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IGA B762SF
Sky Taxi B767-200SF

Revision: 4
Date: 28 November 2024

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Page	Date	Comment
16	28 November 2024	ULD table "Y" rules numbering updated. *(Minor)*

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1. Sky Taxi B767-281SF Registrations

IATA Designator:	**TE**
ICAO Designator:	**IGA**
Valid for:	**SPMRE, SPMRF**

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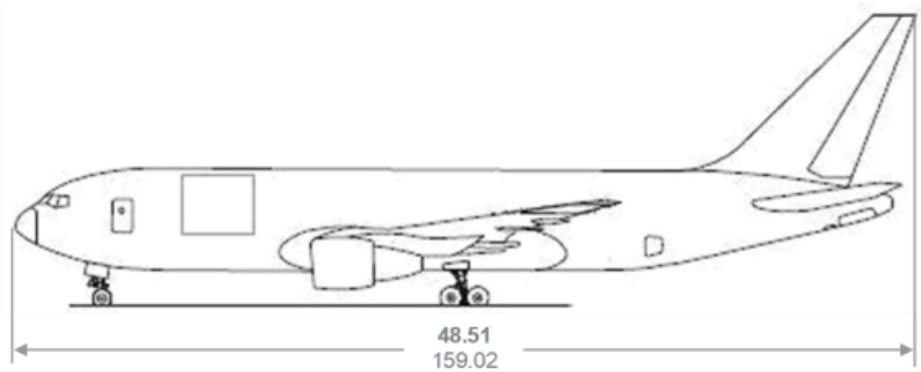
2. Aircraft Dimensions

All dimensions in meters and feet/inches





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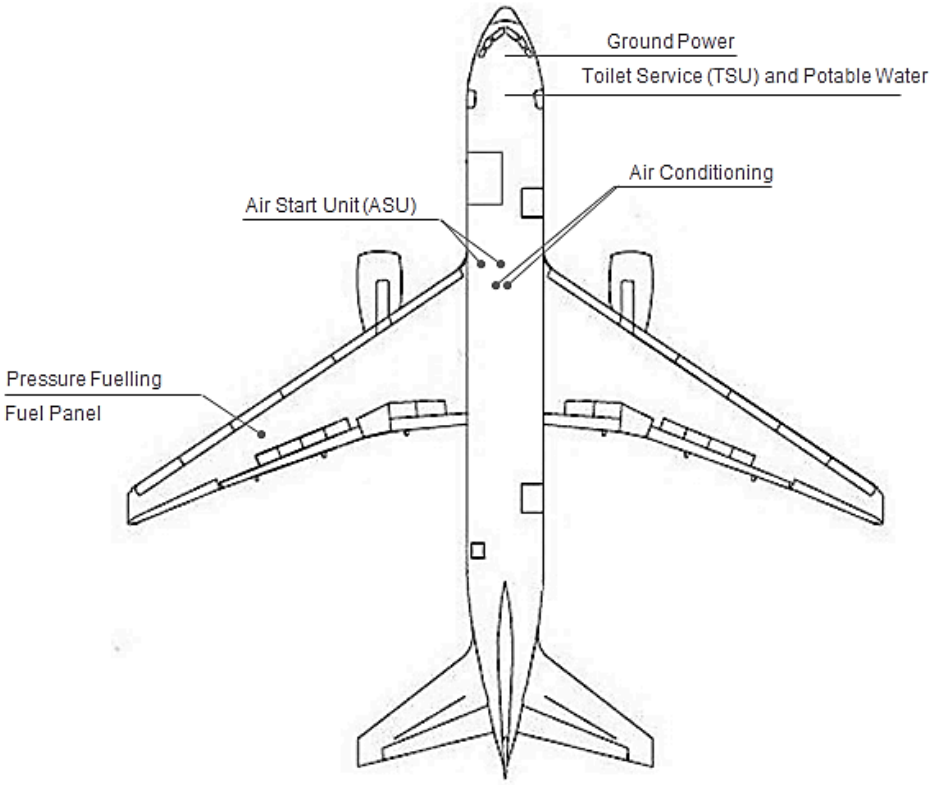
3. Aircraft Servicing Points and Specifications

3.1 Servicing Points



3.2 Servicing Specifications

System	Requirements	Notes
Ground Power Unit	115/200V AC / 90 kVA / 400 Hz	
Fuel	Jet A1	Fuel Control Panel **on LH wing only**
Air Condition Unit	Maximum Flow Rate 288 ppm	2 ACU inlets available
Air Start Unit	Minimum Capacity 240 ppm Max. / Min. pressure 45 / 30 psi	2 ASU inlets available. 2 ASUs may be required, depending on flow rate and ambient air temperature.

