

**B777F**  
**IATA AHM560 DATA**  
**LIST OF EFFECTIVE PAGES**  
**REV 05**

*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   | 12Dec18    | 05     | 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   | 12Dec18    | 05     | Changed          | -               | A/C Basic & Dry Operating Weight & Index Table  |
| 22.03   | 12Dec18    | 05     | 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<br>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  |

REVISION NOTES:

| REV NO | REVISION DESCRIPTION           |
|--------|--------------------------------|
| 05     | TC-LJP joined to THY Fleet.    |
| 04     | TC-LJO joined to THY Fleet.    |
| 03     | TC-LJN joined to THY Fleet.    |
| 02     | Ideal CG Line has been added.. |
| 01     | TC-LJM joined to THY Fleet.    |
|        |                                |
|        |                                |
|        |                                |
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|                                   |                     |               |
|-----------------------------------|---------------------|---------------|
| EDP-SYSTEM<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 2  |
| Cabin Configuration(s)<br>ALL     | A / C TYPE<br>B777F | Carrier<br>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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 3  |
| Cabin Configuration(s)<br>ALL     | A / C TYPE<br>B777F | Carrier<br>TK |

**3. AIRCRAFT REGISTRATIONS, WEIGHT AND INDEX DETAILS**

DRY OPERATING WEIGHT

X

BASIC WEIGHT

X

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

**A/C BASIC & DRY OPERATING WEIGHT & INDEX TABLE**

| A/C Type   | MSN   | A/C Reg.                       | Basic* (crew(0/0)) |                                 | How to calculate DOW/DOI?<br>Basic Weight/Index (Full potable water)<br>+<br>Cockpit Crew Total Weight/Index<br>+<br>Cabin Crew Total Weight/Index<br>+<br>Pantry Weight/Index<br>=<br>Dry Operating Weight/Index<br>If actual is different, then make necessary adjustments |        |
|--|-------|--------------------------------|--------------------|---------------------------------|--|--------|
|  |       |                                | Weight             | Index                           |  |        |
| B777F  | 60403 | TC-LJL                         | 141080             | 39.4                            |  |        |
| B777F  | 60404 | TC-LJM                         | 141035             | 39.3                            |  |        |
| B777F  | 65742 | TC-LJN                         | 141111             | 39.3                            |  |        |
| B777F  | 65743 | TC-LJO                         | 141214             | 39.3                            |  |        |
| B777F  | 65744 | TC-LJP                         | 141169             | 39.3                            |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       |                                |                    |                                 |  |        |
|  |       | <b>A/C Reg &amp; WV TYPE</b>   |                    | <b>A/C Limitations (Kg)</b>     |  |        |
|  |       | TC-LJL                         |                    | MTAXI                           |  | 348721 |
|  |       |                                |                    | MTOW                            | 347814   |        |
|  |       |                                |                    | MLDW                            | 260815   |        |
|  |       |                                |                    | MZFW                            | 248115   |        |
| <b>COCKPIT CREW TOTAL EFFECT / Cockpit Crew No / Locations</b>   |       |                                |                    |                                 |  |        |
| <b>Cockpit Crew No/Locations</b>   |       |                                |                    | <b>WEIGHT</b>                   | <b>INDEX</b>   |        |
| 2 COCKPIT CREW   |       |                                |                    | 170                             | -0.7   |        |
| 3 COCKPIT CREW   |       |                                |                    | 255                             | -1.1   |        |
| 4 COCKPIT CREW   |       |                                |                    | 340                             | -1.4   |        |
| <b>LOADMASTER TOTAL EFFECT / Loadmaster No / Locations</b>   |       |                                |                    |                                 |  |        |
| <b>1 (Loadmaster or Technician)</b>  |       |                                |                    | <b>WEIGHT</b>                   | <b>INDEX</b>   |        |
| 1 (Loadmaster or Technician)   |       |                                |                    | 85                              | -0.3   |        |
| 2 (Loadmaster or Technician)   |       |                                |                    | 170                             | -0.6   |        |
| 3 (Loadmaster or Technician)   |       |                                |                    | 255                             | -0.9   |        |
| 4 (Loadmaster or Technician)   |       |                                |                    | 340                             | -1.2   |        |
| <b>PANTRY EFFECT / Pantry Code / Class, Config, App.</b>   |       |                                |                    |                                 |  |        |
| <b>WEIGHT</b>  |       |                                |                    | <b>INDEX</b>                    |  |        |
| N (International Freighter Flight / Short-Mid Range) <i>Galley@266 (B.Arm)</i>   |       |                                |                    | 60                              | -0.2   |        |
| A (ER Freighter Flight / Long Range)   |       |                                |                    | 85                              | -0.3   |        |
| <b>INFLUENCE OF POTABLE WATER ON DOW/DOI</b>   |       |                                |                    |                                 |  |        |
| BW/BI value in the above table already includes potable water with FULL tank (156kg / -0.3 Index) . If potable water tanks are different, adjust DOW & DOI in proper ratios.   |       |                                |                    |                                 |  |        |
| <b>%75 POTABLE WATER</b>   |       | <b>%50 POTABLE WATER</b>       |                    | <b>%25 POTABLE WATER</b>        |  |        |
| Subtract 39 KG / Add 0.1 Index   |       | Subtract 78 KG / Add 0.1 Index |                    | Subtract 117 KG / Add 0.2 Index |  |        |
| *Basic Wt/Index includes: Cockpit & A/C Documents , Potable Water Tanks Full, Skylife Magazine, Tare empty Weight of all Trolleys & Galley Equipments (hotcup, hotjug , etc). If some items or Equipments are NOT carried make necessary adjustments. Dry Operating Weight/Index does NOT include Toolkit Box, Technician KIT, Loadmaster KIT. Check if they are carried, make necessary adjustments. Toolkit box and Technician KIT are loaded in Cargo comp5. Loadmaster KIT carried in pax.compt. |       |                                |                    |                                 |  |        |
| <b>TOOLKIT BOX = 58,3kg / 0,2iu — Technician Kit = 35kg / 0,1 iu — Loadmaster KIT = 10kg / 0 iu</b>  |       |                                |                    |                                 |  |        |
| 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 calculated in consideration of Crew Baggage loading position.   |       |                                |                    |                                 |  |        |
| <b>Spare Wheel&amp;Tire</b>  |       |                                | <b>Weight</b>      | <b>Index</b>                    | Dry Operating Weight/Index does not include nose/main gear spare wheel&tire. Check if they are carried in cargo compartment . It should be shown as "Load in compartments" (distribution) on loadsheet as "Equipment in compartment"   |        |
| Nose Gear(NG) (Qty1) in Compt.5  |       |                                | 130                | 0.4                             |  |        |
| Main Gear(MG) (Qty1) in Compt.5  |       |                                | 250                | 0.7                             |  |        |
| TOTAL in Bulk Compt.5 :  |       |                                | <b>380</b>         | <b>1.1</b>                      |  |        |

