



«ACCEPTED»
Director
Uzbekistan CAA

T.A. Nazarov

2025r.



«APPROVED»
General Director
«Sky Guard» LLC

N.A. Khodjaev

2025r.



SKY GUARD

AHM-565

SG-M-GRH-6

05.02.2025

Edition 1

Tashkent

1 SUPPLIER'S CONTACTS

Completed sheets and changes of basic data and procedure must be forwarded to:

MAILING ADDRESS: (INC. TEL & FAX)

| |
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| |
| |
| |
| |
| |
| |

TELETYPE ADDRESSES:

| |
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| |
| |
| |
| |

E-MAIL ADDRESSES:

| |
|--|
| |
| |

DATA TRANSFER METHOD:

| | |
|-------------------------|----------|
| Direct data transmitted | |
| E-Document | X |
| Hard Copy Doc | |
| Other (Specify) | |

Remarks:

Enter any comments here...

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

2 CARRIER'S CONTACTS

Database output and related material (e.g. test loadsheets) must be forwarded to:

MAILING ADDRESS: (INC. TEL & FAX)

| |
|----------------------------------|
| "SKY GUARD" |
| 102 Kumaryk street, |
| Tashkent, Republic of Uzbekistan |
| 100044 |
| |
| |
| |

TELETYPE ADDRESSES:

| |
|-------------------|
| TASSGXH, KTULXAAS |
| |
| |

E-MAIL ADDRESSES:

| |
|------------------------|
| <u>ops@skyguard.uz</u> |
| |
| |
| |
| |

DATA TRANSFER METHOD:

| | |
|-------------------------|-------------------------------------|
| Direct data transmitted | <input type="checkbox"/> |
| E-Document | <input checked="" type="checkbox"/> |
| Hard Copy Doc | <input type="checkbox"/> |
| Other (Specify) | <input type="checkbox"/> |

Remarks:

- 1) Every change in this document must be confirmed.
- 2) After changing the A/C DOW & DOI, it's required to send the confirmation to the e-mail address given above.
- 3) After inputting the new A/C or any configuration change, it's required to send database printouts and test Loadsheets for the approval to the address given above.
- 4) Loadsheets can be produced after the approval only.
- 5) If the database provider is changed, it should be noted.

4 LIST OF EFFECTIVE SHEETS

The issue number and the date are mandatory.

| Section | Sheet | Multiple Page Identifier | Sheet Issue Number | Date (YYYYMMDD) |
|-----------|----------|--------------------------|--------------------|-----------------|
| Section A | Sheet 1 | | 00.01 | 20250205 |
| Section A | Sheet 2 | | 00.01 | 20250205 |
| Section A | Sheet 3 | | 00.02 | 20251016 |
| Section A | Sheet 4 | 1 | 00.02 | 20251016 |
| Section A | Sheet 4 | 2 | 00.02 | 20251016 |
| Section A | Sheet 5 | | 00.01 | 20250205 |
| Section B | Sheet 1 | | 00.01 | 20250205 |
| Section B | Sheet 2 | | 00.01 | 20250205 |
| Section B | Sheet 3 | | NOT APPLICABLE | |
| Section B | Sheet 4 | | 00.01 | 20250205 |
| Section B | Sheet 5 | | 00.01 | 20250205 |
| Section C | Sheet 1 | | 00.01 | 20250205 |
| Section C | Sheet 2 | | 00.01 | 20250205 |
| Section C | Sheet 3 | | 00.01 | 20250205 |
| Section C | Sheet 4 | | 00.01 | 20250205 |
| Section C | Sheet 5 | | 00.01 | 20250205 |
| Section C | Sheet 6 | | NOT APPLICABLE | |
| Section C | Sheet 7 | | 00.01 | 20250205 |
| Section C | Sheet 8 | | NOT APPLICABLE | |
| Section C | Sheet 9 | | 00.02 | 20251016 |
| Section C | Sheet 10 | | 00.01 | 20250205 |
| Section C | Sheet 11 | | 00.01 | 20250205 |
| Section C | Sheet 12 | | 00.02 | 20251016 |
| Section C | Sheet 13 | | 00.01 | 20250205 |
| Section D | Sheet 1 | | NOT APPLICABLE | |
| Section D | Sheet 2 | | 00.01 | 20250205 |
| Section D | Sheet 3 | | 00.01 | 20250205 |
| Section D | Sheet 4 | | 00.01 | 20250205 |
| Section D | Sheet 5 | | 00.01 | 20250205 |
| Section D | Sheet 6 | | 00.01 | 20250205 |
| Section D | Sheet 7 | | NOT APPLICABLE | |
| Section D | Sheet 8 | | NOT APPLICABLE | |
| Section D | Sheet 9 | | NOT APPLICABLE | |
| Section D | Sheet 10 | 1 | 00.02 | 20251016 |

5 AUTOMATICALLY PRODUCED DOCUMENTS

(tick as required)

- | | |
|-------------------------------------|----------------------------|
| <input checked="" type="checkbox"/> | LOADSHEET |
| <input checked="" type="checkbox"/> | LOADING INSTRUCTION/REPORT |
| <input checked="" type="checkbox"/> | NOTOC |
| <input type="checkbox"/> | PASSENGER INFO LIST |
| <input type="checkbox"/> | SEATPLAN |

6 MESSAGE REQUIREMENTS

(tick as required)

- | | |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> | ALI Abbreviated Load Information Message AHM 584 |
| <input checked="" type="checkbox"/> | CPM Container/Pallet Distribution Message AHM 587 |
| <input type="checkbox"/> | DIV Diversion Message AHM 781 |
| <input type="checkbox"/> | FMM Fuel Monitoring Message AHM 782 |
| <input type="checkbox"/> | IDM Industry Discount Message Recommended Practice 1714 |
| <input checked="" type="checkbox"/> | LDM Load Message AHM 583 |
| <input checked="" type="checkbox"/> | MVT Movement Message AHM 011 and 780 |
| <input type="checkbox"/> | PFS Passenger Final Sales Message Recommended Practice 1719 (dispatch only) |
| <input type="checkbox"/> | PNL/ADL Passenger Name List, and Additions and Deletions List (Recommended Practice 1708) (acceptance only) |
| <input type="checkbox"/> | PSM Passenger Service Message Recommended Practice 1715 (dispatch only) |
| <input type="checkbox"/> | PTM Passenger Transfer Message Recommended Practice 1718 |
| <input type="checkbox"/> | RQL Request List Message Recommended Practice 1709 (dispatch only) |
| <input type="checkbox"/> | RQM Request Information Message AHM 783 |
| <input type="checkbox"/> | SAL Seats Available List Recommended Practice 1713 (acceptance only) |
| <input type="checkbox"/> | SLS Statistical Load Summary AHM 588 |
| <input type="checkbox"/> | SOM Seats Occupied Message Recommended Practice 1712 |
| <input type="checkbox"/> | TPM Teletype Passenger Manifest Recommended Practice 1717 (dispatch only) |
| <input checked="" type="checkbox"/> | UCM ULD Control Message AHM 388 (dispatch only) |
| <input checked="" type="checkbox"/> | UWS ULD/Bulk Load Weight Signal AHM 581 (acceptance only) |
| <input type="checkbox"/> | Other (Specify): |

7 MESSAGE ADDRESSES

Attach a complete address list for all messages mentioned under paragraph 4 above.

8 MULTIPLE SHEETS NUMBERING

In the event of the requirement to produce multiple copies of the same sheets (e.g. C5, C9) establish an additional sequence identifier while keeping the original sheet number.

E.g. C5.1, C5.2, etc.

1 STANDARD UNITS AND CODES

1.1 Definition of airline units of measure

| Unit | Measurement (tick one for each unit) |
|---------|-------------------------------------------------------------------------------------|
| Weight: | <input checked="" type="checkbox"/> Kilogram <input type="checkbox"/> Pound |
| Volume: | <input type="checkbox"/> Cubic Metre <input checked="" type="checkbox"/> Cubic Feet |

1.2 Definition of class codes

The following class naming convention shall be used throughout the document.

Class codes: (e.g. F, Y, C, M, etc.)

| Class Code | Priority Code | Description |
|------------|---------------|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |

1.3 Airline defined information load codes

Define airline unique load information codes here.

| Airline Load Information Code | Description |
|-------------------------------|-------------|
| | |
| | |
| | |
| | |
| | |
| | |

2 CREW AND CREW BAGGAGE WEIGHTS

2.1 Crew weights

| Description* | Gender | Flight Deck Crew Weights | | Cabin Crew Weights | |
|--------------|--------|--------------------------|--------------|--------------------|--------------|
| | | Crew | Hand Baggage | Crew | Hand Baggage |
| Standard | all | 85 | | 85 | |
| | | | | | |
| | | | | | |

* descriptions may include domestic, international, charter, route, etc.

Hand baggage weight is included in the above mentioned crew weights.
If No: Actual or standard hand baggage weight must be used.

Yes No
☒ ☐

Remarks:

2.2 Crew baggage weights (other than hand baggage)

| Description* | Flight Deck Crew Baggage | Cabin Crew Baggage |
|--------------|--------------------------|--------------------|
| | | |

* Variations may include domestic, international, charter, route, etc.

Remarks:

Crew baggage is not included in DOW&DOI

3 PASSENGER AND BAGGAGE WEIGHTS

3.1 Standard / Default Passenger / Cabin Baggage Weights

Enter standard passenger weights, followed by any variations.

| Description | Adult | Male | Female | Child | Infant | Hand Baggage |
|----------------|-------|------|--------|-------|--------|-----------------|
| NOT APPLICABLE | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

* Variations may include domestic, international, charter, route, etc.

Hand baggage weight is included in the above mentioned passenger weights. If No: Actual or standard hand baggage weight must be used.

Yes No
☒ ☐

Remarks (conditions for oversize, etc):

| |
|--|
| |
|--|

3.2 Passenger / Hand Baggage Weights by Class

NOT APPLICABLE

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

3.3 Checked baggage weight

ACTUAL

3.4 Planning assumptions

NOT APPLICABLE

Seat Config:

Aircraft Type: **B757-200PCF**

Load Config:

1 AIRCRAFT TYPE OR FLEET

Manufacturer: **Boeing** Aircraft Manufacturer

Aircraft type: **757** IATA or ICAO aircraft type code

Series or subtype: Also referred to as suffix in the IATA SSIM manual

Aircraft Name: **B757** Aircraft type as it appears on the loadsheet

1.1 Definitions of Aircraft Units of Measure

| Unit | Measurement (tick one for each unit) | |
|---------------|------------------------------------------------|------------------------------------------------|
| Weight | <input checked="" type="checkbox"/> Kilograms | <input type="checkbox"/> US Pounds |
| | <input type="checkbox"/> Centimeters | <input checked="" type="checkbox"/> Inches |
| Length | <input type="checkbox"/> Metres | <input type="checkbox"/> Feet |
| | <input checked="" type="checkbox"/> Litres | <input type="checkbox"/> US Gallons |
| Liquid Volume | <input checked="" type="checkbox"/> Litres | <input type="checkbox"/> US Gallons |
| Volume | <input type="checkbox"/> Cubic Metres | <input checked="" type="checkbox"/> Cubic Feet |
| | <input checked="" type="checkbox"/> KG / Litre | <input type="checkbox"/> LB / Litre |
| Fuel Density | <input type="checkbox"/> KG / US Gallon | <input type="checkbox"/> LB / US Gallon |
| | <input checked="" type="checkbox"/> KG Inches | <input type="checkbox"/> LB Inches |
| Moments | <input type="checkbox"/> KG Centimeters | <input type="checkbox"/> LB Centimeters |
| | <input type="checkbox"/> KG Metres | <input type="checkbox"/> LB Metres |

Tick as appropriate

Remarks:

Enter any comments here...