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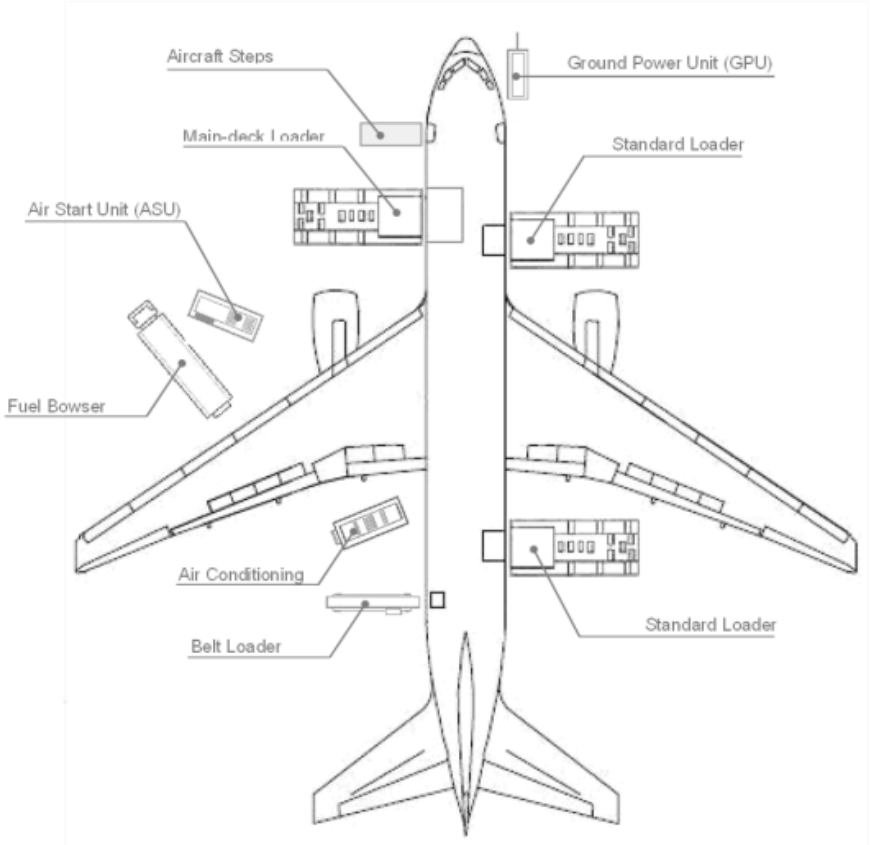
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Main-deck 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

*JBT Commander 40i high loaders are not allowed to be used on the lower deck of this aircraft.

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

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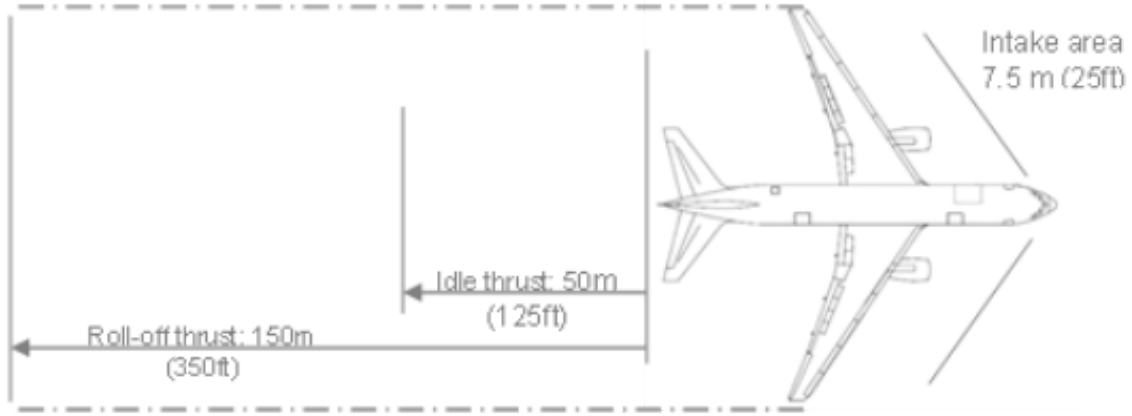
6. Safety Areas



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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 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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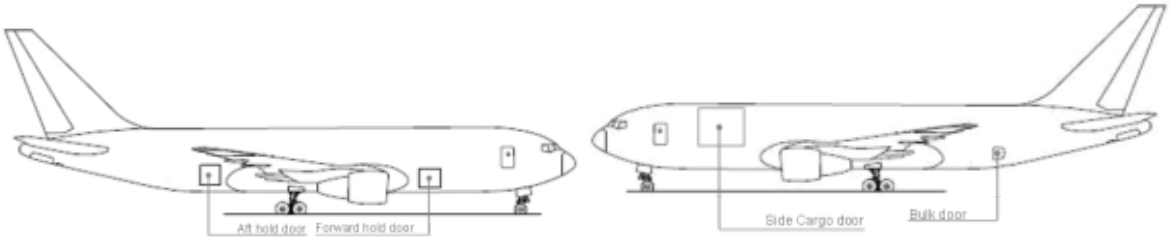
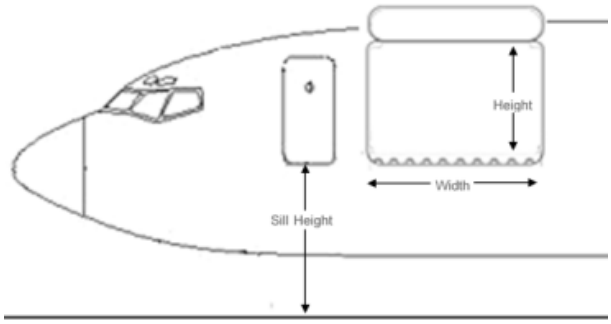
8. Aircraft Door Dimensions



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).

