

IATA AHM560 DATA  
LIST OF EFFECTIVE PAGES  
REV 00

*Pages/Sheets that are common to all A/C Types. Located in .PDF file "THY-AHM560\_Pages\_00.00-02.04.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
22.00	18Dec17	01	Changed	-	List Of Eff. Pages
22.01	01Dec17	00	-	C2,C3	Basic Index and MAC formula/ Stabilizer Trim Settings/A/C Registration., Wt Index Details
22.02	18Dec17	01	Changed	-	A/C Basic & Dry Operating Weight & Index Table
22.03	18Dec17	01	Changed	C4	Aircraft Weight Limitations
22.04	01Dec17	00	-	C5	CG Limits for Loadsheet Purpose
22.04A	01Dec17	00	-	C5	CG Limits for Loadsheet Purpose
22.04B	01Dec17	00	-	C5	CG Limits for Loadsheet Purpose
22.04C	01Dec17	00	-	C5	CG Limits for Loadsheet Purpose
22.05	01Dec17	00	-	C6	Effect of Fuel - Fuel Density
22.06	01Dec17	00	-	C7	Cockpit Index,Cabin Crew Seats,Crew Distr.
22.07	01Dec17	00	-	C8	Galley Weight&Codes
22.08	01Dec17	00	-	C9,C10	Passenger Seats Average Station (Cabin Areas)
22.09	01Dec17	00	-	C10	Seating Layout Code Letters
22.10	01Dec17	00	-	C11	Seat Plan Layout , Facilities & Row index Influence
22.11	01Dec17	00	-	C12	Details For Compartment Trim
22.12	01Dec17	00	-	C13	Details For Bay/Section Trim
22.12a	01Dec17	00	-	C13	Details For Bay/Section Trim
22.12b	01Dec17	00	-	C13	Details For Bay/Section Trim
22.12c	01Dec17	00	-	C13	Details For Bay/Section Trim
22.12d	01Dec17	00	-	C13	Details For Bay/Section Trim
22.13	01Dec17	00	-	C14,D1 D2,D3	BALLAST,CG LIMITS / Ideal Trim Line, Unit Load Devices / Special Load
22.14	01Dec17	00	-	-	Load&Trim Sheet A330-243F (Cargo) front side
22.14A	01Dec17	00	-	-	Load&Trim Sheet A330-243F (Cargo) reverse side



EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 2
Cabin Configuration(s) ALL	A / C TYPE B777F	Carrier TK

**2. BASIC INDEX AND MAC FORMULA**

**2.1. Examples and definitions**

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

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

- 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 inch from zero
- K (Constant) = 50
- C (Constant) = 250000

**2.3. MAC Information**

- Length of MAC = 278.5 inch
- LEMAC at = 1174.5 inch/ from zero

**2.4. Stabilizer Trim Setting**

777F stabilizer trim settings are based on the sum of the selected derate thrust reduction and percentage of assumed temperature thrust reduction. Since it is not possible to determine the percentage of assumed temperature thrust reduction from the data provided to pilots or dispatchers, the only accurate source for stabilizer trim settings is the FMC.

MAC Range	STAB Range

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 3
Cabin Configuration(s) ALL	A / C TYPE B777F	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.



EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 4
Cabin Configuration(s) ALL	A/ C TYPE B777F	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-LJL	60403	348721	-	347814	248115	260815
TC-LJM	60404	348721	-	347814	248115	260815

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 .

