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LYX A321PCF/P2F

Smartlynx Airlines A321PCF/P2F

Revision: 6
Date: 25 October 2024

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Page	Date	Comment
2	25 October 2024	Registration YLLDZ Added. *(Minor)*
11	25 October 2024	YLLDZ added *(Minor)*

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1. Smartlynx Airlines A321PCF/P2F Registrations

IATA Designator:	**6Y**
ICAO Designator:	**LYX**
Valid for:	**9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR (All A321PCF) and 9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN (A321P2F)**

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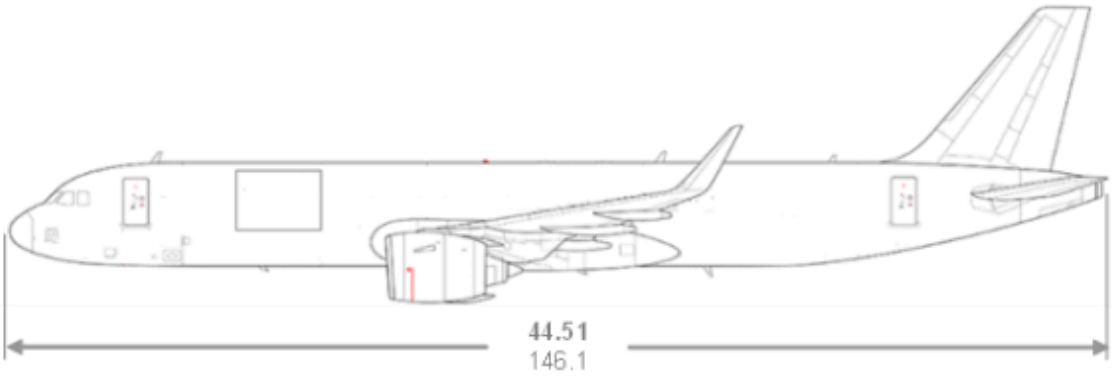
2. Aircraft Dimensions

All dimensions in meters and Feet/Inches





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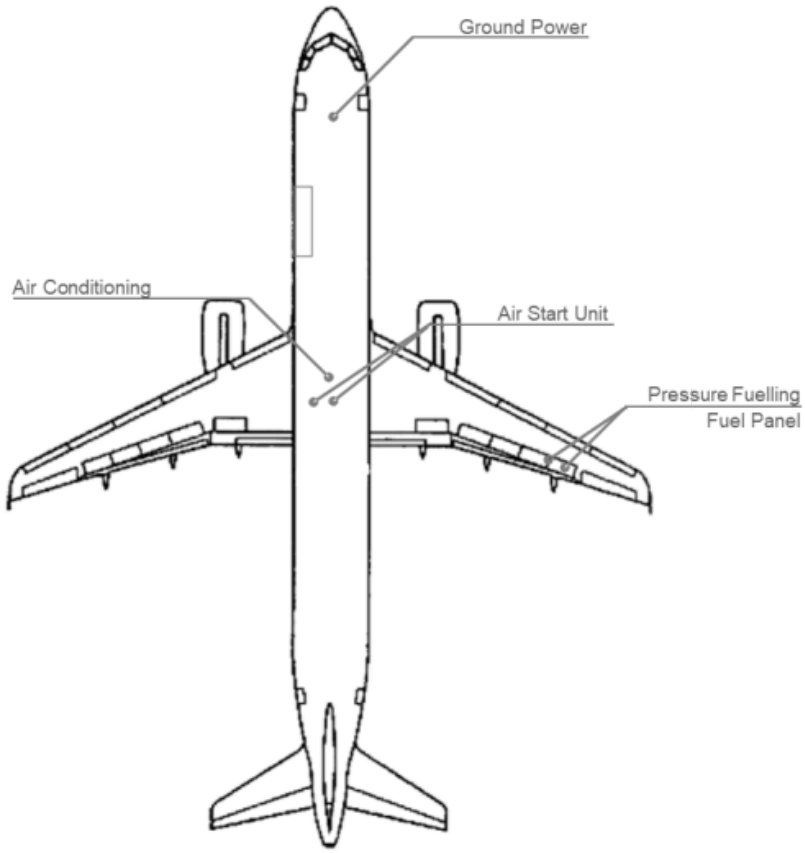
3. Aircraft Servicing Points and Specifications

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 Max. / Min. pressure 60 / 40 psi	2 ASU inlets available. 2 ASUs may be required, depending on flow rate and ambient air temperature.

