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SRR B762SF
Maersk Air Cargo B767-200SF

Revision: 5
Date: 28 November 2024

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Page	Date	Comment
28	28 November 2024	Q-Pulse replaced with Web Manuals. *(Minor)*

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1. Maersk Air Cargo B767-200SF Registrations

IATA Designator:	**DJ**
ICAO Designator:	**SRR**
Valid for:	**OYSRH, OYSRI, OYSRJ, OYSRK, OYSRM, OYSRO, OYSRF, OYSRG, OYSRN, OYRLB.**

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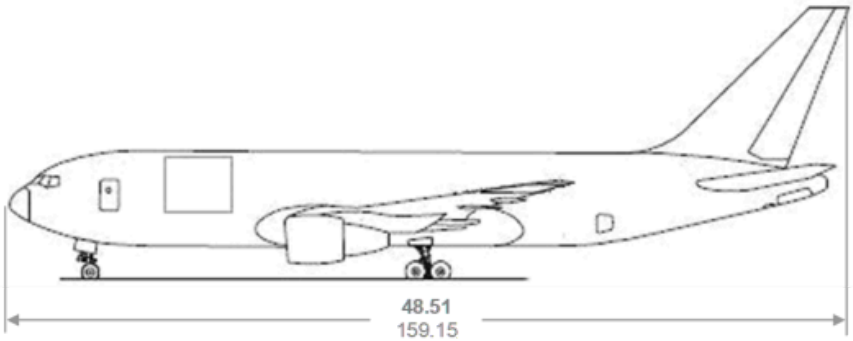
2. Aircraft Dimensions





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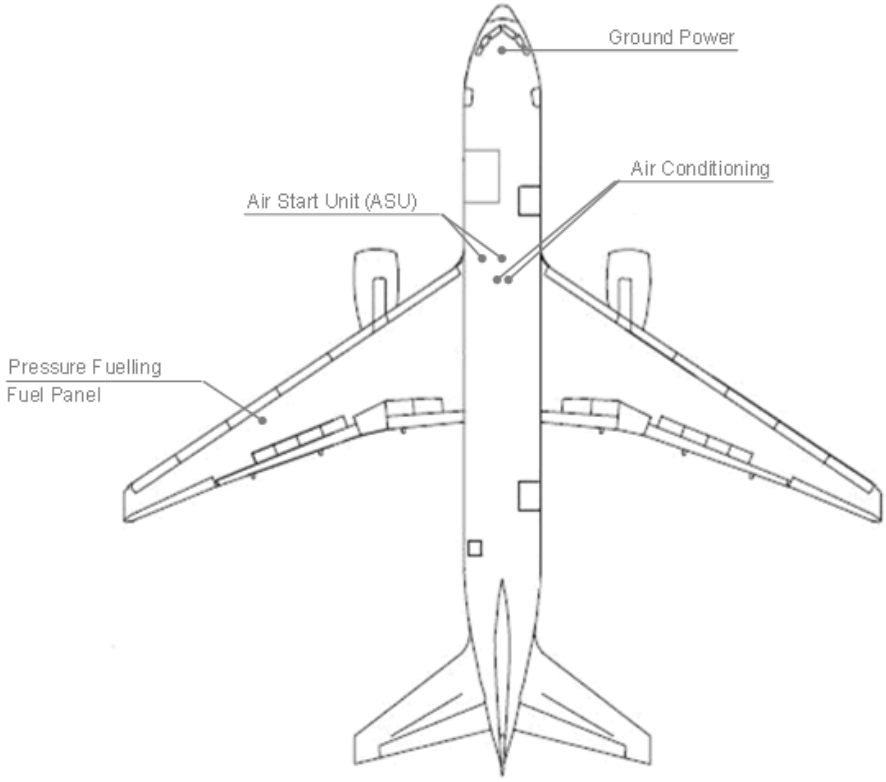
3. Aircraft Servicing Points and Specifications

3.1 Servicing Points



3.2 Servicing Specifications

System	Requirements	Notes
Ground Power Unit	115/200V AC / 90 kVA / 400 Hz	
Fuel	Jet A1	Fuel Control Panel **on LH wing only**
Air Condition Unit	Maximum Flow Rate 288 ppm	1 ACU inlets available
Air Start Unit	Minimum Capacity 228 ppm Max. / Min. pressure 45 / 27.5 psi	2 ASU inlet available. 2 ASUs may be required, depending on flow rate and ambient air temperature.

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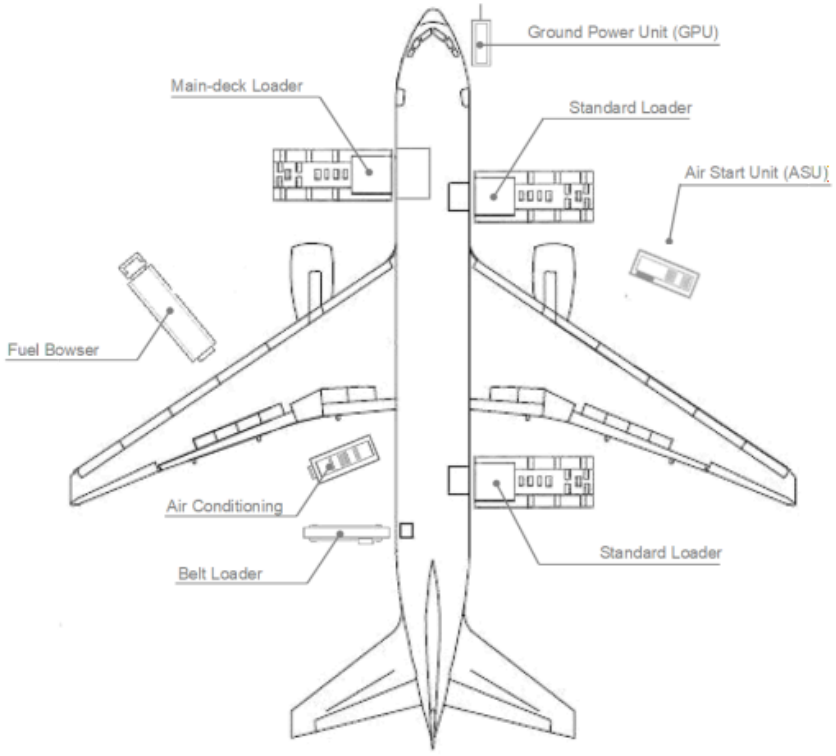
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck Standard	1 2
Crew stairs	Platform height 163 – 177 inches (4.14 – 4.50 meters)	1
Ground Power Unit	Diesel, Electric or Ground-Power	1
Belt Loader	Standard (30 ft / 9 meter recommended)	1
Tractor	N/A	6
Dolly Wagon Main-deck	125”/88” and 125”/96” capable	Up to 19
Dolly Wagon Lower-deck	60.4”/61.5” or 60.4/125” capable	Up to 11
Belly Container / Wagon	As required	According to load

4.3 Chocking

Nose Gear chocks shall remain in place throughout the aircraft turnaround.