Door	Height		Width		Min. Height		Max. Height	
	Cm	Inches	Cm	Inches	Cm	Inches	Cm	Inches
L1 Door (Passenger)	-	-	-	-	414	163	450	177
Main-Deck	243.8	96	340	134	416	164	456	180
Forward Hold	175*	69*	178	70	229	90	257	101
Aft Hold	175*	69*	178	70	218	66	252	99
Bulk Hold	114	45	96	38	221	87	259	102

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

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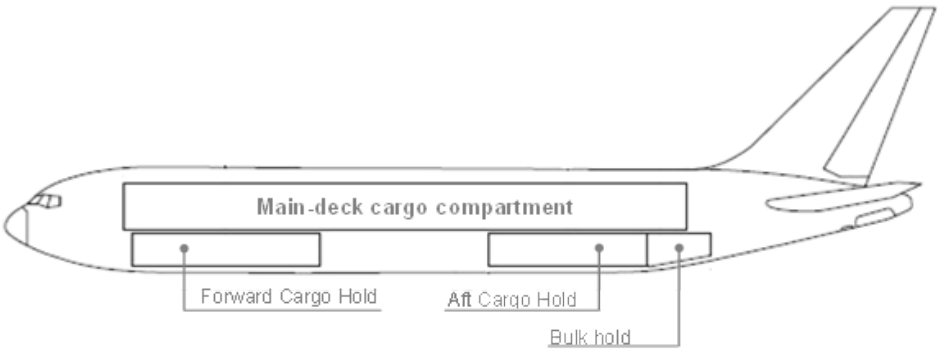
9. Compartment Classification and Air-Conditioning



9.1 Compartment Classification

Compartment		Features
Main-deck	Positions 1L & 1R loaded with 88" ULD **with** 50 cm (18") isle	- Classification **B**
		- Pressurisation
		- Smoke Detection
		- **Accessible** during flight
	Positions 1L & 1R loaded with 88" ULD **without** 50 cm (18") aisle	- 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 Air-Conditioning

	Main-deck	Forward Hold	Aft Hold	Bulk
Temperature	*2°C to 29°C	4.5°C to 10°C	4.5°C to 10°C	4.5°C to 10°C
Heating	Yes			
Heat adjust	Yes	No	No	Yes
Cooling	Yes	No	No	No
Ventilation	Yes	No	No	Yes

*Perishable system installed for Main-deck only.

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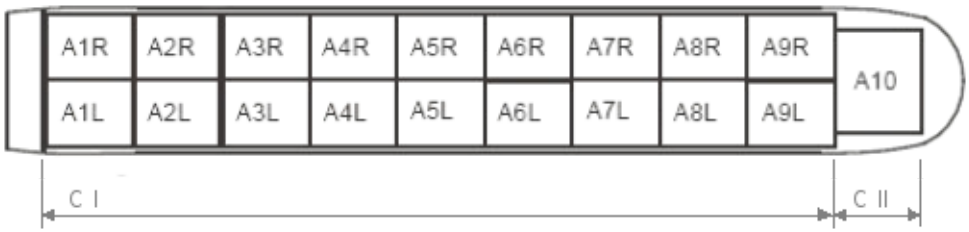
10. Aircraft Cabin Contour Dimensions

10.1 Aircraft Layout

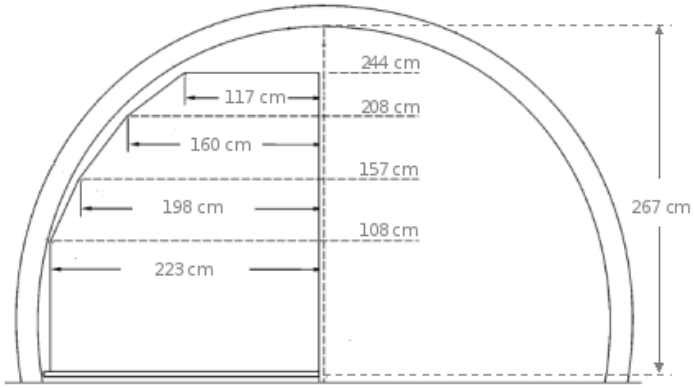
The aircraft is divided into two contour zones: CI and CII.



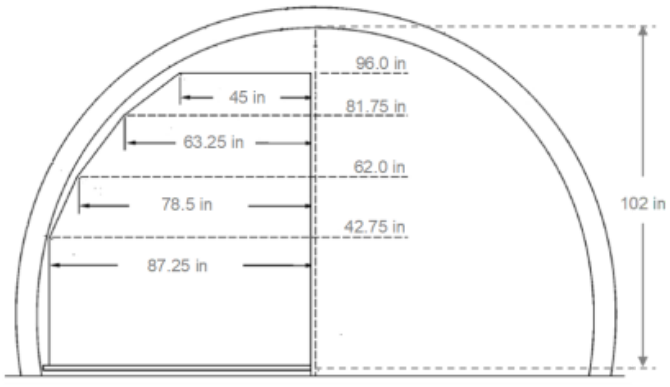
10.2 Contour CI

Position A1L/R to A9L/R.