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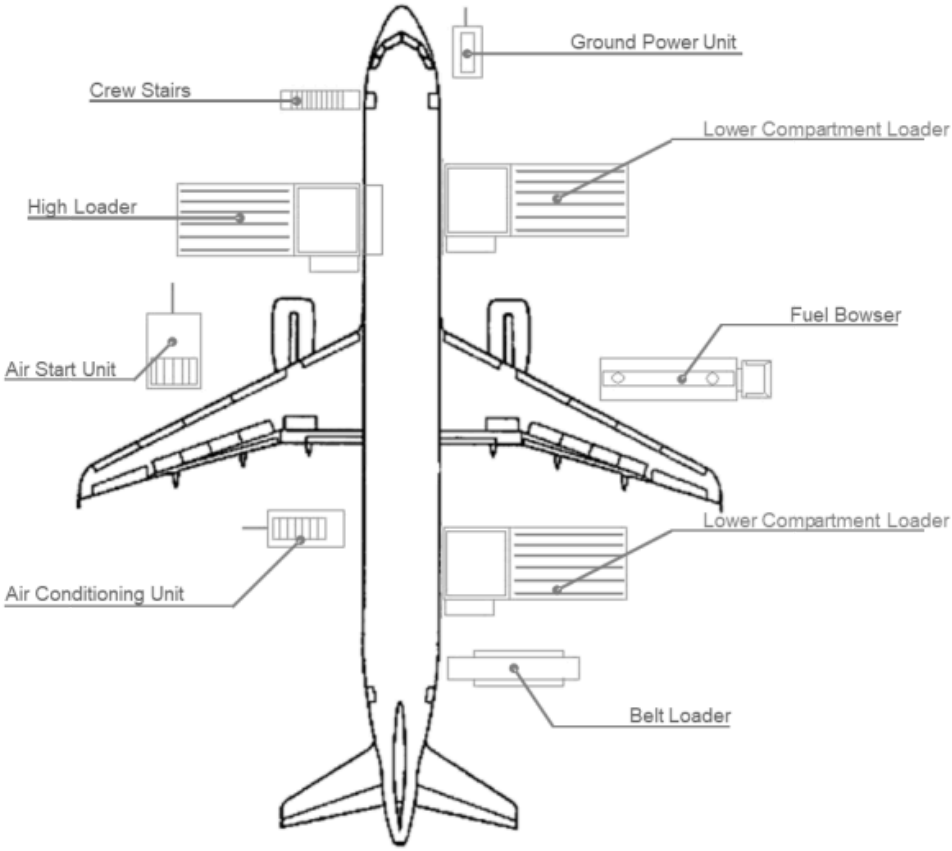
4. Ground Support Equipment

4.1 Positioning of GSE



4.2 GSE Requirements

GSE	Type	Quantity
High Loader	Cargo Loader for Main-deck	1
High Loader	Cargo Loader for Lower-deck	2
Ground Power Unit	Diesel, Electric or Fixed	1
Crew Stairs	Platform height 149 – 158 inches	1
Belt Loader	Standard (30 ft recommended)	2
Tractor	Diesel or Electric	3
Dolly wagons	125”/ 88” capable 60.4”/61.5” capable	Up to 14 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:	00:40 hour (partial off- and on-load)
Turn-around time for an end stop:	00:55 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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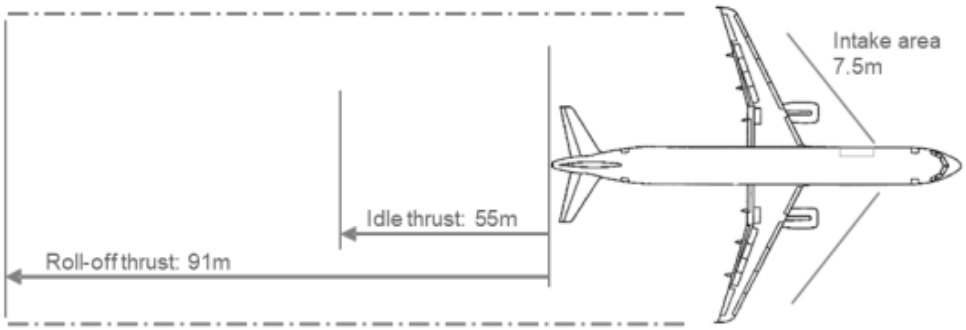
6. Safety Areas