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5. Standard Turnaround Times

Turn-around time for a transit stop: 00:50 hour (partial off- and on-load)

Turn-around time for an end stop: 01:20 hour (full off- and on-load)

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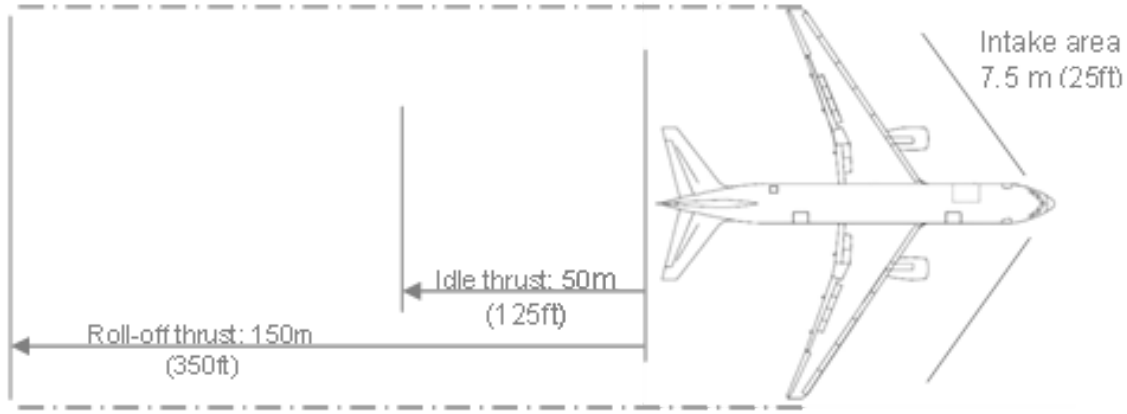
6. Safety Areas



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7. Strong Wind Conditions

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

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

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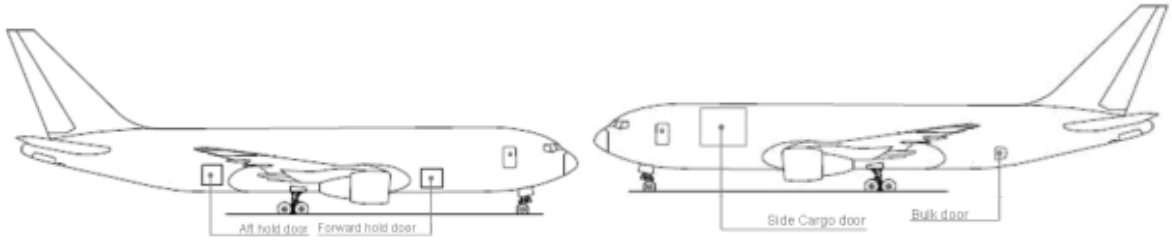
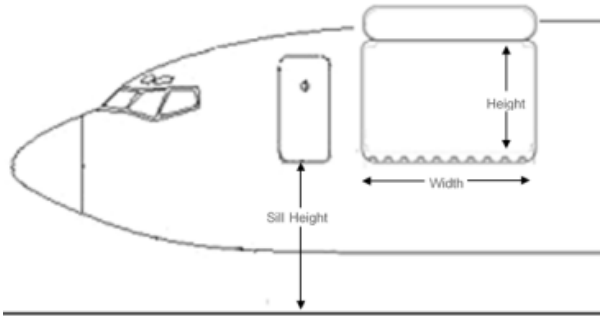
8. Aircraft Door Dimensions



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

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



All dimensions are in centimetres (cm) and Inches (in).

Valid for registrations **OYSRH, OYSRI, OYSRJ, OYSRK, OYSRM, OYSRO, OYRLB**

Door	Height		Width		Min. Height		Max. Height	
	Cm	Inches	Cm	Inches	Cm	Inches	Cm	Inches
L1 Door (Passenger)	-	-	-	-	409	161	446	175.5
Main-Deck	244	96	320	126	409	161	447	175.5
Forward Hold	175*	69*	178	70	225	88.6	252	99.1
Aft Hold	175*	69*	178	70	226	88.8	251	98.8
Bulk Hold	114	45	96	38	229	90.2	260	102.2

Valid for registrations **OYSRF, OYSRG, OYSRN**

Door	Height		Width		Min. Height		Max. Height	
	Cm	Inches	Cm	Inches	Cm	Inches	Cm	Inches
L1 Door (Passenger)	-	-	-	-	409	161	446	175.5
Main-Deck	244	96	320	126	409	161	447	175.5
Forward Hold	175	69	340	134	225	88.6	252	99.1
Aft Hold	175*	69*	178	70	226	88.8	251	98.8
Bulk Hold	114	45	96	38	229	90.2	260	102.2

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

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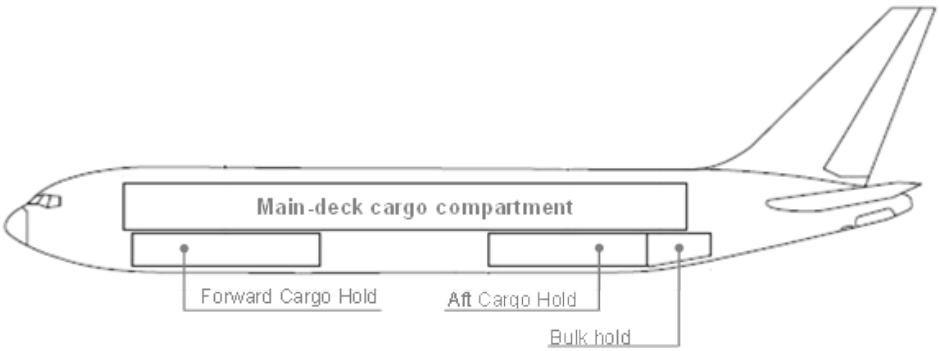
9. Compartment Classification and Air-Conditioning