Seat Config:

Aircraft Type: **B757-200PCF**

Load Config:

Registrations:

2 BALANCE AND SPECIAL INFORMATION — OUTPUT ON LOADSHEET

2.1 Balance output

| Item | | Prelim | | Final | | Remarks |
|-------------------------------------|---------|---------------|-----------------|---------------|-----------------|---------|
| | | EDP AHM517 | ACARS AHM518 | EDP AHM517 | ACARS AHM518 | |
| Basic Index | BI | | | | | |
| Dry Operating Index | DOI | | | X | | |
| Deadload Index | DLI | | | | | |
| Deadload MAC | MACDLW* | | | | | |
| Loaded Index at zero fuel weight | LIZFW | | | X | | |
| Loaded Index at take-off weight | LITOW | | | X | | |
| Loaded Index at landing weight | LILAW | | | X | | |
| MAC — at zero fuel weight | MACZFW* | | | X | | |
| MAC — at take-off weight | MACTOW* | | | X | | |
| MAC — at landing weight | MACLAW* | | | X | | |
| Stabilizer trim setting at take-off | STABTO | | | X | | |
| Stabilizer trim setting at landing | STABLA | | | | | |
| | | | | | | |

* Indicate if RC (Reference Chord) to be printed on loadsheet in place of MAC

2.2 Passenger trim output

| Trim | (tick as required) | Remarks* |
|-----------------|--------------------|-----------------|
| Class trim | | NOT ALLOWED |
| Cabin area trim | X | Second Priority |
| Seat row trim | X | First Priority |

*Remarks: ¹ Allowed manual Trim Sheet or other approved Cabin Area Trim methods.

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Aircraft Information Loadsheet Options

C

Sheet 3

Carrier

SGA

Seat Config:

Aircraft Type: **B757-200PCF**

Load Config:

Registrations:

2.3 Supplementary Information

[illegible]

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config: **ALL**

Registrations:

3 BASIC INDEX AND MAC/RC FORMULA

3.1 Examples and definitions

$$\text{Index} = \frac{W \bullet (\text{Balance Arm} - \text{Reference Arm.})}{C} + K$$

$$\% \text{MAC} / \text{RC} = \frac{\frac{C \bullet (I - K)}{W} + \text{Reference Arm} - \text{LEMAC or LERC}}{\frac{\text{MAC or RC}}{100}}$$

W = Weight, actual.

Balance Arm = Station, horizontal distance in length units from reference datum to the location.

Reference Arm = reference Station/axis. Selected Station around which all index values are calculated.

K = Constant used as a plus value to avoid negative index figures

C = Defined Weight Constant used as a denominator to convert moment values into index values.

I = index value corresponding to respective weight.

MAC / RC = length of Mean Aerodynamic Chord/reference Chord in length units

LEMAC / LERC = horizontal distance in length units from the reference datum to location of the Leading Edge

3.2 Index formula

Reference Arm at = **1037,8**

K (constant) = **50**

C (constant) = **75000**

Length units from reference datum

3.3 MAC/RC information

Length of MAC/RC = **199,7**

LEMAC/LERC = **991,9**

length units

length units reference datum.

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config: **ALL**

Registrations:

4 CENTRE OF GRAVITY CHARTS

4.1 CG — limits for loadsheet

Table Name: **STD**

Condition:

From:

To:

Type:

Envelope is: Certified: ☐ Curtailed: ☒

FORWARD

| Specify applicability * | Weight | MAC | Index |
|-------------------------|--------|-------|-------|
| ZFW | 55000 | 11,44 | 33,1 |
| | 85910 | 9,48 | 19,1 |
| | 85910 | 20,80 | 45,0 |
| | 87996 | 20,85 | 45,0 |
| | 90718 | 21,74 | 47,0 |
| TOW | 55000 | 11,44 | 33,1 |
| | 100244 | 9,12 | 13,0 |
| | 111811 | 11,83 | 16,8 |
| | 113398 | 14,44 | 24,2 |
| LAW | 55000 | 11,44 | 33,1 |
| | 89811 | 9,45 | 17,6 |
| | 95254 | 10,37 | 18,0 |
| | | | |

AFT

| Specify applicability * | Weight | MAC | Index |
|-------------------------|--------|-------|-------|
| ZFW | 55000 | 36,44 | 69,7 |
| | 85000 | 36,68 | 81,0 |
| | 90718 | 34,99 | 79,0 |
| | | | |
| | | | |
| TOW | 55000 | 36,44 | 69,7 |
| | 97976 | 39,01 | 91,8 |
| | 111130 | 33,77 | 81,9 |
| | 113398 | 25,30 | 57,0 |
| LAW | 55000 | 36,44 | 69,7 |
| | 95254 | 38,76 | 90,0 |
| | | | |
| | | | |

*Zero fuel, taxi, take-off, inflight, landing and any other special conditions (i.e. tail tank inop)

Note: A balance chart/trim sheet must be attached for check purposes as per AHM519.

State trim method (i.e. cabin area trim, cpt trim etc.)

If appropriate provide theoretical tip point / check index or MAC / RC

Remarks:

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Aircraft Information
Centre of Gravity Limits

C

Sheet 6

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

4.2 Curtailments

NOT APPLICABLE

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config:

Registrations:

4.3 Ideal Trim Line / Area

Specify Ideal Trim Line

Table Name

Condition:

From:

To:

Type:

| Weight | Ideal Trim Line | | Ideal Trim Area - Fwd | | Ideal Trim Area - Aft | |
|--------------|-----------------|-------|-----------------------|-------------|-----------------------|-------------|
| | %MAC/RC | Index | %MAC/RC | Index | %MAC/RC | Index |
| 55000 | | | 26 | 54,4 | 30 | 60,3 |
| 90718 | | | 26 | 57,3 | 30 | 66,9 |

Remarks:

4.4 Tipping Limits

NOT APPLICABLE

4.5 Lateral Imbalance Limits

NOT APPLICABLE

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Aircraft Information
Fuel

C

Sheet 8

Carrier

SGA

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config:

Registrations:

5 FUEL

Use separate sheets for each fuel condition/procedure.
Use separate sheets for each tank or tank pair.

5.1 Effect of fuel

NOT APPLICABLE

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config: **ALL**

Registrations:

5.2 Effect of Fuel - Cumulative

Enter fueling procedure information.

Procedure Name:

Procedure Type: Standard Procedure: ☒

Max Volume:

Non-standard Procedure: ☐

Max Weight:

Fuel Density:

Fuel Density Range: Min: Max:

| Fuel Quantity Weight | Balance Arm | Index |
|-------------------------|----------------|-------|
| 500 | | 0,08 |
| 1000 | | 0,17 |
| 1500 | | 0,29 |
| 2000 | | 0,4 |
| 2500 | | 0,54 |
| 3000 | | 0,7 |
| 3500 | | 0,86 |
| 4000 | | 1,02 |
| 4500 | | 1,21 |
| 5000 | | 1,4 |
| 5500 | | 1,59 |
| 6000 | | 1,81 |
| 6500 | | 2,03 |
| 7000 | | 2,31 |
| 7500 | | 2,58 |
| 8000 | | 2,86 |
| 8500 | | 3,2 |
| 9000 | | 3,61 |
| 9500 | | 4,01 |
| 10000 | | 4,5 |
| 10500 | | 5,03 |
| 11000 | | 5,57 |
| 11500 | | 6,2 |
| 12000 | | 6,9 |
| 12500 | | 7,64 |

| Fuel Quantity Weight | Balance Arm | Index |
|-------------------------|----------------|-------|
| 13000 | | 8,13 |
| 13500 | | 8,6 |
| 14000 | | 8,26 |
| 14500 | | 7,89 |
| 15000 | | 7,47 |
| 16000 | | 6,64 |
| 17000 | | 5,82 |
| 18000 | | 5,02 |
| 19000 | | 4,21 |
| 20000 | | 3,47 |
| 21000 | | 2,71 |
| 22000 | | 1,99 |
| 23000 | | 1,28 |
| 24000 | | 0,53 |
| 25000 | | -0,17 |
| 26000 | | -0,92 |
| 27000 | | -1,61 |
| 28000 | | -2,36 |
| 29000 | | -3,07 |
| 30000 | | -3,77 |
| 32000 | | -5,36 |
| 33000 | | -5,88 |
| 35000 | | -7,04 |
| 35855 | | -7,47 |
| | | |

Remarks : This fuel table covers fuel densities from 0,76 kg/l to 0,84 kg/l. Maximum fuel weight corresponds to fuel density 0,84 kg/l. If Balance system require entering fuel density you can enter any you like (for example 0.8 kg/l) but do not allow load controller to change it

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config:

Registrations:

5.3 Fuel Distribution

Distribution name:

NOT APPLICABLE

Maximum Volume:

Maximum Weight:

Fuel Density:

| Sequence | Fuel range | | | Tank Name(s) | Quantity | | Ratio |
|----------|------------|----|-----------|--------------|----------|--------|-------|
| | From | To | Vol or Wt | | Volume | Weight | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

If fuel burn sequence is not the reverse of the loading sequence complete additional table 5.2 for the fuel burn sequence

Remarks (Use free text to specify any non-standard procedures not covered by the table.):

5.4 Taxi fuel

| Station or default | Standard Taxi Fuel Weight | Default burn order * |
|--------------------|---------------------------|----------------------|
| Standard | 380 | |
| | | |
| | | |
| | | |
| | | |

* Indicate tanks from which taxi fuel is burned considering all fuel loading conditions

Remarks:

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config: **ALL**

Registrations:

6 STABILIZER TRIM

6.1 Settings

For each required Thrust rating and/or Flap setting, or range of ratings/settings, supply the following data:

MAC/RC: or Range: (From) (To)
 Flaps setting: or Range: (From) (To)
 Thrust rating: or Range: (From) (To)

If required, specify ANU (A/C nose up) or AND (A/C nose down).

| Nose Indication | From | To |
|-----------------|------|-----|
| ND | 2 | 4,5 |
| NU | 4,5 | 7 |
| | | |
| | | |

Enter the %MAC/RC values used and for each weight the corresponding stabilizer trim settings.

| Take off Weight | %MAC/RC and corresponding STAB | | | | | | | | Change per 1% MAC/RC | |
|-----------------|--------------------------------|----------|---------|--------|--|--|--|--|----------------------|--|
| | | | | | | | | | | |
| 60000 | 9/5,53 | 14,7/4,5 | 37,4/2 | 39/2 | | | | | | |
| 70000 | 9/5,92 | 17,6/4,5 | 39/2,04 | | | | | | | |
| 80000 | 9/6,36 | 19,7/4,5 | 39/2,26 | | | | | | | |
| 90000 | 9/6,82 | 21,6/4,5 | 39/2,48 | | | | | | | |
| 100000 | 10,2/7 | 23,5/4,5 | 39/2,7 | | | | | | | |
| 110000 | 12,4/7 | 25,7/4,5 | 39/2,7 | | | | | | | |
| 120000 | 14,6/7 | 27,9/4,5 | 37/3,06 | 39/2,7 | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

Remarks:

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

7 AIRCRAFT IDENTIFICATION

7.1 Aircraft Identification

Table Name

Condition:

From:

To:

Type:

| Aircraft Registration | Aircraft Identification | Remarks |
|-----------------------|-------------------------|---------|
| UK75057 | B757-200 PCF | Cargo |
| UK75058 | | |

Remarks:

Enter any comments here...

