

ER-BAM is Side Cargo Door Operation

Main Deck: 30 Pallets Distribution

03 -Q6 Pallets (Position A1, A2 & B1) Max Weight 2611 Kg
 06-Q6 Pallets Max Height 96"
 20-Q7 Pallet Max Height 118"
 01-Q7 Pallet Max Height 113" Position PL

Pallet Max weight in position T is 2040 Kg

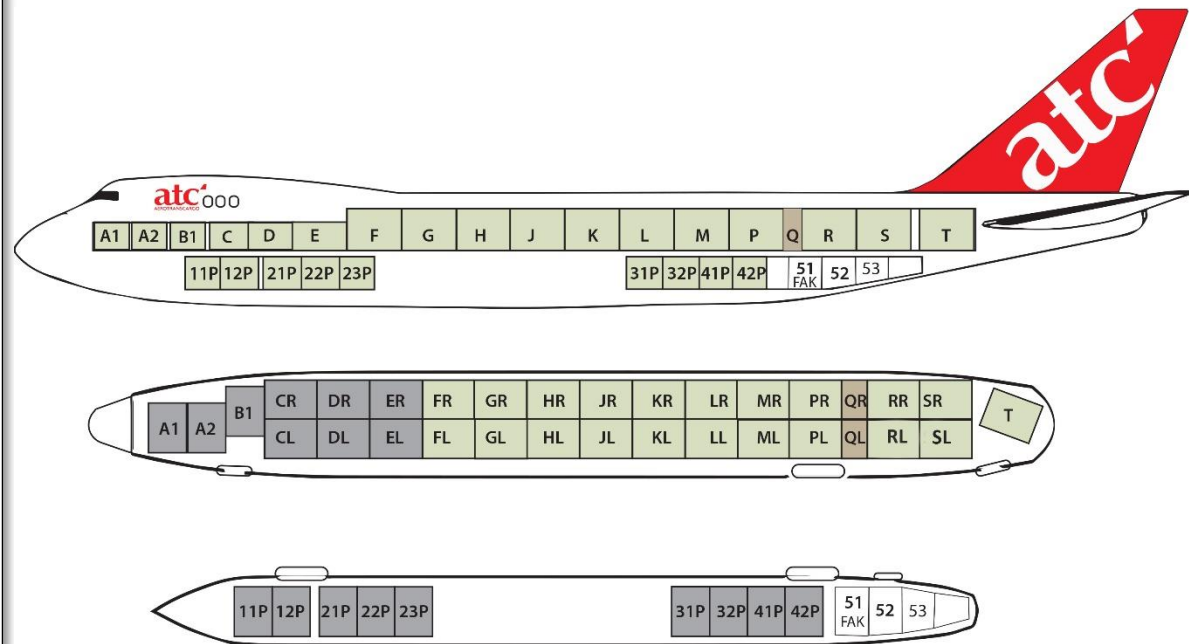
Lower Deck: 09 Pallets Distribution

09 Pallets Max Height 64"

- 1 - T- Q7 (include T, Max Gross weight 2040 for T only)
- 20 - Q7 (4819 Gross Weight)
- 7 - Q6 (1x 2611 MAX Gross Weight for B1 + 6 x 4819 MAX Gross Weight)
- 2 - A1 & A2 (2611 Gross MAX Weight + Height restriction mentioned in Attachment)
- 9 - W2 (5000 MAX Gross Weight) PLD/PWG
- 02 - PYB (1814 MAX Gross weight & Max height 90")

NOTE: - AKE & BULK NOT ALLOWED IN OUR AIRCRAFT
TOTAL: - 39 PMCs + 02 PYB CAN BE LOADED

Payload: For actual payload please contact Flight Operations Control 24*7 at +971 52 104 2246,
 Email:-occ@atc-md.aero



Cumulative Load Limits

The weights of the loaded cargo must be added section per section from forward to wing section and from aft to wing section and must not exceed their respective limit.

Forward Cumulative Load Limits

Forward Cumulative Loads are calculated by adding the weight from forward to aft.