9.1 Compartment

Compartment	Features
Main-deck	- Classification **E**
	- Pressurisation
	- Smoke Detection
	- **In-accessible** during flight
Lower-deck All Compartments	- Classification **C**
	- Pressurisation
	- Smoke Detection
	- Fire Suppression
	- **In-accessible** during flight

9.2 Classification

9.3 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk
Temperature	**18°C / 30°C	Min. 7°C	Min. 7°C	Min. 18°C
Heating	Yes			
Heat adjust	Yes	No	No	No
Cooling	Yes	No	No	No
Ventilation	Yes	No	No	Yes

** 2°C / 22°C if Perishable System is selected

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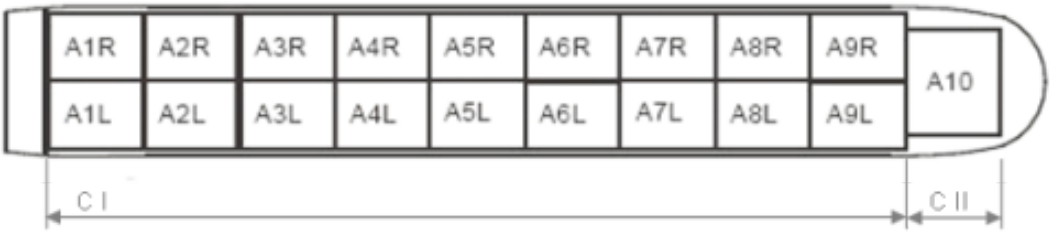
10. Aircraft Cabin Contour Dimensions

10.1 Aircraft Layout

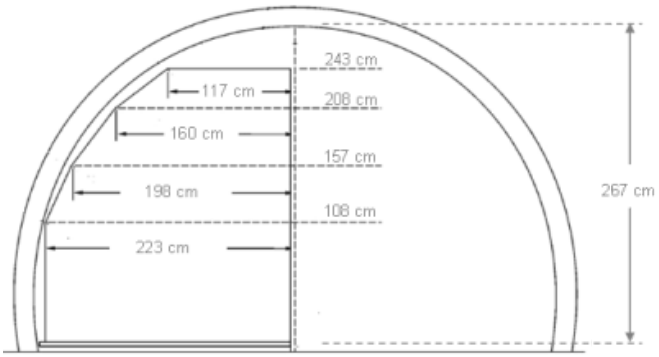
The aircraft is divided into two contour zones: CI and CII.



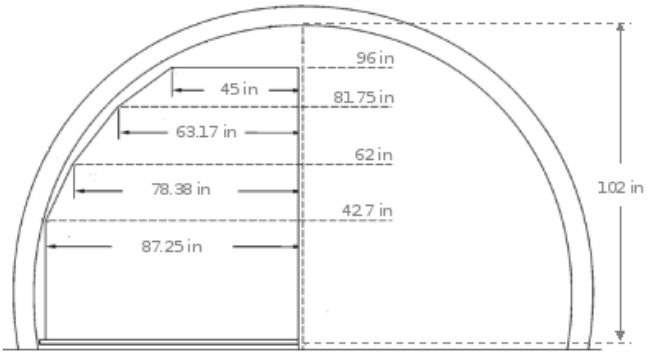
10.2 Contour CI

Position A1L/R to A9L/R.

Centimetres:



Inches:



10.3 Contour CII

No Diagram available.

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11. Maximum Position Weights

11.1 Maximum Main-deck ULD Weights in Pounds

	ULD Positions												
ULD Size	1	2	3	4	5	6	7	8	9	10	11	12	13
125”/88” Twin-track	7500			10200		7500				5984			
125”/96” Longitudinal	10625			15000		10625				5984			
88”/125” Lateral	7585				10680	7585							6000
96”/125” Lateral	8245			8160	11520	8160	8245					6000	

11.2 Maximum Main-deck ULD Weights in Kilograms

	ULD Positions												
ULD Size	1	2	3	4	5	6	7	8	9	10	11	12	13
125”/88” Twin-track	3402			4626		3402				2714			
125”/96” Longitudinal	4819			6804		4819				2714			
88”/125” Lateral	3440				4844	3440							2722
96”/125” Lateral	3740			3701	5225	3701	3740					2722	

11.3 Additional Restrictions for Main-deck loads

11.3.1 Lateral Imbalance

There is no maximum limit for lateral imbalance during loading/unloading.

11.3.2 Maximum Lateral Unsymmetrical Load

Maximum Weight per ULD Pair (L+R) in Pounds

	ULD Positions									
ULD Size	1L/1R	2L/2R	3L/3R	4L/4R	5L/5R	6L/6R	7L/7R	8L/8R	9L/9R	10L/10R
125”/88”	10625			15000		10625				

Maximum Weight per ULD Pair (L+R) in Kilograms

	ULD Positions									
ULD Size	1L/1R	2L/2R	3L/3R	4L/4R	5L/5R	6L/6R	7L/7R	8L/8R	9L/9R	10L/10R
125”/88”	4819			6804		4819				

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11.3.3 Maximum Total Main-deck Load

94.000 lbs (42.637 Kg)

Note: If one fitting on the Main-deck barrier net (9G net) is damaged or has been disengaged, or one webbing strap has been cut, the total Main-deck load should be reduced to 56.400 lbs (25.5582 kg).

If two or more fittings are damaged, or two or more webbing straps have been cut, no payload is allowed on the main deck.

11.4 Maximum Lower-deck Forward and Aft Hold ULD Weights in Pounds

Hold	Compt.	Position	Max Gross Weight per ULD				Maximum Hold Weight
			47"/60.4" (DPE)	60.4"/61.5" (AKE)*	60.4"/96" (DQF)	125"/96" (PMC)	
FWD	1	All	2700	3500	5400	11250	33750
	2						
AFT	3						27000
	4						

*Left hand lane loading only.

11.5 Maximum Lower-deck Forward and Aft Hold ULD Weights in Kilograms

Hold	Compt.	Position	Max Gross Weight per ULD				Maximum Hold Weight
			47"/60.4" (DPE)	60.4"/61.5" (AKE)*	60.4"/96" (DQF)	125"/96" (PMC)	
FWD	1	All	1224	1587	2449	5102	15308
	2						
AFT	3						12247
	4						

*Left hand lane loading only.