|                                   |                    |               |              |
|-----------------------------------|--------------------|---------------|--------------|
| EDP-SYSTEM<br>SEMI-PERMANENT DATA | AIRCRAFT DATA      |               | C<br>Sheet 4 |
| Cabin Configuration(s)<br>ALL     | A/ C TYPE<br>B777F | Carrier<br>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         |
| TC-LJN        | 65742 | 348721    | -                     | 347814              | 248115    | 260815         |
| TC-LJO        | 65743 | 348721    | -                     | 347814              | 248115    | 260815         |
| TC-LJP        | 65744 | 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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 5  |
| Cabin Configuration(s)<br>-       | A / C TYPE<br>B777F | Carrier<br>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 | 18108.6     |                                 | 340189 | 73.6        |
|                                 | 243115 | 16135.5     |                                 | 322461 | 82.1        |
|                                 | 255815 | 15105.6     |                                 | 275330 | 85.6        |
|                                 | 260815 | 15135.3     |                                 | 268138 | 84.4        |
|                                 | 326722 | 11131.3     |                                 | 260815 | 82.2        |
|                                 | 340194 | 16116.1     |                                 | 204117 | 65.1        |
|                                 | 347814 | 24224.1     |                                 | 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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 6  |
| Cabin Configuration(s)            | A / C TYPE<br>B777F | Carrier<br>TK |