Zone	Forward Cumulative Load Limits
	Version SF1/SF2
	30 Pallets Main Deck Cargo Configuration (PP30)
A1+A2+B1+11P	12415
C	21969
D	31512
E	41056
F	51544
G	65260
H	74568

Aft Cumulative Load Limits

Aft Cumulative Loads are calculated by adding the weights from aft to forward. The aft section of the aircraft has two different Cumulative Load Limits (Limit A and Limit B). If in one or more section Limit A is exceeded then Limit B applies.

Zone	Aft Cumulative Load Limits	
	Version SF1/SF2	
	Limit A	Limit B
J	69472	78465
K	55755	64747
L	43706	52715
M	33990	43046
P	24274	33377
Q	14558	23708
R	11986	19411
S+T	7004	10654

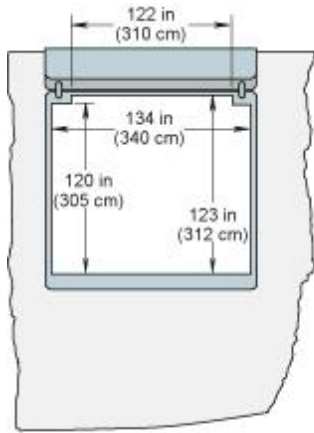
If Limit B applies further restrictions must be observed:

- C.G. Envelope Restrictions;
- Allowable Maximum Zero Fuel Weight depending on the total weight on Zone G + H + J

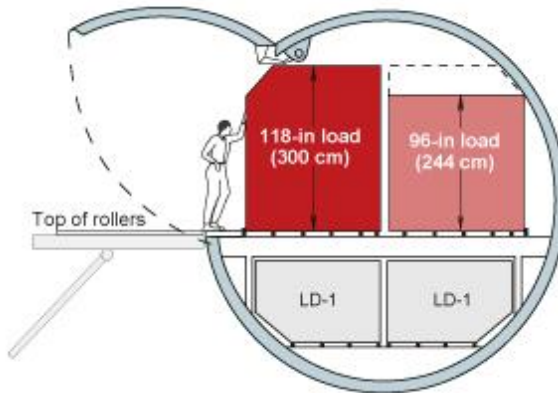
Allowable Maximum Zero Fuel Weight for Aft Cumulative Load Limit B depending on the total weight on Zone G + H + J

If Aircraft Cumulative Load Limit B applies the allowable maximum Zero Fuel Weight depends on the total weight on Zone G + H + J. Use the following table for calculation. However, interpolation is allowed, when necessary.

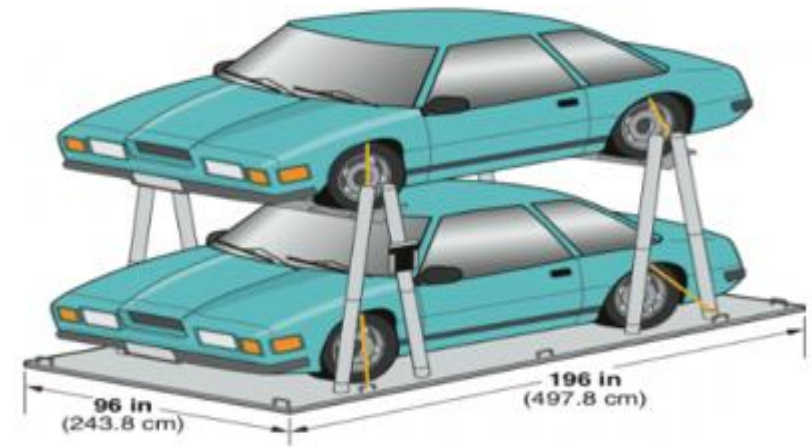
AFT CUMULATIVE LOAD LIMIT B ALLOWABLE MAX ZFW - Interpolation allowed					
LIMIT A → NO ZFW RESTRICTIONS					
LIMIT B		TOTAL G+H+J		ALL. MAX ZFW	
TOTAL ZONE G+H+J	ALL. MAX. ZFM	TOTAL ZONE G+H+J	ALL. MAX. ZFM	TOTAL ZONE G+H+J	ALL. MAX. ZFM
0	247207	11000	258041	22000	268874
1000	248192	12000	259025	23000	269859
2000	249177	13000	260010	24000	270844
3000	250162	14000	260995	25000	271829
4000	251146	15000	261980	26000	272814
5000	252131	16000	262965	27000	273798
6000	253116	17000	263950	28000	274783
7000	254101	18000	264935	29000	275768
8000	255086	19000	265919	>=29937	276691
9000	256071	20000	266904		
10000	257056	21000	267889		