11.6 Maximum Bulk Hold Weights in Pounds

Compt.	Volume (ft3)	Max. Weight (lb)
Bulk	430	6450

11.7 Maximum Bulk Hold Weights in Kilograms

Compt.	Volume (m3)	Max. Weight (kg)
Bulk	12.2	2925

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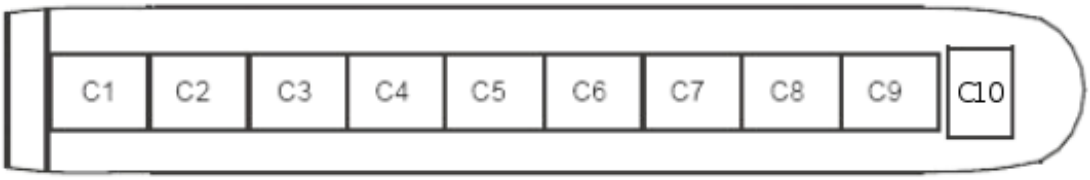
12. Aircraft ULD Compatibility

12.1 Main Deck Configurations

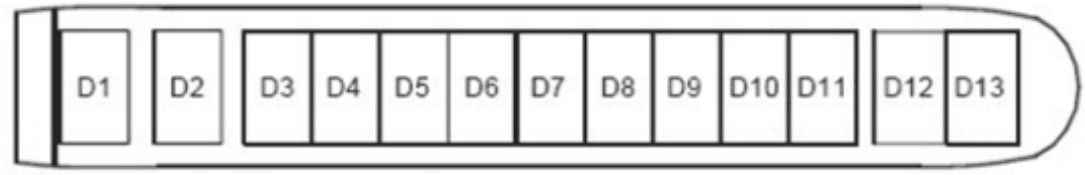
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



Configuration A: 18 Longitudinal twin-track and 1 Lateral 125”/88” ULDs



Configuration C: 9 Longitudinal centre-line 125”/96” “M-size” ULDs and 1 lateral 125”/88” ULD

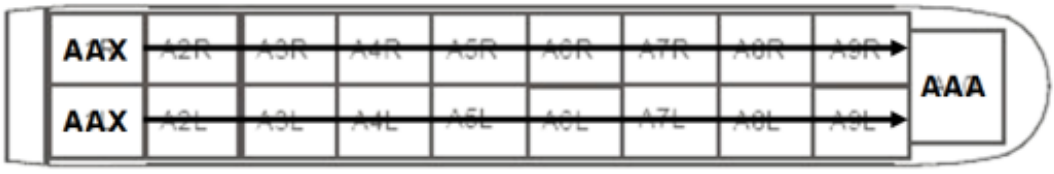


Configuration 4: 13 Lateral centre-line 125”/88” ULDs



Configuration E: 11 Lateral centre-line 125”/96” ULDs and 1 lateral 125”/88” ULD

12.2 Standard Main Deck Container Configuration



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12.3 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	ABD	ABU	AMJ	AMV	HMJ	PAG	PAJ	PMC	PMP	RAP
Configuration A	A1 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A2 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A3 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A4 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A5 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A6 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A7 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A8 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A9 R/L	N	Y	Y	Y	N	N	N	N	N	Y	Y	N	N	N
	A10	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	N	N
Configuration C	C1	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C2	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C3	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C4	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C5	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C6	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C7	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C8	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C9	N	N	N	N	N	N	Y1	Y	N	N	N	Y	N	N
	C10	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N

Y1: AMJ must be loaded sloped side facing left towards the Main-deck cargo door

Note: On registration OYRLB, one centreline lock aligned with position 3L/R is not installed. This is standard due to the conversion process of the aircraft and does not otherwise affect the stated maximum weight limits on these positions.

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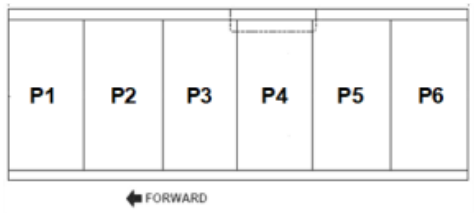
The following ULD type loading restrictions apply. The ULD type can be loaded on positions marked with a 'Y'. The ULD type cannot be loaded on positions marked with a 'N'.

		ULD Type													
	Pos	AAA	AAC/ LAY	AAJ/ LAK	AAX	ABD	ABU	AMJ	AMP	HMJ	PAG	PAJ	PMC	PMP	RAP
Configuration 4	D1	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D2	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D3	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D4	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D5	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D6	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D7	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D8	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D9	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D10	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D11	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D12	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
	D13	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N
Configuration 5	E1	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E2	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E3	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E4	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E5	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E6	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E7	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E8	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E9	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E10	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E11	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N
	E12	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N

12.4 Lower Deck Configurations

The following pages display all individual loading configurations separately. The different loading configurations may be combined, depending on availability of restraints. For detailed information covering interaction of loading configurations, consult either SABLE or the on-board bay/position markings.

12.4.1 Forward Hold



Configuration 1: 6 Lateral 61.5”/60.4” (LD3) or 96”/60.4” (LD8) positions

Stack Loading: The following combinations of stack loading are allowed for registrations OYSRH, OYSRI, OYSRJ, OYSRK, OYSRM, OYSRO, OYRLB provided that the combined weight of the stack loaded ULDs does not exceed the weight (Lbs) in the table:

P1-P2	P1-P3	P1-P4	P1-P6	P4-P6	P5-P6
10800	16200	21600	21600	16200	10800

The following combinations of stack loading are allowed for registrations OYSRF, OYSRG, OYSRN provided the combined weight of the stack loaded ULDs does not exceed the weight (Lbs) in the table:

P1-P2	P2-P3	P3-P4	P3-P5	P4-P6	P5-P6
10800	6600	10800	5900	16200	10800

Note that stack loading a full compartment is not allowed.

Notes: Any of the positions in the Forward Hold can be left empty with locks raised accordingly.

Lateral guides in the door position must always be in up/locked position.

For registrations OYSRF, OYSRG, OYSRN partial load stops must be engaged as the aft stops on P1-P2 and partial load stops must be engaged as the forward stops on P4-P6 or P5-P6. If partial load stops are not engaged, the max. load will be reduced.