## 5. EFFECT OF FUEL

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

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

### 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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA     | C<br>Sheet 7  |
| Cabin Configuration(s)<br>ALL     | A/C TYPE<br>B777F | Carrier<br>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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 8  |
| Cabin Configuration(s)<br>ALL     | A / C TYPE<br>B777F | Carrier<br>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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 9  |
| Cabin Configuration(s)<br>ALL     | A / C TYPE<br>B777F | Carrier<br>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<br>+/-<br>meter(s) | Index influence |          |
|---------------------|---|-----------------|----------|
|                     |   | +/-             | per 1 kg |
|                     |   |                 |          |
|                     |   |                 |          |

NOT APPLICABLE

|                                   |                     |               |
|-----------------------------------|---------------------|---------------|
| EDP-SYSTEM<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 10 |
|                                   | A / C TYPE<br>B777F | Carrier<br>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

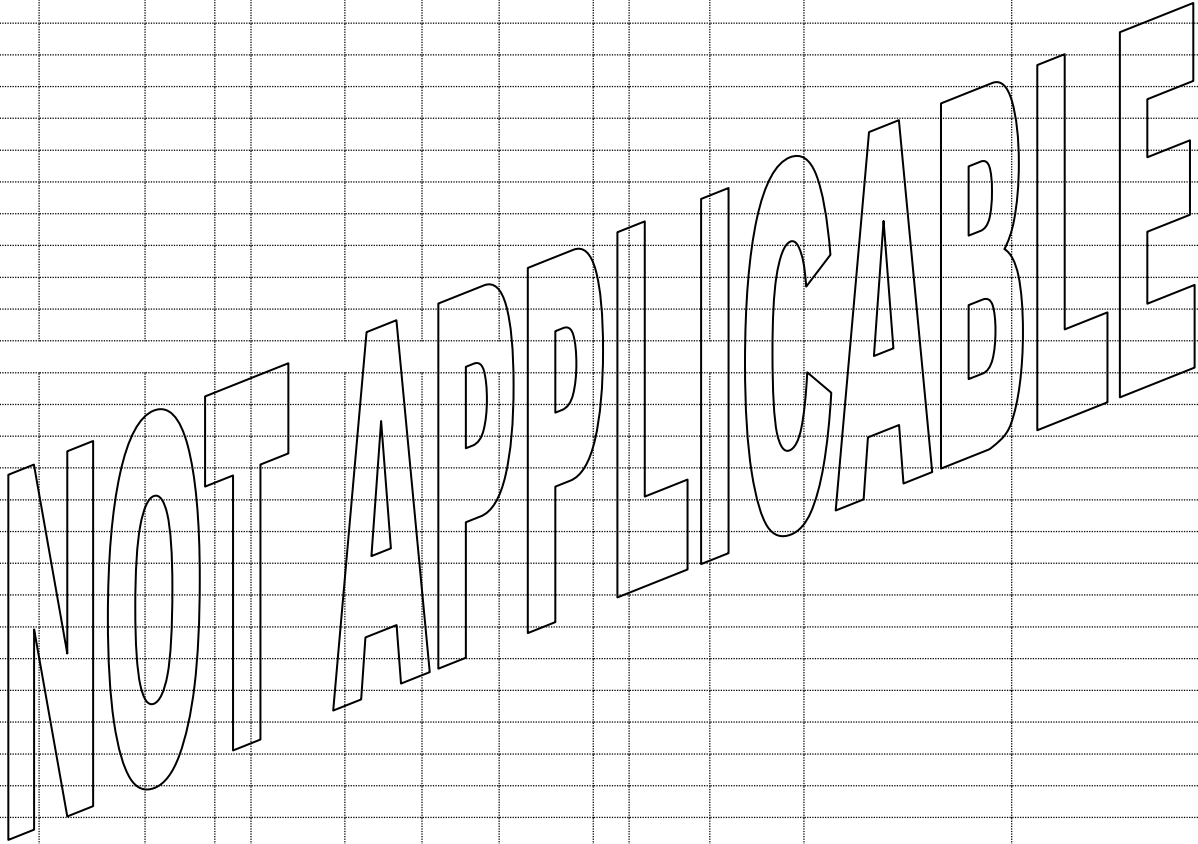
NOT APPLICABLE

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

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

|                                   |                     |               |
|-----------------------------------|---------------------|---------------|
| EDP-SYSTEM<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 11 |
| Cabin Configuration(s)            | A / C TYPE<br>B777F | Carrier<br>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<br>SEMI-PERMANENT DATA | <b>AIRCRAFT DATA</b> | <b>C</b><br>Sheet 12 |
| Cabin Configuration(s)            | A / C TYPE           | Carrier              |
| ALL                               | B777F                | TK                   |