Centimetres:



Inches:



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11. Maximum Position Weights

11.1 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	3429			4629		3429				2722			
125”/96” Longitudinal	4853			6804		4853				2722			
88”/125” Lateral	3431				4844	3431							2722
96”/125” Lateral	3740			5262		3740						2722	
16 feet				6804									
ENG Plt		3431	6804										

11.2 Additional Restrictions for Main-deck loads

11.2.1 Lateral Imbalance

This aircraft have an unusual relationship between Lateral Imbalance and Maximum Allowed Taxi Weight. This restriction is the result of a calculation of the effects of Lateral Imbalance during a turn. The limit is expressed as a moment (weight x arm), in this case as inch / kilograms.

For load planning it is important to be aware of the effect of Lateral Imbalance on the Taxi Weight (TW). The basic concept is: the greater the Lat. Imbalance, the more restricted the TW. Therefore in order to maximize capacity and avoid an overload at TW it is imperative to reduce the Lat. Imbalance to as little as possible. This is effected simply by due diligence when planning a load. Ensure that both side of the main deck when loaded in the twin track configuration are as equal as possible.

Maximum Taxi-Weight Reduction through Lateral Imbalance

Lateral Imbalance		Max. Taxi Weight		Difference*	
Kg	**Lbs**	**Kg**	**Lbs**	**Kg**	**Lbs**
0	0	159.755	352.200	0	0
1.000	2.200	159.515	351.671	240	529
2.000	4.400	159.274	351.142	481	1.058
3.000	6.600	159.034	350.613	721	1.587
4.000	8.800	158.794	350.084	961	2.116
5.000	11.000	158.553	349.556	1.202	2.644
6.000	13.200	158.315	349.027	1.440	3.173
7.000	15.400	158.072	348.498	1.683	3.702
8.000	17.600	157.832	347.969	1.923	4.231
9.000	19.800	157.592	347.440	2.163	4.760
10.000	22.000	157.351	346.911	2.404	5.289

* Difference will directly impact the available payload.

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11.2.2 Maximum Lateral Unsymmetrical Load

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"	4853			6804		4853				

11.2.3 Maximum Total Main-deck Load

94,000lbs (42,638 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 (25,583 kg)

In case of two or more fittings damaged or two or more webbing straps have been cut,

NO PAYLOAD IS ALLOWED IN THE MAIN DECK.

Note: An empty ULD can be carried in any position provided at least one restraint is operable in each (forward, aft, left and right) direction. In addition, one vertical restraint on each edge (forward, aft, left and right) must be operable.

11.3 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)	
FWD	1	All	1224	1587	2449	15308
	2					
AFT	3					12247
	4					

*Left hand lane loading only.

11.4 Maximum Bulk Hold Weights in Kilograms

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

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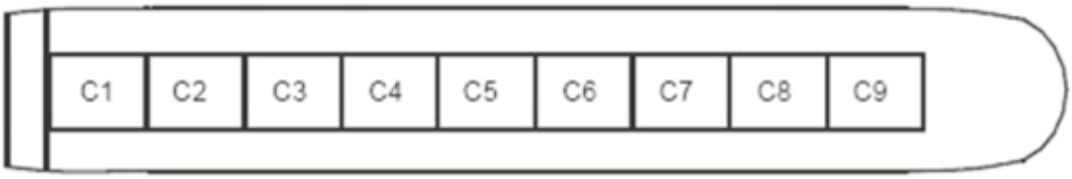
12. Aircraft ULD Compatibility

12.1 Main Deck Configurations

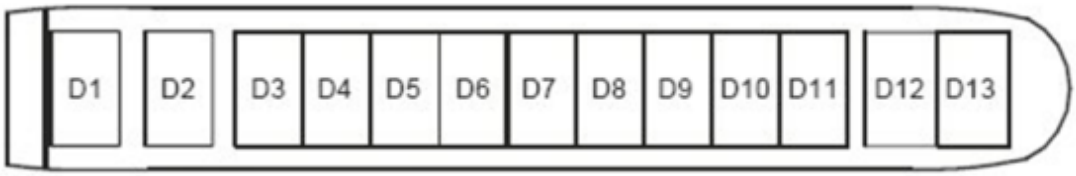
The loading combinations shown here are examples only. More combinations are possible. Full information covering possible loading combinations, and how they interact, can be found in the Sable system.



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



Configuration 2: 9 longitudinal centre-line 125”/96” “M-size” ULDs



Configuration 3: 13 Lateral centre-line 125”/88” ULDs



Configuration 4: 12 Lateral centre-line 125”/96” ULDs

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Configuration 5:

125/88 Centre:	2 Lateral centre-line 125/88 ULDs
188/96 Centre:	1 Longitudinal 188/96 Engine Pallet
196/96 Centre:	1 Longitudinal 196/96 (16ft) Pallet

16ft Pallet note: Approval for the usage of 16 Foot and/or Engine pallets must be obtained from NCC and the Airline. A loadmaster must be present during the loading process.

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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	AAX	AMJ	AMP	AMV	HMJ	PAG	PMC	PRB	RAP	188"/ 96"
Configuration 1	A1 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A2 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A3 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A4 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A5 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A6 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A7 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A8 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A9 R/L	N	Y	Y	Y	N	N	N	N	Y	N	N	N	N
	A10	N	Y	Y	N	N	N	N	N	Y	N	N	N	N
Configuration 2	C1	N	N	N	N	Y1	N	Y	Y2	N	Y	N	N	N
	C2	N	N	N	N	Y1	N	Y	Y2	N	Y	N	N	N
	C3	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
	C4	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
	C5	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
	C6	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
	C7	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
	C8	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
	C9	N	N	N	N	Y1	N	Y	Y	N	Y	N	N	N
Configuration 3	D1	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D2	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D3	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D4	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D5	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D6	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D7	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D8	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D9	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D10	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D11	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D12	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y
	D13	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	Y

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

Y2: HMJ carrying horses not allowed.

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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	AMJ	AMP	AMV	HMJ	PAG	PMC	PRB	RAP	188"/ 96"
Configuration 4	E1	N	N	N	N	N	Y	N	Y2	N	Y	N	N	N
	E2	N	N	N	N	N	Y	N	Y2	N	Y	N	N	N
	E3	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E4	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E5	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E6	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E7	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E8	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E9	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E10	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E11	N	N	N	N	N	Y	N	Y	N	Y	N	N	N
	E12	N	N	N	N	N	N	N	Y2	N	Y	N	N	N
Config. 5	D1	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	N
	D2	Y	Y	Y	N	N	N	N	N	Y	N	N	Y	N
	ENG*	N	N	N	N	N	N	N	N	N	N	N	N	Y3
	16FT	N	N	N	N	N	N	N	N	N	N	Y	N	N

Y2: HMJ carrying horses not allowed.

Y3: 188"/96" Engine Pallets allowed.

Note: Approval for the usage of 16 Foot and/or Engine pallets must be obtained from NCC and the Airline. A loadmaster must be present during the loading process.

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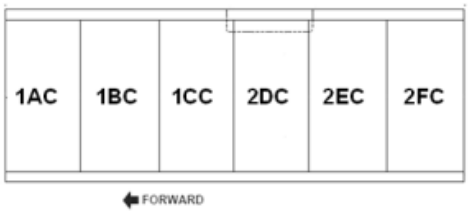
12.3 Lower Deck Configurations

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.

12.3.1 Forward Hold

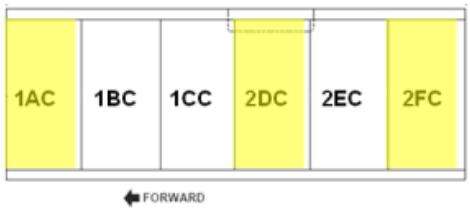


Configuration 1: 6 Lateral 61.5”/60.4” (LD3) or 96”/60.4” (LD8) positions

Stack Loading: Stack loading only allowed in Positions 1AC thru 1CC and 2EC-2FC. Stack loading only allowed if the Hold is fully loaded.

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

Example: 2EC cannot have a ULD if there are no ULDs in 2DC and 2FC.



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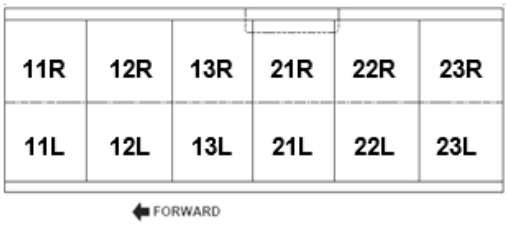

Configuration 2: 12 Twin-track 47”/60.4” (LD2) positions

Stack loading: Stack loading only allowed in Positions 11R/L thru 13R/L and 22R/L-23R/L. Stack loading only allowed if the Hold is fully loaded.

Notes:

LD-2 ULDs must be loaded in pairs.

If the hold is not fully loaded, then 11R/L, 21R/L, and 23R/L must be filled first.

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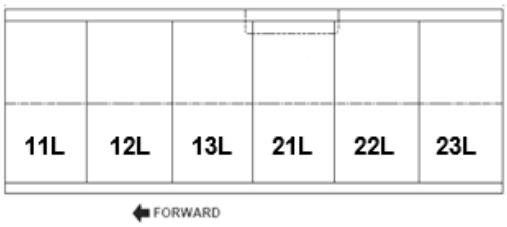

Configuration 3: 6 single track 60.5”/61.5” ULDs left lane loading only.

Stack Loading: Stack loading only allowed in Positions 11L thru 13L and 22L-23L. Stack loading only allowed if the Hold is fully loaded.

Notes:

If the hold is not fully loaded, then 11L, 21L, and 23L must be filled first.

