

IATA AHM560 DATA
LIST OF EFFECTIVE PAGES
REV 22

Pages/Sheets that are common to all A/C Types. Located in .PDF file "THY-AHM560_FOREWORD"

PAGE NO	ISSUE DATE	REV NO	ACTION FOR PAGES	SHEET NO	PAGE DESCRIPTION
01.00	-	-	-	-	Contents
02.00	06Apr11	-	-	-	General Info
02.01	06Apr11	-	-	A1,A2	Contact Address.
02.02	06Apr11	-	-	B1,B2	Passenger & baggage weights/ crew weights
02.03	06Apr11	-	-	-	DOW and DOI specifications / Special Information
02.04	06Apr11	-	-	-	Load&Trim Sheet Information
04.00	17July16	22	Updated	-	List Of Effective Pages
04.01	04Dec08	01	-	C2,C3	Basic Index and MAC formula/ Stabilizer Trim Setting/A/C Registration., Wt Index Details
04.01A	22Jul10	12	-	-	Stabilizer Trim Setting table
04.02	17July16	22	Updated	-	A/C Basic Weight & Index Table
04.02A	01Mar12	17	-	-	Pantry Standard W/I Table(Catering)
04.03	17July16	22	Updated	C4	Aircraft Weight Limitations
04.04	27Jun11	15	-	C5	CG Limits for Loadsheets Purpose
04.05	04Dec08	01	-	C6	Effect of Fuel / APU Taxi Fuel Weight
04.06	17Mar09	03	-	C7	Crew Seats Location & Distribution
04.07	22Jul10	12	-	C8	Galley & Pantry
04.08	22Jul10	12	-	C9	Passenger Cabin
04.09	22Jul10	12	-	C9	Class / Cabin Sections
04.10	04Dec08	01	-	C10	Seating Layout Code Letters
04.11	17July16	22	Updated	C11	Seat Plan Layout
04.12	04May09	05	-	C12,C13 ,C14	Details For Compartment Trim & Bay/Section Trim , Ballast
04.13	04Dec08	01	-	D1, D2,D3	Ideal Trim Line, ULD / Special Load
04.16	24May12	-	-	-	Load&Trim Sheet (TC-JKJ,-JKK,-JKO)

REVISION NOTES:

REV NO	REVISION DESCRIPTION
22	TC-JKK,-JKJ left THY fleet
21	TC-JKJ,JKK,JKO BW/BI changed due to modification
20	TC-JKJ,JKK BW/BI changed due to weighing
19	TC-JKO BW/BI changed due to weighing
19	TC-JKN left THY fleet
18	LMC values are updated
17	Pantry codes amended. Passenger cabin modified by addition of seat row 13. Total index value of 3 cockpit crew amended. Number of cockpit crew seats and average location table amended for JS.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 2
Cabin Configuration(s) ALL	A / C TYPE B737-700	Carrier TK

2. BASIC INDEX AND MAC FORMULA

2.1. Examples and definitions

$$\text{Index} = \frac{W \times (\text{Station} - \text{Ref.Sta.})}{C} + K$$

$$\% \text{ MAC} = \frac{\frac{(C \times (I - K))}{W} + \text{Ref.Sta.} - \text{LEMAC}}{\frac{\text{MAC}}{100}}$$

- W = Weight, actual [kg]
- Station = Station, Horizontal distance in inches or meters from station zero
- Ref.Station = 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 = Constant used as a Denominator to convert moment values into index values
- I = Index value corresponding to respective weight
- MAC = Length of Mean Aerodynamic Chord in inches or meters
- LEMAC = Horizontal Distance in inches or meters from the station zero to location of the leading EDGE of the MAC.

2.2. Index formula

- Ref.Station. at = **658.3** inches from zero
- K (Constant) = **45**
- C (Constant) = **35000**

2.3. MAC Information

- Length of MAC = **155.8** inches
- LEMAC at = **627.1** inches from zero

2.4. Stabilizer Trim Setting

- Stabilizer Trim Setting tables are on page 04.01A. These are for Flaps 1 & 5 only.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 3
Cabin Configuration(s) ALL	A / C TYPE B737-700	Carrier TK

3. AIRCRAFT REGISTRATIONS, WEIGHT AND INDEX DETAILS

DRY OPERATING WEIGHT

X

BASIC WEIGHT

X

A list of weight and index values for each aircraft registration is given on next page.