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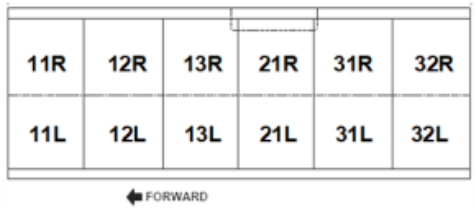


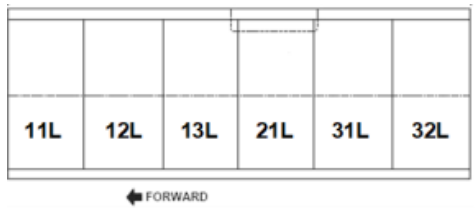
Configuration 2: 12 Twin-track 47”/60.4” (LD2) positions

Notes:

LD-2 ULDs must be loaded in pairs.

See Configuration 1 for Stack Loading possibilities.

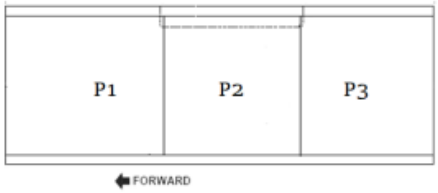
Lateral guides in the door position must always be in up/locked position.



Configuration 3: 6 single track 60.5”/61.5” ULDs left lane loading only.

Notes:

Lateral guides in the door position must always be in up/locked position.



Configuration 4(OYSRF, OYSRG, OYSRN): 3 Longitudinal 96”/125” or 88”/125” ULDs

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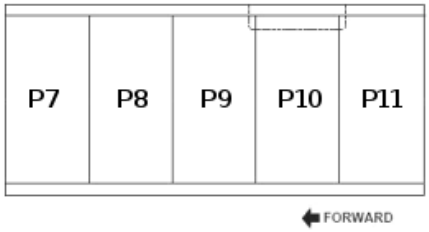
12.4.2 Aft Hold



Configuration 1: 5 lateral 96”/60.4” ULDs

Stack loading: The following combinations of stack loading are allowed provided that the combined weight of the stack loaded ULDs does not exceed the weight (Lbs) in the table:

P7-P8	P7-P9	P7-P10	P7-P11	P10-P11
10800	16200	21600	18600	10800

Note:

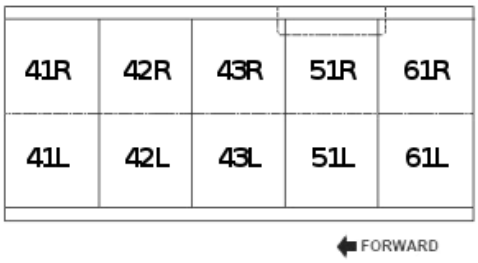
If one position is to be left empty, choose P10 or P11

If two positions are to be left empty, choose P10 and P11 or P9 and P10, with partial load stops behind P8

If three positions are to be left empty, choose P9-P11 with partial load stops behind P8 or choose P7-P9 with lateral guides raised left and right from P10

If four positions are to be left empty, choose all except P10 or P11 and secure with lateral guides left and right.

Lateral guides in the door position must always be in up/locked position.



Configuration 2: 10 Twin track 47”/60.4” ULDs

Notes: LD-2 ULDs must be loaded in pairs.

Stack loading is allowed in positions 41R/L-43R/L provided lateral guides are raised.

Lateral guides in the door position must always be in up/locked position.

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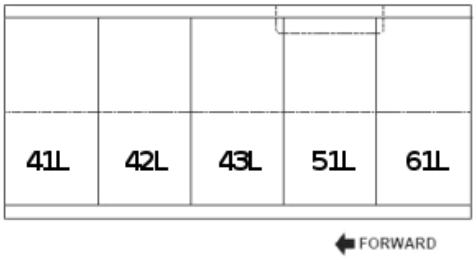

Configuration 3: 5 single track 60.5”/61.5” ULDs left lane loading only.

Notes: LD-3 ULDs must be loaded on the left side of the aircraft.

Stack loading is allowed in positions 41L-43L provided 51L is locked.

Lateral guides in the door position must always be in up/locked position.

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12.5 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	AKE	AKN	APA	DPE	DPN	DQF	FQA	PAG	PMC	RKN
FWD 1	1	N	N	N	N	N	Y	Y	N	N	N
	2	N	N	N	N	N	Y	Y	N	N	N
	3	N	N	N	N	N	Y	Y	N	N	N
	4	N	N	N	N	N	Y	Y	N	N	N
	5	N	N	N	N	N	Y	Y	N	N	N
	6	N	N	N	N	N	Y	Y	N	N	N
FWD 2	11 L/R	N	N	Y	Y	Y	N	N	N	N	N
	12 L/R	N	N	Y	Y	Y	N	N	N	N	N
	13 L/R	N	N	Y	Y	Y	N	N	N	N	N
	21 L/R	N	N	Y	Y	Y	N	N	N	N	N
	31 L/R	N	N	Y	Y	Y	N	N	N	N	N
	32 L/R	N	N	Y	Y	Y	N	N	N	N	N
FWD 3	11 L	Y	Y	N	N	N	N	N	N	N	Y1
	12 L	Y	Y	N	N	N	N	N	N	N	Y1
	13 L	Y	Y	N	N	N	N	N	N	N	Y1
	21 L	Y	Y	N	N	N	N	N	N	N	Y1
	31L	Y	Y	N	N	N	N	N	N	N	Y1
	32 L	Y	Y	N	N	N	N	N	N	N	Y1
FWD 4	P1	N	N	N	N	N	N	N	Y	Y	N
	P2	N	N	N	N	N	N	N	Y	Y	N
	P3	N	N	N	N	N	N	N	Y	Y	N
AFT 1	P7	N	N	N	N	N	Y	Y	N	N	N
	P8	N	N	N	N	N	Y	Y	N	N	N
	P9	N	N	N	N	N	Y	Y	N	N	N
	P10	N	N	N	N	N	Y	Y	N	N	N
	P11	N	N	N	N	N	Y	Y	N	N	N
AFT 2	41 L/R	N	N	Y	Y	Y	N	N	N	N	N
	42 L/R	N	N	Y	Y	Y	N	N	N	N	N
	43 L/R	N	N	Y	Y	Y	N	N	N	N	N
	51 L/R	N	N	Y	Y	Y	N	N	N	N	N
	61 L/R	N	N	Y	Y	Y	N	N	N	N	N
AFT 2	41 L	Y	Y	N	N	N	N	N	N	N	Y1
	42 L	Y	Y	N	N	N	N	N	N	N	Y1
	43 L	Y	Y	N	N	N	N	N	N	N	Y1
	51 L	Y	Y	N	N	N	N	N	N	N	Y1
	61 L	Y	Y	N	N	N	N	N	N	N	Y1

Y1: RKN must be inactive

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13. Loading and Un-Loading

13.1 Main-Deck Cargo Loading System (CLS)

Not applicable to this aircraft type.