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Aircraft Information
Cargo Heat & Ventilation

C

Sheet 13

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

8 CARGO HEAT & VENTILATION

8.1 Cargo Heat

TO BE OBTAINED LOCALLY FROM STATION MANAGER

8.2 Cargo Ventilation

TO BE OBTAINED LOCALLY FROM STATION MANAGER

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01
Date: 05 / 02 / 25

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Load Config:

Registrations:

1 DIMENSIONS AND LIMITS NOT APPLICABLE

| Deck | Maximum Weight | Volume | Lateral Arm | | Balance Arm | |
|------|----------------|--------|-------------|----|-------------|-----|
| | | | From | To | FWD | AFT |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Note: Where applicable include visual presentation of decks

Remarks:

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **Cargo**

Registrations:

SGA

2 HOLDS AND COMPARTMENTS

2.1 Bulk Holds

Deck Name: LOWER

| Hold / Cpt Name | Max Weight | Volume | Lateral Arm | | | Balance Arm | | | Index per wt unit |
|--------------------|---------------|--------|-------------|------|----|-------------|--------|--------|----------------------|
| | | | Centroid | From | To | Centroid | FWD | AFT | |
| Hold / FWD | 4672 | 667,5 | | | | | | | |
| CPT 1 | 2469 | 174,6 | | | | 569,0 | 508 | 624 | -0,00625 |
| CPT 2 | 4672 | 492,9 | | | | 734 | 624 | 845 | -0,00405 |
| Hold AFT | 7393 | | | | | | | | |
| CPT 3 | 3773 | 503,0 | | | | 1288,6 | 1200,0 | 1377,0 | 0,00334 |
| CPT 4 | 5606 | 592,0 | | | | 1507,3 | 1377,0 | 1640,0 | 0,00626 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Remarks:



2.2 ULD Holds

Deck Name: MAIN DECK

| Hold / Cpt Name | Max Weight | Volume | Lateral Arm | | | Balance Arm | | | Index per wt unit |
|--------------------|---------------|--------|-------------|------|----|-------------|-----|------|----------------------|
| | | | Centroid | From | To | Centroid | FWD | AFT | |
| | | | | | | | | | |
| Main Deck | | 6600,0 | | | | 1013,0 | 346 | 1680 | -0,00033 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

3 UNIT LOAD DEVICE (ULD) CONFIGURATIONS

3.1 ULD Positions

Hold name:

| Group ID / Config* | Position name | Max Weight | Lateral Arm | | | Balance Arm | | | Index per Wt Unit | Colour** |
|--------------------|---------------|------------|-------------|------|----|-------------|--------|--------|-------------------|----------|
| | | | Centroid | From | To | Centroid | FWD | AFT | | |
| 1A | 1 | 2716 | | | | 390,3 | 346 | 434,5 | -0,00863 | |
| 2A | 2 | 2948 | | | | 479 | 434,5 | 523,5 | -0,00745 | |
| 3A | 3 | 2948 | | | | 568 | 523,5 | 612,5 | -0,00626 | |
| 4A | 4 | 2948 | | | | 657 | 612,5 | 701,5 | -0,00508 | |
| 5A | 5 | 2948 | | | | 746 | 701,5 | 790,5 | -0,00389 | |
| 6A | 6 | 2948 | | | | 835 | 790,5 | 879,5 | -0,0027 | |
| 7A | 7 | 2948 | | | | 924 | 879,5 | 968,5 | -0,00152 | |
| 8A | 8 | 4264 | | | | 1013 | 968,5 | 1057,5 | -0,00033 | |
| 9A | 9 | 4264 | | | | 1102 | 1057,5 | 1146,5 | 0,000856 | |
| 10A | 10 | 2948 | | | | 1191 | 1146,5 | 1235,5 | 0,002043 | |
| 11A | 11 | 2948 | | | | 1280 | 1235,5 | 1324,5 | 0,003229 | |
| 12A | 12 | 2948 | | | | 1369 | 1324,5 | 1413,5 | 0,004416 | |
| 13A | 13 | 2948 | | | | 1458 | 1413,5 | 1502,5 | 0,005603 | |
| 14A | 14 | 2948 | | | | 1547 | 1502,5 | 1591,5 | 0,006789 | |
| 15A | 15 | 2948 | | | | 1635,8 | 1591,5 | 1680 | 0,007973 | |
| 1M | 1 | 2856 | | | | 394 | 346 | 442 | -0,00858 | |
| 2M | 2 | 3216 | | | | 549,3 | 501 | 597,5 | -0,00651 | |
| 3M | 3 | 3216 | | | | 646 | 597,5 | 694,5 | -0,00522 | |
| 4M | 4 | 3216 | | | | 742,8 | 694,5 | 791 | -0,00393 | |
| 5M | 5 | 3216 | | | | 856,3 | 808 | 904,5 | -0,00242 | |
| 6M | 6 | 4652 | | | | 953 | 904,5 | 1001,5 | -0,00113 | |
| 7M | 7 | 4652 | | | | 1050 | 1001,5 | 1098,5 | 0,000163 | |
| 8M | 8 | 3216 | | | | 1147 | 1098,5 | 1195,5 | 0,001456 | |
| 9M | 9 | 3216 | | | | 1244 | 1195,5 | 1292,5 | 0,002749 | |
| 10M | 10 | 3216 | | | | 1341 | 1292,5 | 1389,5 | 0,004043 | |
| 11M | 11 | 3216 | | | | 1438 | 1389,5 | 1486,5 | 0,005336 | |
| 12M | 12 | 3216 | | | | 1535 | 1486,5 | 1583,5 | 0,006629 | |
| 13M | 13 | 3216 | | | | 1631,8 | 1583,5 | 1680,0 | 0,00792 | |

1A is position 1 for Pallet size code A, 1M - for size code M

* Group ID used to identify ULD positions that are part of a string / stack. If the string / stack has a weight limitation then this has to be identified on a separate line by using the group ID as position name.

** Optional: To be used if deck configurations are colour codes on the cargo floor.

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01
Date: 05 / 02 / 25

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

4 DOORS AND LOCKS

4.1 Doors

| Door ID | Hold or Cabin Name | Balance Arm | | Height | L / R / C * |
|---------|--------------------|-------------|--------|--------|-------------|
| | | FWD | AFT | | |
| 1 | FWD | 562,5 | 617,5 | 42,5 | R |
| 1 | AFT | 1382,5 | 1437,5 | 44,0 | R |
| 2 | Main Deck | 482 | 618 | 85 | L |
| | | | | | |

* Indicate L – Left, R – Right or C - Center

4.2 Lock Definition

| ULD Position | Lateral Arm | Balance Arm | Type | Used For Other ULD Positions |
|--------------|-------------|-------------|------|------------------------------|
| | | | | |
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* Indicate F-Forward, A-Aft or L-Lateral

Use separate attachments as needed.

4.3 Missing restraint rules

| ULD Position | Lock/Net name or position | Weight restriction | Number of missing restraints |
|--------------|---------------------------|--------------------|------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Use separate attachments as needed.

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

5 CABIN AND EQUIPMENT

Cabins, crew, galleys, lavatories, diplomatic (DIP) lockers

5.1 Cabin Definitions

| Section | Deck | Rows | | Lateral Arm | | Balance ARM | | | Index per Weight Unit |
|---------|------|------|----|-------------|----|-------------|-----|-----|-----------------------|
| | | From | To | From | To | Centroid | FWD | AFT | |
| | | | | | | | | | |
| | | | | | | | | | |
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5.2 Flight Deck Locations

| Location | Maximum Nbr of Seats | Lateral Arm Centroid | Balance Arm Centroid | Index per Weight Unit |
|----------|----------------------|----------------------|----------------------|-----------------------|
| Pilots | 2 | | 248 | -0,0105307 |
| Observ 1 | 1 | | 285 | -0,0100373 |
| Observ 2 | 1 | | 286 | -0,010024 |
| | | | | |
| | | | | |

5.3 Cabin Crew locations

Include cabin crew locations if particular to configuration

| Location | Deck | Maximum Nbr of Seats | Lateral Arm Centroid | Balance Arm Centroid | Index per Weight Unit |
|---------------|------|----------------------|----------------------|----------------------|-----------------------|
| Supernumerary | Main | 2 | | 322 | -0,009544 |
| | | | | | |
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Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

5.4 Potable Water Locations

Specify potable water tank locations

| Tank Name | Max Weight | Lateral Centroid | Balance ARM | | | Index per Weight Unit |
|---------------|------------|------------------|-------------|-----|-----|-----------------------|
| | | | Centroid | FWD | AFT | |
| Potable Water | 7,53 | | 275 | | | -0,010171 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

5.5 Galleys and Other Locations

Include locations for galleys, lavs, dip lockers, etc.

| Location | | Max Weight | Lateral Arm | | | Balance ARM | | | Index per Weight Unit |
|----------|-------------|------------|-------------|------|----|-------------|-----|-----|-----------------------|
| Type | Description | | Centroid | From | To | Centroid | FWD | AFT | |
| Galley | G1A | 7,53 | | | | 310,0 | | | -0,009704 |
| | | | | | | | | | |
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Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

6 SEATING

6.1 Seating Layout NOT APPLICABLE

First letter indicates class (e.g. F, C, Y)

Show the passenger seating layout for the configurations given in the box at the top by inserting the seat row numbers and letters in the following table. For special seats use the description codes listed below.

| | |
|-----------------------------------|-------------------------------------|
| A = Aisle | N = No smoking |
| B = Bassinet position | O = Over wing seat |
| C = Crew seat | P = Stretcher location |
| E = Emergency exit | Q = Quiet zone |
| F = Bulkhead seat | S = Smoking |
| G = Groups | T = Near toilet |
| H = Incapacitated passenger | U = Unaccompanied minor |
| I = Infant preference row / seats | V = Seat left vacant / offered last |
| J = Rear facing seats | W = No movie |
| K = Near galley | X = Not available |
| L = Leg space seat | Y = Not fitted |
| M = Wheel chair | Z = Buffer zone |

Alpha / Characters - D, R, Blank, not used

Example: FV = First class seat left vacant

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Configuration Information

Seating Layout

D

Sheet 8

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

6.2 Seat Plan NOT APPLICABLE

Layout / Facilities and balance information

[illegible]

* - Total weight allowed for seats listed on row. Used for SOC.