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 B777F	Carrier TK

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

Special condition if applicable			Special condition if applicable		
TAKE-OFF FWD			TAKE-OFF AFT		
Specify applicability	Weight	Index Value	Specify applicability	Weight	Index Value
All	132903	31311.1	All	347814	45.1
	203652	1818.6		340189	73.6
	243115	1616.5		322461	82.1
	255815	1515.6		275330	85.6
	260815	1515.3		268138	84.4
	326722	1113.3		260815	82.2
	340194	1616.1		204117	65.1
	347814	2424.1		146011	48.8
			132903	40.2	

Special condition if applicable			Special condition if applicable		
ZERO FUEL FWD			ZERO FUEL AFT		
Specify applicability	Weight	Index Value	Specify applicability	Weight	Index Value
All	132903	31.1	All	248115	66.3
	203652	18.6		209901	69
	243115	16.5		207452	68.7
	248115	16.2		172814	63.3
		146011		48.8	
		132903		40.2	



EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 6
Cabin Configuration(s)	A / C TYPE B777F	Carrier TK

## 5. EFFECT OF FUEL

### 5.1 EFFECT OF FUEL (FUEL DENSITY : 0.80 KG/L)

WEIGHT									DENSITY KG/L									WEIGHT									DENSITY KG/L								
KG	0.76	0.77	0.78	0.79	0.8	0.81	0.82	0.83	KG	0.76	0.77	0.78	0.79	0.8	0.81	0.82	0.83	KG	0.76	0.77	0.78	0.79	0.8	0.81	0.82	0.83	KG	0.76	0.77	0.78	0.79	0.8	0.81	0.82	0.83
2000	0	0	0	0	0	0	0	0	92000	1	1	2	2	3	3	4	4	100000	-3	-2	-2	-1	-1	0	0	1									
4000	0	0	0	0	0	0	0	0	94000	0	0	1	1	2	2	3	3	102000	-4	-3	-3	-2	-2	-1	-1	0									
6000	0	0	0	0	0	0	0	0	96000	-1	-1	0	0	1	1	2	3	104000	-5	-4	-4	-3	-2	-2	-1	-1									
8000	0	0	0	0	0	0	0	0	98000	-2	-1	-1	0	0	1	1	2	106000	-5	-5	-4	-4	-3	-3	-2	-2									
10000	0	0	0	0	0	0	0	0	100000	-3	-2	-2	-1	-1	0	0	1	108000	-6	-6	-5	-5	-4	-4	-3	-3									
12000	0	0	0	0	0	0	0	0	102000	-4	-3	-3	-2	-2	-1	-1	0	110000	-7	-7	-6	-6	-5	-5	-4	-3									
14000	0	0	0	0	0	0	0	0	104000	-5	-4	-4	-3	-2	-2	-1	-1	112000	-8	-8	-7	-6	-6	-5	-5	-4									
16000	0	0	0	0	0	0	0	0	106000	-5	-5	-4	-4	-3	-3	-2	-2	114000	-9	-8	-8	-7	-7	-6	-6	-5									
18000	0	0	0	0	0	0	0	0	108000	-6	-6	-5	-5	-4	-4	-3	-3	116000	-10	-9	-9	-8	-8	-7	-7	-6									
20000	0	0	0	0	0	0	0	0	110000	-7	-7	-6	-6	-5	-5	-4	-3	118000	-11	-10	-10	-9	-9	-8	-7	-7									
22000	0	0	0	0	0	0	0	0	112000	-8	-8	-7	-6	-6	-5	-5	-4	120000	-11	-11	-10	-10	-9	-9	-8	-8									
24000	0	0	0	0	0	0	0	0	122000	-12	-12	-11	-11	-10	-10	-9	-9	124000	-13	-13	-12	-12	-11	-11	-10	-10									
