

B777-300ER
IATA AHM560 DATA
LIST OF EFFECTIVE PAGES
REV 79

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

| PAGE NO | ISSUE DATE | REV NO | ACTION FOR PAGES | SHEET NO | PAGE DESCRIPTION |
|---------|------------|--------|------------------|-----------------|---|
| 00.00 | - | - | - | - | Title Page |
| 01.00 | - | - | - | - | Contents |
| 02.00 | 01Jan06 | - | - | - | General Info |
| 02.01 | 01Jan06 | - | - | A1,A2 | Contact Address. |
| 02.02 | 01Jan06 | - | - | B1,B2 | Passenger & baggage weights/ crew weights |
| 02.03 | 01Jan06 | - | - | - | DOW and DOI specifications / Special Information |
| 02.04 | 01Jan06 | - | - | - | Load&Trim Sheet Information |
| 09.00 | 25 Dec 18 | 79 | Updated | - | List Of Effective Pages / Revision Highlights |
| 09.01 | 22May09 | - | - | C2,C3 | Basic Index and MAC formula/ Stabilizer Trim Settings/A/C Registration., Wt Index Details |
| 09.02 | 25 Dec 18 | 79 | Updated | - | A/C Basic & Dry Operating Weight & Index Table |
| 09.02A | 05May17 | - | - | - | A/C Basic & Dry Operating Weight & Index Table |
| 09.03 | 05May17 | - | - | - | Pantry Codes (Catering) |
| 09.04 | 04Aug17 | - | - | C4 | Aircraft Weight Limitations, LMC Information |
| 09.05 | 29May17 | - | - | C5 | CG Limits for Loadsheet Purpose |
| 09.05A | 05May17 | - | - | C5 | CG Limits for Loadsheet Purpose |
| 09.06 | 07Feb11 | - | - | C6 | Effect of Fuel - Apu / Taxi Fuel Weight |
| 09.06A | 06Oct18 | - | - | C6 | Effect of Fuel - Apu / Taxi Fuel Weight |
| 09.06B | 06Oct18 | - | - | C6 | Effect of Fuel - Apu / Taxi Fuel Weight |
| 09.07 | 13Oct17 | - | - | C7 | Cockpit Index, Cabin Crew Seats, Crew Distr. |
| 09.08 | 22May09 | - | - | C8 | Galley/Pantry Weight&codes |
| 09.09 | 29May17 | - | - | C9 | Passenger Seats Average Station (Cabin Areas) |
| 09.10 | 22May09 | - | - | C10 | Seating Layout Code Letters |
| 09.11 | 27May16 | - | - | C11 | Seat Plan Layout – JJI |
| 09.11A | 29Jun16 | - | - | C11 | Seat Plan Layout – TC-JJE,-JJF,-JJG,-JJH,-JJI,-JJJ,- -JJK, -JJL,-JJM-JJN,-JJO,-JJP,-JJR,-JJS,-JJT,-JJU |
| 09.11B | 29May17 | - | - | C11 | Seat Plan Layout – JJV,JJY,JJZ,-LJA,-LJB,-LJC,- -LJD,-E,-F,-G,-H,-I,-J,-K |
| 09.11C | 28Apr16 | - | - | C11 | Seat Plan Layout– TC-LKA,-LKB,-LKC |
| 09.12 | 27Sep11 | - | - | C12 | Details For Compartment Trim |
| 09.13 | 25 Dec 18 | 79 | Updated | C13 | Details For Bay/Section Trim |
| 09.13A | 25 Dec 18 | 79 | Updated | C13 | Details For Bay/Section Trim |
| 09.13B | 25 Dec 18 | 79 | Updated | C13 | Details For Bay/Section Trim |
| 09.14 | 19Jan12 | - | - | C14,D1 D2,D3 | BALLAST,CG LIMITS / Ideal Trim Line, Unit Load Devices / Special Load |
| 09.15 | Dec14 | - | - | - | Load&Trim Sheet TC-JJE...,JJP |
| 09.16 | May14 | - | - | - | Load&Trim Sheet TC-JJR...,JJZ,-LJA,.....,-LJK |
| 09.17 | 25Mar16 | - | - | - | Load&Trim Sheet TC-LKA...,LKC |

| REV NO | REVISION DESCRIPTION |
|--------|--|
| 79 | TC-JJK BW/BI changed due to weighing and hold version tables have been added. |
| 78 | TC-LJD BW/BI changed due to weighing |
| 77 | TC-JJV BW/BI changed due to weighing |
| 76 | TC-JJV BW/BI changed due to weighing |
| 75 | TC-JJL,-JJO BW/BI changed due to weighing |
| 74 | TC-JJZ BW/BI changed due to weighing |
| 73 | Separate fuel tank table added. |
| 72 | TC-JJE, TC-JJG, TC-JJS BW/BI changed due to weighing. |
| 71 | TC-JJR BW/BI changed due to weighing |
| 70 | TC-JJT BW/BI changed due to weighing |
| 69 | TC-JJF BW/BI changed due to weighing |
| 68 | TC-JJJ,-JJN BW/BI changed due to weighing |
| 67 | TC-JJH BW/BI changed due to weighing |
| 66 | TC-JJI, JJU BW/BI changed due to weighing |
| 65 | New cabin location added. |
| 64 | LMC values are updated |
| 63 | TC-LJK New Aircraft |
| 62 | TC-LKA,-LKB,-LKC CG limits changed |
| 61 | TC-JJI BW/BI changed due to cabin modification |
| 60 | TC-LJJ New Aircraft |
| 59 | TC-JJJ BW/BI changed due to cabin modification |
| 58 | TC-LJI New Aircraft |
| 57 | TC-LJH New Aircraft and TC-JJK BW/BI changed due to cabin modification |
| 56 | TC-LKA BW/BI changed due to weighing and fwd to cg limit changed |
| 55 | TC-JJH BW/BI changed due to cabin modification |
| 54 | TC-JJM BW/BI changed due to cabin modification |
| 53 | TC-LJG New Aircraft |
| 52 | TC-LKA,-LKB,-LKC New Aircrafts joined THY fleet. |
| 51 | TC-JJE,-JJG,-JJL,-JJN,-JJP BW/BI changed due to engineering orders |
| 50 | TC-LJF New Aircraft |
| 49 | TC-JJF,TC-JJO cabin configuration changed to 49C/300Y |
| 48 | TC-JJE,-JJP cabin configuration changed to 49C/300Y |
| 47 | TC-JJG cabin configuration changed to 49C/300Y |
| 46 | TC-LJE New Aircraft |
| 45 | TC-JJN cabin configuration changed to 49C/300Y |
| 44 | TC-LJD new aircraft. TC-JJL cabin configuration changed to 49C/300Y |
| 43 | Alternate Forward Take-off CG limits added. |
| 42 | TC-LJC new aircraft. |
| 41 | TC-LJB new aircraft, TC-JJP BW/BI changed due to weighing |
| 40 | TC-JJO BW/BI changed due to weighing |
| 39 | TC-JJN BW/BI changed due to weighing |
| 38 | TC-LJA new aircraft |
| 37 | TC-JJZ new aircraft |
| 36 | TC-JJV and TC-JJY new aircrafts. |
| 35 | TC-JJM BW/BI changed due to weighing |
| 34 | TC-JJK BW/BI changed due to weighing |
| 33 | TC-JJL BW/BI changed due to weighing. TC-JJM seatplan modified by addition of seat row 13, pages rearranged |
| 32 | TC-JJJ BW/BI changed due to weighing. TC-JJJ,JJP seatplan modified by addition of seat row 13 |
| 31 | TC-JJI BW/BI changed due to weighing TC-JJN,JJO seatplan modified by addition of seat row 13 |
| 30 | TC-JJU new aircraft. TC-JJG BW/BI changed due to weighing. TC-JJI seatplan modified by addition of seat row 13 |
| 29 | TC-JJE,JJH seatplan modified by addition of seat row 13 |
| 28 | TC-JJG seatplan modified by addition of seat row 13 |
| 27 | TC-JJT new aircraft. TC-JJE,JJF,JJH BW/BI changed due to weighing. TC-JJF,JJK,JJL seatplan modified by addition of seat row 13 |
| 26 | TC-JJS new aircraft |
| 25 | TC-JJR new aircraft. Cabin crew distribution updated |
| 24 | Influence of potable water on DOW/DOI updated. New potable water ratios defined. |

| REV NO | REVISION DESCRIPTION |
|--------|---|
| 23 | LMC values are updated |
| 22 | Pantry index values are changed. Re-arrangement of "Details For Bay/Section Trim" page |
| 21 | All pantry codes are amended. Ideal trim line defined. You may remove JJD from your systems as they are re-delivered. |
| 20 | TC-JJP new aircraft |
| 19 | TC-JJO new aircraft. You may remove JJA & JJB & JJC from your systems as they are re-delivered. |
| 18 | TC-JJN new aircraft |
| 17 | TC-JJM new aircraft |
| 16 | TC-JJL new aircraft |

| | | |
|--------------------------------------|---------------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 2 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | 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 = **1258** inches from zero
- K (Constant) = **50**
- C (Constant) = **300000**

2.3. MAC Information

- Length of MAC = **278.5** inches
- LEMAC at = **1174.5** inches from zero

2.4. Stabilizer Trim Setting

Do not print Stabilizer Trim Setting Value on Loadsheets

| | | |
|--------------------------------------|---------------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 3 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