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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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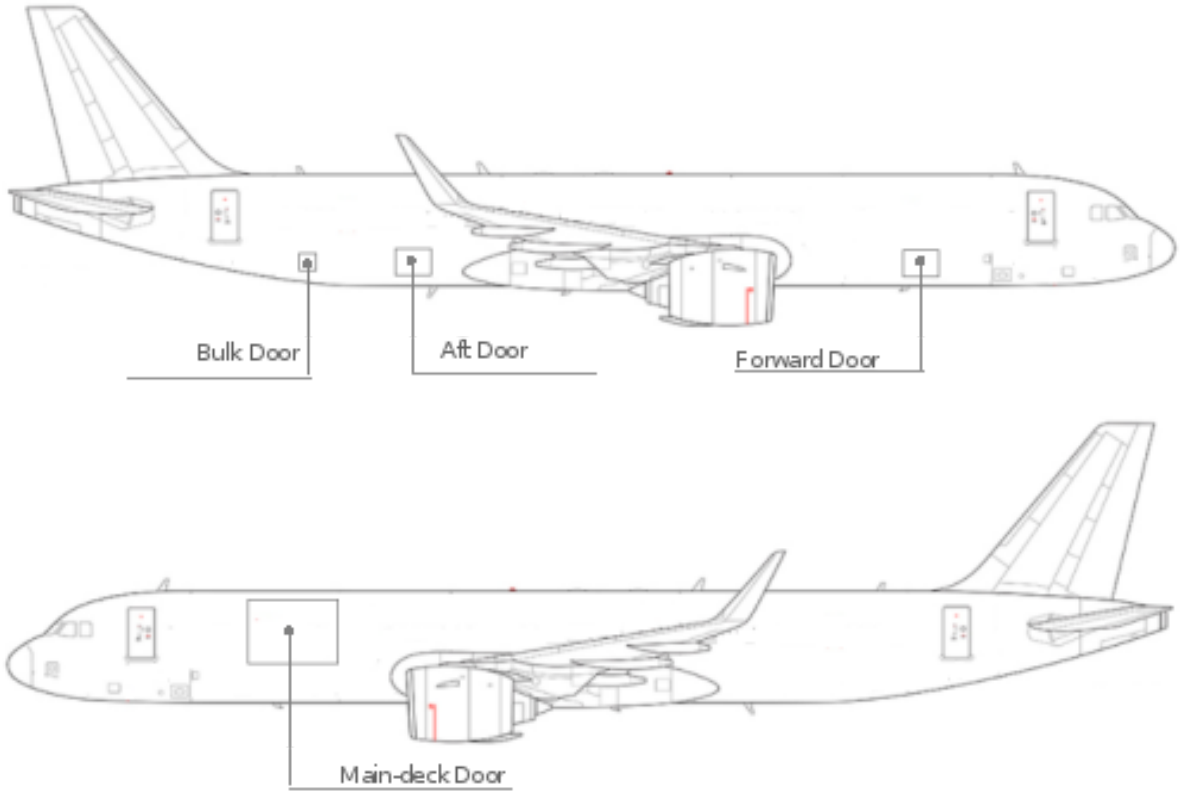
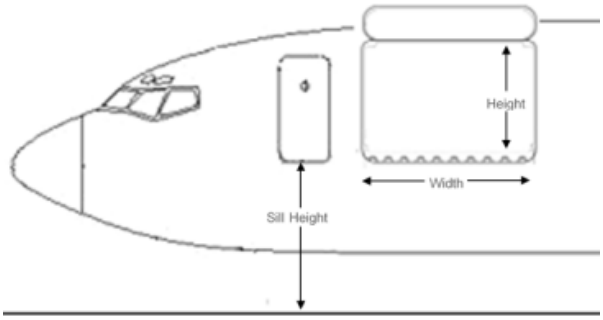
8. Aircraft Door Dimensions