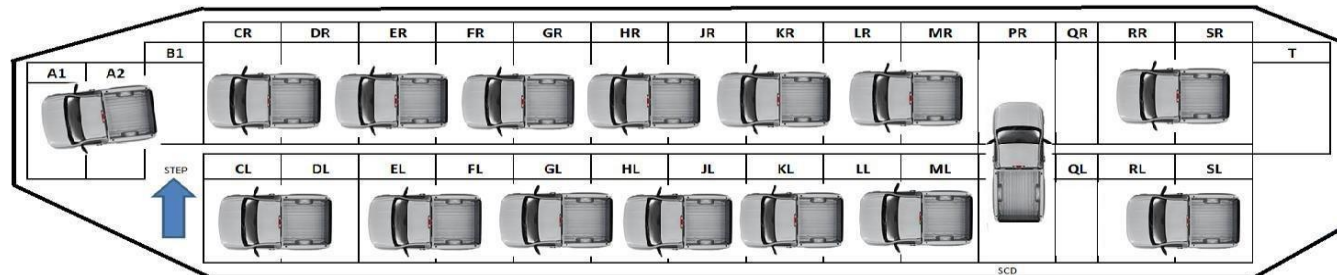
Side view



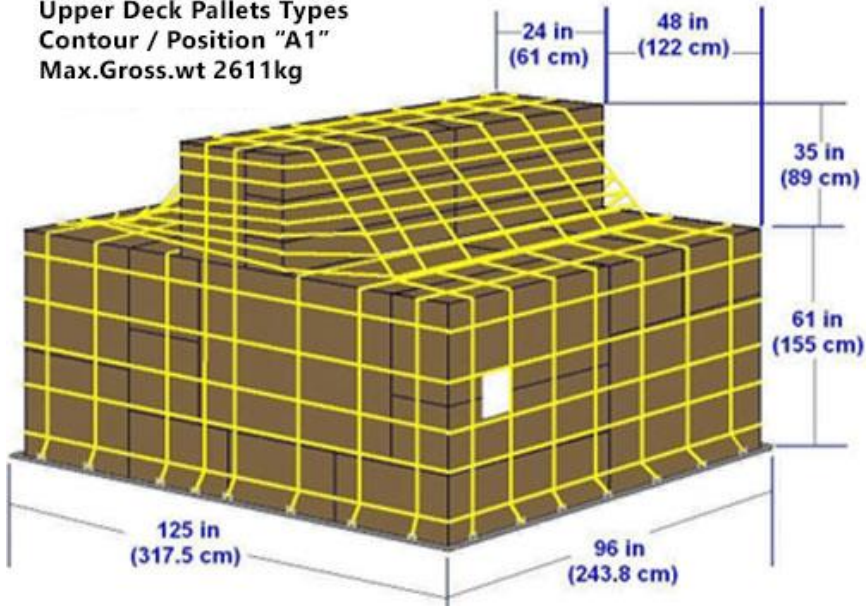
Rear view



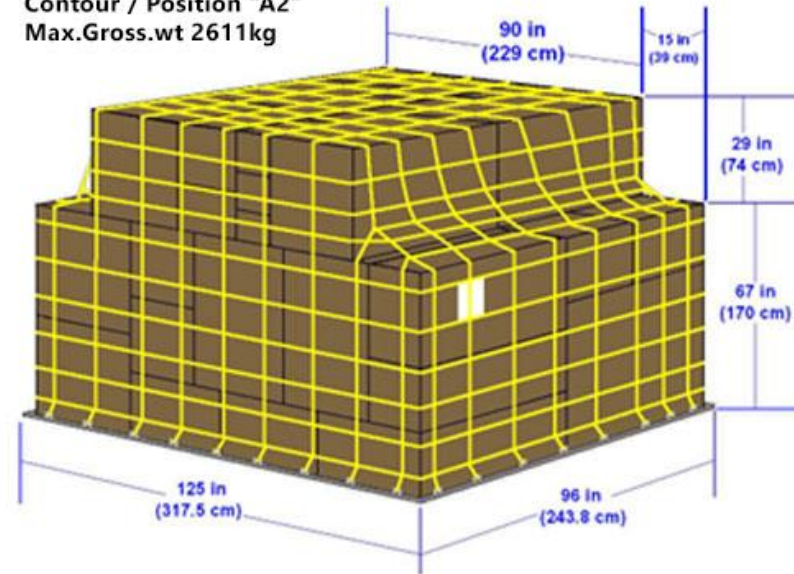
Car Loading Drive IN/OUT method



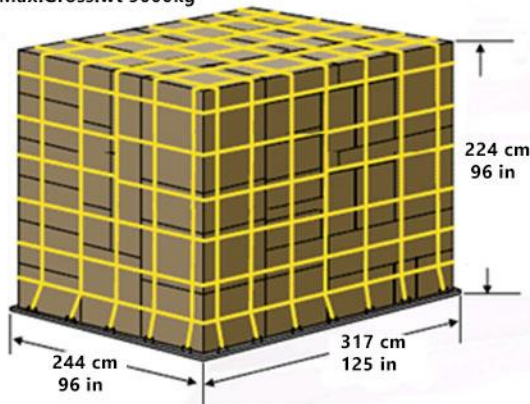
**Upper Deck Pallets Types
Contour / Position "A1"**