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE

Date: / /

6.3.2 Class Information

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

7 STRUCTURAL LIMITATIONS

7.1 Running (Linear Load Limits)

Table Name:

Condition:

From: To: Type:

| Deck / Hold Name (or ALL) | Balance ARM | | Limit Weight per Distance |
|------------------------------|-------------|----|---------------------------|
| | From | To | |
| | | | |

7.2 Cumulative Load Limits

Table Name: Cumulative Load Limits Forward

Condition:

From: To: Type:

| Zone | | | Max Weight | Max Cumulative | Fwd / Aft / Individual* |
|-------------------|------|---------|------------|----------------|-------------------------|
| Name | From | To | | | |
| ULD Size Code "A" | 297 | 434,5 | | 2716 | Fwd |
| | | 523,5 | | 4360 | Fwd |
| | | 612,5 | | 7871 | Fwd |
| | | 701,5 | | 11557 | Fwd |
| | | 790,5 | | 14043 | Fwd |
| | | 879,5 | | 15893 | Fwd |
| | | 968,5 | | 17712 | Fwd |
| | 297 | 442,0 | | 2856 | Aft |
| | | 597,5 | | 7337 | Aft |
| | | 694,5 | | 11263 | Aft |
| | | 791,0 | | 14051 | Aft |
| | | 904,5 | | 16411 | Aft |
| | | 1 001,5 | | 21113 | Aft |
| | | | | | |
| | | | | | |

Remarks: Observers, Supernumeraries, Crew Baggage, Water and Pantry should be taken in account into Forward Cumulative load Limit Check

* Use +, -, or 0 to indicate for forward, rearward or individual cumulative

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

7 STRUCTURAL LIMITATIONS

7.1 Running (Linear Load Limits)

Table Name:

Condition:

From: To: Type:

| Deck / Hold Name (or ALL) | Balance ARM | | Limit Weight per Distance |
|------------------------------|-------------|----|---------------------------|
| | From | To | |
| | | | |
| | | | |
| | | | |

7.2 Cumulative Load Limits

Table Name: Cumulative Load Limits Aft ZFW <= 85910kg

Condition: ZFW <= 85910kg

From: To: Type:

| Zone | | | Max Weight | Max Cumulative | Fwd / Aft / Individual* |
|-------------------|------|---------|------------|----------------|-------------------------|
| Name | From | To | | | |
| ULD Size Code "A" | 1680 | 968,5 | | 23748 | Aft |
| | | 1 057,5 | | 21909 | Aft |
| | | 1 146,5 | | 20102 | Aft |
| | | 1 235,5 | | 18257 | Aft |
| | | 1 324,5 | | 15733 | Aft |
| | | 1 413,5 | | 11969 | Aft |
| | | 1 502,5 | | 8239 | Aft |
| | | 1 591,5 | | 3476 | Aft |
| ULD Size Code "M" | 1680 | 1 001,5 | | 23055 | Aft |
| | | 1 098,5 | | 21077 | Aft |
| | | 1 195,5 | | 19089 | Aft |
| | | 1 292,5 | | 17070 | Aft |
| | | 1 389,5 | | 12974 | Aft |
| | | 1 486,5 | | 8909 | Aft |
| | | 1 583,5 | | 3643 | Aft |

* Use +, -, or 0 to indicate for forward, rearward or individual cumulative

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

7 STRUCTURAL LIMITATIONS

7.1 Running (Linear Load Limits)

Table Name:

Condition:

From: To: Type:

| Deck / Hold Name (or ALL) | Balance ARM | | Limit Weight per Distance |
|------------------------------|-------------|----|---------------------------|
| | From | To | |
| | | | |
| | | | |
| | | | |

7.2 Cumulative Load Limits

Table Name: Cumulative Load Limits Aft ZFW > 85910kg

Condition: ZFW > 85910kg

From: To: Type:

| Zone | | | Max Weight | Max Cumulative | Fwd / Aft / Individual* |
|-------------------|------|---------|------------|----------------|-------------------------|
| Name | From | To | | | |
| ULD Size Code "A" | 1680 | 968,5 | | 22146 | Aft |
| | | 1 057,5 | | 20307 | Aft |
| | | 1 146,5 | | 17690 | Aft |
| | | 1 235,5 | | 14742 | Aft |
| | | 1 324,5 | | 11793 | Aft |
| | | 1 413,5 | | 8845 | Aft |
| | | 1 502,5 | | 5897 | Aft |
| | | 1 591,5 | | 2948 | Aft |
| ULD Size Code "M" | 1680 | 1 001,5 | | 21452 | Aft |
| | | 1 098,5 | | 19299 | Aft |
| | | 1 195,5 | | 16082 | Aft |
| | | 1 292,5 | | 12866 | Aft |
| | | 1 389,5 | | 9649 | Aft |
| | | 1 486,5 | | 6433 | Aft |
| | | 1 583,5 | | 3216 | Aft |

* Use +, -, or 0 to indicate for forward, rearward or individual cumulative

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

7.3 Combined Load Limits

Table Name:

Condition:

From: To: Type:

| Location* | Location* | Location* | Location* | Location* | Location* | Location* | Max Combined Weight | Remarks |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------------|---------|
| HOLD 1 | HOLD 2 | | | | | | 4589 | |
| HOLD 3 | HOLD 4 | | | | | | 7207 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

* Specify Aux fuel tanks, Hold, Compartment, Bay, Position, as needed

Remarks:

7.4 Floor Loading Limits

Table Name:

7.5 Asymmetrical Load Limits

Table Name:

Condition:

From: To: Type:

Remarks:

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

1 AIRCRAFT START WEIGHT

Basic Weight ☒

DOW ☒

2 DRY OPERATING WEIGHT

2.1 Dry Operating Weight Specification

| Item | Included | Remarks |
|--------------------------|-------------------------------------|---------------------------------------------------------|
| Basic Weight | <input checked="" type="checkbox"/> | |
| Flight Deck Crew | <input checked="" type="checkbox"/> | |
| Cabin Crew | <input checked="" type="checkbox"/> | |
| Flight Deck Crew Baggage | | |
| Cabin Crew Baggage | | |
| Pantry | <input checked="" type="checkbox"/> | |
| Containers | | |
| Pallets | | |
| Potable Water | <input checked="" type="checkbox"/> | Potable Water is included in Basic Weight / Basic Index |
| Library | | |
| Flight Kit | | |

Note: Items not selected are included in the total traffic load weight

Remarks:

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

2.2 Crew Codes

Fill in flight deck and cabin crew locations. For each crew code, identify the number of crew members seated at the corresponding location.

| Crew Code | Flight Deck Locations* | | | | Cabin Crew Locations* | | Baggage Location | | Remarks |
|-----------|------------------------|------|------|-------|-----------------------|-------|------------------|-------|---------|
| | Pilots | OBS1 | OBS2 | Total | Supernumeraries | Total | Flight Deck | Cabin | |
| | | | | | | | | | |
| | 2 | 0 | 0 | 2 | 1 | 1 | | | |
| | 2 | 1 | 0 | 3 | 2 | 2 | | | |
| | 2 | 1 | 1 | 4 | | | | | |
| | | | | | | | | | |
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| | | | | | | | | | |

2.3 Pantry Codes

Provide either full breakdown or total weight overall effect.

| Pantry Code | Galley Location | Total Weight | Balance Arm | Index | Remarks |
|-------------|-----------------|--------------|-------------|-------|---------|
| | | | | | |
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| | | | | | |

* Specify Locations as defined on Sheet D6 5.5 (optional).

Remarks

If actual Pantry Weight and Distribution is known then it should be used instead of any Standard Pantry codes

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SEMI – PERMANENT DATA

**Dry Operating Weight Build-Up
Potable Water and Fixed Weights**

E

Sheet 3

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

2.4 Potable Water Codes

Provide either full breakdown or total weight overall effect.

| Potable Water Code | Tank Name | Weight | Index | Remarks |
|--------------------|---------------|--------|-------|--------------------------|
| Potable Water | Potable Water | 7,53 | -0,08 | Included in Basic Weight |
| | | | | |
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2.5 Standard Service Weight Adjustment Codes

| Adjustment Code | Description | Weight | Balance Arm | Index | Remarks |
|-----------------|-------------|--------|-------------|-------|---------|
| | | | | | |
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Completed by: Subbota V.N.
(Signature)

Issue No: 00.01
Date: 05 / 02 / 25

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EDP SYSTEM
SEMI – PERMANENT DATA

Dry Operating Weight Build-Up Weight Configuration Codes

E

Sheet 4

| Seat Config: | Cargo |
|--------------|-------|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |
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| 93 | 93 |
| 94 | 94 |
| 95 | 95 |
| 96 | 96 |
| 97 | 97 |
| 98 | 98 |
| 99 | 99 |
| 100 | 100 |

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

2.6 Weight Configuration Codes

NOT APPLICABLE

[illegible]

Remarks

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE

Date: / /

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

2.7 Aircraft Registration Weights

Note: Carrier should complete either 2.7.1 or 2.7.2, not both.

2.7.1 Fleet Weights

| Fleet Weight: <input type="text"/> | | | | | Fleet %MAC: | | |
|------------------------------------|-------------------|---------|----------------|-------|------------------------|-------------------------------------|--|
| | | | | | Fleet Balance ARM: | | |
| | | | | | Fleet Index: | | |
| Registration/ Tail Number | Enter Adjustments | | | | Weight Config Code* | Remarks (Crew Dist & Complement) | |
| | Weight | %MAC/RC | Balance ARM | Index | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
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| | | | | | | | |
| | | | | | | | |

* Indicates crew and or pantry codes included in DOW (optional)

2.7.2 Individual Aircraft Weights

| Registration/ Tail Number | Weight | %MAC/RC | Balance ARM | Index | Weight Config Code* | Remarks |
|------------------------------|--------|---------|----------------|-------|------------------------|-----------------------------|
| UK75057 | 53187 | 13,27 | 1018,4 | 36,25 | | Aircraft Basic Weight/Index |
| UK75058 | 53882 | 12,80 | 1017,5 | 35,39 | | |
| | | | | | | |
| | | | | | | |
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Note: A default registration may be identified for planning purposes.

Remarks

Enter any comments here...