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	-	-	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

Applicable for registrations: 9HCGB, 9HCGC, 9HCGN

	Main-deck	FWD Hold	AFT Hold	Bulk
Temperature	18C-30C	N/A	5C-26C	5C-26C
Heating	Yes	No	Yes	Yes
Temp Control	Yes	No	Yes	Yes
Ventilation	Yes	No	Yes	Yes

Applicable for registrations: 9HCGA, 9HCGD, 9HCGI, 9HCGJ, 9HCGK, YLLDP, YLLDZ, 9HCGR

	Main-deck	FWD Hold	AFT Hold	Bulk
Temperature	18C-30C	N/A	N/A	N/A
Heating	Yes	No	No	No
Heat Adjust	Yes	No	No	No
Ventilation	Yes	No	Yes	Yes

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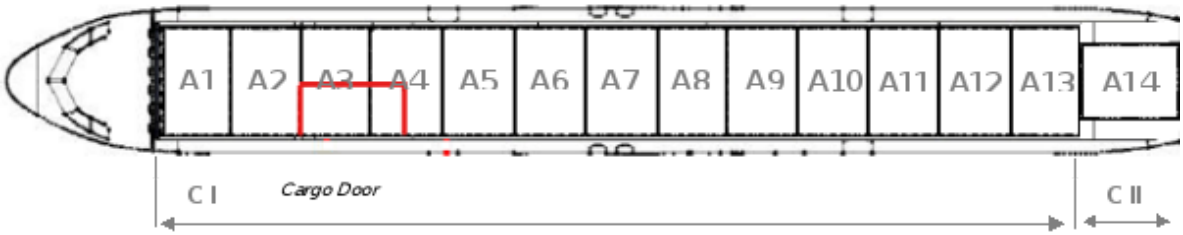
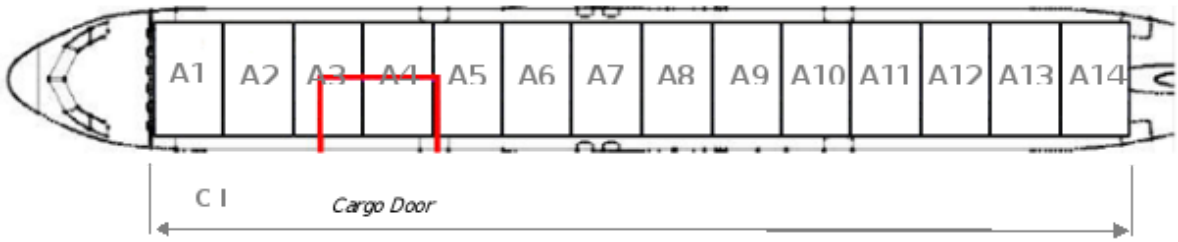
10. Aircraft Cabin Contour Dimensions

The aircraft is divided into multiple contour zones: CI and CII, as illustrated in the diagrams below.

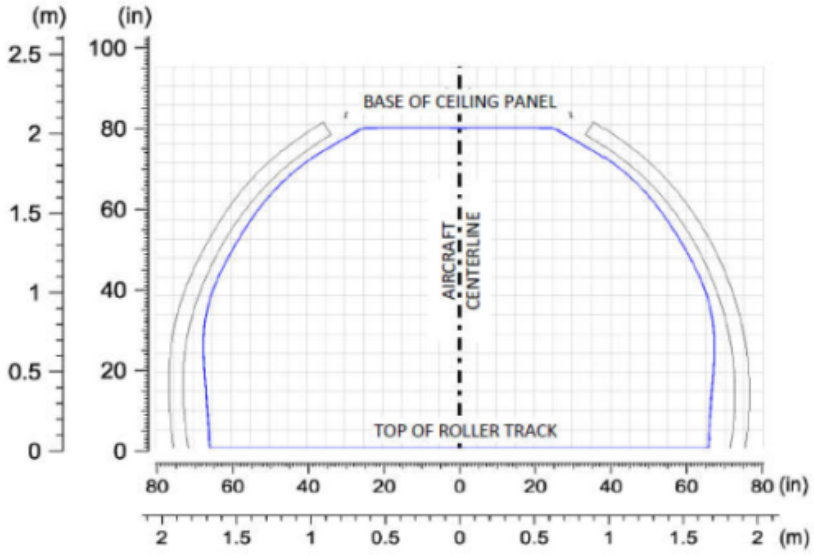
Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**:



Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**:



10.1 Contour CI



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

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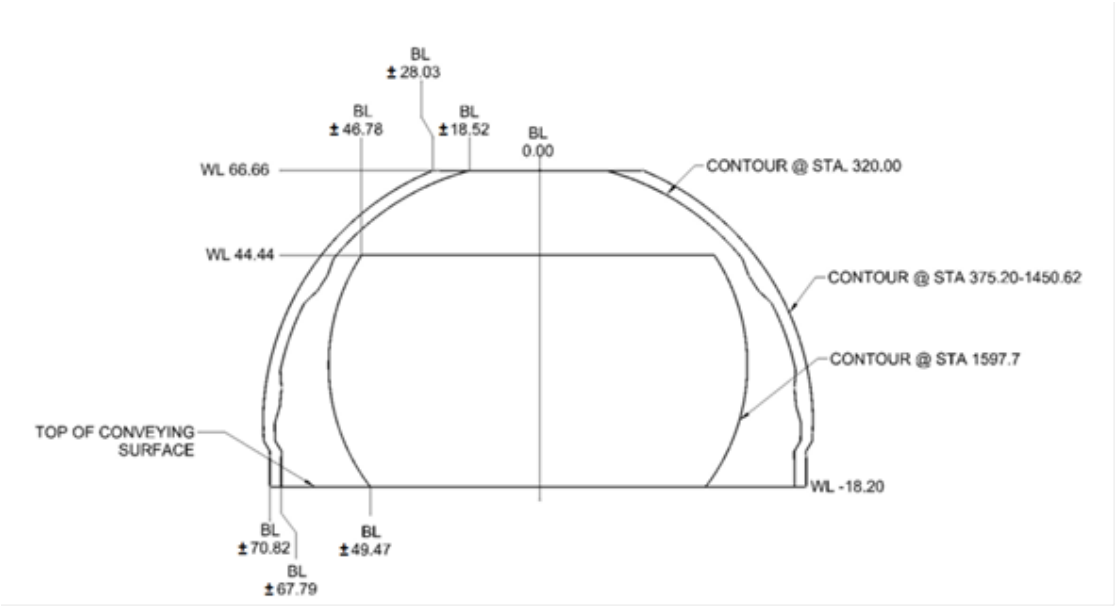
10.2 Contour CII



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11. Maximum Position Weights

11.1 Maximum Main-deck ULD Weights in Kilograms

Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**:

	ULD Position													
ULD Size	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14
125”/ 88”	1836						3193	2275						1927

Note: The combined gross weights of the first two main deck pallets (A1 and A2) and ULD positions 11 and 12 in the forward cargo hold cannot exceed 3674 kg.

The combined cargo payload of the lower deck aft cargo hold, lower deck rear bulk cargo hold, and main deck pallets A8 through A14 (or other aft options for A14 – K1 / K2, K3 / P1, or Q1 / P1) cannot exceed 16 329 kg.

Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**:

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

Note: For clarification, the note under -CGA is not valid for -CGB, CGJ, CGN and YLLDP, hence no limitations on this aircraft**.**

11.2 Maximum Lower-deck Compartment Weights in Kilograms

Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**: **Individual Position weight: 1134kg per position**

	Forward Lower Holds		Aft Lower Holds		
Compt.	1	2	3	4	5****
Compt. Max (kg)	2268	3402	3402	2268	1429***
Hold Max (kg)	5670**		5670		

Notes: ** The combined gross weights of the first two main deck pallets (A1 and A2) and ULD positions 11 and 12 in the forward cargo hold cannot exceed 3674 kg.

*** The combined cargo payload of the lower deck aft cargo hold, lower deck rear bulk cargo hold, and main deck pallets A8 through A14 (or other aft options for A14 – K1 / K2, K3 / P1, or Q1 / P1) cannot exceed 16 329 kg.

**** The use of the bulk cargo hold is not permitted if the main deck pallet positions A13, A14, K1, K2, K3, P1, or Q1 are in use.

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Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**: **Individual Position weight: 1134kg per position**

	Forward Lower Holds		Aft Lower Holds		
Compt.	1	2	3	4	5
Compt. Max (kg)	2268	3402	3402	2268	1497
Hold Max (kg)	5670		5670		

Note: For clarification, the note under -CGA is not valid for -CGB, CGJ, -CGN and YLLDP, hence no limitations on this aircraft.

11.3 Maximum Bulk Compartment Weights in Kilograms

Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**:

	Bulk / Compartment 5		
Compt.	51	52	53
Bay / Section	374	353	702
Hold Max (kg)	1497		
Compt. Volume (m3)	1.49	1.39	3.04

Note: The use of the bulk cargo hold (compartment 5) is not permitted if the main deck pallet positions A13, A14, K1, K2, K3, P1 or Q1 are in use.

Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**:

	Bulk / Compartment 5		
Compt.	51	52	53
Bay / Section	374	353	770
Hold Max (kg)	1497		
Compt. Volume (m3)	1.49	1.39	3.04

Note: For clarification, the note under -CGA is not valid for -CGB, CGJ, -CGN and YLLDP, hence no limitations on this aircraft**.**

11.4 Combined / Pyramidal Load Limitations

Further combined load limitations are applicable for the following registrations, **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN.**

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:

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Total Payload (kg)	ZFW CG (%MAC)	Minimum Total Weight on A1 (B1), A2 (B2), 11, 12 (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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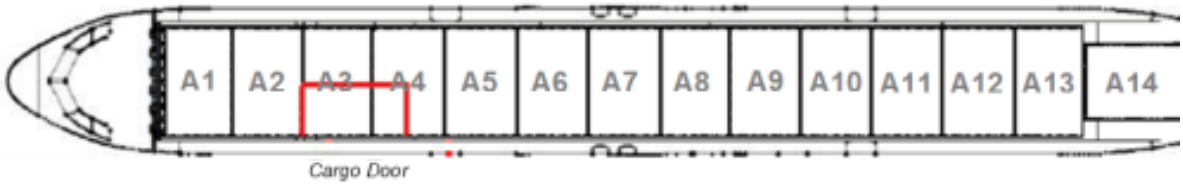
12. Aircraft ULD Compatibility

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.

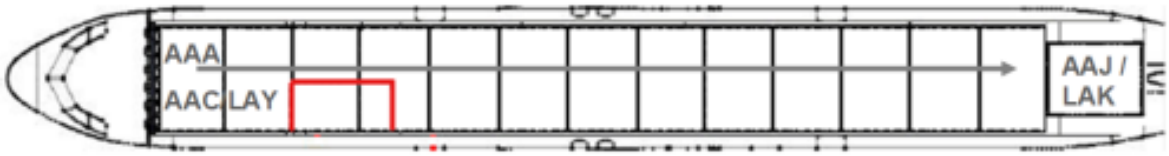
12.1 Main Deck Configurations

Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**:

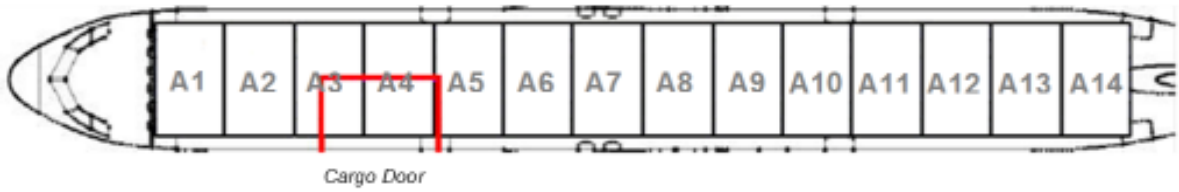


Configuration 1: 13 Lateral 125”/88’ ULD positions and 1 longitudinal 125”/88”