3. AIRCRAFT REGISTRATIONS, WEIGHT AND INDEX DETAILS

DRY OPERATING WEIGHT

BASIC WEIGHT

X

X

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

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 |
|------------------------------------|--------------|---------------|-----------------|-------------------|--|--|
| | | | | Weight | Index | |
| B777-300ER | 40707 | TC-JJE | 349 | 169962 | 41.4 | If actual is different , then make necessary adjustments |
| B777-300ER | 40708 | TC-JJF | 349 | 170166 | 42.9 | |
| B777-300ER | 40791 | TC-JJG | 349 | 170021 | 43.0 | |
| B777-300ER | 40792 | TC-JJH | 349 | 170109 | 41.8 | |
| B777-300ER | 40709 | TC-JJI | 349 | 169888 | 41.7 | |
| B777-300ER | 40710 | TC-JJJ | 349 | 170184 | 42.2 | |
| B777-300ER | 40711 | TC-JJK | 349 | 170115 | 41.6 | |
| B777-300ER | 40793 | TC-JJL | 349 | 169980 | 41.8 | |
| B777-300ER | 40794 | TC-JJM | 349 | 169844 | 40.8 | |
| B777-300ER | 40795 | TC-JJN | 349 | 170065 | 42.2 | |
| B777-300ER | 40796 | TC-JJO | 349 | 170170 | 42.1 | |
| B777-300ER | 40797 | TC-JJP | 349 | 170142 | 39.5 | |
| B777-300ER | 44116 | TC-JJR | 349 | 169695 | 40.7 | |
| B777-300ER | 44117 | TC-JJS | 349 | 169500 | 40.2 | |
| B777-300ER | 44118 | TC-JJT | 349 | 168451 | 41.4 | |
| B777-300ER | 60401 | TC-JJU | 349 | 169201 | 39.1 | |
| B777-300ER | 44119 | TC-JJV | 349 | 169366 | 40.0 | |
| B777-300ER | 44120 | TC-JJY | 349 | 168756 | 39.2 | |
| B777-300ER | 44122 | TC-JJZ | 349 | 168682 | 39.2 | |
| B777-300ER | 44121 | TC-LJA | 349 | 168653 | 39.1 | |
| B777-300ER | 44124 | TC-LJB | 349 | 168757 | 39.2 | |
| B777-300ER | 44123 | TC-LJC | 349 | 168641 | 39.3 | |
| B777-300ER | 44125 | TC-LJD | 349 | 169614 | 39.7 | |
| B777-300ER | 44126 | TC-LJE | 349 | 168817 | 39.2 | |
| B777-300ER | 44127 | TC-LJF | 349 | 168851 | 39.2 | |
| B777-300ER | 44128 | TC-LJG | 349 | 169053 | 39.3 | |
| B777-300ER | 44129 | TC-LJH | 349 | 169009 | 39.5 | |
| B777-300ER | 44130 | TC-LJI | 349 | 168980 | 39.6 | |
| B777-300ER | 60405 | TC-LJJ | 349 | 169015 | 39.5 | |
| B777-300ER | 60402 | TC-LJK | 349 | 169085 | 39.4 | |
| COCKPIT CREW TOTAL EFFECT | | | | | | BW/BI value in the above table already includes potable water with FULL (8/8) tank(1339 kg/4.4 Index) .If potable water tanks are different, adjust DOW & DOI in proper ratios according to below table |
| Cockpit Crew No/Locations | | | WEIGHT | INDEX | | |
| 2 COCKPIT CREW | | | 170 | -0.7 | | |
| 3 COCKPIT CREW | | | 255 | -1.1 | | |
| 4 COCKPIT CREW | | | 340 | -1.4 | | |
| CABIN CREW TOTAL EFFECT | | | | | | |
| Cabin Crew No/Locations | | | WEIGHT | INDEX | INFLUENCE OF POTABLE WATER ON DOW/DOI | |
| 10 CABIN CREW (2 Fwd+5 Mid +3 Aft) | | | 750 | -0.2 | 7/8 POTABLE WATER Subtract 167KG Subtract 0.6IU | |
| 11 CABIN CREW (2 Fwd+6 Mid +3 Aft) | | | 825 | -0.2 | 6/8 POTABLE WATER Subtract 335KG Subtract 1.1IU | |
| 12 CABIN CREW (2 Fwd+7 Mid +3 Aft) | | | 900 | -0.3 | 5/8 POTABLE WATER Subtract 502 KG Subtract 1.6IU | |
| 13 CABIN CREW (3 Fwd+7 Mid +3 Aft) | | | 975 | -0.6 | 4/8 POTABLE WATER Subtract 670KG Subtract 2.2IU | |
| 14 CABIN CREW (4 Fwd+7 Mid +3 Aft) | | | 1050 | -0.8 | 3/8 POTABLE WATER Subtract 837KG Subtract 2.8IU | |
| 15 CABIN CREW (4 Fwd+8 Mid +3 Aft) | | | 1125 | -0.9 | 2/8 POTABLE WATER Subtract 1004KG Subtract 3.3IU | |
| 16 CABIN CREW (5 Fwd+8 Mid +3 Aft) | | | 1200 | -1.2 | 1/8 POTABLE WATER Subtract 1172KG Subtract 3.9IU | |
| 17 CABIN CREW (5 Fwd+8 Mid +4 Aft) | | | 1275 | -0.9 | | |
| 18 CABIN CREW (5 Fwd+8 Mid +5 Aft) | | | 1350 | -0.7 | | |
| 19 CABIN CREW (5 Fwd+8 Mid +6 Aft) | | | 1425 | -0.5 | | |

PANTRY (CATERING) STANDARD W/I TABLE IS ON PAGE 09.03

*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"

TOOLKITBOX = 30 KG

CONTAINERS AND PALLETS (ULD-Unit Load Devices) :

- Tare weight of Containers and Pallets (ULD) should NOT be included in Dry Operating weight/Index.
- Tare weight of ULD should be shown within GROSS load in position (added to net cargo/bag weight in ULD position).
- GROSS load (sum of Net cargo/bag weight + pallet/container tare weight) should be shown in "LOAD IN COMPARTMENTS" in "DISTRIBUTION" column of LOADSHEET

CREW BAGGAGE (in BULK Cargo Compartment) : For Longhaul flights and for flights that crew stays overnight at destination, additional CREW BAGGAGE, standard bag weight of 15 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-B777-300ER" 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 | MID1 | MID2 | AFT | WEIGHT | INDEX | |
| A | 600 | 750 | 660 | 890 | 2900 | -0.1 | ER FLIGHTS |
| N | 316 | 266 | 235 | 570 | 1387 | 0.5 | ALL INTERNATIONAL FLIGHTS |
| D | 166 | 48 | 43 | 186 | 443 | 0.1 | DOMESTIC FLIGHTS ONE WAY |
| G | 222 | 106 | 94 | 444 | 866 | 0.5 | DOMESTIC FLIGHTS RETURN PANTRY |

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|-----------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 4 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

4. LIMITATIONS

4.1. Aircraft Weight Limitations

4.1.1. Maximum weights (in kgs) for:

| Aircraft Reg. | MSN | Ramp/Taxi | Design Take-off Wet | Design Take-off Dry | Zero Fuel | Design Landing |
|---------------|-------|-----------|---------------------|---------------------|-----------|----------------|
| TC-JJE | 40707 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJF | 40708 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJG | 40791 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJH | 40792 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJI | 40709 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJJ | 40710 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJK | 40711 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJL | 40793 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJM | 40794 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJN | 40795 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJO | 40796 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJP | 40797 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJR | 44116 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJS | 44117 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJT | 44118 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJU | 60401 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJV | 44119 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJY | 44120 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-JJZ | 44122 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJA | 44121 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJB | 44124 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJC | 44123 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJD | 44125 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJE | 44126 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJF | 44127 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LKA | 41818 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LKB | 41819 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LKC | 42097 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJG | 44128 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJH | 44129 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJI | 44130 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJJ | 60405 | 352441 | N/A | 351534* | 237682 | 251290 |
| TC-LJK | 60402 | 352441 | N/A | 351534* | 237682 | 251290 |

* : PLEASE NOTE THAT MAX TAKE-OFF WEIGHT DECREASES WHEN AIRCRAFT CG IS BELOW OR HIGHER THEN AROUND 25% MAC. REFER TO "4.2. CG - Limits for Loadsheet Purpose" PAGE FOR DETAILS.

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 .

B777-300ER : 1000 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) ALL | A / C TYPE B777-300ER | Carrier TK |

| Special condition if applicable | | |
|---------------------------------|--------|-------------|
| TAKE-OFF FWD | | |
| Specify applicability | Weight | Index Value |
| TC-LKA,-LKB,-LKC | 160000 | 25.00 |
| | 170000 | 22.96 |
| | 194000 | 17.80 |
| | 207733 | 17.34 |
| | 237682 | 17.00 |
| | 251290 | 16.80 |
| | 328053 | 16.10 |
| | 344548 | 20.10 |
| | 351534 | 33.50 |
| Special condition if applicable | | |
| ZERO FUEL FWD | | |
| Specify applicability | Weight | Index Value |
| TC-LKA,-LKB,-LKC | 160000 | 25.00 |
| | 170000 | 22.96 |
| | 194000 | 17.80 |
| | 207733 | 17.34 |
| | 237682 | 17.00 |
| Special condition if applicable | | |
| Landing FWD | | |
| Specify applicability | Weight | Index Value |
| TC-LKA,-LKB,-LKC | 160000 | 25.00 |
| | 170000 | 22.96 |
| | 194000 | 17.80 |
| | 207733 | 17.34 |
| | 237682 | 17.00 |
| | 251290 | 16.80 |

| Special condition if applicable | | |
|---------------------------------|--------|-------------|
| TAKE-OFF AFT | | |
| Specify applicability | Weight | Index Value |
| TC-LKA,-LKB,-LKC | 160000 | 48.50 |
| | 170000 | 51.00 |
| | 237682 | 67.90 |
| | 251290 | 71.20 |
| | 279004 | 78.50 |
| | 306241 | 82.20 |
| | 342515 | 70.10 |
| | 351534 | 34.80 |
| | | |
| Special condition if applicable | | |
| ZERO FUEL AFT | | |
| Specify applicability | Weight | Index Value |
| TC-LKA,-LKB,-LKC | 160000 | 51.10 |
| | 170000 | 55.00 |
| | 182521 | 58.50 |
| | 188000 | 61.20 |
| | 213342 | 62.50 |
| | 237682 | 65.70 |
| Special condition if applicable | | |
| Landing AFT | | |
| Specify applicability | Weight | Index Value |
| TC-LKA,-LKB,-LKC | 160000 | 48.50 |
| | 170000 | 51.00 |
| | 237682 | 67.90 |
| | 251290 | 71.20 |
| | | |

| | | |
|---|----------------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 6 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