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Limiting Weights

F

Sheet 1

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

1 AIRCRAFT LIMITING WEIGHTS

1.1 Maximum Weights Tables

Table Name: Standard Max Weights

Condition:

From:

To:

Type:

[illegible]

Remarks

Completed by: Subbota V.N.
(Signature)

Issue No: 00.02

Date: 16 / 10 / 25

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Limiting Weights

F

Sheet 2

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

1.2 Minimum Weights Tables

Table Name: **NOT APPLICABLE**

Condition:

From:

To:

Type:

[illegible]

Remarks

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE

Date: / /

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

1 ULD COMPATABILITY

Hold Name:

ULD compatibility, indicate which ULDs can OR cannot be loaded and any weight limitation

Y = Compatible or indicate restrictive weight (Y/nnnnn)

N = Not compatible

Applicability code, Y= compatible, N=Not compatible, or a number to indicate a restrictive weight.

| Position Bay | Enter ULD Code below and then indicate applicability with entered positions | | | | | | | | | | | | | |
|--------------|-----------------------------------------------------------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| | PAG | PMC | | | | | | | | | | | | |
| 1A | Y | | | | | | | | | | | | | |
| 2A | Y | | | | | | | | | | | | | |
| 3A | Y | | | | | | | | | | | | | |
| 4A | Y | | | | | | | | | | | | | |
| 5A | Y | | | | | | | | | | | | | |
| 6A | Y | | | | | | | | | | | | | |
| 7A | Y | | | | | | | | | | | | | |
| 8A | Y | | | | | | | | | | | | | |
| 9A | Y | | | | | | | | | | | | | |
| 10A | Y | | | | | | | | | | | | | |
| 11A | Y | | | | | | | | | | | | | |
| 12A | Y | | | | | | | | | | | | | |
| 13A | Y | | | | | | | | | | | | | |
| 14A | Y | | | | | | | | | | | | | |
| 15A | Y | | | | | | | | | | | | | |
| 1M | | Y | | | | | | | | | | | | |
| 2M | | Y | | | | | | | | | | | | |
| 3M | | Y | | | | | | | | | | | | |
| 4M | | Y | | | | | | | | | | | | |
| 5M | | Y | | | | | | | | | | | | |
| 6M | | Y | | | | | | | | | | | | |
| 7M | | Y | | | | | | | | | | | | |
| 8M | | Y | | | | | | | | | | | | |
| 9M | | Y | | | | | | | | | | | | |
| 10M | | Y | | | | | | | | | | | | |
| 11M | | Y | | | | | | | | | | | | |
| 12M | | Y | | | | | | | | | | | | |
| 13M | | Y | | | | | | | | | | | | |

Example indicator: Y, N, or Y/1436 – The ULD is allowed but has a max weight limit of 1436

Note: ULD Codes are defined on sheet B5.

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

1 SPECIAL LOADS NOT APPLICABLE

1.1 Exceptions to ICAO / IATA DGR Incompatibility Charts

List exceptions to ICAO / IATA DGR incompatibility charts.

1.2 Exceptions to IATA Special Load Incompatibility

1.3 Special Load

Hold Name:

| Special Load Code | Position/ Hold | Maximum Quantity | Remarks |
|-------------------|----------------|------------------|---------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

1.4 Additional Special Load Requirements

List any further business rules / requirements for special loads

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Business Rules
Aircraft Specific

H

Sheet 2

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config:

Registrations:

SGA

2 BUSINESS RULES (OPTIONAL)

2.1 Aircraft Business Rules

NOT APPLICABLE

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Business Rules
Aircraft Specific

H

Sheet 3

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations:

SGA

3 BUSINESS RULES (OPTIONAL)

3.1 Carrier General Business Rules

NOT APPLICABLE

Completed by: Subbota V.N.
(Signature)

Issue No: NOT APPLICABLE
Date: ____ / ____ / ____

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Additional Crew distribution tables

Attachment

Sheet 1.1

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations: **UK75057**

SGA

| Crew | Weight | Index | MAC |
|-------|--------|-------|------|
| 2 + 0 | 53357 | 34,46 | 12,0 |
| 2 + 1 | 53442 | 33,65 | 11,5 |
| 2 + 2 | 53527 | 32,83 | 10,9 |
| 3 + 0 | 53442 | 33,60 | 11,5 |
| 3 + 1 | 53527 | 32,79 | 10,9 |
| 3 + 2 | 53612 | 31,98 | 10,4 |
| 4 + 0 | 53527 | 32,75 | 10,9 |
| 4 + 1 | 53612 | 31,94 | 10,3 |
| 4 + 2 | 53697 | 31,13 | 9,8 |

Completed by: Subbota V.N.
(Signature)

Issue No: 00.01

Date: 05 / 02 / 25

AHM565
EDP SYSTEM
SEMI – PERMANENT DATA

Additional Crew distribution tables

Attachment

Sheet 1.2

Seat Config: **Cargo**

Aircraft Type: **B757-200PCF**

Carrier

Load Config: **ALL**

Registrations: **UK75058**

SGA

| Crew | Weight | Index | MAC |
|-------|--------|-------|------|
| 2 + 0 | 54052 | 33,60 | 11,6 |
| 2 + 1 | 54137 | 32,79 | 11,0 |
| 2 + 2 | 54222 | 31,98 | 10,5 |
| 3 + 0 | 54137 | 32,75 | 11,0 |
| 3 + 1 | 54222 | 31,93 | 10,5 |
| 3 + 2 | 54307 | 31,12 | 9,9 |
| 4 + 0 | 54222 | 31,89 | 10,4 |
| 4 + 1 | 54307 | 31,08 | 9,9 |
| 4 + 2 | 54392 | 30,27 | 9,4 |

Completed by: Subbota V.N.
(Signature)

Issue No: 00.02

Date: 16 / 10 / 25

BALANCE AND TRIM CHART

BOEING 757-200PCF for ULD Size Code «A» 88" X 125"

Valid for aircraft registration:
UK 75057, UK 75058

| | | | | | |
|-------------------------------|-----------|--------|--|--------|--|
| A/C REG | UK 7505__ | FLIGHT | | DATE | |
| DEPART | | DEST | | Notes: | |
| PREP BY: _____ APPR BY: _____ | | | | | |

| MAIN CARGO DECK | | | | | | | | | | | | | | | | |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|--------------------|
| Weight | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Weight |
| 200 | -1.7 | -1.5 | -1.2 | -1.0 | -0.8 | -0.5 | -0.3 | -0.1 | 0.2 | 0.4 | 0.6 | 0.9 | 1.1 | 1.4 | 1.6 | 200 |
| 400 | -3.4 | -3.0 | -2.5 | -2.0 | -1.6 | -1.1 | -0.6 | -0.1 | 0.3 | 0.9 | 1.3 | 1.8 | 2.2 | 2.7 | 3.2 | 400 |
| 600 | -5.2 | -4.5 | -3.8 | -3.0 | -2.3 | -1.6 | -0.9 | -0.2 | 0.5 | 1.2 | 1.9 | 2.6 | 3.4 | 4.1 | 4.8 | 600 |
| 800 | -6.9 | -6.0 | -5.0 | -4.1 | -3.1 | -2.2 | -1.2 | -0.3 | 0.7 | 1.6 | 2.6 | 3.5 | 4.5 | 5.4 | 6.4 | 800 |
| 1000 | -8.6 | -7.4 | -6.3 | -5.1 | -3.9 | -2.7 | -1.5 | -0.3 | 0.9 | 2.0 | 3.2 | 4.4 | 5.6 | 6.8 | 8.0 | 1000 |
| 1200 | -10.4 | -8.9 | -7.5 | -6.1 | -4.7 | -3.2 | -1.8 | -0.4 | 1.0 | 2.4 | 3.9 | 5.3 | 6.7 | 8.2 | 9.6 | 1200 |
| 1400 | -12.1 | -10.4 | -8.8 | -7.1 | -5.4 | -3.8 | -2.1 | -0.5 | 1.2 | 2.9 | 4.5 | 6.2 | 7.8 | 9.5 | 11.2 | 1400 |
| 1600 | -13.8 | -11.9 | -10.0 | -8.1 | -6.2 | -4.3 | -2.4 | -0.6 | 1.4 | 3.3 | 5.2 | 7.1 | 9.0 | 10.9 | 12.8 | 1600 |
| 1800 | -15.5 | -13.4 | -11.3 | -9.1 | -7.0 | -4.9 | -2.7 | -0.6 | 1.5 | 3.7 | 5.8 | 7.9 | 10.1 | 12.2 | 14.3 | 1800 |
| 2000 | -17.3 | -14.9 | -12.5 | -10.2 | -7.8 | -5.4 | -3.0 | -0.7 | 1.7 | 4.1 | 6.4 | 8.8 | 11.2 | 13.6 | 15.9 | 2000 |
| 2200 | -19.0 | -16.4 | -13.8 | -11.2 | -8.6 | -5.9 | -3.3 | -0.7 | 1.9 | 4.5 | 7.1 | 9.7 | 12.3 | 14.9 | 17.5 | 2200 |
| 2400 | -20.7 | -17.9 | -15.0 | -12.2 | -9.3 | -6.5 | -3.6 | -0.8 | 2.0 | 4.9 | 7.7 | 10.6 | 13.4 | 16.3 | 19.1 | 2400 |
| 2600 | -22.4 | -19.4 | -16.3 | -13.2 | -10.1 | -7.0 | -3.9 | -0.9 | 2.2 | 5.3 | 8.4 | 11.5 | 14.6 | 17.6 | 20.7 | 2600 |
| 2800 | -24.2 | -20.9 | -17.5 | -14.2 | -10.9 | -7.6 | -4.3 | -0.9 | 2.4 | 5.7 | 9.0 | 12.4 | 15.7 | 19.0 | 22.3 | 2800 |
| 3000 | | -22.3 | -18.8 | -15.2 | -11.7 | -8.1 | -4.6 | -1.0 | 2.6 | 6.1 | 9.7 | 13.2 | 16.8 | 20.4 | 23.9 | 3000 |
| 3200 | | | | | | | | -1.1 | 2.7 | | | | | | | 3200 |
| 3400 | | | | | | | | -1.1 | 2.9 | | | | | | | 3400 |
| 3600 | | | | | | | | -1.2 | 3.1 | | | | | | | 3600 |
| 3800 | | | | | | | | -1.2 | 3.2 | | | | | | | 3800 |
| 4000 | | | | | | | | -1.3 | 3.4 | | | | | | | 4000 |
| 4200 | | | | | | | | -1.4 | 3.6 | | | | | | | 4200 |
| 4400 | | | | | | | | -1.4 | 3.8 | | | | | | | 4400 |
| Maximum Weight* | 2716 | 2948 | 2948 | 2948 | 2948 | 2948 | 2948 | 4264 | 4264 | 2948 | 2948 | 2948 | 2948 | 2948 | 2948 | Maximum Weight* |
| Cumulative Load** | 2716 | 4360 | 7871 | 11557 | 14043 | 15893 | 17712 | 23748 | 21909 | 20102 | 18257 | 15733 | 11969 | 8239 | 3476 | Cumulative Load** |
| Cumulative Load*** | 2716 | 4360 | 7871 | 11557 | 14043 | 15893 | 17712 | 22146 | 20307 | 17690 | 14742 | 11793 | 8845 | 5897 | 2948 | Cumulative Load*** |

* - The maximum allowable loads should be considered with accordance the compartment loading, linear loading, floor loading and cumulative loading limitations.