STABILIZER TRIM SETTING VALUES

ENGINE THRUST RATING : 24000 LB

TAKEOFF TRIM SETTING INFLECTION POINTS (Gross Weight - 1000 KG)									
36.287 - 45.359		50		60		70		72.574 - 81.646	
C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM
9.0	6.80	9.0	7.67	9.0	8.87	9.0	9.46	9.0	9.60
26.0	3.85	16.0	6.11	16.0	6.94	16.0	7.51	16.0	7.65
33.0	3.85	28.2	3.85	31.8	3.85	33.0	4.10	33.0	4.20
		33.0	3.85	33.0	3.85				

A/C BASIC & DRY OPERATING WEIGHT & INDEX TABLE

A/c Type	MSN	A/C Reg.	Number of Seats	Basic*(crew(0/0)		How to calculate DOW/DOI? Basic Weight/Index (Full potable water tank) + Cockpit Crew Total Weight/Index + Cabin Crew Total Weight/Index + Pantry Weight/Index = Dry Operating Weight/Index If actual is different , then make necessary adjustments												
				Weight	Index													
B737-700W	34300	TC-JKO	-124-	38728	46.5													
						<table border="1"> <thead> <tr> <th>A/C Reg</th> <th colspan="2">A/C Limitations</th> </tr> </thead> <tbody> <tr> <td rowspan="4">TC-JKO</td> <td>MTAXI</td> <td>70307 KG</td> </tr> <tr> <td>MTOW</td> <td>70080 KG</td> </tr> <tr> <td>MLDW</td> <td>58059 KG</td> </tr> <tr> <td>MZFW</td> <td>54657 KG</td> </tr> </tbody> </table>	A/C Reg	A/C Limitations		TC-JKO	MTAXI	70307 KG	MTOW	70080 KG	MLDW	58059 KG	MZFW	54657 KG
A/C Reg	A/C Limitations																	
TC-JKO	MTAXI	70307 KG																
	MTOW	70080 KG																
	MLDW	58059 KG																
	MZFW	54657 KG																

COCKPIT CREW TOTAL EFFECT / Cockpit Crew No/Locations		
Cockpit Crew No/Locations	WEIGHT	INDEX
2 COCKPIT CREW (2 FrontSeat)	170	-2.5
3 COCKPIT CREW (2 FrontSeat + 1JumpSeat)	255	-3.7
CABIN CREW TOTAL EFFECT / Cabin Crew No/Locations		
Cabin Crew No/Locations	WEIGHT	INDEX
3 CABIN CREW (1 Fwd + 2 Aft)	225	0.8
4 CABIN CREW (2 Fwd + 2 Aft)	300	-0.1

PANTRY EFFECT / Pantry Code/Class, Config, App.
PANTRY (CATERING) STANDARD W/I TABLE IS ON PAGE 04.02A

BW/BI value in the above table already includes potable water with **FULL tank(235 kg/2.6 Index)** .If potable water tanks are different, adjust DOW & DOI in proper ratios.

INFLUENCE OF POTABLE WATER ON DOW/DOI		
%75 POTABLE WATER	%50 POTABLE WATER	%25 POTABLE WATER
Subtract 59 KG / Subtract 0.7 Index	Subtract 117 KG / Subtract 1.3 Index	Subtract 176 KG / Subtract 1.9 Index

*Basic Wt/Index includes: Cockpit & A/C Documents , Potable Water Tanks Full, Skylife Magazine, Tare empty Weight of all Trolleys & Galley Equipment (hotcup, hotjug , etc). If some items or Equipment are NOT carried make necessary adjustments.

Dry Operating Weight/Index does **NOT** include Toolkit Box. Check if they are carried in cargo compartment . It should be shown as **“Load in compartments”** (distribution) on loadsheet as **“Equipment in compartment”**.