13.2 Lower-Deck Cargo Loading System (CLS)

13.2.1 General

On all aircraft except for OYRLB there is an interior and an exterior cargo handling control panel for each cargo compartment. The interior control panels are on the doorway lining, forward of each cargo door. On OYRLB there is a cargo control panel pendant instead of the exterior cargo handling control panel. The pendant is stowed above the interior control panel.

The cargo handling system moves containers into and out of the cargo compartment. The switches prevent powered system operation unless the cargo door is fully open.

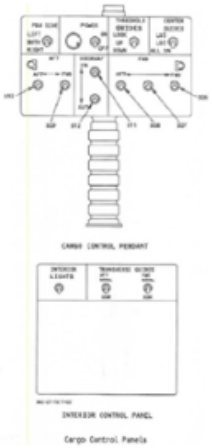
The system is prepared for operation by placing the system power switch on the control panel to ON. This provides power to all electrically operated cargo handling components. See figure below.

The power-driven units are operated by placing the power drive unit switch on the control panel either AFT ON or FWD ON, depending on which section of the cargo compartment is being loaded.

Note: The CLS has been removed from registration OYRLB

13.2.2 Cargo Interior Control Panel Pendant OYRLB

In order to make sure that the Transverse Guides Switches AFT and FWD Normal are not pulled by mistake to the down position when stowing the pendant, the following is very important: Before the Cargo Control Pendant is stowed, the Power Switch must be in the OFF position. With the power switch in OFF position, the Transverse Guides will remain in the up position.



Cargo Control Panels

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13.3 Un-Loading Sequence

Step 1: Un-load the aft lower deck in the following sequence.

- First, un-load positions P10 and P11
- Second, un-load positions P9 thru P7

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



Step 3: Un-load the forward lower deck in the following sequence.

For **OYSRH, OYSRI, OYSRJ, OYSRK, OYSRM, OYSRO, OYRLB**

- First, un-load positions P4 thru P6
- Second, un-load positions P3 thru P1

For **OYSRF, OYSRG, OYSRN**

- First, un-load positions P3 thru P6
- Second, un-load positions P2 thru P1

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13.4 Loading Sequence

Step 1: Load the forward lower deck in the following sequence.

For **OYSRH, OYSRI, OYSRJ, OYSRK, OYSRM, OYSRO, OYRLB**

- First, load positions P1 thru P3
- Second, load positions P6 thru P4

For **OYSRF, OYSRG, OYSRN**

- First, load positions P1 thru P2
- Second, load positions P6 thru P3

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



Step 3: Load the aft lower deck in the following sequence.

- First, load position P7 thru P9
- Second, load positions P11, then P10

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13.5 Loading Notes

13.5.1 Ground Stability

The B767-200 Special Freighter is a stable aircraft during ground handling, and it is possible to load and/or un-load more than one deck at the same time.

As a general rule, once the FWD hold positions P1 and P2 and/or Main-deck position A1L and A1R have been loaded with a combined minimum of 6.600 lbs (3.000 kg), un-loading 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 un-loading procedure employed does not result in a tail-tip condition.

13.5.2 Turning ULDs on ball-mat

Do not spin ULDs inside the aircraft on the ball mat.

13.5.3 Driving under wings

Driving under the wing is not allowed unless a “do not operate flaps” placard is placed on the flap handle in the cockpit.

13.5.4 Inoperable restraints

Main Deck

Positions with more than one inoperable restraint may not be loaded.

Lower Deck

Each restraint direction (Aft, Fwd, side left, side right, vertical) is considered separately. If restraints are inoperative, the allowable weight is determined by considering each restraint direction separately and using the most limiting resultant allowable weight:

- For fwd/aft direction you only have to evaluate the inop. restraints in front of the forward most ULD and behind the rearward most ULD in a string.
- For side direction restraint of each ULD is evaluated separately.
- Adjacent locks on any of the 4 sides may not be inoperative.
- Two restraints around a common corner may not be inoperative
- Zero capability still allows for the carriage of an empty ULD provided there is a restraint in each forward, aft, side left and side right direction.
- In addition, ULD’s less than 63 inches in height require one vertical restraint on each edge (forward, aft, side left and side right) to be operable (LD-7/8/9 ULD height is 64 inches).
- A missing / inoperative center lateral guide is equivalent to one missing restraint in the right lane and one missing restraint in the left lane of ULDs on each side of the inoperative lateral guide. This shall not be interpreted as two adjacent missing restraints.

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Please refer to the supplementary document “Maersk Air Cargo Lower Deck Inoperable Restraints Weight Restrictions” in Q-Pulse for planning purposes to determine the actual restriction incurred if one or more restraints around any given position are damaged or missing.

13.6 Loading of ELD’s

An empty ULD may be carried in any position within the main cargo compartment provided at least one restraint is operating in each (forward, aft, left and right) direction and at least one vertical restraint is operable on each available edge.

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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

Floating Pallets are forbidden on all Maersk air aircraft.

14.2 Crushable Cargo Requirements

Crushable cargo must always be loaded forward of any other cargo on the Main-deck.

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.

14.3 Aircraft Engines

Maersk Air Cargo does not accept aircraft engines.

14.4 Live Animals

14.4.1 Horses

The carriage of horse requires advanced approval from Maersk Air Cargo. See Other Live Animals for further information

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14.4.2 Other Live Animals

Vertebrate animals and those animals which are subject to CITES/(EC) 338/97 require advance approval from Maersk Air Cargo for transport on board their aircraft. The AVI responsible must ensure Maersk Air Cargo's Advance Arrangement Checklist SA117 (available in Web Manuals under Supplementary Operational Documents) is completed and returned to Maersk Air Cargo (Jeanette.krogh@starair.dk & OCC@storadio.aero).

Non-vertebrate animals such as those in the table below do not require advance approval.