5. EFFECT OF FUEL

5.1 EFFECT OF FUEL

| Fuel Wt. kg | Index | Fuel Wt. kg | Index | Fuel Wt. kg | Index | Fuel Wt. kg | Index |
|-------------|-------|-------------|-------|-------------|-------|-------------|-------|
| 30000 | 0 | 62000 | 13 | 93000 | 2 | 125000 | -10 |
| 31000 | 0 | 62616 | 14 | 94000 | 2 | 126000 | -10 |
| 32000 | 0 | 63000 | 13 | 95000 | 1 | 127000 | -10 |
| 33000 | 1 | 64000 | 13 | 96000 | 1 | 128000 | -11 |
| 34000 | 1 | 65000 | 12 | 97000 | 1 | 129000 | -11 |
| 35000 | 1 | 66000 | 12 | 98000 | 0 | 130000 | -11 |
| 36000 | 1 | 67000 | 12 | 99000 | 0 | 131000 | -12 |
| 37000 | 1 | 68000 | 11 | 100000 | -1 | 132000 | -12 |
| 38000 | 1 | 69000 | 11 | 101000 | -1 | 133000 | -13 |
| 39000 | 2 | 70000 | 11 | 102000 | -1 | 134000 | -13 |
| 40000 | 2 | 71000 | 10 | 103000 | -2 | 135000 | -13 |
| 41000 | 2 | 72000 | 10 | 104000 | -2 | 136000 | -14 |
| 42000 | 2 | 73000 | 9 | 105000 | -2 | 137000 | -14 |
| 43000 | 3 | 74000 | 9 | 106000 | -3 | 138000 | -15 |
| 44000 | 3 | 75000 | 9 | 107000 | -3 | 139000 | -15 |
| 45000 | 3 | 76000 | 8 | 108000 | -3 | 140000 | -15 |
| 46000 | 3 | 77000 | 8 | 109000 | -4 | 141000 | -16 |
| 47000 | 4 | 78000 | 8 | 110000 | -4 | 142000 | -16 |
| 48000 | 4 | 79000 | 7 | 111000 | -4 | 143000 | -17 |
| 49000 | 5 | 80000 | 7 | 112000 | -5 | 144000 | -17 |
| 50000 | 5 | 81000 | 6 | 113000 | -5 | 145000 | -17 |
| 51000 | 6 | 82000 | 6 | 114000 | -6 | 146000 | -17 |
| 52000 | 6 | 83000 | 6 | 115000 | -6 | 147000 | -17 |
| 53000 | 7 | 84000 | 5 | 116000 | -6 | 148000 | -17 |
| 54000 | 7 | 85000 | 5 | 117000 | -7 | 149000 | -17 |
| 55000 | 8 | 86000 | 5 | 118000 | -7 | 150000 | -17 |
| 56000 | 8 | 87000 | 4 | 119000 | -7 | 151000 | -17 |
| 57000 | 9 | 88000 | 4 | 120000 | -8 | 152000 | -18 |
| 58000 | 10 | 89000 | 3 | 121000 | -8 | 153000 | -18 |
| 59000 | 10 | 90000 | 3 | 122000 | -8 | 154000 | -19 |
| 60000 | 11 | 91000 | 3 | 123000 | -9 | 154270 | -19 |
| 61000 | 12 | 92000 | 2 | 124000 | -9 | | |

Max. Fuel Capacity = **181281 Liters**

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 = **33 kg/minute**

APU Fuel Flow = **240 kg/hour**

| | | |
|-----------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 6 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

5.2 Separate Fuel Tank Capacity and Weight / Index Table

Main Tanks 1&2

| Fuel Wt. kg | Index | Fuel Wt. kg | Index | Fuel Wt. kg | Index | Fuel Wt. kg | Index |
|-------------|-------|-------------|-------|-------------|-------|-------------|-------|
| 320 | 0.0 | 16000 | -0.3 | 31680 | 0.4 | 47360 | 4.0 |
| 640 | 0.0 | 16320 | -0.3 | 32000 | 0.4 | 47680 | 4.1 |
| 960 | 0.0 | 16640 | -0.2 | 32320 | 0.5 | 48000 | 4.2 |
| 1280 | 0.0 | 16960 | -0.2 | 32640 | 0.5 | 48320 | 4.4 |
| 1600 | -0.1 | 17280 | -0.2 | 32960 | 0.5 | 48640 | 4.5 |
| 1920 | -0.1 | 17600 | -0.2 | 33280 | 0.6 | 48960 | 4.6 |
| 2240 | -0.1 | 17920 | -0.2 | 33600 | 0.6 | 49280 | 4.8 |
| 2560 | -0.1 | 18240 | -0.2 | 33920 | 0.6 | 49600 | 4.9 |
| 2880 | -0.1 | 18560 | -0.2 | 34240 | 0.7 | 49920 | 5.1 |
| 3200 | -0.1 | 18880 | -0.2 | 34560 | 0.7 | 50240 | 5.2 |
| 3520 | -0.1 | 19200 | -0.2 | 34880 | 0.8 | 50560 | 5.4 |
| 3840 | -0.1 | 19520 | -0.2 | 35200 | 0.8 | 50880 | 5.5 |
| 4160 | -0.2 | 19840 | -0.2 | 35520 | 0.9 | 51200 | 5.7 |
| 4480 | -0.2 | 20160 | -0.2 | 35840 | 0.9 | 51520 | 5.8 |
| 4800 | -0.2 | 20480 | -0.2 | 36160 | 1.0 | 51840 | 6.0 |
| 5120 | -0.2 | 20800 | -0.2 | 36480 | 1.0 | 52160 | 6.1 |
| 5440 | -0.2 | 21120 | -0.2 | 36800 | 1.1 | 52480 | 6.3 |
| 5760 | -0.2 | 21440 | -0.2 | 37120 | 1.1 | 52800 | 6.5 |
| 6080 | -0.2 | 21760 | -0.2 | 37440 | 1.2 | 53120 | 6.6 |
| 6400 | -0.2 | 22080 | -0.2 | 37760 | 1.2 | 53440 | 6.8 |
| 6720 | -0.2 | 22400 | -0.2 | 38080 | 1.3 | 53760 | 7.0 |
| 7040 | -0.2 | 22720 | -0.2 | 38400 | 1.4 | 54080 | 7.2 |
| 7360 | -0.2 | 23040 | -0.1 | 38720 | 1.4 | 54400 | 7.3 |
| 7680 | -0.2 | 23360 | -0.1 | 39040 | 1.5 | 54720 | 7.5 |
| 8000 | -0.2 | 23680 | -0.1 | 39360 | 1.6 | 55040 | 7.7 |
| 8320 | -0.2 | 24000 | -0.1 | 39680 | 1.7 | 55360 | 7.9 |
| 8640 | -0.2 | 24320 | -0.1 | 40000 | 1.7 | 55680 | 8.1 |
| 8960 | -0.3 | 24640 | -0.1 | 40320 | 1.8 | 56000 | 8.3 |
| 9280 | -0.3 | 24960 | -0.1 | 40640 | 1.9 | 56320 | 8.5 |
| 9600 | -0.3 | 25280 | -0.1 | 40960 | 2.0 | 56640 | 8.7 |
| 9920 | -0.3 | 25600 | -0.1 | 41280 | 2.0 | 56960 | 8.9 |
| 10240 | -0.3 | 25920 | 0.0 | 41600 | 2.1 | 57280 | 9.1 |
| 10560 | -0.3 | 26240 | 0.0 | 41920 | 2.2 | 57600 | 9.4 |
| 10880 | -0.3 | 26560 | 0.0 | 42240 | 2.3 | 57920 | 9.6 |
| 11200 | -0.3 | 26880 | 0.0 | 42560 | 2.4 | 58240 | 9.8 |
| 11520 | -0.3 | 27200 | 0.0 | 42880 | 2.5 | 58560 | 10.0 |
| 11840 | -0.3 | 27520 | 0.1 | 43200 | 2.6 | 58880 | 10.3 |
| 12160 | -0.3 | 27840 | 0.1 | 43520 | 2.7 | 59200 | 10.5 |
| 12480 | -0.3 | 28160 | 0.1 | 43840 | 2.8 | 59520 | 10.8 |
| 12800 | -0.3 | 28480 | 0.1 | 44160 | 2.9 | 59840 | 11.0 |
| 13120 | -0.3 | 28800 | 0.1 | 44480 | 3.0 | 60160 | 11.2 |
| 13440 | -0.3 | 29120 | 0.2 | 44800 | 3.1 | 60480 | 11.5 |
| 13760 | -0.3 | 29440 | 0.2 | 45120 | 3.2 | 60800 | 11.8 |
| 14080 | -0.3 | 29760 | 0.2 | 45440 | 3.3 | 61120 | 12.0 |
| 14400 | -0.3 | 30080 | 0.2 | 45760 | 3.4 | 61440 | 12.3 |
| 14720 | -0.3 | 30400 | 0.3 | 46080 | 3.5 | 61760 | 12.6 |
| 15040 | -0.3 | 30720 | 0.3 | 46400 | 3.6 | 62080 | 12.9 |
| 15360 | -0.3 | 31040 | 0.3 | 46720 | 3.7 | 62382.4 | 13.2 |
| 15680 | -0.3 | 31360 | 0.4 | 47040 | 3.9 | | |

| | | |
|-----------------------------------|-------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 6 |
| Cabin Configuration(s) ALL | A/ C TYPE B777-300ER | Carrier TK |

