Loading Sequence

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

**Step 1:** Un-load the aft lower deck.

**Step 2:** Un-load the ULDs on the main deck in the following numbered sequence and respect standard step un-loading method:




**Step 3:** Un-load the forward lower deck.

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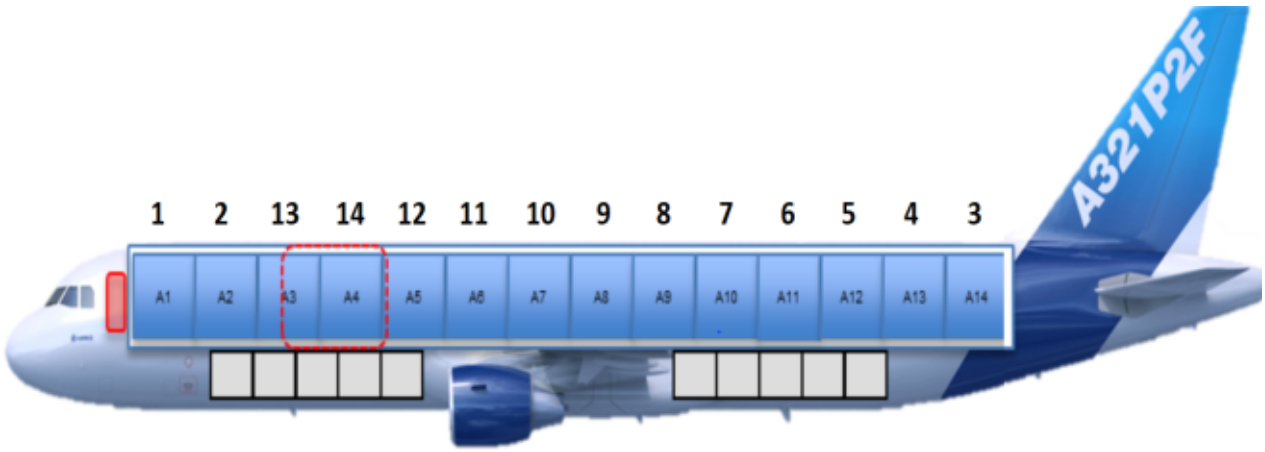
## 13.2 Loading Sequence

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

**Step 1:** Load the forward lower deck.

**Step 2:** Load the ULDs on the main deck in the following numbered sequence and respect standard step un-loading method:




**Step 3:** Load the aft lower deck.

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## 13.3 Loading Notes

### 13.3.1 Tail-tipping

The A321 PCF is a very stable aircraft and quite nose heave due to the forward MCD, and it is possible to load and / or un-load the Main Deck independently from the Lower Deck loading/unloading.

### 13.3.2 Counter Ballast

It is recommended to provide counterbalance during loading and offloading of the Main Deck, **a minimum of 1,000kg should be used for Position A1 for loads in excess of 10,000kg.** Below that figure, a minimum of 10% of the load should be in Positions A1 to provide counterbalance.

### 13.3.3 Parallel dolly-train Un-load

Parallel dolly-train un-load is **not allowed.**

### 13.3.4 Simultaneous Loading and Un-loading of Lower deck Holds

Due to the inherent stability of this aircraft, simultaneous loading and/or un-loading of all lower-deck holds, using up to 2 conveyor belts, at the same time as or independent of the main-deck, is allowed.

### 13.3.5 Turning ULDs on Ball mat

Do not “spin”, rotate or turn ULDs on ball mat.

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### 13.3.6 Caution when Loading/Un-Loading Lower Deck Holds

Due to the width of the doors to the forward and aft lower deck holds, there is a risk of falling from height when working inside these holds.

When loading or un-loading the forward or aft lower deck holds, the net behind the door shall only be partially opened to allow a gap for loaders and shipments to enter or exit the hold. The loader inside the hold shall remain clear of the doorsill and shall not lean on the net.





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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

Loading of floating ULDs, or ULDs exceeding the maximum allowed position weight, is not allowed.

## 14.2 Crushable Cargo Requirements

Where Rigid Cargo has been identified, the first loaded position on the aircraft shall be loaded with Crushable Cargo ULDs suitable for protecting the barrier wall against unrestrained Rigid Cargo.

## 14.3 Aircraft Engines

Specific authorization must be obtained prior to loading aircraft engines.

## 14.4 Live Animals

### 14.4.1 Horses

Horses are **not allowed**.

### 14.4.2 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 MNG Airlines .

| | Main-Deck | FWD Hold | AFT Hold |
|---|---|---|---|
| **Horses** | No | No | No |
| **Day-old chickens** | Yes | No | No |
| **Monkeys** | Yes | No | Yes |
| **Pigs** | Yes | No | No |
| **Cattle** | Yes | No | No |
| **Sheep or Goats** | Yes | No | No |
| **Dogs or Cats** | Yes | No | Yes |
| **Small mammals or Birds** | Yes | No | Yes |
| **Tropical Fish** | Yes | No | Yes |
| **Reptiles or Amphibians** | Yes | No | Yes |
| **Eels** | Yes | No | Yes |
| **Crustaceans or Molluscs** | Yes | No | Yes |
| **Bees** | Yes | No | No |
| **Hatching eggs** | Yes | No | No |

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# 15. Restricted Commodities Loading

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

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

| | Position | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DG Type | A1 | A2 | A3 | A4 | A5 | A6 | A7 | A8 | A9 | A10 | A11 | A12 | A13 | A14 | FWD LD | AFT LD |
| MAG | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | Y | N | Y* |
| CAO | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y* | Y* |
| RRY (max. 50 TI combined) | N | N | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | N | Y* |
| RRY (max. 200 TI combined) | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | N | Y* |