** - Applicable for ZFW is less than or equal 85910 kg

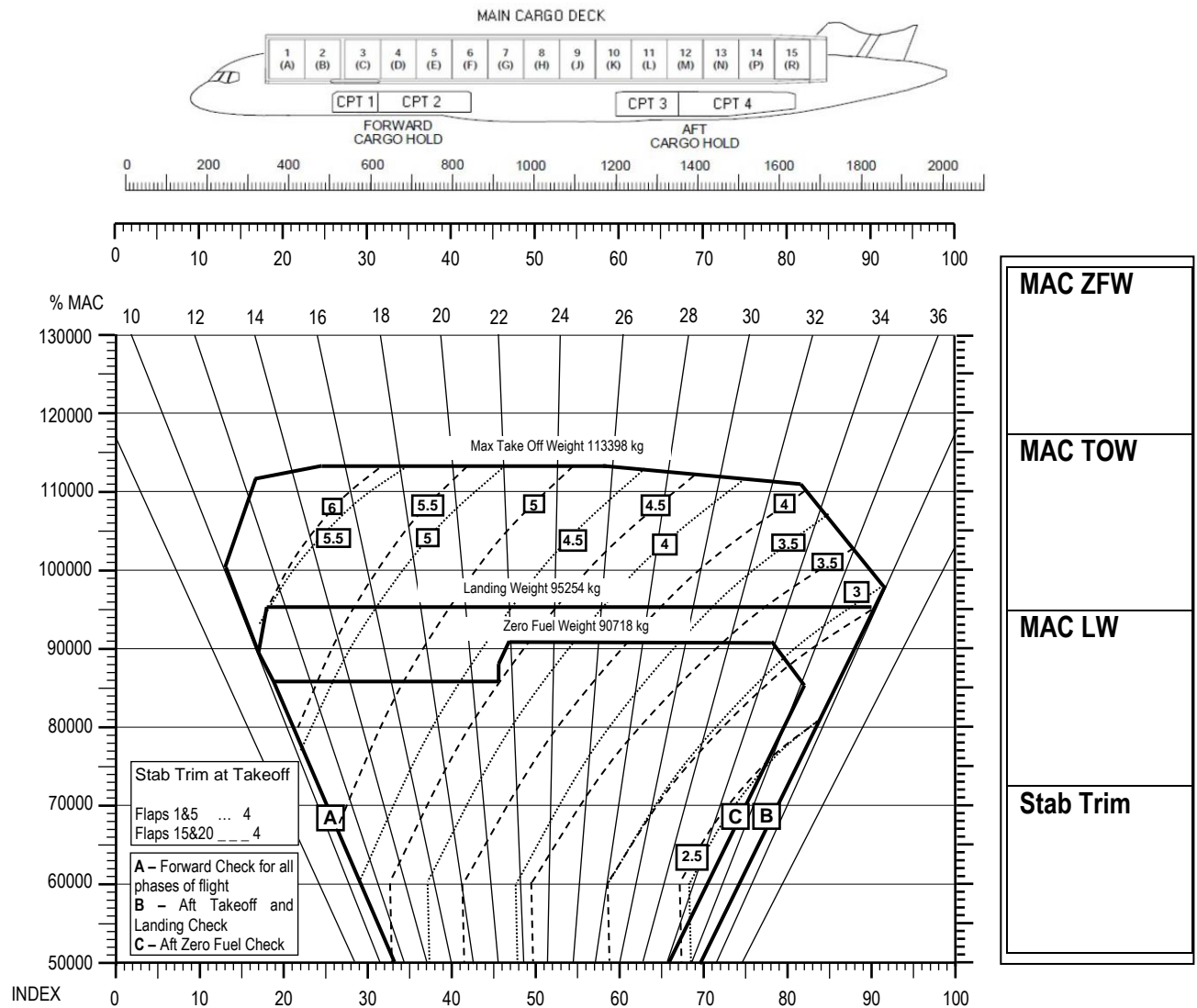
*** - Applicable for ZFW is above 85910 kg

| LOWER CARGO DECK | | | | | | | | | | | | | | | | | | | |
|------------------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|----|-----------|----|-----------|----|
| FORWARD HOLD | | | | | | | | | | AFT HOLD | | | | | | | | | |
| CPT 1 | | | | CPT 2 | | | | CPT 3 | | | | CPT 4 | | | | | | | |
| KG | IND | KG | IND | KG | IND | KG | IND | KG | IND | KG | IND | KG | IND | KG | IN | KG | IN | KG | IN |
| 0-67 | 0 | 1542-1688 | -11 | 0-103 | 0 | 2413-2643 | -11 | 0-125 | 0 | 2917-3195 | 11 | 0-67 | 0 | 1559-1707 | 11 | 3199-3348 | 22 | 4839-4987 | 33 |
| 68-213 | -1 | 1689-1836 | -12 | 104-334 | -1 | 2644-2874 | -12 | 126-404 | 1 | 3196-3474 | 12 | 68-216 | 1 | 1708-1856 | 12 | 3349-3496 | 23 | 4988-5136 | 34 |
| 214-361 | -2 | 1837-1983 | -13 | 335-555 | -2 | 2875-3105 | -13 | 405-683 | 2 | 3475-3753 | 13 | 217-365 | 2 | 1857-2005 | 13 | 3497-3646 | 24 | 5137-5285 | 35 |
| 362-508 | -3 | 1984-2131 | -14 | 556-796 | -3 | 3106-3336 | -14 | 684-962 | 3 | 3754-3773 | 14 | 366-514 | 3 | 2006-2146 | 14 | 3647-3794 | 25 | 5285-5434 | 36 |
| 508-656 | -4 | 2132-2278 | -15 | 797-1027 | -4 | 3337-3566 | -15 | 963-1242 | 4 | | | 515-663 | 4 | 2147-2303 | 15 | 3795-3943 | 26 | 5435-5583 | 37 |
| 657-803 | -5 | 2279-2426 | -16 | 1028-1258 | -5 | 3567-3797 | -16 | 1243-1521 | 5 | | | 664-812 | 5 | 2304-2452 | 16 | 3944-4092 | 27 | 5584-5606 | 38 |
| 804-956 | -6 | 2427-2469 | -17 | 1259-1489 | -6 | 3798-4028 | -17 | 1522-1800 | 6 | | | 813-961 | 6 | 2453-2601 | 17 | 4092-4241 | 28 | | |
| 957-1098 | -7 | | | 1490-1719 | -7 | 4029-4259 | -18 | 1801-2079 | 7 | | | 962-1110 | 7 | 2602-2750 | 18 | 4242-4390 | 29 | | |
| 1099-1246 | -8 | | | 1720-1950 | -8 | 4260-4490 | -19 | 2080-2358 | 8 | | | 1111-1259 | 8 | 2751-2899 | 19 | 4391-4539 | 30 | | |
| 1247-1393 | -9 | | | 1951-2181 | -9 | 4491-4672 | -20 | 2359-2637 | 9 | | | 1260-1408 | 9 | 2900-3048 | 20 | 4540-4689 | 31 | | |
| 1394-1541 | -10 | | | 2182-2412 | -10 | | | 2638-2916 | 10 | | | 1409-1558 | 10 | 3049-3198 | 21 | 4690-4838 | 32 | | |

| Fuel index influence table | | | | | | | |
|----------------------------|-------|--------|-------|--------|-------|--------|-------|
| Weight | Index | Weight | Index | Weight | Index | Weight | Index |
| 500 | 0,08 | 6500 | 2,03 | 12500 | 7,14 | 22000 | 1,99 |
| 1000 | 0,17 | 7000 | 2,31 | 13000 | 8,13 | 23000 | 1,28 |
| 1500 | 0,29 | 7500 | 2,58 | 13500 | 8,6 | 24000 | 0,53 |
| 2000 | 0,4 | 8000 | 2,86 | 14000 | 8,26 | 25000 | -0,17 |
| 2500 | 0,54 | 8500 | 3,2 | 14500 | 7,89 | 26000 | -0,92 |
| 3000 | 0,7 | 9000 | 3,61 | 15000 | 7,47 | 27000 | -1,61 |
| 3500 | 0,86 | 9500 | 4,01 | 16000 | 6,64 | 28000 | -2,36 |
| 4000 | 1,02 | 10000 | 4,5 | 17000 | 5,82 | 29000 | -3,07 |
| 4500 | 1,21 | 10500 | 5,03 | 18000 | 5,02 | 30000 | -3,77 |
| 5000 | 1,4 | 11000 | 5,57 | 19000 | 4,21 | 32000 | -5,36 |
| 5500 | 1,59 | 11500 | 6,2 | 20000 | 3,47 | 33000 | -5,88 |
| 6000 | 1,81 | 12000 | 6,9 | 21000 | 2,71 | 35000 | -7,04 |
| | | | | | | 35855 | -7,47 |

BALANCE AND TRIM CHART

BOEING 757-200PCF ULD Size Code «A» 88" X 125"



| WEIGHT AND BALANCE CALCULATIONS | | | | | | | | | | | |
|---------------------------------|---------|--------|--|--|--|-------|--|--|---|--|--|
| Item | | Weight | | | | Index | | | | | |
| | | | | | | - | | | + | | |
| DRY OPERATING | | | | | | | | | | | |
| Main Cargo Deck | 1 | | | | | | | | | | |
| | 2 | | | | | | | | | | |
| | 3 | | | | | | | | | | |
| | 4 | | | | | | | | | | |
| | 5 | | | | | | | | | | |
| | 6 | | | | | | | | | | |
| | 7 | | | | | | | | | | |
| | 8 | | | | | | | | | | |
| | 9 | | | | | | | | | | |
| | 10 | | | | | | | | | | |
| | 11 | | | | | | | | | | |
| | 12 | | | | | | | | | | |
| | 13 | | | | | | | | | | |
| | 14 | | | | | | | | | | |
| | 15 | | | | | | | | | | |
| Lower Cargo Deck | CPT 1 + | | | | | | | | | | |
| | CPT 2 + | | | | | | | | | | |
| | CPT 3 + | | | | | | | | | | |
| | CPT 4 + | | | | | | | | | | |
| TOTAL LOAD = | | | | | | | | | | | |
| ZF = | | | | | | | | | | | |
| TO Fuel | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| Trip Fuel | | | | | | | | | | | |
| L | | | | | | | | | | | |