Max.Gross.wt 2611kg



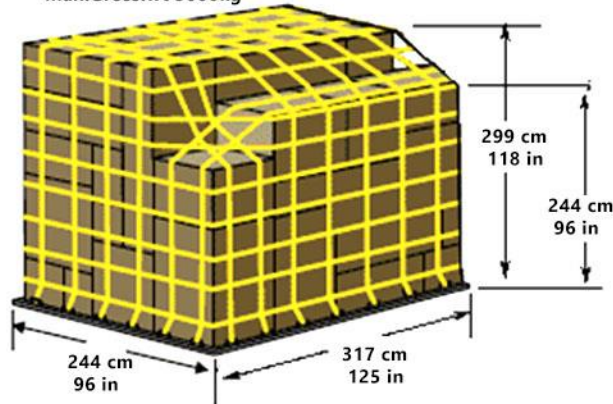
**Upper Deck Pallets Types
Contour / Position "A2"**
Max.Gross.wt 2611kg



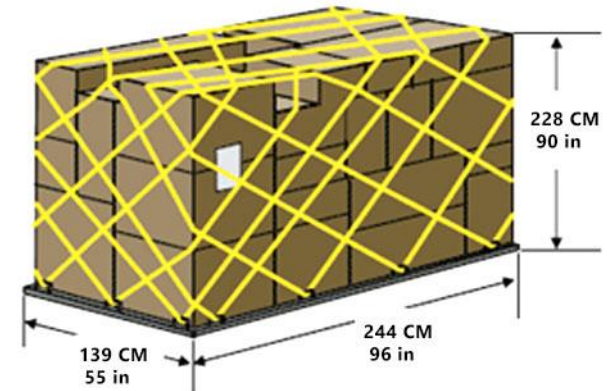
**Upper Deck Pallets Types
Contour / Position "Q6"**
Max.Gross.wt 5000kg



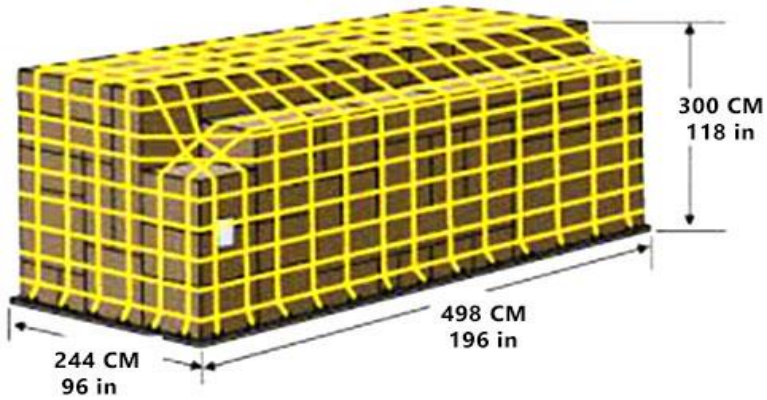
**Upper Deck Pallets Types
Contour / Position "Q7"**
Max.Gross.wt 5000kg



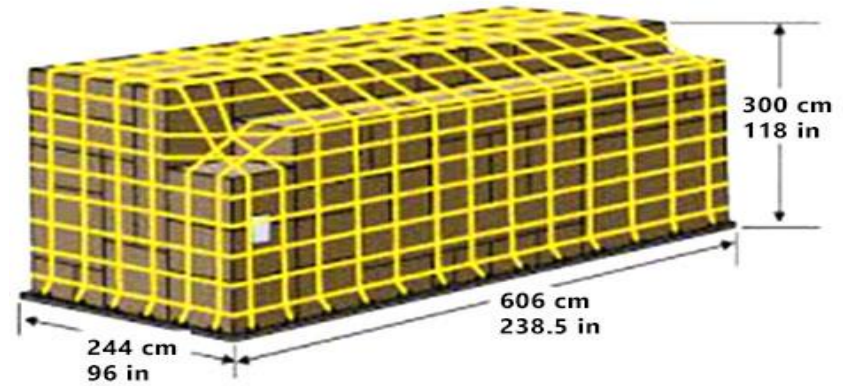
**Upper Deck Pallets Types
Contour / Position "Q5"**
Max.Gross.wt 1814kg



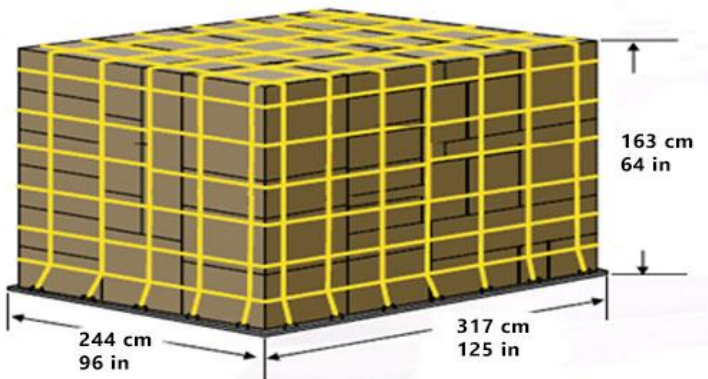
Upper Deck Pallets Types
Contour / Position (16 Foot) / Q6/Q7
Max.Gross.wt 10000kg



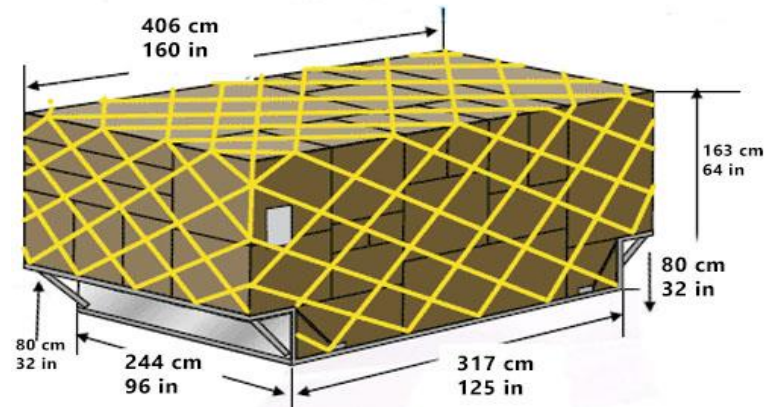
Upper Deck Pallets Types
Contour / Position (20 Foot) / Q6/Q7
Max.Gross.wt 10000kg



Lower Deck Pallets Types
Contour / Position PLD
Max.Gross.wt 5000kg



Lower Deck Pallets Types
Contour / Position PWG
Max.Gross.wt 5000kg



Live Stock [AVI] Loading Procedure

- The aircraft can be specially equipped to receive a full load of bulk-loaded animals. The animals are placed in a cage mounted on a regular aircraft pallet; the cage must be absolutely leak proof. Strong 2 layer of polyethylene sheeting must be placed between the container and the aircraft pallet and stapled to the sides of the container/Pallet. The plastic sheet should be raised to 01 meter in height around the cages to prevent animal waste leaking from the cage to aircraft floor. Absorbent material must be supplied in ample quantity. The use of straw must be avoided due to quarantine restrictions. Sufficient ventilation must be provided.
- Use total six lashing belts on each pallet, if pallet nets are not used for securing cages. If pallets nets are used to secure cages, please use 2 lashing belts on each side, so total 4 lashing belts per pallet.
- The container must be adequately ventilated on three sides, with the majority of the ventilation being provided on the upper part of the container.



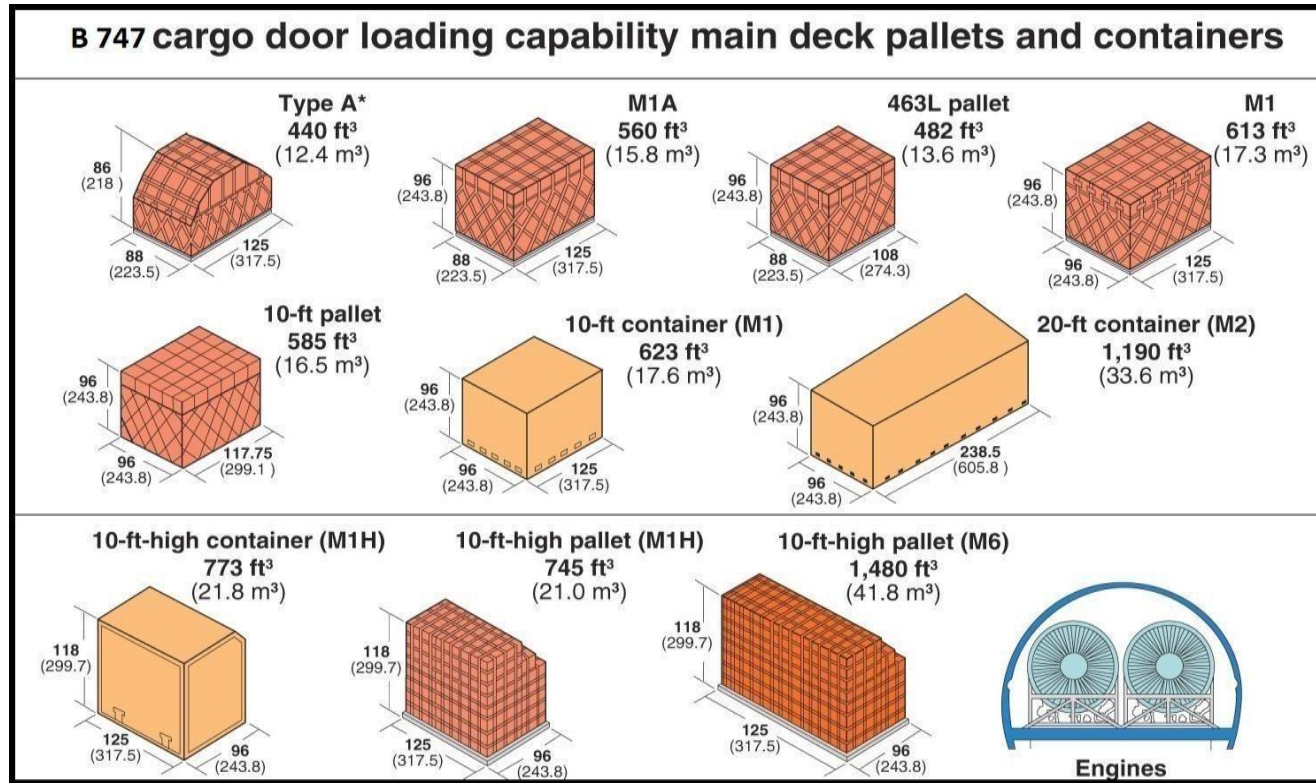
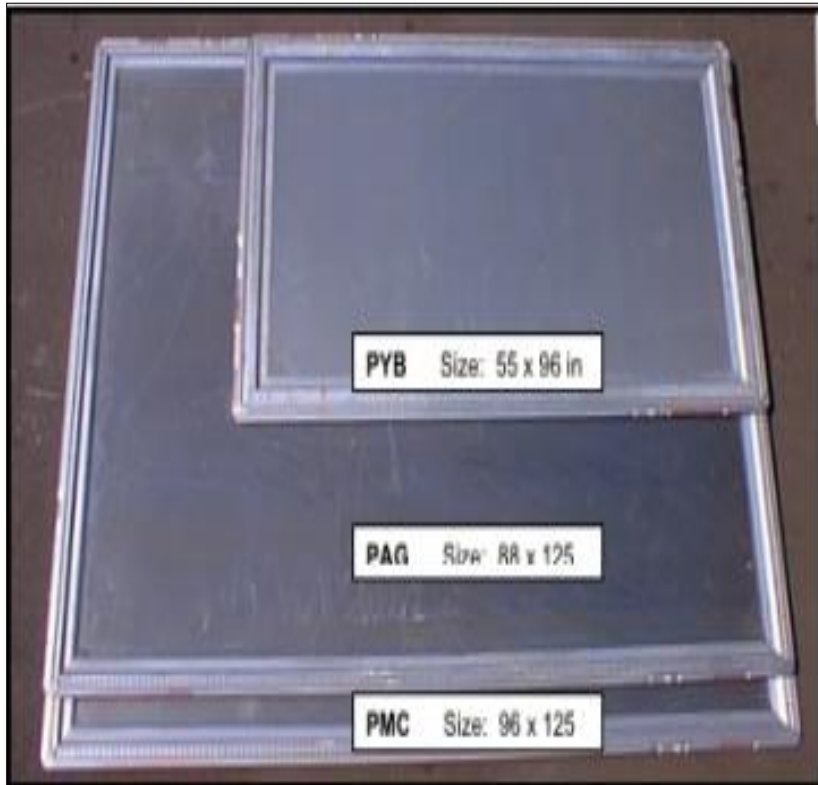
Perishable Cargo (PER / PES / PEM / PEF)