Center Tank

| Fuel Wt. kg | Index | Fuel Wt. kg | Index | Fuel Wt. kg | Index | Fuel Wt. kg | Index |
|-------------|-------|-------------|-------|-------------|-------|-------------|-------|
| 320 | 0.0 | 16000 | -0.3 | 31680 | 0.4 | 47360 | 4.0 |
| 640 | 0.0 | 16320 | -0.3 | 32000 | 0.4 | 47680 | 4.1 |
| 960 | 0.0 | 16640 | -0.2 | 32320 | 0.5 | 48000 | 4.2 |
| 1280 | 0.0 | 16960 | -0.2 | 32640 | 0.5 | 48320 | 4.4 |
| 1600 | -0.1 | 17280 | -0.2 | 32960 | 0.5 | 48640 | 4.5 |
| 1920 | -0.1 | 17600 | -0.2 | 33280 | 0.6 | 48960 | 4.6 |
| 2240 | -0.1 | 17920 | -0.2 | 33600 | 0.6 | 49280 | 4.8 |
| 2560 | -0.1 | 18240 | -0.2 | 33920 | 0.6 | 49600 | 4.9 |
| 2880 | -0.1 | 18560 | -0.2 | 34240 | 0.7 | 49920 | 5.1 |
| 3200 | -0.1 | 18880 | -0.2 | 34560 | 0.7 | 50240 | 5.2 |
| 3520 | -0.1 | 19200 | -0.2 | 34880 | 0.8 | 50560 | 5.4 |
| 3840 | -0.1 | 19520 | -0.2 | 35200 | 0.8 | 50880 | 5.5 |
| 4160 | -0.2 | 19840 | -0.2 | 35520 | 0.9 | 51200 | 5.7 |
| 4480 | -0.2 | 20160 | -0.2 | 35840 | 0.9 | 51520 | 5.8 |
| 4800 | -0.2 | 20480 | -0.2 | 36160 | 1.0 | 51840 | 6.0 |
| 5120 | -0.2 | 20800 | -0.2 | 36480 | 1.0 | 52160 | 6.1 |
| 5440 | -0.2 | 21120 | -0.2 | 36800 | 1.1 | 52480 | 6.3 |
| 5760 | -0.2 | 21440 | -0.2 | 37120 | 1.1 | 52800 | 6.5 |
| 6080 | -0.2 | 21760 | -0.2 | 37440 | 1.2 | 53440 | 6.6 |
| 6400 | -0.2 | 22080 | -0.2 | 37760 | 1.2 | 53760 | 6.8 |
| 6720 | -0.2 | 22400 | -0.2 | 38080 | 1.3 | 54080 | 7.0 |
| 7040 | -0.2 | 22720 | -0.2 | 38400 | 1.4 | 54400 | 7.2 |
| 7360 | -0.2 | 23040 | -0.1 | 38720 | 1.4 | 54720 | 7.3 |
| 7680 | -0.2 | 23360 | -0.1 | 39040 | 1.5 | 55040 | 7.5 |
| 8000 | -0.2 | 23680 | -0.1 | 39360 | 1.6 | 55360 | 7.7 |
| 8320 | -0.2 | 24000 | -0.1 | 39680 | 1.7 | 55680 | 7.9 |
| 8640 | -0.2 | 24320 | -0.1 | 40000 | 1.7 | 56000 | 8.1 |
| 8960 | -0.3 | 24640 | -0.1 | 40320 | 1.8 | 56320 | 8.3 |
| 9280 | -0.3 | 24960 | -0.1 | 40640 | 1.9 | 56640 | 8.5 |
| 9600 | -0.3 | 25280 | -0.1 | 40960 | 2.0 | 56960 | 8.7 |
| 9920 | -0.3 | 25600 | -0.1 | 41280 | 2.0 | 57280 | 8.9 |
| 10240 | -0.3 | 25920 | 0.0 | 41600 | 2.1 | 57600 | 9.1 |
| 10560 | -0.3 | 26240 | 0.0 | 41920 | 2.2 | 57920 | 9.4 |
| 10880 | -0.3 | 26560 | 0.0 | 42240 | 2.3 | 58240 | 9.6 |
| 11200 | -0.3 | 26880 | 0.0 | 42560 | 2.4 | 58560 | 9.8 |
| 11520 | -0.3 | 27200 | 0.0 | 42880 | 2.5 | 58880 | 10.0 |
| 11840 | -0.3 | 27520 | 0.1 | 43200 | 2.6 | 59200 | 10.3 |
| 12160 | -0.3 | 27840 | 0.1 | 43520 | 2.7 | 59520 | 10.5 |
| 12480 | -0.3 | 28160 | 0.1 | 43840 | 2.8 | 59840 | 10.8 |
| 12800 | -0.3 | 28480 | 0.1 | 44160 | 2.9 | 60160 | 11.0 |
| 13120 | -0.3 | 28800 | 0.1 | 44480 | 3.0 | 60480 | 11.2 |
| 13440 | -0.3 | 29120 | 0.2 | 44800 | 3.1 | 60800 | 11.5 |
| 13760 | -0.3 | 29440 | 0.2 | 45120 | 3.2 | 61120 | 11.8 |
| 14080 | -0.3 | 29760 | 0.2 | 45440 | 3.3 | 61440 | 12.0 |
| 14400 | -0.3 | 30080 | 0.2 | 45760 | 3.4 | 61760 | 12.3 |
| 14720 | -0.3 | 30400 | 0.3 | 46080 | 3.5 | 62080 | 12.6 |
| 15040 | -0.3 | 30720 | 0.3 | 46400 | 3.6 | 62400 | 12.9 |
| 15360 | -0.3 | 31040 | 0.3 | 46720 | 3.7 | 62720 | 13.2 |
| 15680 | -0.3 | 31360 | 0.4 | 47040 | 3.9 | 63040 | 0.0 |

| | | |
|---|----------------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 6 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

Center Tank (Cont.)

| Fuel Wt. kg | Index | Fuel Wt. kg | Index |
|--------------------|--------------|--------------------|--------------|
| 63360 | 0.0 | 79040 | 0.0 |
| 63680 | 0.0 | 79360 | 0.0 |
| 64000 | 0.0 | 79680 | 0.0 |
| 64320 | 0.0 | 80000 | 0.0 |
| 64640 | 0.0 | 80320 | 0.0 |
| 64960 | 0.0 | 80640 | 0.0 |
| 65280 | 0.0 | 80960 | 0.0 |
| 65600 | 0.0 | 81280 | 0.0 |
| 65920 | 0.0 | 81600 | 0.0 |
| 66240 | 0.0 | 81920 | 0.0 |
| 66560 | 0.0 | 82240 | 0.0 |
| 66880 | 0.0 | 82560 | 0.0 |
| 67200 | 0.0 | 82642.4 | 0.0 |
| 67520 | 0.0 | | |
| 67840 | 0.0 | | |
| 68160 | 0.0 | | |
| 68480 | 0.0 | | |
| 68800 | 0.0 | | |
| 69120 | 0.0 | | |
| 69440 | 0.0 | | |
| 69760 | 0.0 | | |
| 70080 | 0.0 | | |
| 70400 | 0.0 | | |
| 70720 | 0.0 | | |
| 71040 | 0.0 | | |
| 71360 | 0.0 | | |
| 71680 | 0.0 | | |
| 72000 | 0.0 | | |
| 72320 | 0.0 | | |
| 72640 | 0.0 | | |
| 72960 | 0.0 | | |
| 73280 | 0.0 | | |
| 73600 | 0.0 | | |
| 73920 | 0.0 | | |
| 74240 | 0.0 | | |
| 74560 | 0.0 | | |
| 74880 | 0.0 | | |
| 75200 | 0.0 | | |
| 75520 | 0.0 | | |
| 75840 | 0.0 | | |
| 76160 | 0.0 | | |
| 76480 | 0.0 | | |
| 76800 | 0.0 | | |
| 77120 | 0.0 | | |
| 77440 | 0.0 | | |
| 77760 | 0.0 | | |
| 78080 | 0.0 | | |
| 78400 | 0.0 | | |
| 78720 | 0.0 | | |

| | | |
|-----------------------------------|--------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 7 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | 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 | |
|---------------------------------|--------------------------------------|--------|-----------------|----------|
| | +/- | inches | +/- | per 1 kg |
| 4 | - | 1257.7 | - | 0.00419 |

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 | |
|----------------------------|-------------------|--------------------------------------|--------|-----------------|----------|
| | | +/- | inches | +/- | per 1 kg |
| FWD | 5 | - | 1114 | - | 0.00372 |
| MID | 8 | - | 267 | - | 0.00088 |
| AFT | 6 | + | 975 | + | 0.00326 |

Remarks: "FWD", "MID", "AFT" average Cabin Crew Seats Locations can be used for simplicity.