TOOLKIT BOX = 23 KG

CREW BAGGAGE (in BULK Cargo Compartment) : For Long-haul flights and for flights that crew stays overnight at destination, additional CREW BAGGAGE, standard bag weight of 10 kg per crew member is carried. This load is NOT included in above DOW/DOI, and it should be shown as 'LOAD IN COMPARTMENT - DISTRIBUTION" in Loadsheet.

* Refer to **“DOW-DOI_Table-B737-700”** file for several possible standard cockpit/cabin crew, pantry codes & potable water tanks fill ratio.

DOI calculation remark : During Index Calculations due to DCS system rounding (or truncating), approximately +/- 0.3 index difference is acceptable.

PANTRY STANDART WEIGHT/INDEX TABLE (CATERING)

Pantry Code	Galley weight		TOTAL		Destination / Departure
	Fwd	Aft	WEIGHT	INDEX	
N	237	279	516	0.5	ALL INTERNATIONAL FLIGHTS
D	60	150	210	1.1	DOMESTIC FLIGHTS ONE WAY
G	135	235	370	1.3	DOMESTIC FLIGHTS RETURN PANTRY

REMARKS:

- 1- All weights are in kg.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 4
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK

4. LIMITATIONS

4.1. Aircraft Weight Limitations

4.1.1. Maximum weights for:

Aircraft Reg.	MSN	Ramp/Taxi	Design Take-off Wet	Design Take-off Dry	Zero Fuel	Design Landing
TC-JKO	34300	70306 kg	-	70080 kg	54657 kg	58059 kg

4.1.2. LMC (Last Minute Changes) Information :

Last Minute Changes (LMC) to the mass and balance sheet are only permitted when the changes of the load (either minus or plus) in last minutes are within the following limits .

B737-700 : 800 kg Total Weight (Passengers,Cargo,Mail or any combination)

These changes must be shown as pax, cargo, mail, baggage etc. in the Load & Trim Sheet. The effect of LMC in aircraft CG must be checked. Aircraft CG after LMC must not exceed forward and aft operational CG Limits. In Addition to LMC Weight, LMC Index influence should be shown on Load & Trim Sheet in a suitable space under LMC title preferably next to LMC weight.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 5
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK

4.2.1 CG - Limits for Loadsheets Purpose

FORWARD		
Special condition if applicable		
ZERO FUEL CHECK		
Specify applicability	Weight(kg)	Index Value
	34000	33.85
	54657	22.74
Special condition if applicable		
TAKE-OFF CHECK		
	34000	33.85
	54657	22.74
	63729	17.86
	69626	28.06
	70080	32.78

AFT		
Special condition if applicable		
ZERO FUEL CHECK		
Specify applicability	Weight(kg)	Index Value
	34000	49.08
	43750	58.21
	54657	63.28
Special condition if applicable		
TAKE-OFF CHECK		
	34000	49.08
	51890	66.01
	63502	73.19
	69626	68.02
	70080	61.56

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 6
Cabin Configuration(s) ALL	A / C TYPE B737-700	Carrier TK

5. EFFECT OF FUEL

- Fuel Loading
- Fuel Usage
- Standard Procedure
- Non-standard Procedure

FUEL DENSITY: 0.79 KG/L

		FUEL WEIGHT (KG)	INDEX VALUE
		316	+0.0
		1264	+0.0
		1896	+0.1
		2844	+0.3
		3792	+0.8
		4108	+1.2
		4740	+1.9
		5372	+2.8
		6004	+4.0
		6952	+6.6
MAIN TANKS FULL	=>>>	7703	+9.2
		8019	+8.8
		9915	+5.8
		13707	+0.1
		14971	-1.7
MAIN & CENTER TANKS FULL	=>>>	20559	-10.2
		17499	-5.2
		20027	-9.3

REMARKS: FUEL LOADING PROCEDURE IS AS FOLLOWS

1. Load main tanks 1 & 2 equally until they are full.
2. Load additional fuel in the center tank.

Fuel usage procedure is just the opposite of loading procedure

VOLUMETRIC CAPACITY	
MAIN TANKS 1	4875.5 LT
MAIN TANKS 2	4875.5 LT
CENTER TANK	16273 LT
TOTAL	26024 LT

5.2 APU / TAXI FUEL WEIGHT

Due to local taxiing distances and local needs for APU running, total taxi Fuel may be different in your local station. It may be calculated by using the following fuel flow figures;

- Taxi Fuel Flow = **12 kg/minute**
- APU Fuel Flow = **105 kg/hour**

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 7
Cabin Configuration(s) ALL	A / C TYPE B737-700	Carrier TK

6. CREW

6.1. Number of cockpit crew seats and average location

Maximum number of cockpit seats	Length of arm from reference station		Index influence	
	+/-	(inch)	+/-	per 1 kg
3	-	508.3	-	0.01452

6.2. Number of cabin crew seats and location

CABIN Crew seats locations	Max. No. of seats	Length of arm from reference station		Index influence	
		+/-	(inch)	+/-	per 1 kg
FWD ENTRY DOOR	2	-	424.3	-	0.01212
AFT ENTRY DOOR	2	+	400.7	+	0.01145

6.3. Crew Distribution / Crew Code

Crew Code	Cockpit Crew Total No	Cabin Crew Total No	Number of Cabin Crews at Location		Location of Crew Baggage
			FWD	AFT	
2/4	2	3	1	2	BULK CARGO COMPT.
2/4	2	4	2	2	

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 8
Cabin Configuration(s) ALL	A / C TYPE B737-700	Carrier TK

7. GALLEY AND PANTRY

7.1.1. Galleys

Galley locations	Length of arm from reference station		Index influence	
	+/-	(Inch)	+/-	per 1 kg
G1	-	455.4	-	0.01301
G2	-	390.8	-	0.01117
FWD(G1+G2)	-	413.3	-	0.01181
G4B	+	441.7	+	0.01262
AFT(G4B)	+	441.7	+	0.01262

Remarks: ""FWD","AFT" average Galley locations can be used for simplicity

7.2 Pantry Weight / Pantry Code

Pantry Weight / Pantry Code table is given on A/C BASIC WEIGHT & INDEX TABLE.

7.3 SEATING CONDITIONS

7.3.1 LOADSHEET OUTPUT

State below how the seating conditions should be shown in the respective loadsheet box. Give example. Enclose a passenger distribution table if used.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 9
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK

8. PASSENGER CABIN

8.1 Passenger Seats

CLASS CODES Class 1 : C Class 2 : Y Class 3 :

Name of cabin section	NUMBER OF SEATS			Total per cabin section
	Class 1	Class 2	Class 3	
CABIN CONFIGURATION 124Y				
OA		12		12
OB		58		58
OC		54		54
Total per class		124		124

Name of cabin section	NUMBER OF SEATS			Total per cabin section
	Class 1	Class 2	Class 3	
CABIN CONFIGURATION 12C/112Y				
OA	12			12
OB		58		58
OC		54		54
Total per class	12	112		124

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 9
Cabin Configuration(s)	A / C TYPE	Carrier
ALL	B737-700	TK

8.2 Class/Cabin Sections

Class/Cabin Section	Length of arm from reference station		Index influence	
	+/-	inch	+/-	per 1 kg
OA	-	308,30	-	0.008809
OB	-	83.02	-	0.002372
OC	+	215.70	+	0.006163

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 10
	A / C TYPE B737-700	Carrier TK

8.3 Seating Layout

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 :

- B = Bassinet position
- C = Crew seat
- E = Emergency exit
- G = Groups
- H = Incapacitated passenger
- I = Infant preference rows/seats
- J = Rear facing seats
- K = Near galley
- L = Leg space seat
- M = Wheel chair
- N = No Smoking
- O = Over wing seat
- P = Stretcher location
- Q = Quiet zone
- S = Smoking
- T = Near toilet
- U = Unaccompanied minor
- V = Seat left vacant/offered last
- W = No Movie
- X = No facility seat (e.g. no distinction between smoking and non-smoking)
- Y = Not fitted
- Z = Buffer zone
- . = Aisle

Alfa/Characters - A, D, F, R, Blank not used

Note : Seat designators to be in accordance with Recommended Practice 1711.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 11
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK
TC-JKO		

8.3.2 Seatplan Layout / Facilities and Row Index Influence

SECTION	ROW NO	Index Influence per Seat-Row per 1kg	Rows from-to:	CABIN CONFIGURATION 124Y						Rows from-to:	CABIN CONFIGURATION 12C/112Y							
				A	B	C	.	D	E		F	A	B	C	.	D	E	F
A	1	-0.00984	1-3	NI	N	Y	.	Y	N	NI	1-3	NI	N	Y	.	Y	N	NI
	2	-0.00881	6-11	NI	N	N	.	N	N	NI	6-11	NI	N	N	.	N	N	NI
	3	-0.00778	12	Y	NE	NE	.	NE	NE	Y	12	Y	NE	NE	.	NE	NE	Y
	6	-0.00635	13	NE	NE	NE	.	NE	NE	NE	13	NE	NE	NE	.	NE	NE	NE
	7	-0.00547	14-24	NI	N	N	.	N	N	NI	14-24	NI	N	N	.	N	N	NI
	8	-0.00458																
	9	-0.00369																
B	10	-0.00281																
	11	-0.00192																
	12	-0.00098																
	13	-0.00004																
	14	0.00085																
	15	0.00173																
C	16	0.00262																
	17	0.00351																
	18	0.00439																
	19	0.00528																
	20	0.00616																
	21	0.00705																
	22	0.00793																
	23	0.00882																
	24	0.00971																

MOVEABLE CERTAIN CLASS DIVIDER is shown as : -----

THE AISLE is shown as : | . |

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 12
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK

9. DETAILS FOR COMPARTMENT TRIM

COMPARTMENT NUMBER	DESCRIPTION	MAXIMUM CAPACITY		INDEX INFLUENCE	
		GROSS WEIGHT (kg)	VOLUME* (M ³)	+/-	per 1 kg
1	FWD HOLD	888	4.39	-	0.008727
2	FWD HOLD	1118	6.54	-	0.005740
3	AFT HOLD	2409	12.17	+	0.004369
4	AFT HOLD	763	3.85	+	0.008785

- Volume information required for bulk compartments only.

9.1 Combined Load Limitations : None

9.2 Cumulative Load Limitations: None

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 13
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK

10. DETAILS FOR BAY / SECTION TRIM

BAY / SECTION	MAX. CAPACITY		+/-	Index influence per 1 kg
	GROSS WEIGHT (kg)	VOLUME (M ³)		
<i>NOT APPLICABLE</i>				

10.1 Unsymmetrical load limitations: NOT APPLICABLE

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 14
Cabin Configuration(s)	A / C TYPE B737-700	Carrier TK

11. BALLAST

FIXED PROVISIONS FOR CARRYING BALLAST?

REMARKS: BALLAST IS NOT REQUIRED

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	D Sheet 1
	A / C TYPE B737-700	Carrier TK

1. CG – LIMITS

1.1. Planning Limits

CG-Limits for loadplanning purpose shall be agreed between carrier and system operator.

1.2 Ideal Trim Line at ZFW for Fuel Saving Purposes

The IDEAL TRIM LINE shown in the balance graph below is a loadplanning limit only. In the interest of fuel economy the load in the compartments shall whenever possible. be distributed in such a way that the LIZFW is aft of this line. The respective breakpoints (weight / index) of the ideal trim line shall be entered in the table below.

WEIGHT	INDEX VALUE
54657	52.00
38000	48.00

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	D Sheet 2
	A / C TYPE B737-700	Carrier TK

2. UNIT LOAD DEVICES DETAILS

Type Code	Tare weight	Maximum Capacity		Remarks
		Gross Weight	VOLUME (m ³)	
NOT APPLICABLE				

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	D Sheet 3
	A / C TYPE B737-700	Carrier TK

3. SPECIAL LOAD

Apply Turkish Airlines & IATA regulations. When necessary contact Turkish Airlines Station Manager.