**9. DETAILS FOR COMPARTMENT TRIM**

| NUMBER | COMPARTMENT<br>DESCRIPTION | MAXIMUM CAPACITY     |            | Length of<br>Arm from<br>Ref.Sta. | Index influence |          |
|--------|----------------------------|----------------------|------------|-----------------------------------|-----------------|----------|
|        |                            | GROSS WEIGHT<br>(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<br>SEMI-PERMANENT DATA | <b>AIRCRAFT DATA</b> | <b>C</b><br>Sheet 13 |
| Cabin Configuration(s)            | A / C TYPE<br>B777F  | Carrier<br>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 |          | Index value per 1 kg |
|-------------|------------------|----------|----------------------|
| Bay/Section | Gross Weight     | Volume * |                      |
| 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<br>SEMI-PERMANENT DATA | <b>AIRCRAFT DATA</b> | <b>C</b><br>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<br>SEMI-PERMANENT DATA | <b>AIRCRAFT DATA</b> | C<br>Sheet 13 |
| Cabin Configuration(s)            | A / C TYPE<br>B777F  | Carrier<br>TK |
| ALL                               |                      |               |

10. DETAILS FOR BAY / SECTION TRIM

| Main Deck                           | Maximum capacity |                   |                         |
|-------------------------------------|------------------|-------------------|-------------------------|
| Bay/Section<br>96"x 196" Single Row | Gross Weight     | B.Arm<br>Centroid | Index value<br>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<br>SEMI-PERMANENT DATA | <b>AIRCRAFT DATA</b> | C<br>Sheet 13 |
| Cabin Configuration(s)            | A / C TYPE<br>B777F  | Carrier<br>TK |
| ALL                               |                      |               |

10. DETAILS FOR BAY / SECTION TRIM

| Main Deck                              | Maximum capacity |                   |                         |
|--|------------------|-------------------|-------------------------|
| Bay/Section<br>125" x 96" Side By side | Gross Weight     | B.Arm<br>Centroid | Index value<br>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<br>G Longitudinal | Gross Weight<br>(kg) | B.Arm<br>Centroid | Index value<br>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<br>R Longitudinal | Gross Weight | B.Arm<br>Centroid | Index value<br>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<br>SEMI-PERMANENT DATA | <b>AIRCRAFT DATA</b> | C<br>Sheet 13 |
| Cabin Configuration(s)            | A / C TYPE<br>B777F  | Carrier<br>TK |
| ALL                               |                      |               |

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

16ft Pallets & 20ft. Pallets

| Main Deck                           | Maximum capacity |          |                         |
|-------------------------------------|------------------|----------|-------------------------|
| Bay/Section<br>16ft & 20ft. PALLETS | Gross Weight     | Volume * | Index value<br>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<br>125" x 96" Centroid | Gross Weight     | B.Arm<br>Centroid | Index value<br>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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | C<br>Sheet 14 |
|                                   | A / C TYPE<br>B777F | Carrier<br>TK |

## 11. BALLAST

FIXED PROVISIONS FOR CARRYING BALLAST?

REMARKS: BALLAST IS NOT REQUIRED

|                                   |                     |               |
|-----------------------------------|---------------------|---------------|
| EDP-SYSTEM<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | D<br>Sheet 1  |
|                                   | A / C TYPE<br>B777F | Carrier<br>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 |
|--------|-------------|
| 132903 | 38.5        |
| 170000 | 42.0        |
| 248115 | 48.0        |

|                                   |                     |               |
|-----------------------------------|---------------------|---------------|
| EDP-SYSTEM<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | D<br>Sheet 2  |
|                                   | A / C TYPE<br>B777F | Carrier<br>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<br>SEMI-PERMANENT DATA | AIRCRAFT DATA       | D<br>Sheet 3  |
|                                   | A / C TYPE<br>B777F | Carrier<br>TK |

### 3. SPECIAL LOAD

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