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 | MID | AFT | |
| 3/1 | 3 | 1 | 1 | 0 | 0 | BULK CARGO COMPT. 5 |
| 3/2 | 3 | 2 | 1 | 0 | 1 | |
| 3/3 | 3 | 3 | 1 | 1 | 1 | |
| 3/4 | 3 | 4 | 1 | 2 | 1 | |
| 3/5 | 3 | 5 | 1 | 3 | 1 | |
| 3/6 | 3 | 6 | 2 | 3 | 1 | |
| 3/7 | 3 | 7 | 2 | 3 | 2 | |
| 3/8 | 3 | 8 | 2 | 4 | 2 | |
| 3/9 | 3 | 9 | 2 | 5 | 2 | |
| 3/10 | 3 | 10 | 2 | 5 | 3 | |
| 3/11 | 3 | 11 | 2 | 6 | 3 | |
| 3/12 | 3 | 12 | 2 | 7 | 3 | |
| 3/13 | 3 | 13 | 3 | 7 | 3 | |
| 3/14 | 3 | 14 | 4 | 7 | 3 | |
| 3/15 | 3 | 15 | 4 | 8 | 3 | |
| 3/16 | 3 | 16 | 5 | 8 | 3 | |
| 3/17 | 3 | 17 | 5 | 8 | 4 | |
| 3/18 | 3 | 18 | 5 | 8 | 5 | |
| 3/19 | 3 | 19 | 5 | 8 | 6 | |

| | | |
|-----------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 8 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

7. GALLEY AND PANTRY

7.1. Galleys

| Galley locations | Length of arm from reference station | | Index influence | |
|--|--------------------------------------|---------------|-----------------|----------------|
| | +/- | inches | +/- | per 1 kg |
| F-1 | - | 1200.5 | - | 0.00400 |
| F-2 | - | 1158.5 | - | 0.00386 |
| F-3 | - | 1158.5 | - | 0.00386 |
| FWD(F-1 + F-2 + F-3) | - | 1173.0 | - | 0.00391 |
| M-1 | - | 846.0 | - | 0.00282 |
| M-2 | - | 768.0 | - | 0.00256 |
| MID1(M-1 + M-2) | - | 807.0 | - | 0.00269 |
| M-5 | + | 434.0 | + | 0.00145 |
| M-7 | + | 512.0 | + | 0.00171 |
| MS-7 | + | 510.0 | + | 0.00170 |
| MS-8 | + | 510.0 | + | 0.00170 |
| MID2(M-5 + M-7 + MS-7 + MS-8) | + | 480.0 | + | 0.00160 |
| A-2 | + | 1054.5 | + | 0.00352 |
| A-3 | + | 1054.5 | + | 0.00352 |
| AFT(A-2+A-3) | + | 1056.0 | + | 0.00352 |

7.2 Pantry Weight / Pantry Code

Pantry Weight / Pantry Code is given on **PANTRY STANDART WEIGHT/INDEX TABLE (CATERING) TABLE.**

| | | |
|-----------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 8 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

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. A PERMANENT PASSENGER DISTRIBUTION TABLE IS NOT USED.

| | | |
|-----------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 9 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

8. PASSENGER CABIN

8.1.1 Passenger Seats

CLASS CODES ; Class 1 : C (Business) / Class 2 : U (Comfort) / Class 3 : Y (Economy)

| Name of cabin section | NUMBER OF SEATS | | | Total per cabin section |
|-----------------------|-----------------|---------|---------|-------------------------|
| | Class 1 | Class 2 | Class 3 | |

TC-JJE,-JF,-JG,-JH,-JI,-JJ,-JK,-JL,-JMM-JJN,-JJO,-JJP,-JJR,-JJS,-JJT,-JJU

| CABIN CONFIGURATION 49C/300Y | | | | |
|------------------------------|----|--|-----|-----|
| OA | 28 | | | 28 |
| OB | 21 | | 54 | 75 |
| OC | | | 132 | 132 |
| OD | | | 114 | 114 |
| Total per class | 49 | | 300 | 349 |

| Name of cabin section | NUMBER OF SEATS | | | Total per cabin section |
|-----------------------|-----------------|---------|---------|-------------------------|
| | Class 1 | Class 2 | Class 3 | |

TC-JJV,-JJY,-JJZ,-LJA,-LJB,-JC,-JD,-JE,-JF,-JG,-LJH,-LJI,-LJJ,-LJK

| CABIN CONFIGURATION 49C/300Y | | | | |
|------------------------------|----|--|-----|-----|
| OA | 28 | | | 28 |
| OB | 21 | | 54 | 75 |
| OC | | | 129 | 129 |
| OD | | | 117 | 117 |
| Total per class | 49 | | 300 | 349 |

TC-LKA,-LKB,-LKC

| CABIN CONFIGURATION 28C/372Y | | | | |
|------------------------------|----|--|-----|-----|
| OA | 28 | | | 28 |
| OB | | | 136 | 136 |
| OC | | | 117 | 117 |
| OD | | | 119 | 119 |
| Total per class | 28 | | 372 | 400 |

8.2.1 Class/Cabin Sections

| TC-JJE,-JF,-JG,-JH,-JI,-JJ,-JK,-JL,-JMM-JJN,-JJO,-JJP,-JJR,-JJS,-JJT,-JJU | | | | |
|---|---|-------|---|----------|
| OA | - | 899 | - | 0.002996 |
| OB | - | 321 | - | 0.001070 |
| OC | + | 165.7 | + | 0.000552 |
| OD | + | 711.6 | + | 0.002372 |

| TC-JJV,-JJY,-JJZ,-LJA,-LJB,-LJC,-LJD,-LJE,-LJF,-LJG,-LJH,-LJI,-LJJ,-LJK | | | | |
|---|---|-------|---|----------|
| OA | - | 899 | - | 0.002996 |
| OB | - | 321 | - | 0.001069 |
| OC | + | 160.4 | + | 0.000535 |
| OD | + | 706.9 | + | 0.002356 |

| TC-LKA,-LKB,-LKC | | | | |
|------------------|---|--------|---|----------|
| OA | - | 891 | - | 0.002970 |
| OB | - | 362.72 | - | 0.001209 |
| OC | + | 160 | + | 0.000533 |
| OD | + | 705.24 | + | 0.002351 |

| | | |
|-----------------------------------|--------------------------|---------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 10 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

8.3 Seating Layout Code Letters

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 Praticce 1711.

| | | |
|--|---------------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 11 |
| Cabin Configuration(s) TC-JJE,-F,-G,-H,-I,-J,-K,-L,-M,-N,-O,-P,-R,- JJS,-JJT,-JJU, | A / C TYPE B777-300ER | Carrier TK |

8.3.1 Seatplan Layout / Facilities and Row Index Influence

| SECTION | ROW NO | CABIN CONFIGURATION 49C/300Y | | | | | | | | | | Length of arm from reference station (inches) | INDEX INFLUENCE per SEAT-ROW per1kg | |
|---------|--------|------------------------------|----|----|-----|----|-----|----|----|----|----|---|-------------------------------------|----------|
| | | A | B | C | D | E | G | H | J | K | | | | |
| A | 1 | NB | N | . | N | N | N | . | | N | NB | -1016.57 | -0.00339 | |
| | 2 | N | N | . | N | N | N | . | | N | N | -937.43 | -0.00312 | |
| | 3 | N | N | . | N | N | N | . | | N | N | -859.43 | -0.00286 | |
| | 4 | N | N | . | N | N | N | . | | N | N | -781.43 | -0.00260 | |
| B | 5 | NB | N | . | N | N | N | . | | N | NB | -557.14 | -0.00186 | |
| | 6 | N | N | . | N | N | N | . | | N | N | -479.14 | -0.00160 | |
| | 7 | N | N | . | N | N | N | . | | N | N | -401.14 | -0.00134 | |
| | 11 | NB | N | N | . | NB | N | NB | . | N | N | NB | -337.67 | -0.00113 |
| | 12 | N | N | N | . | N | N | N | . | N | N | N | -306.33 | -0.00102 |
| | 13 | N | N | N | . | N | N | N | . | N | N | N | -275.00 | -0.00092 |
| | 14 | N | N | N | . | N | N | N | . | N | N | N | -243.67 | -0.00081 |
| | 15 | N | N | N | . | N | N | N | . | N | N | N | -212.33 | -0.00071 |
| C | 16 | N | N | N | . | N | N | N | . | N | N | N | -181.00 | -0.00060 |
| | 23 | | | . | NBI | N | NBI | . | | | | -74.00 | -0.00025 | |
| | 24 | NE | NE | NE | . | NE | NE | NE | . | NE | NE | NE | -37.67 | -0.00013 |
| | 25 | N | N | N | . | N | N | N | . | N | N | N | -6.00 | -0.00002 |
| | 26 | N | N | N | . | N | N | N | . | N | N | N | 25.67 | 0.00009 |
| | 27 | N | N | N | . | N | N | N | . | N | N | N | 57.33 | 0.00019 |
| | 28 | N | N | N | . | N | N | N | . | N | N | N | 89.00 | 0.00030 |
| | 29 | N | N | N | . | N | N | N | . | N | N | N | 120.00 | 0.00040 |
| | 30 | N | N | N | . | N | N | N | . | N | N | N | 151.00 | 0.00050 |
| | 31 | N | N | N | . | N | N | N | . | N | N | N | 182.00 | 0.00061 |
| | 32 | N | N | N | . | N | N | N | . | N | N | N | 213.00 | 0.00071 |
| | 33 | N | N | N | . | N | N | N | . | N | N | N | 244.00 | 0.00081 |
| | 34 | N | N | N | . | N | N | N | . | N | N | N | 275.00 | 0.00092 |
| | 35 | N | N | N | . | N | N | N | . | N | N | N | 306.00 | 0.00102 |
| | 36 | N | N | N | . | N | N | N | . | N | N | N | 337.00 | 0.00112 |
| 37 | N | N | N | . | N | N | N | . | N | N | N | 368.00 | 0.00123 | |
| 38 | | | . | N | N | N | . | | | | | 391.00 | 0.00130 | |
| D | 40 | NE | NE | NE | . | | | . | NE | NE | NE | 507.00 | 0.00169 | |
| | 41 | N | N | N | . | | | . | N | N | N | 539.00 | 0.00180 | |
| | 42 | N | N | N | . | N | NB | N | . | N | N | N | 568.33 | 0.00189 |
| | 43 | N | N | N | . | N | N | N | . | N | N | N | 600.00 | 0.00200 |
| | 44 | N | N | N | . | N | N | N | . | N | N | N | 631.67 | 0.00211 |
| | 45 | N | N | N | . | N | N | N | . | N | N | N | 663.33 | 0.00221 |
| | 46 | N | N | N | . | N | N | N | . | N | N | N | 695.00 | 0.00232 |
| | 47 | N | N | N | . | N | N | N | . | N | N | N | 726.67 | 0.00242 |
| | 48 | N | N | N | . | N | N | N | . | N | N | N | 758.33 | 0.00253 |
| | 49 | N | N | N | . | N | N | N | . | N | N | N | 790.67 | 0.00264 |
| | 50 | N | N | N | . | N | N | N | . | N | N | N | 822.33 | 0.00274 |
| | 51 | N | N | . | N | N | N | . | | N | N | 851.71 | 0.00284 | |
| | 52 | N | N | . | N | N | N | . | | N | N | 882.71 | 0.00294 | |
| | 53 | N | N | . | N | N | N | . | | N | N | 913.14 | 0.00304 | |