26000	0	0	0	0	0	0	0	0	126000	-14	-14	-13	-13	-12	-11	-11	-10	128000	-15	-15	-14	-13	-13	-12	-12	-11									
28000	0	0	0	0	0	0	0	0	130000	-16	-16	-15	-14	-14	-13	-13	-12	132000	-17	-17	-16	-15	-15	-14	-14	-13									
30000	0	0	0	0	0	0	0	0	134000	-18	-18	-17	-16	-16	-15	-14	-14	136000	-19	-19	-18	-17	-17	-16	-15	-16									
32000	1	1	1	1	1	0	0	0	137774	-20	-19	-19	-18	-17	-17	-16	-16	138000		-20	-19	-18	-18	-17	-16	-16									
34000	1	1	1	1	1	1	1	1	138000		-20	-19	-18	-18	-17	-16	-16	138680		-20	-19	-19	-18	-17	-17	-16									
36000	1	1	1	1	1	1	1	1	139586		-20	-20	-19	-18	-18	-17	-16	140000			-20	-19	-19	-18	-17	-17									
38000	2	2	2	2	2	1	1	1	140493			-20	-20	-19	-18	-18	-17	140931			-20	-20	-19	-18	-18	-17									
40000	3	2	2	2	2	2	2	2	141399			-21	-20	-19	-19	-18	-17	142000			-21	-20	-19	-19	-18	-17									
42000	3	3	3	3	3	3	2	2	142000				-20	-20	-19	-18	-18	142306				-20	-20	-19	-18	-18									
44000	4	4	4	4	3	3	3	3	143212				-21	-20	-20	-19	-18	143212				-21	-20	-20	-19	-18									
46000	5	5	5	4	4	4	4	4	144000					-21	-20	-19	-19	144000					-21	-20	-19	-19									
48000	6	6	6	5	5	5	5	4	144118						-21	-20	-19	144118						-21	-20	-19	-19								
50000	7	7	7	6	6	6	6	5	145025						-21	-21	-20	145025						-21	-21	-20	-19								
52000	9	8	8	8	7	7	7	6	145931							-21	-20	145931							-21	-20	-20								
54000	10	10	9	9	9	8	8	8	146000								-21	146000								-21	-20	-20							
56000	12	11	11	10	10	10	9	9	146838									146838									-21	-21	-20						
58000	14	13	13	12	12	11	11	10	147744									147744										-21	-21						
60000	15	15	15	14	13	13	12	12	148000									148000										-21	-21						
62000	14	14	15	15	15	15	14	14	148650									148650										-22	-21						
64000	13	14	14	15	15	16	16	16	149557									149557											-21	-21					
66000	12	13	13	14	14	15	15	16	150000									150000											-22	-22					
68000	11	12	12	13	13	14	15	15	150463									150463											-22	-22					
70000	10	11	11	12	13	13	14	14																											
72000	9	10	10	11	12	12	13	13																											
74000	8	9	10	10	11	11	12	12																											
76000	8	8	9	9	10	10	11	11																											
78000	7	7	8	8	9	9	10	10																											
80000	6	6	7	7	8	8	9	10																											
82000	5	5	6	6	7	8	8	9																											
84000	4	5	5	6	6	7	7	8																											
86000	3	4	4	5	5	6	6	7																											
88000	2	3	3	4	4	5	5	6																											
90000	1	2	2	3	4	4	5	5																											

### 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 = 25 kg/minute

APU Fuel Flow = 200 kg/hour

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 7
Cabin Configuration(s) ALL	A/C TYPE B777F	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 (s)	+/-	per 1 kg
1.& 2. Seats	-	1070	-	0.00428
3.seats	-	1029	-	0.00412
4.seats	-	1022	-	0.00409

### 6.2. Number of cabin crew seats and location

Loadmaster seat locations	Max. No. of seats	Length of arm from reference station		Index influence	
		+/-	Inch (s)	+/-	per 1 kg
FWD of Safety Barrier Wall	4	-	904	-	0.00362

### 6.3. Crew Distribution / Crew Code

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



EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 8
Cabin Configuration(s) ALL	A / C TYPE B777F	Carrier TK

**7. GALLEY AND PANTRY**

**7.1. Galleys**

Galley locations	Length of arm from reference station		Index influence	
	+/-	Inch (s)	+/-	per 1 kg
G1	-	992	-	0.00397

**7.2 Pantry Weight / Pantry Code**

Pantry Weight / Pantry Code is given on A/C BASIC & DRY OPERATING 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. 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 B777F	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	

8.2 Class/Cabin Sections

Class/Cabin Section	Length of arm from reference station +/- meter(s)	Index influence	
		+/-	per 1 kg

NOT APPLICABLE

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 10
	A / C TYPE B777F	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

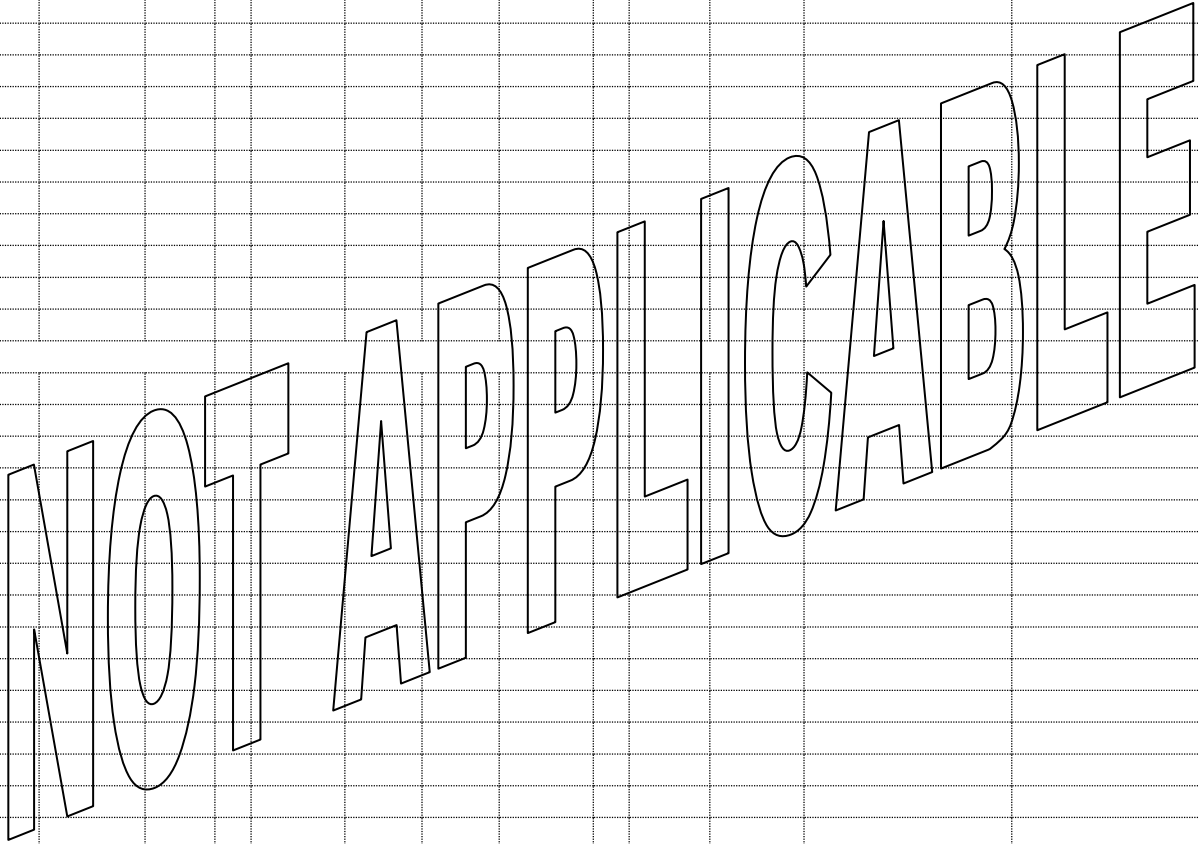
NOT APPLICABLE

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

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

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 11
Cabin Configuration(s)	A / C TYPE B777F	Carrier TK

8.3.1 Seatplan Layout / Facilities and Row Index Influence

SECTION	ROW NO	Cabin Config.								Length of arm from reference station	INDEX INFLUENCE per SEAT-ROW per 1kg
		A	B	D	E	F	G	J	K		
											

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 12
Cabin Configuration(s)	A / C TYPE	Carrier
ALL	B777F	TK

**9. DETAILS FOR COMPARTMENT TRIM**

NUMBER	COMPARTMENT DESCRIPTION	MAXIMUM CAPACITY		Length of Arm from Ref.Sta.	Index influence	
		GROSS WEIGHT (kg)	Max.Weight		+/-	per 1 kg
1	FWD CARGO HOLD	1+2 MAX.CUM.	26086	-603.35	-	0.002415
2	FWD CARGO HOLD	30617	7758	-309.15	-	0.001237
3	AFT CARGO HOLD	3+4 MAX.CUM.	7995	229.65	+	0.000919
4	AFT CARGO HOLD	22226	18483	454.15	+	0.001817
5	REAR / BULK CargoHold	4082		706.5	+	0.002826

Remarks:

\* : Volume information is given only for Bulk compartments .

**9.1 Combined Load Limitations : N/A**

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	C Sheet 13
Cabin Configuration(s)	A / C TYPE B777F	Carrier TK
ALL		

**10. DETAILS FOR BAY / SECTION TRIM**

**Bulk**

BAY / SECTION	DESCRIPTION	GROSS WEIGHT (kg)	B.Arm	Index influence	
				+/-	per 1 kg
section1	Bulk	1701	1914	+	0.002624
section2	Bulk	2776	2002	+	0.002976

REMARKS: -PAG and PMC pallet index influences are equalized by averaging original influences.  
This allowed to minimize the number of Hold versions.

**I. CONTAINER**

Lower Deck	Maximum capacity		
Bay/Section	Gross Weight	Volume *	Index value per 1 kg
Containers			
11	3174		-0.00327
12	3174		-0.00287
13	3174		-0.00262
14	3174		-0.00238
21	3174		-0.00214
22	3174		-0.0019
23	3174		-0.00165
24	3174		-0.00141
25	3174		-0.00117
31	3174		0.000858
32	3174		0.001101
33	3174		0.001343
41	3174		0.001584
42	3174		0.001834
43	3174		0.002124
44	3174		0.002366

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 13
Cabin Configuration(s)	A / C TYPE	Carrier
ALL	B777F	TK

II . PALLET 88"x125"

III . PALLET 96"x125"

Lower Deck	Maximum capacity		
Bay/Section	Gross Weight	Volume *	Index value per 1 kg
PALLET 96"x125"			
11P	5103		-0.00320
12P	5103		-0.00280
13P	5103		-0.00241
21P	5103		-0.00202
22P	5103		-0.00163
23P	5103		-0.00124
31P	5103		0.000929
32P	5103		0.00132
41P	5103		0.001905
42P	5103		0.002296



EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	<b>C</b> Sheet 13
Cabin Configuration(s)	A / C TYPE B777F	Carrier TK
ALL		

10. DETAILS FOR BAY / SECTION TRIM

Main Deck	Maximum capacity		
Bay/Section 96"x 196" Single Row	Gross Weight	B.Arm Centroid	Index value per 1 kg
A	6268	445	-0.00325
AB	6268	542	-0.00286
BC	6268	639	-0.00248
CD	6268	736	-0.00209
D	6268	833	-0.0017
DE	6268	930	-0.00131
EF	6268	1027	-0.00092
FG	11339	1124	-0.00054
G	11339	1221	-0.00015
GH	11339	1318	0.00024
HJ	6268	1415	0.000628
JK	6268	1512	0.001016
K	6268	1609	0.001404
L	6268	1706	0.001792
LM	6268	1803	0.00218
MP	6268	1900	0.002568
P	6268	1997	0.002956

\* Volume information required for bulk compartments only.

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	C Sheet 13
Cabin Configuration(s)	A / C TYPE B777F	Carrier TK
ALL		

10. DETAILS FOR BAY / SECTION TRIM

Main Deck	Maximum capacity		
Bay/Section 125" x 96" Side By side	Gross Weight	B.Arm Centroid	Index value per 1 kg
A	8150*	460	-0.00319
B	8150*	586	-0.00269
C	8150*	712	-0.00218
D	8150*	838	-0.00168
E	8150*	964	-0.00118
F	13606**	1090	-0.00067
G	13606**	1216	-0.00017
H	13606**	1342	0.000336
J	8150*	1468	0.000840
K	8150*	1594	0.001344
L	8150*	1719	0.001844
M	8150*	1858	0.002400
P	8150*	1984	0.002904
R (single)	3527	2095	0.003348

\* When load more than 4075kg for each position, please check unsymmetrical load limits table.

\*\* 6803kg is max limit for each position for side-by side loading.

Bay/Section G Longitudinal	Gross Weight (kg)	B.Arm Centroid	Index value per 1 kg
AB	15550*	528	-0.00292
CD	15550*	770	-0.00195
EF	15550*	1031	-0.00091
GH	22678	1273	0.00006
JK	15550*	1535	0.001108
MP	15550*	1917	0.002636

\* When load more than 7775kg for each position, please check unsymmetrical load limits table.

Bay/Section R Longitudinal	Gross Weight	B.Arm Centroid	Index value per 1 kg
AB	12778*	528	-0.00292
CD	12778*	770	-0.00195
EF	12778*	1031	-0.00091
GH	22678	1273	0.00006
JK	12778*	1535	0.001108
MP	12778*	1917	0.002636

\* When load more than 6389kg for each position, please check unsymmetrical load limits table.

EDP-SYSTEM SEMI-PERMANENT DATA	<b>AIRCRAFT DATA</b>	C Sheet 13
Cabin Configuration(s)	A / C TYPE B777F	Carrier TK
ALL		

**10. DETAILS FOR BAY/SECTION TRIM**

16ft Pallets & 20ft. Pallets

Main Deck	Maximum capacity		
Bay/Section 16ft & 20ft. PALLETS	Gross Weight	Volume *	Index value per 1 kg
EF	11339		-0.00091
GH	11339		0.00006
JK	11339		0.001108

\* Volume information required for bulk compartments only.

*Note 1: Attach a plan for each compartment configuration.*

*Note 2: Use additional sheets as required.*

Main Deck	Maximum capacity		
Bay/Section 125" x 96" Centroid	Gross Weight	B.Arm Centroid	Index value per 1 kg
A	6803	460	-0.00319
B	6803	586	-0.00269
C	6803	712	-0.00218
D	6803	838	-0.00168
E	6803	964	-0.00118
F	6803	1090	-0.00067
G	6803	1216	-0.00017
H	6803	1342	0.000336
J	6803	1468	0.000840
K	6803	1594	0.001344
L	6803	1719	0.001844
M	6803	1858	0.002400
P	6803	1984	0.002904

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	C Sheet 14
	A / C TYPE B777F	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 B777F	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

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	D Sheet 2
	A / C TYPE B777F	Carrier TK

### 2. UNIT LOAD DEVICES DETAILS

Type Code	Tare weight	Maximum Capacity		Remarks
		Gross Weight	VOLUME (M <sup>3</sup> )	
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	10.0	88x125 inch size pallet (A2)
PMC	120	5103	10.9	96x125 inch size pallet (O2)

NOTES : - GROSS WEIGHT includes tare weight of pallets, containers , nets and igloo

- GROSS WEIGHT is valid for only the aircraft type A330-203 .

#### 2.1 UNIT LOAD DEVICES NOTES

In ULD compartments (compartments other than bulk Compartment) cargo and bags should be loaded only in ULD.Do not load anything at the empty spaces around ULDs and between ULDs.

EDP-SYSTEM SEMI-PERMANENT DATA	AIRCRAFT DATA	D Sheet 3
	A / C TYPE B777F	Carrier TK

### 3. SPECIAL LOAD

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