BALANCE AND TRIM CHART

BOEING 757-200PCF for ULD Size Code «M» 96" X 125"

| | | | | | |
|----------|-----------|----------|--|--------|--|
| A/C REG | UK 7505__ | FLIGHT | | DATE | |
| DEPART | | DEST | | Notes: | |
| PREP BY: | | APPR BY: | | | |

| Weight | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Weight |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------------------|
| 200 | -1,7 | -1,3 | -1,0 | -0,8 | -0,5 | -0,2 | 0,0 | 0,3 | 0,5 | 0,8 | 1,1 | 1,3 | 1,6 | 200 |
| 400 | -3,4 | -2,6 | -2,1 | -1,6 | -1,0 | -0,4 | 0,1 | 0,6 | 1,1 | 1,6 | 2,1 | 2,6 | 3,2 | 400 |
| 600 | -5,1 | -3,9 | -3,1 | -2,4 | -1,4 | -0,7 | 0,1 | 0,9 | 1,6 | 2,4 | 3,2 | 4,0 | 4,7 | 600 |
| 800 | -6,9 | -5,2 | -4,2 | -3,1 | -1,9 | -0,9 | 0,1 | 1,1 | 2,2 | 3,2 | 4,3 | 5,3 | 6,3 | 800 |
| 1000 | -8,6 | -6,5 | -5,2 | -3,9 | -2,4 | -1,1 | 0,2 | 1,5 | 2,7 | 4,0 | 5,3 | 6,6 | 7,9 | 1000 |
| 1200 | -10,3 | -7,8 | -6,3 | -4,7 | -2,9 | -1,4 | 0,2 | 1,7 | 3,3 | 4,8 | 6,4 | 8,0 | 9,5 | 1200 |
| 1400 | -12,0 | -9,1 | -7,3 | -5,5 | -3,4 | -1,6 | 0,2 | 2,0 | 3,9 | 5,7 | 7,5 | 9,3 | 11,1 | 1400 |
| 1600 | -13,7 | -10,4 | -8,4 | -6,3 | -3,9 | -1,8 | 0,3 | 2,3 | 4,4 | 6,5 | 8,5 | 10,6 | 12,8 | 1600 |
| 1800 | -15,4 | -11,7 | -9,4 | -7,1 | -4,4 | -2,0 | 0,3 | 2,6 | 4,9 | 7,8 | 9,6 | 11,9 | 14,3 | 1800 |
| 2000 | -17,2 | -13,0 | -10,4 | -7,9 | -4,8 | -2,3 | 0,3 | 2,9 | 5,5 | 8,1 | 10,7 | 13,3 | 15,8 | 2000 |
| 2200 | -18,9 | -14,3 | -11,5 | -8,6 | -5,3 | -2,5 | 0,4 | 3,2 | 6,0 | 8,9 | 11,7 | 14,6 | 17,4 | 2200 |
| 2400 | -20,6 | -15,6 | -12,5 | -9,4 | -5,8 | -2,7 | 0,4 | 3,5 | 6,6 | 9,7 | 12,8 | 15,9 | 19,0 | 2400 |
| 2600 | -22,3 | -16,9 | -13,6 | -10,2 | -6,3 | -2,9 | 0,4 | 3,8 | 7,1 | 10,5 | 13,9 | 17,2 | 20,6 | 2600 |
| 2800 | -24,0 | -18,2 | -14,6 | -11,0 | -6,8 | -3,2 | 0,5 | 4,1 | 7,7 | 11,3 | 14,9 | 18,6 | 22,2 | 2800 |
| 3000 | -25,7 | -19,5 | -15,7 | -11,8 | -7,3 | -3,4 | 0,5 | 4,4 | 8,2 | 12,1 | 16,0 | 19,9 | 23,8 | 3000 |
| 3200 | | -20,8 | -16,7 | -12,6 | -7,7 | -3,6 | 0,5 | 4,7 | 8,8 | 12,9 | 17,1 | 21,2 | 25,3 | 3200 |
| 3400 | | -22,1 | -17,7 | -13,4 | -8,2 | -3,8 | 0,5 | 4,9 | 9,3 | 13,7 | 18,1 | 22,5 | 26,9 | 3400 |
| 3600 | | | | | | -4,1 | 0,6 | | | | | | | 3600 |
| 3800 | | | | | | -4,3 | 0,6 | | | | | | | 3800 |
| 4000 | | | | | | -4,5 | 0,6 | | | | | | | 4000 |
| 4200 | | | | | | -4,7 | 0,7 | | | | | | | 4200 |
| 4400 | | | | | | -5,0 | 0,7 | | | | | | | 4400 |
| 4600 | | | | | | -5,2 | 0,7 | | | | | | | 4600 |
| 4800 | | | | | | -5,4 | 0,8 | | | | | | | 4800 |
| Maximum Weight* | 2856 | 3216 | 3216 | 3216 | 3216 | 4652 | 4652 | 3216 | 3216 | 3216 | 3216 | 3216 | 3216 | Maximum Weight* |
| Cumulative Load** | 2856 | 7337 | 11263 | 14051 | 16411 | 21113 | 23055 | 21077 | 19089 | 17070 | 12974 | 8909 | 3643 | Cumulative Load** |

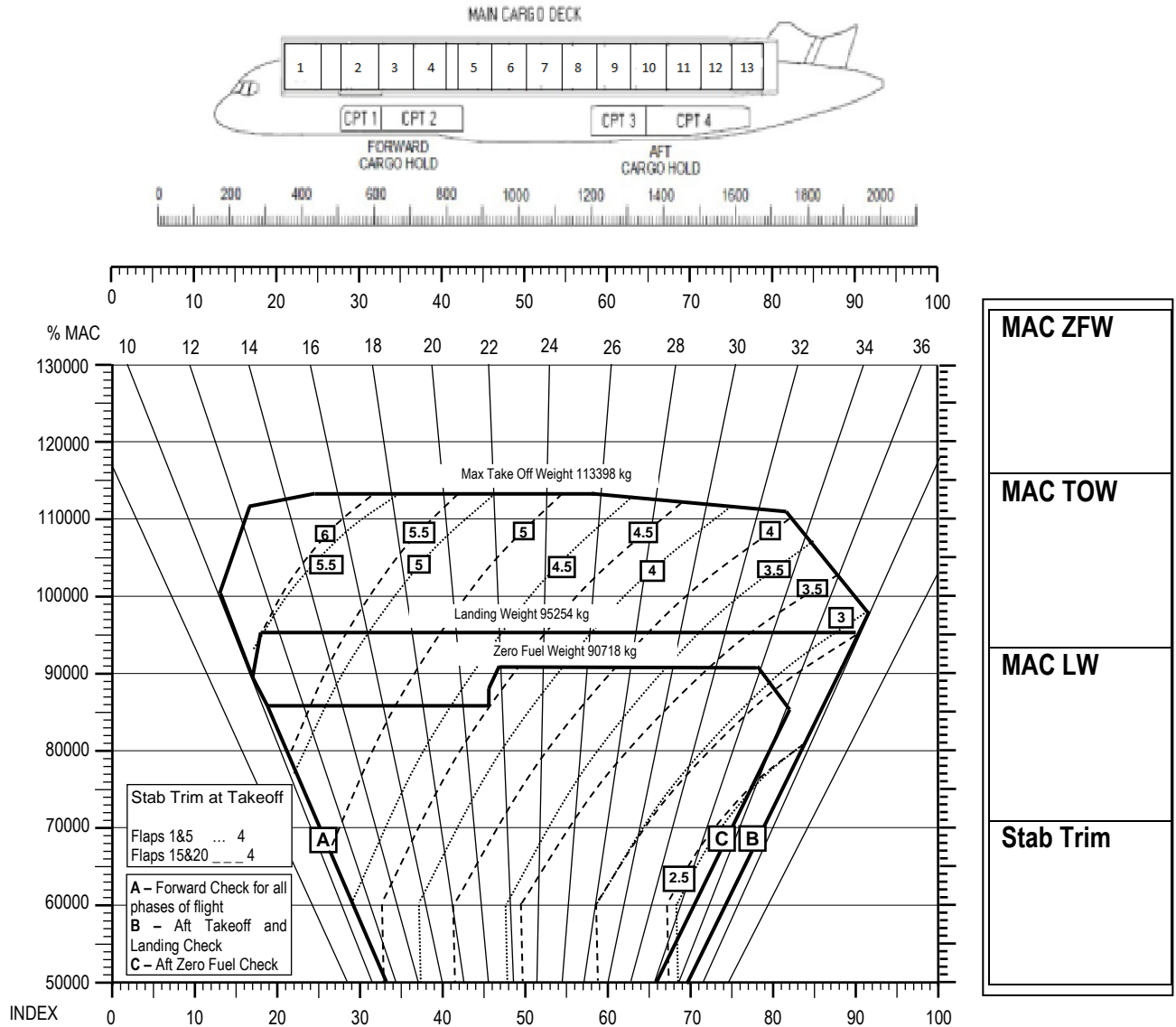
* - The maximum allowable loads should be considered with accordance the compartment loading, linear loading, floor loading and cumulative loading limitations.

| LOWER CARGO DECK | | | | | | | | | | | | | | | | | | | |
|------------------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|-----|-----------|----|-----------|----|-----------|----|
| FORWARD HOLD | | | | | | | | AFT HOLD | | | | | | | | | | | |
| CPT 1 | | | | CPT 2 | | | | CPT 3 | | | | CPT 4 | | | | | | | |
| KG | IND | KG | IND | KG | IND | KG | IND | KG | IND | KG | IND | KG | IND | KG | IN | KG | IN | KG | IN |
| 0-67 | 0 | 1542-1688 | -11 | 0-103 | 0 | 2413-2643 | -11 | 0-125 | 0 | 2917-3195 | 11 | 0-67 | 0 | 1559-1707 | 11 | 3199-3348 | 22 | 4839-4987 | 33 |
| 68-213 | -1 | 1689-1836 | -12 | 104-334 | -1 | 2644-2874 | -12 | 126-404 | 1 | 3196-3474 | 12 | 68-216 | 1 | 1708-1856 | 12 | 3349-3496 | 23 | 4988-5136 | 34 |
| 214-361 | -2 | 1837-1983 | -13 | 335-555 | -2 | 2875-3105 | -13 | 405-683 | 2 | 3475-3753 | 13 | 217-365 | 2 | 1857-2005 | 13 | 3497-3646 | 24 | 5137-5285 | 35 |
| 362-508 | -3 | 1984-2131 | -14 | 556-796 | -3 | 3106-3336 | -14 | 684-962 | 3 | 3754-3773 | 14 | 366-514 | 3 | 2006-2146 | 14 | 3647-3794 | 25 | 5285-5434 | 36 |
| 508-656 | -4 | 2132-2278 | -15 | 797-1027 | -4 | 3337-3566 | -15 | 963-1242 | 4 | | | 515-663 | 4 | 2147-2303 | 15 | 3795-3943 | 26 | 5435-5583 | 37 |
| 657-803 | -5 | 2279-2426 | -16 | 1028-1258 | -5 | 3567-3797 | -16 | 1243-1521 | 5 | | | 664-812 | 5 | 2304-2452 | 16 | 3944-4092 | 27 | 5584-5606 | 38 |
| 804-956 | -6 | 2427-2469 | -17 | 1259-1489 | -6 | 3798-4028 | -17 | 1522-1800 | 6 | | | 813-961 | 6 | 2453-2601 | 17 | 4092-4241 | 28 | | |
| 957-1098 | -7 | | | 1490-1719 | -7 | 4029-4259 | -18 | 1801-2079 | 7 | | | 962-1110 | 7 | 2602-2750 | 18 | 4242-4390 | 29 | | |
| 1099-1246 | -8 | | | 1720-1950 | -8 | 4260-4490 | -19 | 2080-2358 | 8 | | | 1111-1259 | 8 | 2751-2899 | 19 | 4391-4539 | 30 | | |
| 1247-1393 | -9 | | | 1951-2181 | -9 | 4491-4672 | -20 | 2359-2637 | 9 | | | 1260-1408 | 9 | 2900-3048 | 20 | 4540-4689 | 31 | | |
| 1394-1541 | -10 | | | 2182-2412 | -10 | | | 2638-2916 | 10 | | | 1409-1558 | 10 | 3049-3198 | 21 | 4690-4838 | 32 | | |

| Fuel index influence table | | | | | | | |
|----------------------------|-------|--------|-------|--------|-------|--------|-------|
| Weight | Index | Weight | Index | Weight | Index | Weight | Index |
| 500 | 0,08 | 6500 | 2,03 | 12500 | 1,14 | 22000 | 1,99 |
| 1000 | 0,17 | 7000 | 2,31 | 13000 | 8,13 | 23000 | 1,28 |
| 1500 | 0,29 | 7500 | 2,58 | 13500 | 8,6 | 24000 | 0,53 |
| 2000 | 0,4 | 8000 | 2,86 | 14000 | 8,26 | 25000 | -0,17 |
| 2500 | 0,54 | 8500 | 3,2 | 14500 | 7,89 | 26000 | -0,92 |
| 3000 | 0,7 | 9000 | 3,61 | 15000 | 7,47 | 27000 | -1,61 |
| 3500 | 0,86 | 9500 | 4,01 | 16000 | 6,64 | 28000 | -2,36 |
| 4000 | 1,02 | 10000 | 4,5 | 17000 | 5,82 | 29000 | -3,07 |
| 4500 | 1,21 | 10500 | 5,03 | 18000 | 5,02 | 30000 | -3,77 |
| 5000 | 1,4 | 11000 | 5,57 | 19000 | 4,21 | 32000 | -5,36 |
| 5500 | 1,59 | 11500 | 6,2 | 20000 | 3,47 | 33000 | -5,88 |
| 6000 | 1,81 | 12000 | 6,9 | 21000 | 2,71 | 35000 | -7,04 |
| | | | | | | 35855 | -7,47 |