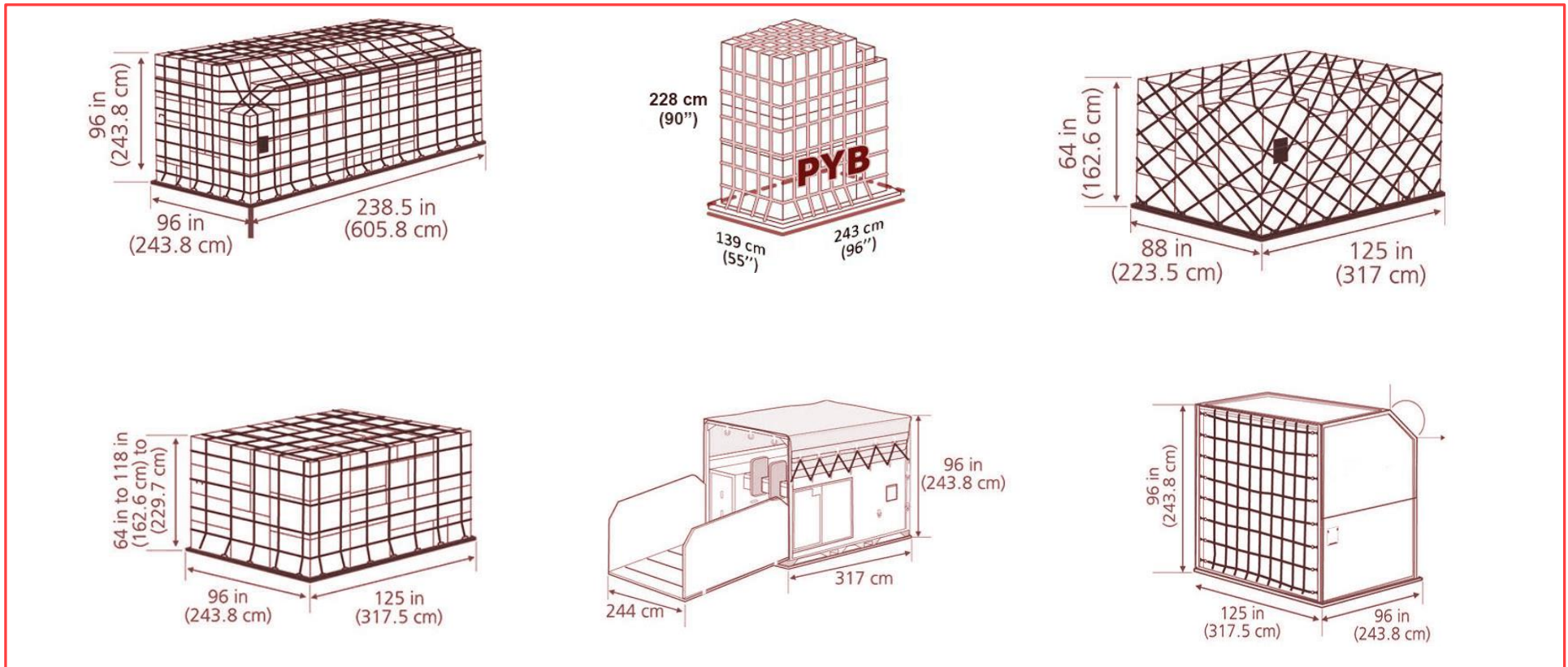
- AEROTRASCARGO can maintain aircraft temperature from +4°C to +29°C in all compartments except in BULK.
- For packaging, use IATA Standard Packaging as per IATA PERISHABLE CARGO REGULATIONS.
- Stacking of shipment may crush lower/bottom packages due to weight load limitation. It is important to identify the load bearing tolerance for each box/piece within a shipment to prevent damages, where restriction exists; appropriate marking (DO NOT STACK & THIS WAY UP) should be used.
- Due to flat nature of a pallet, any liquid spill from a load may quickly spread to the aircraft structure and cause significant damage to Aircraft system. Depending on the nature of the perishable, the possibility of SPILLS must be evacuated. Most Seafood, FISH, FRESH MEAT or Liquid is considered as WET CARGO. These require absorbent pads to collect liquids that may escape from the products or coolants.
- Additional protection against leakage and spillage can be achieved by placing a plastic/polythene sheet on the ULD floor and turning the edges up against ULD wall to create a water resistant base around the shipment.



Unit Load Devices (ULD)

A ULD (Unit Load Devices) is a device used to move cargo being shipped as airfreight. More specifically, a ULD is used to consolidate cargo in order to assist with the loading process onto an airplane.





- Please refer latest IATA manual for Dangerous cargo, Live Stock, Perishables and Special Loads accepting /loading in ATC flights.
- Kindly use IATA Standard ULD's, Lashing Net & Belts and do not use any damage Nets/ Straps in ATC aircrafts.
- 20ft SEA/AIR containers not allowed to board on ATC Flights.
- 16ft/20ft pallets Max Weight allow 10,000Kg (Including ULD weight)