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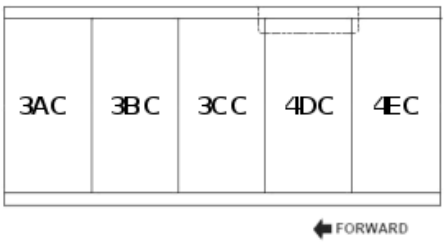
12.3.2 Aft Hold

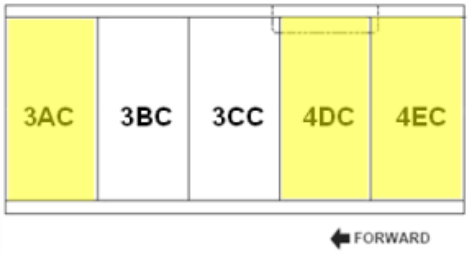


Configuration 1: 5 lateral 96”/60.4” ULDs

Notes: Stack loading only allowed in Positions 3AC thru 3CC. Stack loading only allowed if the Hold is fully loaded.

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

Example: 3BC and 3CC cannot have a ULD if there are no ULDs in 3AC **and** 4AC.



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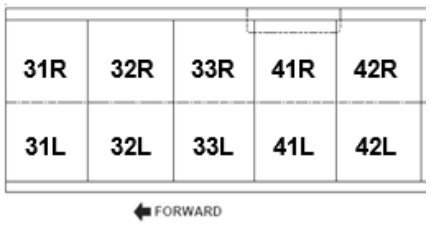

Configuration 2: 10 Twin track 47”/60.4” ULDs

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

Stack loading only allowed in Positions 31R/L thru 33R/L. Stack loading only allowed if the Hold is fully loaded.

If the hold is not fully loaded, then 31R/L, 41R/L, and 42R/L must be filled first.

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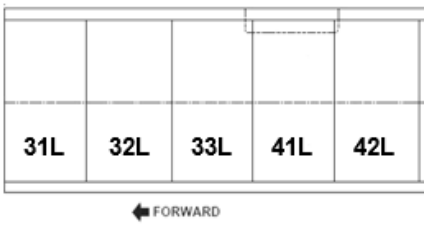

Configuration 3: 5 single track 60.5”/61.5” ULDs left lane loading only.

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

Stack loading only allowed in Positions 31L thru 33L. Stack loading only allowed if the Hold is fully loaded.

If the hold is not fully loaded, then 31L, 41L, and 42L must be filled first.

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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	AHA	AKE	AKN	APA	AVE	DPE	DPN	DQF	FQA	RKN
FWD 1	1AC	N	N	N	N	N	N	N	Y	N	N
	1BC	N	N	N	N	N	N	N	Y	N	N
	1CC	N	N	N	N	N	N	N	Y	N	N
	2DC	N	N	N	N	N	N	N	Y	N	N
	2EC	N	N	N	N	N	N	N	Y	N	N
	2FC	N	N	N	N	N	N	N	Y	N	N
FWD 2	11 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	12 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	13 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	21 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	22 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	23 L/R	Y	N	N	Y	N	Y	Y	N	N	N
FWD 3	11 L	N	Y	Y	N	Y	N	N	N	N	Y1
	12 L	N	Y	Y	N	Y	N	N	N	N	Y1
	13 L	N	Y	Y	N	Y	N	N	N	N	Y1
	21 L	N	Y	Y	N	Y	N	N	N	N	Y1
	22 L	N	Y	Y	N	Y	N	N	N	N	Y1
	23 L	N	Y	Y	N	Y	N	N	N	N	Y1
AFT 1	3AC	N	N	N	N	N	N	N	Y	N	N
	3BC	N	N	N	N	N	N	N	Y	N	N
	3CC	N	N	N	N	N	N	N	Y	N	N
	4DC	N	N	N	N	N	N	N	Y	N	N
	4EC	N	N	N	N	N	N	N	Y	N	N
AFT 2	31 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	32 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	33 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	41 L/R	Y	N	N	Y	N	Y	Y	N	N	N
	42 L/R	Y	N	N	Y	N	Y	Y	N	N	N
AFT 3	31 L	N	Y	Y	N	Y	N	N	N	N	Y1
	32 L	N	Y	Y	N	Y	N	N	N	N	Y1
	33 L	N	Y	Y	N	Y	N	N	N	N	Y1
	41 L	N	Y	Y	N	Y	N	N	N	N	Y1
	42 L	N	Y	Y	N	Y	N	N	N	N	Y1

Y1: RKN must be inactive.

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13. Loading and Un-Loading

Not applicable to this aircraft type.

13.1 Un-Loading Sequence

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

- First, un-load positions 4DC and 4EC
- Second, un-load positions 3CC thru 3AC

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.

- First, un-load position 2DC thru 2FC
- Third, un-load positions 1CC thru 1AC

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13.2 Loading Sequence

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

- First, load positions 1AC thru 1CC
- Second, load positions 2FC and 2EC
- Third, load position 1DC

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 3AC thru 3CC
- Second, load positions 4EC and 4DC

13.3 Loading Notes

13.3.1 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.

If more than one deck is loaded and/or un-loaded simultaneously, a second fully certified person (Role category E) shall be available at all times who signs the load plan for the deck he/she has been loading.

As a general rule, once the FWD compartment positions 1A and 1B **and/or** Main-deck position 1L and 1R 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.