Y*: See 15.4 Loading Dangerous Goods in the lower decks

**Note:** Cargo Aircraft Only (CAO) can be loaded on any Main Deck position A1 to A14 provided they are loaded accessible. Accessible means that:

- The CAO is loaded on a pallet
- All positions forward of the CAO are loaded with 125"/88" **pallets with 20" aisle from side walls**

CAO shipments which do not require "accessibility" in accordance with IATA DGR 9.3.4.3 can be loaded in maindeck without accessibility requirement defined previously. These shipments are as follow:

- UN 3529, Engine, internal combustion, flammable gas powered or Engine, fuel cell, flammable gas powered or Machinery, internal combustion, flammable gas powered or Machinery, fuel cell, flammable gas powered;
- flammable liquids (Class 3), Packing Group III, other than those with a subsidiary hazard of Class 8 or UN 3528, Engine, internal combustion, flammable liquid powered or Engine, fuel cell, flammable liquid powered or Machinery, internal combustion, flammable liquid powered or Machinery, fuel cell, flammable liquid powered;
- toxic substances (Division 6.1) with no subsidiary hazard other than Class 3;
- infectious substances (Division 6.2);
- radioactive materials (Class 7);
- miscellaneous dangerous goods (Class 9) (See restrictions defined in 15.3).

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## 15.2 Dry Ice

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

### 15.2.1 Dry Ice (ICE) and Live Animals (AVI)

Live animals (AVI) should not be transported on the Main Deck with Dry Ice loads greater than or equal to 635 kilograms.

AVI should not be transported in the lower cargo compartments with any quantity of dry ice in the same compartment.

## 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.

## 15.4 Loading Dangerous Goods in the lower decks

Loading of dangerous goods shipments in lowerdecks of MNG Airlines A321 freighter is subjected to below requirements and restrictions:

- Any dangerous goods shipments except UN3481 PI966 and PI967 Section II (ELI) and UN3091 PI969 and PI970 Section II (ELM), shipments require approval of loading from Special Cargo & Operational Compliance Department – Please contact specialcargo@mngairlines.com to obtain approval from MNG Airlines.
- Dangerous goods shipments which are approved to load in lowerdeck must be tied down by straps on loading sections or related loading section where compartment nets are available shall be loaded at least 2/3 load factor (fill rate) to secure shipments to move unsecurely and compartment nets shall be closed after loading.

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# 16. Messaging and Reporting

## 16.1 Messaging

Standard messaging rules apply.

## 16.2 Reporting

Standard reporting rules apply.

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# 17. Load Control Data

## 17.1 Standard Mass Additions

### 17.1.1 Additional Crew Members (ACM)

| | |
|---|---|
| Maximum Number of ACMs: | 3 |
| Mass of ACM: | 100 kg |

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

| | |
|---|---|
| Fly Away Kit (FAK): | Weight and location to be verified by each aircraft registration. FAK weight and index included in DOW &DOI. |
| Ballast: | If required. |

## 17.2 Minimum Fuel and Standard Taxi Fuel

| | |
|---|---|
| Minimum Fuel: | - |
| Standard Taxi Fuel: | 400kg |

## 17.3 LMC Restrictions

| LMC Weight (kg) | Correction |
|---|---|
| Between 0 and 750kg | Weight and CG position correction required on the same sheet. |
| >750kg | New Loadsheet required. |

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# 18. Maximum Package Dimensions

## 18.1 Main Deck

The maximum dimensions of packages which will pass through the main deck cargo hold door opening and which can be placed within the hold are shown in the tables below.

*Note: These dimensions are approximate and refer to rectangular package sizes.*

**STRAIGHT LOADING**

Packages which fit inside a cuboid, as defined in the table given below, may be straight loaded into the aircraft.

For package dimensions exceeding the limits provided in the table below, loading may be possible. This must be confirmed by analysis using the specific dimensions of the package.

The following elements must be considered:

- cargo door opening size (*Refer to CTL-CGO-MD-CHD Main deck cargo hold door*)
- cargo hold cross sections (*Refer to CTL-CGO-MD-XSC Introduction*)
- clearances to be respected (*Refer to CTL-LIM-MD-ULD Cargo envelope*).

| Package height[1] | | MAX package length | |
|---|---|---|---|
| (in) | (m) | (in) | (m) |
| 45 | 1.14 | 125 | 3.18 |
| 51 | 1.30 | 116 | 2.94 |
| 57 | 1.45 | 106 | 2.70 |
| 63 | 1.60 | 97 | 2.47 |
| 69 | 1.74 | 88 | 2.25 |
| 75 | 1.91 | 70 | 1.77 |
| 82 | 2.08 | 49 | 1.23 |
| **MAX package width[2] = 134.85 in (3.425 m)** | | | |

(1) *The height is measured from the top of the rollers of the CLS.*

(2) *The maximum package width shown is the limitation imposed by the distance between the cargo door entrance guides. The actual pallet width that can be accommodated by the cargo loading system at each position, is 88 in (2.235m).*

| | |
|---|---|
| **EXAMPLE** | A package with a 60 in height, 88 in width and 90 in length can be straight loaded, because the table shows that for a height up to 63 in, the MAX length is 97in.<br><br>A package with a 50 in height, 88 in width and 120 in length cannot be straight loaded, because the table shows that for a height up to 51 in, the MAX length is 116 in. |



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