Table 1.4.A

Bee	Live bait
Bumblebee	Lobsters
Beneficial Insects	Mollusks
Beneficial mites	Oysters
Beneficial nematodes	Snails
Crabs	Worms

The following table provides a list of commonly transported animals:

	MAIN DECK	FWD Hold	AFT Hold	Bulk Hold
Horses	Yes	No	No	No
Day-old chicks	Yes (max 5 ulds)	No	No	No
Monkeys	Yes	No	No	No
Pigs	Yes	No	No	No
Sheep or Goats	Yes	No	No	No
Dogs or Cats	Yes	No	No	No
Small mammals or Birds	Yes	No	No	No
Tropical Fish	Yes	No	No	No
Reptiles or Amphibians	Yes	No	No	No
Eels	Yes	No	No	No
Crustaceans or Mollusks	Yes	No	No	No
Bees & Insects (short-haul flights)	Yes	No	No	No
Bees & Insects (long-haul flights)	Yes	No	No	No
Hatching Eggs	Yes	No	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	A1L/R	A2L/R	A3L/R	A4L/R	A5L/R	A6L/R	A7L/R	A8L/R	A9L/R	A10	FWD LD	AFT LD
MAG	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N*	Y
CAO	N	N	N	N	N	N	N	N	N	N	Y	Y
RRY (max. 100 TI combined)	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y
RRY (max. 200 TI combined)	N	N	N	N	N	Y	Y	Y	Y	Y	N	Y

*MAG can be loaded in P3 and aft in the lower holds

CAO Notes:

Packages or overpacks bearing the "Cargo Aircraft Only" label must be loaded in the Lower Deck compartments. The following hazardous material classes and/or divisions do not require accessibility or class C compartment when shipped in CAO quantities, and may be loaded on the Main Deck:

- 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)
- Class 3 - Flammable Liquids
    - All Packing Group III other than those with a subsidiary hazard class of Class 8.
    - 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).
- Class 6 - Toxic and Infectious Substances –
    - Division 6.1 (Toxic Substances) with no subsidiary hazard other than class 3
    - Division 6.2 (infectious substances)
- Class 7 - Radioactive Materials
- Class 9 - Miscellaneous dangerous goods

When requested, packages or over packs bearing the "Cargo Aircraft Only" label should be made available to the crew for inspection prior to departure.

However, this does not apply to:

- Class 3 (Flammable Liquids) Packing Group III, other than those with a subsidiary risk of Class 8.
- Division 6.1 (Toxic Substances) with no subsidiary risk other than Class 3.
- Division 6.2 (Infectious substances)
- Class 7 (Radioactive Materials)
- Class 9 (Miscellaneous Dangerous Goods)

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

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**	4-10	5-10	8-10
	2	7-10	7-10	10
	3	4-5 and 10	4-6	**Not allowed**
	4	4-7	4-6	7
	5	4-8	4-7	**Not allowed**
FIL	**1**	6-10	8-17	8-10
	2	8-10	11-17	**Not allowed**
	3	4-6	4	**Not allowed**
	4	4-7	4-5	**Not allowed**
	5	4-8	4-6	**Not allowed**

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**	1-5	1-5
	4	1-8	1-8
Max 100.0 TI	**3**	1-3	1-3
	4	1-6	1-6
Max 150.0 TI	**3**	1-3	1
	4	1-6	1-3

15.2 Dry Ice

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

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

When more than 1400 Lbs of Dry Ice are loaded on the Main Deck, live animals must not be loaded on the Main Deck. Live animals must NOT be carried in the Lower Deck cargo compartments if they contain Dry Ice. Exempt from this are live animals that are purposely packaged together with Dry Ice.

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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15.4 Additional restrictions

When requested, packages or over packs bearing the "Cargo Aircraft Only" label should be made available to the crew for inspection prior to departure. However, this does not apply to:

- Class 3 (Flammable Liquids) Packing Group III, other than those with a subsidiary risk of Class 8.
- Division 6.1 (Toxic Substances) with no subsidiary risk other than Class 3.
- Division 6.2 (Infectious substances)
- Class 7 (Radioactive Materials)
- Class 9 (Miscellaneous Dangerous Goods)

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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:	5
Mass of ACM:	127 kg (280 lbs)

17.1.2 Fly Away Kit (FAK) and Ballast

Fly Away Kit: 523kg (1153 lbs) loaded in bulk and not included in aircraft DOM.

Note: As a standard above mentioned weights have to be used. If Maersk Air Cargo or Maintenance provider adds or removes parts resulting in weight adjustments to the FAK, the overall responsibility shall be to Maersk Air Cargo and their OCC to inform the respective station by written notification. If no such communication is taking place, it is the responsibility of Maersk Air Cargo crew to take the necessary measures to ensure documentation.

Above or adjusted weights must be added in Sable and on the Load Plan by Load Control for every flight and verified by the Ramp Team.

Ballast: N/A

17.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	3628kg (8000 lbs)
Standard Taxi Fuel:	272kg (600 lbs)

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17.3 LMC Restrictions

In order to avoid delays in case of differences between load sheet received and actual load on the DHL operation, the following Last Minute Change (LMC) is implemented for the DHL operation only.

The allowed LMC is

- 2 ACM or,
- 600 lb of cargo anywhere (including the galley area) or,
- 2000 lb of fuel

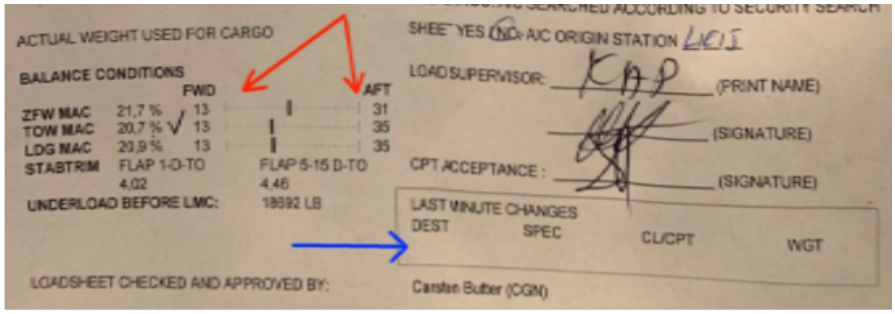
Provided that:

- the resultant total mass does not exceed max TOM, LM or ZFM
- the margin to the fwd or aft CG limits is at least 1% with reference to the pre-calculated CG.