13.3.2 Turning ULDs on ball-mat

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

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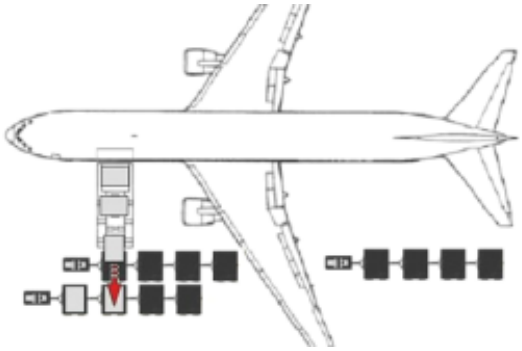
13.3.3 Parallel dolly train

Parallel dolly train un-load is **allowed** for this aircraft type.



Note: Due care must be exercised to ensure this procedure does not interrupt other handling activities such as re-fuelling.

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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

ULDs which are heavier than the standard allowed maximum gross weight may potentially be loaded on the main deck as centre load.

Permission must be obtained from NCC or the operator before accepting any ULDs which require loading on a floating position.

The permission, including a special loading instruction, will be granted only after all details concerning the load and the loading have been checked and clarified.

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.

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14.3 Aircraft Engines

The following aircraft engines are loadable on the B767-200SF

Engine Type	Loaded on	Allowed Loading Positions	Loading direction
BR710 BR715 CFM56-2	96” Pallet	Main deck	Not important
CFM56-3 CFM56-5 CFM56-7 V2500		Main deck Check height and observe overlap	
JT3 JT8 complete		Main deck	
JT8 Partially assembled (without thrust reverser)		Main deck	
		Compartment 1 only	Load through the hold door with the exhaust (aft end) of the engine first
CF6-50	16ft Pallet	4-5 Centre	Fan forward
CF6-80			
RB211-535			

14.4 Live Animals

14.4.1 Horses

Max. Number of Horses per Aircraft	The maximum number of horses which may be carried on this aircraft, will be determined by the number of grooms required and may be limited by the number of jump seats available.
Max. Number of Horses per Box	-
Max. number of Horses per Groom	A suitable number of grooms must be carried, depending on the number of horses carried.
Approved Horse Transport ULDs	DHL approved horse boxes are allowed. Foreign equipment may be used, provided it is IATA approved, leak-proof and covered, i.e. HMJ or equivalent
Approved Loading Configurations	125”/96” centre-line (Configuration E)

Note: Contact NCC for approval to carry more than 18 horses.

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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 NCC for more information.

	Main-Deck	Compt. 1	Compt. 2	Compt. 3	Compt. 4	Compt. 5
Horses	**Yes**	**NO** AVI ALLOWED				
Day-old chickens	Yes (max 5 pallets)					
Monkeys	Yes					
Pigs						
Cattle						
Sheep or Goats						
Dogs or Cats						
Small mammals or Birds						
Tropical Fish						
Reptiles or Amphibians						
Eels						
Crustaceans or Molluscs						
Bees						
Hatching eggs						

Note: Compartment temperature control is only available on the main deck.

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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	N	N	N	N	N	N	Y	Y	Y	N	Y
CAO	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y
RRY (max. 50 TI combined)	N	N	N	N	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

Note: Cargo Aircraft Only (CAO) can be loaded on any Main Deck position A1L/R, A2L thru A9L provided they are loaded accessible. Accessible means that:

- The CAO is loaded on a pallet
- All twin-track positions forward of the CAO are loaded with 88" ULDs with 50cm (18") aisle as described in CAO Accessibility on 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 50.0 TI together on positions	Max 50.0 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**

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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**	1-5	1-5
	4	1-8	1-8
Max 50 TI	**3**	1-3	1-3
	4	1-6	1-6
Max 50 TI	**3**	1-3	1
	4	1-6	1-3

15.2 CAO Accessibility on the Main Deck

To ensure access to CAO pallets requiring such, the following rules shall be observed: The area with diagonal strips indicate where a walkway must be present.

Combination 1 – Access to Position A1L only



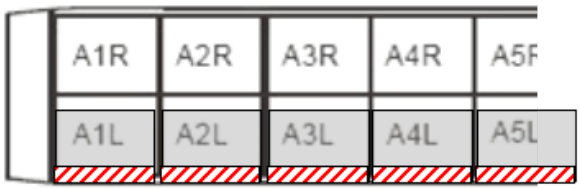
Combination 2 – Access to Positions A1R only



Combination 3 – Access to Positions A1L and A1R only



Combination 4 – Access to Positions 1L thru 9L only



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Note: Due to page constraints the drawing above only shows aisle to position A5L. The aisle must be extended to the last position carrying CAO requiring accessibility during flight.

15.3 Additional Restrictions

The following classes and divisions of Dangerous Goods are not accepted for loading under any circumstances:

- Class 1
  - All Divisions except 1.4C, 1.4D, 1.4E, 1.4G and 1.4S
  - All explosive substances and fireworks
- Division 2.3
- Division 4.2 with description “Pyrophoric”
- Division 5.1 with PSN Oxygen generator, chemical, UN3356
- Class 8: UN2809 or Mercury contained in manufactured items

All packages that display the “Oxidizer” (Class 5.1) label, either primary or subsidiary, or the yellow “Oxygen” label must be loaded accessible.