FIXED CERTAIN CLASS DIVIDER is shown as : _____

THE AISLE is shown as : | .

| | | |
|--|---------------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 11 |
| Cabin Configuration(s) TC-JJV,-JY,-JZ,-LJA,-JB,-JC,-JD,-JE,JF,- JG,-JH,-JI,-JJ,-JK | A / C TYPE B777-300ER | Carrier TK |

8.3.1 Seatplan Layout / Facilities and Row Index Influence

| SECTION | ROW NO | CABIN CONFIGURATION 49C/300Y | | | | | | | | | | Length of arm from reference station (inches) | INDEX INFLUENCE per SEAT-ROW per1kg | |
|---------|--------|------------------------------|----|----|-----|----|-----|----|----|----|----------|---|-------------------------------------|----------|
| | | A | B | C | D | E | G | H | J | K | | | | |
| A | 1 | NB | N | . | N | N | N | . | N | NB | -1016.57 | -0.00339 | | |
| | 2 | N | N | . | N | N | N | . | N | N | -937.43 | -0.00312 | | |
| | 3 | N | N | . | N | N | N | . | N | N | -859.43 | -0.00286 | | |
| | 4 | N | N | . | N | N | N | . | N | N | -781.43 | -0.00260 | | |
| B | 5 | NB | N | . | N | N | N | . | N | NB | -556.71 | -0.00186 | | |
| | 6 | N | N | . | N | N | N | . | N | N | -478.71 | -0.00160 | | |
| | 7 | N | N | . | N | N | N | . | N | N | -400.71 | -0.00134 | | |
| | 11 | NB | N | N | . | NB | N | NB | . | N | N | NB | -337.67 | -0.00113 |
| | 12 | N | N | N | . | N | N | N | . | N | N | N | -306.33 | -0.00102 |
| | 13 | N | N | N | . | N | N | N | . | N | N | N | -275.00 | -0.00092 |
| | 14 | N | N | N | . | N | N | N | . | N | N | N | -243.67 | -0.00081 |
| | 15 | N | N | N | . | N | N | N | . | N | N | N | -212.33 | -0.00071 |
| 16 | N | N | N | . | N | N | N | . | N | N | N | -181.00 | -0.00060 | |
| C | 23 | | | . | NBI | N | NBI | . | | | | -74.00 | -0.00025 | |
| | 24 | NE | NE | NE | . | NE | NE | NE | . | NE | NE | NE | -37.67 | -0.00013 |
| | 25 | N | N | N | . | N | N | N | . | N | N | N | -6.00 | -0.00002 |
| | 26 | N | N | N | . | N | N | N | . | N | N | N | 25.67 | 0.00009 |
| | 27 | N | N | N | . | N | N | N | . | N | N | N | 57.33 | 0.00019 |
| | 28 | N | N | N | . | N | N | N | . | N | N | N | 89.00 | 0.00030 |
| | 29 | N | N | N | . | N | N | N | . | N | N | N | 120.00 | 0.00040 |
| | 30 | N | N | N | . | N | N | N | . | N | N | N | 151.00 | 0.00050 |
| | 31 | N | N | N | . | N | N | N | . | N | N | N | 182.00 | 0.00061 |
| | 32 | N | N | N | . | N | N | N | . | N | N | N | 213.00 | 0.00071 |
| | 33 | N | N | N | . | N | N | N | . | N | N | N | 244.00 | 0.00081 |
| | 34 | N | N | N | . | N | N | N | . | N | N | N | 275.00 | 0.00092 |
| | 35 | N | N | N | . | N | N | N | . | N | N | N | 306.00 | 0.00102 |
| | 36 | N | N | N | . | N | N | N | . | N | N | N | 337.00 | 0.00112 |
| 37 | N | N | N | . | N | N | N | . | N | N | N | 368.00 | 0.00123 | |
| D | 40 | NE | NE | NE | . | | | . | NE | NE | NE | 507.00 | 0.00169 | |
| | 41 | N | N | N | . | N | NB | N | . | N | N | N | 536.67 | 0.00179 |
| | 42 | N | N | N | . | N | N | N | . | N | N | N | 568.33 | 0.00189 |
| | 43 | N | N | N | . | N | N | N | . | N | N | N | 600.00 | 0.00200 |
| | 44 | N | N | N | . | N | N | N | . | N | N | N | 631.67 | 0.00211 |
| | 45 | N | N | N | . | N | N | N | . | N | N | N | 663.33 | 0.00221 |
| | 46 | N | N | N | . | N | N | N | . | N | N | N | 695.00 | 0.00232 |
| | 47 | N | N | N | . | N | N | N | . | N | N | N | 726.67 | 0.00242 |
| | 48 | N | N | N | . | N | N | N | . | N | N | N | 758.33 | 0.00253 |
| | 49 | N | N | N | . | N | N | N | . | N | N | N | 790.67 | 0.00264 |
| | 50 | N | N | N | . | N | N | N | . | N | N | N | 822.33 | 0.00274 |
| | 51 | N | N | | . | N | N | N | . | N | N | N | 851.14 | 0.00284 |
| | 52 | N | N | | . | N | N | N | . | N | N | N | 882.14 | 0.00294 |
| | 53 | N | N | | . | N | N | N | . | N | N | N | 913.14 | 0.00304 |

THE AISLE is shown as | .

| | | |
|--|--------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 11 |
| Cabin Configuration(s) TC-LKA,-LKB,-LKC | A / C TYPE B777-300ER | Carrier TK |

8.3.1 Seatplan Layout / Facilities and Row Index Influence

| SECTION | ROW NO | CABIN CONFIGURATION 28C/372Y | | | | | | | | | | Length of arm from reference station (inches) | INDEX INFLUENCE per SEAT-ROW per1kg | |
|---------|--------|------------------------------|----|----|-----|-----|-----|-----|---|----|-----|---|-------------------------------------|----------|
| | | A | B | C | D | E | G | H | J | K | | | | |
| A | 1 | NBI | NI | . | N | NI | N | . | | NI | NBI | -1016.57 | -0.00339 | |
| | 2 | NI | N | . | N | NI | N | . | | N | NI | -937.43 | -0.00312 | |
| | 3 | NI | N | . | N | NI | N | . | | N | NI | -859.43 | -0.00276 | |
| | 4 | NI | N | . | N | NI | N | . | | N | NI | -781.43 | -0.00260 | |
| B | 11 | | | . | NBI | NI | NBI | . | | | | -607.00 | -0.00202 | |
| | 12 | NBI | NI | N | . | N | NI | N | . | N | NBI | NI | -576.67 | -0.00192 |
| | 13 | NI | N | N | . | N | NI | N | . | N | N | NI | -545.33 | -0.00182 |
| | 14 | NI | N | N | . | N | NI | N | . | N | N | NI | -514.00 | -0.00171 |
| | 15 | NI | N | N | . | N | NI | N | . | N | N | NI | -482.00 | -0.00161 |
| | 16 | NI | N | N | . | N | NI | N | . | N | N | NI | -450.00 | -0.00150 |
| | 17 | NI | N | N | . | N | NI | N | . | N | N | NI | -418.00 | -0.00139 |
| | 18 | NI | N | N | . | N | NI | N | . | N | N | NI | -386.00 | -0.00129 |
| | 19 | NI | N | N | . | N | NI | N | . | N | N | NI | -354.00 | -0.00118 |
| | 20 | NI | N | N | . | N | NI | N | . | N | N | NI | -322.00 | -0.00107 |
| | 21 | NI | N | N | . | N | NI | N | . | N | N | NI | -290.00 | -0.00097 |
| | 22 | NI | N | N | . | N | NI | N | . | N | N | NI | -258.00 | -0.00086 |
| | 23 | NI | N | N | . | N | NI | N | . | N | N | NI | -226.00 | -0.00075 |
| 24 | NI | N | N | . | N | NI | N | . | N | N | NI | -194.00 | -0.00065 | |
| 25 | NI | N | N | . | N | NI | N | . | N | N | NI | -162.00 | -0.00054 | |
| 26 | NI | N | | . | N | NI | N | . | | N | NI | -130.00 | -0.00043 | |
| C | 29 | NEI | NE | NE | . | NBI | NI | NBI | . | NE | NE | NEI | -32.00 | -0.00011 |
| | 30 | NI | N | N | . | N | NI | N | . | N | N | NI | 0.00 | 0.00000 |
| | 31 | NI | N | N | . | N | NI | N | . | N | N | NI | 32.00 | 0.00011 |
| | 32 | NI | N | N | . | N | NI | N | . | N | N | NI | 64.00 | 0.00021 |
| | 33 | NI | N | N | . | N | NI | N | . | N | N | NI | 96.00 | 0.00032 |
| | 34 | NI | N | N | . | N | NI | N | . | N | N | NI | 128.00 | 0.00043 |
| | 35 | NI | N | N | . | N | NI | N | . | N | N | NI | 160.00 | 0.00053 |
| | 36 | NI | N | N | . | N | NI | N | . | N | N | NI | 192.00 | 0.00064 |
| | 37 | NI | N | N | . | N | NI | N | . | N | N | NI | 224.00 | 0.00075 |
| | 38 | NI | N | N | . | N | NI | N | . | N | N | NI | 256.00 | 0.00085 |
| | 39 | NI | N | N | . | N | NI | N | . | N | N | NI | 288.00 | 0.00096 |
| 40 | NI | N | N | . | N | NI | N | . | N | N | NI | 320.00 | 0.00107 | |
| 41 | NI | N | N | . | N | NI | N | . | N | N | NI | 352.00 | 0.00117 | |
| D | 43 | NEI | NE | NE | . | | | | . | NE | NE | NEI | 506.00 | 0.00169 |
| | 44 | NI | N | N | . | NI | N | NBI | . | N | N | NI | 533.33 | 0.00178 |
| | 45 | NI | N | N | . | N | NI | N | . | N | N | NI | 564.67 | 0.00188 |
| | 46 | NI | N | N | . | N | NI | N | . | N | N | NI | 596.00 | 0.00199 |
| | 47 | NI | N | N | . | N | NI | N | . | N | N | NI | 627.33 | 0.00209 |
| | 48 | NI | N | N | . | N | NI | N | . | N | N | NI | 658.67 | 0.00220 |
| | 49 | NI | N | N | . | N | NI | N | . | N | N | NI | 690.00 | 0.00230 |
| | 50 | NI | N | N | . | N | NI | N | . | N | N | NI | 721.33 | 0.00240 |
| | 51 | NI | N | N | . | N | NI | N | . | N | N | NI | 752.67 | 0.00251 |
| | 52 | NI | N | N | . | N | NI | N | . | N | N | NI | 785.67 | 0.00262 |
| | 53 | NI | N | N | . | N | NI | N | . | N | N | NI | 817.33 | 0.00272 |
| | 54 | NI | N | N | . | N | NI | N | . | N | N | NI | 848.33 | 0.00283 |
| | 55 | NI | N | | . | N | NI | N | . | | N | NI | 879.14 | 0.00293 |
| | 56 | NI | N | | . | N | NI | N | . | | N | NI | 910.71 | 0.00304 |