Standard Main deck Container Configuration:

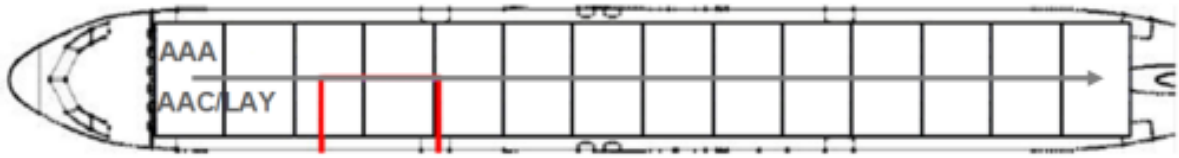


Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**:



Configuration 1: 14 Lateral 125”/88’ ULD positions

Standard Main deck Container Configuration:



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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 (9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK)	A1	Y	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	Y1	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	N	N	Y	Y2
Configuration 1 (9HCGB, 9HCGJ, YLLDP, YLLDZ)	A1	Y	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	Y1	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 A13 (A14 for 9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN):** Where a ULD has a sloped contour on the lateral side (front/back), the sloped side shall face aft.
- **AAA and AAC/LAK:** Limited ceiling clearance. Care must be exercised loading AAA and AAC/LAY ULDs, to prevent out-of-gauge ULDs impacting the roof or sidewall lining.

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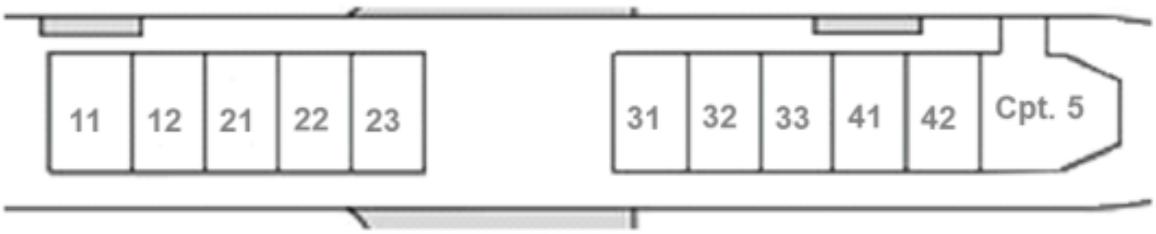
12.3 Lower Deck Configurations

12.3.1 Forward and Aft Holds



12.3.2 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	AKH	PKC
FWD	11	Y	Y1
	12	Y	Y1
	21	Y	Y1
	22	Y	Y1
	23	Y	Y1
AFT	31	Y	Y1
	32	Y	Y1
	33	Y	Y1
	41	Y	Y1
	42	Y	Y1

Y1: PKC Only allowed on registration 9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN.

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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

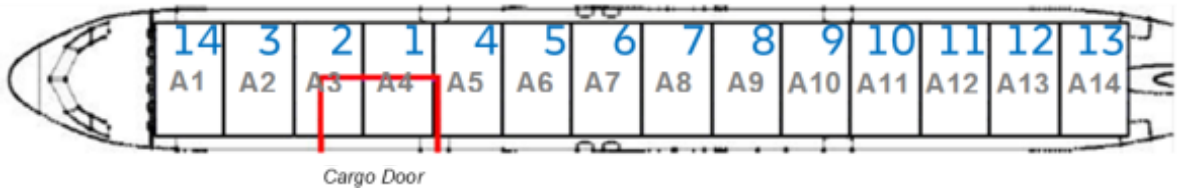
Step 1: Un-load the aft lower deck.

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

Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**:



Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**:



Step 3: Un-load the forward lower deck.