15.4 Dry Ice

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

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

There is no additional weight limit for the loading of Dry Ice (ICE) together with Live Animals (AVI) on the Main-deck.

Loading of AVI together with ICE is not allowed in the FWD & AFT holds or bulk compartment.

15.5 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:	-
Mass of ACM:	200 lbs / 91 kgs

17.1.2 Fly Away Kit (FAK) and Ballast

Fly Away Kit:	2727 lbs / 1237 kg (in Bulk)
Ballast:	Ballast not carried as standard.

17.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	N/A
Standard Taxi Fuel:	500 lbs / 227kg

17.3 LMC Restrictions

Maximum Computer Loadsheet LMC:	For fuel is 1000 lbs/454kg For cargo 250 lbs/ 113 kg
Maximum Manual Loadsheet LMC:	N/A

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18. Maximum Package Dimensions

18.1 Main Deck

Width (cm)	25	51	76	102	127	152	178	203	229	254	269	295	320
Height (cm)	Length (cm)												
244	838.2	736.6	657.9	591.8	535.9	487.7	439.4	388.6	345.4	228.6	228.6	228.6	228.6
239	863.6	769.6	683.3	617.2	591.8	505.5	459.7	411.5	365.8	241.3	241.3	241.3	241.3
234	924.6	802.6	711.2	640.1	576.6	523.2	480.1	429.3	383.5	345.4	254.0	254.0	254.0
229	972.8	840.7	741.7	665.5	599.4	541.0	495.3	452.1	401.3	363.2	340.4	266.7	266.7
216	1115.1	947.4	823.0	729.0	655.3	591.8	538.5	492.8	449.6	406.4	381.0	342.9	297.2
203	1292.9	1074.4	919.5	805.2	716.3	647.7	584.2	533.4	490.2	447.0	421.6	383.5	330.2
191	1422.4	1163.3	985.5	858.5	759.5	680.7	614.7	558.8	510.5	472.4	447.0	396.2	345.4
178	1577.3	1264.9	1059.2	911.9	802.6	716.3	647.7	584.2	533.4	492.8	469.9	426.7	365.8
165	1760.2	1384.3	1143.0	975.4	850.9	754.4	680.7	614.7	558.8	510.5	495.3	452.1	381.0
152	1978.7	1521.5	1239.5	1043.9	901.7	795.0	713.7	645.2	584.2	530.9	505.5	475.0	401.3
140	2118.4	1602.7	1292.9	1082.0	932.2	820.4	731.5	662.9	596.9	543.6	515.6	475.0	408.9
127	2275.8	1694.2	1351.3	1122.7	965.2	845.8	751.8	678.2	599.4	556.3	525.8	480.1	419.1
114	2456.2	1795.8	1412.2	1170.9	1000.8	871.2	772.2	696.0	627.4	566.4	533.4	482.6	429.3
0-38	2682.2	1935.5	1529.1	1259.8	1051.6	911.9	789.9	713.7	637.5	574.0	541.0	492.8	442.0

All packages with a height 244 cm and a width of 102cm or higher must be loaded after position 3 on the aircraft.

18.2 Forward Lower deck

Width (cm)	25	51	76	102	127	152	178
Height (cm)	Length (cm)						
161 - 168	467.4	467.4	429.3	370.8	304.8	254.0	
161	497.8	497.8	477.5	424.2	375.9	330.2	279.4
152	497.8	497.8	497.8	452.1	401.3	355.6	304.8
130	497.8	497.8	497.8	497.8	454.7	398.8	348.0
102	497.8	497.8	497.8	497.8	469.9	411.5	353.1
76	497.8	497.8	497.8	497.8	477.5	419.1	370.8
51	497.8	497.8	497.8	497.8	477.5	426.7	381.0
25	497.8	497.8	497.8	497.8	477.5	431.8	388.6

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18.3 Aft Lower deck

Width (cm)	25	51	76	102	127	152	178
Height (cm)	Length (cm)						
161 - 168	546.1	482.6	426.7	370.8	304.8	254.0	
161	612.1	535.9	477.5	424.2	375.9	330.2	279.4
152	652.8	576.6	508.0	452.1	403.9	355.6	304.8
130	652.8	652.8	579.1	510.5	454.7	398.8	348.0
102	652.8	652.8	607.1	533.4	469.9	411.5	350.5
76	652.8	652.8	607.1	533.4	475.0	424.2	368.3
51	652.8	652.8	607.1	533.4	475.0	426.7	386.1
25	652.8	652.8	607.1	533.4	475.0	434.3	396.2

18.4 Bulk Compartment

Width (cm)	13	25	51	76	89	91	93
Height (cm)	Length (cm)						
120	302.3						
118	302.3	302.3					
116	302.3	302.3	302.3				
107	302.3	302.3	302.3	302.3	302.3		
91	302.3	302.3	302.3	302.3	302.3		
51	302.3	302.3	302.3	302.3	302.3	302.3	
25	302.3	302.3	302.3	302.3	302.3	302.3	
13	302.3	302.3	302.3	302.3	302.3	302.3	302.3

Note: Aircraft brakes and tires cannot be loaded in the bulk compartment

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