| | | |
|-----------------------------------|--------------------------|---------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 12 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

9. DETAILS FOR COMPARTMENT TRIM

| COMPARTMENT | | MAXIMUM CAPACITY | | Index influence | |
|-------------|-----------------------|-------------------|---------------------------|-----------------|----------|
| NUMBER | DESCRIPTION | GROSS WEIGHT (kg) | VOLUME* (m ³) | +/- | per 1 kg |
| 1 | FWD CARGO HOLD | 15306** | 1+2 MAX | - | 0.003036 |
| 2 | FWD CARGO HOLD | 26758** | 40823 | - | 0.001734 |
| 3 | AFT CARGO HOLD | 21656** | 3+4 MAX | + | 0.001288 |
| 4 | AFT CARGO HOLD | 10204** | 31751 | + | 0.002379 |
| 5 | REAR / BULK CargoHold | 4082 | 16.99 | + | 0.002985 |

Remarks:

* : Volume information is given only for Bulk compartments .

** : Check individual ULD position limits (DETAILS FOR BAY / SECTION TRIM) .

9.1 Combined Load Limitations :

COMPARTMENT 1 + COMPARTMENT 2 *max. CUMULATIVE = 40823 KG*
 COMPARTMENT 3 + COMPARTMENT 4 *max. CUMULATIVE = 31751 KG*

| | | |
|--------------------------------|-----------------------|------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 13 |
| Cabin Configuration(s)ALL | A / C TYPE B777-300ER | Carrier TK |

10. DETAILS FOR BAY / SECTION TRIM

| BAY / SECTION | DESCRIPTION | GROSS WEIGHT (kg) | VOLUME (m ³) | Index influence | |
|---------------|-------------------|------------------------|--------------------------|-----------------|----------|
| | | | | +/- | per 1 kg |
| 11 R or L | AVE , AKE | 1587 | | - | 0.003422 |
| 11 R or L | PKC | 1134 | | - | 0.003422 |
| 12 R or L | AVE , AKE | 1587 | | - | 0.003095 |
| 12 R or L | PKC | 1134 | | - | 0.003095 |
| 13 R or L | AVE , AKE | 1587 | | - | 0.002840 |
| 13 R or L | PKC | 1134 | | - | 0.002840 |
| 14 R or L | AVE , AKE | 1587 | | - | 0.002637 |
| 14 R or L | PKC | 1134 | | - | 0.002637 |
| 11 | PLA , P9A | 3174 | | - | 0.003422 |
| 12 | PLA , P9A | 3174 | | - | 0.003095 |
| 13 | PLA , P9A | 3174 | | - | 0.002730 |
| 14 | PLA , P9A | 3174 | | - | 0.002637 |
| 11P | PAG (88x125 inch) | 4626 | | - | 0.003376 |
| 12P | PAG (88x125 inch) | 4626 | | - | 0.003049 |
| 13P | PAG (88x125 inch) | 4626 | | - | 0.002697 |
| 11P | PMC (96x125 inch) | 5102 | | - | 0.003363 |
| 12P | PMC (96x125 inch) | 5102 | | - | 0.003036 |
| 13P | PMC (96x125 inch) | 5102 | | - | 0.002710 |
| 21 R or L | AVE , AKE | 1587 | | - | 0.002436 |
| 21 R or L | PKC | 1134 | | - | 0.002436 |
| 22 R or L | AVE , AKE | 1587 | | - | 0.002234 |
| 22 R or L | PKC | 1134 | | - | 0.002234 |
| 23 R or L | AVE , AKE | 1587 | | - | 0.002033 |
| 23 R or L | PKC | 1134 | | - | 0.002033 |
| 24 R or L | AVE , AKE | 1587 | | - | 0.001832 |
| 24 R or L | PKC | 1134 | | - | 0.001832 |
| 25 R or L | AVE , AKE | 1587 | | - | 0.001630 |
| 25 R or L | PKC | 1134 | | - | 0.001630 |
| 26 R or L | AVE , AKE | 1587 | | - | 0.001427 |
| 26 R or L | PKC | 1134 | | - | 0.001427 |
| 27 R or L | AVE , AKE | 1587 | | - | 0.001225 |
| 27 R or L | PKC | 1134 | | - | 0.001225 |
| 28 R or L | AVE , AKE | 1587 | | - | 0.001023 |
| 28 R or L | PKC | 1134 | | - | 0.001023 |
| 21 | PLA , P9A | 3174 | | - | 0.002436 |
| 22 | PLA , P9A | 3174 | | - | 0.002234 |
| 23 | PLA , P9A | 3174 | | - | 0.002033 |
| 24 | PLA , P9A | 3174 | | - | 0.001832 |
| 25 | PLA , P9A | 3174 | | - | 0.001630 |
| 26 | PLA , P9A | 3174 | | - | 0.001427 |
| 27 | PLA , P9A | 3174 | | - | 0.001225 |
| 28 | PLA , P9A | 3174 | | - | 0.001023 |
| 21P | PAG (88x125 inch) | 4626 | | - | 0.002371 |
| 22P | PAG (88x125 inch) | 4626 | | - | 0.002046 |
| 23P | PAG (88x125 inch) | 4626 | | - | 0.001720 |
| 24P | PAG (88x125 inch) | 4626 | | - | 0.001395 |
| 25P | PAG (88x125 inch) | 5102 only for this pos | | - | 0.001069 |
| 21P | PMC (96x125 inch) | 5102 | | - | 0.002385 |
| 22P | PMC (96x125 inch) | 5102 | | - | 0.002059 |
| 23P | PMC (96x125 inch) | 5102 | | - | 0.001734 |
| 24P | PMC (96x125 inch) | 5102 | | - | 0.001408 |
| 25P | PMC (96x125 inch) | 6350 only for this pos | | - | 0.001082 |

| | | |
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| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 13 |
| Cabin Configuration(s)ALL | A / C TYPE B777-300ER | Carrier TK |

COMPARTMENT # 1 P:ossible HOLD versions

| Compt1 Version 1 | Compt1 Version 2 | Compt 1 Version 3 | Compt 1 Version 4 | Compt 1 Version 5 | Compt1 Version 6 |
|------------------|------------------|-------------------|-------------------|-------------------|------------------|
| 11 or 11L,11R | 11 or 11L,11R | 11P | 11P | 11P | 11 or 11L,11R |
| 12 or 12L,12R | 12 or 12L,12R | 12 or 12L,12R | 12 or 12L,12R | 12P | 12P |
| 13 or 13L,13R | 13P | 13 or 13L,13R | 13P | 13P | 13P |
| 14 or 14L,14R | | 14 or 14L,14R | | | |

COMPARTMENT # 2 ;ossible HOLD versions

| Compt2 Version 1 | Compt2 Version 2 | Compt 2 Version 3 | Compt 2 Version 4 | Compt 2 Version 5 | Compt 2 Version 6 |
|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| 21 or 21L,21R | 21P | 21P | 21P | 21P | 21P |
| 22 or 22L,22R | | 22P | 22P | 22P | 22P |
| 23 or 23L,23R | 23 or 23L,23R | | 23P | 23P | 23P |
| 24 or 24L,24R | 24 or 24L,24R | | | 24P | 24P |
| 25 or 25L,25R | 25 or 25L,25R | 25 or 25L,25R | | | 25P |
| 26 or 26L,26R | 26 or 26L,26R | 26 or 26L,26R | 26 or 26L,26R | | |
| 27 or 27L,27R | 27 or 27L,27R | 27 or 27L,27R | 27 or 27L,27R | | |
| 28 or 28L,28R | 28 or 28L,28R | 28 or 28L,28R | 28 or 28L,28R | 28 or 28L,28R | |

| Compt2 Version 7 | Compt2 Version 8 | Compt 2 Version 9 | Compt 2 Version 10 |
|------------------|------------------|-------------------|--------------------|
| 21 or 21L,21R | 21 or 21L,21R | 21 or 21L,21R | 21 or 21L,21R |
| 22 or 22L,22R | 22 or 22L,22R | 22 or 22L,22R | 22P |
| 23 or 23L,23R | 23 or 23L,23R | 23 or 23L,23R | 23P |
| 24 or 24L,24R | 24 or 24L,24R | 23P | 24P |
| 25 or 25L,25R | 24P | 24P | 25P |
| 26 or 26L,26R | 25P | 25P | |
| 25P | | | |
| | | | |

Continued from previous page...