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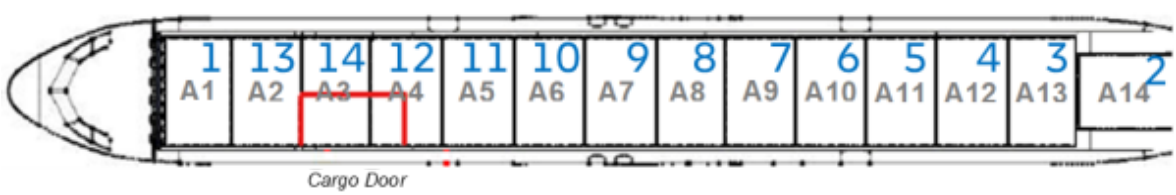
13.2 Loading Sequence

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:

Valid for Registrations: **9HCGA, 9HCGC, 9HCGD, 9HCGI, 9HCGK, 9HCGR**:



Valid for Registrations: **9HCGB, 9HCGJ, YLLDP, YLLDZ, 9HCGN**:



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 high-loaders, 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.

13.3.6 Lower Deck Cargo Loading System

If the aft lower deck CLS becomes inoperative, the following restrictions apply:

- Position 42 shall remain **void** to allow for ULD maneuverability and reduce risk of personal injury
- The maximum gross weight limit for ULDs in the aft lower deck shall be restricted to **400 Kg**

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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** to be loaded without prior approval of Smartlynx Airways.

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 your Special Loads Regional Contact.

<table>
<tr><th></th><th>Main-Deck</th><th>Forward hold</th><th>Aft hold</th></tr>
<tr><td>Horses</td><td colspan="3">No</td></tr>
<tr><td>Day-old chickens</td><td>Yes (max 2 pallets)</td><td rowspan="13">No</td><td rowspan="10">Smaller AVI in approved packages
Yes</td></tr>
<tr><td>Monkeys</td><td rowspan="12">YES**
** Large Animals requiring specials pens or stalls must be loaded in FAA approved stalls with proper BA321 STC.
Operator approval necessary</td></tr>
<tr><td>Pigs</td></tr>
<tr><td>Cattle</td></tr>
<tr><td>Sheep or Goats</td></tr>
<tr><td>Dogs or Cats</td></tr>
<tr><td>Small mammals or Birds</td></tr>
<tr><td>Tropical Fish</td></tr>
<tr><td>Reptiles or Amphibians</td></tr>
<tr><td>Eels</td><td>Yes</td></tr>
<tr><td>Crustaceans or Molluscs</td><td>Yes</td></tr>
<tr><td>Bees</td><td>No</td></tr>
<tr><td>Hatching eggs</td><td>Yes</td></tr>
</table>

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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

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 aisle**

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.

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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:	75 kg

17.1.2 Fly Away Kit (FAK) and Ballast

Fly Away Kit (FAK):	Weight and location to be verified by each aircraft registration.
Ballast:	-

17.2 Minimum Fuel and Standard Taxi Fuel

Minimum Fuel:	-
Standard Taxi Fuel:	300 kg

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 following table gives the maximum packages lengths that can be loaded through the cargo door. The package length values are given relative to the package height and package length.

Allowable Package Sizes - Maximum Lengths (in)															
Height (in)	Width (in)														
	10	20	30	40	50	60	70	80	90	100	110	120	130	140	144
82	297	248	212	184	161	**143**	67	67	67	67	67	67	67	67	67
80	329	273	232	200	176	155	**138**	74	74	74	74	74	74	74	74
70	477	376	310	263	227	200	177	**159**	**144**	96	96	96	96	96	96
60	655	488	424	322	274	238	210	188	170	**154**	**141**	112	112	112	112
50	871	608	467	379	318	274	240	214	192	175	160	**147**	126	126	126
0 to 43	1300	798	576	450	369	313	271	240	214	194	177	162	**150**	**137**	**137**

Note:

[a] Black cells identify the approximate critical lengths at which packages can be loaded laterally or must be turned into the cargo hold to be loaded.
[b] Packages with lengths greater than those indicated by the black cells MUST BE turned into the cargo hold to be loaded. These packages can only be transported longitudinally.
[c] Packages with lengths less than those indicated by the black cells can be loaded laterally and so do NOT NEED TO BE turned when loaded into the cargo hold. These packages can be transported either laterally or longitudinally.
[d] When loading cargo through the cargo door, the full dimensions of the door may be used. Netted pallets shall be limited to a height of 82 inches.

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