600 lb of cargo INCREASE is only allowed:

- on the 767-200, if none of the lower deck positions (including BULK) exceeds 3000 lb (including the change).
- on the 767-300, if none of the lower deck positions exceeds 2000 lb (*) for P1 - P14 or 1500 lb (*) for P15 and BULK (including the change)

(*) -500 lb for registration OYSRU



Weight of items in the galley area may further be limited by cabinet weight limitations.

You may not combine all 3 options, i.e., ACM, cargo and fuel. 2 of them can be combined in a proportional manner. For instance, an LMC of 1 ACM AND 1000 lb of fuel is allowed.

The CG margin can be seen in the lower left corner of the DHL load sheet (red arrows in picture below) and the actual LMC should be written in the lower right corner (blue arrows in picture) – for example: “CGN +1 ACM” or “CIA -500 lbs fuel”.

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18. Maximum Package Dimensions

18.1 Main Cargo Door

MAIN CARGO COMPARTMENT MAXIMUM ALLOWABLE PACKAGE SIZES -SIDE CARGO DOOR													
HEIGHT IN.	WIDTH IN.												
	10	20	30	40	50	60	70	80	90	100	106	116	126
	LENGTH IN.												
96	330 [a]	290 [a]	259 [a]	233 [a][b]	211 [a][b]	192 [a][b]	173 [a] [b]	153 [a] [b]	136 [a] [b]	90 [b]	90 [b]	90 [b]	90 [b]
94	340 [a]	303 [a]	269 [a]	243 [a]	233 [a]	199 [a]	181 [a]	162 [a]	144 [a]	95	95	95	95
92	364 [a]	316 [a]	280 [a]	252 [a]	227 [a]	206 [a]	189 [a]	169 [a]	151 [a]	136 [a]	100	100	100
90	383 [a]	331 [a]	292 [a]	262 [a]	236 [a]	213 [a]	195 [a]	176 [a]	158 [a]	143 [a]	134 [a]	105	105
85	439 [a]	373 [a]	324 [a]	287 [a]	258 [a]	233 [a]	212 [a]	194 [a]	177 [a]	160 [a]	150 [a]	135 [a]	117
80	509 [a]	423 [a]	362 [a]	317 [a]	282 [a]	255 [a]	230 [a]	210 [a]	193 [a]	176 [a]	166 [a]	151 [a]	130
75	560 [a]	458 [a]	388 [a]	338 [a]	299 [a]	268 [a]	242 [a]	220 [a]	201 [a]	186 [a]	176 [a]	156 [a]	136
70	621 [a]	498 [a]	417 [a]	359 [a]	316 [a]	282 [a]	255 [a]	230 [a]	210 [a]	194 [a]	185 [a]	168 [a]	144
65	693 [a]	545 [a]	450 [a]	384 [a]	335 [a]	297 [a]	268 [a]	242 [a]	220 [a]	201 [a]	192 [a]	178 [a]	150
60	779 [a]	599 [a]	488 [a]	411 [a]	355 [a]	313 [a]	281 [a]	254 [a]	230 [a]	209 [a]	199 [a]	184 [a]	158
55	834 [a]	631 [a]	509 [a]	426 [a]	367 [a]	323 [a]	288 [a]	261 [a]	235 [a]	214 [a]	203 [a]	187 [a]	161
50	896 [a]	667 [a]	532 [a]	442 [a]	380 [a]	333 [a]	296 [a]	267 [a]	236 [a]	219 [a]	207 [a]	189 [a]	165
45	967 [a]	707 [a]	556 [a]	461 [a]	394 [a]	343 [a]	304 [a]	274 [a]	247 [a]	223 [a]	210 [a]	190 [a]	169
0-38	1056 [a]	762 [a]	602 [a]	496 [a]	414 [a]	359 [a]	311 [a]	281 [a]	251 [a]	226 [a]	213 [a]	194 [a]	174

NOTE: **[a] Packages that are rotated through the door.**
[b] Packages should be fully installed AFT STA 636.

18.2 Forward LD Cargo Door

Valid for registrations: **OYSRH, OYSRI, OYSRJ, OYSRK, OYSRM, OYSRO, OYRLB**

FORWARD COMPARTMENT ALLOWABLE PACKAGE SIZES							
HEIGHT IN.	WIDTH IN.						
	10	20	30	40	50	60	70
	LENGTH IN.						
63.5 - 66.0	184	184	169	146	120	100	
63.4	196	196	188	167	148	130	110
60.0	196	196	196	178	158	140	120
51.1	196	196	196	196	179	157	137
40.0	196	196	196	196	185	162	139
30.0	196	196	196	196	188	165	146
20.0	196	196	196	196	188	168	150
10.0	196	196	196	196	188	170	153

Valid for registrations: **OYSRF, OYSRG, OYSRN**

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FORWARD COMPARTMENT ALLOWABLE PACKAGE SIZES							
HEIGHT IN.	WIDTH IN.						
	20	40	60	80	100	120	134
	LENGTH IN.						
63.5 - 66.0	251	245	196	152			
63.4	257	257	223	180	145		
60.0	257	257	239	193	156		
55.0	257	257	257	209	170	141	
50.0	257	257	257	220	180	150	
40.0	257	257	257	220	183	154	

18.3 Aft LD Cargo Door

AFT COMPARTMENT ALLOWABLE PACKAGE SIZES							
HEIGHT IN.	WIDTH IN.						
	10	20	30	40	50	60	70
	LENGTH IN.						
63.5 - 66.0	215	190	168	146	120	100	
63.4	241	211	188	167	148	130	110
60.0	257	227	200	178	159	140	120
51.1	257	257	228	201	179	157	137
40.0	257	257	239	210	185	162	138
30.0	257	257	239	210	187	167	145
20.0	257	257	239	210	187	168	152
10.0	257	257	239	210	187	171	156

18.4 Bulk Cargo Door

BULK COMPARTMENT ALLOWABLE PACKAGE SIZES							
HEIGHT IN.	WIDTH IN.						
	5	10	20	30	35	36	36.6
	LENGTH IN.						
47.2	119						
46.6	119	119					
45.5	119	119	119				
42.0	119	119	119	119	119		
35.7	119	119	119	119	119		
20.0	119	119	119	119	119	119	
10.0	119	119	119	119	119	119	
5.0	119	119	119	119	119	119	119

Note: To convert from inches to centimetres multiply by 2.54

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