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|--------------------------------|--------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 13 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

| BAY / SECTION | DESCRIPTION | GROSS WEIGHT (kg) | VOLUME (M ³) | Index influence | |
|---------------|-----------------|------------------------|--------------------------|-----------------|----------|
| | | | | +/- | per 1 kg |
| 31 L or R | AVE , AKE | 1587 | | + | 0.000741 |
| 31 L or R | PKC | 1134 | | + | 0.000741 |
| 32 L or R | AVE , AKE | 1587 | | + | 0.000943 |
| 32 L or R | PKC | 1134 | | + | 0.000943 |
| 33 L or R | AVE , AKE | 1587 | | + | 0.001145 |
| 33 L or R | PKC | 1134 | | + | 0.001145 |
| 34 L or R | AVE , AKE | 1587 | | + | 0.001347 |
| 34 L or R | PKC | 1134 | | + | 0.001347 |
| 35 L or R | AVE , AKE | 1587 | | + | 0.001549 |
| 35 L or R | PKC | 1134 | | + | 0.001549 |
| 36 L or R | AVE , AKE | 1587 | | + | 0.001751 |
| 36 L or R | PKC | 1134 | | + | 0.001751 |
| 31P | PAG(88x125 in) | 5102 only for this pos | | + | 0.000787 |
| 32P | PAG(88x125 in) | 4626 | | + | 0.001086 |
| 33P | PAG(88x125 in) | 4626 | | + | 0.001385 |
| 34P | PAG(88x125 in) | 4626 | | + | 0.001683 |
| 31P | PMC (96x125 in) | 6350 only for this pos | | + | 0.000800 |
| 32P | PMC (96x125 in) | 5102 | | + | 0.001126 |
| 33P | PMC (96x125 in) | 5102 | | + | 0.001451 |
| 34P | PMC (96x125 in) | 5102 | | + | 0.001777 |
| 41 L or R | AVE , AKE | 1587 | | + | 0.001951 |
| 41 L or R | PKC | 1134 | | + | 0.001951 |
| 42 L or R | AVE , AKE | 1587 | | + | 0.002159 |
| 42 L or R | PKC | 1134 | | + | 0.002159 |
| 43 L or R | AVE , AKE | 1587 | | + | 0.002400 |
| 43 L or R | PKC | 1134 | | + | 0.002400 |
| 44 L or R | AVE , AKE | 1587 | | + | 0.002602 |
| 44 L or R | PKC | 1134 | | + | 0.002602 |
| 41 | PLA , P9A | 3174 | | + | 0.001951 |
| 42 | PLA , P9A | 3174 | | + | 0.002159 |
| 43 | PLA , P9A | 3174 | | + | 0.002400 |
| 44 | PLA , P9A | 3174 | | + | 0.002602 |
| 41P | PAG (88x125 in) | 4626 | | + | 0.002201 |
| 42P | PAG(88x125 in) | 4626 | | + | 0.002555 |
| 41P | PMC (96x125 in) | 5102 | | + | 0.002214 |
| 42P | PMC (96x125 in) | 5102 | | + | 0.002543 |
| 51 | bulk loading | 1701 | 6.23 m3 | + | 0.002808 |
| 52 | bulk loading | 2776 | 10.76 m3 | + | 0.003087 |
| 51+52 max | bulk loading | 4082 | 16.99 m3 | + | 0.002985 |

Continued from previous page...

| | | |
|--------------------------------|-----------------------|------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 13 |
| Cabin Configuration(s)ALL | A / C TYPE B777-300ER | Carrier TK |

COMPARTMENT # 3 Possible HOLD versions

| Compt3 Version 1 | Compt3 Version 2 | Compt 3 Version 3 | Compt 3 Version 4 | Compt 3 Version 5 | Compt 3 Version 6 |
|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| 31 or 31L,31R | 31P | 31 P (PAG) | 31 P (PMC) | 31P (PAG) | 31P (PMC) |
| 32 or 32L,32R | | 32P (PAG) | 32P (PMC) | 32P (PAG) | 32P (PMC) |
| 33 or 33L,33R | 33 or 33L,33R | | | 33P (PAG) | 33P (PMC) |
| 34 or 34L,34R | 34 or 34L,34R | 34 or 34L,34R | 34 or 34L,34R | | |
| 35 or 35L,35R | 35 or 35L,35R | 35 or 35L,35R | 35 or 35L,35R | | |
| 36 or 36L,36R | 36 or 36L,36R | 36 or 36L,36R | 36 or 36L,36R | 36 or 36L,36R | 36 or 36L,36R |

| Compt3 Version 7 | Compt3 Version 8 | Compt 3 Version 9 | Compt 3 Version 10 | Compt 3 Version 11 |
|------------------|------------------|-------------------|--------------------|--------------------|
| 31P (PMC) | 31P (PMC) | 31P (PAG) | 31P (PAG) | 31P (PMC) |
| | 32P (PMC) | 32P (PAG) | 32P (PAG) | 32P (PMC) |
| 33P (PAG) | | 33P (PMC) | 33P (PAG) | 33P (PMC) |
| 34P (PAG) | 34P (PAG) | 34P (PMC) | 34P (PAG) | 34P (PMC) |
| | | | | |
| | | | | |

COMPARTMENT # 4 Possible HOLD versions

| Compt4 Version 1 | Compt4 Version 2 | Compt 4 Version 3 | Compt 4 Version 4 | Compt 4 Version 5 | Compt 4 Version 6 |
|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| 41 or 41L,41R | 41 or 41L,41R | 41 or 41L,41R | 41 or 41L,41R | 41 or 41L,41R | 41 or 41L,41R |
| 42 or 42L,42R | 42 or 42L,42R | 42 or 42L,42R | 41P (PAG) | 41P (PMC) | 41P (PMC) |
| 43 or 43L,43R | 42P (PMC) | 42P (PAG) | 42P (PAG) | 42P (PMC) | 42P (PAG) |
| 44 or 44L,44R | | | | | |

| Compt4 Version 7 |
|------------------|
| 41 or 41L,41R |
| 41P (PAG) |
| 42P (PMC) |
| |
| |

| | | |
|--------------------------------|--------------------------|----------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | C Sheet 14 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

11. BALLAST

FIXED PROVISIONS FOR CARRYING BALLAST?
REMARKS : BALLAST IS NOT REQUIRED

| | | |
|--------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | D Sheet 1 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | 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 load planning 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 (KG) | INDEX VALUE |
|-------------|-------------|
| 170000 | 45.5 |
| 237682 | 52.0 |
| 351534 | 63.0 |

| | | |
|--------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | D Sheet 2 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

2. UNIT LOAD DEVICES DETAILS

| Type Code | Tare weight kg | Maximum Capacity | | Remarks |
|-----------|----------------|------------------|--------------------------|---|
| | | Gross Weight kg | VOLUME (M ³) | |
| AVE | 90 | 1587 | 4.41 | 60.4x61.5 in.half-size container V3(LD3) |
| AKE | 90 | 1587 | 4.41 | 60.4x61.5 in. half-size container V3(LD3) |
| PLA | 90 | 3174 | 6.86 | 60.4x125 inch size pallet (W2) |
| P9A | 90 | 3174 | 6.86 | 60.4x125 inch size pallet (W2) |
| PAG | 110 | 4626,5102* | 10.0 | 88x125 inch size pallet (A2) |
| PMC | 120 | 5102,6350* | 10.9 | 96x125 inch size pallet (Q2) |
| PKC | 40 | 1587 | 3.6 | 60.4x61.5 inch size pallet |

* GROSS WEIGHT is valid only for the positions as defined in " 10. DETAILS FOR BAY/SECTION TRIM"

NOTES : - GROSS WEIGHT includes tare weight of pallets, containers , nets and igloo
- GROSS WEIGHT is valid for only the aircraft type B777-300ER .

2.1 UNIT LOAD DEVICES NOTES

In ULD compartments (compartments other than bulk Compartment) cargo and bags should be loaded only in ULD. It is forbidden to load anything at the empty spaces around ULDs and between ULDs.

| | | |
|--------------------------------|--------------------------|---------------------|
| EDP-SYSTEM SEMI-PERMANENT DATA | AIRCRAFT DATA | D Sheet 3 |
| Cabin Configuration(s) ALL | A / C TYPE B777-300ER | Carrier TK |

3. SPECIAL LOAD

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