BALANCE AND TRIM CHART

BOEING 757-200PCF for ULD Size Code «M» 96" X 125"



| WEIGHT AND BALANCE CALCULATIONS | | | | | | | | | | | | | |
|---------------------------------|-------|--------|--|--|--|-------|--|---|--|--|--|--|--|
| Item | | Weight | | | | Index | | | | | | | |
| | | | | | | - | | + | | | | | |
| DRY OPERATING | | | | | | | | | | | | | |
| Main Cargo Deck | 1 | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | |
| | 3 | | | | | | | | | | | | |
| | 4 | | | | | | | | | | | | |
| | 5 | | | | | | | | | | | | |
| | 6 | | | | | | | | | | | | |
| | 7 | | | | | | | | | | | | |
| | 8 | | | | | | | | | | | | |
| | 9 | | | | | | | | | | | | |
| | 10 | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | |
| | 12 | | | | | | | | | | | | |
| | 13 | | | | | | | | | | | | |
| Lower Cargo Deck | CPT 1 | + | | | | | | | | | | | |
| | CPT 2 | + | | | | | | | | | | | |
| | CPT 3 | + | | | | | | | | | | | |
| | CPT 4 | + | | | | | | | | | | | |
| TOTAL LOAD | | = | | | | | | | | | | | |
| ZF | | = | | | | | | | | | | | |
| TO Fuel | | | | | | | | | | | | | |
| TO | | | | | | | | | | | | | |
| Trip Fuel | | | | | | | | | | | | | |
| L | | | | | | | | | | | | | |

| | | | | | |
|-------|---------|----------|------------|--------------|---------------|
| Date: | Flight: | A/C Reg: | Departure: | Destination: | Load planner: |
|-------|---------|----------|------------|--------------|---------------|

| | | | | | | | | | | | | | | | | |
|--------|----|----|----|--------|----|---|--------|---|---|------|--------|---|---|---|------|--|
| | | | | | | | | | | | | | | | Door | |
| 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | | |
| Cpt. 4 | | | | Cpt. 3 | | | Cpt. 2 | | | | Cpt. 1 | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Door | | | | | | |
| | | | | | | | | | | Door | | | | | | |

| | | | | | | | | | | | | | | | |
|--------|----|------|--------|----|----|--------|---|---|---|--------|---|------|---|---|--|
| | | | | | | | | | | | | Door | | | |
| 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | |
| Cpt. 4 | | | Cpt. 3 | | | Cpt. 2 | | | | Cpt. 1 | | | | | |
| | | Door | | | | | | | | | | Door | | | |

| Main Cargo Deck | Maximum allowable weight, kg | | | | | | | |
|-----------------|------------------------------|------|------|-------|-------|-------|-------|-------|
| 1 (A) | 2716 | 4360 | 7871 | 11557 | 14043 | 15893 | 17712 | |
| 2 (B) | | | | | | | | |
| 3 (C) | | | | | | | | |
| 4 (D) | | | | | | | | |
| 5 (E) | | | | | | | | |
| 6 (F) | | | | | | | | |
| 7 (G) | | | | | | | | |
| 8 (H) | | | | | | | | |
| 9 (J) | | | | | | | | |
| 10 (K) | | | | | | | | 20307 |
| 11 (L) | | | | | | | | |
| 12 (M) | | | | | | | | |
| 13 (N) | | | | | | | | |
| 14 (P) | | | | | | | | |
| 15 (R) | | | | 2948 | 5897 | 8845 | | |

**Loading Instruction/Report Boeing 757-200PCF
for ULD Size Code «M» 96" X 125"**

| | | | | | |
|-------|---------|----------|------------|--------------|---------------|
| Date: | Flight: | A/C Reg: | Departure: | Destination: | Load planner: |
|-------|---------|----------|------------|--------------|---------------|

FORWARD



Instruction:

Instruction:

| | | | | | | | | | | | | |
|--------|----|----|----|--------|---|--------|---|---|---|--------|---|---|
| 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| Cpt. 4 | | | | Cpt. 3 | | Cpt. 2 | | | | Cpt. 1 | | |

Door

Report:

| | | | | | | | | | | | | | | |
|---------|----|------|--------|---|---|---|---|---|--|--------|---|--------|------|---|
| Report. | | | | | | | | | | | | | Door | |
| 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | | 4 | 3 | 2 | | 1 |
| Cpt. 4 | | | Cpt. 3 | | | | | | | Cpt. 2 | | Cpt. 1 | | |
| | | Door | | | | | | | | | | | Door | |

| D – Crew Baggage C – Cargo AVI – Live animals M – Mail X – Empty equipment N – No ULD at position | Empty Weight: P6P (PMC) - 96.0 IN X 125.0 IN – 117 kg | Maximum Cumulative Weight Limitation: Applicable for ZFW is less than or equal 85910 kg | <table border="1"> <tr> <th>Main Cargo Deck</th> <th colspan="6">Maximum allowable weight, kg</th> </tr> <tr> <td>1 (A)</td> <td rowspan="6">2856</td> <td rowspan="6">7337</td> <td rowspan="6">11263</td> <td rowspan="6">14051</td> <td rowspan="6">16411</td> <td colspan="2" rowspan="6">21113</td> </tr> <tr><td>2 (B)</td></tr> <tr><td>3 (C)</td></tr> <tr><td>4 (D)</td></tr> <tr><td>5 (E)</td></tr> <tr><td>6 (F)</td></tr> <tr> <td>7 (G)</td> <td rowspan="6">3643</td> <td rowspan="6">8909</td> <td rowspan="6">12974</td> <td rowspan="6">17070</td> <td rowspan="6">19089</td> <td colspan="2" rowspan="6">21077</td> </tr> <tr><td>8 (H)</td></tr> <tr><td>9 (J)</td></tr> <tr><td>10 (K)</td></tr> <tr><td>11 (L)</td></tr> <tr><td>12 (M)</td></tr> <tr> <td>13 (N)</td> <td colspan="6">23055</td> </tr> </table> | Main Cargo Deck | Maximum allowable weight, kg | | | | | | 1 (A) | 2856 | 7337 | 11263 | 14051 | 16411 | 21113 | | 2 (B) | 3 (C) | 4 (D) | 5 (E) | 6 (F) | 7 (G) | 3643 | 8909 | 12974 | 17070 | 19089 | 21077 | | 8 (H) | 9 (J) | 10 (K) | 11 (L) | 12 (M) | 13 (N) | 23055 | | | | | | Maximum Cumulative Weight Limitation: Applicable for ZFW is above 85910 kg | <table border="1"> <tr> <th>Main Cargo Deck</th> <th colspan="6">Maximum allowable weight, kg</th> </tr> <tr> <td>1 (A)</td> <td rowspan="6">2856</td> <td rowspan="6">7337</td> <td rowspan="6">11263</td> <td rowspan="6">14051</td> <td rowspan="6">16411</td> <td colspan="2" rowspan="6">21113</td> </tr> <tr><td>2 (B)</td></tr> <tr><td>3 (C)</td></tr> <tr><td>4 (D)</td></tr> <tr><td>5 (E)</td></tr> <tr><td>6 (F)</td></tr> <tr> <td>7 (G)</td> <td rowspan="6">3216</td> <td rowspan="6">6433</td> <td rowspan="6">9649</td> <td rowspan="6">12866</td> <td rowspan="6">16082</td> <td colspan="2" rowspan="6">19299</td> </tr> <tr><td>8 (H)</td></tr> <tr><td>9 (J)</td></tr> <tr><td>10 (K)</td></tr> <tr><td>11 (L)</td></tr> <tr><td>12 (M)</td></tr> <tr> <td>13 (N)</td> <td colspan="6">21452</td> </tr> </table> | Main Cargo Deck | Maximum allowable weight, kg | | | | | | 1 (A) | 2856 | 7337 | 11263 | 14051 | 16411 | 21113 | | 2 (B) | 3 (C) | 4 (D) | 5 (E) | 6 (F) | 7 (G) | 3216 | 6433 | 9649 | 12866 | 16082 | 19299 | | 8 (H) | 9 (J) | 10 (K) | 11 (L) | 12 (M) | 13 (N) | 21452 | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------|-------|--|--|--|--|-------|------|------|-------|-------|-------|-------|--|-------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|--|-------|-------|--------|--------|--------|--------|-------|--|--|--|--|--|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------------|--|--|--|--|--|-------|------|------|-------|-------|-------|-------|--|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|-------|--|-------|-------|--------|--------|--------|--------|-------|--|--|--|--|--|
| | Main Cargo Deck | | | Maximum allowable weight, kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 (A) | 2856 | 7337 | 11263 | 14051 | 16411 | 21113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 (B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 (C) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 (D) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 (E) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 (F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 (G) | 3643 | 8909 | 12974 | 17070 | 19089 | 21077 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 (H) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 (J) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 (K) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 (L) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 (M) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 (N) | 23055 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main Cargo Deck | Maximum allowable weight, kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 (A) | 2856 | 7337 | 11263 | 14051 | 16411 | 21113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 (B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 (C) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 (D) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 (E) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 (F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 (G) | 3216 | 6433 | 9649 | 12866 | 16082 | 19299 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 (H) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 (J) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 (K) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 (L) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 (M) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 (N) | 21452 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notes: This aircraft has been loaded in accordance with these instructions and the deviations shown on this report. All pallets and bulk loads have been secured in accordance with company instructions. Name and Position _____ Signature _____ | Maximum Position Weight: P6P (PMC) - 3216 kg Except positions: 1 – 2856 kg 6, 7 – 4652 kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |