

**B737-900ER**  
**IATA AHM560 DATA**  
**LIST OF EFFECTIVE PAGES**  
**REV 28**

04-Aug-2017

*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
16.00	18Nov16	27	-	-	List Of Effective Pages / Revision Highlights
16.01	19Nov11	01	-	C2,C3	Basic Index and MAC formula/ Stabilizer Trim Setting/A/C Registration., Wt Index Details
16.01A	19Nov11	01	-	-	Stabilizer Trim Setting table
16.02	18Nov16	27	-	-	A/C Basic Weight & Index Table
16.02A	18Nov16	27	-	-	Pantry Standard W/I table(Catering)
16.03	04Aug17	28	Updated	C4	Aircraft Weight Limitations
16.04	08Feb16	21	-	C5	CG Limits for Loadsheet Purpose
16.04A	08Feb16	21	-	C5	CG Limits for Loadsheet Purpose
16.05	18Feb15	15	-	C6	Effect of Fuel / APU Taxi Fuel Weight
16.05A	18Feb15	15	-	C6	Effect of Fuel / APU Taxi Fuel Weight
16.06	12Mar12	04	-	C7	Crew seats location & distribution
16.07	19Nov11	01	-	C8	Galley & Pantry
16.08	10July15	18	-	C9	Passenger Cabin
16.09	10July15	18	-	C9	Class / Cabin Sections
16.10	19Nov11	01	-	C10	Seating Layout Code Letters
16.11	07Jul14	14	-	C11	Seat Plan Layout – TC-JYA,B,C,D,E,F,G,H,I,J
16.11A	10July15	18	-	C11	Seat Plan Layout – TC-JYL ,JYM,JYN,JYO,JYP
16.12	10July15	18	-	C12,C13, C14	Details For Compartment Trim & Bay/Section Trim , Ballast
16.13	19Nov11	01	-	D1, D2,D3	Ideal Trim Line, ULD / Special Load
16.14	30May12	01	-	-	Load&Trim Sheet (TC-JYA,B,C,D,E,F,G,H,I,J)
16.14	10July15	18	-	-	Load&Trim Sheet (TC-JYL,JYM,JYN,JYO,JYP)

REV NO	REVISION DESCRIPTION
28	LMC Limits are changed.
27	TC-JYJ BW/BI changed due to weighing. Pantry standart weight / index table is revised.
26	TC-JYH BW/BI changed due to weighing
25	TC-JYI BW/BI changed due to weighing
24	TC-JYF,-JYG BW/BI changed due to weighing.
23	TC-JYE BW/BI changed due to weighing.
22	TC-JYD BW/BI changed due to weighing.
21	TC-JYC BW/BI changed due to weighing , Alternate Take-off Forward CG Limits added .
20	TC-JYB BW/BI changed due to weighing.
19	TC-JYA BW/BI changed due to weighing.
18	TC-JYP entered THY fleet.
17	TC-JYN and JYO new aircrafts
16	TC-JYM new aircraft
15	TC-JYL new aircraft
14	TC-JYB seating layout changed due to modification of seat row 13
13	TC-JYC seating layout changed due to modification of seat row 13
12	TC-JYA seating layout changed due to modification of seat row 13
11	TC-JYJ new aircraft
10	TC-JYI new aircraft
09	TC-JYH new aircraft
09	LMC values are updated
08	TC-JYF & TC-JYG new aircraft
07	TC-JYE new aircraft
06	TC-JYD new aircraft
06	Passenger cabin is divided into 4 sections.
05	TC-JYC new aircraft
04	All Pantry Codes are amended. New design of BW/BI page. Cockpit index per kg updated.
03	Pantry standart weight / index table is revised
02	Max. Gross weight of compartment 3 changed to 3382 kg
01	TC-JYA & TC-JYB new aircraft

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C Sheet 2</b>
Cabin Configuration(s) <b>ALL</b>	<b>A / C TYPE B737-900ER</b>	<b>Carrier TK</b>

**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 16.01A.

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C Sheet 3</b>
Cabin Configuration(s) <b>ALL</b>	<b>A / C TYPE B737-900ER</b>	<b>Carrier TK</b>

**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 27K**

**FLAPS 1 & 5**

<b>TAKEOFF TRIM SETTING INFLECTION POINTS (Gross Weight - 1000 KG)</b>											
<b>36.287 - 45.359</b>		<b>50</b>		<b>60</b>		<b>70</b>		<b>80</b>		<b>86.182</b>	
<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>
6.0	5.80	6.0	6.20	6.0	6.96	6.0	7.62	6.0	8.20	6.0	8.45
31.0	2.75	33.0	2.75	36.0	2.80	36.0	3.20	36.0	3.54	36.0	3.75
32.0	2.65	34.0	2.65								
36.0	2.65	36.0	2.65								

**FLAPS 10 , 15 & 25**

<b>TAKEOFF TRIM SETTING INFLECTION POINTS (Gross Weight - 1000 KG)</b>											
<b>36.287 - 45.359</b>		<b>50</b>		<b>60</b>		<b>70</b>		<b>80</b>		<b>86.182</b>	
<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>	<b>C.G.</b>	<b>STAB. TRIM</b>
6.0	5.90	6.0	6.25	6.0	7.00	6.0	7.65	6.0	8.20	6.0	8.45
20.0	3.45	20.0	3.70	20.0	4.30	20.0	4.78	20.0	5.22	20.0	5.48
25.0	2.75	25.0	2.95	30.0	2.65	32.0	2.65	34.2	2.65	36.0	2.65
26.0	2.65	27.0	2.65	36.0	2.65	36.0	2.65	36.0	2.65		
36.0	2.65	36.0	2.65								

**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	A/C Limitations	
				Weight	Index		A/C Reg	
B737-900ER	40973	TC-JYA	151	45321	53.2			
B737-900ER	40974	TC-JYB	151	45361	52.8			
B737-900ER	40977	TC-JYC	151	45350	53.8			
B737-900ER	40978	TC-JYD	151	45366	53.9			
B737-900ER	40979	TC-JYE	151	45404	52.1			
B737-900ER	40982	TC-JYF	151	45276	52.9			
B737-900ER	40983	TC-JYG	151	45357	53.3			
B737-900ER	40984	TC-JYH	151	45085	50.5			
B737-900ER	40985	TC-JYI	151	45235	51.9			
B737-900ER	40986	TC-JYJ	151	45183	51.9			
B737-900ER	42010	TC-JYL	169	44924	49.3	TC-JYA,....,-JYJ, TC-JYL,-YM,- YN,YO,-YP	MTAXI	85366 KG
B737-900ER	42011	TC-JYM	169	44844	49.2		MTOW	85139 KG
B737-900ER	42012	TC-JYN	169	44888	48.9		MLDW	71350 KG
B737-900ER	42013	TC-JYO	169	44895	48.8		MZFW	67721 KG
B737-900ER	42014	TC-JYP	169	44895	48.0			

COCKPIT CREW TOTAL EFFECT / Cockpit Crew No/Locations		
Cockpit Crew No/Locations	WEIGHT	INDEX
2 COCKPIT CREW	170	-3.3
3 COCKPIT CREW	255	-4.9
CABIN CREW TOTAL EFFECT / Cabin Crew No/Locations		
Cabin Crew No/Locations	WEIGHT	INDEX
3 CABIN CREW ( 1 Fwd + 2 Aft)	225	1.1
4 CABIN CREW ( 2 Fwd + 2 Aft)	300	-0.2
5 CABIN CREW ( 2 Fwd + 3 Aft)	375	1.0
6 CABIN CREW ( 2 Fwd + 4 Aft)	450	2.2
PANTRY EFFECT / Pantry Code/Class, Config, App.		
PANTRY (CATERING) STANDARD W/I TABLE IS ON PAGE 16.02A		

BW/BI value in the above table already includes potable water with **FULL tank(237 kg/3.6 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 0.9 Index	Subtract 118 KG / Subtract 1.8 Index	Subtract 178 KG / Subtract 2.7 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 Loadsheets.

\* Refer to **“DOW-DOI\_Table-B737-900”** 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)**

**I - Valid for all B737-900 Aircrafts (for Turkish Airlines Flights)**

TC-JYA,JYB,JYC,JYD,JYE,JYF,JYG,JYH,JYI,JYJ

Pantry Code	Galley weight		TOTAL		Destination / Departure
	FWD	AFT	WEIGHT	INDEX	
N	237	279	516	0.8	ALL INTERNATIONAL FLIGHTS
D	60	150	210	1.5	DOMESTIC FLIGHTS ONE WAY
G	135	235	370	1.7	DOMESTIC FLIGHTS RETURN PANTRY

TC-JYL,JYM,JYN,JYO,JYP

Pantry Code	Galley weight		TOTAL		Destination / Departure
	FWD	AFT	WEIGHT	INDEX	
N	245	287	532	0.8	ALL INTERNATIONAL FLIGHTS
D	70	150	220	1.4	DOMESTIC FLIGHTS ONE WAY
G	147	236	383	1.6	DOMESTIC FLIGHTS RETURN PANTRY

REMARKS:

- 1- All weights are in kg

**II - Valid for all B737-900 Aircrafts (for AnadoluJET Flights)**

Pantry Code	Galley weight		TOTAL		Destination / Departure
	Fwd	Aft	WEIGHT	INDEX	
U	24	158	182	2.3	AJET-DOMESTIC FLIGHTS ONE WAY
V	50	303	353	4.3	AJET-DOMESTIC FLIGHTS RETURN PANTRY
W	64	240	304	3.0	AJET-ALL INTERNATIONAL FLIGHTS

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 4
Cabin Configuration(s): ALL	A / C TYPE B737-900ER	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-JYA	40973	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYB	40974	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYC	40977	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYD	40978	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYE	40979	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYF	40982	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYG	40983	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYH	40984	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYI	40985	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYJ	40986	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYL	42010	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYM	42011	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYN	42012	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYO	42013	85366 kg	-	85139 kg	67721 kg	71350 kg
TC-JYP	42014	85366 kg	-	85139 kg	67721 kg	71350 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.

#### B737-900 : 500 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	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 5
Cabin Configuration(s) TC-JYA,B,C,D,E,F,G,H,I,J	A / C TYPE B737-900ER	Carrier TK

**4.2.1.CG - Limits for Loadsheet Purpose**

TC-JYA,JYB,JYC,JYD,JYE,JYF,JYG,JYH,JYI,JYJ

<b>FORWARD</b>		
Special condition if applicable		
<b>ZERO FUEL CHECK</b>		
Specify applicability	Weight(kg)	Index Value
FUEL LOADED IN AUX. TANK	35000	32.7
	45510	25.9
	48545	29.9
	52174	34.0
	67721	51.5
NO FUEL LOADED IN AUX. TANK	35000	32.7
	59970	16.0
	62872	19.3
	67721	24.8
Special condition if applicable		
<b>TAKE-OFF CHECK</b>		
	35000	32.7
	59970	16.0
	62872	19.3
	67721	24.8
	71350	26.2
	71576	26.3
	85139	41.6
<b>Alternate Forward Limits-I Take-off Check</b>		
	41184	47.6
	85139	41.7
<b>Alternate Forward Limits-II Take-off Check</b>		
	46155	53.1
	85139	53.1
Special condition if applicable		
<b>LANDING CHECK</b>		
	35000	32.7
	59970	16.0
	62872	19.3
	67721	24.8
	71350	26.2

<b>AFT</b>		
Special condition if applicable		
<b>ZERO FUEL CHECK</b>		
Specify applicability	Weight(kg)	Index Value
	35000	50.9
	39390	56.4
	59406	70.6
	62122	72.5
	63407	71.2
	67721	64.5
Special condition if applicable		
<b>TAKE-OFF CHECK</b>		
NO FUEL LOADED IN AUX. TANK	35000	40.7
	71350	81.1
	73325	83.3
	85139	65.0
FUEL LOADED IN AUX. TANK	35000	40.7
	71350	81.1
	71454	81.2
	85139	60.0
Special condition if applicable		
<b>LANDING CHECK</b>		
	35000	40.7
	71350	81.1



EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 5
Cabin Configuration(s) TC-JYL,JYM,JYN,JYO,JYP	A / C TYPE B737-900ER	Carrier TK

4.2.1.CG - Limits for Loadsheet Purpose

<b>FORWARD</b>		
Special condition if applicable		
<b>ZERO FUEL CHECK</b>		
Specify applicability	Weight(kg)	Index Value
	35000	33.7
	59970	17.0
	62872	20.3
	67721	25.8
Special condition if applicable		
<b>TAKE-OFF CHECK</b>		
	35000	33.7
	59970	17.0
	62872	20.3
	67721	25.8
	71350	27.2
	71576	27.3
	85139	42.6
<b>Alternate Forward Limits-I Take-off Check</b>		
	42790	48.4
	85139	42.7
<b>Alternate Forward Limits-II Take-off Check</b>		
	47954	54.1
	85139	54.1
Special condition if applicable		
<b>LANDING CHECK</b>		
	35000	33.7
	59970	17.0
	62872	20.3
	67721	25.8
	71350	27.2

<b>AFT</b>		
Special condition if applicable		
<b>ZERO FUEL CHECK</b>		
Specify applicability	Weight(kg)	Index Value
	35000	49.9
	39390	55.4
	59406	69.6
	62122	71.5
	63407	70.2
	67721	63.5
Special condition if applicable		
<b>TAKE-OFF CHECK</b>		
	35000	39.7
	71350	80.1
	73325	82.3
	85139	64.0
Special condition if applicable		
<b>LANDING CHECK</b>		
	35000	39.7
	71350	80.1

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 6
Cabin Configuration(s) ALL	A / C TYPE B737-900ER	Carrier TK

**5. EFFECT OF FUEL**

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

**MAIN TANK & CENTER TANK FUEL DETAILS**

FUEL DENSITY: 0.803 KG/L

Fuel Wt. kg	Index	Fuel Wt. kg	Index	Fuel Wt. kg	Index	Fuel Wt. kg	Index	Fuel Wt. kg	Index
0	0	4497	1,52	8794	8,00	13290	1,07	17787	-5,31
321	-0,01	4818	1,89	9115	7,49	13612	0,65	18108	-5,78
642	-0,03	5139	2,36	9436	6,99	13933	0,17	18430	-6,25
964	-0,03	5460	2,89	9757	6,47	14254	-0,32	18751	-6,73
1285	-0,01	5782	3,44	10078	5,96	14575	-0,72	19072	-7,20
1606	0,02	6103	4,12	10400	5,47	14896	-1,21	19393	-7,81
1927	0,06	6424	4,90	10721	4,95	15218	-1,69	19714	-8,28
2248	0,15	6745	5,76	11042	4,45	15539	-2,08	20036	-8,76
2570	0,23	7066	6,66	11363	3,96	15860	-2,56	20357	-9,38
2891	0,36	7388	7,73	11684	3,47	16181	-3,03	20678	-10,01
3212	0,47	7709	8,92	12006	2,98	16502	-3,51	20897 <sup>2</sup>	-10,38
3533	0,64	7830 <sup>1</sup>	9,37	12327	2,49	16824	-3,89		
3854	0,86	8151	8,93	12648	2,05	17145	-4,36		
4176	1,17	8472	8,48	12969	1,56	17466	-4,83		

<sup>1</sup> Main tanks are full

<sup>2</sup> Main tanks and center tank are full

**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 until full.
3. Load additional fuel in the aft auxiliary fuel tank if required. \*

\* Auxiliary fuel tank weight/index table is on page 16.05A.

\* **Auxiliary Tank is installed only on TC-JYA,B,C,D,E,F,G,H,I,J**

VOLUMETRIC CAPACITY		
	LITER	KG (0.803kg/Lt)
MAIN TANKS 1	4875.6 LT	3915 KG
MAIN TANKS 2	4875.6 LT	3915 KG
CENTER TANK	16273.4 LT	13067 KG
<b>TOTAL</b>	<b>26024.6 LT</b>	<b>20897 KG</b>

VOLUMETRIC CAPACITY		
	LITER	KG (0.803kg/Lt)
AUXILIARY FUEL TANK*	3641.6 LT	2923 KG
<b>TOTAL</b> with aux.fuel tank full	<b>29666.2 LT</b>	<b>23820 KG</b>

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 6
Cabin Configuration(s) TC-JYA,B,C,D,E,F,G,H,I,J	A / C TYPE B737-900ER	Carrier TK

**5. EFFECT OF FUEL**

Auxiliary Tank is installed only on TC-JYA,B,C,D,E,F,G,H,I,J

If Aft Auxiliary Fuel Tank is used, than add fuel index value for the corresponding fuel weight given in the below table, to total index of main tank + center tank.

**AFT AUXILIARY TANK FUEL DETAILS**  
FUEL DENSITY: 0.803 KG/L

Fuel Wt. kg	Index
0	0
200	0.7
400	1.4
600	2.1
800	2.8
1000	3.5
1200	4.2
1400	4.9
1600	5.6
1800	6.3
2000	7.0
2200	7.7
2400	8.4
2600	9.1
2800	9.8
2923	10.2

**Fuel usage procedure;**

When the aft auxiliary fuel is intended to be used, operate as follows:

With normal operation of the Auxiliary Fuel System (AFS), auxiliary fuel transfer will start automatically when the Center Tank fuel has decreased to approximately 11100kg, but no sooner than 10 minutes after takeoff rotation.

Continue to use Center Tank fuel until all aft auxiliary fuel has been transferred and the Center Tank is empty. From that point, use fuel feeds from the No.1 and No.2 Main tanks to their respective engines for the remainder of the flight.

When aft fuel has not been loaded, follow normal aircraft operating procedures.

**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 = **15 kg/minute**  
 APU Fuel Flow = **105 kg/hour**

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C Sheet 7</b>
Cabin Configuration(s) ALL	A / C TYPE B737-900ER	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	-	676.9	-	0.01934

**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	2	-	604.3	-	0.01727
AFT	4	+	554.7	+	0.01585

**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	4	2	2	BULK CARGO COMPT.
2/5	2	5	2	3	
2/6	2	6	2	4	

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 8
Cabin Configuration(s) ALL	A / C TYPE B737-900ER	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	-	636.4	-	0.01819
G2	-	562.5	-	0.01591
G7	-	556.8	-	0.01607
<b>FWD(G1+G2+G7)</b>	-	<b>582.2</b>	-	<b>0.01664</b>
G6A	+	496.7	+	0.01419
G4B	+	601.7	+	0.01719
<b>AFT(G6A+G4B)</b>	+	<b>593.5</b>	+	<b>0.01696</b>

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	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 9
Cabin Configuration(s) ALL	A / C TYPE B737-900ER	Carrier TK

**8. PASSENGER CABIN**

**8.1 Passenger Seats**

**8.1.1. Passenger Seats (TC-JYA,....,JYJ)**

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	
<b>CABIN CONFIGURATION 16C / 135Y</b>				
OA	16			16
OB		48		48
OC		48		48
OD		39		39
<b>Total per class</b>	<b>16</b>	<b>135</b>		

Name of Cabin Section	NUMBER OF SEATS			Total per cabin section
	Class 1	Class 2	Class 3	
<b>CABIN CONFIGURATION 151Y</b>				
OA		16		16
OB		48		48
OC		48		48
OD		39		39
<b>Total per class</b>		<b>151</b>		

**8.1.2. Passenger Seats (TC-JYL,JYM,JYN,JYO,JYP)**

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	
<b>CABIN CONFIGURATION 16C / 153Y</b>				
OA	16			16
OB		60		60
OC		60		60
OD		33		33
<b>Total per class</b>	<b>16</b>	<b>153</b>		

Name of Cabin Section	NUMBER OF SEATS			Total per cabin section
	Class 1	Class 2	Class 3	
<b>CABIN CONFIGURATION 169Y</b>				
OA		16		16
OB		60		60
OC		60		60
OD		33		33
<b>Total per class</b>		<b>169</b>		

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 9
Cabin Configuration(s)	A / C TYPE B737-900ER	Carrier TK
ALL		

**8.2 Class/Cabin Sections**

**TC-JYA,....,JYJ**

Class/Cabin Section	Length of arm from Reference station		Index influence	
	+/-	inch	+/-	per 1 kg
OA	-	404.8	-	0.011566
OB	-	143.2	-	0.004091
OC	+	136.7	+	0.003906
OD	+	383.6	+	0.010961

**TC-JYL,JYM,JYN,JYO,JYP**

Class/Cabin Section	Length of arm from Reference station		Index influence	
	+/-	inch	+/-	per 1 kg
OA	-	433.8	-	0.012394
OB	-	170.3	-	0.004866
OC	+	159.7	+	0.004563
OD	+	406.7	+	0.011619

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 10
	A / C TYPE B737-900ER	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	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 11
Cabin Configuration(s) TC-JYA,B,C,D,E,F,G,H,I,J	A / C TYPE B737-900ER	Carrier TK

8.3.1 Seatplan Layout / Facilities and Row Index Influence

SECTION	ROW NO	Index Influence per Seat-Row per 1kg	Rows from-to:	CABIN CONFIGURATION 151Y							Rows from-to:	CABIN CONFIGURATION 16C / 135Y						
				A	B	C	.	D	E	F		A	B	C	.	D	E	F
A	1	-0.01401	1	NBI	N	Y	.	Y	N	NBI	1	NBI	N	Y	.	Y	N	NBI
	2	-0.01227	2-4	NI	N	Y	.	Y	N	NI	2-4	NI	N	Y	.	Y	N	NI
	3	-0.01075	5	NBI	N	N	.	N	N	NBI	5	NBI	N	N	.	N	N	NBI
	4	-0.00924	6-10	NI	N	N	.	N	N	NI	6-10	NI	N	N	.	N	N	NI
B	5	-0.00747	11-12	NE	NE	NE	.	NE	NE	NE	11-12	NE	NE	NE	.	NE	NE	NE
	6	-0.00652	13-26	NI	N	N	.	N	N	NI	13-26	NI	N	N	.	N	N	NI
	7	-0.00558	27	Y	Y	Y	.	N	N	NI	27	Y	Y	Y	.	N	N	NI
	8	-0.00464																
	9	-0.00369																
	10	-0.00275																
	11	-0.00161																
	12	-0.00047																
	13	0.00051																
	14	0.00148																
	15	0.00245																
	16	0.00342																
	17	0.00439																
18	0.00536																	
19	0.00633																	
20	0.00731																	
D	21	0.00828																
	22	0.00925																
	23	0.01022																
	24	0.01119																
	25	0.01216																
	26	0.01311																
	27	0.01405																

FIXED CERTAIN CLASS DIVIDER is shown as :

THE AISLE is shown as :



EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 11
Cabin Configuration(s) TC-JYL,JYM,JYN,JYO,JYP	A/ C TYPE B737-900ER	Carrier TK

8.3.1 Seatplan Layout / Facilities and Row Index Influence

SECTION	ROW NO	Index Influence per Seat-Row per1kg	Rows from-to:	CABIN CONFIGURATION 169Y						Rows from-to:	CABIN CONFIGURATION 16C / 153Y								
				A	B	C		D	E		F	A	B	C		D	E	F	
A	1	-0.01432	1	N	NBI	Y	.	Y	NBI	N	1	N	NBI	Y	.	Y	NBI	N	
	2	-0.01304	2-4	NI	N	Y	.	Y	N	NI	2-4	NI	N	Y	.	Y	N	NI	
	3	-0.01175	5	N	NBI	N	.	N	NBI	N	5	N	NBI	N	.	N	NBI	N	
	4	-0.01047	6-12	NI	N	N	.	N	N	NI	6-12	NI	N	N	.	N	N	NI	
B	5	-0.00892	13-14	NE	NE	NE	.	NE	NE	NE	13-14	NE	NE	NE	.	NE	NE	NE	
	6	-0.00804	15-29	NI	N	N	.	N	N	NI	15-29	NI	N	N	.	N	N	NI	
	7	-0.00715	30	Y	Y	Y	.	N	N	NI	30	Y	Y	Y	.	N	N	NI	
	8	-0.00627																	
	9	-0.00538																	
	10	-0.00449																	
	11	-0.00361																	
	12	-0.00272																	
	13	-0.00161																	
	14	-0.00047																	
	C	15	0.00045																
		16	0.00136																
		17	0.00228																
		18	0.00319																
		19	0.00411																
		20	0.00502																
21		0.00593																	
22		0.00685																	
23		0.00776																	
24		0.00868																	
D	25	0.00959																	
	26	0.01049																	
	27	0.01138																	
	28	0.01226																	
	29	0.01315																	
	30	0.01406																	

FIXED CERTAIN CLASS DIVIDER is shown as :

THE AISLE is shown as :



EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 12
Cabin Configuration(s)	A / C TYPE	Carrier
ALL	B737-900ER	TK

9. DETAILS FOR COMPARTMENT TRIM

TC-JYA,....,JYJ

COMPARTMENT NUMBER	DESCRIPTION	MAXIMUM CAPACITY		INDEX INFLUENCE	
		GROSS WEIGHT (kg)	VOLUME* (M <sup>3</sup> )	+/-	per 1 kg
1	FWD HOLD	741	4.39	-	0.013870
2	FWD HOLD	2884	19.11	-	0.008310
3	AFT HOLD	3382	17.19	+	0.007850
4	AFT HOLD	763	3.85	+	0.013185

TC-JYL,JYM,JYN,JYO,JYP

COMPARTMENT NUMBER	DESCRIPTION	MAXIMUM CAPACITY		INDEX INFLUENCE	
		GROSS WEIGHT (kg)	VOLUME* (M <sup>3</sup> )	+/-	per 1 kg
1	FWD HOLD	675	3.96	-	0.013765
2	FWD HOLD	2884	19.11	-	0.008310
3	AFT HOLD	4358	23.95	+	0.006575
4	AFT HOLD	667	3.85	+	0.013185

- Volume information required for bulk compartments only.

9.1 Combined Load Limitations : None

9.2 Cumulative Load Limitations: None

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 13
Cabin Configuration(s)	A / C TYPE	Carrier
ALL	B737-900ER	TK

10. DETAILS FOR BAY / SECTION TRIM

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

10.1 Unsymmetrical load limitations: NOT APPLICABLE

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 14
Cabin Configuration(s)	A / C TYPE	Carrier
ALL	B737-900ER	TK

11. BALLAST

FIXED PROVISIONS FOR CARRYING BALLAST?

REMARKS: BALLAST IS NOT REQUIRED

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>D</b> Sheet 1
	A / C TYPE <b>B737-900ER</b>	Carrier <b>TK</b>

**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
45000	40
67721	55

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>D</b> Sheet 2
	A / C TYPE <b>B737-900ER</b>	Carrier <b>TK</b>

**2. UNIT LOAD DEVICES DETAILS**

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

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>D</b> Sheet 3
	A / C TYPE <b>B737-900ER</b>	Carrier <b>TK</b>

**3. SPECIAL LOAD**

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